

MEMORANDUM

TO: City Planning Commission, Committee of the Whole

FROM: [Joe Bernard](#), Senior City Planner, (612) 673-2422

DATE: May 26, 2016

SUBJECT: Location and Design Review of 2017-2021 Capital Improvements

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 requires Location and Design Review (see Recommended Findings). They are being proposed for funding as part of the City's 2017 – 2021 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 capital budget requests (CBRs) which are attached herein. A link accompanying each project is available in the list below if additional information for a given project is available online.

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

For the purposes of Location and Design Review, staff views all but one of these capital projects as conforming to the City's comprehensive plan. Summaries detailing this conformance are available in the attached Capital Budget Requests. Staff recommends that one project return to the Planning Commission when more information is available – PVI23 Logan Park Industrial. The streets proposed for reconstruction in this area are part of the Northrup King complex which is identified as a potential historic resource in prior city historic survey documents. Public Works intends to study these streets to determine their historic significance and whether or not they merits special design considerations. The project will be brought back to the Planning Commission when more details from this work are available.

RECOMMENDED FINDINGS

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

Project	Staff Recommendation
MBC11 Elevator Upgrades and Modernization*	NRR
PVI02 5th Street S Reconnection (11th Ave S to 15th Ave S)*	NRR
PVI11 46th Ave S	NRR
PVI16 North Loop Pedestrian Improvements	NRR
PVI21 Hennepin Ave (Lake St W to 36th St W)*	NRR
PVI22 Dowling Ave (I-94 to 1st St N)*	NRR
PVI24 Mid City Industrial*	NRR
PVI25 35th St E (RR Tracks to Dight Ave)*	NRR
PVI26 Bryant Ave S (50th St E to Lake St E)*	NRR
PVI27 37th Ave NE (Central Ave NE to Stinson Blvd)*	NRR
BR133 Cedar Lake Road Bridges over Bassett Cr & RR*	NRR
BP001 Safe Routes to School Program*	NRR
BP002 Prospect Park Trail*	NRR
BP003 Midtown Greenway Trail Mill & Overlay*	NRR
SW040 Central City Parallel Storm Tunnel*	NRR
WTR18 Water Distribution Facility	NRR
FIR13 Fire Station No. 4 Apparatus Bay Addition*	NRR
PSD17 New Waste & Recycling Facility (scope change 2015)	NRR
PSD19 Impound Lot Facility*	NRR

*New in 2016

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	Staff Recommendation
PVI23 Logan Park Industrial*	ARR

ATTACHMENTS

- Capital Budget Requests for the projects that are subject to this Location and Design Review
- [Minneapolis 5-year Capital Improvement Projects Map 2017-2021](#) (link only)



Minneapolis Capital Budget Request

Project Title: MBC11 Elevator Upgrades and Modernization	
Project Location: City Hall / Courthouse, 350 S 5th Street, Mpls	Affected Wards: 5
City Sector: Downtown	Affected Neighborhood(s): Downtown West
Project Start Date: 1/1/17	Estimated Project Completion Date: 12/31/19
Submitting Department: MBC	Department Priority: 4 of 5
Contact Person: Erin Delaney	Contact Phone Number: (612) 596-9517
Level of Need: Important	

Project Description:

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

This project will upgrade and modernize six(6) of the fifteen (15) existing elevators at the City Hall / Courthouse.

Purpose and Justification:

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

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

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Hennepin County Grants		90	288	1,478			1,856	
Net Debt Bonds		90	288	1,478			1,856	
Total		181	576	2,955			3,712	

Project Title: MBC11 Elevator Upgrades and Modernization

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	18	58	296			371
Construction Costs	163	518	2,660			3,341
General Overhead	9	29	148			186
Total	190	605	3,103			3,898

Have Grants for this Project been secured?

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

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

Primary City Goal(s) supported:

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

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

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

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

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

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

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

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

The Minneapolis Plan for Sustainable Growth - references

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

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

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

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

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

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

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

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

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

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

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

Project Title: MBC11 Elevator Upgrades and Modernization

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

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

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

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

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

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

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

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

6.3.10 Promote climate sensitive site and building design practices.

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

Not Applicable

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

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

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

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

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

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

Operations & Capital Asset Maintenance:

Project Title: MBC11 Elevator Upgrades and Modernization

Is this request for new or existing infrastructure? Existing

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

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

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

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

Not Applicable

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

Not Applicable

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

- Currently in Design Development for Cars 11 and 15
 - CD Phase – May – July 2016
 - Procurement and Contracting – August – December 2016
 - Elevator 15 Construction – January – September 2017
 - Elevator 11 Modernization – January – November 2017 (overlap for submittals, fabrication and delivery only)
- All outstanding funding associated with the above project/work will be used by the end of 2017.

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

Year Schematic DesignDev ConstDocs Bidding ConstrAdmin

2017	Cars 1-6
2018	Cars 1-6
2019	Cars 1-6

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

Not Applicable

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

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

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)

Project Location: 5th St S from 11th Ave S to 15th Ave S	Affected Wards: Various
City Sector: Multiple	Affected Neighborhood(s): Various
Project Start Date: 8/1/16	Estimated Project Completion Date: 11/17/17
Submitting Department: Public Works	Department Priority: 26 of 52
Contact Person: Steve Hay	Contact Phone Number: 612 673-3884
Level of Need: Important	

Project Description:

The proposed project is the reconnection of 5th Street South as a local street and multi-modal connection between 11th Avenue South and 15th Avenue South, a distance of approximately 0.75 miles. The section from 11th to 13th Avenues will require reconditioning and some reconfiguration but will not be fully reconstructed. The existing bridge over I-35W will require some modifications to the deck and barriers. The segment of 5th Street from the east end of the bridge to the connection with 15th Avenue will be a complete reconstruction. The project will also include an enhanced pedestrian walkway and a protected bikeway on the north side of the street.

Purpose and Justification:

The City received a funding award from MnDOT for construction of a new exit ramp from westbound I-94 into downtown via 7th Street in MnDOT's Transportation for Economic Development (TED) program. As part of the City's application to MnDOT, the reconnection of 5th Street was proposed as a local connection between downtown and the Cedar-Riverside neighborhood. Previous City planning documents, specifically the Cedar-Riverside Small Area Plan, have recommended making improved connections between the neighborhood and the surrounding communities across the interstate freeways that have isolated the area. The new ramp to 7th Street is scheduled to be open by August 1, 2016 with construction of the 5th Street Reconnection commencing after that.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds		1,500					1,500	
Total		1,500					1,500	

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	1,429					1,429
General Overhead	71					71
Total	1,500					1,500

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

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

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

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not yet occurred for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Reconnecting already growing areas in Downtown and Cedar Riverside will further support development opportunities in both communities.

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

The project creates the potential for additional developable property on both the Downtown and Cedar Riverside ends of the bridge. Without this project, the land would not likely be available. Additionally enhancing the connection for motorists, pedestrians, and bicyclists will offer support for current redevelopment efforts, and envisioned future development on both ends of the bridge.

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

The Cedar Riverside Small Area Plan identifies as a top priority reconnecting the neighborhood with other areas of the city through enhancement of existing infrastructure and the addition of new infrastructure. This connection achieves the goal of reweaving the neighborhood, correcting and reconnecting the street grid which was severed during the interstate freeway expansion of the 1960s and 1970s.

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

Not Applicable

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

Yes, this section of 5th Street is identified in the Protected Bikeway Update to the Minneapolis Bicycle Master Plan as Tier 2 "Protected Bikeway Implementation" opportunity.

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

No, there are no transit routes on this section of 5th Street and it is not currently a high volume pedestrian corridor. The multi-modal reconnection of 5th Street will likely result in significantly increased numbers of pedestrians and bicycles using this connection. Additionally, Metro Transit is interested in using this section of 5th Street to provide service to the Cedar-Riverside

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)

Blue Line LRT Station for temporary bus bridging during planned or emergency closures of the LRT.

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

Yes, an enhanced pedestrian walkway and protected, behind the curb, bikeway will be components of this multi-modal connection.

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

The right-of-way is somewhat constrained on the portion of the project west of the bridge over I-35W and the bridge itself is a constraint. The bridge cannot be widened without substantial investment. From the east end of the bridge to 15th Avenue, there is sufficient right-of-way for all modes as well as providing additional space for other uses including, potentially, landscaping and public art opportunities.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

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 could likely be constructed over one or two years.

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



PROJECT



Project Title: PV111 46th Ave S (46th St S to Godfrey Parkway)	
Project Location: 46th St E to Godfrey Parkway	Affected Wards: 12
City Sector: South	Affected Neighborhood(s): Hiawatha
Project Start Date: 4/17/17	Estimated Project Completion Date: 11/1/17
Submitting Department: Public Works	Department Priority: 24 of 52
Contact Person: Adam Hayow	Contact Phone Number: (612) 673-2172
Level of Need: Significant	

Project Description:

The project will reconstruct approximately 350 feet of 46th Ave S from East 46th Street to Godfrey Parkway. Full reconstruction of the roadway infrastructure consists of full removal of existing pavement, subgrade correction, aggregate base, asphalt paving, curb and gutter, signage, sidewalks and pedestrian ramps. The project will also add standard bicycle lanes to this street segment.

Purpose and Justification:

This segment has many areas of broken and non-existent curb, and much of the driving surface is a mixture of historic street pavers and asphalt patching. A full reconstruct would provide an opportunity to address these issues. An additional sidewalk was explored but is not recommended behind the eastern curb line. This is due to the anticipated impact this construction would have on existing mature oak trees. The Minneapolis Park Board (MPRB) has expressed that these trees must be preserved and MPRB is the agency with jurisdiction over this portion of the right of way.

The elimination of the slip turn at 46th Street was also explored. It was determined with City Traffic staff and Hennepin County staff that eliminating the slip turn would require additional signal work at the 46th St intersection, and that this was beyond the scope of the project. Therefore it is recommended that the limits of the project terminate just south of the slip turn on the eastern curb line. The project will remove parking along the eastern curb line in order to accommodate added bicycle lanes. While this segment is not indicated on the City's Bicycle Master Plan, it is a one-block gap between the existing Godfrey Parkway Trail and the future 46th St E bikeway and 46th Ave South Bikeway. This project is a primary entry point into Minnehaha Park which is a large generator for bicycle and pedestrian activity from the surrounding area.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid		10					10	
Net Debt Bonds		460					460	
Special Assessments		5					5	
Total		475					475	

Project Title: PV111 46th Ave S (46th St S to Godfrey Parkway)

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	172					172
Construction Costs	280					280
General Overhead	23					23
Total	475					475

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

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

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

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

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

Project Title: PV111 46th Ave S (46th St S to Godfrey Parkway)

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.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review for this project will be completed in 2016.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

This project segment intersects with a Hennepin County roadway on the north and a Minneapolis Parks & Recreation Board park on the south end. The City will coordinate appropriately with both agencies.

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

Project Title: PV111 46th Ave S (46th St S to Godfrey Parkway)

No

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

Yes, the A-Line BRT route will operate along 46th Street E/Ford Parkway and will have a station located at the southwest corner of 46th Avenue S and 46th Street E, with revenue service expected to begin in the Summer of 2016.

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

Yes, existing sidewalk will be enhanced and bike lanes will be added on both sides of the street segment.

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 legal right-of-way of 46th Ave S from Godfrey Pkwy to 46th St E is 66 feet wide. Parking will be removed on the east side to accommodate a bike lane. An additional sidewalk was explored but is not recommended behind the eastern curb line. This is due to the anticipated impact this construction would have on existing mature oak trees.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.07 miles, the estimated annual cost to maintain this roadway is \$700 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

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 flexible as it is not associated with federal funding. Given the short length of the project it is not scalable, and should be completed all at once.

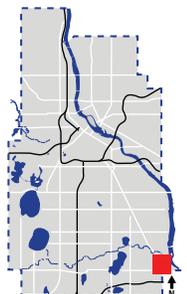
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the

Project Title: PV111 46th Ave S (46th St S to Godfrey Parkway)

general public to know about this potential project and why it should be approved:



PROJECT



Project Title: PV116 North Loop Pedestrian Improvements

Project Location: 1st St N to 4th St N, 1st Ave N to 10th Ave N City Sector: Downtown Project Start Date: 4/1/19 Submitting Department: Public Works Contact Person: Adam Hayow Level of Need: Important	Affected Wards: 3 Affected Neighborhood(s): North Loop Estimated Project Completion Date: 12/2/19 Department Priority: 38 of 52 Contact Phone Number: (612) 673-2172
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Project Description:

The North Loop Pedestrian Facilities project will improve intersections with a combination of curb extensions, pedestrian crossing medians, pedestrian signalization, ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings, and upgrades to existing signals to add leading pedestrian intervals. These improvements will be added to the intersections along 1st Street N, 2nd Street N, 3rd Street N, and 4th Street N, which are classified as collectors or local roadways.

Purpose and Justification:

The project will improve safety for pedestrians and bicyclists by improving pedestrian and bicycle crossings at 23 intersections. These improvements are needed as a result of pedestrian and bicycle crashes in the project area (three crashes between 2009-2013). This project will improve access to the Cedar Lake Trail, Grand Rounds Regional Trails, and the nearby Target Field Station (connects to Green Line LRT, Blue Line LRT, and Northstar Commuter Rail). Furthermore, the project will improve access for transit users and the Metro Transit routes that provide service to the project area, as transit users typically walk or bike to connect between the bus stop and their destinations.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants				1,000			1,000	
Net Debt Bonds				1,500			1,500	
Total				2,500			2,500	

Project Title: PV116 North Loop Pedestrian Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management			675			675
Construction Costs			1,706			1,706
General Overhead			119			119
Total			2,500			2,500

Have Grants for this Project been secured?

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

This project has been awarded funding through the Metropolitan Councils 2014 regional solicitation for federal transportation funds. A total of \$1,080,000 of federal funding was awarded for 2019 construction.

