



*Submitted by: Gretchen Nicholls, Twin Cities LISC
August 2018*

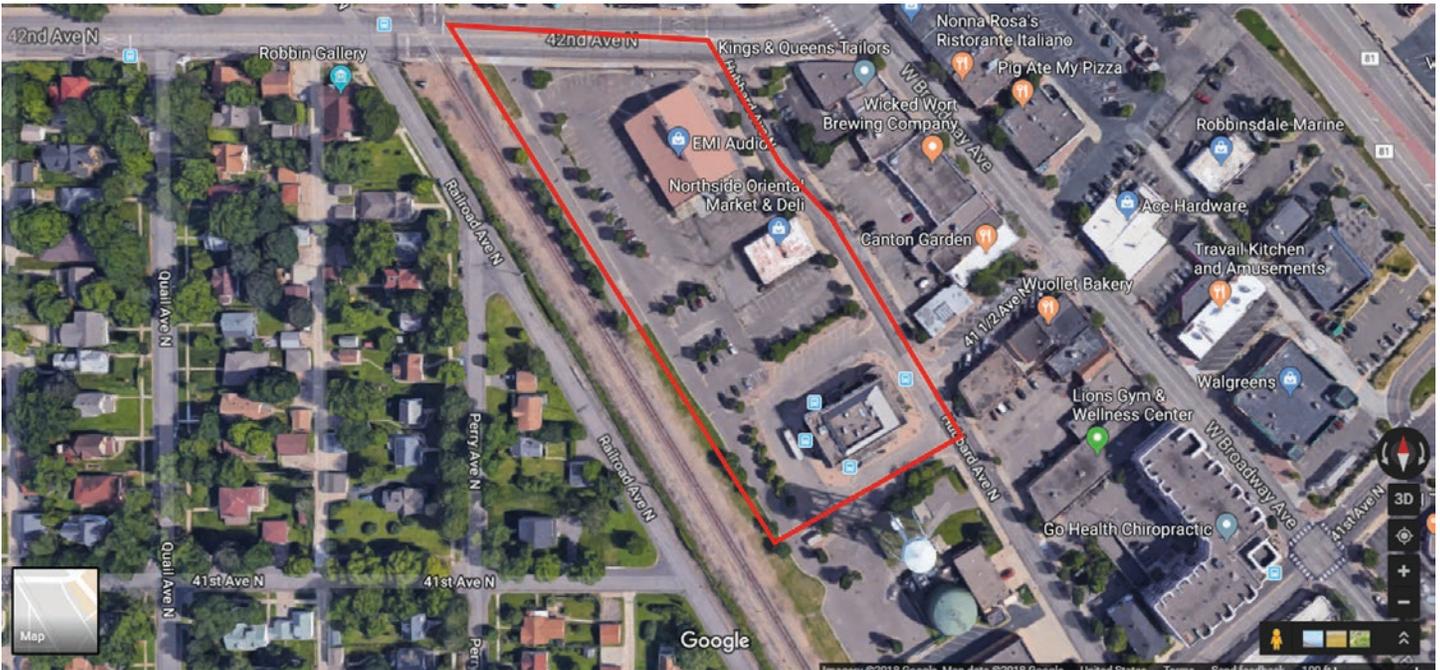
*Sponsored by:
City of Robbinsdale and
Hennepin County Community Works*



SUMMARY

Hennepin County and the City of Robbinsdale enlisted the Twin Cities LISC’s Corridor Development Initiative (CDI) through a TOD planning grant from the Federal Transportation Agency (FTA) to facilitate a series of community workshops from June to August 2018 to identify development guidelines for the Robbinsdale LRT Station site. The development guidelines will be presented to the Robbinsdale City Council and Planning Commission at a working session on October 16, 2018 for their consideration.

The Corridor Development Initiative offers an opportunity for the community to help guide future development rather than simply react to specific development proposals. The City and County identified the CDI process as a way to engage the community and create a vision for what was possible. With the potential of new investment resulting from the fixed-rail transit corridor, what would the community like to see happen?



The opportunity site is adjacent to the Robbinsdale LRT Station and a block from downtown.

ROBBINSDALE LRT STATION: MAKING IT OUR OWN

The City of Robbinsdale holds a prime-opportunity site in the middle of the 13 mile stretch of the Bottineau LRT corridor/Blue Line extension. Robbinsdale offers a prominent, vital, authentic downtown within six (6) miles of Downtown Minneapolis. Located a block from the main street of Robbinsdale’s downtown (West Broadway), the Robbinsdale LRT Station will serve as a central gateway to welcome people to the city. In addition to accommodating 400 parking spaces for transit users, the station offers the potential for a unique public space and complementary uses that provide a fresh version of suburban multi-modal transit hub.

Robbinsdale cherishes its historic, small town community feel, but is also curious about contemporary uses. The potential of the Robbinsdale LRT Station to honor the city’s past, while keeping us current in the surrounding communities, cannot be overstated. The members of the community are actively engaged in this project and the future of the city, which makes this transit and investment opportunity all the more exciting.

Robbinsdale is a vibrant town for people at all stages of life. Its community support makes it an ideal place for small and start-up businesses. Parks and trails connect with natural amenities and North Memorial Health (a major employer) is close by. Over 90% of the housing stock is currently affordable for a family of four earning an annual income of \$71,900 or less and is not income restricted through public resources.

The **Corridor Development Initiative** pulls citizens out of the reactionary role that they play in community development decisions, and into a proactive role where they play an active part in directing development for their community. It models a new way to engage cities and communities by raising the level of dialogue around redevelopment issues, and setting the stage for future development.



The northeast corner of the opportunity site.

CDI DEVELOPMENT GUIDELINE RECOMMENDATIONS

The Robbinsdale LRT station will include a 400 space parking ramp to accommodate transit riders. Additional parking will be required for any new development (e.g. housing, commercial, office space). The site must also provide right-of-way for buses to pick up and drop off riders near the station. The site includes the Hubbard Marketplace, a two-story repurposed fire station that is currently vacant. The building offers an unusual and unique space which the community would like to preserve if feasible.

The site is 3.5 acres that will be publicly owned land, with portions owned by the City of Robbinsdale, Hennepin County, and Metro Transit. All three public partners are working collaboratively to ensure that the station reaches its full potential, guided by community priorities and economic viability. A successful public/private partnership may benefit from the broader collaboration of public partners and full range of funding mechanisms (e.g. federal, regional, county and city). For example, funding for the park and ride transit spaces will be paid for with federal resources, and there may be grant opportunities through the Metropolitan Council's Livable Communities Demonstration Account (LCDA) funds.

The station presents an important gateway into the City of Robbinsdale, connecting residents and visitors to main street businesses. The configuration of uses and public realm elements should enhance the downtown character and sense of place. This can be accomplished by enhancing the pedestrian flow of the area, attracting complementary retail and commercial uses, and utilizing landscaping or unique elements to make it memorable. Development must ensure effective traffic flow, and access to parking and retail services.

