



# Community Development Committee

Meeting date: November 15, 2010

**Business Item**

**Item: 2010-402**

## ADVISORY INFORMATION

<b>Date:</b>	November 15, 2010
<b>Subject:</b>	2010 Livable Communities Demonstration Account (LCDA) Funding Recommendations
<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	MN Statutes §473.253
<b>Staff Prepared/Presented:</b>	Paul Burns, Manager, Livable Communities 651-602-1106 Linda Milashius, Senior Planner 651-602-1541
<b>Division/Department:</b>	Community Development / Livable Communities

### Proposed Action

That the Metropolitan Council award 15 Pre-Development and 11 Development Livable Communities Demonstration Account (LCDA) grants, as follows:

Pre-Development Projects	Applicant	Recommendation
Master TOD Development Plan	Apple Valley	\$60,000
Beltline LRT Station Development Area	St. Louis Park	70,000
Linden Yards East Development & Rail Layover Study	Minneapolis	100,000
Prior-University Avenue Redevelopment	Saint Paul	47,000
Urban Village Master Plan	Woodbury	100,000
Phalen Village Commercial Development	Saint Paul	63,000
Railway Commons	Loretto	36,440
Red Rock Gateway Study	Newport	69,350
Concord Boulevard Neighborhood Redevelopment	Inver Grove Heights	48,000
Grandview Small Area Plan	Edina	100,000
South Concord Corridor	South St. Paul	40,000
Greenhaven Housing Opportunities	Anoka	75,000
Market Analysis Hanson Concrete	Apple Valley	50,000
West Side Village	Victoria	25,200
Four Seasons Mall Redevelopment	Plymouth	100,000
Pre-Development award sub-total		<b>\$983,990</b>
Development Projects	Applicant	Recommendation
PPL West 7 <sup>th</sup> Housing	Saint Paul	233,550
J. Jerome Boxleitner Place	Minneapolis	\$284,000
Franklin Portland Gateway IV	Minneapolis	793,900
Hi-Lake Triangle Apartments	Minneapolis	1,034,000
Woodlake Plaza Apartments	Richfield	352,000
5 <sup>th</sup> Street Lofts	Saint Paul	361,000
Block 6 Redevelopment	Osseo	626,000
Oakdale Mall Redevelopment	Oakdale	1,171,566
MPHA 4 <sup>th</sup> Avenue Street Improvements	Minneapolis	177,000
Cooper's Grocery	Chaska	500,000
Valley Ridge Redevelopment	Dakota County CDA	800,000
Development award sub-total		<b>\$6,333,016</b>
<b>Total LCDA Recommendation</b>		<b>\$7,317,006</b>
<b>Funds remaining after awards</b>		<b>\$182,994</b>

## Background

Since the program's inception in 1996, the Council has held an annual competitive grant cycle to accept applications for LCDA funding in support of projects that demonstrate innovative ways of meeting 2030 Regional Framework goals and strategies to achieve connected, efficient land-use patterns in communities throughout the region.

The Community Development Committee (CDC) recommended and the Metropolitan Council (Council) approved the 2010 Livable Communities Fund Distribution Plan on April 14, 2010. The Fund Distribution Plan includes the LCDA guidelines, schedule, and the evaluation criteria and process.

The 13-member Livable Communities Advisory Committee (LCAC) is appointed by the Council and is charged with reviewing LCDA funding proposals and making funding recommendations to the Council, based on guidelines adopted each year in the Livable Communities Fund Distribution Plan (see <http://www.metrocouncil.org/services/livcomm/2010LCAFundDistributionPlan.pdf>.)

Typically the LCDA funding recommendations are brought to the Committee first as a informational item, and at a second meeting as an action item. This year the recommendations are being presented to the Committee as an action item. The Committee may choose to delay action on the recommendations to the December 6, 2010 meeting if it has questions or concerns that need more time for resolution.

## Rationale

All recommended projects meet the program guidelines as stated in the Fund Distribution Plan. Project summaries for recommended awards and a list of projects not recommended are attached.

In 2005 the Council's Community Development Committee (CDC) established a guideline for LCDA awards stating the LCAC may recommend up to 40% of funds available in a grant cycle to the central cities of Minneapolis and Saint Paul. The Council reserves the right to subsequently consider awarding more than 40% of the total available funds in the grant cycle to projects located in Minneapolis and Saint Paul, provided:

1. The consideration will adhere to the project evaluation and scoring process outlined in the Fund Distribution Plan criteria and to the project rankings; and
2. The projects are exemplary demonstrations of the program criteria, as measured by these projects having scored at least 30 of 50 points in the Step Two evaluation process, and for Development grants, if the projects have scored a minimum of 7 of the 10 readiness points as determined in the LCAC evaluation.

The 2010 LCAC recommendation includes a suggestion to fund an additional 1.25% to central city projects in this year's grant cycle, for a total to the central cities LCDA grants of 41.25%. This amount is less than the average of the last five years of LCDA awards, to projects from the central cities, which has been 42.95%. The additional amount enables full funding to the Minneapolis *MPHA 4<sup>th</sup> Avenue Street Improvements* project.

A twelfth Development application, in the amount of \$78,000 for *City Walk Apartments* in the City of Woodbury, was recommended by the LCAC. However, after the LCAC recommendations were determined, the City retracted its application, telling staff that there had been a delay in the project that would prevent the developer from completing

it within program timelines. The *City Walk Apartments* project is therefore not included in the 2010 recommendations.

### **Funding**

In its 2010 Livable Communities Fund Distribution Plan, the Council approved a total of \$7.5 million for 2010 LCDA awards, including up to \$1 million for the Pre-Development grant category and \$1 million for the Land Acquisition for Affordable New Development (LAAND) program. No applications were received this year for the LAAND program.

### **Known Support / Opposition**

Resolutions of support were received from each applicant city. There is no known opposition.

### Review record

The Council issued a notice in April that grant funds were available in late 2010. Workshops were held for potential applicants in April. LCDA Development grant applicants were required to submit a pre-application in June. Staff provided technical assistance to applicants to ensure the goals of the program were addressed properly in the application. Applications were due in July; 18 development applications and 17 pre-development applications were submitted. Staff reviewed the applications from a technical perspective and compiled a list of questions for each applicant; applicants responded in writing. Those meeting minimum requirements were referred on to the Livable Communities Advisory Committee (LCAC) for final review and recommendation. All Development applications were referred on for Step Two evaluation; all but two of the Pre-Development applications moved forward. Evaluation criteria and scoring methodologies are available in the Fund Distribution Plan, which may be found online at <http://www.metrocouncil.org/services/livcomm/2010LCAFundDistributionPlan.pdf>.

