

**CAPITAL BUDGET REQUESTS: 2019-2023**

Capital Long-Range Improvement Committee

# CLIC 2018



# 2019 - 2023 Capital Budget Requests

## Table of Contents

### CLIC TASK FORCE

---

#### MUNICIPAL BUILDING COMMISSION

MBC01 Life Safety Improvements	Human Development
MBC02 Mechanical Systems Upgrade	Human Development
MBC10 Exterior Improvements	Human Development
MBC11 Elevator Upgrades and Modernization	Human Development
MBC12 Safety Improvements - Non-Stagework Areas	Human Development

#### PARK BOARD

PRK02 Playground and Site Improvements Program	Human Development
PRK03 Shelter - Pool - Site Improvements Program	Human Development
PRK04 Athletic Fields -Site Improvements Program	Human Development
PRK33 Bryn Mawr Meadows Field Improvements	Human Development
PRK34 Currie Park Implementation	Human Development
PRK35 Keewaydin Park Implementation	Human Development
PRK36 North Commons Park Implementation	Human Development
PRK37 Powderhorn Park Implementation	Human Development
PRK38 Sibley Field Park Implementation	Human Development
PRK39 Whittier Park Implementation	Human Development
PRKCP Neighborhood Parks Capital Infrastructure	Human Development
PRKDT Diseased Tree Removal	Human Development
PRKRP Neighborhood Parks Rehabilitation Program	Human Development

#### PUBLIC WORKS DEPARTMENT

##### STREET PAVING

PV001 Parkway Paving Program	Transportation
PV006 Alley Renovation Program	Transportation
PV054 8th St S (Hennepin Ave to Chicago Ave)	Transportation
PV056 Asphalt Pavement Resurfacing Program	Transportation
PV059 Major Pavement Maintenance Program	Transportation
PV063 Unpaved Alley Construction	Transportation
PV074 CSAH & MnDOT Cooperative Projects	Transportation
PV075 Development Infrastructure Program	Transportation
PV092 Technology Dr (37th Ave NE to Marshall S NE)	Transportation
PV095 4th St N & S (2nd Ave N to 4th Ave S)	Transportation
PV104 ADA Ramp Replacement Program	Transportation
PV108 Concrete Streets Rehabilitation Program	Transportation
PV113 29th St W Phase 2	Transportation
PV114 U of M Protected Bikeways	Transportation
PV116 North Loop Pedestrian Improvements	Transportation
PV118 Hennepin Ave (Wash Ave N to 12th St S)	Transportation
PV122 Dowling Ave (I-94 to 1st St N)	Transportation
PV123 Logan Park Industrial	Transportation
PV125 33rd & 35th St E (M'haha & Dight Ave to Tracks)	Transportation
PV126 Bryant Ave S (50th St E to Lake St E)	Transportation
PV127 37th Ave NE (Central Ave NE to Stinson Blvd)	Transportation
PV131 Res Neighborhood Reconst Projects	Transportation
PV135 North Loop Paving	Transportation

# 2019 - 2023 Capital Budget Requests

## Table of Contents

	CLIC TASK FORCE
<b>STREET PAVING - continued</b>	
PV137 29th Ave NE (Central to Stinson)	Transportation
PV138 26th St E (Minnehaha Ave to 29th Ave S)	Transportation
PV139 18th Ave NE (Johnson St NE to Stinson Blvd NE)	Transportation
PV140 13th Ave NE (Sibley St NE to Monroe St NE)	Transportation
PV141 Grand Ave S (Lake St W to 48th St W)	Transportation
PV142 Downtown East Paving	Transportation
PV143 North Industrial	Transportation
PV146 9th St SE (6th to 9th Ave SE)	Transportation
PV147 Girard Ave S (Lake St to Lagoon Ave)	Transportation
PV150 1st Ave N (10th St N to Wash Ave)	Transportation
PV152 Plymouth Ave (Washburn Ave N to Penn Ave N)	Transportation
PV154 Franklin Ave W (Henn Ave S to Lyndale Ave S)	Transportation
PV158 Hennepin Ave (Lake St W to Douglas Ave)	Transportation
PV99R Reimbursable Paving Projects	Transportation
<b>SIDEWALKS</b>	
SWK01 Defective Hazardous Sidewalks	Transportation
SWK02 Sidewalk Gaps	Transportation
<b>BRIDGES</b>	
BR101 Major Bridge Repair and Rehabilitation	Transportation
BR106 1st Ave S over HCRRA	Transportation
BR117 1st St N Bridge over Bassetts Creek	Transportation
BR127 Nicollet Ave over Minnehaha Creek	Transportation
BR133 Cedar Lake Road Bridges over Bassett Cr & RR	Transportation
BR134 Bridge 9 Program	Transportation
<b>TRAFFIC CONTROL &amp; STREET LIGHTING</b>	
TR008 Parkway Street Light Replacement	Transportation
TR010 Traffic Management Systems	Transportation
TR011 City Street Light Renovation	Transportation
TR021 Traffic Signals	Transportation
TR022 Traffic Safety Improvements	Transportation
TR024 Pedestrian Street Lighting Corridors	Transportation
TR025 Sign Replacement Program	Transportation
TR99R Reimbursable Transportation Projects	Transportation
<b>BIKE - PED PROJECTS</b>	
BIK28 Protected Bikeways Program	Transportation
BP001 Safe Routes to School Program	Transportation
BP003 Midtown Greenway Trail Mill & Overlay	Transportation
BP004 Pedestrian Safety Program	Transportation
BP005 Queen Ave N Bike Boulevard	Transportation
BP006 18th Ave NE Trail Gap (Marshall to California)	Transportation

# 2019 - 2023 Capital Budget Requests

## Table of Contents

### CLIC TASK FORCE

---

#### SANITARY SEWERS

SA001 Sanitary Tunnel & Sewer Rehab Program	Human Development
SA036 Infiltration & Inflow Removal Program	Human Development
SA99R Reimbursable Sanitary Sewer Projects	Human Development

#### STORM SEWERS

SW004 Implementation of US EPA Storm Water Regs	Human Development
SW005 Combined Sewer Overflow Improvements	Human Development
SW011 Storm Drains and Tunnels Rehab Program	Human Development
SW032 I-35W Storm Tunnel	Human Development
SW039 Flood Mitigation - Stormwater Alternatives	Human Development
SW040 Central City Parallel Storm Tunnel	Human Development
SW99R Reimbursable Sewer & Storm Drain Projects	Human Development

#### WATER INFRASTRUCTURE

WTR12 Water Distribution Improvements	Transportation
WTR18 Water Distribution Facility	Transportation
WTR23 Treatment Infrastructure Improvements	Transportation
WTR24 Fridley Filter Plant Rehabilitation	Transportation
WTR27 Advanced Metering Infrastructure	Transportation
WTR28 Ultrafiltration Module Replacement	Transportation
WTR29 Columbia Heights Campus Upgrades	Transportation
WTR30 10th Avenue Bridge Water Main	Transportation
WTR31 Electrical Service Rehabilitation	Transportation
WTR9R Reimbursable Watermain Projects	Transportation

#### PUBLIC GROUNDS & FACILITIES

RAD01 Public Safety Radio System Replacement	Human Development
PSD15 Traffic Maintenance Facility Improvement	Human Development
PSD16 Farmers Market Improvements	Human Development
PSD18 Regulatory Services Facility	Human Development
PSD19 Impound Lot Facility	Human Development
FIR11 Fire Station #11	Human Development
FIR12 Fire Station No. 1 Renovation & Expansion	Human Development
FIR13 Fire Station No. 4 Apparatus Bay Addition	Human Development

#### MISCELLANEOUS PROJECTS

ART01 Art in Public Places	Human Development
----------------------------	-------------------

## Project Title: MBC01 Life Safety Improvements

**Project Location:** City Hall/Courthouse, 350 South Fifth St.

**City Sector:** Downtown

**Project Start Date:** 1/1/99

**Submitting Department:** MBC

**Contact Person:** Igor Melamed

**Level of Need:** Significant

**Affected Wards:** 5

**Affected Neighborhood(s):** Downtown West

**Estimated Project Completion Date:** 12/31/23

**Department Priority:** 1

**Contact Phone Number:** (612) 596-9520

### Project Description:

This project will upgrade and improve the infrastructure of the City Hall / Courthouse so that it abides by International and Minnesota Building Code for high rise office buildings and incorporates newly adopted code changes and State Amendments.

We are proposing additional work for 2017 that would address life safety concerns not addressed in the current 23 stage Mechanical / Life Safety Project including adding smoke barriers in the rotunda, 5th street lobbies and ADC; adding fire sprinkling in the rotunda gallery, corner shafts, attic and 4th Street Tower and 5th Street tower; adding exit signage; and adding attic occupant notification. Security upgrades would be included with the proposed smoke barriers at the Rotunda and 5th Street Lobbies to limit access to the east and west corridors in the event of an emergency. The additional life safety work related to accessibility issues on the East Mezzanine level would be addressed concurrently with Stages 20 and 21.

The MBC is also requesting additional funding for plumbing improvements that would include lead/tin solder replacement and removal of unnecessary piping and fixtures throughout the building.

The MBC life safety program includes installation of building sprinkler, fire alarm, smoke detection, stairway pressurization, and public address systems, update of building exits and stairs, and installation of fireproofing, smoke barriers and purge systems.

The Stage related projects are being coordinated with several projects including the MBC's Mechanical Systems Upgrade, removal of asbestos, space reconfiguration and computer infrastructure upgrades by the City and County. MBC initiatives to upgrade the electrical wiring, plumbing, lighting, floor coverings, wall coverings and ceilings are also being completed in the spaces during the Life Safety project.

### Purpose and Justification:

Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire would have a substantial adverse effect on the public services provided by City and County departments located in the building. The proposed additional work as outlined in the 2011 Summit Fire Consulting report would complement the Life Safety work planned for the remaining stages. In 2011 Summit Fire Consulting prepared an updated life safety study in follow up to the 1989 study. This was prepared in cooperation with the City of Minneapolis Inspections and Fire Departments

The remaining Life Safety work inside the boundaries of futures stages (including stages 15, 19, 20, 21, 22 and 23) will be simultaneously completed with the MBC Mechanical Systems Upgrade project to gain economies of scale and minimize disruption.

A serious fire in the City Hall / Courthouse could have a significant effect on critical public services housed in the building including police, fire, emergency communications (911), Adult Detention Center and courts. The interruption of 911 services due to a fire in the building, for instance, could have citywide impact. Other important functions include offices for the Mayor, City Council, Finance Department and Public Works.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Hennepin County Grants	1,275		120	92	103	74	390	
Net Debt Bonds	1,470		120	92	103	74	390	
<b>Total</b>	<b>2,745</b>		<b>240</b>	<b>184</b>	<b>207</b>	<b>148</b>	<b>779</b>	

## Project Title: MBC01 Life Safety Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		29	30	30	25	115
Construction Costs		202	147	168	117	634
General Overhead		9	7	8	6	30
Total		240	184	207	148	779

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains City Hall, a key public facility, contributing to a more effective and efficient municipal government—in furtherance of the following City Goals:

A City that works: City government runs well and connects to the community it serves

\*Departments work seamlessly with each other and with the community and form strategic partnerships

\*City operations are efficient, effective, results-driven and customer focused

\*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

## **Project Title: MBC01 Life Safety Improvements**

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and design review for this project was conducted April 2008. The project was found consistent with the comprehensive plan. No additional review is required by the City Planning Commission.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle. City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure upgrades occur during each stage. Maintenance items including painting, ceiling tiles, and carpet have also been incorporated into the project. Nearly all of these other items are funded outside of the Capital Project but they have been coordinated with the Mechanical and Life Safety Upgrade for economies of scale and to reduce relocation expense and swing space rental.

This project receives a dollar for dollar match with Hennepin County Capital Funding.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$2,081,233

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Not Applicable.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MBC will use operating funding for this. No significant financial impact.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Anticipated schedule for the remaining four Mechanical/Life Safety (MLS) Stages (Stages 15, 19, 20, and 21):

Investigatory Design for fireproofing, sprinkler system, fire alarm, and hazardous materials - 2019

Design, Bidding, Procurement for next MLS Stage(s)- 2020

Construction for next MLS Stage(s) - 2021/2022

Design for future MLS Stage(s) - 2021

Bidding and Procurement for future MLS Stage(s) - 2022

Construction for future MLS Stage(s) - 2022/2023

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Scheduling of the remaining Life Safety and Mechanical stage-work (Stages 15, 19, 20, and 21 - City spaces) will be determined in collaboration with the City. Planning and design for these remaining stages is anticipated to pick up again in 2020.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Life Safety is critical for any facility. The proposed life safety improvements along with those that are included in the remaining stages will help ensure the safety of those who work and do business in the building.

## Project Title: MBC02 Mechanical Systems Upgrade

**Project Location:** City Hall/Courthouse, 350 South Fifth St.

**City Sector:** Downtown

**Project Start Date:** 1/1/99

**Submitting Department:** MBC

**Contact Person:** Igor Melamed

**Level of Need:** Significant

**Affected Wards:** 5

**Affected Neighborhood(s):** Downtown West

**Estimated Project Completion Date:** 12/31/23

**Department Priority:** 3

**Contact Phone Number:** (612) 596-9520

### Project Description:

The MBC Mechanical Systems Upgrade includes renovation and upgrade of the heating, ventilating, and air conditioning systems in the Minneapolis City Hall/Courthouse building. These upgrades are being completed based on a 1989 report prepared by Hammel Green and Abrahamson, Inc. The design includes air-handling units, a new ductwork distribution system with VAV boxes, electronic controls, hot water finned tube radiation, and exhaust systems for special-equipment hoods and apparatus, restrooms and used ventilation air. The project will upgrade mechanical and life safety systems in approximately 15,000 square-foot sections of the City Hall/Courthouse every six to eight months through the year 2023. The project is being coordinated with several projects including the MBC's Life Safety Upgrade, removal of asbestos, space reconfiguration and computer infrastructure upgrades by the City and County. MBC initiatives to upgrade the electrical wiring, plumbing, lighting, floor coverings, wall coverings and ceilings are also completed in the spaces during the project.

### Purpose and Justification:

The 1989 engineering study reported the majority of the existing systems were antiquated and undersized, providing inadequate ventilation and poor temperature control throughout the building. In some areas, heating piping is severely corroded and intermittent ruptures have damaged the building and equipment, as well as interrupted work for building tenants. There is concern that many components of the existing system could fail prior to their scheduled replacement. An aggressive schedule is required to replace equipment before it ceases functioning.

The HGA Design Development report identified 20 phases of work. Phasing outlined in this report was modified in 2002 to better allow for work and occupancy of adjoining areas to occur. The first four phases were completed as originally planned. With the addition of the Interior Court areas in 2003, a new construction schedule with 23 stages was developed. Based on the current schedule, completion of stages 22 and 23 is anticipated in 2018 and pending City of Minneapolis identification of the future sequencing of the remaining stages, completion of the entire project is anticipated in 2023. The remaining Stages, 15, 19, 20, and 21, are considered City space.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Hennepin County Grants	850			324	518	598	1,440	
Net Debt Bonds	1,630			324	518	598	1,440	
<b>Total</b>	<b>2,480</b>			<b>649</b>	<b>1,036</b>	<b>1,196</b>	<b>2,881</b>	

## Project Title: MBC02 Mechanical Systems Upgrade

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			50	50	27	127
Construction Costs			574	946	1,123	2,643
General Overhead			25	40	46	111
Total			649	1,036	1,196	2,881

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

In 2013, a Minnesota Historical Society 2014 Capital Grant was awarded in the amount of \$75,000. Grant funds were used to offset the cost of finishing system controls updates in previously finished Stages 1 -4.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the sustainability of City Hall, a key public facility, contributing to a more efficient and cost-effective municipal government—in furtherance of the following City Goals:

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

\* Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

\*All Minneapolis residents, visitors and employees experience a safe and healthy environment

\*We sustain resources for future generations: reducing consumption, minimizing waste and using less energy

\*The City's infrastructure is managed and improved for current and future needs

\*We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

\*Departments work seamlessly with each other and with the community and form strategic partnerships

\*City operations are efficient, effective, results-driven and customer focused

\*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation

## **Project Title: MBC02 Mechanical Systems Upgrade**

Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location & Design Review was conducted in 2008. The City Planning Commission found the project consistent with the comprehensive plan; no additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project is coordinated with Hennepin County Capital Program. City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure are completed during each stage. Maintenance items including painting, ceiling tiles, and carpet have also been incorporated into the project. Nearly all of these other items are funded outside of the Capital Project but they have been coordinated with the Mechanical and Life Safety Upgrades for economies of scale and to reduce relocation expense and swing space rental.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?** (5,000)

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$1,337,299

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Installation of four energy wheels and a chilled water side economizer have been completed. The energy wheels and water side economizer capture energy from exhaust air and utilize that energy to heat, cool, or humidify incoming ventilation air. Originally the outside air intake units were scheduled at the end of the project. They have been rescheduled to capitalize on energy savings and to coordinate construction sequencing issues

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MBC will use operating funding for this. No significant financial impact.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The available City & County Mechanical Project balance was approximately \$1.3 million as of February 2018, and is sufficient to provide for the anticipated work in 2018 and 2019.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Anticipated schedule for the remaining four Mechanical/Life Safety (MLS) Stages (Stages 15, 19, 20, and 21):

Design for next MLS Stage(s)- 2020

Bidding and Procurement for next MLS Stage(s) - 2021

Construction for next MLS Stage(s) - 2021/2022

Design for future MLS Stage(s) - 2021

Bidding and Procurement for future MLS Stage(s) - 2022

Construction for future MLS Stage(s) - 2022/2023

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Scheduling of the remaining Life Safety and Mechanical stage-work (Stages 15, 19, 20, and 21 - City spaces) will be determined in collaboration with the City. Planning and design for these remaining stages is anticipated to pick up again in 2020.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

## Project Title: MBC10 Exterior Improvements

**Project Location:** City Hall/Courthouse, 350 South Fifth Street  
**City Sector:** Downtown  
**Project Start Date:** 3/1/18  
**Submitting Department:** MBC  
**Contact Person:** Royce Wiens  
**Level of Need:** Important

**Affected Wards:** 5  
**Affected Neighborhood(s):** Downtown West  
**Estimated Project Completion Date:** 11/30/20  
**Department Priority:** 4  
**Contact Phone Number:** (612) 596-9522

### Project Description:

This project helps to preserve and protect the City Hall / Courthouse building by addressing issues and concerns related to waterproofing, exterior doors and windows, masonry, exterior lighting, moat access control, and fall protection.

Preserving this asset involves addressing building envelope issues on a regular basis. This project is primarily about asset preservation, but also about tenant comfort. The project includes limited waterproofing replacement, masonry repointing and repairs, and exterior window and door repair or replacement. Based on findings in the 2017 Encompass report, the Municipal Building Commission (MBC) plans to repair the existing aluminum windows for this project.

The City Hall/Courthouse Municipal Building is on the National Register of Historic places and it is an iconic historic landmark for Minneapolis, Hennepin County and Minnesota. Approximately 60 percent of the useable space is occupied by City of Minneapolis offices and the balance by Hennepin County programs.

HGA has been awarded the design work for this project and has recently completed an update of the project to help assure a comprehensive and current project budget.

### Purpose and Justification:

Over the past several years, the MBC has identified envelope problems related to waterproofing, masonry, windows and doors. If left unaddressed, the elements will cause further damage to the building and equipment in the building. The cost for repairs will only increase.

#### Waterproofing/ Heat tape / Sub-Basement Work

The remaining areas of concern for waterproofing are the 5th street moat roofs, the areas around shafts one (1) and three (3) which include related heat tape replacement, all four shaft roofs, and the roof replacement at the 13th floor of the clock tower. The waterproofing, flashing and heat tape work around shafts 2 and 4 have been completed as these were the most problematic. A majority of the heat tape around the exterior perimeter of the building is also in need of replacement as it was installed in 1997 and has an expected lifespan of 20 years. Finally, leaks have been an ongoing issue in the Platteville Limestone foundation walls located on the outside edge of the Southeast and Southwest area ways. These walls will also be addressed as a part of this work.

#### Masonry

The MBC worked with MacDonald and Mack Architects to first identify the major masonry problems and potential solutions in 2012. The MBC has since addressed a portion of the highest priority masonry problems and engaged MacDonald and Mack to do further investigation on the moisture issues at the 4th Street Entry, which has resulted in updated recommendations.

#### Windows

In follow up to the 2012 Braun Intertec report recommending window replacement, the MBC engaged MSR to do further analysis of the Municipal Building windows to find an effective repair solution that would then be tested. This work has been completed and the testing results showed little to no improvement. In 2016, the MBC engaged Encompass to perform a more detailed forensic analysis and test out a simple repair, an extensive repair, and a full replacement, with the goal of having good data to support the proposed solution. To address the primary problem of air infiltration, the tested recommendation is to add interior sealant, adjust stops for upper sashes so that they are secured in place, and to replace weatherstripping or seal sashes closed.

#### Exterior Lighting and Antenna Removal

Per MBC Board Direction, the MBC has already completed a majority of the exterior lighting installation at the 4th and 5th street towers. The remaining work will be completed after confirming the loading capacity of the 5th street sidewalk, and will include

**Project Title: MBC10 Exterior Improvements**

removal of the antennas that are no longer in use on the 4th Street tower.

**Moat Access and Fall Protection**

This work includes replacing an older vehicle gate near the corner of 4th Street and 4th Avenue and installing new gates to limit access to the moat on the 3rd Avenue side of the building. Fall protection will be addressed along the 5th stree side of the building for public safety.

**Department Funding Request (in Thousands)**

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Hennepin County Grants	3,155	2,813					2,813	
Net Debt Bonds	3,219	2,813					2,813	
<b>Total</b>	<b>6,374</b>	<b>5,626</b>					<b>5,626</b>	

## Project Title: MBC10 Exterior Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Construction Costs	5,410					5,410
General Overhead	216					216
Total	5,626					5,626

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the sustainability of City Hall, a key public facility, contributing to a more cost-effective and effective municipal government—in furtherance of the following City Goals:

Great Places: Natural and built spaces work together and our environment is protected

\*All Minneapolis residents, visitors and employees experience a safe and healthy environment

\*We sustain resources for future generations: reducing consumption, minimizing waste and using less energy

\*We manage and improve the city's infrastructure for current and future needs

A City that works: City government runs well and connects to the community it serves

\*Departments work seamlessly with each other and with the community and form strategic partnerships

\*City operations are efficient, effective, results-driven and customer focused

\*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

## **Project Title: MBC10 Exterior Improvements**

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Not Applicable

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.

This project receives a dollar for dollar match with Hennepin County Capital Funding. Funding source and expense breakdowns show City Funding only.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

## Project Title: MBC10 Exterior Improvements

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

The construction work will temporarily impact the right of way. It will be up to the contractor as to whether they use lifts or scaffolding. They will need to follow City of Minneapolis ROW requirements.

### Operations & Capital Asset Maintenance:

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$6,074,483

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Operating costs relating to the Exterior Improvements Project.

Costs below are construction costs only for Waterproofing and Masonry

Year   Waterproofing/Heat Tape costs   Masonry costs   Window Film costs

2012	\$157,000.00		
2013		\$10,400.00	
2014	\$45,000.00	\$46,000.00	\$10,400.00
2015	\$152,500.00		\$10,400.00
Totals	\$354,500.00	\$46,000.00	\$31,200.00

Grand Total: \$431,700.00

Cost/year based on last 3 years: \$143,900.00

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

This project started in 2018. Below is the anticipated schedule for completion:

Pre-Design - Complete by May 2018

Schematic Design – Complete by August 2018

Design Development – Complete by October 2018

Construction Document – Complete by December 2018

Bidding and Contracting - January - March 2019

Construction - April 2019 - November 2020

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

The project is planned in Phases as described in the Phasing/Timing section.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The MBC has addressed the cost concern with the window replacement recommendation by taking a deeper look at the existing window conditions and testing out two repair options as well as the replacement option, with pre and post testing to allow the data to speak to the best option. The MBC has selected the lower-cost repair option that proved to be as effective as the higher-cost repair option.

## Project Title: MBC11 Elevator Upgrades and Modernization

**Project Location:** City Hall/Courthouse, 350 South Fifth St.

**City Sector:** Downtown

**Project Start Date:** 1/1/17

**Submitting Department:** MBC

**Contact Person:** Royce Wiens

**Level of Need:** Important

**Affected Wards:** 5

**Affected Neighborhood(s):** Downtown West

**Estimated Project Completion Date:** 12/31/20

**Department Priority:** 5

**Contact Phone Number:** (612) 596-9522

### Project Description:

The City Hall / Courthouse is located at 350 South 5th Street in downtown Minneapolis. Approximately 60 percent of the useable space is occupied by City of Minneapolis offices and the balance by Hennepin County programs. The County's programs are comprised of District Court, Sheriff's Administration offices, and the Adult Detention Center (4th and 5th floors). City functions that are housed in the City Hall include the Police Department, Mayor's office, and City Council among others.

This project will upgrade and modernize six(6) of the fourteen(14) existing elevators at the City Hall / Courthouse.

HGA has been awarded the design work for this project and has recently completed an update of the project to help assure a comprehensive and current project budget.

### Purpose and Justification:

The Municipal Building Commission (MBC) engaged Van Deusen and Associates in February 18, 2016 to do a comprehensive review of all elevators at the City Hall/Courthouse building to establish capital level upgrades that will be required over the next 20 years. This report has been completed and is available upon request. Based on this review, cars 1-6 (Rotunda and 5th Street Elevators) are in need of modernization and upgrades due to the age of the elevator equipment and systems along with increasing repair requirements.

Cars 1-6 were originally installed in the 1950's and have seen 3 controller modernizations. Additionally, the elevator manufacturer Montgomery, who was purchased by Kone) is no longer providing replacement parts of the drive and controller systems, due to obsolescence. Furthermore, elevators have been experiencing prolonged wear and are requiring extensive repair as shown with the recent repairs required for Car 4. The recent work on Car 4 exemplifies that these repairs require that the elevators be out of service for extended periods of time as Car 4 was recently down for approximately 26 weeks.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Hennepin County Grants	410	2,496					2,496	
Net Debt Bonds	411	2,496					2,496	
<b>Total</b>	<b>821</b>	<b>4,992</b>					<b>4,992</b>	

## Project Title: MBC11 Elevator Upgrades and Modernization

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Construction Costs	4,800					4,800
General Overhead	192					192
Total	4,992					4,992

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains City Hall, a key public facility, contributing to a more effective and efficient municipal government—in furtherance of the following City Goals:

A City that works: City government runs well and connects to the community it serves

\*Departments work seamlessly with each other and with the community and form strategic partnerships

\*City operations are efficient, effective, results-driven and customer focused

\*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

## **Project Title: MBC11 Elevator Upgrades and Modernization**

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Not Applicable

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

This project is not connected with the comprehensive plan, transit related initiatives or collaboration arrangements.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.

This project receives a dollar for dollar match with Hennepin County Capital Funding.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

## **Project Title: MBC11 Elevator Upgrades and Modernization**

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$821,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There will be some electrical cost savings relative to traditional elevators for all upcoming elevator projects because they will utilize regenerative drive technology, which results in 20-40% energy savings relative to traditional elevators. We do not meter electrical consumption at each elevator and so the existing consumption and cost is not known.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Existing funding for this project is being utilized to start the design process.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

2018: Pre-Design, Schematic Design, Design Development, Construction Documents

2019 - 2020: Bidding and Construction

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Not Applicable

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

This project is important to maintain dependable vertical transportation in the building. The current equipment has served its useful life and should be replaced to avoid further high impact maintenance situations that involve long periods without elevator service.

## Project Title: MBC12 Safety Improvements - Non-Stagework Areas

**Project Location:** City Hall/Courthouse, 350 South Fifth Street

**City Sector:** Downtown

**Project Start Date:** 1/1/18

**Submitting Department:** MBC

**Contact Person:** Royce Wiens

**Level of Need:** Significant

**Affected Wards:** 5

**Affected Neighborhood(s):** Downtown West

**Estimated Project Completion Date:** 12/31/21

**Department Priority:** 2

**Contact Phone Number:** (612) 596-9522

### Project Description:

This project will upgrade and improve the safety and security infrastructure of the City Hall/Courthouse facility so that it abides by International and Minnesota Building Code for high rise office buildings and incorporates recently adopted code changes and State Amendments.

The MBC recently proposed additional work for 2017-2019 that would address life safety concerns not addressed in the current 23 stage Mechanical/Life Safety Project including: adding smoke barriers in the rotunda, 5th street lobbies and ADC; adding fire sprinkling in the rotunda gallery, corner shafts, attic, and 4th and 5th Street Towers; adding exit signage; and adding attic occupant notification. Security upgrades would be included with the proposed smoke barriers at the Rotunda and 5th Street Lobbies to limit access to the east and west corridors in the event of an emergency.

A portion of this work was funded to the MBC 01 budget in 2017 and 2018. Those funds will be used towards this project. The MBC 12 funding request represents the remaining funds needed to complete the full project. The additional life safety work related to accessibility issues on the East Mezzanine level will be addressed concurrently with Stages 20 and 21.

Miller Dunwiddie and Associates has been awarded the design work for this project and has recently completed an update of the project to help assure a comprehensive and current project budget.

### Purpose and Justification:

Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire would have a substantial adverse effect on the public services provided by City and County departments located in the building, including police, fire, emergency communications (911), Adult Detention Center, and courts. The interruption of 911 services due to a fire in the building, for instance, could have citywide impact. Other important functions include offices for the Mayor, City Council, Finance Department and Public Works.

The additional work as outlined in the 2011 Summit Fire Consulting report complements the Life Safety work planned for the remaining stages. In 2011 Summit Fire Consulting prepared an updated life safety study in follow up to the 1989 study. This was prepared in cooperation with the City of Minneapolis Inspections and Fire Departments.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Hennepin County Grants		1,604	2,134				3,738	
Net Debt Bonds		1,604	2,134				3,738	
<b>Total</b>		<b>3,208</b>	<b>4,267</b>				<b>7,476</b>	

## Project Title: MBC12 Safety Improvements - Non-Stagework Areas

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	193	201				395
Construction Costs	2,891	3,902				6,793
General Overhead	123	164				288
Total	3,208	4,267				7,476

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains City Hall, a key public facility, contributing to a more effective and efficient municipal government in furtherance of the following City Goals:

A City that works: City government runs well and connects to the community it serves

\*Departments work seamlessly with each other and with the community and form strategic partnerships

\*City operations are efficient, effective, results-driven and customer focused

\*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

## **Project Title: MBC12 Safety Improvements - Non-Stagework Areas**

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and design review for this project was conducted April 2008. The project was found consistent with the comprehensive plan. No additional review is required by the City Planning Commission.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.

This project receives a dollar for dollar match with Hennepin County Capital Funding.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

## **Project Title: MBC12 Safety Improvements - Non-Stagework Areas**

Not Applicable

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2018

**What is the estimated annual operating cost increase or (decrease) for this project?** 5,000

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There will be some additional operating costs for testing and inspections of the fire sprinkler and fire alarm items. We anticipate additional costs of \$5,000 / year. This is equal to the cost of testing one fourth of the building per year.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MBC will use operating funding for this. No significant financial impact.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The 2017 appropriation for this work has been used to bring Miller Dunwiddie on board for the design work and will be used to cover the construction costs for Phase A of the proposed work.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Design Development and Construction Drawings for all work: April – September 2018

Phase A Procurement and Contracting: October - December 2018

Phase A Construction: January - August 2019

Phase B Procurement and Contracting: January – April 2019

Phase B Construction: May - December 2019

Phase C Procurement and Contracting: January - April 2020

Phase C Construction: May - December 2020

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Phase B and C could be combined in 2019 to reduce design and construction costs slightly.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Life Safety is critical for any facility. The proposed life safety improvements along with those that are included in the remaining stages will help ensure the safety of those who work, visit, and do business in the building.

## Project Title: PRK02 Playground and Site Improvements Program

**Project Location:** In neighborhood parks throughout the city  
**City Sector:** Citywide  
**Project Start Date:** 1/1/19  
**Submitting Department:** Park Board  
**Contact Person:** Adam Arvidson  
**Level of Need:** Critical

**Affected Wards:** Various  
**Affected Neighborhood(s):** Various  
**Estimated Project Completion Date:** 6/3/24  
**Department Priority:** 1  
**Contact Phone Number:** 612-230-6470

### Project Description:

Typical playground and site improvements consist of reconfiguring playground containers (both pre-K and elementary age) and replacing the play equipment. As the budget allows, additional amenities such as walkways, picnic tables, benches, lighting improvements, landscaping, drinking fountains, etc. would be prioritized and included.

### Purpose and Justification:

The playgrounds are recommended for improvement based on conditional analysis and age. Playground improvements will address acute safety and security concerns as well as meet the need to replace outdated and worn playground equipment that does not meet current Americans With Disabilities Act (ADA) standards.

Beginning in 2018 and continuing into 2019, larger projects in neighborhood parks that may involve play areas are being consolidated into the PRKCP project or, if they have funding greater than \$1,060,000, are being given their own projects. Examples of other projects that may include play areas include improvements at Currie (PRK34), Keewaydin (PRK35), Sibley (PRK38) and Whittier (PRK39). PRK02 will remain the project for stand-alone play area improvements, including the MPRB Capital Levy-funded Playground Rehabilitation program which will commence in 2022.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	2,465	1,461	1,604	816	365		4,247	
Park Capital Levy	2,320	698	442	23	676	1,065	2,905	
<b>Total</b>	<b>4,785</b>	<b>2,160</b>	<b>2,046</b>	<b>840</b>	<b>1,041</b>	<b>1,065</b>	<b>7,152</b>	

## Project Title: PRK02 Playground and Site Improvements Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	415	393	162	200	204	1,374
Construction Costs	1,662	1,574	645	801	820	5,502
General Overhead	83	79	32	40	41	275
Total	2,160	2,046	840	1,041	1,065	7,152

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

None

#### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades playgrounds and park site conditions to promote safety and support community use, in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Amenities to support recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities) is a focus point of this city goal. Providing high quality, engaging playgrounds helps ensure residents and visitors have a safe, cost-effective recreation opportunity within the city.

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Playgrounds are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Playgrounds improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making). Projects that are located within Racially Concentrated Areas of Poverty (RCAPs) include Peavey, Folwell, Phelps, Cleveland, Farview, Bottineau, and Whittier, while Matthews is immediately adjacent to an RCAP boundary.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and provide innovative recreational opportunities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce). Playgrounds in particular have a significant impact on decision-making among prime earners who are both starting families and achieving the wherewithal to start businesses or relocate to achieve their professional goals.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic, inviting streets, spaces and buildings create a sense of place). Playgrounds help create a sense of place for a community. They are places where culture and recreation unite within a community as families, grandparents, caregivers, and children meet on a regular basis to play, socialize, and share life experiences. The playground design commonly reflects a unique characteristic of

## **Project Title: PRK02 Playground and Site Improvements Program**

the community it serves as the community's feedback informs the playground concept design (strategy: we welcome our growing and diversifying population with thoughtful planning and design).

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout each project is key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each playground project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, playground improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

All of the playground improvements will improve safety and accessibility and renew well-used public amenities. This is consistent with the following direction from the MPRB's 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

These projects will address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan. The improvements will include areas suitable for relaxation as well as recreation (see policy 7.1.4 below) All of the projects will promote the physical and mental health of residents and visitors through their intended purpose and the way they will be designed--compliant with safety and accessibility standards with special focus on Crime Prevention Through Environmental Design (see policy 7.1 below).

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for these projects will take place in the spring or summer of each funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Renovation of playgrounds has no measurable direct economic development potential.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design**

## **Project Title: PRK02 Playground and Site Improvements Program**

**guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Some parks in which playgrounds will be renovated are on routes of various designations included in the Bicycle Master Plan.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Some parks in which playgrounds will be renovated are on transit routes or high-volume pedestrian corridors. In such cases, new playgrounds will enhance the amenity associated with these routes, especially in the pedestrian experience.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No. In some cases, as budget allows, new sidewalks may offer improved connections to nearby transit stops or pedestrian routes.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No. Projects do not occur in rights-of-way.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 20

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$1,055,725

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Operating costs are generally decreased, as replacement and updating of playgrounds at the end of the expected lifespan reduces the need for emergency repairs and removal of damaged or unsafe equipment from public use. However, direct operating cost savings are unlikely to be realized as there are many playgrounds in the system and operational savings will be shifted to other aging playgrounds.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The unspent Net Debt Bonds balance is for three projects already underway and one that is currently delayed. Playgrounds at Bassett's Creek (2015 NDB), Luxton (2017 NDB), and Washburn Avenue Tot Lot (2017 NDB) have completed community engagement and are in design. They will be constructed in 2018. Folwell Park (2017 NDB) awaits completion of the North Service Area Master Plan, of which adoption is expected in mid/late-2018. That plan will determine, through community engagement, the location and type of playground. Immediately after adoption, MPRB will begin a community engagement process to design and implement the playground, likely in late 2019. The playground will be implemented in concert with athletic field improvements at that park (see PRK04).

## Project Title: PRK02 Playground and Site Improvements Program

Since last year's request, MPRB has completed and opened playgrounds at Powderhorn, Lake Nokomis, and Matthews. The playground at Peavey Park (2017 NDB), has been designed and will be constructed in 2018 as part of phase 2 implementation of that park's master plan. Phase 1, as determined in part by the community, focused on a new basketball complex and pathways and was constructed last year. Though it does not include the playground, funds in excess of the 2017 playground bonds and the 2012/2013 athletic field bonds have already been spent. These older funds are not therefore included in the unspent funds balance.

### If this is a new project, describe the major project phases and timing anticipated for completing the project:

The community engagement process and design development for most 2019 projects is anticipated for the spring of 2019. The phases of these and projects in other years the typical timing outlined below.

Phase	Timing
Community Engagement.....	First Quarter of Funded Year
Design/Engr.....	Second Quarter of Funded Year
Construction begins.....	Second and Third Quarter of Funded Year
Completion.....	Fourth Quarter of Funded Year or First Quarter of Following Year

### Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects funded within one year can be moved ahead or back a year depending on funding levels. Moving projects back can result in greater project costs or the need for costly emergency repairs.

### Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The following documents proposed projects with anticipated funding years and sources (2018-2023 MPRB Neighborhood Park Capital Program).

Project	Year	Amount	Funding Source
Armatage.....	2019.....	\$291,900.....	Net Debt Bonds
Loring.....	2019.....	\$360,000.....	Net Debt Bonds
Northeast.....	2019.....	\$75,600.....	Net Debt Bonds
Bryn Mawr Meadows.....	2019.....	\$291,900.....	Net Debt Bonds
Linden Hills.....	2019.....	\$291,900.....	Net Debt Bonds
Farview.....	2019.....	\$150,000.....	Net Debt Bonds
Farview.....	2019.....	\$291,900.....	Capital Levy
Holmes.....	2019.....	\$291,900.....	MPRB Capital Levy
Bottineau.....	2019.....	\$80,000.....	MPRB Capital Levy
Cleveland.....	2019.....	\$34,630.....	MPRB Capital Levy
Kenny.....	2020.....	\$306,495.....	Net Debt Bonds
Lynnhurst.....	2020.....	\$306,495.....	Net Debt Bonds
McRae.....	2020.....	\$306,495.....	Net Debt Bonds
Marcy.....	2020.....	\$ 306,495.....	Net Debt Bonds
Northeast.....	2020.....	\$310,275.....	Net Debt Bonds
Bottineau.....	2020.....	\$67,909.....	Net Debt Bonds
Bottineau.....	2020.....	\$135,370.....	MPRB Capital Levy
Pearl.....	2020.....	\$306,495.....	MPRB Capital Levy
Van Cleve.....	2021.....	\$321,820.....	Net Debt Bonds
28th Street Tot Lot.....	2021.....	\$200,000.....	Net Debt Bonds
Cavell.....	2021.....	\$294,595.....	Net Debt Bonds
Bottineau.....	2021.....	\$23,216.....	MPRB Capital Levy
Cavell.....	2022.....	\$27,225.....	Net Debt Bonds
Riverside.....	2022.....	\$338,000.....	Net Debt Bonds
Audubon.....	2022.....	\$338,000.....	MPRB Capital Levy
Lake Hiawatha.....	2022.....	\$338,000.....	MPRB Capital Levy

**Project Title: PRK02 Playground and Site Improvements Program**

North Commons.....2023.....\$355,000.....MPRB Capital Levy  
Stewart.....2023.....\$355,000.....MPRB Capital Levy  
Willard.....2023.....\$355,000.....MPRB Capital Levy

## Project Title: PRK03 Shelter - Pool - Site Improvements Program

**Project Location:** 4802 Grand Avenue South  
**City Sector:** Southwest  
**Project Start Date:** 1/4/21  
**Submitting Department:** Park Board  
**Contact Person:** Adam Arvidson  
**Level of Need:** Significant

**Affected Wards:** Various  
**Affected Neighborhood(s):** Various  
**Estimated Project Completion Date:** 6/1/22  
**Department Priority:** 12  
**Contact Phone Number:** 612-230-6470

### Project Description:

Wading pool improvements may include replacement of entire pool facilities with new wading pools or splash pads, updating mechanicals of existing wading pools, adding shade structures and seating, providing additional spray features within existing pools, and updating associated site improvements such as paths and lighting. The only activity included in this project in this request is a replacement of the wading pool at Fuller Park, funded in 2021.

### Purpose and Justification:

Most pool and wading pool facilities in the park system are more than 40 years old. Many are experiencing significant mechanical or structural failures, and pools of that era do not meet current accessibility standards. Nevertheless, aquatic amenities are regularly among the most highly desired ones in parks, as stated in MPRB's community engagement. Improvements will provide safe, accessible, and efficient wading pools to Minneapolis residents.

Beginning in 2018 and continuing into 2019, larger projects in neighborhood parks that may involve pools and other aquatic facilities are being consolidated into the PRKCP project or, if they have funding greater than \$1,060,000, are being given their own projects. Examples of other projects that may include aquatics are North Commons (PRK36), Sibley (PRK38), and Currie (PRK34). PRK03 will remain the project for stand-alone wading pool and other aquatic improvements.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	2,600			804			804	
Other Local Govts								
Park Capital Levy	702							
Transfer from Special Revenue Funds								
<b>Total</b>	<b>3,302</b>			<b>804</b>			<b>804</b>	

## Project Title: PRK03 Shelter - Pool - Site Improvements Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			154			154
Construction Costs			619			619
General Overhead			31			31
Total			804			804

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

None

#### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades wading pool facilities and related features for safety and to support community use, in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This city goal focuses on recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities). Wading pool upgrades will provide safe places for children to socialize with friends and participate in active recreation. They provide a location for caregivers to connect with their neighbors. Providing facilities for children and youth that are inspiring and challenging demonstrates the value that the city and the Minneapolis Park and Recreation Board place on developing the next generation of city residents.

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Pools are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Pools improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and provide innovative recreational opportunities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce). Aquatic opportunities in particular have a significant impact on decision-making among prime earners who are both starting families and achieving the wherewithal to start businesses or relocate to achieve their professional goals.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic, inviting streets, spaces and buildings create a sense of place). Wading pools help create a sense of place for a community. They are places where culture and recreation unite within a community as families, grandparents, caregivers and children meet on a regular basis to play, socialize and share life experiences. Wading pool designs commonly reflect unique characteristics of the

## **Project Title: PRK03 Shelter - Pool - Site Improvements Program**

communities they serve as the community's feedback informs the design of additional play features included within a new accessible inclusive pool(strategy: we welcome our growing and diversifying population with thoughtful planning and design).

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though a semi-autonomous agency, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout each project is key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each wading pool has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, playground improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Fuller wading pool improvements will enhance safety and accessibility and renew well-used public amenities. This is consistent with the following direction from the MPRB's 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Renovation of the Fuller pool will address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan. It will promote the physical and mental health of residents and visitors. It will be designed to be compliant with safety and accessibility standards with special focus on Crime Prevention Through Environmental Design (see policy 7.1 below).

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for these projects will take place in the spring or summer of the funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Renovation of wading pools has no measurable direct economic development potential.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

## **Project Title: PRK03 Shelter - Pool - Site Improvements Program**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Fuller Park is located within two blocks or less of the 49th Street Bike Boulevard, the 50th Street Bikeway, and the Pleasant Avenue Bike Boulevard.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Routes 11, 113, and 46 pass adjacent to or within a block of Fuller Park. However, these routes have limited service.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No. Projects do not occur within rights-of-way.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$388,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Operating costs are generally decreased, as replacement and updating of wading pools at the end of the expected lifespan reduces the need for emergency repairs and removal of damaged or unsafe equipment from public use, or closure of the pool. However, direct operating cost savings are unlikely to be realized as there are many wading pools in the system and operational savings will be shifted to other aging pools.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The unspent balance is for a single 2013 pool project at Logan Park. The existing conditions, most notably a landmark tree, have made renovating the Logan Pool and updating water services problematic. The project was redesigned in 2017 and rebid in early 2018. It should be under construction in late 2018 and complete in 2019.

Since the 2018 request, MPRB has completed numerous pool projects--hence the significant reduction in unspent bonds. Newly renovated pools were open to the public last year or will be by June. They include pools at Van Cleve, Bethune, Bryant Square, Hiview, Powderhorn, and Matthews Parks.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Typical Wading Pool Improvements

Phase	Timing
Community Engagement.....	First Quarter of Funded Year
Design/Engr.....	Second Quarter of Funded Year
Construction begins.....	Second and Third Quarter of Funded Year
Completion.....	Fourth Quarter of Funded Year

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Projects funded within one year can be moved ahead or back a year depending on funding levels. Moving projects back can result in greater project costs or the need for costly emergency repairs.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The sole activity within this project is replacement of the Fuller Pool in 2021, with a funding request of \$804,050.

## Project Title: PRK04 Athletic Fields -Site Improvements Program

**Project Location:** 1530 Johnson Street NE

**City Sector:** East

**Project Start Date:** 3/1/18

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** 1

**Affected Neighborhood(s):** Northeast Park

**Estimated Project Completion Date:** 6/1/21

**Department Priority:** 5

**Contact Phone Number:** 612-230-6470

### Project Description:

Athletic Field improvements may include soil amendments, re-grading, re-seeding, irrigation, lighting, re-alignment of fields to improve drainage and reduce multiple uses, amenities for players and spectators, parking and other site improvements. Safety fencing, accessibility accommodations, and shade structures will also be installed where necessary. New systems to provide for reinforced turf to increase the amount of play that can occur on a field and to maximize the benefits of captured storm water for irrigation will be explored.

The only activity in this project includes ongoing multi-phase work at Northeast Athletic Field Park.

### Purpose and Justification:

Already at a premium in Minneapolis – field availability is far outstripped by demand — athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or businesses, youth and adult athletic teams depend on MPRB fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields to make them more durable, more able to meet the demands of almost continuous programming needs, and having less need to be reseeded or rehabilitated regularly will enhance the delivery of recreational services to the residents of Minneapolis.

Field improvements often funded in part through the Hennepin Youth Sports Grant program, a \$2.4 million dollar annual program available through the Twins Stadium Sales Tax. The Park Board continues to partner with youth athletic associations in setting the priorities for field improvements. To date, the Hennepin Youth Sports Grant Program has funded 13 field projects for a total contribution of over \$1.9 million since the program started in 2009.

Beginning in 2018 and continuing into 2019, larger projects in neighborhood parks that may involve athletic fields are being consolidated into the PRKCP project or, if they have funding greater than \$1,060,000, are being given their own projects. PRK04 will remain the project for stand-alone athletic field improvements.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	1,050	6					6	
Park Capital Levy	1,180	249		236			485	
<b>Total</b>	<b>2,230</b>	<b>255</b>		<b>236</b>			<b>491</b>	

## Project Title: PRK04 Athletic Fields -Site Improvements Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	49		45			94
Construction Costs	196		182			378
General Overhead	10		9			19
Total	255		236			491

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Hennepin County Youth Sports Grant program will solicit project applications yearly. To date, the Hennepin Youth Sports Grant Program has funded 13 field projects for a total contribution of over \$1.9 million since the program started in 2009.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades athletic fields and related features for safety and to support community use—in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This city goal focuses on recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities). For residents and visitors, field sports provide opportunities to socialize, develop teamwork skills, and improve physical fitness. Field improvement projects will ensure the Minneapolis Park and Recreation Board continues to provide healthy choices for residents and visitors. Through these resources the Minneapolis Park and Recreation Board continues its commitment to developing the next generation of engaged and healthy residents.

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Athletic fields are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Athletic fields improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making). The sole project, Northeast Athletic Fields, is situated within approximately one-half mile of an RCAP and in an area with a median income of 30,000-50,000.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and provide innovative recreational opportunities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce). Athletic fields and the sports programs that happen there have a significant impact on decision-making among prime earners wishing to remain physically active.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on decisions that support the environment (strategy: the city restores and protects land, water, air and other natural resources). Improvements to athletic fields within the Minneapolis parks will focus on best management practices for field

## **Project Title: PRK04 Athletic Fields -Site Improvements Program**

surfaces that contribute to healthy urban soil conditions. Healthy soil remediation will decrease use of mechanical inputs including frequency of aeration and irrigation, and provide increased absorbency and retention during storm events. Storm water may then slowly filter and be cleaned through properly graded and restored athletic field surfaces in advance of entering the city's discharge system and surface water bodies.

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

**A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.**

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, the Northeast Park athletic fields project has been extensively community driven and improvements will be determined by an adopted master plan created in direct collaboration with residents (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout the project has been and will continue to be key, and detailed information about budgets, timelines, designs, and construction sequencing have been and will continue to be regularly posted on the project-specific web page and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting will ensure the Northeast athletic field project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

**MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, athletic field improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

This funding source is essential to the basic capital improvements of the fields across the city. It will also be used as matching dollars to the Hennepin Youth Sports Grant program. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Design and implement a community center hub model that serves community members, is sustainable, and taps the resources of areas neighborhood, community and regional parks.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.

Policy 7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project will take place in the spring or summer of each phase's funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Renovation of athletic fields has no measurable direct economic development potential.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Throughout the city, athletic councils help provide youth athletic programs. They commonly help recruit volunteer coaches and collect funds to support field improvements.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Northeast Park flanks both sides of Fillmore Street just south of 18th Avenue. Fillmore is shown on the Bicycle Plan as a bicycle boulevard, while 18th Avenue (just one block north of the park) is shown as a bicycle trail. These routes will provide non-motorized access to the athletic fields project.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

MetroTransit routes 4 and 30 stop adjacent to the park on Johnson Street. The former is a significant north-south route that spans the entire city, while the latter is one of the very few east-west routes that does not traverse downtown. The project will provide additional reason for using these routes, and will encourage residents to access the athletic fields by transit.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

The Northeast Park Master Plan calls for enhanced pedestrian connections within the park.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No. The project does not occur in right-of-way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$600,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

N/A

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The unspent balance is from 2012-2013 for Peavey Park, 2014/2015 for Folwell Park, and 2014 for Northeast Park (phase 1). Construction of Peavey and Northeast Parks is underway. Folwell Park is within the North Service Area and, as such, is being master planned right now. The North Service Area Master Plan, which will be complete in mid/late-2018, will provide guidance as to the type and locations of athletic fields in that park. Immediately upon approval of the master plan, MPRB will begin community engagement around a specific field renovation project. It is possible that construction could begin in late 2019 and be complete in 2020.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Master Planning for the Northeast Park athletic fields, which included extensive community engagement, is complete. Phase one of field construction has begun. The requested 2018/2019 Net Debt Bonds would fund a second phase of construction that would most likely take place in 2019. Phase 2 fields would open in 2020 to allow for turf establishment. A third phase is anticipated in 2021/2022, which is reflected by an initial Capital Levy allocation in 2021.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Projects funded within one year can be moved ahead or back a year depending on funding levels. Moving projects back can result in greater project costs or the need for costly emergency repairs.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The following documents proposed projects with anticipated funding years and sources (2018-2023 MPRB Neighborhood Park Capital Program).

Project.....	Year.....	Amount.....	Funding Source
Northeast.....	2019.....	\$5,550.....	Net Debt Bonds
Northeast.....	2019.....	\$249,450.....	MPRB Capital Levy
Northeast.....	2021.....	\$235,940.....	MPRB Capital Levy

## Project Title: PRK33 Bryn Mawr Meadows Field Improvements

**Project Location:** Bryn Mawr Meadows Park

**City Sector:** North

**Project Start Date:** 1/4/21

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** 7

**Affected Neighborhood(s):** Bryn Mawr

**Estimated Project Completion Date:** 12/30/23

**Department Priority:** 11

**Contact Phone Number:** 612-230-6470

### Project Description:

This project would fund a complete renovation and likely new design layout for fields at Bryn Mawr Meadows to better provide consolidated ball diamond opportunities and soccer field areas in the central portion of the city.

In total, improvements may include soil amendments, re-grading, re-seeding, irrigation, lighting, re-alignment of fields to improve drainage and reduce multiple uses, amenities for players and spectators, parking, pathways, and other site improvements. Safety fencing, accessibility accommodations, and shade structures will also be installed where necessary and practical. New systems to provide for reinforced turf to increase the amount of play that can occur on a field and to maximize the benefits of rainwater for irrigation will be explored.

### Purpose and Justification:

Athletic fields are an integral part of the city's infrastructure. Already at a premium in Minneapolis – field availability is far outstripped by demand — athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or adult leagues, teams depend on Park Board fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields so they are more durable, able to meet the demands of almost continuous programming needs, and need to be rested or rehabilitated far less often will enhance the delivery of recreational services to the residents of Minneapolis.

Even though this Net Debt Bond request is for a fully funded and complete project in 2021/2022, planning for improvements to Bryn Mawr Meadows has already begun, in concert with the North Service Area Master Planning process. MPRB expects a master plan for the park to be complete in August or September of 2018, which will set the stage for rapid implementation of field improvements in 2021.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds				2,303	89		2,392	
Park Capital Levy		0	0	777	276		1,053	
<b>Total</b>		<b>0</b>	<b>0</b>	<b>3,080</b>	<b>365</b>		<b>3,445</b>	

## Project Title: PRK33 Bryn Mawr Meadows Field Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			591	71		662
Construction Costs			2,370	280		2,651
General Overhead			118	14		132
Total			3,080	365		3,445

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

MPRB is collaborating with the City of Minneapolis and the Bassett's Creek Watershed Management District (BCWMD) to study the feasibility of a significant regional stormwater amenity incorporated into the design of the park. BCWMD has aligned one of its own capital allocations in the same year as this request, so a comprehensive project can move forward in 2021.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades athletic fields and related features for safety and to support community use at Bryn Mawr Meadows, in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This city goal focuses on recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities). Whether it is a team sport or a quick toss of a baseball, good quality athletic fields encourage youth and adults to be active in their communities. For residents and visitors, field sports provide opportunities to socialize, develop teamwork skills, and improve physical fitness. Field improvement projects will ensure the Minneapolis Park and Recreation Board continues to provide healthy choices for residents and visitors. Through these resources the Minneapolis Park and Recreation Board continues its commitment to developing the next generation of well-balanced residents.

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Athletic fields are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Athletic fields improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES, BIG AND SMALL, START, MOVE, STAY AND GROW HERE

Amenities to support a vibrant community that retains business and workers are contributors to this city goal. Regular renovation of athletic fields ensures that the many families who participate in organized sports are not tempted to look to the suburbs for quality athletics, and that these fields continue to be seen as an amenity that helps to create and maintain a strong, positive image for the City of Lakes. These projects will help ensure that the community has safe, cost effective recreation opportunities so they don't need to leave the city to obtain a high quality of life.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on decisions that support the environment (strategy: the city restores and protects land, water, air and other

## **Project Title: PRK33 Bryn Mawr Meadows Field Improvements**

natural resources). Improvements to athletic fields within the Minneapolis parks will focus on best management practices for field surfaces that contribute to healthy urban soil conditions. Healthy soil remediation will decrease use of mechanical inputs including frequency of aeration and irrigation, and provide increased absorbency and retention during storm events. Storm water may then slowly filter and be cleaned through properly graded and restored athletic field surfaces in advance of entering the city's discharge system and surface water bodies.

### **GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED**

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic, inviting streets, spaces and buildings create a sense of place). Athletic fields help create a sense of place for a community. They are places where culture and recreation unite within a community as families and active adults meet on a regular basis to play, socialize, and share life experiences.

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

### **A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.**

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout each project is key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each playground project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

### **MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, athletic field improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

This funding source is essential to the basic capital improvements of the fields across the city. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.

Policy 7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the**

## **Project Title: PRK33 Bryn Mawr Meadows Field Improvements**

### **date formal action was taken by the Planning Commission:**

Location and Design Review for this project will take place in the spring or summer of the funding year (2021).

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

### **Describe the economic development impact of the project:**

Athletic field renovation has no direct measurable economic impact.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Improvement of the Bryn Mawr Meadows Fields is supported by the Bassett Creek Valley Master Plan, adopted by the City Council on January 12, 2007. The plan calls for use and maintenance of the park largely consistent with its historic use. Considering the park's context in relationship to potential long term development opportunities in nearby areas is also recommended.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Throughout the city, athletic councils help provide youth athletic programs. They commonly help recruit volunteer coaches and collect funds to support field improvements.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Bryn Mawr Meadows is located immediately adjacent to several key bicycle trails, including the Cedar Lake Trail, Van White/Dunwoody Trails, and the Luce Line Trail.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Bryn Mawr Meadows is served by MetroTransit route 9 on Cedar Lake Road. In addition, the Southwest LRT line is planning its Van White Station to connect directly to the park.

### **Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Realignment of the Luce Line Regional Trail is possible in association with this project. Realignment would enhance routing and surface quality for this trail.

### **Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 20

**Year that Operating Incr/(Decr) will take effect?** 2024

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

N/A

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

<b>Project Title: PRK33 Bryn Mawr Meadows Field Improvements</b>
--

MPRB will bear increased operating costs through its general fund.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

A Master Plan for Bryn Mawr Meadows will be completed as part of the North Service Area Master Planning process, set to conclude in mid/late-2018. Extensive community engagement has been a hallmark of this planning process. Construction plans will be completed in early 2021, with construction commencing that same year. Depending on the exact scope of the project, fields would be expected to be complete and open in either 2022 or 2023.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project sequesters a significant portion of total MPRB Net Debt Bonds for 2021. Moving this project will have significant impacts on the rest of the MPRB CIP.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

By incorporating master planning for this park into the North Service Area Master Plan, MPRB is addressing previous CLIC requests to initiate planning in advance of a Net Debt Bond allocation.

## Project Title: PRK34 Currie Park Implementation

**Project Location:** Currie Park, Cedar-Riverside Neighborhood

**City Sector:** South

**Project Start Date:** 2/1/18

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** 6

**Affected Neighborhood(s):** Cedar-Riverside

**Estimated Project Completion Date:** 12/31/20

**Department Priority:** 4

**Contact Phone Number:** 612-230-6470

### Project Description:

This project will implement a variety of recreational improvements at Currie Park in the Cedar-Riverside neighborhood, as called for in the South Service Area Master Plan. The requested funding in 2019 is the second year of funding for phase one implementation of the master plan. The exact improvements to be implemented are not currently known, because MPRB is involving the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan calls for significant changes at Currie—changes that are desired by the community and that address the fact that Cedar-Riverside is one of the city's most densely populated neighborhoods and yet has limited park space. The master plan for Currie Park seeks to increase year-round use and improve recreational amenities in the park overall. Facilities envisioned in the master plan include new play areas, a splash pad, new tennis and basketball courts, community gathering areas, expanded premier soccer fields, and a sports dome that can be erected in winter. A new restroom and storage building will also serve as the airlock entrance for the dome. This request is not large enough to implement all these facilities. Future funding—likely including private or grant funds—will be necessary to implement a phase two project.

2018 funds were approved last year under the PRKCP project. This year Currie Park improvements have been separated into a new project because the request is greater than \$1,060,000 and last year CLIC expressed concerns about several significant projects being included in PRKCP. The scale of certain projects suggests they should be considered individually by CLIC.

### Purpose and Justification:

Currie Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Currie Park was included in the South Service Area Master Plan, adopted by MPRB in 2016. Currie Park's 2017 NPP20 ranking is #17. This relatively high ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

The exact facilities to be implemented are being determined through a participatory community process by which users and residents can help decide what is built in the park in phase one. This process is unfolding now, and will consider those elements included in the adopted master plan. It will also consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting phase two. This scoping process is an important way to ensure continued community decision-making in park projects.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		2,212					2,212	
<b>Total</b>		<b>2,212</b>					<b>2,212</b>	

## Project Title: PRK34 Currie Park Implementation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	425					425
Construction Costs	1,702					1,702
General Overhead	85					85
Total	2,212					2,212

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improvements at Currie Park will meet multiple city and MPRB goals and objectives.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Because the Currie Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs. In Cedar-Riverside in particular, park space is limited and the neighborhood has very high density. Remaking the park for efficiency and year-round activity is critically important in this neighborhood. (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Improving park facilities and adding desired amenities can increase quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Cedar-Riverside is a majority minority neighborhood with a significant population of recent immigrants. Park development in this neighborhood can specifically benefit some of the most vulnerable youth in our city, as well as adults with some of the greatest economic challenges (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Cedar-Riverside is a dense, urban, vital, and diverse neighborhood. It is iconic in its own right, with multiple languages spoken on the street and an exciting line-up of restaurants and businesses. Remaking Currie Park will create yet another unique and inviting place for this vibrant neighborhood (strategy: Iconic, inviting

## **Project Title: PRK34 Currie Park Implementation**

streets, spaces and buildings create a sense of place). Ensuring high quality parks communicates investment in people's lives, no matter where they come from (strategy: We welcome our growing and diversifying population through thoughtful planning and design).

**A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.**

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction (strategy: transparency, accountability, and ethics establish public trust).

**MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal like that at Currie Park contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This will take place during the spring or summer of the funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

N/A

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

N/A

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Currie Park is immediately adjacent to the Hiawatha Bike Trail, a major bicycle thoroughfare that connects downtown to neighborhoods south and east of downtown.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Currie Park is immediately adjacent to the Cedar-Riverside Station of the Blue Line and in close proximity to bus routes on Riverside Avenue.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

N/A

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

This project does not take place within right of way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The South Service Area Master Plan included calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Project scoping, including community engagement, is underway already, utilizing 2018 NPP20 funding. The community engagement and design process will unfold throughout 2018 with construction likely to take place in 2019 and 2020, depending on project scope.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

The Currie Park project is already underway, because 2018 funding provided a head start on community engagement, site exploration, and design. Delaying the 2019 funding would create a gap between design and construction. The implications of this gap would be increased overall project cost and dissatisfaction within a community that is participating significantly in the design of its park.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

In addition to Net Debt Bonds funding, MPRB is also seeking grants for this project, and has allocated \$35,486 of park dedication fees to project implementation.

## Project Title: PRK35 Keewaydin Park Implementation

**Project Location:** 3030 E 53rd Street

**City Sector:** South

**Project Start Date:** 1/2/19

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** 12

**Affected Neighborhood(s):** Keewaydin

**Estimated Project Completion Date:** 12/30/20

**Department Priority:** 7

**Contact Phone Number:** 612-230-6470

### Project Description:

This project will implement a variety of recreational improvements at Keewaydin Park in the Nokomis East neighborhood area, as called for in the South Service Area Master Plan. The requested funding in 2019 and 2020 is for a single phase one implementation of the master plan. The exact improvements to be implemented are likely to be the construction of new play areas on park property, including a true outdoor climbing wall—the first of its kind in the Minneapolis park system. Funding will also likely decommission the existing wading pool, which is located on Minneapolis Public Schools property and is beyond its useful life. Final decisions will be made through involvement of the community in a scoping exercise once the project initiates.

The master plan calls for moderate changes at Keewaydin, driven in part by the fact that some park amenities were constructed decades ago on school property. At that time, this was an appropriate choice, but school expansion has created a cramped situation around the existing wading pool and play area. The master plan calls for decommissioning the wading pool and providing no aquatics in this park (it is very close to Lake Nokomis and to other parks with wading pools). Instead, a more significant play area would be built, to include a major climbing wall. Other elements in the master plan call for increased field space, decommissioning of two ball diamonds, and implementation of walking loops in the park.

Keewaydin Park improvements have been separated into a new project because the request is greater than \$1,060,000 and last year CLIC expressed concerns about several significant projects being included in PRKCP. The scale of certain projects suggests they should be considered individually by CLIC.

### Purpose and Justification:

Keewaydin Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

During implementation of equity metrics into the new CIP, MPRB decided to honor previous allocations in the CIP, regardless of ranking, in order to keep its promise to the community. Keewaydin previously had allocations for a playground renovation and wading pool upgrade. Based on master planning, that allocation was changed to a play area-only allocation (climbing wall included), but it remained in the CIP.

The exact facilities to be implemented will be determined through a participatory community process by which users and residents can help decide what is built in the park in phase one. The Keewaydin Master Plan does not envision extraordinary change, so it is likely implementation will focus on play areas and decommissioning of the wading pool.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		541	626				1,168	
<b>Total</b>		<b>541</b>	<b>626</b>				<b>1,168</b>	

## Project Title: PRK35 Keewaydin Park Implementation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	104	120				224
Construction Costs	417	482				899
General Overhead	21	24				45
Total	541	626				1,168

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improvements at Keewaydin Park will meet multiple city and MPRB goals and objectives.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Because the Keewaydin Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs. Furthermore, the implementation of a climbing wall in Keewaydin will create a unique facility that is physically challenging and will allow for social interaction (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Improving park facilities and adding desired amenities can increase quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. At Keewaydin, the implementation of various types of play, including traditional, nature, and climbing, will allow options for people of a variety of ages and abilities (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Minneapolis has no true outdoor climbing venue, as some other desirable cities do. With the option of programmed activities, multiple types of climbing, and instruction for all ages and abilities, this iconic feature will attract people from beyond the neighborhood (strategy: Iconic, inviting streets, spaces and buildings create a sense of place). Ensuring high quality parks communicates investment in people's lives, no matter where they come from (strategy: We welcome our growing and diversifying population through thoughtful planning and design).

## **Project Title: PRK35 Keewaydin Park Implementation**

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction (strategy: transparency, accountability, and ethics establish public trust).

### **MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal like that at Keewaydin Park contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This will take place during the spring or summer of the funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

<b>Project Title: PRK35 Keewaydin Park Implementation</b>
---

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The project would help implement the MPRB-adopted South Service Area Master Plan.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

N/A

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Keewaydin Park is immediately adjacent to the Nokomis Avenue/31st Avenue South Bikeway.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

This project does not take place within right of way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The South Service Area Master Plan included calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Project scoping, including community engagement, will initiate in early 2019, once funding becomes available. The community engagement and design process will likely continue throughout 2019, with construction taking place in 2020 and possibly into early 2021.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

N/A

## Project Title: PRK36 North Commons Park Implementation

**Project Location:** 1801 James Avenue N

**City Sector:** North

**Project Start Date:** 1/2/19

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** 5

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 12/30/21

**Department Priority:** 6

**Contact Phone Number:** 612-230-6470

### Project Description:

This project will implement a variety of recreational improvements at North Commons Park in north Minneapolis. The requested funding in 2019, 2020, and 2021 is for a single phase one implementation of the forthcoming master plan for the park. The exact improvements to be implemented are not currently known, because MPRB is in the midst of creating a vision for the park through the North Service Area Master Plan, and will then involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one. North Commons Park is home to a wide variety of recreational amenities, including a water park, a smaller wading pool, play areas, basketball and tennis courts, a synthetic turf softball/little league field, a natural turf multi-use field and ball diamond, and numerous benches, tables, and grills.

MPRB expects completion of the North Service Area Master Plan in mid/late-2018, in advance of this funding request. This request is not large enough to implement all elements likely to be envisioned in the master plan. Future funding—likely including private or grant funds—will be necessary to implement a phase two project.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from North Commons, but it could be used for a variety of recreational improvements, based on community input.

North Commons Park improvements have been separated into a new project because the request is greater than \$1,060,000 and last year CLIC expressed concerns about several significant projects being included in PRKCP. The scale of certain projects suggests they should be considered individually by CLIC.

### Purpose and Justification:

North Commons Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

North Commons Park was included in the North Service Area Master Plan, which is currently underway. North Commons Park's 2017 NPP20 ranking is #21. This relatively high ranking coupled with the fact that a master plan is nearly complete justifies advancement of phase one implementation at the park.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		368	1,000	800			2,168	
<b>Total</b>		<b>368</b>	<b>1,000</b>	<b>800</b>			<b>2,168</b>	

## Project Title: PRK36 North Commons Park Implementation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	71	192	154			416
Construction Costs	283	770	616			1,668
General Overhead	14	38	31			83
Total	368	1,000	800			2,168

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improvements at North Commons Park will meet multiple city and MPRB goals and objectives.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Because the North Commons Park master plan is being driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Improving park facilities and adding desired amenities can increase quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. North Commons sits within a Racially Concentrated Area of Poverty (RCAP) (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Because of the size of and variety in North Commons, it is the geographic and recreational heart of the north side. The master plan is likely to envision an iconic future for the park, and subsequent implementation will create new and upgrade existing amenities that welcome everyone in (strategy: Iconic, inviting streets, spaces and buildings create a sense of place). Ensuring high quality parks communicates investment is people's lives, no matter where they come from (strategy: We welcome our growing and diversifying population through thoughtful planning and design).

## **Project Title: PRK36 North Commons Park Implementation**

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction (strategy: transparency, accountability, and ethics establish public trust).

### **MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal like that at North Commons Park contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This will take place during the spring or summer of the funding year.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

N/A

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

N/A

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

North Commons park is immediately adjacent to the Golden Valley Road bikeway and the 16th Avenue North bikeway, and is one block from the Irving Avenue North bike boulevard.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Metro Transit Route 30 runs on Golden Valley Road and stops immediately adjacent to the park.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

N/A

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

This project does not take place within right of way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The North Service Area Master Plan will include calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Project scoping, including community engagement, will initiate in 2019, once funding becomes available. The community engagement and design process will likely continue throughout 2019 and into 2020. Due to the likely complexity of this project and the real possibility of outside funding creating an even larger project, construction would not likely begin until 2021 and continue into 2022.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

In addition to the funding requested here under PRK36, funding is also requested under PRK02 in 2023 for play area improvements. That capital levy-funded project is part of MPRB's playground rehabilitation program, which based on equipment longevity and condition. MPRB planners will take this future funding into account when scoping the PRK36 project.

## Project Title: PRK37 Powderhorn Park Implementation

**Project Location:** 3400 15th Avenue South

**City Sector:** South

**Project Start Date:** 1/4/21

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** 9

**Affected Neighborhood(s):** Powderhorn Park

**Estimated Project Completion Date:** 12/30/22

**Department Priority:** 10

**Contact Phone Number:** 612-230-6470

### Project Description:

This project will implement a variety of recreational improvements at Powderhorn Park, as called for in the South Service Area Master Plan. The requested funding in 2021 and 2022 will implement phase two of the master plan. Previous funding requests under PRK02 and PRK03 allowed for the renovation of playgrounds and the wading pool as directed by the master plan—this was phase one of implementation. The exact improvements to be implemented under this phase two request are not currently known, because MPRB will involve the community in a scoping exercise to determine which of the master plan elements should be constructed.

The master plan calls for relatively modest changes at Powderhorn. People like the park how it is, generally speaking, with a few targeted improvements. Facilities envisioned in the master plan include continued refurbishment of play areas (including nature-based and adventure play zones), enhancements to the building and lakeshore gathering areas, a new small-scale premier soccer field, volleyball courts, and an additional basketball court. Future funding—likely including private or grant funds—will be necessary to implement a phase three project.

Powderhorn Park improvements have been separated into a new project because the request is greater than \$1,060,000 and last year CLIC expressed concerns about several significant projects being included in PRKCP. The scale of certain projects suggests they should be considered individually by CLIC.

### Purpose and Justification:

Powderhorn Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Powderhorn Park was included in the South Service Area Master Plan, adopted by MPRB in 2016. At that time, play area and pool improvements were already envisioned in the CIP and in previous CLIC requests. Powderhorn Park's 2017 NPP20 ranking is #12. This high ranking coupled with the fact that a master plan is complete justifies advancement of phase two implementation at the park.

The exact facilities to be implemented will be determined through a participatory community process by which users and residents will help decide what is built in the park in phase one. This process will consider those elements included in the adopted master plan. It will also consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting phase two. This scoping process is an important way to ensure continued community decision-making in park projects.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds				285	815		1,100	
<b>Total</b>				<b>285</b>	<b>815</b>		<b>1,100</b>	

## Project Title: PRK37 Powderhorn Park Implementation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			55	156		211
Construction Costs			219	627		846
General Overhead			11	31		42
Total			285	815		1,100

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improvements at Powderhorn Park will meet multiple city and MPRB goals and objectives.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Because the Powderhorn Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs. (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Improving park facilities and adding desired amenities can increase quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Powderhorn Park is a diverse neighborhood with significant Latino population and median incomes lower than the city average (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Unique among neighborhood parks, Powderhorn is centered around a natural amenity—Powderhorn Lake. Environmental sustainability has always been a stated priority in this neighborhood, and steps will be taken to ensure improvement activities preserve and enhance the environment. Powderhorn Park is already iconic and welcoming with trails for strolling amongst the hills and woods and numerous community arts and cultural festivals. Improvements will build on that legacy (strategy: Iconic, inviting streets, spaces and buildings create a sense of place). Ensuring high quality parks communicates investment in people's lives, no matter where they come from (strategy: We welcome our

## **Project Title: PRK37 Powderhorn Park Implementation**

growing and diversifying population through thoughtful planning and design).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction (strategy: transparency, accountability, and ethics establish public trust).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal like that at Powderhorn Park contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This will take place during the spring or summer of the funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

<b>Project Title: PRK37 Powderhorn Park Implementation</b>
--

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

N/A

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

N/A

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Powderhorn Park is immediately adjacent to the 35th Street bikeway, and is one block from the Park Avenue bikeway, the Bloomington Avenue bikeway, and the 31st Street bikeway.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Metro Transit Route 14 runs on Bloomington Avenue just two blocks to the east, and Route 5 (and the future D-line bus rapid transit line) runs on Chicago Avenue just two blocks to the west.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

This project does not take place within right of way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2023

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The South Service Area Master Plan included calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of

<b>Project Title: PRK37 Powderhorn Park Implementation</b>
--

their useful lives.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Project scoping, including community engagement, will begin early in the first funding year (2021). Community engagement and design will take place throughout 2021 and into 2022. Depending on the determined scope of the project, construction would begin in either 2022 or 2023 and be complete within one year to 18 months.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

N/A

## Project Title: PRK38 Sibley Field Park Implementation

**Project Location:** 1900 E 40th Street

**City Sector:** South

**Project Start Date:** 1/2/19

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 12/30/20

**Department Priority:** 8

**Contact Phone Number:** 612-230-6470

### Project Description:

This project will implement a variety of recreational improvements at Sibley Park in the Standish Neighborhood, as called for in the South Service Area Master Plan. The requested funding in 2019 and 2020 is for a single phase one implementation of the master plan. The exact improvements to be implemented are likely to be the construction of new play areas and a wading pool to replace significantly outdated amenities. Final decisions will be made through involvement of the community in a scoping exercise once the project initiates.