The Robbinsdale LRT Station site is a prime location for housing with some commercial spaces that would complement the surrounding area. The Robbinsdale LRT station site offers an exciting opportunity to capitalize on the transit amenity, strengthen the multi-modal access, and provide for a mix of housing options and services that strengthen the existing character of the area and community.



The Hubbard Marketplace

OVERVIEW OF THE CORRIDOR DEVELOPMENT INITIATIVE PROCESS

The Corridor Development Initiative consisted of four community workshops held at the Robbinsdale City Hall. More than fifty community members attended the workshops, aimed at gathering input on community values and concerns, and assessing likely development scenarios that could meet those values. The process involved a technical team of facilitators, designers, developers, and city staff to inform and support participants as they explored ideas. Resulting from the process was an increased understanding by participants about the range of options the site offers, and identified ways that redevelopment could enhance the area for future and current residents and businesses. The purpose of the CDI process is to identify guidelines or objectives for redevelopment that will advance community goals and respond to market forces.

ROBBINSDALE LRT STATION CDI ADVISORY GROUP

An advisory group of residents and city staff provided guidance for the CDI process, forming outreach strategies, and supporting the design and content of the community workshops. Thank you to the Advisory Group members, who contributed greatly to the processes' success:

Robbinsdale Residents:

- Kelly Groehler
- Jill Byrnes
- Matt Rentsch
- Dave Ulbrich
- Gene Montanez
- Sherief Elabbady

City / County / Metro Transit representatives:

- Marcia Glick, City of Robbinsdale
- Rick Pearson, City of Robbinsdale
- William Blonigan, City of Robbinsdale
- Alicia Vap, Metro Transit



Downtown Robbinsdale

- Kerri Pearce Ruch, Hennepin County
- Patricia Fitzgerald, Hennepin County
- Elise Durbin, Hennepin County

COMMUNITY OUTREACH

A variety of methods were used to notify the community about the Robbinsdale LRT Station Corridor Development Initiative workshops. Information about the community workshops was distributed through:

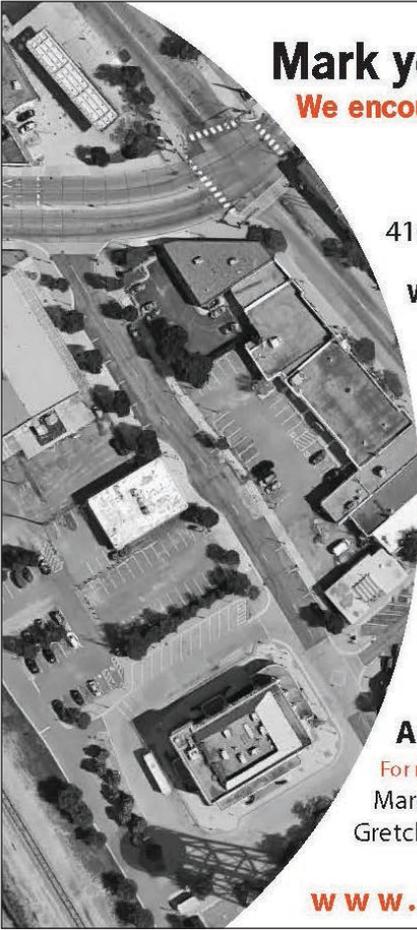
- 400 flyers distributed to the surrounding neighborhood.
- Facebook and other social media outlets.
- The City of Robbinsdale web site.

Child care and translation services were available upon request to limit obstacles for participation. All participants that signed in for any of the workshops were notified in advance about upcoming sessions by email.

CDI TECHNICAL TEAM

The technical team that supports the CDI process includes:

- **Barbara Raye**, Center for Policy Planning and Performance (facilitator and evaluator)
- **Katie Thering**, (Block Exercise Coordinator) Block exercise team includes table facilitators, and sketchers
- **Miranda Walker**, Aeon (financial analysis for the block exercise)
- **Tom Leighton**, Tangible Consulting (presentation on transit-oriented design and land use principles)
- **Gretchen Nicholls**, Twin Cities LISC (CDI Coordinator)



Mark your calendars!

We encourage you to attend all four events

All workshops will be held at the
Robbinsdale City Hall
4100 Lakeview Ave N, Robbinsdale, MN 55422

Workshop I: Gather Information

Wednesday, June 27, 2018; 6:00- 8:00 pm

Workshop II: Development Opportunities – The Block Exercise

Wednesday, July 18, 2018; 6:00 – 8:00 pm

Workshop III: Developer Discussion

Wednesday, August 1, 2018; 6:00 – 8:00 pm

Workshop IV: Framing Recommendations

Wednesday, August 22, 2018; 6:00 – 8:00 pm

The Corridor Development Initiative is a program of Twin Cities LISC



Childcare will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to request childcare.

All events are free and open to the public

For more information, contact:

Marcia Glick, City of Robbinsdale at 763-531-1258 or mglick@ci.robbinsdale.mn.us
Gretchen Nicholls, Twin Cities LISC at (651)265-2280 or gnicholls@lisc.org

www.ci.robbinsdale.mn.us or <http://bit.ly/2GBxiPr>

Above: Save the Date postcard that was mailed to residents.

The series of CDI community workshops were held at the Robbinsdale City Hall. They included:

WORKSHOP I: GATHERING INFORMATION

WEDNESDAY, JUNE 27, 2018

Presentations were provided by City staff, Hennepin County staff, and Tom Leighton (Tangible Consulting), to share previous planning work and ideas about the potential development of the Robbinsdale LRT Station site. Participants were asked to respond to four questions:

1.) What makes the Robbinsdale LRT Station interesting or unique?

Themes: Historic downtown, small town feel, Hubbard Market Place, great views, central location, diversity of local businesses.

2.) What could be accomplished through development that would improve or enhance the area?

Themes: Improved pedestrian experience, attract vitality and economic benefits, create entrance to downtown, good location for housing, more local job opportunities, increased tax base through density, Robbinsdale farmers market.

3.) What concerns for the area do you have as future development occurs?

Themes: Parking overflow to residential streets, traffic management (especially 42nd Avenue), accessibility for all abilities, increased demand for city services, influx of national chains, loss of existing businesses, provide balance of housing options, noise control.



The opportunity site adjacent to the Robbinsdale LRT station.

4.) *Are there specific types of uses that this site could accommodate (e.g. housing, services, retail or commercial uses, etc.)?*

Themes: Mixed-use development, diverse restaurants, co-working spaces, rental and ownership housing, public amenities, event space.

WORKSHOP II: DEVELOPMENT OPPORTUNITIES – BLOCK EXERCISE WEDNESDAY, JULY 18, 2018

Participants worked at three tables to explore different development scenarios for the site. The scenarios were presented to the large group, and everyone discussed what they learned through the exercise. Participants did a good job of identifying scenarios that were financially feasible.