LCAC members are drawn from experts in local government, development, development finance, transportation, environment, and site design. Because of their broad expertise, LCAC members often have conflicts of interest among the applications. Each committee member declared his or her conflicts of interest both orally and in writing at the beginning of the evaluation process and thereafter participated in neither the discussion nor the voting for any such applications.

LCAC members were provided with all application materials from each applicant in addition to the questions and answers from the staff review. After an initial review, committee members compiled a set of additional questions for each applicant. The questions were forwarded in writing to applicants, and applicants were afforded an opportunity to provide additional information and to present their answers orally in a question-and-answer session.

### Projects not recommended for funding

There are six applications not recommended for funding.

The first three, below, were rated above the 30-point overall minimum score and may have been considered for recommendation had the funding been available.

City of Saint Paul      West Side Flats      Request: \$950,000  
LCAC members felt this project scored lower than it might have because of engineering difficulties.

City of Minneapolis      The Machine Shop      Request: \$220,000  
This project may have scored higher if there were not impending foreclosure activities and if the site use had been more fully developed.

City of Shoreview      Midland Terrace      Request: \$1,189,550  
This applicant told the LCAC that the City could assess \$650,000 for the requested infrastructure cost but had chosen not to do so, and the committee's lower scoring reflected this decision. Committee members were also concerned that the market study will not be done until the end of the year, and they wondered if the rent level necessary to sustain the development was achievable.

There were three additional projects not recommended for Development awards that did not achieve the minimum 30-point threshold for funding consideration. These were:

City of Maple Plain            Downtown Redevelopment            Request: \$1,396,772  
Committee members noted that the applicant could have used local tax levies but had decided not to do so; they wondered if this application therefore represented an appropriate use of regional funds. They also wanted to see a more innovative design and felt that the planning might not be far enough along. The committee welcomed another application in a future cycle.

City of Anoka            Rum River Trail            Request: \$71,300  
The LCAC found problems with the connection between the proposed trail and the proposed Volunteers of America building and felt that the project was not appropriate for LCDA funding given the lack of available public transportation connections.

City of Maplewood            Gladstone Neighborhood            Request: \$1,450,000  
This project, for which funding was awarded and then relinquished in 2008, did not score higher because committee members felt it was over-designed and costly. LCAC members suggested that future applications consider that the stormwater elements were viewed favorably, but the roadway and roundabout were not.

## **Pre-Development Project Summaries**

## Project Summary

**Applicant:** City of Apple Valley **Type:** Pre-Development  
**Project Name:** Master TOD Development Plan  
**Project Location:** One-half mile radius around three transit areas along Cedar Avenue,  
 between McAndrews Road and 150th Street West  
**Council District:** 16 – Wendy Wulff

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### Project Description:

When the construction of Cedar Avenue is completed and bus rapid transit service begins in 2012, the City of Apple Valley expects that there will be increased market demand for housing and supporting commercial development in the areas adjacent to the high-frequency transit corridor. The City has requested \$60,000 to hire a consultant to create a station area guide plan, conduct a market study and create land use controls and design standards for properties within the one-half mile area surrounding the on-line Cedar Avenue transit stations, which include the recently opened Apple Valley Transit Station along with the planned station stops at 140<sup>th</sup> Street and 147<sup>th</sup> Street. The primary objective of the project will be to provide the City with a set of tools that will guide development areas to take advantage of the enhanced transit service on the Cedar Avenue corridor through transit-oriented design.

### Funding:

**Amount requested: \$60,000**

**Amount recommended: \$60,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$10,000	\$10,000	Visioning workshops with key stakeholders	06/2011
20,000	20,000	Station area guide plan	07/2011
15,000	15,000	Study of market viability of transit oriented development within the study area	07/2011
15,000	15,000	Prepare land use controls and design standards	12/2011
<b>\$60,000</b>	<b>\$60,000</b>		

## Project Summary

<b>Applicant:</b>	City of St. Louis Park	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Beltline LRT Station Development Area		
Project Location:	Intersection of the Southwest LRT Corridor and Beltline Boulevard, bounded by Minnetonka Boulevard, France Avenue South, West 36 <sup>th</sup> Street, and TH 100		
Council District:	6 – Peggy Leppik		

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### Project Description:

The Beltline LRT Station Development Area comprises approximately 350 acres, including most parcels within a half-mile radius of the future Beltline LRT station. It features a mix of land uses but is currently dominated by low-intensity industrial uses, open space and residential properties. Updated goals and objectives for the project area were adopted by the city in its 2009 Comprehensive Plan update. In the project area, the intent is to maintain and enhance the mix of uses, increase the density of residential housing units and guide redevelopment to increase employment density and improve land use efficiency. To this end, the City created the land use designation of Business Park for 31 parcels within the station area, to allow for effective and harmonious redevelopment in industrial areas. It provides opportunity for higher floor-area ratios, alternative site design, and the intermingling of high quality light manufacturing and office users. The intent is to ultimately increase the employment density within the station area.

Within the two-year grant term, the City plans to complete several studies to allow for private development to take advantage of locations near the transit station, to incorporate specific projects in the City's capital improvement plan prior to LRT construction, to target specific properties for acquisition, and to assist other governmental units in planning for adjacent LRT-related issues such as the Cedar Lake Bike Trail and County Road 25. The requested studies will allow for greater protection and enhancement of environmental resources near the LRT station, maximize the use of regional systems and create a unique character for the station area.

### Funding:

**Amount requested: \$70,000**

**Amount recommended: \$70,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$40,000	\$40,000	Detailed development design workshops to guide implementation of station area plans	03/2012
30,000	30,000	Coordinate area-wide surface water management design	09/2011
\$70,000	\$70,000		



## Project Summary

**Applicant:** City of Minneapolis **Type:** Pre-Development  
**Project Name:** Linden Yards  
**Project Location:** West and South of Linden and Lyndale Avenues  
**Council District:** 6 – Peggy Leppik

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### Project Description:

Linden Yards is currently being used by Public Works for outside storage. The property has been rezoned to high-density office and residential and will be a transit-oriented development, although the Metropolitan Council has not determined that the Southwest LRT will have an alignment that serves this area with a Van White station at Linden Yards. In April 2010 Ryan Companies was granted 5 years' exclusive development rights by the Minneapolis City Council for Linden Yards West. Ryan proposes to recruit corporate tenants to occupy one or more eight-to-twelve story structures and will work with a housing partner to provide multi-family housing. One challenge to redeveloping Linden Yards is that the Hennepin County Regional Rail Authority (HCRRA) is strongly considering the acquisition of the eastern half of Linden Yards for a commuter rail layover facility. The goal of the grant is to assemble a design and engineering team to represent the future development potential, to work with HCRRA and its consultants to analyze the factors that must be addressed in order to determine the technical and financial feasibility of developments above a rail layover facility. An initial concept is to construct a development platform with pilings/supports spaced between the planned sets of railroad storage tracks in a manner that would not later disrupt rail layover operations. The soil structure is poor in this area so significant piling will be needed to construct a development platform to support mid-level office or housing structures to be developed in Phase 2 of the Ryan development. This will allow the rail facility to successfully co-exist with vertical development in Linden Yards East and provide important development density and ridership to support to Southwest LRT line.

