



## IMPLEMENTATION CHAPTER

DRAFT DECEMBER 12, 2017

# Implementation Chapter

The Implementation Chapter lays out action steps to make the goals and policies of the *2040 Comprehensive Plan* become reality.

## General Implementation

The City of Saint Paul will implement the *Comprehensive Plan* in numerous ways, including:

- Analyze existing implementation tools and processes for conformance, and revise accordingly;
- Align spending with goals and policies;
- Direct staff work;
- Update regularly and implement the City's Racial Equity Plan;
- Educate the implementers, including through distribution of Comprehensive Plan guides and checklists across departments, and training as necessary;
- Pursue outside funding that aligns with goals and policies; and
- Communicate with outside agencies, developers, community organizations, and other members of the public who can drive implementation.

The City will also analyze existing *Comprehensive Plan* addenda for conformance with the new *Comprehensive Plan* and pursue any necessary revisions.

## Official Controls

Implementation tools include official controls such as the Zoning Ordinance, the Subdivision Ordinance, the Heritage Preservation Ordinance and Site Plan Review.

## Fiscal Tools

The City uses a variety of fiscal tools to fund implementation of multiple chapters of the *Comprehensive Plan*, including:

- Capital Improvement Bonds (CIB), which provide the most basic funding for yearly investment in capital facility improvements;
  - o Capital improvements focused on Public Works are incorporated in a Five-Year Capital Plan adopted annually by the Mayor and City Council. The most recent Five-Year Capital Plan is provided in Appendix I-A.
- Tax Increment Financing (TIF), which is used for brownfields remediation and redevelopment of a core city;
- The Sales Tax Revitalization Program (STAR), also known as the "1/2 cent sales tax program," which is a flexible funding program intended to provide support for

RiverCentre, cultural activities, and community based and neighborhood oriented development opportunities through an open and public competitive processes;

- Special assessment districts, such as Business Improvement Districts (BIDs); and
- Special allocations, such as the previous 80 Vitality Fund that provided \$27 million for four transportation projects in 2016.

## Outside Funding

Outside funding sources applicable to multiple chapters' implementation include the following:

- Community Development Block Grants (CDBG);
- Livable Communities Act (LCA) grants, administered by the Metropolitan Council; and
- Brownfields cleanup grants from the Minnesota Pollution Control Agency (MPCA).

**Implementation Item****Implementation Timeline***Short Term (0-5 years)**Medium Term (5-10 years)**Long Term (10+ years)***Funding Sources**

|                         |           |   |             |  |
|-------------------------|-----------|---|-------------|--|
| GENERAL IMPELEMENTATION | <b>1</b>  | Analyze existing implementation tools and processes for conformance, and revise accordingly.  | Short Term  | <ul style="list-style-type: none"> <li>• Capital Improvement Bonds (CIB)</li> <li>• Tax Increment Financing (TIF)</li> <li>• Sales Tax Revitalization Program (STAR)</li> <li>• Community Development Block Grants (CDBG)</li> <li>• Livable Communities Act (LCA) grants</li> <li>• Brownfields cleanup grants from the Minnesota Pollution Control Agency (MPCA)</li> <li>• Special assessment districts</li> <li>• Special allocations</li> </ul> |
|                         | <b>2</b>  | Align spending with goals and policies.   | Ongoing     |  |
|                         | <b>3</b>  | Use the Comprehensive Plan to direct staff work.  | Ongoing     |  |
|                         | <b>4</b>  | Educate the implementers, including through distribution of Comprehensive Plan guides and checklists across departments, and training as necessary. | Short Term  |  |
|                         | <b>5</b>  | Pursue outside funding that aligns with goals and policies.   | Ongoing     |  |
|                         | <b>6</b>  | Communicate with outside agencies, developers, community organizations, and other members of the public who can drive implementation.               | Ongoing     |  |
|                         | <b>7</b>  | Update and use the Saint Paul Racial Equity Plan to implement and measure equity-related goals and policies from the Comprehensive Plan.            | Ongoing     |  |
|                         | <b>8</b>  | Develop public engagement standards and policies for use across City departments.   | Short Term  |  |
|                         | <b>9</b>  | Analyze existing Comprehensive Plan addenda for conformance with the new Comprehensive Plan and pursue any necessary revisions.                     | Short Term  |  |
|                         | <b>10</b> | Develop process across departments to involve relevant parties at the beginning of development projects.  | Short Term  |  |
|                         | <b>11</b> | Develop a workforce development and programming strategy across all departments.  | Medium Term |  |

