

**Minneapolis Community Planning and Economic Development Department
Location and Design Review
2015 – 2019 Capital Improvements**

Date: May 8, 2014

Capital Projects: 2015 – 2019 Capital Improvement Program Projects

Departments Submitting the Projects: Various

Contact Person and Phone: Indicated in attached Capital Budget Requests and project summaries

CPED Planning Staff Person and Phone: Joseph Bernard, (612) 673-2422

Proposal Description: As described in the attached Capital Budget Requests and project summaries

Background: Location and Design Review is the name for the City’s process for reviewing capital projects for consistency with the City’s adopted comprehensive plan. Location and Design Review is required under Minnesota State Law Chapter 462.356 (Subd. 2), as well as the City’s Charter, Chapter 13, Section 4. The Charter language is the origin of the term “Location and Design Review”, as it stipulates: “No public improvements shall be approved or authorized to be constructed in the City, nor indebtedness incurred therefore, until the location and design of the same have been approved by the City Planning Commission, provided in such case of disapproval the Commission shall communicate its reason to the City Council, and the majority vote of such body shall be sufficient to overrule such disapproval.”

Location and Design Review of capital projects results in one of three determinations:

1. Consistent, No Review Required (NRR). The project is consistent with the comprehensive plan, and no additional review will be required by the City Planning Commission in the future.
2. Additional Review Required (ARR). The project concept is consistent with the comprehensive plan, but because of the scope of work, magnitude of the investment, or sensitivity due to environmental, heritage preservation or other factors, additional review will be needed when more project details are available.
3. Not consistent. The City Planning Commission may determine that the project is inconsistent with the City’s comprehensive plan (This determination may be overruled by the City Council per the City Charter).

The following list of projects are to be evaluated for Location and Design Review (see Recommended Findings). They are being proposed for funding as part of the City’s 2015 – 2019 Capital Improvement Program (CIP). As such, they are in the process of being prioritized and commented on by the City’s Capital Long-Range Improvement Committee (CLIC), an appointed citizen’s committee. The recommendations of CLIC

will be forwarded to the Mayor and City Council. In most cases, the projects that require Location and Design Review are new. That is, they have not been part of the City's five year CIP in past years. Additional detailed information on each item is described in in capital budget requests (CBRs) which are attached herein.

Authority for Review:

City Charter: Chapter 13, Section 4. "No public improvements shall be approved or authorized to be constructed in the City, nor indebtedness incurred therefor, until the location and design of the same have been approved by the City Planning Commission, provided in case of disapproval the Commission shall communicate its reason to the City Council, and the majority vote of such body shall be sufficient to overrule such disapproval."

State Law: Chapter 462.356 (Subd. 2). "...no publicly owned interest in real property within the municipality shall be acquired or disposed of, nor shall any capital improvement be authorized by the municipality or special district or agency thereof or any other political subdivision having jurisdiction within the municipality until after the planning agency has reviewed the proposed acquisition, disposal, or capital improvement and reported in writing to the governing body or other special district or agency or political subdivision concerned, its findings as to compliance of the proposed acquisition, disposal or improvement with the comprehensive municipal plan."

Conformance with Comprehensive Plan: These capital projects are in conformance with the City's comprehensive plan, as evaluated by City staff in the attached Capital Budget Requests and project summaries.

Recommended Findings:

CPED Staff recommends that the following projects are deemed **consistent** with the comprehensive plan, with **no further review required**.

Capital Projects for 2015-2019 Capital Program

Project	Title	Agency	Requested Budget Allocation (in thousands)	Action
PV054	8th St S (Hennepin Ave to Chicago Ave)	Public Works	\$8,800	NRR
PV101	29th St W Pedestrian Connection	Public Works	\$700	NRR
PV103	61st St W (Lyndale Ave S to Nicollet Ave S)	Public Works	\$3,220	NRR
PV104	ADA Ramp Replacement Program	Public Works	\$5,000	NRR
TR024	Pedestrian Level Lighting Program	Public Works	\$3,395	NRR
TR025	Sign Replacement Program	Public Works	\$4,285	NRR

CPED Staff recommends that the following project concepts are deemed **consistent** with the comprehensive plan; however **additional review will be needed when more project details are available**.

Project	Title	Agency	Requested Budget Allocation (in thousands)	Action
WTR18	Water Distribution Facility	Public Works	\$7,000	ARR

Attachments:

- Capital Budget Requests subject to Location and Design Review
- Capital Budget Request Comments from CPED Long Range Planning
- [All Capital Budget Requests for 2015 – 2019](#) (link only)



Project Title: 8th St S

Project ID: PV054

Project Location: Hennepin Ave to Chicago Ave
City Sector: Downtown
Initial Year in 5 Year Plan: 2019
Project Start Date: 4/15/19
Submitting Department: Public Works
Contact Person: Steve Hay

Affected Wards: 7
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/20
Department Priority: 42 of 44
Contact Phone Number: (612) 673-3884
Prior Year Unspent Balances: \$0

Project Description:

The proposed project will reconstruct 0.72 miles of 8th Street in downtown from Hennepin Avenue to Chicago Avenue. This section of 8th Street is Municipal State Aid (MSA) Route 434. The project will consist of complete removal and replacement of the pavement, subgrade, curb and gutter, and driveways. The proposed project will also include landscaping, pedestrian level street lighting, and upgraded signals where warranted. Some sidewalks may also be replaced and sidewalks may be widened, particularly at bus stop locations.

Purpose and Justification:

This section of 8th Street was constructed in various segments from 1952 to 1971. From Hennepin Avenue to Nicollet was constructed in 1955, and has a PCI=24. From Nicollet to 2nd Avenue S was constructed in 1971, and has a PCI=67. From 2nd to 4th Avenues South was constructed in 1952 and has a PCI=27. From 4th Avenue to Chicago was constructed in 1967 and has a PCI=41-49. All of these segments were last seal coated in 1985. This roadway has considerable medium and high severity cracking and patching, and has developed severe potholes. Many sections of curb and gutter are also showing medium to high levels of deterioration. This is a very high volume corridor with traffic counts from 6,900-10,000 ADT. This is also a very high volume transit corridor. Metro Transit currently operates routes 5, 9, 19, and 22 on 8th Street.