### Funding:

**Amount requested: \$100,000**

**Amount recommended: \$100,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$20,000	\$20,000	Geotechnical investigation and recommendations	03/2011
15,000	15,000	Structural analysis and design recommendations	04/2011
10,000	10,000	Rail road coordination and design recommendation	05/2011
45,000	45,000	Civil design (streets, utilities, stormwater, trail alignment) for site	08/2011
10,000	10,000	Architectural layout and visualizations for site with development platform	08/2011
\$100,000	\$100,000		

## Project Summary

<b>Applicant:</b>	City of Saint Paul	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Prior-University Avenue		
Project Location:	NE corner of University Avenue between Prior and Fairview		
Council District:	14 – Kirstin Sersland Beach		

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**Project Description:**

This area encompasses 31 parcels over 40 acres and has a mix of uses including commercial, retail, industrial, warehousing, non-profit training providers, and a church. Much of the site is underdeveloped and/or used for surface parking.

There is a city street that traverses the Project Area and a rarely-used rail spur operating on public right of way, but the site will ultimately require additional internal roadways as well as substantial public and private investment for stormwater management, structured parking, open space and pedestrian infrastructure. Property owners are working to create a collaborative development plan for the Project Area and are seeking assistance to clarify options and alternatives for designing, locating, financing and managing these facilities.

Funds are requested for a Stormwater Master Plan, including: diagnostic and feasibility study; technical design and connections to existing and new, structural and green infrastructure components; examination of policy and legal issues regarding system ownership, operation and maintenance. While the proposed study will focus on stormwater, the City intends that the resulting Master Plan will inform the development of other shared infrastructure, including new streets, open space, parking and pedestrian infrastructure projects, which would facilitate private development within the study area.

**Funding:**

**Amount requested: \$47,000**

**Amount recommended: \$47,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$47,000	\$47,000	Stormwater master plan, including diagnostic and feasibility study, technical design and connections to existing and new, structural and green infrastructure components; examination of policy and legal issues regarding system ownership, operation and maintenance	12/31/2012

## Project Summary

<b>Applicant:</b>	City of Woodbury	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Urban Village Master Plan		
Project Location:	Southwest corner of Bailey Road and Radio Drive		
Council District:	12 – Sherry Broecker		

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**Project Description:**

Professional assistance for master planning, community input, developing design guidelines and implementation tools such as form-based design for a new mixed-use, high-density development identified in the City’s Comprehensive Plan as the “Urban Village.” The Urban Village will be the most high-profile mixed-use development in Woodbury in the near future that will improve the quality of life for Woodbury residents by providing necessary goods and services to southern Woodbury while creating a setting for medium- and high-density housing in an environment that provides safe and convenient movement for both vehicles and pedestrians.

**Funding:**

**Amount requested: \$100,000** **Amount recommended: \$100,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$25,000	\$25,000	Market study	04/2011
\$75,000	75,000	Master planning and ordinance preparation	04/2011
\$100,000	\$100,000		

## Project Summary

<b>Applicant:</b>	City of Saint Paul	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Phalen Village Commercial Development		
Project Location:	Maryland and Prosperity Avenues		
Council District:	14 – Kirstin Sersland Beach		

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**Project Description:**

This study will address the feasibility and market potential of commercial development of along the Maryland Avenue frontage, as called for in the Phalen Village Small Area Plan. This includes the vacation of Prosperity Avenue that currently runs between Clarence and the new Phalen Boulevard. Completed to date in the plan are the senior housing, town homes, super-block housing, the wetlands at Ames Lake, and the new Cub Foods store. Funds will be used to complete a market study that is specific to the commercial reuse, to identify the type of commercial uses that the market will support.

**Funding:**

**Amount requested: \$63,000** **Amount recommended: \$63,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$18,000	\$18,000	Conduct community design workshops	12/2011
26,000	26,000	Market / economic study	2/2012
19,000	19,000	Architectural design guidelines	2/2012
<b>\$63,000</b>	<b>\$63,000</b>		

## Project Summary

<b>Applicant:</b>	City of Loretto	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Railway Commons		
Project Location:	Five parcels directly west of CR 19/Medina Street North, between St. Peter Street and West Railway Street		
Council District:	1 – Roger Scherer		

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### Project Description:

This project will fund professional services to lay the groundwork for successful development implementation and will include conducting design workshops/open houses that would result in professional design alternatives; preparing detailed redevelopment design alternatives that would implement a portion of the 2004 Down Redevelopment Plan; conducting an economic feasibility study to analyze alternatives for market and land use mixes and land banking and acquisition strategies; conducting a geotechnical review of the specific site; conducting a site-specific surface water management study and preparing two preliminary surface water management plan designs based on design alternatives; developing zoning and land use implementation tools, such as PUD Overlay District, Zoning Map amendments, and ordinance amendments; and conducting a commercial real estate appraisal. This groundwork will allow the City to take advantage of the project area's location and continue the long-time redevelopment efforts of the City as laid out in the 1992 Downtown Master Plan and 2004 Downtown Redevelopment Plan. The project would add to an attractive, thriving "Main Street," while also addressing improvement of the tax base, business vitality, and employment base of the city; much-needed parking; additional housing; and an attractive retail and office space.

