



Minnesota Department of Transportation

State Aid for Local Transportation

395 John Ireland Boulevard, MS 500
Saint Paul, MN 55155

May 10, 2012

Emily Erickson
City of St. Paul
25 West Fourth Street, Suite 1500
St. Paul, MN 55102

SUBJECT: SP 164-070-013, STPX 6212 (230)
Nice Ride Capital Complex Expansion
Project Memorandum Approval

Dear Ms. Erickson:

Your determination that this project is a Categorical Exclusion, in accordance with the Federal Aid Policy Guide Sec. 771.117 (c)(3), is approved by the FHWA in accordance with the Mn/DOT-FHWA Programmatic Categorical Exclusion Approval Agreement (dated 2/18/98). Location and Design are hereby approved in accordance with the provisions of the FHWA-Minnesota Stewardship Plan. A copy of the approved Project Memorandum is enclosed.

The project has been authorized by the FHWA. I will send the agreement to the City of St. Paul for execution. If they are comfortable with the agreement the equipment can be installed at these locations before it is fully executed. Reimbursement, however, cannot be made until the agreement is fully executed by all parties.

If you have any questions, please do not hesitate to contact me at 651-366-3822, or by e-mail at Lynnette.roshell@state.mn.us

Sincerely,

A handwritten signature in blue ink that reads 'Lynnette Roshell'.

Lynnette Roshell, PE
Project Development Engineer

Enclosure

cc: Bill Dossett—Nice Ride
Greg Coughlin--DSAE
Serge Phillips—MnDOT
File

An Equal Opportunity Employer



MINNESOTA TRANSPORTATION PLAN
REQUEST FOR ENVIRONMENTAL APPROVAL

State Project Number(s): 164-070-013

Route: NA

Federal Aid Project(s): STPX 6212 (230)

County: RAMSEY

City: ST. PAUL

Project Termini: THREE LOCATIONS -SEE ATTACHED

Type of Work: ST. PAUL NICE RIDE BIKE SHARING CAPITAL COMPLEX EXPANSION

Categorical Exclusions: The proposed action is determined to be a categorical exclusion in accordance with FA POLICY GUIDE Sec 771.117 (C)(3). (Project documentation attached)

Section 4(f) (X) The proposed project will not use any Section 4(f) lands.
() The Programmatic Section 4(f) Statement for Independent Bikeway or Walkway Construction Projects applies.

Historic The provisions of the National Historic Preservation Act (NHPA) have been satisfied by determination of MnDOT CRU per the FHWA-SHPO Section 106 Programmatic Agreement; and SHPO concurrence when historic properties are present.

Endangered Species () The project is in a county that has no listed federal/state endangered species.
(X) The provisions of the Endangered Species Act have been complied with.

Right of Way _0.0_ acre(s) of permanent right of way to be acquired, _0.0_ acre(s) of temporary easement.

Farmlands (X) The proposed project will not impact farmland.
() The provisions of the Farmland Protection Policy Act (FPPA) have been complied with.

Section 404 (X) The proposed project does not require a Section 404 Permit.
() The proposed project requires a NATIONWIDE Section 404 Permit.

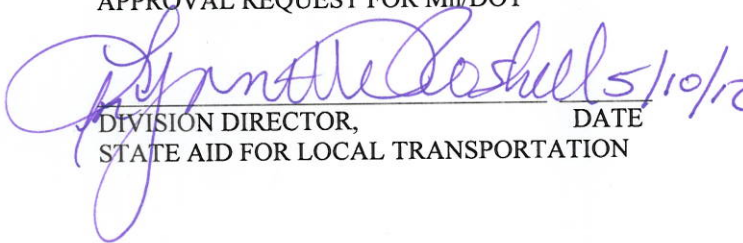
Floodplains (X) The proposed project will not encroach into a floodplain.
() The proposed project encroachment will be non-significant (Executive Order 11988).

Wetlands (X) The proposed project will not impact or encroach into a wetland.
() The proposed project impacts or encroaches upon a wetland and the provisions of Executive Order 11990 have been complied with.

Other The proposed project will not significantly impact (X) noise levels, (X) air quality, or (X) other social/economic areas.

APPROVAL REQUEST FOR Mn/DOT

APPROVED FOR FEDERAL HIGHWAY ADMINISTRATION


DIVISION DIRECTOR, DATE
STATE AID FOR LOCAL TRANSPORTATION

PROGRAMMATIC CAT EXC AGREEMENT 2/18/98
ENGINEERING & OPERATIONS ENGINEER DATE

State Of Minnesota
Department Of Transportation
And
St. Paul


Project Memorandum
For

SP 164-070-013
STPX 6212(230)
Bicycle Sharing; Expansion in Capital Complex Area of St. Paul

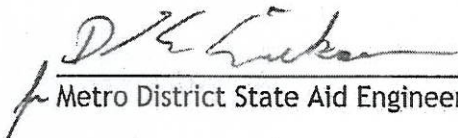
From: n/a
To: n/a
Location: St. Paul

Proposed Improvement: The Bicycle Sharing project provides fee-based bicycles for the public. This project is an expansion of the bike sharing network in St. Paul to increase access to Capital Complex and State Employee Office Buildings.