Anticipated Funding Sources (In Thousands)	2019	Totals by Source
Net Debt Bonds	7,760	7,760
Special Assessments	1,040	1,040
Totals by Year	8,800	8,800

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

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

What is the estimated annual operating cost increase or (decrease) for this project? (4,750)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

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 annual street maintenance expenditure is estimated at approximately \$6,000 per mile for a commercial/MSA type of roadway.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	670	670
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	0	5,731	5,731
Project Management	0	0	0	0	490	490
Contingency	0	0	0	0	1,490	1,490
City Administration	0	0	0	0	419	419
Total Expenses with Admin	0	0	0	0	8,800	8,800

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

City of Minneapolis 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
- 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

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.

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.

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.

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:

This project will be submitted for location and design review in 2014.

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 an ongoing initiative with Metro Transit known as the East-West Pedestrian and Transit Improvement 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:

This project may be divided into shorter segments with construction phased over more than one year.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Add any additional supplemental 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:

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?
If yes, how is the route designated.

No

Q2. 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.

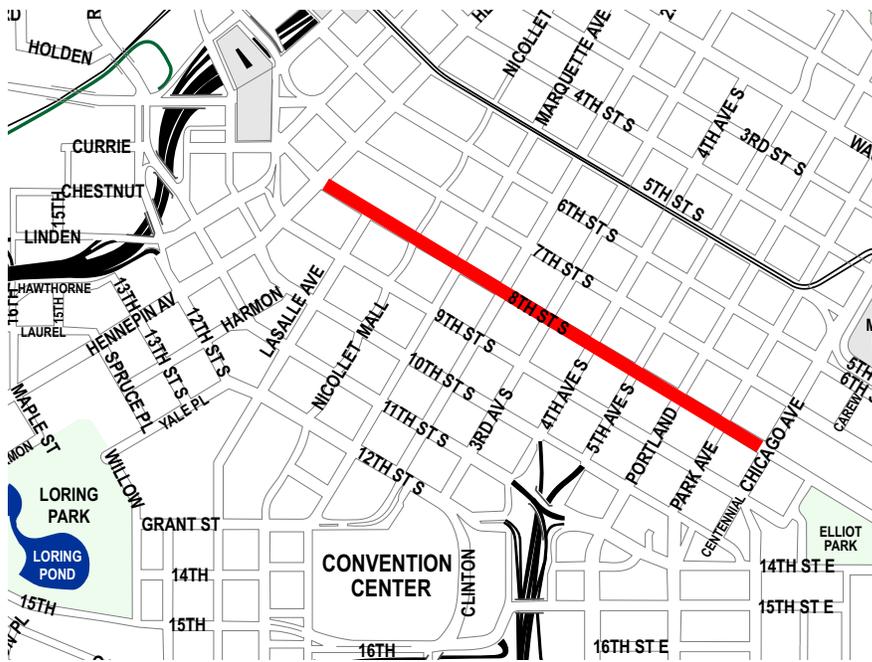
Yes. This is a high volume transit and pedestrian corridor.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

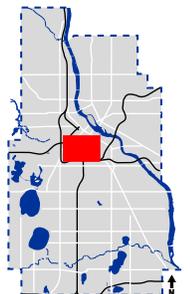
Yes, improved and possibly widened sidewalks will be part of the project. Additional enhancements will include pedestrian level lighting, landscaping, and upgraded signal systems with countdown timers. Upgraded transit shelters may also be included from Metro Transit.

Q4. 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 this busy downtown Street. Sidewalk widening and other pedestrian and transit enhancements may be accomplished through peak-hour parking restrictions.



 Paving Project





Project Title: 29th St W Pedestrian Connection

Project ID: PV101

Project Location: 29th St. W., Dupont Ave. S. to Lyndale Ave. S.

City Sector: Southwest

Initial Year in 5 Year Plan: 2014

Project Start Date: 4/15/15

Submitting Department: Public Works

Contact Person: Steve Hay

Affected Wards: 10

Affected Neighborhood(s): Lowry Hill East

Estimated Project Completion Date:

11/15/16

Department Priority: 25 of 44

Contact Phone Number: 612 673-3884

Prior Year Unspent Balances: \$0

Project Description:

This project will improve the infrastructure within the right-of-way between Fremont Ave S and Lyndale Ave S (the segment from Emerson Ave to Dupont Ave has been vacated). Currently, this street segment has many areas of broken, or non-existent curb and the driving surface is in poor condition. Sidewalks are only located on the south side of the street. A community led process in 2014 will determine how the corridor will be improved. An emphasis will be placed on how to improve the pedestrian environment.

Purpose and Justification:

The current condition of the street pavement is poor (the PCI from 2011 was 55). The curb is either non-existent or in very bad shape. There are several new developments in this area and the population density has increased greatly over the last 5 years. There are numerous competing interests for this corridor (parking, truck and vehicle access, pedestrian space, etc.). The 2014 community meetings will help sort out the future layout for the corridor. It is likely that additional funds will be needed to complete this project if it is concluded that reconstruction will be pursued.

Anticipated Funding Sources (In Thousands)	Prior Years	2015	Totals by Source
Net Debt Bonds	350	350	700
Totals by Year	350	350	700

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

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? 60

What is the estimated annual operating cost increase or (decrease) for this project? (650)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

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 \$2,500 per mile for a local roadway.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not Applicable

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	0	0
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	271	0	0	0	0	271
Project Management	38	0	0	0	0	38
Contingency	25	0	0	0	0	25
City Administration	17	0	0	0	0	17
Total Expenses with Admin	350	0	0	0	0	350

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

- 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

- 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

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.

