6:30 p.m. STUDY SESSION – Community room

Discussion items

<table>
<thead>
<tr>
<th></th>
<th>Time</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6:30 p.m.</td>
<td>Future study session agenda planning</td>
</tr>
<tr>
<td>2</td>
<td>6:35 p.m.</td>
<td>Update on Sherman Associates’ proposed Beltline Blvd. Station Redevelopment</td>
</tr>
<tr>
<td>3</td>
<td>7:20 p.m.</td>
<td>Quarterly public forums at city council meetings</td>
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<tr>
<td></td>
<td>7:50 p.m.</td>
<td>Communications/updates (verbal)</td>
</tr>
</tbody>
</table>

7:55 p.m. Adjourn

Written reports

<table>
<thead>
<tr>
<th></th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>August 2019 monthly financial report</td>
</tr>
<tr>
<td>5</td>
<td>Monterey Dr/Beltline Blvd/36th St Bikeways– (project nos. 4020-1101, 4021-2000 &amp; 4022-6000)</td>
</tr>
<tr>
<td>6</td>
<td>Update - PLACE Via Sol and Via Luna projects</td>
</tr>
<tr>
<td>7</td>
<td>Accepting ownership of private alleys</td>
</tr>
<tr>
<td>8</td>
<td>Texa-Tonka small area plan</td>
</tr>
<tr>
<td>9</td>
<td>Parkway Residences Environmental Assessment Worksheet</td>
</tr>
</tbody>
</table>
Executive summary

Title: Future study session agenda planning and prioritization

Recommended action: The city council and city manager to set the agenda for the regularly scheduled study session on Oct. 14, 2019.

Policy consideration: Not applicable.

Summary: This report summarizes the proposed agenda for the regularly scheduled study session on Oct. 14, 2019. Also attached to this report is:
- Study session discussion topics and timeline

Financial or budget considerations: Not applicable.

Strategic priority consideration: Not applicable.

Supporting documents: Tentative agenda – Oct. 14, 2019
Study session discussion topics and timeline

Prepared by: Debbie Fischer, administrative services office assistant
Approved by: Tom Harmening, city manager
Oct. 14, 2019

6:30 p.m. Study session – Community room

Tentative discussion items
1. Future study session agenda planning

2. 2020 Budget – Administrative services (120 minutes)
   Update on 2020 budget, review the capital improvement plan, utility rates and the long-range financial management plan.

   Communications/meeting check-in – Administrative services (5 minutes)
   Time for communications between staff and council will be set aside on every study session agenda for the purposes of information sharing.

Written reports
3. Fair housing
### Study session discussion topics and timeline

<table>
<thead>
<tr>
<th>Priority</th>
<th>Discussion topic</th>
<th>Comments</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Discuss public process expectations and outcomes</td>
<td>Staff is working on the approach for undertaking this discussion.</td>
<td>TBD</td>
</tr>
<tr>
<td>2</td>
<td>Prioritizing transit options thru investments, and engineering and operations decisions</td>
<td>Staff is preparing base line data for study session discussion.</td>
<td>Tentative – October 21</td>
</tr>
<tr>
<td>3</td>
<td>Easy access to nature, across city, starting w/ low-income neighborhoods</td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>4</td>
<td>Westwood Hills Nature Center Access Fund</td>
<td>*On hold pending discussion with school district.</td>
<td>*On hold</td>
</tr>
<tr>
<td>5</td>
<td>Election holiday discussion</td>
<td></td>
<td>4th Qtr.</td>
</tr>
<tr>
<td>6</td>
<td>SEED’s community green-house/resilient cities initiative</td>
<td>*On hold until Food Access and Security study is complete and recommendations have been made.</td>
<td>*On hold</td>
</tr>
<tr>
<td>7</td>
<td>Community and neighborhood sidewalk designations</td>
<td></td>
<td>4th Qtr.</td>
</tr>
<tr>
<td>8</td>
<td>Revisit housing setback, FRA, and more to maintain and create more affordable housing</td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>9</td>
<td>Quarterly public forums at city council meetings</td>
<td>To be discussed at 9/23 study session</td>
<td>Sept 23</td>
</tr>
<tr>
<td></td>
<td>Accessory dwelling units/ home-based businesses</td>
<td>SS discussion 6/10/2019. Referred to planning commission. Staff to prepare ADU ordinance for pc discussion Qtr. 3 2019. Home occupation-based businesses pc discussion Qtr. 4 2019 or Qtr. 1 2020</td>
<td>Qtr. 4 2019 and Qtr. 2 2020</td>
</tr>
<tr>
<td></td>
<td>Revitalization of Walker Lake area</td>
<td>Part of preserving Walker building reports: 8/28/17, 9/25/17, 1/22/18, design study 2/12/18, update 4/23/18, design study updates 8/27/18; SS report 2/11/19; SS discussion 5/28/19, planning commission to review ordinances for implementation Qtr. 3 &amp; 4 2019; construction of phase 1 infrastructure underway</td>
<td>Qtr. 4 2019</td>
</tr>
<tr>
<td></td>
<td>Crime free ordinance/ affordable housing strategies</td>
<td>Discussed 5/14/18. 1st reading housing trust fund 10/1/18; Other affordable housing strategies/Crime Free Ordinance – Nov/Dec, 12/10 and 12/17/18 and 1/14/19 council discussion; Certain provisions of crime free ord. suspended; Work group being formed; CFO work group discussed on 3/25/19; Work group had 1st meeting in May, two meetings in June, one in July and August. Upcoming meetings on Sept 26, Oct 9, Oct 30.</td>
<td>In process - Pending workgroup recommendation</td>
</tr>
<tr>
<td></td>
<td>Immigration and supporting families</td>
<td>Discussed 8/6 and referred to HRC. HRC held comm. mtg. in Oct. Council/HRC discussion on 12/10; referred back to HRC for refinement of recommendations</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>STEP discussion: facilities</td>
<td>Discussed on 1/14/19; city, STEP &amp; school toured Central Community Ctr and continuing discussions</td>
<td>TBD</td>
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<tr>
<td></td>
<td>C-1 zoning district retail and service use restrictions</td>
<td>Discussed on 6/11/18; referred to PC. Discussed 11/26/18; SS report 2/25/19; Discussed 3/11/19 – further discussion requested by council; SS discussion 7/8/19; PC public hearing late Aug.</td>
<td>Adopted 9/16/19; takes effect 10/11/19</td>
</tr>
</tbody>
</table>

*This item has been completed*
Executive summary

Title: Update on Sherman Associates’ proposed Beltline Blvd. Station Redevelopment

Recommended action: Staff and the developer would like feedback on Sherman’s updated conceptual site plan and project program for the Beltline Station Redevelopment Site at the southeast corner of CSAH 25 and Beltline Blvd, as well as the project’s need for financial assistance.

Policy consideration: Is the proposed project in alignment with the council’s/EDA’s goals and policies related to the SWLRT Beltline Blvd Station area and is the EDA willing to consider providing financial assistance to facilitate its feasibility?

Summary: Sherman is proposing to construct the following building components on the 6.6-acre site at the southeast corner of CSAH 25 and Beltline Blvd:

- Two, 6-story apartment buildings, each with 121 units of which 20% would be affordable to households at 50% AMI.
- A 6-story mixed use/mixed income building with 159 apartment units, (of which 20% would be affordable to households at 50% AMI) as well as approximately 24,000 SF of neighborhood commercial space, potentially anchored by a grocer.
  - Altogether, the redevelopment will have approximately 400 apartment units of which 80 would be affordable.
- A 362-stall parking ramp, which is proposed to include 268 park& ride stalls, 94 commercial parking stalls and retail/commercial space.
- Green space, plazas, and public art incorporated throughout the development.