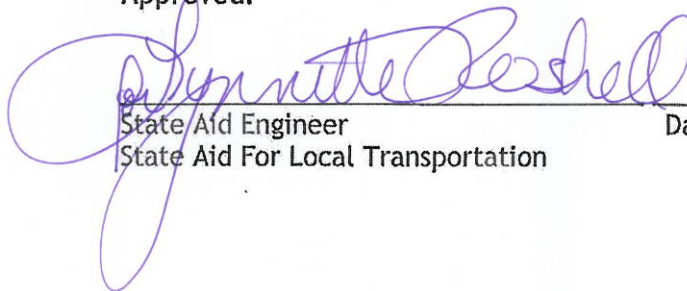
Recommended:

 4.20.12
City of Saint Paul Official Date

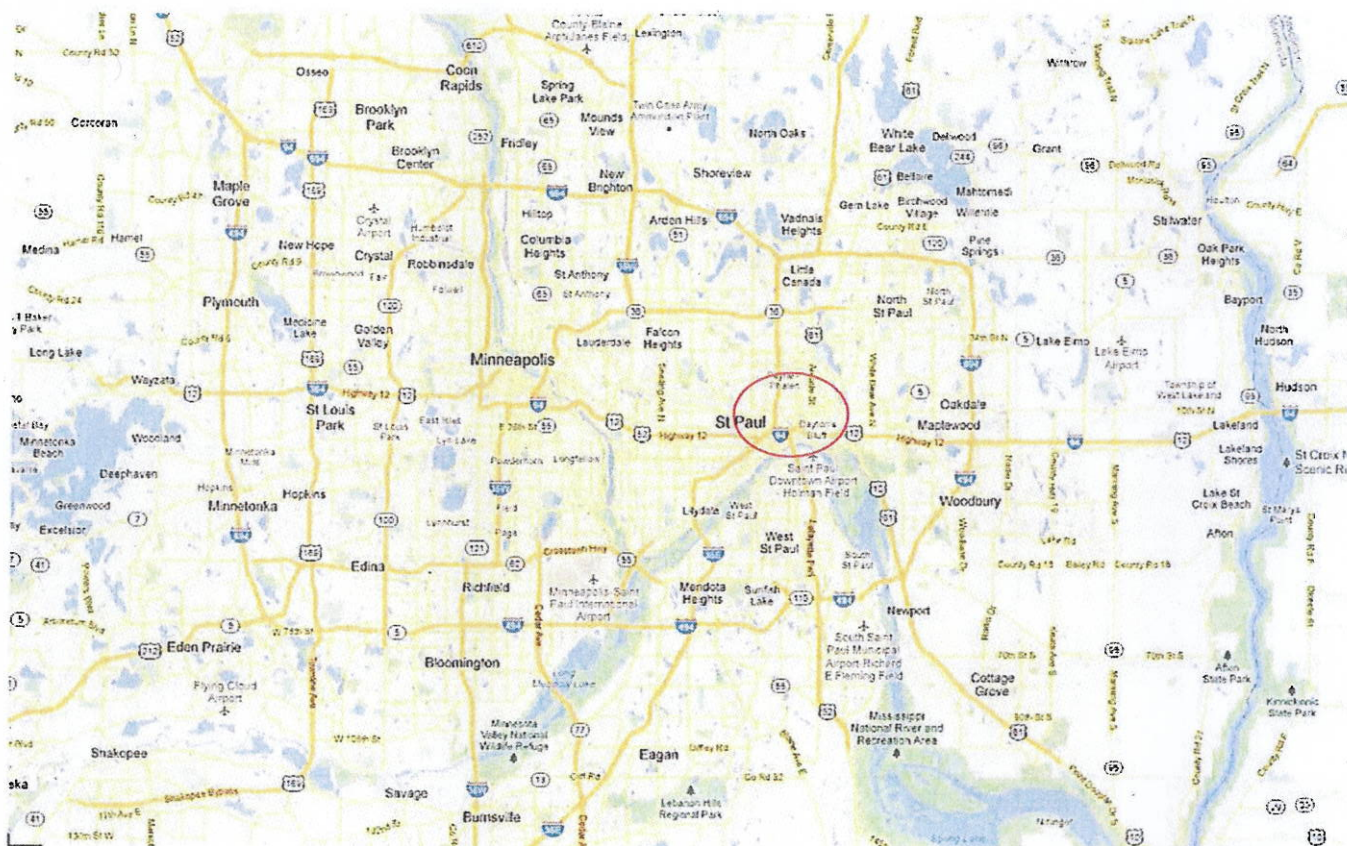
Reviewed and Recommended:

 4-24-12
Metro District State Aid Engineer Date

Approved:

 5/10/12
State Aid Engineer Date
State Aid For Local Transportation

[INSERT STATE LOCATION MAP]



I. PROJECT INFORMATION

Opening Statement

This Project Memorandum has been prepared and submitted in accordance with the approved Highway Project Design Development Process.

