

**C** Community Development Committee  
Meeting date: November 5, 2012

<b>ADVISORY INFORMATION</b>	
<b>Date:</b>	<b>October 31, 2012</b>
<b>Subject:</b>	<b>2012 Livable Communities Demonstration Account Funding Recommendations</b>
<b>District(s), Member(s):</b>	<b>All</b>
<b>Policy/Legal Reference:</b>	<b>MN Statutes §473.253</b>
<b>Staff Prepared/Presented:</b>	<b>Linda Milashius, Senior Planner 651.602.1541</b>
<b>Division/Department:</b>	<b>Community Development / Livable Communities</b>

**Proposed Action**

That the Metropolitan Council award 2 Pre-Development and 7 Development Livable Communities Demonstration Account (LCDA) grants, as follows:

Pre-Development Projects	Applicant	Points	Recommendation
Welcome Avenue	Brooklyn Park	38	\$56,250
District del Sol	St. Paul	37	\$40,000
<b>Total for Pre-Development projects</b>			<b>\$96,250</b>
Development Projects	Applicant	Points	Recommendation
A Mill Artists Lofts	Minneapolis	45	\$555,000
Seward Commons	Minneapolis	44	\$1,100,000
Boat Works Commons	White Bear Lake	44	\$396,000
West Broadway Curve	Minneapolis	41	\$1,000,000
Downtown Redevelopment	Maple Plain	39	\$895,766
Brownstone Building	St. Paul	31	\$646,020
Mississippi Crossings	Champlin	30	\$1,000,000
<b>Total for Development projects</b>			<b>\$5,592,786</b>
<b>Total All LCDA recommendations</b>			<b>\$5,689,036</b>
<b>Total funding available</b>			<b>\$7,500,000</b>

**Background**

The Livable Communities Act (LCA) requires that the Livable Communities Demonstration Account (LCDA) fund projects that (1) interrelate development or redevelopment and transit; (2) interrelate affordable housing and employment growth areas; (3) intensify land use that leads to more compact development or redevelopment; (4) involve development or redevelopment that mixes incomes of residents in housing, including introducing or reintroducing higher value housing in lower income areas to achieve a mix of housing opportunities; or (5) encourage public infrastructure investments which connect urban neighborhoods and suburban communities, attract private sector redevelopment investment in commercial and residential properties adjacent to the public improvement, and provide project area residents with expanded opportunities for private sector employment.

The LCA also requires the Council to create an annual plan for the distribution of funds in all LCA accounts. The 2012 Fund Distribution Plan, approved by the Council on March 28, 2012, allocated \$7.5 million for LCDA awards, with up to \$500,000 of that amount for Pre-Development grants.

LCDA applications are reviewed in a rigorous two-step process. Council staff from Community Development, Metropolitan Transportation Services and Metro Transit conducts a technical review of all applications, focusing on quantifiable elements, including connections, housing, impact on transit ridership, and the environment. Applications meeting the minimum point threshold move forward to the second step, which focuses on qualitative elements, including the innovation and demonstration value of the proposed project, as well as the degree to which LCDA funds would act as a catalyst to move the project forward. The second step review is conducted by the Livable Communities Advisory Committee (LCAC), a thirteen-member panel of external subject matter experts in the fields of finance, local government, site design, development, transportation and the environment. The LCAC scores the applications and makes the final funding recommendations.

## **Rationale**

All projects recommended for funding 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.

Guidelines established by previous Councils have limited the LCAC to recommending no more than 40% of the overall available funding to the central cities of Minneapolis and Saint Paul. The average since the inception of the program is 42% awarded to the central cities and 58% awarded to suburban entities. The LCAC may, however, *suggest* that Council exceed 40% in funding for Minneapolis and Saint Paul. For 2012, the LCAC recommendation includes a suggestion to fund an additional 4.5% to central city projects for a total of 44.5% to Minneapolis and Saint Paul. This additional 4.5% is equal to \$341,020. The additional amount enables full funding to the Saint Paul *Brownstone Building* project. If the Council chooses to not exceed the 40% funding level to Minneapolis and St. Paul, the Brownstone project would receive \$305,000 instead of \$646,020 and the total funding award for all projects would be \$5,348,016 instead of \$5,689,036. There were no other applications from suburban or the central cities that met the threshold score to be considered for funding in this funding cycle, so all eligible applications can be fully funded with this funding recommendation.