The Sherman team has been invited to discuss its proposed project, conceptual site plan and initial request for financial assistance. The developer and staff would like council/EDA input regarding the proposed concept plan and the project’s need for financial assistance.

Financial or budget consideration: There will be considerable extraordinary costs including utility relocations, wetland mitigation, environmental remediation and structured parking associated with redeveloping the subject site at the envisioned scale and density with the preferred program elements. In order for the project to achieve financial feasibility (defray a portion of the above costs and reach a reasonable market rate of return), the developer will be making a comparable request for financial assistance in the form of tax increment financing, loans and grants.

Strategic priority consideration: St. Louis Park is committed to providing a broad range of housing and neighborhood oriented development.

Supporting documents: Discussion
  Conceptual site plan

Prepared by: Greg Hunt, economic development coordinator
Reviewed by: Karen Barton, community development director
Approved by: Tom Harmening, EDA executive director and city manager
Discussion

**Background:** On February 5, 2018, the EDA and city council approved a Preliminary Development Agreement (PDA) between the EDA, city and Sherman Associates in which the parties pledged to work cooperatively together toward a mutually acceptable mixed-use redevelopment plan for the Beltline Blvd Station Redevelopment Site. Over the past year and a half, the parties have been working collaboratively on a joint development vision for the site. However, the necessity to obtain full fee title to the city’s parcel at the southeast quadrant of Highway 7 and Beltline Blvd and the 4725 Highway 7 property (former Vision Bank) took precedence as without them the development potential of the entire site would have been severely limited. Those title issues have been resolved and Sherman now owns the 4725 Highway 7 property. The parties are currently preparing a more definitive site plan and development program for the redevelopment site. On June 17, 2019 the EDA and city approved a First Amendment to the Preliminary Development Agreement extending the agreement to June 30, 2020 by which point the parties hope to reach a mutually acceptable Purchase and Redevelopment Contract.

Additionally, the parties are negotiating a Subrecipient Agreement with the Metropolitan Council relative to the $6.4 million Federal Congestion Mitigation Air Quality (CMAQ) grant for the park & ride ramp to be constructed on the 4725 Highway 7 property.

**Present considerations:** Sherman is proposing two, 6-story apartment buildings on the eastern side of the site (currently owned by the EDA) each with 121 units of which 20% would be affordable to households at 50% AMI. It is also proposing a 6-story mixed use/mixed income building to anchor the corner of the Beltline Blvd & CSAH 25 intersection (owned by the city). This building is proposed to have 159 apartment units, of which 20% would be affordable to households at 50% AM, as well as approximately 24,000 SF of neighborhood commercial, likely anchored by a grocer. Underground parking will be provided for each building along with shared surface parking. Altogether, the redevelopment will have approximately 400 apartment units of which 80 would be affordable. Additionally, a 362-stall parking garage would be constructed on the former Vision Bank property immediately north of the future SWLRT Beltline Station. Incorporated within the ramp would be approximately 6,000 SF of commercial space to make it more multi-functional and to take advantage to its proximity to the station and is proposed to be constructed in a manner that would allow future reuse should it no longer be needed for parking in the future. The ramp will accommodate the 268 public park & ride stalls required by the SWLRT project, as well as an additional 94 parking stalls to serve the commercial tenants. The concept site plan also includes a variety of multi-purpose green spaces and public gathering areas throughout the redevelopment site, including one across from the station that feature native landscaping as well as public art. The redevelopment will require the vacation and removal of the existing frontage road. Additionally, Sherman Associates’ off-site 4-megawatt solar garden is expected to offset nearly all of the redevelopment’s energy impact. Preliminary estimates put the total development cost of the multi-phase TOD project at approximately $125.4 million.
Extraordinary site development costs: It has long been assumed that any project at this location would require a sizable amount of assistance given the numerous site challenges. This assumption has been borne out through due diligence which verified that there are considerable extraordinary costs associated with redeveloping the subject site. These extraordinary costs include but are not limited to, over $3.5 million in utility relocations, wetland mitigation, environmental remediation and other site work; all of which need to be completed at the outset to make the site construction-ready. More significantly, constructing the proposed multi-functional ramp to federal and local requirements and including commercial space as well as construction in a manner to facilitate future reuse, is projected to exceed $13 million. A large portion of that cost would be offset by a $6.4 million federal CMAQ grant obtained by the city and a $2.5 million park & ride commitment from the SWLRT project, leaving a balance of approximately $4.2 million. The 80 affordable units with below market rents further impact the project’s financial performance.

The above costs will create a significant financial gap in the development’s sources and uses statement preventing the project from achieving a market rate of return. To offset a sufficient portion of these costs to enable the project to proceed, Sherman is expected to make a sizeable request for financial assistance in the form of tax increment financing, loans and grants.
Sherman is currently in the process of preparing its TIF application. The developer’s sources and uses statement, cash flow projections, and investor rate of return (ROR) will be reviewed by staff and Ehlers to determine the recommended amount of tax increment and any other assistance that should be provided.

**Next steps:** Staff would like feedback on Sherman’s conceptual site plan for the Beltline Station Redevelopment Site, as well as the EDA’s willingness to consider the provision of the necessary financial assistance to realize the proposed project.

Anticipated discretionary approvals from the council/EDA for the Beltline project include:

1. EAW distribution, findings, and declaration
2. Formal financial assistance request
3. Utility and right-of-way vacations including vacation of the frontage road
4. Preliminary and final plat
5. Preliminary and final PUD
6. Purchase and Redevelopment Contract (including tax increment financing)

Sherman plans to work through the first two items above this fall/winter and hopes to apply for final planning and redevelopment contract approvals by late spring next year.
Executive summary

Title: Quarterly public forums at city council meetings

Recommended action: Staff requests direction from the council on this topic

Policy consideration: Does the council wish to conduct quarterly public forums at its meetings in the future?

Summary: At the June 24 study session councilmember Rog presented her request that a future study session have an agenda topic to discuss the council holding quarterly public forums to provide an additional/alternative avenue for residents who want to be heard by their elected officials (see attached). A majority of the council agreed this should be placed on a future agenda. Although this topic is not considered by the council to be a high priority, given the nature of the agenda for Monday’s study session, staff thought this would be an opportunity to discuss this topic.

Financial or budget considerations: Not applicable

Strategic priority consideration: Not applicable.

Supporting documents: Study session topic proposal submitted by Councilmember Rog

Prepared by: Tom Harmening, city manager
City Council
Study Session Topic Proposal

Date: June 19, 2019

Prepared by: Margaret Rog

Proposed agenda topic: Quarterly public forums at city council meetings (different from public hearings)

Brief Description of topic (no more than 200 words):

SLP residents have ideas and information to share with their elected officials that can benefit our work as a council and our functioning as an engaged community. Quarterly public forums can provide an additional/alternative avenue for residents who want to be heard by their elected officials. Current options for communicating with all seven members of the council are limited to written communication (which takes some people a lot of time and energy) and/or a minimum of three in-person meetings (to avoid a quorum) if a resident prefers to share their ideas verbally.

By providing residents periodic opportunities to present ideas and concerns in person to the full council (for example one 60-minute forum every three months), we remove barriers that may include lack of knowledge of how to make a good case and get a council members’ attention to focus on an issue; lack of knowledge of who cares about what issues to inform citizen advocacy efforts; lack of access to email, and other barriers. We also take the onus off individual council members to independently make a case for getting an issue on a future agenda when a more communal and public process would be beneficial.