## Chapter-Specific Implementation

| Implementation Item |  | Implementation Timeline<br><i>Short Term (0-5 years)</i><br><i>Medium Term (5-10 years)</i><br><i>Long Term (10+ years)</i> | Funding Sources  |
|---------------------|--|---|--|
| LAND USE            | <b>1</b> Analyze and consider revisions to the Zoning Code, including dimensional standards, conditional use permit standards and site plan review standards in response to 2040 Plan.   | Short Term  | <ul style="list-style-type: none"> <li>• PED budget</li> <li>• Special allocations</li> <li>• Grant funds</li> </ul> |
|                     | <b>2</b> Conduct a zoning study of commercial design standards.  | Medium Term   |  |
|                     | <b>3</b> Conduct a zoning study for “transit-supportive” residential infill development in proximity to transit with more flexible design standards similar to Traditional Neighborhood zoning districts.  | Short Term  |  |
|                     | <b>4</b> Identify and study areas of the city where lack of stormwater infrastructure is a barrier to redevelopment.   | Medium Term   |  |
|                     | <b>5</b> Consider a process to further evaluate and monitor equitable distribution of community amenities.   | Short Term  |  |
|                     | <b>6</b> Consider creating a system of business councils to complement the District Council System to include business voices in city processes and reviews and improve geographic coverage of business representation.  | Long Term   |  |
|                     | <b>7</b> Complete Airport Zoning Study in partnership with the Metropolitan Airports Commission.   | Short Term  |  |
|                     | <b>8</b> Conduct a study to establish criteria for and evaluate additional architecturally or culturally significant views to include in the Map of Significant View. Locations to be evaluated should include, but are not limited to: <ul style="list-style-type: none"> <li>• Views of Downtown Saint Paul from Selby Avenue</li> <li>• Views of Downtown Minneapolis from Como Avenue</li> <li>• Views to Schmidt Brewery</li> <li>• Views to St. Agnes Church</li> <li>• Views to Highland Water Tower</li> </ul> | Long Term   |  |
|                     | <b>9</b> Complete Station Area Plans for planned stations along the Riverview Corridor transit project.  | Short Term  |  |

## Implementation Item

## Implementation Timeline

Short Term (0-5 years)

Medium Term (5-10 years)

Long Term (10+ years)

## Funding Sources

|                |   |  |             |  |
|----------------|---|--|-------------|--|
| TRANSPORTATION | 1 | Conduct <u>City-led road construction projects</u> .   | Ongoing     | <ul style="list-style-type: none"> <li>• Saint Paul Streets Fund (SPS) (street improvement bonds)</li> <li>• Minnesota State Aid (MSA) (City share of State fuel taxes)</li> <li>• Right-of-Way Maintenance Assessment Funds</li> <li>• Sidewalk Infill Program, which addresses standalone sidewalk projects</li> <li>• MnDOT Cooperative Agreement Program</li> <li>• Regional Solicitation for federal transportation funds (administered bi-annually by the Metropolitan Council)</li> <li>• Regional Solicitation for the federal Highway Safety Improvement Program (HSIP) (administered bi-annually by MnDOT)</li> <li>• Transportation Economic Development (TED) (administered by MN DEED)</li> <li>• Other MnDOT funds, such as Local Road Improvement Program, Safe Routes to School, and funds focusing on freight movement, trunk highway safety or bridges</li> <li>• Right-of-Way Loan Acquisition Fund (RALF) (administered)</li> <li>• Transportation Investment Generating Economic Recovery (TIGER) grants</li> </ul> |
|                | 2 | Participate in Metro Transit's Service Improvement Plan process, which occurs every five years.  | Ongoing     |  |
|                | 3 | Participate in transitway planning processes led by other agencies, such as currently underway for Riverview, Gateway/Gold Line and Rush Line.   | Ongoing     |  |
|                | 4 | Inform Ramsey County mill and overlay, restriping and reconstruction projects.   | Ongoing     |  |
|                | 5 | Inform MnDOT roadway reconstruction and maintenance projects, including especially "Reimagine I-94".   | Ongoing     |  |
|                | 6 | Analyze and consider revisions to the Bicycle Plan, Pedestrian Plan and Street Design Manual.  | Short Term  |  |
|                | 7 | Use the <u>Bicycle Plan</u> , Pedestrian Plan and Street Design Manual to guide implementation of the bicycle network, pedestrian network and complete streets.  | Ongoing     |  |
|                | 8 | Work towards increasing all trips (not just work commute) mode share for non-single-occupant vehicles, aiming to surpass the following interim goals prior to 2040, as measured via the Metropolitan Council's Travel Behavior Inventory (TBI): 25% walking, 20% public transit, and 8% bicycling. | Long Term   |  |
|                | 9 | Adopt and implement a "Vision Zero" program.   | Medium Term |  |