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:

This project will be submitted for location and design review in 2014.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with 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 of this project makes it suitable for substantial construction during one year. Spreading the construction over two or more years would decrease the cost-effectiveness of the project.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

The neighborhood engagement and design process will begin in 2014 and be completed by early 2015. Construction is anticipated to be substantially complete in November of 2015.

Add any additional supplemental 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 was added into the program by the Mayor in 2013. 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.

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Q2. 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.

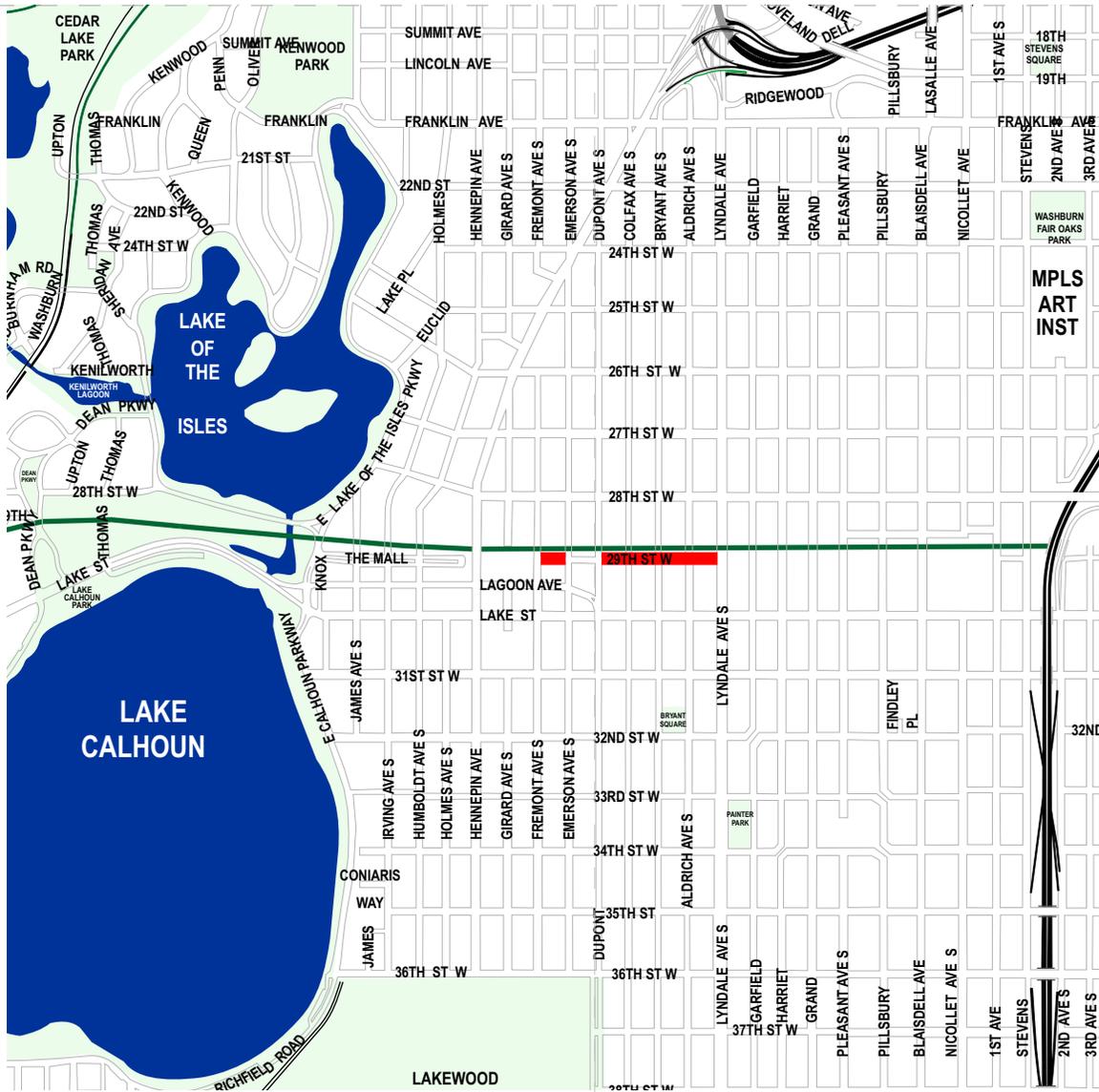
No

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

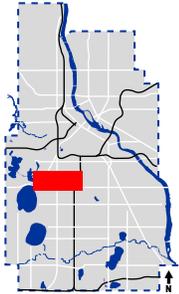
Yes. While the cross-section for this corridor has not been established, it is likely that the 2014 community process will likely result in several recommendations that will enhance the pedestrian experience. New curb ramps, new sidewalks, pedestrian level lighting, street furniture, and new boulevards with street trees will be considered if the street is reconstructed.

Q4. 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 by the Midtown Greenway trench, which has a historic fence at the edge of the northern street right-of-way. There is approximately 40 feet remaining to potentially fit drive lanes, parking, new sidewalks, and boulevards.



 Project





Project Title: 61st St W **Project ID:** PV103

Project Location: Lyndale Ave S to Nicollet Ave S	Affected Wards: 13
City Sector: Southwest	Affected Neighborhood(s): Windom
Initial Year in 5 Year Plan: 2019	Estimated Project Completion Date: 11/15/20
Project Start Date: 4/15/19	Department Priority: 43 of 44
Submitting Department: Public Works	Contact Phone Number: (612) 673-3884
Contact Person: Steve Hay	Prior Year Unspent Balances: \$0

Project Description:

The proposed project is a complete reconstruction of 61st St W from Nicollet Ave S to Lyndale Ave S. 61st St is a Municipal State Aid Route with an Average Daily Traffic of 4,125 vehicles per day (2011 traffic count). This segment is approximately 0.5 miles long with 2 traffic lanes and 2 parking lanes.

Purpose and Justification:

The existing asphalt over a concrete base pavement was constructed in 1962 and is rated in poor condition by the City's pavement management system with a Pavement Condition Index rating of 36 in 2013. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year. This segment of roadway is asphalt over a concrete base and has severely deteriorated joints in the concrete base which have failed requiring extraordinary patching to maintain a safe driving surface.