Highway Section Description

Termini

n/a

Proposed Improvement

Summary of Proposed Improvements:

The proposed improvements consist of 3 portable public bicycle kiosks (containing approximately of 25 bicycles and 49 bicycle docks) that will be installed near state office buildings and nearby area identified by State Employees as destinations with the Nice Ride bike sharing system service area that State Employees will frequently travel to. The kiosks will be both portable (designed to be moved with a boom truck or skidster, without attachment to street or sidewalk, powered by integrated solar panel, and wireless communication) and modular (designed so that the number of bicycle docks at a location can be expanded or reduced). The kiosks will be installed in April and removed in November of each year. Proposed locations for each kiosk, including site plans and photographs, are contained in the Appendix A report.

Project Cost and Funding Sources

The total estimated cost for this project is \$100,000.

Anticipated Funding Sources

Federal Funds \$100,000

State Funds \$0

Other Funds \$0

Note: Nice Ride Minnesota has received \$30,000 additional commitments from additional sources for its 2012 expansion. These sources include Blue Cross and Blue Shield of Minnesota, the National Park Service Mississippi National River and Recreational Area, and the Central Corridor Funders Collaborative.

This project is being amended into the 2012-2015 State Transportation Improvement Program (STIP) for FY 2012.

Anticipated Schedule

Project Memorandum March 2012

Public Meetings September-November 2010 and December 2011

Right-of-Way Acquisition March 2012

Plans, Specifications & Estimate February 2012

Letting 2012

Construction 2012

Project Manager

Name Emily P.G. Erickson

Title Sustainable Transportation Planner
Address City of St. Paul Department of Public Works
25 West Fourth Street, Ste 1500
St. Paul, MN 55102
Telephone 651.266.6059
E-mail emily.erickson@ci.stpaul.mn.us

Preparer

Name Emily P.G. Erickson
Title Sustainable Transportation Planner
Address City of St. Paul Department of Public Works
25 West Fourth Street, Ste 1500
St. Paul, MN 55102
Telephone 651.266.6059
E-mail emily.erickson@ci.stpaul.mn.us

And

Bill Dossett, Executive Director
Nice Ride Minnesota
Midtown Bike Center, Suite 3
2834 10th Avenue South
Minneapolis, MN 55407
bdossett@niceridemn.org
[612-436-2074](tel:612-436-2074) (office)
[612-747-4659](tel:612-747-4659) (cell)

Project Purpose and Need

Project Purpose

The purpose of this project is to expand the public bicycle sharing system for the Twin Cities to serve the Capital Complex and areas identified by State Employees as important destinations. This project will occur simultaneously with a larger expansion in downtown St. Paul. The public bicycle system will enable downtown commuters, students, residents, and visitors to easily access a bicycle that is designed for short trips within an urban area (having full fenders, lights, cargo capacity, and rugged design). Public bicycles complement the existing public transportation system by expanding the area served by transit stops and facilitating intermodal transportation. Public bicycles offer a healthy, environmentally beneficial, rapid, and cost effective means of transportation for short trips in urban areas.

Project Need

In the Twin Cities, approximately 50% of residents own and ride bicycles. However, approximately 5% of residents ride bicycles for transportation. While some of this difference is attributable to personal preference, much of it is attributable to barriers that make commuting by bicycle difficult or inefficient for many people, including long distance commutes, bicycle maintenance and storage accessibility requirements, and automobile-dependent attitudes. Public bicycles remove these barriers, for example making it easy for workers who arrive downtown on a bus or train everyday to use a bicycle to make short trips downtown to a meeting or to lunch. Public bicycles systems are

"door openers," introducing people to an intermodal transportation solution that can be easily incorporated into the workday, adding opportunities to get exercise, avoid congested roadways and parking costs, and reduce air pollution. Between June 10, 2010 and November 7, 2011, over 317,000 trips were taken on the current system.

Alternatives

No-Build Alternatives

If this project is not undertaken it will be more difficult for the public to use bicycles, as quick and convenient public bicycle rental opportunities are limited in St. Paul.

Design/Construction Alternatives

Based on 2011 and 2012 experience and research from other cities, it has been determined that bike sharing systems are most effective with a high density of bicycles and docking stations, so that users have pick-up and drop-off locations within reasonable walking distances.

Location Alternatives

Because each station is portable, it will be feasible to relocate kiosks on an as-needed basis. Nice Ride staff selects alternative locations and revises site plans with the input of cultural and historical resource officials.

Public Involvement

Public Informational Meetings

The cities of Minneapolis and Saint Paul jointly retained Community Design Group, which conducted a series of six public workshops in Minneapolis and St. Paul in September, October, and December of 2010. Over 800 potential locations were recommended by the public. In the workshops, small groups of participants were asked to rank potential locations. The public was also asked to submit questions to Nice Ride, which Nice Ride answered via its website. A report of the planning meeting and Nice Ride's responses to questions has been posted on Nice Ride's website since December 2010. The planning meetings and expansion plans have been covered by multiple local media sources (most notably, multiple articles in the Pioneer Press). Saint Paul Mayor Coleman hosted a meeting for downtown building and business owners and additional downtown stakeholders in September 2011. An additional meeting to collect input from potential state employee users was held in December 2011.

