

**HOPKINS CITY COUNCIL
AGENDA
Tuesday, October 15, 2024
6:30 pm**

**THIS AGENDA IS SUBJECT TO CHANGE
UNTIL THE START OF THE CITY COUNCIL MEETING**

I. CALL TO ORDER

II. ADOPT AGENDA

III. PRESENTATIONS

1. Update on Green Infrastructure Special Assessment Policy; Larson

IV. CONSENT AGENDA

1. Minutes of the October 1, 2024, Regular Meeting Proceedings
2. Approval of the 2025 Meeting Schedule; Domeier
3. Approval of Tobacco License for Mahadev LLC DBA MGM Hopkins; Domeier

V. PUBLIC HEARINGS

1. Adopt Assessment Roll for 2024 Miscellaneous Special Assessments; Baker

VI. OLD BUSINESS

VII. NEW BUSINESS

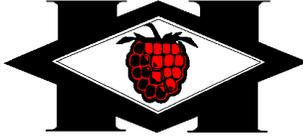
1. Resolution Ordering Public Improvement Hearing Central Avenues Improvements, City Project 2024-10; Klingbeil
2. Approval of Request for Proposals (RFP) for City-Owned Property; Elverum

VIII. PUBLIC COMMENT

IX. ANNOUNCEMENTS

- Next City Council Regular Meeting: Tuesday, November 12 and 19 at 6:30 p.m.

X. ADJOURN



Engineering

CITY OF HOPKINS

Memorandum

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: Mikala Larson, Sustainability Specialist

Date: October 15, 2024

Subject: Green Infrastructure Special Assessment Policy

PURPOSE

To provide an update on an action step from the Strategic Plan and seek City Council direction regarding developing a green infrastructure special assessment. No action is needed at this time, but staff is seeking Council guidance.

INFORMATION

Developing a green infrastructure special assessment policy is an identified action step in the 2024 Strategic Plan. A green infrastructure special assessment policy would create a new financing program for voluntary energy improvements at existing commercial and multifamily buildings in Hopkins.

Minnesota State Statute 429.021 allows the City to establish a policy for assessing the cost of energy-related improvements to private property. The City of Hopkins can consider adopting a green infrastructure special assessment policy to create this option for property owners.

Staff anticipates that special assessments will address energy improvement projects between \$10,000 and \$60,000; above that amount, funding mechanisms like Property Assessed Clean Energy (PACE) financing are often available, and below that amount, funding mechanisms including Center for Energy and Environment loans and Hopkins Climate Solutions Fund rebates are often available. The new program would fill a gap in financing options for projects that fall within this range. Per Minnesota State Statute, eligible projects that may be specially assessed could be improvements to heating, ventilation, and air conditioning equipment and building envelope and for the installation of renewable energy systems.

Any excess funds at year end from the Hopkins Climate Solutions Fund may be utilized to establish a green infrastructure special assessment program. Although the Hopkins Climate Solutions Fund has seen a large increase in applications in 2024, depending on public interest, staff anticipates there may be excess program funds.

SUPPORTING INFORMATION

- Minnesota State Statute 429.021 – available upon request

FUTURE ACTION

Staff is seeking direction from City Council on how to proceed with the development of a green infrastructure special assessment policy.

**HOPKINS CITY COUNCIL
REGULAR MEETING PROCEEDINGS
OCTOBER 1, 2024**

CALL TO ORDER

Pursuant to due call and notice thereof a regular meeting of the Hopkins City Council was held on Tuesday, October 8, 2024, at 6:30 p.m. in the Council Chambers at City Hall, 1010 1st Street South.

Mayor Hanlon called the meeting to order with Council Members Garrido, Goodlund, Hunke, and Kuznia attending. Others attending included City Manager Mornson, Assistant City Manager Casella, City Clerk Domeier and Finance Director Bishop.

ADOPT AGENDA

Motion by Garrido. **Second** by Hunke.

Motion to Adopt the Agenda.

Ayes: Garrido, Goodlund, Hanlon, Hunke, Kuznia

Nays: None. Motion carried.

CONSENT AGENDA

Motion by Goodlund. **Second** by Garrido.

Motion to Approve the Consent Agenda.

1. Minutes of the October 1, 2024, Regular Meeting Proceedings
2. Second Reading: Ordinance No. 2024-1209 Amendment of the Hopkins Charter by Ordinance; Bishop
3. Second Reading: Ordinance No. 2024-1210 Amendment of the Hopkins Charter by Ordinance; Bishop

Ayes: Garrido, Goodlund, Hanlon, Hunke, Kuznia

Nays: None. Motion carried.

NEW BUSINESS

VII.1. 325 Blake Road/Alatus Development; Elverum

The City's Finance Advisor Stacie Kvilvang presented a financing structure that allows the development at 325 Blake to move forward in advance of a full-funding commitment from the private market. Ms. Kvilvang asked for an indication of support from the City Council to allow for the issuance of temporary Tax Increment Financing (TIF) bonds. Tony Kuechle with Alatus Development and James Wisker with the Watershed District both shared their comments on the proposed financing and development. After careful consideration about potential risks to the city, the City Council generally supported moving forward with the financing option proposed. The financing option will come back to the City Council for formal approval.

ANNOUNCEMENTS

Mayor Hanlon shared the City Council meeting schedule.

**HOPKINS CITY COUNCIL
REGULAR MEETING PROCEEDINGS
OCTOBER 1, 2024**

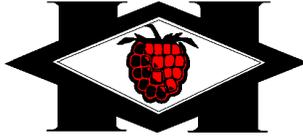
ADJOURNMENT

There being no further business to come before the City Council, and upon a motion by Hunke, second by Garrido, the meeting was unanimously adjourned at 7:09 p.m.

Respectfully Submitted,



Amy Domeier, City Clerk



Administration

CITY OF HOPKINS

City Council Report 2024-132

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: Amy Domeier, City Clerk

Date: October 15, 2024

Subject: Approval of the 2025 Meeting Schedule

RECOMMENDED ACTION

MOTION TO adopt the 2024 Meeting Schedule.

OVERVIEW

Regular City Council meetings are held monthly on the first and third Tuesday; Park Board Meetings are held monthly on the fourth Monday; and Planning and Zoning Commission meetings are held monthly on the fourth Tuesday. All meetings start at 6:30 p.m. Occasionally meeting dates are changed to avoid conflicts with holidays and other events. Staff has reviewed the calendar for potential conflicts and has proposed the changes reflected in the draft schedule.

SUPPORTING INFORMATION

- Proposed 2025 Meeting Schedule

2025 MEETING SCHEDULE

January

Wednesday, January 1	New Years Day Holiday (City Hall Closed)
Tuesday, January 7	Council Meeting
Friday, January 10	Goal Setting
Monday, January 20	Martin Luther King Jr. Day (City Hall Closed)
Tuesday, January 21	Council Meeting
Monday, January 27	Park Board Meeting
Tuesday, January 28	Planning Meeting
Thursday, January 30	State of the City Event

February

Tuesday, February 4	Council Meeting
Monday, February 17	President's Day (City Hall Closed)
Tuesday, February 18	Council Meeting
Tuesday, February 25	Planning Meeting
Wednesday, February 26	Park Board Meeting

March

Tuesday, March 4	City Council Meeting
Monday, March 10	NLC Conference in Washington DC (ends March 12)
Tuesday, March 18	City Council Meeting
Monday, March 24	Park Board Meeting
Tuesday, March 25	Planning Meeting
Saturday, March 29	Eid al Fitr (ends March 30, no City meetings allowed)

April

Tuesday, April 1	City Council Meeting
Tuesday, April 15	City Council Meeting
Friday, April 18	Good Friday (no City meetings allowed)
Tuesday, April 22	Planning Meeting
Monday, April 28	Park Board Meeting

May

Tuesday, May 6	City Council Meeting
Monday, May 19	Park Board Meeting
Tuesday, May 20	City Council Meeting
Monday, May 26	Memorial Day (City Hall Closed)
Tuesday, May 27	Planning Meeting

June

Tuesday, June 3	City Council Meeting
Friday, June 6	Eid al Adha (Muslim) (ends June 7, no City meetings allowed)
Tuesday, June 17	City Council Meeting
Thursday, June 19	Juneteenth (City Hall Closed)
Monday, June 23	Park Board Meeting
Tuesday, June 24	Planning Meeting
Wednesday, June 25	LMC Conference in Duluth (ends June 27)

July

Friday, July 4	Independence Day (City Hall Closed)
Tuesday, July 15	City Council Meeting
Tuesday, July 22	Planning Meeting
Monday, July 28	Park Board Meeting

August

Monday, August 4	City Council Meeting
Tuesday, August 5	National Night Out
Tuesday, August 19	City Council Meeting
Monday, August 25	Park Board Meeting
Tuesday, August 26	Planning Meeting

September

Monday, September 1	Labor Day (City Hall Closed)
Tuesday, September 2	City Council Meeting
Friday, September 11	Yom Kippur (ends September 12, no City meetings allowed)
Tuesday, September 16	City Council Meeting
Monday, September 22	Park Board Meeting
Tuesday, September 23	Planning Meeting

October

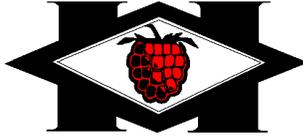
Tuesday, October 7	City Council Meeting
Friday, October 2	Rosh Hashanah (ends October 4, no City meetings allowed)
Monday, October 13	Indigenous People's Day (No City meetings allowed)
Tuesday, October 14	Strategic Action Plan Session
Tuesday, October 21	City Council Meeting
Monday, October 27	Park Board Meeting
Tuesday, October 28	Park Board Meeting

November

Monday, November 3	City Council Meeting
Tuesday, November 4	General Election
Tuesday, November 11	Veteran's Day (City Hall Closed)
Tuesday, November 18	City Council Meeting
Wednesday, November 19	NLC City Summit in Salt Lake City (ends Nov. 22)
Monday, November 24	Park Board Meeting
Tuesday, November 25	Planning Meeting
Thursday, November 27	Thanksgiving (City Hall Closed)
Friday, November 28	Holiday (City Hall Closed)

December

Monday, December 1	City Council Budget Meeting
Tuesday, December 2	City Council Meeting
Monday, December 15	Park Board Meeting
Tuesday, December 16	City Council Meeting
Tuesday, December 23	Planning Meeting
Wednesday, December 24	Christmas Eve (City Hall Closed)
Thursday, December 25	Christmas Day (City Hall Closed)



Administration

CITY OF HOPKINS

City Council Report 2024-133

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: Amy Domeier, City Clerk

Date: October 15, 2024

Subject: Approval of Tobacco License for Mahadev LLC DBA MGM Hopkins

RECOMMENDED ACTION

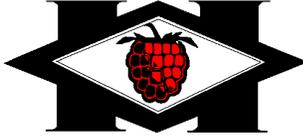
MOTION TO approve a Tobacco License for Mahadev LLC DBA MGM Hopkins located at 495 17th Ave. N. for the license term ending June 30, 2025.

OVERVIEW

Mahadev LLC has applied for a tobacco license to sell tobacco and tobacco related products at 495 17th Ave. N. The license will be effective upon passage of the motion and expire on June 30, 2025. The application will be required to renew their license again for July 1, 2025, to continue operations. The application is in order and may be approved by the City Council.

SUPPORTING INFORMATION

- The complete application is on file in the City Clerk's office.



Finance Department

CITY OF HOPKINS

City Council Report 2024-129

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: David Baker, Deputy City Clerk

Date: October 15, 2024

Subject: Adopt Assessment Roll for 2024 Miscellaneous Special Assessments

RECOMMENDED ACTION

MOTION TO Adopt Resolution 2024-062 for Hearing on Proposed Assessments and Adoption of Assessment Roll for 2024 Miscellaneous Special Assessments.

OVERVIEW

The proposed special assessments as described in Exhibit A are for delinquent utility bills, citations and invoices. Unpaid amounts relate to the period from June 1, 2023, through May 31, 2024. A preliminary notice was mailed to affected property owners in June. Notices of this hearing have been published in the Sun Sailor and both notices and assessments statements have been mailed properties who still have delinquent balances. In addition, the city mails monthly statements for any unpaid amounts.

Property owners have the right to appeal their assessment. They are given the opportunity to approach Council during the public hearing. Standard appeal forms have been available at City Hall and will be available at the public hearing. Forms must be completed, signed by the property owner and presented to the City Council prior to the close of the hearing. As of October 10th, no appeals have been received.

After the assessment roll is approved by the City Council, property owners have the right to prepay the entire amount without interest for 30 days. Between November 16th and November 27th, assessments may be paid with daily interest. Any remaining amounts will be certified to Hennepin County on December 2nd. Assessments are payable with property taxes over one-year and 5% interest through December 31, 2025.

SUPPORTING INFORMATION

- Chart of Ten-Year Comparison of Miscellaneous Assessment Amounts
- Notice of Assessment Hearing
- Exhibit A (Assessment Roll)
- Sample Notice
- Resolution 2024-062

Ten Year Comparison of Miscellaneous Assessment Amounts

Year	Total Assessment	Utility Bills	Utility Bill as Percent of Total
2024	96,259.28	94,433.61	98.1%
2023	73,349.66	68,857.24	93.9%
2022	80,337.12	64,427.98	80.2%
2021	75,882.54	57,426.04	75.7%
2020	78,278.08	64,016.95	81.8%
2019	90,999.83	84,378.27	92.7%
2018	98,361.77	78,979.51	80.3%
2017	92,240.58	86,465.44	93.7%
2016	99,275.72	92,077.27	92.7%
2015	116,796.43	89,616.82	76.7%
2014	127,348.75	91,995.60	72.2%

CITY OF HOPKINS
Hennepin County, Minnesota

NOTICE OF ASSESSMENT HEARING
2024 MISCELLANEOUS ASSESSMENTS

NOTICE IS HEREBY GIVEN that the City Council of Hopkins, Minnesota, will meet in the Council Chambers of the Hopkins City Hall, 1010 1st Street South, Hopkins, Minnesota on Tuesday, October 15, 2024 at 6:30 p.m., to pass upon the proposed special assessments for the costs of delinquent utility bills, for delinquent invoices, and for delinquent citations, all more particularly described in Exhibit A hereto attached and hereby made a part hereof. The total amount of the proposed assessments is \$96,259.28 as of September 23, 2024. The area to be assessed includes properties throughout the entire City of Hopkins.

Questions or comments related to the public hearing may be emailed to dbaker@hopkinsmn.com, made by phone at (952)-548-6366 or mailed to 1010 First Street South, Hopkins, MN 55343. Comments submitted through these methods must be received by Tuesday, October 15, 2024 at noon in order to be considered during the hearing. Please note that any emails, letters and attachments you send to the City are likely considered public information and the City staff may use them in staff reports that go to the City Council.

