



Request for City Council Committee Action From the Department of Public Works

Date: November 17, 2003
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **Hiawatha Light Rail Transit (LRT) - Plans for Mn/DOT Parcel Located North of Warehouse LRT Station**

Recommendation:

1. Receive and File - Plans for Minnesota Department of Transportation (Mn/DOT) Parcel Located North of Warehouse District LRT Station to Include Site Improvements and Police Parking

Previous Directives:

- November 8, 2002 - City Council approval of Traction Power Substation 14 Conceptual Architectural Design, granted based on the commitment from the Metropolitan Council to work with the City to determine a satisfactory plan for remainder of Parcel 99C.

Prepared by: Heidi Hamilton, P.E., Principal Professional Engineer, 673-3439

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Heidi Hamilton

<p>Financial Impact (Check those that apply)</p> <p><input checked="" type="checkbox"/> No financial impact - or - Action is within current department budget. (If checked, go directly to Background/Supporting Information)</p> <p><input type="checkbox"/> Action requires an appropriation increase to the Capital Budget</p> <p><input type="checkbox"/> Action requires an appropriation increase to the Operating Budget</p> <p><input type="checkbox"/> Action provides increased revenue for appropriation increase</p> <p><input type="checkbox"/> Action requires use of contingency or reserves</p> <p><input type="checkbox"/> Other financial impact (Explain):</p> <p><input type="checkbox"/> Request provided to the Budget Office when provided to the Committee Coordinator</p>

Background/Supporting Information:

The Minnesota Department of Transportation acquired the parking lot located at 16 North 5th Street, adjacent to the Warehouse District LRT Station, for construction of LRT Traction Power Substation (TPSS) #14. TPSS 14 and its screenwall has been constructed on the northern 93' of the lot (in the interior of the block), leaving the front 70' of the parcel (along North 5th Street) vacant.

Over the past two years we have worked with the Metropolitan Council to evaluate options for the vacant front portion of the lot. Ideally this small parcel, which has been a surface parking lot since at least 1951, will be redeveloped. Recognizing that development is unlikely to occur in the immediate future, the shortage of police parking in the area, and the need to provide light rail vehicle operator restrooms at the end of the line, the cooperative plan described below has been developed.

- Metro Council will re-pave the parcel and create ten parking stalls that will be utilized by First Precinct and MetroTransit police vehicles (marked and unmarked cars) until the lot can be developed.
- The Light Rail Vehicle operators will be permitted to use the restrooms in the First Precinct Station, allowing Metro Council to meet union contract obligations. The First Precinct Station is located on the same block as the parcel, with its main entrance on North 4th Street.
- An ornamental fence and bollards will be constructed along 5th Street as shown in the attached drawings. The fence will dress up the lot while providing visibility through it. The fence is also a compromise between significant architectural screening and minimizing the investment into a structure we plan to be eliminated by redevelopment.
- Metro Council has agreed to approach the owner of the building adjacent to the alley (Dreamgirls building) to propose vacation of the alley. We recommend vacation of the southern 100' of this alley since there is no longer a vehicle outlet onto 5th Street due to the construction of the Warehouse District LRT Station.
- Metro Council will obtain all necessary approvals from the State Historic Preservation Office (SHPO).
- The concrete block walls that surround the substation on the northern portion of the site (TPSS 14) will be painted a color that will be determined in coordination with SHPO.

We have used the same City review and comment procedures for this site plan as were used for the rest of the LRT line. Community Planning and Economic Development – Development Services has determined that no variances or permit applications are required for this plan because the land use is not changing.

Through successful collaboration this plan addresses numerous issues for a challenging site with the resources available at this time.

Attachment C100 - Parking Lot Layout
Attachment A400-A401 - Ornamental Fence Design

cc: Council Member Goodman
Council Member Johnson Lee
Inspector Robert Allen, MPD
Lee Sheehy, CPED
Jack Byers, CPED
Mark Garner, CPED
Neil Anderson, CPED
Mark Fuhrmann, Hiawatha Project Office/Metro Transit
Chris Weyer, Metro Transit