The master plan calls for moderate changes at Sibley. It reorganizes the main play area and creates more space for playground and wading pool by decommissioning a tennis court. The large athletic field is maintained, but a different balance of use is proposed by the decommissioning of two ball diamonds and expansion of multi-use field space. Walking trails would be improved, and a welcoming promenade would be built between the play and sports areas.

Sibley Park improvements have been separated into a new project because the request is greater than \$1,060,000 and last year CLIC expressed concerns about several significant projects being included in PRKCP. The scale of certain projects suggests they should be considered individually by CLIC.

### Purpose and Justification:

Sibley Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

During implementation of equity metrics into the new CIP, MPRB decided to honor previous allocations in the CIP, regardless of ranking, in order to keep its promise to the community. Sibley previously had allocations for a playground renovation and wading pool upgrade. These projects remained in the CIP.

The exact facilities to be implemented will be determined through a participatory community process by which users and residents can help decide what is built in the park in phase one. The Sibley Master Plan does not envision extraordinary change, so it is likely implementation will focus on play areas and the wading pool.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		518	503				1,021	
<b>Total</b>		<b>518</b>	<b>503</b>				<b>1,021</b>	

## Project Title: PRK38 Sibley Field Park Implementation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	99	97				196
Construction Costs	399	387				786
General Overhead	20	19				39
Total	518	503				1,021

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

#### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improvements at Sibley Park will meet multiple city and MPRB goals and objectives.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Because the Sibley Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Improving park facilities and adding desired amenities can increase quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Ensuring high quality parks communicates investment in people's lives, no matter where they come from (strategy: We welcome our growing and diversifying population through thoughtful planning and design).

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal.

## **Project Title: PRK38 Sibley Field Park Implementation**

MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction (strategy: transparency, accountability, and ethics establish public trust).

### **MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal like that at Sibley Park contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This will take place during the spring and summer of the funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

<b>Project Title: PRK38 Sibley Field Park Implementation</b>
--

N/A

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

N/A

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Sibley Park is adjacent to or within one block of the RiverLake Greenway, the 38th Street bikeway, and the 21st Avenue bikeway.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Sibley Park is in very close proximity (one block) to Metro Transit Route 23 on 38th Street and Route 14 on Cedar Avenue.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

This project is not within right of way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The South Service Area Master Plan included calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

## **Project Title: PRK38 Sibley Field Park Implementation**

Project scoping, including community engagement, will initiate in early 2019, once funding becomes available. The community engagement and design process will likely continue throughout 2019, with construction taking place in 2020 and possibly into early 2021.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

In addition to this funding request, MPRB has allocated \$86,634 in park dedication fees to implement expanded and enhanced amenities in the park.

## Project Title: PRK39 Whittier Park Implementation

**Project Location:** 425 West 26th Street

**City Sector:** Southwest

**Project Start Date:** 9/2/19

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** 10

**Affected Neighborhood(s):** Whittier

**Estimated Project Completion Date:** 6/1/21

**Department Priority:** 9

**Contact Phone Number:** 612-230-6470

### Project Description:

This project will implement a variety of recreational improvements at Whittier Park. The requested funding in 2019 and 2020 is for a single phase one implementation of the forthcoming master plan for the park. The exact improvements to be implemented are not currently known, because MPRB is in the beginning stages of creating a vision for the park through the Southwest Service Area Master Plan, and will then involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

MPRB expects completion of the Southwest Service Area Master Plan in mid-2019, in advance of the bulk of this funding request. This request is not large enough to implement all elements likely to be envisioned in the master plan. Future funding—likely including private or grant funds—will be necessary to implement a phase two project.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Whittier, but it could be used for a variety of recreational improvements, based on community input.

Whittier Park improvements have been separated into a new project because the request is greater than \$1,060,000 and last year CLIC expressed concerns about several significant projects being included in PRKCP. The scale of certain projects suggests they should be considered individually by CLIC.

### Purpose and Justification:

Whittier Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Whittier Park is included in the Southwest Service Area Master Plan, which is currently just beginning. Whittier Park's 2017 NPP20 ranking is #13. Whittier also previously had fund set aside for playground improvements under a previous PRK02 request. Additional funds were allocated to the park based on its high equity ranking.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds			462				462	
Park Capital Levy		45	600				645	
<b>Total</b>		<b>45</b>	<b>1,062</b>				<b>1,107</b>	

## Project Title: PRK39 Whittier Park Implementation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	9	204				213
Construction Costs	35	817				852
General Overhead	2	41				43
Total	45	1,062				1,107

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

#### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improvements at Whittier Park will meet multiple city and MPRB goals and objectives.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Because the Whittier Park master plan will be driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Improving park facilities and adding desired amenities can increase quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Ensuring high quality parks communicates investment in people's lives, no matter where they come from (strategy: We welcome our growing and diversifying population through thoughtful planning and design).

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal.

## **Project Title: PRK39 Whittier Park Implementation**

MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction (strategy: transparency, accountability, and ethics establish public trust).

### **MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal like that at Whittier Park contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This will take place during the spring or summer of the funding year.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

## Project Title: PRK39 Whittier Park Implementation

N/A

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

N/A

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Whittier Park sits between the 26th and 28th Street bikeways (adjacent to 26th), and just one-half block from the Pleasant Avenue bike boulevard.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The closest transit route to Whittier Park is Route 4 on Lyndale Avenue.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

This project does not take place within right of way.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The Southwest Service Area Master Plan will include calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Project scoping, including community engagement, will initiate in late 2019, once the Southwest Service Area Master Plan is complete. The community engagement and design process will likely continue throughout 2019 and 2020. Depending on the actual scope of improvements, construction could begin in late 2020, but would more likely occur in 2021.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Improvements at Whittier Park are funded by both Net Debt Bonds and MPRB Capital Levy funds. The chart below provides funding detail.

2019 MPRB Capital Levy: \$45,370  
2020 Net Debt Bonds: \$462, 107  
2020 MPRB Capital Levy: \$599,518  
Project total: \$1,106,995

## Project Title: PRKCP Neighborhood Parks Capital Infrastructure

**Project Location:** In neighborhood parks throughout the city.

**City Sector:** Citywide

**Project Start Date:** 1/2/19

**Submitting Department:** Park Board

**Contact Person:** Adam Arvidson

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 6/3/24

**Department Priority:** 2

**Contact Phone Number:** 612-230-6470

### Project Description:

This project includes a variety of major capital improvements in a variety of parks, which are primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, these major new or increased-budget projects are being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

MPRB has developed an equity metric for selection of parks that would receive new or enhanced funding under NPP20. In order to honor already planned projects, MPRB's 2017-2022 CIP includes projects already in the CIP, as well as new projects selected through the equity criteria. Parks in which a playground, wading pool, or athletic field is the ONLY planned improvement are requested under PRK02, PRK03, and PRK04, respectively. Most of these improvements were already in the CIP and have therefore been retained for funding. More comprehensive park improvement projects with a variety of activities are included in PRKCP. Additionally, a series of targeted rehabilitation types are requested under PRKRP. Last year, CLIC expressed concerns that some projects included in PRKCP were too large to be subsumed into such a large funding request. The stated concern was that larger projects should be discussed and reviewed by CLIC individually, rather than in concert with the overall PRKCP funding request. To address this concern, MPRB has extracted from PRKCP the improvements in any park where more than \$1,060,000 is being requested. These six park projects now have their own project numbers (PRK34 through PRK39). This has led to a significant reduction in the PRKCP request when compared to last year's request.

The exact facilities to be implemented at each park are based on service area master plans, which create visions for the recreational future of every neighborhood park in the city. The South and Downtown master plans are complete, North and Northeast/Southeast are well underway, and Southwest is just beginning. MPRB expects all service area master plans will be complete in mid-2019. Once a master plan is complete and a funding allocation is made, MPRB begins a participatory community process by which users and residents can help prioritize what is built in the park. A requested allocation for a particular park will not generally complete that park's master plan, and should be considered a phase one implementation. The community process considers which of those elements included in the adopted master plan should be built right away. The scoping process also considers phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that requests under PRKCP are not specifically defined, as to exactly what will be constructed. Requested funding would not move from one park to another, but it could be used for a variety of recreational improvements, based on community input.

PRKCP also includes projects that use the MPRB Capital Levy.

### Purpose and Justification:

This project fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life, and many parks have an asset mix that does not exactly meet the needs of the community as a whole. This project and its many and varied park improvements will improve safety and accessibility, upgrade worn and outdated park assets, and transform parks to better meet the needs of today's population.

The purpose and justification of each individual park improvement is based on two factors: the equity metric and the park master plan. These two factors work together to ensure that those parks with the greatest need are addressed first, and that the improvements being made are in line with community desires. The equity metric uses empirical data to establish an "equity ranking" for each park. The data look at both the community characteristics around the park and the assets in the park (including historic investment in the park). In 2017, 104 neighborhood park properties (all those with major assets) were assigned equity rankings. MPRB's 2018-2023 CIP includes parks with rankings through #39. Rankings of specific projects included in this request are shown below under "Additional Information." Once a park has been identified for funding, the approved master plan determines the general amount of funding.

## Project Title: PRKCP Neighborhood Parks Capital Infrastructure

This project will allow MPRB to more equitably meet the needs of the community as a whole, by focusing early attention on those parks where there is the most need, but also by implementing improvements the community wants.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	14,175	1,694	2,604	1,792	6,131	7,400	19,621	
Park Capital Levy	6,433	200		454	458		1,112	
<b>Total</b>	<b>20,608</b>	<b>1,894</b>	<b>2,604</b>	<b>2,246</b>	<b>6,589</b>	<b>7,400</b>	<b>20,733</b>	

## Project Title: PRKCP Neighborhood Parks Capital Infrastructure

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	364	500	431	1,265	1,421	3,981
Construction Costs	1,458	2,004	1,728	5,070	5,695	15,955
General Overhead	73	100	86	253	285	797
Total	1,894	2,604	2,246	6,589	7,400	20,733

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant requests that will utilize the 2019 grant matching funds will be identified in the year prior to writing those grants.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This program features a wide variety of improvements, all of which are in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Construction projects in parks projects improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Because master plans are driven by community involvement, implementation of those plans allow the public to recreate daily and in ways that meet each individual's particular needs (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

#### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Improving park facilities and adding desired amenities can increase quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Because these projects will occur throughout the city and are driven toward where need is greatest, the hope is that each park can be high quality, safe, and iconic, regardless of where in the city it exists and who it serves (strategy: Iconic, inviting streets, spaces and buildings create a sense of place). Ensuring high quality parks communicates investment in people's lives, no matter where they come from (strategy: We welcome our growing and diversifying population through thoughtful planning and design).

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

## **Project Title: PRKCP Neighborhood Parks Capital Infrastructure**

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction (strategy: transparency, accountability, and ethics establish public trust).

### **MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This will be determined as projects are identified.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

## **Project Title: PRKCP Neighborhood Parks Capital Infrastructure**

MPRB is in the process of creating master plans for every neighborhood park in the system. The planning is taking place a sector at a time. As these so-called "service area master plans" are completed, park improvements and funding allocations will implement those community-driven plans. In the case of parks where service area master plans are complete (South and Downtown), projects will begin immediately or, in some cases, are already underway. In parks where service area master plans are not yet complete, allocations have been made under the equity metric criteria, but improvement work will not begin until the master plans are completed. In general, therefore, when equity rankings are similar, parks in the south and downtown service areas appear earlier in this request. These are parks where bonds can be spent immediately.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Varies by project. Projects in close proximity to bicycle routes will consider connections into park areas from adjacent routes.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Varies by project. Projects in close proximity to transitways will consider connections into park areas from transit stations.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Some projects include enhancements to the pedestrian ways within or on the edges of parks.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Projects will not occur within public right of way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

In those areas where service area master plans have been completed (South and Downtown), comprehensive analysis of maintenance impacts were calculated. This calculation was based on real-world assessments of costs to maintain existing facilities drawn from MPRB's system as well as national models. Each master planned park includes a maintenance cost change estimate at full build out. For instance: conversion of a wading pool to splash pad will result in a \$20,000 annual maintenance cost increase--the result of a \$15,000 annual credit for removing the wading pool and a \$35,000 add for the splash pad. Playground, conversely, will see no maintenance increase nor decrease, because though newer equipment is easier to maintain, those maintenance allocations must be shifted elsewhere in the system to cover other aging infrastructure.

An overall maintenance change number has not been provided for PRKCP, however, because the details of many projects are unknown. In some cases, parks may see increased maintenance costs while at others there may be decreases (for instance, at parks that will have fewer diamonds and larger multi-use field areas). Though a comprehensive maintenance cost accounting has not been provided to CLIC under this project, MPRB operations and planning staff are working together to ensure proper maintenance allocations when individual improvements are implemented, using the service area master plans as a guide.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

In cases where new infrastructure will be implemented, MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize**

## Project Title: PRKCP Neighborhood Parks Capital Infrastructure

### the full expected useful life of the project:

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

### Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

PRKCP was previously a capital levy-only project, so there are no prior bond authorizations under this project. Going forward, however, MPRB will track and document unspent bonds, as it does for other projects.

### If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project schedules may vary significantly depending on the size of allocation, the specific improvements envisioned, and the scale of change in the park. In general, all projects will require 6-8 months of community engagement, which can happen in concert with design development. At the conclusion of community engagement, construction plans for bidding are prepared and the project is bid for construction. MPRB works to limit inconvenience to the community during construction, and may occasionally phase construction across two calendar years. Construction scheduling is determined by the project manager in consultation with the community.

### Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Because significant work is included in PRKCP, modifying funding years will create "pinch-points" in the design and community engagement process and will delay projects.

### Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The following chart documents parks in which improvements will take place, including anticipated funding years and sources (2018-2023 MPRB Neighborhood Park Capital Program). Though the PRKCP project previously was used for MPRB's capital levy funded rehabilitation and special projects, it now includes major projects added as part of the NPP20 agreement (as long as the park-specific allocations are below \$1,060,000). The bulk of the funding comes from Net Debt Bonds with some capital levy (see the PRKRP project for NPP20-funded rehabilitation projects).

Selection of nearly all these projects was based on the neighborhood equity metrics developed as part of the NPP20 ordinance. Equity rankings are re-calculated each year. The 2018-2023 CIP is built on rankings calculated in 2017. Each park's 2017 equity ranking is included in the chart for reference. Higher numbers demonstrate lower need.

In order to ensure projects move forward in a timely fashion, MPRB is requesting a contingency factor under PRKCP. This "Replace and Invest Contingency" (R&I Contingency) will be used for project construction, to close the gap on site unknowns, increased bid amounts, and other construction-related factors out of MPRB control. The most significant reason for project delays is bidding issues. The contingency will only be used when necessary, and unspent contingency will be used to originate new projects in later years. The contingency constitutes 10% of the total project-based allocations in the MPRB CIP. In 2019 and 2020, a portion of the contingency has been allocated to renovation of the Phillips Pool. This change is reflected in the numbers below. Note that some parks that appeared in PRKCP last year have been moved to their own projects and therefore do not appear any longer below.

Project	Equity Rank	Year	Amount	Source
Farwell.....	5.....	2019.....	\$264,100.....	Net Debt Bonds
Lovell Square.....	20.....	2019.....	\$50,000.....	Net Debt Bonds
Painter.....	23.....	2019.....	\$200,000.....	Net Debt Bonds
Phelps.....	19.....	2019.....	\$500,000.....	Net Debt Bonds
Phillips Pool.....	7.....	2019.....	\$260,000.....	Net Debt Bonds
R&I Contingency.....		2019.....	\$420,000.....	Net Debt Bonds
Grant Matches.....		2019.....	\$200,000.....	MPRB Capital Levy
Corcoran.....	1.....	2020.....	\$331,975.....	Net Debt Bonds

<b>Project Title: PRKCP Neighborhood Parks Capital Infrastructure</b>
---

Farwell.....5.....	2020.....	\$435,900.....	Net Debt Bonds
Hall.....8.....	2020.....	\$356,375.....	Net Debt Bonds
Painter.....23.....	2019.....	\$800,000.....	Net Debt Bonds
Phillips Pool.....7.....	2019.....	\$260,000.....	Net Debt Bonds
R&I Contingency.....	2020.....	\$420,000.....	Net Debt Bonds
Corcoran.....1.....	2021.....	\$618,025.....	Net Debt Bonds
Hall.....8.....	2021.....	\$393,625.....	Net Debt Bonds
Sumner Field.....11.....	2021.....	\$100,000.....	Net Debt Bonds
R&I Contingency.....	2021.....	\$680,000.....	Net Debt Bonds
The Mall.....NR.....	2021.....	\$89,279.....	MPRB Capital Levy
Parade Park.....98.....	2021.....	\$365,000.....	MPRB Capital Levy
Cedar Avenue Field.....22.....	2022.....	\$600,000.....	Net Debt Bonds
East Phillips.....24.....	2022.....	\$428,464.....	Net Debt Bonds
Folwell.....15.....	2022.....	\$1,000,000.....	Net Debt Bonds
Franklin Steele.....28.....	2022.....	\$740,000.....	Net Debt Bonds
Harrison.....31.....	2022.....	\$390,775.....	Net Debt Bonds
Murphy Square.....29.....	2022.....	\$200,000.....	Net Debt Bonds
Riverside.....10.....	2022.....	\$1,060,000.....	Net Debt Bonds
Smith Triangle.....93.....	2022.....	\$231,525.....	Net Debt Bonds
Willard.....26.....	2022.....	\$1,000,000.....	Net Debt Bonds
R&I Contingency.....	2022.....	\$680,000.....	Net Debt Bonds
The Mall.....NR.....	2022.....	\$258,011.....	MPRB Capital Levy
Bethune.....36.....	2023.....	\$735,000.....	Net Debt Bonds
Bohannon.....18.....	2023.....	\$1,000,000.....	Net Debt Bonds
Cleveland.....37.....	2023.....	\$675,775.....	Net Debt Bonds
Cottage.....27.....	2023.....	\$500,000.....	Net Debt Bonds
Farview.....33.....	2023.....	\$850,000.....	Net Debt Bonds
Glen Gale.....32.....	2023.....	\$600,000.....	Net Debt Bonds
Harrison.....31.....	2023.....	\$609,225.....	Net Debt Bonds
Shingle Creek.....25.....	2023.....	\$1,000,000.....	Net Debt Bonds
Victory.....39.....	2023.....	\$750,000.....	Net Debt Bonds
R&I Contingency.....	2023.....	\$680,000.....	Net Debt Bonds

Project Title: PRKDT Diseased Tree Removal	
Project Location: Throughout the city.	Affected Wards: Various
City Sector: Citywide	Affected Neighborhood(s): Various
Project Start Date: 1/2/19	Estimated Project Completion Date: 12/29/23
Submitting Department: Park Board	Department Priority: 13
Contact Person: Ralph Sievert	Contact Phone Number: 612-313-7735
Level of Need: Significant	

## Project Description:

This project entails removal of diseased trees from private property, outside of public street right of ways and other public lands. Invasive pests such as Dutch Elm disease and Emerald Ash Borer can, and have, wiped out whole regions of certain species, and more pests are threatening our region. Prompt removal is one of the best methods of control by proactively preventing spread of a disease from an already infected host.

## Purpose and Justification:

This project is an extremely important part of the tool box for controlling tree diseases, and protecting our urban forest. Trees are desirable for both practical and aesthetic reasons, and are a major and important part of the city's urban infrastructure due to their many positive impacts on the environment and our community. Their primary benefits include: mitigating global warming by reducing Green House Gases, storing and sequestering carbon dioxide, improving air quality, removing pollution, increasing energy savings through shade and windbreaks, intercepting rainfall, providing stormwater rate control, and reducing pavement temperature and the heat island effect . The urban forest also provides wildlife habitat and social and psychological benefits to residents.

Trees also increase property values and contribute to crime reduction. Consumers are willing to pay more for products in business districts with trees. Diseased trees can be a serious safety threat once a tree transitions into a weakened state. Diseased trees may look safe on the exterior, but can easily fall over from even a slight force, such as wind or impact, causing severe damage and a threat to public safety.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Special Assessments Bonds	1,200	300	300	300	300	300	1,500	
<b>Total</b>	<b>1,200</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>1,500</b>	

## Project Title: PRKDT Diseased Tree Removal

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Construction Costs	288	288	288	288	288	1,442
General Overhead	12	12	12	12	12	58
Total	300	300	300	300	300	1,500

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains the health of our urban forest—in furtherance of the following City Goals.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

Minneapolis Park and Recreation Board goals and objectives:

The MPRB's current goals and objectives are contained within its comprehensive plan. Therefore, there will be some overlap in the response between this question and the following one. This funding source contributes primarily to the MPRB goal of "sound management techniques provide healthy, diverse and sustainable natural resources." The Minneapolis tree canopy is dependent on the health of the urban forest. These funds help the Minneapolis Park and Recreation Board remove disease trees throughout the city so that park and boulevard trees can continue to thrive.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

This funding source is essential to the basic maintenance of the urban forest. It helps reduce the spread of disease that might otherwise continue to thrive among trees on private property and spread to boulevard or park trees. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Urban forests, natural areas and waters that endure and captivate.

Goal: Sound management techniques provide healthy, diverse and sustainable natural resources.

Projects funded by this resource address policy from the Environment section of the City of Minneapolis' Comprehensive Plan. Removal of diseased trees helps ensure the entire urban tree canopy remains healthy (Policy 6.8).

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 6.8: Encourage a healthy thriving urban tree canopy and other desirable forms of vegetation.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the**

## Project Title: PRKDT Diseased Tree Removal

date formal action was taken by the Planning Commission:

N/A

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

N/A

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

N/A

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement?

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

N/A

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

N/A

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Ongoing - Unspent balance will be applied to future years.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This is an ongoing special assessment fund.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

N/A

## Project Title: PRKRP Neighborhood Parks Rehabilitation Program

**Project Location:** In neighborhood parks throughout the city.  
**City Sector:** Citywide  
**Project Start Date:** 1/2/19  
**Submitting Department:** Park Board  
**Contact Person:** Adam Arvidson  
**Level of Need:** Significant

**Affected Wards:** All  
**Affected Neighborhood(s):** City-Wide  
**Estimated Project Completion Date:** 6/3/24  
**Department Priority:** 3  
**Contact Phone Number:** 612-230-6470

### Project Description:

This program includes rehabilitation in a variety of parks, which is primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long-term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, this rehabilitation program is being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

Rehabilitation projects will be considered in ten categories:

- ADA Improvements
- General building and recreation center rehabilitation
- Roofs
- Heating, ventilation, and air conditioning
- Neighborhood amenity fund
- Park lighting
- Synthetic turf rehabilitation
- Below-grade infrastructure
- Sidewalk and pavement
- Operations facilities

Some of these categories are partially funded through the MPRB capital levy, because those categories were already in the CIP prior to NPP20.

### Purpose and Justification:

This program fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life. This program will touch numerous parks and will improve safety and accessibility and upgrade worn and outdated park assets.

The specific purpose of each rehabilitation category is as follows:

#### ADA Improvements:

While all capital projects must meet ADA requirements, the MPRB recognizes that there are some improvements that need to be made to increase accessibility before or outside of a full capital project. The ADA improvement funding targets improvements to building and outdoor facilities that are not part of the current capital program, but appear in MPRB's ADA Transition Plan. Of particular focus now is improving accessibility in recreation center restrooms and ensuring accessible routes from parking lots into buildings and into restrooms.

#### Recreation Center Rehabilitation:

The MPRB owns 49 recreation centers. Most were built in the 1960s and 1970s. While the MPRB is working on a system-wide recreation center facility plan that will help determine long-term capital improvements to recreation centers, this funding will allow for improvements that are needed to sustain the buildings in the short-term, including building envelope improvements, visitor services, mitigation projects, and windows.

#### Roofs:

This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on rehabilitating roofs for the long term stability of buildings.

#### Heating, Ventilation, and Air Conditioning:

This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on improving or replacing aging and outdated boilers, heating units, and ventilation systems. It will also install new air conditioning systems in

## Project Title: PRKRP Neighborhood Parks Rehabilitation Program

some buildings, in the interest of increasing programming availability and allowing more buildings to serve as safe-havens during stretches of high temperature.

### Neighborhood amenity fund:

The neighborhood park system contains more than \$100 million in physical assets. Many of these assets are small--such as picnic tables, grills, benches, horseshoe pits, etc.--and are not often included in larger capital projects or general maintenance and upkeep. The neighborhood amenity fund allows these key visitor comfort features to be refurbished or replaced into good working condition. The neighborhood amenity fund is funded by the MPRB Capital Levy.

### Park Lighting:

Within Minneapolis neighborhood parks, lighting increases safety and extends operating hours for sports, winter activities, and general park use. This category focuses on the replacement and upgrade of exterior park lighting, along with supporting infrastructure.

### Synthetic Turf rehabilitation:

The MPRB has installed eight artificial turf fields over the past 10+ years. Over time this type of turf will need to be replaced. This will be an ongoing fund dedicated to artificial turf replacement. Under an MPRB Board-approved resolution, with any synthetic turf project MPRB will consider alternative materials to the more typically used crumb rubber infill. The synthetic turf rehabilitation fund is funded by the MPRB Capital Levy.

### Below-grade infrastructure:

Unseen in the neighborhood parks is a network of underground pipes, wiring, and conduits that in some cases dates from the initial creation of those parks. This category focuses on improving, upgrading, removing, or relocating this below-grade infrastructure, in order to create efficiency and improve environmental performance.

### Sidewalk and pavement:

This category focuses on sidewalks and internal pedestrian paths within neighborhood parks. It will help the MPRB work collaboratively with the City of Minneapolis as it implements its annual replacement program for sidewalks across the city. It will also be used to replace or rehabilitate pathways within neighborhood and community parks. A portion of the sidewalk and pavement fund is funded by the MPRB Capital Levy.

### Operations facilities:

The MPRB is initiating an operation facility plan that will guide future investments in the operations facilities throughout the system. A key focus of the plan will be to increase safety and efficiency and to provide quality spaces for employees. This category will address immediate needs within the operational areas of MPRB's system, and then provide funds to implement changes recommended in the facility plan. Operations facilities improvements are funded by NPP20/Net Debt Bonds, the MPRB Capital Levy, and allocations from MPRB's general fund (not included in CLIC accounting).

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	3,976	3,700	3,700	3,700	3,100	3,100	17,300	
Park Capital Levy	332	350	495	690	770	760	3,064	
<b>Total</b>	<b>4,308</b>	<b>4,050</b>	<b>4,195</b>	<b>4,390</b>	<b>3,870</b>	<b>3,860</b>	<b>20,364</b>	

## Project Title: PRKRP Neighborhood Parks Rehabilitation Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	466	483	506	446	444	2,346
Construction Costs	3,428	3,550	3,715	3,275	3,267	17,235
General Overhead	156	161	169	149	148	783
Total	4,050	4,195	4,389	3,870	3,860	20,364

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This program features a wide variety of improvements, all of which are in furtherance of the following City Goals.

### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Rehabilitation projects improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities (strategy: All neighborhoods are safe, healthy and uniquely inviting). Project categories like ADA improvements, sidewalks and pavement, and the neighborhood amenity fund allow the public to recreate daily and in ways that meet each individual's particular needs (strategy: Our neighborhoods have amenities to meet daily needs and live a healthy life) (strategy: Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities).

### ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Park rehabilitation projects can increase quality of life for neighborhood residents of every age and ability level (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life).

### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

All rehabilitation projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project (strategy: We sustain resources for future generations: reducing consumption, minimizing waste and using less energy). Rehabilitation is absolutely necessary to meet current and future needs for park infrastructure, which is a critical aspect of the city (strategy: The city's infrastructure is managed and improved for current and future needs). Because rehabilitation projects will occur throughout the city, the hope is that each park can be high quality, safe, and iconic, regardless of where in the city it exists and who it serves (strategy: Iconic, inviting streets, spaces and buildings create a sense of place). Ensuring high quality parks communicates investment in people's lives, no matter where they come from (strategy: We welcome our growing and diversifying population through thoughtful planning and design).

### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

## **Project Title: PRKRP Neighborhood Parks Rehabilitation Program**

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB is developing systems for consistent and easy-to-understand notification of and progress reports on rehabilitation projects (strategy: transparency, accountability, and ethics establish public trust).

### **MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:**

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

MPRB is currently in discussion with the City regarding how Location and Design Review should take place for smaller and geographically disparate rehabilitation projects.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

None.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No.

**Describe how this project implements recommendations from small area plans, implementation plans, design**

## **Project Title: PRKRP Neighborhood Parks Rehabilitation Program**

**guidelines, and urban design documents adopted by the City of Minneapolis:**

N/A

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

N/A

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Access to bicycle routes varies by rehabilitation category and project site. Where appropriate, projects will consider connection to the bicycle network.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Access to transit and pedestrian routes varies by rehabilitation category and project site. Where appropriate, projects will consider connection to the transit and pedestrian network.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

The sidewalk and pavement category will work to improve the pedestrian realm by rehabilitating park sidewalks.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

The only rehabilitation category that may affect rights of way is the sidewalk and pavement category. However, this category is for replacement of existing sidewalks, and is taking place in collaboration with the City of Minneapolis--often with the same contractors the City hires to do its own sidewalk and pedestrian ramp work. Therefore, it is unlikely right of way constraints will be encountered.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

N/A

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

N/A

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

N/A

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

PRKRP was a new project as of last year, so there are no unspent bonds. MPRB will track and report on unspent bonds beginning with the 2020 request.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

## Project Title: PRKRP Neighborhood Parks Rehabilitation Program

Rehabilitation projects often have a relatively short timeline, when compared to other design and construction projects. It is likely most rehabilitation projects can be accomplished--from initiation to completed construction--in a matter of months. To create efficiency and streamline costs and procurement, projects of similar type and geography may be grouped.

### Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The requested funding is generally consistent year over year, to ensure that these rehabilitation categories work like standard allocations for a consistent level of work from year to year. Shifting funds from one year to another could create a bottleneck in some years and underutilized staff and contracts in others.

### Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The following chart documents requested allocations by rehabilitation category (2018-2022 MPRB Neighborhood Park Capital Program).

Category	Year	Amount	Source
ADA improvements.....	2019.....	\$800,000.....	Net Debt Bonds
Building/rec center.....	2019.....	\$500,000.....	Net Debt Bonds
Roofs.....	2019.....	\$700,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2019.....	\$300,000.....	Net Debt Bonds
Neighborhood amenity.....	2019.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2019.....	\$500,000.....	Net Debt Bonds
Synthetic turf.....	2019.....	\$250,000.....	MPRB Capital Levy
Below-grade infrastructure...	2019.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2019.....	\$500,000.....	Net Debt Bonds
Operations facilities.....	2019.....	\$200,000.....	Net Debt Bonds
ADA improvements.....	2020.....	\$800,000.....	Net Debt Bonds
Building/rec center.....	2020.....	\$500,000.....	Net Debt Bonds
Roofs.....	2020.....	\$700,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2020.....	\$300,000.....	Net Debt Bonds
Neighborhood amenity.....	2020.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2020.....	\$500,000.....	Net Debt Bonds
Synthetic turf.....	2020.....	\$350,000.....	MPRB Capital Levy
Below-grade infrastructure...	2020.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2020.....	\$500,000.....	Net Debt Bonds
Sidewalk and pavement.....	2020.....	\$44,867.....	MPRB Capital Levy
Operations facilities.....	2020.....	\$200,000.....	Net Debt Bonds
ADA improvements.....	2021.....	\$800,000.....	Net Debt Bonds
Building/rec center.....	2021.....	\$500,000.....	Net Debt Bonds
Roofs.....	2021.....	\$700,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2021.....	\$300,000.....	Net Debt Bonds
Neighborhood amenity.....	2021.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2021.....	\$500,000.....	Net Debt Bonds
Synthetic turf.....	2021.....	\$319,500.....	MPRB Capital Levy
Below-grade infrastructure...	2021.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2021.....	\$500,000.....	Net Debt Bonds
Operations facilities.....	2021.....	\$200,000.....	Net Debt Bonds
Operations facilities.....	2021.....	\$270,000.....	MPRB Capital Levy
ADA improvements.....	2022.....	\$700,000.....	Net Debt Bonds
Building/rec center.....	2022.....	\$400,000.....	Net Debt Bonds
Roofs.....	2022.....	\$600,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2022.....	\$200,000.....	Net Debt Bonds
Neighborhood amenity.....	2022.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2022.....	\$400,000.....	Net Debt Bonds
Synthetic turf.....	2022.....	\$400,000.....	MPRB Capital Levy
Below-grade infrastructure...	2022.....	\$150,000.....	Net Debt Bonds

## Project Title: PRKRP Neighborhood Parks Rehabilitation Program

Sidewalk and pavement.....2022.....\$500,000.....Net Debt Bonds  
Operations facilities.....2022.....\$150,000.....Net Debt Bonds  
Operations facilities.....2022.....\$270,000.....MPRB Capital Levy

ADA improvements.....2023.....\$700,000.....Net Debt Bonds  
Building/rec center.....2023.....\$400,000.....Net Debt Bonds  
Roofs.....2023.....\$600,000.....Net Debt Bonds  
Heating/Ventilation/AC.....2023.....\$200,000.....Net Debt Bonds  
Neighborhood amenity.....2023.....\$100,000.....MPRB Capital Levy  
Park lighting.....2023.....\$400,000.....Net Debt Bonds  
Synthetic turf.....2023.....\$390,000.....MPRB Capital Levy  
Below-grade infrastructure...2023.....\$150,000.....Net Debt Bonds  
Sidewalk and pavement.....2023.....\$500,000.....Net Debt Bonds  
Operations facilities.....2023.....\$150,000.....Net Debt Bonds  
Operations facilities.....2023.....\$270,000.....MPRB Capital Levy

## Project Title: PV001 Parkway Paving Program

**Project Location:** Various locations in the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Paul Ogren

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 27 of 57

**Contact Phone Number:** (651) 673-2456

### Project Description:

The intent of the Parkway Paving Program is to evaluate the pavement condition and annual maintenance expenditures of all parkway constructed with a bituminous surface. The concrete portion, curb, gutter, sidewalks, and driveways have for the most part aged better than the bituminous surface. The objective of this program is to perform a mill and overlay and sealcoat activities on the roadway surface instead of a total reconstruction. Mill and overlay allows the bituminous surface between the curb and gutters to be removed and a new roadway surface constructed. The sealcoat extends the life of the roadway surface, while also adding the parkway's signature red color and texture. This approach extends the life of the existing roadway by at least 10 years.

### Purpose and Justification:

Streets are evaluated for selection based on pavement condition and distresses, ride ratings, and the condition of the curb and gutter. The program was originally developed by the City Council and City Engineer, with significant input from the Minneapolis Park and Recreation Board (MPRB) and their staff, with the intent of maintaining the quality and extending the useful life of the pavement along the parkway system.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	3,500	700	700	700	700	700	3,500	700
Other Local Govts	2,000							
Park Capital Levy	760							
Special Assessments Bonds	250	50	50	50	50	50	250	50
Transfer from Special Revenue Funds								
<b>Total</b>	<b>6,510</b>	<b>750</b>	<b>750</b>	<b>750</b>	<b>750</b>	<b>750</b>	<b>3,750</b>	<b>750</b>

## Project Title: PV001 Parkway Paving Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	15	15	15	15	15	75
Construction Costs	706	706	706	706	706	3,531
General Overhead	29	29	29	29	29	144
Total	750	750	750	750	750	3,750

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

## **Project Title: PV001 Parkway Paving Program**

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The MPRB plays a supporting and collaborating role by approving all projects included in the program.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

This program consists of various street segments. The parkway system is very narrow and bicycle facilities, if proposed, are generally off-street facilities.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, the projects are located on high volume pedestrian corridors. Pedestrian ramps are upgraded when applicable with concurrence by both the MPRB and Public Works staff.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 10

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes  
**Prior Year Remaining Bond Authorizations:** \$310,776

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a parkway is estimated at \$7,000 per mile per year for this type of roadway. It is estimated that approximately 3 miles of parkway will be resurfaced, resulting in a net decrease of \$21,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Unspent balances will be rolled forward to fund the Parkway Paving Program in future years. The size and the scope of work can be adjusted to utilize all available funds.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Unspent balances will be rolled forward to fund the Parkway Paving Program in future years. The size and the scope of work can be adjusted to utilize all available funds.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network."

## Project Title: PV006 Alley Renovation Program

**Project Location:** Citywide

**City Sector:** Citywide

**Project Start Date:** 11/15/19

**Submitting Department:** Public Works

**Contact Person:** Tracy Lindgren

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 15 of 57

**Contact Phone Number:** (612) 290-5898

### Project Description:

The proposed project will repair and place a bituminous overlay on existing concrete and asphalt alleys that are rated in “poor” or “very poor” condition according to the “Pavement Condition Index” database. This will extend the operational life of an alley for approximately 10 years.

### Purpose and Justification:

The City of Minneapolis’ residential alley system is a critical component of its transportation and storm water management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are used as primary locations for solid waste and recycling collection. Additionally, alleys provide for both controlled surface drainage and temporary storage of storm water runoff. Alley renovation improvements allow for maintaining a safe, healthy, and aesthetically appealing residential neighborhoods. For any city, providing and maintaining the city’s basic infrastructure at a level that attracts and maintains a strong business community as well as vibrant and livable neighborhoods is an essential element in making that city a place where people want to live, work, and visit. This program helps maintain this system at a high quality level. Alley renovation extends the useful life of alleys, improving access to properties and increasing system capacity in managing water runoff.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	1,025	200	200	200	200	200	1,000	200
Special Assessments Bonds	250	50	50	50	50	50	250	50
Transfer from General Fund	0							
Transfer from Special Revenue Funds								
<b>Total</b>	<b>1,275</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>1,250</b>	<b>250</b>

## Project Title: PV006 Alley Renovation Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	10	10	10	10	10	50
Construction Costs	230	230	230	230	230	1,152
General Overhead	10	10	10	10	10	48
Total	250	250	250	250	250	1,250

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This program maintains existing alley infrastructure which also contributes to a walkable City because it minimizes driveway disruptions along the public sidewalk. This furthers the following City goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

## **Project Title: PV006 Alley Renovation Program**

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this program took place on April 23, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 10

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$310,903

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

## **Project Title: PV006 Alley Renovation Program**

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The current street maintenance expenditure for alleys in “poor” or “very poor” condition is estimated at approximately \$500 per alley per year. Over the five years of this program, about 50 alleys will be improved. Approximately 10 alleys per year will be resurfaced, having an estimated annual cost to maintain these alleys of about \$5,000 per year.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Any unspent balance will be reallocated to increase the number of alleys to be resurfaced in future program years.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

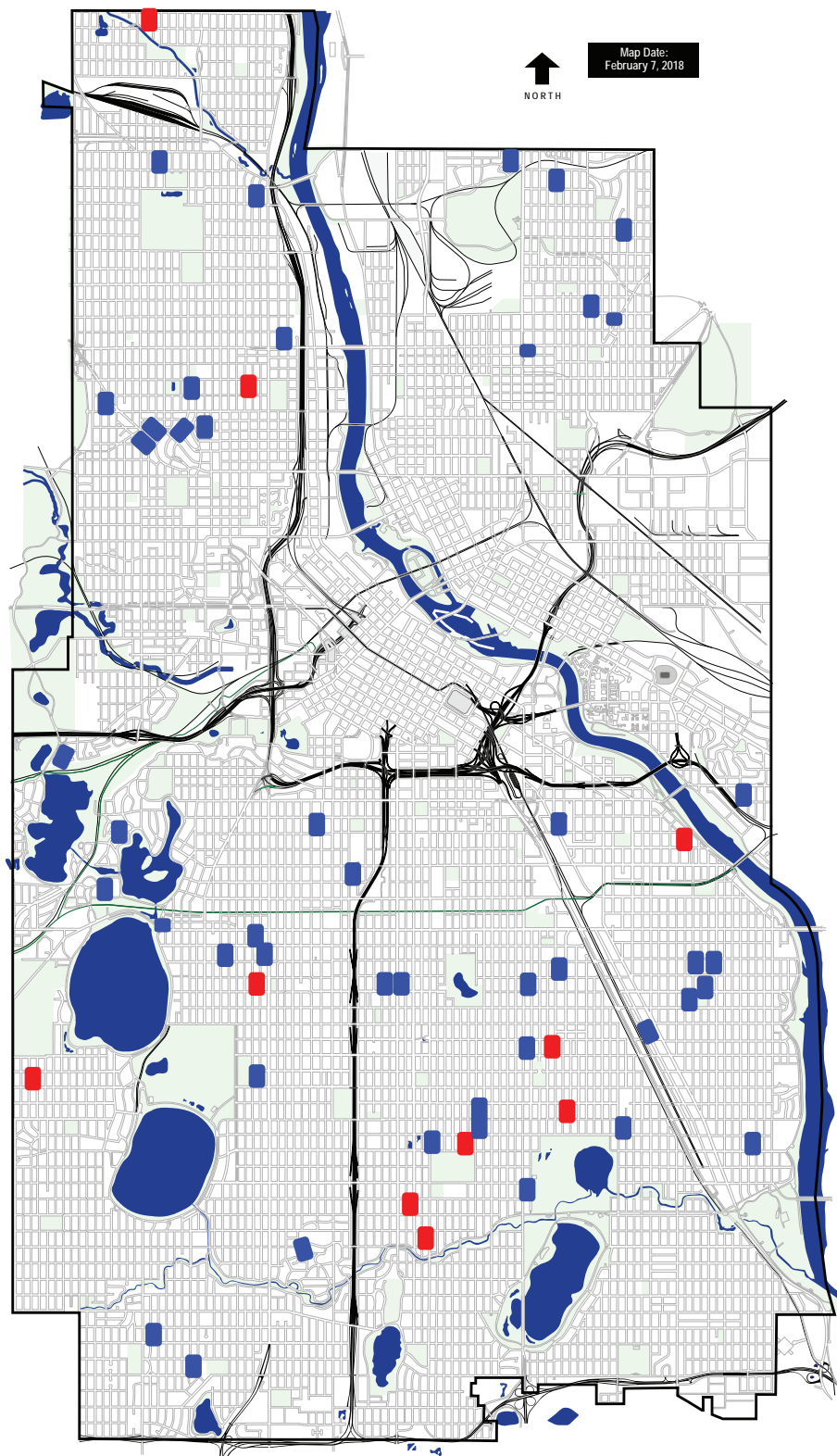
Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

The size and scope of the work can be adjusted to utilize all available funds.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

A quality alley affects the respective values of the adjoining residential properties. The alley system is a critical component for facilitating residential solid waste pick-up, maintaining drainage, and timely removal of snow.



### 2018 ALLEYS

- 6844 - 2018** Aldrich Ave N, Lyndale Ave N, Lowry Ave N, 33rd Ave N
- 6011 - 2018** Columbus Ave, Chicago Ave, 50th St E, 49th St E
- 5602 - 2018** Chowen Ave S, Beard Ave S, 43rd St W, 42nd St W
- 5885 - 2018** Drew Ave S, Chowen Ave S, 40th St W, 39th St W
- 9582 - 2018** Elwood Ave N, Irving Ave N, Elwood Ave N, 8th Ave N
- 4123 - 2018** James Ave N, Elwood Ave N, Olson Memorial Hwy, 7th Ave N
- 8394 - 2018** 12th Ave S, 13th Ave S, 44th St E, 43rd St E
- 8630 - 2018** 20th Ave S, 21st Ave S, 38th St E, 37th St E
- 8677 - 2018** 22nd Ave S, Standish Ave, 42nd St E, 41st St E
- 9581 - 2018** Logan Ave N, Elwood Ave N, Olson Mem Hwy, Thomas Pl N
- 7153 - 2018** Park ave, Oakland Ave, 48th St E, 47th St E

### Future Alleys in Resurfacing Program

- 6861 - 2019** Aldrich Ave S, Lyndale Ave S, 32nd St W, 31st St W
- 9052 - 2019** 37th Ave S, 38th Ave S, 34th St E, 33rd St E
- 6193 - 2019** Fremont Ave S, Emerson Ave S, 32nd St W, 31st St W
- 9029 - 2019** 36th Ave S, 37th Ave S, 33rd St E, 32nd St E
- 7640 - 2019** Stevens Ave, 2nd Ave S, 27th St E, 26th St E
- 1027 - 2019** 38th Ave S, 39th Ave S, 33rd St E, 32nd St E
- 5817 - 2019** Central Ave NE, Polk St NE, 24th St E, Lowry Ave NE
- 8641 - 2019** 21st Ave S, 22nd Ave S, 24th St E, 22nd St E
- 6378 - 2019** Irving Ave N, Girard Ave N, 24th Ave N, 25th Ave N
- 7394 - 2020** Portland Ave, Oakland Ave, 34th St E, 33rd St E
- 8644 - 2020** 21st Ave S, 22nd Ave S, 33rd St E, 32nd St E
- 6809 - 2020** Penn Ave N, Logan Ave N, Willow Ave N, West Broadway
- 7172 - 2020** Penn Ave N, Oliver Ave N, 23rd Ave N, West Broadway
- 8178 - 2020** 5th St N, 4th St N, Lowry Ave N, 33rd Ave N
- 7682 - 2020** Upton Ave N, Thomas Ave N, 26th Ave N, 27th Ave N
- 7036 - 2020** Oliver Ave S, Newton Ave S, 56th St W, 55th St W
- 7784 - 2020** Dean Pkwy, Upton Ave S, 28th St W, Upton Ave S
- 7028 - 2021** Oliver Ave N, Newton Ave N, 52nd Ave N, 53rd Ave N
- 6526 - 2021** James Ave N, Ilion Ave N, Hillside Ave N, Irving Ave N
- 6593 - 2021** James Ave N, Irving Ave N, 27th Ave N, 29th Ave N
- 7614 - 2021** Snelling Ave, Minnehaha Ave, 37th St E, 36th St E
- 5580 - 2021** Architect Ave, Van Buren St NE, Columbia Pkwy, 37th St NE
- 6334 - 2021** Garfield St NE, Arthur St NE, 27th Ave NE, Brighton Ave NE
- 8143 - 2021** 4th Ave S, 5th Ave S, 34th St E, 33rd St E
- 9009 - 2022** 35th Ave S, 36th Ave S, 35th St E, 34th St E
- 4100 - 2022** Drew Ave S, Cedar Lake Pkwy, Franklin Ave W, S Cedar Lake Rd
- 8834 - 2022** 28th Ave S, 29th Ave S, 43rd St E, 42nd St E
- 9207 - 2022** 43rd Ave S, 44th Ave S, 43rd St E, 44th St E
- 7554 - 2022** Seymour Ave SE, Warwick St SE, Franklin Ave SE, Sharon Ave SE
- 8464 - 2022** 14th Ave S, 15th Ave S, 43rd St E, 42nd St E
- 8463 - 2022** 14th Ave S, 15th Ave S, 42nd St E, 41st St E
- 5594 - 2022** Arthur St NE, Cleveland St NE, 32nd Ave NE, 33rd Ave NE
- 4128 - 2022** Gladstone Ave, Wentworth Ave, Prospect Ave, 50th St W
- 6683 - 2023** 27th Ave NE, 28th Ave NE, Johnson St NE, Ulysses St NE
- 6576 - 2023** 57th St W, 56th St W, Irving Ave S, Humboldt Ave S
- 6240 - 2023** 35th Ave NE, 36th Ave NE, Fillmore St NE, Pierce St NE
- 6318 - 2023** 40th St W, 39th St W, Lyndale Ave S, Garfield Ave
- 5559 - 2023** 31st St W, Lake St W, Bryant Ave S, Aldrich Ave S
- 5579 - 2023** Knox Ave S, James Ave S, Lake St W, Lagoon Ave
- 5791 - 2023** 34th St E, 33rd St E, Cedar Ave S, Longfellow Ave
- 5795 - 2023** 38th St E, 37th St E, Cedar Ave S, Longfellow Ave
- 5805 - 2023** 47th St E, 46th St E, Cedar Ave S, Longfellow Ave
- 5864 - 2023** 44th St E, 43rd St E, Chicago Ave, Elliot Ave



Before Renovation



After Renovation

## Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)

**Project Location:** Chicago Ave to Hennepin Ave

**City Sector:** Downtown

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Christopher Engelmann

**Level of Need:** Significant

**Affected Wards:** 7

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/20

**Department Priority:** 10 of 57

**Contact Phone Number:** (612) 673-3274

### Project Description:

The proposed project is a complete reconstruction of 8th Street South from Hennepin Avenue to Chicago Avenue. 8th Street South is Municipal State Aid (MSA) Route 434 with an Average Daily Traffic of 7,400 vehicles per day (2014 traffic count) near Hennepin Avenue and 7,000 vehicles per day (2014 traffic count) near Portland Avenue. This one-way eastbound segment is approximately 0.8 miles long and is currently served by 3 travel lanes and 2 parking lanes. Reconstruction of this roadway includes the complete removal and replacement of the driving surface and curb and gutter. The proposed project will include expanding the pedestrian realm with curb bumpouts, landscaping, pedestrian level street lighting, and accommodations for Metro Transit's C-Line and D-Line Arterial Bus Rapid Transit routes. Vehicular traffic, transit service, and curbside activities will be served by 3 travel lanes, parking bays, and a dynamic off-peak curb lane for parking, loading, and deliveries.

### Purpose and Justification:

This segment of 8th Street was constructed at various times between 1952 and 1971. The majority of the street segments are rated very poor or poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. The street was last seal coated in 1985. This segment of road is predominantly asphalt over a concrete base, exhibiting severely deteriorated joints in the concrete base that have failed and require extraordinary patching to maintain a safe driving surface. Many sections of curb and gutter are also exhibiting high levels of deterioration. This project is located on a high volume transit corridor, served by Metro Transit Routes 5, 9, 19, and 22.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants		6,960					6,960	
Municipal State Aid		7,675					7,675	
Net Debt Bonds		975					975	
Special Assessments Bonds		1,475					1,475	
Stormwater Revenue		60					60	
Transfer from General Fund	0							
Transfer from Self Ins Fund	1,389							
Transfer from Special Revenue Funds	0							
Transfer from Stormwater Fund	0							
<b>Total</b>	<b>1,389</b>	<b>17,145</b>					<b>17,145</b>	

**Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	2,810					2,810
Construction Costs	13,676					13,676
General Overhead	659					659
Total	17,145					17,145

**Have Grants for this Project been secured?** ☒**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

The City has secured a federal transportation fund grant through the Met Council's Regional Solicitation process. The project grant funds will become available June 2018.

**Primary City Goal(s) supported:**

- ☒ **Living well: Minneapolis is safe and livable and has an active and connected way of life**
- ☒ **One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper**
- ☒ **A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here**
- ☒ **Great Places: Natural and built spaces work together and our environment is protected**
- ☒ **A City that works: City government runs well and connects to the community it serves**

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

## **Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 8, 2014. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

### **Describe the economic development impact of the project:**

The project includes a proposal to implement Arterial Bus Rapid Transit, an improvement that will support downtown Minneapolis as the major job center for the region. Improvement of the roadway and pedestrian realm will also increase the development desirability of properties nearby.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Implementation of this project enhances the development desirability of the southern edge of the downtown office core.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

This project is not directly addressed in an adopted small area plan, but improving walkability and transit access throughout downtown is a major goal outlined in the Downtown East/North Loop Master Plan, adopted by the City Council in October 2003.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

8th Street South is a component of ongoing projects with Metro Transit, including the C-Line and D-Line Arterial Bus Rapid Transit routes.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes. This project is a high volume transit and pedestrian corridor. New lighting, sidewalks, pedestrian ramps, signal modifications, and other potential improvements will benefit pedestrians. Pedestrian space will be increased and improved with vegetation elements.

### **Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes. This project will improve pedestrian facilities by providing ADA-compliant sidewalks and pedestrian ramps. Additional enhancements may include pedestrian-level lighting, landscaping, and upgraded signals with pedestrian countdown timers.

**Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)**

Pedestrian space will be increased and improved with vegetation elements. Upgraded transit shelters from Metro Transit are also planned to be included.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes. The right-of-way is constrained. Sidewalk widening and other pedestrian and transit enhancements may be accomplished through peak-hour parking restrictions.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

This project decreases maintenance expenses by improving the quality of the existing pavement by replacing an aged driving surface with a new one. The current street maintenance expenditure is estimated at approximately \$10,000 for a commercial/MSA type of roadway.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

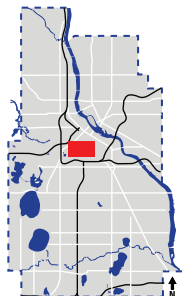
This project may be divided into shorter segments with construction over more than one year to provide access during construction.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects, such as this one, complete a corridor and enhance the commercial character of the area, aiding in the preservation of existing property values and enhancing the City's tax base.



PROJECT



Illustrative rendering of proposed design of 8th St S reconstruction with enhanced pedestrian realm

	<p><b>8th Street South</b> Hennepin Ave to Chicago Ave</p> <p>Contact: Chris Engelmann 612-673-3274</p>	<p>Proposed: <b>2019</b></p> <p>Subject to Change</p>	<p><b>PV054</b></p>
---	---	---	---------------------

## Project Title: PV056 Asphalt Pavement Resurfacing Program

**Project Location:** Various locations throughout the City

**City Sector:** Multiple

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 4 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The Asphalt Pavement Resurfacing Program consists of a mill and overlay of City streets and may include replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

### Purpose and Justification:

The objective of the Asphalt Pavement Resurfacing Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a bituminous surface 30 or more years ago. The City of Minneapolis has 740 miles of asphalt streets under its jurisdiction. This program's goal is to extend the life of the pavement by at least 10 years for streets that were constructed 30 or more years ago, thus delaying the need for the total reconstruction of the roadway. This program also reduces annual maintenance expenditures and improves that ride quality and overall condition of these streets. The resurfacing program was presented to, and approved by, the City Council on February 15, 2008.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid	3,000							
Net Debt Bonds	11,005	2,100	2,100	2,100	2,100	2,100	10,500	2,100
Special Assessments Bonds	19,535	4,915	4,915	4,915	4,915	4,915	24,575	4,915
Transfer from Conv Ctr	6,000							
Transfer from General Fund	5,500	0	0	0			0	
Transfer from Intergovtl Fund	3,000							
Transfer from Self Ins Fund	0							
Transfer from Special Revenue Funds		0	0				0	
Transfer from Stormwater Fund	1,500	0	0	0			0	
<b>Total</b>	<b>49,540</b>	<b>7,015</b>	<b>7,015</b>	<b>7,015</b>	<b>7,015</b>	<b>7,015</b>	<b>35,075</b>	<b>7,015</b>

## Project Title: PV056 Asphalt Pavement Resurfacing Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	50	50	50	50	50	250
Construction Costs	6,695	6,695	6,695	6,695	6,695	33,476
General Overhead	270	270	270	270	270	1,349
Total	7,015	7,015	7,015	7,015	7,015	35,075

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding sources are used in this program.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this program:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

## **Project Title: PV056 Asphalt Pavement Resurfacing Program**

infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and design review for this program took place April 23, 2009. The program was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

This program consists of various street segments and residential areas some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the resurfacing project (i.e. no moving the curb lines) and funding is available for the added scope of work.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

The available right-of-way varies, although this program does not generally move curb lines. When bicycle facilities are considered in conjunction with a resurfacing project they are generally accomplished through pavement striping.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 10

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$500,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

## **Project Title: PV056 Asphalt Pavement Resurfacing Program**

There is no net change in the annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in fair to poor condition is estimated at \$2,500 per mile per year. The current estimate is that approximately 30 miles of streets per year can be resurfaced with this program, and the estimated annual cost to maintain these 30 miles of streets is \$75,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Unspent balances will be rolled forward to fund the Asphalt Resurfacing Program in future years. The size and the scope of work can be adjusted to use available funds.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one year before the project year.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This is an ongoing pavement resurfacing program; funding allocations per year can be flexible and could result in more or less miles of pavement resurfacing as a result. The potential limiting factors, aside from funding levels, are workforce capacity and the limit of acceptance for disruption to the traveling public.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The Asphalt Pavement Resurfacing Program reduces annual maintenance expenditures, extends the life of the pavement 10 or more years, and therefor delays the need to completely reconstruct these streets. The program prevents the development of potholes, improves the ride quality and the overall pavement condition of these streets.

Project Title: PV059 Major Pavement Maintenance Program	
Project Location: Citywide	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): Various
Project Start Date: 11/15/19	Estimated Project Completion Date: 11/15/23
Submitting Department: Public Works	Department Priority: 22 of 57
Contact Person: Larry Matsumoto	Contact Phone Number: (612) 919-1148
Level of Need: Significant	

## Project Description:

The Major Pavement Maintenance program focuses on major street repair due to specific, localized failures in a City street. The repairs typically last for 20 years or more. The objective is to correct failed areas of the street that are beyond what normal street maintenance can address, and extend the life of the street until more global rehabilitation and reconstruction efforts can be programmed.

## Purpose and Justification:

There are small, localized sections of streets in the City's pavement inventory which have failed due to some specific cause, often in one select location of the street, and typically confined to a portion of one block. Examples of these failures are excessive settlement due to unique underlying soil conditions not found in other areas of the street, or long-term stormwater erosion underneath concrete surface panels leading to voids under the panel, that lead to eventual settlement or failure. The failures often result in significant drainage problems, and large areas of unsightly and odorous standing water that can rise over the backs of curbs. These conditions can have a significant adverse effect on neighborhood livability. In addition to asphalt and concrete streets, this program also repairs brick or paver streets. These repairs are much more expensive than typical street patching. Typical asphalt repairs in brick or paver streets are unsightly and often not appropriate as these pavements tend to be located in historic areas where preservation of character defining features are a priority. In all cases, the nature of the corrective action is more aggressive and expensive than what is funded in general street maintenance. Therefore a special program is needed to manage these specific problems.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	750	250	250	250	250	250	1,250	250
<b>Total</b>	<b>750</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>1,250</b>	<b>250</b>

## Project Title: PV059 Major Pavement Maintenance Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Construction Costs	240	240	240	240	240	1,202
General Overhead	10	10	10	10	10	48
Total	250	250	250	250	250	1,250

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care, and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services, and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste, and using less energy
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability, and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as a center of regional transportation network.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## **Project Title: PV059 Major Pavement Maintenance Program**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 20

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$81,740

**Describe how operating cost increases or decreases were determined and include details such as personnel costs,**

<b>Project Title: PV059 Major Pavement Maintenance Program</b>
--

materials, contracts, energy savings, etc:

Not Applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Unspent balances will be rolled forward to fund the Major Pavement Maintenance Fund in future years. The size and the scope of work can be adjusted to use available funds.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

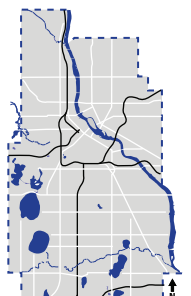
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The number of projects, size and scope of the work can be adjusted to utilize all available funds.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this improve a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



## Project Title: PV063 Unpaved Alley Construction

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Important

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 20 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

This program was initiated to work towards complete the paving of the City's residential alley system including the construction of pavement, any necessary storm drains, and retaining walls in existing unpaved alleys. The alley system is composed of over 3,500 concrete or asphalt surfaced alleys and 77 unpaved alleys. These unpaved alleys will generally be paved using the standard residential concrete alley design which utilizes an inverted V-section 6" concrete pavement. In addition to the alley paving, alley retaining wall and storm drain requirements necessitated by the alley construction will be addressed.

### Purpose and Justification:

The City of Minneapolis' residential alleys are a critical component of the transportation, storm water management, and solid waste and recycling collection systems. For any city, providing and maintaining the city's basic infrastructure at a level that attracts and maintains a strong business community as well as vibrant and livable neighborhoods is an essential element in making that city a place where people want to live, work, and visit. Completing the permanent paving of the City's residential alleys is also an effort to provide an equitable level of service to all residents of the City.

Alleys provide access to the off-street side of properties that are utilized for parking and deliveries in commercial and industrial areas. The residential alleys provide access to the garages and/or off street parking and are used as primary locations for solid waste and recycling collection services. In addition these alleys provide for both controlled surface drainage as well as temporary storage of storm water runoff. Many of the alleys eligible for this program are currently not adequately served by the City's existing storm sewers. The Unpaved Alley program will correct these drainage issues. Consequently, it is important that these alleys are built and maintained in a manner that provides for these needs and is consistent, maintainable and cost effective.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	750	150	150	150	150	150	750	150
Special Assessments Bonds	250	50	50	50	50	50	250	150
<b>Total</b>	<b>1,000</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>1,000</b>	<b>300</b>

## Project Title: PV063 Unpaved Alley Construction

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	167	167	167	167	167	837
General Overhead	8	8	8	8	8	38
Total	200	200	200	200	200	1,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

#### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

## **Project Title: PV063 Unpaved Alley Construction**

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 70

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an alley in poor condition is estimated at \$2,000 per mile per year. The estimate is that this program will complete the construction of one to two alleys per year with an average length of 357' per alley, or 0.10

## **Project Title: PV063 Unpaved Alley Construction**

miles of alleys, and the estimated annual cost to maintain these 0.1 miles of alley is \$200.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Periodic crack sealing may be needed to prolong the life of the pavement.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin one year prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This is an ongoing alley pavement construction program; funding allocations per year can be flexible and could result in more or less alley construction as a result. The potential limiting factors, aside from funding levels, are workforce capacity and the limit of acceptance for disruption to the public.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Permanently paving these alleys corrects drainage issues, reduces annual maintenance expenditures, prevents the development of potholes, and improves the ride quality and the overall condition of these alleys.



## Project Title: PV074 CSAH & MnDOT Cooperative Projects

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Liz Heyman

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 5 of 57

**Contact Phone Number:** (612) 673-2460

### Project Description:

This is a program to fund the City's cost participation on cooperative projects with Hennepin County, MnDOT and Metro Transit Projects that fall within the city limits. These projects primarily consist of the reconstruction of street segments, multimodal facilities, bridges, pathways, or streetscapes. Oftentimes projects funded this program are funded through a variety of funding sources and grants.

A large portion of this program supports the City's cost participation on Hennepin County State-Aid Highways (CSAH) system, which has a number of streets that are at or past the end of their serviceable lives. Streets in the system are exhibiting signs of severe deterioration, which requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. County routes typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes. These are typically reconstruction projects involving the entire right-of-way and include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, with considerations for signal improvements, new signage, pavement markings, and bikeways where applicable.

### Purpose and Justification:

A tremendous amount of money is spent on maintenance on several CSAH roadways, which are beyond ordinary repair. Extraordinary maintenance drains resources and is not an efficient use of limited maintenance funds. This program is primarily intended to reconstruct deteriorated streets within the CSAH system, while also providing an opportunity to improve multi-modal facilities to accommodate all users and modes. This program can be used to fund the City's cost participation on cooperative projects with Hennepin County, MnDOT, or Metro Transit to facilitate improvements within the city limits that provide benefit to the travelling public, adjacent property owners, and the City in general.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid	1,000							
Net Debt Bonds	11,100	1,575	1,630	700	3,700	4,705	12,310	500
Other Local Govts	3,050							
Sanitary Revenue	825		600				600	
Special Assessments Bonds	7,710	345	570		100	750	1,765	300
Stormwater Revenue	1,250	3,500					3,500	
<b>Total</b>	<b>24,935</b>	<b>5,420</b>	<b>2,800</b>	<b>700</b>	<b>3,800</b>	<b>5,455</b>	<b>18,175</b>	<b>800</b>

## Project Title: PV074 CSAH & MnDOT Cooperative Projects

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	205	230	45	380	500	1,360
Construction Costs	5,007	2,462	628	3,274	4,745	16,116
General Overhead	208	108	27	146	210	699
Total	5,420	2,800	700	3,800	5,455	18,175

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Our partner agencies have funded projects within their 5-year capital program. In order for these projects to be completed, Minneapolis must contribute partnering funds per adopted cost participation policies. Funding which matches the timing of Hennepin County, MnDOT, and Metro Transit programs will allow these projects to be constructed.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

## **Project Title: PV074 CSAH & MnDOT Cooperative Projects**

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 9, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Not Applicable

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

This is a collaborative program with Hennepin County, MnDOT, and Metro Transit. Typically, these agencies are the lead on the proposed projects and the City is a project partner and stakeholder.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Each project scope is identified by the lead agency, coordinated with the City, and may include projects that are included on the respective agency's Bicycle Master Plan.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency and may include projects on existing or planned transitways, transit routes, or high-volume pedestrian corridors.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Each project scope is identified by the lead agency and coordinated with the City. Each project scopes is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects align with high demand multi-modal corridors.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Each project scope is identified by the lead agency and coordinated with the City. Each project scopes is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects are within constrained corridors that require innovative design solutions.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$5,300,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There will be no relative increase or decrease. Hennepin County provides Minneapolis funds to complete maintenance on their roads. Rebuilding a road releases maintenance money to other county roadways where additional maintenance is needed.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Hennepin County, MnDOT, and Metro Transit have funded projects within their capital programs. This is an ongoing program that covers various cooperative roadway projects with Hennepin County, MnDOT and Metro Transit. In order for these projects to be completed, Minneapolis must contribute with funds to match the timing these projects. Typically this program is composed of large multi-year projects where funding has been spread across multiple years to match the timing and delivery of the project.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

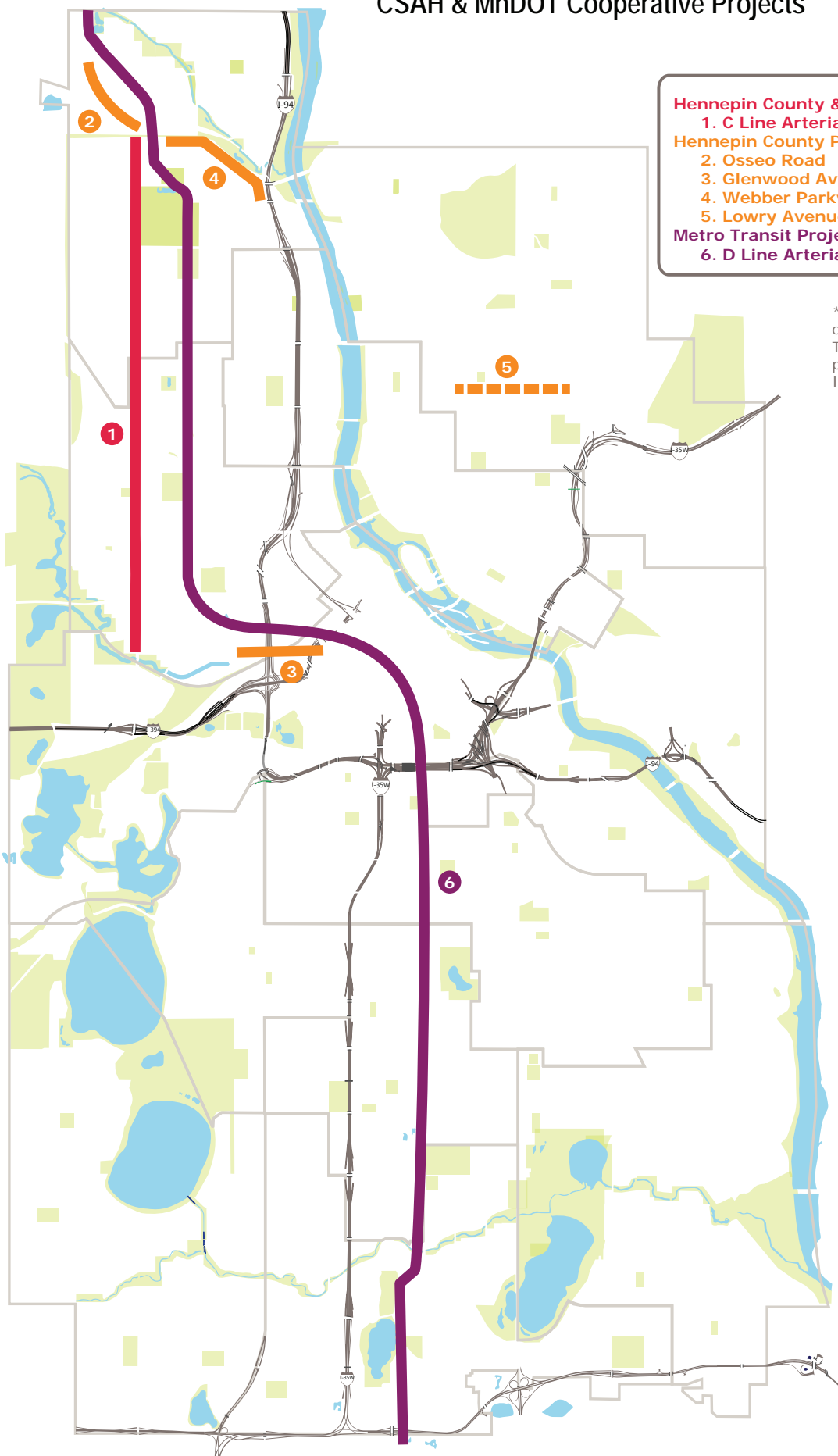
**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

None – cost sharing is typically a set policy.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Not applicable.

# CSAH & MnDOT Cooperative Projects



- Hennepin County & Metro Transit Projects**  
 1. C Line Arterial Bus Rapid Transit - Penn Avenue North  
**Hennepin County Projects**  
 2. Osseo Road  
 3. Glenwood Avenue  
 4. Webber Parkway  
 5. Lowry Avenue\*  
**Metro Transit Projects**  
 6. D Line Arterial Bus Rapid Transit

\*Note: The delivery of this project is contingent on federal funding being awarded to the project. This project is currently listed as a provisional project in Hennepin County's Capital Improvement Program.

Project Title: PV075 Development Infrastructure Program	
Project Location: Various locations throughout the City	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 4/15/19	Estimated Project Completion Date: 11/15/23
Submitting Department: CPED	Department Priority: 23 of 57
Contact Person: Miles Mercer	Contact Phone Number: (612) 673-5043
Level of Need: Significant	

## Project Description:

The Development Infrastructure Program is an innovative partnership between the City's Community Planning and Economic Development (CPED) and Public Works departments. This partnership has the advantages of combining Public Works' expertise in the built environment and CPED's expertise in development finance and coordination. The program will be focused along transit corridors in priority areas, but it will be flexible to allow for other targeted opportunities.

## Purpose and Justification:

In order to respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where private investment is occurring or will follow, CPED and Public Works believe this program is a necessary component of the City's prioritization of infrastructure spending. The program distinction is important. By having a multi-year schedule of infrastructure funding, resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible for project-specific requests.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	1,000	500	500	500	500	500	2,500	500
Special Assessments Bonds								
Transfer from General Fund	500							
<b>Total</b>	<b>1,500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>2,500</b>	<b>500</b>

## Project Title: PV075 Development Infrastructure Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	50	50	50	50	50	250
Construction Costs	431	431	431	431	431	2,154
General Overhead	19	19	19	19	19	96
Total	500	500	500	500	500	2,500

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

Public Services and Facilities Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

## **Project Title: PV075 Development Infrastructure Program**

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this program took place on April 26, 2012. The program was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Supports substantial tax base growth

**Describe the economic development impact of the project:**

This program provides the ability to respond quickly to the demands of the real estate marketplace and bring public resources to locations where private investment will follow. The program is focused along transit corridors in priority areas, but is flexible enough to allow for other targeted opportunities.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

The multi-year schedule of infrastructure funding provides a program by which resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible in the current system of project-specific requests.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

This program implements many of the goals and policies contained in the comprehensive plan and in many cases these projects are also referenced in related small area plans or community development framework plans.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

This program consists of various street segments some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the proposed project and when funding is available for the added scope of work.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This program consists of various street segments some of which may be identified as current or future transitways and/or high volume pedestrian corridors. Public Works is currently developing its ADA Transition Plan which will provide direction on how the City will address its deficient pedestrian curb ramps. This program may be targeted to facilitate some of that work.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

This program looks at all aspects of the right of way, including upgraded pedestrian facilities and possible bicycle and transit facilities.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

The available right-of-way varies by location. All modes of travel will be evaluated while designing the best possible facility.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?**

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

## **Project Title: PV075 Development Infrastructure Program**

**Prior Year Remaining Bond Authorizations:** \$2,972,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Ongoing projects that are being funded from this program and remaining fund allocations include the following: 4th Street SE (Green 4th) - \$1.3M; 38th St E - \$780,000; and the Upper Harbor Terminal - \$575,000.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Not Applicable

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

While this budget request shows that this program implements many of the goals and policies contained in the comprehensive plan, it should also be noted that in many cases these projects are also referenced in related small area plans or community development framework plans. These projects often require long lead times for planning, collaborative project coordination and financial planning and when complete, these projects often need to proceed into the implementation phases at a much faster pace than would be afforded through the normal capital improvement programming process.

## Project Title: PV092 Technology Dr (37th Ave NE to Marshall S NE)

**Project Location:** 37th Ave NE to Marshall St NE  
**City Sector:** East  
**Project Start Date:** 4/15/22  
**Submitting Department:** Public Works  
**Contact Person:** Abdullahi Abdulle  
**Level of Need:** Important

**Affected Wards:** 1  
**Affected Neighborhood(s):** Columbia Park  
**Estimated Project Completion Date:** 11/15/22  
**Department Priority:** 51 of 57  
**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct approximately 0.2 miles of Technology Dr between 37th Ave NE and Marshall St NE. This low volume corridor has an average daily traffic count of 840 vehicles per day (last counted in 2012). Currently, the existing corridor includes two traffic lanes and two parking lanes. There are no sidewalks on either side of the street. The area along the project corridor is predominantly commercial-industrial and provides truck access to loading docks on the east side of Technology Dr. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1958 and is currently rated poor in the City's pavement management system with a Pavement Condition Index (PCI) rating scale. Technology Dr has a pavement surface that is beyond its expected useful life. This project provides an opportunity to add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds				0	245		245	
Special Assessments Bonds				0	780		780	
Stormwater Revenue					40		40	
<b>Total</b>				<b>0</b>	<b>1,065</b>		<b>1,065</b>	

**Project Title: PV092 Technology Dr (37th Ave NE to Marshall S NE)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				265		265
Construction Costs				759		759
General Overhead				41		41
Total				1,065		1,065

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

None.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

**Project Title: PV092 Technology Dr (37th Ave NE to Marshall S NE)**

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Public Services and Facilities Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and design review for this program was completed on June 12, 2017. It was found consistent with the comprehensive plan by the City Planning Commission. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Above the Falls Master Plan Update, Transportation recommendation 16 states "Reconstruct Technology Drive and other industrial streets as needed to provide access to important office and industrial development sites."

