

**Summaries of Projects Recommended for Funding  
With Funding Details**  
(in point rank order)

**and**

**Summaries of Projects Not Recommended for Funding  
With Scoring Results**  
(in alphabetical order by city)

**Applicant: Minneapolis**

**Recommended Funding Amount: \$850,000**

**Project Name: Salem Redevelopment**

**Project Location: 610 28<sup>th</sup> Street West (28<sup>th</sup> & Lyndale Ave. S)**

**Council District: 6 – Leppik**

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**Project Description:**

Brighton Development will acquire the Salem English Lutheran Church property located at 28<sup>th</sup> and Lyndale Avenue South in Minneapolis, renovate and preserve the original 1904 church, demolish the later church building additions, and construct a new four-story “L” shaped building adjacent to the old church and primarily facing Lyndale Avenue. The early 20<sup>th</sup> century Salem Church is important to local and national history for its deep ties to Minneapolis’s Scandinavian population and its association with the English Evangelical Lutheran Synod of the Northwest that promoted English in church services. The new building will include 9,000 square feet of neighborhood-oriented commercial space on the first floor and three floors of rental housing space totaling 65 affordable residential units. Five to six commercial spaces are envisioned as a combination of retail, restaurant and office uses with a focus on local businesses. The affordable housing units will be targeted to underserved populations, including households of color and single-family headed households with children. Other activities and features will include: environmental abatement of the site to ensure it is free of chemicals, petroleum and other pollutants; inclusion of LEED building components such as geothermal heating; construction of a 52-stall underground parking facility below the mixed-use building; and returning the fully renovated 1904 church to community service as a place of worship.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The project is a demonstration for reusing excess property on a church site for housing and other uses. The new development will support and anchor the commercial development on Lyndale Avenue by adding shoppers. The project will also demonstrate using geothermal energy on a small site, and pervious pavement elements on an urban site. A good feature of the project is that the housing units are convertible to ownership if the market is there.

Funding Requested/Funding Recommended:

**Total Requested: \$850,000**

**Total Recommended: \$850,000**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$770,000	\$770,000	Land acquisition
\$80,000	\$80,000	Demolition of church addition

**Previous LCDA Grants Received For This Or Related Project: None**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Land acquisition	May 2009	May 2009
Demolition of church addition	June 2009	June 2009

**Applicant: Minneapolis**

**Recommended Funding Amount: \$211,764**

**Project Name: Creekside Commons**

**Project Location: 103 East 54<sup>th</sup> Street (formerly 5400-5412 Stevens Avenue South)**

**Council District: 6 – Leppik**

**Project Description:**

Plymouth Church Neighborhood Foundation, through a collaborative partnership with Mayflower Church, will build Creekside Commons, a residential building of 30 rental apartments for a variety of family sizes and incomes. The building, to be located on property owned by Mayflower Church, will include six units serving residents at 30 percent of median income, 11 units at 40 percent of median income, and 13 units at 50 percent of median income. To serve a variety of household sizes, there will be four one-bedroom apartments, 14 two-bedroom, nine three-bedroom, and three four-bedroom. The building will achieve a density of nearly 38 units per acre. The location, ½ block from Nicollet Avenue and within ½ block access to I-35W, has excellent walking access to four high-service bus routes and one high-frequency route on Nicollet Avenue, and to a commercial crossroads, at Nicollet and Diamond Lake Road, with neighborhood retail and local employers. Creekside Commons will provide affordable housing in a higher-income neighborhood near Minnehaha Creek.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The project uses excess church parking to create a development opportunity that fits additional housing appropriately into a residential block. It will add affordable housing in a higher-income neighborhood with good walking accessibility to many services and to transit. Creates three and four bedroom units, which are needed in the market and difficult to do. A portion of the church parking will be under the building, a unique and unusual feature.

**Funding Requested/Funding Recommended:**

**Total Requested: \$211,764**

**Total Recommended: \$211,764**

Amount Requested	Amount Recommended	Use of Funds
\$80,657	\$80,657	New watermain pipe
\$9,907	\$9,907	Restoration of existing sidewalks
\$84,000	\$84,000	Underground percolation and holding system
\$10,950	\$10,950	Design (engineering) of stormwater structure
\$5,000	\$5,000	Demolition of existing single-family home
\$14,000	\$14,000	Excavation and fill to prepare site for building construction
\$7,250	\$7,250	Extension of water and sewer to serve building

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

Task	Start Date	End Date
New watermain pipe	April 2009	July 2009
Restoration of existing sidewalks	May 2009	April 2010
Underground percolation and holding system	May 2009	April 2010
Design (engineering) of stormwater structure	February 2009	May 2009
Demolition of existing single-family home	June 2009	August 2009
Excavation and fill to prepare site for building construction	July 2009	February 2010
Extension of water and sewer to serve building	July 2009	October 2010

**Applicant: Minneapolis**

**Recommended Funding Amount: \$408,977**

**Project Name: Jackson Street Northeast Artist Affordable Housing**

**Project Location: Jackson Street Northeast and 18-1/2 Avenue Northeast (one half block west of Central Avenue Northeast)**

