St. Louis Park
MINNESOTA
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AGENDA
JANUARY 12, 2026

6:00 p.m. Study session – Community Room

Discussion items

1.	Wooddale Station redevelopment update – Ward 2
2.	Public art policy

Written reports

3.	2026 Pavement Management Project update (4026-1000) – Ward 1
4.	Community + Civic Engagement system kick-off
5.	Racial equity and inclusion updated 2026 cultural observances and proclamations

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City council study sessions are not broadcast. Generally, it is not council practice to receive public comment during study sessions.

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Executive summary

Title: Wooddale Station redevelopment update – Ward 2

Recommended action: No formal action at this time. The council is requested to discuss Sentinel Management Company's development proposal for the Wooddale Station redevelopment site and provide feedback.

Policy consideration: Does the Economic Development Authority (EDA) support the proposed redevelopment proposal for the Wooddale Avenue Station Site and does it wish to enter into a Preliminary Development Agreement (PDA) with Sentinel Management Company to redevelop the Wooddale Avenue Station Site?

Summary: In August 2020, the EDA issued a request for proposals (RFP) for the Wooddale Avenue Station Site, located on the northeast corner of 36th Street and Wooddale Avenue, immediately south of the Metro Green Line Wooddale Avenue station. The EDA selected Saturday Properties and Anderson Companies as redeveloper. However, in September 2023, Saturday Properties informed the EDA that it could not proceed due to adverse market conditions. The EDA then sought additional proposals and entered into a PDA with Roers Companies in 2025, which shortly thereafter chose not to move forward as its investment strategy shifted to smaller multifamily projects and the mixed-use vision proved too complex.

With EDA guidance, during the second half of 2025, staff again sought proposals from qualified developers consistent with the city's original RFP vision, including an active, connected development supporting market-rate and affordable housing, ground-floor commercial uses, and public spaces near LRT, while advancing the city's five strategic priorities.

After reviewing proposals and interviewing development firms, staff recommend the EDA enter into a PDA with Sentinel Management Company for the Wooddale Avenue Station Site. Sentinel brings extensive development and long-term management experience and a strong record of successful Twin Cities projects. Sentinel has prepared a redevelopment proposal that advances the city's vision and exceeds city policies. A summary of the proposal is included in the discussion section of this report and Sentinel representatives will present at the meeting.

Financial or budget considerations: The purchase price of the EDA's property and the amount of financial assistance required have not yet been determined. The redevelopment is anticipated to require public financial assistance due to extraordinary costs related to affordable housing, green building, demolition, contamination remediation, shoring and structured parking. Once redeveloped, the site will add to the tax base; if not, it will incur maintenance costs and potential demolition expenses for the existing substandard building.

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

Supporting documents: Discussion; Development process gameboard; Sentinel Management Company overview; Big D Construction DEI overview

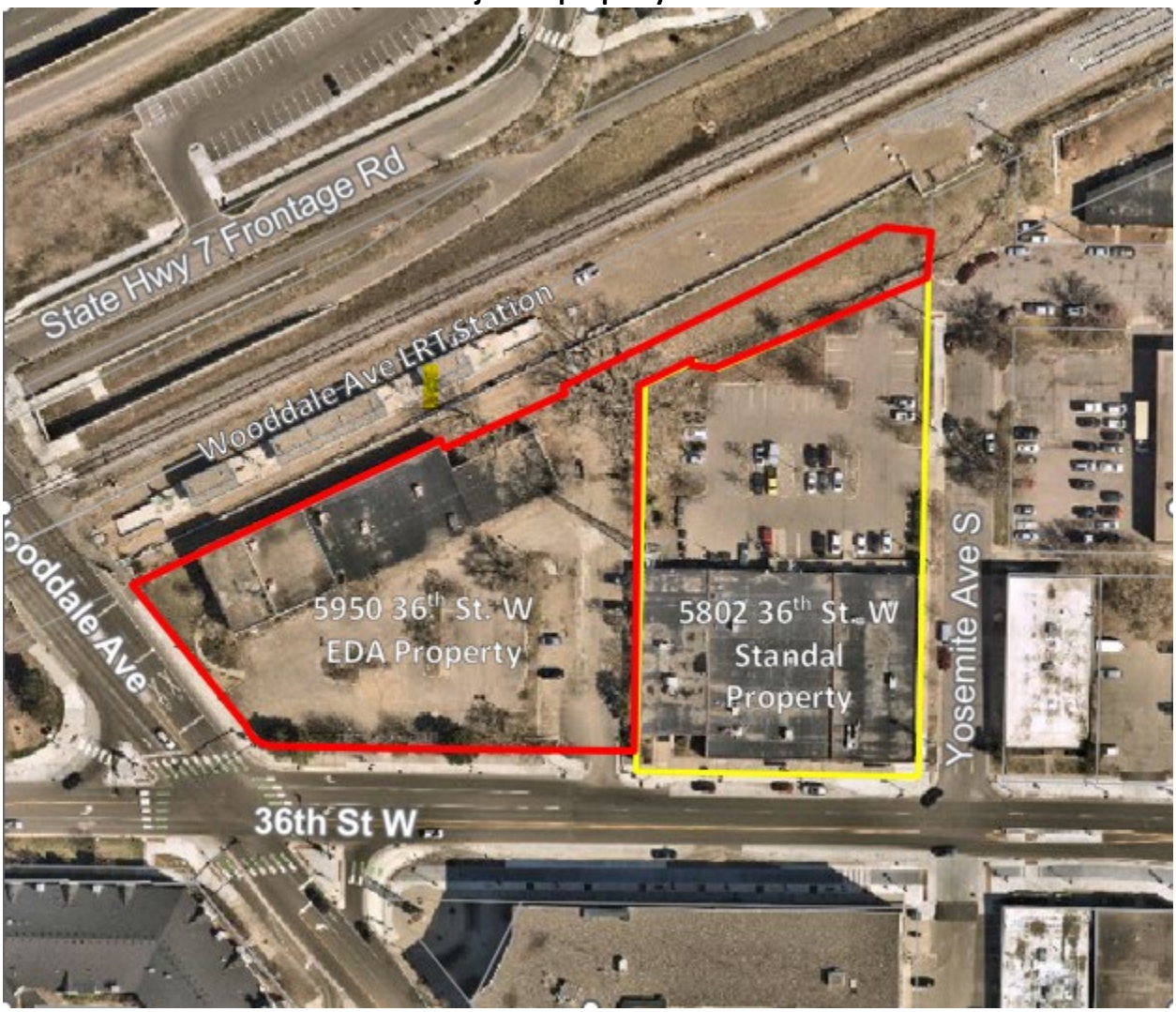
Prepared by: Dean Porter-Nelson, redevelopment administrator
Reviewed by: Jennifer Monson, economic development manager; Amelia Cruver, finance director; Karen Barton, community development director/EDA executive director
Approved by: Kim Keller, city manager

Discussion

Site information: The EDA owns the Wooddale Avenue Station Site located at 5950 36th St. W., which abuts the METRO Green Line Extension Wooddale Station platform to the north. The 1.68-acre site is currently occupied by a dilapidated, vacant 16,700-square-foot commercial building known as the "Nash Frame" building and an excess municipal parking lot.

Immediately adjacent to the east of the site is 5802 36th St. W., a 1.4-acre property owned by Standal Properties. This property contains a one-story, multi-tenant commercial building and surface parking.

Wooddale Avenue Station Site and adjacent property



Background: The 2003 Elmwood Area land use, transit and transportation study identified 36th Street as a key corridor for high density, mixed-use development in the city. During the last 20 years, this vision has been reiterated and refined through multiple planning and transit studies including dozens of public meetings and opportunities for public input, including the most recent 2025 Arrive and Thrive Plan – Wooddale Gateway.

At a study session on Feb. 10, 2020, the EDA confirmed the Wooddale Avenue Station site as a key community hub for mixed-income housing, neighborhood-serving commercial uses, and transit integration. Based on this vision, the EDA issued a request for proposals (RFP) in July 2020 seeking a qualified developer to deliver a project with the following characteristics:

- A substantial amount of affordable multifamily housing exceeding the city's Inclusionary Housing Policy requirements, including larger units to support multicultural and intergenerational living;
- Smaller-scale, affordable ground-floor commercial spaces suitable for neighborhood businesses;
- Attractive, bold and creative architecture;
- Building and site designs incorporating multiple "green" features, including renewable energy, to showcase environmental sustainability;
- Accommodations for pedestrians, bicyclists, transit users and vehicles, including electric bikes, electric vehicles and potential car-sharing;
- A public plaza or community space featuring a unique community landmark or element;
- High-quality site amenities and public art; and
- Connections to nature through enhanced landscaping, green roofs or living wall systems.

The EDA also sought a proposal that would seamlessly integrate with the adjacent METRO Green Line Extension Wooddale Avenue Station and connect to the surrounding neighborhood. At a study session on Dec. 14, 2020, the EDA determined that a proposal submitted by Saturday Properties/Anderson Companies best aligned with the city's vision and development objectives. The EDA subsequently entered into a preliminary development agreement with the developers on Feb. 16, 2021.

In August 2022, Saturday Properties/Anderson Companies received city approvals for a preliminary and final plat, as well as a preliminary and final planned unit development (PUD), for the proposed "OlyHi" development. In January 2023, the EDA reviewed the terms of the negotiated purchase and redevelopment agreement, and intended to provide $12.18 million in financial assistance over approximately 18.5 years to make the $105 million development financially feasible. The EDA was also awarded more than $2.1 million in grant funding from Hennepin County and the Metropolitan Council to support the OlyHi project. On Sept. 29, 2023, Saturday Properties notified the EDA that, due to adverse and insurmountable market conditions, it could not proceed with the OlyHi development. The preliminary development agreement was subsequently terminated.

In 2024, staff sought proposals from qualified developers and following study sessions in November and December; the EDA entered into a preliminary development agreement with Roers Companies in January 2025. The project was expected to receive financial assistance through tax increment financing and the city's Affordable Housing Trust Fund (AHTF). However, Roers withdrew due to a shift in its investment strategy toward smaller multifamily projects and the complexity of the proposed mixed-use development. The preliminary development agreement was terminated in April 2025.