[EXHIBIT A]

The proposed assessment roll is on file with the Deputy City Clerk and is available for review. Property Owners may present their objections to proposed special assessments at this hearing either orally or in writing. The Council will consider those objections. No appeal may be taken as to the amount of any assessment adopted unless a written objection signed by the property owner is filed with the Deputy City Clerk prior to the assessment hearing or presented to the presiding officer at the hearing. Appeal forms are available by contacting the City's Finance Department at 952-548-6366 or dbaker@hopkinsmn.com.

An owner may appeal an assessment to district court pursuant to Minnesota Statutes Section 429.081 by serving notice of the appeal upon the Mayor or City Clerk of the City of Hopkins within thirty (30) days after the adoption of the assessment and by filing such notice with the district court within ten (10) days after service upon the Mayor and City Clerk.

Under provisions of Minnesota Statutes Section 435.193 to 435.195 and Hopkins Ordinances Sections 2-117 to 2-120 the City may, in its discretion, defer the payment of this special assessment for any homestead property owner by a person 65 years of age or older or retired by virtue of a permanent and total disability for whom it would be a hardship to make the payments. When a deferment of the special assessment has been granted and is terminated for any reason provided in that law and Ordinance, all amounts accumulated plus applicable interest become due. The procedures to apply for such deferment are available from the Assessment Clerk.

The following information shall also apply:

1. The property owner shall have the right to prepay the entire assessment. Your assessment may be paid without interest from October 15, 2024 to November 15, 2024, at City

Hall, 1010 1st Street South, Hopkins, Minnesota. You may at any time thereafter and **prior to November 27, 2024**, pay to the entire amount of the assessment remaining unpaid, with interest accrued from November 15, 2024 to the date in which such payment is made. Such payment must be made **prior to November 27, 2024** or interest will be charged through December 31 of the succeeding year.

2. Partial prepayments of the total assessment have been authorized by Ordinance. An owner may pre-pay any amount of the assessment but not less than the lesser of \$100.00 or 25% of the assessment, with interest accrued to the payment date, except that no interest shall be charged if such partial payment is made by November 15, 2024. Partial prepayments can only be made **prior to November 27, 2024**. Such partial payment should be made to the Finance Department at City Hall, 1010 1st Street S, Hopkins, Minnesota 55343.

3. In the case where accrued interest applies, the rate of interest to be accrued, if the assessment is not prepaid within the required time period, is proposed to be 5 percent commencing on the date of adoption by the City Council. Assessments shall be payable in one annual installment unless otherwise specified in Exhibit A.

4. The amount to be specially assessed against your property is shown on the statement of assessment sent to you by mail.

This is an important hearing because this is your opportunity to object to the proposed special assessment that affects your property. The Council may adopt the proposed special assessment at the hearing. If you have any questions regarding this assessment, please call the Deputy City Clerk at 952-548-6366.

/s/ Amy Domeier
Amy Domeier, City Clerk
City of Hopkins, Minnesota

Publish: Hopkins Sun Sailor, October 3, 2024
Dated: September 26, 2024

EXHIBIT A

PID NUMBER	SERVICE ADDRESS	ASSESSMENT
DELINQUENT UTILITY BILLS - Payable in 1 year @ 5% interest		
2511722220012	10921 EXCELSIOR BLVD	5,177.85
2311722440132	1944 MAINSTREET	3,866.99
2511722220012	10895 EXCELSIOR BLVD	2,781.51
2511722130106	601 S 7TH AVE	2,465.64
1311722330014	705-707 ROBINWOOD LN	2,313.02
1911721240007	509 SHADYSIDE CIR	2,184.57
2511722420082	739 6TH AVE S	1,939.42
1911721240022	413 MONROE PL	1,824.63
2511722420010	709 S 7TH AVE	1,799.71
2511722420097	739 9TH AVE S	1,720.41
2411722230152	246 14TH AVE N	1,695.21
1911721340021	30 S HARRISON AVE	1,691.09
2511722420096	735 S 9TH AVE	1,683.87
2511722420089	729 S 9TH AVE	1,679.33
2511722420097	741 S 9TH AVE	1,641.87
2511722420081	737 S 6TH AVE	1,631.60
2511722130082	606 6TH AVE S	1,625.66
2411722420062	30 8TH AVE N	1,597.23
2411722230029	301 N 17TH AVE	1,584.28
2311722140014	350 N 18TH AVE	1,584.09
1911721110060	1217 OXFORD ST	1,527.73
2411722220028	414 N 15TH AVE	1,505.93
2311722440007	122 S 19TH AVE	1,462.70
2511722420037	723 6TH AVE S	1,458.87
1311722230034	19 LORING RD	1,455.14
2411722420037	21 7TH AVE N	1,399.19
1911721110002	1410 DIVISION ST	1,385.71
2511722130005	516 S 5TH AVE	1,362.71
2511722130031	613 S 6TH AVE	1,344.00
2411722240045	245 N 11TH AVE	1,344.00
1311722420041	707 DRILLANE RD S	1,267.39
2411722430100	802 MAINSTREET	1,232.25
2411722320107	29 15TH AVE N	1,209.63
2511722140049	625 E PARK VALLEY DR	1,202.06
2311722140034	330 N 19TH AVE	1,154.98
2311722440059	113 S 18TH AVE	1,152.94
2511722420037	721 S 6TH AVE	1,149.52
2411722430044	53 7TH AVE S	1,124.14
2411722320034	105 17TH AVE N	1,114.30
2511722130051	529 S 7TH AVE	1,105.14
2511722140094	634 W PARK VALLEY DR	1,068.94
1911721340026	50 S HARRISON AVE	1,066.38
2011721320026	1 HAWTHORNE RD	1,052.15
1911721340057	41 S JACKSON AVE	1,051.96
2411722320057	9 17TH AVE N	1,051.21
2411722430020	47 1/2 6TH AVE S	1,048.19
2311722140030	358 N 19TH AVE	1,034.06
2511722420081	735 S 6TH AVE	959.11
2011721320023	6 HAWTHORNE RD	942.03

2311722410150	24 N 17TH AVE	912.32
2411722230073	233 N 16TH AVE	899.00
1911721220003	11 WAYSIDE RD E	875.15
2411722230071	225 N 16TH AVE	855.87
2311722440108	2048 MAINSTREET	854.62
1911721240022	415 MONROE PL	832.18
2311722440047	11 18TH AVE S	829.38
2311722140100	210 18TH AVE N	829.34
2411722240075	210 N 12TH AVE	724.36
2511722130073	641 S 8TH AVE	624.99
1911721340156	105 S HARRISON AVE	604.82
2311722140029	329 N 19TH AVE	560.02
2411722320029	114 16TH AVE N	560.00
1911721240005	511 SUNNYSIDE LN	543.02
1911721340106	126 S HARRISON AVE	530.67
1911721240095	405 MONROE PL	488.39
1311722210023	4-1/2 E ST ALBANS RD	466.30
2511722420024	504 S 7TH ST	380.21
2411722230066	205 N 16TH AVE	372.03
1911721240262	746 E REGENCY LN	371.67
1911721340125	145 HARRISON AVE S	329.77
1911721340046	34 VAN BUREN AVE S	321.38
1911721410025	1503 BOYCE ST	309.30
2511722240021	606 S 12TH AVE	303.50
2411722420028	10 6TH AVE N	279.54
2411722230110	306 14TH AVE N	261.98
1911721240009	501 SHADYSIDE CIR	246.67
2411722340110	119-1/2 S 12TH AVE	234.64
1911721240008	507 SHADYSIDE CIR	209.66
2511722410016	220 S 7TH ST	196.24
2411722240062	221 N 12TH AVE	195.77
2411722340102	102 11TH AVE S	184.91
2311722440097	2014 MAINSTREET	181.16
1911721340014	17 S HARRISON AVE	174.72
2511722130033	605 6TH AVE S	169.69

DELINQUENT INVOICES - Payable in 1 year @ 5% interest

2411722420028	10 6TH AVE N	2,932.19
2411722230029	301 17TH AVE N	318.29
2411722240170	334 12TH AVE N	263.72
1911721120023	530 BLAKE RD N	223.66
1911721110125	525 BLAKE RD N - UNIT 114	220.00
2411722220073	1511 STATE HWY 7	160.00
2411722220073	540 BLAKE RD N	160.00
1911721110125	525 BLAKE RD N - UNIT 110	160.00
2311722410134	1819 MAINSTREET	160.00
2411722430100	802 MAINSTREET	160.00



**CITY OF HOPKINS
STATEMENT OF ASSESSMENT
MISCELLAENOUS CHARGES**

DELINQUENT ACCT #XXXXXX-XXX

XXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX
HOPKINS, MN 55343

RE: PID #XXXXXXXX- XXXXXXX

THIS IS THE ONLY STATEMENT YOU WILL RECEIVE

The Hennepin County Treasurer’s records show you as an owner and/or taxpayer of certain land(s) with respect to which the City of Hopkins now proposes to order a levy for miscellaneous charges as shown below. It is important that you read and fully understand your rights and obligations concerning this assessment as stated on the attached Notice of Assessment Hearing. **Your total assessment for Parcel Identification Number XXXXXXXXX is as follows:**

Invoice Amount:	\$ 203.50
Service Charge:	<u>\$100.00</u>
TOTAL ASSESSMENT:	\$ 303.50 @ 5% interest payable in 1 year

When requesting information or corresponding about this statement, please refer to Parcel Identification Number #XXXXXXXX. Questions can be directed to the Deputy City Clerk at 952-548-6366.

NOTE -- Objections to this assessment will be accepted until the close of the Assessment Hearing. Assessment hearing appeal forms are available by contacting the Deputy City Clerk at (952) 548-6366 or dbaker@hopkinsmn.com. **Absolutely** no objections (oral or in writing) to any part of this assessment statement will be accepted by the Deputy City Clerk or the Hopkins City Council after the close of the Assessment Hearing. Even though appeals are due by October 15, 2024, the Deputy City Clerk strongly recommends appeals be submitted by October 9, 2024.

**DETACH AND RETURN THIS PORTION WITH YOUR PAYMENT TO:
CITY OF HOPKINS, ATTN: SPECIAL ASSESSMENT CLERK
1010 1ST STREET SOUTH, HOPKINS, MN 55343**

Assessment Payment for: **Delinquent Utility** ACCT # XXXXXX-XXX
PID #XXXXXXXX TOTAL ASSESSMENT: \$ 303.50

TOTAL PAYMENT ENCLOSED - \$ _____

INTEREST CHARGES WILL APPLY ON ANY PAYMENTS MADE AFTER NOVEMBER 15, 2024. PAYMENTS MUST BE MADE TO THE CITY OF HOPKINS PRIOR TO NOVEMBER 27, 2024. ANY BALANCE REMAINING ON NOVEMBER 27, 2024 WILL BE CERTIFIED TO HENNEPIN COUNTY FOR COLLECTION WITH THE 2025 PROPERTY TAXES.

PLEASE NOTE: THE DEADLINE FOR REMAINING BALANCES IS NOVEMBER 27, 2024. CITY HALL WILL BE CLOSED FOR THANKSGIVING HOLIDAY NOVEMBER 28-29, 2024.

**CITY OF HOPKINS
HENNEPIN COUNTY, MINNESOTA**

RESOLUTION 2024-062

**HEARING ON PROPOSED ASSESSMENTS AND ADOPTION OF ASSESSMENT
ROLL FOR 2024 MISCELLANEOUS SPECIAL ASSESSMENTS**

WHEREAS, pursuant to property notice duly given as required by law, the City Council has met and heard and passed upon all objections to the proposed assessment for delinquent utility bills, citations and invoices, all as more fully set forth and described in Exhibit A as attached to this resolution, and has amended such proposed assessment as it deems just,

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Hopkins hereby

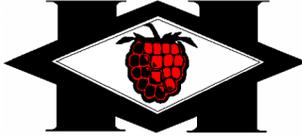
1. Such proposed assessment, a copy of which is attached hereto and made a part hereof, is hereby accepted and shall constitute the special assessment against the lands named therein, and each tract of land therein included is hereby found to be benefitted by amount of the assessment levied against it.
2. Such assessments shall be payable in equal, annual installments extending over the period of years set forth in Exhibit A, the first of installments to be payable on or after the first Monday in January 2025. To the first installment shall be added interest on the entire assessment from October 16, 2024, until December 31, 2025. To each subsequent installment when due shall be added interest for one year on all unpaid installments.
3. The owner of any property so assessed may, at any time prior to certification of the assessment to the county auditor, pay the whole or a partial payment of any amount of the assessment but not less than the lesser of \$100 or 25% of the assessment on such property, to the city, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption of this resolution; and they may, at any time thereafter, pay to the city the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made prior to November 30 or interest will be charged through December 31 of the next succeeding year.
4. The clerk shall forthwith transmit a certified duplicate of this assessment to the County Auditor to be extended on the property tax lists of the County, and such assessments shall be collected and paid over in the same manner as other municipal taxes.

Adopted by the City Council of the City of Hopkins this 15th day of October, 2024.

By: _____
Patrick Hanlon, Mayor

ATTEST:

Amy Domeier, City Clerk



Public Works Dept.

CITY OF HOPKINS

City Council Report 2024-131

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: Eric Klingbeil, PE, City Engineer

Date: October 15, 2024

Subject: Order Public Improvement Hearing – Central Avenues Improvements, City Project 2024-10

RECOMMENDED ACTION

MOTION TO adopt Resolution 2024-063, Resolution Ordering Public Improvement Hearing, Central Avenues Improvements

OVERVIEW

At its September 3, 2024 meeting the Central Avenues Phase 2 Scoping Study Report, ordered by Council at the April 16, 2024 City Council Meeting, was presented

At its September 10, 2024 meeting, a feasibility report concerning street and utility improvements along 9th Avenue N from 1st Street N to 3rd Street N, 10th Avenue N from 1st Street N to 4th Street N, 11th Avenue N from 1st Street N to Minnetonka Mills Road, 12th Avenue N from 1st Street N to Minnetonka Mills Road, 13th Avenue N from the regional trail N to Minnetonka Mills Road, 2nd Street N from 8th Avenue N to 12th Avenue N, 3rd Street N from 9th Avenue N to 15th Avenue N, and 4th Street N from 9th Avenue N to 10th Avenue N and 11th Avenue N to 12th Avenue N ordered by the City Council. This report is now complete. In accordance with state statutes, the City Council needs to conduct a public hearing and authorize final design to continue the project process.