WORKSHOP III: DEVELOPER DISCUSSION WEDNESDAY, AUGUST 1, 2018

Developer Panelists include:

- **Chris Velasco**, PLACE
- **Peter Remes**, First & First
- **Miranda Walker**, Aeon
- **Chris Wilson**, Project for Pride in Living (PPL)
- **Mark Laverty**, Saturday Properties
- **Sarah Larson**, Landon Group

Panelists, representing a variety of development expertise (mixed-use, affordable and market-rate housing, and commercial uses), responded to questions from participants and provided information on the challenges and opportunities for redevelopment for the station area. All agreed that the Hubbard building should be reused if possible, offering a unique and special element to the area. Wrapping the parking wrap with housing would provide a more inviting presence near the station (a parking structure should never just be a parking structure.) And create small spaces that are affordable for businesses. They advised that car use is changing dramatically

and radically. Be ready to shift. Don't be afraid of density on this site. It's a central intersection that can support a higher level of activity, and can help to increase the tax base. Higher density, designed well, will attract people and enhance the vitality of the area. The opportunity to create a beautiful pedestrian promenade that connects the LRT station to Robbinsdale's historic downtown would be the focal point that brings it all together.

WORKSHOP IV: FRAMING RECOMMENDATIONS

WEDNESDAY, AUGUST 22, 2018

Draft development guidelines were reviewed and edited by participants to reach consensus for the final recommendations (Attachment A).

COMMUNITY PARTICIPATION

Workshop participants were largely residents and business owners from the immediate and surrounding area. Robbinsdale, Hennepin County, and Metro Transit staff also attended, as well as city and county officials. 65% of attendees participated in 2 or more of the four workshops.

EVALUATION SUMMARY OF THE CDI PROCESS

Feedback forms were provided at the end of each of the four sessions. Questions were asked to assess the success of the meeting in meeting its goals, what participants saw as helpful/working well, and what improvements or additional information they might need going forward.

They were also asked the level of support they had for the project and if they would recommend the project to other cities. In the final meeting they were asked if they supported the recommendations developed by the group.

Not all participants completed an evaluation form and not all those that did return a form answered all of the questions. However, overall people were satisfied to very satisfied with the project, felt that each session was either excellent or good in meeting its goals, would recommend the process to other cities, and supported the final recommendations.

People reported gaining:

- New information
- (2) Understanding
- Relationships
- (2) Insight
- Ideas and understanding of the process
- Transparency
- I have far more understanding of what is realistic and possible for Robbinsdale

Sample comments included:

- Keep doing this for future development
- Leaders were effective in keeping group discussion on track!
- Well done!
- Good job, I'm enjoying the process.
- Thank you – Go Robbinsdale
- This is the way you engage citizens

CONCLUSION

The Corridor Development Initiative submits the attached recommendations and development guidelines to the Robbinsdale City Council and Planning Commission, Hennepin County, and Metro Transit for your consideration regarding the Robbinsdale LRT station area.

ATTACHMENTS

- A. Robbinsdale LRT Station CDI Development Guidelines
- B. Map of the study area
- C. Workshop I presentations (City of Robbinsdale, Hennepin County, Tangible Consulting)
- D. Small Group Discussion Notes (Workshop I)
- E. Block Exercise Summary Sheets (Workshop II)
- F. Developer Panel Discussion Meeting Notes (Workshop III)
- G. Evaluation Summary
- H. Attendance list for the Robbinsdale LRT Station CDI workshops
- I. Overview of the Corridor Development Initiative
- J. Announcement / publicity flyer for the Robbinsdale LRT Station CDI workshops

ATTACHMENT A. ROBBINSDALE LRT STATION CDI DEVELOPMENT GUIDELINES



ROBBINSDALE LRT STATION CDI DEVELOPMENT GUIDELINES

August 2018



OVERVIEW

The City of Robbinsdale has a prime-opportunity site in the middle of the 13 mile stretch of the Bottineau LRT corridor / Blue Line extension. Robbinsdale offers a prominent, vital, authentic downtown within six (6) miles of Downtown Minneapolis and on the Blue Line. Located a block from the main street of Robbinsdale’s downtown (along West Broadway Ave.), the Robbinsdale LRT Station will serve as a central gateway to welcome people to the city. In addition to accommodating 400 parking spaces for transit users, the station offers the potential for a unique public space and complementary uses that provide a fresh version of suburban a multi-modal transit hub.

Robbinsdale cherishes its historic, small town community feel, but is also curious about contemporary uses. The potential of the Robbinsdale LRT Station to honor the city’s past, while keeping current in the surrounding communities, cannot be overstated. The members of the community are actively engaged in this project and the future of the city, which makes this transit and investment opportunity all the more exciting.

Robbinsdale is a vibrant town for people at all stages of life. Its community support make it an ideal place for small and start-up businesses. Parks and trails connect with natural amenities and North Memorial Health (a major employer) is close by. Over 90% of the housing stock is currently affordable for a family of four earning \$71,900 or less and is not income restricted through public resources.



Fig. 25 PLAN OF PROPOSED INITIATIVES IN THE DOWNTOWN CORE (OPPORTUNITY SITE 1)



Several planning diagrams & concepts have been explored for the Robbinsdale area.

Considerable planning has already occurred for the Bottineau LRT corridor, including:

- Robbinsdale Station Area Planning (Oct 2015)
- Robbinsdale Station Area Plan (July 2016)
- Robbinsdale Commercial Market Analysis and Development Assessment (2018)
- Station Area Housing Gaps Analysis, Bottineau Community Works (June 2018)

With the advent of the light-rail transit investment, the City of Robbinsdale and Hennepin County partnered with the Twin Cities LISC/Corridor Development Initiative to lead a series of community workshops to explore development options and scenarios to enhance the Robbinsdale Light Rail Transit (LRT) Station Area, as well as the potential for a more transit-oriented and walkable area. These development objectives are the result of the community workshops, and serve to inform the future development of the Robbinsdale LRT Station site.



ASSETS

Robbinsdale has a proud sense of community. Its location provides easy access to downtown Minneapolis and the northwest and southern suburbs. The city is known for:

- Affordable homes;
- Safe neighborhoods;
- Nationally recognized restaurants;
- An accessible city (walk, bike, roll);
- Excellent healthcare providers;
- Parks and lakes;
- An engaged and supportive community;
- Future access to light-rail transit; and
- Excellent schools, including a language immersion program, international baccalaureate curriculum, arts school, and a science technology engineering and math magnet school.

Robbinsdale will be a strong financial partner (AA+ rated), offering a progressive redevelopment program with the option of tax-increment financing to achieve critical community goals.

DEVELOPMENT GUIDELINES: ROBBINSDALE LRT STATION AREA

The Robbinsdale LRT station will include a 400 space parking ramp to accommodate transit riders. Additional parking will be required for any new development on or adjacent to the site (e.g. housing, commercial, office space). The site must also provide right-of-way for buses to pick up and drop off riders near the station. The site also includes the Hubbard Marketplace, a two-story repurposed fire station that is currently vacant. The building offers an unusual and unique space which the community would like to preserve if feasible.



