



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

**Date:** August 24, 2004  
**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee  
**Referral to:** None  
**Subject:** **Lake Street (5<sup>th</sup> Avenue S to 21<sup>st</sup> Avenue S) Streetscape Petition**

### Recommendation:

1. Accept Base Level Streetscape Petition from Abutting Property Owners.
2. Direct Minneapolis Department of Public Works to work with Hennepin County in Developing Bid Documents and Construction of Base Level Streetscape Improvements.

### Previous Directives:

- August 6, 2004 Council Action – Resolution approving Hennepin County Transportation Department's Layout.
- August 6, 2004 Council Action – Resolution supporting Hennepin County's variance requests to the Minnesota Department of Transportation.
- June 21, 2002 Council Action – Authorization to execute a Lake Street reconstruction and streetscape project City/County cooperative agreement for professional services.

**Prepared by:** Jack Yuzna, P.E., Engineering Service Division, 673-2415  
**Approved by:**

\_\_\_\_\_  
Klara A. Fabry, P.E., City Engineer, Director of Public Works  
**Presenters:** Jack Yuzna, P.E., Principal Professional Engineer

### Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.  
(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

Action provides increased revenue for appropriation increase

Action requires use of contingency or reserves

Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

### Background/Supporting Information:

Since its inception in 1999, Hennepin County and the City of Minneapolis have recognized the greater Lake Street reconstruction project as an opportunity to reaffirm the street's historical importance as a commercial corridor and local and regional destination. In 2000, County and City elect officials met with their staff to initiate a framework for developing a greater Lake Street

vision. It was determined that the rebuilt Lake Street should be a balance of multi-modal transportation (pedestrians, transit, bicyclists and vehicles) and “place making”. The inclusion of significant streetscaping of the pedestrian realm was identified as important element to “place making” creation.

A Technical Advisory Committee (TAC) was formed to work on developing the road reconstruction and streetscape design. To facilitate community involvement and provide direction to the TAC, the County proposed the formation of a Project Advisory Committee (PAC) made up of representatives of the surrounding neighborhoods, businesses, property owners and wards. The PAC began meeting in January of 2003.

While funding is always an important issue for projects, it is a greater challenge when the project includes a streetscape. In effort to ensure the success of the Lake Street vision, the County proposed that the streetscape funding be a combination of the County’s Roadside Enhancement Partnership Program (REPP) funds, federal TEA-21 (Transportation Equity Act for the 21st Century) funds and local assessment. The funding plan was brought forward to Council and Public Works was directed to assist Hennepin County in submitting the TEA-21 applications. The County was successful in its application and obtained \$2,100,000 in federal TEA-21 funds for the streetscape. The County has also committed an additional \$3.3 million of their REPP funds.

The cost estimate for the streetscape construction for all three segments of Lake Street to be rebuilt is \$9.9 million (or ~\$385 per lineal-foot of frontage). County REPP and TEA-21 funds would provide \$5.4 million (or ~\$210 per lineal-foot of frontage). The remaining \$4.5 million (or ~\$175 per lineal-foot of frontage) would be from streetscape special assessments to the benefiting properties. The cost estimate was based on the available County REPP and TEA-21 funds and their required local matching funds.

This information was relayed to the PAC who directed that a Streetscape and Property Assessment Subcommittee (SPAS) be formed to assist with these aspects of the projects. The SPAS continued the PAC work of reviewing the streetscape design and began ascertaining the abutting property owners’ level of acceptance for additional streetscape special assessments.

With the decision to begin construction of the middle segment of Lake Street (5<sup>th</sup> Avenue S to 21<sup>st</sup> Avenue S) in 2005, the SPAS focused its effort there. After an extensive effort by SPAS, the Chair John Wolf (a Lake Street business and property owner) forwarded the department a petition signed by the property owners of the middle segment of Lake Street who represent sixty-nine and one-half percent (69.5%) of the linear frontage. The petition states that property owners have agreed to additional special assessments in the amount not exceed of one hundred and seventy five dollars (\$175 per lineal-foot) for the development of streetscape improvements. This would provide the base streetscape of ~\$385 per lineal-foot of frontage anticipated by the County funding plan. Efforts are underway to develop the base level streetscape such that it would negate the need for a special maintenance service district. The current City/County design cooperative agreement includes sufficient funds for developing the base level streetscape portion of the bid documents.