**Implementation Item****Implementation Timeline****Funding Sources***Short Term (0-5 years)**Medium Term (5-10 years)**Long Term (10+ years)*

| HOUSING | 1 | Use the Comprehensive Plan to help guide the update of the City's Consolidated Plan and other housing-related planning documents.  | Short Term | See Housing Appendix __ for possible funding sources for current and future housing needs. |
|---------|---|--|------------|--|
|         | 2 | Review the following documents and update, as needed, to ensure consistency with the Comprehensive Plan: <ul style="list-style-type: none"><li>• Low Income Housing Tax Credit Qualified Allocation Plan (QAP)</li><li>• Project and Program Evaluation Tool</li></ul> | Short Term |  |
|         | 3 | Review existing programs to ensure that they meet the current and future housing needs identified in the Comprehensive Plan.   | Short Term |  |
|         | 4 | Review and update the City's official controls to advance the housing goals and policies.  | Short Term |  |
|         | 5 | Coordinate with the City's lobbyists and elected officials to work on state- and federal-level housing policy issues.  | Ongoing    |  |



**Implementation Item****Implementation Timeline***Short Term (0-5 years)**Medium Term (5-10 years)**Long Term (10+ years)***Funding Sources**

|       |          |   |            |   |
|-------|----------|---|------------|---|
| WATER | <b>1</b> | Address inflow and infiltration using tools, policies, and strategies described in the Water Chapter.   | Ongoing    | <ul style="list-style-type: none"><li>Watershed District grants</li></ul> |
|       | <b>2</b> | Implement capital investment in water supply infrastructure as described in the Water Supply Plan.  | Ongoing    |   |
|       | <b>3</b> | Evaluate adequacy and efficiency of stormwater-related official controls, including consideration of changing precipitation patterns.           | Short Term |   |
|       | <b>4</b> | Carry out educational, operational, and other efforts related to surface water quality as described in the Local Surface Water Management Plan. | Ongoing    |   |

**Implementation Item****Implementation Timeline***Short Term (0-5 years)**Medium Term (5-10 years)**Long Term (10+ years)***Funding Sources**

|       |    |   |                    |  |
|-------|----|---|--------------------|--|
| PARKS | 1  | Update the Parks and Recreation Vision Plan as necessary to follow the new Comprehensive Plan direction.  | <i>Short Term</i>  | <ul style="list-style-type: none"> <li>• Parkland dedication funds</li> <li>• MN Legacy Amendment funds</li> <li>• Environment and Natural Resources Trust Fund (limited to high-quality natural areas)</li> <li>• State bonding through Metropolitan Council (for regional parks and trails)</li> <li>• DNR Grants</li> <li>• Watershed District grants</li> <li>• Transportation Investment Generating Economic Recovery (TIGER) grants</li> </ul> |
|       | 2  | Update the Parks and Recreation System Plan as necessary to follow the new Comprehensive Plan direction.  | <i>Short Term</i>  |  |
|       | 3  | Prepare future Parks and Recreation Strategic Implementation Plan Updates annually to follow the new Comprehensive Plan direction.                            | <i>Short Term</i>  |  |
|       | 4  | Update adopted master plans to follow the new Comprehensive Plan direction.   | <i>Short Term</i>  |  |
|       | 5  | Complete projects that enhance the park system.   | <i>Ongoing</i>     |  |
|       | 6  | Continue data collection and management efforts and incorporate into decision-making tools.   | <i>Ongoing</i>     |  |
|       | 7  | Develop objective criteria for investment, including, but not limited to: equity, cost-benefit analysis, people potentially served                            | <i>Short Term</i>  |  |
|       | 8  | Develop objective and updatable method to identify where there are disparities in accessibility to park assets based on race, ethnicity, income, and ability. | <i>Short Term</i>  |  |
|       | 9  | Maintain accurate maps that show service area maps that show, at a minimum: access, barriers, people served.  | <i>Ongoing</i>     |  |
|       | 10 | Seek out customer and resident feedback on needs, satisfaction, and trends and incorporate into decision-making tools.  | <i>Ongoing</i>     |  |
|       | 11 | Develop a set of measurable standards that all Community Centers should meet.   | <i>Medium Term</i> |  |
|       | 12 | Create a volunteer coordinator position or ensure that volunteer coordination responsibilities are given to an existing employee.                             | <i>Medium Term</i> |  |
|       | 13 | Establish a foundation to provide additional financial and community support for parks and recreation.  | <i>Medium Term</i> |  |
|       | 14 | Develop new ways to engage the public in use of SPPS and P&R physical plants and fields.  | <i>Medium Term</i> |  |
|       | 15 | Coordinate with Public Works, PED, and DSI to achieve city-wide tree canopy goals.  | <i>Medium Term</i> |  |
|       | 16 | Review access and user fees to determine where increases are market appropriate and where raising or imposing fees would not significantly impact access.     | <i>Short Term</i>  |  |