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

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

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

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

Enhancement of pedestrian facilities is supported by policies in the City's comprehensive plan related to creating sustainable, livable, and healthy communities, as well as creating vibrant places that attract residents, workers, and economic investment to the City. The following are key policies from the Minneapolis Plan for Sustainable Growth that support this capital budget request.

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 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and

Project Title: PV116 North Loop Pedestrian Improvements

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.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

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

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

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 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 10.16: 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:

This project will be submitted for location and design review in 2016.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Pedestrian enhancements throughout the neighborhood are called for in the North Loop Small Area Plan. In particular, enhancements that make it easier to travel between the eastern and western halves of the neighborhood, and enhancements that better connect the neighborhood to transit are supported.

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

Project Title: PV116 North Loop Pedestrian Improvements

with the project:

At present this is a city initiative with neighborhood involvement.

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

Yes. Several of the intersection treatments are located on routes in the Bicycle Master Plan (including 10th Avenue, 4th Avenue, 5th Avenue, 3rd Avenue, 1st Avenue, and 2nd Street).

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

Yes, the project area includes high volume pedestrian and transit corridors. Recent development in the North Loop has increased the pedestrian and bicycle traffic and need for improvements.

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

Yes. The pedestrian environment will be greatly enhanced with a combination of curb extensions, pedestrian crossing medians, pedestrian signalization, ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings, and upgrades to existing signals to incorporate leading pedestrian intervals.

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

Yes, right-of-way is constrained. The project emphasizes the improvement of non-motorized safety, access, and connectivity via improved intersections. Innovative designs will be pursued and implemented as needed to construct the identified improvement treatments.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

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

What is the estimated annual operating cost increase or (decrease) for this project? 1,000

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not applicable

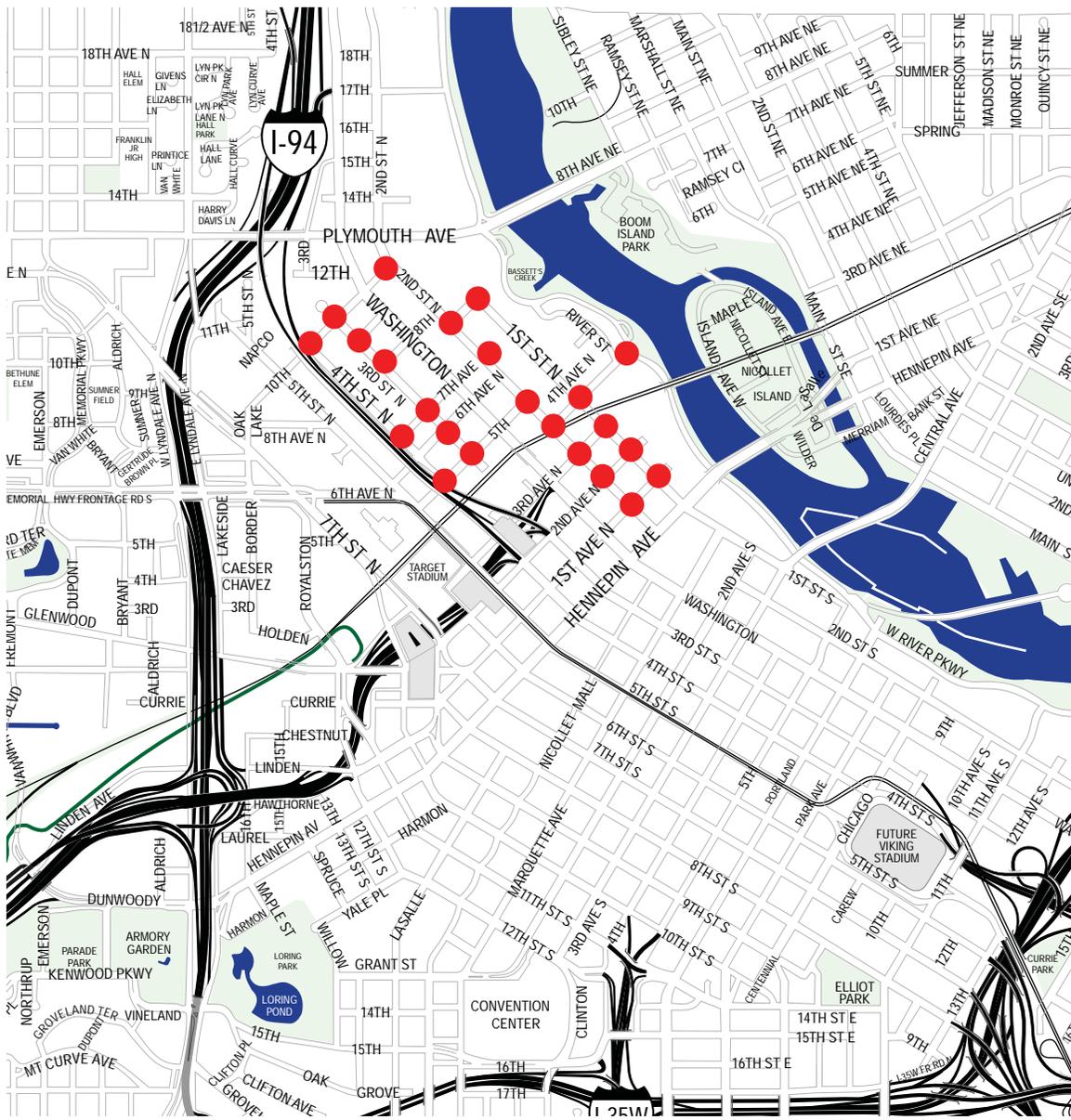
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Project Title: PV116 North Loop Pedestrian Improvements

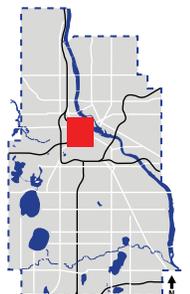
Due to federal funds being awarded, this project will need to be constructed in 2019.

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

The emergence of the North Loop neighborhood as a complete community where people can live, work, shop, go to school, and recreate has increased the pedestrian and bicycle traffic and need for improvements. The project will improve connectivity and safety to enhance the North Loop as a primary living destination.



● PROJECT INTERSECTIONS



Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)

Project Location: on Hennepin Ave from Lake St to 36th St W City Sector: Southwest Project Start Date: 4/15/21 Submitting Department: Public Works Contact Person: Steve Hay Level of Need: Significant	Affected Wards: 10 Affected Neighborhood(s): Various Estimated Project Completion Date: 11/15/22 Department Priority: 48 of 52 Contact Phone Number: 612 673-3884
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Project Description:

The proposed project is a complete reconstruction of Hennepin Avenue from Lake Street to 36th Street West, approximately 0.75 miles in length. This section of Hennepin Avenue is MSA Route 425. The Average Daily Traffic on this section of Hennepin Avenue ranges from 10,675 just south of Lake Street to 6,773 between 33rd and 34th Streets, as measured in 2015. The proposed project will reconstruct the pavement surface, curb and gutter, and possibly sidewalks as well. Reconstruction of this section of Hennepin Avenue will provide the opportunity to re-examine the functionality of the street and the allocation of space to the various modes.

Purpose and Justification:

The section of Hennepin Avenue from 31st Street W to 36th Street W was constructed in 1957 as asphalt over concrete. This section had an overlay in 1995 and was seal-coated in 2008. The PCI was measured at 47 in 2013. The concrete curb and gutter is in poor condition and is an old vertical face design that is no longer used by the City. The section of Hennepin Avenue from Lake Street to 31st Street West was constructed in 1980 as asphalt pavement. The most recent seal-coat was in 1983 and the PCI was measured at 44 in 2013.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid						570	570	
Net Debt Bonds						4,260	4,260	
Special Assessments						880	880	
Total						5,710	5,710	

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					1,168	1,168
Construction Costs					4,270	4,270
General Overhead					272	272
Total					5,710	5,710

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

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

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

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)

community.

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location and Design Review has not yet occurred for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

The Uptown Small Area Plan (2008) recommends a number of strategies for improving the pedestrian experience on streets generally throughout the study area including curb extensions, crosswalks, and count down timers.

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

Not Applicable

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

Yes, this section of Hennepin Avenue is identified to have shared use pavement markings and to consider bike lanes when the road is reconstructed. No shared use markings are currently in place.

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 section of Hennepin Avenue is a transit route with Metro Transit routes 6, 23, 114, and 115 using this corridor. This is also a high volume pedestrian corridor. Reconstruction of this street segment may provide the opportunity to implement enhanced pedestrian and transit space.

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

Yes, the existing cross section has one lane of traffic in each direction, parking on both sides of the street, sidewalks directly behind the curb with no boulevards, and no bike facilities. Reconstruction will provide the opportunity to redistribute the available space between modes.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)

is there potential for innovative design options? Provide details

Yes, the right-of-way is very constrained with multiple competing priorities including vehicle movement, parking, sidewalks and the pedestrian realm, and bicycles. Innovative design options and alternatives will be explored during project development.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

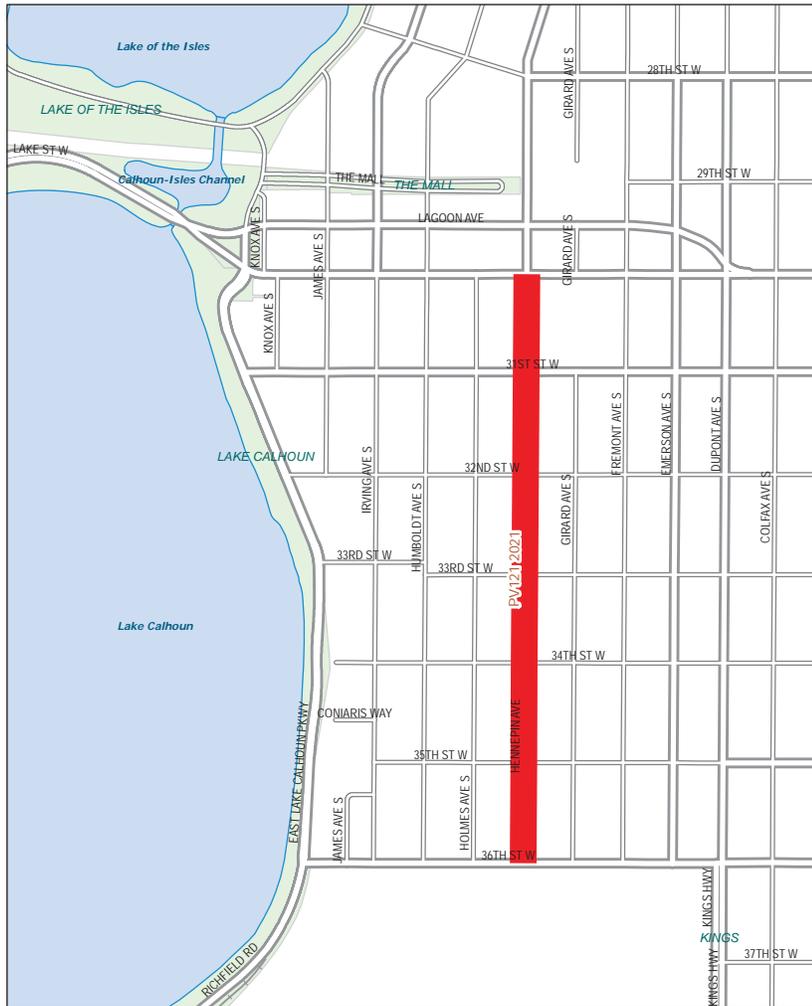
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

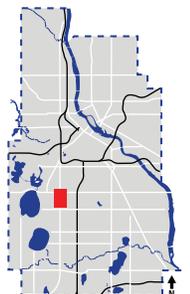
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project could be constructed over two years, however, the most efficient approach would be to build in one construction season.

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



 PROJECT





Minneapolis Capital Budget Request

Project Title: PV122 Dowling Ave (I-94 to 1st St N)	
Project Location: Dowling Ave from I-94 to 1st St N	Affected Wards: 4
City Sector: North	Affected Neighborhood(s): Various
Project Start Date: 4/15/21	Estimated Project Completion Date: 11/15/22
Submitting Department: Public Works	Department Priority: 49 of 52
Contact Person: Steve Hay	Contact Phone Number: 612 673-3884
Level of Need: Significant	

Project Description:

The 0.25 mile project includes the reconstruction of Dowling Avenue North from the eastern I-94 freeway ramps to a new north/south roadway within the Upper Harbor Terminal (UHT) site. This includes the reconstruction of the Port of Minneapolis Drive roadway, which is heavily worn and patched. This project includes curb and gutter, the extension of utilities, subgrade, paving, signage/stripping, and possibly sidewalks and trees.

Purpose and Justification:

This project is needed to make the 50-acre City-owned Upper Harbor Terminal site accessible for redevelopment. As the primary access point to the site, Dowling Avenue/Port of Minneapolis Drive will connect to a future extension of the West River Parkway.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						710	710	
Special Assessments						290	290	
Total						1,000	1,000	

Project Title: PV122 Dowling Ave (I-94 to 1st St N)

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					218	218
Construction Costs					734	734
General Overhead					48	48
Total					1,000	1,000

Have Grants for this Project been secured?

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

No grants have been secured at this time.

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

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

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

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

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

Project Title: PV122 Dowling Ave (I-94 to 1st St N)

traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not taken place for this project.

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

Improvement of conditions on Dowling Avenue N will support redevelopment efforts of the City owned Upper Harbor Terminal site.

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

Without this project, redevelopment opportunity of the city owned Upper Harbor Terminal site would be diminished. The improvements to Dowling Avenue will support a transformative investment in riverfront property resulting in new job opportunities and growth of the city's tax base.