Other Public Involvement

Nice Ride has presented to multiple neighborhood, business associations, and colleges regarding the expansion. Nice Ride reports regularly to Smart Trips, the St. Paul TMO and presents at its annual Transportation Summit. Nice Ride has posted extensive data regarding 2010 and 2011 performance on its website, shared that data with researchers and city planners around the country, and presented its experience at webinars.

Agency Coordination

County

Nice Ride Minnesota's primary contact at Ramsey county is Connie Bernardy, Active Living Ramsey Communities Coalition Director. Nice Ride is scheduled to present at the next meeting of ALRCC.

Municipality

The initiative to expand the bike share system to downtown St. Paul has been driven by the Office of Mayor Coleman. The City of St. Paul contributed to the planning and community engagement expenses for Phase 2. The St. Paul City Council passed a resolution supporting the CDG Phase 2 plan in January 2011.

Mn/DOT

Nice Ride Minnesota has been in periodic contact with Lynnette Roshell, Project Development Engineer, State Aid for Local Transportation, and Dan Erickson, Assistant District State Aid Engineer, throughout Phase 1. Lisa Austin, a Mn/DOT bicycle and pedestrian planner, is also serving on the board of Nice Ride Minnesota.

Watershed District

Not applicable.

MnDNR

Not applicable.

Additional Agency Coordination is discussed in the following section.

II. Social, Economic and Environmental Study**Section 4(f)/6(f) Property**

The Project will not use Section 4(f) lands or properties or Section 6(f) lands or properties.

National Historic Preservation Act (Section 106)

The CRU has determined that there are historic properties with the APE, but the project will have "No Adverse Effect" on the properties. The CRU has submitted its determination to the Minnesota State Historic Preservation Office (SHPO) and the SHPO letter of concurrence is attached.

Endangered Species

The project will have no effect on federally listed threatened or endangered species or critical habitat. See attached letters from Mn/DOT's Office of Environmental Services (OES) for federally listed species, and the MnDNR for state species.

Right-of-Way

The project is likely to require non-significant permanent right of way acquisition, permanent and/or temporary easements, minor changes to access, no relocations, and a low risk of hazardous materials involvement. See the right-of-way certificate and attached letters for the specific right of way necessities.

Farmland Protection Policy Act

The project will not impact farmland.

Section 404 (Army Corps of Engineers)

The project will not involve placement of fill into waters of the U.S. (defined in 33 CFR 328).

Water Quality

The project will disturb less than 1 acre and will not impact any public or private water

supply or allow contamination of free flowing water. An MPCA NPDES permit is not required.

Floodplain

The project will not encroach into a floodplain.

Wetlands

The project will not impact or encroach into a wetland.

Noise

The project is not a Type I project. Procedures for abatement of highway traffic noise do not apply, in accordance with 23 CFR 772.

Construction Noise has been considered and no impact is anticipated.

Air Quality

The project will not significantly impact air quality.

Controversial Issues

The project is not anticipated to be controversial.

State Environmental Review (MEQB)

The project has been determined to be an exemption category project in accordance with current Minnesota Rules, Part 4410.4600, Subp. 14, or the project does not meet the mandatory EAW threshold and does not have potential for significant environmental effects.

Federal Action Determination Statement

Based on the results of the environmental study in accordance with 23 CFR 771.117, summarized herein, it is determined that the proposed project is a Class II Action (Categorical Exclusion). This action will have non-significant social, economic, or environmental impacts, and is anticipated to have no foreseeable change on the quality of the human environment.

III. DESIGN STUDY

Design Standards and Specifications

The project will be designed in accordance with the FHWA-Mn/DOT Stewardship Plan. For this project, the following design standards are applicable:

State Aid Minimum Geometric Design Standards:

The project will be constructed in accordance with the current edition of the Minnesota Department of Transportation's "Standard Specifications for Construction", including all Supplemental Specifications.

Design Elements

Design Exceptions

Not applicable.

Safety Improvements

Not applicable.

Roadway Enhancements

Not applicable.



Minnesota Department of Natural Resources

Division of Ecological and Water Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

February 28, 2012

[Transmitted via Electronic Mail]

Emily Erickson
City of Saint Paul Dept. of Public Works
25 4th Street West, Suite 1500
St. Paul, MN 55102

Dear Ms. Erickson,

The DNR Division of Ecological and Water Resources has determined that we do not need to review the proposed Bicycle Sharing Expansion in the Capitol Complex Area. Given the nature and location of this project, we do not believe it would result in a significant impact to threatened or endangered species or critical habitats, and as such would not trigger the preparation of an Environmental Impact Statement under the National Environmental Policy Act. We further believe that such activities would be in compliance with Minnesota's Endangered Species Statute (*Minnesota Statutes*, section 84.0895) and associated Rules (*Minnesota Rules*, part 6212.1800 to 6212.2300 and 6134).

Please contact me if you have any questions or concerns about this decision. Thank you for your interest in preserving Minnesota's rare natural resources.