Location of the existing opportunity site along the Bottineau LRT corridor.

The site is 3.5 acres that will be publicly owned land, with portions owned by the City of Robbinsdale, Hennepin County, and Metro Transit. All three public partners are working collaboratively to ensure that the station reaches its full potential, guided by community priorities and economic viability. A successful public/private partnership may benefit from the broader collaboration of public partners and full range of funding mechanisms (e.g. federal, regional, county and city). For example, funding for the park and ride transit spaces will be paid for with federal resources, and there may be grant opportunities through the Metropolitan Council's Livable Communities Demonstration Account (LCDA) funds.

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RECOMMENDATIONS FOR THE ROBBINSDALE LRT STATION SITE

GOAL 1: Create a strong public/private collaboration that fosters greater connectivity and accessibility for the Robbinsdale downtown area.

- A. Provide pedestrian paths and clear way-finding to connect the LRT station to downtown.
- B. Develop a visual promenade of commercial uses along 41½ Avenue leading to downtown, along the edge of the Hubbard Marketplace, creating a town square with wide sidewalks.
- C. Develop safe pedestrian pathways through the transit connection station (pedestrians are priority).
- D. Maintain a visual connection from the transit platform to downtown.
- E. Incorporate liner development (residential or commercial uses) on the exterior of the parking ramp.
- F. Consider the use of glass to enable “eyes on the street” for commercial spaces to improve safety.
- G. Consider amenities for housing located above the parking ramp.
- H. Add green space to soften the built environment that would allow for outdoor use year-round.
- I. Utilize landscaping, lighting, and streetscape amenities to create stronger pedestrian district.
- J. Limit surface parking with new development and encourage underground or structured parking.





GOAL 2: Preserve neighborhood character.

- A. Explore lifecycle housing.
- B. Consider a variety of housing types, including rental and ownership units for new residential (e.g. liner development around parking ramp, doors along Hubbard Avenue).
- C. Prioritize the option of preserving the Hubbard Marketplace and explore possible creative uses (e.g. maker spaces, shared worker space, event center, etc.).
- D. Maintain small businesses in the area, and recruit complementary businesses.
- E. Strengthen the vitality of the area through increased density and mixed commercial and residential uses.
- F. Engage community members early in the process as development opportunities appear.
- G. Promote high-quality design, reflecting quality materials established in downtown buildings (refer to the Robbinsdale Architectural Design Guidelines).
- H. Create opportunities to live, work, learn, play – the spectrum of elements for a healthy community.

GOAL 3: Support mixed-use and higher density development to enhance vitality and livability and fully utilize the transit amenity.

Support was expressed for:

- A. Artist, maker, entrepreneurial live/work space;
- B. Coworking space;
- C. Multifamily ownership options;
- D. Acceptance of affordable housing, if needed, to make the project work financially;
- E. Commercial uses along 41^{1/2} Avenue and transit convenience retail along street level of parking ramp (along bus route);
- F. Shared parking for surrounding businesses and the downtown area;
- G. Commercial uses that enhance rather than compete with downtown Robbinsdale main street vitality;
- H. An events space (potentially in the Hubbard building); and
- I. Convenience services (e.g. food, bike shop, etc.), especially near the transit station.



FOR MORE INFORMATION, CONTACT:

Marcia Glick
City of Robbinsdale
(763) 531-1258
mglick@ci.robbinsdale.mn.us

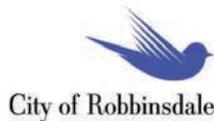
ATTACHMENT B. MAP OF THE STUDY AREA



Corridor Development Initiative Robbinsdale Station June 27, 2018

Marcia Glick, City Manager

Rick Pearson Community Development Coordinator



Light Rail Transit (LRT) Planning

Proposed Schedule

- 2014–2016 Development
- 2016 Environmental Review
- 2017 60% Engineering
- 2018 90%,100% Engineering,
Funding Agreements
- 2019–2020 Construction
- 2022 Opening



Where We're At Today

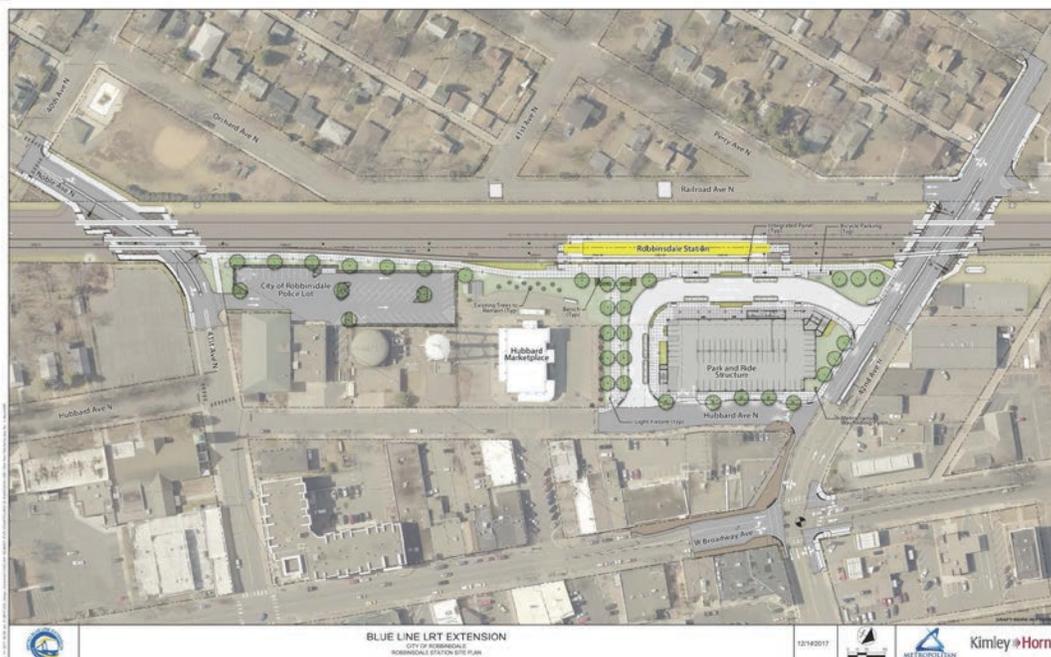
Milestones Achieved

- City Downtown Zoning Recommendations being advanced
- Project at 90% design and engineering; 100% plans expected in August
- Acquisitions when properties were for sale: Northside Oriental Market, Dentist Office, BP Station

Hurdles To Clear

- Federal funding application to be submitted
- Negotiations with the BNSF Railroad