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

The Above the Falls Master Plan Update, adopted by the City Council June 14th, 2013, emphasizes the importance of Dowling Avenue N as a connection between the neighborhoods to the west of the project area the riverfront. Development is anticipated directly adjacent to the project in the form of commercial, office, and light industrial mixed-use buildings. North of the project area, residential redevelopment is anticipated to take place in the long term.

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

This project is a high priority for North Minneapolis and has been in the planning phases for over a decade. Collaboration with the Minneapolis Park and Recreation Board and CPED has resulted in several studies and plans for this area. The 2015 closure of the St. Anthony Lock and Dam no longer makes this site a viable shipping hub and it is in the best interest of the city to redevelop the site.

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

Project Title: PV122 Dowling Ave (I-94 to 1st St N)

Yes, this corridor is shown in the Bicycle Master Plan as having an on-street bicycle lane. The north/south roadway (that this project will connect to) will include a trail.

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

No

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

Yes, this project will improve facilities for both pedestrians and bicyclists through pedestrian ramp improvements, addition of a boulevard along much of the corridor, and the addition of an on-street bikeway.

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

No

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.25 miles, the estimated annual cost to maintain this roadway is \$2,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

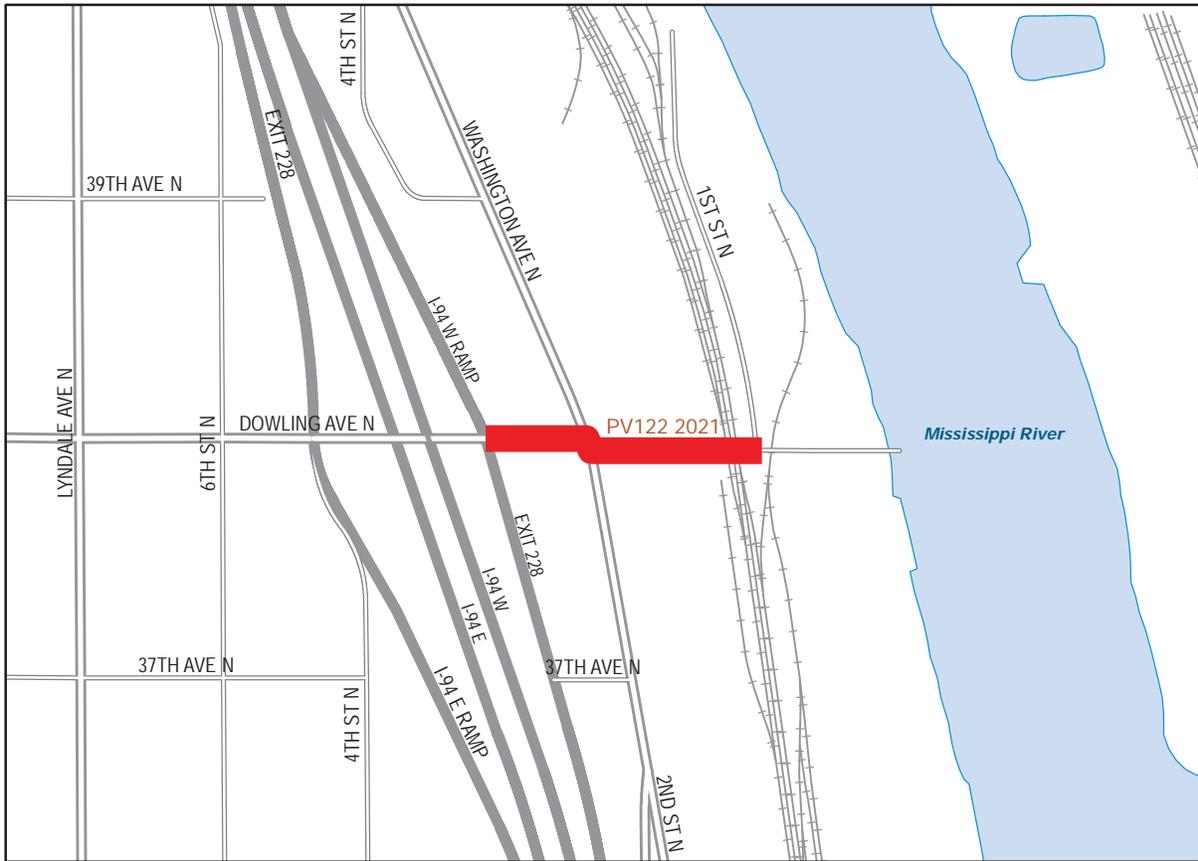
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is the first step in redeveloping the site. It is recommended that the project be constructed in 2021 to meet this need.

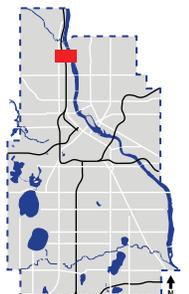
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Project Title: PV122 Dowling Ave (I-94 to 1st St N)

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.



 Project Location



	<p>Dowling Avenue North I-94 Ramp to East of 1st Street North</p>	<p>Proposed: 2021</p>	<p>PV122</p>
	<p>Contact: Steven Hay 612-673-3884</p>		

Project Title: PV124 Mid City Industrial

Project Location: E Hennepin to 35W, Arthur St NE to Industrial Blvd City Sector: East Project Start Date: 4/15/21 Submitting Department: Public Works Contact Person: Simon Blenski / Becca Hughes Level of Need: Significant	Affected Wards: 1 Affected Neighborhood(s): Various Estimated Project Completion Date: 11/15/22 Department Priority: Contact Phone Number: (612) 673-5012 / (612) 673-3594
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Project Description:

This project would reconstruct several street segments totaling 1.95 miles in the Mid-City Industrial Neighborhood which is generally bound on the north by Interstate 35W, on the south by E Hennepin Avenue, on the east by the city limits, and on the west by Johnson Street NE. Within this neighborhood the following street segments are proposed to be reconstructed:

- Arthur Street NE – from the dead end north of Broadway Street NE to Kennedy Street NE on the south;
- Kennedy Street NE – from Arthur Street NE on the west to Taft Street NE on the east;
- Cleveland Street NE- north of Broadway Street NE to the dead end;
- Taft Street NE – from Broadway Street NE on the north to E Hennepin Avenue on the south;
- Hoover Street NE – from the dead end north of Broadway Street NE to E Hennepin Avenue on the south;
- R Street NE - from Spring Street NE on the north to Winter Street NE on the south;
- Winter Street NE – from R Street NE on the west to Industrial Boulevard on the east.

The average daily traffic (ADT) volumes were collected in 2013 and they range from 1,300 to 2,300 vehicles per day. Heavy commercial vehicles make up a large share of the daily traffic due to adjacent commercial and industrial land uses in the neighborhood. All the street segments are part of the local street network.

The project will include complete removal and replacement of the pavement, curb and gutter, driveways, and storm drain inlets. The project will include pedestrian improvements, including new sidewalks, boulevards, and possible pedestrian level lighting.

Purpose and Justification:

The project is located within an important industrial neighborhood with industrially zoned properties that is home to numerous large and small manufacturing, industrial, commercial, healthcare and high-tech companies. The above-listed street segments are predominantly located within the Mid-City Industrial Area Employment District Boundaries and the abutting properties are subject to the policies outlined in the Industrial Land Use and Employment Policy Plan (2006). This plan provides the City with clear policy direction for industrial land uses and industrial sector employment within the City of Minneapolis.

The street segments identified for reconstruction as part of the Mid-City Industrial project have Pavement Condition Index (PCI) assessments ranging from “Poor” to “Very Poor”. The collective reconstruction of these streets to serve the area businesses and properties will improve the accessibility and functionality of the neighborhood as a whole.

The project area is identified in the City of Minneapolis Pedestrian Master Plan (2009) as an area of the pedestrian network with low connectivity due to the inconsistency in the location of existing sidewalks in the neighborhood as well as the large block sizes. All of the above-noted street segments within the project limits include potential sidewalk gaps, which are locations where sidewalks do not exist on one or more sides of the street and new connections are needed to provide access to properties or to provide a direct connection between other sidewalks. The project will explore the filling of sidewalk gaps within the project area to improve pedestrian connectivity in the neighborhood.

None of the above-listed street segments proposed to be reconstructed are identified in the Minneapolis Bicycle Master Plan (2011). The nearest connections include the existing Minneapolis Diagonal Trail and the Stinson Boulevard Bikeway, as well as the future off-street, multi-use Broadway Street NE trail and the Hennepin Avenue Bikeway.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						4,990	4,990	3,050
Special Assessments						3,200	3,200	3,200
Total						8,190	8,190	6,250

Project Title: PV124 Mid City Industrial

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					1,542	1,542
Construction Costs					6,258	6,258
General Overhead					390	390
Total					8,190	8,190

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

This maintains and improves the existing infrastructure that serves the neighborhood furthering the City’s goals as follows:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city’s infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

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

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.

Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit

Project Title: PV124 Mid City Industrial

network.

2.1.3 Ensure continued growth and investment through strategic transportation investments and partnerships.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.3 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.

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.

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.

Policy 2.7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

2.7.4 Maintain a network of truck routes that ensures the safe and efficient delivery of goods to Minneapolis businesses and that directs truck traffic to a limited number of streets with appropriate weight limits.

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

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

The project will be submitted for location and design review in 2016.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

There have not been any collaborative arrangements identified with outside project partners.

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

Not Applicable

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

No

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

Yes. The project would construct new sidewalks, filling a number of existing sidewalk gaps in the city's pedestrian network.

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 given that the identified streets carry high volumes of truck traffic that serve the predominantly industrial area. Innovative design strategies will be explored during project development.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 2 miles, the estimated annual cost to maintain these roadways is \$20,000 per year.

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

Not Applicable

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

Pavement restoration may be needed in about 20 years and regular maintenance such as a crack seal and/or sealcoating may be needed to fully realize the useful life of the project. By completing this project, \$19,500 in operating funds will be saved annually.

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

Not Applicable

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

Not Applicable

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

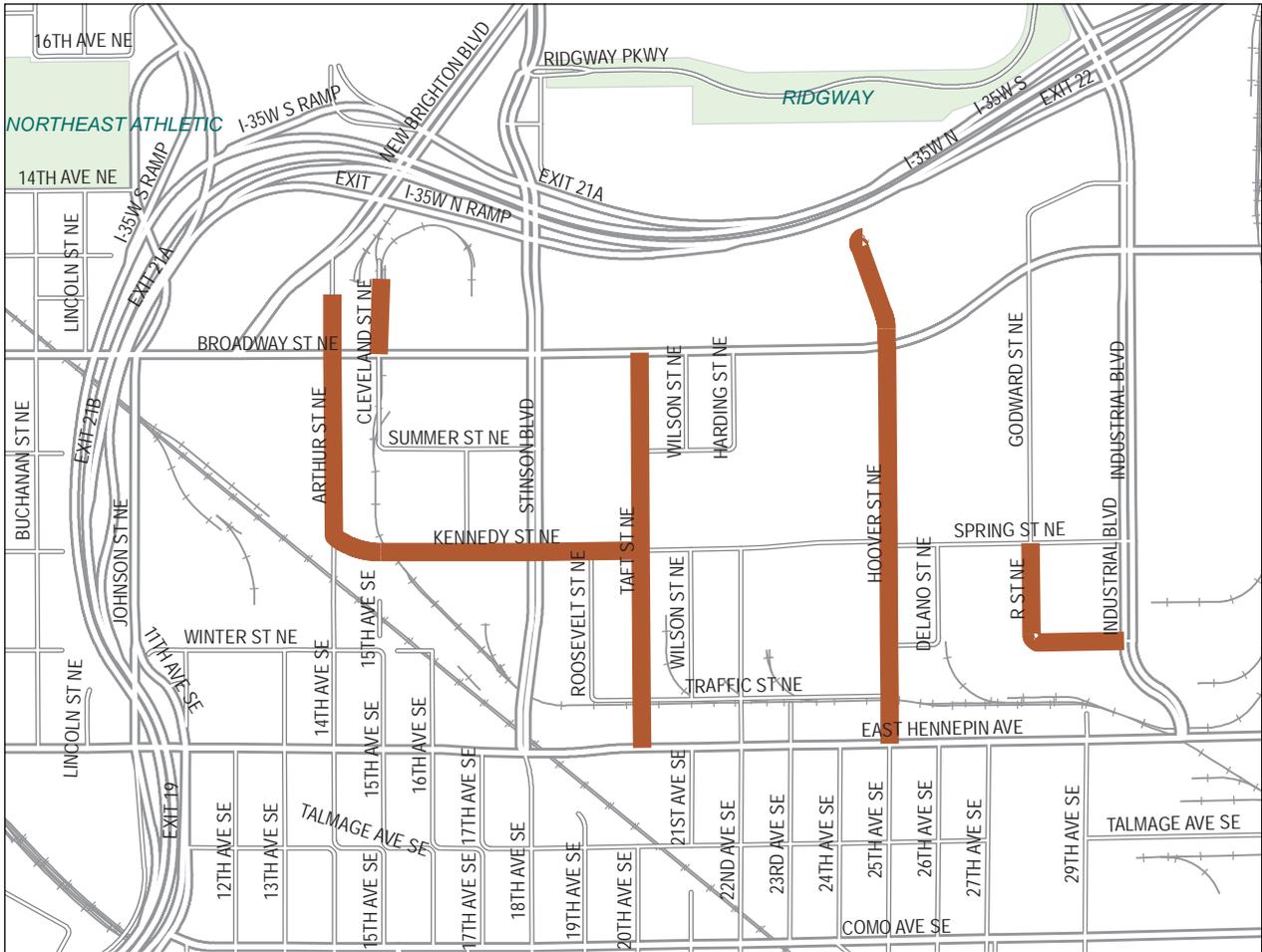
This project is anticipated to be completed in one construction year. Spreading the construction over two or more years decreases

Project Title: PV124 Mid City Industrial

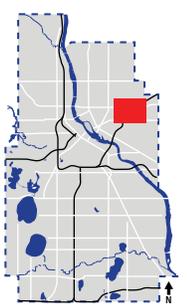
the cost effectiveness of the project.