Present Considerations: During the second half of 2025, staff pursued new proposals from qualified developers with the financial capacity and experience necessary to advance a development consistent with the city's vision for the Wooddale Avenue Station site.

After reviewing several proposals and conducting interviews with multiple development firms, staff determined that Sentinel Management Company demonstrated the strongest qualifications and presented a development concept most closely aligned with the city's priorities and long-term vision for the site.

The development team: Edina-based Sentinel Management Company was founded in 1972 by the Bernardi family and has a history of development and management of commercial real estate, with extensive experience with both multifamily and retail sectors. The EDA's financial consultant, Ehlers, completed a financial review of Sentinel Management and found the company has significant commercial and multifamily real estate assets and a stable financial position. EDA staff also conducted reference checks, reaching out to other Minnesota cities where Sentinel Management recently completed projects or has projects under construction. Information received indicated Sentinel Management and their project partners have been collaborative and responsive and have executed quality developments. Recent projects with similarities to the proposed Wooddale Station project include the Ballantrae Apartments in Eagan, Abbey Apartments and Velo Apartments in Minneapolis, and most recently The Winn in Golden Valley.

The Winn is a 303-unit mixed-income multifamily development scheduled to open in early 2026, including 46 affordable units reserved for households earning up to 60% of area median income (AMI). EDA and planning staff toured the property in December 2025 and noted the high quality of materials, construction and attention to detail throughout the building. Sentinel Management's extensive experience in owning and operating multifamily properties is reflected in the design and execution of the project. Sentinel Management proposes assembling the same development team that worked on The Winn for the Wooddale Station Site.

The development team includes ESG Architects, Big-D Construction and engineers Civil Site Group. ESG has worked on several St. Louis Park projects in recent years and has successfully met the requirements of the St. Louis Park green building policy. Big D construction built The Mera and Arbor Court multifamily projects in St. Louis Park and has a reputation for hiring a diverse workforce and paying competitive wages, evidencing their ability to deliver meaningful workforce outcomes on the proposed project. Civil Site Group successfully completed work on multiple St. Louis Park developments including Parkway Residences, Parkway 25 and The Elmwood Apartments. They were also the engineer on the previously approved plans for the Wooddale Station site, as proposed by Saturday Properties.

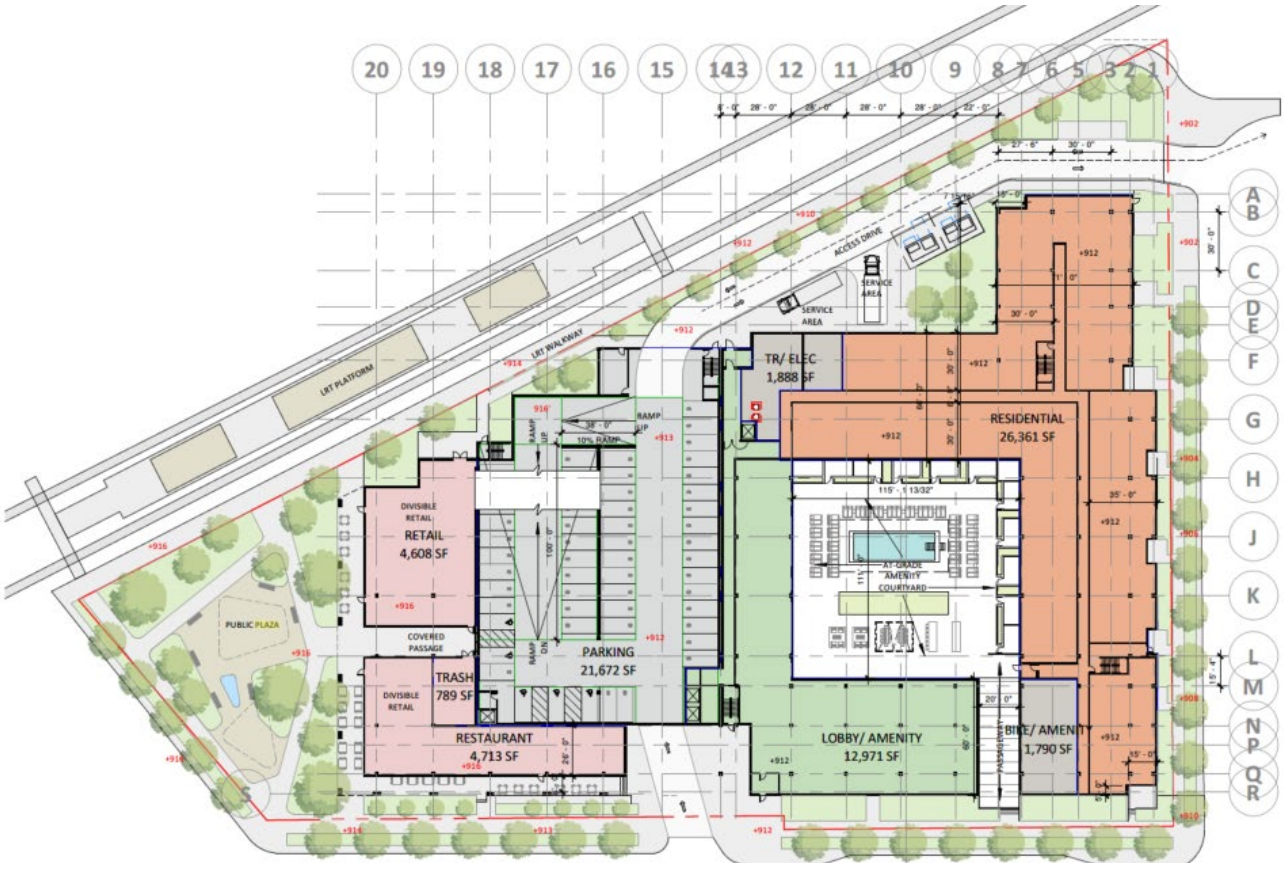
Overall, staff believe the development team is well position to create a high-quality development that includes affordable housing, meets sustainability goals, and that adds impactful placemaking and interest to the METRO Green Line LRT station, and to Wooddale Ave. and 36th St. commercial corridors.

Additional information on Sentinel Management Company and Big D Construction is attached to this staff report.

Development proposal: Sentinel Management Company proposes to purchase and redevelop the EDA-owned lot located at 5950 36th St. W., as well as the Standal property to the east, into a mixed-use, mixed-income transit-oriented development. Sentinel proposes a five and six-story building with approximately 265 residential units (of which 21%, or 58 units, would be restricted to affordable rent levels), approximately 10,500 square feet of ground floor commercial space and a public plaza. The project would meet the St. Louis Park green building policy and would seek green certification, it would exceed the city's inclusionary housing policy, and would adhere to the city's diversity, equity and inclusion policy.

Proposed site plan: The proposed multifamily building wraps a six-level parking structure on three sides, with an architecturally finished fourth side that screens the ramp from public view. An eastward extension of the ramp forms additional building wings that frame a south-facing amenity courtyard. All residential parking will be provided within the structure, with retail and visitor parking located on the first level.

The residential lobby is located adjacent to the parking ramp and faces West 36th Street, creating a visible and welcoming entry. The lobby and leasing areas connect directly to interior amenities and the amenity courtyard. Service functions, including loading and trash collection, will be accommodated in a screened service bay on the north side of the site and concealed from public view. Bicycle parking will be provided within the building and at the public plaza.



Building massing: The development integrates with the surrounding streetscape by positioning buildings closer to street edges and enhancing front-yard landscaping. Walk-up units with individual entries along Yosemite Avenue support an active pedestrian environment, while retail, amenity space and a public plaza activate the Wooddale Avenue and West 36th Street frontages. The at-grade, south-facing amenity courtyard allows for substantial landscaping including full-sized trees; stormwater retention will occur below grade, improving existing site conditions.

Adjacent property: Sentinel Management Company has contacted the owner of the adjacent property at 5802 36th St. W. The owner is committed to selling their property for redevelopment, and in recent years has begun working with existing tenants to relocate them, where possible, to other properties in St. Louis Park that they own. The former cell tower, which held Verizon antennae, was completely removed in October 2024.

Inclusionary housing policy: 58 housing units, or 21% of the housing units in the proposed development would be available at affordable rents which significantly exceeds requirements of the inclusionary housing policy. Sentinel Management Company proposes five (5) units be affordable to households earning up to 30% of area median income (AMI), 26 units affordable at 50% AMI and 27 units affordable at 60% AMI. The affordable housing unit mix is similar to prior proposals and is well aligned with the mixed income vision for the site.

The city's inclusionary housing policy requires at least seven three-bedroom units for a building of this size. The redeveloper preliminarily proposes the following anticipated unit mix, which includes 32% of the units sized as two and three bedrooms:

Unit type	Unit count	Percentage of total
Studio	40	15%
1 bedroom	155	58%
2 bedroom	63	24%
3 bedroom	7	3%
Total	265	100%

Strategic priorities: Below is a summary of how Sentinel Management Company's proposal for the Wooddale Avenue Station Site would meet the city's strategic priorities, including adherence to the city's inclusionary housing, green building and diversity, equity and inclusion policies.

St. Louis Park is committed to being a leader in racial equity and inclusion in order to create a more just and inclusive community for all.
The redevelopment will comply with the city's diversity, equity and inclusion policy, including goals and reporting related to the participation of women- and BIPOC/AAPI-owned businesses and workforce diversity. Sentinel Management Company is committed to equitable hiring practices and will serve as the long-term owner and manager of the property. In addition, Big-D construction has extensive experience building projects in St. Louis Park and has a track record of paying fair wages and hiring a diverse workforce. Big-D is committed to setting workforce goals and tracking progress in alignment with the city's policy.

St. Louis Park is committed to continue to lead in environmental stewardship.
The project will meet the city's green building policy, which requires meeting green building certification standards such as LEED or Enterprise Green Communities. High-efficiency HVAC systems, electric vehicle (EV) charging and bike parking will be provided. The development will be solar-ready and will analyze the potential for rooftop solar. The redevelopment will also incorporate enhanced landscaping and will manage stormwater below grade.