Station Location

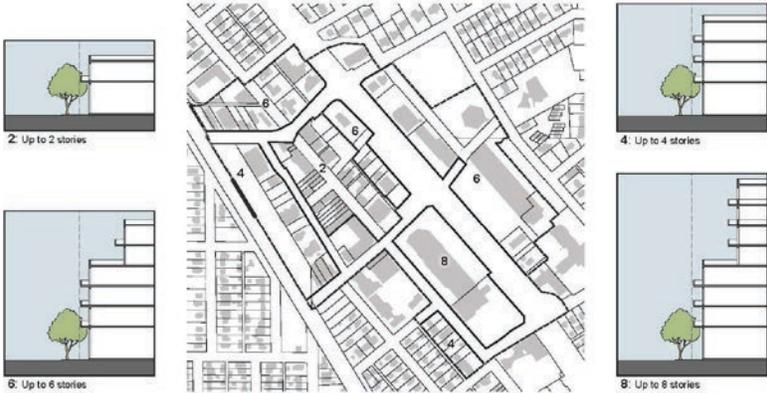


Area today



Form Zoning Updates

Proposed Building Heights



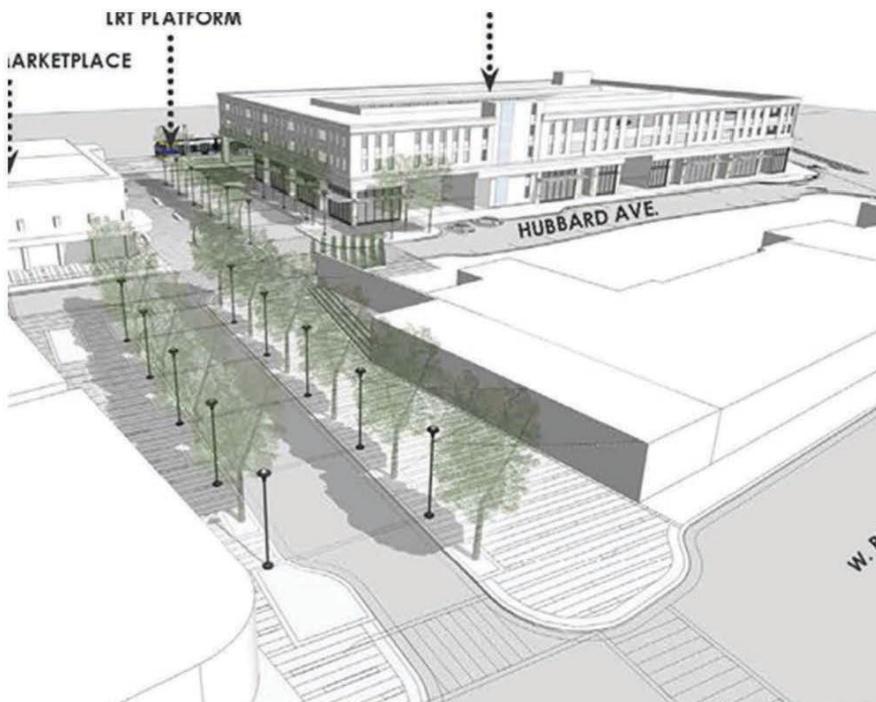
ROBBINSDALE
T.O.D. ZONING DISTRICT UPDATE
MARCH 15, 2018

ROTTENBAU CORRIDOR LRT
BLUE LINE EXTENSION
HENNEPIN COUNTY
COMMUNITY WORKS

Many LRT Station Concepts Explored Summer 2015 - Present

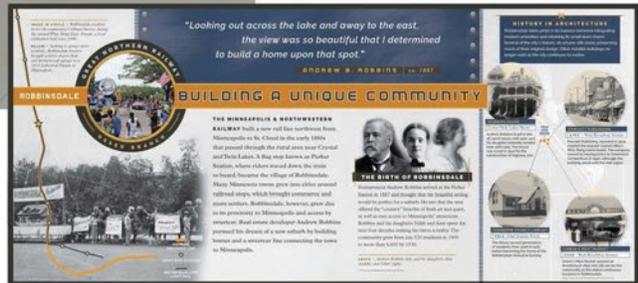
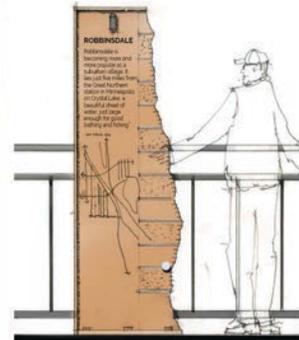


Visual connection between Station and West Broadway



Historic Elements in Station Area

Required for impact to historic rail alignment

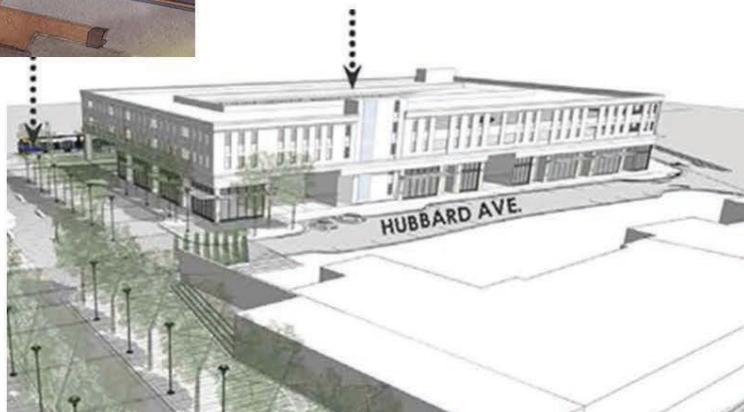


Aesthetics Vs Function



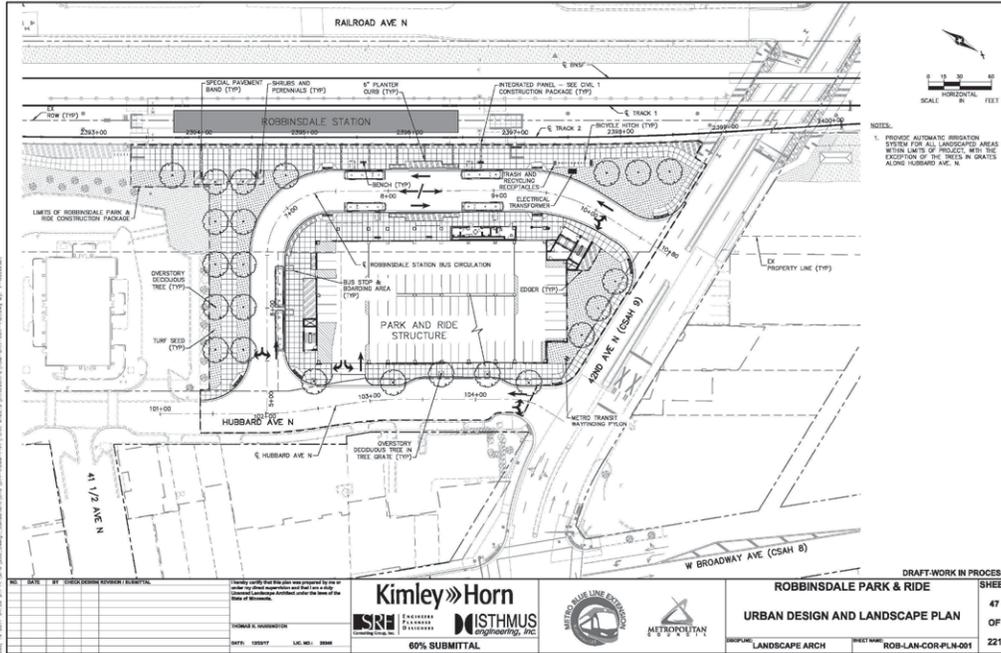
2015 – Commercial in front and south. Scissors parking. Looped bus path. Circulation geometry issues as well as actual site size in transition from artist concept to structural requirements.