## **Funding**

The recommended projects total \$5,592,786 in LCDA Development and \$96,250 in Pre-Development, for a total funding recommendation of \$5,689,036. The expected outcomes from the 2012 LCDA investment in the metro region includes 392 permanent jobs, 1,186 temporary construction jobs, 389 affordable housing units, and 205 market-rate units. The \$5,689,036 in LCDA funds will leverage over \$63 million in private investment, and another \$135 million in other public investment.

## **Known Support / Opposition**

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

## Review Record

The Council issued a notice of funding availability and held a workshop for potential applicants in April 2012. LCDA Development grant applicants were required to submit a Project Concept Plan (PCP) in May; there is no PCP requirement for Pre-Development grants. Staff provided technical assistance to applicants to ensure the goals of the program were addressed. Applications for both grant categories were due in July. During July and August, staff reviewed the applications from a technical perspective. Their questions were compiled for each applicant; applicants responded in writing. The staff team then scored the applications from their areas of expertise; the applications were discussed, and the staff team agreed upon final scoring. Applications meeting the minimum scoring threshold were referred on to the LCAC for final review and recommendation. Criteria for both Step One and Step Two evaluations are set forth in the annual Fund Distribution Plan.

Because of their broad expertise and current involvement in metro development, LCAC members occasionally are involved with one or more of the projects under consideration. Each committee member declared his or her conflicts of interest at the beginning of the evaluation process in September and thereafter participated in neither the discussion nor the voting for those applications.

LCAC members were provided with all application materials 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 in writing and to present their answers orally in a question-and-answer session.

## Application summary

Grant category	Project Concept Plans received	Full applications received	Applications moved forward to Step Two	Applications recommended for award
Development	20	8	8	7
Pre-Development	n/a	3	2	2

## Impact of the 40/60 ratio between the central cities and the suburbs

The previous Council instituted guidelines for funding that allow the LCAC to recommend no more than 40% of the available LCDA funding for projects located in the central cities of Minneapolis and Saint Paul. The LCAC may, if it desires, *suggest* an additional amount to be awarded to the central cities above the 40% threshold. In this funding cycle, the LCAC is recommending 44.5% to the central cities. This additional amount will enable all eligible central cities applications to be fully funded. There were no other eligible suburban projects that would not be funded by this suggested additional funding recommendation. Between 1996 and 2011 42.3% of regular-program LCDA funds have been granted to the central cities out of the total \$107 million awarded, or \$44.2 million.

## Application evaluation summary

There was one pre-development application, the *Northern Gateway Area* from Hugo, that did not meet the Step One 25-point threshold to move on to the Step Two evaluation process. There was also one development application, the *Red Rock Gateway* project in Newport (submitted by the

Washington County HRA) that did not meet the Step Two 30-point threshold to be considered for funding.

The following table illustrates the point scores, requested funding and recommended funding for the Pre-Development and Development applications. Note that because the 2012 Fund Distribution Plan provided up to \$500,000 of the \$7.5 million in LCDA funding for Pre-Development awards, the Pre-Development applications are considered first for funding. Any Pre-Development funds not used are added to the available funds for Development projects.

To make their recommendations for Development awards, the LCAC ranks the projects in descending order by points scored. Starting with the highest-scoring projects and working down the list, the LCAC makes funding recommendations for each individual application while monitoring the overall percentage of funding being recommended for the central cities. When the percentage reaches the 40% limit, the LCAC skips any further recommendations for central cities applications, moving down to the next-highest scoring project from a suburban applicant. Once that part of the process is completed, if there are remaining funds, the LCAC can consider moving back up the list to consider additional funding for higher ranking central city projects.

For the 2012 funding cycle, the LCAC determined that the St. Paul Brownstone Building project adequately met the LCDA scoring criteria, displaying demonstration value and catalyst components to be recommended for full funding, which resulted in 44.5% of the total funding being suggested for center city projects.