St. Louis Park is committed to providing a broad range of housing and neighborhood-oriented development.
The proposal redevelops two adjacent properties into a mixed-use, mixed-income, transit-oriented development with 265 housing units, including 58 affordable units serving households earning between 30% and 60% of area median income, exceeding the city's inclusionary housing policy requirements. The project complements surrounding development in scale and massing, emphasizes active street frontages, and creates comfortable public spaces along 36th Street. Approximately 10,500 square feet of ground-floor commercial space will support the city's vision for a vibrant commercial corridor and provide placemaking opportunities near the Wooddale LRT Station.

St. Louis Park is committed to providing a variety of options for people to make their way around the city comfortably, safely and reliably.
The redevelopment prioritizes pedestrian, bicycle, transit and vehicular access with wide sidewalks and clear connections through the site to the Wooddale LRT Station. The project is integrated with the station platform at grade, creating a seamless transition for transit users. Parking access and circulation are designed to align with prior traffic studies and city standards.

St. Louis Park is committed to creating opportunities to build social capital through community engagement.
Planning for the redevelopment has included extensive public engagement with neighbors, businesses and stakeholder groups; the proposal reflects feedback from earlier concepts. Sentinel will continue to collaborate with the community and city staff on placemaking, public art and the overall design of the public plaza space.

Request for financial assistance: As previously noted, the proposed development provides a sizable amount of affordable housing, exceeding the city's inclusionary housing policy requirements. In addition to providing 58 units with below market rents for at least 26 years, and adherence to the city's green building policy and diversity, equity and inclusion policy, the property and redevelopment will need to address several extraordinary site development costs including building demolition and removal, significant contamination remediation, shoring as well as development of structured parking.

Sentinel Management has indicated that it intends to apply for city financial assistance if needed to help address a gap in their proforma. Should the city council/EDA wish to pursue the proposed redevelopment, staff will work with the EDA's financial consultant, Ehlers, to verify any financial gap in the project's financial proforma and determine the appropriate level of assistance, if any. City staff anticipate that the project will be able to utilize existing grants from Hennepin County and the Metropolitan Council that were previously secured by the City of St. Louis Park for site cleanup and transit-oriented development. The amount of existing grants secured is approximately $2 million and will reduce the amount of city financial assistance that the project may require. The redeveloper and city will also continue to seek additional grants as funding becomes available.

Staff recommendations: Sentinel Management Company's proposal closely aligns with the city's visions for the Wooddale Station Site as identified in the original RFP, including an active, vibrant and connected development where people can affordably live, work and recreate with the opportunities and advantages of proximity to LRT, and one that further advances the city's five strategic priorities.

Sentinel Management Company's proposal is similar to prior proposals which would allow the EDA to utilize the previously awarded grant funds from Hennepin County and the Metropolitan Council for this development.

Additionally, Sentinel Management Company has a proven track record and the financial capacity to pursue a major mixed use, mixed income, transit-oriented development such as the one it proposes. Accordingly, staff is recommending the EDA enter into a preliminary development agreement (PDA) with Sentinel Management Company to redevelop the Wooddale Avenue Station Site and adjacent property which would allow the proposal to continue to move through the development process.

The PDA does not obligate the EDA to sell the EDA's property to Sentinel Management Company nor does it obligate the city to provide any financial assistance. The PDA simply provides the developer with assurances that the EDA and the city will work exclusively with

Sentinel Management Company as we work toward a mutually acceptable mixed-use development plan and purchase and redevelopment contract for the property.

Development process: Sentinel Management Company is in the concept design phase of the attached "How does housing development & financing work" development process gameboard. The development is currently between steps three to five. The redeveloper is completing its due diligence, running initial proformas and construction pricing, and seeking feedback from staff and elected officials on its development proposal.

Should the EDA wish to enter into a formal PDA with Sentinel Management Company, the development would then progress to steps seven through nine, where architectural and civil drawings will be refined prior to submitting planning entitlement applications for a preliminary and final plat and preliminary and final planned unit development. Steps seven through nine require significant investment on the part of the redeveloper. For this reason, the redeveloper seeks early preliminary approval of the concept from the EDA and city council prior to expending these funds. Once the redeveloper receives preliminary approval and is able to enter into a PDA, the redeveloper will begin moving through steps seven through nine and may also apply for financial assistance as construction costs are solidified and a proforma is prepared to help address any extraordinary development costs that make the development infeasible without public assistance.

As previously noted, the Wooddale Station development site has undergone extensive public engagement over the last 20 years. Additionally, a neighborhood meeting will be held as part of the local approval process to seek feedback on the specific proposal.

Throughout the development process, the EDA and city council will review the development proposal and the request for financial assistance and be asked to provide input, make policy level decisions, and take formal actions at key milestones. A summary of required reports and key decision points is outlined below.

Next steps: If the EDA supports Sentinel Management Company's redevelopment proposal for the site, staff will work with EDA legal counsel to draft a preliminary development agreement (PDA) for the EDA's consideration.

Should the EDA and Sentinel Management Company enter into a PDA, the redeveloper would then work on refining its development concept and the project's financial proforma. If there is a financial gap in the development's proforma that would prohibit the project from moving forward with private funding, the redeveloper may apply for financial assistance from the city. City staff and Ehlers, the EDA's financial consultant, would then analyze the project's proforma, sources and uses, net operating income, and return on investment to determine what funding is necessary, if any, for the project to be financially feasible.

EDA staff would also analyze the financial assistance request in accordance with the city's Tax Increment Financing (TIF) Policy and/or the city's Affordable Housing Trust Fund (AHTF) policy. This detailed analysis would be presented to the EDA in a staff report outlining the developer's request for financial assistance, and if necessary, a recommended level of assistance to close

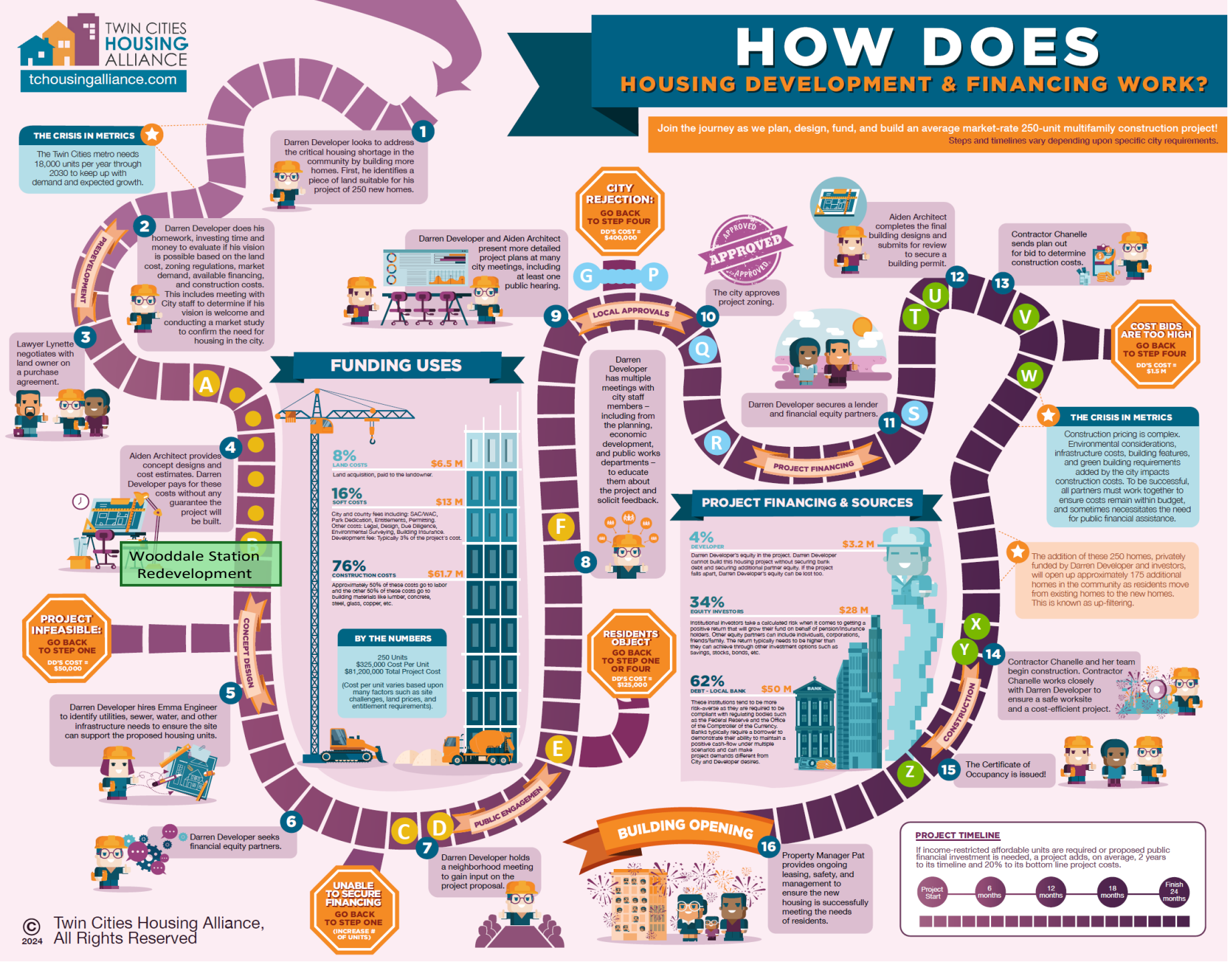
the project's financial gap. The EDA would be asked to provide policy level direction to staff relating to the recommended financial assistance for the project at this time.

According to the TIF policy, a project requesting TIF assistance must meet more than half of the applicable objectives for the use of TIF, all applicable minimum qualifications, and most of the desired qualifications for assistance. However, as noted in the policy, it should not be presumed that a project meeting these requirements will automatically be approved to receive tax increment financing. Meeting the requirements creates no contractual rights on the part of any developer to have its application approved. Similarly, any project requesting funding from the AHTF is required to meet the objectives and eligible activities as outlined in the policy.

If a majority of EDA commissioners and city council members are supportive of providing financial assistance to the project, staff and the redeveloper will enter into negotiations for a purchase and redevelopment agreement detailing the terms of assistance and responsibilities of each party. A policy-level summary of the business terms would then be presented to the EDA in a staff report for EDA consideration.