**Council District: 2 - Pistilli**

**Project Description:**

The project will create a four-story, fully accessible, environmentally sustainable, land trusted, artist live/work condominium building with a large arts production studio/artist in residence program. The building will include 43 condominiums, 18 of them affordable to those with incomes at 50 percent of median income, and a 3,200 square foot arts production building. The project is located in the heart of the northeast Minneapolis arts district, where a recent study has alerted the community to the possibility of artist displacement as a consequence of rising property values. Marketing efforts have been coordinated with cultural and disability-specific artists groups to reach underserved populations. Located one-half block from Central Avenue, a major commercial corridor, the project will help provide high density development in a location guided for this use. The development will replace blighted rental housing.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

Redevelopment of this site on the back side of a block along Central Avenue, with housing at a higher density than previously was in this location, is a model for transit corridors and an important demonstration related to regional transportation objectives. Live-work housing is innovative, and the focus on artists' residences and production facilities is appropriate in this part of Minneapolis' northeast arts district.

**Funding Requested/Funding Recommended:**

**Total Requested: \$408,977**

**Total Recommended: \$408,977**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$98,000	\$98,000	Runoff prevention holding tank
\$151,877	\$151,877	Bike racks, curb, gutter, sidewalk removal and replacement, pedestrian lighting
\$105,350	\$105,350	Extension, modification and capacity expansion water and sewer distribution lines
\$53,750	\$53,750	Design and engineering for qualifying work (43 units @ \$1,250 per unit)

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Runoff prevention holding tank	June 2009	October 2010
Bike racks, curb, gutter, sidewalk removal and replacement, pedestrian lighting	March 2009	October 2010
Extension, modification and capacity expansion water and sewer distribution lines	March 2009	October 2010
Design and engineering for qualifying work (43 units @ \$1,250 per unit)	March 2009	October 2010

**Applicant: Minneapolis**

**Recommended Funding Amount: \$550,000**

**Project Name: Bystrom Brothers/Franklin Station**

**Project Location: 2120 Minnehaha, 1914 E 22<sup>nd</sup> Street & East 22<sup>nd</sup> Street R.O.W. from Minnehaha to Cedar – Franklin Station area**

**Council District: 8 - Wittsack**

**Project Description:**

Complete purchase of the right-of-way required for the realignment of East 22<sup>nd</sup> Street, the first phase of the street improvements around the Franklin station on the Hiawatha LRT line. The Bystrom Brothers site has been identified as the catalyst for transit-oriented development in the Franklin station area. Re-routing E 22<sup>nd</sup> Street is the essential first component for the redevelopment of the 5.15 acre site that has direct at-grade access along the LRT trail and visibility from three major arterials. The new road will provide access to the Bystrom site and connect Cedar Avenue to Minnehaha away from the Cedar/ Franklin/ Minnehaha intersection, a major focus of a federally-funded street project. Just under \$3 million in federal transit funds are committed for the integration of transportation infrastructure and economic development in this location, and will be lost unless the right-of-way for East 22<sup>nd</sup> Street is purchased in 2009 to complete road design and obtain required federal approval. Two additional properties are proposed for private acquisition to minimize costs and maximize developable land. The first phase of the redevelopment can begin in spring 2009, as soon as the roadwork is scheduled. The first building, with 10,000 square feet of commercial space and 39 rental units, is located on the southern edge of the site, away from the roadwork. Seward Redesign, a community development corporation founded in 1974, is serving as master developer to acquire the land, plan and execute needed pollution remediation, rezone and select developers for individual building sites that are carefully planned and connected to a highly sustainable district-wide infrastructure. LHB Architects, under contract with Hennepin County, is designing a green development master plan for both public and private infrastructure to fulfill a goal to reduce resource use 30 percent over current codes.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The realigned 22<sup>nd</sup> Street will unlock land to provide a catalyst for development and change the land parcel configuration, thereby creating more saleable parcels and allowing adjustment to market changes. The new 22<sup>nd</sup> Street will improve traffic patterns at the unusual, confusing intersection at Franklin/Minnehaha/Cedar, which has been a deterrent to development near the Franklin LRT station. The development of the site will follow a green development master plan, incorporating sustainable design elements, including “next-generation” stormwater management.

**Funding Requested/Funding Recommended:**

**Total Requested: \$550,000**

**Total Recommended: \$550,000**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$550,000	\$550,000	Acquisition of right-of-way required for reconfiguration of East 22 <sup>nd</sup> Street

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Acquisition of right-of-way required for reconfiguration of East 22 <sup>nd</sup> Street	January 2009	July 2009

**Applicant: St. Paul**

**Recommended Funding Amount: \$575,000**

**Project Name: Schmidt Brewery**

**Project Location: Near intersection of West 7<sup>th</sup> and Jefferson Street with site bounded by West 7<sup>th</sup>, Toronto, James, Duke, Palace, Erie and Jefferson**