### Funding:

**Amount requested: \$36,440**

**Amount recommended: \$36,440**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$12,400	\$12,400	Conduct design workshops / create development alternatives	12/2012
12,000	12,000	Economic feasibility analysis and financial advisory services	12/2012
1,435	1,435	Commercial real estate appraisal	01/2011
1,225	1,225	Develop zoning and land use implementation tools	12/2011
4,815	4,815	Geotechnical investigation	02/2011
4,565	4,565	Stormwater diagnostic and feasibility study	12/2012
\$36,440	\$36,440		

## Project Summary

<b>Applicant:</b>	City of Newport	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Red Rock Gateway Study		
Project Location:	South of I-494, west of Highway 61, and north of 20 <sup>th</sup> Street		
Council District:	12 – Sherry Broecker		

### Project Description:

This project involves developing zoning and land use implementation recommendations, preparing an analysis of alternatives for land use and market mix, and identifying redevelopment strategies, including land banking and land acquisition strategies, for the entire City of Newport. The size and design of the recently-constructed Wakota Bridge and Highway 61 interchange, plus the size, width and height of the Highway 61 right of way and noise walls have divided the City of Newport in half and have blocked visibility into the city along the corridor. The new design also restricts access in and out of Newport with only one entry point located at Glen Road. While these improvements have benefitted traffic operations for the region, the City of Newport is now divided into two distinct parts with a significant challenge of uniting both halves of the city. Further, a significant portion of the city's tax base has been lost to highways, and several businesses have closed. There are several areas in the city where land is underutilized and/or structures are outdated. The recent station area planning process has prompted a proactive look at how the city can recover. The Red Rock Commuter Rail station area planning process will be completed in early 2011, and bus route #364 will be re-routed to the site beginning 2012. The objectives of the three activities are to create land use and implementation tools to guide development around the transit site and unite the City of Newport; update the comprehensive trail plan; identify the potential commercial and residential market opportunities that not only support the station area but recover tax base and create new housing stock for the City; and prepare redevelopment strategies that accomplish these goals.

### Funding:

**Amount requested: \$69,350**

**Amount recommended: \$69,350**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$33,600	\$33,600	Developing zoning and land use implementation controls	11/2012
24,000	24,000	Prepare analysis of land use alternative and market mix	06/2011
11,750	11,750	Developing redevelopment plan including land banking and land acquisition strategies	11/2012
<b>\$69,350</b>	<b>\$69,350</b>		

## Project Summary

<b>Applicant:</b>	City of Inver Grove Heights	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Concord Boulevard		
Project Location:	North of 70 <sup>th</sup> Street to approximately Chestnut, to the Mississippi River		
Council District:	15 – Daniel Wolter		

### Project Description:

The focus of this project is a 3 – 5 acre site in the heart of the Concord Boulevard Neighborhood that has been negatively impacted by major roadways reconstruction in the past three years as well as a long-term pattern of disinvestment. Following significant public investment in the new Heritage Village Park, Mississippi River Regional Trail, Rock Island Swing Bridge, acquisition of blighted properties, environmental investigation and remediation, and infrastructure improvements, the time is right for this project to attract and leverage private investment. The specific site will be identified later this year as part of the City's update of the Concord Boulevard Neighborhood Plan and will include frontage on Concord Boulevard between 65<sup>th</sup> Street and Dawn Way. The City and Dakota County Community Development Agency, at the City's request, have acquired several parcels in this area. Initially settled in the 1880s, the neighborhood has a traditional, pedestrian-oriented development pattern but is challenged by the topography of the Mississippi River bluff.

Over the next two years the City will determine market feasibility and identify marketing strategies, develop design guidelines, and select a developer to redevelop a visible anchor site that will signal the start of reinvestment in the area. Over the longer term, the project will leverage the recent major public investments to attract private investment; provide efficient and more intense land uses; reinvigorate an established, mixed use neighborhood; incorporate connections to the Mississippi River and major recreational amenities; increase housing choices; and provide attractive and sustainable residential and business development.

### Funding:

**Amount requested: \$48,000**

**Amount recommended: \$48,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$24,000	\$24,000	Marketing strategies study	11/2012
24,000	24,000	Design guidelines	03/2012
\$48,000	\$48,000		

## Project Summary

<b>Applicant:</b>	City of Edina	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Grandview Small Area Plan		
Project Location:	Vernon Avenue and TH 100		
Council District:	5 – Polly Bowles		

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### Project Description:

In April 2010, the City of Edina prepared a Small Area Guide Plan Study through the use of a Community Advisory Team (CAT) that included a group of residents, as well as business and property owners. The CAT developed a set of guiding principles for the larger Grandview District to steer future redevelopment and investments in the District. The CAT made a set of recommendations to the City Council regarding the current and future use of the district, including the future use of the Public Works site, which was abandoned by the City in August 2010 when construction on the new Public Works Facility was completed. The CAT reached consensus on a number of issues, including the importance of continued mixed-use development, the future use of the current heavy rail corridor for transit, and the careful incorporation of public green space into any final redevelopment. The CAT also recommended that the current business and commercial mix remain in place as important economic and community benefits for the immediate area. The district is also home to the Edina Public Schools transportation facility for school buses. The long-term goal would be to relocate that facility to free up the current site for redevelopment. There are significant economic challenges for the school district in attaining this goal; an important aspect of any small area plan would be a comprehensive financial and market analysis to assist in determining solutions.

### Funding:

**Amount requested: \$100,000**

**Amount recommended: \$100,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$25,000	\$25,000	Transportation analysis and plan	04/2011
10,000	10,000	Community needs analysis	05/2011
10,000	10,000	Market analysis	06/2011
20,000	20,000	Redevelopment phasing plan	08/2011
15,000	15,000	Public participation plan	12/2011
20,000	20,000	Financial analysis of redevelopment plan	06/2011
\$100,000	\$100,000		



## Project Summary

<b>Applicant:</b>	City of South St. Paul	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	South Concord Corridor		
Project Location:	South Concord from I-494 to the south City limit		
Council District:	15 – Daniel Wolter		

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**Project Description:**

This project will allow the City to work with stakeholders to create a redevelopment plan for the South Concord Corridor that provides for a mixture of uses. The City will conduct market and feasibility studies to ensure that the redevelopment plan can be achieved; assemble properties necessary to begin developing the vacant areas of the corridor; adopt the plan as an amendment to the City’s Comprehensive Plan; and develop phasing for redevelopment of areas outside those that are currently vacant to ensure the development of the South Concord Corridor as a vibrant mixed-use area. This work will provide a mixture of uses to utilize with maximum efficiency the land in the project area; provide pedestrian connections to existing residential areas, regional trails and transit service areas; provide opportunities for new residential development that are of at least moderate density to maximize the potential for transit and pedestrian activity to take full advantage of the narrow depths of the lots and Concord Street location; and facilitate integration with the Dawn Way Landfill site by ensuring consistent land uses and adequate buffering where necessary.