SUPPORTING INFORMATION

- Feasibility Report, select pages – full report available upon request
- Resolution 2024-063

ANALYSIS OF ISSUES

Scope of Improvements

This project includes the following improvements:

- Full reconstruction of the following streets:
 - 9th Avenue N from 1st Street N to 3rd Street N
 - 10th Avenue N from 1st Street N to 4th Street N
 - 11th Avenue N from 1st Street N to Minnetonka Mills Road
 - 12th Avenue N from 1st Street to Highway 7
 - 13th Avenue N from Maetzold Field to South Service Drive

- 3rd Street N from 9th Avenue N to 11th Avenue N
- 4th Street N from 9th Avenue N to 10th Avenue N
- 4th Street N from 11th Avenue N to 12th Avenue N
- Reclamation and resurfacing of the following Streets:
 - 3rd Street N from 11th Avenue N to 15th Avenue N
- Mill and Overlay of the following streets:
 - 2nd Street N from 8th Avenue N to 12th Avenue N

The pavement condition index for most of the project area is below 40, which indicates failed pavement and warrants reconstruction. Maintenance procedures such as seal coating, mill and overlay, or reclamation are no longer effective strategies. Proposed street improvements include full reconstruction of streets and new curb and gutter.

Water main is proposed to be replaced in the entire reconstruction area. Most of the existing main is in excess of 60 years old, undersized, and made from cast iron. New main will be ductile iron, which has better reliability and when properly installed a longer lifecycle than cast iron. All water services will be replaced from the main to the property line.

Sanitary sewer improvements consist of replacing old and outdated material mains. The existing sanitary sewer mains are in excess of 60 years old and are made of an outdated material, clay.

Proposed storm sewer improvements include new curb and gutter, removal and replacement of the existing storm sewer mains, upsizing mains in select areas to better handle larger storm events, and addition of storm sewer inlets to reduce water ponding in the street.

Pedestrian and Bicycle facilities include:

- Replacement of existing sidewalk and pedestrian ramps in the reconstruction area
- Improved pedestrian crossings on 12th Avenue N
- Improved regional trail crossings at 10th, 11th, and 12th Avenues N

During the scoping for this project, it was determined that there was other work that should be included in the project. Traditionally this work was bid as a separate, standalone project but in recent years it has been bid with the street and utility improvement project and the City has received very favorable bid prices as a result.

This additional work will be funded by separate items in the CIP and Budget and includes the following:

- Sanitary Sewer Lining in areas across the City as identified by Public Works
- Citywide sidewalk repairs
- Pedestrian crossing improvements on 11th Avenue South

Public Input

A Public informational meetings regarding the improvements was held on October 2nd. The meeting formats consisted of a presentation of the overall project scope, with an open house style question and answer session. An additional public meeting is scheduled for November 6th with a similar format.

A questionnaire was sent to all properties in the project area in spring 2024 in advance of the neighborhood meetings. Drainage concerns, pedestrian facility concerns, desire for improved street surface, and property specific concerns were the most common responses.

Assessments

The proposed street assessments are based on the City's assessment policy, whereby 70% of the street reconstruction cost and 50% of the water and sewer service replacement are assessed to benefiting properties. The policy also allows for assessments to be capped should assessments exceed previous year assessments by 20%; the costs for this project will trigger the assessment cap. A preliminary assessment roll has been calculated and can be found in the appendix of the attached Feasibility Report. As with the 2023 and 2024 Street and Utility Improvement Project staff has identified properties that were assessed in previous adjacent projects to determine if the assessment cap would have been in a factor if the projects had been assessed as one project.

The assessment cap for residential properties is \$109.32 per front foot, following the typical 3% increase per year. Without the cap assessments could be more than double the capped rate. This cap amount is assuming starting work in 2025. Starting work at a later date will result in a higher assessment amount.

Project Budget and Costs

The estimate for this project which includes contingency, and costs for legal, administrative, and engineering costs for all the work, including 15% contingency, totals to \$17,754,000. These costs are assuming a 2025 work start date. Starting at a later date will result in higher prices as outlined at the September 3, 2024 Council meeting.

Project costs and funding sources are as follows:

Funding Source	CIP Budget Street Reconstruction, Rehabilitation, Additional Work	Estimated Cost
PI-PIR/General Obligation Bonds	\$7,111,000	\$6,626,000
Assessments	2,092,000	2,248,000
Storm Sewer Fund	1,305,000	2,264,000
Sanitary Sewer Fund	3,316,000	3,104,000
Water Fund	3,170,000	3,512,000
Total	\$16,994,000	\$17,754,000

As design has progressed, costs have come down as anticipated. Design modifications, value engineering, and reduced contingencies have brought the estimated cost down almost \$2,000,000 from the estimated costs shown at the September 3rd City Council Meeting. It is anticipated the estimated project cost will continue to be reduced as design progresses and will be within the CIP budget.

Project Schedule

At previous City Council meetings, there was discussion of starting the project in 2025 or 2026. Ordering a Public Improvement Hearing does not commit the project to a specific timeline. Future Council action items will be required to continue the project timeline. Per state statute, if the project is to begin in 2026, an additional public hearing MAY be required depending on Council action.

Public hearing/order final design	November 12, 2024
Approve final plans/order bids	Jan/Feb 2025
Order Assessment Hearing	Feb/Mar 2024
Public Informational Neighborhood Meeting	March 2024
Conduct Public Assessment Hearing	April 2025
Adopt Assessment Roll/Award Contract	April 2025
Begin Construction	Spring 2025
Complete Construction	Fall 2026

Staff Recommendation

Staff recommends ordering the Public Improvement Hearing with adoption of Resolution 2024-063.

**CITY OF HOPKINS
HENNEPIN COUNTY, MINNESOTA**

RESOLUTION 2024-063

**RESOLUTION ORDERING PUBLIC IMPROVEMENT HEARING FOR
CENTRAL AVENUES IMPROVEMENTS
CITY PROJECT 2024-10**

WHEREAS, the City Council authorized and directed the City Engineer to prepare a report with reference to the aforesaid improvement, and

WHEREAS, the City Engineer has caused to be prepared the aforesaid report for improvements on 9th Avenue N from 1st Street N to 3rd Street N, 10th Avenue N from 1st Street N to 4th Street N, 11th Avenue N from 1st Street N to Minnetonka Mills Road, 12th Avenue N from 1st Street N to Minnetonka Mills Road, 13th Avenue N from the regional trail N to Minnetonka Mills Road, 2nd Street N from 8th Avenue N to 12th Avenue N, 3rd Street N from 9th Avenue N to 15th Avenue N, and 4th Street N from 9th Avenue N to 10th Avenue N and 11th Avenue N to 12th Avenue N; and

WHEREAS, the report provides information regarding whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for affected parcels,

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Hopkins will consider the improvement of such streets and utilities in accordance with the report and the assessment of benefitting properties for all or a portion of the cost of the improvement pursuant to Minnesota Statutes Chapter 429 at an estimated total cost of \$17,754,000 and that a public hearing shall be held on such proposed improvement on Tuesday, the 12th day of November in the Council Chambers at 1010 1st Street South at 6:30 P.M. and the City Clerk shall give mailed and published notice of said hearing and improvements as required by law.

Adopted by the City Council this 15th day of October, 2024.

Patrick Hanlon, Mayor

Amy Domeier, City Clerk



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October 8, 2024

Honorable Mayor and City Council
City of Hopkins
1010 1st St S
Hopkins, MN 55343

RE: Central Avenues Improvements Phase 2 – Feasibility Report
City Project No. 2024-10
BMI Project No. 24X.134763.000

Mayor and Council Members:

In accordance with your direction, the following Feasibility Report has been prepared for the Central Avenues Improvements Phase 2 project. This report is an extension of the Project Scoping Study Report completed this past summer.

As a part of the feasibility study, the various public utilities, pedestrian facilities, and associated impacts of improvement have been reviewed. Necessary improvements have then been recommended where appropriate. Estimated project costs and preliminary assessments have been calculated and included with these findings.

During the process of studying the existing conditions within the project areas, meetings were held, and input was received from area residents, City staff, and permitting partners. We would like to acknowledge the cooperation and information received and thank all parties for their support in helping us better understand the problems and concerns within the project area.

Respectfully submitted,

Bolton & Menk, Inc.

Nicholas J. Amatuuccio, P.E.
Senior Associate Project Manager

Central Avenues Improvements Phase 2

Feasibility Report

City of Hopkins

City Project No. 2024-10

BMI Project No. 24X.134763.000



Submitted by:

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Senior Associate Project Manager

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Certification

Feasibility Report

for

Central Avenues Improvements Phase 2

City of Hopkins

October 2024

PROFESSIONAL ENGINEER

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Signature: *Nick Amatuccio*

Typed or Printed Name: Nicholas J. Amatuccio, PE

Date: 10/8/2024 License Number: 53639

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Appendix E: Geotechnical Evaluation

I. Executive Summary

A. Background Information

The Hopkins City Council ordered the preparation of this feasibility report at its September 10, 2024 meeting. This report is an extension of the scoping study that was completed in the Summer of 2024 to better identify the infrastructure improvements that are needed within the Central Avenues neighborhood. In general, the goal of the project is to preserve the investments Hopkins has made in its infrastructure with proper upkeep through the City's Pavement Management Program. The feasibility report has been completed to confirm the appropriate improvements needed based on the project scoping study report, as well as the associated project costs and preliminary estimated assessments.

B. Proposed Improvements

This report examines potential street and utility construction of several streets in the Central Avenues Neighborhood in the City of Hopkins. These areas are depicted in Figure 1 of Appendix B. The proposed improvements are described in the body of this report and are graphically illustrated in Appendix B. In brief, the proposed improvements consist of:

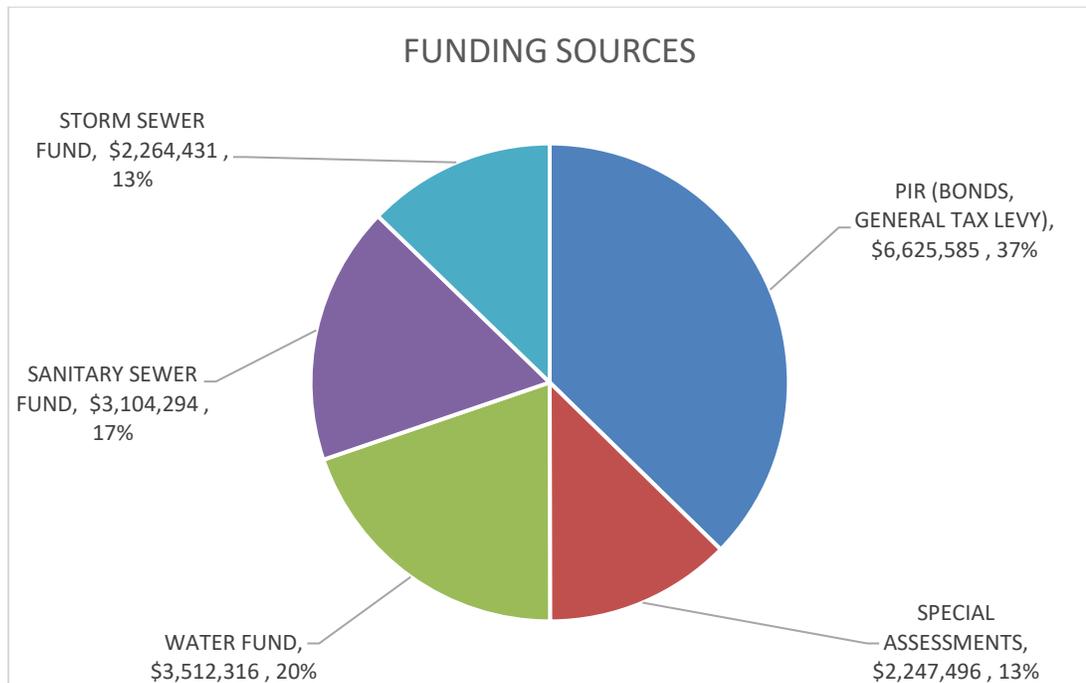
- Full reconstruction of the following street sections in the Central Avenues Neighborhood with replacement of concrete curb and gutter and concrete sidewalk, and replacement or rehabilitation of watermain, sanitary sewer, and storm sewer utilities.
 - 9th Ave N from 1st St N to 3rd St N
 - 10th Ave N from 1st St N to 4th St N
 - 11th Ave N from 1st St N to Minnetonka Mills Rd
 - 12th Ave N from 1st St N to Highway 7
 - 13th Ave N from the dead-end north of Maetzold Field to South Service Dr
 - 3rd St N from 9th Ave N to 11th Ave N
 - 4th St N from 9th Ave N to 10th Ave N and from 11th Ave N to 12th Ave N
- Reclamation and resurfacing of 3rd St N from 11th Ave N to 15th Ave N.
- Mill and overlay of 2nd St N from 8th Ave N to 12th Ave N.

C. Estimated Costs and Proposed Funding

Cost estimates have been prepared to address the varying needs of all areas reviewed. Detailed cost estimates are provided in Appendix A and summarized below in Table 1.

Table ES-1 – Estimated Cost of Proposed Central Avenues Improvements Phase 2	
Proposed Street Improvements	\$5,253,000
Proposed Pedestrian Facility Improvements	\$1,285,000
Proposed Sanitary Sewer Improvements	\$2,288,000
Proposed Watermain Improvements	\$2,588,000
Proposed Storm Sewer Improvements	\$1,669,000
Construction Cost Subtotal	\$13,083,000
Contingencies (15%)	\$1,963,000
Construction Cost with Contingencies (15%)	\$15,046,000
Engineering & Administration (18%)	\$2,708,000
Total Estimated Project Costs	\$17,754,000

These improvements would be funded with general obligation bonds, utility funds, and assessments to individual properties. The chart below illustrates proposed funding sources inclusive of contingencies, engineering, and administration.



II. Scoping Study Introduction

This report examines the proposed street and utility improvements including storm sewer replacement, water main replacement, sanitary sewer replacement, and street reconstruction or resurfacing throughout the Central Avenues Neighborhood. The following streets that will be included in this study are shown on Figure 1 in Appendix B and listed below:

- 9th Ave N from 1st St N to 3rd St N
- 10th Ave N from 1st St N to 4th St N
- 11th Ave N from 1st St N to Minnetonka Mills Rd
- 12th Ave N from 1st St N to Highway 7
- 13th Ave N from the dead-end north of Maetzold Field to South Service Dr
- 2nd St N from 8th Ave N to 12th Ave N
- 3rd St N from 9th Ave N to 15th Ave N
- 4th St N from 9th Ave N to 10th Ave N and from 11th Ave N to 12th Ave N

The improvements on these streets will include some or all of the following proposed work:

- Addition/replacement of storm sewer
- Watermain replacement
- Water service replacement
- Sanitary sewer replacement
- Sanitary sewer rehabilitation
- Sanitary sewer service replacement
- Concrete curb & gutter replacement
- Bituminous street removal and reconstruction
- Bituminous street resurfacing
- Concrete sidewalk replacement

III. Background

The Central Avenues Neighborhood has been included in the City's Capital Improvement Plan in some capacity for the several years. The Hopkins City Council ordered the preparation of this feasibility report at its September 10, 2024 meeting after the completion of the scoping study report which determined the scope and size of the project. It was also determined that this project will be constructed over two construction seasons and under one construction contract to be more efficient and cost effective with the proposed improvements. Preliminary construction phasing can be seen on Figure 1 in Appendix B, which displays how the project will be broken up into two construction seasons. Based upon direction by Council, construction for these project improvements is proposed to begin in either the Spring of 2025 or 2026. The feasibility study and report has been completed to better identify the infrastructure improvements needed within the Central Avenues neighborhood and to better define costs associated with the improvements. This report will be used as the basis for final design and is also a required step in the State's Chapter 429 process for special assessments.