These forums would not replace any tools currently being used (including study session topic request forms) but serve as an additional avenue for community voice to be heard.

How does this topic align with the council strategic priorities? If not, why should the council consider the topic:

St. Louis Park is committed to creating opportunities to build social capital through community engagement.

** All completed forms must be sent to Tom Harmening, City Manager tharmening@stlouipark.org and Maria Carrillo Perez, Management Assistant mcarrillo-perez@stlouispark.org by the Tuesday before a City Council Study Session **
Executive summary

Title: August 2019 monthly financial report

Recommended action: No action required at this time.

Policy consideration: Monthly financial reports are part of our financial management policies.

Summary: The monthly financial report provides a summary of general fund revenues and departmental expenditures and a comparison of budget to actual throughout the year. A budget to actual summary for the four utility funds is also included in this report.

Financial or budget considerations: At the end of August, general fund expenditures were at approximately 65% of the adopted annual budget, which is about 2% under budget.

Strategic priority consideration: Not applicable.

Supporting documents: Discussion
Summary of revenues and expenditures – general fund
Budget to actual – enterprise funds

Prepared by: Darla Monson, accountant
Reviewed by: Tim Simon, chief financial officer
          Nancy Deno, deputy city manager/HR director
Approved by: Tom Harmening, city manager
Discussion

Background: This monthly report provides summary information of the overall level of revenues and departmental expenditures in the general fund compared to the adopted budget throughout the year. A budget to actual summary for the four utility funds is also included in this report.

Present considerations:

General Fund

Actual expenditures should generally be at 67% of the annual budget at the end of August. General Fund expenditures were at 65% through August. Revenues are harder to measure in the same way due to the timing of when they are received, examples of which include property taxes, grants and State aid payments. Comments on specific variances are explained below.

License and permit revenues have exceeded budget due to several commercial and industrial permits that include PLACE, Bridgewater Bank, Yeshiva School, St. Louis Park School District, Elan West End Apartments, Urban Park Apartments, The Block restaurant, Aldi and the nature center.

Finance has a small expenditure overage due to audit fees and liability insurance. Organized Recreation and Rec Center have seasonal expenditure variances that are normal after the summer months.
## Summary of Revenues & Expenditures - General Fund
### As of August 31, 2019

### General Fund Revenues:

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>General Property Taxes</td>
<td>$24,748,436</td>
<td>$24,837,901</td>
<td>$25,705,886</td>
<td>$26,597,928</td>
<td>$26,880,004</td>
<td>$13,895,097</td>
<td>$12,984,907</td>
<td>51.69%</td>
</tr>
<tr>
<td>Licenses and Permits</td>
<td>$3,745,736</td>
<td>$3,985,517</td>
<td>$4,001,644</td>
<td>$4,013,424</td>
<td>$4,129,589</td>
<td>(26,165)</td>
<td>100.64%</td>
<td></td>
</tr>
<tr>
<td>Fines &amp; Forfeits</td>
<td>$254,200</td>
<td>$293,236</td>
<td>$289,200</td>
<td>$297,700</td>
<td>$305,284</td>
<td>$84,166</td>
<td>69.82%</td>
<td></td>
</tr>
<tr>
<td>Intergovernmental</td>
<td>$1,631,669</td>
<td>$1,899,006</td>
<td>$1,844,877</td>
<td>$1,760,900</td>
<td>$824,475</td>
<td>936,425</td>
<td>46.82%</td>
<td></td>
</tr>
<tr>
<td>Charges for Services</td>
<td>$2,027,637</td>
<td>$2,051,552</td>
<td>$2,180,589</td>
<td>$2,187,319</td>
<td>$1,532,631</td>
<td>$654,688</td>
<td>70.07%</td>
<td></td>
</tr>
<tr>
<td>Transfers In</td>
<td>$1,899,927</td>
<td>$1,951,218</td>
<td>$1,929,090</td>
<td>$1,929,076</td>
<td>$1,999,877</td>
<td>$1,299,918</td>
<td>65.00%</td>
<td></td>
</tr>
<tr>
<td>Investment Earnings</td>
<td>$1,274,415</td>
<td>$1,294,452</td>
<td>$1,318,037</td>
<td>$1,427,744</td>
<td>$1,367,012</td>
<td>$920,446</td>
<td>67.33%</td>
<td></td>
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<tr>
<td>Transfer Out</td>
<td>$1,899,927</td>
<td>$1,951,218</td>
<td>$1,929,090</td>
<td>$1,929,076</td>
<td>$1,999,877</td>
<td>$1,299,918</td>
<td>65.00%</td>
<td></td>
</tr>
<tr>
<td>Use of Fund Balance</td>
<td>$1,899,927</td>
<td>$1,951,218</td>
<td>$1,929,090</td>
<td>$1,929,076</td>
<td>$1,999,877</td>
<td>$1,299,918</td>
<td>65.00%</td>
<td></td>
</tr>
</tbody>
</table>

### General Fund Expenditures:
#### General Government:
- Administration: $1,049,123
- Finance: $957,275
- Assessing: $707,139
- Human Resources: $754,699
- Community Development: $1,366,055
- Facilities Maintenance: $1,132,774
- Information Services: $1,570,712
- Communications & Marketing: $646,841
- Community Outreach: $26,453
- Engineering: $376,601

#### Police:
- $9,217,988

#### Public Safety:
- Fire Protection: $4,407,656
- Building: $2,419,073

#### Public Works Administration:
- Operations & Recreation: $266,249
- Cost of Operations: $3,019,017
- Organized Recreation: $1,472,996
- Recreation Center: $1,744,651
- Park Maintenance: $1,721,732
- Westwood Nature Center: $602,400
- Natural Resources: $550,235
- Vehicle Maintenance: $1,384,038