If a majority of EDA commissioners and city council members support the terms included in the negotiated agreements, the EDA and city council would be asked to consider formal approvals of a purchase and redevelopment contract, and if TIF assistance is approved, the establishment of a new TIF district.

Simultaneously, Sentinel Management Company would submit planning entitlement applications related to a preliminary and final plat and a preliminary and final planned unit development (PUD), to ensure the proposed development meets city zoning code requirements. This process would include a neighborhood meeting, thorough departmental reviews of the development proposal, a public hearing and recommendation from the planning commission, and formal consideration by city council. Per state statute, the planning approval process is required to be completed within 60 days but may be extended to 120 days if circumstances require additional review time.


TWIN CITIES HOUSING ALLIANCE
tchousingalliance.com
HOW DOES
HOUSING DEVELOPMENT & FINANCING WORK?
Join the journey as we plan, design, fund, and build an average market-rate 250-unit multifamily construction project!
Steps and timelines vary depending upon specific city requirements.
THE CRISIS IN METRICS
The Twin Cities metro needs 18,000 units per year through 2030 to keep up with demand and expected growth.
1
Darren Developer looks to address the critical housing shortage in the community by building more homes. First, he identifies a piece of land suitable for his project of 250 new homes.
PREDEVELOPMENT
2
Darren Developer does his homework, investing time and money to evaluate if his vision is possible based on the land cost, zoning regulations, market demand, available financing, and construction costs. This includes meeting with City staff to determine if his vision is welcome and conducting a market study to confirm the need for housing in the city.
3
Lawyer Lynette negotiates with land owner on a purchase agreement.
A
4
Aiden Architect provides concept designs and cost estimates. Darren Developer pays for these costs without any guarantee the project will be built.
B
Wooddale Station Redevelopment
CONCEPT DESIGN
5
Darren Developer hires Emma Engineer to identify utilities, sewer, water, and other infrastructure needs to ensure the site can support the proposed housing units.
PROJECT INFEASIBLE: GO BACK TO STEP ONE
DD'S COST = $50,000
6
Darren Developer seeks financial equity partners.
C
D
PUBLIC ENGAGEMENT
7
Darren Developer holds a neighborhood meeting to gain input on the project proposal.
UNABLE TO SECURE FINANCING GO BACK TO STEP ONE (INCREASE # OF UNITS)
E
FUNDING USES
8%
LAND COSTS
$6.5 M
Land acquisition, paid to the landowner.
16%
SOFT COSTS
$13 M
City and county fees including: SAC/WAC, Park Dedication, Entitlements, Permitting. Other costs: Legal, Design, Due Diligence, Environmental Surveying, Building Insurance. Development fee: Typically 3% of the project's cost.
76%
CONSTRUCTION COSTS
$61.7 M
Approximately 50% of these costs go to labor and the other 50% of these costs go to building materials like lumber, concrete, steel, glass, copper, etc.
BY THE NUMBERS
250 Units
$325,000 Cost Per Unit
$81,200,000 Total Project Cost
(Cost per unit varies based upon many factors such as site challenges, land prices, and entitlement requirements).
F
8
Darren Developer has multiple meetings with city staff members – including from the planning, economic development, and public works departments – to educate them about the project and solicit feedback.
RESIDENTS OBJECT GO BACK TO STEP ONE OR FOUR
DD'S COST = $125,000
G
P
CITY REJECTION: GO BACK TO STEP FOUR
DD'S COST = $400,000
9
LOCAL APPROVALS
10
The city approves project zoning.
APPROVED
Q
R
11
Darren Developer secures a lender and financial equity partners.
PROJECT FINANCING
PROJECT FINANCING & SOURCES
4%
DEVELOPER
$3.2 M
Darren Developer's equity in the project. Darren Developer cannot build this housing project without securing bank debt and securing additional partner equity. If the project falls apart, Darren Developer's equity can be lost too.
34%
EQUITY INVESTORS
$28 M
Institutional investors take a calculated risk when it comes to getting a positive return that will grow their fund on behalf of pension/insurance holders. Other equity partners can include individuals, corporations, friends/family. The return typically needs to be higher than they can achieve through other investment options such as savings, stocks, bonds, etc.
62%
DEBT - LOCAL BANK
$50 M
These institutions tend to be more risk-averse as they are required to be compliant with regulating bodies such as the Federal Reserve and the Office of the Comptroller of the Currency. Banks typically require a borrower to demonstrate their ability to maintain a positive cash-flow under multiple scenarios and can make project demands different from City and Developer desires.
BANK
12
Aiden Architect completes the final building designs and submits for review to secure a building permit.
T
U
13
Contractor Chanelle sends plan out for bid to determine construction costs.
V
W
COST BIDS ARE TOO HIGH GO BACK TO STEP FOUR
DD'S COST = $1.5 M
THE CRISIS IN METRICS
Construction pricing is complex. Environmental considerations, infrastructure costs, building features, and green building requirements added by the city impacts construction costs. To be successful, all partners must work together to ensure costs remain within budget, and sometimes necessitates the need for public financial assistance.
The addition of these 250 homes, privately funded by Darren Developer and investors, will open up approximately 175 additional homes in the community as residents move from existing homes to the new homes. This is known as up-filtering.
X
Y
14
Contractor Chanelle and her team begin construction. Contractor Chanelle works closely with Darren Developer to ensure a safe worksite and a cost-efficient project.
CONSTRUCTION
Z
15
The Certificate of Occupancy is issued!
BUILDING OPENING
16
Property Manager Pat provides ongoing leasing, safety, and management to ensure the new housing is successfully meeting the needs of residents.
PROJECT TIMELINE
If income-restricted affordable units are required or proposed public financial investment is needed, a project adds, on average, 2 years to its timeline and 20% to its bottom line project costs.
Project Start
6 months
12 months
18 months
Finish 24 months
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SENTINEL
Management Company

Sentinel Management Company

Company Profile

Sentinel Management Company was founded in 1972 by the Bernardi family and has a history of development and management of commercial real estate, particularly in the multifamily sector. In its early days, Sentinel developed about 300 acres of office and single-family neighborhoods in the Bloomington and Edina area around the intersection of highways 494 and 100. It also owned and managed a portfolio of 5,000 multifamily residential units throughout the Twin Cities, which has been its core business throughout much of its history. Over the years, Sentinel also acquired large tracts of undeveloped land (such as 3,000+ acres in Chaska) to hold for future projects.

By the early 1990's, Sentinel began to diversify and developed various retail shopping centers, including a 155,000+ square foot center in Chaska and a 122,000+ square foot one in Burnsville. It entered the office market and acquired stakes in various buildings throughout the Twin Cities and across the country, such as the World Trade Center in St. Paul, LaSalle Plaza, and Fifth Street Towers.

By the 2000's, Sentinel continued to divest itself of older multifamily assets and diversify into the hospital and medical office market. It developed the 172,000 square-foot, state-of the-art Two Twelve Medical Center in Chaska, which includes an ambulatory surgery center that services the surrounding area and is master leased to Ridgeview Medical. It also developed the 245,000 square-foot Aurora on France assisted-living and senior care center that is attached by skyway to Fairview Southdale Hospital. Other acquisitions during this time period included the 100,000+ square foot Centennial Lakes Office Plaza in Edina and two Advocate-Aurora Healthcare properties totaling over 92,000 square feet in Germantown, WI. Sentinel currently holds over 1 million square feet of non-residential commercial real estate.

In recent years, given the strong fundamentals of the industry and its expertise in the area, Sentinel has focused on the multifamily industry as its sector for growth. It has developed new projects with various partners, such as Vélo Apartments in the North Loop, the four-time award-winning Abbey Apartments in Loring Park, and the Eleven condo tower in the Gold Medal Park neighborhood of Downtown Minneapolis, among others.

In 2022, Sentinel delivered three new properties to the market totaling nearly 400 units. This included the Ballantrae Apartments phase II project, which added 110 Class A apartments and additional amenities to an existing property that Sentinel has successfully owned and operated since the 1970s in Eagan, MN. The aforementioned Abbey project brought 124 new apartment units and the rehabilitation of a historical mansion, which includes unique amenities and brings a charming blend of new and old to the project. These two properties were stabilized at 95% leased within 4 months of opening.

In 2024, Sentinel completed an acquisition of a 191-unit multifamily property in Blaine, MN, which was rebranded as Viridian Central Apartments. It also completed the development of a new Wells Fargo branch in Golden Valley, MN and began construction on a 303-unit multifamily project on the adjacent parcel. The project is slated for completion in January, 2026.

Currently, the multifamily sector makes up about 40% of Sentinel's assets under management. Sentinel's strategic goals are to increase this to 60% of total assets by 2030.

management@sentinelapts.com 5215 Edina Industrial Blvd Edina, MN 55439 952-831-5002

DIVERSITY, EQUITY AND INCLUSION POLICY AT BIG-D CONSTRUCTION

INTRODUCTION

At Big-D Construction, we understand we have a significant role to improve representation at our company and the communities we work within.

The culture we build is a cornerstone for success of the organization and this extends into all our partnerships with subcontractors, vendors, and labor resources within the community. Our mission is to be the most sought-after construction company in the business; for the client, the subcontractors, vendors, labor resources and communities we work within.

This approach is rooted in the founders "Big Idea" focused on Respect, People, and Truth:

Respect: We are creating an environment that respects and acknowledges the unique backgrounds that people bring to our teams. At Big-D, our employees are valued for their abilities and achievements. Everyone's role is important to Big-D's success.

People: We are assembling the best people in the business to provide diverse solutions in employment and contracting of services within the community. Our projects, our company, and all trades that we hire share in the diversity goals extending equal opportunities to all qualified people and entities. We understand that all benefit from having a diverse workforce, leading to a better effort to collaborate and share strengths and bridge weaknesses we discover in the construction process.

Truth: We are committed to being equitable in our recruiting, hiring, training, promotions, benefits, compensation, etc. and providing an equal employment opportunity to all.

EQUAL EMPLOYMENT AND NONDISCRIMINATION

The continued success of our company is dependent upon employing the most qualified people and establishing a work environment that is free of discrimination. Big-D and its Companies prohibit unlawful discrimination based on race, color, religion, sex, sexual orientation, pregnancy, marital status, age, national origin, genetic information, disability, military status, veteran status, or any other category protected by federal, state, or local law.