2017 – Flat parking levels for future repurposing. Much larger footprint and commercial concept panned by market experts.

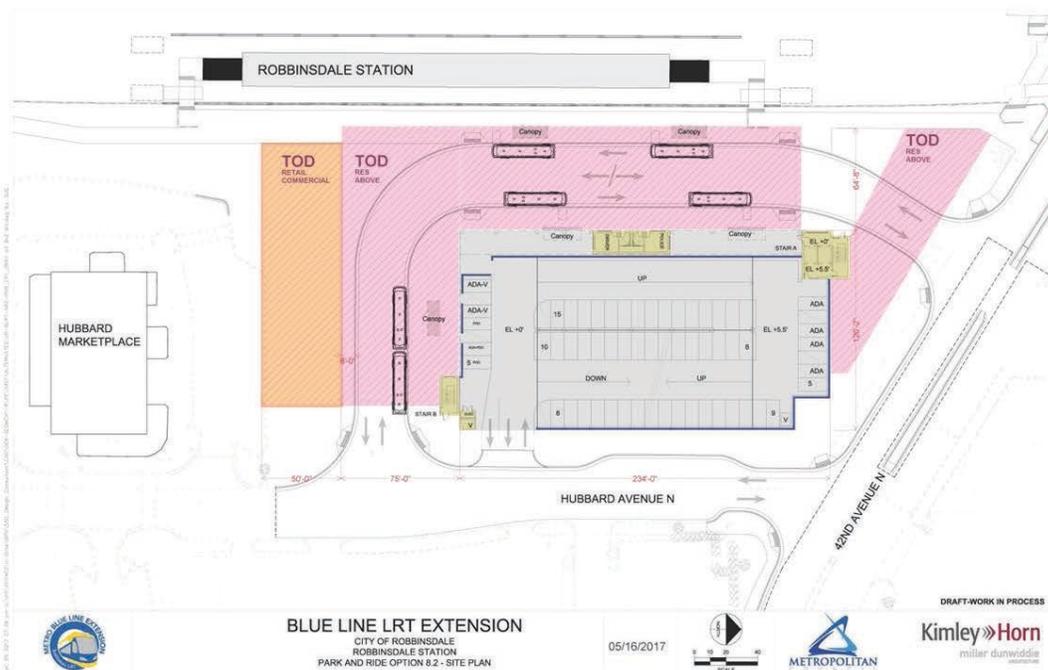


Park & Ride Layout

Smallest Footprint/Shortest Building



Development Footprint Option



LRT Station/Park& Ride Without Development





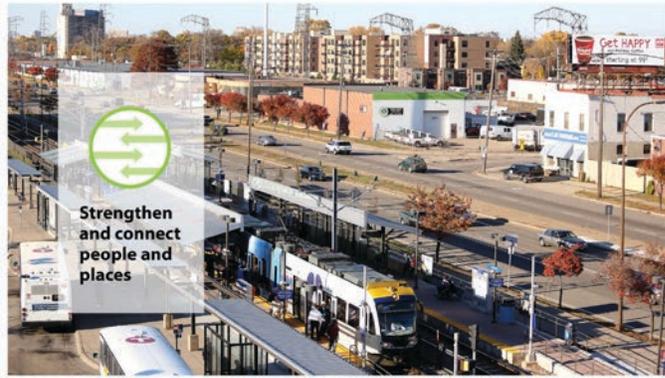
Bottineau Corridor Community Works

June 27, 2018

Hennepin County



Enhance the tax base



Strengthen and connect people and places



Stimulate economic development



Innovate and advance sustainability



Bottineau Community Works



Improving mobility and connections for people walking, biking and rolling.



Increasing the impact of public and private investments in housing, commercial development and infrastructure.



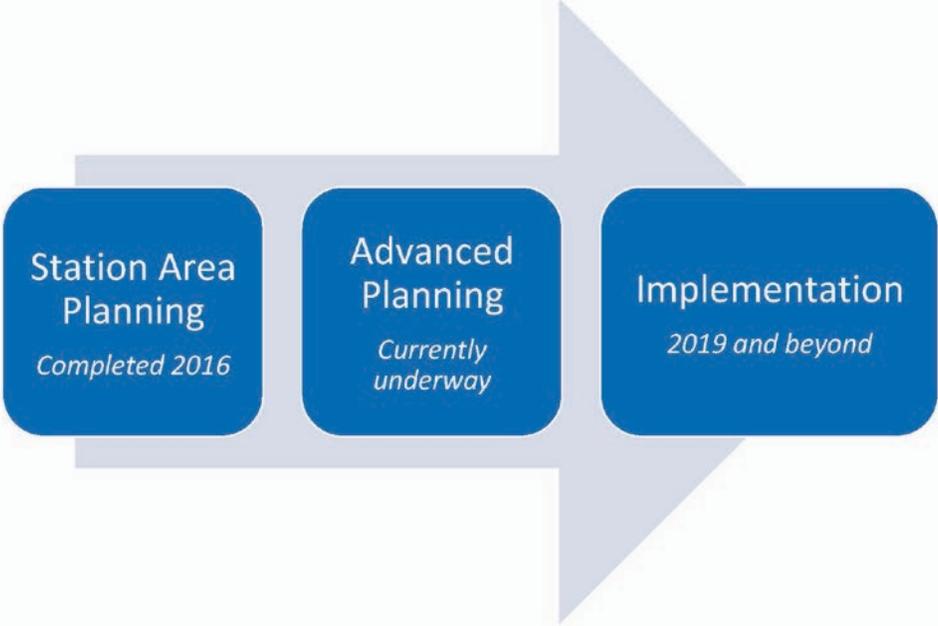
Creating economic opportunity through increased access to jobs, as well as business recruitment and development.



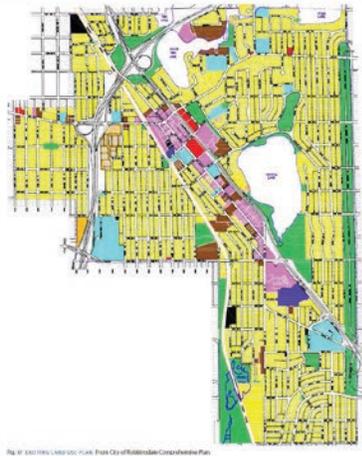
Fostering healthy communities connected to regional services and amenities, educational institutions, public spaces and natural places.