**Council District: 13 – Aguilar**

**Project Description:**

The City of St. Paul / PED and Public Works propose to build Oneida Street between West 7<sup>th</sup> St. and James St. as a catalyst for private development in Phase One of a new neighborhood, the Schmidt Brewery Project. Historically Oneida Street was a north / south street that ran from West 7<sup>th</sup> St. to Randolph Ave. The street segment between West 7<sup>th</sup> and James St. was abandoned decades ago, resulting in a mega-block that functioned as various brewing and micro brewing companies, including Schmidt Brewery. Reconstructing Oneida Street, thus reinstating a smaller block pattern, is in keeping with the new pedestrian-friendly urban village planned for the site as well as helping to reconnect the site to the larger existing neighborhood by relating to the surrounding street grid. Oneida Street will also serve as the “front door” for the Phase One adaptive reuse of the historic Bottle House, which will be converted into 96 units of affordable housing by Dominion Development. The construction of Oneida St. and the Bottle House project is scheduled to begin in the spring of 2009. The reconstruction of Oneida Street supports the objectives of the *District 9 Area Plan* and the *Saint Paul Comprehensive Plan* as well as the *Saint Paul on the Mississippi Development Framework* as a guide for redevelopment. Extending the street will provide access, on-street parking and an “address” for new housing, commercial and retail; and improve the pedestrian and bike connections to and through the neighborhood to the river.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The new Oneida Street will be a catalyst for development of the Schmidt Brewery site because it will divide the large former brewery site into smaller developable pieces, and establish the basic infrastructure and connections around which development can occur. The development can serve as a model for the reuse of industrial land for affordable housing and, potentially, live-work housing. Public access from a spigot to good, clean water from the substrata under the site will continue to be available to the public when the area is redeveloped.

**Funding Requested/Funding Recommended:**

**Total Requested: \$575,000**

**Total Recommended: \$575,000**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$177,251	\$177,251	Demolish existing concrete pavement
\$207,574	\$207,574	Construction of new Oneida street, curbs, and gutters
\$46,250	\$46,250	Install street lighting and street signs – Oneida Street
\$66,925	\$66,925	Construction of sidewalks – Oneida Street
\$5,000	\$5,000	Permanent public pedestrian features: benches, bike racks – Oneida Street
\$72,000	\$72,000	Design and engineering –Oneida Street

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Demolish existing concrete pavement	May 2009	October 2009
Construction of new street, curbs, and gutters	May 2009	October 2009
Install street lighting and street signs	May 2009	October 2009
Construction of sidewalks	May 2009	October 2009
Permanent public pedestrian features: benches, bike racks	May 2009	October 2009
Design and engineering	May 2009	October 2009

**Applicant: Apple Valley**

**Recommended Funding Amount: \$556,834**

**Project Name: Cobblestone Senior Housing**

**Project Location: Along the west side of Cobblestone Lake Parkway, just south of 157<sup>th</sup> Street West  
Council District: 16 – McDaniel**

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**Project Description:**

The proposed Apple Valley Senior Apartment development will include 60 units comprised of approximately 30 one-bedroom units and 30 two-bedroom units on property located within the Cobblestone Lake master planned development. The developer, the Dakota County Community Development Agency, has developed 21 affordable senior housing developments totaling 1,190 units, through one of the largest locally-financed senior housing development programs in the country. The primary financing source for development of this type of senior housing is the issuance by the CDA of tax-exempt bonds credit enhanced with a general obligation pledge from Dakota County. Developments are occupied by low- and moderate-income seniors. Residents pay 30 percent of their income toward rent for one-bedroom units and 32 percent of income for two-bedroom units, but not less than the established minimum rents of \$348 for a one-bedroom unit and \$513 for a two-bedroom unit. Average income of housing residents is \$19,000, which translates to approximately 30 percent of the area median income. The 323-acre master planned Cobblestone development is planned to have up to 3,000 unattached/attached dwelling units and 300,000 square feet of commercial space.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The project demonstrates high-density housing integrated into the large Cobblestone Lake development through public sector participation. Key integration features include access to commercial businesses and a public trail that circles the nearby lake within the PUD. A pedestrian underpass adjacent to the housing site is a good solution for residents’ access to transit, rather than the alternative of attempting to cross Pilot Knob Road, an arterial road.

**Funding Requested/Funding Recommended:**

**Total Requested: \$556,834**

**Total Recommended: \$556,834**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$556,834	\$556,834	Land acquisition

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Land acquisition	Spring 2009	Spring 2009

**Applicant: Chaska**

**Recommended Funding Amount: \$241,136**

**Project Name: The Landing**

**Project Location: First Street, between Chestnut and Walnut Streets, with the Minnesota River levee system as the southerly boundary of the site**