**Implementation Item****Implementation Timeline***Short Term (0-5 years)**Medium Term (5-10 years)**Long Term (10+ years)***Funding Sources**

|                                  |          |  |                   |  |
|----------------------------------|----------|--|-------------------|--|
| HERITAGE & CULTURAL PRESERVATION | <b>1</b> | Establish an inter-departmental staff team advisory group to address City department applications and issues.  | <i>Short Term</i> | <ul style="list-style-type: none"> <li>• Certified Local Government Grants</li> <li>• Community Development Block Grant Program</li> <li>• Federal Transportation Enhancement Programs</li> <li>• Federal Transit Enhancement Programs</li> <li>• Federal Investment Tax Credits, including the Federal Historic Preservation Tax Incentives Program</li> <li>• Save America's Treasures program</li> <li>• Preserve America program</li> <li>• State of Minnesota Programs, including: State Grants-in Aid, State Capital Projects Grants-in-Aid, State Historic Preservation Tax Incentives;</li> <li>• Non-Profit organizations, such as: Preservation Alliance of Minnesota and Historic Saint Paul; and City HRA funds such as the Neighborhood and Cultural STAR programs</li> </ul> |
|                                  | <b>2</b> | Produce and consistently update a list of outside funding resources to provide to internal and external partners.  | <i>Ongoing</i>    |  |
|                                  | <b>3</b> | Fund a position to focus on grant-writing and resource allocation.   | <i>Short Term</i> |  |
|                                  | <b>4</b> | Create a "Pocket Guide to Preservation in Saint Paul (and how the city can help)".   | <i>Short Term</i> |  |
|                                  | <b>5</b> | Establish a consistent cycle of survey, evaluation and designation of areas, places, buildings, structures, landscapes and other objects having historical, cultural, architectural, archaeological or engineering significance.   | <i>Short Term</i> |  |
|                                  | <b>6</b> | Develop a clearinghouse where information pertaining to cultural and heritage preservation can be collected and disseminated to City departments and the public.   | <i>Short Term</i> |  |
|                                  | <b>7</b> | Develop an annual work plan, reviewed and established at the beginning of each year, for the Heritage Preservation Commission that prioritizes: 1. survey and designation work; 2. opportunities for education and engagement of internal and external stakeholders and partners.          | <i>Ongoing</i>    |  |
|                                  | <b>8</b> | Develop a process and set of criteria to assess the economic viability of historic resources, with an eye toward: determining which economic incentives should be used for the rehabilitation of historic resources; and realize the full economic potential of key historic resources.    | <i>Short Term</i> |  |
|                                  | <b>9</b> | Develop and fund the creation of programs and materials to educate staff, partners and the public about: the history of the city; the rationale and laws behind - and importance of - preservation activities; and how preservation activities relate to both public and private property. | <i>Ongoing</i>    |  |

## Timing of Implementation Steps that Affect Regional Systems

Saint Paul is generally a built-up community with sewer, water and transportation infrastructure available throughout the city. Most infill development and redevelopment anticipated to occur over the coming decades will be incremental and have no effect on regional systems. The Ford Site Redevelopment, West Side Flats, Snelling-Midway and Hillcrest are larger anticipated redevelopments that could affect such regional infrastructure systems. These sites are anticipated to develop on approximately the following timelines:

### Ford Site Redevelopment

|         |   |
|---------|---|
| 2018    | Site sold to master developer             |
| 2019    | Alternative Urban Area-wide Review (AUAR) |
| 2019-20 | Detailed development plan                 |
| 2020-21 | Infrastructure development begins         |
| 2021-23 | First phase of development                |
| 2024-40 | Future phases                             |

### West Side Flats

|         |  |
|---------|--|
| 2018-20 | Wastewater infrastructure improved to facilitate crossing under the Mississippi River to support additional land use intensity |
| 2018-40 | Sites are redeveloped in phases  |

### Snelling-Midway (Soccer Stadium)

|         |  |
|---------|--|
| 2018-19 | First phase of development (soccer stadium & park) |
| 2020-40 | Future phases                                      |

### Hillcrest

|         |   |
|---------|---|
| 2019    | Site sold to master developer             |
| 2020    | Alternative Urban Area-wide Review (AUAR) |
| 2020-21 | Detailed development plan                 |
| 2021-22 | Infrastructure development begins         |
| 2022-24 | First phase of development                |
| 2025-30 | Future phases                             |

Appendix I-A

Figure I-1: Public Works Five-Year Capital Plan (2017) .....11

Figure I-2: Major Redevelopment Sites Map .....13

Figure I-3: Zoning Map .....13

Figure I-1: Public Works 5-Year Plan (2017)



# DEPARTMENT OF PUBLIC WORKS FIVE YEAR CAPITAL PLAN

Subject to change. Updated 03/17/2017.