Moving from community vision to reality



Robbinsdale Station Area Planning



Bottineau Community Works 2018-19 Focus Areas

Advanced planning, building on existing work & moving to implementation in advance of opening day.

- Housing and Market Analysis
- TOD Zoning
- Infrastructure
- Economic Development
- Creative Placemaking
- Tying Theory to Practice
- Community Engagement



Kerri Pearce Ruch

Kerri.PearceRuch@hennepin.us, 612-348-3080
hennepin.us/bottineau



Community Works

701 4th Avenue South, Minneapolis

Corridor Development Initiative – Robbinsdale Robbinsdale LRT Station Area

Presentation by Tom Leighton, Tangible Consulting Services
June 27, 2018





Key Questions

Transit-Oriented Development

- What is transit-oriented development?
- Why is it considered desirable by policy makers?
- What does it look like?

Density

- What does density mean?
- Why does it matter?

Affordable Housing

- What is affordable housing?
- What's the fuss about?
- What does it look like?

Parking Ramp Codevelopment

- What is parking ramp co-development?
- How would that work here?



TRANSIT-ORIENTED DEVELOPMENT (TOD)

Why do planners and cities want to build up areas around transit stations?

- Efficient and sustainable land development pattern
- Benefits transit service
- Provides benefits to residents and workers
- In Robbinsdale, station area development would support the existing downtown business district, add shoppers for local businesses, and make the area more active and vibrant



Metro Lofts, Green Line, Westgate Station



TRANSIT-ORIENTED DEVELOPMENT (TOD)

Benefits to residents and workers

- Convenience
- Household economics
- Might offer nearby stores and services
- Might offer housing options that are in short supply



Green Line, University Ave & Dale Street



TRANSIT-ORIENTED DEVELOPMENT (TOD)

What would you want from TOD in your community?

- Good neighbors
- Attractive design
- Well managed properties
- Retail stores, services
- New housing options
- What else?



2700 University, Green Line, Westgate station



TRANSIT-ORIENTED DEVELOPMENT (TOD)

Density

- TOD policies support density near station areas
- A certain amount of density is often needed to make a development financially viable



Oaks Station Place, Blue Line, 46th Street Station



TRANSIT-ORIENTED DEVELOPMENT (TOD)

Density: design matters



AFFORDABLE HOUSING

What are we talking about?

What does “affordable” mean?

- Housing is considered affordable to a family or household if it costs 30% or less of the total household income

Affordable Housing Types

- Public housing
- Section 8 housing
- Housing for the homeless or other special needs
- **Other rent-restricted affordable housing**



AFFORDABLE HOUSING

What are we talking about?

Households served

- Housing would be affordable to families earning 50% to 60% of the Twin Cities median income (\$94,000).
- I.e., households served would earn up to \$47,000, or \$57,000
- The median income in Robbinsdale is around \$60,000 (from Data USA)
- Starting salaries for teachers in Robbinsdale School District is around \$40,000 per year

Rent levels

- Rent levels would be set at \$1,100 to \$1,300 for a 2-bedroom apartment unit, including utilities



AFFORDABLE HOUSING

What would you want from affordable housing in your community?

- Attractive design
- Well managed properties
- New housing options
- What else?



"Hamline Station", Green Line, Hamline Station



AFFORDABLE HOUSING



AFFORDABLE HOUSING



Corridor Flats, Blue Line, Lake Street Station



Oxford Village, Hopkins



Parking Ramp Co-development

Why is it being considered?

- Adds development near the station
- Additional housing support's Robbinsdale's downtown businesses
- Could improve the street appearance of the building



Midtown Exchange Condos



Parking Ramp Co-development

Why is it being considered?

- Adds development near the station
- Additional housing support's Robbinsdale's downtown businesses
- Could improve the street appearance of the building



Midtown Exchange Condos



Robbinsdale LRT Station Area

CDI Workshop I – June 27, 2018

Small Group Discussion Notes

1. What makes this area interesting or unique?

<p>Downtown / Location</p> <ul style="list-style-type: none"> • Proximity as a first-ring suburb / close to Hwy 100 • Historic downtown • Historic • True downtown • Close to Minneapolis • Small downtown • Location of LRT – central to downtown <p>Neighborhood Character / People</p> <ul style="list-style-type: none"> • Amenities and character • Small town feel and good neighbors • Hometown feel • Family oriented • Historic – Hubbard Market Place, library • Safety • Engaged residents 	<p>Businesses</p> <ul style="list-style-type: none"> • Diversity of local businesses <p>Access and Mobility</p> <ul style="list-style-type: none"> • Ped / bike connections • Parks / Parks for kids • Children – access to play <p>Potential for redevelopment</p> <ul style="list-style-type: none"> • Great views • Possible connectivity • Nothing – open and minimally developed • Probably easiest area in Robbinsdale for development
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2. What could be accomplished through development that would improve / enhance the area?

<p>Access and Mobility</p> <ul style="list-style-type: none"> • Improved pedestrian experience • More frequent transit • Improve bike pedestrian routes • Better turn signals / flow / light sequencing • More walkability / more biking / sidewalks • Parking <p>Housing</p> <ul style="list-style-type: none"> • Good location for affordable housing 	<p>Tax Benefits</p> <ul style="list-style-type: none"> • Increased tax base • Raise tax base through density <p>Business mix</p> <ul style="list-style-type: none"> • Increased retail / mixed use • Complements existing businesses • Diverse businesses • What mix to support business – workers for amenities • Attract more businesses
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<p>Attract Vitality and Economic Benefits</p> <ul style="list-style-type: none"> • Enhance Robbinsdale as a destination • Robbinsdale Farmer’s Market • More people help to activate / energizes businesses • People (non-residents) stop and shop • More development = more local job opportunities 	<p>Place-Making</p> <ul style="list-style-type: none"> • Robbinsdale Farmer’s Market • Create new entrance to downtown Robbinsdale • Improved visual
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3. What concerns for the area do you have as future development occurs?

<p>Parking and Traffic</p> <ul style="list-style-type: none"> • Parking / overflow to residential streets • Traffic patterns – along 42nd particularly • LRT traffic dividing the town • More traffic management needed • Is there enough parking? • 42nd traffic already difficult <p>Access and Mobility</p> <ul style="list-style-type: none"> • Accessibility to a diverse pool of residents / abilities • Pedestrian crossing streets and rail / LRT accidents <p>Infrastructure Capacity and City Services</p> <ul style="list-style-type: none"> • Expanded police, fire • Infrastructure capacity • Safety (police & fire) 	<p>Commercial Uses</p> <ul style="list-style-type: none"> • Influx of national chains • What about Robin Center – is the 100% corner moving? • Loss of existing businesses • Commercial viability (empty storefronts like West End) • Loss of unique businesses / authentic identity like Butcher shop, St. Petersburg <p>Housing</p> <ul style="list-style-type: none"> • Too much affordable housing – more market rate • Do we need more senior housing? • Ensure a balance of affordable housing <p>Other</p> <ul style="list-style-type: none"> • Teardowns – need thoughtful redevelopment • Sprinkled buildings • Noise control
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4. Are there specific types of uses that these sites could accommodate (e.g. housing, services, retail or commercial uses, etc.)?