# 2012 LCDA Applications

## LCAC Funding Recommendation Worksheet

Applicant	Project Name	Sum	Rounded	Total Requested	Amount Recommended	Running Total	Central Cities Recommendation	Central Cities Running Total	% to Central Cities
<b>PRE-DEVELOPMENT</b>									
Saint Paul	District Del Sol	36.18	37	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	0.53%
Brooklyn Park	Welcome Avenue	37.82	38	\$56,250	\$56,250	\$96,250	\$0	\$40,000	
TOTAL				\$96,250	<b>\$96,250</b>		<b>\$40,000</b>		
total \$ available for LCDA Pre-Development Projects					\$500,000				
balance available for LCDA Development Projects					\$403,750				

<b>DEVELOPMENT</b>									
Minneapolis	A Mill Artist Lofts	44.27	45	\$555,000	\$555,000	\$555,000	\$555,000	\$555,000	7.50%
Minneapolis	Seward Commons	43.27	44	\$1,100,000	\$1,100,000	\$1,655,000	\$1,100,000	\$1,655,000	22.89%
White Bear Lake	Boat Works Commons	43.18	44	\$396,000	\$396,000	\$2,051,000	\$0	\$1,655,000	
Minneapolis	West Broadway Curve	40.82	41	\$1,000,000	\$1,000,000	\$3,051,000	\$1,000,000	\$2,655,000	35.93%
Maple Plain	Downtown Redevelopment	38.73	39	\$895,766	\$895,766	\$3,946,766	\$0	\$2,655,000	0.00%
Saint Paul	BROWNstone	30.50	31	\$1,286,180	\$646,020	\$4,592,786	\$646,020	\$3,301,020	44.55%
Champlin	Mississippi Crossings	29.64	30	\$1,000,000	\$1,000,000	\$5,592,786	\$0	\$3,301,020	0.00%
Wash. Cty / Newport	Red Rock Gateway	21.55	22	\$3,000,000	\$0	\$5,592,786		\$3,301,020	0.00%
TOTAL				\$9,232,946	<b>\$5,592,786</b>		<b>\$3,301,020</b>		
Total \$ available for LCDA Development (including balance from Pre-Development Projects)					\$7,403,750				

<b>Summary of Funding Recommendation</b>	LCAC Recommendation - Development	\$5,592,786
	LCAC Recommendation - Pre-Development	\$96,250
	<b>LCAC Recommendation - Total</b>	<b>\$5,689,036</b>
	total LCDA funds available	\$7,500,000
	LCDA Funds Remaining from 2012 Cycle	\$1,810,964

<b>Central Cities Funding Threshold</b>	
\$ Recomm.	\$3,341,020
\$ over 40%	\$341,020
CC %	44.55%

## Projects not recommended for funding

**Pre-Development Applications.** One application failed to meet the minimum threshold to move forward after the Step One evaluation.

City of Hugo                                      Northern Gateway Area                                      Request:     \$75,000

Because the project was so early in the pre-development process, there was no specific future development project on which to determine if the proposed activities could lead to a development project that would exemplify LCDA principles.

**Development Applications.** One application failed to meet the minimum threshold during the Step Two evaluation.

City of Newport                                      Red Rock Gateway                                      Request         \$3,000,000

This project was not mature enough to warrant LCDA funds. Needs more analysis of appropriate land uses for the site. Majority of financing is pending. Market demand does not seem to be there. Overall build-out is very long term and uncertain. Proposed development is not a strong catalyst. The street improvements are not catalytic to senior building location investments.

## **Project Summaries for Pre-Development Recommended Awards**

### Livable Communities Demonstration Account Project Summary

<b>Type:</b>	<b>LCDA Pre-Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$56,250	<b>Recommended amount</b>	<b>\$56,250</b>
<b>Applicant:</b>	<b>City of Brooklyn Park</b>		
<b>Project Name:</b>	Welcome Avenue Sites, Village Creek		
<b>Project Location:</b>	Village Creek Redevelopment area: Welcome Avenue and Brooklyn Boulevard – 7621 & 7601 Brooklyn Boulevard		
<b>Council District:</b>	2 - Lona Schreiber		
<b>Project Summary:</b>	<p>The project area this proposed work will be conducted in is comprised of two EDA-owned vacant redevelopment lots, totaling 3.79 acres. The pre-development project includes three parts:</p> <ol style="list-style-type: none"> <li>1. Complete a housing market study to identify a marketable and sustainable housing project for the two parcels.</li> <li>2. Study the feasibility of incorporating sustainable features into the development, such as infiltration methods, geothermal technologies, solar technologies, sustainable building materials, food source opportunities, and bicycle infrastructure.</li> <li>3. Prepare a site plan and concept building designs to show how housing can be integrated into the existing development and connected to the pedestrian system. Include layouts for semi-public or public space integrated into the project.</li> </ol>		
<b>Comments/ Demonstration Value</b>	Good links to multi-modal transportation opportunities. This site is a bellwether of future inner-ring suburbs that are becoming increasingly diverse, young, and economically challenged. This project could provide an opportunity to explore innovation for sustainable housing incorporated into existing development. If properly designed and executed, it could catalyze additional redevelopment in the area.		
<b>Other LCA Funding:</b>	Five previous LCDA awards totaling \$3,101,150 and two TBRA awards totaling \$331,300		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$28,000	Detailed building design plans to develop accurate construction cost estimates.		
\$20,000	Study sustainability features that could be incorporated into the development		
\$8,250	Housing market study to identify marketable product for EDA-owned sites		
<b>\$56,250</b>	<b>Total</b>		
<b>Funding Match (25%)</b>			
\$15,000	Brooklyn Park EDA funds		