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not applicable.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No, there are no transit routes on Technology Dr. While this is not a high volume pedestrian corridor, implementation of sidewalks and ADA compliant ramps will improve access and connectivity to the corridors that connect and provide access to transit stops (Metro Transit Route 11).

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing sidewalks and ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way of Technology Dr is estimated at 66 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. There are currently no sidewalks or boulevards along the corridor. The area along the project corridor is predominantly commercial-industrial and primarily provides access for trucks and employees to properties along Technology Dr.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .2 miles, the estimated annual cost to maintain this roadway is \$2,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

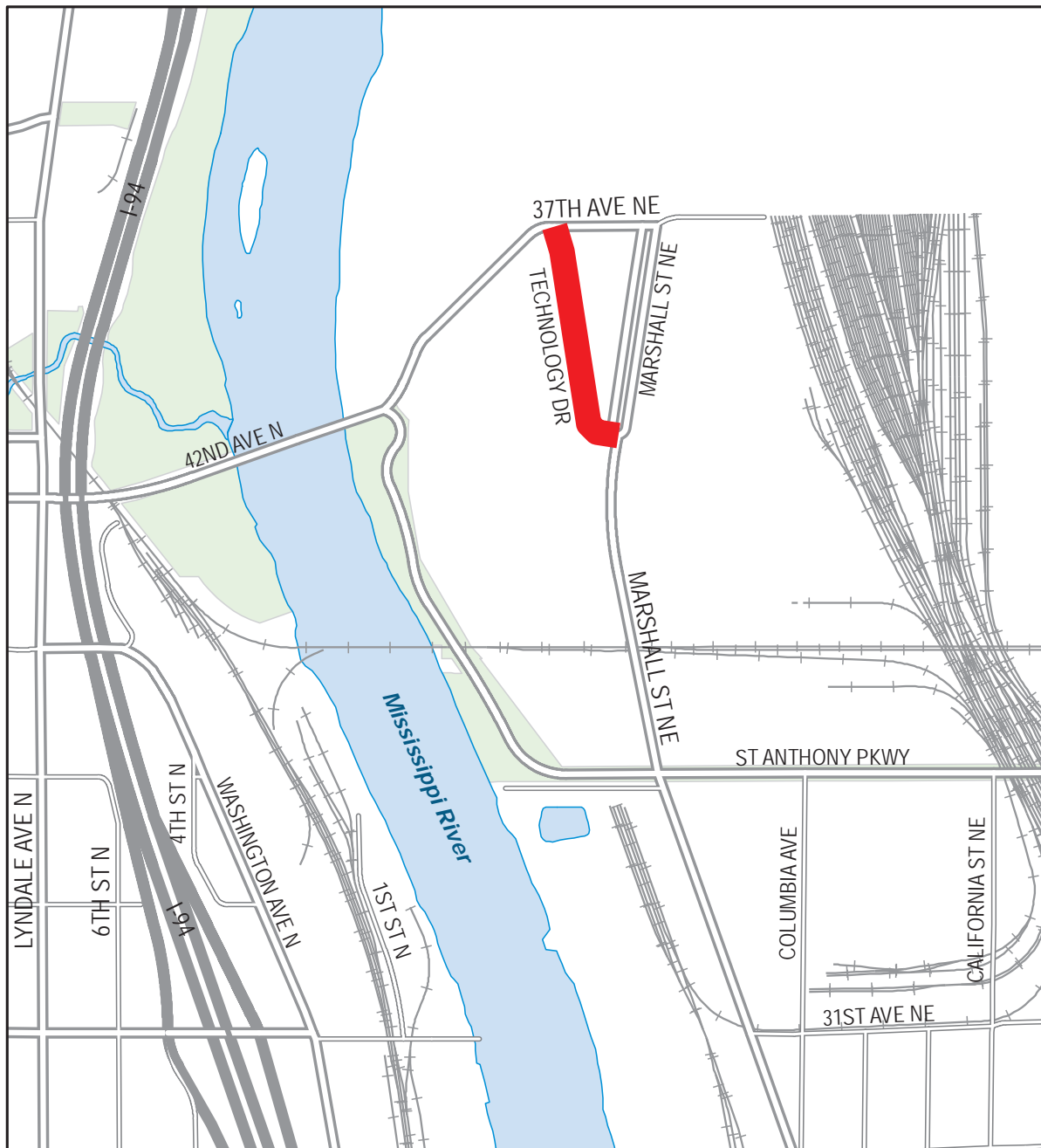
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

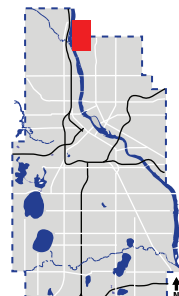
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Project Location



## Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)

**Project Location:** 4th Ave S to 2nd Ave N

**City Sector:** Downtown

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Bill Fellows

**Level of Need:** Important

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/20

**Department Priority:** 19 of 57

**Contact Phone Number:** (612) 673-5661

### Project Description:

The proposed project will reconstruct 0.45 miles of 4th St N/S (MSA Route 341) in Downtown Minneapolis from 2nd Ave N to 4th Ave S. In 2016, the average daily traffic on 4th St N/S included 4,450 pedestrians, 6,000 transit riders, 440 bicyclists, and 9,500 to 17,800 motor vehicles. Currently, the existing corridor includes sidewalk on both sides of the street, three traffic lanes, a contra-flow transit lane, on-street bike lane, and intermittent parking lanes. The area along the project corridor is consists of a mix of land uses, including: high-density residential, commercial, retail, office, and government service.

The proposed project will reconstruct the right-of-way with new sidewalks, a protected bikeway, pavement surface, curb and gutter, street lighting, signals and signage. Landscaping and street furniture may also be included in the project if identified by the corridor property owners as a priority. Metro Transit is coordinating with the project to provide appropriate facilitates and supporting the relocation of local routes 3, 7, and 14 to parallel corridors with the removal of the contra-flow transit lane.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. This section of 4th St was constructed between 1961-1963 as an asphalt over concrete roadway. It was overlaid in 2000 and a seal coat was applied in 2001. This roadway has medium and high severity cracking and patching, and is developing potholes. Sections of curb and gutter show medium to high levels of deterioration and the overall rating of the street was poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid		2,358	2,525				4,883	
Net Debt Bonds		186					186	
Special Assessments Bonds		805					805	
Stormwater Revenue		290					290	
Transfer from General Fund		5,526					5,526	
Transfer from Special Revenue Funds		2,055					2,055	
Transfer from Stormwater Fund		765					765	
<b>Total</b>		<b>11,985</b>	<b>2,525</b>				<b>14,510</b>	

**Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	3,565	500				4,065
Construction Costs	7,959	1,928				9,887
General Overhead	461	97				558
Total	11,985	2,525				14,510

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

## **Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)**

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Reconstruction of 4th Street supports ongoing redevelopment in the North Loop, Nicollet Mall, and Downtown East areas. It's function as a connection between these areas and as a pathway to and from downtown for bikes, pedestrians, cars, and buses is important for the long-term economic development potential of the area.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Downtown East/North Loop Master Plan recommends improvements to 4th Streets that both enhance those streets directly, with the goal of greater development potential and multimodal operations.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City will coordinate with Metro Transit to route buses during construction. There are no financial partners at this time.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes. This section of 4th St is a designated bicycle route on the City's Bikeways Master Plan and provides connectivity to the Hiawatha LRT trail.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The 4th St corridor is a heavily used transit route that is currently being used by Metro Transit routes 3 and 7 eastbound and routes 3, 7, and 14 traveling in the westbound contra-flow lane. The contra-flow bus lane will be removed as part of the reconstruction and the bus routes relocated. Routes 3 and 7 would relocate to 3rd St S for westbound travel and Route 14 would relocate to 7th St S for westbound travel, without any interruption to existing eastbound service. The three primary local routes would experience a decrease in bus travel time of 3-5 minutes during the p.m. peak hour (smaller time savings at other times) after shifting to parallel routes that offer more direct service through downtown.

This project also has high pedestrian activity because of its location in the core of downtown, including direct access to the

## **Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)**

Federal Courthouse, Central Library, Nicollet Mall, and City Hall.

### **Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

The significant segments of the existing bicycle lane will be separated from general traffic. Sidewalks will be widened. Base level streetscape enhancements are anticipated, including lighting and the addition of green spaces where feasible.

### **Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

The right of way is constrained; in general, vehicle lane widths will be reduced, off-peak parking will be added along portions of the corridor where it is not currently provided, whereas pedestrian and bicycle realms will be expanded and improved.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

### **Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.45 miles, the estimated annual cost to maintain this roadway is \$4,500.

### **If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

### **For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

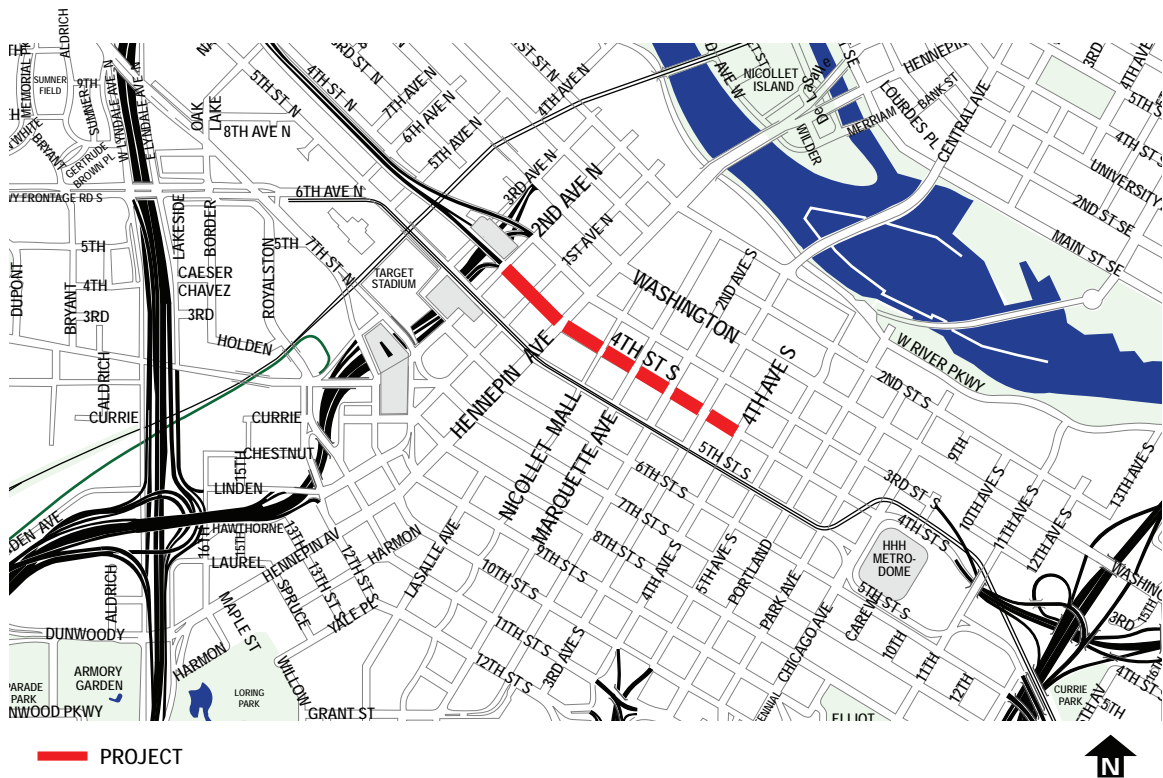
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

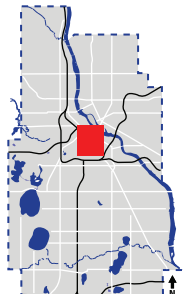
This project is anticipated to be a two year construction project.

### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

This project goes through the heart of Downtown Minneapolis and will improve the efficiency of operations for all modes of transportation.



Rendering of approved design for 4th St N/S reconstruction with the removal of contraflow transit lane, expanded pedestrian realm and new protected bikeway.



## Project Title: PV104 ADA Ramp Replacement Program

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Kelsey Fogt

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 9 of 57

**Contact Phone Number:** (612) 673-3885

### Project Description:

The City of Minneapolis has nearly 16,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement or construction of up to 65 deficient, non-compliant, or non-existent pedestrian ramps per year. This program is separate from the work programmed within SWK01, which addresses deficiencies in the nearly 2,000 miles of sidewalks in Minneapolis and addresses non-compliant sidewalk corners when adjacent to the sidewalk replacement work funded through that program.

### Purpose and Justification:

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

Minneapolis completed a self-assessment of approximately 16,000 sidewalk corners during the summer of 2012. The City will annually identify project areas and design needs to be addressed during the normal construction season (April-October) until pedestrian curb ramps are systematically replaced or constructed at intersections within City jurisdiction. Curb ramps to be upgraded or constructed each year will be prioritized based on pedestrian curb ramp status, community demographic conditions, and potential users.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	2,745	500	500	500	500	500	2,500	500
<b>Total</b>	<b>2,745</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>2,500</b>	<b>500</b>

## Project Title: PV104 ADA Ramp Replacement Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	35	35	35	35	35	175
Construction Costs	446	446	446	446	446	2,229
General Overhead	19	19	19	19	19	96
Total	500	500	500	500	500	2,500

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care, and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay, and grow here

- Infrastructure, public services, and community assets support businesses and commerce
- We focus on areas of greatest need and seize promising opportunities
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees experience a safe and healthy environment
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability, and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Land Use: Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality, and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.

Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle,

## **Project Title: PV104 ADA Ramp Replacement Program**

pedestrian, and transit.

1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design review was completed on May 8, 2014. The program was found to be consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

## **Project Title: PV104 ADA Ramp Replacement Program**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The program includes project areas that are within or near transit ways, transit routes, and high-volume pedestrian corridors. The program will improve accessibility for all.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, this project improves the environment for all pedestrians.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes. Minneapolis has many constrained right of ways which will make designing the pedestrian ramps to meet ADA standards challenging. There is potential for site specific innovative design options.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

No increase in annual operating costs.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin one year prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is some flexibility in the funding level and the number of ramps that can be addressed each year which is dependent upon the amount of funding per year. Minneapolis is required to upgrade all non-compliant and/or deficient curb ramps; more funding per year allows the City to make greater progress toward this commitment. However, there is a limit to the amount of work that can be reasonably accomplished annually based on availability of labor, coordination efforts, and weather-related constraints.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as ramp improvements help to complete a corridor and provide access to the sidewalk

**Project Title: PV104 ADA Ramp Replacement Program**

network, which helps preserve property values and the city's tax base.

## Intersection:300

58TH ST W(RES) at THOMAS CIR S(RES)

Corner 67 (NW):2012-08-26



Corner 81 (NE):2012-08-26



Location	67(Right)	67(Center)	7(Left)	81(Right)	81(Center)	1(Left)
Width		48			38	
Ramp Slope		9.88			6.50	
Flare Slope R		13.35			6.62	
Flare Slope L		10.64			9.25	
Texture		Smooth Conc			Smooth Conc	
Lip/STC						
Signal		N			N	
Ped. Light		N			N	
Push Button		N			N	

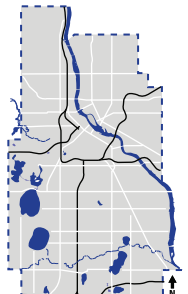
Corner 45 (SW):2012-08-26



Corner 23 (SE):2012-08-26



Location	45(Right)	45(Center)	5(Left)	23(Right)	23(Center)	3(Left)
Width		50			41	
Ramp Slope		7.07			8.19	
Flare Slope R		8.81			6.65	
Flare Slope L		12.36			14.74	
Texture		Smooth Conc			Smooth Conc	
Lip/STC						
Signal		N			N	
Ped. Light		N			N	
Push Button		N			N	



## Project Title: PV108 Concrete Streets Rehabilitation Program

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Ole Mersinger

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 7 of 57

**Contact Phone Number:** (612) 673-3537

### Project Description:

The objective of the Concrete Streets Rehabilitation Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a concrete surface 30 or more years ago. The City of Minneapolis has 155 miles of concrete streets under its jurisdiction. Approximately 80% of these streets were built as part of the residential paving program between 1961 and 1976. Many of these residential paving area streets, and a few MSA and local streets, are now candidates for rehabilitation. Public Works is currently assessing rehabilitation techniques for concrete pavement, and this rehabilitation is expected to include a combination of the following repairs: select full panel and/or select curb and gutter replacement, partial and full depth joint repairs, joint sealing, and diamond grinding of the pavement surface.

### Purpose and Justification:

The Concrete Streets Rehabilitation Program was established to extend the life of existing concrete streets, reduce maintenance costs, and postpone the need to reconstruct these streets.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	4,709	3,825	4,250	4,685	4,630	4,850	22,240	4,600
Special Assessments Bonds	610	500	500	500	500	500	2,500	500
Transfer from General Fund				0			0	
Transfer from Special Revenue Funds		0					0	
<b>Total</b>	<b>5,319</b>	<b>4,325</b>	<b>4,750</b>	<b>5,185</b>	<b>5,130</b>	<b>5,350</b>	<b>24,740</b>	<b>5,100</b>

## Project Title: PV108 Concrete Streets Rehabilitation Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	480	520	560	550	550	2,660
Construction Costs	3,679	4,047	4,426	4,383	4,594	21,128
General Overhead	166	183	199	197	206	952
Total	4,325	4,750	5,185	5,130	5,350	24,740

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or non-city funding sources are not expected for this program.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

## **Project Title: PV108 Concrete Streets Rehabilitation Program**

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on June 4, 2015. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

CenterPoint Energy has a program to upgrade residential gas meters. A large number of the properties require upgrades are located within neighborhoods with concrete streets. The work with Centerpoint and other City utilities will be coordinated to minimize disruptions after project completion.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

This program primarily addresses residential streets which are not generally identified as bicycle routes. The project will coordinate with bicycle route improvements.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This program primarily addresses residential streets which are generally not on transit routes or high-volume pedestrian corridors.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

The scope of this program is for concrete streets rehabilitation. Pedestrian curb ramps directly impacted by construction will be replaced. When bicycle facilities are completed in coordination with a concrete street rehabilitation project, the funding is typically from a separate source.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

## **Project Title: PV108 Concrete Streets Rehabilitation Program**

The available right-of-way varies, however this program does not generally move curb lines; when bicycle facilities are considered in conjunction with a concrete street rehabilitation project it is generally accomplished through pavement striping.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 20

**Year that Operating Incr/(Decr) will take effect?** 2018

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$975,752

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The 2017 unspent balance is being utilized to rehabilitate the remaining concrete streets within the Waite Park Neighborhood.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

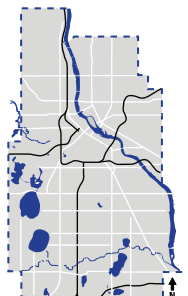
The concrete rehabilitation program is utilizing rolling construction in that the physical work can be scaled to meet available appropriations. If appropriations are decreased, there is a risk that the work will become less attractive for prospective contractors.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



The Concrete Streets Rehabilitation Program uses rehabilitation techniques to extend the life of the pavement and reduce annual maintenance costs on concrete streets.



## Project Title: PV113 29th St W Phase 2

**Project Location:** Bryant to Dupont Ave's S and Emerson to Fremont Ave's S

**City Sector:** Southwest

**Project Start Date:** 4/15/21

**Submitting Department:** Public Works

**Contact Person:** Bill Fellows

**Level of Need:** Important

**Affected Wards:** 10

**Affected Neighborhood(s):** Lowry Hill East

**Estimated Project Completion Date:** 11/15/21

**Department Priority:** 41 of 57

**Contact Phone Number:** (612) 673-5661

### Project Description:

This multi-phase project involves the reconstruction of 29th Street W between Emerson Avenue S and Lyndale Avenue S. Phase 1, between Bryant Avenue S and Lyndale Avenue S was constructed in 2016. Phase 2 includes the segment of 29th Street W between Emerson Avenue S and Fremont Avenue S and between Dupont Avenue S and Bryant Avenue S (the segment from Emerson Avenue S to Dupont Avenue S was previously vacated by the City and is privately owned). The project proposes to construct a shared-use street. Shared-use streets are low-volume, low-speed streets in which non-motorized users are given priority. Parking may be permitted in select areas; curb and gutter is typically less prominent, but are still included for the conveyance of stormwater. Shared-use streets are similar to pedestrian plazas and may include traffic calming treatments, streetscaping, and Americans with Disabilities Act (ADA) accommodations to prioritize the pedestrian environment, with opportunity for programmed events and activities. Vehicles are permitted, but the environment is designed for slow travel speeds to maintain vehicle access to adjacent properties.

### Purpose and Justification:

29th Street W is a local street that is adjacent to the Midtown Greenway and several new high-density housing developments. The existing driving surface is in "poor" condition, while curb and gutter is typically non-existent or in very poor condition. Sidewalks are only located on the south side of the street. There are several new developments in this area and the population density has increased greatly over the last five years. An emphasis will be placed on improving the pedestrian environment. A community led process was conducted in 2014 and involved three public meetings to determine that a shared use street concept (also called a woonerf) should be implemented with opportunity to for programmed activities. Access to buildings and maintaining parking along the west end of the corridor were also strong public values.

The block between Dupont Avenue S and Colfax Avenue S includes a subgrade concrete structure that was once used as a rail portal to the adjacent property and this structure is also in need of repair. As part of this project, a plan for renovation or replacement may be needed based on stakeholder input. The fence along the north side of the corridor is possibly historical and may need to be addressed. The block between Emerson Avenue S and Dupont Avenue S is privately owned and is not part of this project.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Special Assessments Bonds			0	70			70	
Stormwater Revenue				55			55	
Transfer from General Fund			0	2,045			2,045	
<b>Total</b>			<b>0</b>	<b>2,170</b>			<b>2,170</b>	

## Project Title: PV113 29th St W Phase 2

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			325			325
Construction Costs			1,762			1,762
General Overhead			83			83
Total			2,170			2,170

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants have been secured at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

## **Project Title: PV113 29th St W Phase 2**

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on June 4, 2015. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

**Describe the economic development impact of the project:**

Significant redevelopment adjacent to the project site has occurred over the past 10 years, but additional opportunities remain. The project supports local transportation and livability improvements consistent with redevelopment efforts.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Possibly. However, even without the project, there are likely redevelopment opportunities that would still be feasible. Redevelopment immediately adjacent to the site is anticipated. Completing this project will make it easier for residents of redeveloped properties better access business establishments along Lake Street and Lyndale Avenues.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Continued work on 29th Street W is supported by recommendations and policies found in the Midtown Greenway Land Use Plan (2007), Uptown Small Area Plan (2008), and the Lyn-Lake Small Area Plan (2009). All of these documents call for an enhanced pedestrian realm on 29th Street that serves to support high density residential redevelopment as well as natural surveillance of the Midtown Greenway.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

This project will need to be coordinated with adjacent property owners. Adjacent property owners will need to pay the capital and maintenance costs for enhancements.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The project is located adjacent to the Midtown Greenway Transit Corridor and is one block from the Lake Street Corridor.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

This project will include accommodations for pedestrians, providing direct pedestrian connections to existing sidewalks that connect to the Uptown Transit Center, Midtown Greenway, and Lake Street.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

There is only a 40 foot wide right-way for this corridor. There is a potential for innovative design to support multiple modes of transportation.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget. Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$5,000 per mile per year for a residential type of roadway. Given the length of this project at 0.23 miles, the estimated annual cost to maintain this roadway is \$1,150 per year.

If funded, the new infrastructure costs will need to be funded with existing operations funding. Enhancements will need to be funded by adjacent property owners.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

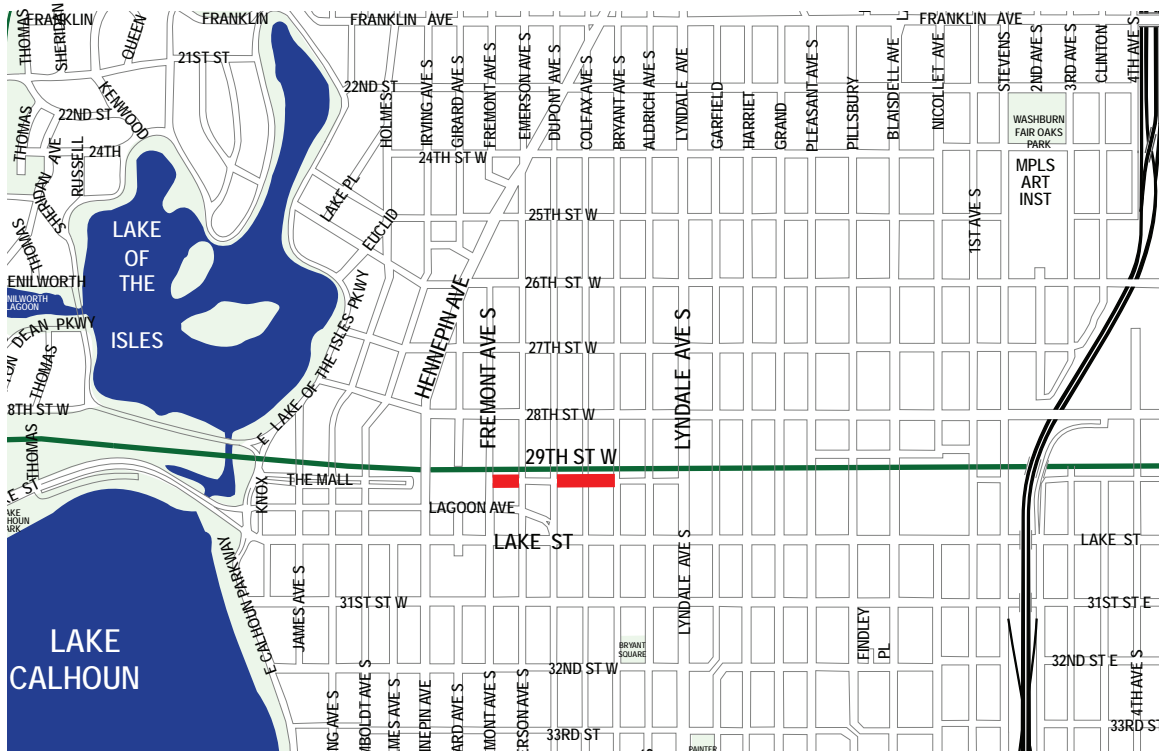
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

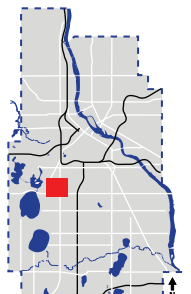
This project could be delivered in any program year; it is not controlled by grant timelines.


**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Land uses have been transitioning from industrial to residential in this area. The local street and other public infrastructure is in poor condition and warrants reconstruction. Based on community engagement to date there is a desire to improve upon existing conditions.



PROJECT



	<p><b>29th Street West - Phase 2</b> Fremont to Emerson, Dupont to Bryant</p> <p>Contact: Don Pflaum 612-673-2129</p>	<p>Proposed: <b>2021</b></p> <p>Subject to Change</p>	<p><b>PV113</b></p>
---	---	---	---------------------

## Project Title: PV114 U of M Protected Bikeways

**Project Location:** Various locations  
**City Sector:** East  
**Project Start Date:** 4/15/19  
**Submitting Department:** Public Works  
**Contact Person:** Adam Hayow  
**Level of Need:** Significant

**Affected Wards:** Various  
**Affected Neighborhood(s):** Various  
**Estimated Project Completion Date:** 11/15/19  
**Department Priority:** 26 of 57  
**Contact Phone Number:** (612) 673-2172

### Project Description:

The proposed project consists of new protected bikeways connecting the University of Minnesota and the surrounding neighborhoods of Como, Marcy Holmes, Cedar Riverside, and Como. The project limits are:

- 18th Avenue Southeast: East Hennepin Avenue to Rollins Avenue Southeast
- Rollins Avenue Southeast: 15th Avenue Southeast to 18th Avenue Southeast
- 15th Avenue Southeast: Rollins Avenue Southeast to University Avenue Southeast
- 10th Avenue Southeast: 8th Street Southeast to University Avenue Southeast
- 19th Avenue South: 2nd Street South to Riverside Avenue South
- 4th Street South: 19th Avenue South to 20th Avenue South
- 20th Avenue South: 4th Street South to Minnehaha Avenue South

The elements proposed to be included as part of the project includes signal improvements, new signage, and new pavement markings. The protected bikeway is primarily achieved through a painted buffer and flexible delineators. The project also includes select curb work, including two transit boarding islands on 19th Avenue South and a short trail segment at Rollins Avenue Southeast and 17th Avenue Southeast. The project is federally funded, and construction is anticipated in 2019.

The project is approximately 2.6 miles in length and includes street segments of varying traffic volumes, roadway widths, and lane configurations. Between 400 and 4,000 people currently bicycle along different segments of the project corridor each day, making it the highest demand area for bicycling in the city. There are existing conventional bike lanes along the much of the project length, except for two blocks of 18th Avenue Southeast between East Hennepin Avenue and Como Avenue Southeast.

The southern corridor segment connects the U of M campus and Dinkytown to S. Minneapolis. The protected bikeway limits are Franklin Ave E to 5th St SE along 10th Ave SE, 19th Ave S, and 20th Ave S. 10th Ave SE and 19th Ave S are A-Minor reliever corridors with approximately 10,000 vehicles per day on the bridge and 7,800 vehicles per day between Washington Ave and Riverside Ave. 20th Ave S is a B-Minor arterial roadway with 4,800 vehicles per day. Existing bicycle demand in this corridor ranges between 750 and 1,040 bicycles per day.

### Purpose and Justification:

A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are one type of protected bikeway. However, protected bikeways may also be located on-street and separated from traffic lanes through a buffer area and flexible traffic posts, median or other barrier. Protected bikeways have the potential to improve safety over a standard bicycle lane. The bicycle demand around the U of M is high, but there are few low-stress bikeway facilities such as trails, bicycle boulevards, and lower-traffic streets to provide the necessary connections. Not everyone feels comfortable and safe riding on a busy street, even with a bicycle lane. The proposed protected bikeways serve these important connections and will be designed to be comfortable for all bicycle rider types.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants		1,030					1,030	
Net Debt Bonds		955					955	
<b>Total</b>		<b>1,985</b>					<b>1,985</b>	

## Project Title: PV114 U of M Protected Bikeways

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	490					490
Construction Costs	1,419					1,419
General Overhead	76					76
Total	1,985					1,985

Have Grants for this Project been secured? ☒

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of \$955,000 of federal funding has been awarded to this project for construction in 2019.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Building a robust bicycle network is supported by policies in the City of Minneapolis Comprehensive Plan related to creating sustainable, livable, and healthy communities, as well as creating an asset that attracts residents, workers, and economic investment to the City.

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

## **Project Title: PV114 U of M Protected Bikeways**

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

Policy 2.5.1: Complete a network of on and off street primary bicycle corridors.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Policy 5.4.1: Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on June 4, 2015. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Stadium Village University Avenue Station Area Plan (2012) calls for bicycle facility improvements on a number of corridors in the project area, emphasizing the need to minimize conflict between pedestrians, cyclists, and motorists.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

There is coordination between the City of Minneapolis, Hennepin County, and MnDOT on this project.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, this corridor is shown in the plan as having on-street protected bike lanes for most of the route and signed bike routes for a small portion.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, there are several bus routes with direct connections to this project and many more routes within half a mile of the project. Dedicated bicycle facilities decrease the volume of sidewalk riding, thereby improving the experience of transit users and pedestrians.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, this project will establish protected bikeways through areas of the city with high bicycling demand.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, certain corridors are limited for space and innovative design may be needed.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs,**

## **Project Title: PV114 U of M Protected Bikeways**

### **materials, contracts, energy savings, etc:**

Operating costs are \$59,000 per year per mile (\$141,600 per year for this project) based on the actual costs of a pilot project. The \$59,000 per year per mile cost includes winter maintenance, signage, striping, sweeping, and bollard replacement. This amount will need to be funded as part of the Street Department budget.

### **If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Additional operating dollars will need to be appropriated for this project.

### **For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Public works completed preliminary design and public involvement on February 2018. Final design will be completed in 2018 and construction will begin in 2019.

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Federal funding is secured for this project, which will require the project to be constructed in the program year listed.

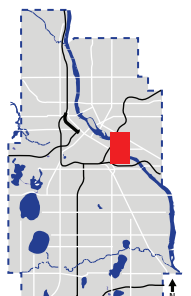
### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

This project will provide a very comfortable and convenient connection for University of Minnesota and surrounding neighborhoods.

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network."



Location



## Project Title: PV116 North Loop Pedestrian Improvements

**Project Location:** Various Locations in the North Loop Area

**City Sector:** Downtown

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Adam Hayow

**Level of Need:** Significant

**Affected Wards:** 3

**Affected Neighborhood(s):** North Loop

**Estimated Project Completion Date:** 11/15/19

**Department Priority:** 25 of 57

**Contact Phone Number:** (612) 673-2172

### Project Description:

The North Loop Pedestrian Improvements project, located in the North Loop neighborhood and generally bounded by Plymouth Ave on the north, 1st Ave N on the south, the Mississippi River on the east, and 4th St N on the west, will improve intersections with a combination of curb extensions, Accessible Pedestrian Signals (APS) signal upgrades, ADA compliant curb ramps, durable crosswalk markings, signal replacement, sidewalk improvements and other active traffic control devices.

### Purpose and Justification:

The project will improve safety for pedestrians and bicyclists by improving pedestrian and bicycle crossings at 16 intersections. The North Loop neighborhood is experiencing considerable redevelopment, particularly residential and commercial uses, in an area that was previously industrial in nature and does not include adequate non-motorized infrastructure. These improvements are needed as a result of pedestrian and bicycle crashes in the project area. This project will improve access to the Cedar Lake Trail, Grand Rounds Regional Trails, and the nearby Target Field Station which connects to the Green Line LRT, Blue Line LRT, and Northstar Commuter Rail. Furthermore, the project will improve access for transit users and the Metro Transit routes that provide service to the project area, as transit users typically walk or bike to connect between the bus stop and their destinations.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants		1,060					1,060	
Net Debt Bonds		2,760					2,760	
<b>Total</b>		<b>3,820</b>					<b>3,820</b>	

## Project Title: PV116 North Loop Pedestrian Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	977					977
Construction Costs	2,696					2,696
General Overhead	147					147
Total	3,820					3,820

Have Grants for this Project been secured? ☒

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project has been awarded federal funding through the State Transportation Improvement Program in 2019.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

## **Project Title: PV116 North Loop Pedestrian Improvements**

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

6.2.6 Support the development of multi-modal transportation networks.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 25, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes. Several of the intersection treatments are located on routes in the Bicycle Master Plan including: 10th Ave N (bike lane), 5th Ave N (bike lane), 4th Ave N (bike lane), 1st Ave N (bike lane), and 2nd St N (bike lane).

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, the project area includes high volume pedestrian and transit corridors. Recent development in the North Loop has increased

## **Project Title: PV116 North Loop Pedestrian Improvements**

the pedestrian and bicycle traffic and further the need for improvements.

### **Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes. The pedestrian environment will be enhanced with a combination of curb extensions, Accessible Pedestrian Signals (APS), ADA compliant curb ramps, durable crosswalk markings, and upgrades to existing signals to incorporate leading pedestrian intervals.

### **Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is constrained. The project emphasizes the improvement of non-motorized safety, access, and connectivity via improved intersections. Innovative designs will be pursued and implemented as needed to construct the identified improvement treatments.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Not Applicable

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

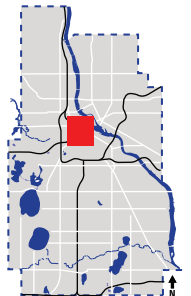
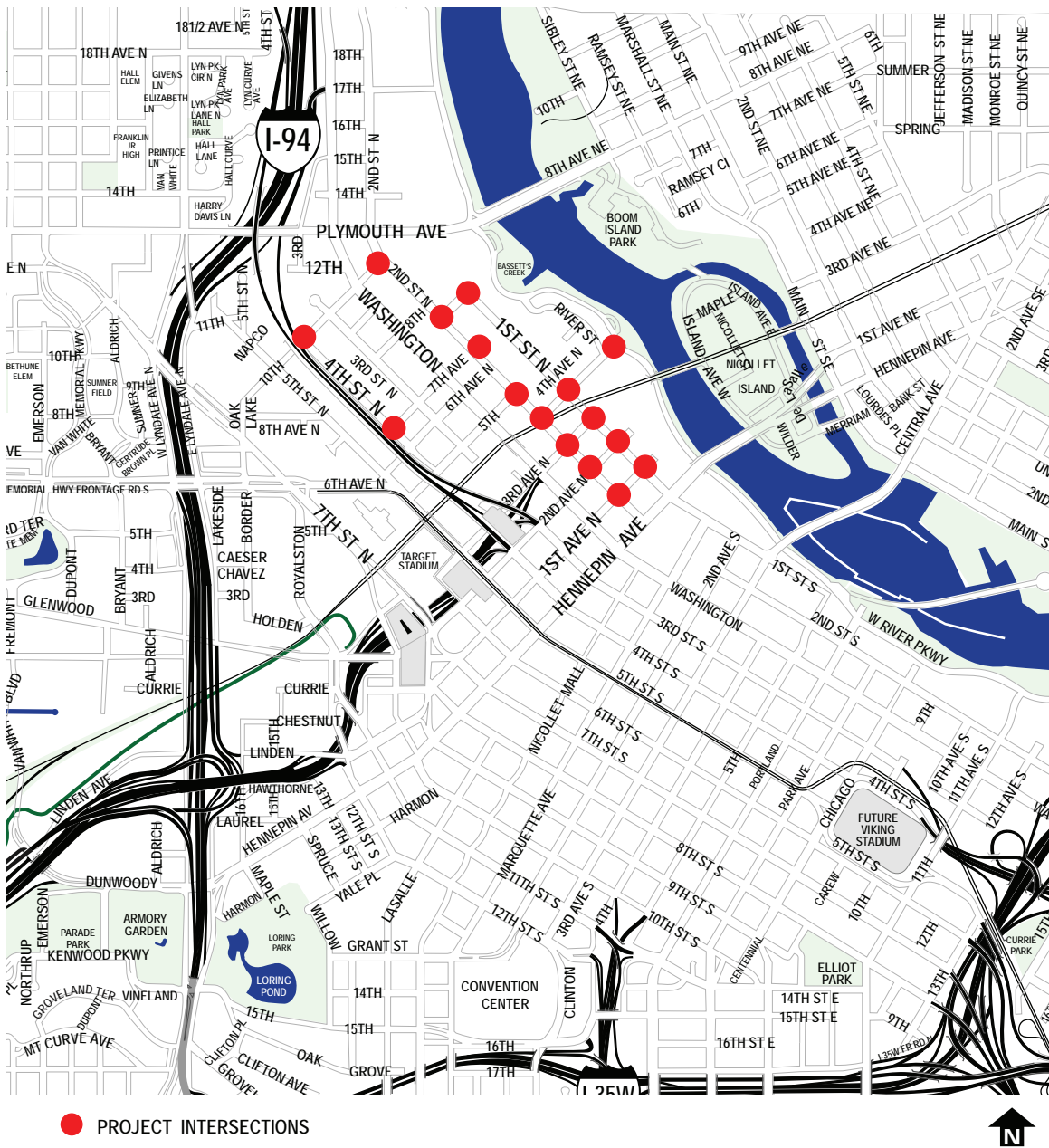
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Due to federal funds being awarded, this project will need to be constructed in 2019.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The emergence of the North Loop neighborhood as a complete community where people can live, work, shop, go to school, and recreate has increased the pedestrian and bicycle traffic and need for improvements. The project will improve connectivity and safety to enhance the North Loop as a primary living destination.



## Project Title: PV118 Hennepin Ave (Wash Ave N to 12th St S)

**Project Location:** Washington Ave N to 12th St N

**City Sector:** Downtown

**Project Start Date:** 4/15/20

**Submitting Department:** Public Works

**Contact Person:** Christopher Engelmann

**Level of Need:** Significant

**Affected Wards:** 7

**Affected Neighborhood(s):** Downtown West

**Estimated Project Completion Date:** 11/15/21

**Department Priority:** 29 of 57

**Contact Phone Number:** (612) 673-3274

### Project Description:

The proposed project is a complete reconstruction of Hennepin Ave from Washington Ave to 12th St S, approximately 0.75 miles. This section of Hennepin Ave is MSA Route 313. In 2014-2015, the average daily traffic on Hennepin Ave included 7,600 pedestrians, 8,100 transit riders, 1,300 bicyclists, and 15,600 to 18,600 motor vehicles. Currently, the existing corridor includes sidewalk on both sides of the street, four traffic lanes with bike sharrows, and intermittent loading and valet zones. The area along the project corridor consists of a mix of land uses, including: commercial, retail, hotel, restaurant, and entertainment venues.

The proposed project will reconstruct the right-of-way with new sidewalks, a protected bikeway, pavement surface, curb and gutter, street lighting, signals and signage,. Landscaping and street furniture may also be included in the project if identified by the corridor property owners as a priority. Metro Transit is coordinating with the project to provide appropriate facilities and is expecting facilities for a Bus Rapid Transit (BRT) line to be included at time of reconstruction.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. This section of Hennepin Ave was constructed in 1986 and was most recently seal-coated in 2009. The majority of the street segments in the corridor were rated poor to fair in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. The concrete curb and gutter joints are in poor condition for a majority of the corridor. Additionally, the pavement is heavily rutted in many areas, likely due to the number of buses and trucks.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants			7,000				7,000	
Municipal State Aid			7,573	910			8,483	
Net Debt Bonds			33				33	
Special Assessments Bonds			1,195				1,195	
Stormwater Revenue			150				150	
Transfer from General Fund			95				95	
Transfer from Special Revenue Funds			5,379				5,379	
Transfer from Stormwater Fund			775				775	
<b>Total</b>			<b>22,200</b>	<b>910</b>			<b>23,110</b>	

**Project Title: PV118 Hennepin Ave (Wash Ave N to 12th St S)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		5,000	400			5,400
Construction Costs		16,346	475			16,821
General Overhead		854	35			889
Total		22,200	910			23,110

Have Grants for this Project been secured? ☒

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

The City was selected for federal transportation funds through the Metropolitan Council's Regional Solicitation process in January 2017.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

This project meets the following goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

## **Project Title: PV118 Hennepin Ave (Wash Ave N to 12th St S)**

2.2.3: Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bumpouts.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on June 4, 2015. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Major redevelopment opportunities exist adjacent to the Hennepin Ave reconstruction project, in addition to the wide variety of commercial, office, residential, and entertainment activity that already occurs in close proximity to the corridor. A high quality street that serves pedestrians, transit, bicyclists, and motorists is important to the economic health of this regional destination.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Reconstruction of the street will enhance desirable development areas adjacent to the project and support the economic health of uses present along the corridor.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Hennepin Ave is a vibrant Commercial Corridor that is a focal point for activity within Downtown. Future development should enhance the street's character, support non-motorized mobility, increase residential density, and expand the variety of goods and services available. As an Activity Center and part of the larger Downtown Entertainment District, Hennepin Ave offers regional destinations that link Downtown's identity with its historic character, perpetuates a busy street life throughout the day and into the evening, and caters to pedestrians and bicyclists. The City supports a mix and intensity of uses that continue to foster the unique character of Hennepin Ave and the larger Warehouse District area.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

## **Project Title: PV118 Hennepin Ave (Wash Ave N to 12th St S)**

This project will require coordination with numerous downtown agencies and organizations. Additionally, Metro Transit is an integral partner in developing the plans for the corridor.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, Hennepin Avenue is identified in the Bicycle Master Plan as having protected bike lanes.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The project corridor is served by many Metro Transit local and express bus routes, with intersecting service provided on most cross streets. Metro Transit has also identified this corridor as part of an upcoming BRT line. The Hennepin Ave corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Metro Transit will also improve their bus facilities in coordination with the project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way of Hennepin Ave between Washington Ave and 12th St ranges from 88 to 100 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The area along the project corridor is predominantly commercial with many restaurants and entertainment venues along the corridor.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

This roadway will likely need a mill and overlay in about 20 years and will need regular maintenance such as crack sealing and/or sealcoating to realize the full life of the pavement.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

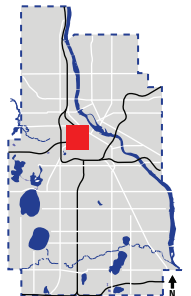
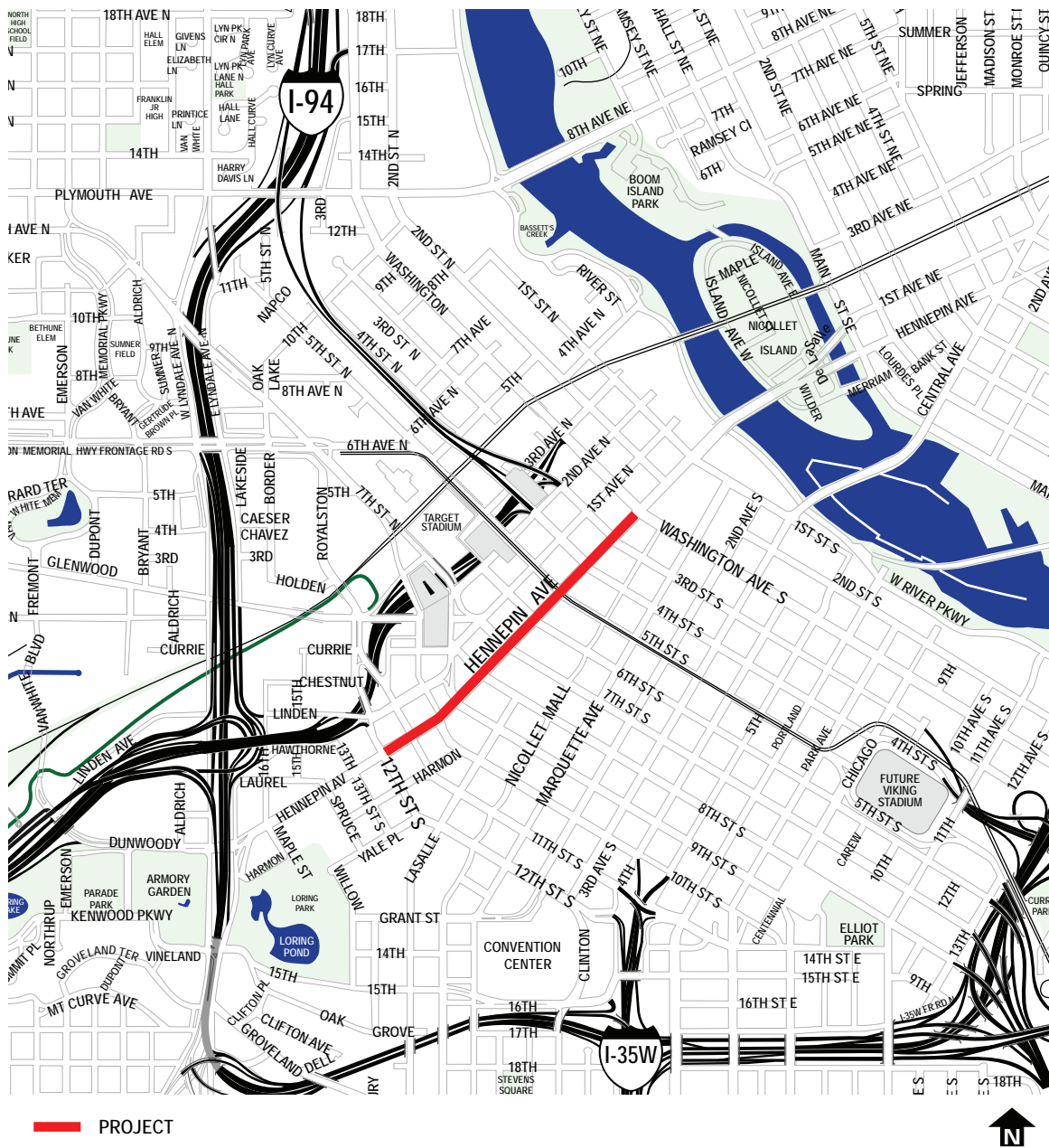
**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This will likely be a 2-year reconstruction project, with finalization, final plantings, and workmanship repairs in 2022.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

A capital streetscape assessment is set to expire in 2020. A capital enhanced lighting assessment is set to expire in 2025. An operations and maintenance enhanced lighting assessment is present for the life of the existing system.



<b>Project Title: PV122 Dowling Ave (I-94 to 1st St N)</b>	
<b>Project Location:</b> NB I-94 Ramp to 1st St N	<b>Affected Wards:</b> 4
<b>City Sector:</b> North	<b>Affected Neighborhood(s):</b> Various
<b>Project Start Date:</b> 4/15/22	<b>Estimated Project Completion Date:</b> 11/15/22
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b> 50 of 57
<b>Contact Person:</b> Debra Jacobs	<b>Contact Phone Number:</b> (612) 673-2463
<b>Level of Need:</b> Important	

## Project Description:

The 0.25 mile project includes the reconstruction of Dowling Avenue North from the eastern I-94 freeway ramps to a new north/south roadway within the Upper Harbor Terminal (UHT) site. This includes the reconstruction of the Port of Minneapolis Drive roadway, which is heavily worn and patched. This project includes curb and gutter, the extension of utilities, subgrade, paving, signage/stripping, sidewalks, boulevard and bike facilities.

## Purpose and Justification:

This project is needed to address very poor pavement conditions and access to the 50-acre City-owned Upper Harbor Terminal site, which will support existing activities and future redevelopment. As the primary access point to the site, Dowling Avenue/Port of Minneapolis Drive will facilitate a future extension of the West River Parkway.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds								
Special Assessments Bonds					175		175	
Stormwater Revenue					225		225	
Transfer from General Fund					3,165		3,165	
<b>Total</b>					<b>3,565</b>		<b>3,565</b>	

## Project Title: PV122 Dowling Ave (I-94 to 1st St N)

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				560		560
Construction Costs				2,868		2,868
General Overhead				137		137
Total				3,565		3,565

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants have been secured at this time.

#### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

## **Project Title: PV122 Dowling Ave (I-94 to 1st St N)**

traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

### **Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

### **Describe the economic development impact of the project:**

Improvement of conditions on Dowling Avenue N will support redevelopment efforts of the City-owned Upper Harbor Terminal site.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Without this project, redevelopment opportunity of the city owned Upper Harbor Terminal site would be limited. The improvements to Dowling Avenue will support a transformative investment in riverfront property resulting in new job opportunities and growth of the city's tax base.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Above the Falls Master Plan Update, adopted by the City Council June 14th, 2013, emphasizes the importance of Dowling Avenue N as a connection between the neighborhoods to the west of the project area the riverfront. Development is anticipated directly adjacent to the project in the form of commercial, office, and light industrial mixed-use buildings. North of the project area, residential redevelopment is anticipated to take place in the long term.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

This project is a high priority for North Minneapolis and has been in the planning phases for over a decade. Collaboration with the Minneapolis Park and Recreation Board and CPED has resulted in several studies and plans for this area. The 2015 closure of the St. Anthony Lock and Dam no longer makes this site a viable shipping hub and it is in the best interest of the city to redevelop the site.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes. This corridor is shown in the Bicycle Master Plan as having an on-street bicycle lane. A north/south bicycle trail is a planned connection within the Upper Harbor Redevelopment site.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This project is not on a currently existing or planned transitway, however, providing transit service to the redeveloped Upper Harbor Terminal area is a goal of that redevelopment. This section of Dowling Avenue is expected to be a medium to high volume pedestrian route providing pedestrian access from the North Minneapolis neighborhoods to the Upper Harbor Terminal.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes. This project will improve facilities for both pedestrians and bicyclists through pedestrian ramp improvements, addition of a boulevard along much of the corridor, and the addition of an on-street bikeway.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is somewhat constrained and the design will need to balance the needs of all modes to accommodate vehicles, pedestrians, and bicycles.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain an MSA type of roadway is estimated at \$10,000 per mile per year. Given the 0.25 mile project length, the resulting change in operating cost is approximately a net decrease of \$2,500 annually.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

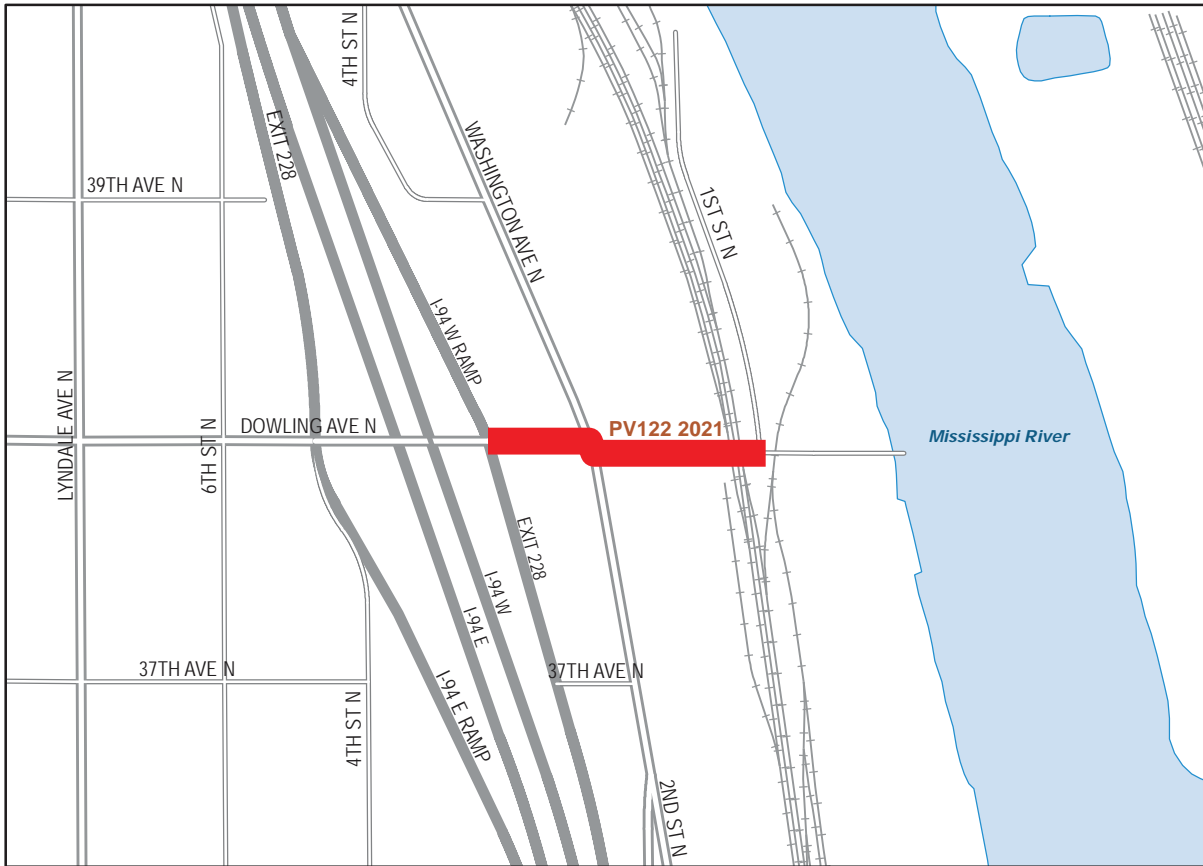
**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the effectiveness of the project and might make it more difficult to coordinate with the Upper Harbor redevelopment site schedule.

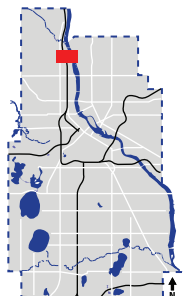
**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base by opening opportunities for one of the largest redevelopment areas in the City.

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network."



 Project Location



	<b>Dowling Avenue North</b> I-94 Ramp to East of 1st Street North	Proposed: <b>2022</b>	<b>PV122</b>
	Contact: Forrest Hardy 612-673-5951	Subject to Change	

## Project Title: PV123 Logan Park Industrial

**Project Location:** Broadway St NE to 17th Ave NE & Filmore to Central Ave's NE  
**City Sector:** East  
**Project Start Date:** 4/15/22  
**Submitting Department:** Public Works  
**Contact Person:** Abdullahi Abdulle  
**Level of Need:** Important

**Affected Wards:** 3  
**Affected Neighborhood(s):** Logan Park  
**Estimated Project Completion Date:** 11/15/23  
**Department Priority:** 45 of 57  
**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project is the reconstruction of several street segments in the Logan Park neighborhood. These streets consist of heavily patched brick pavers and unpaved streets. These streets are primarily in the Logan Park Neighborhood, west of Central Avenue NE. Specific street segments to be reconstructed are:

- 12th Avenue NE – From Jackson Street to Central Avenue
- 14th Avenue NE – From Quincy Street to Central Avenue
- 15th Avenue NE – From Jackson Street to Van Buren Street
- Jackson Street NE – From 15th Avenue to Dead-End north of 15th Avenue
- Jackson Street NE – From Broadway Street to 12th Avenue
- Quincy Street NE – From Broadway Street to 15th Avenue
- Van Buren Street NE – 14th Avenue to 15th Avenue

Adjacent to the project area, Broadway St NE and Central Ave NE serve an estimated 280 people walking, 80-330 people biking, and between 15,700 – 19,700 people driving per day.

The project will include complete removal and replacement of the pavement, curb and gutter, driveways, and storm drain inlets. The project will include pedestrian improvements, as there are several sidewalk gaps within the project area and construction of new sidewalks will be considered.

### Purpose and Justification:

These streets were constructed at various times prior to 1957. They are a mixture of pavement types including brick pavers, asphalt, concrete, asphalt over concrete, and unpaved streets. They have been patched and repaired a number of times. Most of these streets cannot be rated due to the absence of an asphalt or concrete surface but they have extremely poor ride quality due to the age and poor overall condition of the roadways. Many of the streets do not have sidewalks or ADA-compliant curb ramps and this project will provide an opportunity to evaluate this pedestrian infrastructure.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds					4,150		4,150	
Special Assessments Bonds					2,500		2,500	
Stormwater Revenue					105		105	
Transfer from General Fund								
<b>Total</b>					<b>6,755</b>		<b>6,755</b>	

**Project Title: PV123 Logan Park Industrial****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				2,610		2,610
Construction Costs				3,885		3,885
General Overhead				260		260
Total				6,755		6,755

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

Not Applicable

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## **Project Title: PV123 Logan Park Industrial**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 25, 2017. Additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Not Applicable

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No. There are no transit routes on these streets. These are not high volume pedestrian corridors; however, increased pedestrian activity has occurred in recent years with development in the surrounding areas.

### **Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes. There are several sidewalk gaps in the project area and some of these gaps may be filled with construction of new sidewalks.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is constrained within this project area with competing needs for vehicle travel lanes, parking, and sidewalks. Design options have not yet been explored for this project.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain these roadways is \$7,500 per year.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

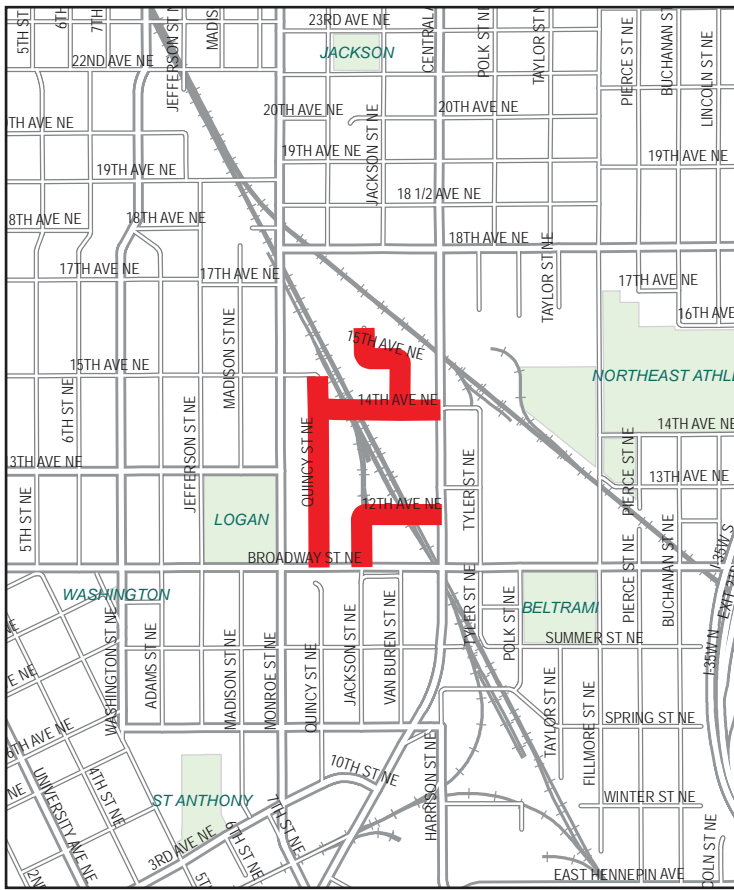
**If this is a new project, describe the major project phases and timing anticipated for completing the project:**


Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

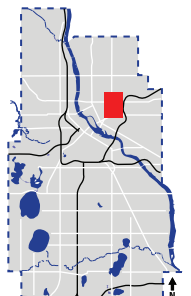
**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network." Capital improvement projects such as this one enhance the character of the area which helps preserve property values and the city's tax base.



 PROJECT



## Project Title: PV125 33rd & 35th St E (M'haha & Dight Ave to Tracks)

**Project Location:** Minnehaha Ave to Hiawatha Ave

**City Sector:** South

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Debra Jacobs

**Level of Need:** Significant

**Affected Wards:** 9

**Affected Neighborhood(s):** Longfellow

**Estimated Project Completion Date:** 11/15/19

**Department Priority:** 30 of 57

**Contact Phone Number:** (612) 673-2463

### Project Description:

The proposed project will reconstruct approximately 0.2 miles of 33rd St E between Minnehaha Ave and Hiawatha Ave and the railroad crossing on 35th St E between Hiawatha and Dight Avenues.

The proposed segment of 33rd St E has an average daily motor vehicle traffic count of 1,900 vehicles per day (counted in 2016) and 35th St E has an average daily motor vehicle traffic count of 6,500 vehicles per day (counted in 2012), both have a limited amount of daily pedestrian and bicycle traffic.

Currently, the existing condition for each corridor includes two traffic lanes and two parking lanes. There are sidewalks directly behind the curb on both sides of the street, without boulevards. There is a significant railroad crossing of four sets of tracks just east of Hiawatha Ave. the area along the project corridor is a mixture of commercial, industrial, and residential properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, and possibly boulevards with trees. The project will also include new signage and new pavement markings, as needed.

### Purpose and Justification:

The proposed segments of 33rd and 35th St E are intended to improve the right-of-way for all users and modes of travel. The streets are currently more than 50 years old and are currently rated very poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This project provides an opportunity to add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid		1,900					1,900	
Net Debt Bonds		400		0			400	
Special Assessments Bonds		540		0			540	
Stormwater Revenue		25					25	
<b>Total</b>		<b>2,865</b>		<b>0</b>			<b>2,865</b>	

**Project Title: PV125 33rd & 35th St E (M'haha & Dight Ave to Tracks)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	605					605
Construction Costs	2,150					2,150
General Overhead	110					110
Total	2,865					2,865

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding have been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

Public Services and Facilities Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

**Project Title: PV125 33rd & 35th St E (M'haha & Dight Ave to Tracks)**

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No. There are no transit routes on 33rd or 35th Street East and they are not high volume pedestrian corridors. There is, however, some pedestrian activity primarily due to the Blue Line LRT Station at Hiawatha and 35th Street. This project will provide an improved, ADA-compliant pedestrian walkway along 35th Street.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, sidewalks will be improved along the corridor as well as ADA compliant curb ramps. The sidewalk gaps at the railroad crossing will be constructed to provide a continuous pedestrian walkway along 35th Street.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is constrained within this project area, both 33rd and 35th Street East have a right-of-way of that is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. There are currently no boulevards along the corridor with the sidewalks directly behind the curb. The area along the project corridor is a mixture of commercial, industrial, and residential uses. No bike facility is planned along 35th Street.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

**Project Title: PV125 33rd & 35th St E (M'haha & Dight Ave to Tracks)**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .2 miles, the estimated annual cost to maintain this roadway is \$2,000

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.


**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

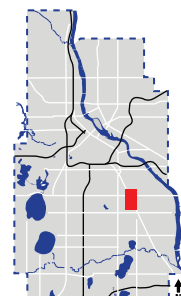
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Location



## Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

**Project Location:** 50th St E to Lake St E  
**City Sector:** South  
**Project Start Date:** 4/15/23  
**Submitting Department:** Public Works  
**Contact Person:** Abdullahi Abdulle  
**Level of Need:** Important

**Affected Wards:** Various  
**Affected Neighborhood(s):** Various  
**Estimated Project Completion Date:** 11/15/24  
**Department Priority:** 53 of 57  
**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project is a complete reconstruction of Bryant Avenue S from Lake Street W to 50th Street W, a distance of approximately 2.5 miles. This section of Bryant Avenue S is MSA Routes 161 and 162. The Average Daily Traffic on this section of Bryant Avenue ranges from 1,900 vehicles per day between 48th and 49th Streets, to 3,100 just south of W Lake Street. Recent City non-motorized counts indicate that between 400 and 750 bicyclists use the existing Bicycle Boulevard and 150 and 550 pedestrians use this stretch of Bryant Avenue S daily, with the highest levels of activity occurring near W Lake Street. Metro Transit bus service is provided by Route 4 for the entirety of the corridor, with service to Routes 46 and 146 between 46th Street W and 50th Street W. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, with consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built between 1957 and 1988 and the majority of the street segments are currently rated fair in the City's Pavement Condition Index (PCI) as measured in 2017. This segment of Bryant Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and evaluate the implementation of a bicycle facility. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid					1,400	4,918	6,318	
Net Debt Bonds						4,242	4,242	
Special Assessments Bonds						2,130	2,130	
Stormwater Revenue						365	365	
Transfer from General Fund						5,107	5,107	
Transfer from Stormwater Fund						593	593	
<b>Total</b>					<b>1,400</b>	<b>17,355</b>	<b>18,755</b>	

**Project Title: PV126 Bryant Ave S (50th St E to Lake St E)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				1,346	1,824	3,170
Construction Costs					14,864	14,864
General Overhead				54	668	721
Total				1,400	17,355	18,755

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

Not Applicable

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

## **Project Title: PV126 Bryant Ave S (50th St E to Lake St E)**

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City is collaborating with Hennepin County at all intersections of City and County streets within the project extent. The two agencies are collaboratively addressing signal upgrades and intersection design, which may include cost participation.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes. The Bryant Avenue Bikeway currently has Bicycle Boulevard and sharrow pavement markings. The Bicycle Master Plan recommends considering bicycle lanes when the roadway is reconstructed.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This corridor is served by Metro Transit Routes 4, 46 and 146. The Bryant Ave S corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes. Multi-modal enhancements will be explored with this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the actual right-of-way of Bryant Ave S from 50th St W to Lake St W is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is predominantly residential, with an elementary school, the Lyndale Farmstead, a neighborhood park, and commercial nodes at 50th St W, 46th St W, 36th St W and Lake St W.

### **Operations & Capital Asset Maintenance:**

## **Project Title: PV126 Bryant Ave S (50th St E to Lake St E)**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2023

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 2.5 miles, the estimated annual cost to maintain this roadway is \$25,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

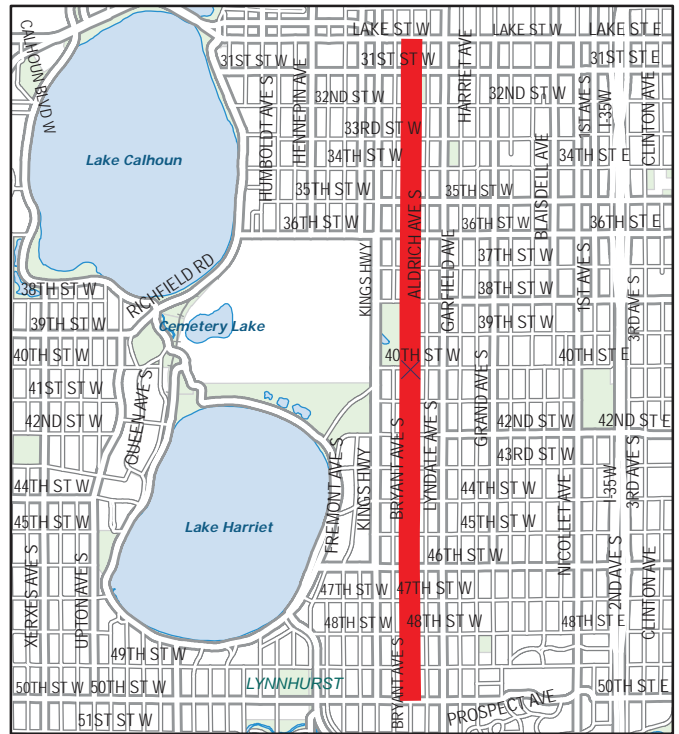
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

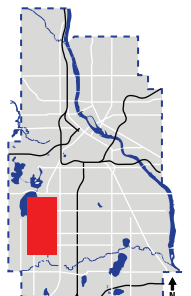
This project is anticipated to be a two year construction project. Spreading the construction over additional years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.”



Project Location



## Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

**Project Location:** Central Ave NE to Stinson Blvd NE

**City Sector:** East

**Project Start Date:** 4/15/23

**Submitting Department:** Public Works

**Contact Person:** Liz Heyman

**Level of Need:** Important

**Affected Wards:** 1

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/24

**Department Priority:** 54 of 57

**Contact Phone Number:** (612) 673-2460

### Project Description:

The proposed project will reconstruct approximately 1.0 miles of 37th Avenue Northeast (Municipal State Aid Route 272) between Central Avenue North and Stinson Boulevard. The project will be coordinated with the City of Columbia Heights as the right-of-way in the corridor is shared between Columbia Heights and Minneapolis. Currently the corridor serves a moderate number of pedestrians and bicyclists and approximately 12,000 vehicles per day. The existing corridor currently includes 2 travel lanes, 2 parking lanes, and sidewalk on the Minneapolis side of the street only. There are presently no sidewalks on most of the Columbia Heights side. The proposed project will encompass the entire right-of-way, reconstructing the pavement surface, curb and gutter, with sidewalks, ADA curb ramps, and bicycle facilities.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The existing street was built in 1961 and the large majority of the project extent is currently rated poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. Therefore, this street segment has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid								
Net Debt Bonds						390	390	
Other Local Govts						8,620	8,620	
Special Assessments Bonds						1,230	1,230	
Stormwater Revenue						235	235	
<b>Total</b>						<b>10,475</b>	<b>10,475</b>	

**Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management					2,065	2,065
Construction Costs					8,007	8,007
General Overhead					403	403
Total					10,475	10,475

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

Not applicable.

**Primary City Goal(s) supported:**

- ☒ **Living well: Minneapolis is safe and livable and has an active and connected way of life**
- ☒ **One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper**
- ☒ **A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here**
- ☒ **Great Places: Natural and built spaces work together and our environment is protected**
- ☒ **A City that works: City government runs well and connects to the community it serves**

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

## **Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)**

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

37th Avenue NE is located on the border of Minneapolis (to the south) and Columbia Heights (to the north). The two cities each own half of the right-of-way in this corridor. Both cities will be collaborating on project design and outreach, as well as setting up a cost sharing agreement.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, the Bicycle Master Plan designates that the route for bicycle lanes. However, other bicycle facilities, such as an off-street trail, will be considered during project design.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes. MetroTransit bus route 4 runs on 37th Avenue NE east of Johnson Street NE. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Sidewalks do not presently exist along most of the Columbia Heights side of the project. This project will improve sidewalks, crosswalks, and provide ADA compliant curb ramps as well as explore the addition of bicycle facilities to the corridor.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes. The Minneapolis side of the corridor has an existing right-of-way of 40 feet. Multi-modal enhancements will be included in this project.