**Council District: 4 – Peterson**

**Project Description:**

The Landing, situated on a gateway corner into historic downtown Chaska, will create quality housing options for seniors with incomes at or below 30 percent of area median income. The Landing will include 51 units of affordable rental housing for persons 62 years and older and will use traditional urban design to enhance the small town aesthetic of Chaska’s downtown. The site is situated within walking distance to downtown. The Landing’s proposed pedestrian pathways will connect to downtown’s pedestrian walkways, thus integrating The Landing into the community and providing connections to area entertainment, restaurants, library, parks, medical, and shopping. The Landing will build a public connection to the Minnesota River Regional Trail system, which now doesn’t have any direct access to downtown. Creating the public trail connections to the Minnesota River will support walking, biking and promote awareness of the river as an important natural resource and amenity. The project will manage storm water through environmentally sensitive methods such as rain gardens and pervious pavement. The site is one of the last available redevelopment sites in downtown Chaska; its southern border runs along the \$42 million levee system constructed by the City of Chaska, which took the historic district out of the designated flood plain and allowed reinvestment to occur. The Landing is part of this reinvestment and supports the City’s goal to make the historic district a viable, walkable mixed-use area well into the future. It aligns with the City’s goals to provide a variety of housing in downtown Chaska, and to establish new residential units to support and promote retail/service demand.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The project demonstrates connecting housing, downtown Chaska and the regional trail. Residents will be able to comfortably walk to transit. The local trail connection is a needed and important one. On-street parking will be utilized to minimize the size of the parking lot for the new building and maximize the site for housing.

Council parks staff suggests that the City work with Carver County on the trail connection.

**Funding Requested/Funding Recommended:**

**Total Requested: \$240,636 (corrected)**

**Total Recommended: \$240,636 (corrected)**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$44,402	\$44,402	Construct 8 foot trail system and sidewalk
\$96,428	\$96,428	Install pervious pavement, stormwater piping and rain gardens
\$81,806	\$81,806	Soil correction under building pad
\$9,000	\$9,000	Design and engineering
\$9,000	\$9,000	Extension of sewer and water lines

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Construct 8 foot trail system and sidewalk	April 2010	July 2010
Install pervious pavement, stormwater piping and rain gardens	April 2010	August 2010
Soil correction under building pad	October 2009	February 2010
Design and engineering	June 2009	October 2009
Extension of sewer and water lines	October 2009	April 2010



**Applicant: Carver County Community Development Agency/Recommended Funding Amount: \$708,153**

**Project Name: Oak Grove Dairy Redevelopment Project II, Norwood Young America**

**Project Location: 123 Union Street, Norwood Young America (intersection of Elm Street, Union and Reform Streets)**

**Council District: 4 – Peterson**

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**Project Description:**

This second phase of the Oak Grove Dairy Redevelopment project will construct City Center, a mixed-use 77,644 sq. ft. building with fifty senior housing apartments on the upper floors, to be owned and operated by the Carver County CDA; a 9,696 sq. ft. Carver County library on the main street level; a 8,617 sq. ft. new Norwood Young America City Hall; a new Carver County sheriff’s office; underground resident/sheriff surface and public parking areas; new sidewalks, curb and gutter. Reconstruction of Reform Street, located on the western border of the redevelopment site, will connect the City Center site with Highway 212 and provide better access. The Carver County Community Development Agency has been working with the City of Norwood Young America in a joint powers agreement to redevelop the former Oak Grove Dairy site in downtown NYA. The City of NYA was awarded LCDA funds in 2006 to acquire the 4.04 acre site and demolish it in partnership with the CCCDA. This first phase of the project, as well as demolition and cleanup of the site, has been completed.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The unique building configuration of City Center with housing above a library and city offices is innovative and a demonstration for a small city such as Norwood Young America, and can be a catalyst for future development. The Reform Street extension to Hwy. 212 is important for the long-term future development of the city, and can be a catalyst for future development.

**Funding Requested/Funding Recommended:**

**Total Requested: \$708,153**

**Total Recommended: \$708,153**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$156,062	\$156,062	Sitework: grading and soil correction for public parking area
\$65,668	\$65,668	Site work for housing area: grading and soil correction
\$64,565	\$64,565	Site work for city hall: grading and soil correction
\$64,566	\$64,566	Site work for library: grading and soil correction
\$21,521	\$21,521	Site work for sheriff offices/parking: grading and soil correction
\$335,771	\$335,771	Grading and street reconstruction of Reform Street

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Sitework: grading and soil correction for public parking area	May 2009	April 2010
Site work for housing area	May 2009	April 2010
Site work for city hall	May 2009	April 2010
Site work for library	May 2009	April 2010
Site work for sheriff offices/parking	May 2009	April 2010
Grading and street reconstruction of Reform Street	June 2009	November 2009

**Applicant: Forest Lake**

**Recommended Funding Amount: \$500,000**

**Project Name: Forest Oak Apartments**

**Project Location: Forest Road North & Headwaters Parkway  
Council District: 12 – Broecker**

**Project Description:**

Forest Oak Apartments is planned to include 36 units of apartment housing for low- to moderate-income households within the 620-acre mixed use Headwaters Planned Unit Development. Two- and three-bedroom apartments will be affordable to citizens earning 60 percent of area median income, and will meet the demand in the area for workforce family housing. Located in one three-story V-shaped elevator building, Forest Oak Apartments will include underground parking, a children’s playground, in-unit washers/dryers, a community room, and be constructed using brick and hardy board siding. The Headwaters PUD includes a variety of housing options, office and retail uses, a county service center and library, a transit station, multiple parks, and a large community recreation facility. Walking paths and trail will give residents access to all of the commercial, service and recreational uses within the Headwaters development.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

The project will be integrated into the Headwaters PUD, and be well-located near a library, park-and-ride and other services. Providing affordable two- and three-bedroom family housing is a positive feature. The development will use stormwater management design and techniques to reduce runoff, including 14 new detention/treatment ponds and 13 wetland mitigation areas.