IV. Existing Conditions

A. Streets

The bituminous streets within the project areas are aged and exhibit various levels of wear and distress. This is evident on the surface by transverse, block, and alligator cracking. There is evidence of previous additional street repairs and maintenance throughout the project area including numerous street patches. Examples of the existing pavement conditions are shown below (pictures were taken on 12th Ave N between 1st St N and 2nd St N).



Consistent with observations of the existing pavements made during preparation of this report, the City of Hopkins' Pavement Management System also indicates that the "Pavement Condition Index" (PCI) for several streets in the neighborhood are in fair or poor condition and beyond the pavement's life cycle.

The streets within the project area have varying widths (measured curb face to curb face). Table 1 below summarizes these and other existing conditions. Parking is typically allowed on both sides of the streets throughout the neighborhood. Large, mature trees can be found throughout the project within the City's ROW and near the back of curb.

Table 1: Summary of Existing Corridor Conditions			
Roadway	Existing Street Width	Existing Curb Type	Existing ROW Width
9th Ave N	35 feet	Concrete B618 Curb & Gutter	66 feet
10th Ave N	36 feet	Concrete B618 Curb & Gutter north of the regional trail; some Curb w/ no gutter south of the regional trail	66 feet
11th Ave N	31 feet – 35 feet	Concrete B618 Curb & Gutter	66 feet
12th Ave N	36 feet	Concrete B618 Curb & Gutter north of the regional trail; mostly Curb w/ no gutter south of the regional trail	66 feet
13th Ave N	36 feet	Concrete B618 Curb & Gutter south of 4 th St N; Curb w/ no gutter north of 4 th St	66 feet
2nd St N	36 feet	Concrete B618 Curb & Gutter	66 feet
3rd St N	30 feet	Concrete B618 Curb & Gutter west of 11 th Ave N; mixture of Concrete B618 Curb & Gutter and Curb w/ no gutter between 11 th Ave N and 9 th Ave N	60 feet
4th St N	36 feet	Curb w/ no gutter	66 feet

Subgrade soil sampling was completed throughout the neighborhood by Braun Intertec in the Summer of 2024. A copy of Braun Intertec’s Geotechnical Evaluation Report is included in Appendix E of this report. Twenty-two soil borings and five pavement cores were taken throughout the area and summarized in Table 2 below.

Table 2: Summary of Geotechnical Evaluation		
Street	Bituminous Thickness	Subgrade Material
9th Ave N	4 inches – 5.5 inches	Mixture of silty and clayey sand
10th Ave N	4 inches – 9 inches	Mixture of silty, clayey, and poorly graded sand
11th Ave N	4.5 inches – 8 inches	Mixture of silty, clayey, and poorly graded sand; gravel with silt; sandy silt; and sandy lean clay
12th Ave N	4.5 inches – 6.5 inches	Mixture of silty, clayey, and poorly graded sand; and sandy lean clay
13th Ave N	4 inches – 6.5 inches	Mixture of silty, clayey, and poorly graded sand with silt; and lean and sandy lean clay

2nd St N	3.5 inches – 5.5 inches	Aggregate base material
3rd St N	2 inches – 6.5 inches	Mixture of silty, clayey, and poorly graded sand with silt; lean clay; sandy silt; and possible buried asphalt
4th St N	4.5 inches to 6.5 inches	Mixture of silty, clayey, and poorly graded sand; and sandy lean clay

The soils found just beneath pavements in the neighborhood were most commonly fill soils classified as poorly graded sand, silty sand, clayey sand, sandy silt, or lean clay. At least one of the borings in the neighborhood found slightly organic clay (buried topsoil). Buried topsoil is an undesirable material for roadway construction as it's unable to adequately support heavy vehicles, leading to earlier failure of overlying pavements.

B. Storm Sewer

The existing storm sewer systems serving the neighborhood are mostly comprised of reinforced concrete pipe (RCP), varying in size from 12-inch diameter to 60-inch diameter, with some 12-inch diameter clay pipes as well. The storm sewer catch basins and manholes are a mixture of precast concrete and block structures.

The neighborhood generally drains south through an existing 60-inch trunk storm sewer main along the alley between 11th Ave N and 10th Ave N, south of 3rd St N, then turns down 11th Ave N, west on Mainstreet over to 13th Ave S ultimately discharging to Nine Mile Creek near south of Excelsior Blvd. Some of the neighborhood drains to the east and south before turning west south of Mainstreet, but ultimately connects to the same trunk storm sewer system as the rest of the neighborhood that discharges to Nine Mile Creek south of Excelsior Blvd.

Drainage issues have been identified throughout the neighborhood through evaluation of site grades and elevations by the project team and visual inspections from site visits. These drainage issues can be generalized as:

1. Due to the flat grades of some of the streets, especially from 2nd St N to 3rd St N on 9th Ave N, 10th Ave N, and 11th Ave N, localized drainage problems are prevalent.
2. There is a lack of catch basin inlets at a few of the intersections and alley entrances in the project area, and these limited catch basins can be overloaded during heavier rain events which causes ponding in the street.
3. There is a lack of gutters along several of the streets to adequately direct water through areas of flat topography to drainage inlets.
4. Many of the sidewalks throughout the neighborhood have isolated low spots and do not drain well after rain events or during snow melt.

Proposed storm sewer improvements are discussed later in this report.

C. Sanitary Sewer

The existing sanitary sewer system throughout the neighborhood primarily consists of 8-inch diameter clay pipe, except for the following blocks that differ in either material or size:

- 11th Ave N from 2nd St N to 3rd St N and 2nd St N from 10th Ave N to 11th Ave N consists of 12-inch diameter clay sewer pipe.

- 11th Ave N from 1st St N to 2nd St N consists of 15-inch diameter clay sewer pipe.
 - The sewer pipe on this block is also deeper than the rest of the sanitary sewer system in the neighborhood at over 20 feet in depth with tall risers off the main for each sanitary sewer service.
- 2nd St N from 8th Ave N to 10th Ave N consists of 10-inch diameter clay sewer pipe.
- An 8-inch PVC (plastic) sewer pipe runs up the alley between 9th Ave N and 10th Ave N from 2nd St N to 4th St N, which serves Alice Smith Elementary School and Eisenhower Elementary School across Highway 7.
 - While this pipe consists of newer material than the rest of the neighborhood, the pipe is in somewhat poor condition with sags, deflections, and dents in the interior of the pipe based on televising in the last 10 years.
 - It is also not ideal to have a sanitary sewer with a larger flow run down an alley with limited right-of-way for access, maintenance, and repairs.

Clay pipe is susceptible to infiltration and root intrusion over time due to the large number of joints and the deterioration of the gasket material originally used to seal the joints.

The project's sanitary manholes are made of a mixture of brick, concrete block, and precast concrete structures. Brick and block structures were typically built around the 1950's/1960's or earlier, whereas precast structures indicate these structures were replaced at some point after initial construction of the other infrastructure, likely in response to some deficiency with the original structure while some were replaced as part of an adjacent reconstruction project in the past 15 years. Brick and block manholes are susceptible to infiltration over time due to cracks and deterioration of the mortared joints. Precast concrete manholes continue to be used in modern construction and are generally acceptable provided proper gaskets were provided with the initial construction and remain in good working order.

Service lines in the neighborhood are typically 4-inch or 6-inch and their material may be clay, cast iron, orangeburg, transite, or PVC. Clay and orangeburg sanitary sewer pipes are highly susceptible to infiltration by groundwater, causing groundwater to be treated by the Met Council at its treatment facilities downstream at a cost to the public. The vast majority of sanitary sewer mains and service lines in the neighborhood are made of clay material. Based on observations of sewer service replacements to individual properties performed recently in nearby neighborhoods, potential exists for encountering orangeburg sewer service pipes during construction of the project. Orangeburg pipe, which can generally be described as layered tar paper wrapped in a round manner to create a pipe, was commonly installed around the time several neighborhoods in Hopkins originally developed. Orangeburg pipe is widely known to 'rot' where exposed to water, generally on the bottom of the pipe, and ultimately collapse as it ages and is unable to support the surrounding soil.

Proposed sanitary sewer improvements are discussed later in this report.

D. Watermain

The water main throughout the neighborhood is primarily 6-inch cast iron pipe (CIP). CIP is a common watermain material, however upon reaching its useful life tends to fail. Because it is so brittle, as the soils around the pipe move slowly over decades, CIP cannot support shearing forces and ultimately breaks. These portions of the watermain system were installed in the 1950s and 1960s. CIP installed around this time period was also occasionally installed with lead-packed fittings.

Service lines for single family homes in the project area are typically ¾-inch or 1-inch and their material may be copper, galvanized steel, or lead. However, lead service material (outside of fittings) have not been found on recent reconstruction projects on adjacent streets in the Central Avenues neighborhood.

Proposed watermain improvements are discussed later in this report.

V. Proposed Improvements

A. Streets

Several of the streets within the neighborhood have reached a point where maintenance procedures such as seal coating or milling and overlaying are no longer cost-effective strategies. In addition, the age and material of the underground sewer and water throughout the neighborhood requires that most of the streets are fully reconstructed after the replacement of these utility mains and services nearing the end of their life expectancy. The streets that would be recommended for full reconstruction include:

- 9th Ave N from 1st St N to 3rd St N
- 10th Ave N from 1st St N to 4th St N
- 11th Ave N from 1st St N to Minnetonka Mills Rd
- 12th Ave N from 1st St N to Highway 7
- 13th Ave N from the dead-end north of Maetzold Field to South Service Dr
- 3rd St N from 9th Ave N to 11th Ave N
- 4th St N from 9th Ave N to 10th Ave N and from 11th Ave N to 12th Ave N

Proposed reconstruction improvements include replacement of concrete curb and gutter and replacement of the full depth of the pavement section with underlying aggregate base. It is also recommended to install a sand section under the aggregate base for additional roadway stability and pavement longevity. Concrete curb will be replaced per City Policy 8.02 with B618 concrete curb and gutter, which will help extend the life of the pavement by keeping water out of the subgrade and will provide a solid edge for the asphalt pavement. Some of the streets within the neighborhood, including blocks of 10th Ave N, 12th Ave N, 13th Ave N, 3rd St N, and 4th St N, do not have an existing concrete gutter, just a curb back which does not convey stormwater effectively. Existing drainage patterns will be maintained and the elevation of the existing roadways at their edge is proposed to approximate the existing elevations. Attempts at lowering the road will be made (during final design) where appropriate to improve drainage within and toward the street where beneficial and practical.

Proposed street widths from face of curb to face of curb will vary from street to street throughout the neighborhood but will generally be narrowed on reconstructed streets to the City's standard width for residential streets (28 feet wide from curb face to face) where feasible. Using a proposed street width of 28 feet will provide a consistent street width along each roadway's length, reduce impervious area to reduce costs and stormwater management needs, and create a wider turf boulevard for healthier trees, additional snow storage, and increased pedestrian safety.

The following specific improvements are proposed for each unique roadway corridor:

- 9th Ave N is proposed to be reconstructed, including the replacement of concrete curb and gutter, at 28 feet wide from curb face to face. This will narrow the road by approximately 7 feet. Parking regulations will remain consistent with existing conditions throughout this area. The City and project team will continue to evaluate the proposed roadway width along 9th Ave N based on comments and feedback from residents at the first neighborhood meeting (see Appendix D).
- 10th Ave N is proposed to be reconstructed, including the replacement of concrete curb and gutter, at 28 feet wide from curb face to face. This will narrow the road by approximately 8 feet. Parking regulations will remain consistent with existing conditions throughout this area.
- 11th Ave N is proposed to be reconstructed, including the replacement of concrete curb and gutter, at 28 feet wide from curb face to face. This will narrow the road by approximately 3 feet on the north end of 11th Ave, and up to 7 feet near 1st St N. Parking regulations will remain consistent with existing conditions throughout this area.
- 12th Ave N is proposed to be reconstructed, including the replacement of concrete curb and gutter, at 36 feet wide from curb face to face. This road is proposed to remain the same width at 36 feet due to it being a state aid route, truck route, and corridor that is used for additional parking, especially along Maetzold Field south of 2nd St N. Parking regulations will remain consistent with existing conditions throughout this area.
- 13th Ave N is proposed to be reconstructed, including the replacement of concrete curb and gutter, at 28 feet wide from curb face to face. This will narrow the road by approximately 8 feet. Parking regulations will remain consistent with existing conditions throughout this area.
- 3rd St N from 9th Ave N to 11th Ave N is proposed to be reconstructed, including the replacement of concrete curb and gutter, at 28 feet wide from curb face to face. This will narrow the road by approximately 2 feet. Parking regulations will be consistent with existing conditions throughout this area.
- 4th St N is proposed to be reconstructed, including the replacement of concrete curb and gutter, at 34 feet wide from curb face to face. This will narrow the road by approximately 2 feet. This road is proposed to be similar to the existing street width at approximately 36 feet because the adjacent blocks along the 4th St N corridor that are outside the scope of the project are currently around 35' wide from curb face to curb face. Narrowing 4th St N down to 28 feet wide like some of the other streets is not proposed since this would result in street width inconsistency along the corridor. Parking regulations will remain consistent with existing conditions throughout this area.

The minimum proposed street grade is 0.50% consistent with City standards. Street grades flatter than 0.50% are undesirable for drainage. In some areas, new low points with adequate storm sewer will need to be created to increase roadway longitudinal slope for

proper drainage. These locations will be confirmed during the final design process, but a few locations have been identified based on a review of the existing topography and site conditions including 9th Ave N, 10th Ave N, and 11th Ave N between 2nd St N and 3rd St N. Overall drainage patterns/directions throughout the project area are not proposed to change.

The preliminary proposed typical pavement section for all reconstructed streets consists of 2-inches wearing course bituminous pavement, 2-inches non-wear course bituminous pavement, 8-inches aggregate base class 5, 12-inches select granular, and spot subgrade soil corrections. The exception to this pavement section is on 12th Ave N, where a 3-inch non-wear course bituminous pavement section would be proposed due to the higher traffic levels, including truck traffic.