**Livable Communities Demonstration Account Project Summary**

<b>Type:</b>	<b>LCDA Pre-Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$40,000	<b>Recommended amount</b>	<b>\$40,000</b>
<b>Applicant:</b>	<b>City of Saint Paul</b>		
<b>Project Name:</b>	District del Sol Redevelopment		
<b>Project Location:</b>	Two parcels: 1. Robert & Cesar Chavez Streets 2. Robert & Isabel Streets		
<b>Council District:</b>	13 – Richard Kramer		
<b>Project Summary:</b>	Pre-development work for these two sites includes completion of conceptual designs based on the District del Sol Small Area Plan, which will be used to market the sites for future LCDA-principle-based development. The site at 72 Cesar Chavez Street is currently vacant. The Neighborhood Development Alliance (NeDA) will pursue a mixed-use project to diversify the housing base, increase the buying power of area residents, and increase the commercial mix in the neighborhood. Previous "fit" studies indicate the site will accommodate 25 housing units and 5,000 square foot commercial space. The building will be three stories in height. The 430 South Robert Street is also currently vacant. A two- or three-story building is planned, with commercial on the first floor and office space on the top floors. Planning at both sites will take into consideration a future multi-modal transit system along Robert Street and may incorporate transit-oriented businesses - i.e., a bike/urban outfitter to connect to serve users of the trails along the Mississippi River and along Cesar Chavez and Wabasha streets.		
<b>Comments/ Demonstration Value</b>	Good demonstration potential for infill development to support the community plans. Potential to be an innovative example of site-specific, urban infill in an established neighborhood with character, especially in the area of stormwater management. If properly designed and executed, would catalyze additional redevelopment in the neighborhood.		
<b>Other LCA Funding:</b>	\$1,250,000 96,000 <b>1,346,000</b>	LCDA TBRA <b>Total</b>	
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$40,000	Detailed building design plans to develop accurate construction cost estimates.		
<b>Funding Match (25%)</b>			
\$8,000	Planning & Economic Development in-kind technical assistance and project management		
\$2,000	Neighborhood Development Alliance		
<b>\$10,000</b>	<b>Total</b>		