Anticipated Funding Sources (In Thousands)	2019	Totals by Source
Net Debt Bonds	2,270	2,270
Special Assessments	900	900
Stormwater Revenue	50	50
Totals by Year	3,220	3,220

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

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

What is the estimated annual operating cost increase or (decrease) for this project? (3,000)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

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 annual street maintenance expenditure is estimated at approximately \$6,000 per mile for a commercial/MSA type of roadway.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not Applicable

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	500	500
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	0	1,862	1,862
Project Management	0	0	0	0	330	330
Contingency	0	0	0	0	375	375
City Administration	0	0	0	0	153	153
Total Expenses with Admin	0	0	0	0	3,220	3,220

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

This project maintains existing street infrastructure and pedestrian network—in furtherance of 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

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
- Transparency, accountability and ethics establish public trust

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 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 will take place in 2014.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with 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 is anticipated to be a one construction year project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Add any additional supplemental 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:

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

No

Q2. Is the proposed project on an existing or planned transit way, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

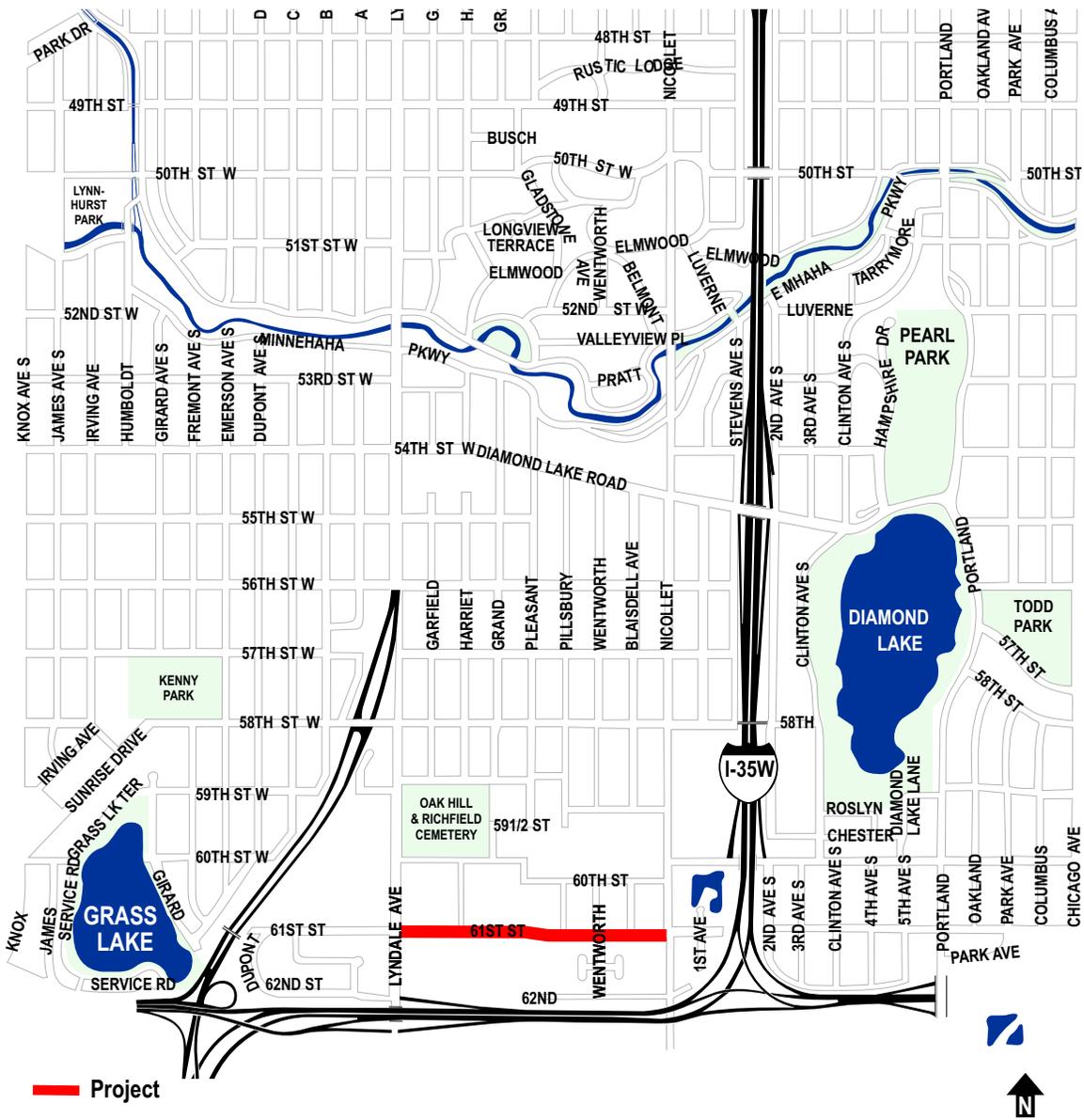
No.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. Pedestrian ramps will be reconstructed to current standards.

Q4. 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, this roadway has a 50 foot right of way to accommodate 2 driving lanes, parking, sidewalks and boulevards.





Project Title: ADA Ramp Replacement Program **Project ID:** PV104

Project Location: Various locations throughout the City	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Initial Year in 5 Year Plan: 2015	Estimated Project Completion Date: 11/15/19
Project Start Date: 4/11/15	Department Priority: 10 of 44
Submitting Department: Public Works	Contact Phone Number: (612) 673-5661
Contact Person: Bill Fellows	Prior Year Unspent Balances: \$0

Project Description:

The City of Minneapolis has nearly 16,000 sidewalk corners, many of which are deficient or non-compliant with current design standards. This program will fund the systematic replacement of up to 300 deficient or non-compliant pedestrian ramps per year as federally mandated. This program is separate from the work programmed in SWK001 which mainly works to address the nearly 2,000 miles of sidewalks in Minneapolis. SWK001 will address deficient or non-compliant sidewalk corners when adjacent to the sidewalk replacement work that program is focused on.

