

**Request for City Council Committee Action from the Department of Community Planning and Economic Development - CPED**

**Date:** October 9, 2007  
**To:** Council Member Lisa Goodman, Community Development Committee  
**Referral to:** Council Member Paul Ostrow, Ways & Means/Budget Committee  
**Subject:** **Increase and extend consultant contract for 46<sup>th</sup> & Hiawatha LRT Station Area Transit-Oriented Development Strategy**

**Recommendation:** Authorize an increase in the scope of Contract C-24156 with Olsson Associates for the Transit-Oriented Development Strategy for the 46<sup>th</sup> and Hiawatha LRT Station Area by an amount not to exceed \$30,000 and extend the expiration date to May 31, 2008.

**Previous Directives:** On December 28, 2001, the Minneapolis City Council adopted The 46<sup>th</sup> & Hiawatha Station Area Master Plan; on October 20, 2006, the City Council authorized the issuance of a Request for Proposals for the Transit Oriented Development Strategy for the 46<sup>th</sup> & Hiawatha LRT Station Area and the execution of a contract with the selected consultant team in an amount not to exceed \$130,000; and on February 20, 2007, the City Council approved allocations for the 2007 Preliminary Planning Fund, including the 46<sup>th</sup> & Hiawatha LRT Station Area.

Prepared by: Mark Garner, Senior Project Coordinator, (612) 673-5037

Approved by:

-----  
Charles T. Lutz, Deputy Director of CPED

Presenter in Committee: Mark Garner, CPED, Senior Project Coordinator

**Financial Impact**

No financial impact

Action is within the CPED Business Plan, which focuses neighborhood economic development and housing projects, programs and investments on commercial and transit corridors.

**Community Impact**

Neighborhood Notification: On September 11, 2007 the Citizen Advisory Committee of the Transit-Oriented Development Strategy for the 46<sup>th</sup> & Hiawatha LRT Station Area, including representatives of the Longfellow Community Council and Standish Ericsson Neighborhood Association, discussed increasing the scope and timeline of the project if approved by the City Council.

City Goals – Connected Communities, Enriched Environment, and a Safe Place to Call Home.

Sustainability Targets – Affordable housing units – increases number of affordable rental units; downtown transportation mode split - increases number of housing units along Hennepin County Transit Corridors.

Comprehensive Plan – Section 4.1: Minneapolis will encourage reinvestment along major urban corridors as a way of promoting growth in all neighborhoods; Section 4.9: Minneapolis will grow by increasing its supply of housing; Section 4.10: Minneapolis will increase its housing that is affordable to low and moderate income households; Section 4.11: Minneapolis will improve the availability of housing options for its residents; Section 4.15: Minneapolis will carefully identify project sites where housing redevelopment or housing revitalization are appropriate responses to neighborhood conditions and market demand; and Section 4.18: Minneapolis will encourage both a density and mix of land uses in Transit Station Areas that support ridership for transit as well as benefit from its users.

Zoning Code – The TOD Strategy is based upon the land use framework and design guidelines in the adopted Master Plan and will inform the CPED Planning Division rezoning study for the 46<sup>th</sup> Street LRT Station Area.

Living Wage/Business Subsidy Agreement	Yes	No <u>X</u>
Job Linkage	Yes	No <u>X</u>

### Supporting Information

In October 2006, the Minneapolis City Council authorized CPED to issue a Request for Proposals for a consultant team to prepare a Transit-Oriented Development (TOD) Strategy for the 46<sup>th</sup> and Hiawatha LRT Station Area. In February 2007, after evaluating proposals from four consultant teams, the City selected a team led by Olsson Associates (planning, urban design and civil engineering) that also includes Iteris (transportation), Farr Associates (architecture and sustainable design) and ZHA (market and real estate advisory services). A contract with Olsson Associates was subsequently executed in the amount of \$130,000 for the project (Contract C-24156). The current contract expires December 31, 2007.

The purpose of the study is to build upon the framework developed in the Station Area Master Plan by completing infrastructure concept designs, development scenarios for several opportunity sites, traffic and market analysis, and cost and economic feasibility assessments, and then recommending a ten-year action plan to move the planning vision forward into implementation. For the past six months the consultant team has been working with City staff, a citizen advisory committee (CAC), policy makers, and an inter-governmental technical advisory group (TAG) on the project, and completed two public workshops.

To date the TOD study has contributed technical information for four different active City projects that are in the project planning and development phase. It will provide important

technical information to support future City grant funding proposals, market advocacy, public and private partnerships, and development dispositions of publicly-owned property consistent with the LRT station plan and vision. The study has also developed concepts for innovative low impact development (LID) district stormwater management improvements and for greening projects to achieve City sustainability targets within this rapidly developing LRT station area.

Over the past month it has become apparent that development scenarios and impact analysis for additional development sites, related technical work on infrastructure concepts, and additional public workshops, CAC meetings and TAG meetings are needed to achieve the full benefit of the study. Since this work was not included within the original scope of the project, it is recommended that the City Council authorize appropriate City officers to negotiate and execute a contract amendment to expand the contract scope, increase the contract compensation by a negotiated amount not to exceed an additional \$30,000, and extend the expiration date of the contract to May 31, 2008.

The current \$130,000 TOD Strategy contract was funded by an LCDA grant from the Metropolitan Council (\$50,000), as well as funding from CPED (\$50,000) and Public Works (\$30,000). The additional amended contract scope and costs (up to \$30,000) will be funded from the approved CPED Preliminary Planning Fund allocation for the 46<sup>th</sup> and Hiawatha LRT Station and is expected to be reimbursed from future redevelopment project revenues.