## **Project Summaries for Recommended Awards – Development Grants**

### Livable Communities Demonstration Account Project Summary

<b>Type:</b>	<b>LCDA Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$555,000	<b>Recommended amount</b>	<b>\$555,000</b>
<b>Applicant:</b>	<b>City of Minneapolis</b>		
<b>Project Name:</b>	A Mill Artist Lofts		
<b>Project Location:</b>	301 Main Street SE, Minneapolis The site is located across the Mississippi River from downtown Minneapolis and overlooks the Stone Arch Bridge & St. Anthony Falls.		
<b>Council District:</b>	8 – Adam Duinick		
<b>Project Summary:</b>	The project will redevelop a vacant industrial site (the former Pillsbury Flour Mill – approximately 400,000 square feet), to create 252 units of new affordable housing in an area currently dominated by market-rate housing linked to downtown employment. It will minimize the need for parking by making connections to bus and LRT, as well as a car sharing hub, access to two Nice Ride hubs, and improved bike- and pedestrian-dedicated infrastructure. The project will manage currently untreated stormwater with a rain garden and containment system that will slow discharge rates benefiting the health of the adjacent Mississippi River. The project will include common spaces (approximately 30,000 square feet) designed and programmed for the artists and public – including, among other things, a gallery, performance/theater studio, dance studio, several mixed media studios, club/community room, and fitness center.		
<b>Comments/ Demonstration Value</b>	A complex array of partnerships and sensitive site planning demonstrates environmentally responsible reuse of a historic industrial site to add affordable housing into a primarily market-rate housing neighborhood mix. Adding the HourCar hub in a high density mixed-use development is an important feature demonstrating alternatives to car ownership/dependence. Well designed and thought out project with creative partnerships and financing.		
<b>Jobs:</b>	225 temporary construction jobs and 104 permanent jobs		
<b>Total Housing Units:</b>	252 units	<b>Affordable Units</b>	252 at 60%
<b>Private Investment:</b>	\$16,559,338	<b>Other Public Investment</b>	\$95,174,676
<b>Other LCA funding:</b>	\$486,600 from two TBRA awards		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$175,000	Placemaking elements – public art, flour filter screens and vertical element, historic interpretive signage, historic railroad reinstallation		
\$75,000	4 <sup>th</sup> Avenue pedestrian access and 5 <sup>th</sup> Avenue easement construction (sidewalk, curb, gutter, landscaping, public stair, pavement, plantings)		
\$75,000	Civil, structural, and landscaping design work (includes work for underground parking)		
\$75,000	5 <sup>th</sup> Avenue street reopening and plaza		
\$50,000	Sunken Ruins interpretive garden and catwalk construction		
\$35,000	Lighting for all related project areas (30+ I-beams with light fixture and building mounted lighting)		
\$30,000	Bike racks (approximately 20 racks to cover 40+ bikes, includes installation and grading/paving/stormwater)		
\$25,000	HourCar HUB with dedicated stall		
\$15,000	Furnishings for public areas – benches, bollards, etc.		
<b>\$555,000</b>	<b>Total</b>		

### Livable Communities Demonstration Account Project Summary

<b>Type:</b>	<b>LCDA Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$1,100,000	<b>Recommended amount</b>	<b>\$1,100,000</b>
<b>Applicant:</b>	<b>City of Minneapolis</b>		
<b>Project Name:</b>	Seward Commons		
<b>Project Location:</b>	24 <sup>th</sup> Street East and Snelling Avenue, Minneapolis		
<b>Council District:</b>	8 – Adam Duinck		
<b>Project Summary:</b>	Seward Commons is a multi-phased redevelopment of a four-acre blighted former industrial site in the Franklin LRT station area. The overall completed redevelopment project will include over 200 multifamily lifecycle housing units and commercial space with direct at-grade access to the LRT station two blocks away along the combined LRT pedestrian/bike path. This project phase will include infrastructure improvements to two streets that will support the Snelling Apartments, complete the city's infrastructure needs for Seward Commons and set the stage for future adjacent phases of TOD development. The improvements will provide enhanced access to the bike path and the LRT platform for residents of the new buildings and the surrounding neighborhood, replacing a totally worn-out industrial street with a modern multi-modal avenue appropriate for high-density TOD.		
<b>Comments/ Demonstration Value</b>	Demonstrates how to change the land use character in a phased manner that retains existing viable industrial businesses. Substantial infrastructure improvements will serve the current uses and catalyze future development. Great public/private partnership with realignment of the streets. The design and policy is in place, and most of financing committed and is ready to go.		
<b>Jobs:</b>	150 temporary construction		
<b>Total Housing Units:</b>	60 – senior	<b>Affordable Units</b>	60 – 50% AMI
<b>Private Investment:</b>	\$325,000	<b>Other Public Investment</b>	\$11,492,446
<b>Other LCA funding:</b>	\$140,600 TBRA (Seward Commons) 550,000 LCDA 500,000 LAAND \$1,190,600 <b>Total</b>		
Snelling Apartments will be recommended for a \$150,000 LHIA award – 11/19/12			
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$310,000	Reconstruct 24 <sup>th</sup> Street East between LRT and Minnehaha, and reconstruct Snelling Avenue between 22 <sup>nd</sup> and 24 <sup>th</sup> Streets. Work will include sidewalks and pedestrian lighting.		
\$200,000	Design and construction oversight		
\$185,000	Reconstruct sanitary and water lines to handle increased capacity needs		
\$185,000	Reconstruct stormwater utility lines and enhanced stormwater management best management practices in the public right-of-way		
\$185,000	Site prep		
\$25,000	Pedestrian and bike paths		
\$10,000	Permanent bike racks		
<b>\$1,100,000</b>	<b>Total</b>		