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 Act 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)

Anticipated Funding Sources (In Thousands)	2015	2016	2017	2018	2019	Totals by Source
Net Debt Bonds	1,000	1,000	1,000	1,000	1,000	5,000
Totals by Year	1,000	1,000	1,000	1,000	1,000	5,000

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

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

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

No increase in annual operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not Applicable

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	75	75	75	75	75	375
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	842	842	842	842	842	4,212
Project Management	35	35	35	35	35	175
Contingency	0	0	0	0	0	0
City Administration	48	48	48	48	48	238
Total Expenses with Admin	1,000	1,000	1,000	1,000	1,000	5,000

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

This project maintains existing pedestrian network—in furtherance of 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

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
- Transparency, accountability and ethics establish public trust

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 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 will take place in 2014.

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

City of Minneapolis, the Minneapolis Park Board, Hennepin County, and MnDOT all have pedestrian ramp responsibilities within the City of Minneapolis. Public Works is cooperating and assisting with the coordination of these efforts.

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; the number of ramps that can be addressed each year is dependent upon the amount of funding per year. Minneapolis must upgrade all non-compliant and/or deficient curb ramps, less funding per year will mean that it will take longer to accomplish this mandate however there is a limit to the amount of work per year that can be reasonably accomplished.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis completed a self-assessment of all (nearly) 16,000 sidewalk corners summer of 2012. We will identify project areas and any design needs each year for construction during the normal construction season of April thru October until the systematic replacement citywide is accomplished.

Add any additional supplemental 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:

Q1. Is the proposed project on a route that is included in the Bicycle Master Plan?

If yes, how is the route designated.

No

Q2. 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 transitways, transit routes, and high-volume pedestrian corridors. The program will improve accessibility for all.

Q3. Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

NA

Q4. 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 standard very challenging. There is potential for innovative design options which will be site specific.

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		



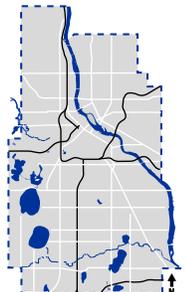
Corner 45 (SW):2012-08-26



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		



MINNEAPOLIS
 DEPARTMENT OF
 PUBLIC WORKS

ADA Ramp Replacement Program
 Various locations throughout City

Contact: Bill Fellows 612-673-5661

Proposed:
2015-2019

PV104



Project Title: Pedestrian Level Lighting Program **Project ID:** TR024

Project Location: Various construction projects in the City City Sector: Citywide Initial Year in 5 Year Plan: 2014 Project Start Date: 4/15/15 Submitting Department: Public Works Contact Person: Bill Prince	Affected Wards: All Affected Neighborhood(s): City-Wide Estimated Project Completion Date: 11/15/19 Department Priority: 14 of 44 Contact Phone Number: (612) 673-3901 Prior Year Unspent Balances: \$0
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Project Description:

The City of Minneapolis has identified numerous streets and business and activity nodes as Pedestrian Priority Corridors (PPC) for the purposes of installing upgraded streetlighting systems. These streets and node centers are identified in the Minneapolis Streetlight Policy based on their access to transit, their overall traffic and pedestrian volume and commercial use. The City Council has directed Public Works to amend our streetlight policy to promote the installation of lighting along PPC's and remove the property assessment and owner petition requirements to provide for City funding of these PPC improvements.

Purpose and Justification:

As part of the City Pedestrian Master Plan and as documented in the City Streetlight Policy, high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Priority Corridors (PPC). The City has made it a priority to install enhanced streetlighting along these corridors for the benefit of pedestrians, bicyclists and transit users. In the past, streetlighting on these PPC was assessed to abutting property owners requiring a supermajority 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 PPC. Due to the extended time between full street reconstruction projects, the opportunities to install lighting on PPC are limited. This project will allow for some accelerated installation of enhanced streetlighting in PPC which are not part of the current street reconstruction program. At current 2014 costs per installed streetlight, the requested \$500,000 per year would allow for between 50 and 60 poles per year to be installed in PPC.

Anticipated Funding Sources (In Thousands)	Prior Years	2015	2016	2017	2018	2019	Future Years	Totals by Source
Net Debt Bonds	500	500	500	445	450	500	500	3,395
Totals by Year	500	500	500	445	450	500	500	3,395

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

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? 35

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

The electricity usage should be close to even as higher wattage Xcel pole lights are replaced with lower wattage and longer lasting LED lights. It is estimated one wrecked pole per year would need to be replaced at a cost of \$3000 based on a 2% probability of a given pole being hit in a year.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

The new streetlights installed under the pedestrian corridor light improvement will include LED lights to ensure an expected 20 year fixture life. New pole specifications should ensure an expected 30-40 year pole life.

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	0	0
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	451	451	399	404	451	2,156
Project Management	25	25	25	25	25	125
Contingency	0	0	0	0	0	0
City Administration	24	24	21	21	24	114
Total Expenses with Admin	500	500	445	450	500	2,395

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

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
- 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

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 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:

This project will be submitted for Location and Design Review in 2014.

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 coordinate project timeline to maximize efficiency.

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:

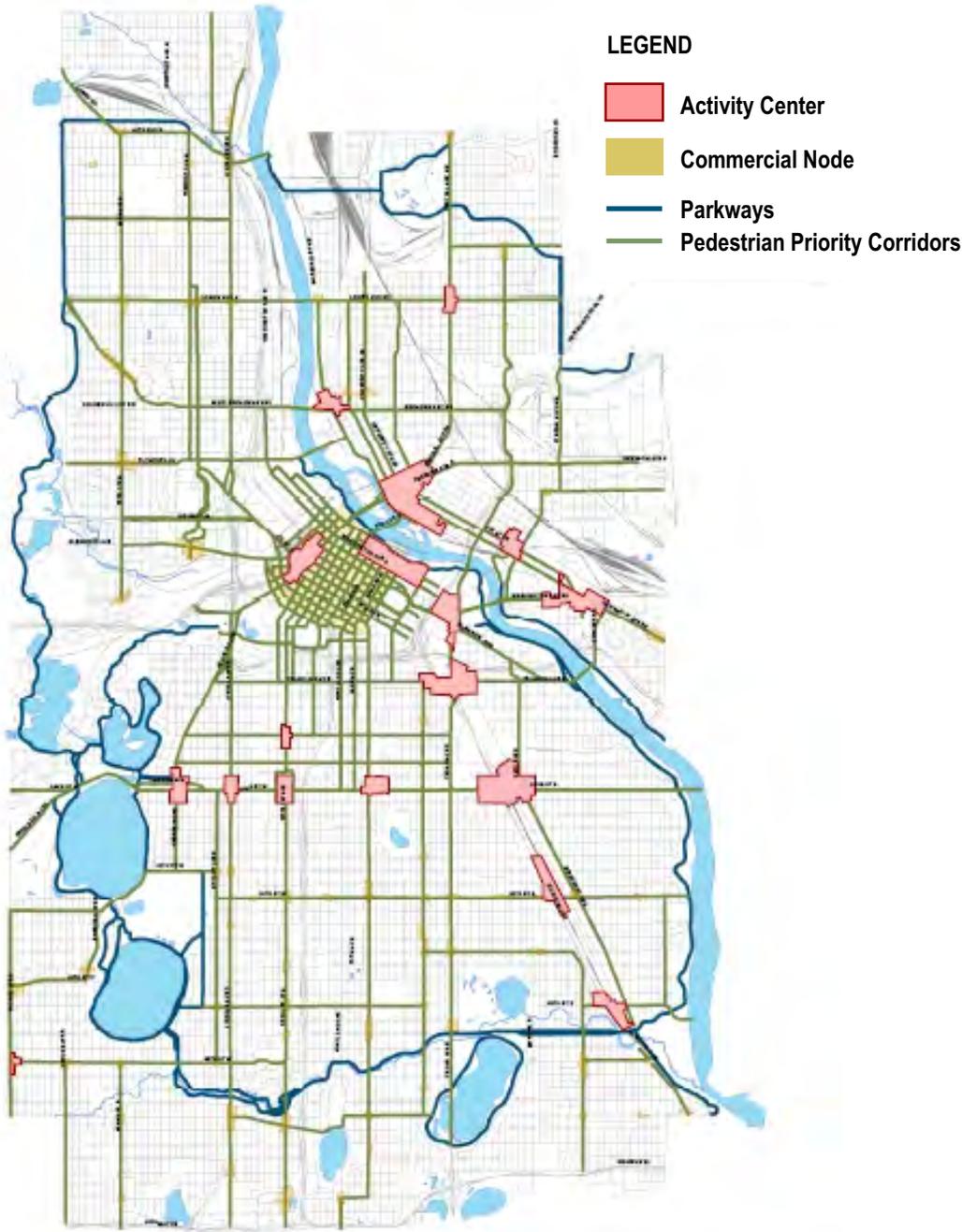
Realistically, our crews could install around 100 poles per year for a total of \$850,000 per year expected max spending, contingent on other projects.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Add any additional supplemental 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, and motorists will benefit from this project. Residents and businesses along corridors with streetlighting in the past have used their streetlighting to enhance their neighborhood identity using banners and holiday lighting.





Project Title: Sign Replacement Program

Project ID: TR025

Project Location: Citywide

City Sector: Citywide

Initial Year in 5 Year Plan: 2014

Project Start Date: 4/15/15

Submitting Department: Public Works

Contact Person: Timothy Drew

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/19

Department Priority: 9 of 44

Contact Phone Number: 612 673-2152

Prior Year Unspent Balances: \$0

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 insure adequate retro-reflectivity system wide. The program was originally funded under TR022. Beginning in 2015, the sign replacement program will be 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

Anticipated Funding Sources (In Thousands)	2015	2016	2017	2018	2019	Totals by Source
Net Debt Bonds	590	590	525	530	590	2,825
Municipal State Aid	305	305	270	275	305	1,460
Totals by Year	895	895	795	805	895	4,285

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

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

What is the estimated annual operating cost increase or (decrease) for this project? 0

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

The maintenance costs will be paid through the existing maintenance budget for signage.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Not Applicable

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	0	0
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	777	777	692	702	777	3,726
Project Management	30	30	25	25	30	140
Contingency	45	45	40	40	45	215
City Administration	43	43	38	38	43	204
Total Expenses with Admin	895	895	795	805	895	4,285

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

- 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

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:

The above mentioned project is consistent with policies 2.6.5 and 5.4.1 of section 4F, Traffic Control & Street Lighting. These policies are as follows:

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.

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:

This project will be submitted for location and design review in 2014.

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

The City will be partnering 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.

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:

Could increase/decrease forces used, increase/decrease MSA dollars.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Add any additional supplemental 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: Water Distribution Facility **Project ID:** WTR18

Project Location: Future location to be identified as part of project City Sector: South Initial Year in 5 Year Plan: 2013 Project Start Date: 1/1/14 Submitting Department: Public Works Contact Person: Marie Asgjan	Affected Wards: 6 Affected Neighborhood(s): Phillips Estimated Project Completion Date: 12/31/16 Department Priority: 4 Contact Phone Number: (612) 673-5682 Prior Year Unspent Balances: \$7,000,000
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Project Description:

The existing Water Distribution Maintenance Facility (referred to as the Water East Yard) is located at the intersection of 5th Avenue SE and Hennepin Avenue. This facility serves as the base of operations for the water distribution system maintenance and construction group of the Water Treatment and Distribution Division. It is the intent of this Project to vacate the existing facilities and replace them with new facilities. The project scope has been expanded to include relocation of the Water Meter Shop presently located at the Fridley Water Plant (4300 Marshall Street NE). The initial capital budget request for relocation to the Hiawatha Maintenance Facility (1901 E. 26th St.) is no longer viable due to space constraints. The expanded Water Distribution group, incorporating the Meter Shop, will not fit into the available space at the Hiawatha Facility. Other Public Works work groups will move into the space intended for Water Distribution and an alternative site will be found to replace East Yard.