| 2017 PROJECTS  | 2018 PROJECTS   | 2019 PROJECTS  | 2020 PROJECTS   | 2021 PROJECTS   |
|--|---|--|---|---|
| <b>SPS PROJECTS</b><br><b>(Street Improvement Bonds)</b><br>Idaho/Atlantic Residential 6,000,000<br>Wheelock Parkway - Victoria to Danforth 4,750,000<br>Jackson Street - 11th to University 4,063,000<br>Como Ave - Raymond to Commonwealth 3,470,000<br>(Funded with MSA)<br>Wabasha - Fillmore to Plato carryover<br><b>TOTAL SIB \$14,813,000</b>  | <b>SPS PROJECTS</b><br><b>(Street Improvement Bonds)</b><br>Woodlawn/Jefferson Residential -Phase I 4,050,000<br>Como Avenue - Commonwealth to Eustis 6,050,000<br>Wheelock Parkway - Danforth to Western 5,000,000<br><b>TOTAL SIB \$15,100,000</b>  | <b>SPS PROJECTS</b><br><b>(Street Improvement Bonds)</b><br>Woodlawn/Jefferson Residential -Phase II 6,000,000<br>Wheelock Pkwy - Western to Rice 8,790,000<br><b>TOTAL SIB \$14,790,000</b>   | <b>SPS PROJECTS</b><br><b>(Street Improvement Bonds)</b><br>Griggs/Scheffer Residential - Phase I 5,600,000<br>Edgcombe Road - St. Paul to Fairview 5,430,000<br>Como Avenue - Eustis to City Limits 2,320,000<br><b>TOTAL SIB \$13,350,000</b>   | <b>SPS PROJECTS</b><br><b>(Street Improvement Bonds)</b><br>Griggs/Scheffer Residential - Phase II 5,900,000<br>Summit Avenue - Victoria to Lexington 4,520,000<br>Wheelock Pkwy - Edgerton to Arcade 4,100,000<br><b>TOTAL SIB \$14,520,000</b>  |
| <b>CIB PROJECTS</b><br>Kellogg/3rd Street Bridge - Design 1,125,000<br>Lexington - Univ to Lincoln (Removals) 750,000<br>Margaret Street Bicycle Boulevard 400,000<br>Rice Street - Pennsylvania to Sycamore 54,000<br>I-35E Bike Trail - Grand to St. Clair 579,000<br>Greenbrier/Vento Connection - Design 45,000<br>Maryland @ Edgerton Channelization 50,000<br>Signalized King - Eastern Heights School 63,000<br>Sidney/State/Robert Intersect Redesign 50,000<br>Downtown Sidewalk Tree Preservation 96,000<br>Bike Racks on the East Side 20,000<br>Bicycle, Pedestrian & Traffic Safety 235,000<br>Signalized Intersection Safety Improve 120,000<br>RR Crossing Safety Improvements 10,000<br>Bridge Enhancements Program 235,000<br>Stairway Repair & Replacement Program 120,000<br><b>TOTAL CIB \$3,952,000</b> | <b>CIB PROJECTS</b><br>Margaret Street Bike Boulevard 320,000<br>Bicycle, Pedestrian & Traffic Safety 250,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 10,000<br>Bridge Enhancements Program 250,000<br>Stairway Repair & Replacement Program 125,000<br><b>TOTAL CIB \$1,080,000</b>   | <b>CIB PROJECTS</b><br>Bicycle, Pedestrian & Traffic Safety 250,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 10,000<br>Bridge Enhancements Program 250,000<br>Stairway Repair & Replacement Program 125,000<br><b>TOTAL CIB \$760,000</b>  | <b>CIB PROJECTS</b><br>Jackson Street Bridge (County) 300,000<br>Johnson Parkway - Burns to 7th (Const) 250,000<br>Expo Area - Safe Routes to School 280,125<br>Washington Tech - Safe Routes to School 459,000<br>Safe Routes to Schools 125,000<br>Bicycle, Pedestrian & Traffic Safety 250,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 10,000<br>Bridge Enhancements Program 250,000<br>Stairway Repair & Replacement Program 125,000<br><b>TOTAL CIB \$2,174,125</b>                 | <b>CIB PROJECTS</b><br>EB Kellogg Blvd Bridge @ RiverCentre 2,000,000<br>Payne/Phalen Sidewalk Infill 487,500<br>(Area: Earl, Duluth, Maryland, Case)<br>Safe Routes to Schools 125,000<br>Bicycle, Pedestrian & Traffic Safety 250,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 10,000<br>Bridge Enhancements Program 250,000<br>Stairway Repair & Replacement Program 125,000<br><b>TOTAL CIB \$3,372,500</b> |