### **Operations & Capital Asset Maintenance:**

**Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2023

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is \$10,000 total, half of which, \$5,000 would be the City's responsibility.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

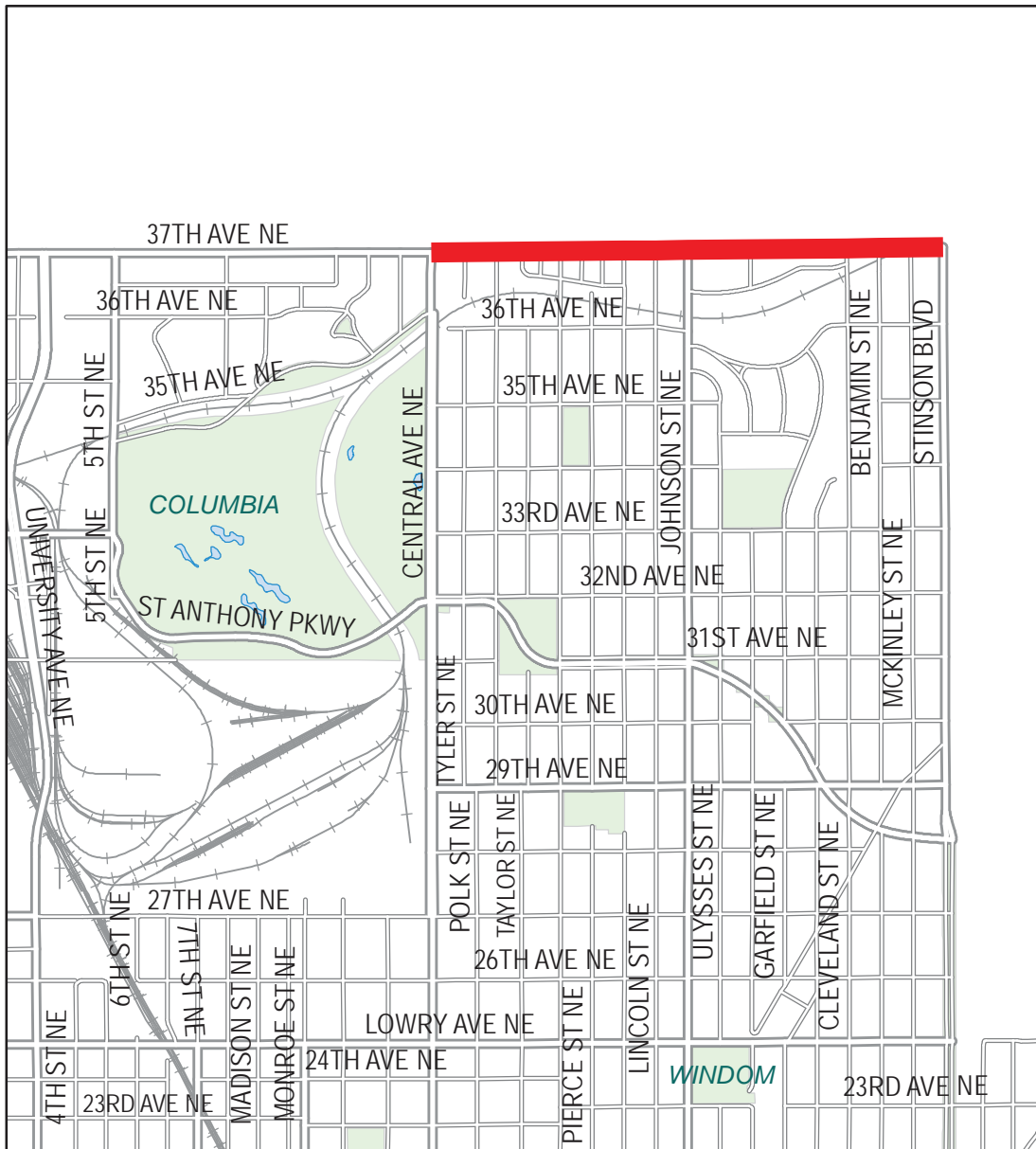
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

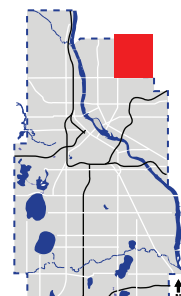
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Project Location



## Project Title: PV131 Res Neighborhood Reconst Projects

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Significant

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 24 of 57

**Contact Phone Number:** (612) 675-5307

### Project Description:

The Residential Neighborhood Reconstruction Program will reconstruct residential street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. Projects may also include new signage, pavement markings and bicycle facilities as needed.

### Purpose and Justification:

The objective of the Residential Neighborhood Reconstruction Program is to improve the right-of-way for all users and modes of travel. The program will reconstruct residential and local streets that were typically constructed 50 or more years ago that are in such poor condition that they are no longer cost effective candidates for resurfacing or rehabilitation. The City of Minneapolis has 697 miles of local and residential streets under its jurisdiction. The program provides an opportunity to incorporate ADA compliant curb ramps, implement or improve bicycle facilities, and improve boulevards with trees.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		1,490	114	5,080	4,615	5,220	16,519	5,220
Special Assessments Bonds		715	1,030	780	780	780	4,085	780
Transfer from General Fund			1,506		605		2,111	
Transfer from Special Revenue Funds			775				775	
Transfer from Stormwater Fund			770		0		770	
<b>Total</b>		<b>2,205</b>	<b>4,195</b>	<b>5,860</b>	<b>6,000</b>	<b>6,000</b>	<b>24,260</b>	<b>6,000</b>

## Project Title: PV131 Res Neighborhood Reconst Projects

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	590	760	1,070	1,095	1,095	4,610
Construction Costs	1,530	3,274	4,565	4,674	4,674	18,717
General Overhead	85	161	225	231	231	933
Total	2,205	4,195	5,860	6,000	6,000	24,260

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding sources are planned for this program.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

## **Project Title: PV131 Res Neighborhood Reconst Projects**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Reconstruction of residential streets generally will support continued housing tenure and improved home values within concerned neighborhoods.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Improvements regarding utilities, pedestrian and bicycle facilities, and more will allow for increases in the quality of redevelopment proposals for affected neighborhoods.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

This program consists of various local street segments in residential areas, some of which are identified in the Bicycle Master Plan.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

None of the streets in this program are on transitways, transit routes, or high-volume pedestrian corridors. Because these local streets provide access to transit and pedestrian corridors, enhancing the existing sidewalks and providing ADA compliant curb ramps are an integral part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing bicycle accommodations, improved sidewalks and providing ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is generally constrained. Grades and encroachments typically limit use of the entire legal right-of-way. People using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

## **Project Title: PV131 Res Neighborhood Reconst Projects**

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at \$5,000 per mile per year. The current estimate is that approximately 3 miles of streets per year can be reconstructed with this program, and the estimated annual cost to maintain these 3 miles of streets is \$15,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

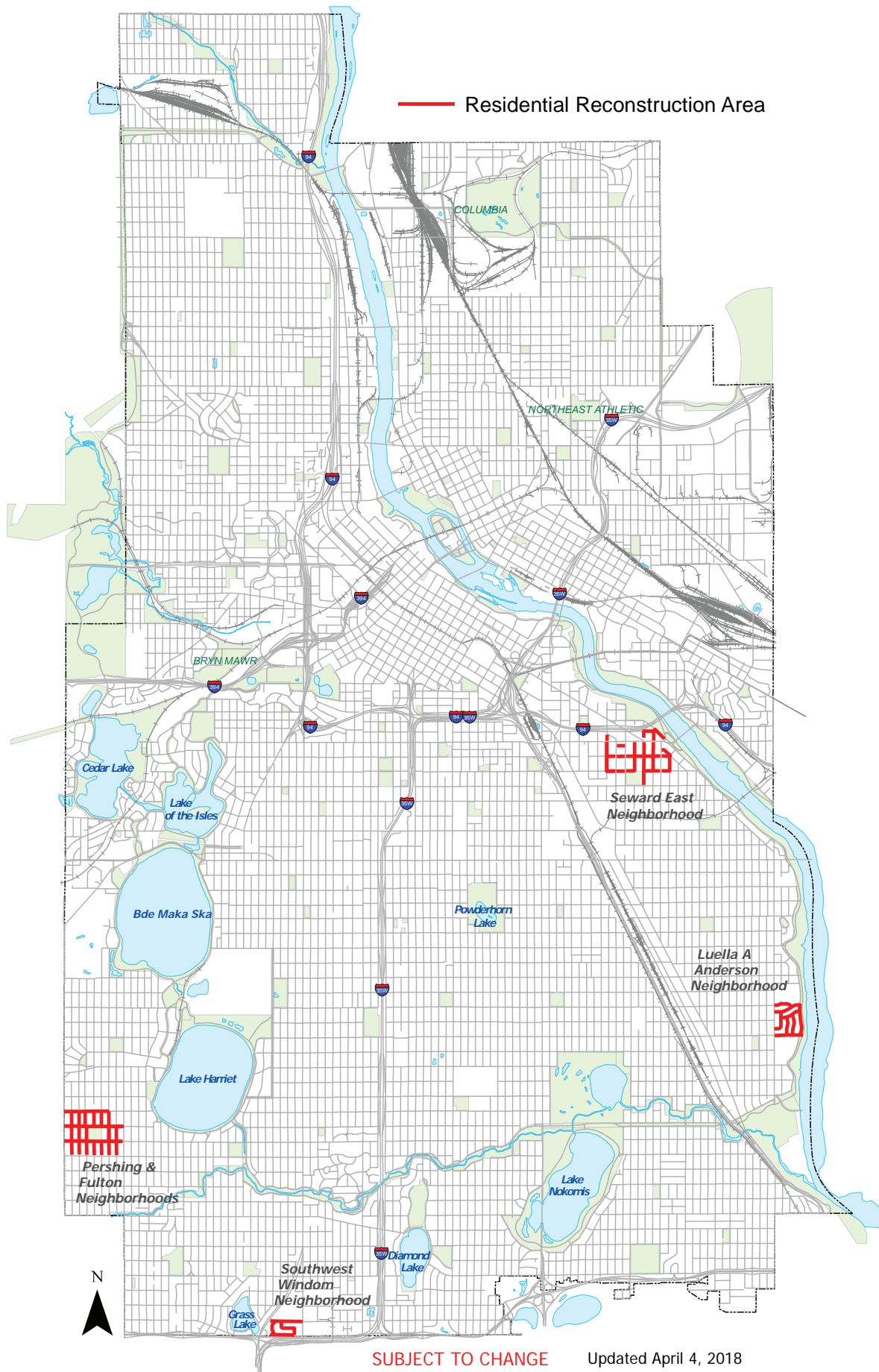
This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This is an ongoing pavement reconstruction program; funding allocations per year can be flexible and could result in more or less miles of pavement reconstruction as a result.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Reconstructing these residential/local streets corrects drainage issues, reduces annual maintenance expenditures, prevents the development of potholes, and improves the ride quality and the overall condition of these streets. This program prioritizes streets that are typically the oldest streets that are in the poorest condition, such that they are no longer candidates for resurfacing or rehabilitation.



## Project Title: PV135 North Loop Paving

**Project Location:** 5th Ave N to 10th Ave N and Washington Ave N to 5th St N  
**City Sector:** Downtown  
**Project Start Date:** 4/15/19  
**Submitting Department:** Public Works  
**Contact Person:** Adam Hayow  
**Level of Need:** Significant

**Affected Wards:** 3  
**Affected Neighborhood(s):** North Loop  
**Estimated Project Completion Date:** 4/19/20  
**Department Priority:** 28 of 57  
**Contact Phone Number:** (612) 673-2172

### Project Description:

The proposed project will reconstruct portions of 9th Ave N, 8th Ave N, 7th Ave N (Municipal State Aid (MSA) Route 452), 5th Ave N (MSA Route 353), and 3rd St N (MSA Route 216) adding up to approximately 0.98 miles of street within the North Loop neighborhood. The North Loop neighborhood is experiencing considerable redevelopment, particularly residential and commercial uses, in an area that was previously industrial in nature and does not include adequate non-motorized infrastructure. The streets that comprise the project currently serve many users. The following ranges represent the lowest and highest estimated user counts by mode:

- Approximately 590 – 700 pedestrians per day,
- Approximately 60 bicyclists per day, and
- Approximately 650 vehicles per day.

Currently, the segments of 9th Ave N, 8th Ave N, 7th Ave N, 5th Ave N, and 3rd St N contain two traffic lanes (one in each direction) with street parking allowed along the majority of the segments. Sidewalks currently line all project street segments. Also, the large majority of the project is located within the Warehouse Historic District and much of the existing street bed in the project area is composed of historic pavers. →

The proposed project is a full reconstruction of all project street segments involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. Project design will draw on the guidance provided in the Warehouse District Heritage Street Plan and recent updates to Access Minneapolis' which address the design of streets with historic pavers, and during construction the City will harvest existing historic pavers and will reinstall these along portions of 3rd St N, 8th Ave N, and 9th Ave N.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The pavers in these streets were originally installed in the early 1900s and have been patched throughout the following decades. While the paver sections cannot be rated using the City's typical Pavement Condition (PCI) rating system, the asphalt patched areas have PCI ratings of very poor on the City's PCI rating scale. This means these street segments have a pavement surface that is well beyond its expected useful life. This project provides an opportunity to incorporate design elements recommended in the Warehouse District Heritage Street Plan, including reinstalling historic pavers, installing ADA compliant curb ramps, adding street trees, and addressing sidewalk obstructions.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		1,505					1,505	
Special Assessments Bonds		1,650					1,650	
Stormwater Revenue		110					110	
Transfer from General Fund		5,445					5,445	
Transfer from Stormwater Fund		765					765	
<b>Total</b>		<b>9,475</b>					<b>9,475</b>	

## Project Title: PV135 North Loop Paving

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	1,980					1,980
Construction Costs	7,131					7,131
General Overhead	364					364
Total	9,475					9,475

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## **Project Title: PV135 North Loop Paving**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.

10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Improvement of streetscape conditions within the North Loop will add to the continuing revitalization of this neighborhood.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Demand for real estate in this area is sufficient such that poor road conditions wouldn't likely preclude an otherwise feasible project, but improved conditions can help raise the quality of development proposals that come through.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Warehouse District Heritage Street Plan, adopted by the Heritage Preservation Commission in 2011, calls for improvements such as concrete crosswalks, sidewalk width minimums of at least 5'-6", ADA compliant pedestrian ramps, and also the reinstallation of historic pavers on reconstructed streets is feasible.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The project is not on an existing or planned transitway, however the project is directly adjacent to Washington Avenue, a high-volume pedestrian corridor with many transit routes. Therefore this project will improve the experience for many pedestrians accessing businesses and residences just off the Washington Avenue corridor.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit utilization of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, people trying to park, and private companies trying to make deliveries will all be competing for space within the project area. There is potential to use innovative design options to safely allow deliveries but still enhance the pedestrian realm.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.98 miles, the estimated annual cost to maintain this roadway is \$9,800.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

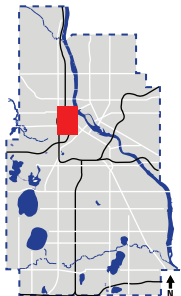
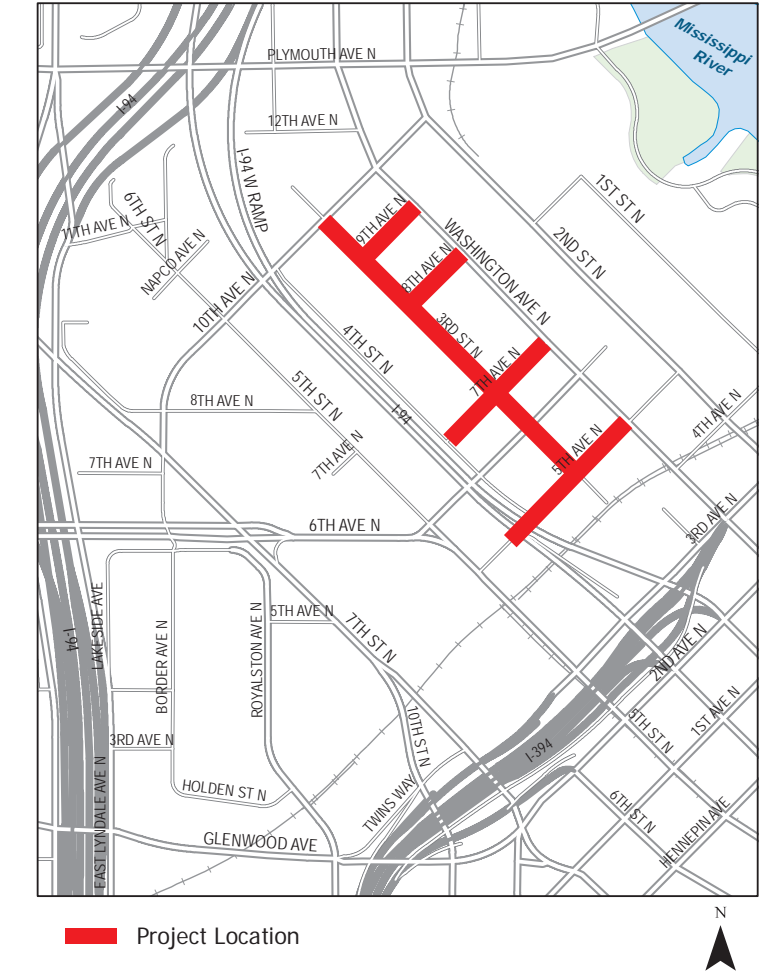
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The restoration of some streets with the use of historic pavers will enhance the character of the Warehouse Historic District and the North Loop neighborhood, while supporting the transitioning land uses in the neighborhood that connect to nearby transitways. This will help preserve property values and the city's tax base.



## Project Title: PV137 29th Ave NE (Central to Stinson)

**Project Location:** Central Ave NE to Stinson Blvd NE

**City Sector:** East

**Project Start Date:** 4/15/21

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Important

**Affected Wards:** 10

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/22

**Department Priority:** 42 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct approximately 1.0 miles of 29th Avenue Northeast (Municipal State Aid Route 242) between Central Avenue North and Stinson Boulevard. This corridor serves an estimated 400 people walking, 70 people biking, and between 2,800 and 4,000 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The area along the project corridor is residential and abutting properties are predominantly single family homes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1958 and is currently rated poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 29th Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid				1,077	2,627		3,704	
Net Debt Bonds				24			24	
Special Assessments Bonds				805			805	
Stormwater Revenue				115			115	
Transfer from General Fund				3,542			3,542	
Transfer from Stormwater Fund				500			500	
<b>Total</b>				<b>6,063</b>	<b>2,627</b>		<b>8,690</b>	

**Project Title: PV137 29th Ave NE (Central to Stinson)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			1,000	870		1,870
Construction Costs			4,830	1,656		6,486
General Overhead			233	101		334
Total			6,063	2,627		8,690

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

## **Project Title: PV137 29th Ave NE (Central to Stinson)**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required..

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Improvement of conditions on 29th Ave NE will support redevelopment efforts regarding Shoreham Yards.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

The City supports redevelopment of Shoreham Yards and has identified it as a target area for the City's Brownfields program. 29th Ave NE connects Shoreham Yards to I-35W, and so conditions on 29th Ave NE will be an important factor to the successful redevelopment of this site.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Audubon Neighborhood Association completed the 29th Avenue NE Streetscape Plan in 2007. The Audubon Park Neighborhood Small Area Plan, adopted by the City in 2008, expresses support for this streetscape plan. The streetscape plan calls for a number of pedestrian environment improvements around safety and greening, including the addition of boulevard trees and clearly visible crossings.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

The Minneapolis Bicycle Master Plan describes this corridor as a Bicycle Boulevard (Long Term Greenways) route.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

A portion of this corridor is served by Metro Transit Route 25, with intersecting service provided on Central Avenue and Johnson Street. The 29th Ave NE corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the actual right-of-way of 29th Avenue from Central Avenue to Stinson Boulevard is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is predominantly residential, with a middle

## **Project Title: PV137 29th Ave NE (Central to Stinson)**

school, a neighborhood park, and a neighborhood commercial node at Johnson Street.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is \$10,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

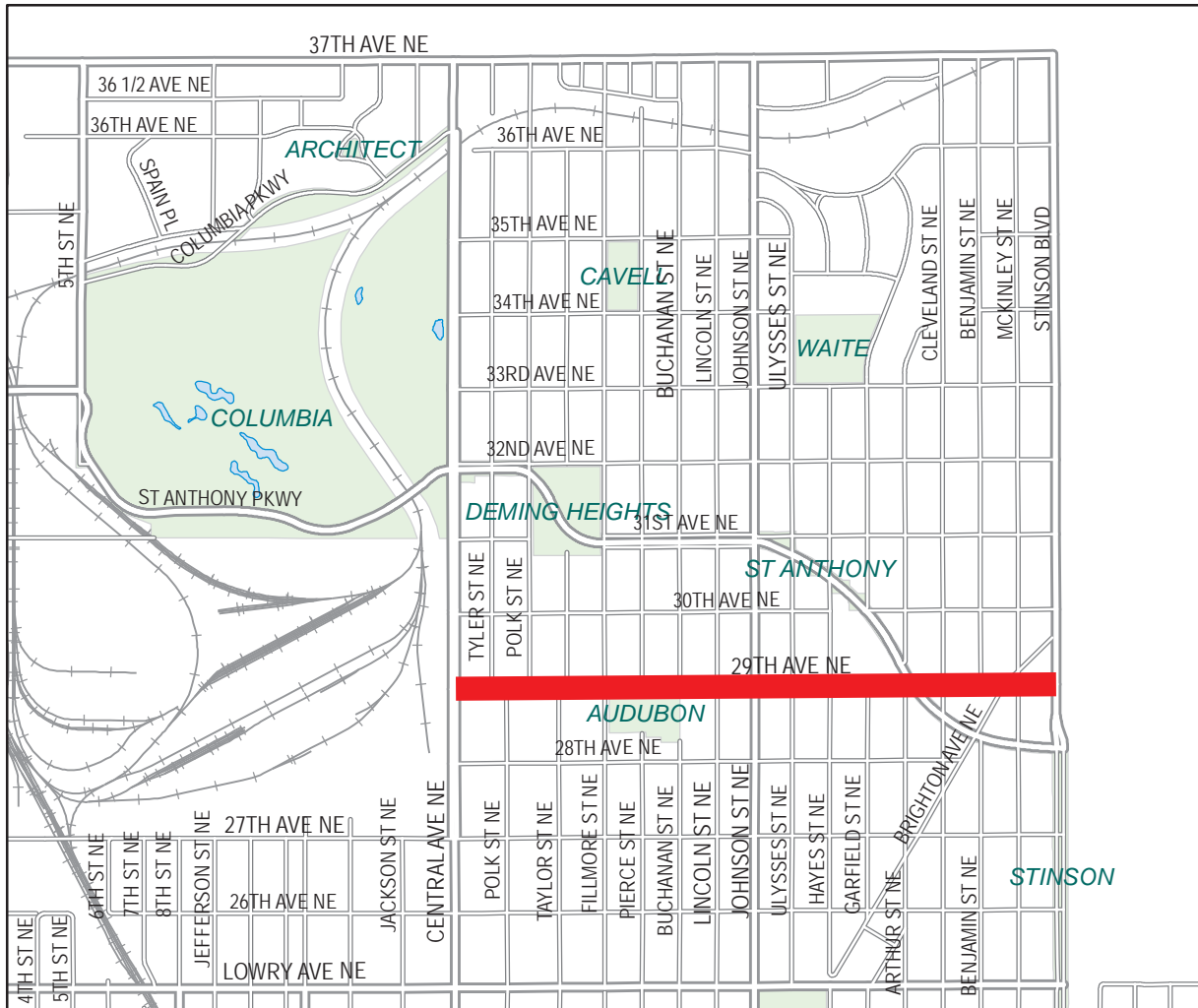
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

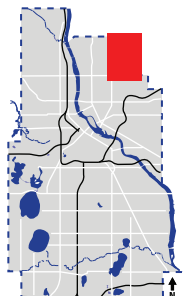
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Project Location



## Project Title: PV138 26th St E (Minnehaha Ave to 29th Ave S)

**Project Location:** Minnehaha Ave to 29th Ave S

**City Sector:** South

**Project Start Date:** 4/15/22

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Important

**Affected Wards:** 2

**Affected Neighborhood(s):** Seward

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 52 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct approximately 0.5 miles of 26th Street East (Municipal State Aid Route 191) between Minnehaha Avenue South and 29th Avenue South. This corridor accommodates an estimated 60 bicycles per day, 20 pedestrians per day, and approximately 7,500 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street from 26th Avenue South to 29th Avenue South, and sidewalk on the north side only from Minnehaha Avenue South to 26th Avenue South. The corridor includes parking allowed on both sides and two traffic lanes. The area along the project corridor abuts residential properties on the east half of the corridor and primarily industrial and commercial properties west of 27th Avenue South. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1970 and is currently rated poor in the City's Pavement Condition Index (PCI) rating scale. This segment of 26th Street East has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, and address sidewalk obstructions.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid					2,788		2,788	
Special Assessments Bonds					1,145		1,145	
Stormwater Revenue					40		40	
Transfer from Stormwater Fund					577		577	
<b>Total</b>					<b>4,550</b>		<b>4,550</b>	

**Project Title: PV138 26th St E (Minnehaha Ave to 29th Ave S)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				1,700		1,700
Construction Costs				2,675		2,675
General Overhead				175		175
Total				4,550		4,550

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding have been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation
- Equitable systems and policies lead to a high quality of life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design
- Iconic, inviting streets, spaces, and buildings create a sense of place
- All Minneapolis residents, visitors, and employees have a safe and healthy environment

A city that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

## **Project Title: PV138 26th St E (Minnehaha Ave to 29th Ave S)**

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.6 Support the development of multi-modal transportation networks.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

The repaving of this segment of 26th St E will support the significant truck traffic volume within this industrial area as discussed in the Seward Longfellow Greenway Area Plan.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City is collaborating with Hennepin County at all intersections of City and County streets within the project extent. The two agencies are collaboratively addressing signal upgrades and intersection design, which may include cost participation

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

### **Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, crosswalks, and ADA compliant ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way of 26th Street East from Minnehaha Avenue South to 29th Avenue South is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk west of 27th Avenue South is located either at the back of curb or less than 5 feet from the curb, where sidewalk exists. Sidewalk east of 27th Avenue is typically 9 feet from curb because the corridor narrows to 35 feet of street width. The corridor includes a residential neighborhood on the east end and businesses mixed with places of worship on the west end. Pedestrian modes may be competing with auto and freight modes, and improving pedestrian visibility especially around parked vehicles should be a priority.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimate annual cost to maintain this roadway is \$5,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

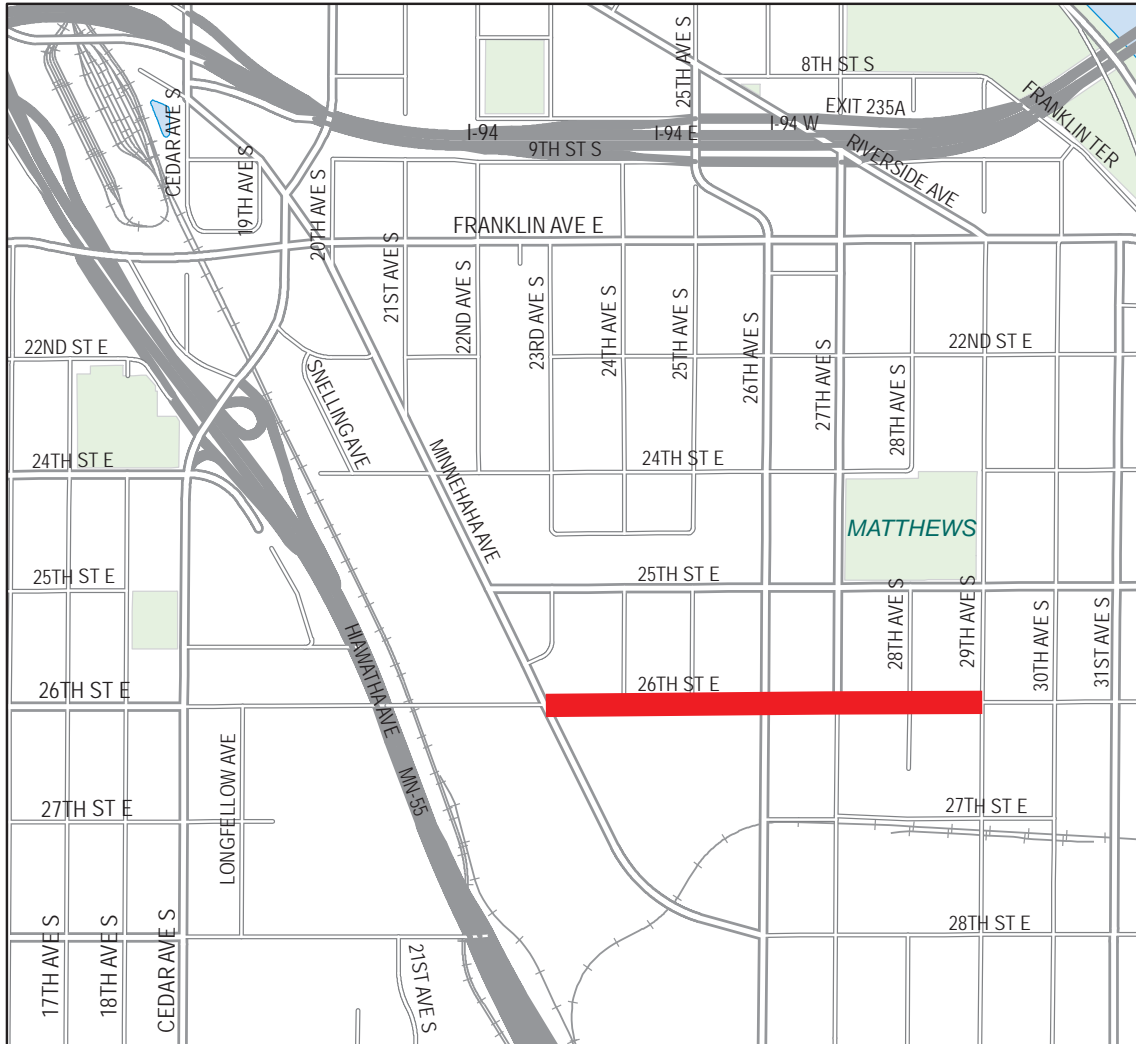
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

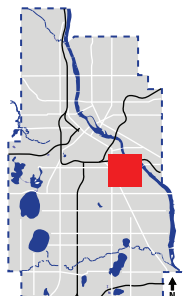
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Project Location



## Project Title: PV139 18th Ave NE (Johnson St NE to Stinson Blvd NE)

**Project Location:** Johnson St NE to Stinson Blvd NE

**City Sector:** East

**Project Start Date:** 4/15/20

**Submitting Department:** Public Works

**Contact Person:** Don Pflaum

**Level of Need:** Significant

**Affected Wards:** 1

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/20

**Department Priority:** 33 of 57

**Contact Phone Number:** (612) 673-2129

### Project Description:

The proposed project will reconstruct approximately 0.5 miles of 18th Avenue Northeast (Municipal State Aid Route 284) between Johnson Street Northeast and Stinson Boulevard. This corridor serves an estimated 340 people walking, 280 people biking, and 6,800 people driving per day. Currently, the existing corridor includes sidewalk on one side of the street, an off-street trail, two traffic lanes, and curbside parking on the north side. Some sections have sidewalk on both sides of the street. The area north of the project corridor is residential and abutting properties are a mix of single family and multi-family homes. A Post Office and The Quarry shopping center are located on the south side of the corridor. This will be a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1969 and its rating ranges from poor to fair in the City's Pavement Condition Index (PCI) rating scale as measured in 2017. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2020 PCI estimate ranges from 17 - 41. This segment of 18th Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, maintain boulevards with trees, address sidewalk obstructions and gaps, and improve access to an existing bicycle facility.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid		817	992				1,809	
Net Debt Bonds		280					280	
Special Assessments Bonds			1,045				1,045	
Stormwater Revenue			40				40	
Transfer from General Fund			1,831				1,831	
<b>Total</b>		<b>1,097</b>	<b>3,908</b>				<b>5,005</b>	

**Project Title: PV139 18th Ave NE (Johnson St NE to Stinson Blvd NE)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	400	1,025				1,425
Construction Costs	655	2,733				3,388
General Overhead	42	150				192
Total	1,097	3,908				5,005

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

**Project Title: PV139 18th Ave NE (Johnson St NE to Stinson Blvd NE)**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

The Minneapolis Bicycle Master Plan describes this corridor as a Bicycle Trail, and will add a direct connection to an existing off street facility.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This corridor is served by Metro Transit Route 30, with intersecting service provided on Johnson Street and Stinson Boulevard.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way of 18th Avenue from Johnson St NE to Stinson Boulevard is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is \$5,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

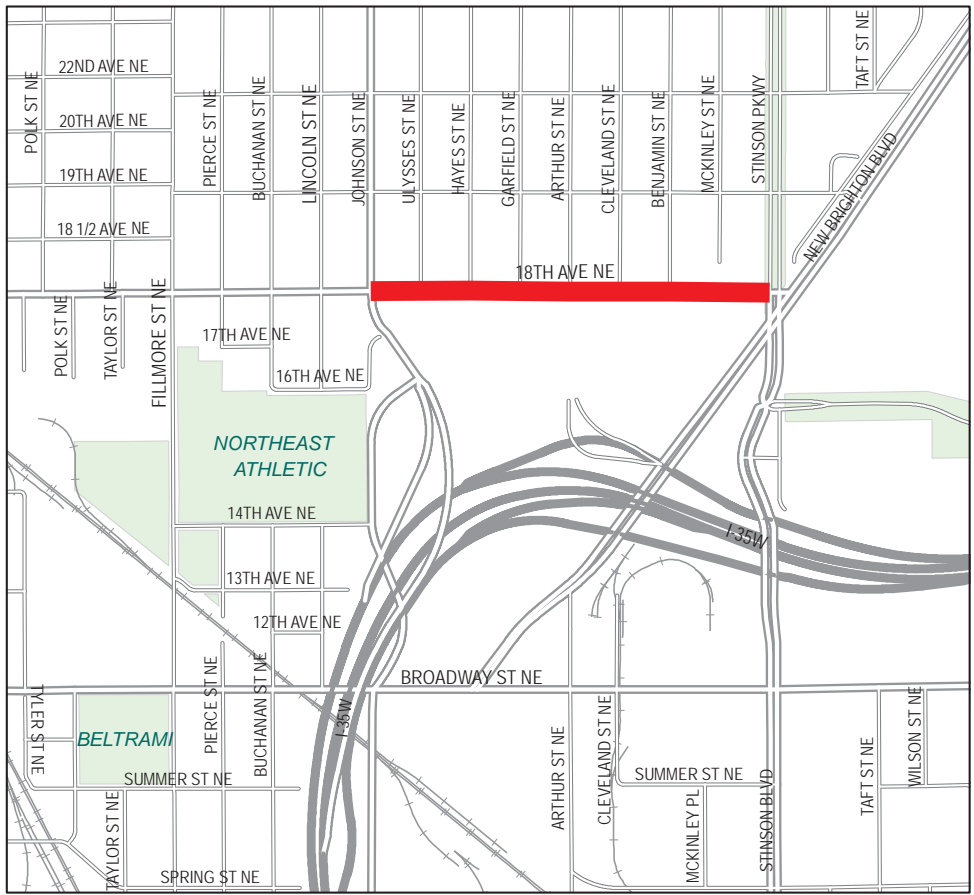
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

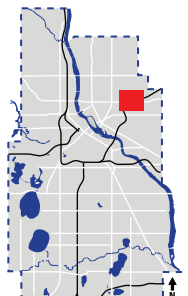
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



■ Project Location



## Project Title: PV140 13th Ave NE (Sibley St NE to Monroe St NE)

**Project Location:** Sibley St NE to Monroe St NE

**City Sector:** East

**Project Start Date:** 4/15/22

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Significant

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 55 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct approximately 0.9 miles of 13th Avenue NE (Municipal State Aid Route 374) between Sibley St. NE and Monroe St. NE in the Sheridan and Logan Park neighborhoods. The corridor is lined by commercial uses on the west end of the corridor, and then transitions to mainly single family housing as it moves to the east. The corridor serves approximately 400 people walking, 250 people biking, and between 1,900 and 2,700 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes (one in each direction), and two parking lanes. The proposed project is a full reconstruction involving the entire right-of-way and will include new sidewalks, with consideration of bicycle accommodations, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built between 1965 and 1973 and the large majority of the project area is currently rated poor in the City's Pavement Condition Index (PCI) rating scale as measured in 2017. This segment of 13th Avenue NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and evaluate the implementation of a bicycle facility. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid					2,280		2,280	
Special Assessments Bonds					1,585		1,585	
Stormwater Revenue					165		165	
Transfer from General Fund					3,210		3,210	
Transfer from Stormwater Fund					500		500	
<b>Total</b>					<b>7,740</b>		<b>7,740</b>	

**Project Title: PV140 13th Ave NE (Sibley St NE to Monroe St NE)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				1,570		1,570
Construction Costs				5,872		5,872
General Overhead				298		298
Total				7,740		7,740

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## **Project Title: PV140 13th Ave NE (Sibley St NE to Monroe St NE)**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City is collaborating with Hennepin County at all intersections of City and County streets within the project extent. The two agencies are collaboratively addressing signal upgrades and intersection design, which may include cost participation.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, 13th Ave. NE is designated as a signed bicycle route in the Bicycle Master Plan.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing bicycle accommodations, improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

## **Project Title: PV140 13th Ave NE (Sibley St NE to Monroe St NE)**

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit utilization of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.90 miles, the estimated annual cost to maintain this roadway is \$9,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

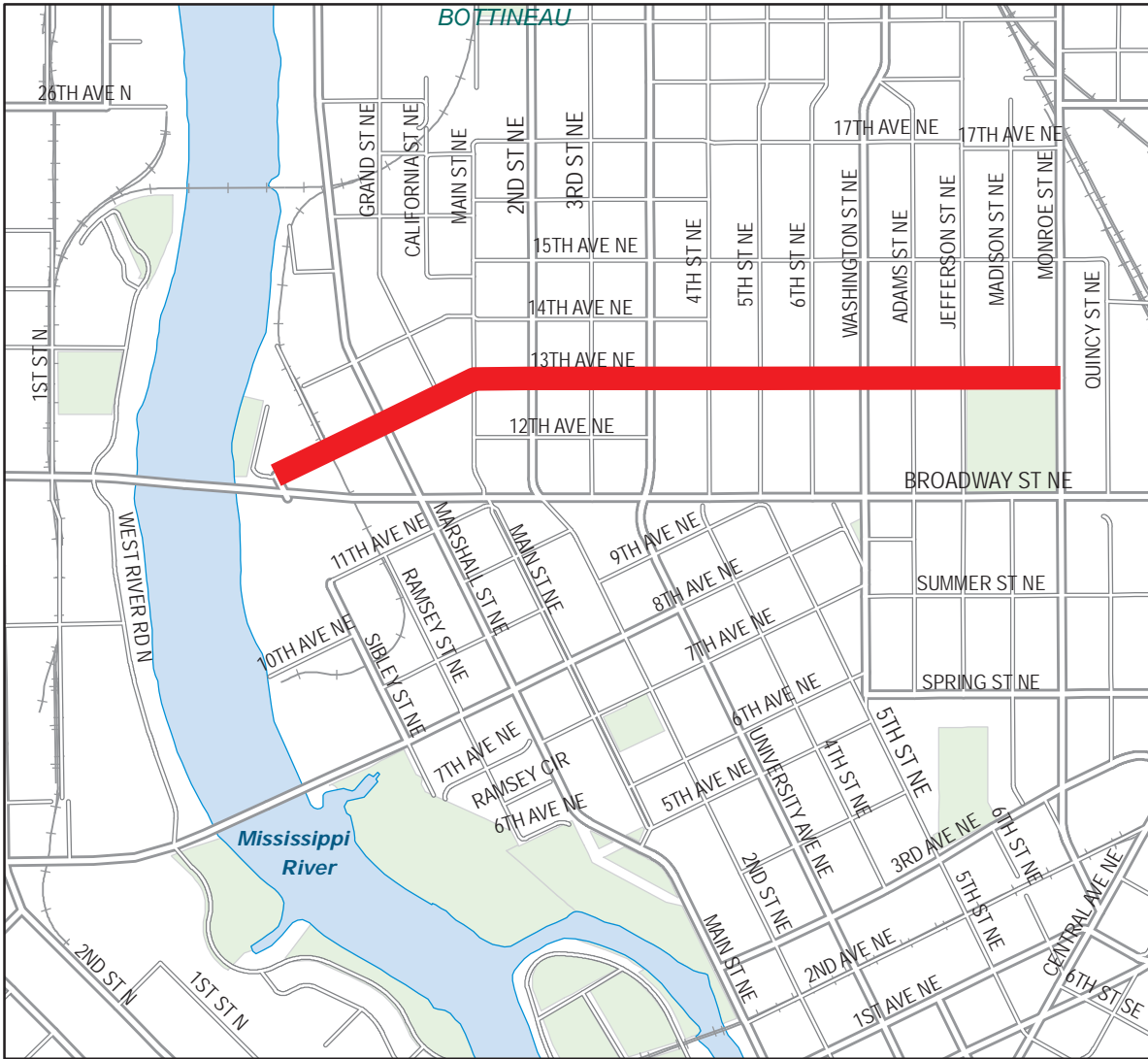
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

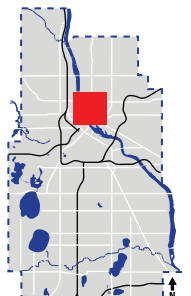
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Project Location



## Project Title: PV141 Grand Ave S (Lake St W to 48th St W)

**Project Location:** Lake St W to 48th St W

**City Sector:** Southwest

**Project Start Date:** 4/15/21

**Submitting Department:** Public Works

**Contact Person:** Jasna Hadzic-Stanek

**Level of Need:** Significant

**Affected Wards:** 8

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/22

**Department Priority:** 36 of 57

**Contact Phone Number:** (612) 673-3278

### Project Description:

The proposed project will reconstruct approximately 2.24 miles of Grand Ave S (Municipal State Aid Route 176, from W Lake St to 46th St W) between W Lake St and 48th St W. This corridor serves an estimated 330 people walking, 80 people biking, and between 1,100 and 2,100 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The area along the project corridor includes a range of residential densities (many multi-family properties in the north half and single family properties in the south half) with commercial properties at many intersections, including commercial node at 38th St W and lower density commercial zones at 46th St W, and 48th St W. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built between 1953 and 1958 and is rated fair or better in the City's Pavement Condition Index (PCI) rating scale as measured in 2017. These segments of Grand Ave S have a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid			75	7,653			7,728	
Net Debt Bonds				1,984			1,984	
Special Assessments Bonds				1,980			1,980	
Stormwater Revenue				490			490	
Transfer from General Fund			291	1,685			1,976	
Transfer from Special Revenue Funds			346				346	
Transfer from Stormwater Fund				561			561	
<b>Total</b>			<b>712</b>	<b>14,353</b>			<b>15,065</b>	

**Project Title: PV141 Grand Ave S (Lake St W to 48th St W)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		685	2,455			3,140
Construction Costs			11,346			11,346
General Overhead		27	552			579
Total		712	14,353			15,065

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

## **Project Title: PV141 Grand Ave S (Lake St W to 48th St W)**

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

6.2.6 Support the development of multi-modal transportation networks.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Hennepin County, Metro Transit and the Minneapolis Park and Recreation Board (MPRB). City staff will coordinate with Metro Transit on any proposed stop or route changes that impact the corridor as well as any future enhancements such as transit shelters, etc. City staff will also work closely with the MPRB to determine if tree removal needs to occur along the corridor, as well as to determine new locations for street trees within the existing/future boulevard areas.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, the corridor is well-served by transit. Metro Transit routes 18G, 113, 115 and 135 run along this corridor, with intersecting service provided on numerous streets including W Lake St, 38th St W, and 46th St W. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project and will improve access and connectivity to transit.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide**

## **Project Title: PV141 Grand Ave S (Lake St W to 48th St W)**

details.

Yes, providing improved sidewalks, crosswalks and providing ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the corridor is well-served by transit. Metro Transit routes 18G, 113, 115 and 135 run along this corridor, with intersecting service provided on numerous streets including W Lake St, 38th St W, and 46th St W. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project and will improve access and connectivity to transit.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 2.24 miles, the estimated annual cost to maintain this roadway is \$22,400.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

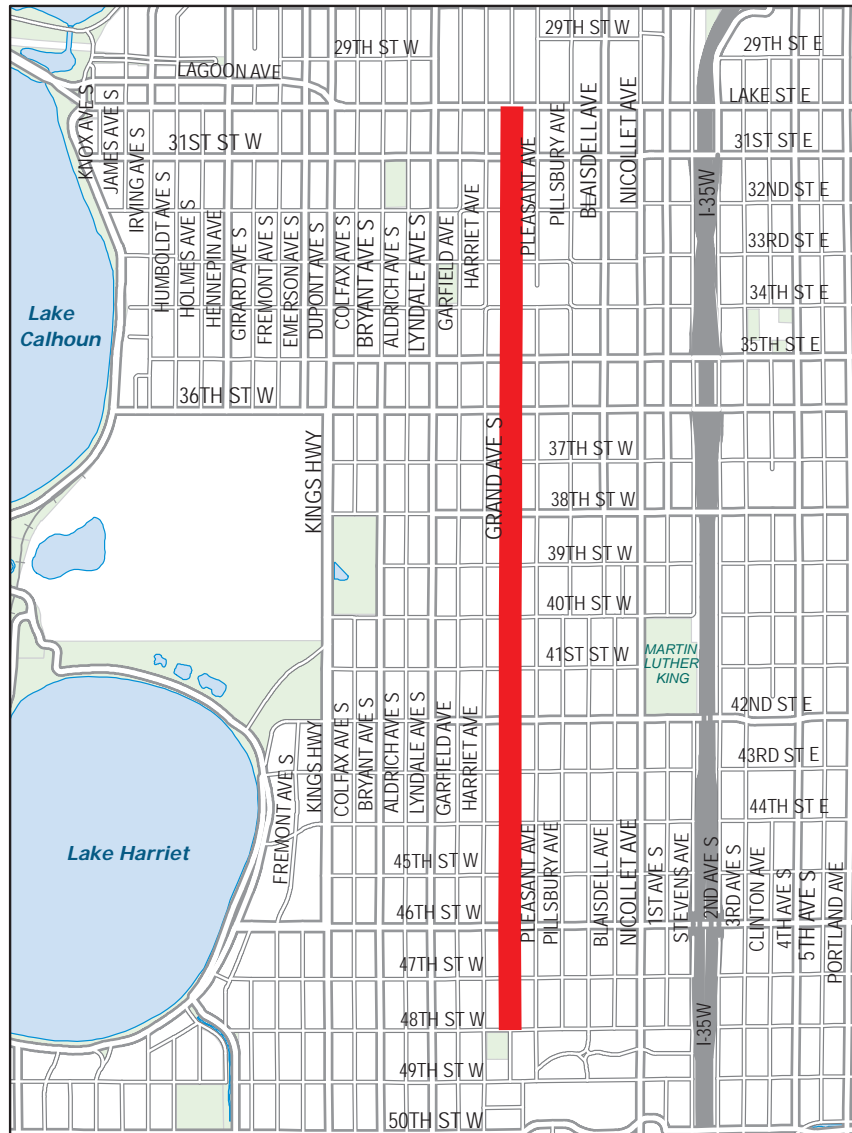
This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

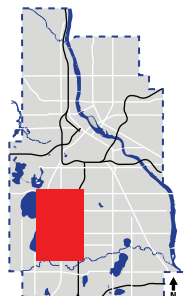
This project is anticipated to be a two year construction project due to the length and complexity. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



Project Location



## Project Title: PV142 Downtown East Paving

**Project Location:** Washington Ave to 3rd St S and 10th to 12th Ave's S

**City Sector:** Downtown

**Project Start Date:** 4/15/21

**Submitting Department:** Public Works

**Contact Person:** Paul Miller

**Level of Need:** Important

**Affected Wards:** 3

**Affected Neighborhood(s):** Downtown East

**Estimated Project Completion Date:** 11/15/22

**Department Priority:** 43 of 57

**Contact Phone Number:** (612) 673-3603

### Project Description:

The proposed project will reconstruct approximately 0.3 miles of multiple streets in downtown east as shown in the accompanying map. Data is not available to accurately estimate daily vehicle traffic; however, turning movement counts indicate that fewer than 100 vehicles enter or exit the project area during the morning and afternoon peak hours. The number of pedestrians and bicyclists is unknown as there are no available counts within the project segment. Sidewalks are currently present on both sides of the street throughout the majority of the project segment. However, there are significant sidewalk gaps along portions of the project area. The typical existing section along the corridor includes two travel lanes, and two parking lanes. The area along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will drastically change the surrounding land uses and density. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, with an evaluation of potential non-motorized connections to the adjacent Hiawatha LRT Trail.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The segment of 3rd St S in the project was built in 1918 and is currently rated poor in the City's Pavement Condition Index (PCI) rating scale as measured in 2009. The segment of 12th Ave S in the project was built in 1950 and is currently rated poor in the City's Pavement Condition Index (PCI) rating as measured in 2010. The segment of 10th Ave S in the project was originally constructed with brick pavers in the early 1900's and has been patched throughout the following decades. While the paver sections cannot be rated using the City's typical Pavement Condition (PCI) rating system, the asphalt patched areas have been rated as very poor on the City's PCI rating scale. Curb and gutter is typically non-existent or in very poor condition on the west side of the street along this stretch of the project. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2021 PCI estimate for 3rd St S and 12th Ave S within the project limits range from 0 – 9 PCI.

The streets within the project have a pavement surface that is beyond its expected useful life. This reconstruction project provides an opportunity to incorporate ADA compliant pedestrian ramps, address sidewalk obstructions and sidewalk gaps, and add furnishing zone or boulevard space with street trees. The project's design will draw on the guidance provided in the recent updates to Access Minneapolis' which address the design of streets with historic pavers.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid				2,155			2,155	
Special Assessments Bonds				595			595	
Stormwater Revenue				55			55	
Transfer from General Fund				370			370	
<b>Total</b>				<b>3,175</b>			<b>3,175</b>	

## Project Title: PV142 Downtown East Paving

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			785			785
Construction Costs			2,268			2,268
General Overhead			122			122
Total			3,175			3,175

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

## **Project Title: PV142 Downtown East Paving**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Improvement of streetscape conditions within this portion of Downtown East will supplement the momentum from a number of recent major development projects to continue transformation of the area.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

In consideration of its relatively low intensity utilization of land, the right block enclosed by this project in particular will likely be a target for redevelopment in the future. Improvement of pedestrian facilities, specifically the closing of gaps in the sidewalk, will be an important factor for any proposals that may come through in the future.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Downtown East/North Loop Master Plan emphasizes the importance of sidewalks that have "consistent materials, a uniform width, and a uniform arrangement of street elements."

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No, but Public Works will evaluate a potential non-motorized connection to the adjacent Hiawatha LRT Trail.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

There are no existing or planned transitways within the project limits. Washington Ave S is an adjacent corridor that is served by Route 7 and Route 22. Addressing sidewalk obstructions, sidewalk gaps, and providing ADA compliant curb ramps will improve access and connectivity to transit.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing pedestrian accommodations including improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the three streets in the project each have an 80 foot right of way. There are some visible encroachments into the right of way including portions of 10th Ave S that are being utilized for private parking. Also, people using many modes of travel, including pedestrians, drivers, and people trying to park will all be competing for space within the project area.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .3 miles, the estimated annual cost to maintain this roadway is \$3,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

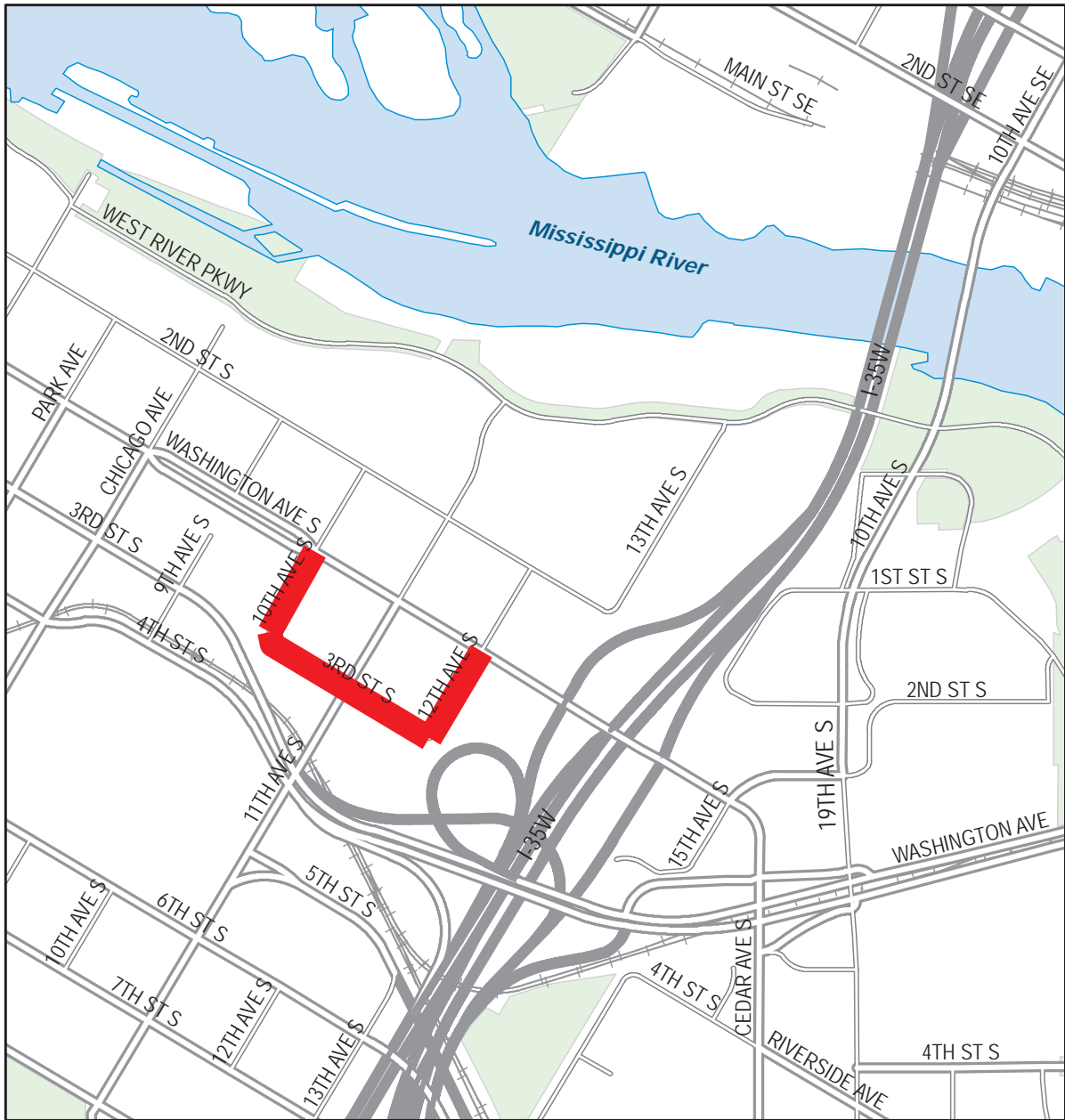
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

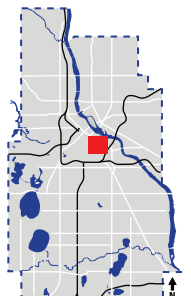
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The restoration of these streets within the Downtown East neighborhood will continue to support the transitioning land uses in the neighborhood that connect to nearby transitways, parks, and popular destinations.



 Project Location



## Project Title: PV143 North Industrial

**Project Location:** Various locations 10th Ave N to 29th Ave N and I-94 to Mississippi River

**City Sector:** North

**Project Start Date:** 4/15/22

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Important

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 47 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct 9 street segments totaling approximately 0.8 miles in the Near-North, North Loop, and Hawthorne neighborhoods. Some of the existing street segments have sidewalk on one or both sides of the street, while other segments have no sidewalk. Each segment has two vehicle lanes, one in each direction, and most segments allow for on-street parking. The City has no pedestrian, bicycle, or vehicle counts for these street segments, however a moderate amount of all modal traffic types can be assumed. The project area street segments entirely abut industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1972 and as long ago as 1905, with several segments having unknown years of construction. Most of the segments are in very poor or poor condition according to the City's Pavement Condition Index (PCI) rating scale as measured in 2017. Nearly all segments have a pavement surface that is beyond its expected useful life, and poor to non-existent curb and gutter. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, address sidewalk obstructions, and build street segments with curb and gutter.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds			0		218		218	
Special Assessments Bonds			0		1,495		1,495	
Stormwater Revenue					30		30	
Transfer from General Fund					3,427		3,427	
Transfer from Stormwater Fund			0		500		500	
<b>Total</b>			<b>0</b>		<b>5,670</b>		<b>5,670</b>	

## Project Title: PV143 North Industrial

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				2,030		2,030
Construction Costs				3,422		3,422
General Overhead				218		218
Total				5,670		5,670

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding have been secured at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation
- Equitable systems and policies lead to a high quality of life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design
- Iconic, inviting streets, spaces, and buildings create a sense of place
- All Minneapolis residents, visitors, and employees have a safe and healthy environment

A city that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

## **Project Title: PV143 North Industrial**

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.6 Support the development of multi-modal transportation networks.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, crosswalks, and ADA compliant ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,**

## **Project Title: PV143 North Industrial**

### **is there potential for innovative design options? Provide details**

Yes, the typical right-of-way widths for these street segments are 60 to 66 feet wide, with one street segment having only 33 feet of right-of-way. Grades and encroachments typically limit use of the entire legal right-of-way. Where sidewalks exist, they either abut the curb or are less than 5 feet from the curb. Because the project area is an industrial area, pedestrian modes may be competing with auto and freight modes. Accommodating space for pedestrians and freight should be a priority.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

### **Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.8 miles, the estimate annual cost to maintain this roadway is \$8,000.

### **If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

### **For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one enhance the character of the area which helps preserve property values and the city's tax base.



## Project Title: PV146 9th St SE (6th Ave SE to 9th Ave SE)

**Project Location:** 6th Ave SE to 9th Ave SE

**City Sector:** East

**Project Start Date:** 4/15/22

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Important

**Affected Wards:** 3

**Affected Neighborhood(s):** Marcy-Holmes

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 51 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct approximately 0.25 miles of 9th St SE between 6th Ave SE and 9th Ave SE. This segment of 9th St SE is a low volume roadway and there are no existing traffic counts. Currently, the existing corridor includes two traffic lanes and two parking lanes. There are sidewalks directly behind the curb on both sides of the street on the western segment of this corridor. There are no sidewalks on the eastern section of this corridor. There are no boulevards along the entire corridor. The area along the project corridor is a mixture of commercial and industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, and possibly boulevards with trees. The project will also include new signage and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1959 and was rated in the City's Pavement Condition Index (PCI) rating scale as measured in 2010. Ninth St SE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Special Assessments Bonds					970		970	
Stormwater Revenue					60		60	
Transfer from General Fund					1,190		1,190	
<b>Total</b>					<b>2,220</b>		<b>2,220</b>	

**Project Title: PV146 9th St SE (6th Ave SE to 9th Ave SE)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				652		652
Construction Costs				1,483		1,483
General Overhead				85		85
Total				2,220		2,220

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding have been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

Public Services and Facilities Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

**Project Title: PV146 9th St SE (6th Ave SE to 9th Ave SE)**

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Without the support of improvements to the streetscape it is possible that continued reuse & redevelopment of the 9th St SE Industrial character area could stagnate or slow. The area has some uses that might invite pedestrian activity from new residential development and the surrounding neighborhood, but a more approachable pedestrian environment would better guarantee continued activity to support further growth.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Relevant to the repaving of 9th St SE, The Marcy-Holmes Neighborhood Master Plan recommends planning "for pedestrian and bicycle safety" and improving "the bicycle and pedestrian environment on the Stone Arch Bike Boulevard" (the intersection of 9th St SE and 6th Ave SE).

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, sidewalks will be improved and new sidewalks added where there are gaps along the corridor as well as ADA compliant curb ramps.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, 9th St SE has a right-of-way of that is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. There are currently no boulevards along the corridor with the sidewalks directly behind the curb. The area along the project corridor is a mixture of commercial and industrial uses.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .22 miles, the estimated annual cost to maintain this roadway is \$2,500.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

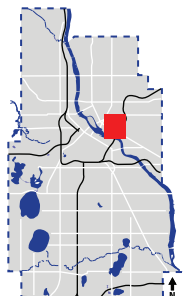
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The restoration of these streets within the Marcy Holmes neighborhood will continue to support the transitioning land uses in the neighborhood that connect to nearby destinations, such as the commercial and retail district along E Hennepin Ave and the University of Minnesota.



 Project Location



## Project Title: PV147 Girard Ave S (Lake St to Lagoon Ave)

**Project Location:** Lake St W to Lagoon Ave

**City Sector:** Southwest

**Project Start Date:** 4/15/20

**Submitting Department:** Public Works

**Contact Person:** Paul Miller

**Level of Need:** Important

**Affected Wards:** 10

**Affected Neighborhood(s):** Lowry Hill East

**Estimated Project Completion Date:** 11/15/20

**Department Priority:** 34 of 57

**Contact Phone Number:** (612) 673-3603

### Project Description:

The proposed project will reconstruct approximately .06 miles (approximately 320 feet) of Girard Ave S between W Lake Street and Lagoon Ave. While no measurements are available specifically on Girard Ave S, given the location of the corridor within the Uptown Activity Center, pedestrian and bicycle volumes are all expected to be very high based on the need to access businesses and residences in close proximity to the corridor. Currently, the existing corridor includes sidewalk on both sides of the street and two traffic lanes. The area along the short project corridor consists of commercial uses and higher density residential uses within a mixed-use building as well as a surface parking lot. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1930 and is rated in poor condition according to the City's Pavement Condition Index (PCI) rating scale as measured in 2017. This segment of Girard Ave S has a pavement surface that is beyond its expected useful life, such that the underlying abandoned rail tracks are exposed. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions, with an evaluation of how this section of Girard Ave aligns with the long-term vision for the Girard Meander.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Special Assessments Bonds			65				65	
Transfer from General Fund			1,230				1,230	
<b>Total</b>			<b>1,295</b>				<b>1,295</b>	

**Project Title: PV147 Girard Ave S (Lake St to Lagoon Ave)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		225				225
Construction Costs		1,020				1,020
General Overhead		50				50
Total		1,295				1,295

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

## **Project Title: PV147 Girard Ave S (Lake St to Lagoon Ave)**

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

6.2.6 Support the development of multi-modal transportation networks.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Public Works will evaluate how this section of Girard Ave aligns with the Uptown Small Area Plan's long-term vision for the Girard Meander. The Plan recommends developing a strong pedestrian link between the north side of the Midtown Greenway and Calhoun Square along Girard Avenue. Such a connection could be redesigned to emphasize a pedestrian spine between the Greenway, Mozaic and Calhoun Square.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City is collaborating with Hennepin County at all intersections of City and County streets within the project extent. The two agencies are collaboratively addressing signal upgrades and intersection design, which may include cost participation

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, crosswalks and providing ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the actual right-of-way of Girard Ave S from W Lake Street to Lagoon Ave is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalks on both sides of Girard are at the back of curb, however, recent upgrades to the sidewalk (including boulevard planters) have been implemented as part of a redevelopment on the east side. Pedestrian style lighting is incorporated on both sides of the street as are intermittent tree plantings. The area along the project corridor is commercial in nature, although a mix of uses exists.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .06 miles, the estimated annual cost to maintain this roadway is \$600.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

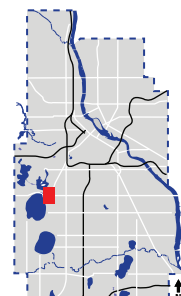
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The project will improve upon a strong pedestrian link between the north side of the Midtown Greenway and Calhoun Square along Girard Avenue. Such a connection could be redesigned to emphasize a pedestrian spine between the Greenway and a number of recently redeveloped properties that have increased the amount of non-motorized users in the project area.



 Project Location



## Project Title: PV150 1st Ave N (10th St N to Wash Ave)

**Project Location:** Washington Ave N to 10th St N  
**City Sector:** Downtown  
**Project Start Date:** 4/15/23  
**Submitting Department:** Public Works  
**Contact Person:** Simon Blenski  
**Level of Need:** Important

**Affected Wards:** Various  
**Affected Neighborhood(s):** Downtown West  
**Estimated Project Completion Date:** 11/15/24  
**Department Priority:** 57 of 57  
**Contact Phone Number:** (612) 673-5012

### Project Description:

The proposed project will renovate approximately 0.6 miles of 1st Avenue N in downtown Minneapolis by widening sidewalks where practical and improving the overall streetscape for pedestrians. The existing corridor includes two travel lanes, two bicycle lanes, two parking lanes, and sidewalks on both sides of the street. The project is located in the core of downtown and is lined by businesses, restaurants, and nightlife venues. Currently the corridor serves approximately 3,000 pedestrians, 400 bicyclists, and 13,000 vehicles per day. The proposed project involves the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, curb and gutter, and utility improvements as needed. The project will also include signal improvements, new signage, and new pavement markings as needed.

### Purpose and Justification:

This project is intended to widen sidewalks and improve the right-of-way for pedestrians. An improved pedestrian zone will support the large number of downtown attractions along 1st Avenue N. However, the pavement condition along the project extent is generally rated fair or better using the City's Pavement Condition Index (PCI) rating scale measured in 2017. Therefore, this project proposes to leave the majority of street pavement in place, but pull curb lines out to create more room in the pedestrian zone.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid						3,063	3,063	
Net Debt Bonds						4,787	4,787	
Special Assessments Bonds						1,180	1,180	
Stormwater Revenue						290	290	
Transfer from General Fund						2,605	2,605	
Transfer from Stormwater Fund						500	500	
<b>Total</b>						<b>12,425</b>	<b>12,425</b>	

**Project Title: PV150 1st Ave N (10th St N to Wash Ave)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management					2,500	2,500
Construction Costs					9,447	9,447
General Overhead					478	478
Total					12,425	12,425

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## **Project Title: PV150 1st Ave N (10th St N to Wash Ave)**

**Public Services and Facilities:** Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

**Policy 5.4:** Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Urban Design:** Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

**Policy 10.9:** Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Supports substantial tax base growth

### **Describe the economic development impact of the project:**

Renovation of the segment of 1st Avenue North stretching from Washington to 10th Street, including enhancement of pedestrian space through the moving out of curb lines and other improvements, could have significant economic development implications. The corridor, part of the North Loop that has experienced unprecedented revitalization in recent years, already features a high level of activity that would only further increase in consideration of the proposed improvements.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

This segment of 1st Avenue features a number of surface parking lots that could likely become prime targets for redevelopment in coming years.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

A large portion of the identified project falls within the Boundary of the Warehouse District Activity Center. The North Loop Small Area Plan also identifies 1st Avenue North as a Primary Pedestrian Corridor. This reconstruction project and pedestrian improvements involved in it support both of these designations.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

The project area is designated as a bicycle route, but is listed as "to be determined" based on further evaluation of parallel bikeways in downtown. The 2020 reconstruction of Hennepin Avenue in downtown (PV118) will include a street design with a protected bikeway, which will provide a comfortable north-south bikeway connection one block east of 1st Avenue N. The role of a bikeway on 1st Avenue N will need to be considered as it relates to Hennepin Avenue and other needs along the corridor.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, the project area is a high-volume pedestrian corridor. The corridor is a designated pedestrian street lighting corridor and serves over 3,000 pedestrians an average weekday, with many more thousands on days with events. The project will provide a wider pedestrian space to support walking and enhance the streetscape in the corridor.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit use of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area. There is opportunity to use innovative design in this corridor to support walking and improve the streetscape.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2023

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.6 miles, the estimated annual cost to maintain this roadway is \$6,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

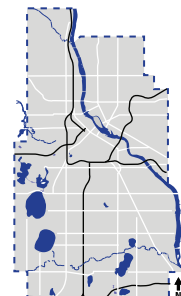
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Project Location





# Minneapolis Capital Budget Request

## Project Title: PV152 Plymouth Ave (Washburn Ave N to Penn Ave N)

**Project Location:** Penn Ave N to Washburn Ave N

**City Sector:** North

**Project Start Date:** 4/15/21

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Important

**Affected Wards:** 5

**Affected Neighborhood(s):** Willard-Hay

**Estimated Project Completion Date:** 11/15/21

**Department Priority:** 40 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct approximately 0.5 miles of Plymouth Avenue North (Municipal State Aid Route 197) between Washburn Avenue North and Penn Avenue North. This corridor serves an estimated 220 people walking, 140 people biking, and 4,700 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, bicycle lanes, two traffic lanes, a center turn lane and two parking lanes. The area along the project corridor is residential and abutting properties are predominantly single family homes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The large majority of the street segments are currently rated poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Plymouth Avenue North has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the existing bicycle facility.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid				0	835		835	
Special Assessments Bonds				360			360	
Stormwater Revenue				120			120	
Transfer from General Fund				3,645			3,645	
Transfer from Stormwater Fund				500			500	
<b>Total</b>				<b>4,625</b>	<b>835</b>		<b>5,460</b>	

**Project Title: PV152 Plymouth Ave (Washburn Ave N to Penn Ave N)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			1,100	327		1,427
Construction Costs			3,347	476		3,823
General Overhead			178	32		210
Total			4,625	835		5,460

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

## **Project Title: PV152 Plymouth Ave (Washburn Ave N to Penn Ave N)**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, the Minneapolis Bicycle Master Plan describes this corridor as a Bicycle Lane route. The City will look to extend the existing protected bikeway to Theodore Wirth Park, C-Line BRT station at Penn Ave, and the planned Blue Line LRT station.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, this corridor is served by Metro Transit Routes 7 and 32, with intersecting service provided on Penn Avenue North. Metro Transit's future Bus Rapid Transit (BRT) C Line will be constructed in 2018 and run along Penn Avenue North, with passenger service beginning in 2019. In addition, the Plymouth Avenue/ Wirth Park Station along the Blue Line Extension Light Rail Transit (LRT) Line is anticipated to be constructed beginning in 2019. This station is located just west of the intersection of Plymouth Avenue North and Xerxes Ave North in Golden Valley. The Plymouth Avenue North corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the actual right-of-way of Plymouth Avenue North between Xerxes Avenue North and Penn Avenue North is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The area along the project corridor is predominantly residential, with a neighborhood park, and a neighborhood commercial node at Penn Avenue North.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is \$5,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

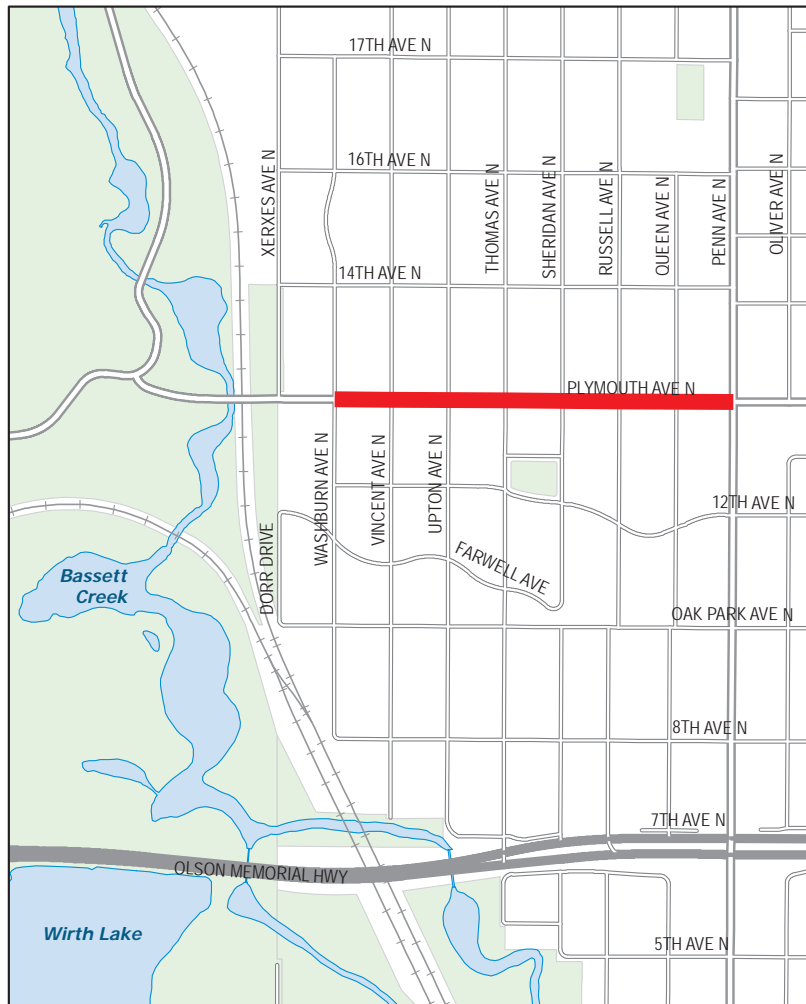
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

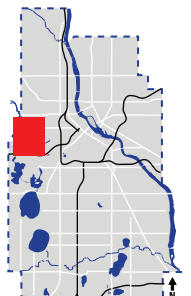
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.