#### Total Operations & Recreation: $10,761,318

#### Non-Departmental:
- General: $31,909
- Transfers Out: -
- Council Programs: $385,295

#### Total Non-Departmental: $417,204

#### Total General Fund Expenditures: $35,811,011

*Primarily related to E911 capital items from restricted fund balance.*

### Summary
- Summary of Revenues & Expenditures - General Fund
  - As of August 31, 2019
  - General Fund Revenues: $35,811,011
  - General Fund Expenditures: $35,811,011
  - Balance Remaining: $16,191,740
  - YTD Budget to Actual %: 58.58%
<table>
<thead>
<tr>
<th></th>
<th>Current Budget</th>
<th>Aug Year To Date</th>
<th>Budget Variance</th>
<th>% of Budget</th>
<th>Current Budget</th>
<th>Aug Year To Date</th>
<th>Budget Variance</th>
<th>% of Budget</th>
<th>Current Budget</th>
<th>Aug Year To Date</th>
<th>Budget Variance</th>
<th>% of Budget</th>
<th>Current Budget</th>
<th>Aug Year To Date</th>
<th>Budget Variance</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating revenues:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>User charges</td>
<td>$6,857,853</td>
<td>$3,633,324</td>
<td>$3,224,529</td>
<td>52.98%</td>
<td>$7,513,922</td>
<td>$4,101,261</td>
<td>$3,412,661</td>
<td>54.58%</td>
<td>$3,409,250</td>
<td>$1,723,263</td>
<td>$1,685,987</td>
<td>50.55%</td>
<td>$2,900,839</td>
<td>$1,755,157</td>
<td>$1,145,682</td>
<td>60.51%</td>
</tr>
<tr>
<td>Other</td>
<td>375,750</td>
<td>484,758</td>
<td>109,008</td>
<td>129.01%</td>
<td>30,000</td>
<td>14,110</td>
<td>15,890</td>
<td>47.03%</td>
<td>153,500</td>
<td>73,959</td>
<td>79,541</td>
<td>48.18%</td>
<td>124,000</td>
<td>75,907</td>
<td>48,093</td>
<td>63.66%</td>
</tr>
<tr>
<td>Total operating revenues</td>
<td>7,233,603</td>
<td>4,118,082</td>
<td>3,115,521</td>
<td>56.93%</td>
<td>7,543,922</td>
<td>4,115,371</td>
<td>3,428,551</td>
<td>54.55%</td>
<td>3,562,750</td>
<td>1,797,222</td>
<td>1,765,528</td>
<td>50.44%</td>
<td>2,900,839</td>
<td>1,755,157</td>
<td>1,145,682</td>
<td>60.51%</td>
</tr>
<tr>
<td><strong>Operating expenses:</strong></td>
<td></td>
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<tr>
<td>Personal services</td>
<td>1,397,512</td>
<td>969,620</td>
<td>427,892</td>
<td>69.38%</td>
<td>717,237</td>
<td>574,216</td>
<td>143,021</td>
<td>21.02%</td>
<td>222,550</td>
<td>113,148</td>
<td>109,402</td>
<td>50.84%</td>
<td>12,500</td>
<td>907</td>
<td>11,593</td>
<td>7.26%</td>
</tr>
<tr>
<td>Supplies &amp; non-capital</td>
<td>324,800</td>
<td>184,427</td>
<td>140,373</td>
<td>56.78%</td>
<td>68,600</td>
<td>14,422</td>
<td>54,178</td>
<td>21.02%</td>
<td>222,550</td>
<td>113,148</td>
<td>109,402</td>
<td>50.84%</td>
<td>12,500</td>
<td>907</td>
<td>11,593</td>
<td>7.26%</td>
</tr>
<tr>
<td>Services &amp; other charges</td>
<td>1,736,196</td>
<td>1,565,432</td>
<td>170,764</td>
<td>90.16%</td>
<td>4,784,255</td>
<td>3,278,880</td>
<td>1,505,375</td>
<td>68.53%</td>
<td>2,952,323</td>
<td>1,560,490</td>
<td>1,391,833</td>
<td>52.86%</td>
<td>325,903</td>
<td>316,189</td>
<td>9,714</td>
<td>97.02%</td>
</tr>
<tr>
<td>Depreciation **</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Total operating expenses</td>
<td>3,458,508</td>
<td>2,719,480</td>
<td>739,028</td>
<td>78.63%</td>
<td>3,774,647</td>
<td>2,048,076</td>
<td>1,726,571</td>
<td>54.26%</td>
<td>1,145,648</td>
<td>753,926</td>
<td>391,722</td>
<td>65.81%</td>
<td>1,755,191</td>
<td>1,001,231</td>
<td>753,960</td>
<td>57.04%</td>
</tr>
<tr>
<td><strong>Operating income (loss):</strong></td>
<td>3,775,095</td>
<td>1,398,602</td>
<td>2,376,493</td>
<td>37.05%</td>
<td>1,973,830</td>
<td>247,852</td>
<td>1,725,978</td>
<td>12.56%</td>
<td>3,377,660</td>
<td>1,726,571</td>
<td>1,651,090</td>
<td>54.26%</td>
<td>1,755,191</td>
<td>1,001,231</td>
<td>753,960</td>
<td>57.04%</td>
</tr>
<tr>
<td>Interest income</td>
<td>15,172</td>
<td>15,172</td>
<td>0.00%</td>
<td>0.00%</td>
<td>7,200</td>
<td>7,200</td>
<td>0.00%</td>
<td>0.00%</td>
<td>18,100</td>
<td>18,100</td>
<td>0.00%</td>
<td>0.00%</td>
<td>14,175</td>
<td>14,175</td>
<td>0.00%</td>
<td>0.00%</td>
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<tr>
<td>Debt issuance costs</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Interest expense/bank charges</td>
<td>(478,969)</td>
<td>(466,130)</td>
<td>(12,839)</td>
<td>97.32%</td>
<td>(137,428)</td>
<td>(83,620)</td>
<td>(53,808)</td>
<td>60.85%</td>
<td>(25,500)</td>
<td>(10,214)</td>
<td>(15,286)</td>
<td>40.05%</td>
<td>(1,739,976)</td>
<td>708,125</td>
<td>(2,448,101)</td>
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<tr>
<td>Total nonoperating rev (exp)</td>
<td>(463,797)</td>
<td>(466,130)</td>
<td>(2,333)</td>
<td>100.50%</td>
<td>(130,228)</td>
<td>(83,620)</td>
<td>(45,608)</td>
<td>62.14%</td>
<td>(7,400)</td>
<td>(10,214)</td>
<td>2,814</td>
<td>138.03%</td>
<td>(332,165)</td>
<td>(221,443)</td>
<td>(110,722)</td>
<td>66.67%</td>
</tr>
<tr>
<td><strong>Net income (loss) before transfers</strong></td>
<td>3,311,298</td>
<td>932,472</td>
<td>2,378,826</td>
<td>28.16%</td>
<td>1,843,602</td>
<td>164,232</td>
<td>1,679,370</td>
<td>8.91%</td>
<td>(219,297)</td>
<td>(261,067)</td>
<td>41,770</td>
<td>119.05%</td>
<td>1,731,694</td>
<td>977,100</td>
<td>754,594</td>
<td>56.42%</td>
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<tr>
<td><strong>Revenues over/(under) expenditures</strong></td>
<td>(2,692,210)</td>
<td>(149,951)</td>
<td>(2,542,259)</td>
<td>(53,471)</td>
<td>(534,971)</td>
<td>(453,517)</td>
<td>(81,454)</td>
<td>(460,354)</td>
<td>(421,772)</td>
<td>(38,582)</td>
<td>91.62%</td>
<td>(643,873)</td>
<td>(3,139,505)</td>
<td>(47,531)</td>
<td>(3,091,974)</td>
<td>1.51%</td>
</tr>
</tbody>
</table>

**Depreciation is recorded at end of year (non-cash item).**
Executive summary

Title: Monterey Dr/Beltline Blvd/36th St Bikeways– (project nos. 4020-1101, 4021-2000 & 4022-6000)

Recommended action: This report is intended to provide an overview of these projects prior to the public hearing on October 7. Council will be asked to take action on this project at the October 21 meeting.

Policy consideration: Does the city council wish staff to continue to pursue the installation of the bikeway and trail segments identified in this report?

Summary: Connect the Park is the city's 10-year Capital Improvement Plan (CIP) to add a comprehensive, city-wide network of bikeways, sidewalks, and trails that provides local and regional connectivity, improves safety and accessibility, and enhances overall community livability.

There are three distinct roadways that are included in this report but have been addressed through one public engagement initiative and one preliminary design process because of the connected system that they create.

- Monterey Drive (project no. 4020-1101)
  - Phase 1- from Excelsior Boulevard to just north of Park Commons Drive - construction in 2020
  - Phase 2- from Park Commons Drive through the intersection of Beltline Boulevard/36th Street -construction in 2021
- Beltline Boulevard from 36th Street to Park Glen Road (project no. 4021-2000) - construction in 2021
- 36th Street from Beltline Boulevard to Wooddale Avenue (project no. 4022-6000) - construction in 2022

As a part of the public hearing, the council will be asked to approve the preliminary layout and to authorize design of final plans for all three projects

Financial or budget considerations: These projects are included in the city’s capital improvement plan (CIP) for 2020, 2021 and 2022. Details on the project costs will be available at the public hearing.