Sincerely,

A handwritten signature in black ink that reads "Lisa Joyal".

Lisa Joyal
Endangered Species Review Coordinator



Bill Dossett <bdossett@niceridemn.org>

Fwd: S.P. 164-070-013 - ESA (Section 7) - Determination of No Effect

1 message

Emily Erickson <Emily.Erickson@ci.stpaul.mn.us>
To: Bill Dossett <bdossett@niceridemn.org>

Mon, Mar 19, 2012 at 11:15 AM

>>> "Alcott, Jason (DOT)" <jason.alcott@state.mn.us> 3/19/2012 11:14 AM >>>

Endangered Species Act of 1973, as amended – Section 7 - Determination of No Effect

S.P. 164-070-013

Expansion of the Bike Sharing Program – Capitol Complex Area

City of St. Paul

Ramsey County

In response to your request, the proposed action has been reviewed for potential effects to federally-listed threatened, endangered, proposed, candidate species and listed critical habitat. As a result of this review, a determination of **no effect** has been made.

Section 7 of Endangered Species Act of 1973, as amended, requires each Federal agency to review any action that it funds, authorizes or carries out to determine whether it may affect threatened, endangered, proposed species or listed critical habitat. Federal agencies, or their designated non-federal representatives (FHWA has delegated Mn/DOT) as their non-federal representative) must consult with the Service if any such effects may occur as a result of their actions. Consultation with the Service is not necessary if the proposed action will not directly or indirectly affect listed species or critical habitat. If a federal agency finds that an action will have no effect on listed species or critical habitat, it should maintain a written record of that finding that includes the supporting rationale.

Based on the information you have provided, it has been determined that no further action under Section 7 of the Act is required. However, if information becomes available indicating that federally-listed species or designated critical habitat may be affected, please contact this office and consultation with the Service will be initiated, if necessary.

Jason Alcott

Minnesota Department of Transportation

Office of Environmental Stewardship

Mail Stop 620

395 John Ireland Boulevard

St. Paul, MN 55155-1899

Phone: [651-366-3605](tel:651-366-3605)

Email: jason.alcott@state.mn.us



Minnesota Department of Transportation

Office of Environmental Services

395 John Ireland Boulevard, MS 620
St. Paul, MN 55155-1899

Fax: 651/ 284-3754
Phone: 651/ 284-3750

April 12, 2012

Dr. Mary Ann Heidemann
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

Regarding: S.P. 164-070-025 (Nice Ride, Ramsey County)
Installation of three self-service bicycle sharing stations

Dear Dr. Heidemann:

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800), and as per the terms of the Programmatic Agreement (PA) between the FHWA and the Minnesota State Historic Preservation Office (SHPO) (June 2005).

The project involves the installation of three portable self-service bicycle sharing stations in the City of St. Paul. Each automated bicycle station or kiosk includes a bicycle rack consisting of a weighted base with a number of vertical docking points and an advertiser or sponsor face and small solar panels at one end (see attached project information). Each kiosk is modular and mobile and can be adjusted to increase or decrease the number of bicycle docking points or moved with relative ease. The kiosks will be installed in April and removed in November each year. There are no known archaeological sites in the area of potential effect (APE). Because there will be no ground disturbance during installation or use, there is no potential to effect any unrecorded archaeological sites. However, there are a number of eligible buildings and historic districts that are within the APE of two of the ID numbered kiosks.

Like the previous reviews of these stations, the APE for individual architectural history properties consists of the block face of the building where the kiosks are placed. Because the kiosks are portable, most are thought to have minimal potential to affect historic properties. As a result, their placement doesn't warrant a survey to identify potentially eligible buildings or structures. Rather, all sites were checked against the SHPO data base to determine their proximity to National Register of Historic Places (NRHP) properties or historic districts and detailed aerial photographs. The following discussion briefly describes each of the three kiosks, accompanied by photographs of their locations.

ID # 208 395 John Ireland Blvd (Original moved to revised location)

This kiosk is located on the sidewalk and grass at the rear of the MnDOT Central Office building across from the State Office Building. It is located within the Capitol Mall Historic District (RA-SPC-5619). It was originally located on front of the MnDOT building but this was thought to be too intrusive, resulting in an adverse effect to the historic district.

ID # 202 18 10th Street East

This kiosk is located along 10th Street East near the corner of Cedar Street at the location of the site of the former Science Museum of Minnesota (RA-SPC-5439), an unevaluated property. A state office building less than ten years old is east across Cedar Street. The unevaluated Public Health Center (RA-SPC-0556) is located across the street to the northwest while the National Register eligible St. Louis King of France Church (RA-SPC-0554) is located approximately 200 feet to the east of the kiosk.

ID # 210 425 Grove Street

This kiosk is along Grove Street near the corner of Lafayette Road. The nearest inventoried but unevaluated property is the Ramer Candy Company (RA-SPC-1645) about 400 feet to the west. A recent structure is located about 100 feet to the north and the MnDNR headquarters building is located east across Lafayette Road. A parking lot is across the street to the south.

We feel that there will be **no adverse effects to historic properties** from this project. If you have any questions regarding this part of the project, please contact me at (651) 366-3614.