**Funding:**

**Amount requested: \$40,000**

**Amount recommended: \$40,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$40,000	\$40,000	Land use alternatives / market study	12/31/2012

## Project Summary

**Applicant:** City of Anoka **Type:** Pre-Development  
**Project Name:** Greenhaven Housing  
Project Location: Five areas around the Greenhaven Golf Course  
Council District: 9 – Natalie Steffen

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### Project Description:

This project will solicit proposals to develop a land use plan, a financial feasibility plan and a market analysis to determine the potential uses for five areas adjacent to the publically-owned Greenhaven Golf Course in Anoka. One of the City's goals is to ensure that it is providing lifecycle housing options for its residents, and one gap that has been identified is in "move-up" housing. Study results will help guide determine if the City's plans are realistic and feasible and to determine the next steps in the redevelopment process.

### Funding:

**Amount requested: \$75,000**

**Amount recommended: \$75,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$75,000	\$75,000	Detailed redevelopment plan including land use, financial feasibility and market analysis	08/31/2011

## Project Summary

<b>Applicant:</b>	City of Apple Valley	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Market Analysis Hanson Concrete Site		
Project Location:	Northwest of the intersection of Johnny Cake Ridge Road and County Road 42		
Council District:	16 – Wendy Wulff		

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### Project Description:

The Hanson Concrete Plant, which closed in March 2010, is located on 80 acres northwest of the intersection of Johnny Cake Ridge Road and County Road 42. Hanson Concrete has contracted to sell the remaining inventory on the site, which is expected to be cleared from the property within one year and will leave the site vacant. It is unlikely that another concrete manufacturer will take over the plant because the equipment is outdated and independent consultants have informed the city that it would not be economically feasible to update it. The plant closure resulted in a loss of 100 jobs but leaves 80 acres of industrially zoned property available. The City completed an office/industrial market potential study in 2006 to estimate the future demand for office and industrial space in Apple Valley, which estimated that 235 acres of office/business park land could be absorbed by 2025. Based on that study, the City's 2030 Comprehensive Plan anticipated the conversion of approximately 230 acres of land currently being used for sand and gravel mining into a Mixed Business Campus over the next 20 years. The City's 2030 Comprehensive Plan did not anticipate the plant closure because Hanson had informed the City that Hanson expected to remain on the site for the foreseeable future. The City will complete a market analysis of the site and use the information to identify key elements of a land use plan. The 2030 Comprehensive Plan designated the site for industrial uses, and the City continues to support industrial users on the property, preferably a larger user or multiple users.

### Funding:

**Amount requested: \$50,000**

**Amount recommended: \$50,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$50,000	\$50,000	Alternatives analysis – examine market mix and economic feasibility	08/2011

## Project Summary

<b>Applicant:</b>	City of Victoria	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	West Side Village		
Project Location:	Northeast corner of TH5 and County Road 11		
Council District:	4 – Craig Peterson		

### Project Description:

The primary goal of the Victoria West Side Village is to allow for expansion of the downtown and designation as a Shovel Ready Certified Site by Minnesota Department of Employment and Economic Development (DEED). The existing downtown is bound by Stieger Lake on the north side and TH 5 on the south and east sides. The West Side Village will allow for mixed uses including high density housing, commercial and potentially light industrial uses. The specific activities for this area within the two-year grant term are to conduct soil borings; update existing market analysis to specifically address the Project Area; have the site designated as Shovel Ready by DEED; and secure a master developer for the site.

The longer term goals for this site include job creation; business retention and expansion; lifecycle housing options including senior housing and affordable housing; and incorporation to the natural environment, including Carver Park Reserve.

### Funding:

**Amount requested: \$25,200**

**Amount recommended: \$25,200**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$6,000	\$6,000	Soil borings	07/2011
14,000	14,000	Market study update	04/2011
5,200	5,200	Housing study update	07/2011
\$25,200	\$25,200		

## Project Summary

<b>Applicant:</b>	City of Plymouth	<b>Type:</b>	Pre-Development
<b>Project Name:</b>	Four Seasons Mall Redevelopment		
Project Location:	4100 Lancaster Lane North		
Council District:	1 – Roger Scherer		

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### Project Description:

The Four Seasons Mall Redevelopment Project Area (Project Area) is located at the highly visible southwest corner of TH169 and County Road 9. The 21 acre Project Area currently consists of an aging 117,000 strip mall, built in 1978; a municipal well; an untreated stormwater stream and two wetlands. There are more than 5,000 households within a one mile radius of the site.

During the 2030 comprehensive planning public visioning process, the City determined that the appropriate redevelopment of the Project Area would include a mix of commercial, retail and office uses along with a strong transit component and environmental enhancements to bring services and jobs to the immediate area, increase the viability and efficiency of transit, and improve the surrounding natural environment. From 1997 to 2008, the site included a leased surface park and ride lot. The comprehensive plan contemplates the return of transit to this site with the development of a park and ride facility that would complement and support the redevelopment of the Project Area. A cross-parking arrangement would allow for day parking for the transit rider with evening and weekend parking for the commercial worker and visitor.

The funds will allow the city, county, watershed district, property owner and neighbors to further detail the redevelopment of the property through the completion of site design alternatives, market analysis, transportation planning and environmental planning.

### Funding:

**Amount requested: \$100,000**

**Amount recommended: \$100,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$38,000	\$38,000	Redevelopment design alternatives and implementation strategies	12/2011
20,000	20,000	Preliminary traffic study and conceptual traffic analysis of the alternative designs	12/2011
20,000	20,000	Complete market analysis recommendations on alternative designs	12/2011
22,000	22,000	Stormwater/environmental review and design	12/2011
\$100,000	\$100,000		

## **Development Project Summaries**

## Project Summary

<b>Applicant:</b>	City of Saint Paul	<b>Type:</b>	Development
<b>Project Name:</b>	Project for Pride in Living West 7 <sup>th</sup> Street Housing		
Project Location:	2236 West 7 <sup>th</sup> Street (West 7 <sup>th</sup> & Springfield Streets)		
Council District:	13 – Richard Aguilar		

### Project Description:

Project for Pride in Living (PPL) proposes to develop a 3-story, 44-unit apartment building near the intersection of West 7<sup>th</sup> Street and Springfield Street. The building will provide a combination of family and workforce rental housing geared toward low-to-moderate incomes. Resident incomes will be restricted to 60% Area Median Income (AMI) for 17 units and to 50% AMI for the balance of the units. The building will provide ten units of permanent supportive housing serving families who meet the State of Minnesota’s definition for long term homeless, with supportive services provided by Catholic Charities. The building will have many green elements, featuring a state-of-the-art stormwater management system that reuses stored rain water for the irrigation of the property grounds. Walkways, parking lots and other hard surfaces will be composed of pervious materials that allow for water infiltration. The stormwater management plan will exceed the City’s rate control requirements, as well as the Minnesota Pollution Control Agency’s and watershed district’s water quality requirements. The development is located on West 7<sup>th</sup> Street, a major transportation corridor with bus service immediately available to downtown Saint Paul, the Minneapolis-St. Paul International Airport and many other destinations. An abundance of retail and commercial services are in very close proximity on West 7<sup>th</sup> Street. The site is also close to many area parks, including Crosby Park, one of the largest in the city. PPL has already acquired the six properties with financial assistance from the City of St. Paul. Demolition on the first house commenced during the summer of 2010. The earliest the housing project could begin construction is during the fall of 2011, with the completion occurring during the spring of 2012.

LCDA funds will be used as a loan to garner low-income housing tax credits for the project.

### Funding:

**Amount requested: \$233,550**

**Amount recommended: \$233,550**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$106,800	\$106,800	Utility line relocation	08/2011
85,800	85,800	Demolition and removal of existing structures	06/2011
40,950	40,950	Site preparation / grading	08/2011
		44-unit apartment building	By 12/31/12
<b>\$233,550</b>	<b>\$233,550</b>		

## Project Summary

<b>Applicant:</b>	City of Minneapolis	<b>Type:</b>	Development
<b>Project Name:</b>	J. Jerome Boxleitner Place		
Project Location:	165 Glenwood Avenue		
Council District:	7 – Annette Meeks		

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### Project Description:

Boxleitner Place is an innovative urban redevelopment providing a unique combination of housing types and services that are specifically designed to transition people from homelessness to stability. In one location, this project provides new, diversified housing opportunities including 120 shelter beds plus 51 overflow mats; 80 pay-for-stay beds; 38 permanent safe-haven housing units; 36 permanent supportive housing units for long-term homeless people; and 11 efficiency units. Boxleitner Place directly addresses Minnesota Housing’s goals to end long term homelessness and finance new housing opportunities by providing a variety of housing types and rents for underserved populations with extremely low incomes, well below 30% of average median incomes. The project is a redevelopment of an existing site on the edge of the Minneapolis downtown business district close to downtown job growth (i.e., Target Field), major transit ways, amenities, and transportation. Boxleitner Place is adjacent to retail establishments, and the site has excellent bus access to downtown Minneapolis and therefore to the entire metropolitan area. Easy transit access will facilitate transportation to jobs, medical appointments, and other necessities and amenities. The project promotes the use of public transportation by providing safe waiting areas and improved connectivity to transit. The building is an example of compact development and meets and/or exceeds mandatory Green Communities criteria. The project includes bicycle racks and permanent storage lockers. Boxleitner Place is a partnership between Catholic Charities and Community Housing Development Corporation (CHDC). The project utilizes CHDC’s expertise in affordable housing and Catholic Charities’ extensive experience working with people experiencing homelessness. Boxleitner Place will provide Housing First services, a best practice that has gained national acceptance in working with long-term homeless. Supportive housing with services is proven to reduce long-term homelessness, and this project helps to ensure that all people have access to safe, decent, and affordable housing and the resources and supports needed to sustain it.

### Funding:

**Amount requested: \$284,000**

**Amount recommended: \$284,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$65,000	\$65,000	Underground stormwater infiltration system	04/2011
85,000	85,000	Primary canopy over shelter waiting area	04/2011
120,000	120,000	Sanitary sewer extension to Glenwood Avenue	04/2011
14,000	14,000	Relocate existing 1200-1600 amp transformer	04/2011
		Completion of J. Jerome Boxleitner Place	By 12/31/12
\$284,000	\$284,000		



## Project Summary

<b>Applicant:</b>	City of Minneapolis	<b>Type:</b>	Development
<b>Project Name:</b>	Hi-Lake Triangle Apartments		
Project Location:	Lake Street and Hiawatha Avenue		
Council District:	8 – Lynette Wittsack		

### Project Description:

Hi-Lake Triangle will make use of a vacant site directly adjacent to the Midtown LRT station and to create 68 units of affordable housing in a six-story building that encourages city living for the handicapped/disabled and the elderly. The housing development will add 19 studio and 49 one-bedroom apartments to the affordable housing stock and all units will be handicapped accessible. Hi-Lake Triangle is a project well-suited for transit-oriented development priorities due to its proximity to LRT Midtown Station and several major bus routes. The location is within walking distance of many services and retail opportunities including the Midtown YWCA, which provides a number of programs for seniors and is just south of the Midtown Greenway pedestrian and bicycle “expressway.” The developer is designing the building to integrate with the Midtown Station and surrounding uses, with a seamless connection to transit, including a wheelchair-accessible covered walkway extending from the building entrance to the Midtown Station, as well as along the commercial space entrances, and a public transit plaza at the south east portion of the site. The site design also includes a second story terrace on a level plane with the upper level of the LRT station, which is composed primarily of glass for the open feeling of an aerie. This terrace will provide community space for the residents as well as relating the overall design aesthetic of the building back to the transit line. Hi-Lake Triangle will incorporate approximately 8,100 gross square feet of retail space on the ground floor of the building with distinctive entrances on the Lake Street elevation, opening directly to the sidewalks and plaza area.

Funds will be used as a loan to capture Low Income Housing Tax Credits.

### Funding:

**Amount requested: \$1,034,000**

**Amount recommended: \$1,034,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$350,000	\$350,000	Site preparation and grading	05/2011
108,000	108,000	Utility relocation	06/2011
359,000	359,000	Site access, reconstruction & 10 feet of covered walkway	03/2012
217,000	217,000	Stormwater management	03/2012
		68 units of affordable housing	By 12/31/12
<b>\$1,034,000</b>	<b>\$1,034,000</b>		

## Project Summary

<b>Applicant:</b>	<b>City of Richfield Housing and Redevelopment Authority</b>	<b>Type:</b>	<b>Development</b>
<b>Project Name:</b>	<b>Woodlake Plaza Apartments</b>		
Project Location:	6400 Lyndale Avenue South		
Council District:	5 – Peggy Bowles		

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### Project Description:

The developer will demolish an existing commercial building at the corner of 64<sup>th</sup> Street and Lyndale Avenue in Richfield and construct a modern, transit-oriented multi-family building in its place. The new Woodlake Plaza Apartments development will provide 90 new units of multi-family rental housing, 20% of which will be affordable to household earning 50% of the Area Median Income. The project was awarded Tax Increment Financing from the City of Richfield and Transit Oriented Development funding from Hennepin County. The project is ready to proceed, and in order to take advantage of the currently-low construction costs, construction is anticipated to begin in late 2010. The inclusion of LCDA funding will allow for significant improvement and enhancements to be made to the project to provide a true demonstration project that wouldn't otherwise be possible.