**Funding Requested/Funding Recommended:**

**Total Requested: \$500,000**

**Total Recommended: \$500,000**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$500,000	\$500,000	Land acquisition

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Land acquisition	December 2008	Summer 2009

**Applicant: St. Paul**

**Recommended Funding Amount: \$204,259**

**Project Name: 2700 the Avenue**

**Project Location: 2700 University Avenue**

**Council District: 14 – Sersland Beach**

**Project Description:**

2700 the Avenue is a state of the art, LEED Certified, mixed-use office and retail development that will feature up to 10,000 square feet of office space above a grocery store and additional retail. The first new multi-tenant office development in over 20 years on University Avenue, 2700 the Avenue will offer Midway office users modern amenities and up-to-date technology. Located two blocks west of Highway 280 on the border of Minneapolis and St. Paul, 2700 the Avenue will serve as the “gateway” to St. Paul. A planned Central Corridor stop will be located at the front door of this development. The project will complete a 15-acre area bounded by University Avenue, Emerald Street, Ellis Avenue and Curfew Street that for the last eight years has focused on primarily developing new housing units. 2700 the Avenue development will round out this quadrant with an office/retail building that connects the new housing with employment and retail amenities, intensifies the land use, demonstrative of the type of new development for the future Central Corridor LRT.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

Adding office jobs and retail to this primarily residential location is a demonstration of providing an appropriate transit-oriented mix of uses in a location near a future Central Corridor stop.

**Funding Requested/Funding Recommended:**

**Total Requested: \$1,986,250**

**Total Recommended: \$204,259\***

Amount Requested	Amount Recommended	Use of Funds
\$140,000	\$140,000	Stormwater management improvements
\$110,000	\$110,000	Extension of sewer, water and telecommunications lines
\$1,250,000	-0-	Construction of public parking structure
\$370,000	-0-	Site prep: soil correction
\$108,250	-0-	Street lighting and permanent pedestrian features
\$8,000	-0-	Permanent bike racks

\* The Livable Communities Advisory Committee suggests that an additional \$45,741 be awarded to 2700 the Avenue, for a total of \$250,000, to fully fund two requested project elements as indicated above.

**Previous LCDA Grants Received For This or Related Project: None.**

**Development Timeline:**

Task	Start Date	End Date
Stormwater management improvements	December 2008	March 2009
Extension of sewer, water and telecommunications lines	December 2008	March 2009

**Applicant:** Centerville

**Recommended Funding Amount:** \$763,100

**Project Name:** Redevelopment of Block 8

**Project Location:** South of Main Street, East of Gioffon Road, North of Sorel Street and West of Centerville Road

**Council District:** 11 – Hilker

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**Project Description:**

The project includes construction of 15,000 square feet of retail space and 48 senior condominiums on a one-acre redevelopment site of 1920s-era housing and a mixed use building in the original Centerville Plat, that has limited street/curb/gutter service. By signed agreement with the City, the Beard Group will develop this underutilized project site and will assemble the site, raze all structures (three single-family homes, two structures with four multi-family housing units each and a mixed use building with 1,200 square feet of retail and two apartment units) and install public infrastructure. This redevelopment will create a prototype for the redevelopment of the entire downtown, facilitate investment in the redevelopment in downtown Centerville, intensify land use density of the project site from 13 housing units per acre to 48 units housing per acre, initiate the redevelopment of the 9-block original Centerville Plat downtown area, stabilize surrounding neighborhoods, and create new housing within one-half mile of a Metro Transit park and ride facility. The redevelopment project site meets the definition of a “redevelopment district” (M.S. 469.174 subdivision 10). Grant funding is requested for land acquisition elements not funded by the maximum use of tax increment financing generated by the proposed redevelopment.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

This development will help fulfill the City of Centerville’s goal to develop a more diverse mix of uses in its downtown and provide for an underserved housing market. The level of density of the development is unusual and innovative for a small town like Centerville.

**Funding Requested/Funding Recommended:**

**Total Requested:** \$763,100

**Total Recommended:** \$763,100

Amount Requested	Amount Recommended	Use of Funds
\$763,100	\$763,100	Site acquisition