**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



Project Location



	<p><b>Plymouth Avenue</b> Washburn Avenue North to Penn Avenue North</p>	<p>Proposed: <b>2021</b></p>	<p><b>PV152</b></p>
	<p>Contact: Abdullahi Abdulle 612-673-5307</p>	<p>Subject to Change</p>	

## Project Title: PV154 Franklin Ave W (Henn Ave S to Lyndale Ave S)

**Project Location:** Hennepin Ave to Lyndale Ave S

**City Sector:** Southwest

**Project Start Date:** 4/15/22

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Important

**Affected Wards:** 10

**Affected Neighborhood(s):** Lowry Hill East

**Estimated Project Completion Date:** 11/15/22

**Department Priority:** 49 of 57

**Contact Phone Number:** (612) 673.-5307

### Project Description:

The proposed project will reconstruct approximately 0.16 miles of Franklin Ave W (Municipal State Aid Route 308) between Hennepin Ave S and Lyndale Ave S. This corridor serves an estimated 950 pedestrians, 250 bicyclists, and 6,800 vehicles per day. The existing corridor includes a sidewalk at the back of curb on both sides of the street, two travel lanes, and two rush hour restricted parking lanes. The land use along the project corridor is mostly multi-family residential with some commercial parcels at the eastern extent. The land use within the broader area is a mixture of multi-family and single-family residential with commercial corridors that frame the project limits along Hennepin Ave S and Lyndale Ave S. Typical reconstruction projects include new sidewalks, boulevard or furnishing zone amenities, ADA pedestrian ramps, curb and gutter, pavement and sub-base, and utility improvements. The segment is also included on the bicycle master plan which indicates that bike lanes should be implemented. The project will also include signal improvements, pedestrian lighting, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1962 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 38 in 2015. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2022 PCI estimate ranges from 3 - 24. This segment of Franklin Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid					1,775		1,775	
Net Debt Bonds				0	78		78	
Special Assessments Bonds				0	110		110	
Stormwater Revenue					70		70	
Transfer from General Fund					92		92	
<b>Total</b>				<b>0</b>	<b>2,125</b>		<b>2,125</b>	

**Project Title: PV154 Franklin Ave W (Henn Ave S to Lyndale Ave S)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				436		436
Construction Costs				1,607		1,607
General Overhead				82		82
Total				2,125		2,125

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## **Project Title: PV154 Franklin Ave W (Henn Ave S to Lyndale Ave S)**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Street repaving along West Franklin will support a burgeoning community corridor that features high frequency transit, new residential development, and other important activity.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Two major redevelopment projects are currently slated for the southwest and southeast corners of the intersection of Franklin Ave W and Lyndale Ave. Improvements to the streetscape on Franklin Ave W will support the accompanying increased pedestrian and transit activity at the intersection and increasing the likelihood of further redevelopment.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Lyn-Lake Small Area Plan calls for improvements to the intersection of Franklin Ave W and Lyndale Ave S such as development of visible pedestrian crossings and bumpouts.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, the Minneapolis Bicycle Master Plan describes this corridor as a Bike Lane.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, this corridor is served by Metro Transit Route 2 with intersecting service on Routes 4 and 6 at Lyndale Ave S and Hennepin Ave S respectively. This segment of Franklin Ave is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, crosswalks, ADA compliant curb ramps and bicycle accommodations are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

## **Project Title: PV154 Franklin Ave W (Henn Ave S to Lyndale Ave S)**

Yes, the actual right-of-way of Franklin Ave W from Hennepin Ave S to Lyndale Ave S is 80 feet wide. The right of way includes many encroachments, including stair access to several apartment buildings which might limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard in the project segment.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .16 miles, the estimated annual cost to maintain this roadway is \$1,600.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

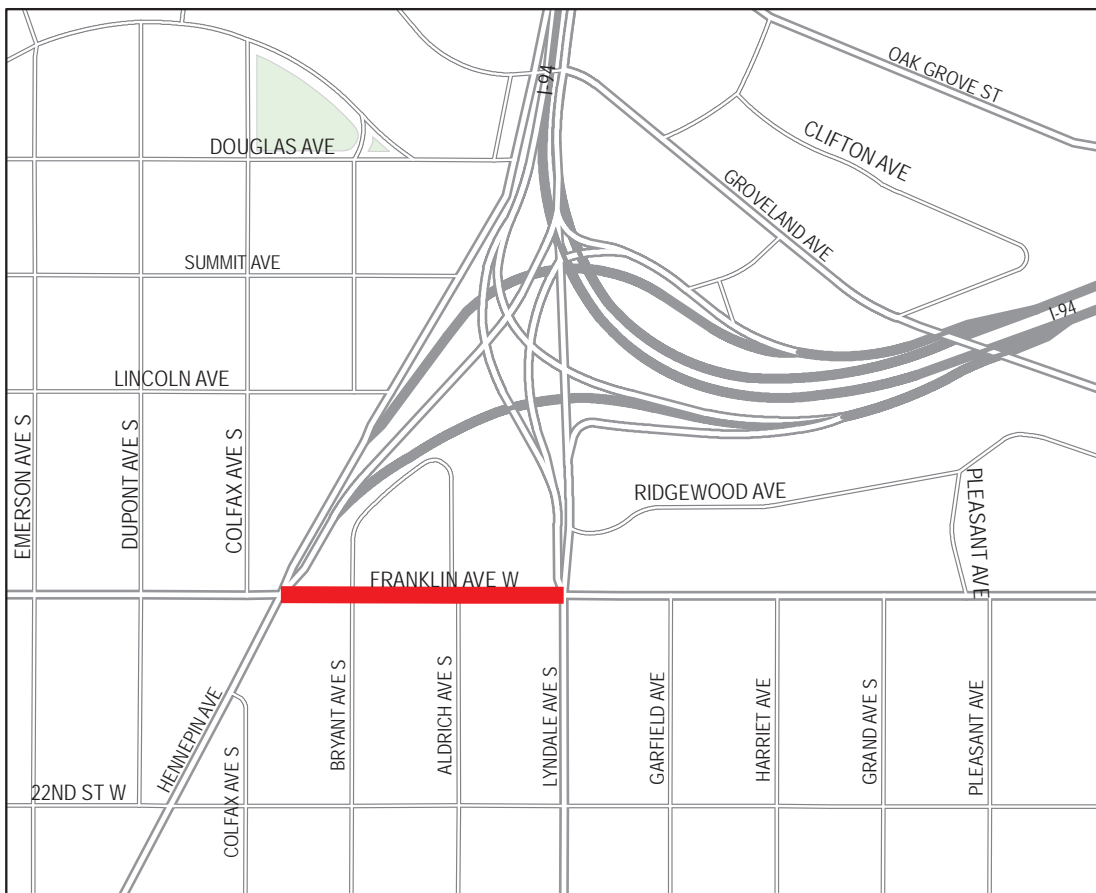
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

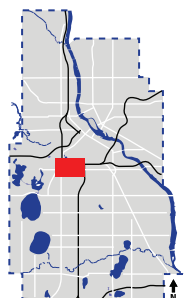
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



Project Location



## Project Title: PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)

**Project Location:** 18th Ave NE to Lowry Ave NE

**City Sector:** East

**Project Start Date:** 4/15/21

**Submitting Department:** Public Works

**Contact Person:** Abdullahi Abdulle

**Level of Need:** Significant

**Affected Wards:** 1

**Affected Neighborhood(s):** Windom Park

**Estimated Project Completion Date:** 11/15/21

**Department Priority:** 44 of 57

**Contact Phone Number:** (612) 673-5307

### Project Description:

The proposed project will reconstruct approximately 0.50 miles of Johnson Avenue Northeast (Municipal State Aid Route 183) between 18th Avenue Northeast and Lowry Avenue Northeast. This corridor serves an estimated 130 people walking, 80 people biking, and between 12,000 and 18,000 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The project corridor is in a predominantly single family residential area with few properties that are zoned for high density residential and neighborhood commercial uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, with consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1960 and the large majority of the project extent is currently rated poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Johnson Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and evaluate the implementation of a bicycle facility. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds				3,969			3,969	
Special Assessments Bonds				530			530	
Stormwater Revenue				100			100	
<b>Total</b>				<b>4,599</b>			<b>4,599</b>	

**Project Title: PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			925			925
Construction Costs			3,497			3,497
General Overhead			177			177
Total			4,599			4,599

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- Iconic, inviting streets, spaces and buildings create a sense of place
- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

## **Project Title: PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)**

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design review has not yet been completed.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Uses along this corridor are primarily single family residential with some scattered commercial. The reconstruction of this segment will support continued investment in homes along Johnson Street NE and adjacent streets, as well as access to notable sites such as the Quarry and Windom Park.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

The segment features two vacant lots guided urban neighborhood that could potentially be redeveloped for residential uses.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Improved pedestrian access to the Quarry Shopping Center supports policy 1.16.4 of the Minneapolis Plan for Sustainable Growth: "Ensure the provision of high quality transit, bicycle, and pedestrian access to Major Retail Centers." The consideration of bicycle facilities in the reconstruction as called for by the Bicycle Master Plan also supports this policy.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

The Minneapolis Bicycle Master Plan describes this corridor as a Shared Use Pavement Markings/Sharrows with recommendation of bicycle lanes implementation during street reconstruction.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The corridor is served by Metro Transit Route 4, with intersecting services provided on 18th Ave NE as well as Lowry Ave NE. The entire project length is within the Pedestrian Lighting Corridor with portions of it identified as commercial nodes. Enhancing the existing sidewalks, crosswalks, providing ADA compliant curb ramps, and installing pedestrian level street lighting will be part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes. Multi-modal enhancements will be explored with this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the actual right-of-way of Johnson St NE from 18th Ave NE to Lowry Ave NE is 66 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for the corridor. The area along the project corridor is predominantly residential with a neighborhood park and few

**Project Title: PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)**

neighborhood commercial nodes.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is \$5,000.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

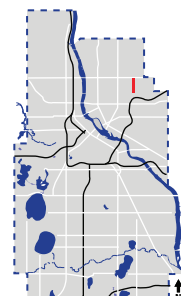
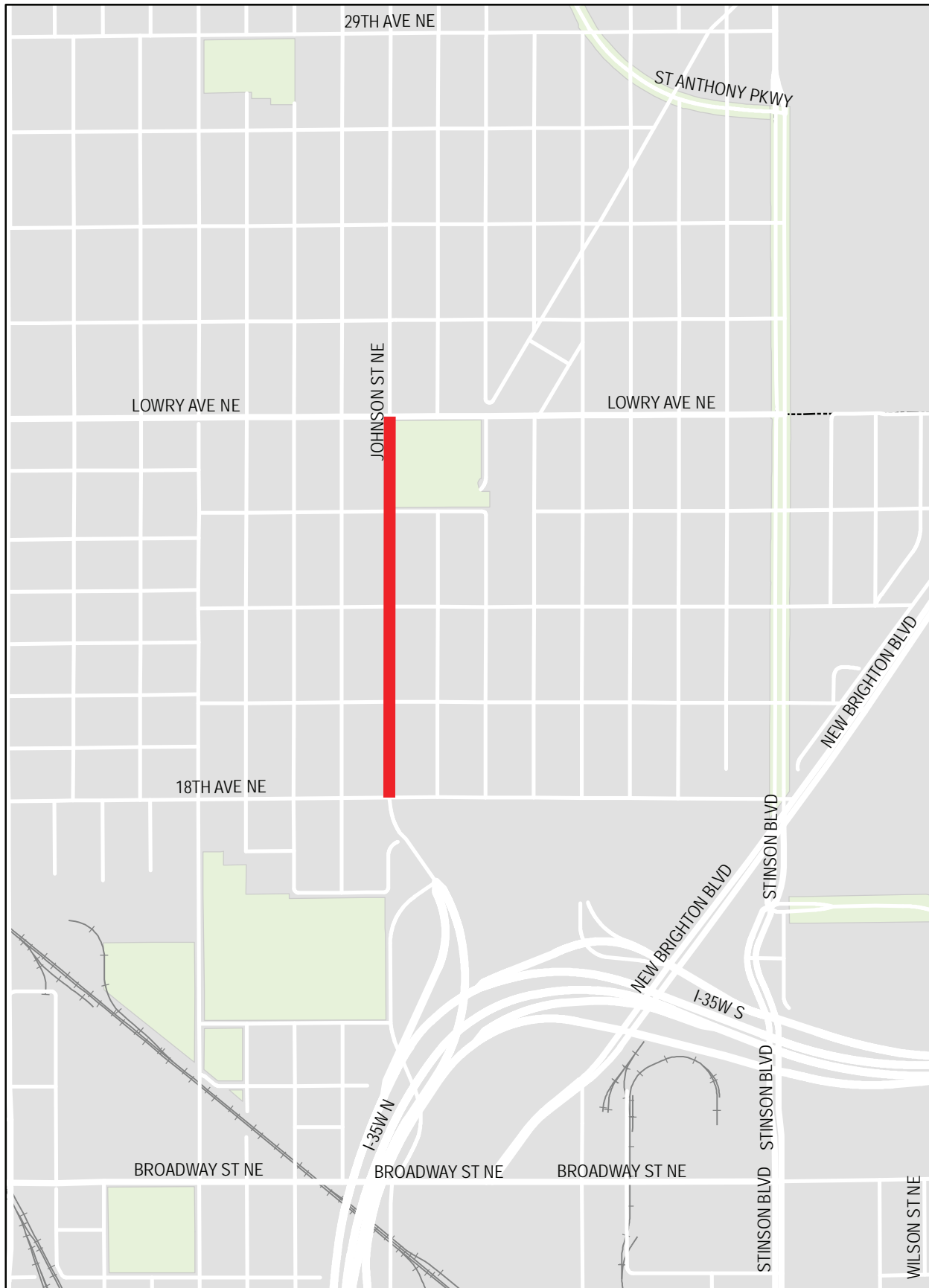
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



## Project Title: PV158 Hennepin Ave (Lake St W to Douglas Ave)

**Project Location:** Lake St W to Douglas Ave

**City Sector:** Southwest

**Project Start Date:** 4/15/23

**Submitting Department:** Public Works

**Contact Person:** Becca Hughes

**Level of Need:** Significant

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/24

**Department Priority:** 48 of 56

**Contact Phone Number:** (612) 673-3594

### Project Description:

The proposed project will reconstruct approximately 1.36 miles of Hennepin Avenue (Municipal State Aid Route 425) between Douglas Avenue and West Lake Street. This corridor serves an estimated 770 to 3,400 people walking, 6,600 transit riders, 220 to 280 people biking, and between 15,000 and 31,500 people driving per day. Currently, the existing corridor conditions vary depending on location. South of Franklin Ave, the corridor includes sidewalk on both sides of the street, four traffic lanes, and two parking lanes. North of Franklin, the roadway configuration varies within the Hennepin-Lyndale "bottleneck" area and sidewalk is only consistently present on the west side of the road. The area along the project corridor is mixed-use with predominantly commercial and varying densities of residential uses abutting the corridor. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, with consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

### Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1957 and the large majority of the project extent is currently rated poor in the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Hennepin Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and evaluate the implementation of a bicycle facility. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants						7,000	7,000	
Municipal State Aid						1,469	1,469	
Net Debt Bonds						3,143	3,143	
Special Assessments Bonds						1,780	1,780	
Stormwater Revenue						160	160	
Transfer from General Fund						4,693	4,693	
Transfer from Stormwater Fund						500	500	
<b>Total</b>						<b>18,745</b>	<b>18,745</b>	

**Project Title: PV158 Hennepin Ave (Lake St W to Douglas Ave)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management					3,041	3,041
Construction Costs					14,983	14,983
General Overhead					721	721
Total					18,745	18,745

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation
- Equitable systems and policies lead to a high quality of life for all

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- We manage and improve the city's infrastructure for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population with thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Decisions bring City values to life and put City goals into action

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

## **Project Title: PV158 Hennepin Ave (Lake St W to Douglas Ave)**

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

6.2.6 Support the development of multi-modal transportation networks.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design review has not yet been completed.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

### **Describe the economic development impact of the project:**

Hennepin Avenue from Lake Street to Franklin Avenue is one of the most active commercial areas of Minneapolis outside of downtown. The corridor features a strong mix of retail, commercial, and residential uses and has seen significant growth in recent years. The reconstruction of this segment will support continued investment in the corridor.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

The reconstruction of Hennepin Avenue, including improved sidewalks and design for future bus rapid transit service, will ensure improved access to destinations along the corridor and minimize conflict generated by continued redevelopment and increased activity.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Design goal 4 of the Uptown Small Area Plan seeks to "Improve Hennepin, Lagoon, and Lake for pedestrians, bicycles, and transit." The plan features numerous specific recommendations related to this goal, emphasizing wider sidewalks, design features to ensure safer pedestrian crossing, and enhancement and expansion of transit service, all of which will be involved in the reconstruction of Hennepin.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Project partners include Metro Transit regarding bus service/accommodations, including the future BRT (E-Line), as well as Hennepin County and MnDOT given intersecting roadways and right-of-way ownership.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

The Minneapolis Bicycle Master Plan describes this corridor as a Shared Use Pavement Markings/Sharrows with consideration of bicycle lanes implementation during street reconstruction.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This corridor is served by Metro Transit Route 6, 12, 17, 23, and 114. Hennepin Ave is an identified definite Primary Transit Network (PTN) corridor and it will accommodate a future BRT (E-Line) line in the future. Planning discussions and coordination with Metro Transit staff to accommodate BRT as part of the reconstruction project has already begun. The Hennepin Ave corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Bicycle accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the actual right-of-way of Hennepin Ave from Douglas Ave to W Lake Street is either 0 feet (from Douglas Ave to Colfax Ave S, which is MnDOT right-of-way) or 88 feet (Colfax Ave S to W Lake St). Grades and encroachments typically limit utilization of the entire legal right-of-way. The conditions along Hennepin Ave are inconsistent and vary depending on location as there are intermittent grass boulevards, landscaped boulevards and paved boulevards along the corridor with detached sidewalks as well as attached sidewalks located at the back of curb. There are tree plantings although placement is inconsistent depending on the location and existing conditions. The area along the project corridor is a mix of commercial and residential uses.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2023

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.36 miles, the estimated annual cost to maintain this roadway is \$13,600.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

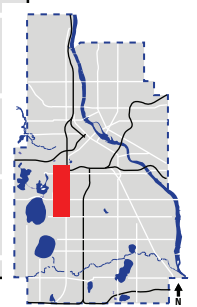
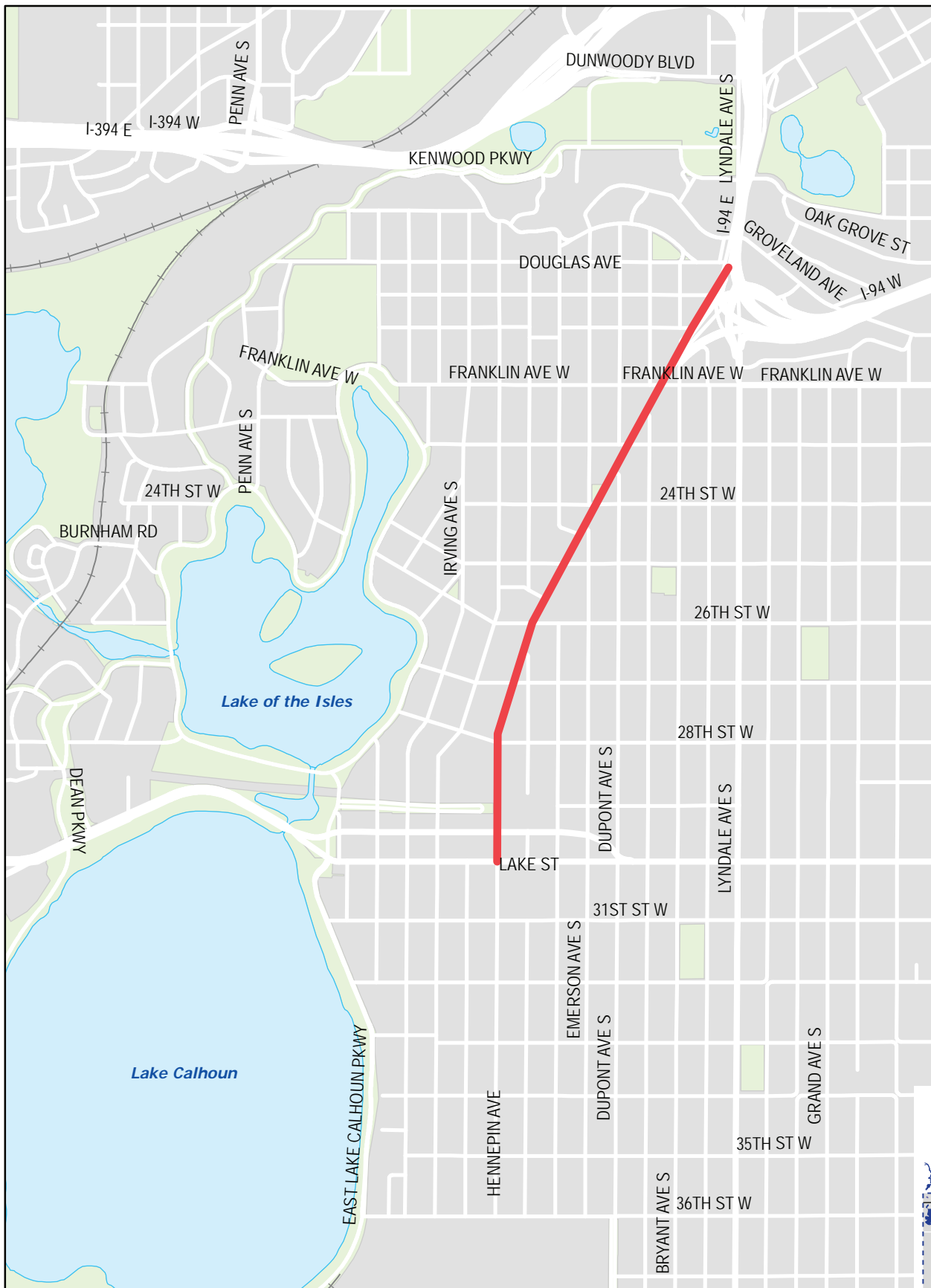
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.


**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project is anticipated to be a two year construction project due to the length and complexity. Spreading the construction over two or more years decreases the cost effectiveness of the project, but completing the project in one year is unrealistic based on the projected overall scope.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



	<p><b>Hennepin Ave</b> Lake St to Douglas Ave</p>	<p>Proposed: <b>2023</b></p>	<p><b>PV158</b></p>
	<p>Contact: Becca Hughes 612-673-3594</p>	<p>Subject to Change</p>	



# Minneapolis Capital Budget Request

## Project Title: PV99R Reimbursable Paving Projects

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Larry Matsumoto

**Level of Need:** Desirable

**Affected Wards:** All

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/23

**Department Priority:**

**Contact Phone Number:** (612) 919-1148

### Project Description:

These funds are requested to allow Public Works Paving Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

### Purpose and Justification:

#### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Reimbursements	17,500	3,500	3,500	3,500	3,500	3,500	17,500	3,500
<b>Total</b>	<b>17,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>17,500</b>	<b>3,500</b>

## Project Title: PV99R Reimbursable Paving Projects

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Construction Costs	3,365	3,365	3,365	3,365	3,365	16,827
General Overhead	135	135	135	135	135	673
Total	3,500	3,500	3,500	3,500	3,500	17,500

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

#### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference

Connected communities – great spaces & places, thriving neighborhoods

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

## **Project Title: PV99R Reimbursable Paving Projects**

- 10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.
- 10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.
- 10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.
- 10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.
- 10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

**Does the project support redevelopment opportunity that without the project would be infeasible?**

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?**

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Street Maintenance Department would cover any routine costs that would result from the improvements made by this program.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Project Title: SWK01 Defective Hazardous Sidewalks	
Project Location: Various locations	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 4/15/19	Estimated Project Completion Date: 11/15/23
Submitting Department: Public Works	Department Priority: 6 of 57
Contact Person: Larry Matsumoto	Contact Phone Number: (612) 919-1148
Level of Need: Significant	

## Project Description:

To provide a hazard free pedestrian passage over approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks. The work is done in neighborhood size areas on an approximate fifteen year cycle. The work is coordinated with other construction projects performed by Public Works, Hennepin County, utility providers, and other entities. The work is competitively bid to private sidewalk contractors to obtain the lowest possible price. The work performed must adhere to City of Minneapolis specifications. To provide access for persons with disabilities by installing ADA compliant pedestrian curb ramps at street corners and other locations as per Federal requirements and the City of Minneapolis ADA Transition Plan.

## Purpose and Justification:

This project assures that the public sidewalks are maintained and are in good repair. Not doing this project would result in the deterioration of the public sidewalks, thus increasing the likelihood of accidents and lawsuits.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	1,575	345	355	365	375	385	1,825	395
Sidewalk Assessments	16,855	3,905	4,105	4,305	4,505	4,705	21,525	4,905
<b>Total</b>	<b>18,430</b>	<b>4,250</b>	<b>4,460</b>	<b>4,670</b>	<b>4,880</b>	<b>5,090</b>	<b>23,350</b>	<b>5,300</b>

## Project Title: SWK01 Defective Hazardous Sidewalks

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Construction Costs	4,087	4,288	4,490	4,692	4,894	22,452
General Overhead	163	172	180	188	196	898
Total	4,250	4,460	4,670	4,880	5,090	23,350

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references

Policy 1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings. Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

## **Project Title: SWK01 Defective Hazardous Sidewalks**

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this program took place on April 23, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project is coordinated with all other CIP projects on the five year plan, and also with the MPRB and Hennepin County projects, along with many private projects and developments through the Minneapolis Development Review process.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, many sidewalks are along these types of routes.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, this project will establish safe and continuous sidewalks throughout the City.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?** 2019

<b>Project Title: SWK01 Defective Hazardous Sidewalks</b>
---

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Not Applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:



Deteriorated Sidewalk



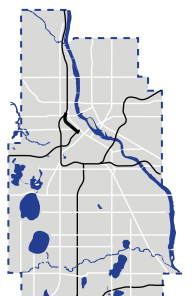
Broken Sidewalk



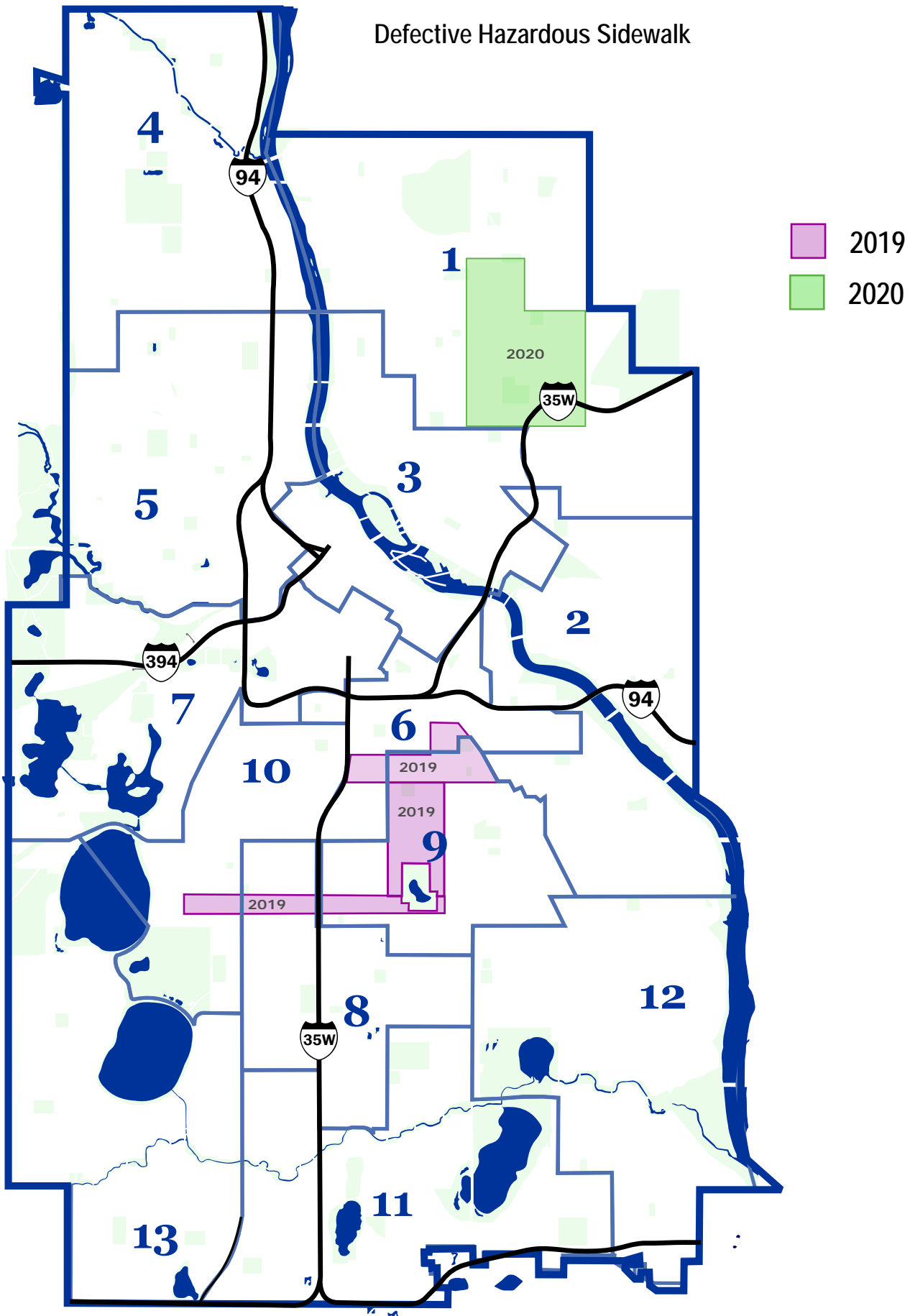
Projecting Sidewalk



Uneven Sidewalk



# Defective Hazardous Sidewalk



<b>Project Title: SWK02 Sidewalk Gaps</b>	
<b>Project Location:</b> Citywide	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 4/15/19	<b>Estimated Project Completion Date:</b> 11/15/23
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b> 11 of 57
<b>Contact Person:</b> Kelsey Fogt	<b>Contact Phone Number:</b> (612) 673-3885
<b>Level of Need:</b> Significant	

## Project Description:

The proposed program will work toward filling sidewalk gaps by installing public sidewalks where they are missing on one or both sides of the street. The 2009 Pedestrian Master Plan identifies 108 miles of sidewalk gaps. The sidewalk work will be coordinated with other construction projects performed by Public Works, Hennepin County, Metro Transit, MnDOT, utility providers, and other entities. This program will provide sidewalks where there were no sidewalks previously and would not replace SWK01 (Defective Hazardous Sidewalk Program), which replaces existing defective public sidewalks.

## Purpose and Justification:

This program works to ensure that transportation corridors include sidewalks on both sides of the street. This program acknowledges the importance of sidewalks as a crucial component of a complete transportation network in accordance with the Complete Streets Policy.

Sidewalk gaps often exist in places with site constraints (e.g., right-of-way, grade/slopes, or utility conflicts) or are adjacent to properties that have not been required to provide sidewalks in the past due to land uses or ownership (e.g., industrial areas or public cemeteries, respectively). Projects will be selected based on community demographic conditions, potential users, areas with reported pedestrian safety concerns, minimal site constraints, and adjacent property attributes.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	150	150	150	150	150	150	750	150
<b>Total</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>750</b>	<b>150</b>

## Project Title: SWK02 Sidewalk Gaps

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	15	15	15	15	15	75
Construction Costs	129	129	129	129	129	646
General Overhead	6	6	6	6	6	29
Total	150	150	150	150	150	750

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Land Use: Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.

Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

## **Project Title: SWK02 Sidewalk Gaps**

traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

**Public Services and Facilities:** Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

**Urban Design:** Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 27, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

## Project Title: SWK02 Sidewalk Gaps

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

The program is citywide and may include segments that are on the Bicycle Master Plan.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

The program's goal is to improve the pedestrian experience by filling gaps in the sidewalk network. Existing and planned transitways, transit routes, and high-volume pedestrian corridors will be considered in the project selection process.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, the primary purpose of the program is to construct new sidewalks where they currently do not exist.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

As a citywide program, projects will take place along a variety of street types and widths, including those with constrained right-of-way. There will be opportunities for innovation in design that will be based on the context of each project, including right of way availability, utility conflicts, and varying grades.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

The proposal has no effect on annual operating/maintenance costs.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

New sidewalks will be inspected for repair or replacement by the Sidewalk Inspection office in accordance with normal City practices. Funds for the operation of the Sidewalk Inspection office are provided by:

1. Sidewalk Construction Permit fees paid by contractors
2. Administrative fees paid by property owners when they are notified by the Sidewalk Inspections office and are required by ordinance to repair public sidewalk defects, or, when they request to use the City hired sidewalk contractor to make needed repairs to defective public sidewalk
3. Administrative fees paid by other City of Minneapolis departments when the sidewalk portion of their project work is constructed by the City hired sidewalk contractor.

The cost of maintenance of the public sidewalks is required by ordinance (City of Minneapolis Code of Ordinance 427.90) to be paid for by the adjacent property owner.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

<b>Project Title: SWK02 Sidewalk Gaps</b>
---

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

This is a program with multiple projects. Public Works anticipates beginning preliminary design one to two years before the project year.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Projects funded through this program are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the project.

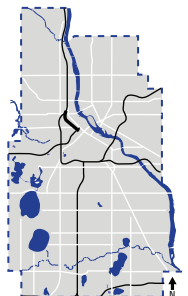
**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one work toward completing a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Sidewalk Gaps are sections of streets that are missing sidewalks on one or either side of the street. These figures show potential treatments that could be funded with this program to close existing sidewalk gaps.



These illustrative renderings show what a street looks like before and after a sidewalk gap project.



Project Title: BR101 Major Bridge Repair and Rehabilitation	
Project Location: Citywide	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 4/15/19	Estimated Project Completion Date: 11/15/23
Submitting Department: Public Works	Department Priority: 1 of 57
Contact Person: Tracy Lindgren	Contact Phone Number: (612) 290-5898
Level of Need: Significant	

## Project Description:

This program encompasses the rehabilitation and major repairs of existing City bridges to extend the operational life of the bridge structures. Candidates are chosen based on public safety and cost effectiveness of the improvements being made. This program will rehabilitate and make major repairs to bridge decks, railings, sidewalks, abutments, piers, approaches, and other various components associated with bridges. Typical methods utilized include mill and low slump overlays of bridge decks, concrete deck repairs, replacement of bearings and expansion joints, bridge approach replacement, sidewalk and curb replacement, railing replacement, repairs on delaminated concrete on the structure, pavement striping, and painting of steel beams to extend their longevity.

## Purpose and Justification:

These major repair and rehabilitation expenses are relatively small and significantly extend the operational life of the much larger bridge asset. Consequently, the benefits of extending the operational life of the City's bridge inventory through major repair and rehabilitation is realized through this program.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	2,100	600	400	400	400	400	2,200	400
<b>Total</b>	<b>2,100</b>	<b>600</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>2,200</b>	<b>400</b>

## Project Title: BR101 Major Bridge Repair and Rehabilitation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	15	10	10	10	10	55
Construction Costs	562	375	375	375	375	2,060
General Overhead	23	15	15	15	15	85
Total	600	400	400	400	400	2,200

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care, and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services, and community assets support businesses and commerce
- We focus on areas of greatest need and seize promising opportunities
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste, and using less energy
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability, and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

## **Project Title: BR101 Major Bridge Repair and Rehabilitation**

Transportation Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?**

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$84,859

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

Cost impacts represent an analysis of "Routine Bridge Maintenance" expenses.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Any unspent balance will be reallocated to increase the amount of number of bridge repairs in future program years.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

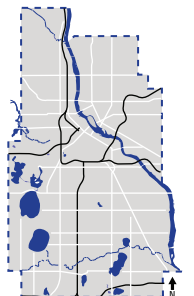
Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

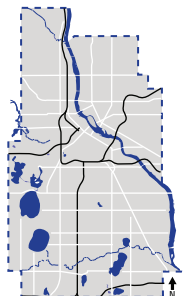
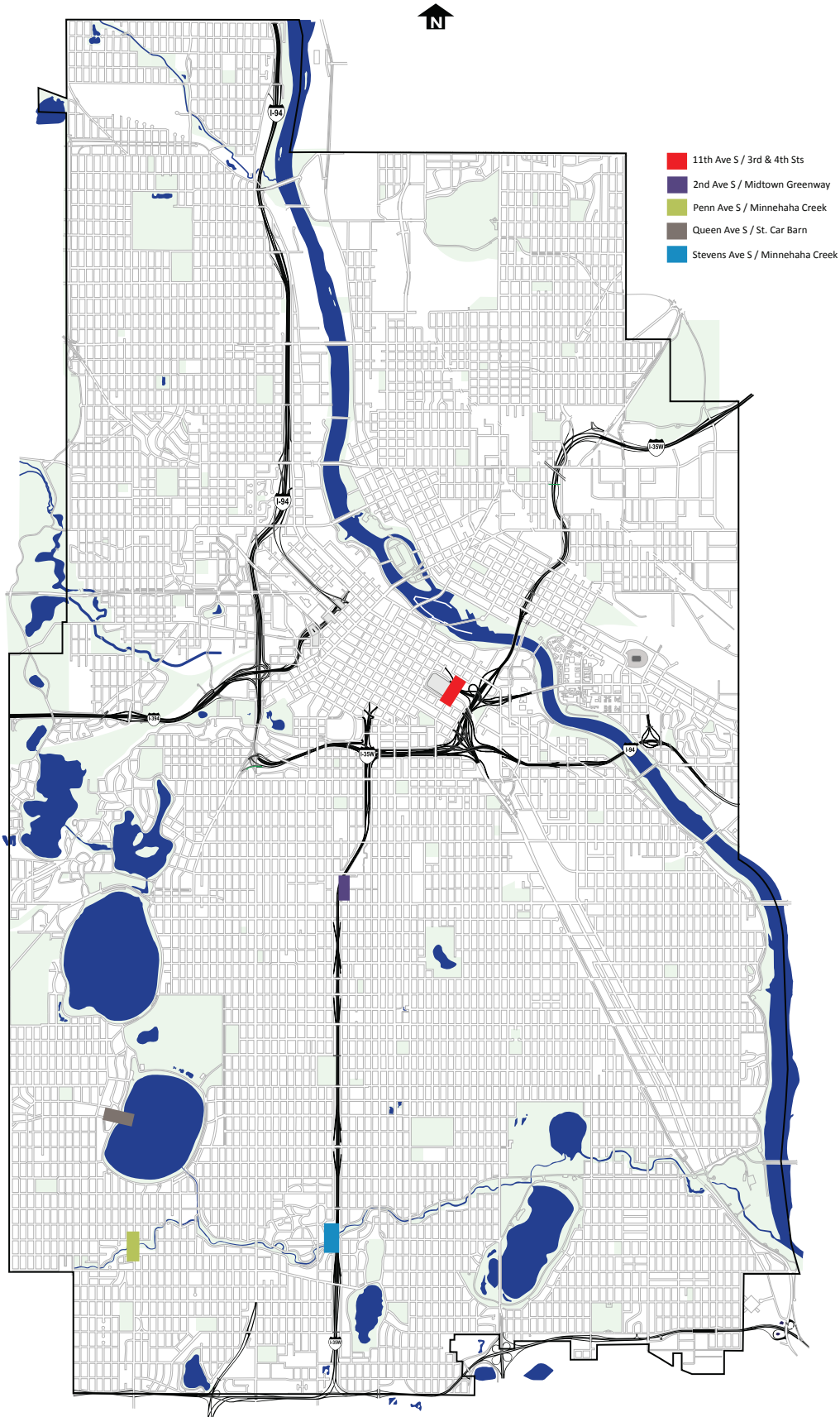
The size and scope of the work can be adjusted to utilize available funds.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The proposed funding level will allow for major repair and rehabilitation work that was beyond the scope of annual maintenance funding. This program allows for system-wide bridge deck major repairs to be undertaken, as well as major repair and rehabilitation of bridge piers, columns, sidewalks, and railings. These benefits will be realized at a later date when reductions of "Bridge Sufficiency Ratings" are minimized. This program allows for the bridge maintenance effort to focus on minor repairs and cleaning instead of major repairs and rehabilitation of the City's bridges.



# City of Minneapolis Bridge Repair Projects 2019 - 2023



## Project Title: BR106 1st Ave S over HCRRRA

**Project Location:** Cecil Newman Lane to Lake St E

**City Sector:** Southwest

**Project Start Date:** 4/15/20

**Submitting Department:** Public Works

**Contact Person:** Meseret Wolana

**Level of Need:** Significant

**Affected Wards:** 10

**Affected Neighborhood(s):** Whittier

**Estimated Project Completion Date:** 11/15/21

**Department Priority:** 32 of 57

**Contact Phone Number:** (612) 673-3527

### Project Description:

This project proposes the replacement of the 1st Avenue South Bridge (Municipal State Aid Route #190) over the Midtown Greenway Corridor. The existing bridge is a three span cast-in-place concrete tee-beam structure built in 1914. The bridge carries approximately 520 people walking, 260 people biking, and 7,000 vehicles per day, including passenger vehicles, trucks and buses.

### Purpose and Justification:

The 1st Avenue South Bridge is nearing the end of its useful life and needs to be replaced. The existing bridge has a current Sufficiency Rating of 28.7. Bridges are rated during regular inspections from 0 to 100. Any bridge with a Sufficiency Rating below 50 is considered deficient and should be replaced. Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Hennepin County Grants			1,000				1,000	
Municipal State Aid			335				335	
Net Debt Bonds			3,455				3,455	
<b>Total</b>			<b>4,790</b>				<b>4,790</b>	

## Project Title: BR106 1st Ave S over HCRRRA

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		1,800				1,800
Construction Costs		2,806				2,806
General Overhead		184				184
Total		4,790				4,790

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Non-city funding has not been secured; however, Public Works is seeking funding from other outside sources, including MnDOT and Hennepin County.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

## **Project Title: BR106 1st Ave S over HCRRA**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Heritage Preservation: Minneapolis will promote the sustainable practice of protecting and reusing our culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources, while advancing growth through preservation policies.

Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

8.1.3 Encourage new developments to retain historic resources, including landscapes, incorporating them into new development rather than removal.

Policy 8.5: Recognize and preserve the important influence of landscape on the cultural identity of Minneapolis.

8.5.1 Identify and protect important historic and cultural landscapes.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

This project supports the adopted small area plan by including walking and biking improvements, while supporting existing vehicular access and transit service.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The design of this project will be completed in collaboration with MnDOT State Aid, the State Historic Preservation Office (SHPO), and the Hennepin County Regional Railroad Authority (HCRRA).

HCRRA is the owner the Midtown Railroad corridor (also known as the Midtown Greenway), including the majority of bridges crossing the corridor.

SHPO will be involved because the entire Midtown Railroad Corridor is a historic resource.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes. The 1st Avenue South Bridge is identified as a future protected bikeway in the Protected Bikeways Update to the Minneapolis Bicycle Master Plan.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, the project is located on an existing high frequency transit route. Route 18, a high frequency route that runs between

## **Project Title: BR106 1st Ave S over HCRRA**

Richfield and downtown Minneapolis, uses the project bridge crossing. Replacement of the bridge will ensure continued transit connectivity along this route.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, improved sidewalks, providing ADA compliant curb ramps and a protected bikeway are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 75

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?** (5,250)

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the annual amount to maintain this bridge which is in poor condition is \$5,250, which is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by Bridge Maintenance Foreman.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular preventative maintenance treatments will be needed to keep the road surface in good shape.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

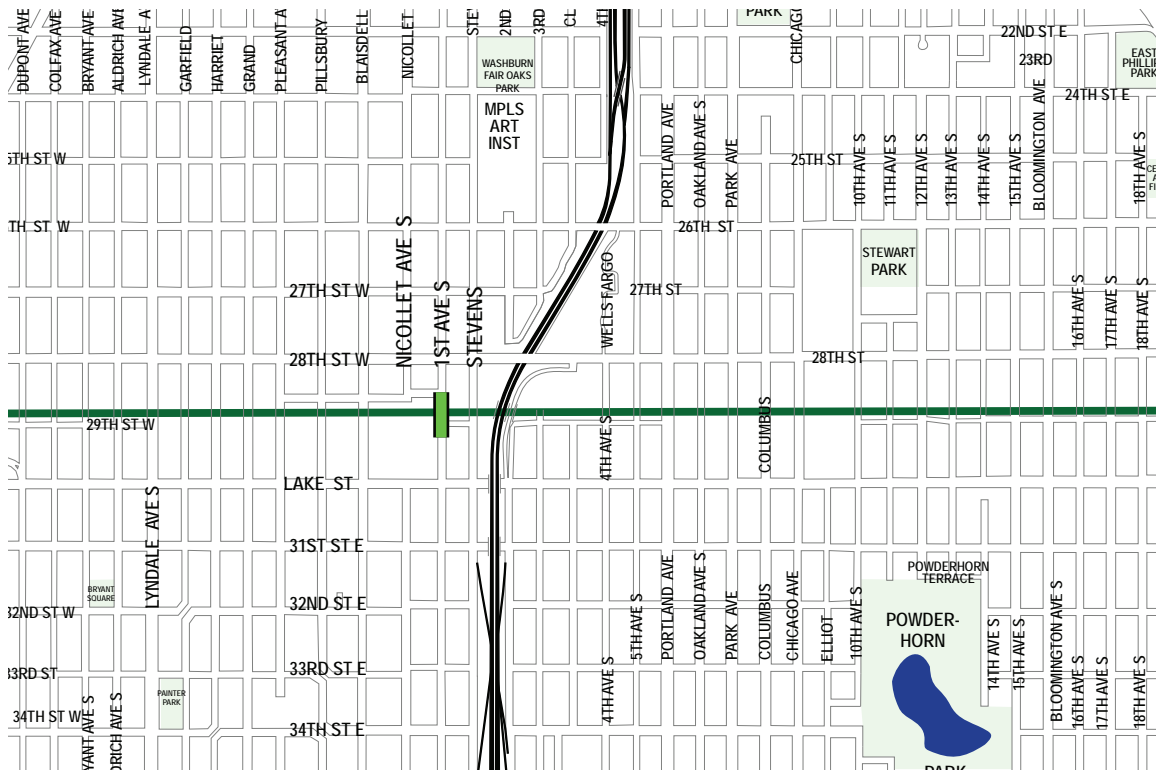
Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The design features of the reconstruction work will maintain the historical character of the Midtown Greenway Corridor Historic District which is a collaborative effort of the City of Minneapolis, Minnesota Department of Transportation, Federal Government, CPED, HCRRA and the State Historic Preservation Office



BRIDGE



## Project Title: BR117 1st St N Bridge over Bassetts Creek

**Project Location:** Near 8th Ave N on 1st St N

**City Sector:** Downtown

**Project Start Date:** 4/15/20

**Submitting Department:** Public Works

**Contact Person:** Meseret Wolana

**Level of Need:** Significant

**Affected Wards:** 3

**Affected Neighborhood(s):** North Loop

**Estimated Project Completion Date:** 11/15/21

**Department Priority:** 7 of 7

**Contact Phone Number:** (612) 673-3527

### Project Description:

This project proposes the reconstruction of the 1st Street North Bridge over Basset Creek. The bridge is actually located under the 1st Street North roadway between 7th Avenue North and 8th Avenue North in the North Loop neighborhood. The bridge is a masonry/arch structure, originally built in 1915.

### Purpose and Justification:

The existing 1st Street North bridge is considered a culvert and the rating system has changed from bridge type to culvert type, and the sufficiency rating has changed from 55.3 to 82.9 respectively. Although this structure as culvert has a high sufficiency rating it requires a significant amount of maintenance cost in the long run.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Stormwater Revenue	0		1,380				1,380	
<b>Total</b>	<b>0</b>		<b>1,380</b>				<b>1,380</b>	

**Project Title: BR117 1st St N Bridge over Bassetts Creek****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		330				330
Construction Costs		997				997
General Overhead		53				53
Total		1,380				1,380

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

Not Applicable

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care, and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Maintenance of the street and bridge infrastructure is supported by policies in the City's comprehensive plan related to supporting reliable levels of service across the range of the City's interconnected multi-modal transportation system. Since the downtown location of the project puts it in the Downtown Growth Center, this project would also support development in the Growth Center.

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.

**Project Title: BR117 1st St N Bridge over Bassetts Creek**

1.15.1 Support development of Growth Centers through planning efforts to guide decisions and prioritize investments in these areas.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 9, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 75

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The amount is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by the Bridge Maintenance Foreman.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Repair or rehabilitation of this project is not economical and will not significantly increase the sufficiency rating of the bridge. A new structure is an investment that will decrease future maintenance cost.

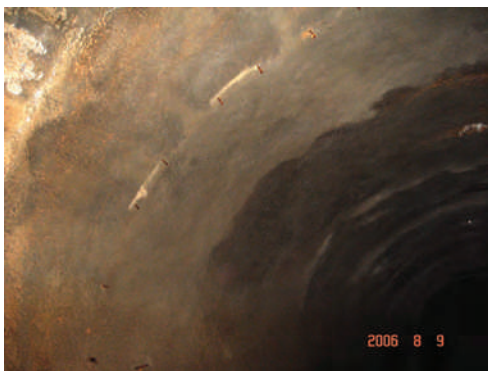
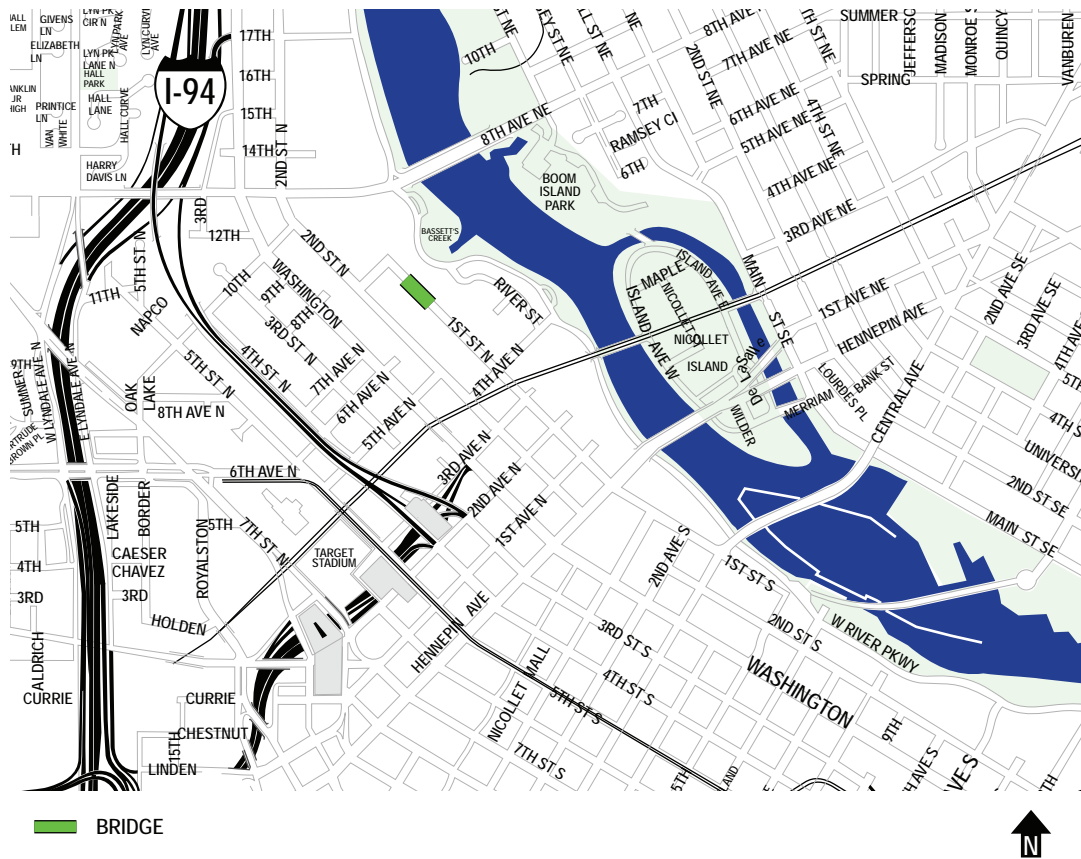
**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

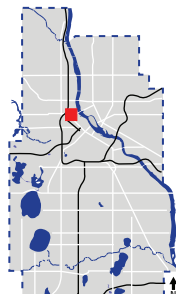
**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Not Applicable

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**



Tunnel runs under street here



## Project Title: BR127 Nicollet Ave over Minnehaha Creek

**Project Location:** EB Minnehaha Pkwy to 52nd St W

**City Sector:** Southwest

**Project Start Date:** 4/15/22

**Submitting Department:** Public Works

**Contact Person:** Meseret Wolana

**Level of Need:** Important

**Affected Wards:** 11

**Affected Neighborhood(s):** Fuller Tangle town

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 38 of 57

**Contact Phone Number:** (612) 673-3527

### Project Description:

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.

### Purpose and Justification:

The existing bridge has a current Sufficiency Rating of 65.9. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure.

The expansion joints at each of the arch spans are the primary cause of structural distress. Moisture and salts are penetrating these joints and causing significant chloride contamination of the concrete superstructure. These joints should be replaced with new waterproof expansion joints.

Concrete delamination is evident throughout the superstructure and areas may pose a threat to loose and broken concrete falling.. All areas of concrete delamination should be removed, the underlying surfaces repaired, and the concrete replaced. In addition, all damaged concrete pier caps at joint locations should be removed and replaced. Concrete deck replacement or concrete overlay may also be needed.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds					2,000		2,000	
State Grants					22,050		22,050	
<b>Total</b>					<b>24,050</b>		<b>24,050</b>	

**Project Title: BR127 Nicollet Ave over Minnehaha Creek****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				5,785		5,785
Construction Costs				17,340		17,340
General Overhead				925		925
Total				24,050		24,050

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants have been secured at this time, but the City has and will continue to actively pursue federal funding through Metropolitan Council's Regional Solicitation.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

This proposal is consistent with the following policies of The Minneapolis Plan, as they relate to reconnecting (and maintaining) link of the bikeway system, maintenance of infrastructure, and historic preservation.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

## **Project Title: BR127 Nicollet Ave over Minnehaha Creek**

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Heritage Preservation: Minneapolis will promote the sustainable practice of protecting and reusing our culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources, while advancing growth through preservation policies.

Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.4 Designate resources recommended for designation from historic surveys and listed on the National Register of Historic Places which have no local protection.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

### **Will the project contribute to growth in the city's tax base? Maintains existing tax base**

### **Describe the economic development impact of the project:**

Not Applicable

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

This project will be coordinated with MnDOT State Aid, the Minneapolis Park and Recreation Board, Metro Transit, and neighborhood groups.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, Nicollet Ave S is in the Bicycle Master Plan as a route with bicycle lanes.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, Nicollet Avenue South is served by Metro Transit Bus route 18. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

### **Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, the project proposes to improve the sidewalks and bridge railings.

### **Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

## **Project Title: BR127 Nicollet Ave over Minnehaha Creek**

Yes, the right-of-way is constrained by the width of the bridge. There should be sufficient width to accommodate all necessary modes.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 75

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?** (45,000)

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The amount is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by the Bridge Maintenance Foreman.

### **If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

### **For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

This project requires MnDOT State Aid review and approval and design needs to begin 3 years prior to construction.

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

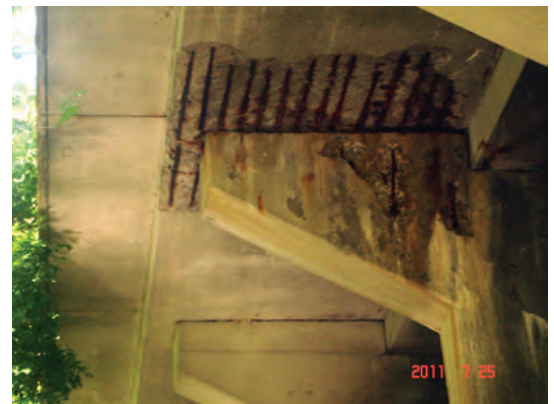
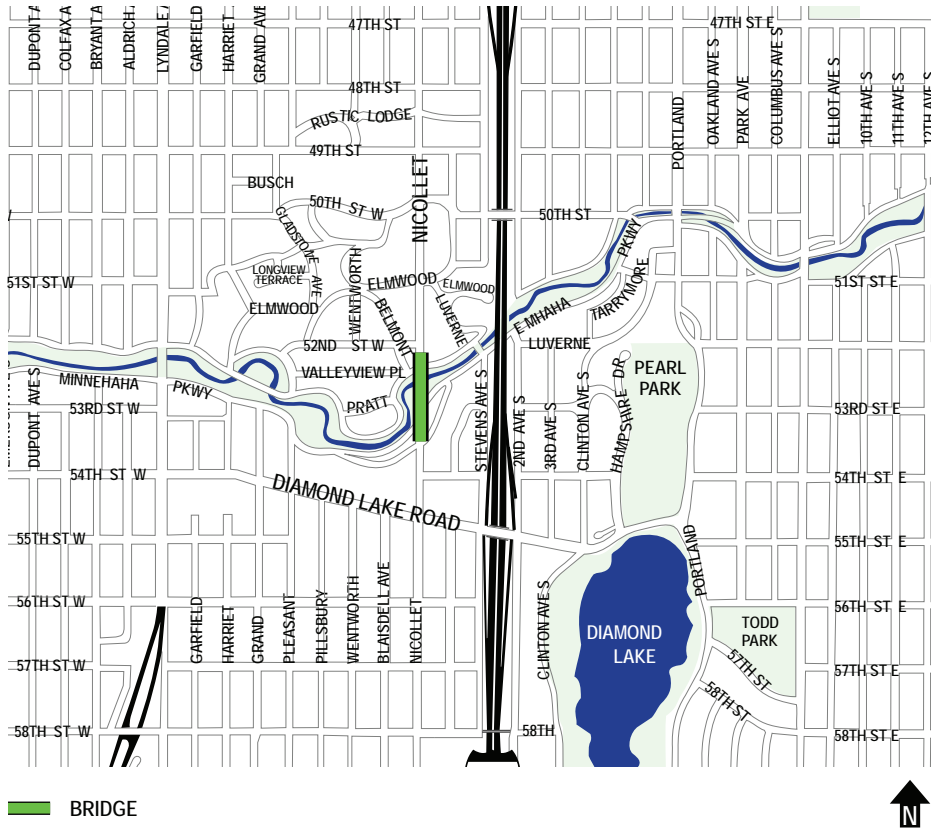
Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2022.

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

The scalability may be limited by the requirements of potential outside funding and overall scope of work needed to address deterioration.

### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network."



## Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR

**Project Location:** Morgan Ave S to Chester Ave W

**City Sector:** North

**Project Start Date:** 4/15/21

**Submitting Department:** Public Works

**Contact Person:** Jack Yuzna

**Level of Need:** Important

**Affected Wards:** 5

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/22

**Department Priority:** 35 of 57

**Contact Phone Number:** (651) 673-2415

### Project Description:

This project proposes the rehabilitation of two bridges on Cedar Lake Road (MSA route 406) which cross the BNSF railroad tracks, the CP Rail railroad tracks, and Bassett Creek. The bridges serve an estimated 2,000 vehicles per day and 80 bicycles per day. The bridge over CP Rail is a two span steel deck girder structure build in 1982. The bridge is 103 feet long and 50 feet wide. The bridge has a sufficiency rating of 86.8. This bridge is owned by the City of Minneapolis.

The bridge over the BNSF railroad is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has a sufficiency rating of 65.0. This bridge is owned by the BNSF railroad. The City is responsible for bridge maintenance under an existing maintenance agreement with BNSF.

### Purpose and Justification:

Timely rehabilitation maintenance of bridges will extend their lifespan and minimize maintenance costs. These two structures require extensive rehabilitation work that is similar in scope and due to their geographic proximity, construction efficiencies can be realized. The scope of work for both structures include mill and overlay of the concrete deck, deck repairs where needed, replacement of bearings, and approach panels. The bridge over CP Rail also needs new expansion joints and the BNSF bridge needs a new railing that meets current standards.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid				310			310	
Net Debt Bonds				815			815	
<b>Total</b>				<b>1,125</b>			<b>1,125</b>	

**Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			270			270
Construction Costs			812			812
General Overhead			43			43
Total			1,125			1,125

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing transportation infrastructure in furtherance of the following City Goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.2 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

## **Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR**

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Project Partners include BNSF Railway (owner of one of the bridges), CR Rail who operates underneath another bridge, and Minneapolis Park and Recreation Board who owns and maintains a recreational trail. Bassett Creek Watershed District is another Project Partner as is Minnesota Department of Transportation.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, Cedar Lake Road is designated as striped on-street bike lanes. The CP Rail bridge also passes over the Luce Line Bike Trail.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Cedar Lake Road is not served by Metro Transit.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

The bridge currently accommodates all modes of travel (bicycle, pedestrian and vehicular). Sidewalks and bike lanes will be expanded to the amount practical without modifying the substructure.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Temporary right-of-way may be necessary for construction. The project will accommodate all modes of travel upon the bridge.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?** (1,500)

**Any Prior Year Remaining Bond Authorizations?** No  
**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The operating cost impacts were determined based on the average maintenance cost of the last three years.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable, this is construction to extend the lifespan of existing infrastructure.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

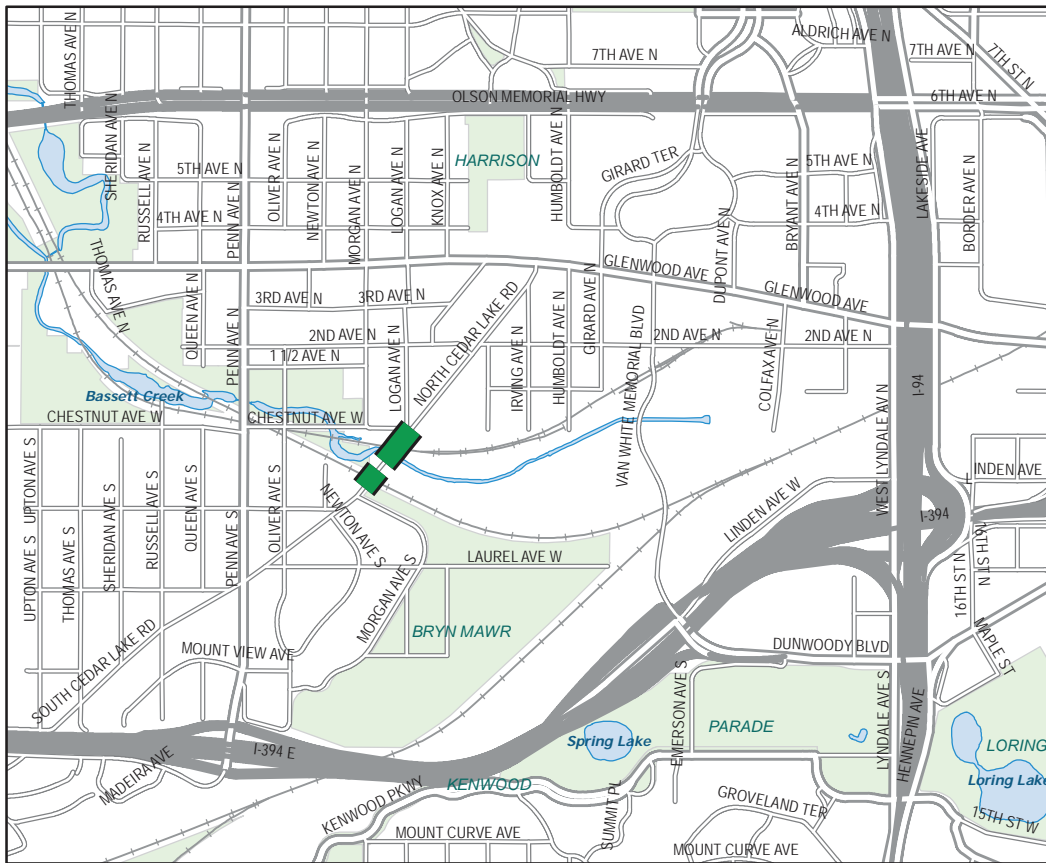
**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is flexibility when the project can be completed. Due to efficiencies in construction and minimizing impacts to residents, it is most prudent to fund the project so both bridges can be completed concurrently.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**



 Project



## Project Title: BR134 Bridge 9 Program

**Project Location:** West River Parkway to East River Parkway  
**City Sector:** East  
**Project Start Date:** 4/15/19  
**Submitting Department:** Public Works  
**Contact Person:** Jack Yuzna  
**Level of Need:** Critical

**Affected Wards:** 2  
**Affected Neighborhood(s):** Various  
**Estimated Project Completion Date:** 11/15/23  
**Department Priority:** 39 of 57  
**Contact Phone Number:** (612) 673-2415

### Project Description:

Bridge No. 9 was constructed in 1922 by the Northern Pacific Railroad to carry freight railroad tracks over the Mississippi River. Portions of a preceding structure, constructed in the late 1800's, were used for the 1922 replacement. This bridge is commonly known as Bridge No. 9, based on its Northern Pacific Railroad nomenclature.

Following acquisition of the bridge by the City of Minneapolis in 1986 and conversion to pedestrian use in 1999, the bridge currently provides a Mississippi River crossing for the Minneapolis bicycle trail system adjacent to the University of Minnesota East and West Bank campuses. This bridge connects the Bluff Street Trail to the Dinkytown Greenway, serving connections between downtown Minneapolis to the University of Minnesota. Estimated daily trips (EDT) for 2017 were 1,370 for bicyclists and 810 for pedestrians.

In 1994, Bridge No. 9 was determined to be eligible for the National Register of Historic Places under Criterion A as a Community Planning and Development project that has made a significant contribution to the broad patterns of Minneapolis history.

The main spans are two 245-foot deck trusses. Three curved, riveted, steel plate girder approach spans are located on the west side and two steel, riveted plate girder approach spans are located on the east side. The total length of the bridge is 952 feet. The deck width is 27 feet at the two truss spans (Span 3 and Span 4). The east approach spans (Span 1 and Span 2) and the west approach spans (Span 5, Span 6 and Span 7) have a 30-foot deck width. The two truss spans were originally constructed with an open tie deck. The ties were replaced with a concrete deck when the pedestrian conversion was completed in 1999. The original ballast deck approach spans on both sides remained with bituminous pavement replacing the rail and ballast.

### Purpose and Justification:

In 2012, Critical Findings related to Pier 2 and Pier 4 were discovered and led to immediate emergency repairs. Repairs at Pier 3 began in 2014 and were completed in 2015.

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher priorities. These priorities may change as the bridge condition is reassessed annually during regular bridge inspections. The paramount objective is to maintain a high level of bridge safety.

Encasements of Pier 7 and Pier 2; Abutment 1 bridge seat reconstruction and rock stabilization are considered priority 1 in year 2019.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		2,080	2,470	785	1,945	1,315	8,595	1,500
<b>Total</b>		<b>2,080</b>	<b>2,470</b>	<b>785</b>	<b>1,945</b>	<b>1,315</b>	<b>8,595</b>	<b>1,500</b>

## Project Title: BR134 Bridge 9 Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	415	470	145	350	230	1,610
Construction Costs	1,585	1,905	610	1,520	1,034	6,654
General Overhead	80	95	30	75	51	331
Total	2,080	2,470	785	1,945	1,315	8,595

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants have been secured at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

This proposal is consistent with the following policies of The Minneapolis Plan, as they relate to reconnecting (and maintaining) link of the bikeway system, maintenance of infrastructure, and historic preservation.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

## **Project Title: BR134 Bridge 9 Program**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Heritage Preservation: Minneapolis will promote the sustainable practice of protecting and reusing our culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources, while advancing growth through preservation policies.

Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.4 Designate resources recommended for designation from historic surveys and listed on the National Register of Historic Places which have no local protection.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 23, 2014. The project was found consistent with the City's comprehensive plan.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

This project will be coordinated with the University of Minnesota and Minneapolis Park and Recreation Board.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, Bridge # 9 is in the Bicycle Master Plan as a route an off-street trail.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No, Bridge # 9 is not on an existing or planned transitway, transit route. It is a high-volume non-motorized river crossing bridge.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Bridge #9 has provided a significant bicycle and pedestrian connection between Downtown and the University of Minnesota. Pedestrian and bicyclists will benefit from the preservation of this crucial Mississippi River crossing. The City's off-street trail facility over the Mississippi River provides a convenient and attractive alternative for local residents and University of Minnesota students and employees to travel between the Cedar Riverside Neighborhood on the West Bank to the U of M in the East Bank.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

## **Project Title: BR134 Bridge 9 Program**

No the right-of-way is not constrained by the width of the bridge. There should be sufficient width to accommodate all necessary modes.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?**

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

This project requires major rehabilitation and it is not economical for City maintenance crews to perform rehabilitation work.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

No new structure, this is a rehabilitation project.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

None.

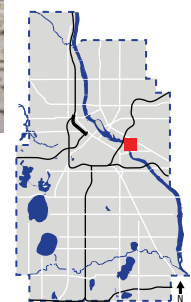
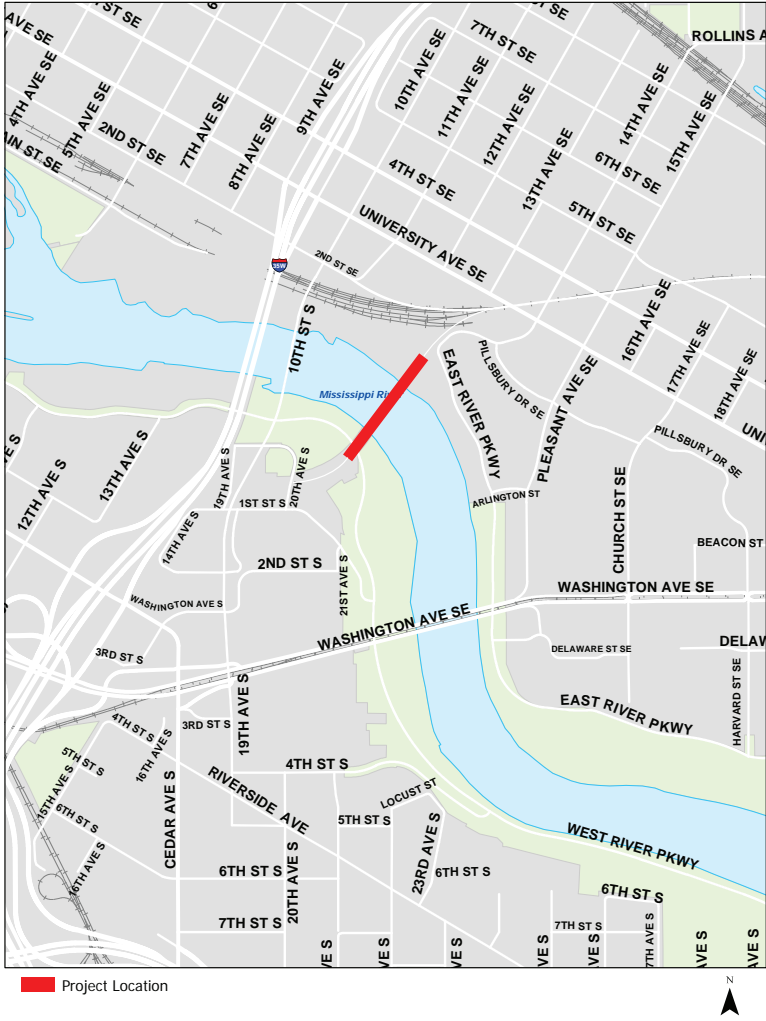
**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Public Works anticipates beginning preliminary design and public involvement in 2018, completing a final design in 2018 and construction in 2019.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

The scalability may be limited by the requirements of potential outside funding.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**



## Project Title: TR008 Parkway Street Light Replacement

**Project Location:** Citywide

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Joe Laurin

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 18 of 57

**Contact Phone Number:** (612) 673-5987

### Project Description:

This proposal consists of the replacement of deteriorated services, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair. The majority of these lighting units utilize mercury vapor luminaires, which are approaching the end of their serviceable life. These units will need to be retrofitted or replaced since State Statutes (Section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaires. All poles installed after 2015 will include LED lighting for energy savings and maintenance reduction.

Based on current anticipated funding levels, approximately 40-45 poles can be fully replaced each year. There are approximately 700 poles remaining to be replaced. Funding may be enhanced and the replacement schedule accelerated should additional funding materialize.

### Purpose and Justification:

These lighting facilities cannot be properly maintained at the present level of maintenance funding. Aged, deteriorated, and obsolete units and associated underground wiring are not able to be replaced at a fast enough rate to catch up on deferred maintenance. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	1,630	350	350	350	350	350	1,750	350
Park Capital Levy	531							
<b>Total</b>	<b>2,161</b>	<b>350</b>	<b>350</b>	<b>350</b>	<b>350</b>	<b>350</b>	<b>1,750</b>	<b>350</b>

## Project Title: TR008 Parkway Street Light Replacement

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	20	20	20	20	20	100
Construction Costs	317	317	317	317	317	1,583
General Overhead	13	13	13	13	13	67
Total	350	350	350	350	350	1,750

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has repeatedly applied for Minnesota Bonding Money. To date, the City has received funding for Victory Memorial Drive lights, which were installed in 2010. The City and the Park Board have been working to combine the net debt bond funds with other sources to expedite the replacement of the remaining obsolete poles. The Park Board committed almost \$1.5 million in capital and other funds for 2012 Parkway lighting replacement, but in recent years, the funding has fluctuated with some years receiving no additional Park Board funds. The Park Board funds are in addition to the City net debt bond contribution. Any funding cuts act to delay the completion of the overall system replacement.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improved street lighting contributes to the Minneapolis goal of connected communities-great spaces & places with thriving neighborhoods. Lighting can promote neighborhood identity, improve pedestrian, bicycle and vehicle safety and promote night time business and cultural activity outdoors.

- Living well: Minneapolis is safe and livable and has an active and connected way of life
  - o High-quality and convenient transportation options connect every corner of the city.
- One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
  - o All people have access to quality essentials, such as housing, education, food, child care and transportation.
- Great Places: Natural and built spaces work together and our environment is protected
  - o We manage and improve the city's infrastructure for current and future needs.
  - o Iconic, inviting streets, spaces and buildings create a sense of place.
  - o We welcome our growing and diversifying population with thoughtful planning and design.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Lighting is also part of the urban design component of the Minneapolis Plan for Sustainable Growth, specifically policy 10.17:

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian

## **Project Title: TR008 Parkway Street Light Replacement**

friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Public Works coordinates as much as possible with the Park Board on National Scenic Byway and trail projects that may provide a source of additional revenue/matching dollars and coordinate project timelines to maximize efficiency.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, in some cases the lighting will help make those corridors safer by making pedestrians more visible at night.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$162,588

**Describe how operating cost increases or decreases were determined and include details such as personnel costs,**

## **Project Title: TR008 Parkway Street Light Replacement**

### **materials, contracts, energy savings, etc:**

It's estimated that personnel cost would be reduced by \$4,500 and equipment rental by \$1,500. As LED lights are installed savings of \$100 in maintenance and \$25 in electricity per fixture can be anticipated. At 40 poles and fixtures replaced per year the annual energy and maintenance savings cost are \$5,000.

### **If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

### **For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Any unspent balance will be reallocated to increase the number of poles that are replaced in future program years.

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

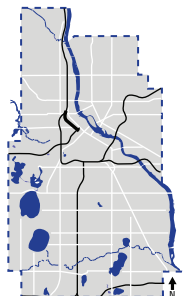
Not Applicable

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Money spent now on the replacement of lighting will reduce the cost for maintenance for a system that is beyond its service life. Portions of the Parkway lighting system have been condemned and turned off until funds are available to provide temporary connections.

### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

This project will allow for the existing parkway lighting to be upgraded. The electrical cost of much of the existing system is based on a flat-rate per light. This project installs electrical meters and will more accurately reflect true usage. The quality of lighting will improve and the lighting will be focused down, and along the parkway, instead of upward. LED lighting will be included on years 2015 and beyond. Lights replaced previously will require the fixtures upgraded over time.



## Project Title: TR010 Traffic Management Systems

<b>Project Location:</b> Citywide	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 4/15/19	<b>Estimated Project Completion Date:</b> 11/15/23
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b> 17 of 57
<b>Contact Person:</b> Allan Klugman	<b>Contact Phone Number:</b> (612) 673-2743
<b>Level of Need:</b> Significant	

### Project Description:

The goal of this program is to increase mobility and safety for people who walk, bike, take transit, and drive throughout the City. This is accomplished by improving the infrastructure and devices in the field that City staff use to monitor and manage traffic operations at the City's Traffic Management Center (TMC). The main focus of projects is to upgrade and expand the existing communication links from traffic signals back to the TMC which will achieve higher bandwidth and increase reliability.

### Purpose and Justification:

Most of the existing communication links consist of interconnecting traffic signal cable that are over 30 years old, which have limited bandwidth. The TMC uses CCTV cameras to monitor traffic conditions, evaluate traffic signal operations, and validate maintenance requests for faster response time. Video detection systems can also be viewed and adjusted from the TMC. There is an increasing need to install more CCTV cameras and video detection systems making it essential that there are adequate communication links to support the video feed.

Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain synchronization and staff can respond quickly to power outages and signal wrecks. Thus it is essential to build a reliable communication network to prevent single communication link failures from causing entire traffic signal groups to lose communication.

The City operates over 800 traffic signals and approximately 15 are not connected to the City's TMC. Part of this program's focus is to install communication links to traffic signals not currently connected to the City's TMC. Depending on the bandwidth demands and site conditions, city staff will install either fiber optic cable or radio communication devices.

As connected vehicles and other smart technology emerge, it is anticipated that more devices will need to be implemented in the field. Larger signal cabinets will be needed to operate all the new technology and more data will need to be sent via the communication network.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants	2,360							
Hennepin County Grants	675	375	225	275	250	250	1,375	250
Municipal State Aid	800							
Net Debt Bonds	865	680	650	875	1,000	1,600	4,805	1,600
<b>Total</b>	<b>4,700</b>	<b>1,055</b>	<b>875</b>	<b>1,150</b>	<b>1,250</b>	<b>1,850</b>	<b>6,180</b>	<b>1,850</b>

## Project Title: TR010 Traffic Management Systems

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	989	816	1,081	1,177	1,754	5,817
General Overhead	41	34	44	48	71	238
Total	1,055	875	1,150	1,250	1,850	6,180

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

In addition to the City's communication needs for the traffic signal systems, Hennepin County is implementing communication paths to its facilities in Minneapolis. The City and County have successfully partnered on a similar project in 2015/2016 that benefitted both agencies. Initial conversations with the County have indicated that they will participate in the costs for these proposed projects.

Currently there is no federal funding for these projects. City staff will explore applying for future federal funds through Met Council's Regional Solicitation grant process.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project satisfies the following city goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life  
High-quality and convenient transportation options connect every corner of the city.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper  
All people have access to quality essentials, such as housing, education, food, child care and transportation.

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here  
Infrastructure, public services and community assets support businesses and commerce  
Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected  
The city's infrastructure is managed and improved for current and future needs

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The above mentioned projects are consistent with policies 2.6.4, 5.4.2 and 5.4.3 of section 4F, Traffic Control & Street Lighting. These policies are as follows:

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.  
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

## **Project Title: TR010 Traffic Management Systems**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Hennepin County will be contributing money towards the design and construction of the proposed projects.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2018

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$419,567

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

The new communication links require about the same operating and maintenance costs as the existing network.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

A communication project was delayed to better align with the C-line BRT project to be constructed in 2018 along Penn Ave N.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

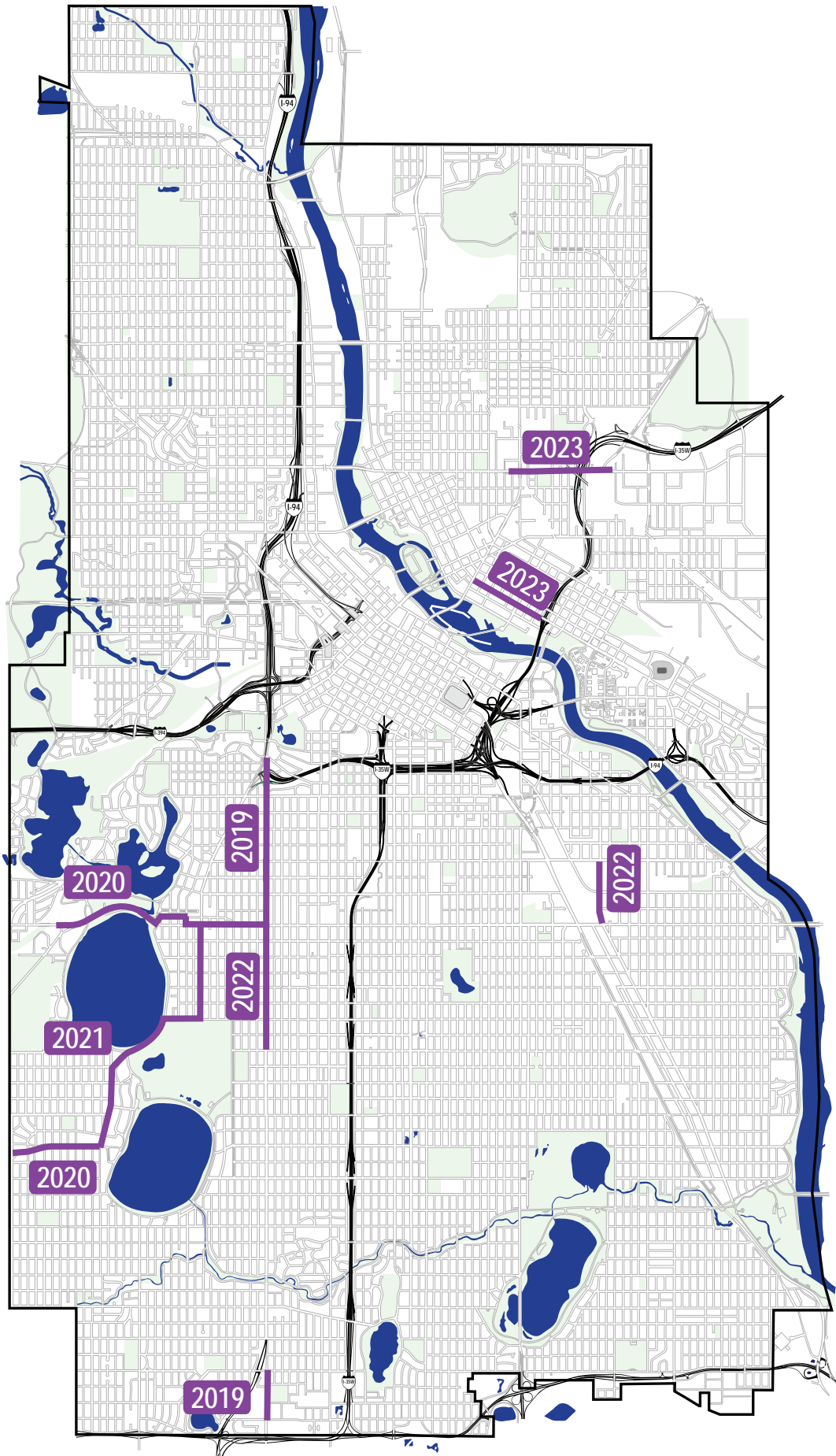
The contractor began working in the fall and construction is expected to be complete by the end of 2016.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is flexibility to increase the amount of funding for each year, which would help cover unexpected costs. A reduction in funding could reduce or delay improvements to several areas of the City.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Not Applicable



## Project Title: TR011 City Street Light Renovation

<b>Project Location:</b> Citywide	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 4/15/19	<b>Estimated Project Completion Date:</b> 11/15/23
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b> 16 of 57
<b>Contact Person:</b> Joe Laurin	<b>Contact Phone Number:</b> (612) 673-5987
<b>Level of Need:</b> Significant	

### Project Description:

This capital project would continue a multi-year renovation program for the City's existing metal pole street lighting facilities. The City of Minneapolis has approximately 7,000 metal street lighting poles (30-40 ft. heights) distributed throughout the City generally located in commercial areas and along some arterial roadways. A significant percentage of the City's poles are approximately 40 to 60 years old, having been installed between 1954 and 1963. A significant number of these light poles and their anchorage are at, or are reaching, the end of their serviceable life due to the corrosive effects of salt on the lower six feet of the steel pole.

### Purpose and Justification:

It is imperative that a street light renovation program be maintained. Approximately 30 poles are lost each year due to deterioration of the steel, many of which are not replaced, due to the shortage of available maintenance funding. The average cost for replacing a light pole and transformer base, including rebuilding its foundation anchorage is estimated at \$5,000. With an estimated 800 units needing to be replaced over the next ten years, the cost (\$4,000,000 in 2007 dollars) far exceeds the funding available in the annual operating and maintenance budget for street lighting. A material condition audit in 2016 found close to 100 poles deemed hazardous and requiring immediate replacement and hundreds of others in poor condition. Phase 2 of the audit was completed in 2017 and found an additional 600 deficient poles requiring replacement. Additionally, around \$100,000 is allocated each year for in-place pole painting to preserve the asset and extend its useful life, delaying the need for full replacement.

The funding proposed for 2022 is a continuation of the program that began in 2005. In 2005, \$1,000,000 was appropriated for this project and all of the money was spent in that year. This is the start of a long-term renovation program, one that will require a substantial investment during the initial 10-year period to get the program underway. It is estimated that it will take \$300,000 annually during the program's early years to renovate units most in need of immediate attention to prevent them from falling over into the street, sidewalk, or onto an adjacent building. Priority will be given in the immediate and near future to addressing the unsafe and poor condition streetlight poles. As pole conditions are improved, it is anticipated that this program will allow for the purchase of newer light fixture technology, such as LED, which promise great energy savings and longer fixture life. A part of the budget is planned to be used to procure and install LED fixtures, introducing a transition away from high pressure sodium (HPS) light fixtures. Funding increases are requested starting in 2022 to expedite the conversion of existing HPS fixtures to LED fixtures. The conversion from HPS to LED should greatly reduce operation and maintenance costs, as LED fixture typically consume 60-70% less energy and last 400-500% longer.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	2,875	1,000	1,000	1,000	1,500	1,500	6,000	1,500
<b>Total</b>	<b>2,875</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,500</b>	<b>1,500</b>	<b>6,000</b>	<b>1,500</b>

## Project Title: TR011 City Street Light Renovation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	25	25	25	38	38	150
Construction Costs	937	937	937	1,405	1,405	5,619
General Overhead	38	38	38	58	58	231
Total	1,000	1,000	1,000	1,500	1,500	6,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city, and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts, and transit station areas.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's

## **Project Title: TR011 City Street Light Renovation**

comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Public Works coordinates as much as possible with other projects that may provide a source of additional revenue/match dollars and coordinates project timelines to maximize efficiency

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Approximately 100LED fixtures can be converted per year in the 2018 budget. These should save approximately \$50 per year energy savings and \$50 per year in amortized maintenance savings for a total of \$100 per fixture or \$10,000 per year. Pole painting about 150 poles per year should add 10 years of life per pole at \$30 per year amortized replacement cost for a total of \$45,000. Pole replacements should save \$5000 per year in emergency overtime costs. Total savings of \$60,000 per year.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

<b>Project Title: TR011 City Street Light Renovation</b>
--

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

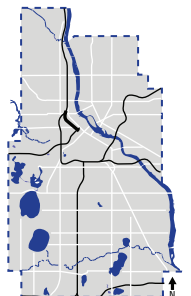
**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Pole replacement and LED installs are very flexible and can easily be increased for additional funds.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Money spent now on the replacement and/or painting of light poles and bases will reduce the cost for maintenance of a system that is beyond its service life.

Pedestrian, bicyclists, and motorists will benefit from this project. The cost premium for LED light fixtures compared to high pressure sodium lights fixtures has virtually been eliminated, as the technology and warranties appear much more reliable. The light fixture conversion would have great long-term benefits for the City.



## Project Title: TR021 Traffic Signals

**Project Location:** Citywide

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Allan Klugman

**Level of Need:** Important

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 13 of 57

**Contact Phone Number:** (612) 673-2743

### Project Description:

The primary objective of this project is to replace aging (30+ years) and obsolete traffic signal system equipment (e.g., signal poles, mast arms, foundations, traffic signal control cabinets, wiring, and underground conduit). The signal systems will be upgraded to include state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Another objective is to replace the red and green LED illuminated traffic signal indicators that have reached the end of their service life.

### Purpose and Justification:

This project is intended to improve the overall safety of the transportation system. Sufficient funds have not been available in the operations and maintenance general fund budget to permit an extensive replacement program. Over the past several years, city funding has been reduced for traffic signal maintenance, further reducing the efforts to replace traffic signal equipment. The City operates and maintains over 800 traffic signal systems, with some of the equipment (e.g., traffic signal poles, mast arms, controller cabinets and controllers, etc.) in use for more than 30 years. There are a number of locations where signal poles and mast arms have started to deteriorate, such that this equipment was replaced for safety reasons. The Mayor and Public Works have identified additional capital dollars to replace failed or failing traffic signal equipment and infrastructure.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants								
Hennepin County Grants	1,075	125	125	125	250	250	875	250
Municipal State Aid	660							
Net Debt Bonds	7,745	1,825	1,675	1,875	2,250	2,250	9,875	2,250
Other Local Govts								
<b>Total</b>	<b>9,480</b>	<b>1,950</b>	<b>1,800</b>	<b>2,000</b>	<b>2,500</b>	<b>2,500</b>	<b>10,750</b>	<b>2,500</b>

## Project Title: TR021 Traffic Signals

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	75	75	75	75	75	375
Construction Costs	1,800	1,656	1,848	2,329	2,329	9,962
General Overhead	75	69	77	96	96	413
Total	1,950	1,800	2,000	2,500	2,500	10,750

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has collaborated with Hennepin County to contribute funding to this program. Agreements will be written per project near the start of construction. The City has also begun a multiple year partnership with MnDOT to address traffic signals along State Trunk Highways. It is anticipated that by the end of 2018, 22 traffic signals have been upgraded along University Ave NE and Central Ave NE as part of a cooperative project which began in 2016. The City has ongoing conversations with MnDOT to strategize more projects as part of this program.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains and improves the efficiency of existing infrastructure, improves motorist and pedestrian safety, and reduces impacts on the environment—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

## **Project Title: TR021 Traffic Signals**

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

This project maintains street infrastructure and improves the quality and condition of public infrastructure by replacing aging and obsolete traffic signal system equipment. The equipment that is or has failed will be replaced with new equipment, improving the condition of the overall public infrastructure.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 13, 2010. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City and County have a Routine Maintenance Agreement that states the City will operate and maintain each traffic signal that are on County roadways and the County will pay for a portion of the operation and maintenance. The City is requesting that the County contributes additional capital funding to pay for the controller replacement on County roadways. The County has agreed to provide additional funding. The City is also discussing a partnership with MnDOT to address traffic signals along State Trunk Highways.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes. New signals will be equipped with newer APS technology and new ADA compliant ramps.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?** 20,000

**Any Prior Year Remaining Bond Authorizations?** Yes

## **Project Title: TR021 Traffic Signals**

**Prior Year Remaining Bond Authorizations:** \$171,006

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

In general, the cost to maintain the signal system will be reduced by \$20,000 per year. The replacement of aging and obsolete traffic signal system equipment will reduce the amount of money spent on maintenance for the replacement of failing equipment, while also reducing personnel time spent maintaining the aging and obsolete traffic signal system equipment. This would free up more time that can be used on previously understaffed work activities.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

A few projects started last year and will be completed in 2018. City crews spent a significant effort on Super Bowl preparations which caused some signal work elsewhere in the City to be delayed until 2018.

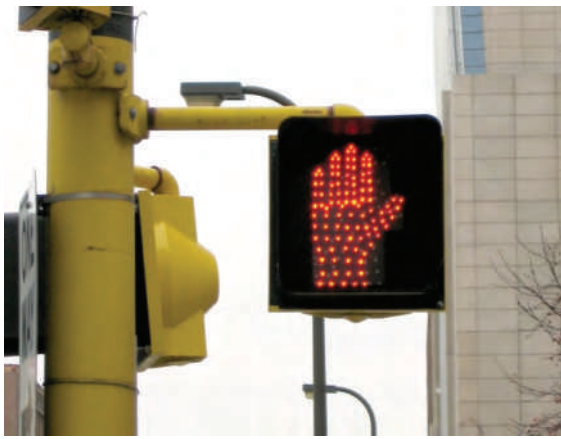
**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable

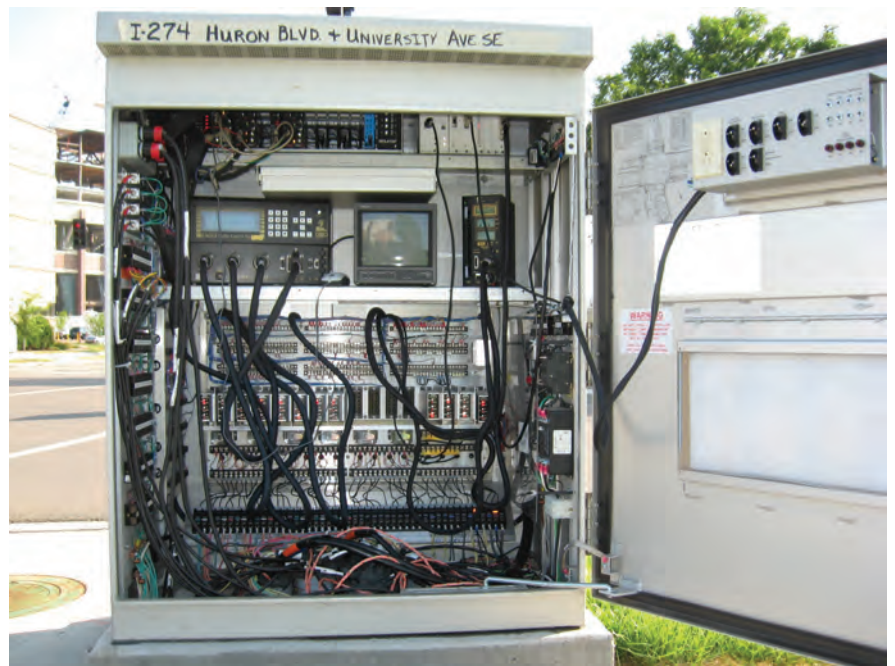
**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is flexibility to increase funding in each year. Additional funding will allow Public Works personnel to replace aging and obsolete traffic signal equipment more quickly and install more pedestrian countdown timers each year.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**



Regular Ped Signal



New Signal Controller and Cabinet



Pedestrian Signal with Count-down Timer



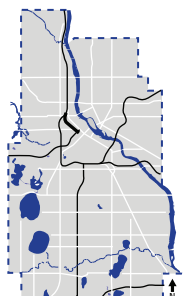
Old Traffic Signal Pole



New Traffic Signal Pole



Accessible Pedestrian Signal



## Project Title: TR022 Traffic Safety Improvements

<b>Project Location:</b> Citywide	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 4/15/19	<b>Estimated Project Completion Date:</b> 11/15/23
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b> 3 of 57
<b>Contact Person:</b> Allan Klugman	<b>Contact Phone Number:</b> (612) 673-2743
<b>Level of Need:</b> Significant	

### Project Description:

The goal of this program is to increase safety for traffic, bicyclists, and pedestrians. The primary method of improving safety in this program is by upgrading deficient signal systems. Many traffic signals in the City lack overhead signal indications on mast arms. Deficient intersection locations are prioritized based on crash history. Before and after crash studies have shown up to an 80% reduction in right angle crashes and a 30% reduction in all crashes. The City has proposed several overhead signal conversion projects in 2019-2023. In addition to adding an overhead signal, these projects will upgrade the entire signal system to have state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Intersections with bicycle and pedestrian crashes will be evaluated and signal operations can be modified to improve safety.

Additional safety projects include:

- installing durable pavement markings;
- updating or replacing existing street lights and bridge navigation lighting under various bridges/viaducts throughout the City;
- modifying street signs to comply with State and Federal standards;
- installing metro-sized street name signs for motorist on major commercial streets as they approach arterial streets;
- improving the condition and quality of bicycling and walking environments that provide access to and from schools.

### Purpose and Justification:

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mast arms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually-impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants	9,280			1,350			1,350	
Hennepin County Grants	1,123	500	500		500	500	2,000	500
Municipal State Aid	1,215							
Net Debt Bonds	3,095	500	880	1,250	1,250	1,250	5,130	1,250
Other Local Govts								
State Grants								
<b>Total</b>	<b>14,713</b>	<b>1,000</b>	<b>1,380</b>	<b>2,600</b>	<b>1,750</b>	<b>1,750</b>	<b>8,480</b>	<b>1,750</b>

## Project Title: TR022 Traffic Safety Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	35	35	75	50	50	245
Construction Costs	927	1,292	2,425	1,633	1,633	7,909
General Overhead	38	53	100	67	67	326
Total	1,000	1,380	2,600	1,750	1,750	8,480

Have Grants for this Project been secured? ☒

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has applied for and is receiving federal funding through the Highway Safety Improvement Program (HSIP) application. The funding will be available in 2021. In 2021, 5 more signal systems in downtown will be rebuilt along Hennepin Ave S and Harmon Place. The Federal government will provide 90% of the construction cost, with the City providing the remaining 10%.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

All neighborhoods are safe, healthy and uniquely inviting

Our neighborhoods have amenities to meet daily needs and live a healthy life

High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

All Minneapolis residents, visitors and employees experience a safe and healthy environment

We sustain resources for future generations: reducing consumption, minimizing waste and using less energy

The city's infrastructure is managed and improved for current and future needs

Iconic, inviting streets, spaces and buildings create a sense of place

We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

2.5.7 Promote motorist awareness and bicycle safety education campaigns.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which

## **Project Title: TR022 Traffic Safety Improvements**

promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 13, 2010. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The two project partners for the traffic signal overhead addition projects are the Federal Highway Administration (FHWA) and Hennepin County. FHWA will give approval of the plans, specifications, and estimates that will be needed for construction, as well as 90% of the funding for each project. The City is requesting Hennepin County contribute funding to each project.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

## **Project Title: TR022 Traffic Safety Improvements**

Yes. New signals will be equipped with newer APS technology and new ADA compliant ramps. Some of the intersection improvements may improve non-motorized safety.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is constrained at most intersections. Innovative design strategies will be explored if appropriate.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$190,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Not Applicable

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The 7th St S HSIP signal project was bid out in 2017 but construction was postponed until 2018 after the Super Bowl.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is flexibility to increase funding in each year. Additional funding will allow Public Works to expedite some projects and allow for more safety measures to be implemented with additional projects.

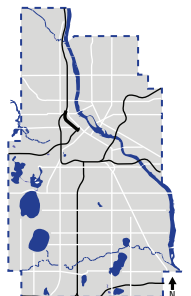
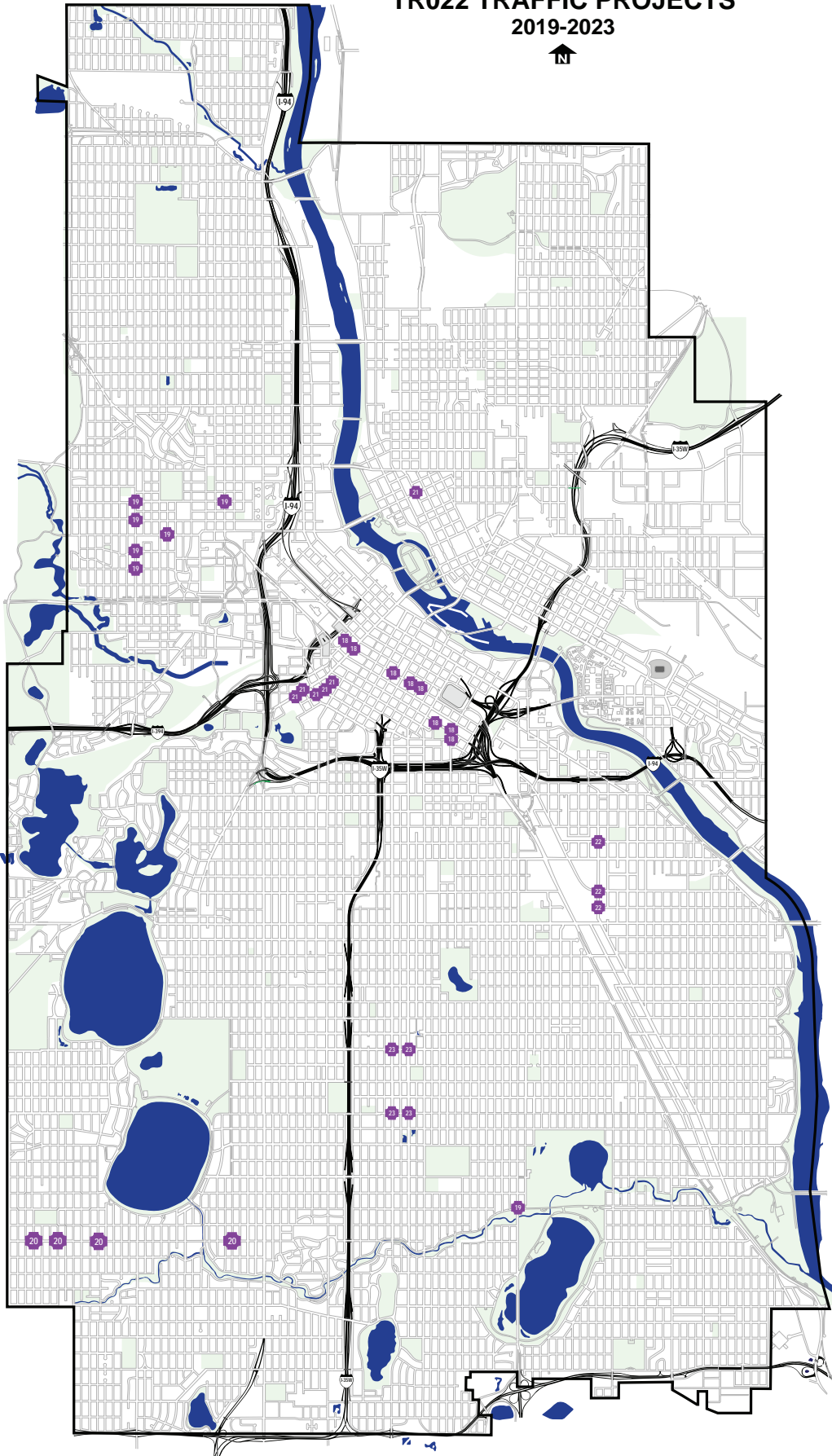
**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

This project will make improvements to the street network and promotes efficient safe movement of traffic by installing overhead signal indications, APS, and other infrastructure. The installation of overhead signal indications will help increase the signal visibility for drivers and reduce the number of right angle crashes, while installation of the APS will help vision-impaired individuals safely cross streets at signalized intersections. The installation of new roadway signing and markings will improve the quality and condition of the public streets and help drivers, bicyclists, and pedestrians more easily navigate the roadway network.

# CITY OF MINNEAPOLIS

## TR022 TRAFFIC PROJECTS

### 2019-2023



## Project Title: TR024 Pedestrian Street Lighting Corridors

**Project Location:** Citywide

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Joe Lauin

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 21 of 57

**Contact Phone Number:** (612) 673-5987

### Project Description:

The City of Minneapolis has identified numerous streets, neighborhood commercial nodes, and activity centers as Pedestrian Street Lighting Corridors (PSLC's) for the purposes of installing upgraded street lighting systems. These locations are identified in the City of Minneapolis Street Lighting Policy based on their access to transit, overall traffic/pedestrian volumes, and commercial use. The City Council directed Public Works to amend the street lighting policy to promote the installation of lighting along PSLC's, and directed the department to remove the property assessment and owner petition requirements and provide City funding for the PSLC improvements.

### Purpose and Justification:

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users. In the past, street lighting on these PSLC's were assessed to abutting property owners requiring a majority of owners to opt out of the assessment during road construction projects. This process was re-examined in 2013 and the City agreed to change the funding mechanism to not assess property owners along PSLC's. Due to the extended time between full street reconstruction projects, the opportunities to install lighting on PSLC's through street reconstruction are limited. This program allows for some accelerated installation of pedestrian-level street lighting on PSLCs, which are not part of the current street reconstruction program. At current 2015 costs per installed street light, the requested \$500,000 per year would allow for between 50 and 60 poles/fixtures annually to be installed on PSLC's.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	2,400	500	500	500	600	1,000	3,100	500
<b>Total</b>	<b>2,400</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>600</b>	<b>1,000</b>	<b>3,100</b>	<b>500</b>

## Project Title: TR024 Pedestrian Street Lighting Corridors

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	15	15	15	18	30	92
Construction Costs	466	466	466	559	932	2,888
General Overhead	19	19	19	23	38	119
Total	500	500	500	600	1,000	3,100

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project satisfies the following city goals:

- Living well: Minneapolis is safe and livable and has an active and connected way of life
  - o All neighborhoods are safe, healthy and uniquely inviting
  - o Our neighborhoods have amenities to meet daily needs and live a healthy life
- A hub of economic activity and innovation: Businesses – big and small – start, move, stay, and grow here
  - o Infrastructure, public services, and community assets support businesses and commerce
- Great Places: Natural and built spaces work together and our environment is protected
  - o We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
  - o We manage and improve the city's infrastructure for current and future needs
  - o Iconic, inviting streets, spaces and buildings create a sense of place

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city, and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian-scale lighting throughout neighborhoods, as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts, and transit station areas.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 16, 2015. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Public Works coordinates as much as possible with other projects that may provide a source of additional revenue/match dollars and coordinates project timelines to maximize efficiency. Pedestrian street lighting is added along with street reconstruction projects and private development projects in some areas. Minneapolis works closely with other governmental and non-profit partners to help fund street lighting.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, this program specifically targets high-volume pedestrian corridors. Installing lighting will greatly improve safety and accessibility along these routes.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing street lighting will improve the streetscape for pedestrians.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right of way is constrained in most cases. Lighting infrastructure typically is installed within the boulevard or within the furniture zone behind the curb.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 35

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$6,510

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Ongoing costs include electricity, pole knockdowns, and bulb replacements. New poles will utilize LED technology, which are highly efficient both in terms of electrical usage and ongoing maintenance. Public Works will adjust operating expense requests as the number of street light poles increases, but expects future operational savings in the existing street lighting system as existing fixtures are converted to LED. Some marginal energy savings from replacing pre-existing wood pole lighting, but added LED poles should offset that savings

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize**

<b>Project Title: TR024 Pedestrian Street Lighting Corridors</b>
--

**the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Any unspent balance will be reallocated to increase the number of poles that are replaced in future program years.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

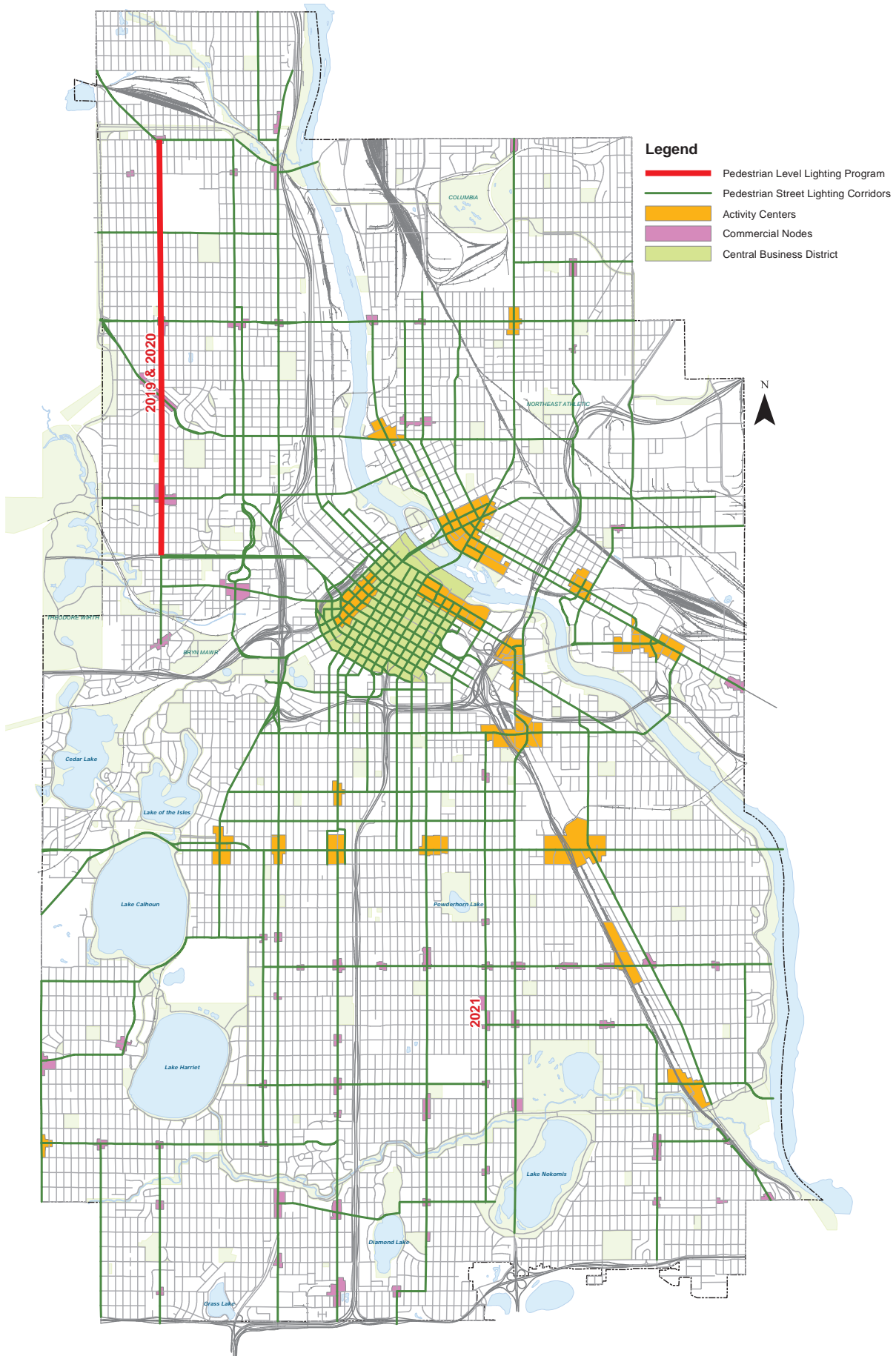
Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is flexibility to increase funding in each year. Additional funding will allow for more street lighting to be implemented with additional projects.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Pedestrian, bicyclists, transit users, and motorists will benefit from this project. Residents and businesses along corridors with street lighting in the past have used their street lighting to enhance their neighborhood identity using banners and holiday lighting.



## Project Title: TR025 Sign Replacement Program

**Project Location:** Citywide

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Steve Mosing

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 14 of 57

**Contact Phone Number:** (612) 673-5746

### Project Description:

In 2005, the State of Minnesota published requirements for minimum levels of retro-reflectivity for roadway signs and mandated dates for compliance with the new standard. This language was based on the Federal requirements contained in the Manual on Uniform Traffic Control Devices (MUTCD). In 2010, the Federal Highway Administration decided to reconsider the original language and began the process of amending the language contained in the 2005 MUTCD. The proposed language that was offered for public comment essentially eliminated specific compliance dates but still retained the retro-reflectivity requirements. The comment period portion of the rulemaking process has passed and the adapted revised language includes:

#### Regulatory and Warning Signs

Federal Register/Vol. 77, no. 93 / Monday May 14, 2012 / Rules and Regulation

- Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign reflectivity at or above established minimum levels.
- An assessment or management method must be established within 2 years of date of the above revision.

The City of Minneapolis has chosen the Blanket Replacement Method where all signs in an area/corridor, or of a given type, should be replaced at specified intervals (10 to 15 years). The interval level will be based on expected sign life. The City recognizes the value of maintaining the visibility of roadway signs and in 2010 began planning the implementation of a program that will ensure adequate retro-reflectivity system wide. The program was originally funded under TR022. Beginning in 2015, the sign replacement program has been given its own project under TR025.

### Purpose and Justification:

These funds are requested to allow Public Works Traffic Operations to proceed with the plan for assuring compliance with federal and state standards for minimum levels of retro-reflectivity for roadway signs.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Municipal State Aid	915							
Net Debt Bonds	1,770	895	895	895	895	895	4,475	895
<b>Total</b>	<b>2,685</b>	<b>895</b>	<b>895</b>	<b>895</b>	<b>895</b>	<b>895</b>	<b>4,475</b>	<b>895</b>

## Project Title: TR025 Sign Replacement Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	836	836	836	836	836	4,178
General Overhead	34	34	34	34	34	172
Total	895	895	895	895	895	4,475

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project satisfies the following city goals:

- Living well: Minneapolis is safe and livable and has an active and connected way of life
  - o Our neighborhoods have amenities to meet daily needs and live a healthy life
- A hub of economic activity and innovation: Businesses – big and small – start, move, stay, and grow here
  - o Infrastructure, public services, and community assets support businesses and commerce
- Great Places: Natural and built spaces work together and our environment is protected
  - o We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
  - o The city's infrastructure is managed and improved for current and future needs
  - o Iconic, inviting streets, spaces and buildings create a sense of place
- A City that works: City government runs well and connects to the community it serves
  - o City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

The installation of new roadway signing and markings will improve the quality and condition of the public streets and help drivers, bicyclists, and pedestrians navigate the roadway network with more ease.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on February 10, 2011. The project was found consistent with the City's

## Project Title: TR025 Sign Replacement Program

comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City has established a partnership with the State to help replace signs on State Trunk Highways and City streets. This effort is in response to the new federal standards for sign reflectivity.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 12

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$245,854

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

This program will only replace existing signs. There will be no change in annual operating cost.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

There will be no change in annual operating cost.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The remaining unspent bonds will be used up by spring 2018.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

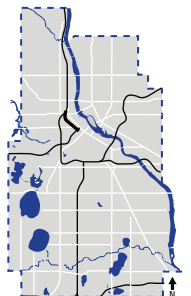
Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is flexibility to increase/decrease funds used, but this would result a in shorter/longer installation timeline.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The project started in 2012. In the first two years of the program, City staff completed an inventory and condition rating of the over 80,000 signs within the City. This was a necessary first step before embarking on the full installation program that will use the remaining project funding. Sign replacement began in 2014, which spent down the 2013 TR022 funding and work in 2015 spent down the 2014 TR022 funding. It is anticipated that the same amount of work will take place this year, thus 2016 has been designated as a year to catch up on unspent balances as no money was requested in 2016.



<b>Project Title:</b> TR99R Reimbursable Transportation Projects	
<b>Project Location:</b>	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 1/1/00	<b>Estimated Project Completion Date:</b> 1/1/00
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b>
<b>Contact Person:</b>	<b>Contact Phone Number:</b>
<b>Level of Need:</b> Desirable	

**Project Description:**

These funds are requested to allow Public Works Traffic Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

**Purpose and Justification:**

**Department Funding Request (in Thousands)**

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Reimbursements	3,000	600	600	600	600	600	3,000	600
<b>Total</b>	<b>3,000</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>3,000</b>	<b>600</b>

## Project Title: TR99R Reimbursable Transportation Projects

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Construction Costs	577	577	577	577	577	2,885
General Overhead	23	23	23	23	23	115
Total	600	600	600	600	600	3,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

**Operations & Capital Asset Maintenance:**

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement?

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Traffic Control Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

## Project Title: BIK28 Protected Bikeways Program

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Liz Heyman

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 12 of 57

**Contact Phone Number:** (612) 673-2460

### Project Description:

This program will implement protected bikeways, by prioritizing routes recommended in the Protected Bikeways Update to the Minneapolis Bicycle Master Plan. Sometimes referred to as “protected bike lanes” or “cycletracks”, protected bikeways are designed to be physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features.

The program will also look to consider protected bikeway investments in corridors that are not highlighted in the Protected Bikeways Update as opportunities arise to improve the connectivity of the bikeway network. Opportunity-driven projects will be evaluated based on a variety of perspectives and will include protected bikeways if it is determined to be the best treatment based on community engagement, context of the roadway, and surrounding land uses. Lastly, the program will also continue to implement bikeway facility upgrades, such as: bollard protected bikeway being upgraded to a curb protected bikeway, protected intersections, signal improvements, or spot treatments to improve connectivity, safety, and comfort for people biking.

### Purpose and Justification:

Minneapolis is a great city for bicycling; however, not everyone feels comfortable and safe riding with vehicular traffic on a busy street, even within a bike lane. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets aren't an option or do not provide direct routes with convenient access to jobs, transit, and popular destinations. To encourage bicycling in Minneapolis, new bicycle infrastructure is being designed and implemented to make Minneapolis easier to bike for people of all ages and abilities.

Public Works conducted a feasibility analysis as a part of the Protected Bikeways Update to the Minneapolis Bicycle Master Plan to identify priority corridors for implementation of protected bikeways. The update builds upon the City's Climate Action Plan that was adopted in 2013, which recommends implementation of 30 miles of bike facilities by 2020.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	3,800	1,140	1,940	1,000	1,000	1,000	6,080	1,000
<b>Total</b>	<b>3,800</b>	<b>1,140</b>	<b>1,940</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>6,080</b>	<b>1,000</b>

## Project Title: BIK28 Protected Bikeways Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	220	370	190	190	190	1,160
Construction Costs	876	1,495	772	772	772	4,686
General Overhead	44	75	38	38	38	234
Total	1,140	1,940	1,000	1,000	1,000	6,080

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time, but this program can be used as a potential local match for grant funding if and when opportunities arise.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

## **Project Title: BIK28 Protected Bikeways Program**

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on June 4, 2015. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

**Describe the economic development impact of the project:**

As the protected bikeway network is developed, bicycle access to commercial areas will be improved, supporting the economic function and viability of the city's commercial areas.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

All of these routes are in the Protected Bikeways Update to the Bicycle Master Plan.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Protected bikeways are part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

These projects will provide a more comfortable bicycle facility than standard bike lanes.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

## **Project Title: BIK28 Protected Bikeways Program**

Yes, right-of-way is constrained in most of these corridors, and there are generally tradeoffs in most of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of protected bikeways in Minneapolis.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 10

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$1,815,052

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Public Works is still assessing the costs of maintenance for protected bikeways. A winter walking and biking study is currently underway. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations. As more protected bikeway projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Unspent balances will be rolled forward to fund the Protected Bikeway Program in future years. The size and the scope of work can be adjusted to use available funds.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before each protected bikeway project is scheduled for implementation.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

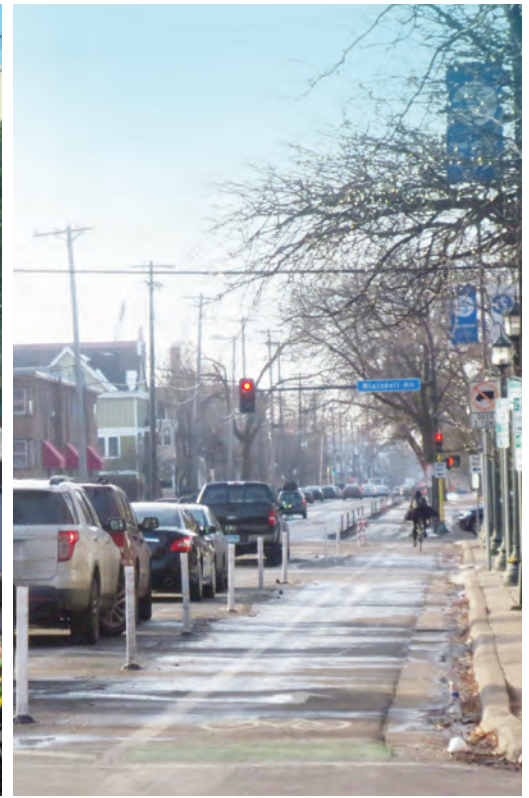
**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Protected bikeway projects accomplish two major goals outlined in the Bicycle Master Plan; 1) to improve safety and 2) increase the number of bicyclists. These projects are strategically placed in system gap locations to maximize return on investment and to ensure regional equity.



Illustrative rendering of planter protected bikeway - the City may consider this treatment for future projects



Parking protected bikeway

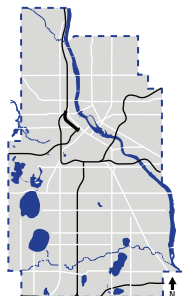


Bollard Protected Bikeway



Illustrative rendering of curb protected bikeway - the City has installed this treatment on Oak St.

Protected bikeways have physical barriers that separate bicyclists from motor vehicle traffic. The barriers deter drivers from parking on bicycle lanes and provide similar user experience as off-street trails. The figures above show potential treatments that could be funded with this program.



## Project Title: BP001 Safe Routes to School Program

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Virginie Nadimi

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 2 of 57

**Contact Phone Number:** (612) 673-5011

### Project Description:

The City's School Pedestrian Safety Program was initiated in 2005 to improve safety for children during school arrival and dismissal times, and to help reverse a 30-year decline in the rate of students who walk and bike to school. These efforts have largely focused on minor spot improvements, including durable crosswalks, school crossing signage, pedestrian flasher installation and accessible signal upgrades.

Interest in biking and walking has grown substantially in the last few years at many of the City's 140 schools. Minneapolis Public Schools (MPS) has committed a district level staff person to encourage biking and walking efforts at its schools, and staff at the schools also has a growing role. Organized walk and bike to school efforts are now common throughout the city. Also, MPS has an expanding bike fleet to help support bicycle education and training classes. This bicycle fleet rotates to different schools on a monthly basis and has had a long waiting list since its inception, which is a testament to its demand. In support of these efforts,

Public Works led the development of a citywide Walking Routes for Youth map, released in 2014. This map builds upon the network of bicycle boulevards found within the City's 2011 Bicycle Master Plan, and serves to connect schools, parks, libraries and other youth oriented destinations throughout the city. The routes are served by existing bicycle and pedestrian enhancements along local streets as well as at arterial crossings. Building upon this existing foundation, these routes are a tool to guide and prioritize additional Safe Routes infrastructure investments throughout the city.

The primary objective of this Safe Routes to School program is to increase safety for students and families who walk or bike to schools, parks, and other neighborhood destinations. Another objective is to increase the viable choices for walking and biking to local destinations for all Minneapolis residents. The infrastructure enhancements in this program will primarily serve students Kindergarten through 12th Grade. However, all Minneapolis residents, including families with young children and elderly residents will also benefit from these investments.

### Purpose and Justification:

Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes infrastructure. This includes the successful award of six Safe Routes grant opportunities, amounting to roughly \$1.4 million in external funding to the City. Until 2014, federal Safe Routes funding covered 100% of the construction cost of an awarded project. Current legislation specifies that a 20% local match is required for construction, and other costs such as planning and design engineering are no longer eligible for reimbursement.

The Safe Routes to School program will enhance the pedestrian and bicycle environment around schools with treatments such as arterial crossings with bicycle boulevards, pedestrian shelter medians, pedestrian activated warning devices, curb extensions, and other similar treatments.

Safe Routes to School focus areas and projects will be selected based on school demographic conditions, potential student users, the City's Pedestrian Crash Study (2017), areas with reported pedestrian safety concerns, and other site conditions.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	850	400	400	400	400	400	2,000	400
<b>Total</b>	<b>850</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>400</b>	<b>2,000</b>	<b>400</b>

## Project Title: BP001 Safe Routes to School Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	95	95	95	95	95	475
Construction Costs	290	290	290	290	290	1,448
General Overhead	15	15	15	15	15	77
Total	400	400	400	400	400	2,000

Have Grants for this Project been secured? ☒

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

With the exception of 2017 Safe Routes to School projects, no grants or non-city funding has been secured at this time. Over the previous five years, one to two Safe Routes grant funding opportunities have been released per year from federal, state and county sources. The City has been successful at receiving grant awards. It can be expected that the City will continue to construct one to two Safe Routes projects per year through a combination of the proposed capital program and external funding sources.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project increases safety and livability within the city's neighborhoods by providing pedestrian and bicycle facilities oriented towards children and families. These types of facilities help promote an active and connected way of life by enhancing the walking and biking environment within Minneapolis neighborhoods, and by promoting more trips to local destination by foot or bike. The benefits of this Safe Routes program will be realized throughout the city in an equitable manner, and will be experienced by residents of every age group. The following Minneapolis goals are applicable in this respect:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people, regardless of circumstance, have opportunities for success at every stage of life.
- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care and transportation.
- Residents are informed, see themselves represented in City government and have the opportunity to influence decision-making.

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We sustain resources for future generations by reducing consumption, minimizing waste and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of**

## **Project Title: BP001 Safe Routes to School Program**

**approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The proposed Safe Routes to School program is consistent with a broad range of goals and policies in the Minneapolis Comprehensive Plan. These include the transportation, environmental, and public service goals as outlined below. Policy 5.2.8: specifically mentions City investment in Safe Routes to School infrastructure. Policies 2.3 and 2.5 support investments in “safe, comfortable and pleasant” walking and biking routes in order to encourage these modes of travel in the city. Policy 2.2.1 supports the City’s designation of certain local streets as bicycle boulevards, in that bicycle traffic is identified as the modal priority on these particular routes. Many of the other policies shown below also support the goals and purpose of a Safe Routes to School Program.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

2.5.7 Promote motorist awareness and bicycle safety education campaigns.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.2: Support the efforts of public and private institutions to provide a wide range of educational choices for Minneapolis students and residents throughout the city.

5.2.4 Connect residents to educational opportunities throughout the city, including magnet schools, community education, early childhood family education, post-secondary education, and vocational and higher education.

5.2.5 Encourage the use of public transportation as a means of connecting students to educational opportunities throughout the city.

5.2.8 Provide infrastructure (sidewalks, crosswalks, signage, etc.), education, and enforcement to ensure safe routes to neighborhood schools.

Policy 5.3: Support a strong library system with excellent services, programs, and collections to meet a variety of informational and educational needs

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city’s infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.8.3 Effectively engage the public when making decisions that create, remove, or change a city service, project, or policy.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city’s resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City’s comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city’s tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design**

## **Project Title: BP001 Safe Routes to School Program**

**guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Safe Routes to School within Minneapolis is a collaborative, interagency effort between Minneapolis Public Schools (MPS), Public Works, Police Department, and Health Department among other partners. Since 2009, these partners have met at a monthly Safe Routes to School Work Group whereby pressing issues from the various 5E's are discussed (Education, Encouragement, Enforcement, Engineering, Evaluation). This collaboration has been integral for addressing the complex, multifaceted issue of how to encourage more students to walk and bike to school, and how to provide students with a safe walking and biking environment. This commitment from agency partners has made Safe Routes efforts within Minneapolis a model for cities statewide.

MPS staff provides coordinated programming efforts to encourage the use of the City's Safe Routes infrastructure investments, and to generally increase walking and biking to and from public schools. Staff at the Minneapolis Health Department (MHD) function in a similar capacity for many of the city's private and charter schools. Minneapolis Police Department provides support through their Bike Cops for Kids and Police Activity League programs. They also provide enforcement surrounding school arrival and dismissal operations, and within the city at large. Additionally Hennepin County, MNDOT and FHWA are agency partners that have jurisdiction over various roadways in the city and who administer Safe Routes grant funding to municipalities.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

All of the proposed bicycle boulevard projects are indicated as such within the City's Bicycle Master Plan.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Most of the projects are on low-volume, local streets without transit operations. However, pedestrian crossing improvements at locations near high schools will serve students that utilize standard transit vehicles to get to school. Improvements at these locations will improve a pedestrian's access to transit by narrowing crossing distances, providing a center refuge island, or by installing pedestrian warning devices to alert drivers of their presence.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, the focus of this program is on enhancing bicycle and pedestrian facilities to connect schools, parks and other neighborhood destinations throughout the city. This will include bicycle boulevard improvements, pedestrian crossing treatments along arterials, and the potential for short sidewalk segments or trail gap infill, among other enhancements.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Right-of-way is typically constrained on local streets within the city. Bicycle boulevard treatments utilize this constrained space by allowing bicyclists to comfortably share the street with motor vehicles. Traffic calming and diversion along a bicycle boulevard enhances the experience for young or novice bicyclists, and has supplemental benefit to pedestrians.

Pedestrian crossing treatments along arterial streets will make effective use of the constrained right of way that is available. For example, curb extensions are located within a portion of the existing street parallel to the parking lane, although city ordinance prohibits parking in this space at the corner. Pedestrian shelter medians typically manage a constrained right-of-way by shift the existing travel lane and eliminating several on-street parking spots.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2018

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$264,338

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

## **Project Title: BP001 Safe Routes to School Program**

A typical project within this program would add an additional \$1000 in annual operating costs. This includes some additional winter maintenance costs, sign and pavement marking replacement, and pedestrian signal repair. Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians, traffic circles, and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

### **If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

The existing maintenance budget will be used to maintain this new infrastructure.

### **For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

More information about Safe Routes to School is available at the following websites:

Minneapolis Public Works - <http://www.minneapolismn.gov/publicworks/saferoutes/index.htm>

Minneapolis Public Schools - <http://emss.mpls.k12.mn.us/sr2s>



Before

Rendering of street without a safety island



After

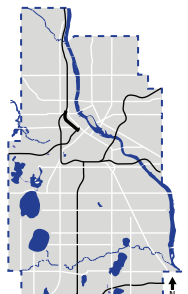
Illustrative rendering showing the addition of a safety island



Examples of pedestrian safety projects



Safe Routes to School seeks to improve safety and encourage students to choose active forms of transportation to and from school. The figures above show potential treatments that could be funded with this program.



Project Title: BP003 Midtown Greenway Trail Mill & Overlay	
Project Location: Chowen Ave S to 5th Ave S	Affected Wards: Various
City Sector: Southwest	Affected Neighborhood(s): Various
Project Start Date: 4/15/21	Estimated Project Completion Date: 11/15/21
Submitting Department: Public Works	Department Priority: 37 of 57
Contact Person: Liz Heyman	Contact Phone Number: (651) 673-2460
Level of Need: Significant	

## Project Description:

The proposed project will resurface approximately 2.8 miles of the Midtown Greenway Trail from Chowen Avenue to 5th Avenue South (Phase 1 of the Midtown Greenway). This corridor serves approximately 3,600 bicycles per day and 600 pedestrians per day, all automobile traffic is prohibited. The existing corridor includes a multi-use trail with very few at-grade crossings of streets. The area along the project corridor abuts multifamily residential properties, some commercial nodes, and a few community hubs. The project involves a mill and overlay of the entire trail surface and new pavement markings.

## Purpose and Justification:

This project is intended to improve the pavement surface for all users and allowed modes of travel. Phase 1 of the Midtown Greenway was built in 2000 and has a useful pavement life of only 20 years. The City performed a crack seal treatment in 2011 to help prolong the life of the pavement. Pavement quality is a higher concern for multi-use trails compared to city streets because cyclists, rollerbladers, and users with mobility assistance devices have a lower tolerance for bumps, shocks, and vertical shifts in pavement. This corridor serves a high amount of bicyclists daily, serving as the primary and direct east-west non-motorized route for travelers, and the corridor is a big attraction for recreational cyclists trying to minimize stops between major regional locations of interest. This project is also ineligible for many state and federal grants that prioritize new trail construction over trail renovation activities.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	0			1,100			1,100	
<b>Total</b>	<b>0</b>			<b>1,100</b>			<b>1,100</b>	

**Project Title: BP003 Midtown Greenway Trail Mill & Overlay****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management			65			65
Construction Costs			993			993
General Overhead			42			42
Total			1,100			1,100

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding have been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation
- Equitable systems and policies lead to a high quality of life

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.  
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

## **Project Title: BP003 Midtown Greenway Trail Mill & Overlay**

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.6 Support the development of multi-modal transportation networks.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

This project is identified in the Bicycle Master Plan as the Midtown Greenway – a trail facility.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No, Metro Transit routes are not allowed to utilize this corridor, but the Midtown corridor is identified as a future transitway by the Metropolitan Council. Over a dozen Metro Transit routes intersect the corridor, including multiple routes that stop at the Uptown Transit Center. This project should consider transit access points especially because the primary travel modes along the Midtown Greenway can easily transfer to the transit mode. This corridor is not labeled as a high-volume pedestrian corridor, but does serve a large number of pedestrians.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

## **Project Title: BP003 Midtown Greenway Trail Mill & Overlay**

Yes, resurfacing the multi-use trail and access points to streets and transit centers will enhance travel for bicyclists and pedestrians. This route is very popular for bicyclists and pedestrians.

### **Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the Midtown Greenway right-of-way most often 100 feet wide, but grades, encroachments, and bridge piers often limit utilization of much of the right-of-way. Access trails up to street level also create space challenges, and the potential for a future rail transitway would constrain right-of-way even further. Providing enough space for the already high number of bicycles utilizing the route is increasingly challenging.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 10

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

### **Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

### **If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

### **For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Crack sealing and other preventative maintenance treatments have been used before and can be used again to keep the trail surface in good shape.

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

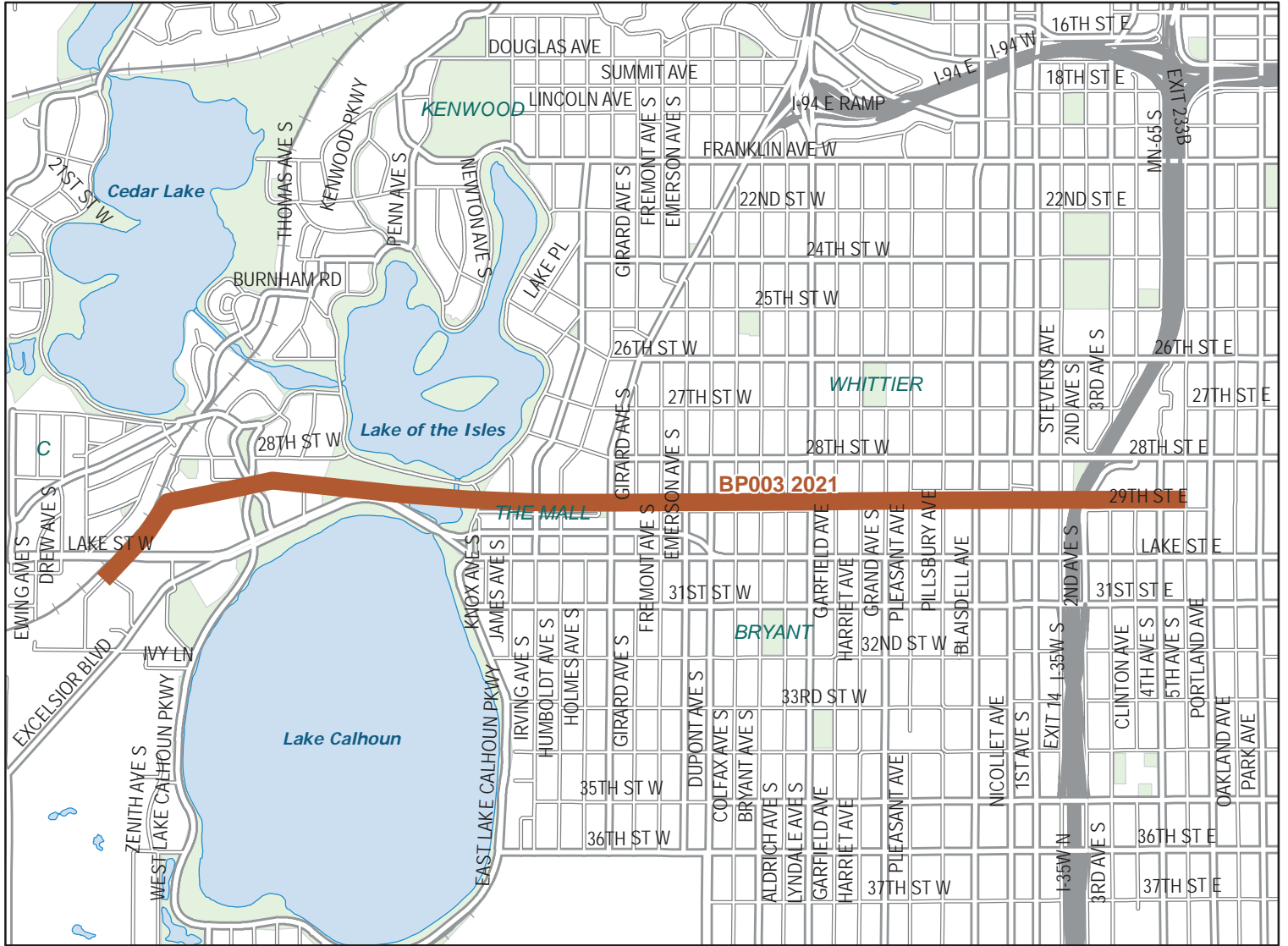
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

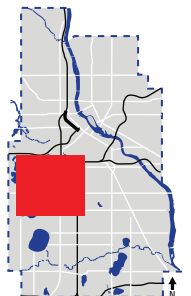
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



 Project



## Project Title: BP004 Pedestrian Safety Program

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Simon Blenski

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 8 of 57

**Contact Phone Number:** (612) 673-5012

### Project Description:

This program will provide improved street crossings, with a focus on existing unsignalized intersections. This program will focus on hardscape elements of street crossings, including but not limited to, pedestrian bumpouts, center medians, and intersection realignments. As a part of the Pedestrian Safety Program, other crossing improvements will be considered, including durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and traffic control devices. Some existing signalized locations may be included in this program, but it will not be a large focus due to other funding opportunities to address signalized intersections.

### Purpose and Justification:

The purpose of this program is to simplify intersection crossings, reduce street crossing distances, make pedestrians more visible, and slow turning vehicle movements. This program acknowledges the importance of street crossings as a critical component of the walking experience in Minneapolis.

There is an increased focus on street crossings improvements in Minneapolis, largely at signalized intersections. This includes pedestrian bumpouts, high visibility crosswalk markings, ADA accessible curb ramps, and Accessible Pedestrian Signals (APS). While these efforts have been successful at providing comfort and protection to pedestrians, they have not addressed unsignalized intersections. There has been significant demand across the City for these types of street crossing improvements from the City's Pedestrian and Bicycle Advisory Committees, residents, neighborhood organizations, and businesses.

Pedestrian Safety projects will be selected based on pedestrian crash data, equity criteria (using the 20 Year Streets Funding Plan equity scores, including community demographics and uses/modes), Access Minneapolis, the City's Pedestrian Crash Study (2017), community feedback, and other qualitative data or planning studies.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	600	600	600	600	600	600	3,000	600
<b>Total</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>3,000</b>	<b>600</b>

## Project Title: BP004 Pedestrian Safety Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	85	85	85	85	85	425
Construction Costs	492	492	492	492	492	2,460
General Overhead	23	23	23	23	23	115
Total	600	600	600	600	600	3,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time. This program is not contingent on grants or other non-City funding sources. There are other City programs and State and Federal programs that could be used in conjunction with this program to fund street crossings.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This program increases comfort and livability within the city's neighborhoods by providing pedestrian street crossings. These types of facilities help promote an active lifestyle by enhancing the walking and biking environment within Minneapolis neighborhoods, and by promoting more trips to local destinations by foot or bike. The benefits of this Pedestrian Street Crossing Program will be realized throughout the city in an equitable manner, and be experienced by residents of every age group. The following Minneapolis goals are applicable in this respect:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people, regardless of circumstance, have opportunities for success at every stage of life.
- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care and transportation.
- Residents are informed, see themselves represented in City government and have the opportunity to influence decision-making.

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We sustain resources for future generations by reducing consumption, minimizing waste and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including**

## **Project Title: BP004 Pedestrian Safety Program**

### **specific policy references:**

The proposed Pedestrian Street Crossing Program is consistent with a broad range of goals and policies in the Minneapolis Comprehensive Plan. These include the transportation, environmental, and public service goals as outlined below.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.3: Support a strong library system with excellent services, programs, and collections to meet a variety of informational and educational needs

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.8.3 Effectively engage the public when making decisions that create, remove, or change a city service, project, or policy.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 25, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

### **Will the project contribute to growth in the city's tax base? Maintains existing tax base**

### **Describe the economic development impact of the project:**

Not Applicable

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not Applicable

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

## **Project Title: BP004 Pedestrian Safety Program**

This program is citywide. The Bicycle Master Plan will be a consideration for projects in the Pedestrian Street Crossing Program, with the intent of coordinating designs to be compatible with existing or planned bicycle facilities.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This program is citywide. The primary purpose of the Pedestrian Street Crossing Program is to improve the pedestrian experience. Transit is a critical connection to the pedestrian realm. Planned transitways and existing transit routes will be considered in the selection and design of projects in the program.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, the Pedestrian Street Crossing Program will feature improvements to the pedestrian realm, including improved sidewalks, bumpouts, medians, crosswalks, APS, and providing ADA compliant curb ramps.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

As a citywide program, projects will take place in a variety of street types, including those with constrained right-of-way. Given the focus on improvements that will enhance crossing the street, there is the potential of competition for space between different modes. There will be opportunities for innovation in design that will be based on the context of each project.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 10

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?** 100

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

The existing maintenance budget will be used to maintain this new infrastructure.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The existing maintenance budget will be used to maintain this new infrastructure.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

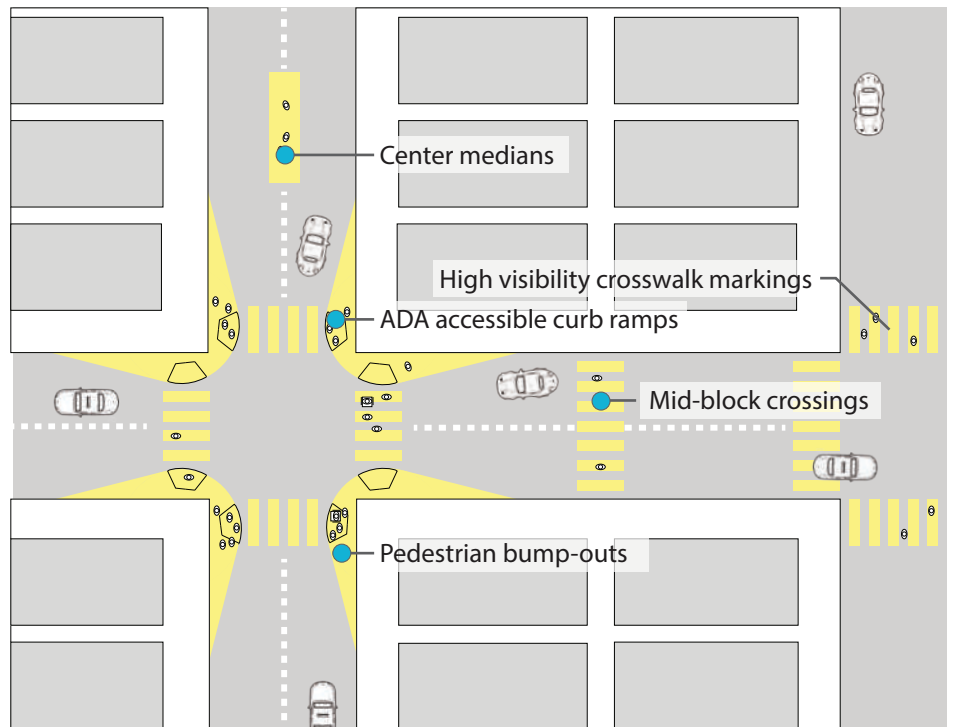
Capital improvement projects in this program enhance the character of the area which helps preserve property values and the city's tax base.



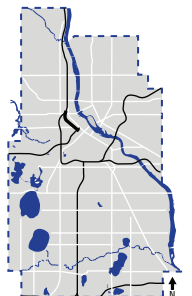
Rendering of High Visibility Crosswalk Markings



Example of Curb Extensions



The Pedestrian Safety Program increases comfort and livability within the city's neighborhoods by improving pedestrian crossings. The following figures show potential treatments that could be funded with this program.



## Project Title: BP005 Queen Ave N Bike Boulevard

**Project Location:** 44th Ave N to Glenwood Ave

**City Sector:** North

**Project Start Date:** 4/15/20

**Submitting Department:** Public Works

**Contact Person:** Donald Pflaum

**Level of Need:** Significant

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 11/15/20

**Department Priority:** 31 of 57

**Contact Phone Number:** (612) 673-2129

### Project Description:

The proposed project will create a bicycle boulevard primarily along Queen Avenue North, for approximately 5 miles in North Minneapolis extending from 44th Avenue N to Glenwood Avenue. This segment is currently a mix of low-volume, local streets serving as a parallel route to Penn Avenue. The corridor will receive bicycle boulevard treatments, intersection improvements, and traffic calming measures. The project will also include Americans with Disabilities Act (ADA) improvements to any intersection receiving upgrades. Project treatments and improvements include, but are not limited to:

- Signing and Striping
- Bump-outs, Medians, and Traffic Circles
- ADA Compliant Pedestrian Ramps
- Any additional amenities to provide safe crossings at major streets and encourage motorists to travel at slow speeds

### Purpose and Justification:

The project is located parallel to the Penn Avenue corridor, a high volume (9,200 ADT) arterial. Queen Avenue serves as a strong connection between residential neighborhoods of North Minneapolis, connecting to Lucy Laney K-5 School, Cleveland and Willard Parks, and key arterials/collectors of Olson Memorial Highway (TH 55), Plymouth Avenue, Golden Valley Road, West Broadway Avenue, Lowry Avenue, Dowling Avenue, 42nd Avenue N, and 44th Avenue N. Both the Penn Avenue and TH 55 corridors are anticipated to see significant investment over the next few years through the implementation of the METRO Blue Line Extension Light Rail Transit and the METRO C-Line Bus Rapid Transit (BRT) transitway routes. Implementation of a bicycle boulevard along Queen Avenue, adjacent these major transit routes, will help to facilitate multimodal connection points creating a integrated multimodal network throughout North Minneapolis. Construction of the Queen Avenue Bicycle Boulevard aligns with an identified need for commuter and neighborhood bicycle linkages throughout northern Minneapolis and TH 55 at the southern end of the corridor.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Federal Grants			1,000				1,000	
Hennepin County Grants			200				200	
Net Debt Bonds			925				925	
<b>Total</b>			<b>2,125</b>				<b>2,125</b>	

**Project Title: BP005 Queen Ave N Bike Boulevard****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		405				405
Construction Costs		1,638				1,638
General Overhead		82				82
Total		2,125				2,125

Have Grants for this Project been secured? ☒

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of \$1,000,000 of federal funding has been awarded to this project for construction in 2020. Also, Hennepin County has pledged \$200,000 to the project.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse

## **Project Title: BP005 Queen Ave N Bike Boulevard**

transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 25, 2017. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

### **Describe the economic development impact of the project:**

Improvements involved in this bicycle boulevard including signing and striping, traffic circles, bump-outs, medians, and ADA compliant pedestrian ramps along the corridor will encourage increased pedestrian and bicycle traffic along the route. This increased traffic will benefit businesses and other entities along Queen Ave, generally promoting economic vitality.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

This bicycle boulevard will benefit two major transit projects, the C-Line BRT on Penn Avenue and the Metro Blue Line Extension on Olson Memorial Highway. Streetscape improvements along the corridor will increase willingness to walk or bike along it as the beginning or ending of a given trip, contributing to increased ridership for the transit projects.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The Hennepin County Penn Avenue Station Area Plan calls out the connection between the proposed bicycle boulevard and a multi-use trail on the north side of Olson Memorial Highway. The plan also generally emphasizes the importance of improvements such as ADA compliant ramps and other pedestrian facilities.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

There is coordination between the City of Minneapolis, Hennepin County, and MnDOT on this project. MnDOT is reviewing the project, based on the type of grant funding received. Hennepin County is contributing \$200,000 to the project.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No, however this project will act as a parallel route for Penn Avenue North.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

## **Project Title: BP005 Queen Ave N Bike Boulevard**

No, however the project will directly connect to two major transit projects, the C-Line BRT on Penn Avenue and the METRO Blue Line Extension on Olson Memorial Highway.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, providing improved sidewalks, bicycle facilities, traffic calming measures, crosswalks, and ADA compliant curb ramps are an integral part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the right-of-way is constrained. Bicyclists, motorists, and people parking will all have to share the street. Innovative design options will be used to calm the street and make it a safer place for users of all modes.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 60

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Not applicable.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

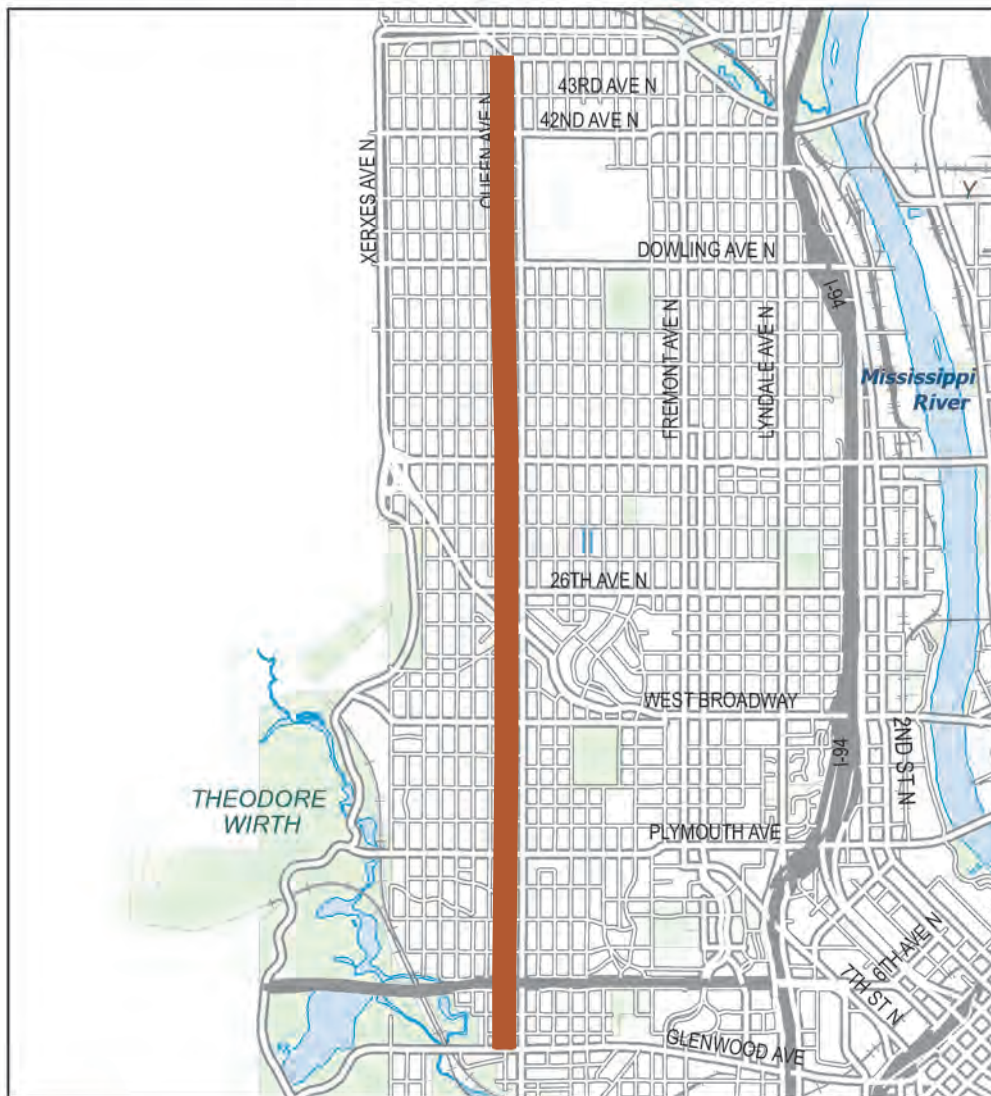
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

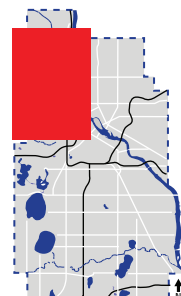
This project is anticipated to be a one year project. Spreading the project over two or more years decreases cost effectiveness.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Once again, this funding contribution leverages federal funding and Hennepin Community Works funding. This project also improves walking and bicycling in an area of the city in need of non-motorized improvements.