Strategic priority consideration: St. Louis Park is committed to providing a variety of options for people to make their way around the city comfortably, safely and reliably.

Supporting documents: Discussion  
Project overview map  
Monterey Drive layout  
Beltline Boulevard layout  
36th Street layout

Prepared by: Jack Sullivan, senior engineering project management  
Reviewed by: Debra Heiser, engineering director  
Approved by: Tom Harmening, city manager
Discussion

Background: The Monterey Drive, Beltline Boulevard and 36th Street bikeways are part of the city's Connect the Park plan. Connect the Park is designed to creating a system that provides sidewalks approximately every 1/4 -mile and bikeways every 1/2 -mile in order to improve pedestrian and bicycle connectivity throughout the community.

Staff began data collection and concept design in late 2018 in anticipation of the Southwest Light Rail Transit (SWLRT) construction and the Bridgewater Bank redevelopment along the corridors. There are three distinct projects that are included in this report that have been addressed through one public engagement initiative and one preliminary design process because of the connected system that they create. The three projects are described below:

Monterey Drive

- Phase 1- Excelsior Boulevard to just north of Park Commons Drive – Rehabilitation of the road to add on-street bike facilities to the corridor is anticipated to take place in 2020. This includes changes to the intersections at Excelsior Boulevard and Park Commons Drive. This project is timed to match in with the anticipated opening of Bridgewater Bank.

As discussed before, in order to provide safe access to Park Commons Drive and the primary entrance to Bridgewater Bank, the intersection will be restricted to a 3/4 access. This will allow for all turning movements except for left out from Park Commons Drive or Bridgewater Bank. These changes were approved as part of the Bridgewater Bank redevelopment on June 4, 2018.

In addition, the roadway is anticipated to be reduced from 4 lanes of traffic to 3 lanes. This reduction in travel lanes will allow for additional room for on-street bike lanes. The intersection of Monterey Drive and Excelsior Boulevard will have minor reconfiguration to accommodate the bike lanes. The Bridgewater Bank development has been designed to accommodate the road widening and signal pole relocation necessary to facilitate this work.

Improvements to the sanitary sewer forcemain and rehabilitation of the existing pavement are planned to occur at this same time. Currently on-street parking is not allowed along this segment of roadway. Our recommended design keeps the parking restriction in place.

- Phase 2- North of Park Commons Drive through the intersection of Beltline Boulevard and 36th Street – Rehabilitation of the roadway to add on-street bike facilities to the corridor is anticipated to take place in 2021. The pavement is anticipated to be rehabilitated. The roadway is planned to be reduced from 4 lanes of traffic to 3 lanes. This reduction in travel lanes will allow for additional room for on-street bike lanes and the enhancement of the sidewalk along the east side of Monterey Drive from 36 1/2 Street to Bridgewater Bank. A center median with low maintenance vegetation is planned to be installed. This median will require annual long-term maintenance by the City. These ongoing costs will be identified in future council reports.

36 1/2 Street at the intersection with Monterey Drive will be narrowed and Monterey Drive will have a center refuge median to increase pedestrian crossing safety. Staff plans to reuse and enhance the rectangular rapid flashing beacon (RRFB) that is on currently on site.
The most significant change to this corridor is the removal of the traffic signal at the intersection of Monterey Drive, Beltline Boulevard and 36th Street and the installation of a roundabout. A traffic study was completed at this intersection that indicated that a roundabout would function better at this location than a revision to the traffic signal. The roundabout would create a balanced design that safely and efficiently accommodates pedestrians, bicyclists and automobiles. The addition of RRFB’s at the roundabout is planned to provide safe access to The Rec and non-motorized travel along the corridor.

In order to build the roundabout Beltline Boulevard just north of the roundabout and 36th Street just west of the roundabout will need to be reconfigured to accommodate the new design.

Currently on-street parking is not allowed along this segment of roadway. Our recommended design keeps the parking restriction in place.

**Beltline Boulevard (from 36th Street to Park Glen Road)** – The installation of on street bike lanes is anticipated to take place in 2021 and connect with the SWLRT project work that is occurring north of Park Glen Road and the Beltline Boulevard Station. The curbs are expected to remain in place with a reduction in the number of travel lanes from four to three. The space that remains will be converted to buffered bike lanes.

Currently on-street parking is not allowed along this segment of roadway. Our recommended design keeps the parking restriction in place.

**36th Street (from Beltline Boulevard to Wooddale Avenue)** – The installation of bike facilities is anticipated to take place in 2022 and connect with the SWLRT Wooddale Station. This is expected to be a combination of on-street and off-street facilities. Due to the high volume of traffic on this segment of 36th Street there has been extensive traffic analysis to ensure the number of travel lanes, intersection modifications and bike facilities will create a safe system for all users.

The preliminary layout suggests transitioning one of the east bound traffic lanes to allow space for a combination of cycletracks and off-street trails for bicycles. In addition, a left turn lane from east bound 36th Street to north bound Xenwood Avenue is planned as part of this project.

Currently on-street parking is allowed in select locations west of Hwy 100. Our recommended design keeps the parking in place.

**Public Process:** Since Monterey Drive, Beltline Boulevard and 36th Street are high volume roadways that are dominated by businesses and multifamily housing the expectation was that staff would have to find additional ways to communicate with the public regarding these projects in addition to our traditional mailed invitation letter. We decided to leverage the other public gatherings that were occurring over the summer in the general area of the project in hopes of spreading the information to a larger audience than just those individuals who live or work on the proposed routes.
• Staff held our first engagement with the public at the June 18, 2019 Fire Station Open House. Engineering staff had a table set up and invited the community to view the preliminary layouts.

• Our second “pop up” engagement was held at the Rec Center on August 20, 2019 for few hours to capture guests of the Rec Center pool and ice rinks.

• The third engagement was a table display held at the ROC on the evening of August 21, 2019 for the Community Link event.

• Our fourth engagement was a more traditional invitation to an open house at City Hall. This meeting was held on August 22, 2019. Staff sent over 1200 letters to business, residents and property owners in the area. In addition, we used social media, Nextdoor and our neighborhood associations to help spread the word of this meeting.

• The final engagement was a traditional meeting invite to all the business owners and building owners along the three roads, including the Beltline Business Park. This meeting was held on September 9, 2019.

Feedback from these engagement meetings was used to help refine the preliminary layouts of the three projects.

**Estimated Construction Costs:** Estimated construction costs will be provided as part of the public hearing on October 7, 2019. A combination of Elmwood TIF, municipal state aid, general obligation bonds, storm sewer, watermain and sanitary sewer funds are expected to be utilized to fund these projects.