<p>Commercial Uses</p> <ul style="list-style-type: none"> • Keep existing service businesses • Mixed-use (3) • Local retailers – not chains • Diverse restaurants – relocate oriental market 	<p>Destinations / Attractions</p> <ul style="list-style-type: none"> • Hubbard building = Community Center! • More amenities <p>Multi-Modal Transportation</p> <ul style="list-style-type: none"> • Less dependence on cars
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<ul style="list-style-type: none"> • HM – restaurant – Ped waiting (do riders wait?) • Event space – more than 50 people • More commercial • Cinema @ HM – dinner & show • Another watering hole • Co-working space • Bookstore • Pet shop • Shoe repair • Parking ramps w/ mixed use 	<p>Housing</p> <ul style="list-style-type: none"> • Apartments • Affordable housing <p>Other</p> <ul style="list-style-type: none"> • How can Robbinsdale be a more inclusive / progressive community?
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5. What additional information would you like to have in order to assess the redevelopment opportunities for the Robbinsdale LRT station area?

- What would the transit station / park & ride / mixed-use housing look like? Who decides?
- Where are the people coming from who will be using the Robbinsdale LRT station?
- Costs
- Things that can be financed
- Market study – highest / best use study
- Market gaps analysis
- ETA
- Is funding available for individuals to start businesses?
- What kind of housing and business needs does Robbinsdale have?
- How will it affect our taxes?

ATTACHMENT E. BLOCK EXERCISE SUMMARY SHEETS (WORKSHOP II)

ROBBINSDALE CORRIDOR DEVELOPMENT INITIATIVE

Table One "The A-Team"

Facilitator: Tom Leighton

SCENARIO 1: HESTE



DETAILS:

- 120 Total Housing units (100% Market rate rental units)
- 4 stories built over parking ramp, with additional underground parking added.
- 25,000 Square feet of commercial

KEY IDEAS: Liner development on two sides of property, plus development over garage & connecting to development along 42nd Ave. Hubbard Marketplace preserved for retail & event center.

RESULTS:

Total Development Cost: \$38,170,000
Over 25% gap. Very little green space on site. The costs of construction will push rents to high points. All market rate housing means little to no public money will be available.



SCENARIO 2: THE NEST AT ROBBINSDALE



DETAILS:

- 120 Total Housing units (50 affordable rental / 70 market rate rental)
- 15,000 square feet of retail
- Underground parking added for housing

KEY IDEAS: Housing along 42nd & Hubbard, Green space between the station & 41 1/2 Ave, Liner retail along ramp & housing.

RESULTS:

Total Development Cost: \$37,970,000
Less than 10% Gap. A secure retail tenant would solve this gap. Otherwise, shrink the retail & increase apartments.

ROBBINSDALE CORRIDOR DEVELOPMENT INITIATIVE

Table Two

Facilitator: Julia Paulsen Mullin

SCENARIO 1: HISTORIC ROBBINSDALE



DETAILS:

36 Total Housing units

- 40% Affordable rental units
- 60% Market rate rental units

5,000 square feet of commercial space

KEY IDEAS: Keeping the Hubbard Building for an event space with an art gallery & restaurant in front. Worried about more traffic at the intersection of 42nd & Hubbard.

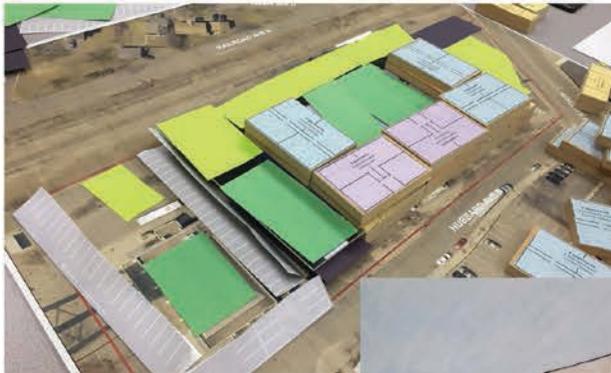


RESULTS:

Total Development Cost: \$13,600,000

Feasible! There is a minimal, but solvable gap.

SCENARIO 2: ARTISTS QUARTERS



DETAILS:

- 50 Total Housing units (8 affordable rental / 24 market rate rental)
- 15,000 square feet of retail
- 100 spaces of underground parking added

KEY IDEAS: Keep the Hubbard building and create a food emporium & green roof with surface parking on each side. Create an active green space along tracks. 8 of the apartments are for artists with work space under.



RESULTS:

Total Development Cost: \$18,725,000

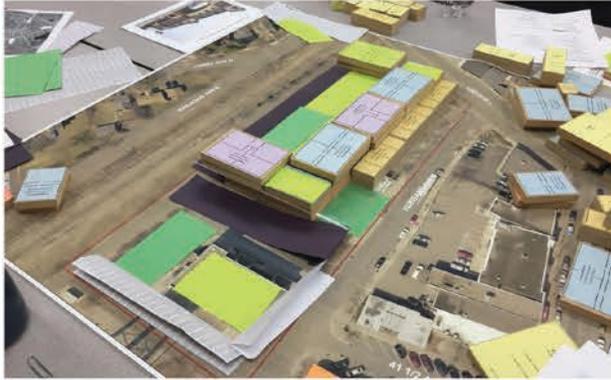
Just over 20% gap, low green space.
For sale units at \$360k.

ROBBINSDALE CORRIDOR DEVELOPMENT INITIATIVE

Table Two

Facilitator: Julia Paulsen Mullin

SCENARIO 3: ROBBINSDALE GREENS



DETAILS:

58 Total Housing units

- 50% Affordable rental units
- 50% Market rate rental units

5,300 square foot retail

KEY IDEAS: Added structured parking (45 stalls, 2 stories) on SW corner. Retail is on SE corner ground floor.

RESULTS:

Total Development Cost: \$19,665,000

Feasible! The green space is low but the gap is minor.

ROBBINSDALE CORRIDOR DEVELOPMENT INITIATIVE

Table Three
Facilitator: Katie Thering

SCENARIO 1: TRANSIT TERRACE



DETAILS:

64 Total Housing units

- 20% Affordable rental units
- 80% Market rate rental units

100 parking stalls added on top of park & ride ramp for residents.

5,500 square feet of office / retail. Commuter related services that do not compete with existing downtown businesses.

KEY IDEAS: Hubbard building converted into community space, parking ramp is wrapped along Hubbard Ave. Green space & amenities on roof of ramp.

RESULTS:

Total Development Cost: \$21,180,000

15% gap but worth playing with. Green space is tight.

SCENARIO 2: ALMOST COMPLETE!



DETAILS:

36 Total Housing units

- 20% Affordable rental units
- 80% