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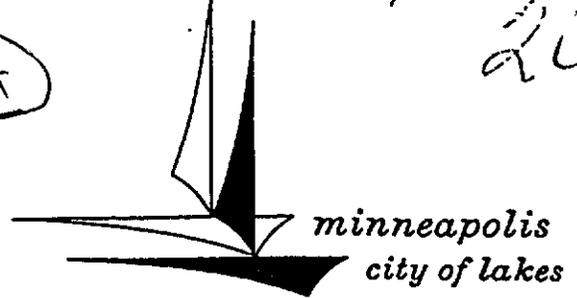
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Attachment A



February 7, 1995

The Honorable Walter Dzedzic, Chair
Transportation and Public Works Committee
Room 307 City Hall
Minneapolis, MN 55415

Re: RESIDENTIAL PARKING PROGRAM

Dear Council Member Dzedzic:

The City of Minneapolis has over the past number of years set aside funds to improve parking in residential areas of the city. In the late 1980's it was felt by many that small neighborhood parking lots developed by the city would be the best solution to the problem which was described as "lack of supply". The survey results realigned the program vision since a commanding majority of those surveyed felt our original approach was not what was needed: 78% were against a parking lot in their block, 65% said they would not be willing to pay anything for the use of the off-street space. (Ref. Feb 14, 1990 committee report.)

The program change as a result of the survey was one of redirecting the financial resource to "assist property owners in developing or better utilizing the off-street space they have available on their own land." The program has been offered and discussed in many neighborhood meetings as we have discussed traffic, transportation, and parking concerns of the community. However, we have had to date no rush for active participation from high or medium density residential property. The main thrust in the neighborhood discussions of the parking supply has come from the impact of small or mid sized commercial areas on the availability of on-street parking on the residential streets adjacent to commercial areas. It is easy to visualize a location in every ward where either employee or customer parking has caused complaints or controversy.

Since the programmed dollars have in the past been earmarked for residential parking we have by internal policy restricted the use of these funds to either residential parking or in the study of the impact of commercial parking on residential areas using a combination of city and consultant staff.

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It is our belief that if we are to mitigate the impact of the employee or client parking in residential areas, that we must expand the current policy to include the availability of these and future programmed dollars to develop or improve commercial parking in small business districts outside of the central business district (which is provided parking service thru the existing Municipal Parking System). Funding would come from the 75 Parking Fond as has been the case in the past and would be set up to maintain a minimum of \$150,000 per year to be used for this program. Currently the fund has a balance of \$130,000 in 1995.

Since all wards have areas of impact, we propose to set up the distribution similar to the "Shortblock Midblock Lighting Program" which allocates a set number of lights to each ward. Our proposal would establish a set amount of money available to each ward on a yearly basis that could be used in the expanded program. The funds would be used to study and evaluate the needs, solutions, and hard cash match to locally developed funding. Each ward would be allocated \$11,500 of which \$1500 must be earmarked for study of need such as survey, designs, appraisal of property. The \$10,000 balance would be used as a match grant to the community for the development and implementation of the additional parking spaces within the commercial area. The grant must not exceed 20% of the total development cost and would be limited to a per stall developed subsidy of \$1000. Council Members would be permitted to borrow from other wards with mutual written consent. Any funds not committed or encumbered by project contract by December 1 of the given year would be carried to the next budget year. The final approved budget would allocate adequate balance to have a \$150,000 account available for the next 12 months.

Example of Project

Assume a 10 stall employee lot were developed within or at the edge of the commercial district. The total cost of development including design, acquisition of property and development of the lot is \$150,000.

Cost per stall	$\$150,000/10 \text{ stalls} = \$15,000/\text{stall}$
Max City match	$20\% \text{ of per stall} - 20\% \text{ of } \$15,000 = \$3000$
Limit of contribution	$\$1000/\text{stall}$
City contribution	$10 \text{ stalls} \times \$1000 = \$10,000$
Local cost	$\$150,000 - \$10,000 = \$140,000$

The city thru proper dedication of bonding continue the process by authorizing a revenue bond for the \$140,000 and thru a special assessment or service district recapture the balance of the project cost.

Chairman Dziedzic
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The same service district or special assessment would also be required to pay 100% of the operation and on going maintenance of the lot.

The lot would not be considered a municipal lot and would be required to continue to pay taxes under this proposal. The city would only be acting as a vehicle to develop the small commercial lot for use by employees or customers. All of any operating revenue would return to the project to offset the operating cost. If the lot at anytime was to be abandoned by the commercial area, the resale of the land would be by the city and all sales proceeds would be used to pay off any outstanding project debt or return to the parking fund for reuse in other areas.

We recommend the Committee and City Council approve the proposed parking change and direct staff to develop the appropriate method of replenishing the funds on the annual books during the budget process.