**Previous LCDA Grants Received For This or Related Project:** None.

**Development Timeline:**

Task	Start Date	End Date
Site acquisition	January 2009	March 2009

**Applicant: White Bear Lake**

**Recommended Funding Amount: \$1,385,036**

**Project Name: Boat Works Square**

**Project Location: White Bear Lake, Highway 61, north of Whitaker Avenue (4495 Lake Avenue)**

**Council District: 11 – Hilker**

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**Project Description:**

The City proposes to develop, own and operate a mixed-use 11,000 sq. ft. building, parking ramp, surface parking, and plaza on the site of the former Johnson Boat Works site on the west shore of White Bear Lake. The project area is approximately 1.58 acres and currently consists primarily of warehouse type structures. Two new buildings will replace the existing concrete block, frame and pole barn type structures. The new development will feature a 5,000 sq. ft. 125-seat full service restaurant, along with an additional 2,000 sq. ft. of retail or commercial in a 7,000 sq. ft. lakeside structure. The second building will feature a possible marina ship’s store, leased offices, and a public assembly space along with a possible nautical museum. This two-story structure will have a total of 11,000 sq. ft. with 5,500 sq. ft. per floor. In addition to the ship’s store, the first floor will contain a 4,000 sq. ft. multi-purpose public gathering space for banquets, receptions, and other special occasions. Public restrooms will be provided. The second floor will house the possible museum along with 3,500 sq. ft. of first class leased office space. A central public plaza area of 9,000 sq. ft. is also planned. The plaza will commemorate the Marina/Triangle district’s rich sailing heritage through sculpture, a water feature and special paving details. Parking for all the various uses will be provided in a 123-stall two-level parking structure, along with additional surface parking. A third level green roof with patio space overlooking the lake would create a distinct amenity for the public while providing for significant storm water management. While the project contains both public and private uses, ownership of all the land may be retained by the city. The restaurant/retail building pad site would be offered as a ground lease with the developer or restaurant owner constructing the building.

**Advisory Committee Comments on Demonstration, Innovation, Catalyst Elements of this Project:**

This is a unique public-private partnership, and an innovative way of providing necessary public parking on a site that has a public attraction, the lake. It will incorporate innovative stormwater management for a site such as this by handling the water underground and the flow to the lake. Would like to see a combination of parking and green roof on the top level, as the city said it is considering, and public access to the roof.

**Funding Requested/Funding Recommended:**

**Total Requested: \$1,500,000**

**Total Recommended: \$1,385,036**

<b>Amount Requested</b>	<b>Amount Recommended</b>	<b>Use of Funds</b>
\$1,500,000	\$1,385,036	Construction of a three-level, 123-stall public parking ramp with green roof

**Previous LCDA Grants Received For This Or Related Project: None.**

**Development Timeline:**

<b>Task</b>	<b>Start Date</b>	<b>End Date</b>
Construction of a three-level, 123-stall public parking ramp with green roof	June 2009	May 2010

**Applicant: Anoka**  
**Project Name: Commuter Rail Transit Village**

**Funding Request: \$894,600**

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**This proposal scored below the 20 point threshold in the Step One Evaluation conducted by a staff team.**

This phase of the Commuter Rail Transit Village (CRTV) project includes the acquisition of three existing petroleum bulk tank properties and one commercial property. The four properties are generally located at the corner of 5<sup>th</sup> Avenue and Johnson Street and are directly adjacent to the surface parking area that is currently being constructed on the north side of the Northstar Commuter Rail Station. The following is information on each parcel.

- Egan Oil Property – This .85 acre site currently has six 15,000 gallon petroleum tanks, and one 20,000 gallon petroleum tank. All seven tanks are underground. This parcel is valued \$285,000.
- Dehn Oil Property – 2820 5<sup>th</sup> Avenue – This .34 acre site currently has eight above ground petroleum tanks. This parcel is valued at \$154,000.
- Dehn Oil Property – This .08 acre parcel is vacant and used contiguously with the Dehn Oil Property containing the bulk tanks. This parcel is valued at \$14,900.
- City Heights Window Cleaning Property – 2804 5<sup>th</sup> Avenue - A .73 acre privately owned parcel of land that is currently used as an office for City Heights Window Cleaning. This parcel is valued at \$360,300.

If the City is awarded this LCDA Grant, it is anticipated that the process for acquisition of the above listed properties would start immediately. At this time the City does not have specific development plans for these properties, however due to the proximity to the rail station, the City wishes to acquire the properties to market for future TOD and be a catalyst for other development in the CRTV.

**Applicant: Hopkins**  
**Project Name: Cottage Park Expansion Project**

**Funding Request: \$650,000**

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**This proposal scored below the 20 point threshold in the Step One Evaluation conducted by a staff team.**

The Blake Rd Corridor is a part of Hopkins that has struggled with crime and livability concerns but is now ripe with momentum and opportunity for revitalization. A three year stakeholder initiative lead by the Hopkins Police Department and Hennepin County to improve livability in the area was completed in March of 2008 with the release of a community assessment report from the Wilder Foundation. This assessment pointed to, among other things, the need for the improvement and expansion of Cottageville Park.

Cottageville Park, central to the Blake Rd Corridor, is a “pocket” park without street frontage and lined by the backs of surrounding duplexes. The poor visibility and lack of amenities in the park had turned it into an unsafe place that welcomed criminal activity. The stakeholder collaborative mentioned above has made great strides in improving safety in the corridor with but the root of the problem – the Park’s hidden location – must be addressed to ensure long-standing improvement and new investment.

In addition to the thousands of dollars raised by the stakeholder collaborative to fund the Wilder Foundation study, increased police patrols, after-school programs, and other services, the City of Hopkins has received Corridor Planning funds from Hennepin County to create a vision for the area. That vision undoubtedly includes the expansion of Cottageville Park to include street frontage by acquiring and demolishing two duplexes that separate the Park from Blake Rd. This improvement will be the first phase in improving Cottageville Park. Future improvements are discussed in Part C.