**Proposed schedule and next steps:** The schedule for these projects:

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public hearing</td>
<td>October 7, 2019</td>
</tr>
<tr>
<td>Approve the preliminary layout and authorize final design for all three projects</td>
<td>October 21, 2019</td>
</tr>
<tr>
<td><strong>Monterey Drive (project no. 4020-1101)</strong></td>
<td></td>
</tr>
<tr>
<td>Approve final plans and order ad for bids</td>
<td>January 2019</td>
</tr>
<tr>
<td>Phase 1 construction- Monterey Drive (Excelsior Blvd to Park Commons)</td>
<td>May-July 2020</td>
</tr>
<tr>
<td>Phase 2 construction- Monterey Drive (Park Commons through the intersection of Beltline Boulevard/36th Street)</td>
<td>May-October 2021</td>
</tr>
<tr>
<td><strong>Beltline Boulevard (36th Street to Park Glen Road) - project no. 4021-2000</strong></td>
<td></td>
</tr>
<tr>
<td>Approve final plans and order ad for bid</td>
<td>January 2021</td>
</tr>
<tr>
<td>Construction</td>
<td>Summer 2021</td>
</tr>
<tr>
<td><strong>36th Street (Beltline Boulevard to Wooddale Avenue) -project no. 4022-6000</strong></td>
<td></td>
</tr>
<tr>
<td>Approve final plans and order ad for bid</td>
<td>January 2022</td>
</tr>
<tr>
<td>Construction</td>
<td>Summer 2022</td>
</tr>
</tbody>
</table>
Executive summary

Title: Update - PLACE Via Sol and Via Luna projects

Recommended action: No action required at this time.

Policy consideration: Not applicable. Please inform staff of any questions you might have.

Summary: Attached is an update from PLACE relative to the current status of its Via Sol and Via Luna projects. Staff has requested monthly updates from PLACE to share with the council/EDA.

Financial or budget considerations: None at this point.

Strategic priority consideration: St. Louis Park is committed to providing a broad range of housing and neighborhood oriented development.

Supporting documents: PLACE Via project status update - September 17, 2019
Prepared by: Greg Hunt, economic development coordinator
Reviewed by: Karen Barton, community development director
Approved by: Tom Harmening, EDA executive director and city manager
PHASE I  
Via Sol (North Residential)  
Project drawings are being reviewed by the project team members who are taking on Stantec’s architecture and engineering scopes of work. The project team is now all local to the Twin Cities. All construction documents need to be resubmitted, under the new team, to the City for review and approval before permitting and construction can commence.  

Barr expanded their environmental role to include civil engineering for all of Via. They are completing their review of documents and coordinating with Rachel around site work. MSR expanded their role from design architect to architect of record for Via Sol, and they will complete review and updates of drawings in two weeks. Then, Innovative Structural Solutions (ISS) who is now the structural engineer of record for Via Sol will complete their review and updates of drawings in four weeks. In six weeks, updated footings and foundations construction documents signed under MSR and ISS will be sent to the City for review.  

Wells completed manufacturing of all precast concrete for the foundation and Stahl submitted drawings to the rebar contractor for poured concrete. Stahl, MSR, and ISS are coordinating the purchase of building materials.  

PHASE II  
Via Luna (South Live/Work)  
A PUD amendment application for the South Site (Via Luna and the hotel) was submitted to the City on August 5. On August 22 and 28, City staff provided details of what additional materials were needed to complete the application. LHB as architect of record for Phase II and Barr anticipate submitting these additional materials by October 7. They will plan the PUD process milestones with City staff.  

PLACE is discussing terms with Old National Bank, R4, and Greater Minnesota Housing Fund for purchasing the 4% low-income housing tax credits. Old National Bank and R4 are also interested in purchasing the tax-exempt housing bonds. This will cover all financing for Via Luna.  

Marriott Hotel  
See update above on the PUD amendment process for the South Site. PLACE is considering PACE Equity's package to provide the PACE financing and place the mortgage, leaving a smaller second mortgage to be privately placed to complete the financing for the hotel.  

E-Generation  
PLACE is updating all vendor information for E-Generation’s renewable energy and urban agriculture systems, including the anaerobic digester, wind turbine, solar PV, aquaponics system, and greenhouse.  

PLACE Equity is also interested in providing PACE financing and a mortgage for E-Generation. Additional funds are secured from investment tax credits and grants already awarded to the project. PLACE has already purchased the land for E-Generation from the City's EDA.
Executive summary

Title: Accepting ownership of private alleys

Recommended action: None at this time. Please inform staff of questions you might have.

Policy consideration: Is there a public purpose for having public alley access for single family properties?

Summary: Staff is aware of three alleys within the city that currently operate on privately owned land. It is unclear on how these alleys were established, or why they were not initially dedicated to the public, but for all practical purposes they look and function as a public alley. The City of St. Louis Park Engineering and Operations and Recreation Departments have been contacted by residents that live on three private alleys in the city, with a request convert these private access drives to publicly maintained infrastructure. Each of these alleys have the characteristics of a public alley, however, they were never established as a public ally through the dedication of right of way. These alleys provide access to multiple properties and are gravel.

This request is made to obtain the benefit of municipal services, such as snow plowing and trash pickup, this change would also allow the alleys to be eligible for much needed structural and drainage upgrades.

In response to these requests, staff is proposing a plan in which property owners can dedicate public right of way over the alley portion of their property. If this happens, the city can add these areas to our routine maintenance activities, pick up trash, and perform the needed drainage and surface upgrades.

Financial or budget considerations: Consistent with the city assessment policy, drainage and surface upgrades would be paid for by the city. The funding sources for alley reconstruction projects are franchise fees and storm water utility.

Strategic priority consideration: Not applicable.

Supporting documents: Discussion
Location map

Prepared by: Phillip Elkin, senior engineering project manager
Reviewed by: Debra Heiser, engineering director
Approved by: Tom Harmening, city manager
Discussion

**Background**: Staff is aware of three alleys within the city that currently operate on privately owned land. It is unclear on how these alleys were established, or why they were not initially dedicated to the public, but for all practical purposes they look and function as a public alley. The private alleys featured in this report are gravel and have both structural and drainage problems.

In many cases, a new property owner is unaware that the alleys are private until they contact the city for help in services. To date, the response from the city is that it is the property owner’s responsibility to hire out services such as snow removal, drainage, and general repairs.

Upon closer look at the situation, staff realized that these alleys have the same obstacles which inspired the city council to change the alley assessment policy in 2016; since only a portion of owners on the alley need the alley for access to their property (garage), there is little incentive for other alley residents to incur the cost of upgrades or maintenance.

After meeting with the residents and evaluating the merits of their situations, engineering staff developed a plan in which the city would assist the residents with alley upgrades by obtaining easements and making the alleys part of the public infrastructure.

The process we have outlined is as follows:

1. Receive a petition/request from the majority of the adjacent property owners on the alley
2. Request that city council order a feasibility report for a petition driven public improvement
3. Perform survey, conduct title searches, develop legal descriptions, appraisals, and draft documents for each parcel of land required for public alley right of way.
4. Develop a preliminary design for the improvements, including the cost to acquire right of way, concrete alley construction and improved drainage
5. Hold a public hearing regarding the proposed public improvement
6. Negotiate with property owners to obtain the right of way
7. Once all the right of way is acquired, the alley would be programmed into the alley reconstruction project schedule

**Next steps**: Staff will be bringing requests to council at a future city council meeting.
Study session meeting of September 23, 2019 (Item No. 7)
Title: Accepting ownership of private alleys
Executive summary

**Title:** Texa-Tonka small area plan

**Recommended action:** None at this time. This report is for information only.

**Policy consideration:** None at this time.

**Summary:** In May 2019, the city began working on a small area plan for the commercial properties near the intersection of Texas Avenue and Minnetonka Boulevard, also known as Texa-Tonka. The city contracted with SEH and a team of planners, architects, engineers, outreach and market specialists to create the Texa-Tonka Small Area Plan. The plan will include: a market overview, concept site and building plans, design guidelines, a traffic capacity analysis, and a parking study. The planning process is anticipated to take eight months.