Currently, City staff is working on a Feasibility Assessment of a possible facility location inside of Minneapolis and evaluating it against the feasibility of a location at the Fridley Water Works campus. Once a site is selected, an updated budget and rate impact will be developed. It is expected that site selection will be completed by the end of 2014.

Purpose and Justification:

The purpose of this project is to design and build a suitable multipurpose distribution system maintenance facility for the Water Treatment and Distribution Division of the Minneapolis Public Works Department.

The current site is comprised of multiple structures of various sizes and types, circulation space, construction yard space, and site storage spaces that are intermingled with employee parking areas. These facilities, due to age, location, and changes in function over time, no longer provide adequate or efficient use of space for the required Water Division group. Several of the buildings have exceeded their useful life and need to be replaced, while others are in need of major repairs and rehabilitation in order to continue service. The existing facilities are deficient in a variety of functional areas including: heating, air conditioning, power, lighting, security and communications. In addition, the industrial nature of the site coupled with the inefficient physical layout has a strong negative impact on the surrounding neighborhood. Water Meter group has been organizationally merged into the East Yard Water Distribution group. When the two work units are co-located in the same facility, field staff can be shared and work together to increase operational efficiencies. The existing Meter Shop is in similar condition to the East Yard facility. An alternative location will need to be found that is efficiently located in the City with sufficient space to house the Water Distribution group (including the water meter operations).

Anticipated Funding Sources (In Thousands)	Prior Years	Totals by Source
Water Bonds	4,000	4,000
Water Revenue	3,000	3,000

Anticipated Funding Sources (In Thousands)	Prior Years	Totals by Source
Totals by Year	7,000	7,000

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

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

What is the estimated annual operating cost increase or (decrease) for this project? (50,000)

Describe how operating cost impacts were determined. If new infrastructure, also discuss how the department/agency will pay for the increased annual operating costs:

The proposed project will result in decreased operating costs that are directly related to modern design standards, including being equal to a Silver Rating, based on the criteria of Leadership in Energy and Environmental Design (LEED).

However, due to the pending replacement of the existing facilities, the City has deferred maintenance at the current facility for the past several years. If this Project is not approved, a considerable amount of deferred maintenance work will need to be performed on the existing buildings, thereby increasing the current annual operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment that will be necessary to realize the full expected useful life of the project:

Current Industry standards suggest that the City provide for an annual capital investment in facilities based on an increasing percentage of the total replacement cost and the age of the facility. For example: a capital investment of 1% of the replacement cost is recommended annually for a facility up to ten years in age, 2% for facilities between 10 and 20 years old, 4% for facilities between 20 and 40 years old, and a 6% investment for facilities in excess of 40 years in age.

Project Cost Breakdown by Major Expense (In Thousands)	2015	2016	2017	2018	2019	Total
Land Acquisition/Preparation/ROW	0	0	0	0	0	0
Relocation Assistance	0	0	0	0	0	0
Design Engineering/Architects	0	0	0	0	0	0
Furniture, Fixtures, Equipment	0	0	0	0	0	0
Information Technology	0	0	0	0	0	0
Construction Costs	0	0	0	0	0	0
Project Management	0	0	0	0	0	0
Contingency	0	0	0	0	0	0
City Administration	0	0	0	0	0	0
Total Expenses with Admin	0	0	0	0	0	0

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 distribution 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

- All neighborhoods are safe, healthy and uniquely inviting

- 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
- 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
- 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

- Engaged and talented employees reflect our community, have the resources they need to succeed and are empowered to improve our efficiency and effectiveness
- 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:

This proposal is consistent with and contributes to implementation of the following policies and implementation steps related to public facilities in 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 5.1: 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.

5.1.3 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:

Future Task.

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

None.

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.

Describe project completion status for ongoing projects and plans for unspent balances or if this is a new project, describe the major project phases and timing anticipated for completing the project:

Complete feasibility study and site selection in 2014.

Add any additional supplemental 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. Watermain maintenance and construction activities can be more closely coordinated and key services delivered more effectively and professionally in a modern facility.



Photos of existing East Yard Facility



MINNEAPOLIS
DEPARTMENT OF
PUBLIC WORKS

Water Maintenance Facility

Contact: Dale Folen 612-661-4908

Proposed:
2015-2018

Subject to Change

WTR18

Department of Community Planning and Economic Development

105 5th Avenue South, Room 200

Minneapolis, MN 55415-1385

(612) 673-2597 Phone

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MEMORANDUM

DATE: May 8, 2014
TO: Minneapolis City Planning Commission
FROM: Joseph Bernard, Senior City Planner
SUBJECT: Capital Budget Request Comments from CPED Long Range Planning

CPED Long Range Planning Staff submits the following comments regarding Capital Improvement Plan projects proposed for the 2015 – 2019 program. These comments are submitted as additional information for use and consideration by the City Planning Commission when the CPC makes recommendations to the City Council.

PV001 – East River Pkwy between Washington Avenue South and the St. Paul boundary

- This provides an opportunity to revisit the newly configured intersection of East River Pkwy with Fulton St SE near the U of M campus. This was reconstructed when Washington Ave SE was closed for the Central Corridor LRT project. This is a busy multi-modal intersection, with a significant amount of pedestrian traffic. Since it is not signalized, there has been resistance to providing striping or other pedestrian markings. This intersection should be reevaluated to see if any paint, signage or other improvements could be used to improve pedestrian safety.
- This also provides an opportunity to revisit the complicated intersection of East River Pkwy, Franklin Ave SE, and 27th Ave SE. This was studied during the CCLRT planning process, and some improvements were made. However, there was a delay in making significant changes to allow for the new traffic circulation patterns around the U of M to establish themselves (especially as the closure of Washington creates more traffic on E River Pkwy than before). The decisions around this busy intersection should be reevaluated to assess options for improving both traffic flow and safety.