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

The project would provide better accommodations for trucks and other vehicles travelling through and within the neighborhood, which includes numerous businesses and employment opportunities. Construction of sidewalks will improve mobility, connectivity, and access to transit stops, a key job concentration center, and other nearby multi-modal facilities.



 PROJECT



Project Title: PV125 35th St E (RR Tracks to Dight Ave)

<p>Project Location: RR tracks east of Hiawatha Ave to Dight Ave</p> <p>City Sector: South</p> <p>Project Start Date: 11/15/21</p> <p>Submitting Department: Public Works</p> <p>Contact Person: Steve Hay</p> <p>Level of Need: Significant</p>	<p>Affected Wards: 9</p> <p>Affected Neighborhood(s): Longfellow</p> <p>Estimated Project Completion Date: 11/15/21</p> <p>Department Priority: 45 of 52</p> <p>Contact Phone Number: 612 673-3884</p>
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Project Description:

The proposed project is the reconstruction of the railroad crossing between Hiawatha and Dight Avenues. This will include construction of an ADA-compliant pedestrian walkway. The segment from Hiawatha Avenue to the railroad tracks will be milled and overlaid.

Purpose and Justification:

The section of 35th Street East from Dight Avenue to 31st Avenue South received a mill and overlay in 2013. The railroad crossing segment was not included in that mill and overlay. There is no PCI data for this segment; however, the railroad track crossing is extremely uneven and results in a very rough ride across the tracks. Additionally, there are no ADA-compliant pedestrian walkways across the railroad tracks. There are sidewalks on both sides of 35th Street but they do not currently extend across the railroad tracks.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						300	300	
Special Assessments						20	20	
Total						320	320	

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					25	25
Construction Costs					280	280
General Overhead					15	15
Total					320	320

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

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

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

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

timelines.

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not yet occurred for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

No

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

No, there are no transit routes on 35th Street East and it is not a high volume pedestrian corridor. There is, however, some pedestrian activity primarily due to the Blue Line LRT Station at Hiawatha and 35th Street. This project will provide an improved, ADA-compliant pedestrian walkway along 35th Street.

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

Yes, the sidewalk gaps at the railroad crossing will be constructed to provide a continuous pedestrian walkway along 35th Street.

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

Yes, the right-of-way is constrained within this project area, however, there is sufficient existing width to accommodate the vehicular and pedestrian needs. No bike facility is planned along 35th Street.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project less than 0.1 miles, the estimated annual cost to maintain this roadway is less than \$1,000.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

This is a relatively small project and it would be most cost effective to construct in one year.

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

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

Project Location: 50th St W to Lake St W
City Sector: South
Project Start Date: 4/15/20
Submitting Department: Public Works
Contact Person: Steve Hay
Level of Need: Significant

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/22
Department Priority: 41 of 52
Contact Phone Number: 612 673-3884

Project Description:

The proposed project is a complete reconstruction of Bryant Avenue S from W Lake Street to 50th Street W, a distance of approximately 2.5 miles. This section of Bryant Avenue S is MSA Routes 161 and 162. The Average Daily Traffic on this section of Bryant Avenue ranges from 1,900 vehicles per day between 48th and 49th Streets, to 3,100 just south of W Lake Street. Recent City non-motorized counts indicate that between 400 and 750 bicyclists use the existing Bicycle Boulevard and 150 and 550 pedestrians use this stretch of Bryant Avenue S daily, with the highest levels of activity occurring near W Lake Street. Metro Transit bus service is provided by Route 4 for the entirety of the corridor, with service to Routes 46 and 146 between 46th Street W and 50th Street W. The proposed project will reconstruct the pavement surface and curb and gutter, while replacing traffic signals, lighting, and sidewalks as necessary.

Purpose and Justification:

This segment of Bryant Avenue S was constructed between 1957–1958 as an asphalt over concrete pavement street. The roadway was most recently seal-coated in 2005 and it has received 3 or 4 sealcoats over the course of its lifespan. The PCI was measured in 2013 and was observed between 42–63. Some sections of the concrete curb and gutter are in poor condition and the curb is an old vertical face design that is no longer used by the City.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid						6,445	6,445	
Net Debt Bonds					7,580	3,415	10,995	
Special Assessments					1,340		1,340	
Stormwater Revenue						365	365	
Total					8,920	10,225	19,145	

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				2,056	2,056	4,112
Construction Costs				6,439	7,682	14,121
General Overhead				425	487	912
Total				8,920	10,225	19,145

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

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

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

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

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

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

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

infrastructure.

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

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

Location and Design Review for this project has not yet taken place.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Yes, the Bryant Avenue Bikeway currently has Bicycle Boulevard and sharrow pavement markings. The Bicycle Master Plan recommends considering bike lanes when the roadway is reconstructed.

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

Yes, Metro Transit routes 4, 46, and 146 serve this section of Bryant Avenue. This is also a Pedestrian Priority Corridor.

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

Yes, multi-modal enhancements will be explored with this project. An improved bicycle facility will be explored as well as potential pedestrian realm enhancements.

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

Yes, the right-of-way is constrained. Design options have not yet been fully explored for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 2.5 miles, the estimated annual cost to maintain this roadway is \$25,000.

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

Not Applicable

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

Not Applicable

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

Not Applicable

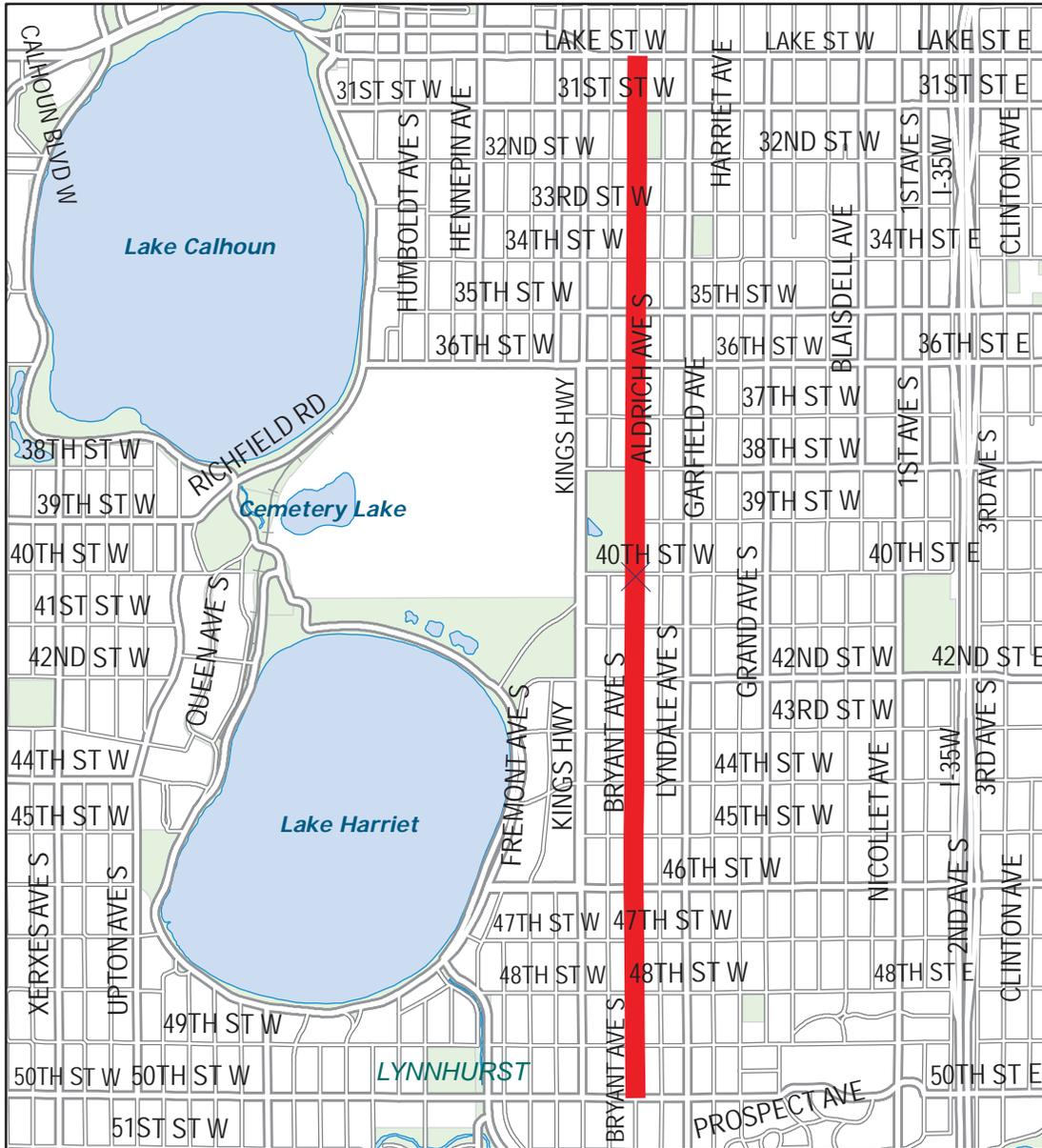
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

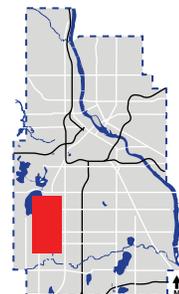
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The project construction schedule and funding will need to take place over 2 years, given the length of this corridor.

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



 Project Location



Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

Project Location: on 37th Ave NE from Central Ave to Stinson Blvd City Sector: East Project Start Date: 4/15/21 Submitting Department: Public Works Contact Person: Steve Hay Level of Need: Significant	Affected Wards: 1 Affected Neighborhood(s): Various Estimated Project Completion Date: 11/15/22 Department Priority: 47 of 52 Contact Phone Number: 612 673-3884
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Project Description:

The proposed project is a complete reconstruction of 37th Avenue NE from Central Avenue to Stinson Avenue, a distance of approximately 1.0 mile. This section of 37th Avenue NE is MSA Route 272 and is the border between Minneapolis and Columbia Heights. The Average Daily Traffic on this section of 37th Avenue NE is approximately 12,000 vehicles per day as measured in 2013. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, some sidewalks, as well as construction of a bicycle facility.

Purpose and Justification:

This project will be a collaborative effort between the City of Minneapolis and the City of Columbia Heights. The northern half of the roadway is in Columbia Heights, the southern half in Minneapolis. This segment of 37th Avenue NE was constructed in 1961 with concrete pavement. The PCI was measured at 57 in 2011, estimated at 46 in 2016. There is a sidewalk gap of approximately 2 blocks on the south side of the street between Cleveland St NE and McKinley St NE. A new section of sidewalk would be constructed to close that gap. Additionally, a bikeway will be included as part of the project. The type of bicycle facility has not yet been determined. There are no sidewalks on the north side of the street, which is in Columbia Heights and they are exploring whether to implement sidewalks as well. It is anticipated that there will be a one way bicycle facility on both the north and south sides of the street.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants						5,450	5,450	
Net Debt Bonds						2,000	2,000	
Other Local Governments						2,000	2,000	
Total						9,450	9,450	

Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					2,333	2,333
Construction Costs					6,667	6,667
General Overhead					450	450
Total					9,450	9,450

Have Grants for this Project been secured?

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

It is anticipated that a funding application will be submitted to the Metropolitan Council's 2016 Regional Solicitation for Federal Transportation Funds.

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

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

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

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

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

Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

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

Location and Design Review for this project has not yet taken place.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

This project will be a collaboration between Minneapolis and Columbia Heights since the centerline of the roadway is the border between the two cities.

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

Yes, this section of 37th Avenue NE is identified as having bike lanes.

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

Yes, a short section of 37th Avenue NE is a Metro Transit route. The proposed project will enhance the sidewalk and bicycle connectivity to the transit line.

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

Yes. Some type of bicycle facility will be constructed with this project. A 2-block sidewalk gap will be closed on the south side of the roadway. The City of Columbia Heights is considering adding sidewalks to the north side of the roadway as well.

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. Design options have not yet been fully explored for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is \$10,000 total, half of which, \$5,000 would be the City's responsibility.