Various outreach events occurred throughout the summer to gather resident input regarding the future of Texa-Tonka including a pop-up engagement event at Aquila Commons apartments, two workshops, and an online citywide survey that reached 992 respondents. Outreach results are posted on the city’s website and are summarized in this report. A market study has also been completed to help understand the market demand for residential and commercial uses within the study area.

City staff and the consultant team are analyzing the input collected and are making recommendations to the Project Committee, a group of 12 residents and commercial property owners, for their review and guidance.

An additional online survey and a pop-up event will be conducted in early October to gather additional feedback on the plan’s draft recommendations, and an open house will be held this fall to review the draft plan.

Staff intends to present the final plan to city council by December 31, 2019.

**Financial or budget considerations:** None at this time.

**Strategic priority consideration:** St. Louis Park is committed to providing a broad range of housing and neighborhood oriented development.

**Supporting documents:** Discussion
Texa-Tonka study area map
Texa-Tonka study area map
Small area plan website

**Prepared by:** Jennifer Monson, planner

**Reviewed by:** Sean Walther, planning and zoning supervisor
Karen Barton, community development director

**Approved by:** Tom Harmening, city manager
Discussion

Background: Many of the commercial properties located near the intersection of Texas Avenue and Minnetonka Boulevard, also known as Texa-Tonka, have been owned by the same property group for many decades. This ownership group has decided they would like to divest many of the commercially zoned properties in Texa-Tonka in the coming years.

In anticipation of new ownership and reinvestment in the commercial properties, the city is undertaking a small area plan to conduct a market overview, concept site and building plans, design guidelines, a traffic capacity analysis, and a parking study.

Present considerations: The plan recommendations will be heavily influenced by input from local residents and commercial property owners including a project committee, several pop-up events, community surveys, neighborhood workshops, and an open house. Several outreach events have already occurred. Results of these efforts are posted on the city’s website and are summarized below. Staff and consultants also reached out to the business and property owners located throughout the district to gain insights into their experience within the area and learn about their future plans.

Workshop 1 summary: A meeting was hosted at the Lenox Community Center on June 27, 2019 and had 35 attendees. The purpose of the meeting was to inform community members of the project, as well as receive their feedback on issues and opportunities pertaining to current conditions and future development of the commercial area. Participant activities included small group discussions and mapping issues and opportunities on project aerial photos and base maps, and developing vision statements.

Draft vision statement:
The Texa-Tonka commercial node is a vibrant, welcoming place that offers a mix of small, local, useful shops, restaurants, services and housing options. Its attractive places and spaces are connected by a safe, accessible network of landscaped streets, sidewalks and plazas where people of all ages and abilities can meet their daily needs by foot, bicycle, transit and auto.

Survey summary: A planning survey was posted on the city’s website for seven weeks and generated 992 responses. 45 percent of survey respondents lived within 3 to 4 blocks of the study area. The majority of respondents visit Texa-Tonka by personal vehicle followed by walking and then biking, for eating/drinking or shopping purposes. Overall, people value the shopping center’s convenience, eating establishments and shops. People would like to see the buildings and landscaping updated and maintained. Additional local businesses, specifically a local coffee shop and restaurants, are highly desired. Questions were asked regarding the built form, and respondents preferred smaller scale, mixed-use, pedestrian-oriented development, with most people against larger scale housing developments.

Workshop 2 summary: On August 13, 2019, 23 people participated in a planning workshop focused on aspects of potential redevelopment and enhancement within the study area. Consultants provided four separate activities centered on massing and scale of future buildings, building design preferences, gatherings spaces (informal, community activated) and alternative street designs for Minnetonka Boulevard and Texas Avenue.
Preferences included:
- 1-4 story buildings
- Redevelopment of vacant parking lot along the east side of Texas Avenue with duplexes or townhomes
- Strong interest that new commercial buildings are placed closer to the sidewalks and streets at the southwest and north east corners of Minnetonka Boulevard and Texas Avenue intersection
- Brick buildings together with other materials
- Temporary and permanent street activation opportunities including art, seasonal planters, painted pavement street crossings, farmers markets, and unique banners
- Additional green space with routine maintenance.

**Draft guiding principles:** Guiding principles were established to specify the types of uses and design of spaces that should be encouraged in the study area. These guiding principles include:
- Encourage a mixed-use node where people can shop, dine, live and play
- Support a vibrant, small business economy within the node
- Complement existing housing with new housing options
- Enhance and showcase the area’s mid-century modern heritage and aesthetic
- Provide for a range of temporary and permanent landscaped spaces where people can socialize and celebrate
- Enhance beauty and ecological function of the public realm
- Strengthen and enhance walking and biking as safe and convenient transportation options
- Raise the bar on quality and authenticity of the built environment
- Balance creative vision with market reality
- Address current opportunities while planning for an ever-changing future
- Embrace and engage Texa-Tonka’s diverse community

**Market study:** A market study was conducted to determine the demand for residential and commercial uses in the study area.

The study looked at residential demand between 2019 and 2030. The study shows some demand for owner-occupied units, specifically demand for owner-occupied multifamily housing (173 units) including townhomes, twin homes and condominiums. The study notes that it is unlikely that single-family homes can be accommodated due to high land costs and density requirements, therefore, demand for owner-occupied housing will be limited to owned multi-family. There is also demand for an estimated 278 rental units within the Texa-Tonka area.

Additionally, commercial retail and commercial office demand was examined within the study area. The study shows the Texa-Tonka commercial area could capture 2% to 3% of the market demand for retail between 2019 and 2030, which is approximately 11,000 and 18,000 square feet of new retail space that could be redeveloped within the study area, including the redevelopment of existing space in the District. Texa-Tonka could also capture approximately 2% or 7,000 square feet of additional office space demand within the market area.
Project committee: A project committee has been formed to help guide the planning process. The committee includes commercial property owners and residents from several neighborhoods, including Texa-Tonka, Oak Hill, Aquila and Cobblecrest. The project committee has met twice since the start of the planning process. The first meeting was held on May 16, 2019 to walk the study area and discuss placemaking. The committee met again on September 11, 2019 and reviewed the outreach results, including the vision and guiding principles. The committee then made recommendations to the consultant team to guide the next phase of the plan. The project committee will meet two additional times to review the plan recommendations.

**Next steps:** An additional survey and pop-up event will be conducted in early October to gather further feedback on the plan’s draft recommendations, and an open house will be held this fall to review the draft plan.

Staff intends to present the final plan to city council by December 31, 2019.
Texa-Tonka Study Area Map
Executive summary

Title: Parkway Residences Environmental Assessment Worksheet

Recommended action: None currently.

Policy consideration: Does city council support the distribution of an Environmental Assessment Worksheet (EAW) for Parkway Residences in the Environmental Quality Board (EQB) Monitor?

Summary: Sela Investments, is proposing a new development, Parkway Residences. The proposed development is located along West 31st Street near Glenhurst Avenue and consists of four new multi-family buildings creating 224 new units plus the rehabilitation of three existing apartment buildings that contain 24 units for a total of 248 residential units. The project would remove twelve existing buildings including single-family homes and apartments. For the purposes of the EAW, the density of the development that was analyzed increased slightly from what council previously reviewed. The final unit count is still being determined, including the possibility of an 11-story residential building on one of the sites. The development will meet the requirements of the city’s inclusionary housing policy.

Parkway Residences follows Sela Investments’ Parkway 25 project (4015 County Rd 25). Parkway 25 was not reviewed with an EAW. However, the Parkway Residences exceeds the state threshold of a mandatory EAW by having a total of more than 150 attached units in a development that would also require a change to the comprehensive plan.