A Hennepin County Transit Oriented Development grant in the amount of \$468,221 was applied for in February 2008 to build sidewalks in the corridor. Current conditions along Blake Rd include worn footpaths and asphalt sidewalks in lieu of standard concrete sidewalks. This grant would provide sidewalks and a boulevard with trees along the expanded Cottageville Park as described in this application. A decision is expected in July 2008.

**Applicant: Minneapolis**  
**Project Name: Linden Yards West**

**Funding Request: \$1,500,000**

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**This proposal scored below the 30 point threshold in the Step Two/LCAC scoring.**

Construction in Linden Yards West that will start within one year and be substantially completed within two years includes:

- Van White Memorial Boulevard as currently designed and bid (bridges, roads, streetscape, public art).
- Soil correction/surcharge needed to construct round-about as a design modification to Van White Memorial Boulevard.
- Underground and surface storm water facilities (conveyance/treatment infrastructure, ponds, infiltration chambers).
- Environmental investigation and remediation
- Installation of watermain and sanitary main from off site location to service the site
- Soil correction/surcharge needed to construct Linden Avenue (west of Van White), utilities and buildings on Linden Yards West

The site's history as a brownfield, poor soils and limited-to-no-access all need to be addressed before the site can be redeveloped. The items are critical to be completed before any building construction can begin on Linden Yards West in 2011.

**Applicant: Mound**  
**Project Name: Auditor's Road**

**Funding Request: \$500,000**

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**This proposal scored below the 20 point threshold in the Step One Evaluation conducted by a staff team.**

Auditor's Road, which is slated to become the City's "new" mainstreet, was generally completed 9 years ago in anticipation of the pending redevelopment efforts. It is located across the street from Lost Lake Greenway trail and pier which were completed in 2004. Plans for this area include a restaurant anchor with additional retail on the first level and offices above on a 2<sup>nd</sup> level. Efforts for the past year have concentrated on the "east end" of the District. This 1<sup>st</sup> phase capitalizes on the progress in the other portions of the downtown and serves as the catalyst for the 2<sup>nd</sup> phase of Auditor's Road. Welsh Companies, the commercial leasing agent retained by the City's developer (MHR) is having discussions with several possible restaurant tenants for the east end. Additionally, the HRA recently purchased one of the involved properties in the subject area; signed a purchase agreement for (1) property; and executed option agreements for (2) other parcels in Auditor's Road. Therefore, the HRA controls all of the land needed for the 1<sup>st</sup> phase of the parking ramp which demonstrates the City's ongoing commitment to our new downtown and the project. Work on the parking deck is expected to begin as soon as an anchor tenant is procured by MHR and the estimated funding gap of \$500K is filled. Approved funding for the parking structure includes a \$1.15M Livable Communities grant (2010 deadline) and a \$200K Transit Oriented Development grant for pedestrian facilities, therefore, most of the parking ramp costs are in place. The best way the City and the Met. Council can be assured that our original grant will be used to achieve the desired result is to receive an additional LC grant to close the financial gap and would allow the project to start in Jan 2009 and be completed by June 2010.

**Applicant: Rosemount**  
**Project Name: Crossroads North: Central Park Expansion**

**Funding Request: \$930,000**

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**This proposal scored below the 20 point threshold in the Step One Evaluation conducted by a staff team.**

The City is proposing to expand Central Park and improve its access to 145<sup>th</sup> Street West by acquiring the neighboring property, which is currently a home and garden equipment dealership called Polfus Implement. The acquisition of Polfus to expand Central Park is identified in the *Development Framework for Downtown Rosemount* as the “Crossroads North” redevelopment.

Central Park is the only public green space in Downtown Rosemount, but most people are unaware of it because it has no street frontage. Currently, the only accesses to Central Park are from a pedestrian trail through the commercial businesses to South Robert Trail, a pedestrian trail between Polfus Implement and a lift station to 145<sup>th</sup> Street West, the Koch Trail through Erickson Park to the north, and though the parking lot of City Hall. According to the *Development Framework for Downtown Rosemount*, Central Park should serve as a key focus in promoting Downtown and bringing vitality and new residents to the area.

Expanding Central Park and physically opening it to the public will provide the community gathering space central to the *Downtown Framework*. The City’s Downtown is relatively small; Central Park, along with the new Dakota County library, will be the civic, cultural, and recreational contributions by the public sector. By removing the physical impediments at the Park that limit its access and visibility from Downtown, the Park will further enhance Downtown and increase resident use, with additional benefits to the community and Downtown businesses.

Central Park is designed to function as an urban park and holds many community events, such as the main activities of the annual Leprechaun Days community celebration: amusement rides, band concerts, bathtub races, and concessions. Expanding and enhancing the public access from 145<sup>th</sup> Street to Central Park will make the Park more attractive and accessible to both Downtown residents and workers and the City’s residents as a whole.