This policy also prohibits discrimination based on a perception that anyone has a protected characteristic or is associated with a person who is or who is perceived as having any protected characteristic.

Our policy extends to all phases of employment, including hiring, placement, promotion, transfer, compensation, benefits, training, and use of facilities. The Company is committed to complying with all applicable laws related to equal employment opportunities and ensuring that there is no unlawful discrimination by any employee of the Company, including officers, directors, supervisors, and managers.

The Company is committed to a work environment in which everyone is treated with respect, trust, honesty, fairness, and dignity. We are committed to providing a work environment that is free from all forms of unlawful harassment and will not tolerate harassment based on race, color, religion, citizenship, age, national origin, disability, genetic information, sex, pregnancy, sexual orientation, gender identity, veteran or military status, or any other basis protected by federal, state, or local law.

DIVERSITY, EQUITY AND INCLUSION POLICY AT BIG-D CONSTRUCTION

AFFIRMATIVE ACTION PROGRAM

Big-D's EEO officer is responsible for directing and implementing our Affirmative Action program and ensuring that it conforms to the principles of Equal Employment Opportunity. However, we expect all our employees to support this policy as well.

Big-D and its companies strives to hire, recruit, train, and promote employees in job classifications without regard to race, color, gender, sexual orientation, religion, national origin, disability, or veteran status. Personnel decisions relating to the following issues will be administered without discrimination: compensation, benefits, transfer, layoffs or return from layoff, training, company- sponsored education, tuition assistance, social and recreational programs.

For promotion opportunities, only valid job requirements will be imposed so that promotion decisions are made according to the principles of equal employment opportunity.

AFFIRMATIVE ACTION STATEMENT

It is the policy of Big-D and its companies to provide employment, training, compensation levels, transfer or promotion opportunities, and all other aspects of employment without regard to sex/gender, sexual orientation, marital status, race/color, religion/creed, national origin, age, disability, genetic information, current or future military status, or veteran status.

When hiring or promotion activity occurs, and in these job categories where we have identified underutilization, we will take affirmative action to seek out qualified applicants without regard to sex/gender, sexual orientation, race/color, religion/ creed, national origin, age, disability, genetic information, current or future military status, or veteran status.

Big-D's EEO Officer is responsible for communicating and implementing the policy. All questions regarding Big-D's Affirmative Action Plan or related programs should be directed to that individual.

COMMUNITY ENGAGEMENT

We believe in promoting values that enrich the lives of our customers, our consultants, our employees, and our community. We're proud of the community we work and live in. We actively support the construction management and architecture programs at our local universities, and we regularly sponsor pro-bono projects by donating our management services and completing the jobs for cost and materials.

Annual Day of Service with Hearts & Hammers

CONTACT INFORMATION:

Big-D Constructions Equal Employment Opportunity Officer:
Shaun Orr
sorr@big-d.com
801-415-6023

PROJECT DIVERSITY

SAMPLE OF BIG-D RELATIONSHIPS WITH MBE/WBE CERTIFIED SUBS

- Jackson & Associates (SBE/WBE)
- Value Plus Flooring (WBE)
- Above The Rest (WBE)
- Waterproofing By Experts (WBE)
- The Caulkers (WBE)
- Lloyds Construction Services (WBE/SBE)
- Minneapolis Glass Company (WBE)
- SCO Roofing (WBE)
- Preferred Properties (WBE)
- Onsite Companies (WBE)
- Safety Signs (WBE/DBE)
- Pete's Sewer and Water (MBE)
- Spec 7 Group (WBE/DBE)
- Kustom Blinds and Draperies (WBE/DBE)

PROPOSED PROJECT TEAM

Precon Director: Tim Callahan
Project Executive: Cory Schubert
Director of Field Operations: Cass Licence

Subcontractor selection will not begin until the project design is further developed. Big-D prequalifies all subcontractors to ensure proper safety performance can be expected.

Our proposed list of subcontractors invited to qualify an dbid on the project are outlined on page 4.

Executive summary

Title: Public art policy

Recommended action: Provide feedback and comments on the public art policy.

Policy consideration: Does the city council support the public art policy?

Summary: The City of St. Louis Park adopted the strategic roadmap for advancing arts and culture in 2020. The intent of this roadmap is to ensure that arts and culture can be a key contributor to economic and community development that connect people, ideas and communities, enlivens public spaces, promotes health and wellbeing while centering racial equity. The City of St. Louis Park has a rich history of participating in arts and culture activities and, through the years, has invested in public art to enhance the vitality of the community. These efforts have built a vibrant collection of public art across the city that can be found on the public art map.

To build upon the city's robust public art foundation and the adopted strategic roadmap, staff will bring forward an operational policy to discuss with council. The goal of this policy is to ensure that there is a shared understanding around the use of public art for the community, council and staff. Additionally, the policy will help ensure that efforts around public art is done consistently, equitably and aligns with the city's strategic priorities. The full public art policy is included as an attachment to this report.

Financial or budget considerations: None.

Strategic priority consideration: St. Louis Park is committed to creating opportunities to build social capital through community engagement.

Supporting documents: Public Art Policy

Prepared by: Cheyenne Brodeen, administrative services director
Reviewed by: Pa Dao Yang, racial equity and inclusion director
Deb Heiser, engineering director
Amelia Cruver, finance director
Cindy Walsh, deputy city manager
Approved by: Kim Keller, city manager

City of St. Louis Park Public Art Policy

Purpose and vision
The City of St. Louis Park recognizes that public art is a vital tool for community building, economic development, and expressing the city's commitment to equity and creating inclusion and belonging for all. The City has a rich history of participating in arts and culture activities and has invested in public art to enhance the vitality of the community. This policy provides a process for the funding, acquisition, maintenance, and removal of public art, that ensures alignment with the strategic roadmap for advancing arts and culture (2020) which aims to: connect people, ideas, communities, enliven public spaces, promote health and wellbeing and equity and inclusion.

Definition of public art
For the purpose of this policy, public art is defined as work in any media.

- Permanent art: intended to remain in place for 10+ years.
- Temporary art: in place for up to two years.
- Integrated art: Functional infrastructure, examples include custom benches, bridge railings, etc.

Criteria for determining if a public art project is feasible
Staff will use the following criteria to determine if a project falls under this policy:

- The work is situated on city-owned property or within the public right-of-way.
- The primary objective of the installation is in alignment with the goals of the strategic roadmap for advancing arts and culture (2020), noted above on page 1 of this policy.
- Commissioning: The project uses a professional, artist-led design process to produce a unique and original work of art.

Location of public art
The city is committed to equitable distribution of public art to ensure that all residents have access to arts and culture in their neighborhoods. Staff will use the following criteria when determining locations for public art:

- Priority will be given to areas and neighborhoods with limited existing art, contingent upon site feasibility and alignment with planned infrastructure.
- Staff will use available data (e.g. census data and the St. Louis Park public art map) and tools to identify locations of that will provide the highest impact and align with the city's strategic goals.

Funding
Funding for public art will be determined as follows:

- Capital Improvement Project (CIP): For city infrastructure projects, a budget for public art will be included that targets 1% of the above ground construction costs when:
    - The project involves the installation of new infrastructure or a substantial reconstruction that significantly changes or improves existing infrastructure. Projects whose primary scope is the replacement or repair of existing infrastructure are excluded from this policy (e.g. Pavement management projects, mill and overlay projects)

    - Public art can be reasonably and safely incorporated into the project, as determined by the city engineer, considering constructability, safety and utility constraints. For example, a project where the primary scope is underground utility construction is generally not eligible.
- Funding sources for public art as a part of CIP budget will be bond proceeds, levy revenue or excess Franchise Fee revenue as determined by council as a part of the budget process. In the 5-year CIP, 1% of the above ground construction costs will be planned for public art utilizing bond proceeds as a source. In the budget process the year before construction begins, cost estimates and sources will be refined, and a final budget will be approved by council.
- Standalone projects: The council may authorize the creation of a standalone public art project that is not tied to a larger CIP or private development project. This allows the city to respond to unique opportunities, landmark designations or strategic community goals. Funding for standalone projects is determined during the city's annual budget process. Standalone projects must align with the following objectives:
    - The project is for a landmark designation creating a visual marker at a city gateway, commercial node or transit hub.
    - The project is for cultural or historical preservation purposes.
    - The project aims to advance one or more of the city's strategic priorities.
- Private developments: For private developments, the installation will be funded by the private entity funding the development.
- External grants and/or donations: The city may also apply for state, federal, or philanthropic grants or accept donations to fund standalone projects or other arts-based initiatives. Any acceptance of physical pieces of artwork must meet city standards for safety and maintenance.
- Funding for ongoing maintenance: Ongoing maintenance funding will be included in the annual operating budget to cover minor graffiti removal and basic cleaning for the existing collection. If more significant maintenance costs are needed, staff will bring a proposal through the annual budget process.

Governance/advisory body

City staff serve as the primary lead for all public art projects, managing the daily administration, coordination, and technical requirements of the policy. To ensure projects remain community centered and aligned with the Arts & Culture Strategic Framework 2020, staff collaborate with an advisory network of stakeholders, including relevant boards and commissions, arts-based community organizations and community members as needed. This partnership ensures that while staff drive the operational process, the vision and selection of art are informed by diverse community voices and professional expertise.

Projects involving significant budgetary or capital investment or permanent installation on city property may require final approval from the council. Council will be kept informed of art project progress as a part of construction updates.

Selection process

To ensure a standard of quality and equity, the following standard selection process will be used for both city owned and private development public art:

- Arts organization partnership: The city will contract with a qualified arts organization to facilitate the artist selection process. This partner serves as a neutral administrator, providing technical expertise in public art best practices and ensuring a fair, transparent process.
- Request for qualifications (RFQ): For each project, a formal RFQ will be issued that includes the scope of the art project, a budget, the goals and themes for the artwork, selection criteria and any relevant timeline or project schedule information.
- Selection committee: A project specific selection committee will be established to review submissions. To ensure a balance of technical, aesthetic, and community perspectives, the committee will include:
    - City staff, including a representative from park and recreation maintenance, and developers (if applicable)
    - Community members and residents, including representation from relevant city boards or commissions and/or neighborhood organizations.
    - Representatives from the local arts and culture community.