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

Not Applicable

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

Not Applicable

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

Not Applicable

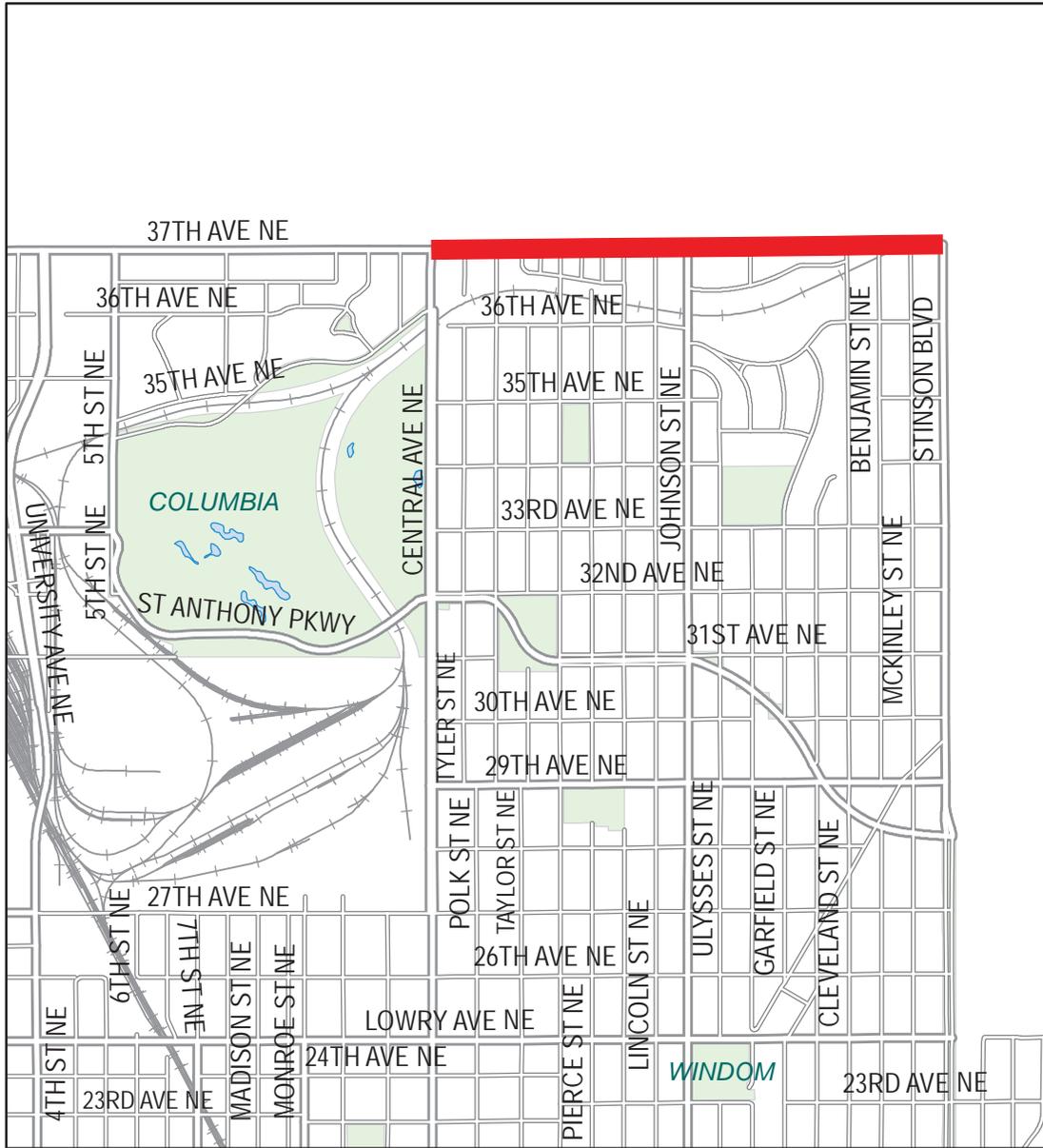
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

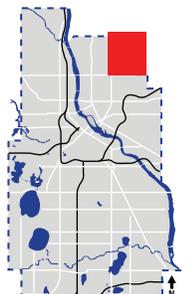
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Since this project is in two cities, it would likely be most efficient to construct the project in a single year.

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



 Project Location



Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR

Project Location: on Cedar Lake Road between Morgan Ave and Chestnut Ave	Affected Wards: 5
City Sector: North	Affected Neighborhood(s): Various
Project Start Date: 4/15/21	Estimated Project Completion Date: 11/15/22
Submitting Department: Public Works	Department Priority: 44 of 52
Contact Person: Meseret Wolana	Contact Phone Number: 612 673-3527
Level of Need: Significant	

Project Description:

This project proposes the rehabilitation of two bridges on Cedar Lake Road which cross the BNSF railroad tracks, the CP Rail railroad tracks, and Bassett Creek. The bridge over CP Rail is a two span steel deck girder structure build in 1982. The bridge is 103 feet long and 50 feet wide. The bridge has a sufficiency rating of 87.9. This bridge is owned by the City of Minneapolis.

The bridge over the BNSF railroad is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has a sufficiency rating of 66.1. This bridge is owned by the BNSF railroad. The City is responsible for bridge maintenance under an existing maintenance agreement with BNSF.

Purpose and Justification:

Timely rehabilitation maintenance of bridges will extend their lifespan and minimize maintenance costs. These two structures require extensive rehabilitation work that is similar in scope and due to their geographic proximity, construction efficiencies can be realized. The scope of work for both structures include mill and overlay of the concrete deck, deck repairs where needed, replacement of bearings, and approach panels. The bridge over CP Rail also needs new expansion joints and the BNSF bridge needs a new railing that meets current standards.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid						305	305	
Net Debt Bonds						815	815	
Total						1,120	1,120	

Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					202	202
Construction Costs					865	865
General Overhead					53	53
Total					1,120	1,120

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

This project maintains existing transportation infrastructure in furtherance of the following City Goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
 - Our neighborhoods have amenities to meet daily needs and live a healthy life
- One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- Equitable systems and policies lead to a high quality of life for all
 - All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

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

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

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

Policies in the City's comprehensive plan that support this project are listed below.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.2 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

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

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

Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR

- 5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
- 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
- 5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
- 5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

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

Location and Design Review has not yet been completed for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

The design features of the rehabilitation work are a collaborative effort of the City of Minneapolis, Minnesota Department of Transportation, The Minneapolis Park and Recreation Board, the Bassett Creek Watershed District, BNSF Railroad and CP Rail.

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

Yes, Cedar Lake Road is designated as striped on-street bike lanes. The CP Rail bridge also passes over the Luce Line Bike Trail.

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

Yes, Cedar Lake Road is a fixed Metro Transit Bus Route. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

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

This project will enhance sidewalks and bike paths.

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

No

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 75

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

What is the estimated annual operating cost increase or (decrease) for this project? (1,500)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The operating cost impacts were determined based on the average maintenance cost of the last three years.

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

These improvements will prolong the bridge life by 35 years as long as routine maintenance is performed.

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

Not Applicable

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

This project requires MnDOT State Aid review and approval. A review of the construction documents by each of the railroads will also be necessary.

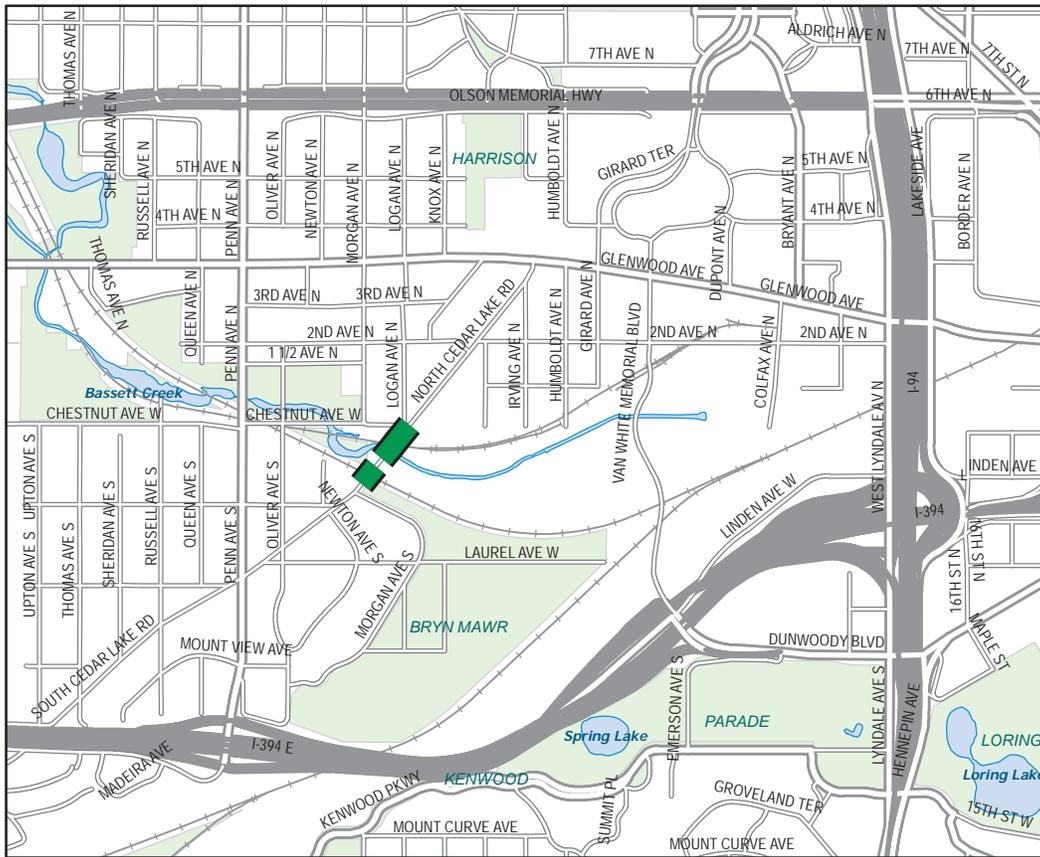
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

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

The economics of rehabilitation to two bridges simultaneously may disappear if the project is scaled.

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



 Project



Project Title: BP001 Safe Routes to School Program

Project Location: Various locations throughout the City.
City Sector: Citywide
Project Start Date: 4/15/17
Submitting Department: Public Works
Contact Person: Forrest Hardy
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 11/15/21
Department Priority: 9 of 52
Contact Phone Number: 612 673-5951

Project Description:

The City’s School Pedestrian Safety Program was initiated in 2005 to improve safety for children during school arrival and dismissal times, and to help reverse a 30-year decline in the rate of students who walk and bike to school. These efforts have largely focused on minor spot improvements, including durable crosswalks, school crossing signage, pedestrian flasher installation and accessible signal upgrades. Funding has been allocated for such improvements within Traffic Safety Improvements Program (TR022) since 2012. While these funds have been successful within their intended capacity, they are insufficient to meet the needs of a strategic citywide Safe Routes to School effort.

Interest in biking and walking has grown substantially in the last few years at many of the city’s 140 schools. Minneapolis Public Schools (MPS) has committed a district level staff person to encourage biking and walking efforts at its schools, and staff at the schools also has a growing role. Organized walk and bike to school efforts are now common throughout the city. Also, MPS has an expanding bike fleet to help support bicycle education and training classes. This bicycle fleet rotates to different schools on a monthly basis and has had a long waiting list since its inception, which is a testament to its demand. In support of these efforts, Public Works led the development of a citywide Walking Routes for Youth map, released in 2014. This map builds upon the network of bicycle boulevards found within the City’s 2011 Bicycle Master Plan, and serves to connect schools, parks, libraries and other youth oriented destinations throughout the city. The routes are served by existing bicycle and pedestrian enhancements along local streets as well as at arterial crossings. Building upon this existing foundation, these routes are a tool to guide and prioritize additional Safe Routes infrastructure investments throughout the city.

The primary objective of this Safe Routes to School program is to increase safety for students and families who walk or bike to schools, parks and other neighborhood destinations. Another objective is to increase the viable choices for walking and biking to local destinations for all Minneapolis residents. The infrastructure enhancements in this program will primarily serve students Kindergarten through 8th Grade. However, families with young children, high school students, and elderly residents will also benefit from these investments.

Purpose and Justification:

Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes infrastructure. This includes the successful award of six Safe Routes grant opportunities, amounting to roughly \$1.4 million in external funding to the City. Until 2014, federal Safe Routes funding covered 100% of the construction cost of an awarded project. Currently legislation specifies that a 20% local match is required for construction, and other soft cost items such as design engineering are no longer eligible for reimbursement.

In the past, the City’s bicycle boulevard facilities were not specifically identified as Safe Routes infrastructure, though many of them serve schools. These facilities were primarily funded through the federal Non-Motorized Transportation Pilot program and other non-Safe Routes specific funding sources. While great progress has been made on this network of facilities, there is currently no local funding source that can be utilized for their continued development. Bicycle boulevards are fairly capital intensive compared to traditional bike lanes, or paint and delineator protected bike lanes. Successful bicycle boulevards include traffic volume and speed management control such as diagonal diverters, island diverters, traffic circles, curb extensions, speed humps and signal modifications. Many of these enhancements have a supplemental benefit to pedestrians along the corridor as well. The Safe Routes program will also enhance arterial crossings with pedestrian shelter medians, pedestrian activated warning devices, curb extensions and similar treatments. These arterial improvements also provide a dual benefit to bicyclists and pedestrians. Each project will be prioritized according to commonly established Safe Routes to School criteria including, reported safety concerns and crash data, potential student usage, existing bike/walk programs at the school, traffic volumes, inadequate crossing gaps, and other site conditions.

Anticipated projects within this program are as follows:

- 2017: Andersen School Bikeway & Pedestrian Crossings (26th St E, 28th St E, 11th Ave S, 12th Ave S)
- 2017: Seward Montessori Bike Boulevards (29th Ave S & 24th St E)
- 2018: 24th St E Bike Boulevard (Minnehaha Ave S – 28th Ave S)

Project Title: BP001 Safe Routes to School Program

- 2018: Southwest High Pedestrian Crossings (Xerxes Ave S at 47th St W)
- 2019: (Whittier/Jefferson School Pedestrian Crossings (26th & 28th St W, Hennepin – Blaisdell)
- 2019: Anthony/Kenny School Pedestrian Crossing (Irving Ave S at 58th St W)
- 2020: Green & Field School Walking Routes (4th Ave S, 35th St E – 42nd St E)
- 2021: 16th Ave N Bike Blvd (Aldrich Ave N – Xerxes Ave N)
- 2021: Northeast Minneapolis Bike Boulevard Enhancements (Various locations)

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds		450	400	400	400	400	2,050	400
Total		450	400	400	400	400	2,050	400

Project Title: BP001 Safe Routes to School Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	404	356	356	356	356	1,827
General Overhead	21	19	19	19	19	98
Total	450	400	400	400	400	2,050

Have Grants for this Project been secured?

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

Over the previous five years, one to two Safe Routes grant funding opportunities have been released per year from federal, state and county sources. The City has received an award in four out of the last six solicitations, with one additional application pending. Two additional applications are expected to be placed in the upcoming Regional Solicitation later this year. It can be expected that the City will continue to construct one to two Safe Routes projects per year through a combination of the proposed capital program and external funding sources.

The City currently has two Safe Routes awards for the 2017 construction year for which the source of local match dollars has yet to be identified. The local funding required is approximately \$395,000 in 2017.