**Applicant: St. Paul**  
**Project Name: Arlington Jackson West**

**Funding Request: \$450,000**

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**This proposal scored below the 30 point threshold in the Step Two/LCAC scoring.**

Arlington Jackson West is a 38-acre contaminated site adjacent to the previous Port Authority development, Arlington Jackson Business Center. Phase I (requested phase) encompasses 9.5 acres. Currently the entire site is barricaded from the neighborhood by large auto salvage yards, outdoor storage, and construction operations with very few jobs. By acquiring, remediating, and preparing the land, we will generate building development by high tech manufacturers that provide living wage jobs to the surround community, including the public housing to the north. We have focused this year’s application on two discrete and innovative components of the larger development project. This development is not just about remediation of brownfield land to resell to a private party; it is taking a blighted area and turning it into jobs integrated with surrounding parks, trails, transit, and low-income housing. The final design is complete for the Trillium park site to the south of our project which will connect through our site. Connecting Jobs to Households: We anticipate Phase I will cover up to 150,000 square feet of buildings and 225 jobs to this neighborhood, which includes McDonough Public Housing (580 units) and dense single-family residential. Transit: There is currently an east-west bus (#61) and a north-south bus (#68) that stop at the intersection of Arlington and Jackson. Our plan locates high-density jobs near these routes and includes transit shelters and/or other transit amenities on the site to encourage these routes. Parks/Trails: The Arlington Jackson West site is immediately north of the 44-acre Trillium Nature Sanctuary currently being developed by the city of St. Paul and southeast of McCarrons Lake and Gurney Park. Two trails (Trout Brook and Munger State Park/Gateway) run through the site and will be connected as part of this development. Environmentally Sensitive: The Port Authority will use innovative Next Generation storm water



management techniques, including pervious pavers and many other methods to reduce and improve runoff quality. In addition, as a part of our design review process, we encourage energy efficient green building whenever possible.

**Applicant:** St. Paul  
**Project Name:** Comprehensive Parking Management

**Funding Request:** \$2,200,000

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**This proposal scored below the 20 point threshold in the Step One Evaluation conducted by a staff team.**

The City is requesting \$2.2 million in LCDA funding and \$800,000 in Central Corridor mitigation funding to demonstrate breakthrough strategies to resolve parking problems that inhibit Transit-Oriented Development (TOD) on neighborhood commercial strips and to mitigate the loss of parking in the Central Corridor. The project is anchored in new market-oriented planning theories, the effective demonstration of those theories in Old Pasadena, new computerized parking management technologies, and State legislation that makes it easier to develop shared public parking facilities and equitably assess the benefiting property owners for operating costs (see **Attachment E**, page 26). The grant will demonstrate:

**1. How to manage on-street parking more effectively:** The City will use LCDA funds to purchase License Plate Recognition (LPR) technology, use it to dramatically improve enforcement of on-street parking regulations, relocate and extend parking meters in the two station areas, and create new Permit Parking Districts to protect the two station areas from commuter parking.

**2. How to manage off-street parking more effectively:** With other funds the City will lease privately-owned off-street parking at the two station areas and use LCDA funds to develop parking facilities in a comprehensive way with rational vehicular and pedestrian access, stormwater management, attractive landscaping, and centralized refuse and recycling facilities.

**3. How to pay for the costs of operating shared public parking facilities:** The City will dedicate net revenue from the parking meters to the station areas and use the LCDA grant to secure support of business and property owners to create Parking Improvement Districts to manage all parking resources and to equitably assess the benefiting property owners for their operating costs.

**4. How to accelerate future transit-oriented development (TOD):** The shared parking facilities will be designed to define rational redevelopment parcels and to be expanded to develop the parking to support more intense development. The City leases of private land will be designed to encourage landowners to cooperate on comprehensive redevelopment of their land and with termination provisions that recapture or forgive unamortized public investments depending on the intensity of the development.

**Applicant:** St. Paul  
**Project Name:** Fitzgerald Park

**Funding Request:** \$1,500,000

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**This proposal scored below the 20 point threshold in the Step One Evaluation conducted by a staff team.**

LCDA funds are being requested to assist in the acquisition of a parcel and demolition of a building for creation of Fitzgerald Park, a new “park at the heart” in the burgeoning Fitzgerald Park neighborhood in downtown Saint Paul. The new park is called for in the *Fitzgerald Park Precinct Plan*, adopted by the Saint Paul City Council as a part of the Comprehensive Plan in 2006. The vision for the Fitzgerald Park neighborhood includes:

- A diverse, mixed-use, human-scaled neighborhood that celebrates culture, education and the arts, while providing for the needs of a growing residential population.
- A neighborhood with a pedestrian-friendly street character and block pattern, where the needs of pedestrians, bikes, cars, transit and those of limited physical mobility are balanced and met.
- A neighborhood with a central green or park where residents and visitors alike can meet and share the common experience of being part of a neighborhood.

- A “green” neighborhood.

A new “park at the heart” would: 1) provide a place for both active recreational use and gathering in a neighborhood that has seen a significant influx of new residents and employees over the past 5 years; 2) complete the pattern of “parks at the heart” of downtown’s neighborhoods (Rice Park, Mears Park and Wacouta Commons); and 3) be a major asset to the proposed Penfield project on the block directly north of the proposed park, as well as a catalyst to future development around the park. Phase II (not part of this grant request) will be City acquisition of the surface parking lot west of the City Police Annex and demolition of the Annex building (2009-2010).