Sincerely,

David J. Sonnenberg
City Engineer - Director of Public Works

C.A. 2-24-95

By



Michael J. Monahan
Assistant Director of Public Works/
Director, Transportation Division

MJM:es

cc: Mayor Sayles Belton
All Council Members
A. Madison
B. Maciej
R. Patterson
G. Finstad
T. Becker
R. Dahl
P. Farmer

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Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the following existing streets within the City of Minneapolis are hereby designated to be improved, pursuant to the provisions of Chapter 10, Section 8 of the Minneapolis City Charter and Chapter 438 of the Minneapolis Code of Ordinances, by removing the existing brick pavers and replacing with concrete sidewalk, removing the existing pedestrian lights, installing new pedestrian lights in the entire streetscape location, installing trees and tree grates where they presently do not exist, lights for the trees, installing concrete sidewalk in boulevard areas presently containing asphalt, dirt, weeds or sod remnants, and renovated, new and expanded electrical service together with all the necessary appurtenances and work related to the herein above described improvements:

Dupont Av S (W side) from Lagoon Av to Lake St W;

Emerson Av S (both sides) from Lagoon Av to Lake St W;

Fremont Av S (both sides) from Lagoon Av to Lake St W;

Girard Av S (both sides) from Lagoon Av to Lake St W;

Hennepin Av S (both sides) from 28th to 31st Sts W and also installing new high level ornamental lights from 28th St W to HCRRA r/w;

Humboldt Av S (E side) from Lagoon Av to Lake St W;

Lagoon Av (both sides) from Dupont to Hennepin Avs S and including the traffic island located at the intersection of Dupont Av S and Lagoon Av;

Lake St W (N side) from Dupont Av S to approx 90 ft Ely of James Av S;

Lake St W (S side) from Dupont Av S to N-S alley bet Irving and James Avs S; and

31st St W (N side) from center-line of vic N-S alley Ely of Hennepin Av S to N-S alley Wly of Hennepin Av S.

Adopted. Yeas, 12; Nays None. Absent - Schulstad - 1.

Passed February 24, 1995. Jackie Cherryhomes, President of Council.

Approved February 28, 1995. Sharon Sayles Belton, Mayor.

Attest: Merry Keefe, City Clerk.

T&PW - Your Committee, having received a cost estimate of \$1,177,430 for improvements and a list of benefited properties for the Uptown (Hennepin-Lake Area) Streetscape Revitalization Project, Special Improvement of Existing Street No 2897, as designated by Resolution 95R-049 passed February 24, 1995, now recommends that the City Engineer be directed to prepare proposed assessments against the list of benefited properties.

Your Committee further recommends that the City Clerk be directed to give notice of a public hearing to be held by the Transportation & Public Works Committee on March 23, 1995, in accordance with Chapter 10, Section 8 of the Minneapolis City Charter, Section 24.180 of the Minneapolis Code of Ordinances and Chapter 438 of the Minneapolis Code of Ordinances, to consider approving the above designated project and to consider the amount proposed to be assessed to each benefited property and the amount to be funded by the City.

Adopted. Yeas, 12; Nays None. Absent - Schulstad - 1.

Passed February 24, 1995. Approved February 28, 1995.

Sharon Sayles Belton, Mayor. Attest: Merry Keefe, City Clerk.

T&PW - Your Committee recommends that the proper City Officers be authorized to submit an ISTEPA Transportation Enhancement Program (TEP) application, on behalf of the Minnesota Department of Transportation (MnDOT), for the proposed pedestrian/bicycle bridge at E 24th St and Hiawatha Av, to be constructed in 1998 to 1999 with no required financial participation on behalf of the City of Minneapolis.

Adopted. Yeas, 12; Nays None. Absent - Schulstad - 1.

Passed February 24, 1995. Approved February 28, 1995.

Sharon Sayles Belton, Mayor. Attest: Merry Keefe, City Clerk.

T&PW - Your Committee, having under consideration the construction of Hiawatha Avenue between East 24th Street and I-94; now recommends that the proper City Officers be authorized to execute an agreement with Braun Intertec, in the amount of \$17,558.76, to provide geo-technical evaluation work for the construction of six retaining walls, which shall be fully reimbursable from the Minnesota Department of Transportation (MnDOT).

Adopted. Yeas, 12; Nays None. Absent - Schulstad - 1.

Passed February 24, 1995. Approved February 28, 1995.

Sharon Sayles Belton, Mayor. Attest: Merry Keefe, City Clerk.

T&PW - Your Committee, having under consideration the Residential Parking Program, now recommends that the program be expanded to maintain a minimum of \$150,000 per year in the Parking Fund (75) to develop or improve commercial parking in small business districts outside of the Central Business District. The program distribution would resemble the Short block Mid-block Lighting Program whereby each Ward would be allocated a set amount of money on a yearly basis, as more fully described in Petn No 260275.

Adopted. Yeas, 12; Nays None. Absent - Schulstad - 1.

Passed February 24, 1995. Approved February 28, 1995.

Sharon Sayles Belton, Mayor. Attest: Merry Keefe, City Clerk.

W&M/Budget - Your Committee recommends that the City Finance Officer be directed to convene an interdisciplinary staff committee to develop a long-range finance plan for the Municipal Parking Fund (75). Said plan should be completed before September 1, 1995 and include, but not be limited to, the following elements:

1) Projections of capacity utilization by type of parking fee in both public and private facilities;

2) Projections of expenditures, including operating, debt service, capital improvements, and allocations to the Target Center Fund and General Fund;

3) Projections of fees needed to support said expenditures;

4) The assumptions used to estimate utilization, expenditures and revenues should be clearly stated, and should be consistent with private sector and City plans concerning downtown economic development trends; and

5) The planning horizon should be consistent with the Target Center finance plan.

Campbell moved to amend the report as follows:

a) By deleting "be completed before September 1, 1995 and"; and

b) By adding "(6) Staff is further directed to return to the next Ways & Means/Budget Committee meeting with a work plan including a time frame and committee makeup." Seconded.

Adopted upon a voice vote. The report, as amended, was adopted.

Yeas, 12; Nays none. Absent - Schulstad - 1.

Passed February 24, 1995. Approved February 28, 1995.

Sharon Sayles Belton, Mayor. Attest: Merry Keefe, City Clerk.

AA