Pavement maintenance is proposed for the following streets in the project area:

- 2nd St N from 8th Ave N to 12th Ave N
 - A 2-inch mill and overlay is recommended based on the PCI rating and a geotechnical investigation of the existing pavement conditions, confirming this to be a feasible maintenance operation for the pavement. This will extend the life of the pavement at a significantly lower cost than full reconstruction.
 - The existing B618 curb and gutter is in relatively good condition, requiring minimal spot concrete repairs.
 - The original underground sanitary sewer from 8th Ave N to 11th Ave N can be rehabilitated without excavation using a CIPP (cured in place pipe) liner since there are no confirmed sewer services to replace along the corridor. This is discussed further in the proposed sanitary sewer improvements section later in this report.
 - There is no watermain along 2nd St N and the storm sewer is not in need of replacement except for the catch basin inlets at the intersections, which would be reconstructed with the improvements to 9th Ave N, 10th Ave N, 11th Ave N, and 12th Ave N.
- 3rd St N from 11th Ave N to 15th Ave N
 - Reclamation and resurfacing with 2-inches wearing course and 2-inches non-wearing course bituminous pavement is recommended based on the PCI rating and a geotechnical investigation of the existing pavement conditions, confirming this to be a feasible maintenance operation for the pavement. While the pavement is not in good enough condition for a cheaper mill and overlay operation, reclaiming the existing bituminous pavement and underlying aggregate base to pave a new bituminous pavement section ontop will extend the life of the pavement longer than a mill and overlay and still at a significantly lower cost than full reconstruction.
 - The existing B618 curb and gutter is in relatively good condition, requiring only spot concrete repairs.

- The original underground sanitary sewer can be rehabilitated without excavation using a CIPP (cured in place pipe) liner since there are no confirmed sewer services to replace along the corridor. This is discussed further in the proposed sanitary sewer improvements section later in this report.
- The original watermain from 11th Ave N and 13th Ave N has no confirmed services and is not needed for the water distribution system, so this watermain does not need to be replaced and can be abandoned without excavation. This is discussed further in the proposed watermain improvements section later in this report.
- The storm sewer is not in need of replacement except for the catch basin inlets at some of the intersections, which would be reconstructed with the improvements to 13th Ave N, 12th Ave N, 11th Ave N, and 10th Ave N.

B. Storm Sewer

Most of the smaller 12-inch diameter storm sewer in the neighborhood would be reconstructed for constructability of other utilities, changing curb alignment, replacing aging materials, or increasing the storm water pipe capacities to meet City standards for a 10-year rainfall event. Storm sewer will generally be replaced in the same location as the existing system, other than some additional catch basin inlets and storm sewer pipe as needed for drainage and stormwater capacity. Most of the larger diameter storm sewer (27-inches and larger) is in good condition and would not be replaced as part of the proposed improvements. However, some of the existing manholes are in poor condition (constructed from old block material) and are proposed to be replaced as part of the project improvements. The following is a summary of the most significant improvements proposed to the storm sewer system, and proposed stormwater improvements are also shown in Appendix B.

- 12-inch diameter storm sewer along 12th Ave N (south of 3rd St N), 11th Ave N (north of 4th St N), and 4th St N would be replaced with 15-inch or 18-inch diameter storm sewer.
- Storm sewer along 12th Ave N (north of 1st St N) would be replaced with a minimum pipe size of 24-inch diameter storm sewer.
- Storm sewer will be extended down 9th Ave N, 10th Ave N, and 11th Ave N between 2nd St N and 3rd St N to mid-block, with additional catch basin inlets to create a new low point on this block with flat grades. This will improve drainage on this block by providing a location for the water to flow in the curb line. While other blocks in the project area are not as flat as these 3 blocks, they will also be evaluated further during final design to determine if additional storm sewer pipe and catch basins will be necessary for proper drainage.
- Storm sewer catch basin inlets will be added and reconfigured at intersections to improve the efficiency of stormwater runoff collection during larger rain events, and to provide appropriate pedestrian ramp access.
- Storm sewer catch basin inlets will be added at and near alley entrances to improve the efficiency of stormwater runoff collection during larger rain events and to minimize the spread of stormwater into the street during such events.

C. Stormwater Management

The proposed improvements will result in more than 1 acre of impervious pavement reconstruction; therefore, stormwater management will be required by the Municipal Separate Storm Sewer System (MS4) General Permit and Nine Mile Creek Watershed District (NMCWD) with their updated rules to align with MS4 permit requirements.

The water quality volume was calculated as one-half (0.5) inch times the sum of the new and fully reconstructed impervious surface (estimated to be 10.2 acres), equaling approximately 18,500 cubic feet of required water quality volume to be treated with the improvements for Central Avenues Phase 2. During final design, the actual treatment volume will be verified, but feasible treatment options have been investigated to maximize the treatment of the water quality volume prior to discharge from the MS4:

1. Reduction in Impervious Surface
 - The reduction in impervious surface from narrowing the roads (a reduction of 1.4 acres) will not count towards any water quality volume treatment, but it does reduce the amount of volume that needs to be treated for the project improvements.
 - This comes at no additional cost to the project since it is already planned to be included in the improvements and is a cost savings due to the reduction in pavement area.
2. Infiltration Pipes along the west side of 12th Ave N by Maetzold Field
 - The soil types along the 12th Ave N boulevard are not favorable for infiltration so this option is no longer being considered.
 - However, there is a low green space area near the Maetzold Field bullpens to the west of 12th Ave N that has sandy soils for infiltration just 5 feet below the surface. An infiltration basin could be considered here if the top 5 feet of soil is removed and replaced with sandy soils and would provide some stormwater treatment for the surrounding area.
3. Underground Chambers in the Parking Lot at 10th Ave N & 1st St N
 - This option was previously considered as part of the project scoping study, however, the City is putting together an RFP to sell this parking lot to a developer which would most likely result in a new structure with an underground foundation. Therefore, this option is no longer being considered.
4. Stormwater Wet Pond at Valley Park
 - This was a regional treatment option that was considered as part of the project scoping study, but this option is no longer being considered at this time due to it being outside the scope of the project improvements and creating potential conflicts with the City's Park System Master Plan. A stormwater treatment pond at Valley Park may be considered in the future when Valley Park improvements are implemented based on the Park System Master Plan.

Bolton & Menk and City staff have had preliminary discussions with representatives from Nine Mile Creek Watershed District and the Watershed recognizes the challenges involved in meeting the required treatment volume of a reconstruction project within a fully developed and densely populated neighborhood with limited space for treatment options, such as the Central Avenues neighborhood. Therefore, the Watershed representatives will

work with the project team during final design and the permitting process to go through the steps of ensuring that stormwater treatment is maximized throughout the project area to the extents feasible, knowing the limitations of the neighborhood and space available for stormwater management. The costs for stormwater management that are shown in Appendix A is what the project team anticipates will be feasible based on preliminary site investigations and discussions with Nine Mile Creek Watershed District.

D. Sanitary Sewer

As summarized in the existing conditions section of this report discussing sanitary sewer, most of the existing system in the reconstruction area is relatively old, made of an outdated (clay) material, and in poor condition. Given these conditions, the opportunity to excavate to this utility given removal of overlying roadway pavement for street reconstruction, and the City of Hopkins policy to replace clay sewers during street projects, the existing clay gravity sanitary sewer system throughout the neighborhood is proposed to be replaced with PVC pipe or rehabilitated with a trenchless CIPP liner.

An 8-inch PVC pipe was installed underneath the alley between 9th Ave N and 10th Ave N from 2nd St N to 4th St N to service the Alice Smith and Eisenhower Elementary schools. While this sewer is made from a current and acceptable pipe material, it has several significant defects and is located in an undesirable location (narrow alley right-of-way) for maintenance or future repairs. The proposed reconstruction of 10th Ave N and its sanitary sewer main provides an opportunity to replace and relocate the existing PVC sewer pipe beneath the alley. The 8-inch PVC pipe is proposed to be extended down 4th St N from 9th Ave N and connect to the existing sewer on 10th Ave N instead of turning down the alley between 9th Ave N and 10th Ave N. The sanitary sewer main along 10th Ave N between 4th St N and 2nd St N would be upsized to at least a 10-inch PVC sewer pipe to accommodate the additional flow from the elementary schools before connecting to the larger 12-inch sewer main along 2nd St N. After this sewer main in the alley is redirected to 10th Ave N, the deficient pipe in the alley can be abandoned in place with a grout or sand material without any excavation outside of the roadway.

The clay sanitary sewer along 2nd St N and 3rd St N can be rehabilitated with a trenchless CIPP liner since there are no confirmed services that need to be replaced along these corridors and the sewer can remain its existing location.

While most of the clay sewer mains along the avenues will be excavated and replaced with 8-inch to 12-inch diameter PVC pipe, the deep 15-inch diameter clay sewer main along 15th Ave N between 1st St N and 2nd St N would be proposed for rehabilitation using a CIPP liner. While this rehabilitation method is not typically used on streets designated for reconstruction with many service laterals, the overly deep sewer main (20-feet below ground) makes open cut excavation costly and infeasible on a residential street. Not only would replacing a 20-foot-deep sanitary sewer main be expensive, but it would also be nearly impossible to maintain daily access to residents with slower progress and larger trenches. Due to the additional complexity and cost of full replacement of the sewer on this block, trenchless CIPP rehabilitation would be proposed. Existing sewer service laterals may also be lined from inside the main and/or from the right-of-way (ROW) line if found to be feasible and cost effective during the final design and bidding process. At a minimum, the sewer service tap connections at the sanitary sewer main would be lined approximately 2 feet into the service pipe from the main to ensure a secure and watertight connection.

Where gravity mains are to be excavated and replaced, new service wyes will be provided to each home. Per City policy, sanitary services which are not PVC are proposed to be replaced

with PVC pipe to the ROW line. New precast concrete manholes will be installed and will incorporate the City standard 27-inch diameter cover utilizing concealed pick-holes to minimize inflow and infiltration. The proposed sanitary sewer mainline improvements are summarized in Table 3 below and shown in Appendix B.

The exact age of the existing pipes listed in Table 3 could not be verified. Ages were reasonably estimated based on the existing pipe material and the known age of other utilities in the area.

Table 3: Proposed Sanitary Sewer Improvements					
Roadway	From/To	Existing Pipe			Proposed Improvements
		Dia.	Matl.	Age	
9 th Ave N	1 st St N to 3 rd St N	8"	VCP (Clay)	1950	8" PVC
10 th Ave N	1 st St N to 2 nd St N	8"	VCP	1950	8" PVC
10 th Ave N	2 nd St N to 4 th St N	8"	VCP	1950	10" PVC
11 th Ave N	1 st St N to 2 nd St N	15"	VCP	1950	15" CIPP Liner
11 th Ave N	2 nd St N to 3 rd St N	12"	VCP	1950	12" PVC
11 th Ave N	3 rd St N to Minnetonka Mills Rd	8"	VCP	1950	8" PVC
12 th Ave N	1 st St N to Highway 7	8"	VCP	1950	8" PVC
13 th Ave N	Dead-End by Maetzold Field to South Service Dr	8"	VCP	1950	8" PVC
2 nd St N	8 th Ave N to 10 th Ave N	10"	VCP	1950	10" CIPP Liner
2 nd St N	10 th Ave N to 11 th Ave N	12"	VCP	1950	12" CIPP Liner
2 nd St N	11 th Ave N to 12 th Ave N	N/A	N/A	N/A	None/No Sewer
3 rd St N	9 th Ave N to 11 th Ave N	N/A	N/A	N/A	None/No Sewer
3 rd St N	11 th Ave N to 15 th Ave N	8"	VCP	1950	8" CIPP Liner
4 th St N	9 th Ave N to 10 th Ave N	8"	PVC	1970	8" PVC Extension
4 th St N	11 th Ave N to 12 th Ave N	N/A	N/A	N/A	None/No Sewer
Alley b/w 9 th Ave N & 10 th Ave N	2 nd St N to 4 th St N	8"	PVC	1970	Abandon Sewer

E. Watermain

All existing cast iron pipe (CIP) watermain along the Avenues in the neighborhood is proposed to be replaced with new ductile iron pipe (DIP). An 8-inch pipe is proposed on all the roadways to most cost effectively achieve adequate fire flows and water distribution. Fire Hydrants will also be replaced along the new watermain, and gate valves will be added at each intersection for more efficient operations and maintenance.

The only east-west street in the project area with existing watermain is 3rd St N from 11th Ave N to 13th Ave N. This watermain has no confirmed services and is not necessary to achieve adequate fire flows and water distribution in the area. Due to the redundancy of this watermain, and to avoid additional costs from excavation and full street reconstruction on these two blocks of 3rd St N, it is recommended that this watermain along 3rd St N is abandoned in place with grout or sand material. The City's standard flushing station would be installed at the dead-end of 13th Ave N to ensure water quality in the system.

There is another east-west cast iron pipe watermain that runs along the south side of Trunk Highway 7 between 11th Ave N and 13th Ave N, mostly in the highway ditch between Minnetonka Mills Rd on the east side of 12th Ave N and South Service Dr on the west side of

12th Ave N. While this is outside the scope of the project area improvements, there was recently a break along this segment of watermain which required a closure of northbound 12th Ave N near Highway 7 to complete the necessary repairs. To avoid costly repairs and community service interruptions in the future, it is proposed that this watermain be replaced with a new 8-inch directionally drilled high density polyethylene (HDPE) pipe from the connection at 11th Ave N to the connection at 13th Ave N. This method of replacement is trenchless and will only require excavations at each end where the watermain is already proposed to be replaced on 11th Ave N and 13th Ave N, and in the middle under green space near Highway 7 and 12th Ave N to connect to the relatively new watermain installed under Highway 7 as part of the 2022 Trunk Watermain Improvements project. Due to no additional pavement replacement and no service connections on this segment of watermain, the benefits of this proposed watermain improvement will significantly outweigh the costs. The old existing watermain will be filled and abandoned in place, again requiring no additional excavation or restoration costs.

Per City policy all water service lines to single family homes are proposed to be replaced to the right-of-way with a new 1" diameter copper service line. A new curb stop valve and box will be provided on each service, approximately on the right-of-way line. Multi-family residential properties and commercial properties will receive a new 6" service line or a service line matching their existing service diameter, whichever is greater. The proposed watermain mainline improvements are summarized in Table 4 below and shown in Appendix B.

The exact age of the existing pipes listed in Table 4 could not be verified. Ages were reasonably estimated based on the existing pipe material and the known age of other utilities in the area.