Maintenance
The City of St. Louis Park will assume ownership and provide ongoing maintenance and care for public art on city owned property.

Artists will provide a maintenance manual for any piece of public art they are commissioned by the city to complete. The manual should include items such as:

- List of materials, finishes and fabrication methods.
- Specific cleaning instructions.
- Recommended cleaning products.
- Relevant contact information for the artists.

Staff will inspect all public art on an annual basis. City staff may perform routine cleaning or minor repairs as needed. If major repairs are required, city staff may hire additional professionals for any structural or technical issues. The city also will attempt to notify the artist for consultation.

For private developments, the developer is responsible for the ongoing maintenance and repair of the artwork.

Removal of public art
The city reserves the right to remove artwork if it has deteriorated beyond reasonable repair, if the site is being redeveloped, if the piece poses a safety hazard or if it no longer meets the city's strategic priorities. This process will involve a formal review by city staff and any relevant subject matter experts or local arts organizations and an attempt to consult or return the artwork to the artist.

Community engagement
Meaningful community engagement is the foundation of a successful public art program to ensure that public art is representative and inclusive of all communities in the city. The following objectives establish the standard for inclusive, intentional and transparent process of selection and creation of public art:

- Ensure public art reflects community identity and lived experiences by involving residents and cultural groups in the creative process.
- Create meaningful opportunities for dialogue and co-creation that connect people, ideas, and communities while enlivening public spaces.
- Advance equity and access by designing engagement processes that remove barriers, support underrepresented voices, and ensure visibility for all residents.

Integrate community engagement into planning and decision-making processes to ensure every art project aligns with the city's art and culture goals.

Executive summary

Title: 2026 Pavement Management Project update (4026-1000) - Ward 1

Recommended action: None at this time. This report is intended to provide an overview of the proposed 2026 Pavement Management project (Area 4). This project will have a public hearing at the city council meeting on Jan. 20, 2026. The council will be asked to take action on this project at the city council meeting on Feb. 2, 2026.

Policy consideration: Does the city council wish to pursue the pavement rehabilitation, utility improvements, sidewalk installation and impervious reductions recommended as a part of this project?

Summary: The annual Pavement Management project rehabilitates several miles of local residential streets. In 2026, the streets to be rehabilitated are in Pavement Management Area 4 (Bronx Park neighborhood). Street rehabilitation work consists of replacing the existing bituminous pavement, concrete curb and gutter replacement, utility replacement and sidewalk repairs.

In addition to reconstructing existing infrastructure, new sidewalk segments and impervious reductions are being recommended to be built as part of this project.

Financial or budget considerations: This project is included in the city's 2026 capital improvement plan (CIP) and will be paid for using franchise fees, utility funds and general obligation bonds (sidewalks). A construction cost estimate is being finalized and will be provided as a part of the Jan. 20, 2026 public hearing report.

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

Supporting documents: Discussion
Attachment #1 - Project map including staff recommendations
Attachment #2 - Sidewalk segment matrix

Prepared by: Aaron Wiesen, engineering project manager
Reviewed by: Debra Heiser, engineering director
Amelia Cruver, finance director
Approved by: Kim Keller, city manager

Discussion

Background: The city's pavement management program (PMP) proactively addresses the condition of the residential streets within the city. Many of these streets are now 50 years or older; streets usually require reconstruction every 30 to 50 years. The city's residential streets have lasted this long since the streets were built well, are generally situated on good soils, utilize curb and gutter for drainage, and have been well maintained. City maintenance crews have continually worked to keep residential streets in good condition using maintenance strategies such as patching and mill and overlay. However, as pavements age, more aggressive maintenance strategies are needed.

The PMP was developed in 2003 to extend pavement life and enhance system-wide performance in a cost-effective and efficient way by providing the right pavement strategy at the right time. Using pavement management software, staff documents street condition ratings and monitors their performance. Staff then evaluates the condition of streets and selects cost-effective treatments to extend pavement life.

In addition to the needed street and utility work, the city council has provided staff direction to look at the Living Streets policy considerations and propose new sidewalks in accordance with the new sidewalk planning framework as a part of our transportation projects. Consistent with this direction, staff has reviewed the sidewalk network, stormwater runoff, traffic management and street trees adjacent to street segments in the project.

Project description: This year's project will be performed in Area 4 of the city's eight pavement management areas. It includes work in the Bronx Park neighborhood. The attached map identifies the street segments that have been selected for rehabilitation and outlines the various work to be performed on each street. The selection was based on street condition, field evaluations to determine the condition of the curb and gutter, and the condition of the city's underground utilities. A team of staff members from streets, utilities and engineering worked together to select streets and to recommend them for inclusion in this year's project.

Watermain and water service replacement: The watermain on these streets is approximately 60-75 years old and has a history of failures. The work will consist of replacing the watermain and the water services to the curb stop. The watermain is approximately 7.5 feet deep and located under or near one of the curb lines, running parallel to the street. The water services connect to the watermain, run to the curb stop and then to the house. The curb stop is located between the curb and gutter and the property line. The city owns the water service between the watermain and the curb stop, while the property owner owns the water service between the curb stop and the house.

As a part of this project, the water service will be replaced between the watermain and the city-owned curb stop. The water service is also approximately 7.5 feet deep and must be open cut to replace. Replacing water services will impact existing trees, landscaping, sidewalks, driveways and retaining walls in the right of way.

Street widths: The city takes the opportunity to right-size our streets as a part of the Pavement Management Project when possible. Doing so is consistent with council direction and the Living Streets Policy.

Most of the roads in our residential neighborhoods are 28 feet wide or less. When we are removing the curb along the entire length of the road as a part of the project, staff will recommend reducing the width of the street if it is greater than 28 feet wide and has low parking demand.

We are replacing the curb on both sides of the street on several streets in the neighborhood. Staff recommends reducing street widths for the following reasons:

1. Enhance pedestrian connections – by reducing the street width, pedestrians have a shorter crossing distance at intersections, creating safer connections.
2. Traffic management – narrower streets can reduce vehicle speeds.
3. Stormwater management – a reduction in pavement area means less runoff going into our lakes, wetlands and Minnehaha Creek.
4. Support the urban forest – a wider grass boulevard provides more space for existing street trees to thrive and for planting new trees.
5. Cost – narrower streets reduce the cost of initial construction and future maintenance (i.e., pavement overlays, sweeping, salt application, snow plowing, etc.).
6. Less pavement reduces the potential for solar-generated heat, contributing to a reduction in the urban heat island effect.
7. Reduction in construction-related greenhouse gas and vehicle miles traveled – reducing the width of the streets will reduce the number of trucks hauling bituminous and aggregate to the site during construction.

A graphic representing staff's street width recommendations is attached. The following are the recommended street width changes:

Street segment	Existing street width (ft)	Proposed street width (ft)
Kentucky Avenue (Minnetonka Blvd to 27th Street)	30	28
Jersey Avenue (Minnetonka Blvd to 27th Street)	30	28
Idaho Avenue (Minnetonka Blvd to 29th Street)	30	28
Idaho Avenue (28th Street to 27th Street)	30	28
Colorado Avenue (Minnetonka Blvd to 27th Street)	30	28
Brunswick Avenue (Minnetonka Blvd to 27th Street)	30	28
29th Street (Louisiana Avenue to Brunswick Avenue)	30	26

There is no recommended change to the width of the following streets:

Street segment	Existing street width (ft)	Proposed street width (ft)
28th Street (Louisiana Avenue to Dakota Avenue)	34	34
28th Street (Dakota Avenue to Brunswick Avenue)	30	30
28th Street (Brunswick Avenue to Blackstone Avenue)	26	26

Parking restrictions: The following are the on-street parking standards that the city has established using feedback from public works, police, and fire. The minimum street width required for two-way traffic is 24 feet.

- Parking is allowed on both sides of streets that are 28 feet wide or more.
- For streets that are less than 28 feet wide but more than 24 feet wide, parking would be restricted to one side.
- For streets that are 24 feet wide or less, parking is prohibited on both sides.

In single-family residential areas not directly adjacent to a commercial node or high-density housing, most of the available on-street parking is not used daily. The police and fire departments have reviewed our street width standards and they do not have concerns about a 28-foot-wide road with parking on both sides where there is low parking demand.

A parking inventory was conducted on all street segments being reconstructed. On the north/ south streets the on-street parking use ranged from 20-40% of the available parking. On 29th Street, less than 25% of the available on-street parking is used.

Since most of the on-street parking is not used daily, there are no proposed parking restrictions on the street segments recommended to be 28 feet wide.

If the proposed street width on 29th Street (Louisiana Avenue to Brunswick Avenue) is approved at 26 feet wide, staff recommends parking be restricted on the north side of the street.

Stormwater: Staff has identified stormwater best management practices (BMPs) opportunities to reduce runoff volume, reduce pollutants and improve stormwater quality as a part of the project. An underground infiltration system is proposed to be built under 29th Street.

Street trees: A tree inventory has been completed for the project area. This inventory reviewed the size, species, health and condition of all the trees. As a part of the design, staff will work to preserve existing boulevard trees to the maximum extent possible.

- There are four trees (27 caliper inches) removed for the proposed sidewalk construction.
- There are three trees (43 caliper inches) removed due to the health of the tree.

Tree replacement will be completed based on the city's tree ordinance. Replacement street trees will be planted in the neighborhood in the year following construction.

New sidewalk construction: As a part of the project development, staff reviewed the existing sidewalk system and new sidewalks were evaluated for potential construction to close gaps and create a well-connected and equitably distributed sidewalk network. The guidance used to identify the locations for new sidewalks to be evaluated for potential construction is consistent with the Sidewalk Planning Framework.

All the streets in the project are low volume (less than 2,000 vehicles per day), so the goal is to evaluate sidewalk gaps on single city blocks so that there would be continuous sidewalks on at least one side of the street segments included in the project. Sidewalks were not evaluated on dead-end streets where the sidewalk would not provide a direct public connection to an activity node.