 Project Location



Project Title: BP006 18th Ave NE Trail Gap (Marshall to California)	
Project Location: Marshall St NE to California St NE	Affected Wards: 1
City Sector: East	Affected Neighborhood(s): Sheridan
Project Start Date: 4/15/22	Estimated Project Completion Date: 11/15/22
Submitting Department: Public Works	Department Priority: 46 of 57
Contact Person: Donald Pflaum	Contact Phone Number: (612) 673-2129
Level of Need: Important	

## Project Description:

The proposed project will construct an off-street trail to fill a trail gap along the 18th Ave NE corridor. The trail gap identified as part of this project will extend the existing trail between Marshall Street NE and California St NE, connecting the newly constructed East River Trail to the 18th Ave NE Trail. This alignment follows the BNSF spur line and will closely follow the alignment of the existing power lines. The project will include a new trail, ADA pedestrian ramps, and crossing treatments at Marshall Street NE. The project will also include new signage and new pavement markings as needed.

## Purpose and Justification:

This project is intended to improve a significant east/west bicycle/pedestrian trail system in Northeast Minneapolis. This project has been identified in the Bicycle Master Plan and will serve hundreds of people per day.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds					605		605	
<b>Total</b>					<b>605</b>		<b>605</b>	

**Project Title: BP006 18th Ave NE Trail Gap (Marshall to California)****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				125		125
Construction Costs				457		457
General Overhead				23		23
Total				605		605

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or non-city funding has been secured at this time.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

**Project Title: BP006 18th Ave NE Trail Gap (Marshall to California)**

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

The following City goals and policies are also met:

Great Places: Natural and built spaces work together and our environment is protected

The city's infrastructure is managed and improved for current and future needs

Iconic, inviting streets, spaces and buildings create a sense of place

10.24. Urban Design Policy 10.24

Urban Design Policy 10.24: Preserve the natural ecology and the historical features that define Minneapolis' unique identity in the region.

Increase public access to, along and across the river in the form of parks, cyclist/pedestrian bridges, greenways, sidewalks and trails.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design review has not yet been completed.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Not applicable.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, the Minneapolis Bicycle Master Plan defines this corridor as an off-street route.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No, however the new trail will accommodate pedestrians and will be designed to ADA standards.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, this project seeks to provide a trail connection for people walking and biking with crosswalks, cross treatments and providing ADA compliant curb ramps as a part of this project.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

<b>Project Title: BP006 18th Ave NE Trail Gap (Marshall to California)</b>
--

Yes, right-of-way will be needed for this project

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 20

**Year that Operating Incr/(Decr) will take effect?** 2023

**What is the estimated annual operating cost increase or (decrease) for this project?** 1,500

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

There is an increase in the annual operating budget. In general, the cost to maintain a trail is estimated at \$10,560 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.14 miles, the estimated annual cost to maintain this trail is \$1,478.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Regular crack sealing and other preventative maintenance treatments will be needed to keep the trail surface in good shape.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not applicable.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

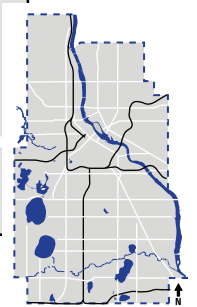
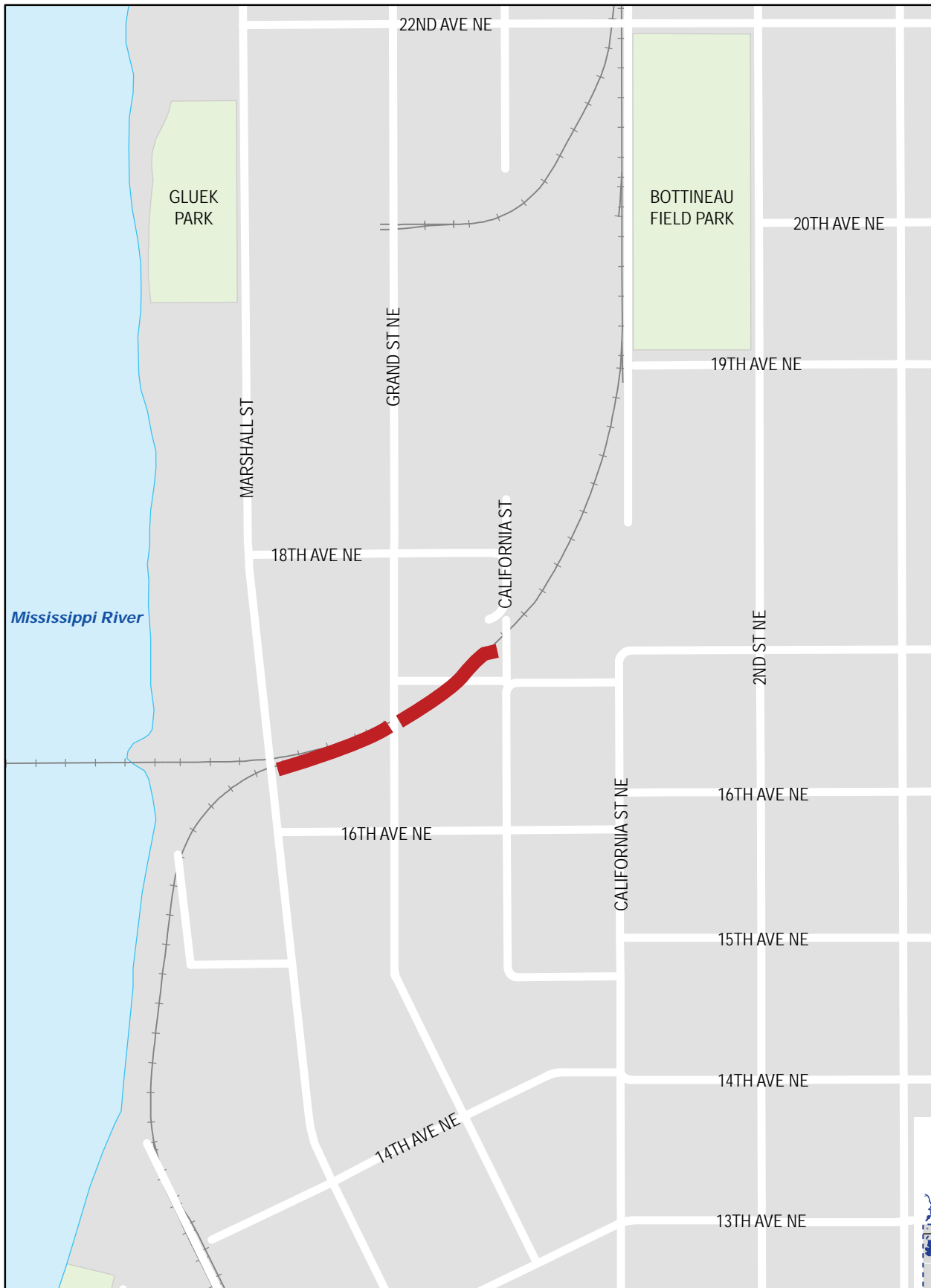
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



## Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program

**Project Location:** Various locations citywide

**City Sector:** Citywide

**Project Start Date:** 4/15/19

**Submitting Department:** Public Works

**Contact Person:** Kevin Danen

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 1 of 2

**Contact Phone Number:** (612) 673-5627

### Project Description:

This program establishes the annual funding needed to perform repair and rehabilitation activities as needed to the sanitary sewer system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division. The primary targeted components of the project are repairs and rehabilitation to the system piping, lift stations, tunnels and access structures.

### Purpose and Justification:

The City owns and operates approximately 832 miles of sanitary sewer piping, 9 sanitary lift stations and 5.5 miles of deep collection tunnels. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

At present, efforts to repair and rehabilitate the sanitary sewer system have concentrated on rehabilitating structural failures in the piping system, and rehabilitation of the sanitary lift stations. Currently condition assessments have been made to the sanitary system with an ongoing effort being made to comprehensively address the aging sanitary piping system in order to improve the reliability of the system. The ongoing installation of a supervisory control and data acquisition (SCADA) system has been identified as a key component in providing efficient management of the lift stations. Work includes replacing worn out components of lift stations, rehabilitation and or replacing cracked/ failed pipe segments, and repairing manholes. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Sanitary Bonds	26,000	14,000	7,000	6,000	5,000	5,000	37,000	5,000
Sanitary Revenue		2,000	1,000	2,000	3,000	3,000	11,000	3,000
<b>Total</b>	<b>26,000</b>	<b>16,000</b>	<b>8,000</b>	<b>8,000</b>	<b>8,000</b>	<b>8,000</b>	<b>48,000</b>	<b>8,000</b>

## Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	3,200	1,600	1,600	1,600	1,600	9,600
Construction Costs	12,185	6,092	6,092	6,092	6,092	36,554
General Overhead	615	308	308	308	308	1,846
Total	16,000	8,000	8,000	8,000	8,000	48,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis will continue to look for grant opportunities with Met Council Environmental Services (MCES) as well as the State Clean Water Revolving Fund.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference

A City That Works – Infrastructure Streets, bridges, sidewalks, sewers, bike lanes  
& paths – well-managed and maintained

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan. Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations. Policy 6.10: Coordinate and operate waste management programs that focus on reducing, reusing and recycling solid waste prior to disposal.

6.10.1 Operate waste management practices consistent with the state approved waste management hierarchy.

6.10.2 Follow source reduction criteria in all City operations for new construction, demolition and renovation activities.

6.10.3 Educate citizens about the risks associated with using products that generate hazardous waste.

6.10.4 Minimize use of products in City operations that generate hazardous waste.

6.10.5 Strongly emphasize and promote reduction, reuse and recycling, including the purchase of recycled materials in residential, business and industrial and government operations and building practices.

6.10.6 Encourage deconstruction and construction waste management plans in development proposals and projects to minimize the amount of waste going to landfills and promote sustainable building practices.

6.10.7 Encourage reuse of existing materials or use of products with recycled content materials for city purposes, including new construction or renovation projects.

6.10.8 Encourage standards for product purchase decisions based on selecting products that have high post-consumer and pre-consumer recycled material content, long product life expectancy, and product life cycles with minimal environmental impacts, and

## **Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program**

high potential for reuse or recycling.

6.10.9 Educate residents and property owners about the benefits of recycling, and of properly composting and reusing yard wastes and organic plant-based food waste.

6.10.10 Provide seasonal yard waste collection services from spring through fall.

6.10.11 Assign waste that cannot be reused, recycled or composted to facilities that recover some of the energy value in garbage.

6.10.12 Use landfilling as a last alternative for waste disposal.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?**

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$1,245,987

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

## **Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program**

The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the sanitary sewer system. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

SA001 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified structural/condition needs and meet Minnesota Pollution Control Agency (MPCA) regulations.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Minneapolis Public Works Tunnel Management Program  
Benefits of Preventative Maintenance



## Project Title: SA036 Infiltration & Inflow Removal Program

**Project Location:** Various locations citywide  
**City Sector:** Citywide  
**Project Start Date:** 4/15/19  
**Submitting Department:** Public Works  
**Contact Person:** Kelly Moriarity  
**Level of Need:** Significant

**Affected Wards:** All  
**Affected Neighborhood(s):** City-Wide  
**Estimated Project Completion Date:** 11/15/23  
**Department Priority:** 2 of 2  
**Contact Phone Number:** (612) 673-3617

### Project Description:

This program focuses on implementing an inflow and infiltration (I&I) reduction program based on Metropolitan Council Environmental Service's (MCES) Ongoing I&I Surcharge Program and the City's Combined Sewer Overflow (CSO) elimination efforts. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps, downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities include but are not limited to rehabilitation projects, lining of sewer pipes, and manhole lining/repairs.

### Purpose and Justification:

The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risks for overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The reduction of clear water in the sanitary sewer system is also required by MCES, which provides regional wastewater collection and treatment. The MCES Ongoing I&I surcharge program is based on reducing peak flow from the city sanitary system that occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I. Reduction of I&I also reduces the total volume of wastewater sent to the treatment plant and therefore reduces the amount of money the City has to pay MCES to treat wastewater.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Sanitary Bonds	9,500	2,500	2,500	2,500	2,500	2,500	12,500	2,500
Sanitary Revenue	5,000	1,000	1,000	1,000	1,000	1,000	5,000	1,000
<b>Total</b>	<b>14,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>17,500</b>	<b>3,500</b>

## Project Title: SA036 Infiltration & Inflow Removal Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	70	70	70	70	70	350
Construction Costs	3,295	3,295	3,295	3,295	3,295	16,477
General Overhead	135	135	135	135	135	673
Total	3,500	3,500	3,500	3,500	3,500	17,500

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has applied for and received grant funding from the State through the Met Council for I&I mitigation projects whenever these grants become available. The City received \$1,822,465.58 in grant funding from 2011-2016 to supplement the City's I&I program. In 2017, the City was approved for additional grant funding up to \$513,925 for projects from 2017-2019. These grants typically pay for 25% of the cost and require a local share of 75%.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services, and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

## **Project Title: SA036 Infiltration & Inflow Removal Program**

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Removal of Inflow and Infiltration from Sanitary Sewers can provide additional capacity for future development.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

MCES provided funding thru their grant programs for portions of multiple projects.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 50

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations? Yes**  
**Prior Year Remaining Bond Authorizations: \$700,723**

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Operating Costs were determined with past practices, and this work does not result in a change in operating costs.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

No future capital investment is required to realize the expected useful life of these improvements.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Remaining bond funds planned to be spent by 2nd Quarter 2018 on projects in progress.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This program has some flexibility between years in the five-year plan, but MCES requires steady investment in I&I reduction.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

# Infiltration & Inflow Removal Program



Cured in Place Pipe Lining



Manhole Cover Replacement



I&I Repairs



# Minneapolis Capital Budget Request

## Project Title: SA99R Reimbursable Sanitary Sewer Projects

<b>Project Location:</b>	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 1/1/00	<b>Estimated Project Completion Date:</b> 1/1/00
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b>
<b>Contact Person:</b>	<b>Contact Phone Number:</b>
<b>Level of Need:</b> Significant	

### Project Description:

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

### Purpose and Justification:

#### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Reimbursements	5,000	1,000	1,000	1,000	1,000	1,000	5,000	1,000
<b>Total</b>	<b>5,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>5,000</b>	<b>1,000</b>

## Project Title: SA99R Reimbursable Sanitary Sewer Projects

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	100	100	100	100	100	500
Construction Costs	862	862	862	862	862	4,308
General Overhead	38	38	38	38	38	192
Total	1,000	1,000	1,000	1,000	1,000	5,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

#### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference

Connected communities – great spaces & places, thriving neighborhoods

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Uncertain, need more details.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

<b>Project Title: SA99R Reimbursable Sanitary Sewer Projects</b>
--

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

**Operations & Capital Asset Maintenance:**

Is this request for new or existing infrastructure?

What is the expected useful life of the project/Improvement?

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Sanitary Sewer Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

<b>Project Title:</b> SW004 Implementation of US EPA Storm Water Regs	
<b>Project Location:</b> This program will allow the implementation of individual projects typically referred to as Best Management Practices (BMPs)	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 4/15/19	<b>Estimated Project Completion Date:</b> 11/15/23
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b> 3 of 7
<b>Contact Person:</b> Kelly Moriarity	<b>Contact Phone Number:</b> (612) 673-3617
<b>Level of Need:</b> Significant	

## Project Description:

This program will allow the implementation of individual projects typically referred to as Best Management Practices (BMPs) designed to mitigate the pollution effects of urbanization on stormwater runoff. Structural BMPs are capital improvement projects, whereas non-structural BMPs are maintenance activities. These projects improve the runoff being discharged to the lakes, streams, and Mississippi River in the City of Minneapolis.

## Purpose and Justification:

The primary purpose for this project is to assist the City in complying with National Pollutant Discharge Elimination system (NPDES) Stormwater Management requirements. The objective of these requirements is to improve the overall water quality of our receiving surface waters.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Stormwater Revenue	1,250	250	250	250	250	250	1,250	250
<b>Total</b>	<b>1,250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>1,250</b>	<b>250</b>

## Project Title: SW004 Implementation of US EPA Storm Water Regs

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	50	50	50	50	50	250
Construction Costs	190	190	190	190	190	952
General Overhead	10	10	10	10	10	48
Total	250	250	250	250	250	1,250

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth includes the following policies that are relevant to this project:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

## **Project Title: SW004 Implementation of US EPA Storm Water Regs**

- 6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.
- 6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
- 6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
- 6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.
- 6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater

Open Space and Parks: Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.

Policy 7.4: Work to restore and preserve ecosystem functions in green open space areas.

7.4.3 Identify ecological impacts on open spaces and parks caused by urban uses, for example stormwater runoff, and work to mitigate these impacts in order to advance environmental and human health.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

### **Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The Minneapolis Park & Recreation Board (MPRB) is a co-permittee with the City of Minneapolis on the National Pollutant Discharge Elimination System (NPDES) permit. The watershed organizations have multiple roles with the carrying out of NPDES requirements within the city. These partners are variously involved with the planning, implementation and additional funding of projects utilizing this fund.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 25

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Construction of new stormwater BMPs may require additional maintenance costs, which will be paid for through the stormwater utility maintenance funding, depending on the BMP constructed. Maintenance costs will be highly dependent on the BMP selected. Many of these BMPs do not have enough data to determine annual maintenance costs and the department is working towards tracking and identifying these costs.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

# Rain Gardens

## Helping improve water quality

Rain gardens are depressed native plant gardens located where they can collect, infiltrate and filter rain that falls on hard surfaces minimizing negative impacts surface water can have on lakes and streams.



NE Rain Garden - Park Board



14th Ave NE - Infiltration with Pavers



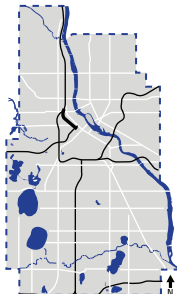
Minneapolis Central Library  
Extensive Green Roof

# Sustainable Parking Lot Design

No curbing allows stormwater to flow to vegetated areas.



## Infiltration Swale



Project Title: SW005 Combined Sewer Overflow Improvements	
Project Location: Various location throughout the City	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 11/15/19	Estimated Project Completion Date: 11/15/23
Submitting Department: Public Works	Department Priority: 2 of 7
Contact Person: Kelly Moriarity	Contact Phone Number: (612) 673-3617
Level of Need: Significant	

## Project Description:

The purpose of this program is to remove the direct inflow of stormwater to the sanitary sewer system and redirect stormwater to the storm drain system where appropriate. This program was developed to remove inflow from public sources and provide facilities for private disconnections where no storm drain currently exists in the area. This program is also used to complement an inflow and infiltration (I&I) reduction program consistent with the Metropolitan Council Environmental Services (MCES) Ongoing I&I Surcharge Program. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps, downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities typically consist of sewer separation projects.

## Purpose and Justification:

The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risk of overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The program is necessary because the City's storm and sanitary sewer systems were originally built as combined systems.

The City is required under the National Pollutant Discharge Elimination System (NPDES) program to eliminate point source discharges to surface waters. And, the reduction of clear water in the sanitary sewer system is required by MCES, which provides regional wastewater collection and treatment. The MCES ongoing I&I Surcharge Program is based on peak flows from the city sanitary system which occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Stormwater Revenue	7,500	1,500	1,500	1,500	1,500	1,500	7,500	1,500
<b>Total</b>	<b>7,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>7,500</b>	<b>1,500</b>

## Project Title: SW005 Combined Sewer Overflow Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	300	300	300	300	300	1,500
Construction Costs	1,142	1,142	1,142	1,142	1,142	5,712
General Overhead	58	58	58	58	58	288
Total	1,500	1,500	1,500	1,500	1,500	7,500

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

## **Project Title: SW005 Combined Sewer Overflow Improvements**

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Several projects require collaboration with various watershed districts or organizations.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 100

**Year that Operating Incr/(Decr) will take effect?** 2018

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No  
**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Operating Costs were determined with past practices, and this work does not result in increased operating costs.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

This program has some flexibility for decreased funding in the five-year plan, but regulatory requirements may also change in that time eliminating any flexibility. There is also some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

# Combined Sewer Overflow Improvements

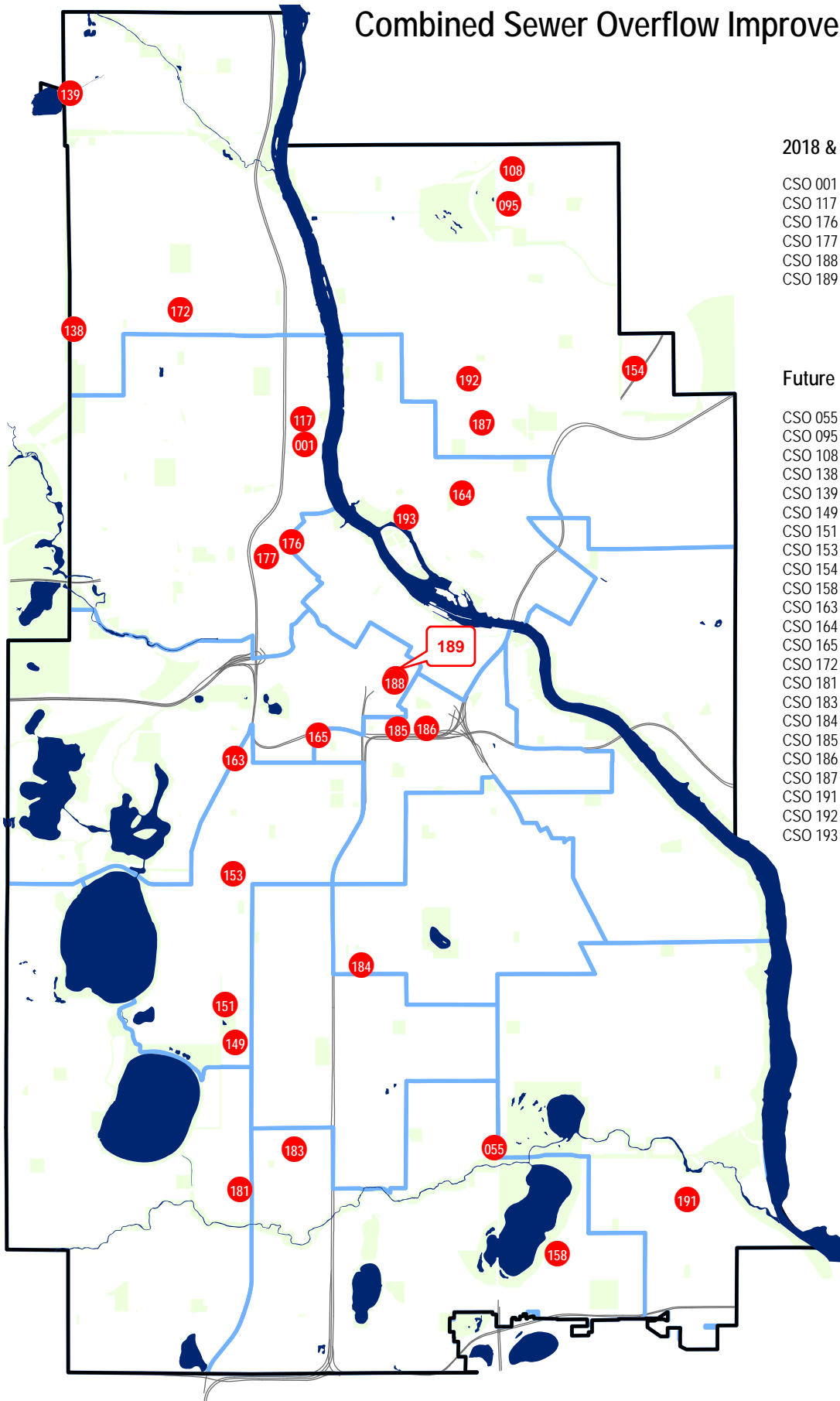
## 2018 & 2019 CSO

CSO 001 - 22nd Ave N & 2nd St N  
 CSO 117 - 2nd St N & 23rd Ave N  
 CSO 176 - 10th Ave N & 5th St N  
 CSO 177 - 10th Ave N & 8th Ave N  
 CSO 188 - 8th St S & Park Ave  
 CSO 189 - 8th St S & Park Ave

## Future CSO

CSO 055 - Alley west of Cedar Ave & south of 47th St E  
 CSO 095 - Alley north of 33rd Av NE & east of Tyler St NE  
 CSO 108 - Polk St NE & 36th Ave NE  
 CSO 138 - Xerxes Ave N & Lowry Ave N  
 CSO 139 - Washburn Ave N & Osseo Rd  
 CSO 149 - Bryant Ave S & 40th St W  
 CSO 151 - 38th St W & Dupont Ave S  
 CSO 153 - Alley south of 29th St W east of Colfax Ave S  
 CSO 154 - Coolidge St NE & 19th Ave NE  
 CSO 158 - 24th Ave S & 54½ St E  
 CSO 163 - Hennepin Ave & Franklin Ave W  
 CSO 164 - Alley south of Spring St NE east of Madison St NE  
 CSO 165 - South of 194 & 1st Ave S  
 CSO 172 - 33rd Ave N & Irving Ave N  
 CSO 181 - 50th St W & Aldrich Ave S  
 CSO 183 - Alley south of 47th St W & west of Wentworth Ave S  
 CSO 184 - 4th Ave S & 36th St E  
 CSO 185 - 17th St E & Chicago Ave  
 CSO 186 - 17th St E & 11th Ave S  
 CSO 187 - 14th Ave NE & Van Buren St NE  
 CSO 191 - 51st St E and 40th Ave S  
 CSO 192 - Monroe St NE and 19th Ave NE  
 CSO 193 - Main St NE & 4th Ave NE

Document Path: M:\PWS\SWSES\_Directory\Gp2\Path\Phase2\Map\Map\MISCELLANEOUS\01-MXD\2018-03-14 - Combined Sewer Overflow Improvements - Phase 2.mxd



## Project Title: SW011 Storm Drains and Tunnels Rehab Program

**Project Location:** Various locations throughout the City

**City Sector:** Citywide

**Project Start Date:** 11/15/19

**Submitting Department:** Public Works

**Contact Person:** Kelly Moriarity

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 11/15/23

**Department Priority:** 1 of 7

**Contact Phone Number:** (612) 673-3617

### Project Description:

This project establishes the annual funding to allow repair and rehabilitation activities to be completed as needed to the storm drain system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division.

### Purpose and Justification:

The City owns, operates, and maintains approximately 566 miles of storm drain piping, 400+ storm outfalls, 26 storm drain pump stations, 12 holding ponds, and 16 miles of deep drainage tunnels. The storm drain system conveys storm water runoff to area water bodies such as lakes, streams and the Mississippi River.

At present, efforts are concentrated on the rehabilitation of the deep drainage tunnels, repair improvements to the piping system, repair improvements to the storm drain pump stations and repair improvements to storm drain outfalls. A comprehensive condition assessment was made to the storm drain system with an ongoing effort being made to comprehensively address the aging storm piping system in order to improve the reliability of the system. The ongoing installation of a supervisory control and data acquisition (SCADA) system has been identified as a key component in providing efficient management of the pump stations. The Public Works Department has also been conducting ongoing emergency spot repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair damaged tunnels varies greatly and work is often limited to the winter months when storm water runoff is limited. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies. In the next five years the Department intends to begin comprehensively addressing long term needs in the tunnel systems beginning with the critical Central City Stormwater Tunnel in downtown Minneapolis.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Stormwater Bonds	7,700	3,000	4,000	5,000	5,000	3,000	20,000	3,000
Stormwater Revenue	22,000	3,000	2,000	1,000	1,000	3,000	10,000	3,000
<b>Total</b>	<b>29,700</b>	<b>6,000</b>	<b>6,000</b>	<b>6,000</b>	<b>6,000</b>	<b>6,000</b>	<b>30,000</b>	<b>6,000</b>

## Project Title: SW011 Storm Drains and Tunnels Rehab Program

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	600	600	600	600	600	3,000
Construction Costs	5,169	5,169	5,169	5,169	5,169	25,846
General Overhead	231	231	231	231	231	1,154
Total	6,000	6,000	6,000	6,000	6,000	30,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis is working with the Minnesota Department of Transportation and the Mississippi Watershed Management Organization to identify any other potential funding sources, including State Bonding options.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

A City That Works – Infrastructure Streets, bridges, sidewalks, sewers, bike lanes  
& paths – well-managed and maintained

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

### Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

### Describe the economic development impact of the project:

Not Applicable

### Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City of Minneapolis has joint agreements with the Minnesota Department of Transportation (MnDOT) regarding the tunnels within the freeway right of way system. Those agreements commit the City to maintenance of those tunnel systems. Public Works meets collaboratively with MnDOT to determine priorities and responsibilities.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 50

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?** (300,000)

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm drain tunnel system.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

SW011 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the**

**Project Title: SW011 Storm Drains and Tunnels Rehab Program**

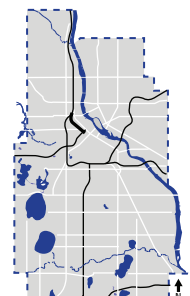
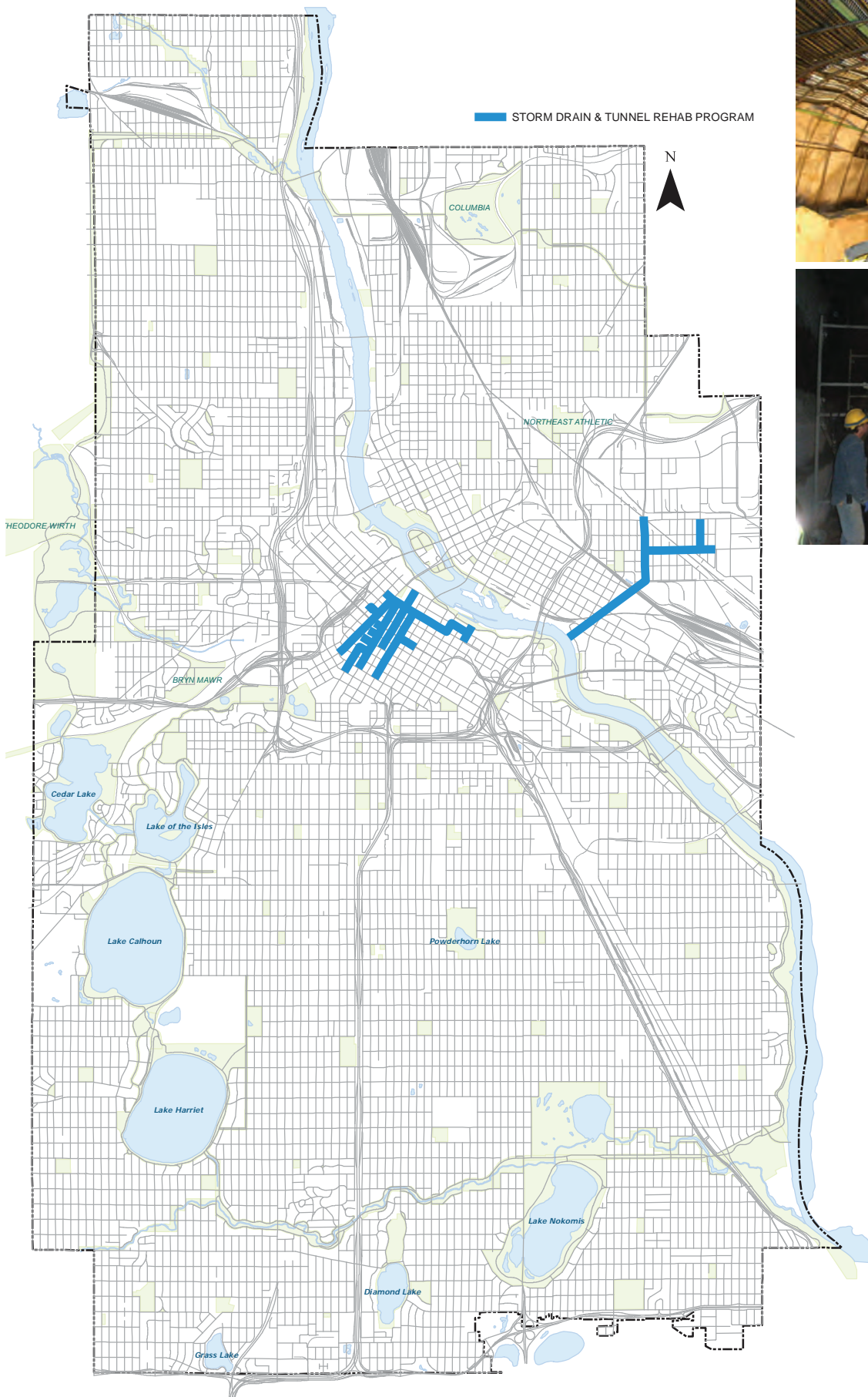
**five-year plan and the most that could be spent in a given year:**

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Minneapolis Public Works Tunnel Management Program  
Benefits of Preventative Maintenance

# Storm Drains & Tunnels Rehabilitation Program



<b>Project Title:</b> SW032 I-35W Storm Tunnel	
<b>Project Location:</b> I-35W/I-94 Commons to Mississippi River along the St. Mary's Tunnel Corridor	<b>Affected Wards:</b> Various
<b>City Sector:</b> Multiple	<b>Affected Neighborhood(s):</b> Various
<b>Project Start Date:</b> 1/1/22	<b>Estimated Project Completion Date:</b> 12/31/26
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b> 6 of 7
<b>Contact Person:</b> Kelly Moriarity	<b>Contact Phone Number:</b> (612) 673-3617
<b>Level of Need:</b> Significant	

## Project Description:

The I-35W corridor from 39th Street E to the Mississippi River contains a deep stormwater tunnel which conveys stormwater runoff from both the freeway and the City of Minneapolis. The tunnel is undersized and undergoes significant hydrostatic pressure during moderate rainfall events, resulting in flooding problems in the I-35W corridor and in the City of Minneapolis. The proposed project includes construction of a parallel stormwater tunnel or expanding the existing tunnel size.

## Purpose and Justification:

The tunnel is undersized for and does not meet the conveyance needs for existing stormwater runoff from the I-35W/I-94 corridor and the City of Minneapolis areas. In addition, the City must discharge additional flows from future CSO and rainleader violation areas in the City to the tunnel. Based on an agreement with MnDOT, the City is responsible to maintain and repair the exiting tunnel. Existing hydraulic conditions include surging water and pressure of surcharged segments that exacerbate the normal wear of the tunnel and increase the frequency of needed repairs because the existing tunnel does not have the structural capacity required to withstand the loading. MnDOT is interested in additional capacity in the tunnel to address the existing conditions and provide flexibility for future design improvements. The recommended option identified in a study considered a parallel tunnel the most prudent choice for future capacity.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Sanitary Revenue						1,000	1,000	
<b>Total</b>						<b>1,000</b>	<b>1,000</b>	

## Project Title: SW032 I-35W Storm Tunnel

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management					962	962
General Overhead					38	38
Total					1,000	1,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The project has not been programmed by Mn/DOT.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves existing sewer infrastructure and services—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The Minneapolis Plan for Sustainable Growth – references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including

## **Project Title: SW032 I-35W Storm Tunnel**

those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

There is no specific cost sharing relationship between the City of Minneapolis and MnDOT. Future negotiations will establish this potential cost sharing relationship.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 100

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No  
**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

This work will result in increased operating costs, but until specific alternatives are selected, accurate estimates of the annual operating cost cannot be determined. This work could also decrease the amount of maintenance currently required for the existing I-35W South Tunnel. Public Works expects to recover increased operating cost by including the cost in sewer rates.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

No future capital investment is required to realize the expected useful life of this improvement.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not Applicable

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

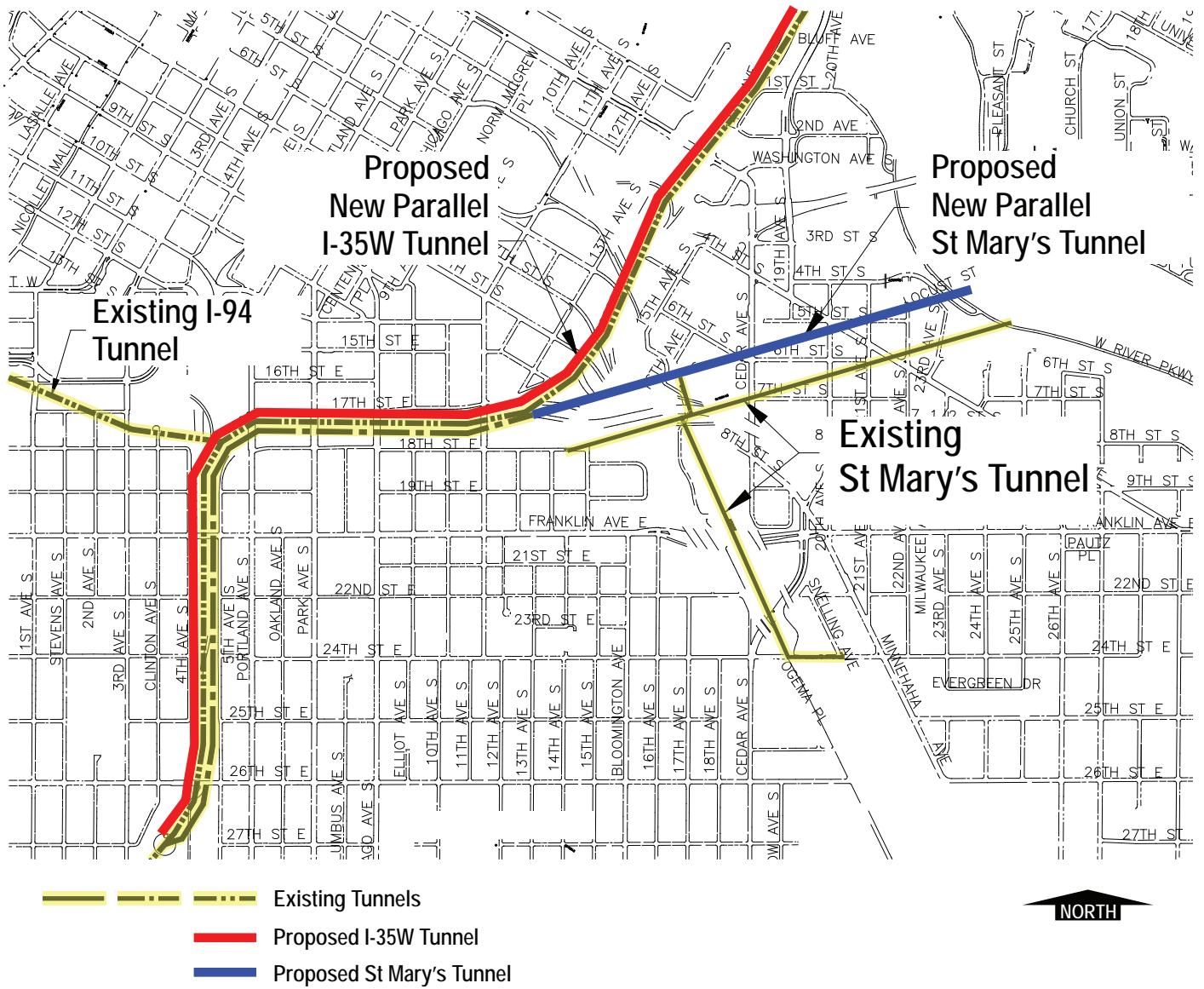
There is flexibility to increase or decrease funding among the years in the five-year plan.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

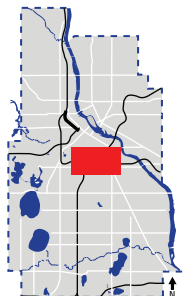
Project is in the neighborhoods of King Field, Bryant, Central, Lyndale, Phillips West, Whittier, Steven's Square Loring Heights, Elliot Park, Ventura Village, Seward, and Cedar Riverside.

Project also affects wards 2, 6, 7, 8.

Possible future MnDOT and Federal funding.



Existing Tunnel



## Project Title: SW039 Flood Mitigation - Stormwater Alternatives

**Project Location:** Various locations throughout the City  
**City Sector:** Citywide  
**Project Start Date:** 11/15/19  
**Submitting Department:** Public Works  
**Contact Person:** Kelly Moriarity  
**Level of Need:** Important

**Affected Wards:** All  
**Affected Neighborhood(s):** City-Wide  
**Estimated Project Completion Date:** 11/15/23  
**Department Priority:** 5 of 7  
**Contact Phone Number:** (612) 673-3617

### Project Description:

The purpose of this program is to address localized flooding and drainage problems throughout the City. Where practicable, environmentally friendly "green infrastructure" stormwater practices such as rain gardens, bioswales, constructed wetlands, pervious pavements, and hard surface reduction will be utilized. Solutions for larger-scale drainage problems will look to incorporate underground storage, pipes and ponds with the above practices.

The planning for this program will be informed by ongoing hydraulic modeling of the storm drain system expected to be completed in 2018 which will be the basis for identifying and prioritizing problem areas and evaluating options for mitigating on-going flooding problems that occur throughout the City during heavy rains.

Concurrently, there are specific flood mitigation projects undergoing alternative analysis occurring in some of the historically well documented problem flood areas such as Flood Areas 29/30, 21/22, 5 and areas in NE Minneapolis. These efforts are being coordinated with the watershed districts/organizations and the Park Board where the jurisdictions overlap in order to seek opportunities to meet multiple goals and leverage opportunities for grant funding from outside agencies. Opportunities to make improvements concurrent with planned paving project areas are also planned for with this work.

### Purpose and Justification:

This program supports and promotes environmentally friendly stormwater practices in a manner that is consistent with the Mayor's and City Council's sustainability goals, while at the same time developing a plan to address areas throughout the City that experience flooding problems during heavy rains. A number of these problem areas experienced significant flooding with documented property damage during multiple significant rain events over the last 20 years or more. Incorporating green infrastructure solutions to these stormwater projects where practicable will enhance neighborhood livability and improve water quality in Minneapolis lakes, streams, and the Mississippi River.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Sanitary Bonds			4,000	4,000	4,000	4,000	16,000	4,000
Stormwater Revenue	13,000	5,000	1,000	1,000	1,000	1,000	9,000	1,000
<b>Total</b>	<b>13,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>25,000</b>	<b>5,000</b>

## Project Title: SW039 Flood Mitigation - Stormwater Alternatives

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	1,000	1,000	1,000	1,000	1,000	5,000
Construction Costs	3,808	3,808	3,808	3,808	3,808	19,038
General Overhead	192	192	192	192	192	962
Total	5,000	5,000	5,000	5,000	5,000	25,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

#### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Assessing and addressing flood problems can help improve conditions of existing properties and can inform opportunities that could be available as a part of redevelopment projects. Improving the capacity of the existing sewer infrastructure will improve the City's support of development. Combining this with water quality improvements also reduces the adverse ecological impacts of urban stormwater and an overburdened sanitary sewer system on our rivers and lakes.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Maintenance of sewer infrastructure, reduction of flooding, and minimizing adverse ecological impacts of urban stormwater on the City's lakes and rivers, are supported by policies in the City's comprehensive plan related to providing efficient services, maintaining property values, and reducing the City's environmental footprint. The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

## **Project Title: SW039 Flood Mitigation - Stormwater Alternatives**

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Open Space and Parks: Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.

Policy 7.4: Work to restore and preserve ecosystem functions in green open space areas.

7.4.3 Identify ecological impacts on open spaces and parks caused by urban uses, for example stormwater runoff, and work to mitigate these impacts in order to advance environmental and human health.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 9, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

Not Applicable

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not Applicable

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

For this project, the Department of Public Works will collaborate with the neighborhood organizations, watershed organizations, CPED, the Minneapolis Park and Recreation Board, and School Board.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 100

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of the BMPs. However, this project may decrease annual operating and maintenance costs of the same division for addressing localized flooding issues. Any increase would be paid from the Stormwater Utility enterprise fund.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not Applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Current funding has been spent on smaller projects.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Current funding has been spent on smaller projects and work concurrent with street paving projects. Planning for this program will prioritize flood mitigation projects throughout the City. The first step in the prioritization effort is to complete citywide modeling, which is expected to occur in 2018. These models will be used to identify flood problems and to evaluate solutions to those problems so that the improvements can be prioritized for implementation.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

SCENARIO 3:



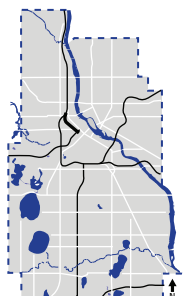
## R/W Conversion - Convert Streets to Rain Gardens



## Completed 37th Avenue Greenway



## Street Flooding



## Project Title: SW040 Central City Parallel Storm Tunnel

**Project Location:** Downtown E & W  
**City Sector:** Downtown  
**Project Start Date:** 4/15/20  
**Submitting Department:** Public Works  
**Contact Person:** Kevin Danen  
**Level of Need:** Significant

**Affected Wards:** Various  
**Affected Neighborhood(s):** Various  
**Estimated Project Completion Date:** 11/15/22  
**Department Priority:** 4 of 7  
**Contact Phone Number:** (612) 673-5627

### Project Description:

This project establishes funding to allow the design and construction of a new parallel tunnel in the Central City storm tunnel system to be completed to improve system operations.

### Purpose and Justification:

The downtown Central City storm tunnel system consists of 3.9 miles of deep drainage tunnels of which the majority were built from 1939 to 1940 and were designed to handle the stormwater drainage requirements at that time. Land development since has led to a significant increase in the amount of stormwater that is directed into the tunnel system, resulting in over pressurization of the system. This over pressurization has led to degradation in the tunnel infrastructure and an increase in maintenance spending to inspect and maintain the system. Typical problems discovered through the assessment includes voids either above or below the tunnel structure, cracking and failure of the tunnel's liner due to pressurization, erosion of the surrounding sandstone and infiltration of ground water and sand. The Public Works Department has been conducting ongoing repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair the damaged tunnels varies greatly and is limited to being conducted during the winter months when storm water runoff is limited.

The construction of a new parallel primary tunnel would reduce the pressurization in the tunnel system, resulting in a reduced risk of tunnel failures, extended tunnel system service life, reduction in tunnel repair costs, and a decrease in long term maintenance with the operation of the tunnel system such as surface flooding and blowing manhole covers.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Stormwater Bonds			3,000	4,000	8,000		15,000	
Stormwater Revenue	2,000		8,000	7,000	5,000		20,000	
<b>Total</b>	<b>2,000</b>		<b>11,000</b>	<b>11,000</b>	<b>13,000</b>		<b>35,000</b>	

**Project Title: SW040 Central City Parallel Storm Tunnel****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		1,100	1,100	1,300		3,500
Construction Costs		9,477	9,477	11,200		30,154
General Overhead		423	423	500		1,346
Total		11,000	11,000	13,000		35,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

A City That Works – Infrastructure Streets, bridges, sidewalks, sewers, bike lanes  
& paths – well-managed and maintained

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design

## **Project Title: SW040 Central City Parallel Storm Tunnel**

**guidelines, and urban design documents adopted by the City of Minneapolis:**

Not Applicable

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The City of Minneapolis has joint agreements with the Minnesota Department of Transportation (MnDOT) regarding the tunnels within the freeway right of way system. Those agreements commit the City to maintenance of those tunnel systems. Public Works meets collaboratively with MnDOT to determine priorities and responsibilities.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not Applicable

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not Applicable

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not Applicable

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not Applicable

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 100

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?** 20,000

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing tunnel inspections and maintenance within the Central City storm tunnel system.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not Applicable

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Not Applicable

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

2016-2019 – Parallel tunnel feasibility study, final layout and design

2020-2022 – Tunnel construction

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

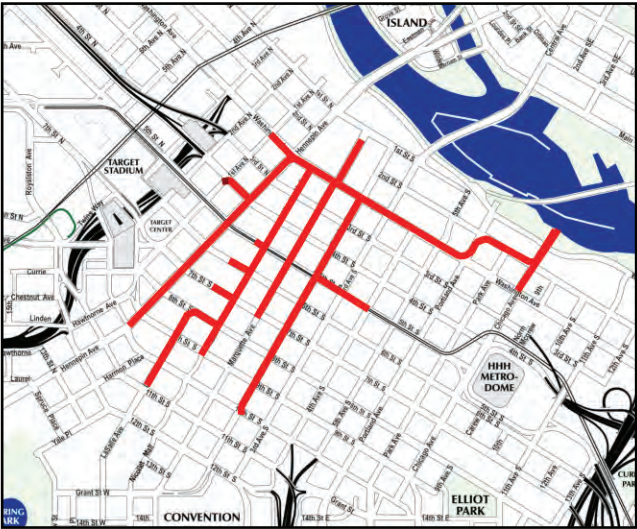
This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

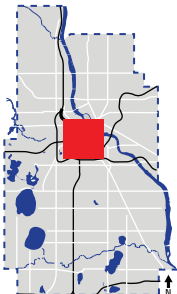
**Benefits:**

1. Reduced risk of tunnel failures in the Central City Downtown tunnel system
2. Extended tunnel system service life
3. Increase in the time intervals between inspections (operating budget decrease)
4. Increase in tunnel capacity
  - . Reduce pressurization
  - . Pressurization that causes manhole covers to blow off.
  - . Reduce surface flooding
  - . Allows the addition of storm water from roof leaders.
  - . Allows the tunnel to carry a larger flow during storms of a large and long duration.
  - . Eliminate hydraulic restrictions.
  - . Allows I&I projects to proceed that are dependent upon the tunnel system for stormwater conveyance.

Central City Parallel Storm Tunnel



Central City Tunnel System



## Project Title: SW99R Reimbursable Sewer & Storm Drain Projects

<b>Project Location:</b>	<b>Affected Wards:</b> All
<b>City Sector:</b> Citywide	<b>Affected Neighborhood(s):</b> City-Wide
<b>Project Start Date:</b> 1/1/00	<b>Estimated Project Completion Date:</b> 1/1/00
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b>
<b>Contact Person:</b>	<b>Contact Phone Number:</b>
<b>Level of Need:</b> Desirable	

### Project Description:

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

### Purpose and Justification:

#### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Reimbursements	10,000	2,000	2,000	2,000	2,000	2,000	10,000	2,000
<b>Total</b>	<b>10,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>10,000</b>	<b>2,000</b>

## Project Title: SW99R Reimbursable Sewer & Storm Drain Projects

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	200	200	200	200	200	1,000
Construction Costs	1,723	1,723	1,723	1,723	1,723	8,615
General Overhead	77	77	77	77	77	385
Total	2,000	2,000	2,000	2,000	2,000	10,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

#### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference

Connected communities – great spaces & places, thriving neighborhoods

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Uncertain, need more details.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Will the project contribute to growth in the city's tax base?

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

<b>Project Title: SW99R Reimbursable Sewer &amp; Storm Drain Projects</b>
---

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

**Operations & Capital Asset Maintenance:**

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement?

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Storm Sewer Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

## Project Title: WTR12 Water Distribution Improvements

**Project Location:** Various locations throughout the city

**City Sector:** Multiple

**Project Start Date:** 1/1/11

**Submitting Department:** Public Works

**Contact Person:** Marie Asgian

**Level of Need:** Significant

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 12/31/23

**Department Priority:** 2

**Contact Phone Number:** (612) 673-5682

### Project Description:

Water Distribution Improvement funds are used for rehabilitation or replacement of water main, hydrants, valves, meters, and other water distribution system components. The City's water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and manholes, and 100,000+ water meters with automated reading devices. This system provides high quality drinking water and fire protection to all those living, working, or visiting the City and our suburban wholesale customers. Elements of original infrastructure dating back to 1872, when the City added water main for domestic use to the existing distribution system for fire protection, are still fully functional. The system has remained resilient and reliable due to strategic infrastructure reinvestment in renewal or replacement of water distribution system assets as funded by WTR12.

Improvement project work includes water main renewal (cleaning and lining, structural lining, etc.) and/or replacement. Also included are replacement of hydrants, valves, manholes, meters, and automated meter reading devices.

### Purpose and Justification:

The Water Distribution Improvement program is a reinvestment in the City's infrastructure to maintain system reliability and viability. This annual program consists of the following major elements:

- Water main cleaning and lining- 75% of the City of Minneapolis' 1,000 miles of water main are made of unlined cast iron pipe installed between 40 and 140 years ago. Almost all of the water main is structurally sound and in good condition. Over time, mineral deposits have built up on the inside of the unlined pipe, constricting flow and sometimes resulting in discolored water. The cleaning and lining process consists of digging access pits at each intersection, pulling scrapers through the pipe to remove built up mineral deposits and installing potable grade cement lining to prevent future build-up. The cleaning and lining process resolves the water quality issues and increases the volume of flow available for fire suppression.
- Water main replacement or structural lining – Although Minneapolis has one of the lowest number of water main breaks in the country (4 per 100 miles of main), locations exist with recurring water main leaks. To remedy the problem the water main may be replaced or structurally lined. The structural lining process is similar to the cement mortar lining process except that the liner is a cured in place insert that is strong enough to hold its form even if the host pipe fails. This work saves money that would have been spent on repeated repairs which in turn minimizes interruption of service to residents for water main repairs.
- Hydrant replacement- In order to maintain citywide fire suppression, hydrants that are no longer operable and repairable must be replaced. Hydrants are also replaced when they are beyond their service life and leak below the ground, causing an unknown but potentially significant amount of water loss.
- Valve and manhole replacement- Valves are used to minimize the number of consumers impacted by a water main shut down. System valves and the manholes that house them are replaced at the end of their serviceable life. The valves and manhole replacement program is typically done in conjunction with cleaning and lining or structural lining projects.
- Meter replacement- Water meters are the cash registers for the Water Enterprise Fund. Accurately metered water use is important so that customers are billed for the amount of water they use. This encourages conservation and allows the City to continue to treat and distribute high quality drinking water at an affordable cost. As meters near the end of their service life, the internal components tend to wear, causing the meter to register a lower volume than was actually used. In order to accurately bill customers on a monthly basis, worn meters need to be replaced.

Citywide, the City's meters are at the end of their service life and are due for replacement. Starting in 2017, the Capital Budget Request for WTR12 was increased to fund this five-year replacement program. In conjunction with the meter change outs as part of WTR12, the communication system that reports meter data to Utility Billing also is due for an upgrade. The technology is funded under the Capital Budget Request for WTR27 Advanced Metering Infrastructure, which covers the installation of a fixed network system as well as the individual reporting devices that are installed at each premise when the meter is replaced.

The Neighborhood Park and Street Infrastructure Ordinance enacted by the Minneapolis City Council in 2016 increased the City's Capital Improvement Plan (CIP) approximately \$21.2 million per year for 20 years to provide additional maintenance and investment in neighborhood parks and city streets. Through the additional work on city streets, this ordinance will provide further opportunities for water main cleaning and lining and in some cases additional water main replacement or structural lining. Doing this work in conjunction with planned street repair/reconstruction projects is a cost-effective method for addressing the City's

## Project Title: WTR12 Water Distribution Improvements

water main renewal needs. As a result, \$2,000,000 per year has been added to the WTR12 budget request for each year to account for the additional opportunities for cleaning and lining and/or replacement or structural lining work.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds								
Water Revenue	35,700	9,450	9,550	9,650	9,750	9,000	47,400	9,100
<b>Total</b>	<b>35,700</b>	<b>9,450</b>	<b>9,550</b>	<b>9,650</b>	<b>9,750</b>	<b>9,000</b>	<b>47,400</b>	<b>9,100</b>

## Project Title: WTR12 Water Distribution Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	1,512	1,528	1,544	1,560	1,440	7,584
Construction Costs	7,575	7,655	7,735	7,815	7,214	37,993
General Overhead	363	367	371	375	346	1,823
Total	9,450	9,550	9,650	9,750	9,000	47,400

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise funds.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Water Distribution Improvements projects help maintain infrastructure reliability and preserves the water quality from treatment plant to tap. The distribution system delivers high quality drinking water as well as fire protection to all those living in Minneapolis.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

Water Distribution Improvements projects help maintain infrastructure reliability and preserves the water quality from treatment plant to tap. The distribution system delivers high quality drinking water to businesses, all those working in the City as well as providing fire protection for properties in the City.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

Given the age of the distribution system, most of the water distribution system is 50 to 100 years old, a certain amount of system rehabilitation or replacement has to be performed in order to continue providing service. Water Distribution Improvements helps manage and improve the City's water infrastructure in an efficient manner in order to continue to provide high quality drinking water to all.

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The Water Distribution Improvement project helps efficiently and effectively allocate resources to our aging infrastructure. Water Distribution Improvement funds are used to rehabilitate or replace water system components. Maintaining the existing infrastructure will reduce the need for major capital expenditures in the future.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

## **Project Title: WTR12 Water Distribution Improvements**

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Water main, hydrant, and valve upgrades are performed in conjunction with City, County, and State road reconstruction projects to the extent feasible.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes. Since water distribution system projects are citywide, unavoidably some of the work occurs in transitway, transit route, or high-volume pedestrian corridors. As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 50

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?** (10,000)

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

- Reduced maintenance needed for replaced fire hydrants.
- A significant portion of the allocation for WTR12 is used for water main cleaning and lining or structural lining, which consists of scraping the inside of cast iron water mains to remove built up mineral deposits and installing a smooth liner. The improved flow characteristics (reduced frictional loss) of the lined water main will incrementally reduce pumping costs in maintaining water system pressures.
- Water meters under-report when they are past their service life and the internal components are worn. This means that the customer is not paying for all of the water used. Water meter replacement does not necessarily achieve cost savings but does assist in cost recovery.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

No carry-over from previous years.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Some flexibility, but limited. Many of the sub-projects within WTR12 are timed to precede work in the coming year or to coordinate with same year street reconstruction projects to optimize infrastructure investment. The meter replacement project is on a fixed timetable in order to ensure that the City continues to accurately bill customers for consumption.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The Water Distribution system is essential to the vitality of the City. The Water Distribution System Improvement project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.



Water pipe before cleaning



Pipe cleaned & lined

## Project Title: WTR18 Water Distribution Facility

**Project Location:** 1860 28th St E and 2717 Longfellow Ave.

**City Sector:** East

**Project Start Date:** 1/1/15

**Submitting Department:** Public Works

**Contact Person:** Bob Friddle

**Level of Need:** Significant

**Affected Wards:** 9

**Affected Neighborhood(s):** Phillips

**Estimated Project Completion Date:** 12/31/21

**Department Priority:** 9

**Contact Phone Number:** (612) 673-3387

### Project Description:

The project will expand and improve the current Hiawatha Maintenance Facility site to provide for the programmed needs for Water Distribution Maintenance and other unmet Municipal Operational needs.

### Purpose and Justification:

Strategic real estate planning for the City envisioned Public Works operations being consolidated on strategically located campuses. Since 1991, the City's south campus planned on leveraging the City's existing (commonly referred to as the Hiawatha Maintenance Facility) site at 26th Avenue and Highway 55 and expanding to the south as existing Public Works facilities needed replacement.

The City recently acquired the "Roof Depot" properties with the expressed purpose of further developing and expanding the current Hiawatha Maintenance Facility site into a Municipal Operations campus, consolidating other Public Works divisions and services as appropriate for improved efficiency of operations and delivery of services.

The Roof Depot site is large enough to accommodate other programmed needs for Municipal Operations, and/or a portion of the site could be separated for future private development. See additional information below.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	0			5,265			5,265	
Sanitary Bonds	2,500			500			500	
Stormwater Bonds	2,500			500			500	
Water Bonds	14,235		15,285				15,285	
Water Revenue								
<b>Total</b>	<b>19,235</b>		<b>15,285</b>	<b>6,265</b>			<b>21,550</b>	

## Project Title: WTR18 Water Distribution Facility

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		500	200			700
Construction Costs		14,197	5,824			20,021
General Overhead		588	241			829
Total		15,285	6,265			21,550

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

A Department of Energy grant we have applied for direct funding (not through the City) of pre-approved design engineering consultants for solar collectors at this site. At this time we do not know the extent of solar that can be accommodated.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

The project was approved on May 26, 2016.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Any unneeded portions of the site (for Municipal Operations) will be reviewed for potential for private development consistent with neighborhood interests.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

There is no small area plan. Staff is working with the Council member and the community to develop guidelines for development.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Potential private development of a portion of the site, if not needed for municipal uses

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes, this project will be adjacent to the Midtown Greenway bicycle trail and the dedicated bicycle lanes on 26th and 28th Avenue South.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Along the Hiawatha LRT, two blocks from the Lake Street station. Project will not provide for any improvements.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Sidewalk and bike path will remain along 28th Avenue South.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, the City's operations will be adding a small amount of additional vehicular trips (in and out) of the south access point on 28th Avenue.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 75

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$7,500,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

If there are any additional operating costs (compared to existing), these costs will be included in the 5 year financial plan for the City.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize**

## **Project Title: WTR18 Water Distribution Facility**

### **the full expected useful life of the project:**

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

### **Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Prior years funding was used for acquisition of the Roof Depot and will be used in 2018 for design and site preparation.

### **If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Design will be completed over the course of the current year with environmental remediation and construction to follow early next year.

### **Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is flexibility in the project schedule, but the operational gains will be delayed and interim costs keeping existing facilities functioning will occur.

### **Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The proposed relocation of the Water Distribution and Maintenance Operations will resolve the deficiencies of the existing facilities, thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost effective manner. Water Main maintenance and construction activities can be more closely coordinated and key services delivered more effectively and professionally in a modern facility.

The design team is currently looking at the advantages of improving the existing Central Stores building, combining Departmental Stores functions for efficiencies. A parking structure may be needed to allow consolidation of activities for efficient operations.

This Capital Budget Request requests funding for the above scope.

Relocation of Water Distribution & Maintenance will free up the existing East Hennepin site for a needed relocation of Fire Station No. 11. Additionally, the design team is exploring potential advantages of master planning reserved space for a potential future relocation of other Municipal uses.



Photos of existing East Yard Facility

## Project Title: WTR23 Treatment Infrastructure Improvements

**Project Location:** Water Campuses in Fridley and Columbia Heights

**City Sector:** Citywide

**Project Start Date:** 1/1/11

**Submitting Department:** Public Works

**Contact Person:** Dale Folen

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 12/31/23

**Department Priority:** 3

**Contact Phone Number:** (612) 661-4908

### Project Description:

Many small to medium-sized improvement projects have been identified as necessary to maintain operation of the water treatment plants on the water works sites. New projects are identified based on condition assessments and prioritized based on an organized risk evaluation system. Anticipated projects include improvements to obsolete control system infrastructure, rehabilitation of aging electrical infrastructure paired with the addition of emergency power infrastructure at key pump stations, renovation of campus Sanitary Sewer pump station and piping, and treatment campus storm and flood protection improvements. Future projects will also include inter-plant piping and valve rehabilitation, raw water pumping improvements, and chemical storage and feed system replacements.

### Purpose and Justification:

The goal is to conduct on-going small renovations to address risk in a timely manner and avoid larger, reactive Capital Projects. The existing water filtration plant in Columbia Heights was constructed from 1913 to 1918 with water to the campus provided by 1900-vintage transmission pipelines. The existing water softening plant in Fridley was completed around 1940. The process equipment and structures periodically need repairs. Each plant has chemical feed systems, which have a shorter life than the building structures, and will continue to be replaced under this program. Process control and monitoring equipment need regular updating. All of these facilities, including pumping and transmission piping within and between the treatment campuses need replacement of significant parts or systems to maintain operability.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds	0							
Water Revenue	18,000	5,000	5,000	5,000	5,500	5,500	26,000	6,750
<b>Total</b>	<b>18,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,500</b>	<b>5,500</b>	<b>26,000</b>	<b>6,750</b>

## Project Title: WTR23 Treatment Infrastructure Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	800	800	800	880	880	4,160
Construction Costs	4,008	4,008	4,008	4,408	4,408	20,840
General Overhead	192	192	192	212	212	1,000
Total	5,000	5,000	5,000	5,500	5,500	26,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise funds.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. All of the facilities need replacement or rehabilitation of significant parts or systems to maintain operability and continue providing high quality drinking water to all customers including residents.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. All of the facilities need replacement or rehabilitation of significant parts or systems to maintain operability and continue providing high quality drinking water to all customers including businesses.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. Specifically this project includes many small to medium-sized improvement projects that have been identified as necessary to maintain the water treatment plants on the water works sites. Included among these projects are rehabilitation and upgrades to our controls and power systems including emergency power needs, and sewer systems to ensure all aspects of operations are protective of the environment.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Treatment Infrastructure Improvements allows for on-going small renovations to delay or avoid larger Capital Projects. Projects are identified each year based on condition assessments, and prioritized based on an organized risk evaluation system. We have developed a prioritized list of projects, so that progress in improvements can continue in the case of certain projects being delayed or if other projects must be accelerated due to an imminent need arising. Replacement or rehabilitation of processes and systems at the optimal point in their lifecycle, based on their condition and impact on levels of service lowers the overall life-cycle cost of operations. This process ensures our operations stay efficient and effective.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including

## **Project Title: WTR23 Treatment Infrastructure Improvements**

### **specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

### **Describe the economic development impact of the project:**

Not applicable.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None finalized. Plan for Custom Efficiency rebates (electric power savings) from Xcel Energy where possible.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

### **Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

<b>Project Title: WTR23 Treatment Infrastructure Improvements</b>
---

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 20

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Planning for neutral change or decrease in operating cost. Attempts to improve efficiency are pursued wherever possible.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Establish annual goals and schedules for each sub-project. No carry-over from previous years.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Significant flexibility is available, as long as systems remain operational.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

We have developed a prioritized list of projects, so that progress in improvements can continue in the case of certain projects being delayed or if other projects must be accelerated due to an imminent need arising.



Recent Construction -  
Sodium Hydroxide System



Recent Construction - Ammonia System



Pump Station Condition Assessment  
and Future Rehabilitation

## Project Title: WTR24 Fridley Filter Plant Rehabilitation

**Project Location:** Fridley Filtration Plant  
**City Sector:** Citywide  
**Project Start Date:** 1/1/13  
**Submitting Department:** Public Works  
**Contact Person:** Dale Folen  
**Level of Need:** Significant

**Affected Wards:** All  
**Affected Neighborhood(s):** City-Wide  
**Estimated Project Completion Date:** 12/31/20  
**Department Priority:** 1  
**Contact Phone Number:** (612) 661-4908

### Project Description:

This project will renovate twenty granular media filters, constructed around 1925, at the Fridley Filter Plant. The filters were partially renovated in the 1960's and 1970's. The proposed project will include more systems than the previous renovation, including replacing piping and valves, as well as replacing filter underdrains and filtration media. The old spent filter backwash water recovery system will be replaced and disinfection contact tanks will be added. New filtration media will include granular activated carbon to control potential tastes and odors. The project will modernize the backwash supply system to meet industry best practices, and improve flow path redundancy.

### Purpose and Justification:

The main purpose of the project is to extend the life of the existing structure, improve filtered water quality and improve system reliability. Detailed evaluations of filters in 2010 and 2011 confirmed concerns regarding conformity of filter media with current standards, adequacy of the backwash supply and residuals handling systems, and efficacy of filter controls and monitoring.

Evaluations of taste and odor technologies found that replacing filter media with granular activated carbon (GAC) will address taste and odor challenges while continuing to meet treatment goals. Use of GAC requires modification to disinfection practices and additional storage volume for disinfection contact time at all plant rates. The recent redundancy improvements will allow filter rehabilitation to be constructed in two phases with half the plant operational during construction.

The cost-saving cancellation in 2009 of the ultrafiltration membrane project at the Fridley campus makes it even more critical to properly maintain and optimize performance of the Fridley Filtration Plant.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds	35,700							
Water Revenue	1,500							
<b>Total</b>	<b>37,200</b>							

## Project Title: WTR24 Fridley Filter Plant Rehabilitation

### Project Cost Breakdown (in Thousands)

No Data Available

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Funding for this project is planned to come from water enterprise revenue and bond funds. Additionally funding will come through a loan program offered by the Public Facilities Authority of the State of Minnesota.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Fridley Filter Plant Rehabilitation project's goal is to extend the life of the existing structure, improve water quality, and improve system reliability. The Fridley Filter Plant in conjunction with other water assets provides high quality water to all customers including residents of Minneapolis.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The Fridley Filter Plant Rehabilitation project's goal is to extend the life of the existing structure, improve water quality and system reliability. The Fridley Filter Plant is the high capacity filter plant for the City's water production system and in conjunction with other water assets provides high quality water to industry, commerce, and residents of Minneapolis.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Fridley Filter Plant Rehabilitation project supports our efforts to manage and improve the City's infrastructure by extending the life of the existing structure, improving filtered water quality and improving system reliability. Evaluations of taste and odor technologies found that replacing filter media with granular activated carbon (GAC), as this project will do, will address taste and odor challenges while continuing to meet treatment goals. The entire project works towards providing high quality water to all customers.

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The Fridley Filter Plant Rehabilitation project will help make the Fridley Filter Plant more efficient. In addition to extending the life of the existing structure, improving water quality, and improving system reliability the project will modernize the backwash supply system to meet industry best practices, and improve flow path redundancy.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

## **Project Title: WTR24 Fridley Filter Plant Rehabilitation**

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place on May 23, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Performing collaborative research with the University of Minnesota by pilot testing of granular activated carbon filters to evaluate and optimize filter media performance, confirm key design parameters, and to show treatment effectiveness with contaminants of emerging concern.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

## **Project Title: WTR24 Fridley Filter Plant Rehabilitation**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 30

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$42,300,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Generally plan for neutral change in operating cost. Attempt to improve efficiency wherever possible.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

2014:

- Complete construction of redundancy improvements.
- Detailed investigations to finalize the scope of the design and construction project.
- Begin design of improvements and rehabilitation for filters, backwash, and disinfection systems.

2015 and 2016:

- Complete final design phase and bidding.

2016 through 2020:

- Construction of filter improvements and supporting systems.
- Complete construction in phases

The long-term appropriations for this project have already been authorized by the City Council. This project was approved in total for years 2018-2020 in 2017 prior to the final 2018 Council Budget Adoption process to allow the City of Minneapolis to apply for a loan program offered by the Public Facilities Authority of the State of Minnesota. As a result there are remaining bond authorizations for approximately \$42,300,000, which represents the balance of the project budget; these will be used throughout the remaining project which is expected to be completed at the end of 2020.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Very little flexibility, since the project sequencing and completion dates have been defined for the Contractor in the design documents.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

## **Project Title: WTR24 Fridley Filter Plant Rehabilitation**

The Fridley Filter Plant is the high capacity filter plant for the City's water production system.

The ultrafiltration project on the Fridley campus, cancelled in early 2009, would have replaced the filters being rehabilitated by this project.

The long-term appropriations for this project have already been authorized by the City Council. This project was approved in total for years 2018-2020 in 2017 prior to the final 2018 Council Budget Adoption process to allow the City of Minneapolis to apply for a loan program offered by the Public Facilities Authority of the State of Minnesota.



Fridley Filtration Plant, completed around 1927



Technology Research with University of Minnesota



Pipe Gallery Rehabilitation

## Project Title: WTR27 Advanced Metering Infrastructure

**Project Location:** Citywide

**City Sector:** Citywide

**Project Start Date:** 1/1/16

**Submitting Department:** Public Works

**Contact Person:** Marie Asgian

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 12/31/20

**Department Priority:** 6

**Contact Phone Number:** (612) 673-5682

### Project Description:

This project is for the replacement of automated water meter reporting technology. The existing advanced meter reading (AMR) technology is at the end of its functional life and is due for replacement / upgrade. The new Advanced Metering Infrastructure (AMI) system to be implemented includes: hardware and software to establish a fixed network for data transmission, individual meter transmission units (MTU) to be installed at each premise, ability to interface with the City's Utility Billing billing software, meter data management, a customer portal on the City website, and change out of the meters and MTUs at a portion of the City's residential customer premises (the remainder will be changed out by existing City crews).

Please note that the meters for the citywide meter and communication system change out are funded as part of WTR12 Water Distribution Improvements. WTR27 Advanced Metering Infrastructure includes the individual hardware communication device installed at each customer property as well as the communication network to remotely collect and report the data to the City.

### Purpose and Justification:

The purpose for this project is to replace and upgrade automated water meter reading technology. The benefits of this are twofold: improved efficiency in the automated meter reading process and enhanced services to City water customers.

The existing automated meter reading system, termed advanced meter reading (AMR) technology, has been in place for over 20 years and is due for replacement / upgrade. Meter readings are collected with the existing technology by driving a van equipped with a data collector on a fixed route associated with the designated meter monthly reading date for that route. The data is downloaded to the Utility Billing system when the van returns to the shop at the end of the day. Upgraded technology, termed Advanced Metering Infrastructure (AMI), involves a mesh network with data collectors strategically placed citywide and permanently installed to capture meter reading data continuously without a person driving a route. This eliminates the need for a person dedicated to drive the route and reduces greenhouse gases.

Through the web portal, AMI will provide customers with around the clock metered water use data to manage consumption, tips for wise water use, videos that help residents identify and fix common household plumbing leaks, and optional text message alerts for high consumption. This is in contrast to the once a month snapshot of consumption.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds	7,820	4,690	1,770				6,460	
Water Revenue	250							
<b>Total</b>	<b>8,070</b>	<b>4,690</b>	<b>1,770</b>				<b>6,460</b>	

## Project Title: WTR27 Advanced Metering Infrastructure

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	750	283				1,034
Construction Costs	3,759	1,419				5,178
General Overhead	180	68				248
Total	4,690	1,770				6,460

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the improvement of the water infrastructure, and the health of the City's residents and workers, in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Among the benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, and water conservation. These benefits provide a better overall service to all of our customers, including residents of Minneapolis.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

Among the benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, and water conservation. All of which assist in providing water to all of our customers including businesses across Minneapolis.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The upgraded technology (a network of data collectors that are strategically placed and permanently installed to capture meter reading data continuously without a person driving a route) eliminates the need for a person dedicated to drive the route and reduces greenhouse gases.