Table 4: Proposed Watermain Improvements						
Roadway	From/To	Existing Pipe			Proposed Improvements	
		Dia.	Matl.	Age		
9 th Ave N	1 st St N to 3 rd St N	6"	CIP	1950	8" DIP	
10 th Ave N	1 st St N to 4 th St N	6"	CIP	1950	8" DIP	
11 th Ave N	1 st St N to Minnetonka Mills Rd	6"	CIP	1950	8" DIP	
12 th Ave N	1 st St N to Highway 7	6"	CIP	1950	8" DIP	
13 th Ave N	Dead-End to South Service Dr	6"	CIP	1950	8" DIP	
2 nd St N	8 th Ave N to 12 th Ave N	N/A	N/A	N/A	None/No Watermain	
3 rd St N	9 th Ave N to 11 th Ave N	N/A	N/A	N/A	None/No Watermain	
3 rd St N	11 th Ave N to 13 th Ave N	6"	CIP	1950	Abandon Watermain	
3 rd St N	13 th Ave N to 15 th Ave N	N/A	N/A	N/A	None/No Watermain	
4 th St N	9 th to 10 th Ave; 11 th to 12 th Ave N	N/A	N/A	N/A	None/No Watermain	
TH 7 Service Dr	11 th Ave N to 13 th Ave N	6"	CIP	1950	8" HDPE (Trenchless)	

F. Pedestrian Facilities

Replacement of existing concrete sidewalks is proposed on all Avenues to be fully reconstructed. This will be necessary due to the proposed street and utility construction and because the existing sidewalks are in poor condition and/or do not drain properly. The sidewalks are proposed to be constructed at 6 feet width, and the proposed turf boulevard width will vary but will be somewhat consistent and generally wider than existing since most roadways are being narrowed. The preliminary proposed typical sidewalk section consists of 4" concrete, 4" aggregate base class 5, and spot subgrade soil corrections.

The existing concrete sidewalk on 13th Ave N from 4th St N to South Service Dr will need to be removed due to the proposed street and utility construction. However, the sidewalk on both sides of this block does not connect to any existing pedestrian facilities to the north, south, east, or west. Due to the lack of existing pedestrian connectivity and lower pedestrian use, it will be considered to not replace this sidewalk and instead replace the area with additional turf (sod). The project team will reach out to the residents on this block to determine if they would prefer to replace the existing sidewalk with new concrete walk or turf to have no sidewalks along 13th Ave N. If the majority (greater than 50%) of the residents on this block respond in favor of not reinstalling the sidewalk, the proposed improvement would reflect that in the final plans with turf restoration in the place of sidewalk. Currently, the proposed preliminary improvements show the sidewalk being replaced on this block until coordination occurs with the adjacent residents. Not replacing the sidewalk would be a cost saving measure if desired by the residents/property owners on this block.

There are no sidewalks along 13th Ave N south of 4th St N, and it would not be proposed to add sidewalks along these blocks unless desired by Council and the residents/property owners due to the lack of other pedestrian facilities to connect to in the area and the relatively lower pedestrian use with 13th Ave N being a dead-end to the south of 3rd St N.

Spot sidewalk replacements are proposed along 2nd St N and 4th St N as determined by the engineer in the field for areas with poor drainage, cracked sidewalk, or settled sidewalk which could become a tripping hazard.

There are no sidewalks along 3rd St N, and it would not be proposed to add sidewalks along these blocks unless desired by Council and the adjacent residents/property owners. There are no existing sidewalks along 3rd St to the east of the proposed street improvements (9th Ave N) or to the west of the proposed street improvements (15th Ave N), and there are existing east-west sidewalks along 1st St N, 2nd St N, 4th St N, and Minnetonka Mills Rd. There is also neighborhood access to the Lake Minnetonka Regional Trail at the intersection of 3rd St N & 15th Ave N and every other Avenue within the neighborhood.

The City and project team are working with Three Rivers Park District to improve the Regional Trail crossings within the proposed improvement areas at 12th Ave N, 11th Ave N, and 10th Ave N. Possible improvements may include, but are not limited to:

- Curb bump outs at the intersection of 12th Ave N and 2nd St N to shorten the crossing distance, slow vehicular traffic, and improve stopping compliance.
 - Curb bump outs will also be considered by the project team to improve both pedestrian and vehicular safety at other intersections within the project area including 12th Ave N and 4th St N, and 10th Ave N and 4th St N.
- The proposed narrowed street widths along 10th Ave N and 11th Ave N will shorten the distance of the trail crossings mid-block and provide better sight lines.
- Improved crosswalk pavement markings and signage.
- Possible trail realignment at the street crossings if feasible within the existing public right of way.

The proposed improvements to pedestrian facilities are shown in Appendix B.

G. Driveways

All single-family residential driveways that conform with current City codes within the reconstruction project area receiving new concrete curb and gutter, will receive a new 5-

foot-wide concrete apron adjacent to the concrete curb. The new concrete aprons will be constructed accordance with City standards in terms of depth and shape. In addition to the 5-foot driveway apron, additional driveway pavement disturbed as a part of the project will be replaced in-kind to match the existing driveway with the street improvements.

Non-conforming driveway aprons may be removed and not replaced during the construction of the new curb and gutter on reconstructed streets.

Non-residential and multi-family residential properties will receive the City's standard concrete commercial driveway entrance apron. Alley entrances will also be replaced with the City's standard concrete alley entrance.

H. Lawn Irrigation Systems

There may be existing sprinkler systems encountered in construction of the project. Adjacent property owners will need to assist in locating and identifying the type of sprinkler systems that are in place prior to and during construction if these facilities are to be protected. The contractor will be required to make efforts to preserve the in-place systems during construction. Where this is found to be unfeasible, the contractor will be required to remove and replace or salvage and reinstall the existing sprinkler system.

I. Street Signing and Striping

The existing street name signs will be replaced by the contractor to update the signs to the new City standards. Regulatory signs such as stop and parking enforcement signs will be replaced to conform to retroreflectivity requirements. All intersections are proposed to keep their current traffic control layout, i.e., stop signs are not proposed to be removed or added at any of the intersections within the project area. Crash history data was evaluated within the project area and the number of crashes that have been reported in the past 5 years are relatively minimal, especially outside of 12th Ave N which is a truck route with higher traffic volumes than the rest of the project area streets.

Existing crosswalk blocks are proposed to be repainted in approximately the same locations in both the reconstruction and street maintenance areas, with the potential for additional and improved crosswalk blocks at the Regional Trail crossings. Existing centerline striping will be restriped after final paving is completed.

J. Turf and Landscaping Restoration

Boulevards will be graded as necessary to facilitate drainage from the existing yards to the streets. Turf areas disturbed by construction, either due to boulevard grading or utility service construction, will be graded to match the new street grades and restored with sod in residential yards. In parks or other areas maintained by the City, and sometimes larger commercial properties, areas will be restored with seed and mulch (hydroseed).

Landscaping within the project area will be protected where feasible. Landscaping that is within the right-of-way and/or cannot be protected will either be salvaged and reinstalled by the contractor or will be the owner's responsibility. Items including, but not limited to walls, fences, and pavers, will be salvaged and reinstalled by the contractor. The engineer will coordinate with individual homeowners on landscape impacts to items including, but not limited to plantings, decorative rock, and decorative pavers for removal and relocation by the homeowner.

K. Boulevard Trees

As with all street and utility improvements being considered by the City of Hopkins, it is a goal of this project to protect healthy boulevard trees and/or make improvements to the

urban tree canopy where feasible. Design and construction of improvements, including appropriate selection of street widths and utility main placement, are proposed to be completed in a manner to achieve the City's goals to save healthy trees. An evaluation of boulevard tree species and condition throughout the neighborhood will be completed with City Staff in consideration of the adjacent street and utility improvements to facilitate design and construction and meet these criteria.

Due to their susceptibility to the emerald ash borer, green ash trees are generally considered undesirable trees. Similarly, silver maple trees are more susceptible to storm damage than other species, create more litter because of their soft wood and weak, brittle branches, and thus are not desirable trees to Public Works staff and local residents. Silver maples are also known to have an intrusive root system that can damage sidewalks and curbs and penetrate sewer joints. Finally, American Elm are still susceptible to Dutch Elm disease. These three undesirable species, as well as other trees that are either dead or in poor health, should either be removed or otherwise not protected through the design/construction process.

An inventory of the trees located in the right of way was performed in September 2024 by the City Forester and Bolton & Menk staff. Consistent with all City of Hopkins annual street and utility improvement projects, trees that are dead or in very poor condition, and "undesirable" species in fair or poor condition, are proposed for removal and replacement. Proposed tree removals are shown on the figures in Appendix B. Some of the tree removals identified due to conflicts with utilities or street grading and may be further evaluated during final design to see if reasonable measures can be taken to preserve them. Options to preserve highly desirable trees in harm's way include small retaining walls or moving service lines around trees but these practices are not always feasible. Unfortunately, there is always the possibility that additional trees will need to be removed and replaced during the construction process that were not planned for removal during design due to various unforeseen circumstances. The project team and field representatives would communicate and coordinate tree replacement with the property owner for each of these occurrences.

This project provides an opportunity to increase the health of the neighborhood forest by replacing some of the undesirable species with trees better suited for boulevard areas. One tree is proposed to be installed per each tree removed. New 2-inch diameter trees are typically planted in replacement of those removed. The City will communicate with the property owners to replace trees as part of the project in the event tree removal is necessary. The species of trees to be planted will be a wide variety and coordinated with the City's public works staff.

Properties located adjacent to boulevard tree removals will be contacted and allowed to provide input on their desire for a particular tree species to be planted based on the list provided.

VI. Neighborhood Meetings and Public Engagement

A neighborhood meeting occurred on October 2, 2024 with residents and property owners that are affected by the improvements in the reconstruction area. The City Engineer and Bolton & Menk Project Manager presented the scope of the project with a discussion of existing and proposed street and utility conditions, preliminary assessment policies, other City policies, and project schedule. Additional information on the neighborhood meeting is documented in Appendix D of this report. There were approximately 40 property owners/residents who participated in the event in-person at City Hall. Some of the most

common questions or comments received from residents at the neighborhood meeting are summarized in Appendix D.

A second neighborhood meeting has been scheduled for November 6, 2024 to review preliminary special assessments and proposed improvements. This meeting will be held in-person again at City Hall and the presentation will also be broadcasted and recorded over Zoom online. The materials from the first meeting and the recorded presentation of the second meeting will be available on the project website (www.HopkinsAvenuesProject.com) for residents to view at their convenience.

Residents within the reconstruction project area were also mailed questionnaires in September 2024 as shown in Appendix D. The questionnaire focused on drainage issues, utilities, pedestrian facilities, landscaping, and other concerns the residents may have. Seventy-three (73) questionnaires, which is roughly 25% of the affected properties, were returned with comments. The most common questionnaire responses related to:

1. Specific drainage problems in the roadway and on the sidewalk
2. Desire for sidewalk and trail crossing improvements
3. Speeding and intersection safety
4. Sewer or water service issues
5. Concerns about existing landscaping and trees in the boulevard

A summary of the responses to the resident questionnaire are provided in the Table below.

Table 5: Resident Questionnaire Response Summary			
	Yes	No or N/A	Total # of Responses
Drainage Issue	27	46	73
Sanitary Issue	23	50	73
Water Issue	17	56	73
Pedestrian Facility Issue	35	38	73
Irrigation	13	60	73
Invisible Fence	0	73	73
Tree Concerns	41	32	73
Landscaping Concerns	14	59	42

VII. Estimated Costs and Funding

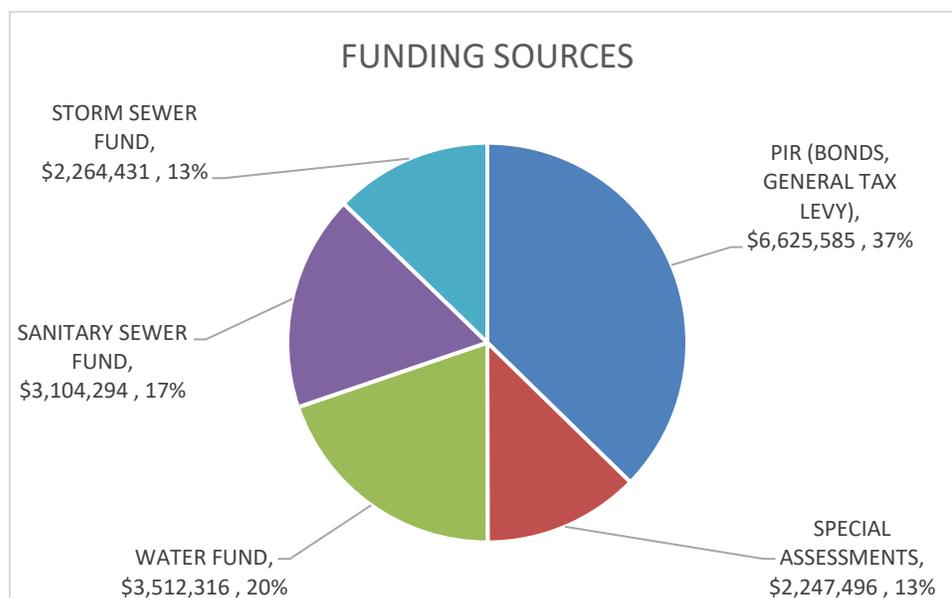
Estimated construction costs presented in this report are based on anticipated 2025 unit bid prices for a two-year construction contract and include a 15 percent contingency factor. Overhead costs, estimated at 18 percent, include legal, engineering, administrative and fiscal costs. Final costs and any assessments would be determined by using low-bid construction costs of the proposed work.

Proposed construction costs for the Central Avenues Improvements Phase 2 (including curb and gutter, bituminous street, pedestrian facilities, storm sewer, sanitary sewer, water main, and turf restoration) are itemized in Appendix A and are summarized in Table 6 below.

These cost estimates are based upon public construction cost information. Because the consultant has no control over the cost of labor, materials, competitive bidding process, weather conditions and other factors affecting the cost of construction, all cost estimates are opinions for general information of the client and no warranty or guarantee as to the accuracy of construction cost estimates is made. It is recommended that costs for project financing should be based upon actual, competitive bid prices with reasonable contingencies.

Table 6: Estimated Cost of Proposed Central Avenues Phase 2 Improvements	
Proposed Street Improvements	\$5,254,000
Proposed Pedestrian Facility Improvements	\$1,285,000
Proposed Sanitary Sewer Improvements	\$2,288,000
Proposed Watermain Improvements	\$2,588,000
Proposed Storm Sewer Improvements	\$1,669,000
Construction Cost Subtotal	\$13,083,000
Contingencies (15%)	\$1,963,000
Construction Cost with Contingencies (15%)	\$15,046,000
Engineering & Administration (18%)	\$2,708,000
Total Estimated Project Costs	\$17,754,000

The improvements would be funded using the following sources:



VIII. Special Assessments

Street improvements throughout the reconstruction project area (9th Ave N, 10th Ave N, 11th Ave N, 12th Ave N, 13th Ave N, 3rd St N from 9th Ave N to 11th Ave N, and 4th St N) will be assessed to adjacent and benefitting properties according to the City of Hopkins' assessment policy. Street improvement work includes pavement removals, grading, subgrade correction, aggregate base, driveways, pavement construction, and restoration. There are no assessments for maintenance work, including milling or reclaiming and street resurfacing, per City policy.