## Livable Communities Demonstration Account Project Summary

<b>Type:</b>	<b>LCDA Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$1,000,000	<b>Recommended amount</b>	<b>\$1,000,000</b>
<b>Applicant:</b>	<b>City of Minneapolis</b>		
<b>Project Name:</b>	West Broadway Curve		
<b>Project Location:</b>	1926-2022 West Broadway Avenue, Minneapolis		
<b>Council District:</b>	7 – Gary Cunningham		
<b>Project Summary:</b>	<p>The West Broadway Curve (WBC) project is an infill multi-family housing development that provides connections to transit, jobs, services and recreational opportunities, along the proposed Bottineau Corridor. The project includes 53 workforce housing units, 48 of which will be affordable to households at 50-60% of Area Median Income. It will house an on-site Advantage Service Center that provides on-site resident youth programming focused at academic achievement, and meeting space for the neighborhood. A public pocket park, with seating and play area for children, is located on the site. Juxtaposition Arts will work with resident and neighborhood youth to design distinctive public art pieces for the pocket park and transit shelter. The project will seek to encourage transit ridership, as well as biking by partnering with Venture North Bike Shop to hold classes for the residents and community. Nice Ride bikes will also be located on or near the site. This project provides an opportunity to address the demand for housing in the area created by the new nearby School District headquarters, with 450 employees, which is expected to be completed this year.</p>		
<b>Comments/ Demonstration Value</b>	<p>The project demonstrates how to create diverse partnerships to build on common goals. This is an important redevelopment project for the North Side with a mix of supportive services/arts/bicycle focus. It should be a positive catalyst to more redevelopment in the area. The stormwater management plan exceeds typical sustainable design standards, and although it is not the first of its kind, the project may challenge future housing development in the area to also raise stormwater management system standards.</p>		
<b>Jobs:</b>	150 temporary construction, 4 permanent		
<b>Total Housing Units:</b>	53	<b>Affordable Units</b>	32 – 50% AMI 16 – 60% AMI
<b>Private Investment:</b>	\$690,817	<b>Other Public Investment</b>	\$9,342,242
<b>Other LCA funding:</b>	<p>\$630,963 in LCDA funds, of which \$455,000 was relinquished Will be recommended for a \$300,000 2012 LHIA award – 11/19/12</p>		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$300,000	Stormwater management improvements		
\$224,000	Irrigation of landscaped areas using grey water; completion of erosion control		
\$170,000	Placemaking elements – transit shelter, streetscape amenities, public art, rain barrels		
\$90,000	Public connecting elements – sidewalks by entrance, transit shelter and park.		
\$85,000	Lighting – exterior entrance and transit shelter, pedestrian and pocket park		
\$50,000	Extension of local public sewer, water and telecommunications lines		
\$35,000	Benches/seating area for transit shelter, pocket park and tot lot		
\$25,000	Project coordination		
\$14,000	Design and engineering elements		
\$7,000	Permanent bike racks		
<b>\$1,000,000</b>	<b>Total</b>		