The demolition and reconstruction of Woodlake Plaza Apartments is a unique opportunity to transform an auto-oriented outdated suburban strip mall into a modern transit-oriented multi-family building tailored to a unified streetscape with an emphasis on the transit options adjacent to the property. The new Woodlake Plaza Apartments will be an inverted "V" shape building oriented toward Lyndale Avenue and the new transit plaza that the developer will construct to highlight the bus stops located in front of the building. The transit plaza will consist of landscaping, hardscaping, improved public sidewalks, pedestrian scale lighting and accommodation for bicycles. The design of the transit plaza will mimic the style and scale of the new downtown Richfield area along Lyndale Avenue just to the south of the project site.

### Funding:

**Amount requested: \$352,000**

**Amount recommended: \$352,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$155,000	\$155,000	Sidewalks, lighting, benches	10/2011
190,000	190,000	Stormwater management	10/2011
7,000	7,000	Bike racks	10/2011
		90 units of mixed-income multi-family rental housing	By 12/31/12
\$352,000	\$352,000		

## Project Summary

**Applicant:** City of Osseo **Type:** Development  
**Project Name:** Osseo Block 6 Redevelopment  
**Project Location:** Block 6, bounded by Central Avenue, 6<sup>th</sup> Street North, 1<sup>st</sup> Avenue West, and 5<sup>th</sup> Street North  
**Council District:** 1 – Roger Scherer

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### Project Description:

This project is for the acquisition and site clearance of four parcels that will facilitate the first phase of redevelopment to occur in the summer/fall of 2011 and to further advance the objective of full redevelopment of Block 6 to a more dense residential pattern with up to 15 rowhouses or townhomes. The development would be designed and built following Minnesota Sustainable Building Guidelines (B3), MN Greenstar and LEED for Homes. The most efficient, sustainable and productive redevelopment of this block can only result from a holistic view of redevelopment. Efficiencies can be realized in the planning, design and construction of site improvements, but more importantly through the synergies that can occur through an understanding of adjacent redevelopment.

### Funding:

**Amount requested: \$626,000**

**Amount recommended: \$626,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$397,000	\$397,000	Acquire lots 1 & 2	02/2011
30,000	30,000	Demolition on lots 1 & 2	04/2011
150,000	150,000	Acquire lots 9 & 10	02/2011
49,000	49,000	Demolition on lots 9 & 10	08/2011
		Construction of 15 rowhouse / townhomes	By 12/31/12
\$626,000	\$626,000		

## Project Summary

<b>Applicant:</b>	City of Chaska	<b>Type:</b>	Development
<b>Project Name:</b>	Cooper's Grocery		
Project Location:	710 North Walnut Street		
Council District:	4 – Craig Peterson		

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### Project Description:

Through the funding of this project, the City of Chaska, in partnership with Cooper's County Market (Cooper's) and the Carver County Community Development Agency (CDA), will be able to maintain a grocery anchor and key employer as a sustainable use in the City's downtown. Presently, the owners of Cooper's lease their land and building. The proposal is for the City to purchase the land and building from the owner, sell the building to Cooper's for their ownership, and transfer the land to the Carver County Community Land Trust (operated by the CDA). Using the land trust model will provide for long-term sustainability of the project, the success of Cooper's and the surrounding area, as well as provide the community with long-term control of the type of retail use in this building. In addition to completing both interior and exterior renovations to the existing building, Cooper's will also be constructing an 8,000 square foot addition to the structure within the two-year grant period. Initially, this expansion will serve as additional office space for the CDA and will allow them to stay in their same location across the street while adding space nearby so they can continue to serve their clientele while allowing for the preservation of approximately 75 jobs in the project area. The expanded building area will be available for future use by Cooper's as a space to expand the grocery business. It will also help to intensify a mix of uses in the project area. Presently the adjacent Brickyard Villas housing project with 49 single-family units and 180 apartment units is moving forward. The housing includes a high density of apartments and town home units, many of which are both affordable and are located on the waterfront of Clay Hole Lake. The success of this mixed-use area is predicated on having good commercial anchors, like a grocery store, and a diverse mixture of jobs.

### Funding:

**Amount requested: \$500,00**

**Amount recommended: \$500,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$500,000	\$500,000	Land acquisition	12/31/12
		Construction of addition to Cooper's Grocery	By 12/31/12
\$500,000	\$500,000		

## Project Summary

**Applicant:** City of Saint Paul **Type:** Development  
**Project Name:** Fifth Street Lofts  
 Project Location: Fifth and Wall Streets  
 Council District: 13 – Richard Aguilar

**Project Description:**

The Fifth Street Lofts project includes the construction of 56 market-rate apartment units and approximately 2,500-3,500 square feet of commercial space. There are currently discussions to lease the first floor commercial space to an organic breakfast and lunch restaurant or an upscale pizzeria. There will be approximately 56 parking spaces reserved for the residential units. The Saint Paul Housing and Redevelopment Authority will be the developer and use Build America Bond financing for the project.

LCDA funds would be used for the construction of a green roof for stormwater treatment; street, sidewalk and lighting improvements; outdoor benches and permanent bike racks. The LCDA grant will allow the Project to include a green roof system that captures and holds as much stormwater as possible and reduces the building's heat island effect.

**Funding:**

**Amount requested: \$361,000**

**Amount recommended: \$361,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$25,000	\$25,000	Sidewalks, curbs, and gutter	10/2011
10,000	10,000	Improvements to public alley	11/2011
26,000	26,000	Street lighting, benches, permanent bike racks	11/2011
300,000	300,000	Stormwater retention – green roof	10/2011
		56 market rate apartments & 2,500 – 3,500 square feet of commercial space	By 12/31/12
<b>\$361,000</b>	<b>\$361,000</b>		

## Project Summary

**Applicant:** City of Minneapolis **Type:** Development  
**Project Name:** Franklin-Portland Gateway IV  
**Project Location:** Northwest corner of Franklin and Portland Avenues  
**Council District:** 7 – Annette Meeks

### Project Description:

Franklin-Portland Gateway IV will transform a once blighted lot into a thriving urban apartment community featuring 120 units of mixed-income, lifecycle rental housing. LCDA funds are needed to secure the final parcel of land, site preparation, on-site stormwater management and pedestrian enhancements. Stormwater will be handled on-site with underground water retention basins, pervious pavement and native vegetation. Walkability around the site will be improved with widened sidewalks, pedestrian lighting, and boulevard plantings. Bike racks and benches will be available for visitors and other pedestrians. As the fourth and final phase of the Franklin Portland Gateway development, Gateway IV will attract residents with incomes ranging from 30% AMI to 100% or more AMI, and will offer one-, two-, and three-bedroom floor plans, underground parking, fitness and community rooms, outdoor gathering spaces, healthy “green” indoor environments and innovative sustainability features that meet or exceed MN Green Communities’ criteria. The five-story building will complement the surrounding architecture and add new market-rate and affordable housing to the neighborhood, as well as connect residents to employment, education and other services.