According to the City's assessment policy, residential street improvement costs are assessed to the benefitting properties. In summary, assessments to benefitting properties are determined based on the following criteria:

- Properties are assessed based on 70% of the actual street improvement costs. This is referred to as a **"Street Assessment"**.
- North/South Avenue improvements are typically assessed to properties with direct frontage based on a front foot basis (length) along the Avenue.
- East/West Street improvements are typically assessed to properties located within one block north/south of the Street on a unit basis (per each property).
- **"Street Assessments"** to any individual property are capped at front foot rate increase annually by 3% over the prior year's amount. An assessment cap for residential properties of \$109.32 per front foot has been established by adding 3% to the 2024 assessment cap according to City policy. This assumes that the project will go out for bids and a construction contract will be awarded in 2025 to begin construction that same year. If construction does not begin until 2026, the assessment cap would be increased by another 3% which would amount to \$112.60 per front foot. The same assessment cap would be applied to all residential properties in the project area at the time of final assessment roll adoption by Council, regardless of which year their street is reconstructed.
- The assessment cap is applied to residential properties in the project area and is not applicable to commercial properties which will receive a benefit appraisal in preparation of the assessment roll. For properties receiving a benefit appraisal, the lesser of the 'per policy' calculation and the benefit amount per the appraisal will be used. The benefit appraisals for these properties are expected to be available in December 2024, which will be after the Public Improvement Hearing but prior to the Public Assessment Hearing. For this report, the 'per policy' calculation was used to determine the assessment amount for these properties, but this amount could be reduced if the benefit appraisal amount is lower.
- Several properties in the project area were previously assessed during the 2012 Street & Utility Improvements project for the reconstruction of Minnetonka Mills Rd, 4th St N from 10th Ave N to 11th Ave N, and 3rd St N from 8th Ave N to 9th Ave N, or during the 2011 Street & Utility Improvements for the reconstruction of South Service Dr and 4th St N west of 12th Ave N. These previous assessment amounts were considered when calculating preliminary assessments for this project, and properties that were assessed in 2011 or 2012 will either be assessed at a lower amount or will not be assessed for the 2024 project depending on what they were

assessed for in 2011 or 2012 for the improvements at that time. This same policy was applied to several of the properties in the 2024 Central Avenues project because they were adjacent to or part of the 2012 Street & Utility project and assessed in 2012 for improvements to those streets.

- Several properties in the project area are adjacent to the Lake Minnetonka Regional Trail's Hennepin County Regional Railroad Authority right of way, resulting in irregularly shaped (non-rectangular) parcels. These irregularly shaped parcels have either larger or smaller frontages than what they would have if they were rectangularly shaped parcels. To address this, the front footage for these parcels was calculated by dividing the area of the parcel by the depth of the parcel, which was then used in the assessment calculation per City policy.
- Utility (sanitary sewer, storm sewer, water) main improvements are 100% paid by the respective utility funds. No assessment for utility mains is proposed and their costs do not contribute to either the **"Street Assessments"** or **"Utility Assessments"**.
- Utility service lines are owned by the individual property per City Code. As a result, the City assesses for the cost of the individual service line replacements. This is referred to as a **"Utility Assessment"**. The City participates in a share of these costs for residential properties because the replacement is mandatory where mains are reconstructed, and therefore properties are assessed for only 50% of the cost of the service replacement based on actual bid prices received. Commercial properties are assessed for 100% of the cost of the service replacement.
- The estimated cost of the water service replacement from the main to property line is \$2,850. With the proposed 50/50 **"Utility Assessment"** split, \$1,425 will be assessed to each property where water services are replaced. The estimated cost of the sewer service replacement from the main to the property line is \$2,475. With the proposed 50/50 **"Utility Assessment"** split, \$1,237.50 will be assessed to each property where sewer services are replaced. Thus, a property proposed to receive both a new water service and sewer service would have a proposed **"Utility Assessment"** of \$2,662.50, which is an estimated amount until bids prices are known.

In the case that sanitary sewer services are made of Orangeburg, or are in disrepair, replacement or lining of the entire line will also be required from the property line to the house. On past projects, the property owner has been given one year to address the necessary repairs and the City will provide contact information for contractors that have performed this work within the City.

A preliminary assessment roll is included in Appendix C of this report. Total estimated assessments are \$2,247,495.67.

IX. Right-of-Way/Easements/Permits

The majority of the proposed improvements will be limited to the existing street ROW along all corridors. Temporary construction easements may be needed for work outside the street ROW such as driveway apron replacement, grading and turf restoration, but is not anticipated. It is also

not anticipated that any permanent easements would be required for the proposed improvements. Therefore, there are no anticipated costs for easement acquisition.

Permits would be required from the Minnesota Pollution Control Agency for grading (National Pollutant Discharge Elimination System permit), Minnesota Department of Health for Water Main Replacement, Nine Mile Creek Watershed District for Erosion Control and Stormwater Management, and MnDOT for work within trunk highway right of way.

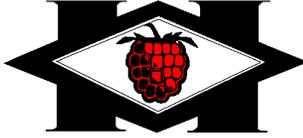
X. Project Schedule

The following tentative schedule is proposed and assumes construction will start in 2025. If construction doesn't start until 2026, the following schedule would need to be modified.

Neighborhood Meeting 1	October 2, 2024
Council Set Public Hearing Date / Present Feasibility Report	October 15, 2024
Neighborhood Meeting 2	November 6, 2024
Present Feasibility Report / Conduct Public Hearing /	
Order Final Plans/Specifications	November 12, 2024
Preparation of Final Plans & Specifications	November 13, 2024 – Late January 2025
Approve Final Plans & Specifications /	
Authorize Advertisement for Bids	Late January/Early February 2025
Bid Opening	Late February/Early March 2025
Council Sets Public Assessment Hearing Date	March 2025
Neighborhood Meeting 3.....	Late March/Early April 2025
Council Accepts Bids / Conduct Public Assessment Hearing /	
Adopt Assessment Roll / Award Bid	April 2025
Start of Construction	May 2025
Finish Year 1 Construction Phases	October/November 2025
Start Year 2 Construction Phases	April/May 2026
Substantial Project Completion	October/November 2026
Finish Punch List and Project Closeout	Spring 2027

XI. Feasibility and Recommendation

From an engineering standpoint, this project is feasible, cost effective, and necessary and can best be accomplished by letting competitive bids for the work. It is recommended that the work be done under one contract over two construction seasons, for all project areas, to complete the work in an orderly and efficient manner. The City, its financial consultant, and the persons assessed will have to determine the economic feasibility of the proposed improvements.



CITY OF HOPKINS

Planning & Economic
Development

City Council Report 2024-130

To: Honorable Mayor and Council Members
Mike Mornson, City Manager

From: Kersten Elverum, Director of Planning & Development

Date: October 15, 2024

Subject: Request for Proposals (RFP) for City-Owned Property

RECOMMENDED ACTION

MOTION TO approve the Request for Proposals (RFP) for 102 10th Avenue North, 501 Mainstreet, 525 Mainstreet and 15 6th Avenue North.

With this motion, the RFP will be advertised on the City's website and shared with developers.

OVERVIEW

The City of Hopkins/Hopkins HRA owns property that is currently being underutilized which includes the following:

102 10th Avenue North, 501 Mainstreet, 525 Mainstreet and 15 6th Avenue North

Recently, there has been interest shown in these sites from residential developers and developing the sites is in conformance with the goals of growing the City's tax base, providing a mix of housing options, supporting transit investment, and better utilization of land. The opportunity sites were discussed at the September 18, 2024, City Council meeting and the City Council supported the exploration of development proposals without a specific development vision. Proposers would be expected to meet the Inclusionary Housing Policy, if applicable, and encouraged to address sustainability.

The intent of issuing an RFP is to explore the current options for development that exist in the private sector and determine if there is an opportunity that has greater community benefits than its current use. If approved, the RFP will be open until December 20, 2024. Proposals received by this date will be brought back to the Hopkins City Council for further consideration. The City/HRA is not obligated to sell the property to any of the responders to the RFP.

SUPPORTING INFORMATION

- Request for Proposals document

Request for Development Proposals Issued by the City of Hopkins/Hopkins Housing & Redevelopment Authority

for

102 10th Avenue North

501 Mainstreet

525 Mainstreet

15 6th Avenue North



Estimated RFP Schedule	
Request for Proposals Issued	October 16, 2024
Proposal Deadline	December 20, 2024
Proposal Review	January 14, 2025
Proposer Interviews	TBD
Developer Selected	TBD

The City of Hopkins reserves the right to extend, modify or terminate the above schedule and/or process.

PROPOSAL INFORMATION

Complete proposals are due by 4:00pm central time on December 20, 2024.

Send proposals to Kersten Elverum, Director of Planning & Development at kerverum@hopkinsmn.com

Questions regarding this RFP should be directed to:

Kersten Elverum
Director of Planning & Development
952-548-6340
kerverum@hopkinsmn.com

Ryan Krzos
City Planner
952-548-6342
rkrzos@hopkinsmn.com

OPPORTUNITY STATEMENT

The City of Hopkins/Hopkins Housing and Redevelopment Authority (HRA) is soliciting proposals for development on City-owned sites including the following:

102 10th Avenue North (Lot #800)
501 Mainstreet
525 Mainstreet
15 6th Avenue North

Developers may submit a proposal for one site or multiple sites. Each opportunity is described below.

102 10th Avenue North (Lot #800)

Today, this property serves as a free parking lot for transit riders on Metro Transit and to support parking for Hopkins' downtown. It is underutilized for this purpose and the City is interested in maximizing its use and value by facilitating private development on the site.

DEVELOPMENT VISION

The Hopkins HRA seeks an experienced and qualified developer to construct a new development on a rare infill site adjacent to Hopkins historic downtown.

The Hopkins HRA seeks proposals for development that would support the following City goals:

- Grow the tax base
- Provide employment and/or housing opportunities
- Support the economy of Downtown Hopkins

- Support ridership on the Metro Green Line Extension
- Create a welcoming gateway to Downtown Hopkins from the Lake Minnetonka LRT Regional Trail
- Provide appropriate transition from the historic downtown to the Avenues neighborhood

Ideally a successful team will meet the following design goals:

- Support numerous multi-modal opportunities including biking, walking, electric vehicles, transit and car sharing
- Include attractive architecture that compliments the surrounding neighborhood and if a commercial use, establishes the design aesthetic for future commercial uses in the area
- Incorporate many sustainable elements into the building and site design
- Reduce vehicular access points into the site

SITE AND BACKGROUND INFORMATION

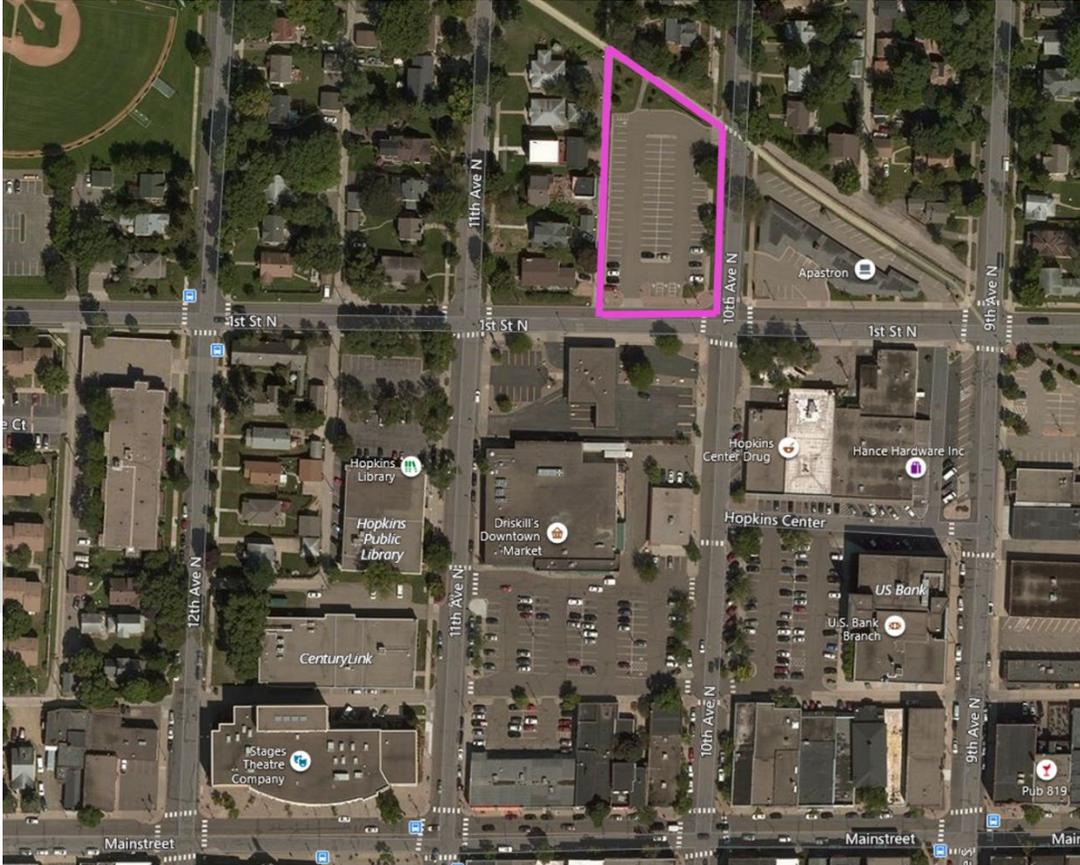
Property Description

Lot #800 is located at the northwest corner of the intersection of 10th Avenue North and 1st Street North in Hopkins. The north property line is adjacent to the Lake Minnetonka LRT Regional Trail. Surrounding uses include single family homes on the north and west, and one-story commercial uses on the south and east. Today the site consists mostly of bituminous pavement with a small grass and tree-covered area on the north end where it abuts the Lake Minnetonka LRT Regional Trail.

The property consists of three parcels totaling 0.69 acres or 30,328 square feet and is owned by the City of Hopkins. The Hennepin County Property Identification (PID) Numbers for the three parcels are:

- 2411722310095
- 2411722310094
- 2411722310002

The site is located on the northern edge of Hopkins historic downtown, known for its interesting mix of locally-owned businesses and restaurants. Downtown Hopkins features a wide variety of amenities including a seasonal farmer's market, outdoor concerts, the Hopkins Center for the Arts, Hennepin County Library, Driskill's grocery store, Hance Hardware, Center Drug, and numerous restaurants and bars, making downtown one of most walkable and convenient places to live and work in the metro area.



Access, Connections & Transportation

Access

In an effort to improve the pedestrian and bike experience in and near the site, proposers should plan to eliminate vehicle access off of 1st Street North. The west alley can be used as a secondary access to the site.

10th Avenue is scheduled for reconstruction in 2025 with full street, sidewalk, and utility replacement. Currently 10th Avenue is 36' wide, it will be reconstructed to 28' wide.