Sincerely,



Craig Johnson
Cultural Resource Unit

cc: MnDOT CRU Files
Bill Dossett, NiceRide
Lynette Roshell, MnDOT



Minnesota
Historical Society

STATE HISTORIC PRESERVATION OFFICE

May 9, 2012

Craig Johnson
MnDOT Cultural Resource Unit
Transportation Building, MS 620
395 John Ireland Blvd.
St. Paul, MN 55155-1899

RE: S.P. 164-070--25
Install 3 Nice Ride bicycle sharing stations
St. Paul, Ramsey County
SHPO Number: 2012-1654

Dear Mr. Johnson:

Thank you for initiating consultation on the above project. We have reviewed the project materials pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966, the Procedures of the Advisory Council on Historic Preservation (36CFR800), and the Minnesota Historic Sites Act.

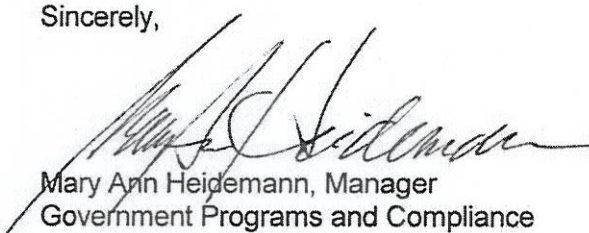
As you are aware, one of the proposed Nice Ride bike stations is located within the National Register Capitol Mall Historic District, and another is diagonally across the street from the St. Louis King of France Church, which has been determined eligible for listing in the National Register of Historic Places.

Based on the information provided, including the bike station site plans and photo simulations, we agree that the project as proposed will have **no adverse effect** on the Capitol Mall Historic District or the St. Louis King of France Church.

Please be aware that the station to be located within the Capital Mall may need to be reviewed, per state statute, by the Capitol Area Architectural and Planning Board. We do not have the authority to conduct reviews on behalf of the CAAP Board.

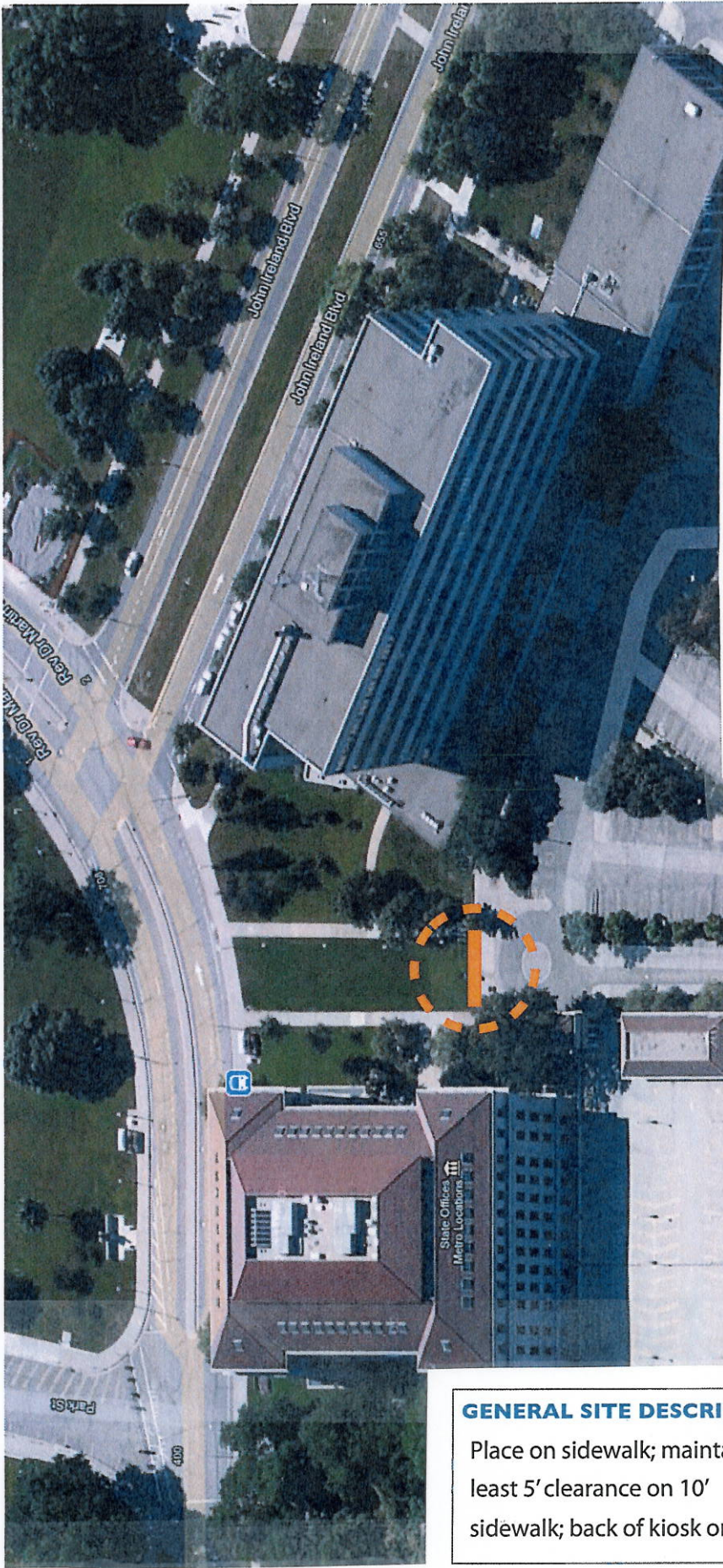
Feel free to call me at (651) 259-3456 if you have any questions on our review.

