

## **Exhibit A**

### **SUMMARY OF RECOMMENDATIONS and Map**

**Division of Parks & Recreation**  
**Cherokee Regional Bicycle and Pedestrian Trail**  
Report Prepared **February 25, 2011**  
Public Hearing Proposed **April 20, 2011**

#### **PROJECT**

The City of Saint Paul proposes to temporarily use, for park purposes, a series of construction easements on portions of 4 parcels of commercial property along Ohio Street at PIN 062822430051, 215 and 201 Ohio St. and at 188 Plato Blvd. These constructions easements are needed to allow construction of the Cherokee Regional Bicycle and Pedestrian Trail within the existing City Right of Way.

#### **INITIATING ACTION**

This project is initiated by the Division of Parks & Recreation with the assistance of Financial Services—Real Estate. The parcels are located along Ohio Street where the Cherokee Park Regional trail will be constructed from Annapolis Street and connecting to the Harriet Island Regional trail at Water Steet. The trail alignment was developed to improve bicycle and pedestrian connections from the Cherokee Park neighborhood by widening the existing sidewalks along the bluff and where feasible meeting the State Bicycle Design Guidelines developed by MNDOT.

#### **EXISTING CONDITIONS**

Parcel 1.) (PIN 062822430051) backs up to Ohio Street and currently has no entrance from Ohio St.] into the property. Adjacent to the north edge of the existing sidewalk there is a plate beam guard rail. From the right of way / property line the property slopes down toward the river. Within the construction easement area, there are some volunteer trees and shrubs that will need to be cleared to allow construction of the trail.

Parcel 2.) 215 Ohio Street. This parcel contains a single story metal clad building that is being used for a specialty auto repair and restoration business. Entry onto the property from Ohio street is possible from one of two driveways. The uphill driveway enters into a parking lot on the west side of the building. The second driveway enters directly into a garage door in the building that fronts onto Ohio St.

Parcel 3.) 201 Ohio St. This property includes a single story stone clad building being used for a publishing business. Entry into the property is from Ohio St. via a driveway connection to the street at a curb cut at the uphill end of the property. The area between the building and the right of way is landscaped with turf grass, trees and shrubs.

Parcel 4.) The 185 Plato Blvd. property has one driveway entrance from Ohio Street and a second from Plato Boulevard. On the property is a single story metal sided building with a pedestrian sidewalk entrance from the Ohio St. walk. The building's main public entrance is from Plato Blvd. In the area where the construction easement is needed, the boulevard is landscaped with turf grass and two boulevard trees. There are also several public utilities that exist within the existing right of way adjacent to the easement area.

## **PROPOSED IMPROVEMENTS**

The trail construction has a variety of typical cross sections that will require different easement needs for each parcel. The construction in this section of Ohio will be as follows;

### **Parcel 1.**

Beginning at the southwest end of parcel 1, the road pavement, the sidewalk and guardrail will be removed. The new trail alignment will follow the existing right of way edge currently the northwest edge of the sidewalk... The curb and gutter will be reconfigured by reduction of the southbound lane width from 22' to 14'. This will provide the additional width needed for trail construction within the existing right of way. To facilitate the bituminous trail construction, it will be necessary for some egress onto parcel one to operate the excavation and other trail construction equipment. Upon completion, the disturbed area will be re-vegetated with sod.

### **Parcel 2.**

The existing road will be narrowed by 8' to provide room for the 15' wide combined pedestrian and bicycle trail to be constructed within the existing right of way. The existing concrete sidewalk and both concrete driveway aprons will be removed. To facilitate the trail construction, some egress onto parcel 2 will be needed to operate the excavation and other trail construction equipment. There is an existing storm sewer in the right of way at the southwest edge of the driveway that will be relocated to the edge of the revised curb line. There is an existing fire hydrant at the property line adjacent to the driveway that will also be re-located within the boulevard of the revised curb. When completed, both existing concrete driveway aprons will be replaced corresponding to the revised curb line. All disturbed areas within the easement will be restored to their existing conditions.

### **Parcel 3.**

The existing road will be narrowed by 8' to provide room for the 15' wide combined pedestrian and bicycle trail to be constructed within the existing right of way. The existing sidewalk and driveway will be removed. To facilitate the trail construction, some egress onto parcel 3 will be needed to operate the excavation and other trail construction equipment. When completed, any areas within the construction easement will be restored to their existing conditions. The concrete driveway apron will be reconstructed to accommodate the revised curb line.

### **Parcel 4**

The existing road will be narrowed by 8' to provide room for the 15' wide combined pedestrian and bicycle trail that will be constructed entirely within the existing right of way. Project construction will require removal of the existing sidewalk and existing driveway apron entering the property from Ohio St. To facilitate the trail construction, some egress onto parcel 4 will be needed to operate the excavation and other trail construction equipment. When the trail construction is completed, any areas disturbed by construction will be restored to their existing conditions.

## **ALTERNATIVES**

Construction on the other side of Ohio street was not considered feasible. It would necessitate an unsafe road crossing at the intersection of Congress St. and Ohio St. Construction on that side of the hill would be prohibitively expensive due to the presence of steep bluffs along that portion of the road. The current design was determined to be the most cost effective means of traversing from Cherokee heights boulevard to the lower portion of Ohio St.