While the petition addresses a base level streetscape for the entire middle segment, additional efforts are still under way. The Chicago/Lake and Bloomington/Lake business nodes have expressed in interest in an enhanced level streetscape. The Bloomington/Lake business node is in the process of circulating a petition that would define the level of enhancement and its associated cost. Both business nodes are aware that the enhanced level streetscape will require the formation of special maintenance service districts. Should the enhanced level streetscape petitions move forward, additional appropriations may be needed for the

development of the enhanced level streetscape portion of the bid documents. These appropriations would be funded by enhanced level streetscape special assessments.

The Chicago/Lake business node has circulated its petition. The petition is in favor of providing an enhanced level streetscape from Columbus to 12th Avenues South. The enhanced level would increase the special assessment for Lake Street abutting properties to three hundred and fifty dollars (\$350) per lineal foot. This would provide a total cost of ~\$555 per lineal-foot of frontage enhanced streetscape. The petition has not come forward at this time due to the interest of the Chicago/Lake business node in expanding the streetscape along Chicago Avenue South from the businesses south of Lake Street (approximately mid-block between Lake Street and 31<sup>st</sup> Street) to 28<sup>th</sup> Street.

The Chicago/Lake business node, recognizing that the streetscape improvements for Chicago Avenue would require the cost to be one hundred percent (100%) assessed wishes to determine the amount of assessment that might be possible before submitting the petition to the City. The department believes both petitions will be brought forward for your consideration at the September 14, 2004 Transportation and Public Works Committee meeting.

Though the middle segment project schedule is currently under review, it is the intent of the TAC to have all streetscape improvements to be included in the road reconstruction bid documents. At this time, it is believed that construction of the Lake Street middle segment will began mid-May of 2005.

Attachment 1 - Project Map

Attachment 2 - July 30,2004 Petition Letter from John Wolf, Chair Streetscape and Property Assessment Subcommittee

Attachment 3 - August 6, 2004 Council Action – Resolution approving Hennepin County Transportation Department's Layout

Attachment 4 - August 6, 2004 Council Action – Resolution supporting Hennepin County's variance requests to the Minnesota Department of Transportation

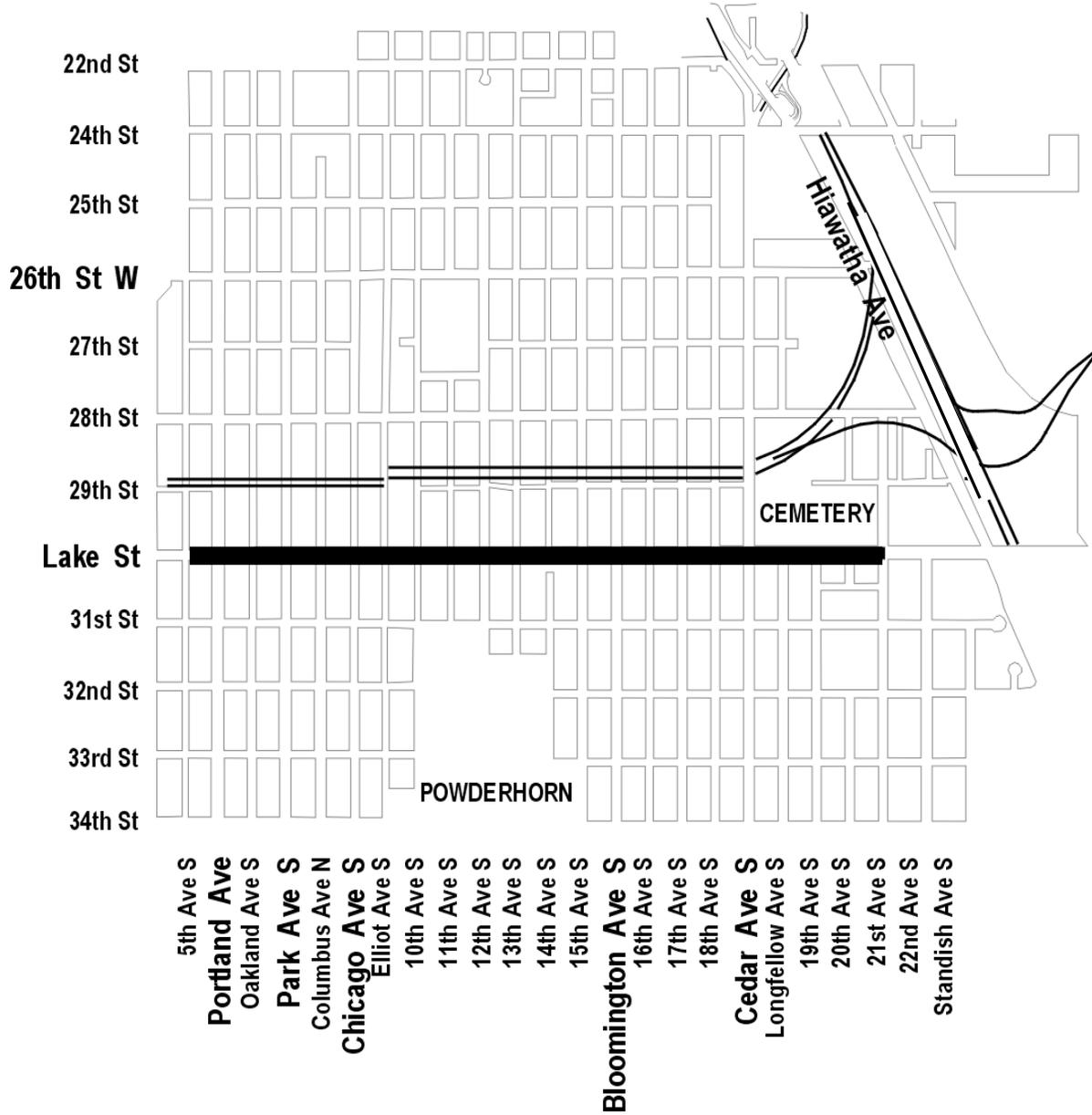
Attachment 5 - June 21, 2002 Council Action, Approving City/County Cooperative Agreement for Professional Services