Primary City Goal(s) supported:

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

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

This project increases safety and livability within the city's neighborhoods by providing pedestrian and bicycle facilities oriented towards children and families. These types of facilities help promote an active and connected way of life by enhancing the walking and biking environment within Minneapolis neighborhoods, and by promoting more trips to local destination by foot or bike. The benefits of this Safe Routes program will be realized throughout the city in an equitable manner, and will be experienced by residents of every age group. The following Minneapolis goals are applicable in this respect:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people, regardless of circumstance, have opportunities for success at every stage of life.
- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care and transportation.
- Residents are informed, see themselves represented in City government and have the opportunity to influence decision-making.

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

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We sustain resources for future generations by reducing consumption, minimizing waste and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

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

Project Title: BP001 Safe Routes to School Program

specific policy references:

The proposed Safe Routes to School program is consistent with a broad range of goals and policies in the Minneapolis Comprehensive Plan. These include the transportation, environmental, and public service goals as outlined below. Policy 5.2.8 specifically mentions City investment in Safe Routes to School infrastructure. Policies 2.3 and 2.5 support investments in “safe, comfortable and pleasant” walking and biking routes in order to encourage these modes of travel in the city. Policy 2.2.1 supports the City’s designation of certain local streets as bicycle boulevards, in that bicycle traffic is identified as the modal priority on these particular routes. Many of the other policies shown below also support the goals and purpose of a Safe Routes to School Program.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

2.5.7 Promote motorist awareness and bicycle safety education campaigns.

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

Policy 5.2: Support the efforts of public and private institutions to provide a wide range of educational choices for Minneapolis students and residents throughout the city.

5.2.4 Connect residents to educational opportunities throughout the city, including magnet schools, community education, early childhood family education, post-secondary education, and vocational and higher education.

5.2.5 Encourage the use of public transportation as a means of connecting students to educational opportunities throughout the city.

5.2.8 Provide infrastructure (sidewalks, crosswalks, signage, etc.), education, and enforcement to ensure safe routes to neighborhood schools.

Policy 5.3: Support a strong library system with excellent services, programs, and collections to meet a variety of informational and educational needs

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

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

5.8.3 Effectively engage the public when making decisions that create, remove, or change a city service, project, or policy.

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

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

Project Title: BP001 Safe Routes to School Program

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

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

Location and Design Review will take place in 2016.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

Safe Routes to School within Minneapolis is a collaborative, interagency effort between Minneapolis Public Schools (MPS), Public Works, Police Department, and Health Department among other partners. Since 2009, these partners have met at a monthly Safe Routes to School Work Group whereby pressing issues from the various 5E's are discussed (Education, Encouragement, Enforcement, Engineering, Evaluation). This collaboration has been integral for addressing the complex, multifaceted issue of how to encourage more students to walk and bike to school, and how to provide students with a safe walking and biking environment. This commitment from agency partners has made Safe Routes efforts within Minneapolis a model for cities statewide.

MPS staff provides coordinated programming efforts to encourage the use of the City's Safe Routes infrastructure investments, and to generally increase walking and biking to and from public schools. Staff at the Minneapolis Health Department (MHD) function in a similar capacity for many of the city's private and charter schools. Minneapolis Police Department provides support through their Bike Cops for Kids and Police Activity League programs. They also provide enforcement surrounding school arrival and dismissal operations, and within the city at large. Additionally Hennepin County, MNDOT and FHWA are agency partners that have jurisdiction over various roadways in the city and who administer Safe Routes grant funding to municipalities.

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

All of the proposed bicycle boulevard projects are indicated as such within the City's Bicycle Master Plan.

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

Most of the projects are on low-volume local streets without transit operations. However, pedestrian crossing improvements at locations near high schools will serve students that utilize standard transit vehicles to get to school. Improvements at these locations will improve a pedestrian's access to transit by narrowing crossing distances, providing a center refuge island, or by installing pedestrian warning devices to alert drivers of their presence.

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

Yes, the focus of this program is on enhancing bicycle and pedestrian facilities to connect schools, parks and other neighborhood destinations throughout the city. This will include bicycle boulevard improvements, pedestrian crossing treatments along arterials, and the potential for short sidewalk segments or trail gap infill, among other enhancements.

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

Project Title: BP001 Safe Routes to School Program

Right-of-way is typically constrained on local streets within the city. Bicycle boulevard treatments utilize this constrained space by allowing bicyclists to comfortably share the street with motor vehicles. Traffic calming and diversion along a bicycle boulevard enhances the experience for young or novice bicyclists, and has supplemental benefit to pedestrians.

Pedestrian crossing treatments along arterial streets will make effective use of the constrained right of way that is available. For example, curb extensions are located within a portion of the existing street parallel to the parking lane, although city ordinance prohibits parking in this space at the corner. Pedestrian shelter medians typically manage a constrained right-of-way by shift the existing travel lane and eliminating several on-street parking spots.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project? 1,000

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

A typical project within this program would add an additional \$1000 in annual operating costs. This includes some additional winter maintenance costs, sign and pavement marking replacement, and pedestrian signal repair.

Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians, traffic circles, and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

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

There is no net change in the annual operating budget, the existing maintenance budget will be used to maintain this new infrastructure.

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

Not Applicable

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

Not Applicable

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

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 degree of scalability/flexibility depends upon grant funded commitments within a given program year. There are currently two Safe Routes commitments scheduled for 2017 which are expected to utilize the entire portion of proposed capital funding for that year. The size, scope, and availability of grant funds for each project will determine the maximum amount that could be spent in a given year.

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

More information on is available at the following websites:

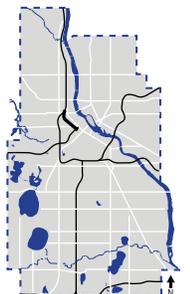
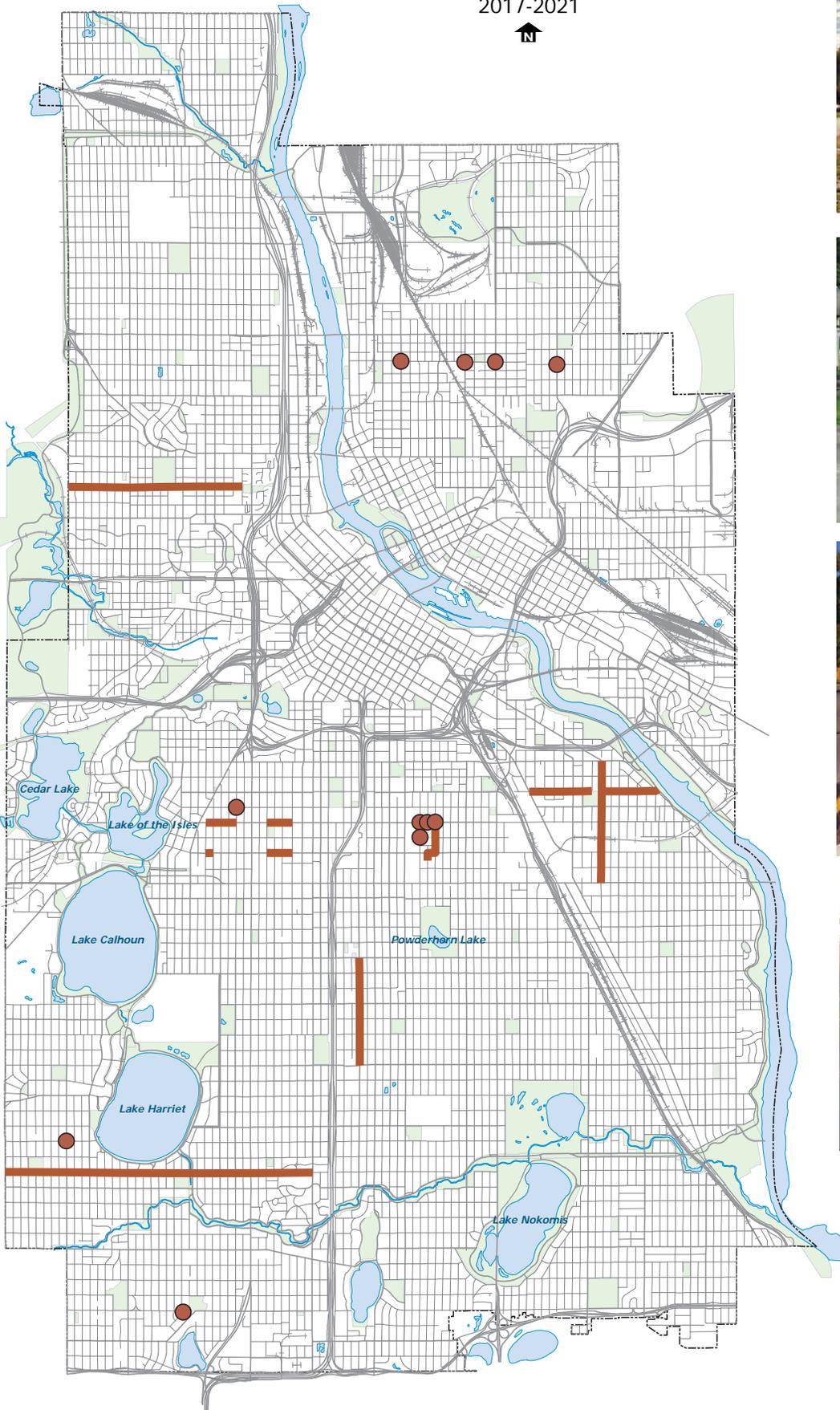
Minneapolis Public Works - <http://www.minneapolismn.gov/publicworks/saferoutes/index.htm>

Minneapolis Public Schools - <http://emss.mpls.k12.mn.us/sr2s>

CITY OF MINNEAPOLIS

BP001 Safe Routes to School Program

2017-2021



Project Title: BP002 Prospect Park Trail

<p>Project Location: Along the railroad corridor and I-94 from Franklin Ave SE to 27th Ave SE</p> <p>City Sector: East</p> <p>Project Start Date: 4/15/21</p> <p>Submitting Department: Public Works</p> <p>Contact Person: Don Pflaum</p> <p>Level of Need: Important</p>	<p>Affected Wards: 2</p> <p>Affected Neighborhood(s):</p> <p>Estimated Project Completion Date: 11/15/22</p> <p>Department Priority: 46 of 52</p> <p>Contact Phone Number: 612 673-2129</p>
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Project Description:

This project involves the acquisition of an abandoned railroad corridor between Franklin Ave SE and 27th Ave SE and construction of a multi-use trail. The project involves grading, subgrade work, paving, lighting, signage, and striping. There may be some contaminated soils to be remediated along this corridor due to past land uses.

Purpose and Justification:

The Prospect Park Trail is shown in the 2011 Bicycle Master Plan as a connection between the Prospect Park Neighborhood and the University of Minnesota. The development north of 27th Ave SE will include a multi-use trail that will make the northerly connection to the University of Minnesota. At this time the railroad can only abandon the portion of railroad between 27th Ave SE and Franklin Ave SE. A connection to the Midtown Greenway could be made in the future if additional railroad property were abandoned and acquired.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants						535	535	
Net Debt Bonds						855	855	
Total						1,390	1,390	

Project Title: BP002 Prospect Park Trail

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					195	195
Construction Costs					1,129	1,129
General Overhead					66	66
Total					1,390	1,390

Have Grants for this Project been secured?

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

No grants have been secured at this time.

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

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

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

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

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

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

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

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

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.

Project Title: BP002 Prospect Park Trail

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design has not been completed for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

This project currently does not have any funding partners. This project will require close coordination with CP Rail.

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

Yes, it is listed as an off-street trail.

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

No

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

This project will include a new route for both pedestrians and bicycles, while increasing multi-modal connectivity between the University of Minnesota and the Prospect Park neighborhood with a grade-separated crossing of Interstate 94.

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 ROW is constrained. There should be enough space for a multi-use trail along the abandoned railroad corridor.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2023

What is the estimated annual operating cost increase or (decrease) for this project? 6,300

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

The maintenance cost is calculated to be \$3.50 per mile per year. The new infrastructure costs will need to be funded with existing operations funding. Given the project length of 1,815 feet, the annual in operating cost is \$6,325.

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

The existing maintenance budget will be used to maintain this trail.

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

A mill/overlay will be required in 20 years. Joint repair may be needed in about 10 years.

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

Not Applicable

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

Not Applicable

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

This project will be constructed in one construction season; however, acquisition costs may need to be accelerated to purchase the property within the abandonment window of opportunity.

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

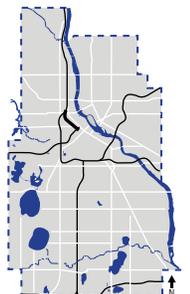
The acquisition of the railroad ROW is time sensitive due to the railroad abandonment process. While this is programmed for 2021, acquisition funds are needed as soon as possible. If the city does not acquire the property within a year it is possible that a private entity could buy the corridor for another purpose.

CITY OF MINNEAPOLIS

BP002 Prospect Park Trail



 Project Location



Project Title: BP003 Midtown Greenway Trail Mill & Overlay	
Project Location: Beginning near the Lake Street LRT station (31st St & Chowen Ave) and ending at 5th Ave S	Affected Wards: Various
City Sector: Southwest	Affected Neighborhood(s): Various
Project Start Date: 4/15/21	Estimated Project Completion Date: 11/15/21
Submitting Department: Public Works	Department Priority: 50 of 52
Contact Person: Mathew Dyrdaahl	Contact Phone Number: 612 673-3642
Level of Need: Significant	

Project Description:

This project involves the renovation of Phase 1 (2.8 miles) of the Midtown Greenway from 31st/Chowen Avenue to 5th Avenue. This project involves a mill/overlay of the trail surface and new pavement markings.