## **POSITIVE BENEFITS**

The benefits to acquiring these easements;

1. Parks and Recreation will be able construct the regional trail facility with minimal and short term impacts to the adjacent property owners.
2. The completion of this off road trail will enhance the City's existing and extensive trail system by providing an improved connection from the upper bluff Cherokee Park neighborhood to the Harriet Island / Lilydale regional park trails.

### **ADVERSE EFFECTS**

The adverse effects of acquiring this property include short term access restrictions to the properties during while the concrete driveways are being formed and installed. The costs for the temporary easements are within the scope of the project budget including reasonable costs for suitable restoration to the areas disturbed by construction.

### **TIME SCHEDULE**

The property easements would be acquired as soon as an appraisal is completed, an offer made and negotiations concluded. The City could potentially complete the easement agreements in time for 2011 construction season.

### **COSTS**

Funding for the acquisition of property rights and other project costs is CIB Funds, Transportation Enhancements Funds, Park Legacy Trail – DNR Grant, 2012 Legacy Funds.

### **FINANCING**

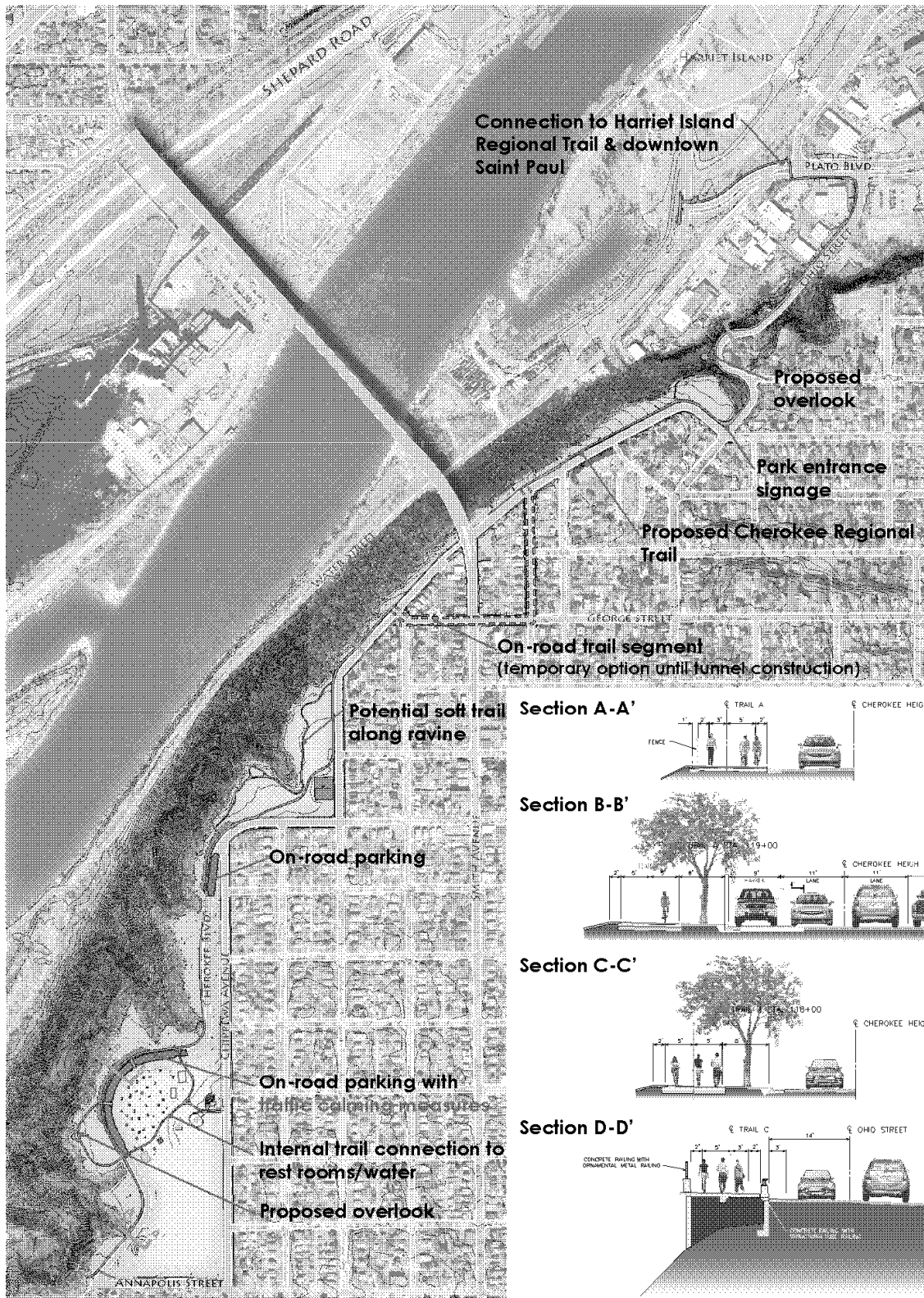
\$2,700,000 Construction and acquisition

### **CONTACT FOR ADDITIONAL INFORMATION:**

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**OVERALL TRAIL ALIGNMENT**  
**CHEROKEE REGIONAL TRAIL**  
 CITY OF SAINT PAUL DEPARTMENT OF PARKS AND RECREATION DESIGN SECTION  
 SEPTEMBER 8, 2010