| <b>MSA PROJECTS</b><br>Summit Avenue Bridge over Ayd Mill 1,025,000<br>Forest Street Bridge - Design 375,000<br>Battle Creek - Upper Alton to Park Ridge 2,350,000<br>Rice Street - Pennsylvania to Sycamore 1,928,000<br>Lighting Imp: 6th-Arcade to Johnson Pkwy 656,000<br>Como Avenue Lighting Improvements 81,000<br>Maryland @ Edgerton Channelization 200,000<br>Phalen Blvd @ Mississippi - Traffic Signal 125,000<br>Smith Avenue Traffic Signals 453,000<br>SPS Traffic Signals on Arterials 675,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 40,000<br>MSA Contingency 367,000<br><b>TOTAL MSA \$8,400,000</b>  | <b>MSA PROJECTS</b><br>Summit Avenue Bridge over Ayd Mill 1,253,000<br>Lafayette Bridge - University to Otsego 2,095,000<br>Kellogg/3rd Street Bridge 1,187,000<br>Dale Street Bridge over I94 1,000,000<br>Cleveland Ave - Hoyt to Larp (County) 200,000<br>High Bridge Redeck - Lights/Rails 800,000<br>Downtown Traffic Signal Enhancements 500,000<br>SPS Traffic Signals on Arterials 600,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 40,000<br>MSA Contingency 300,000<br><b>TOTAL MSA \$8,100,000</b> | <b>MSA PROJECTS</b><br>Summit Avenue Bridge over Ayd Mill 797,000<br>Lafayette Bridge - University to Otsego 2,236,750<br>Johnson Parkway - Burns to 7th (Design) 1,718,750<br>Cleveland Ave - Buford to Hoyt (County) 300,000<br>Fairview Avenue - Shields to University 1,120,000<br>Maryland @ Edgerton Channelization 500,000<br>Snelling Ave @ Hoyt - Traffic Signal 37,500<br>Snelling Ave @ Midway - Traffic Signal 75,000<br>Downtown Traffic Signal Enhancements 750,000<br>SPS Traffic Signals on Arterials 150,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 40,000<br>MSA Contingency 250,000<br><b>TOTAL MSA \$8,100,000</b> | <b>MSA PROJECTS</b><br>Jackson Street Bridge - Penn to Acker 1,000,000<br>Cleveland Ave - Como to Buford (County) 400,000<br>Tedesco - Lafayette to Payne 1,174,875<br>Johnson Parkway - Burns to 7th (Const) 1,375,000<br>Como Avenue Trail - Raymond to Hamline 2,845,125<br>Robert Street M&O Mn/DOT - Traff. Signals 1,100,000<br>SPS Traffic Signals on Arterials 450,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 40,000<br>MSA Contingency 240,000<br><b>TOTAL MSA \$8,750,000</b> | <b>MSA PROJECTS</b><br>EB Kellogg Blvd Bridge @ RiverCentre 1,369,257<br>Prior - St. Anthony to University 2,400,000<br>Wabasha - Kellogg to 8th St 3,000,000<br>Snelling/Lexington - ITS Traffic Mgmt 1,125,743<br>SPS Traffic Signals on Arterials 600,000<br>Signalized Intersection Safety Improve 125,000<br>RR Crossing Safety Improvements 40,000<br>MSA Contingency 240,000<br><b>TOTAL MSA \$8,900,000</b>   |
| Local Street, Alley, Sewer and Lighting 150,000<br>(Funded by Assessment financing)<br><b>ROW (FUND 255)</b><br>Sidewalk Reconstruction Program (ROW) 1,749,000<br>(Pending ROW Fund Decision)   | Local Street, Alley, Sewer and Lighting 150,000<br>(Funded by Assessment financing)<br><b>ROW (FUND 255)</b><br>Sidewalk Reconstruction Program (ROW) ?   | Local Street, Alley, Sewer and Lighting 150,000<br>(Funded by Assessment financing)<br><b>ROW (FUND 255)</b><br>Sidewalk Reconstruction Program (ROW) ?  | Local Street, Alley, Sewer and Lighting 150,000<br>(Funded by Assessment financing)<br><b>ROW (FUND 255)</b><br>Sidewalk Reconstruction Program (ROW) ?   | Local Street, Alley, Sewer and Lighting 150,000<br>(Funded by Assessment financing)<br><b>ROW (FUND 255)</b><br>Sidewalk Reconstruction Program (ROW) ?   |