In all, there were two street segments in this year's project that were evaluated for new sidewalk construction:

- 0.54 miles of 29th Street.
- A 0.03-mile sidewalk gap on 27th Street (west of Kentucky Avenue)

Since there were no existing sidewalks on either side of 29th Street, staff evaluated both sides of the street to determine the difference in impacts and cost for each side of the street. Although both sides were evaluated, policy is to only recommend one side (or neither side) for construction.

The preliminary sidewalk design was shared at an open house in October 2025. The open house was an opportunity for community members to view the preliminary design, ask questions and provide feedback to city staff. After the October open house, staff reviewed the preliminary sidewalk design to determine staff recommendations.

Staff recommends building the sidewalk segment on the north side of 29th Street between Louisiana Avenue and Brunswick Avenue. The new sidewalk would provide a continuous east/west sidewalk connection through the Bronx Park neighborhood. The sidewalk would provide accessibility for pedestrians within the immediate area and feed into the existing sidewalk system. With the proposed street width reduction (30 feet wide to 26 feet wide), the sidewalk would have minimal impacts on existing trees. Attached is the sidewalk segment matrix with more information on the design, impacts and cost for this sidewalk segment.

The sidewalk gap evaluated on the south side of 27th Street west of Kentucky Avenue is not recommended to be built at this time due to the impacts in the existing right of way. Building this sidewalk gap should be reevaluated when 27th Street is scheduled for reconstruction in the future. This would allow more options in the design of the sidewalk and street to minimize impacts.

The sidewalk, if approved, would be constructed at no direct cost to the property owners, and the city would be responsible for future repairs to defective sidewalk panels. Consistent with city policy, sidewalk segments are designated as either neighborhood or community sidewalk.

Neighborhood sidewalks are the property owner's responsibility for snow removal; community sidewalks are the city's responsibility. This designation is based on the following definitions:

> **Community sidewalks** are located on a street that is directly adjacent to an activity node. They make major connections within the city and to neighboring cities' systems. These pedestrian facilities (sidewalks and/or trails) are spaced roughly at ¼-mile intervals across the city. Most of these sidewalks are located along collector and arterial roadways that have high traffic volumes. In general, activity nodes are community or area destinations such as the library, schools, retail areas, parks, regional trails, transit nodes and places of worship.
>
> Snow removal on community sidewalks is the city's responsibility.
>
> **Neighborhood sidewalks** are all other sidewalks in the city. They provide accessibility for pedestrians within the immediate area and feed into the community sidewalk system. These sidewalks are generally located on lower-volume roads.
>
> Snow removal on neighborhood sidewalk is the property owner's responsibility.

Sidewalk recommendations: The staff is recommending that 0.54 miles of sidewalk be built as a part of this project.

Segment number	Description	Maintenance responsibility	Build in 2026?
1	29th Street – north side (Louisiana Avenue to Brunswick Avenue)	Neighborhood Sidewalk (property owner)	Yes
2	27th Street – south side (184 feet west of Kentucky Avenue to Kentucky Ave)	Neighborhood Sidewalk (property owner)	No

The city council has shared the importance of understanding the cost-effectiveness and return on investment (ROI) that the recommended sidewalk network provides. Consistent with past council direction, special attention was given to preserving street trees and continuity on one side of the street when all other impacts were similar.

The impacts of building this sidewalk segment are typical and the costs are within the CIP budget. The installation removes barriers to walking, creates a connected sidewalk network and is consistent with the vision for the community. For these reasons, the recommended sidewalk creates a positive return on investment for the Bronx Park neighborhood and the community.

Summary of staff recommendations: Staff recommends that the project include the following improvements:

- Pavement rehabilitation

- Watermain replacement
- Storm and sanitary sewer structure replacement (based on conditions and need)
- New sidewalk construction
  - North side of 29th Street (Louisiana Avenue to Brunswick Avenue)
- Curb and driveway apron replacement
- Existing sidewalk repairs
- Street width changes
- Stormwater treatment (underground infiltration system)

Public engagement: There have been several opportunities for community members to learn more about this project and to provide feedback. Notifications were done through letters, postcards, NextDoor, GovDelivery and the city website. What follows is a summary:

1. Letter – preliminary survey (March 2024)
   - Staff sent a letter to the neighborhoods notifying them that the data collection/ preliminary survey was to begin in preparation for the 2026 Pavement Management project. This was the first letter to community members on this project.
2. Kickoff postcard – interactive map (March 2025)
   - A postcard was sent out to invite the neighborhood to provide feedback using an interactive GIS map, contacting city staff or visiting the project website.
   - The interactive map had 36 comments that included safety concerns, traffic concerns, drainage issues, sidewalk issues and others.
3. Feedback summary letter (June 2025)
   - A letter was sent to community members with a summary of the feedback received from the kickoff postcard and the interactive map.
4. National Night Out (August 2025
   - Staff stopped at National Night Out parties in the Bronx Park neighborhood.
5. Open house #1 (October 2025)
   - The open house invitation included a project map and project scope summary.
   - The purpose of the open house was to provide attendees with an opportunity to review the preliminary design for proposed street, utility and sidewalk work. Layouts were prepared that showed impacts to trees, landscaping, retaining walls, etc. Community members were able to look at the design, ask questions, write notes on the plans and provide feedback. Feedback from this meeting ultimately helps guide the design and recommendations. Where possible, staff incorporated these comments into the final design.
   - Of the 1,147 properties mailed, approximately 16 community members attended this open house. The letter was mailed to entire Bronx Park neighborhood (not just the properties on impacted streets).
   - There were six comment cards submitted at the open house.
6. Pop up at Bronx Park (October 2025)
   - Staff were available at Bronx Park sharing the same information from open house #1.
7. Open house #2 (December 2025)

- The open house letter sent to the neighborhood included a project map, project scope overview and a construction-related frequently asked question list.
- The purpose of the open house was to provide attendees with an opportunity to review the final design and staff recommendations for streets and sidewalks. Layouts were prepared that showed impacts to trees, landscaping, retaining walls, etc. Community members were able to look at layouts, ask questions, write notes on the plans and provide feedback on this final design. Where possible, staff incorporated these comments into the design.
- Of the 1,147 properties mailed, approximately six community members attended this open house. The letter was mailed to entire Bronx Park neighborhood (not just the properties on impacted streets).
- There were zero comment cards submitted at the open house.

8. City council communication report (Jan. 12, 2026)
   - This report provides an overview of the project and staff recommendations.
9. Public hearing city council meeting (Jan. 20, 2026)
   - The public hearing will provide an opportunity for residents to speak to the council regarding the project.
10. Project approval city council meeting (Feb. 2, 2026)
    - The city council will be asked to approve the project as recommended or approve a modified project based on community member feedback.
11. In-person interactions (ongoing)
    - If community members were unable to attend the meetings or if they had specific concerns to discuss, staff met with them on-site.
    - Staff also responded to numerous phone calls, emails and site visits from over 30 individuals.

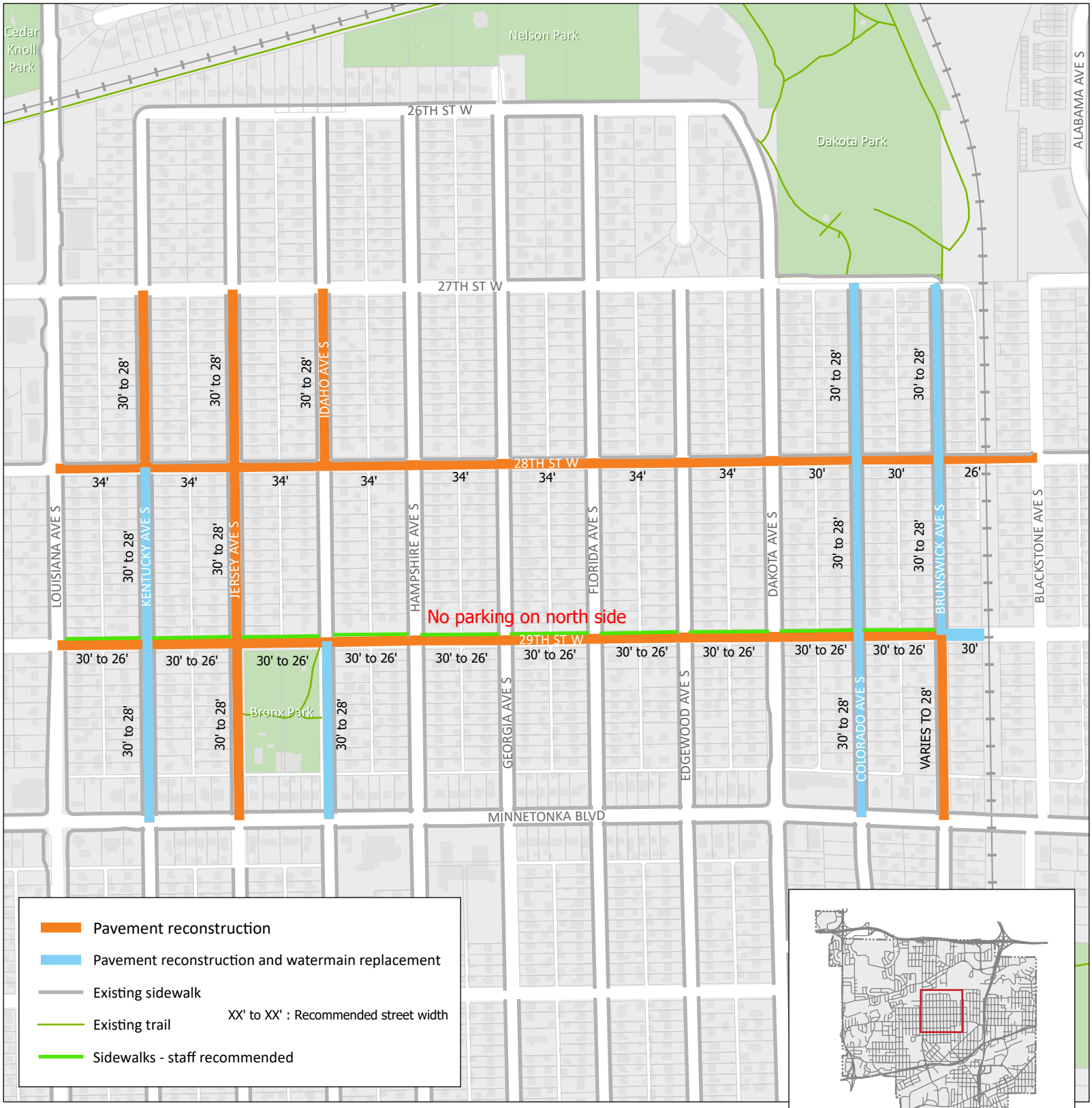
Staff made modifications to the design using the information gathered during the public engagement. Where impacts could not be avoided, staff incorporated mitigation to address the concerns.