Sincerely,



Mary Ann Heidemann, Manager
Government Programs and Compliance

cc: St. Paul HPC



LOCATION CHARACTERISTICS

Street Address

395 John Ireland Blvd
 St Paul, MN 55155

ID: 208

Property Owner

City of St Paul (on sidewalk)

Ownership of Adjacent Parcel

STATE OF MINNESOTA
 50 Sherburne Ave Rm G10
 St Paul, MN 55155

Historic District or Structures?

Located within CAAPB planning boundary

GENERAL SITE DESCRIPTION

Place on sidewalk; maintain at least 5' clearance on 10' sidewalk; back of kiosk on turf

KIOSK CHARACTERISTICS

Style: Linear
Location: Off-Street
Docks: 19
Length: 55





View of site and kiosk



General location and context



Site plan

LOCATION CHARACTERISTICS

Street Address

425 Grove St
St Paul, MN 55101

Property Owner

COUNTY OF RAMSEY PROP MGMT
50 Kellogg Blvd W Ste 660
St Paul, MN 55102

Ownership of Adjacent Parcel

Not applicable for siting of this kiosk.

Historic District or Structures?

No historic district, structures or related issues identified.

GENERAL SITE DESCRIPTION

Place kiosk on turf; maintain at least 5' clearance on sidewalk; coordinate with bus stop

KIOSK CHARACTERISTICS

Style: Linear
Location: Off-Street
Docks: 19
Length: 55

McNally Smith College of Music

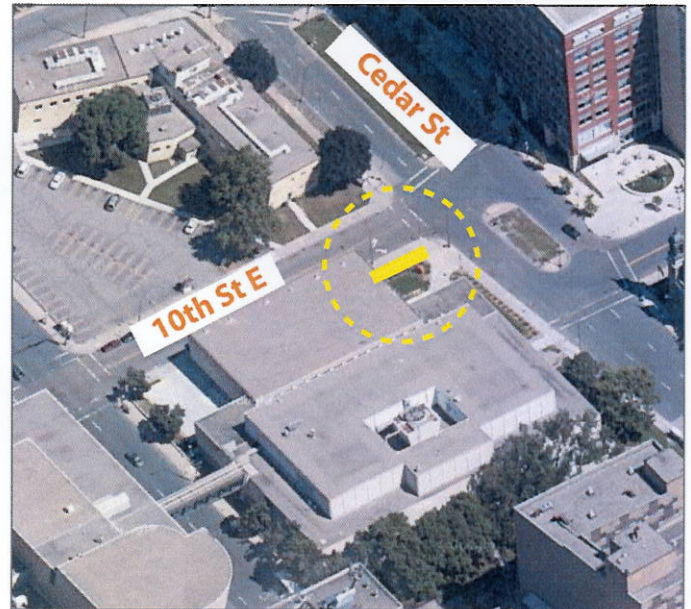
10th St E & Cedar St

ID: 202

Revision Date: 2/23/12



View of site and kiosk



General location and context



Site plan

LOCATION CHARACTERISTICS

Street Address

18 10th St E
St Paul, MN 55401

Property Owner

MCNALLY SMITH COLLEGE INC
19 Exchange St E
St Paul, MN 55101

Ownership of Adjacent Parcel

Not applicable for siting of this kiosk.

Historic District or Structures?

Located on CAAPB planning boundary

GENERAL SITE DESCRIPTION

Place kiosk on plaza walk

KIOSK CHARACTERISTICS

Style: Linear
Location: Off-Street
Docks: 15
Length: 45



Bill Dossett <bdossett@niceridemn.org>

Point me in right direction

Mrachek, Gary <Gary.Mrachek@co.ramsey.mn.us>
To: Bill Dossett <bdossett@niceridemn.org>

Tue, Apr 10, 2012 at 7:28 AM

Good Morning,

Ramsey County supports the program and is in the process finding a suitable location on the campus to place the bike rack.

Thank you,

Gary Mrachek

Ramsey County

651-266-9675

From: Bill Dossett [mailto:bdossett@niceridemn.org]
Sent: Monday, April 09, 2012 10:42 AM
To: Mrachek, Gary
Subject: Fwd: Point me in right direction

----- Forwarded message -----

From: **Bill Dossett** <bdossett@niceridemn.org>
Date: Mon, Feb 27, 2012 at 2:56 PM
Subject: Re: Point me in right direction
To: "Thompson, Bruce" <Bruce.Thompson@co.ramsey.mn.us>
Cc: "Bernardy, Connie" <Connie.Bernardy@co.ramsey.mn.us>, "Mrachek, Gary" <Gary.Mrachek@co.ramsey.mn.us>

Thanks Gary and Connie!