cc: Council Member Dean Zimmerman, Ward 6  
Council Member Robert Lilligren, Ward 8  
Council Member Gary Schiff, Ward 9

# ATTACHMENT 1

## Lake Street Reconstruction & Streetscape

### Segment 1 (Oakland Ave to 21st Ave)



**█ Project**

## ATTACHMENT 2

July 30, 2004

Mr. Jack Yuzna  
Minneapolis Public Works  
204 City of Lakes Building  
309 2<sup>nd</sup> Avenue South  
Minneapolis, MN 55401-2281

Re: Lake Street Reconstruction and Streetscaping Project

Dear Mr. Yuzna,

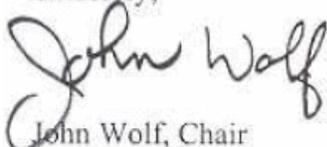
On behalf of the Streetscaping and Property Assessment Subcommittee of the Project Advisory Committee formed by Hennepin County for the purposes of participating in planning and designing the Lake Street Reconstruction and Streetscaping Project, I am submitting the attached streetscape improvement petition to the Minneapolis City Council for their action.

This petition contains property owner signatures representing 69.5% of the linear frontage of Lake Street within the middle segment identified as 5<sup>th</sup> Avenue to 21<sup>st</sup> Avenue. As stated on the petition, each property owner who signed has agreed to the development of streetscape improvements resulting in an assessment not to exceed \$175 per linear foot. They also understand that federal and County funding will be provided for streetscaping, resulting in a total cost of approximately \$385 per linear foot.

It is our desire that the City Council act upon this petition soon so that the streetscape components can be included within the overall Project's design and construction specifications.

Thank you for your assistance in this matter.

Sincerely,



John Wolf, Chair  
Streetscaping and Property Assessment Subcommittee

cc. Commissioner Peter McLaughlin  
Commissioner Gail Dorfman  
Jim Grube  
Louis Smith  
Barry Warner  
Tom Johnson

# ATTACHMENT 3

## MINNEAPOLIS CITY COUNCIL OFFICIAL PROCEEDINGS

### REGULAR MEETING OF AUGUST 6, 2004

(Published August 14, 2004, in *Finance and Commerce*)

#### RESOLUTION 2004R-339

By Colvin Roy

#### **Approving the Hennepin County Department of Transportation's Layout for County State Aid Highway (CSAH) 3 (Lake Street) from 5th Av S to the 21st Av S.**

Whereas the Hennepin County Department of Transportation (County) has proposed the reconstruction of Lake Street from 5th Av S to the 21st Av S in Minneapolis; and

Whereas, the County formed a Project Advisory Committee (PAC) consisting of representatives from the neighborhoods, businesses and elected officials to assist with providing guidance and recommendations for the project; and