**Livable Communities Demonstration Account Project Summary**

<b>Type:</b>	<b>LCDA Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$646,020	<b>Recommended amount</b>	<b>\$646,020</b>
<b>Applicant:</b>	<b>City of Saint Paul</b>		
<b>Project Name:</b>	Brownstone Building		
<b>Project Location:</b>			
	833 & 839-849 University Avenue, Saint Paul		
<b>Council District:</b>	14 – Jon Commers		
<b>Project Summary:</b>	<p>This project is a redevelopment of the BROWNstone building site, located at 839-849 University Avenue in Saint Paul, immediately adjacent to the Victoria Street LRT station. The existing 1-story building will be razed and replaced with a higher-density TOD structure that intensifies the land uses on a key urban infill lot. Its mix of uses, with two floors of commercial/office space and two floors of affordable housing, inter-relates transit with housing and jobs. The first floor will have retail uses (e.g. primarily food establishments); the second floor will house Model Cities' offices, and the third and fourth floors will be dedicated entirely to 24 units of affordable housing, which are designed in a modern loft style. Underground parking allows for full utilization of the site. The redevelopment of this site will also include the conversion of a parking lot at 833 University, which is adjacent to the Brownstone building, into a pocket park.</p>		
<b>Comments/ Demonstration Value</b>	<p>Demonstrates how to vertically stack three different uses in one building, and address transit access, parking and recreational needs of a diverse building population. Could be a model for retaining existing business locations for those displaced by new development. The site plan is challenging, and the addition of the pocket park could be replicable.</p>		
<b>Jobs:</b>	81 temporary and 33 permanent		
<b>Total Housing Units:</b>	24	<b>Affordable Units</b>	24 – 60%
<b>Private Investment:</b>	\$3,834,830	<b>Other Public Investment</b>	\$4,997,441
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>			
	<b>Uses to be completed by 12/31/2015</b>		
\$350,000	Stormwater management improvements		
\$50,000	Placemaking elements – pedestrian scale lighting		
\$37,920	Design and engineering		
\$17,500	Project coordination		
\$15,600	Permanent bike racks		
<b>\$646,020</b>	<b>Total</b>		

**Livable Communities Demonstration Account Project Summary**

<b>Type:</b>	<b>LCDA Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$1,000,000	<b>Recommended amount</b>	<b>\$1,000,000</b>
<b>Applicant:</b>	<b>City of Champlin</b>		
<b>Project Name:</b>	Mississippi Crossings		
<b>Project Location:</b>			
	Miller Road and Highway 169		
<b>Council District:</b>	1 – Roxanne Smith		
<b>Project Summary:</b>	<p>The Mississippi Crossings is a multi-phased redevelopment of a 70-acre area along the Mississippi River. The long-term project calls for a mix of market rate and affordable residential communities, retail and office buildings, and restaurants in a compact riverfront setting. The lead and signature project, to be assisted with this LCDA grant is a two-story restaurant/event center with a rooftop bar, a 3.5-acre village green and riverfront amphitheatre with river dockage, a 120-unit market rate apartment building, and a 304-stall parking garage. The parking garage is designed to support a future 48,000 square foot liner building. In all, the redevelopment plan calls for the addition of 416 multifamily units, 41 townhomes, 185,000 square feet of retail and office space, a variety of eateries, and a 60-key hotel. The project hopes to draw in traffic from both land and water.</p>		
<b>Comments/ Demonstration Value</b>	<p>Makes public and accessible a previously privatized waterfront. Can demonstrate how to integrate a variety of components into a narrow and awkward site configuration between a state highway, shopping center, single-family neighborhood, a regional sanitary sewer force main and a flood elevation. The village green area will provide public access and visibility to the Mississippi River National Park and create an outdoor meeting place for community events. Putting in these public elements sets the table for future development.</p>		
<b>Jobs:</b>	220 temporary and 161 permanent		
<b>Total Housing Units:</b>	120	<b>Affordable Units</b>	0
<b>Private Investment:</b>	\$25,200,000	<b>Other Public Investment</b>	\$10,670,000
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>			
	<b>Uses to be completed by 12/31/2015</b>		
\$750,000	Construction of 304-stall public parking garage		
\$250,000	Village Green – riverfront plaza/amphitheatre		
<b>\$1,000,000</b>	<b>Total</b>		