PV019 – 6th Avenue North

- The following policies from the Heritage Preservation chapter of the Comprehensive Plan should be included in the CBR analysis:
 - 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.
 - 8.5.1 Identify and protect important historic and cultural landscapes.

- 8.5.3 Preserve historic materials typically found in public spaces, such as street materials like pavers, lighting and other resources.

PV027 – Hennepin/Lyndale

- MPRB should be added to the list of outside partners, not only as a significant property owner, but also because they have plans for capital improvements at the Sculpture Garden.

PV054 – 8th Street South

- The scope of the project would benefit from an expansion east one block to Elliot Park. Since a goal of this project is to increase pedestrian amenities and access along 8th Street, connecting the project to a significant Downtown amenity would improve pedestrian circulation from the Elliot Park neighborhood into the office core.

PV056 – Repaving Program

- A short section of 5th Avenue North is slated for repaving in 2014. This section is in the Warehouse Historic District and will require coordination with CPED. The project costs should include removal and palletization of historic bricks.

PV061 – Reconditioning Program

- Harmon Place is slated for reconditioning in 2014. This street has Council-adopted policy guidance to restripe for narrowing of lanes and a new on-street parking configuration. This guidance is in the *Loring Park Neighborhood Master Plan* and should be implemented with a new road surface.

PV061 – specifically 2nd St N, 21st Ave N, 30th Ave N, and 33 Ave N (all in upper riverfront area)

- Improving these road conditions is very important for supporting redevelopment in this area. The current lack of maintenance of some public infrastructure in this area is not supportive of a vision for high-value private sector redevelopment. There will likely be additional infrastructure projects being requested in coming years for buildout of the Upper Harbor Terminal site. These roads are important connections to this site and other development sites.

PV061 – specifically Elm St SE, Rollins Ave SE, and 17th Ave SE

- These streets are in a high bike and pedestrian volume area near the U of M, connecting to 15th Ave SE, the highest bike corridor in the city. They also carry mixed traffic, including trucks. Particularly close to intersections, pavement markings should be designed to prioritize safety in bike/pedestrian crossings.

PV061 – specifically 8th St SE

- 8th St SE is a through street, a transit route, and a fairly active pedestrian route for students traveling to the U of M. The Marcy Holmes neighborhood, though their master planning, has emphasized safe travel for pedestrians and bikes (though there is no bike route).

PV070 – Riverside Extension – 4th St/15th Ave

- Continued support for this project. This supports high density transit oriented development in an Activity Center (both existing and planned), serves a large low income population, and

provides improved access to both a transit station (Hiawatha LRT) and the off-road trail linking to downtown.

- This project also has new potential to connect with the proposed Samatar Crossing reuse of interstate ramp (BR130), which is being repurposed as part of the stadium project. The design and intent for both projects should be closely coordinated.

PV073 and PV086 – 26th Avenue Bikeway

- While there is significant support for the project, the community is wondering when they will get an opportunity to comment on the design. Public Works is aware of this request.

PV 087 – 34th Ave S (54th St E to Minnehaha Pkwy)

- The plan is to do something short of a full reconstruction, leaving the existing curb, gutter, and sidewalk. The project area includes the Neighborhood Commercial Node at 54th and 34th, which has a relatively bleak pedestrian environment. There are no street trees, and it looks like the existing sidewalks are not wide enough to accommodate them. There is also no pedestrian-level lighting. I'm wondering if it would be possible look at some retrofits to address these issues in conjunction with this project, or whether a full reconstruction would be warranted.

PV080 and PV097 - 18th Ave NE (Monroe to Johnson St NE, and 6th St NE to Washington St NE)

- Completing this bike route across NE Minneapolis provides a vital connection in an area underserved by bike routes, and constrained by a truncated grid due to rail and industry.
- Linking to the Quarry area, a Major Retail Center, is an important destination in this area of town. It also provides connections close to Edison High School, NE Library, and other destinations.
- This project supports a range of plans, including the development of riverfront parks in NE Minneapolis, and the commitment to provide linkages from neighborhoods to the river.

PV094 – 4th St SE

- This was identified as the top capital improvements priority through CPED's east sector team, and in the Council adopted small area plan for the area.
- This project supports high density transit oriented development near a new LRT station, job creation in an Industrial Employment District, and connections for the U of M Growth Center. It helps set the stage for private investment, some of which have already come on to support the project.
- The project builds on strong community organization and support, and is already leveraging multiple funding sources.

BR101 – Dinkytown greenway linkages, Merriam St Bridge, Plymouth/8th bridge, 10th/19th bridge

- The Dinkytown bridges are called out. Plans and community support call for vertical circulation at the spots from the street level down to the newly completed greenway in the trench. This project is important to the community and to overall bike/ped system connectivity in an area with high bike/ped volumes.

- The map is unclear, but it appears improvements are planned for the Merriam St bridge from Nicollet Island to the East Bank. This should be closely coordinated with the MPRB, who has recommendations for land use and connectivity in this area related to the Central Riverfront Master Plan.
- Plymouth/8th should also be closely coordinated with the MPRB regarding their River First plan implementation and riverfront park buildout, which addresses enhanced improvements along the bridge for bicycle/pedestrian access.
- 10th Ave/19th Ave bridge is an important multi-modal link in the connectivity around the U of M for bicycles and pedestrians. It's also important for the connectivity between Marcy-Holmes and the West Bank LRT station.

BR130 – 7th St Ramp Bridge over 35W

- This project is an important connection between West Bank and Downtown, serves an LRT transit station, and supports a diverse, high density mixed use area.
- It should be closely coordinated with PV070, as noted above.
- Project was identified as a CPED east sector priority.

TR010 and TR022 and TR024 – Lowry Ave NE

- Should be coordinated with County's Community Works planning process along Lowry Ave NE currently underway, which will be making a range of recommendations related to this corridor.

FIR11 – new Fire Station #11

- Current site of station is R5, and suitable for residential redevelopment (or other compatible use) if sold, consistent with neighborhood plans.