Whereas, with the assistance of the PAC, the City and County have held many meetings and Open Houses with the adjacent communities to solicit input for the development of the layout; and

Whereas, the PAC voted to recommend four-lane (two travel lanes in each direction) cross-sections for Lake Street west of Hiawatha Avenue at its March 18, 2004 meeting; and

Whereas, the County has prepared several layouts and layout modifications describing the proposed improvements; and

Whereas, the County has submitted Layout "A", along with a modification to said Layout "A", labeled Layout "D" (both dated, July 12, 2004) to the City of Minneapolis requesting approval, said layouts on file with the City Engineer identified as Layout "A" -Lake Street PRELIMINARY LAYOUT AMENDED HENNEPIN COUNTY PROPOSAL (5th Av S to the 21st Av S) and as Layout "D" - PRELIMINARY LAYOUT MODIFIED SEARS REDEVELOPMENT (Columbus Av S to the 13th Av S); and

Whereas, subsequent to their submittal of Layouts "A" and "D", the County developed and submitted an additional layout modification to said Layout "A" and "D", for Cedar Av S and Lake St, said layout modification on file with the City Engineer identified as Lake St Preliminary Layout Concept A+D - FLAP CEDAR AV INITIAL CONSTRUCTION (dated August 3, 2004) to the City of Minneapolis requesting approval; and

Whereas, the City and County Departments of Public Works concur that the Layout "A" as modified by Layout "D" and the Cedar Av S and Lake St layout modification, complies with the PAC's recommendation while providing for the existing and future transportation needs and for the opportunity of "place making" along the corridor and meets state standards; and

Whereas, staff has made its recommendation to the City Council based on said determination;

Now, Therefore, Be it resolved by The City Council of The City of Minneapolis:

That the City approves the County's Layout "A" (dated July 12, 2004) as amended by Layout "D" (dated July 12, 2004), and as amended between Columbus Avenue and 10th Avenue with the replacement Chicago Area Parking Recovery Plan (flap labeled "Concept A+D Overlay; Parking Bay Between Columbus and 10th," dated August 5, 2005) and as amended between 18th Avenue and 19th Avenue with the replacement Cedar Lake Correction (flap labeled "Concept A+D Overlay; Cedar Avenue," dated August 6, 2004) and the Cedar Av S and Lake St layout modification (dated August 3, 2004) for Lake Street from 5th Av S to 21st Ave S as submitted.

Adopted 8/6/04.

## ATTACHMENT 4

# MINNEAPOLIS CITY COUNCIL OFFICIAL PROCEEDINGS

REGULAR MEETING OF  
AUGUST 6, 2004

RESOLUTION 2004R-340  
By Colvin Roy

**Encouraging a strong pedestrian realm within the Lake Street Reconstruction Project.**

Whereas, Lake Street is a vital asset to the City of Minneapolis as more than a transportation corridor and it is critical that upcoming reconstruction of Lake Street include a healthy pedestrian-friendly element.

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

That the City will actively support Hennepin County variance requests to the Minnesota Department of Transportation for State Aid Standards for parking lane widths, driving lane widths, and reaction zone widths to encourage a strong pedestrian realm within the Lake Street right-of-way.

Adopted 8/6/04.

## ATTACHMENT 5

# MINNEAPOLIS CITY COUNCIL OFFICIAL PROCEEDINGS

## REGULAR MEETING OF JUNE 21, 2002

(Published June 29, 2002, in *Finance and Commerce*)

**T&PW & W&M/Budget** - Your Committee, having under consideration the Lake St Reconstruction Project between Lyndale Av S. and W River Parkway and plans to include streetscape improvements in the reconstruction project, now recommends:

1. That the proper City officers be authorized to execute a Cost Participation Agreement with Hennepin County for professional engineering, professional management and public affairs services for the Lake St streetscape improvement projects (County Agreement No. PW 51-20-01), pending satisfactory review of the contract by the City Attorney's Office; and
2. That the City's share of costs shall not exceed \$550,000 and shall be paid over two years, with the first payment in the amount of \$300,000 to be made with 2002 budgeted funds (4100-937-9372) and the remaining payment to be considered as part of the 2003 budget (as outlined in Petn No 268008).

Adopted. Yeas, 12; Nays none.

Absent - Johnson Lee.

Passed June 21, 2002.

Approved June 27, 2002. R.T. Rybak, Mayor.

Attest: M. Keefe, City Clerk.