| 2017 PROJECTS  | 2018 PROJECTS  | 2019 PROJECTS   | 2020 PROJECTS  | 2021 PROJECTS   |
|--|--|---|--|---|
| <b>CITY MILL &amp; OVERLAY PROJECTS</b> <b>\$2,307,925</b><br>Kellogg Blvd - John Ireland to W. 7th 186,600<br>Stillwater Road - Hazel to McKnight 300,000<br>Third Street - White Bear to McKnight 348,300<br>Johnson Parkway - Phalen to E. Shore Dr 160,300<br>Ramsey Street - Summit to Grand 98,175<br>Grand Avenue - Cretin to Cleveland 106,875<br>Smith Avenue - W. 7th to Kellogg 186,300<br>Selby Avenue - Western to Summit 193,875<br>Highland Pkwy - Snelling to Hamline 224,575<br>(Funded from Capital Project)<br>Pedestrian Ramps with Overlays 727,500<br>(M & O Program - Pending ROW Fund Decision)<br><b>RAMSEY COUNTY MILL &amp; OVERLAYS</b><br>Cleveland Ave - St. Paul Av to Ford Pkwy<br>Como Avenue - Dale to Marion<br>Ford Pkwy - Miss River Bridge to Howell<br>Marshall Ave - Miss Riv Bridge to Snelling<br>Maryland Ave - Greenbrier to Johnson Pk<br>Minnehaha - Pierce Butler to Como<br>Pierce Butler - Snelling to Grotto<br>White Bear Ave - Reary to Ames<br><br><b>8-80 PROJECTS</b><br>Payne @ 7th Intersection Improvements carryover<br>Pelham Bikeway Improvements<br>Snelling Medians - Ford Pkwy to Randolph<br><br><b>MnDOT PROJECTS (with City participation)</b><br>Snelling Medians - Ford Pkwy to Randolph<br><br><b>RAMSEY COUNTY PROJECTS (with City participation)</b><br>Warner Bridge Rehab over Childs Road<br><br><b>FEDERAL FUNDING</b> <b>\$2,637,888</b><br>Jackson Street - 11th to University 2,637,888<br><br><b>SEWER UTILITY PROJECTS</b> <b>\$9,750,000</b><br>Ashland Central Sewer Lining Project 1,800,000<br>2017 Misc Sewer Rehab Project 700,000<br>Phalen Creek Storm Inter Rehab Phase 2 4,000,000<br>Ford Parkway Access Shaft @ Mt Curve 600,000<br>Sibley Lift Station Rehab 400,000<br>Sewer Repairs on City & County Projects 800,000<br>2017 Citywide Sewer Repairs Project 400,000<br>Pond & Ditch Cleaning & Repairs 850,000<br>Engineering for Lift Station Rehab Projects 200,000 | <b>CITY MILL &amp; OVERLAY PROJECTS</b> <b>\$2,380,515</b><br>Franklin Avenue - TH280 to Pelham 195,000<br>Arlington Avenue - Rice to Jackson 155,100<br>Arlington Avenue - E. Shore to White Bear 407,655<br>Western Avenue - Como to Front 140,370<br>Stryker Avenue - Baker to Annapolis 162,840<br>Forest Street - Maryland to 7th 312,345<br>Victoria Street - Summit to Saint Clair 132,705<br>Pedestrian Ramps with Overlays 874,500<br><br><b>RAMSEY COUNTY MILL &amp; OVERLAYS</b><br>Como - Snelling to Lexington<br>Lexington - Randolph to University<br>McKnight - TH 5 to N of Larp<br>Plato - W Water to Fillmore<br>Prosperity - Arlington to Larpenteur<br><br><b>MnDOT PROJECTS (with City participation)</b><br>Railroad Crossing at EPD (MSAS 157)<br>Smith M&O and High Bridge<br><br><b>RAMSEY COUNTY PROJECTS (with City participation)</b><br>Cleveland Avenue - Hoyt to Larpenteur<br>Rice St - Maryland to BNSF RR Bridge Reconstruction<br>Dale St - Iglehart to University Interchange Reconstruction<br><br><b>FEDERAL FUNDING</b> <b>\$8,883,349</b><br>Margaret Street Bike Boulevard 1,215,549<br>Grand-Hamline to Victoria Ped Safety 667,800<br>Kellogg/3rd Street Bridge 7,000,000<br><br><b>SEWER UTILITY PROJECTS</b> <b>\$10,450,000</b><br>2018 Sewer Lining Project 1,800,000<br>2018 Misc Sewer Rehab Project 700,000<br>Phalen Creek Storm Inter Rehab Phase 3 4,000,000<br>Broadway Lift Station Rehab Project 1,300,000<br>Riverview Lift Station Rehab 1,000,000<br>Sewer Repairs on City & County Projects 900,000<br>2018 Citywide Sewer Repairs 600,000<br>Engineering for SW Facility Rehab Project 150,000 | <b>CITY MILL &amp; OVERLAY PROJECTS</b> <b>\$2,392,507</b><br>Saint Clair Avenue - Fairview to Snelling 161,085<br>Grand Avenue - Dale to Pleasant 287,175<br>Prior Avenue - Marshall to I-94 78,195<br>Prior Avenue - University to Minnehaha 125,460<br>Miss River Blvd - Marshall to Randolph 473,520<br>Jackson Street - University to Penn 240,000<br>Sibley Street - 4th to 7th 58,667<br>10th Street - Robert to Wacouta 107,205<br>Pedestrian