Note that the city wishes to use this grant as a loan to capture Low Income Housing Tax Credits.

### Funding:

**Amount requested: \$793,900**

**Amount recommended: \$793,900**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$75,000	\$75,000	Land acquisition	01/2011
9,000	9,000	Remove and dispose of sidewalks, curb/gutter	04/2012
46,200	46,200	Widen sidewalks and add colored concrete	06/2012
15,500	15,500	Reconstruct / install 800 linear feet of curb/gutter	06/2012
290,000	290,000	Add 34 street lights	06/2012
9,100	9,100	5 pedestrian benches	06/2012
5,600	5,600	5 permanent bike racks	06/2012
38,500	38,500	Site clearing, grading, correction	07/2012
60,000	60,000	Stormwater basins	05/2012
245,000	245,000	Pervious pavers	06/2012
		120 units of mixed income rental housing	By 12/31/12
\$793,900	\$793,900		

### Previous LCA Grants Received For This Project:

Project names	Award amount	Source	Year	Outcome
Franklin-Portland Gateway I	\$500,000	LCDA	2001	Complete
Franklin Portland Gateway II	\$500,000	LCDA	2002	Complete
Franklin-Portland Gateway III	\$246,150	LCDA	2003	Complete

## Project Summary

**Applicant:** City of Minneapolis **Type:** Development  
**Project Name:** MPHA 4<sup>th</sup> Ave North Street Improvements in Heritage Park  
**Project Location:** 900 block of 4<sup>th</sup> Avenue North between Bryant Avenue North and Dupont Avenue North  
**Council District:** 7 – Annette Meeks

### Project Description:

The development components supported by the grant are two senior oriented buildings in the Heritage Park redevelopment area primarily funded by Minneapolis Public Housing Authority (MPHA) and two Housing and Urban Development American Recovery and Reinvestment Act (ARRA) Capital Fund Recovery Competition grants. The assisted-living, continuum of care facility (the "Facility") will be a four story, 48 unit memory care and assisted living building for older, income-qualified MPHA residents. The 50,000 square foot Elder Community Center (the "Elders' Center") includes an adult day program, a wellness center, a small clinic, an indoor one-tenth mile walking path, congregate dining, programmed activities, and various social services to promote health and wellness for aging adults. The Facility and the Elders' Center are joined by an enclosed walkway. The LCDA-funded activity is building the street improvements that are necessary to complete the 900 block of 4th Avenue North between Bryant Avenue North and Dupont Avenue North, adjacent to the City-approved development at 901 4th Avenue North. The funding will be used to build the northerly half of this street segment, including the sub grade preparation, the aggregate base, street wear course and seal coat, manholes and pipe connections, catch basins, curb and gutter, sidewalk and streetlights. The Facility and the Elders' Center will be located immediately east of Heritage Commons at Pond's Edge and creates a three-building senior campus.

### Funding:

**Amount requested: \$177,000**

**Amount recommended:**

**\$177,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$35,000	\$35,000	Sub grade preparation	
7,500	7,500	Lay aggregate base	
10,000	10,000	Install manholes and required pipe connections	
17,500	17,500	Install concrete curb and gutter	
28,500	28,500	Asphalt pavement base layer	
12,000	12,000	Asphalt pavement top layer	
29,000	29,000	Install sidewalk	
37,500	37,500	Install street lights	
		Complete Facility and Elders Center	By 12/31/12
\$177,000	\$56,550	Amount recommended by LCAC	
	120,450	Suggested amount over the 40% ceiling available to central cities	
	\$177,000	Total recommended and suggested	

## Project Summary

**Applicant:** City of Oakdale **Type:** Development  
**Project Name:** Oakdale Mall Redevelopment  
 Project Location: 10<sup>th</sup> Street and I-694  
 Council District: 11 – Georgeanne Hilker

### Project Description:

The Oakdale Mall project is a large-scale, mixed-use redevelopment of an 18-acre site in Oakdale at I-694 and 10th Street. Currently, a completely vacant, blighted 180,000 square-foot mall occupies the site. The City will demolish the mall in spring 2011 and begin construction of internal public streets, stormwater improvements and pedestrian / bikeway connections at that time. Construction completed during the grant term will consist of 125,000 square foot of commercial including office, office-medical, office–tech flex, and retail space and 80 units of senior rental housing.

### Funding:

**Amount requested: \$1,171,566** **Amount recommended: \$1,171,566**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$405,635	\$405,635	Street finishes (curb, gutter and road surface for 2,250 feet through center of development)	09/2011
765,931	765,931	Demolition of existing mall	07/2011
		Construction of 125,000 square feet of office, office-medical office-tech flex space and 80 units of senior rental housing.	By 12/31/12
\$1,171,566	\$1,171,566		



## Project Summary

**Applicant:** Dakota County Community Development Agency    **Type:** Development  
**Project Name:** Valley Ridge Redevelopment  
**Project Location:** 1921 Burnsville Parkway  
**Council District:** 15 – Daniel Wolter

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### Project Description:

The project is the redevelopment of the Valley Ridge Shopping Center, an aging and underutilized retail center located near the intersection of Burnsville Parkway and County Road 5 in the City of Burnsville. The Dakota County Community Development Agency (CDA) and Presbyterian Homes will redevelop half of the site into an affordable senior housing campus. The development will include 80 units of independent affordable senior homes and 60 units of affordable assisted living units, 15-20 of which will have memory care. The two developments will be physically connected with common space and uses. The CDA will develop and own both senior buildings, and Presbyterian Homes will lease the 60-unit assisted living space from the CDA.

This project will serve as a public-private partnership model in the development of affordable independent housing for seniors 80% below the Average Median Income (AMI) and affordable assisted senior housing for seniors below 50% AMI.

### Funding:

**Amount requested: \$800,000**

**Amount recommended: \$800,000**

Amount Requested	Amount Recommended	Use of Funds	Scheduled Completion Date
\$500,000	\$500,000	Acquisition of 1921 Burnsville Parkway	08/2011
300,000	300,000	Demolition of 1921 Burnsville Parkway	11/2011
		80 independent living senior apartment units & 60 assisted living senior apartment units	By 12/31/12
\$800,000	\$800,000		