Bruce: Here is a copy of the revocable license form I mentioned in my voicemail.

We are not wedded to a particular location. If you have a better spot in mind or concerns about the proposed site, definitely let us know.

Thanks!

Bill

On Mon, Feb 27, 2012 at 1:23 PM, Thompson, Bruce <Bruce.Thompson@co.ramsey.mn.us> wrote:

Connie/Bill,

Ramsey County Property Management is very much in favor of this program. I think this program would be a great addition to the LEC site.

Gary Mrachek is the Bldg Manager at the Law Enforcement Center.

Gary can be reached at 651-266-9675 or email at gary.mrachek@co.ramsey.mn.us

Bruce Thompson

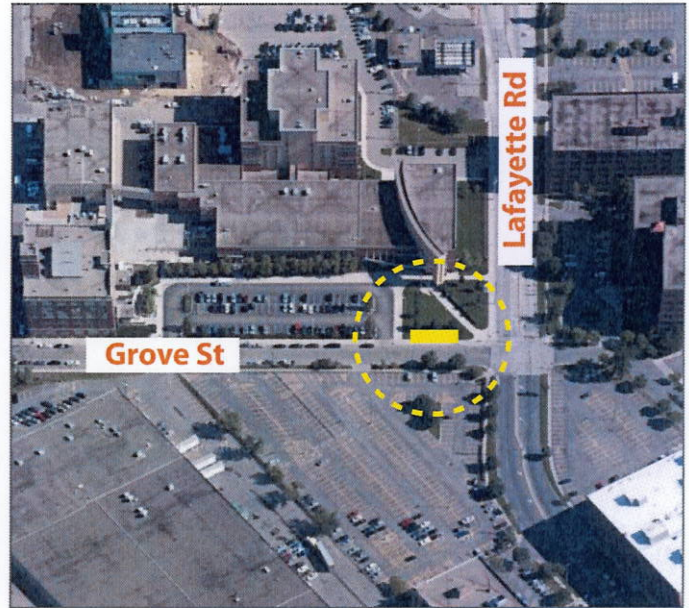
*Bruce Thompson, Director
Ramsey County Property Management
50 West Kellogg Blvd, Suite 660
Saint Paul, MN 55102
(651) 266-2262*

From: Bill Dossett [mailto:bdossett@niceridemn.org]
Sent: Monday, February 27, 2012 11:58 AM
To: Bernardy, Connie
Subject: Point me in right direction

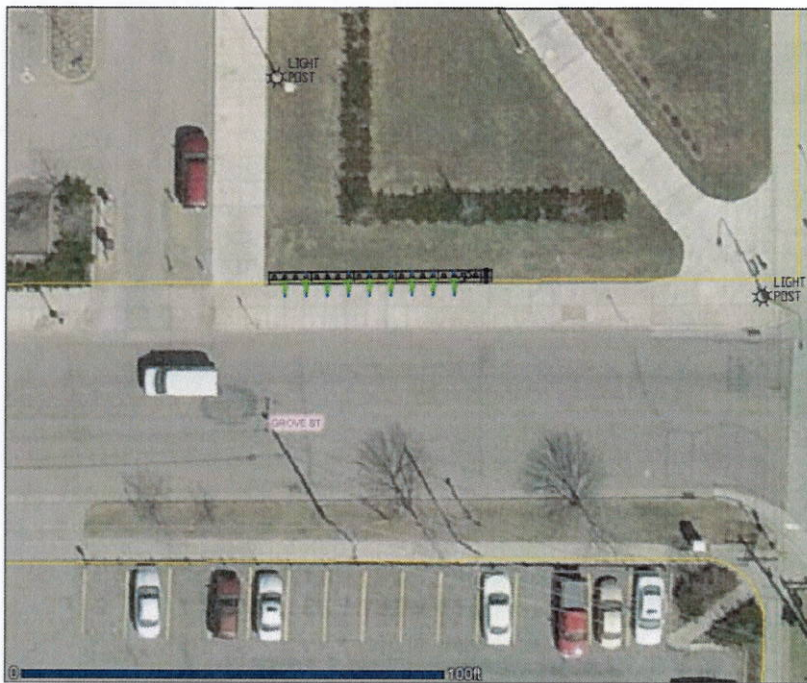
Hey Connie,



View of site and kiosk



General location and context



Site plan

LOCATION CHARACTERISTICS

Street Address

425 Grove St
St Paul, MN 55101

Property Owner

COUNTY OF RAMSEY PROP MGMT
50 Kellogg Blvd W Ste 660
St Paul, MN 55102

Ownership of Adjacent Parcel

Not applicable for siting of this kiosk.

Historic District or Structures?

No historic district, structures or related issues identified.

GENERAL SITE DESCRIPTION

Place kiosk on turf; maintain at least 5' clearance on sidewalk; coordinate with bus stop

KIOSK CHARACTERISTICS

Style: Linear
Location: Off-Street
Docks: 19
Length: 55