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The purpose for this project is to upgrade to automated water meter reading technology. Some of the benefits of this are improved efficiency in the automated meter reading process and improved services to City water customers. All of these help us operate more efficiently, effectively, and provided better service to our customers.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

## **Project Title: WTR27 Advanced Metering Infrastructure**

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Reviews with the Planning Commission will be a future task.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None planned.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

## **Project Title: WTR27 Advanced Metering Infrastructure**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 20

**Year that Operating Incr/(Decr) will take effect?** 2023

**What is the estimated annual operating cost increase or (decrease) for this project?** (100,000)

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$1,700,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

At present time, most of the remote meter readings for billing are collected by a receiver in a van that drives every street in the City once a month. The new automated meter reading systems use a fixed network with receivers that serve a several block range that convey the signal to the City's billing system. This would eliminate the need for the equipped van and the employee to drive it. However, some of these savings will be offset by costs associated with maintaining the AMI software and related infrastructure.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Annual operating costs are expected to decline for this project.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

None anticipated.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

This project is phased for research, design, purchase and implementation. In 2016, system requirements and compatibilities were determined and an RFP for hardware and software procurement and installation was issued.

In 2017 a Vendor was selected and initial project startup began with integrations for data transfer from to the Utility Billing software and siting of data collectors for full coverage of the City. In 2018, the data collection network will be installed and installation will commence for the meter replacement and the new meter transmission units in homes.

There are approximately \$1,700,000 in prior year remaining bond authorizations. Several key project startup tasks were delayed as a result of local public and private staff resource commitments to the Super Bowl efforts in the months prior to the event. Among these delays were the negotiations between the Vendor, Aclara Technologies LLC, and USIW for data connectivity for the data collectors, negotiations between Aclara and the union for installers, and the siting of poles to hold the data collectors for full citywide coverage with redundancy. The prior year bond authorizations will be used in 2018 as the installation commences.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

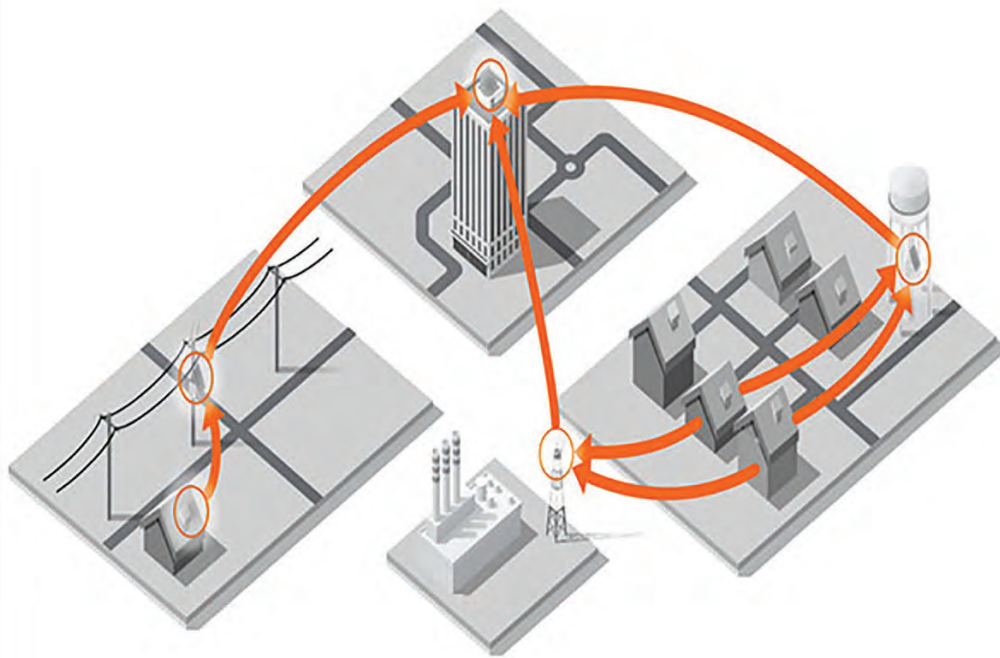
Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

There is a limited amount of flexibility to increase or decrease funding per year by scaling the specific project areas. The implementation of this project will be managed in by geographical sections of the City which could be increased or decreased in the plan for each year. It should be noted that if reduction in funding significantly delayed the project completion, operational costs would increase. Throughout the duration of project implementation, dual meter reporting systems (the old AMR system and the new AMI system) will need to be maintained including software and data collection hardware maintenance and support agreements.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, and water conservation.

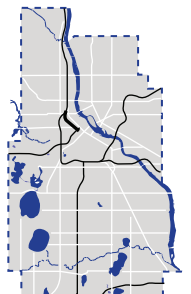


Communication System



Water Meter

CITYWIDE



## Project Title: WTR28 Ultrafiltration Module Replacement

**Project Location:** Treatment campus in Columbia Heights

**City Sector:** Citywide

**Project Start Date:** 1/1/17

**Submitting Department:** Public Works

**Contact Person:** Dale Folen

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 12/31/20

**Department Priority:** 4

**Contact Phone Number:** (612) 661-4908

### Project Description:

Replace the internal filter membrane modules (cartridges) in the Ultrafiltration plant that has been operational since 2006. The existing modules began service in 2010. Also repair or replace other short-life components such as instruments or frequently operated valves.

### Purpose and Justification:

This is normal procedure for membrane filtration plants like the Minneapolis Ultrafiltration plant at Columbia Heights. The equipment that holds the filter modules will last 20 to 30 years, but the current modules themselves have a 7-year warranty.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds	4,400	750	750				1,500	
<b>Total</b>	<b>4,400</b>	<b>750</b>	<b>750</b>				<b>1,500</b>	

## Project Title: WTR28 Ultrafiltration Module Replacement

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	120	120				240
Construction Costs	601	601				1,202
General Overhead	29	29				58
Total	750	750				1,500

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and/or bond funds.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Ultrafiltration Module Replacement project will continue the production of a high quality supply of water from the Columbia Heights Membrane Plant for residents across Minneapolis.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The Ultrafiltration Module Replacement project will continue the production of a high quality supply of water from the Columbia Heights Membrane Plant for businesses across Minneapolis.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Ultrafiltration Module Replacement project will replace the membrane filter modules in the Ultrafiltration plant and repair or replace other short-life components such as instruments or frequently-operated valves. This type of management of infrastructure allows us to continue providing high quality service now and well into the future.

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Replacement of aged membrane modules and frequently-operated equipment at the correct point in their lifecycle lowers the overall life-cycle cost of operating the facility.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

## **Project Title: WTR28 Ultrafiltration Module Replacement**

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This project is planned maintenance for a project that was approved by the Planning Commission in 1999.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None planned.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/improvement?** 10

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$1,600,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

The project will decrease operating costs, but it is difficult to predict the amount. As ultrafiltration modules near the end of their life, the repair frequency increases, causing the need for increased labor costs. Replacing the modules in a timely manner will reduce the cost of repair labor.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

There is approximately \$1,600,000 in remaining bond authorizations from 2017 which will be used during 2018-2019. In addition to the remaining bond authorizations we have lowered the appropriation requests for 2019 and 2020 to take into account the lower cost than expected for the project. The project cost is lower due to additional membrane suppliers entering the marketplace in the past year, lowering the competitive prices of replacement membrane modules.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Very little flexibility, since the module replacement must be done for a group of ten filters at the same time, due to the piping arrangement in the plant.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The membrane modules were replaced in 2010 as a part of a warranty claim. Those modules will reach the end of their written warranty in 2017.



## Project Title: WTR29 Columbia Heights Campus Upgrades

**Project Location:** Water campus in Columbian Heights

**City Sector:** Citywide

**Project Start Date:** 1/1/17

**Submitting Department:** Public Works

**Contact Person:** Dale Folen

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 12/31/26

**Department Priority:** 8

**Contact Phone Number:** (612) 661-4908

### Project Description:

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. The proposed project is to implement a systematic strategy to replace the function of structures built prior to about 1920. One of the primary needs is to remove the Open Reservoir from service. The project will include selective repair of two drain pipelines, construction of an additional drain pipeline to recycle spent filter backwash water from the ultrafiltration membrane treatment plant (2005) to the Fridley Softening Plant, a pipeline to bypass the main process water around the Open Reservoir, and eventual re-purposing of the Open Reservoir.

### Purpose and Justification:

The Open Reservoir has several concerns, including vulnerability, safety, and periodic water quality issues that make filtration more difficult. Currently, all water pumped to the Columbia Heights campus flows through the Open Reservoir. Spent filter backwash water (used to clean the membranes) from the ultrafiltration Membrane Plant is recycled to the Open Reservoir as well. To allow removal of the Open Reservoir, significant piping must be constructed and rehabilitated to convey water to and from the treatment processes that are remaining for the long-term.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds		450	3,750	4,800	4,000	1,360	14,360	1,660
Water Revenue	750							
<b>Total</b>	<b>750</b>	<b>450</b>	<b>3,750</b>	<b>4,800</b>	<b>4,000</b>	<b>1,360</b>	<b>14,360</b>	<b>1,660</b>

## Project Title: WTR29 Columbia Heights Campus Upgrades

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	72	600	768	640	218	2,298
Construction Costs	361	3,006	3,847	3,206	1,090	11,510
General Overhead	17	144	185	154	52	552
Total	450	3,750	4,800	4,000	1,360	14,360

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance and renewal of drinking water infrastructure, and the health of the City's residents and workers in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The open-air Softened Water Reservoir has experienced water quality issues related to seasonal algae growth and poses a vulnerability concern. Algae growth increases the cost of water treatment, adversely impacts the service life of ultrafiltration membrane modules, and could potentially cause taste and odor concerns. The Columbia Heights Campus Upgrades includes projects to bypass and eliminate this reservoir from the treatment train to ensure high quality water with minimized taste and odor is supplied to all customers including Minneapolis residents.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The open-air Softened Water Reservoir has experienced water quality issues related to seasonal algae growth and poses a vulnerability concern. Algae growth increases the cost of water treatment, adversely impacts the service life of ultrafiltration membrane modules, and could potentially cause taste and odor concerns. The Columbia Heights Campus Upgrades includes projects to bypass and eliminate this reservoir from the treatment train to ensure high quality water with minimized taste and odor is supplied to all customers including Minneapolis businesses.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. The proposed project is to implement a systematic strategy to replace the function of structures built prior to about 1920. The project also plans for properly disposing of infrastructure that has completed its useful life both in physical condition and operational purpose, including pipe and drainlines that may be leaking process or residual flows leading to non-revenue water.

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Water quality issues related to seasonal algae growth have occurred within the open-air Softened Water Reservoir. This increases the cost of water treatment, and could potentially cause taste and odor concerns. Carrying out the Columbia Heights Campus Upgrade project increases the efficiency of operations and improves customer service by minimizing taste and odors while continuing to recycle residuals to the head of the treatment process.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board**

## **Project Title: WTR29 Columbia Heights Campus Upgrades**

### **comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

### **Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Reviews with the Planning Commission will be a future task.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

### **Describe the economic development impact of the project:**

Not applicable.

### **Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

### **Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

### **Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None planned.

### **Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Planning for neutral change or decrease in operating cost.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

- Rehabilitation and construction of vaults to access key drain line and softened water forcemains: 2017
- Hydraulic evaluation and remediation of drain line: 2018
- Replacement of CHFP pretreatment chemical storage and feed system: 2018
- Construction of backwash equalization basin and lining of drain line: 2020
- Extension of pipeline for recycling spent filter backwash water: Design 2019-21, Construction 2020-2022.
- Pipeline to bypass the Open Reservoir: Design 2021-2022, Construction 2022-2023.
- Re-purposing of the Open Reservoir: After 2024.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

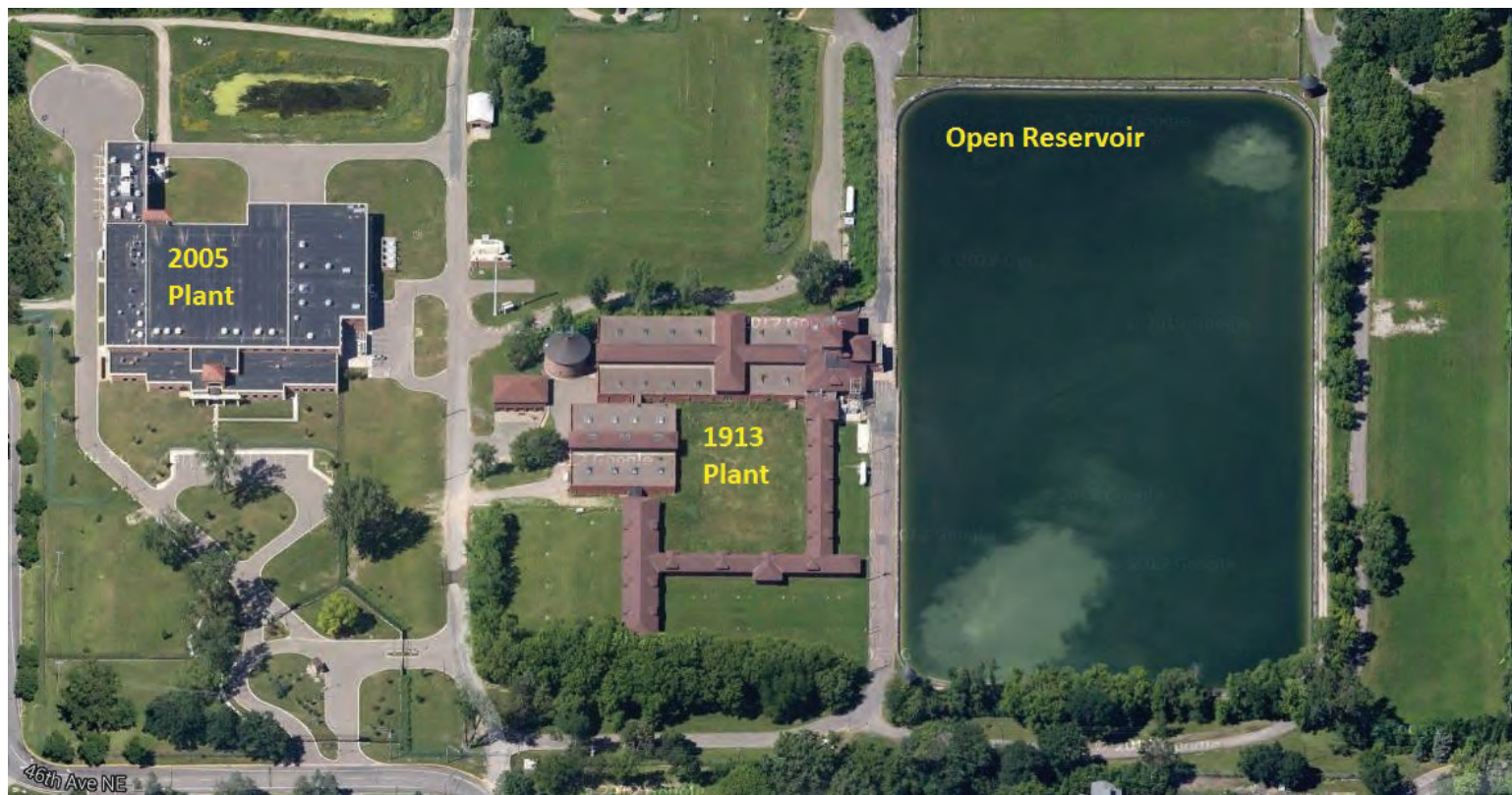
Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Significant flexibility is possible to adjust expenses between years.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The Open Reservoir has experienced water quality issues related to seasonal algae growth. This increases the cost of water treatment, and could potentially cause taste and odor concerns. Recent and near-future operations use a small bypass system during seasonal periods of concern, but the plant capacity is severely limited due to the lack of capacity to adequately recycle spent filter backwash water. 2015 evaluations determined rehabilitation of existing drain line to convey the backwash to the Fridley campus was cost effective relative to construction of backwash storage and treatment at Columbia Heights or a new drain line between the campuses.



Columbia Heights Water Treatment Campus

## Project Title: WTR30 10th Avenue Bridge Water Main

**Project Location:** 10th Avenue Bridge

**City Sector:** Multiple

**Project Start Date:** 1/1/18

**Submitting Department:** Public Works

**Contact Person:** Marie Asgian

**Level of Need:** Significant

**Affected Wards:** Various

**Affected Neighborhood(s):** Various

**Estimated Project Completion Date:** 12/31/19

**Department Priority:** 5

**Contact Phone Number:** (612) 673-5682

### Project Description:

WTR 30 is a project to replace the 54" diameter water transmission main on the 10th Avenue Bridge in conjunction with the City's bridge deck replacement project.

### Purpose and Justification:

In preparation for the 10th Avenue Bridge deck replacement project, Public Works Water Treatment and Distribution Services hired a consultant to assess the structural integrity and overall condition of the 54" water main and its support system. Although the water main on the Bridge is in fairly good condition, the riser pipe that connects the buried watermain on the east side of the River to the main on the Bridge is badly deteriorated and has been repaired numerous times. The pipe coating is deteriorated and needs replacement. The support system for the main is in poor condition. Many of the roller bearings at the pipe supports are severely corroded/frozen, broken, or failed. The bent plate supports that are welded to the pipe exterior need to be replaced. The I-and beams and other support elements for the water main are coated in lead paint that is peeling or flaking and must be removed or encapsulated.

Given the condition of the support system for the water main, the issues with the riser pipe, the coating, and the lead abatement, the cost of performing remedial actions to rehabilitate the Bridge main and its support system is on the same order of magnitude as total replacement. The preferred solution is therefore to install a new water main to replace the existing one. Preliminary evaluation is underway to determine if the 54" can be downsized for cost savings and to look at the feasibility of directionally boring a main under the River vs. replacement on the Bridge. Because there is less exposure to the elements and to road salts, buried water main is less problematic and has increased longevity.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds	5,000	10,000					10,000	
<b>Total</b>	<b>5,000</b>	<b>10,000</b>					<b>10,000</b>	

## Project Title: WTR30 10th Avenue Bridge Water Main

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	1,600					1,600
Construction Costs	8,015					8,015
General Overhead	385					385
Total	10,000					10,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise bond funds.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers in furtherance of the following City Goals.

#### LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This project helps to maintain continuity of service for drinking water and fire protection for City residents, businesses and our wholesale customers. The 10th Avenue Bridge main is an arterial transmission water mains that maintains sufficient flow and pressure to serve the inner City.

#### A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The 10th Avenue Bridge main is an arterial transmission water main that maintains sufficient flow and pressure to serve the inner City. This project will preserve the ability to provide sufficient flow and pressure to supply drinking water and fire protection to existing and new developments in the City.

#### GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

Given the poor condition of the support system for the 54" water main on the 10th Avenue Bridge, the situation needs to be addressed. A soundly designed and installed replacement main will be unobtrusively placed on the underside of the Bridge deck or directionally bored under the River.

#### A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Timing this project with the Bridge rehabilitation and combining the removal of the existing water main into the Bridge bid package will likely result in cost savings and minimized disruption to the public.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

## **Project Title: WTR30 10th Avenue Bridge Water Main**

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Reviews with the Planning Commission will be a future task.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Work on this project will be performed in conjunction with the bridge rehabilitation project.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not applicable.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not applicable.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

<b>Project Title: WTR30 10th Avenue Bridge Water Main</b>
---

Not applicable.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 100

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

No change expected.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The overall timing of the project will be dependent on the approval of funding and beginning of work for the City's bridge deck replacement project.

- Design work for the water main is expected to be carried out in 2018
- Construction work for the water main is expected to be carried out in 2019.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Very little flexibility, since the project will be tied to the timing of the City's bridge deck replacement.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

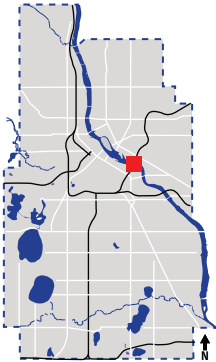
The 54" diameter water transmission main on the 10th Avenue bridge is an important piece of the City's water distribution system. Carrying out this replacement project in conjunction with the City's bridge deck replacement project allows for an optimization of the infrastructure investment.



Illustration of area water main



Diagram of work



Project Title: WTR31 Electrical Service Rehabilitation	
Project Location: Fridley Campus	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 1/1/19	Estimated Project Completion Date: 12/31/23
Submitting Department: Public Works	Department Priority: 7
Contact Person: Brittany Pentek	Contact Phone Number: (612) 661-4912
Level of Need: Significant	

## Project Description:

The project will rehabilitate the incoming electrical service equipment at the water treatment campus in Fridley. The system is located in and near a pump station constructed in 1925. The existing electrical components and systems vary in age from 40 to 90+ years. The project will replace or rehabilitate Switchgear, Motor Control Centers, Transformers, main Bus-bar conductors and supporting equipment and materials. The new system will include modern controls and communications to improve efficiency. The new equipment also will include provisions for future connections to alternative energy sources, such as renewable energy.

## Purpose and Justification:

Pumps, and the electrical power serving them, are vital to delivering water into treatment and on to our customers. We have been fortunate to have the existing electrical equipment work effectively for such a long time. However, many of the components are nearing the end of their life. Public Works directed a few detailed condition assessments of the pump stations in recent years, and the electrical service equipment was revealed to be in need of significant upgrades and replacement. Modern electrical equipment will include many safety enhancements, compared with old equipment, which will help protect personnel as well as the equipment. The new control systems will allow increased efficiency of operation, which is important since this pump station is the largest consumer of power in the City. A sequence of priorities has been developed to coordinate the most needed changes first, while maintaining continuous operation.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Water Bonds		2,000	2,000	2,000	2,000	3,000	11,000	
Water Revenue								
<b>Total</b>		<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>3,000</b>	<b>11,000</b>	

## Project Title: WTR31 Electrical Service Rehabilitation

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	320	320	320	320	480	1,760
Construction Costs	1,603	1,603	1,603	1,603	2,405	8,817
General Overhead	77	77	77	77	115	423
Total	2,000	2,000	2,000	2,000	3,000	11,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water bond funds.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Electrical Service Rehabilitation project will help ensure the continued and reliable production of a high quality supply of water from the Fridley Campus for residents across Minneapolis.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The Electrical Service Rehabilitation project will help ensure the continued and reliable production of a high quality supply of water from the Fridley Campus for businesses across Minneapolis.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Electrical Service Rehabilitation project supports our efforts to manage and improve the City's infrastructure by extending the life of the existing Fridley Campus. By investing in this critical electrical equipment, we manage and improve the City's infrastructure for current and future needs. The project also strives to reduce incident energy use making the environment safer for citizens, employees, and visitors.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The Electrical Service Rehabilitation project will help make the Fridley Campus more efficient and extend the life of the existing Campus. In addition the project will help curb peak energy usages, reduce electrical energy spending, and maintain reliable service of water to Minneapolis citizens, employees, and visitors.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

## **Project Title: WTR31 Electrical Service Rehabilitation**

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Reviews with the Planning Commission will be a future task.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

None planned. Timelines will be shared with Xcel Energy should they want to do repair or upgrade work without causing additional shutdowns on individual service lines.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Not applicable.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Not applicable.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

**Operations & Capital Asset Maintenance:**

## **Project Title: WTR31 Electrical Service Rehabilitation**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 50

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Planning for neutral change or decrease in operating cost. Upgrading the equipment will allow smarter controls to reduce peak usage on high power equipment while maintaining the level of service to customers.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

No carry-over from previous years.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

- Existing Electrical Rehabilitation: Design 2018.
  - o Procurement 2019-2021.
  - o Construction 2019-2023.

This project is phased for final design, equipment purchase, and implementation. Design is scheduled to start in 2018, finalize by first quarter 2019. The installation will require a sophisticated phasing plan to ensure the plant will remain operational during construction. Equipment procurement and installation will start in 2019 and be done in phases through 2021.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Minimal flexibility will be allowed to adjust work between years, once the phased plan is developed.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Electricity is required to power pumps to move water, so increasing the reliability of the electrical system supports the reliability of the water service. Optimizing pumping will allow the City to decrease its monthly energy costs, and make the City a better steward of existing resources and the environment.



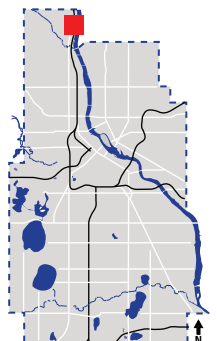
*Incoming 13,800 volt switch house and transformers*



*Motor Control Center (MCC) behind pump motor*



*Electrical Switchgear*



<b>Project Title:</b> WTR9R Reimbursable Water Main Projects	
<b>Project Location:</b> Various	<b>Affected Wards:</b> Various
<b>City Sector:</b> Multiple	<b>Affected Neighborhood(s):</b> Various
<b>Project Start Date:</b> 1/1/11	<b>Estimated Project Completion Date:</b> 12/31/23
<b>Submitting Department:</b> Public Works	<b>Department Priority:</b>
<b>Contact Person:</b> Marie Asgian	<b>Contact Phone Number:</b> (612) 673-5682
<b>Level of Need:</b> Significant	

## Project Description:

These funds are requested to allow Public Works Water Distribution to do "work for others" (public and private) that is reimbursed by the requesting agency, business or individual. The work performed under this project is primarily relocation of water main and other distribution system components to facilitate installations by other entities such as MNDOT, LRT, Xcel, and Centerpoint.

## Purpose and Justification:

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Reimbursements	10,000	2,000	2,000	2,000	2,000	2,000	10,000	2,000
<b>Total</b>	<b>10,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>10,000</b>	<b>2,000</b>

**Project Title: WTR9R Reimbursable Water Main Projects****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	320	320	320	320	320	1,600
Construction Costs	1,603	1,603	1,603	1,603	1,603	8,015
General Overhead	77	77	77	77	77	385
Total	2,000	2,000	2,000	2,000	2,000	10,000

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

This is a pass-through appropriation wherein water enterprise revenue funds are utilized to perform work. Upon completion, expenses are accumulated and invoiced for reimbursement by the requesting entity. The relative timing of the work is controlled by the requesting entity.

**Primary City Goal(s) supported:**

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:**

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers in furtherance of the following City Goals.

**LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE**

By coordinating with other agencies, businesses and individuals we are able to minimize disruption to water service and ensure the delivery of high quality water to all of Minneapolis, including residents.

**A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE**

These funds are requested to allow Public Works Water Distribution to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual. Thus, these projects often directly support business efforts or are part of a project that may improve the business environment in Minneapolis.

**GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED**

Reimbursable Water Main projects help us and others manage and improve the City's infrastructure in a coordinated manner.

**A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES**

By coordinating with other agencies, businesses and individuals we are able to efficiently and effectively contribute to large scale projects or those projects where coordination is essential.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

## **Project Title: WTR9R Reimbursable Water Main Projects**

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Not applicable.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Not applicable.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Not applicable.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 40

**Year that Operating Incr/(Decr) will take effect?**

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

This work is for various projects for outside agencies, other utilities, and sometimes for other divisions of public works. Operating cost impacts cannot really be determined but since the work is primarily a one-for-one re-location of existing water main or distribution system components, the operating costs would not change. The Water Distribution operating budget would cover any

<b>Project Title: WTR9R Reimbursable Water Main Projects</b>
--

routine costs that would result from the improvements made by this program. Generally plan for neutral change or decrease in operating cost. Attempt to improve efficiency wherever possible.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Not applicable.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

Not applicable.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Not applicable.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

## Project Title: RAD01 Public Safety Radio System Replacement

**Project Location:** N/A

**City Sector:** Citywide

**Project Start Date:** 1/1/15

**Submitting Department:** Other Departments

**Contact Person:** Heather Hunt/Rod Olson

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 12/31/19

**Department Priority:** 1

**Contact Phone Number:** 612-673-5921/612-673-5672

### Project Description:

The project will replace the current public safety radio system to stay compatible with the City's statewide partners who collectively own and operate the Allied Radio Matrix for Emergency Response (ARMER) system.

### Purpose and Justification:

The existing radio system was installed in 2001. The life expectancy for such systems is (20) years. The City has a remaining investment of \$820,000 (this debt will be paid in 2018) out of an initial investment of 15.4 million. ARMER was instrumental in assuring all responders to the I35-W Bridge Collapse could communicate with each other and the system remains the lifeline for police, fire, and emergency medical services in the Metro Region as well as statewide. All police, fire and EMS services in the Metro use ARMER for their radio communications. The system supported thousands of additional first responders over the 10 days of Superbowl 52 events.

The ARMER subsystem has three major system components: Radio Workstations "Consoles" in 911, Infrastructure "Radio Tower equipment" (electronic controlling equipment) in various secure city locations, and End User Equipment (mobile and portable radios) in use by Police, Fire, and other city departments.

The city has received an "end of life notice" from the vendor, Motorola, with a requirement to replace existing repeater units and receiver voting equipment at our tower sites before the statewide radio system, ARMER, can be updated to the 7.19 operating platform on a projected date of 2018. This is similar to the need to replace MECC dispatch center "Console" control workstations before the 7.15 operating platform change which was completed in 2016. The console replacements were completed earlier this year.

In addition, all end user mobile and portable radios which were purchased in 2001 and 2002 as part of the original radio system project are now out of manufacturers support. These radios have proven more durable and have performed past their original estimated useful life of 12 – 13 years. The Radio Communications Electronics shop repairs and maintains the radios and radio system with parts that are still available from Motorola, but it is expected that more and more replacement parts will no longer be available and new equipment eventually will need to be purchased. We have put that estimated amount for some new mobiles and all new portable radio units replacement need in years 2019 - 2020. The original request was for 5.4 million in 2019, but this committee asked in 2017 that it be split into 2.7M amounts for 2019 and 2020 which will work for our needs.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	3,700	2,700	2,700				5,400	
<b>Total</b>	<b>3,700</b>	<b>2,700</b>	<b>2,700</b>				<b>5,400</b>	

## Project Title: RAD01 Public Safety Radio System Replacement

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	50	50				100
Construction Costs	2,546	2,546				5,092
General Overhead	104	104				208
Total	2,700	2,700				5,400

Have Grants for this Project been secured? ☒

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

The overall budget request has been reduced due to 50% of the repeater costs being funded by the State of Minnesota. The funding has already been secured.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED  
The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES  
Departments work seamlessly with each other and with the community and form strategic partnerships

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

NA

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

NA

**Does the project support redevelopment opportunity that without the project would be infeasible?**

NA

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

NA

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The ARMER system is operated in collaboration with the State of Minnesota Department of Public Safety, as well as local and regional partners. The Minneapolis subsystem serves as a partial back-up site for Hennepin County and State of Minnesota, as do their sites partially back-up Minneapolis. It is this partial overlap of systems that makes the ARMER system so robust and interoperable for public safety.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

NA

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

NA

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

NA

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

NA

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 20

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

NA No Change

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

N/A

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

15 to 20 years (total systems replacement)

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Phase 1 came in slightly under budget. The unspent portion will be utilized to start Phase 2 of the project. Overall request for funding has been adjusted appropriately.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Phase I, completed in 2016, was the replacement of 17 computerized radio workstations located in 911 MECC call center, and a series of computerized central electronics banks (CEB's) installed in a secured area of City Hall. This was required before the radio system could be updated to the 7.15 operating system which has now been completed by system owners statewide. The system also consists of multiple radio broadcast and receive sites that provide the ability for first responder radios to communicate with each other and dispatchers. The equipment at these sites need to be replaced as part of the future upgrade to 7.18 and 7.19 work is now scheduled for 3Q 2018; this is phase II of the Minneapolis system replacements. The Minneapolis radio system operates as a subsystem of the Statewide Radio Network and provides radio system interoperability coverage and backup for the entire Metro area. Phase III will begin in 2019; it is the replacement of some of the current mobile radios installed in vehicles and all portable radios carried by people which are no longer supported by the manufacturer.

Phase 3, in 2019 and 2020, will be the large scale purchase of the subscriber, both mobile and portable radios.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

All phase of the project must be completed in full by 2020 to remain compatible with our state-wide partners/system.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The City must have a plan in place to ensure continued public safety communications interoperability.

Project Title: PSD15 Traffic Maintenance Facility Improvement	
Project Location: 300 Border Ave	Affected Wards: 5
City Sector: North	Affected Neighborhood(s): North Loop
Project Start Date: 1/1/14	Estimated Project Completion Date: 12/30/22
Submitting Department: Public Works	Department Priority: 1
Contact Person: Chris Backes	Contact Phone Number: 612-673-3774
Level of Need: Desirable	

## Project Description:

The scope of the project is a phased renovation envisioned to replace the heating, ventilation, air conditioning (HVAC), ceilings and lighting, electrical distribution, life-safety systems, roofing, code and ADA deficiencies for the building. Phase 1 of the project was completed in 2015.

## Purpose and Justification:

The Traffic Maintenance facility is home to the Public Works Traffic Management and Maintenance staff who are responsible for the daily maintenance of street and signal lighting, traffic markings and signage, and overall traffic management strategies. The facility houses the new multi-million dollar traffic management system.

The Traffic Maintenance facility is approximately 63,700 square feet on two levels. Of the total square footage approximately 20,000 is for vehicular storage, 22,000 is shop/repair, 11,000 is parts storage/inventory and the remainder is office and meeting space. The Traffic Maintenance facility was built in two phases, the original in 1961 and the north addition in 1970.

The majority of the building systems are original to the construction of the building and have far exceeded their intended life. The systems are not energy efficient and are basically obsolete.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	0		200	2,000	2,000		4,200	
<b>Total</b>	<b>0</b>		<b>200</b>	<b>2,000</b>	<b>2,000</b>		<b>4,200</b>	

## Project Title: PSD15 Traffic Maintenance Facility Improvement

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		192	150	50		392
Furniture, Fixtures, and Equipment			20	20		40
Construction Costs			1,753	1,853		3,606
General Overhead		8	77	77		162
Total		200	2,000	2,000		4,200

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other non-City funding has not been secured for this project. This project will qualify for rebates from Xcel and Centerpoint Energy.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

#### GREAT PLACES:

- The city's infrastructure is managed and improved for current and future needs

#### A CITY THAT WORKS:

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

### Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Phase II of this Project has not yet gone through a Location and Design Review process.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

None

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

NA

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

There are no intended partners for this project.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, as part of planned improvements associated with the Southwest Light Rail Train project, widened and enhance sidewalks are being installed in 2018.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 30

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?** (45,000)

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Renovated buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

NA

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

NA

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Due to failure of the HVAC system the first phase of the renovation was completed in 2015. Upgraded building systems should have a 30 year life span.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Phase I was completed in early 2015. Phase II design and construction is proposed for 2021 with final completion planned for spring of 2022.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Project is scalable but is planned to be completed in one final phase.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Phase 1 investment could not wait due to major systems failure.

Investment in this facility was deferred for more than a decade due to the potential for other large scale sports facilities being studied (Target Field and Metrodome replacement). With the redevelopment potential in this area this location and site may not be the long term home for this City operation. If it is determined that the facility will remain at its current location, the final phase of the Project will be contingent upon the future land use of the neighboring properties. Cost Estimates may also increase for Phase 2 in order to include exterior and site improvements that will compatible with new Development.

## Project Title: PSD16 Farmers Market Improvements

**Project Location:** 350 Lakeside Avenue North  
**City Sector:** North  
**Project Start Date:** 10/1/13  
**Submitting Department:** Other Departments  
**Contact Person:** Bob Friddle  
**Level of Need:** Desirable

**Affected Wards:** 5  
**Affected Neighborhood(s):** North Loop  
**Estimated Project Completion Date:** 1/1/00  
**Department Priority:** 1  
**Contact Phone Number:** 612-673-3387

### Project Description:

The project is to make capital improvements to the market site to improve flow, function and safe operation of the site, address ADA deficiencies, and increase the number of vendor stalls available to promote Homegrown Minneapolis participation. The project also envisions expanding the market to provide for a year round indoor market and to connect the market to future redevelopment of the neighborhood and to the new light rail station on Royalston Avenue.

### Purpose and Justification:

The Minneapolis Farmer's Market is an important local and regional asset. The Market is nationally recognized and is often rated amongst the top ten markets in the country. The market, with the exception of replacing the shed roofs and painting, has remained in its basic form for its 75 years of existence. The current structure was constructed for a wholesale activity versus the retail format that exists today.

With the likely redevelopment of the neighborhood, updating and expanding the market will need to be part of that overall redevelopment plan in order to be designed and implemented in a proactive vs reactive manner.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	100	0	0	1,000	1,000		2,000	
Private Contributions	0		1,000	1,000	1,000		3,000	
<b>Total</b>	<b>100</b>	<b>0</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>		<b>5,000</b>	

## Project Title: PSD16 Farmers Market Improvements

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		100	150	75		325
Construction Costs		862	1,773	1,848		4,483
General Overhead		38	77	77		192
Total		1,000	2,000	2,000		5,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant or other non-City funding has not been secured for this project. Several grants and private sources of revenue have supported the operation of the market but not capital improvements. The Central Minnesota Vegetable Growers Association and other key partners will need to develop a financing and sustainable business plan in order for this project to proceed. Some amount of public investment may still be required.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living Well:

- Our neighborhoods have amenities to meet daily needs and live a healthy life.
- The City is growing with density done well

One Minneapolis:

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation:

- Infrastructure, public services and community assets support businesses and commerce

Great Places:

- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works:

- Departments work seamlessly with each other and with the community and form strategic partnerships.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

## **Project Title: PSD16 Farmers Market Improvements**

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Policy 5.7: Protect and improve individual, community, and environmental health.

5.7.1 Support the health of individuals through direct services, initiatives, research, and advocacy.

5.7.3 Promote nutrition using strategies to ensure access to healthy foods for all residents.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This project has not yet been submitted for a Location and Design Review process.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

**Describe the economic development impact of the project:**

This project is viewed to be completed in partnership with redevelopment in this portion of the City. Timing of the redevelopment will likely be in parallel with the Southwest Light Rail construction and the Royalston Station.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No, but this project supports and enhances redevelopment.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

The staff work team has representatives from Community Planning and Economic Development (CPED) to ensure compliance.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Central Minnesota Vegetable Growers Association (Business Process Improvement) (design review and input)

Homegrown Minneapolis (locally grown and processed foods)

Hennepin County (Electronic Benefits Transfer program)

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No, but it is adjacent to the Glenwood Avenue bikeway.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Yes, the indoor market is envisioned to be directly across from the Royalston Station.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Yes, enhanced sidewalks and ADA access improvements along Border Avenue (as part of the Southwest Light Rail Project).

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,**

## **Project Title: PSD16 Farmers Market Improvements**

**is there potential for innovative design options? Provide details**

TBD

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?**

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$25,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

It is anticipated that any increase in operating costs will be funded through rental fees paid by the growers.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

The intent of this project is to develop partnerships that will provide up-front financing that will reduce the burden of debt and operating costs. Vendors will lease spaces and pay rents to offset the new operating costs.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

The current efforts will focus on bringing in upgraded electric, water, sewer and data infrastructure to the existing open air market to provide for immediate regulatory requirements and to the utility needs for the future restroom and multipurpose facility on that block. Funding for future scope of work (including the indoor market) has not been requested at this time in order to be able to form partnerships and plans for the future.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Completion of this project was originally envisioned for 2019 with the opening of the Royalston station and the Southwest Light Rail line. With project delays, staff will concentrate on current needs while redevelopment plans for the area come forward for consideration.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Funding and project delivery is somewhat flexible at this time but is preferred for 2019 while right-of way improvements are being constructed. Long term funding commitment from the City is critical to get private partnerships to fund the balance of the project.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

With resident population growing in the Downtown and North Loop neighborhoods, the customer base is strong. Also, with the Southwest light rail transit line and transit station, to be located in the area, access to a larger population within the City and region is envisioned. The redevelopment envisioned for the properties adjacent to the market will make the economic potential for an extended (or year round) market more viable.

In order to keep the Market vibrant and competitive, the City needs to create a long term vision and capital improvement plan to support a larger local grower base as well as value added processors that support local food and job growth.

Project Title: PSD18 Regulatory Services Facility	
Project Location: TBD	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 7/1/19	Estimated Project Completion Date: 11/30/21
Submitting Department: Other Departments	Department Priority: 1
Contact Person: Bob Friddle	Contact Phone Number: 612-673-3387
Level of Need: Desirable	

## Project Description:

Acquire a suitable property and to design and construct a facility to meet the operational needs of the Housing and Fire Inspections divisions of Regulatory Services.

## Purpose and Justification:

Housing and Fire Inspections are primarily neighborhood based services with a sizable city owned fleet. These operations are currently housed on a temporary basis in a leased space at 1499 West River Road. Due to the lack of secured parking for the 55 City fleet vehicles, three separate locations are used for staff and fleet parking.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds			1,000	3,750			4,750	
<b>Total</b>			<b>1,000</b>	<b>3,750</b>			<b>4,750</b>	

**Project Title: PSD18 Regulatory Services Facility****Project Cost Breakdown (in Thousands)**

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management		50	188			238
Construction Costs		912	3,418			4,330
General Overhead		38	144			183
Total		1,000	3,750			4,750

Have Grants for this Project been secured? ☐

**Describe status and timing details of secured or applied for grants or other non-City funding sources:**

No grants or other non-City funding has been applied for at this time.

**Primary City Goal(s) supported:**

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

**Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:****GREAT PLACES:**

- The city's infrastructure is managed and improved for current and future needs

**A CITY THAT WORKS:**

- City operations are efficient, effective, results-driven, and customer-focused

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

This project has not been submitted for Location and Design review.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

NA

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

TBD

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

There are no other apparent partners at this time.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

TBD

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

TBD

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

TBD

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

TBD

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 75

**Year that Operating Incr/(Decr) will take effect?** 2021

**What is the estimated annual operating cost increase or (decrease) for this project?** (165,000)

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

TBD

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

New operating costs will be offset by the reduction in current operation costs (leasing) at the new location.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

NA

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Planned acquisition of property in 2020, Design and Construction in 2021, planned to be coincidental with expiration of current lease.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Funding is flexible at this time. If a suitable site is located, or a development partner is found, funding request may need to be either accelerated or delayed appropriately.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Current lease has 3 years remaining on the current term.

## Project Title: PSD19 Impound Lot Facility

**Project Location:** 51 Colfax Avenue North

**City Sector:** Downtown

**Project Start Date:** 1/1/17

**Submitting Department:** Public Works

**Contact Person:** Bob Friddle

**Level of Need:** Important

**Affected Wards:** 5

**Affected Neighborhood(s):** Bryn Mawr

**Estimated Project Completion Date:** 11/29/19

**Department Priority:** 1

**Contact Phone Number:** 612-673-3387

### Project Description:

This project will design and construct a new Impound Lot Facility, providing for the relocation of vehicles and reconfiguring the site, as well as security improvements needed to consolidate operations primarily east of Van White Boulevard.

### Purpose and Justification:

The existing building (built in 1986) does not meet current needs for staff support, security and customer waiting and service. The building is not to current code and does not meet ADA requirements.

This project will dramatically improve how customer service is provided, result in a significantly improved environment for customers and staff, and increase the efficiency of the processes needed to legally retain impounded vehicles, improve safety and vehicular flow (public, staff and tow truck), and pedestrian access from the Southwest Light Rail Train station. With an efficient design and optimization of processes, vehicles can be received and released more quickly and safely. The work areas will be made more efficient. A large waiting area will be designed to operate as a conference and training room when not needed for customers. Barrier-free ADA accessibility will be addressed in the new construction.

This project will be designed to meet the current LEED Silver (non-certified) sustainable design guidelines. The result will be a facility that is sustainable, safe, energy efficient and environmentally friendly.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Parking Bonds	9,100	1,000					1,000	
<b>Total</b>	<b>9,100</b>	<b>1,000</b>					<b>1,000</b>	

## Project Title: PSD19 Impound Lot Facility

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	100					100
Construction Costs	862					862
General Overhead	38					38
Total	1,000					1,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant and other non-City funding have not been applied for at this time.

### Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED  
The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES  
City operations are efficient, effective, results-driven, and customer focused.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

### Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review was approved on May 26, 2016.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

**Describe the economic development impact of the project:**

Allows for potential reuse of Impound Lot land west of Van White Blvd.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Yes, allows for potential reuse of Impound Lot land west of Van White Blvd.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

This project supports the Bassett Creek Redevelopment Plan. The project also uses more current Storm water management practices and will result in improved water quality in Basset Creek.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Minnesota Department of Transportation and the State Patrol. The Impound Lot stores vehicles for the Minnesota State Patrol and checks vehicles for violations with MnDOT. As part of this partnership, MnDOT is allowing the City to lease land under Interstate 394 for vehicles being held for evidence commonly referred to as "the Police Holds".

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes. Cedar Lake Trail and Van White Memorial Trail.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

This project will leverage the future Southwest Light Rail Station planned for the area. The proposed access point to Van White Boulevard will have closer proximity to the planned station.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Pedestrian and Bicycle access will be enhanced.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No, pedestrian, bicycle, transit and vehicular travel were considered. The proposed access to the impound lot is off of Van White Boulevard.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 75

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?** 10,000

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

New buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved. The end result is there will not be significant operational cost savings with the energy systems.

The existing building will be replaced with a new building of increased size, therefore there will be a small increase in operating costs estimated to be \$10,000 per year.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

<b>Project Title: PSD19 Impound Lot Facility</b>
--

Any increased costs can be absorbed within the current operating budget.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Design of the new building is underway with bidding and construction planned for 2018.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Current schedule would have all work completed by summer of 2019.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Funding (bond principal and interest) has been planned for in the 5-year financial plan for the Parking System.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The City Council and Mayor have approved this project through the regular council committee process in 2015.

## Project Title: FIR11 Fire Station No. 11

**Project Location:** 935 5th Avenue Southeast

**City Sector:** East

**Project Start Date:** 3/1/17

**Submitting Department:** Fire Department

**Contact Person:** Bob Friddle

**Level of Need:** Important

**Affected Wards:** 3

**Affected Neighborhood(s):** Marcy-Holmes

**Estimated Project Completion Date:** 12/30/22

**Department Priority:** 3

**Contact Phone Number:** 612-673-3387

### Project Description:

This Project will plan, design, and construct a new Fire Station No. 11 at the City owned property at 935 5th Avenue South East.

### Purpose and Justification:

The location and configuration of the current Fire Station No. 11 are no longer adequate to serve today's fire department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility.

Long term strategic planning planned for the station to be relocated to a commercial corridor (to improve response times) vs. renovating and expanding at the current location. Increases (and changes) in staff size and the lack of privacy and gender issues as it relates to open sleeping areas have created a demand for private sleeping rooms.

Because of higher demand due to shifts in property development and street access, the response times for Fire Station No. 11 have decreased in some of the neighborhoods that it serves. The Minneapolis Fire Department measures response times based on a percentage of first unit arrival within five (5) minutes. Response times below 70% indicate unacceptable levels of service. Due to the increased service demands on Fire Station No. 11, a new facility and a better location will improve service and response times to these surrounding neighborhoods.

The current Fire Station No. 11 is located on a residential street at 229 6th St. S.E. The original station, built in 1925, is a two-story brick building including a finished basement with two apparatus bays. The area of the station is approximately 16,500 square feet. The Fire Station serves the East Bank, Marcy Holmes, St. Anthony (East and West), Beltrami, Mid-City Industrial, and Como neighborhoods of Minneapolis. The original station provides living space (open dorm) to accommodate three rotating shifts of 24 firefighters, and 6 captains for a total of 30 occupants.

The project will meet the current and anticipated future needs of the Minneapolis Fire Department in this geographic portion of the City.

The new station will be planned to accommodate three rotating shifts of 21 firefighters, 6 captains and 6 Fire Motor-Operators, for a total of 33 occupants (eleven staff per shift). This will result in a functional and efficient living space that will provide for all 33 firefighters. The building will be designed, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

The new Fire Station No. 11 is planned to be located on the City-owned property located at 935 5th Avenue SE. This property is currently the site of the Public Works Water Distribution and Maintenance Facility which is to be relocated as part of the current Capital Improvement plan (WTR 18 Water Distribution Facility).

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	3,260		0	0	2,144		2,144	
<b>Total</b>	<b>3,260</b>		<b>0</b>	<b>0</b>	<b>2,144</b>		<b>2,144</b>	

## Project Title: FIR11 Fire Station No. 11

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management				60		60
Furniture, Fixtures, and Equipment				100		100
Construction Costs				1,902		1,902
General Overhead				82		82
Total				2,144		2,144

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other sources of funding have not been applied for at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new

## **Project Title: FIR11 Fire Station No. 11**

technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review was approved on May 26, 2016.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

**Describe the economic development impact of the project:**

Staff from the Community Planning and Economic Development (CPED) department have been assigned to this project and will assist in the identification of appropriate re-use opportunities for the historic buildings on the proposed site as well as the redevelopment of the current Fire Station No. 11 for private use.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Yes

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Marcy Holmes small area plan.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project currently does not have any partners.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes. Hennepin Avenue Bikeway.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

NA

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/improvement?** 75

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?** 20,000

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$3,260,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Newly constructed fire stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the firefighters. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. The Firefighters self-perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be \$20,000 a year higher based on comparative stations.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Increased costs have been planned for in the City's 5-year financial plan.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Bonds have not been sold for this project. The City has acquired a site to relocate the Water Distribution Maintenance function. Therefore the project can now move forward.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Preliminary environmental and geotechnical testing will begin this year and the Architect and Engineer of Record will be hired. Construction will begin after the Water Distribution Maintenance function moves to its new location.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Cost estimates are not based on an actual design. The City has hired an outside consultant who has constructed several fire stations in recent years and have utilized their market data to update project estimates.

The project does not include any cost for acquiring property as the site is City-owned. Projects of this type are typically completed over a two to three year period with planning and design completed in the first year and construction in the second year.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The current fire station has redevelopment potential and will be marketed for redevelopment by the Community Planning and Economic Development (CPED) department.

Project Title: FIR12 Fire Station No. 1 Renovation and Expansion	
Project Location: 530 South 3rd Street	Affected Wards: 3
City Sector: Downtown	Affected Neighborhood(s): Downtown West
Project Start Date: 3/1/17	Estimated Project Completion Date: 5/29/20
Submitting Department: Fire Department	Department Priority: 1
Contact Person: Bob Friddle	Contact Phone Number: 612-673-3387
Level of Need: Important	

## Project Description:

This project would provide for the comprehensive renovation and expansion (or replacement) of Fire Station No. 1.

## Purpose and Justification:

Fire Station No. 1 (built in 1908 and remodeled in 1963) is a traditional two-story brick building with a partial basement, two apparatus bays, and living space. The building has a significant amount of deferred capital maintenance as the long term plan called for its eventual replacement. This building currently houses Engine #1 and the “on shift” Duty Deputy. Strategic Planning called for this station to be replaced as part of serving growing downtown population and redevelopment potential.

In 2003, Fire Station No. 10 closed (19 Fourth Street North, now Police Precinct #1) and the Fire Department staff was transferred to Fire Station No. 6 (near the Convention Center) with the goal of replacing Station No. 1 with a larger station that would accommodate the staffing and equipment needs for higher density residential housing and large scale commercial structures. The strategy at the time (as well as today) is to serve the downtown and adjacent neighborhoods with two larger stations at the outer edges of the central commercial district.

With two downtown locations vs. three the numbers of calls/responses by Fire Station No. 11 has risen dramatically over time (from 979 responses in 1993 to 4,241 responses in 2017, a 433% increase). Response times from this location meet the Department's response time performance goals. The current location has good access points to the existing transportation routes, therefore the project would renovate and expand at the current location. Station No. 1 would be expanded into a multifunctional station with the addition of specialized equipment, personnel, and administrative staff. The addition/expansion to the current station would include new apparatus bays for an Engine Company, Mobile Command, Ladder Company, and the Duty Deputy. In addition, with this consolidation of services, it will also contribute to providing a more expansive relationship with the downtown community.

City leadership continues to look at the option of relocating the station and building new. A new station is envisioned to be part of a mixed development and not envisioned to be a standalone building/site. If that option is selected, project budgets would be revised at that time.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	4,500	5,000	2,000				7,000	
<b>Total</b>	<b>4,500</b>	<b>5,000</b>	<b>2,000</b>				<b>7,000</b>	

## Project Title: FIR12 Fire Station No. 1 Renovation and Expansion

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	50	40				90
Furniture, Fixtures, and Equipment	57	83				140
Construction Costs	4,701	1,800				6,501
General Overhead	192	77				269
Total	5,000	2,000				7,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant and other non-City funding have not been applied for at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the ability of the Fire Department to provide services to the public—in furtherance of the following City Goals.

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

## **Project Title: FIR12 Fire Station No. 1 Renovation and Expansion**

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review was approved on May 26, 2016.

**Will the project contribute to growth in the city's tax base?** Supports moderate tax base growth

**Describe the economic development impact of the project:**

Staff is working with CPED and the current adjacent property owners and potential development partners to determine the best option for the City that also provides for dense multistory development opportunities (future air rights).

**Does the project support redevelopment opportunity that without the project would be infeasible?**

Strategic location of the station is part of a redevelopment strategy for the entire block.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

There are differing Planning and Zoning requirements on Washington Avenue vs. other portions of the block. CPED has assigned a staff person to work on the project to ensure compliance and implementation of any requirements.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The project currently does not have any partners. The project may include a development partner in the future once a site determination is made.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Yes

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Yes, but would be indicative of nearly all downtown locations.

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** Existing

## **Project Title: FIR12 Fire Station No. 1 Renovation and Expansion**

**What is the expected useful life of the project/Improvement?** 75

**Year that Operating Incr/(Decr) will take effect?** 2019

**What is the estimated annual operating cost increase or (decrease) for this project?** 60,000

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$4,500,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

It is anticipated that the additional square footage would cost \$6.00 per square foot to maintain and provide utilities for. Without a completed design it is anticipated that the new addition will be 10,000 square feet, therefore an additional \$60,000 of expense is anticipated for the future.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Increased costs have been planned for in the 5 year financial plan for the City.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

If the station is relocated and built new, the intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacements starting in the 25th year of operation.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Bonds have not been sold at this time. Previous appropriations will be utilized once a decision on renovate/expand vs. relocate and build new has been made.

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

The project is planned to be constructed as a single project over a two-year period.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Cost estimates are not based on an actual design. The City has hired an outside consultant who has constructed several fire stations in recent years and have utilized their market data to update project estimates. Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

The project does not include any cost for acquiring property at this time (or revenue from selling the current site). The estimates will be updated once a strategic decision on location is made and schematic design has been completed.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

The existing Station No. 1 is 106 years old. Even though the block is ready for large scale development, including the current Fire Station into a development project may be a financial burden that would impede a normally viable project.

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition	
Project Location: 1101 North 6th Street	Affected Wards: 3
City Sector: Downtown	Affected Neighborhood(s): North Loop
Project Start Date: 1/1/19	Estimated Project Completion Date: 5/29/20
Submitting Department: Fire Department	Department Priority: 2
Contact Person: Bob Friddle	Contact Phone Number: 612-673-3387
Level of Need: Desirable	

## Project Description:

This project would provide for an apparatus bay expansion at Fire Station No. 4.

## Purpose and Justification:

Fire Station No. 4 is a traditional two-story brick building with a partial basement, two apparatus bays, and living space.

Because of the development in the North Loop, an addition of an apparatus bay that would accommodate the equipment needs for higher density residential housing and large scale commercial structures is needed.

The current location has good access points to the existing transportation routes, therefore the project would expand at the current location. Fire Service would continue operating during the project.

## Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds		1,000		0	0		1,000	
<b>Total</b>		<b>1,000</b>		<b>0</b>	<b>0</b>		<b>1,000</b>	

## Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	25					25
Construction Costs	937					937
General Overhead	38					38
Total	1,000					1,000

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants and other non-City funding have not been applied for at this time.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that

## **Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition**

minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

Location and Design Review was approved on May 26, 2016.

**Will the project contribute to growth in the city's tax base?** Maintains existing tax base

**Describe the economic development impact of the project:**

None

**Does the project support redevelopment opportunity that without the project would be infeasible?**

No

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

NA

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

The only potential partner may be Hennepin Medical (ambulance).

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

No

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

No

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

No

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

No

**Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 75

**Year that Operating Incr/(Decr) will take effect?** 2020

**What is the estimated annual operating cost increase or (decrease) for this project?** 2,500

**Any Prior Year Remaining Bond Authorizations?** No

**Prior Year Remaining Bond Authorizations:** \$0

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

Additional operating costs will be minimal.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

<b>Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition</b>
---

Any additional costs can be absorbed without additional funding.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

NA

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

NA

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

This project can be completed in one year.

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Funding is flexible

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

Expanding the current station is significantly less expensive than replacement. Expansion will meet the Fire Department's needs in this part of the City for the foreseeable future.

## Project Title: ART01 Art in Public Places

**Project Location:** Multiple Sites

**City Sector:** Citywide

**Project Start Date:** 1/1/19

**Submitting Department:** CPED

**Contact Person:** Mary Altman, Public Arts Administrator

**Level of Need:** Significant

**Affected Wards:** All

**Affected Neighborhood(s):** City-Wide

**Estimated Project Completion Date:** 12/31/19

**Department Priority:** 1 of 1

**Contact Phone Number:** 612-673-3006

### Project Description:

For over 30 years, the City of Minneapolis has enriched the lives of citizens and visitors by integrating public art into city planning, services, design and infrastructure by funding the Art in Public Places Program through an annual allocation of the net debt bond. Public artworks contribute to the livability and vibrancy of public places in the Minneapolis. They build pride in community and cultural heritage, while inspiring discussion about issues affecting quality of life and the future of the City. The process of developing public artworks builds the capacity of artists and community members to shape City spaces and neighborhoods.

Proposals for public art sites are solicited by CPED annually through an internal request for proposals to the Minneapolis Park and Recreation Board, Public Works, the Municipal Building Commission and Property Services in the fall prior to the budget allocation. Potential Art in Public Places are highlighted in the 5-Year Public Art Outlook (<http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcms1p-148996.pdf>), which builds on the City's capital budget process and the work of the Capital Long Range Improvement Committee. The Outlook process involves two artists in identifying possible sites that could be interesting and challenging future opportunities for public artists. These artists review annual budget requests made to CLIC and observe presentations by departments and MPRB. They also review CLIC's rankings, comments and recommendations, and visit possible project locations. The artists then make recommendations for possible projects to the City's Public Art Advisory Panel and the Minneapolis Arts Commission. The City's Public Art Values and Goals and the adopted criteria for public art site selection shape their decisions. Departments and the Minneapolis Park and Recreation Board are also given the opportunity to comment on these recommendations.

A key focus of Art in Public Places is community engagement throughout the process. This engagement is tailored to the needs of each individual project, and may mean involving community members in project planning, reviewing draft design concepts, creating aspects of artworks in community workshops, or by developing works that are interactive and that people experience in new ways each time they visit the site.

One example of the program's approach to engagement is a current partnership with the MPRB to celebrate the history of Mahpiya Wicasta/Cloud Man and the village site Heyata Otunwe (Village to the Side or Cloudman's Village), which existed on the east shore of Bde Maka Ska (Lake Calhoun) in the 1830's. Engagement began before this project was even selected for public art with the involvement of the community in the Lake Calhoun/Harriet Master Planning project, where the need was identified to have an artwork and gathering space on Bde Maka Ska to honor the former village and the history of the Dakota people in the area. Once the project was selected an engagement plan was developed and Park Board and City public art staff attended local Pow Wows to generate ideas, and identify descendants of Mapiya Wicasta. Other community engagement to date has included:

- A series of public meetings at the Minneapolis American Indian Center;
- Gathering input at the monthly meetings of the Phillips Indian Educators and the Minneapolis Urban Indian Directors;
- A day-long focus group workshop with Dakota writers and visual artists,
- Regular engagement of descendants and an elder on the design team.

One of the artworks being developed for the project is an augmented reality application and website, where visitors to Bde Maka Ska can watch and listen to descendants tell stories about the village on their cell phones.

Planning is just beginning for new public art projects for 2018 includes Currie Park, Hennepin Avenue and Water Works.

### Purpose and Justification:

The goals of the Art in Public Places are to:

- Stimulate Excellence in Community Design: Public art improves the City's appearance and stimulates innovation and high quality design.
- Enhance Community Identity: Public art inspires discussion about issues affecting quality of life and builds pride in community and cultural heritage.
- Contribute to Community Vitality: Public artworks contribute to livability and vibrancy of public places and attract visitors.
- Involve a Broad Range of People and Communities: The process of developing public artworks builds the capacity of a diverse range of artists, community organizations and leaders by involving them in the design and development of public spaces, which

## Project Title: ART01 Art in Public Places

also fosters their support of public assets.

- Uses Resources Wisely: Well-maintained and well-designed public artworks add to the value of City infrastructure and provide opportunities for private investment in the community.

### Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2019	2020	2021	2022	2023	Current 5 Year Plan	Future Years
Net Debt Bonds	2,231	741	714	674	766	813	3,708	
<b>Total</b>	<b>2,231</b>	<b>741</b>	<b>714</b>	<b>674</b>	<b>766</b>	<b>813</b>	<b>3,708</b>	

## Project Title: ART01 Art in Public Places

### Project Cost Breakdown (in Thousands)

Major Expense Categories	2019	2020	2021	2022	2023	Total
Design and Project Management	74	71	68	68	81	362
Furniture, Fixtures, and Equipment	638	616	580	669	701	3,203
General Overhead	28	27	26	29	31	143
Total	741	714	674	767	813	3,708

Have Grants for this Project been secured? ☐

### Describe status and timing details of secured or applied for grants or other non-City funding sources:

Unknown at this point as 2019 to 2022 projects are not yet selected and additional fundraising is project-specific. On average, the City's NDB allocation to Art in Public Places projects leverages more than a 60 percent match in funding from other sources.

### Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

### Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Art in Public Places projects support the City's safety goals by engaging constituents and youth in the design process, increasing their pride in artworks and ensuring that art projects are vandalized less often. Proposed designs are reviewed to ensure they comply with Crime Prevention through Environmental Design principles and residents and visitors are engaged and safe at public art locations

Art in Public places projects support the City's goal to have ample arts opportunities by facilitating a project selection process that balances new commissions across wards and neighborhoods.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

A main focus of Art in Public Places is the development of emerging artists and artists of color and to develop culturally-based works that are created by artists with deep experiences in those cultures. Currently three public art projects are focusing on the development of emerging artists with the goal of creating more diverse pool of public artists. Another project focuses on celebrating a former Dakota settlement and the social and cultural life of Native American people, while another (Samatar Crossing) will bridge two communities that have deep roots in the City's history of immigration.

For public art contracts for services in 2017 41% of the independent contractors are people of color and 51% of artists are emerging artists.

CPED works to broadly promote commissioning opportunities to artists throughout the City and collaborates with organizations to reach artists of color. (For the Mahpiya Wicasta/Cloud Man project selection process, the Call for artists was advertised in the Circle Newspaper and through Native American networks.) Project selection panels represent diverse constituents from within the community and panel decision making processes focus on a fair review of all applications based on adopted policy and criteria.

CPED works with project steering committees and artists to create community involvement processes that are appropriate to their communities and that reach the broadest range of people. Community engagement activities range broadly from traditional community meetings, open houses and surveys to engaging the community directly in the creation of artworks. For 26th Avenue North, artists have gathered input at a range of community events, including the farmer's market, art openings and in elementary classrooms.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

## **Project Title: ART01 Art in Public Places**

A key example of how Art in Public Places supports economic development is CPED's partnership with the Chicago Avenue Fire Arts Center (CAFAC). Through the John Biggers Seed Project, CPED has helped to create CAFAC's large-scale porcelain enamel studio--one of the two of its kind in the country. This positions the capacity of CAFAC to be the only enamel production facility in the Midwest region collaborating with public artists on large scale enamel works. In 2017 and 2018 five new public art projects were commissioned through this facility including works for 26th Avenue North, West 29th Street, Webber Park Library, Augsburg College and Walker West Academy.

### **GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED**

Art in Public Places projects engage diverse residents and businesses in conversations about City and neighborhood identity, history, geography and culture. Artists develop designs that reflect these attributes and create artworks that serve communities' functional needs and are scaled appropriately to their sites. For the East Side Storage and Maintenance Facility, artist Randy Walker is collaborating with Flood Plain Collective to design a public space that meets the project's storm water management needs, but that also provides a strong site for a large-scale gateway.

The public art design process includes a rigorous design assessment process by an art conservator to ensure the proposed project is maintainable and durable, and public art projects are annually assessed for maintenance and conservation needs and cared for regularly.

### **A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.**

CPED conducts a number of activities to ensure a fair and open process, including:

- Facilitating a decision making process through the Minneapolis Arts Commission and the Public Art Advisory Panel that is rooted in the City's goals and policies, particularly those that focus on transparency, fairness, and ethical decision-making.
- Commissioning artists through an open call process and making information, materials and panel comments available to all applicants.
- Seeking out the appropriate partners and diverse community members and stakeholders to serve on Public Art Steering Committees and Artist Selection Panels.
- Ensuring agreements with artists appropriately respect their artist's copyrights.

All Art in Public Places projects are developed in strong collaboration with City partners and through relationships with dozens and dozens of staff within Public Works, MPRB and other agencies. In addition, the Public Arts Administrator acts as a resource to these partners when they are developing and conserving their own public art projects.

The integration of public art into infrastructure projects allows the City to leverage the most out of its art investments. Nearly every project utilizes funds from the existing construction budget. (For example, if the construction project includes a wall, and the artist participates in designing the wall, the public art costs are limited to the artist design fees and the increased costs of the wall as a result of the public art enhancements.) Most public artworks also leverage a financial commitment from the neighborhood and other private contributors.

**State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:**

Policy 9.4.3 states "Fund public art with a portion of the annual net debt bond as part of the City's annual Capital Long Range Improvement Plan." Art in Public Places also regularly supports other policies of the Comprehensive Plan by partnering with City Departments and Boards to implement the Plan goals related to their activities. This includes chapters 2-Transportation, 3-Housing, 4-Economic Development, 5-Public Services and Facilities, 6-Environment, 7-Open Space and Parks, 8-Heritage Preservation and 10-Urban Design. For example, "Sixth Avenue Stroll," supports policy 8.12.5 "Provide educational activities, such as walking tours, to foster appreciation of Minneapolis' history..." through a two-block open air gallery of bronze sculptures celebrating the historic homes of the Marcy Holmes neighborhood. By replacing the existing chain link fencing on the bridge spanning I94 at Highway 55 with artistic railing, the Seed project will help implement policy 2.3.6 "Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways...."

The Public Arts Administrator is an active member of the staff team leading the City's new comprehensive planning process, Minneapolis 2040.

**Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:**

## **Project Title: ART01 Art in Public Places**

May 2012. This review occurs as needed for specific public art locations as they are identified and a minimum of once every 5 years for the overall Art in Public Places program.

**Will the project contribute to growth in the city's tax base?** No impact on existing tax base

**Describe the economic development impact of the project:**

Public Artworks in the City, such as artist-designed benches and manhole covers, support the goals of businesses in the City by increasing the quality of the public realm and retail environments in downtown and on the City's commercial corridors and making them interesting places to visit and shop.

**Does the project support redevelopment opportunity that without the project would be infeasible?**

While public art does not directly increase the feasibility of development opportunities, it can enhance those opportunities and increase their success. For example, the Blossoms of Hope flowering bus stop at Penn and Broadway and the Luminous sculptures at 46th and Hiawatha were created to support the developers' goals of creating iconic locations that would draw a strong first floor retail tenant to their projects.

**Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:**

Each public art project builds on related small area plans, historic significance studies, design guidelines, and planning policies for the areas in which they are located. Selected artists are provided with appropriate information and asked to develop designs that are consistent with these plans. Oftentimes artists base their thematic concepts on this information. Currently the Green Crescent and 40th Street Pedestrian Bridge projects are building on the design process and research conducted through the I35W planning process; the Cloudman Village project is building on the Harriet/Calhoun Master Plan, and the East Side Storage and Maintenance Facility is building on the Holland Neighborhood Small Area Plan. A city planner serves on the Public Art Advisory Panel to review whether the artist has incorporated these types of considerations into the design.

**Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:**

Every public art project requires extensive collaboration with a number of partners, especially other City departments and agencies involved in capital projects, such as CPED, MPRB, Public Works, neighborhoods, local developers, etc. Those partners invest portions of their design and construction budgets to support the development and fabrication artworks.

Below is a list of the projects currently underway and the partnerships involved:

26th Avenue North Public Art - Minneapolis Park and Recreation Board, Nellie Stone Johnson School  
West 29th Street Public Art – Department of Public Works  
Cloudman Village Public Art - Minneapolis Park and Recreation Board  
Green Crescent and 40th Street Pedestrian Bridge Public Art - Department of Public Works, MNDOT  
East Side Storage and Maintenance Facility Art - Department of Public Works, Finance and Property Services  
Samatar Crossing - Department of Public Works  
John Biggers Seed Project - MNDOT, Bottineau LRT, Chicago Avenue Fire Arts Center, University of Minnesota Urban Outreach and Engagement Center

On average every dollar spent by Art in Public Places leverages 40 percent of its support from other sources.

**Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.**

Often public art projects are on bike routes, and are designed to support the goals of the Bicycle Master Plan. A current project is 26th Avenue North which includes a bikeway connecting Theodore Wirth Parkway to the Mississippi River. The design phase for this project includes benches and engaging designs that support the needs of bicyclists. Planning for public art along Samatar's Crossing is just beginning, and it is anticipated that the public artworks will feature amenities that serve both bicyclists and pedestrians.

**Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.**

Public art sites are often selected along these types of routes and corridors, and artworks are designed to support the needs of

## **Project Title: ART01 Art in Public Places**

these users. Current projects include the 40th Street Pedestrian Bridge over I35W and the Green Crescent Project. All of these projects are being designed by artists to support the needs of pedestrians and transit users, as well as the transit guidelines of the projects. Public artworks can enhance the pedestrian experience and often act as wayfinding.

**Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.**

Not applicable.

**Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details**

Not applicable.

### **Operations & Capital Asset Maintenance:**

**Is this request for new or existing infrastructure?** New

**What is the expected useful life of the project/Improvement?** 25

**Year that Operating Incr/(Decr) will take effect?** 2022

**What is the estimated annual operating cost increase or (decrease) for this project?** 3,500

**Any Prior Year Remaining Bond Authorizations?** Yes

**Prior Year Remaining Bond Authorizations:** \$1,734,000

**Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:**

During design development for each public art project, a design assessment is conducted by an art conservator with input from the people who maintain the project site. This assessment outlines the annual maintenance needs and costs, as well as the costs of periodic treatments, such as repainting. After this assessment, staff works with the artist to identify design changes which could decrease maintenance costs and make the artwork more durable. This process has resulted in a 67% decrease in maintenance costs since 2003. The above figure is based on the average annual cost of maintaining an artwork.

**If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:**

Basic annual maintenance, such as cleaning and debris removal is provided by project partners and property owners. More complex annual maintenance procedures, such as graffiti removal and new coatings are funded annually through CPED's general fund. The 2018 maintenance budget for public art is \$75,000.

**For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:**

The timing of future capital investments, and the extent of the funding needed varies with each artwork, and depends on the artwork's design. For many pieces this type of investment occurs when the artwork is 20-25 years old and requires sanding, a complete recoating and other metal repair.

Many artworks constructed earlier in the public art program, prior to the design phase assessment and full-time public art staffing, have required more extensive renovations due to inherent flaws and poor craftsmanship. For example, the renovation budget of the 20-year old Powderhorn Gateway was approximately \$175,000, approximately four times the originally commissioning cost. In such cases, staff and the Minneapolis Arts Commission weigh these considerable costs against the significance of the artwork to the community and the costs of developing a new work of a similar scale. It was determined to renovate this Gateway, which is key feature on Powderhorn Lake, due to extensive community support and its use for many community events, including marriage ceremonies.

**Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:**

Public art projects take on average approximately three years to complete, including planning with the community, artist selection, design development and modification, conservation assessment, design approvals, community engagement, fabrication, installation, completion and acceptance. Timeline for projects vary and can be extended for two reasons: 1) the related infrastructure project is delayed; 2) emerging artists and organizations are involved and need additional support and time for training and development. The following is a list of projects underway and their status:

EAST SIDE STORAGE AND MAINTENANCE FACILITY

## **Project Title: ART01 Art in Public Places**

Funded 2017/Complete 2020  
Allocated 175,000/Remaining 170,000

HEYATA OTUNWE (CLOUDMAN'S VILLAGE)  
Funded 2016/Complete 2018  
Allocated 290,000/Remaining 219,000

GREEN CRESCENT 35W@94 PROJECT  
Funded 2017/Complete 2021  
Allocated 275,000/Remaining 275,000

JOHN BIGGERS SEED  
Funded 2009/Complete 2019  
Allocated 300,000/Remaining 30,000

WEST 29TH STREET SHARED USE STREET PROJECT  
Funded 2014/Complete 2018  
Allocated 175000/Remaining 40,000

26TH AVE NORTH BIKEWAY: ASSEMBLE  
Funded 2014/Complete 2018  
Allocated 160,000/Remaining 75,000

40TH STREET PEDESTRIAN BRIDGE  
Funded 2016/Complete 2018  
Allocated 115,000/Remaining 65,000

WATER WORKS  
Funded 2018/Complete 2020  
Allocated 485,000/Remaining 485,000

CURRIE PARK  
Funded 2018/Complete 2020  
Allocated 125,000/Remaining 125,000

HENNEPIN AVENUE  
Funded 2018/Complete 2021  
Allocated 75,000/Remaining 75,000

SAMATAR'S CROSSING  
Funded 2017/Complete 2019  
Allocated 175,000/Remaining 175,000

Total Remaining (2016, 2017 and 2018 Funds) \$1,734,000

**If this is a new project, describe the major project phases and timing anticipated for completing the project:**

Project Selection: Fall 2018  
Project Planning: Winter/Spring 2019  
Artist Selection Process: Spring/Summer 2020  
Design Concepts and Community input: Fall 2020  
Fabrication: Winter-Summer 2021  
Installation: Fall 2021

**Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:**

Annual funding for Art in Public Places projects is prescribed in the Chapter 36 of the City's Code of Ordinances as minimally the annual equivalent of 1.5% of the Net Debt Bond.

**Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:**

## **Project Title: ART01 Art in Public Places**

Public art is the most accessible cultural opportunity in the City. It's free of charge and can be experienced by all residents and visitors, including people who are not regular visitors to museums and galleries. Its visual nature makes it understandable by many people, regardless of language or cultural barriers. Of the 10 Art in Public Places Projects currently underway 9 are in locations in areas designated Areas of Concentrated Poverty.

For information on future projected public art projects review the 5-Year Public Art Outlook at <http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcms1p-148996.pdf>.