Purpose and Justification:

The useful life of a regional trail pavement is 20 years. The Midtown Greenway was built in 2000 and the asphalt surface already has numerous cracks and joints that can no longer be remedied with preventative maintenance. A crack seal treatment occurred 5 years ago to help prolong the life of the pavement. The pavement quality is a safety concern for ADA users, for cyclists, and rollerbladers. The trail is used by 2,000-3,000 people per day on an average (non-winter) day and is the primary east-west non-motorized transportation corridor for the neighborhoods south of downtown Minneapolis. This corridor is a major tourism draw (similar to Nicollet Mall or the Sculpture Garden) where a higher quality facility is expected by the public. Unfortunately this type of project is ineligible for many of the state and federal grants available for new trail corridor construction such as the Met Council regional solicitation or DNR funding. In the coming years other trail renovation projects will be needed.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						745	745	
Total						745	745	

Project Title: BP003 Midtown Greenway Trail Mill & Overlay

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					15	15
Construction Costs					695	695
General Overhead					35	35
Total					745	745

Have Grants for this Project been secured?

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

No grants have been secured at this time

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

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

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

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

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

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

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

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

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.

Project Title: BP003 Midtown Greenway Trail Mill & Overlay

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design has not been completed for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

This project currently does not have any funding partners.

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

It is listed as an off-street trail.

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

Yes. The Midtown corridor is identified as planned urban rail transitway.

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

This project will improve a popular route for both pedestrians and bicycles of all ages and abilities.

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. Right-of-way is constrained and project will work within the existing constraints. No additional right-of-way will be requested.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

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

Not Applicable

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

Not Applicable

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

There are no unspent balances for this project.

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

Not Applicable

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

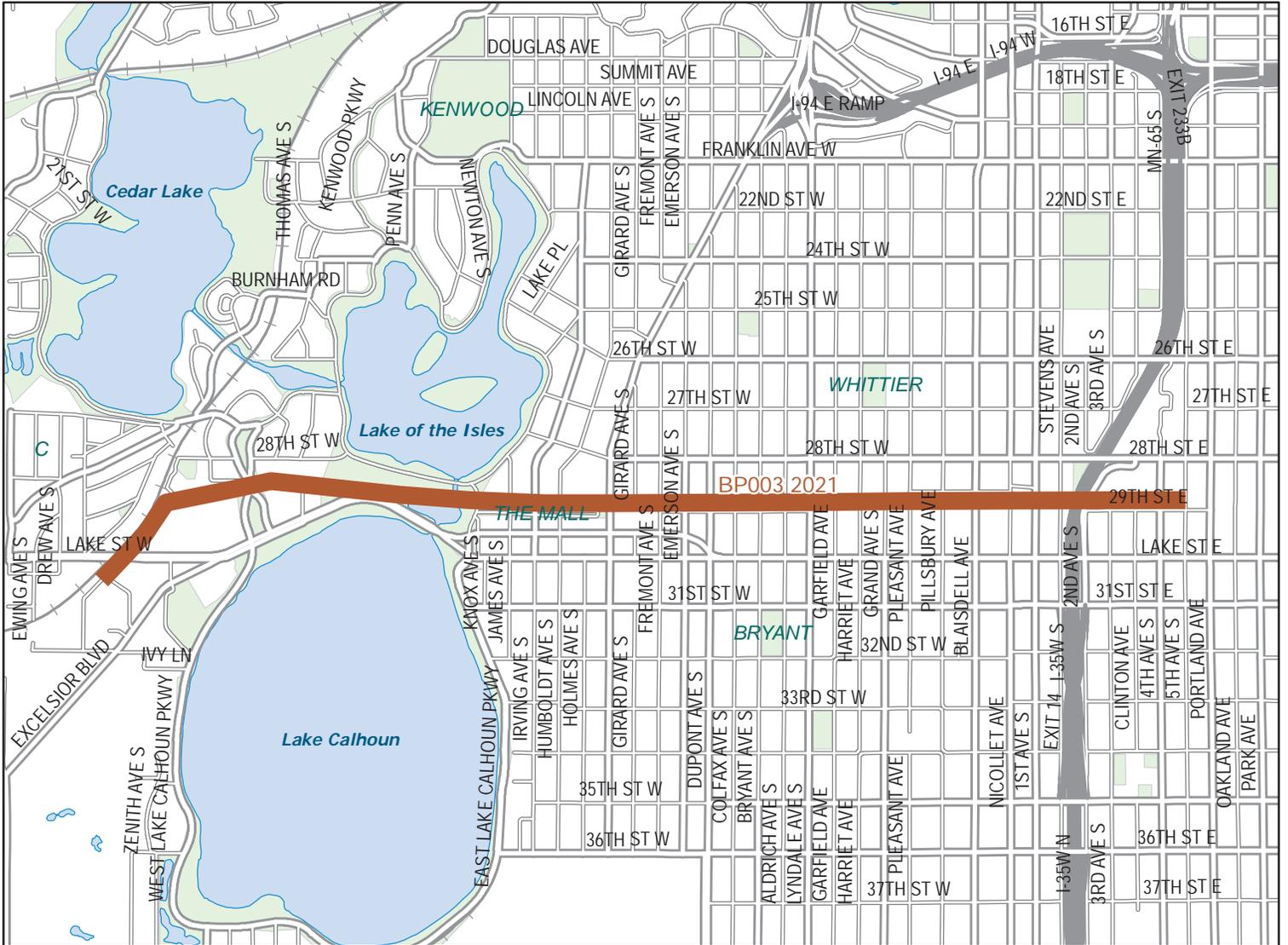
This project will be constructed in one construction season. There is flexibility in schedule.

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

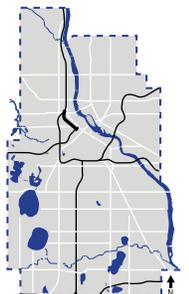
This could be the beginning of a new program to renovate regional trail pavement surfaces that are approaching or are over 20 years old. Streets requiring a mill and overlay are considered for the capital improvement program, and similar repaving projects are necessary to maintain trail in a state of good repair.

CITY OF MINNEAPOLIS

BP003 Midtown Greenway Trail Resurfacing



 Project



Project Title: SW040 Central City Parallel Storm Tunnel

Project Location: Various locations in downtown Minneapolis
City Sector: Downtown
Project Start Date: 4/15/17
Submitting Department: Public Works
Contact Person: Kevin Danen
Level of Need: Significant

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 12/31/23
Department Priority: 4 of 9
Contact Phone Number: 612 673-5627

Project Description:

This project establishes funding to allow the design and construction of a new parallel tunnel in the Central City storm tunnel system to be completed to improve system operations.

Purpose and Justification:

The downtown Central City storm tunnel system consists of 3.9 miles of deep drainage tunnels of which the majority was built from 1939 to 1940 and was designed to handle the stormwater drainage requirements at that time. Land development since has led to a significant increase in the amount of stormwater that is directed into the tunnel system, resulting in over pressurization of the system. This over pressurization has led to degradation in the tunnel infrastructure and an increase in maintenance spending to inspect and maintain the system. Typical problems discovered through the assessment includes voids either above or below the tunnel structure, cracking and failure of the tunnel's liner due to pressurization, erosion of the surrounding sandstone and infiltration of ground water and sand. The Public Works Department has been conducting ongoing repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair the damaged tunnels varies greatly and is limited to being conducted during the winter months when storm water runoff is limited.

The construction of a new parallel primary tunnel would reduce the pressurization in the tunnel system, resulting in a reduced risk of tunnel failures, extended tunnel system service life, reduction in tunnel repair costs, and a decrease in long term maintenance with the operation of the tunnel system such as surface flooding and blowing manhole covers.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Stormwater Revenue		1,000	1,000	1,000	11,000	11,000	25,000	
Total		1,000	1,000	1,000	11,000	11,000	25,000	

Project Title: SW040 Central City Parallel Storm Tunnel

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	952	952	952	2,290	2,290	7,437
Construction Costs				8,186	8,186	16,372
General Overhead	48	48	48	524	524	1,190
Total	1,000	1,000	1,000	11,000	11,000	25,000

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

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

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs

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

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

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

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

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

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

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

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

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

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of

Project Title: SW040 Central City Parallel Storm Tunnel

stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Open Space and Parks: Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.

Policy 7.4: Work to restore and preserve ecosystem functions in green open space areas.

7.4.3 Identify ecological impacts on open spaces and parks caused by urban uses, for example stormwater runoff, and work to mitigate these impacts in order to advance environmental and human health.

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

This project has not been submitted for Location and Design Review yet.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 100

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs,

Project Title: SW040 Central City Parallel Storm Tunnel

materials, contracts, energy savings, etc:

The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing tunnel inspections and maintenance within the Central City storm tunnel system

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

Not Applicable

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

Not applicable

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

Not Applicable

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

Not Applicable

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

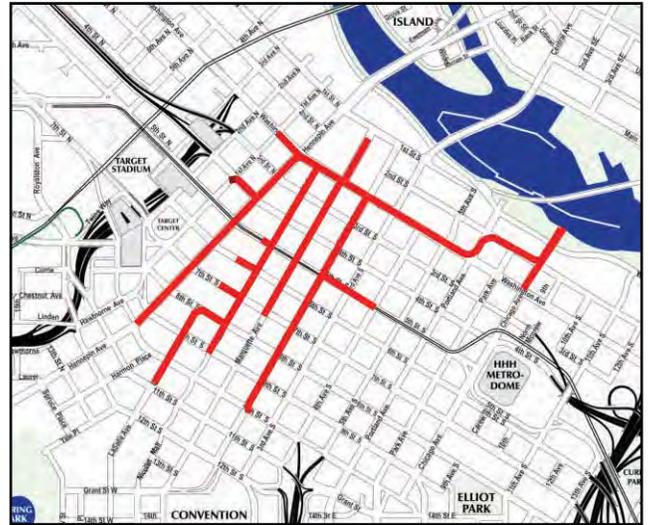
This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

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

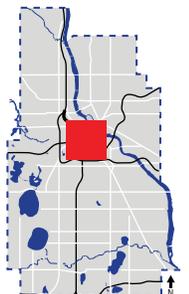
Benefits:

1. Reduced risk of tunnel failures in the Central City Downtown tunnel system
2. Extended tunnel system service life
3. Increase in the time intervals between inspections (operating budget decrease)
4. Increase in tunnel capacity
5. Reduce pressurization
 - . Pressurization that causes manhole covers to blow off.
 - . Reduce surface flooding
 - . Allows the addition of storm water from roof leaders.
 - . Allows the tunnel to carry a larger flow during storms of a large and long duration.
 - . Eliminate hydraulic restrictions.
 - . Allows I&I projects to proceed that are dependent upon the tunnel system for stormwater conveyance.

Central City Parallel Storm Tunnel



Central City Tunnel System





Minneapolis Capital Budget Request

Project Title: WTR18 Water Distribution Facility

Project Location: 1860 28th St E and 2717 Longfellow Ave.

City Sector: East

Project Start Date: 1/1/15

Submitting Department: Public Works

Contact Person: Bob Friddle

Level of Need: Significant

Affected Wards: 9

Affected Neighborhood(s): Phillips

Estimated Project Completion Date: 8/31/18

Department Priority: 5

Contact Phone Number: (612) 673-3387

Project Description:

The project will expand and enhance the current Hiawatha Maintenance Facility site to provide for the programmed needs for Water Distribution Maintenance and other unmet Municipal Operations needs.

Purpose and Justification:

Strategic real estate planning for the City envisioned Public Works operations being consolidated on strategically located campuses. Since 1991, the City's south campus planned on leveraging the City's existing (commonly referred to as the Hiawatha Maintenance Facility) site at 26th Avenue and Highway 55 and expanding to the south as existing Public Works facilities needed replacement.

The City recently acquired the "Roof Depot" properties with the expressed purpose of further developing and expanding the current Hiawatha Maintenance Facility site into a Municipal Operations campus, consolidating other Public Works divisions (and services) as appropriate for improved efficiency of operations and delivery of services.

The Roof Depot site is large enough to accommodate other programmed needs for Municipal Operations and/or a portion of the site could be separated for future private development.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Sanitary Bonds			2,500				2,500	
Stormwater Bonds			2,500				2,500	
Water Bonds	5,500	7,500	7,500				15,000	
Water Revenue	3,000							
Total	8,500	7,500	12,500				20,000	

Project Title: WTR18 Water Distribution Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	300	1,050				1,350
Furniture, Fixtures, and Equipment	250	250				500
Construction Costs	6,593	10,605				17,198
General Overhead	357	595				952
Total	7,500	12,500				20,000

Have Grants for this Project been secured?

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

No grant or other non-City funding has been applied for at this time.

Primary City Goal(s) supported:

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

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

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

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

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

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

- The city's infrastructure is managed and improved for current and future needs

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

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

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

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

5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

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

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

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

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

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

Location and Design Review has not been conducted yet.

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

Describe the economic development impact of the project:

NA

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

Any unneeded portions of the site (for Municipal Operations) will be reviewed for potential for private development consistent with neighborhood interests.

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

Current site zoning is maintained.

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

None at this time.

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

Yes, this project will be adjacent to the Midtown Greenway bicycle trail and the newly constructed dedicated bicycle lanes on 28th Avenue South.

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

Along the Hiawatha LRT, two blocks from the Lake Street station. Project will not provide for any improvements.

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

No

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

Yes, the City's operations will be adding a small amount of addition vehicular trips (in and out) of the south access point on 28th Avenue.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: Yes

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

To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

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

If there are any additional operating costs (compared to existing), these costs will be included in the 5 year financial plan for the City.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize

Project Title: WTR18 Water Distribution Facility

the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

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

Prior years funding was used for acquisition of the Roof Depot.

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

Design will be completed over the course of the next year with environmental remediation and construction to follow.

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

There is flexibility in the project schedule, but the operational gains will be delayed and interim costs keeping existing facilities functioning will occur.