Sidewalks

Currently sidewalk exists on the south and east side of the property and must be replaced as part of development of the site. The existing sidewalks will be replaced with the proposed street reconstruction project.

Regional Trail

The site is adjacent to the Lake Minnetonka LRT Regional Trail, a popular recreational and commuter trail that hosts an estimated 640,000 annual visits. Traveling northwest, trail users travel through Minnetonka, Excelsior and Victoria. To the southeast, this multi-use regional

trail connects trail users to a separated bikeway on the Artery at 8th Avenue, which connects to the Minnesota River Bluffs LRT Regional Trail going west and the Cedar Lake LRT Regional Trail to the east.

METRO Green Line Extension

The Downtown Hopkins LRT Station on the METRO Green Line is located within a 10-minute walk from the site. Enhanced connections via the Artery make the walk easy and enjoyable. The METRO Green Line Extension is a 14.5 mile extension of the METRO Green Line from Minneapolis to Eden Prairie. METRO Green Line Extension will provide a one-seat ride to downtown Minneapolis, the University of Minnesota, the State Capital and downtown St. Paul to the east, as well as major employment centers including the Opus Business Park, the United Health Optum campus and the Golden Triangle to the west. When completed, the Extension will be part of an integrated system of transit ways, including connections to the METRO Blue Line, which includes the MSP Airport and Mall of America, the proposed METRO Blue Line Extension, Northstar Commuter Rail Line and many major bus routes.

It is anticipated that the METRO Green Line Extension will be operational in 2027.

Bus Transit

The site is conveniently located within 2 blocks of bus stops for Metro Transit routes 612 and 615. Route 612 travels between the Uptown Transit Center in Minneapolis, through St. Louis Park and Hopkins to the Opus Business Park in Minnetonka. Route 615 travels from the Excelsior & Grand development in St. Louis Park, through Hopkins, to Ridgedale Mall in Minnetonka.

LAND USE

Comprehensive Plan

The site was identified as a possible redevelopment area in the 2040 Comprehensive Plan and guided as Downtown Center with a density of 20-100 dwelling units/acre. The Downtown Center future land use category calls for moderate density mixed use development designed to complement and enhance the existing development pattern and support the public investment in transit. Generally, the Downtown Center future land use category recommends development to be a mix of 25% commercial and 75% residential although different mix percentages will be considered.

Zoning

The subject property is currently zoned RX-N, Residential Office Mix zoning. The RX-N zone is intended for locations along corridors and neighborhood edges where residential, office and limited commercial uses can mix comfortably in a walkable environment. Hopkins' Zoning regulations are organized around building types. The general building type (i.e. a small

apartment building) or row buildings are preferred. General zoning standards are summarized in the table below.

RX-N Development Standards		
Category	Standard	
	General Building	Row Building (2 units min 6 units max per building, multiple buildings allowed)
Height	1 story min., 2.5 stories max.	2 stories min., 2.5 max.
Front Setback	5 ft. min. 25 ft. max	5 ft.
Side Setback	5 ft.	12 ft.
Rear Setback	20 ft.	20 ft.
Hard Surface Coverage	60%	65%
Vehicle and Bicycle Parking	<ul style="list-style-type: none"> • Surface parking required behind building and enclosed parking is preferred • Office - 1/400 square feet • Residential – <ul style="list-style-type: none"> ○ 1/studio or 1 bedroom units ○ 2/2+ bedroom units • Reduced parking standards may be considered for affordable housing • Bicycle Parking <ul style="list-style-type: none"> ○ Residential – 1.1/unit ○ Office – 1/4,000 square feet 	

Environmental

A Phase I Environmental Site Assessment (ESA) was prepared for the property in August 2019. The site was previously developed as single family homes, which were demolished in the mid-1970’s. The site was paved for parking by 1984. The Phase I ESA revealed no evidence of recognized environmental conditions, historical recognized environmental conditions or controlled recognized conditions in connection with the property.

Storm Water Management

Development must meet the storm water management requirements of the City and the Nine Mile Creek Watershed District, the regulatory agency for storm water and erosion control permitting.

Utility Connections

An existing 8" sanitary sewer main and 6" watermain are located within 10th Avenue North. Storm sewer is located to the north and west of the site. 10th Avenue North is in the 5-year capital improvement plan for reconstruction and utility mainline replacements are planned. Sanitary sewer will remain at 8", and the watermain will be upgraded to 8". Additional capacity upgrades are possible at that time.

An existing 54" storm sewer trunk line is located in the alley to the west. An existing 12" stormsewer line is located in parcel 2411722310002. An easement for this stormsewer must be granted to the City of Hopkins if this parcel is included in the proposal.

No upgrades to the storm sewer system are planned as part of the street reconstruction.

501 & 525 Mainstreet - 15 6th Avenue North

Today these parcels are vacant but were once home to gas stations (501 & 525 Mainstreet), used car sales (525 Mainstreet) and a single family house (15 6th Avenue North). These are individual parcels and are not contiguous. Developers can submit a proposal for one or more of the lots.

DEVELOPMENT VISION

The Hopkins HRA seeks an experienced and qualified developer to construct a compact development on these rare infill sites on Hopkins' historic Mainstreet.

The Hopkins HRA seeks proposals for development that would support the following City goals:

- Grow the tax base
- Provide employment and/or housing opportunities, including affordable housing as defined by the City of Hopkins [Inclusionary Housing Policy](#) (if applicable).
- Support the economy of Downtown Hopkins

Ideally a successful team will meet the following design goals:

- Support numerous multi-modal opportunities including biking, walking, electric vehicles, transit and car sharing
- Include attractive architecture that compliments the surrounding neighborhood and if a commercial use, establishes the design aesthetic for future commercial uses in the area
- Incorporate many sustainable elements into the building and site design

SITE AND BACKGROUND INFORMATION

Property Description

The properties are located on the northwest block of 5th Avenue North and Mainstreet in Hopkins. The surrounding uses include a mix of commercial and housing, with building heights varying from one to four stories. Today the sites are undeveloped and maintained as open, grassy areas.

There are three non-contiguous parcels identified by Hennepin County by the following PIDs:

- 2411722420009 (501 Mainstreet) 0.4 acres
- 2411722420166 (525 Mainstreet) 0.3 acres
- 2411722420017 (15 6th Ave N) 0.21 acres

The sites are located on eastern edge of Hopkins historic downtown, known for its interesting mix of locally-owned businesses and restaurants. Downtown Hopkins features a wide variety of amenities including a seasonal farmer's market, outdoor concerts, the Hopkins Center for the Arts, Hennepin County Library, Driskill's grocery store, Hance Hardware, Center Drug, and numerous restaurants and bars, making downtown one of most walkable and convenient places to live and work in the metro area.



501 Mainstreet



525 Mainstreet



15 6th Avenue North

Access, Connections & Transportation

Access

In an effort to improve the pedestrian and bike experience in and near the site, proposers should plan for one vehicle access off the north/south streets and not off Mainstreet.

Sidewalks

Currently sidewalk exists on the front (Mainstreet) and the side streets and must be replaced as part of development of the site.

METRO Green Line Extension

The Downtown Hopkins LRT Station on the METRO Green Line is located within a 10-minute walk from the site. Enhanced connections via the Artery make the walk easy and enjoyable. The METRO Green Line Extension is a 14.5 mile extension of the METRO Green Line from Minneapolis to Eden Prairie. METRO Green Line Extension will provide a one-seat ride to downtown Minneapolis, the University of Minnesota, the State Capital and downtown St. Paul to the east, as well as major employment centers including the Opus Business Park, the United Health Optum campus and the Golden Triangle to the west. When completed, the Extension will be part of an integrated system of transit ways, including connections to the METRO Blue Line, which includes the MSP Airport and Mall of America, the proposed METRO Blue Line Extension, Northstar Commuter Rail Line and many major bus routes.

It is anticipated that the METRO Green Line Extension will be operational in 2027.

Bus Transit

The site is conveniently located on the Metro Transit routes 612 and 615. Route 612 travels between the Uptown Transit Center in Minneapolis, through St. Louis Park and Hopkins to the Opus Business Park in Minnetonka. Route 615 travels from the Excelsior & Grand development in St. Louis Park, through Hopkins, to Ridgedale Mall in Minnetonka.

LAND USE

Comprehensive Plan

The site was identified as a possible redevelopment area in the 2040 Comprehensive Plan and guided as Downtown Center with a density of 20-100 dwelling units/acre. The Downtown Center future land use category calls for moderate density mixed use development designed to complement and enhance the existing development pattern and support the public investment in transit. Generally, the Downtown Center future land use category recommends development to be a mix of 25% commercial and 75% residential although different mix percentages will be considered.

Zoning

The subject properties are currently zoned RX-D, Residential-Office Mix Downtown Center. The RX-D zone is intended for use in the downtown center in support of Mainstreet, where residential, office, and limited commercial uses can mix comfortably in a walkable environment.

Hopkins’ Zoning regulations are organized around building types. The general building type (i.e. a small apartment building, mixed use building, or commercial building) or row buildings are preferred. General development standards are summarized in the table below.

RX-D Development Standards		
Category	Standard	
	General Building	Row Building (3 units min 8 units max per building, multiple buildings allowed)
Height	1 story min., 4 stories max.	2 stories min., 3 stories max.
Front Setback	7.5 ft min., 15 ft max.	7.5 ft min., 15 ft max.
Side Setback	5 ft min.	12 ft. min.
Rear Setback	0 ft min abutting an alley; 20 ft with no alley	20 ft min.
Hard Surface Coverage	70% max.	70% max.
Vehicle and Bicycle Parking	<ul style="list-style-type: none"> • Surface parking required behind building and enclosed parking is preferred • No commercial requirements • Residential – <ul style="list-style-type: none"> ○ 1/studio or 1 bedroom units ○ 2/2+ bedroom units • Reduced parking standards may be considered for affordable housing • Bicycle Parking <ul style="list-style-type: none"> ○ Residential – 1.1/unit ○ Office – 1/4,000 square feet 	

Environmental

A Phase I environmental site assessment (ESA) was conducted in 2005, and a Phase II ESA and Phase II ESA Addendum were conducted in 2007. Additional Environmental Investigation Reports for the properties were completed in 2009. An additional Phase I ESA was completed for the parcels in 2013.

525 Mainstreet was a former car repair lot and gas station. There was a leaking underground/aboveground storage tank (LUAST) that was closed in 2017 (LEAK #19626). The closed status indicates that the MPCA required no additional investigation or cleanup of the petroleum

contamination at the Site at the time of closure. However, if land use activities change, including property transfer, redevelopment, or excavation activities of the Site are planned, the historical recognized environmental condition of the “closed” release would then be considered a recognized environmental condition for the Site.

501 Mainstreet was a former gas station, built in the 1940s. The City had building demolished and removed two underground hydraulic hoists, one underground oil water separator tank, and six gasoline dispensers in 2014. No sign of contamination or a release was observed during the removal of the hydraulic hoists, oil water separator tank, or dispensers. There was a leaking underground/aboveground storage tank (LUAST) that was closed in 2014 (LEAK #19153). The closed status indicates that the MPCA required no additional investigation or cleanup of the petroleum contamination at the Site at the time of closure. However, if land use activities change, including property transfer, redevelopment, or excavation activities of the Site are planned, the historical recognized environmental condition of the “closed” release would then be considered a recognized environmental condition for the Site.

15 6th Ave N. was vacant until a single-family home was constructed in the 1940s. The home was demolished in 2014. The Phase I ESA revealed no evidence of remaining recognized environmental conditions, historical recognized environmental conditions or controlled recognized conditions in connection with the property.

Storm Water Management

Development must meet the storm water management requirements of the City and the Nine Mile Creek Watershed District, the regulatory agency for storm water and erosion control permitting.

Utility Connections

An existing 8” sanitary sewer main and 6” watermain are located within 6th Avenue North and 5th Avenue North. A 10” sanitary sewer main and 12” watermain are located within Mainstreet. No upgrades or replacements are planned at this time. Utility connections into Mainstreet are not desired.

A 54” stormsewer trunk main is located within 6th Avenue North. A 15” stormsewer main is located in Mainstreet. Multiple inlet leads are adjacent to the 501 and 525 sites. No capacity upgrades or utility mainline replacements are scheduled at this time.

-

CITY POLICIES FOR DEVELOPMENT

Affordability

The City is interested in creating more affordable housing opportunities within the City and increasing owner-occupied housing choices. Proposals for housing that include affordable ownership opportunities are strongly desired.

Public Assistance

The City of Hopkins intends to receive fair market value for the properties and not provide a subsidy for development unless the project demonstrates clear, significant community benefits.

Sustainability

The selected development should incorporate many sustainable elements so that it serves as a model for future development, with a focus on alternative and/or reduced energy use. Electric vehicle charging stations are expected. Building certification through Energy Star or similar program is desired.

Planned Unit Development

The development proposal may seek a rezoning to a Planned Unit Development (PUD) to allow for greater flexibility in meeting the zoning requirements. The RFP proposal should indicate if the developer will be seeking zoning relief through a PUD and if so, what the developer is willing to offer in exchange for flexibility.

RFP SUBMISSION AND SELECTION PROCESS

Proposal Content

Proposal responses should clearly and accurately demonstrate the capabilities, knowledge, experience and capacity of the development team to meet the requirements of the RFP and proposed project.

Respondents must submit one digital file of their proposal containing the following information:

- A cover page including the following information:
 - Developer/team's name and mailing address
 - Name, mailing address, telephone number and email address of the primary contact person
 - Signature of authorized representative of responding developer or team
 - Address of the property(s) included in the proposal
- Letter of Intent to purchase the property including the offered amount.
- Identification and qualifications of the development team including architect, engineering firm and contractor (if known). Please indicate any women or minority-owned companies involved with the project and the percent of the overall budget their work represents.
- List of two or more development projects of similar nature or scale.
- Brief narrative that describes the proposed project and how it meets or exceeds the City's vision and development objectives.

- Preliminary Site Plan
- Conceptual building elevations and renderings to illustrate the proposed project
- List of project components, stories, square footages, and building materials. If proposing a residential development, include the unit mix, number of affordable units available at 30, 50, 60 & 80% AMI.
- Estimated project construction cost
- Project's estimated economic benefits including total market value of development, BIPOC hiring plans, and overall employment potential
- Project's community benefits resulting from the project such as affordability, connections and support of surrounding uses, advancement of racial equity and inclusion, public spaces and amenities, landscaping and public art
- List of environmentally-sustainable elements incorporated into the project
- Projected timeline for land use approvals, purchase of site and construction of project
- Developer's current legal status: corporation, partnership, sole proprietor, etc. and supporting evidence of financial ability to complete project
- Description of how the development team will interact with the community to assure the project addresses their needs and concerns
- Any other information that is critical to the City's ability to evaluate the proposal

DRAFT