Engineering staff worked closely with parks and recreation staff to ensure the network of sidewalks being built would meet the objectives for tree preservation/ replanting. The public works staff also weighed in on the new sidewalk segments to ensure that there were acceptable widths and design features for snow removal.

Next steps: The proposed schedule for the project to facilitate construction in 2026 is as follows:

City council communication report	Jan. 12, 2026
City council public hearing	Jan. 20, 2026
City council project approval	Feb. 2, 2026
City council awards construction bids	April 2026
Construction	May to November 2026

2026 Pavement Management Project Staff Recommendations



Date: 12/3/2025

Attachment #2 – Sidewalk segment matrix

Segment #1 29th Street – north side (Louisiana Avenue to Brunswick Avenue)	
Data:	
Traffic Volumes	130 to 320 vehicles/day
Design:	
Right of way (ROW) width	60 feet
Street width	Existing: 30 feet Proposed 26 feet
Distance from existing back of curb to ROW line	14 feet
Permanent easement required?	None
Proposed boulevard width	0 to 4 feet
Proposed concrete sidewalk width	5 feet
Proposed sidewalk length	2,855 feet (0.54 miles)
Existing sidewalk length	0 feet
Snow removal responsibility	Neighborhood sidewalk (property owner snow removal)
Impacts:	
Trees in boulevard	26 trees
Trees removed	4 trees removed (27 caliper inches total)
Properties adjacent to proposed sidewalk	20
Landscaping impacted	1 property at 2857 Edgewood has private landscaping in right of way that would be impacted
Existing retaining walls impacted	Short existing retaining wall at 2857 Edgewood would be impacted and either replaced or yard could be regraded
New proposed retaining walls	New retaining wall needed at 2856 Colorado and 2856 Brunswick due to the grade of the existing yard
Miscellaneous	Proposed sidewalk would be at the back of curb between Dakota and Colorado Avenue due to grade of yards and to protect existing trees. Boulevard width varies to protect existing trees and ensure adequate driveway parking lengths

Financial:	
Construction cost	$393,000
Cost per linear foot of new sidewalk	$138 per linear foot
Staff recommendation	
Build in 2026?	Yes The proposed sidewalk would create a continuous east/west sidewalk connection through the Bronx Park neighborhood. The sidewalk would provide accessibility for pedestrians within the immediate area and feed into the existing sidewalk system. Along with the proposed street width reduction, the sidewalk would have minimal impacts to the existing trees.

Segment #2 27th Street – south side (184 feet west of Kentucky Avenue to Kentucky Avenue)	
Data:	
Traffic Volumes	NA
Design:	
Right of way (ROW) width	60 feet
Street width	Existing: 28 feet
Distance from existing back of curb to ROW line	16 feet
Permanent easement required?	None
Proposed boulevard width	5 feet
Proposed concrete sidewalk width	5 feet
Proposed sidewalk length	155 feet (0.03 miles)
Existing sidewalk length	132 feet
Snow removal responsibility	Neighborhood sidewalk (property owner snow removal)
Impacts:	
Trees in boulevard	1 tree
Trees removed	1 tree removed (7 caliper inches total)
Properties adjacent to proposed sidewalk	1
Landscaping impacted	None
Existing retaining walls impacted	None
New proposed retaining walls	None
Miscellaneous	Proposed sidewalk would reduce driveway parking length to less than 16 feet. Vehicle parked in the driveway would like block the sidewalk.
Financial:	
Construction cost	$30,000
Cost per linear foot of new sidewalk	$190 per linear foot
Staff recommendation	
Build in 2026?	No The proposed sidewalk is not recommended at this time due to the impacts in the existing right of way. Sidewalks on 27th Street would be reevaluated when 27th Streets is scheduled for reconstruction in the future. This would allow more options in the design of the sidewalk/street to minimize impacts.

Executive summary

Title: Community + Civic Engagement system kick-off

Recommended action: None at this time. This discussion will provide a framework for the community and civic engagement system.

Policy consideration: None at this time. Each item will include necessary information to allow for open discussions by the city council.

Summary: The community and civic engagement system will focus on expanding opportunities for residents to connect with local government processes and programs. This series of consent items, written reports and study session topics will cover several key areas.

The series will open with a review of the Public Art Policy, followed by a facilitated discussion to support the Vision 4.0 strategic priority setting process. Staff will then present proposed code amendments to Chapter 2 of the city code, along with an overview of Title XI and the Language Access Policy. Additional items include a report on funding for the Neighborhood Grant Program and a comprehensive summary of recent election activity, voter feedback and preparations for the upcoming election cycle.

Financial or budget considerations: None.

Strategic priority consideration: St. Louis Park is committed to creating opportunities to build social capital through community engagement.

Supporting documents: None.

Prepared by: Pat Coleman, community engagement coordinator
Reviewed by: Pa Dao Yang, racial equity and inclusion director
Cheyenne Brodeen, administrative services director
Approved by: Kim Keller, city manager

Discussion

Background: In 2022, staff presented a long-term vision for civic engagement intended to align community engagement strategies across all city departments. This vision incorporated existing civic programming connected to decision-making and emphasized strengthening social capital within the community. Since that time, staff has continued the multi-year review of civic engagement opportunities, focusing on understanding program utilization, target audiences and alignment with the city's strategic priorities. Staff has also continued evaluating the resources required to support this multi-year effort to ensure a comprehensive analysis and the development of strong, actionable recommendations. The city council's support for this ongoing approach has guided the continued progress of this work.

Present considerations: This series of consent items and discussions will focus on providing updates on the following program areas, along with tentative dates for discussion:

Public Art Policy: To build upon the city's robust public art foundation, staff will bring forward an operational policy to discuss with the council. The goal of this policy is to ensure that there is a shared understanding around the use of public art for the community, council and staff. Additionally, the policy will help ensure that efforts around public art is done consistently, equitably and aligns with the *strategic roadmap for advancing arts and culture (2020) the strategic roadmap for arts and culture (2020).*

Vision 4.0 Final Strategic Priorities: The final Vision 4.0 engagement report was accepted by the city council on Dec. 8, 2025; the second phase of the visioning process will begin in 2026. This facilitated conversation, led by an external consultant, will kick off the work that leads to developing the city's new strategic priorities. Through this process, the city council will determine and adopt the final set of strategic priorities. Once those priorities are established, staff will develop an actionable strategic plan that includes goals and metrics aligned with the newly adopted direction.

Title VI/Language Access Plan: In September 2025, the REI division presented the council with plans to update the Title VI Plan approved in 2022 to be reflective across the city. This includes embedding a Language Access Plan to support our strategic priority in being a leader in racial equity and inclusion where we build a just community for all. In November 2025, the city announced a Request For Proposal (RFP) regarding Title VI. Calyptus Consulting Inc. was hired to conduct a citywide Title VI and language access analysis including federal nondiscrimination authorities (such as Americans with Disabilities Act, age, gender, sexual orientation, etc.) in the analysis. The outcome of the analysis will be presented as a final report recommendation at the end of March 2026. The purpose of the discussion on Feb. 17, 2026, is to provide the council with an update of the analysis findings thus far.

Boards and Commissions code revisions: In late winter/early spring of 2025, city council adopted updates presented by staff to Chapter 2 of the city code to reflect changes to the boards and commissions program. During this process, inconsistencies in language across several sections of the code were identified. To address these inconsistencies, staff is prepared

to present additional code amendments to ensure clear, consistent language throughout this chapter of the city code.

Neighborhood Grant Program: Following the council adopted funding adjustments and operational improvements made to the neighborhood program in February 2025, staff will report the status of the neighborhood grant program to the council.

Elections update and recap: This report provides a comprehensive overview of recent election activity, voter feedback and preparations for the upcoming election cycle. It includes a recap of the 2024 and 2025 election cycles, highlights key voter and service delivery trends, summarizes results from the annual voter experience survey and outlines planned services and priorities for the 2026 election cycle.

Executive summary

Title: Racial equity and inclusion updated 2026 cultural observances and proclamations

Recommended action: There is no recommended action. This report is for informational purposes only.

Policy consideration: There is no policy consideration being requested for this item.

Summary: The Racial Equity and Inclusion (REI) system was held in September 2025. During the system work, the REI division provided a wrap-up report that included a list of cultural observances to be held and proclamations to be issued in 2026. The REI division is providing an update to the 2026 cultural observances and proclamations for the month of April 2026.

Financial or budget considerations: None.

Strategic priority consideration: St. Louis Park is committed to being a leader in racial equity and inclusion in order to create a more just and inclusive community for all.

Supporting documents: Sept. 15, 2025 study session report: Race, Equity and Inclusion (REI) system wrap-up

Prepared by: Pa Dao Yang, Racial equity and inclusion director
Reviewed by: Cheyenne Brodeen, administrative services director
Approved by: Kim Keller, city manager

Discussion

Background: The REI system occurs annually in September. The system work includes a kick-off report, presentations on key policies or programs and a wrap-up report. The REI division provided recommendations for cultural observances and proclamations during 2026 for the council's approval. Since the September 2025 REI wrap-up report, additional proclamations have come to the attention of the REI division and are recommended for April 2026.

Present considerations: In addition to the previous full list of cultural observances and proclamations, the city council is asked to consider the following proclamations be issued and observed during April 2026:

- Deaf History Month
- Genocide Awareness and Prevention Month
- Neurodiversity Celebration Month

Next steps: Observe the recommended April 2026 proclamations in addition to the recommended cultural observances and proclamations presented in the September 2025 REI wrap-up report.