### Livable Communities Demonstration Account Project Summary

<b>Type:</b>	<b>LCDA Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$895,766	<b>Recommended amount</b>	<b>\$895,766</b>
<b>Applicant:</b>	<b>City of Maple Plain</b>		
<b>Project Name:</b>	Downtown Redevelopment		
<b>Project Location:</b>	E-W boundary: Maple Avenue to Highway 12 N-S boundary: Highway 12 to Main Street		
<b>Council District:</b>	1 – Roxanne Smith		
<b>Project Summary:</b>	<p>The Downtown Redevelopment Project includes the acquisition and demolition of an outdated convenience store, reconstruction of an existing street grid, extension and modification of public water and sewer lines, and improvements to stormwater management, resulting in better, more efficient use of smaller city lots. The project will include two new commercial buildings, with proposed uses to include commercial/retail space, with the potential of a new health care facility. The streets will be redesigned to make better use of the existing city right-of-way to incorporate pedestrian and bike uses. The creation of a more functional roadway system will use Complete Streets concepts and related placemaking elements in support of the City's development policies to encourage the establishment of distinct zones, such as bike and pedestrian zones; areas for plantings, benches and bike racks; and frontage zones that enable restaurants and other similar establishments to utilize public outdoor space for seating. The project as a whole supports the City's larger downtown redevelopment plan of a walkable and livable city center to serve as the hub of activity for the community that interconnects business, residential and recreational uses.</p>		
<b>Comments/ Demonstration Value</b>	<p>Demonstrates the value of an overall master plan strategy for small downtown revitalization. Incremental step to build greater vision. Good demonstration of how to incorporate Complete Streets in a phased plan for a small downtown. Solid plan for repositioning aging downtowns in small communities. Street and utility reconstruction sets the pattern for future redevelopment.</p>		
<b>Jobs:</b>	60 temporary and 36 permanent		
<b>Total Housing Units:</b>	0	<b>Affordable Units</b>	0
<b>Private Investment:</b>	\$2,985,750	<b>Other Public Investment</b>	\$826,634
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$311,683	Reconstruct Main Street & Maple Avenue to Complete Street design standards		
\$300,000	Land acquisition – 5249 Highway 12		
\$59,016	Placemaking elements – sidewalks, bump outs, streetscaping, wayfinding devices		
\$49,195	Design and engineering costs		
\$47,992	Upgrade/modification of water lines		
\$43,675	Stormwater management improvements		
\$40,597	Demolition of existing structures – 5249 Highway 12		
\$32,592	Public connecting elements – decorative antique street lights		
\$11,016	Upgrade/modification of sewer lines		
<b>\$895,766</b>	<b>Total</b>		



**Livable Communities Demonstration Account Project Summary**

<b>Type:</b>	<b>LCDA Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$396,000	<b>Recommended amount</b>	<b>\$396,000</b>
<b>Applicant:</b>	<b>City of White Bear Lake</b>		
<b>Project Name:</b>	Boat Works Commons		
<b>Project Location:</b>			
	4455, 4461 & 4495 Lake Avenue South, White Bear Lake		
<b>Council District:</b>	11 – Sandy Rummel		
<b>Project Summary:</b>	BoatWorks Commons is a redevelopment project for the former Johnson Boat Works site that will transform a former manufacturing site into a compact mixed-use development composed of residential, commercial, and public space. The project entails a mix of public and private uses and will provide a variety of activities that will draw the community to visit, gather and interact at the BoatWorks site and throughout the larger Marina Triangle District. The project will include an 85-unit apartment building, a 232-space two-level shared parking facility, a 2,400 square foot full service restaurant, a 1,625 square foot retail building, a 1,600 square foot community meeting room with year-round public restrooms, and a 15,000 square foot central green space on a 1.6 acre site. The City will retain ownership of the public parking level, community meeting room, restrooms, and the central plaza to accommodate and promote community gathering and interaction.		
<b>Comments/ Demonstration Value</b>	Excellent use of site design integrating public and private uses and demonstrating high density design in suburban community that complements existing development and the city's downtown core. The project will demonstrate well-designed structured parking as well as innovation as a private development featuring public access to waterfront and green space. Great densification and placemaking elements. Very strong leveraging of private investment. The enhanced quality of the public improvements will catalyze long term investment in the area.		
<b>Jobs:</b>	300 temporary and 54 permanent		
<b>Total Housing Units:</b>	85	<b>Affordable Units</b>	0
<b>Private Investment:</b>	\$13,609,500	<b>Other Public Investment</b>	\$2,528,964
<b>Other LCA funding:</b>	\$1,385,036	LCDA	
	<u>18,600</u>	TBRA	
	<b>\$1,403,636</b>	<b>Total</b>	
<b>Funded Items</b>			
		<b>Uses to be completed by 12/31/2015</b>	
\$190,000	Redesign and reconstruction of Lake Avenue		
\$85,500	Placemaking elements – limestone seating/retaining wall, public sculpture, water feature, decorative lighting and interpretive plaques		
\$67,000	15,000 square foot public green/plaza including sidewalks, bollard lighting, benches		
\$35,000	1500 square foot lake viewing patio		
\$16,000	900 square foot open-air covered porch – Adirondack chairs, reclaimed wood floors from the Johnson Boat Works building, infrared heat elements		
\$2,500	Permanent public bike racks		
<b>\$396,000</b>	<b>Total</b>		