An EAW is being prepared for the Parkway Residences developer per Minnesota Rules 4410.4300. The City of St. Louis Park is the responsible government unit (RGU) for review of the EAW. Staff will be requesting city council approve a resolution authorizing distribution of the EAW. The EAW will then be distributed to the required list of jurisdictions and will be announced in the EQB Monitor. City council will be asked to approval a resolution of finding and declaration once the EAW is reviewed and comments are answered. These actions do not obligate the city council to future approval of the proposed development.

Financial or budget considerations: Not applicable regarding the EAW. A TIF request is anticipated from the developer as there are extraordinary costs associated with the proposed redevelopment that prevent the project from being financially feasible.

Strategic priority consideration: St. Louis Park is committed to providing a broad range of housing and neighborhood oriented development.

Supporting documents: Discussion
Site plan

Prepared by: Jennifer Monson, planner
Reviewed by: Sean Walther, planning and zoning supervisor
Karen Barton, community development director

Approved by: Tom Harmening, city manager
Discussion

Site information: The proposed redevelopment site is located along W. 31st Street and Highway 7 Service Road, between Glenhurst Ave. and Inglewood Ave. The site is in the Triangle neighborhood near the southwest quadrant of CSAH 25 and France Ave, adjacent to Parkway 25 and The Shoreham.

Site area: 2.5 acres

Current uses: Commercial, single family, duplex, and multi-family residential uses

2040 Land Use: TOD – Transit Oriented Development
                RM – Medium Density Residential

Current zoning: C-2, General Commercial
                R4, Multi-family Residential

Proposed 2040 Land use: TOD – Transit Oriented Development
                        RH – High Density Residential

Proposed zoning: PUD - Planned Unit Development
**Background:** In 2016, the city approved a Planned Unit Development for Sela to construct Parkway 25, a 112-unit mixed-use building with 12,000 square feet of commercial space along County Road 25 Frontage Road. Since 2016, Sela Group, LLC has acquired 15 additional properties in the area to create the proposed Parkway Residences development site.

The development team and staff presented a concept plan to city council in April 2019 for the Parkway Commons project. Based on feedback from city council, the development proposal has changed slightly, and now includes one additional building along W. 31st Street and a taller building along the Hwy 7 Service Road. The name of the development has also been changed to The Parkway Residences. The proposed development is described below.

**Present considerations:** The Parkway Residences project is a collection of 15 properties consisting of single-family homes and an assortment of smaller apartment buildings along both sides of 31st Street West between Inglewood Avenue South and Glenhurst Avenue South. The development properties are not all contiguous, thus the project will be built amongst other existing buildings. The development will remove twelve of the existing buildings and will reinvest in the rehabilitation of three apartment buildings. The development consists of four new multi-family buildings creating 224 new units plus 24 units from the rehabilitated apartment buildings for a total of 248 residential units. The development plan segments the project into four campuses to be built in phases: west campus, north campus, southwest campus and southeast campus plus the three existing apartment buildings to remain.

The north campus (Site 1 – see map below) is toward the center of the site and includes six existing residential buildings north of 31st Street West. The homes will be replaced with a 4-story, 95-unit apartment building with two-levels of underground parking. This apartment building is expected to be the first phase of the project.

The southeast campus (Site 2 – see map below) consists of two single-family homes that will be developed as a 6-unit townhome. The townhome will be developed with affordable units as part of the city’s inclusionary housing policy requirement to provide replacement housing for the naturally occurring affordable housing (NOAH) existing in the project area that will be demolished as part of the project.

The west campus (Site 3 – see map below) includes an existing strip center at the southeast corner of Inglewood Avenue South and County Road 25 that will be replaced with an up-to 11-story apartment building. The building will consist of up to eight-floors of residential units (84 units) with parking and lobby space in the first two floors and the top floor dedicated to amenity space. There is one-level of underground parking.

The southwest campus (Site 4 – see map below) is at the corner of Inglewood Avenue South and 31st Street West. It includes the removal of three existing single-family homes for the construction of a 4-story, 39-unit apartment building with one level of underground parking. The southwest campus is proposed to be a later phase of the project.

The existing housing includes the three apartment buildings south of 31st Street West that will remain and be renovated. The apartments include a total of 24 units of which 22 are considered naturally occurring affordable housing (NOAH) and will remain as NOAH designated housing units.
The Parkway Residences development is proposed to start construction in the spring of 2020 with the 4-story, 95-unit apartment building plus the renovations of the three existing apartment buildings. Following phases will be based on market demand and entitlements. It is expected that market demand will be supported by the project being within ½ mile of both the Beltline Station and the West Lake Station on the Southwest Light Rail (SWLRT) Corridor and based upon the success of Parkway 25. There are no changes to the alignments of the existing utilities or roadways.

Parkway Residences follows Sela Investments’ Parkway 25 project (4015 County Rd. 25) that was constructed in 2017. The combined projects include a total of 360 residential units and 12,000 square feet of commercial/office space. Parkway 25 was not reviewed as an EAW. However, the proposed Parkway Residences in combination with Parkway 25, crosses the threshold of a mandatory EAW by having a total of more than 150 attached units in a development that also requires a change to the comprehensive plan. When combined, the two projects fall within the mandatory EAW per MN Rules 4410.4300, subpart 19 C. Residential Development & 4410.4300, subpart 1, 3-year look-back requirement.

**Traffic and parking study:** A traffic and parking study was completed for the proposed development to evaluate existing conditions within the study area, analyze traffic and parking impacts to the adjacent roadway network, and recommend any improvements needed to accommodate the proposed development. The traffic and parking study will be included within the EAW for public comment. The study found Parkway Residences to have minimal impact to the transportation network and no changes will be necessary to the surrounding street network.

**Next steps:** Staff will request city council approve the EAW for distribution through a resolution on October 7, 2019. The EAW will then be distributed to the required list and will be announced in the EQB Monitor on October 14, 2019. Once the 30-day comment period is complete and comments are responded to, city council will be asked to approve a resolution for EAW findings and declaration of whether further environmental review is necessary. None of these actions obligate the city council to future approval of the proposed development.

Sela Investments intends to apply for a comprehensive plan amendment to re-guide portions of the site from medium density residential to high density residential, preliminary and final plat approval, an alley vacation and a rezoning to a planned unit development. Staff expects these applications will be submitted in early October.

The development will be subject to the city’s inclusionary housing policy. Staff will present the final affordability levels to city council once the final unit numbers are established for the development.

The developer also intends to request tax increment financing to defray a portion of extraordinary costs associated with the project that would prevent the project from being financially feasible. The developer and staff will update the EDA on any tax increment financing requests prior to city council consideration of formal applications.
Post-Construction Site Plan

1. PROPOSED 4 STORY APARTMENT BUILDING
   95 UNITS
   (68 UNITS PER ACRE)
   139 PARKING STALLS

2. PROPOSED TOWNHOME BUILDING
   6 UNITS
   NOAH REPLACEMENT

3. PROPOSED 4 STORY APARTMENT BUILDING
   39 UNITS
   (72 UNITS PER ACRE)
   28 PARKING STALLS

4. PROPOSED 11 STORY APARTMENT BUILDING
   84 UNITS
   (144 UNITS PER ACRE)
   110 COVERED PARKING
   36 OUTDOOR PARKING

5. EXISTING HOUSING TO REMAIN

- WEST CAMPUS
- NORTH CAMPUS
- SOUTHWEST CAMPUS
- SOUTHEAST CAMPUS

SITE PLAN 8/08/19