Ramps with Overlays 861,200<br><br><b>RAMSEY COUNTY MILL &amp; OVERLAYS</b><br>Edgerton (Payne) - 7th to Edgerton<br>Energy Park - TH 280 to RR tracks<br>Larpenteur - White Bear to TH 120<br>Selby - Lexington to Dale<br>St. Paul Avenue - Edgcombe to Cleveland<br>White Bear Avenue - Upper Afton to I-94<br><br><b>MnDOT PROJECTS (with City participation)</b><br><br><br><b>RAMSEY COUNTY PROJECTS (with City participation)</b><br>Cleveland - Buford to Hoyt<br>Maryland Edgerton<br><br><b>FEDERAL FUNDING</b> <b>\$3,942,800</b><br>Downtown Signal Enhancements 2,222,800<br>Summit Avenue Bridge Reconstruction 1,720,000<br><br><b>SEWER UTILITY PROJECTS</b> <b>\$12,100,000</b><br>2019 Sewer Lining Project 1,800,000<br>2019 Misc Sewer Rehab Project 700,000<br>Large Diameter Brick Sewer Rehab 2,000,000<br>Kittsondale Storm Tunnel Phase I 3,500,000<br>Sanitary Tunnel Rehab 500,000<br>Lift Station Rehab (Como-Eustis & Red Rk) 1,300,000<br>Sewer Repairs for City & County Projects 1,100,000<br>SW Facility Rehab Project 1,200,000 | <b>CITY MILL &amp; OVERLAY PROJECTS</b> <b>\$2,367,280</b><br>Western Avenue - Selby to Summit 84,030<br>Territorial Avenue - Berry to Raymond 194,745<br>Saint Paul Avenue - Edgcombe to 7th 322,560<br>Eustis Street - TH280 to Como 37,410<br>Cleveland Avenue - Itasca to MRB 196,500<br>Earl Street - Hudson to Ross 343,830<br>Hamline Avenue - Randolph to Highland 173,460<br>Annapolis Street - Bidwell to Robert 164,745<br>Pedestrian Ramps with Overlays 850,000<br><br><b>RAMSEY COUNTY MILL &amp; OVERLAYS</b><br>Carver Ave - TH 61 to McKnight<br>Jackson St - 500' S of Arlington to Larp<br><br><b>MnDOT PROJECTS (with City participation)</b><br>Robert M&O Signals<br><br><b>RAMSEY COUNTY PROJECTS (with City participation)</b><br>Cleveland - Como to Buford<br>Jackson St Bridge Reconstruction<br>Jackson - Maryland to Arlington<br>Jackson- Pennsylvania to Acker<br><br><b>FEDERAL FUNDING</b> <b>\$13,901,600</b><br>Expo Area - Safe Routes to School 498,000<br>Washington Tech - Safe Routes to School 816,000<br>Como Avenue Trail - Raymond to Hamline 5,058,000<br>Johnson Parkway - Burns to 7th (Const) 5,500,000<br>Tedesco Ave - University to Payne 2,029,600<br><br><b>SEWER UTILITY PROJECTS</b> <b>\$11,650,000</b><br>2020 Sewer Lining Project 1,800,000<br>2020 Brick MH Rehab Project 700,000<br>Large Diameter Brick Sewer Rehab 2,000,000<br>Kittsondale Storm Tunnel Phase 2 3,500,000<br>Sanitary Tunnel Rehab 500,000<br>Lift Station Rehab 1,300,000<br>Sewer Repairs for City & County Projects 900,000<br>2020 Citywide Sewer Repairs 800,000<br>Engineering for SW Facility Rehab Project 150,000 | <b>CITY MILL &amp; OVERLAY PROJECTS</b> <b>\$2,508,565</b><br>Fairview Avenue - University to Minnehaha 144,750<br>Pascal Street - Concordia to University 134,250<br>Concordia Avenue - Lexington to Marion 522,750<br>Jefferson Avenue - 7th to Victoria 265,710<br>Saint Anthony Avenue - Snelling to Victoria 591,105<br>Pedestrian Ramps with Overlays 850,000<br><br><b>RAMSEY COUNTY MILL &amp; OVERLAYS</b><br>Como - Raymond to Snelling<br>Dale - I 94 to Front<br>Energy Pk - RR tracks to Lexington<br>Larpenteur - East Shore Dr to White Bear<br>Phalen Blvd - Johnson Pkwy to Maryland<br>Randolph - Cleveland to Brimhall<br><br><b>MnDOT PROJECTS (with City participation)</b><br><br><br><b>RAMSEY COUNTY PROJECTS (with City participation)</b><br><br><br><b>FEDERAL FUNDING</b> <b>\$7,780,000</b><br>Payne/Phalen Sidewalk Infill 780,000<br>EB Kellogg Blvd Bridge @ RiverCentre 7,000,000<br><br><b>SEWER UTILITY PROJECTS</b> <b>\$12,100,000</b><br>2021 Sewer Lining 1,800,000<br>2020 Brick MH Rehab Project 700,000<br>Large Diameter Brick Sewer Rehab 2,000,000<br>Kittsondale Storm Tunnel Phase 3 3,500,000<br>Sanitary Tunnel Rehab 500,000<br>Lift Station Rehab 1,300,000<br>Sewer Repairs for City & County Projects 1,100,000<br>SW Facility Rehab Project 1,200,000 |

Figure I-2: Major Redevelopment Sites Map [INSERT MAP OF 4 MAJOR REDEVELOPMENT SITES]

Figure I-3: Zoning Map [INSERT ZONING MAP- DATED APPROPRIATELY]