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

The proposed relocation of the Water Distribution and Maintenance Operations will resolve the deficiencies of the existing facilities, thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost effective manner. Water main maintenance and construction activities can be more closely coordinated and key services delivered more effectively and professionally in a modern facility.



Photos of existing East Yard Facility

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition	
Project Location: 1101 North 6th Street	Affected Wards: 3
City Sector: Downtown	Affected Neighborhood(s): North Loop
Project Start Date: 1/1/20	Estimated Project Completion Date: 10/15/20
Submitting Department: Fire Department	Department Priority: 3 of 3
Contact Person: Bob Friddle	Contact Phone Number: 612-673-3387
Level of Need: Desirable	

Project Description:

This project would provide for an apparatus bay expansion at Fire Station #4.

Purpose and Justification:

Fire Station #4 is a traditional two-story brick building with a partial basement and two apparatus bays, and living space.

With the development in the North Loop, an addition of an apparatus bay that would accommodate the equipment needs for higher density residential housing and large scale commercial structures.

The current location has good access points to the existing transportation routes and therefore the project would expand at the current location. Fire Service would continue operating during the project.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						750	750	
Total						750	750	

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					89	89
Furniture, Fixtures, and Equipment					75	75
Construction Costs					550	550
General Overhead					36	36
Total					750	750

Have Grants for this Project been secured?

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

Grants and other non-City funding have not been applied for at this time.

Primary City Goal(s) supported:

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

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

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

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

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

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

- The city’s infrastructure is managed and improved for current and future needs

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

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

5.4.1 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

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

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

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

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition

or operating city facilities.

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

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

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

Location and Design Review has not yet been applied for.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

NA

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

No

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

NA

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

The only potential partner may be Hennepin Medical (ambulance).

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

NA

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

No

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

No

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

No

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

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

What is the estimated annual operating cost increase or (decrease) for this project? 2,500

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

Additional operating costs will be minimal.

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

NA

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

NA

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

NA

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

This project can be completed in one year.

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

Funding is flexible

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

Expanding the current station is significantly less expensive than replacement. Expansion will meet the Fire Department's needs in this part of the City for the foreseeable future.



Minneapolis Capital Budget Request

Project Title: PSD17 East Side Storage and Maintenance Facility	
Project Location: 340 27th Avenue NE	Affected Wards: 1
City Sector: North	Affected Neighborhood(s): Holland
Project Start Date: 9/1/15	Estimated Project Completion Date: 5/1/19
Submitting Department: Public Works	Department Priority: 1 Of 1
Contact Person: Bob Friddle	Contact Phone Number: 612-673-3387
Level of Need: Significant	

Project Description:

The project will design and construct a new storage and maintenance facility to support the long term needs of Municipal Operations. Currently, the City is in discussions with the Parks & Recreation Board about the potential to co-locate its Forestry, North and East Operations Centers to this site.

Purpose and Justification:

The current facilities and sites being replaced are functionally deficient to meet the City's long term needs for effective service delivery. The building sites have not had regular capital investment and in some cases have exceeded their intended life. By consolidating and co-locating there can be more effective use of staff and equipment and the potential for improved coordination of work.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds				9,000			9,000	
Park Capital Levy			11,000				11,000	
Solid Waste Bonds	10,000	15,000	0				15,000	
Total	10,000	15,000	11,000	9,000			35,000	

Project Title: PSD17 East Side Storage and Maintenance Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	486	476	221			1,183
Furniture, Fixtures, and Equipment	1,800		600			2,400
Construction Costs	12,000	10,000	7,750			29,750
General Overhead	714	524	429			1,667
Total	15,000	11,000	9,000			35,000

Have Grants for this Project been secured?

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

Grant or other non-City funding has not been secured at this time.

Primary City Goal(s) supported:

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

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

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED
The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES
City operations are efficient, effective, results-driven, and customer focused.

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

- Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.
- 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
- 5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
- Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
- 6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
- 6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
- 6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
- Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

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

The Project has not yet been submitted into the Location and Review process.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

1809 Washington Street could be redeveloped to a best and highest use.

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

This project frees up riverfront land that is part of the "Above the Falls" park development plan. This project envisions 1809 Washington Street being sold for private development.

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

This project is not part of a small area plan for the Holland neighborhood.

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

Park Board is a potential partner

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

Yes, the Grand Rounds.

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

Yes, the Grand Rounds

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

Accommodations for the Grand Rounds will be included in this project.

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

The intersection of 27th and University may need to be improved as part of this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

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

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$3,000,000

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

Increased operating costs will be accounted for in the rates for services as part of the City's 5-year financial plan.

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

Fees for service.

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

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

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

Previous years appropriations will be used for design services, demolition and environmental remediation.

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

Design in 2016, Construction to follow.

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

Project has been approved by City Council. Design consultants have been hired.

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

This project frees up riverfront land that is part of the "Above the Falls" park development plan. This project envisions 1809 Washington Street being sold for private development.

Project Title: PSD19 Impound Lot Facility	
Project Location: 51 Colfax Avenue North	Affected Wards: 5
City Sector: Downtown	Affected Neighborhood(s): Bryn Mawr
Project Start Date: 1/1/17	Estimated Project Completion Date: 10/15/17
Submitting Department: Public Works	Department Priority: 1 of 1
Contact Person: Bob Friddle	Contact Phone Number: 612-673-3387
Level of Need: Important	

Project Description:

This project will provide for needed site improvements (drainage, lighting, security, landscape screening), and for the comprehensive renovation and expansion, or replacement, of the Impound Service Building at or near its current location. This project will also provide for the more effective use of City owned and leased land to allow for the vehicle storage area west of the Van White Boulevard to be utilized only for overflow purposes and to shield the daily operations from the adjacent neighborhoods.

Purpose and Justification:

The Impound Lot serves the community on a daily basis removing vehicles from neighborhoods that are abandoned, stolen, crashed, improperly parked or need to be held as evidence.

The existing Impound facility site does not have adequate lighting, security, landscape screening or storm water drainage. The existing building (built in 1986) does not meet current needs for staff support, security and customer waiting and service. Record files are stored in a trailer. Presently, the waiting area and toilet facilities are not adequate during peak activity periods like spring and fall sweeps and snow emergencies. An overflow waiting area for customers is provided in a trailer, and public toilets are unheated portable units.

This project presents an opportunity to re-evaluate and improve how customer service is provided, to assess and improve customer and truck flow, examine security and technology improvements, on-line service, remote service locations with shuttles, etc. With an efficient structure and optimization of processes, vehicles can be received and released more quickly and safely. The work areas will be made more efficient. A newly expanded overflow waiting area will be designed to operate as a conference and training room when not needed for customers. The newly expanded waiting area will also provide room for technology so that customers can look up their vehicle and pay, decreasing customer stress and frustration, and the amount of time spent releasing a vehicle. Space would also be provided for informational displays on such topics as traffic regulations and proper vehicle disposal. Barrier-free ADA accessibility will be addressed in the renovation/new construction. These improvements will result in a significantly improved environment for customers and staff, and increase the efficiency of the processes needed to legally retain impounded vehicles.

This project will be designed to meet the current LEED Silver (non-certified) sustainable design guidelines. The result will be a facility that is sustainable, safe, energy efficient and environmentally friendly.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Parking Bonds		5,400					5,400	
Total		5,400					5,400	

Project Title: PSD19 Impound Lot Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	93					93
Furniture, Fixtures, and Equipment	150					150
Construction Costs	4,900					4,900
General Overhead	257					257
Total	5,400					5,400

Have Grants for this Project been secured?

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

Grant and other non-City funding have not been applied for at this time

Primary City Goal(s) supported:

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

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

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED
The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES
City operations are efficient, effective, results-driven, and customer focused.

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

- Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.
 - 5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
 - 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
 - 5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
- Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
 - 6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
 - 6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
 - 6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
- Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

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

The Project has not yet been submitted into the Location and Review process

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

Allows for potential commercial redevelopment of areas west of Van White Blvd.

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

Yes, allows for potential commercial redevelopment of areas west of Van White Blvd.

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

This project supports the Bassett Creek Redevelopment Plan.

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

Minnesota Department of Transportation and the State Patrol

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

No

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

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

No

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

No

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

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

What is the estimated annual operating cost increase or (decrease) for this project? 10,000

Any Prior Year Remaining Bond Authorizations?

Prior Year Remaining Bond Authorizations:

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

New or renovated buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved.

The end result is there will not be significant operational savings with the systems.

The building will be either expanded or replaced, therefore there will be a small increase in operating costs estimated to be \$10,000 per year.

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

The increased costs can be absorbed within the current operating budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize

Project Title: PSD19 Impound Lot Facility

the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

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

NA

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

Design will be completed in 2016 with construction being planned for 2017.

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

Funding has been planned for in the 5-year financial plan for the Parking Systems.

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

The City Council and Mayor have approved this project through the regular council committee process in 2015.

Project Title: PV123 Logan Park Industrial

<p>Project Location: E Broadway to 17th Ave NE, Filmore St NE to Tyler St NE City Sector: East Project Start Date: 4/15/21 Submitting Department: Public Works Contact Person: Steve Hay Level of Need: Significant</p>	<p>Affected Wards: 3 Affected Neighborhood(s): Logan Park Estimated Project Completion Date: 11/15/22 Department Priority: 51 of 52 Contact Phone Number: 612 673-3884</p>
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Project Description:

The proposed project is the complete reconstruction of several street segments in the Logan Park neighborhood. These streets consist of heavily patched brick pavers and unpaved streets. Specific street segments to be reconstructed are:

- 12th Avenue NE – From Jackson Street to Central Avenue
- 14th Avenue NE – From Quincy Street to Central Avenue
- 15th Avenue NE – From Jackson Street to Van Buren Street
- Jackson Street NE – From 15th Avenue to Dead-End north of 15th Avenue
- Quincy Street NE – From Broadway Street to 15th Avenue
- Van Buren Street NE – 14th Avenue to 15th Avenue

The project will include complete removal and replacement of the pavement, curb and gutter, driveways, and storm drain inlets. The project may include pedestrian improvements, there are several sidewalk gaps within the project area and construction of new sidewalks will be considered.

Purpose and Justification:

These streets were constructed at various times prior to 1957. They are a mixture of pavement types including brick pavers, asphalt, concrete, asphalt over concrete, and unpaved streets. They have been patched and repaired a number of times. Most of these streets cannot be rated with a PCI due to the absence of an asphalt or concrete surface but they have extremely poor ride quality due to the age and poor overall condition of the roadways. Many of the streets do not have sidewalks and this project will provide an opportunity to evaluate these sidewalk gaps.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						2,735	2,735	
Special Assessments						2,420	2,420	
Total						5,155	5,155	

Project Title: PV123 Logan Park Industrial

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					1,058	1,058
Construction Costs					3,852	3,852
General Overhead					245	245
Total					5,155	5,155

Have Grants for this Project been secured?

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

Not Applicable

Primary City Goal(s) supported:

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

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

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

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

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

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

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

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

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

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Project Title: PV123 Logan Park Industrial

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

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

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

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

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

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not yet occurred for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

No

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

No, there are no transit routes on these streets. These are not high volume pedestrian corridors; however, increased pedestrian activity has occurred in recent years with development in the surrounding areas.

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

Yes, there are several sidewalk gaps in the project area and some of these gaps may be filled with construction of new sidewalks.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Project Title: PV123 Logan Park Industrial

is there potential for innovative design options? Provide details

Yes, the right-of-way is constrained within this project area with competing needs for drive lanes, parking, and sidewalks. Design options have not yet been explored for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: No

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain these roadways is \$7,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

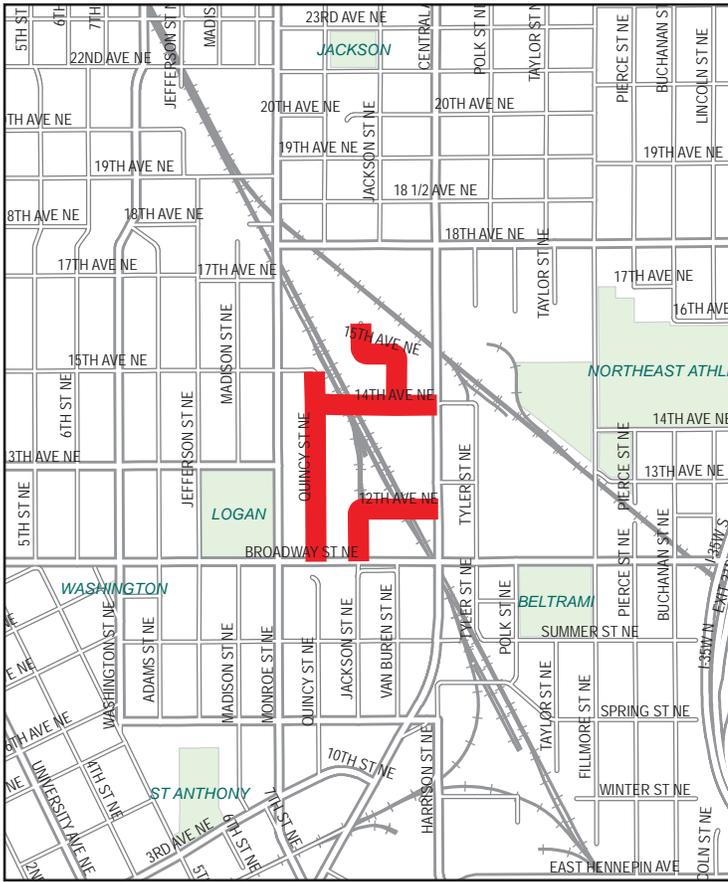
If this is a new project, describe the major project phases and timing anticipated for completing the project:

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 could be constructed over two years. It would be more cost effective to construct in one year.

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



 PROJECT

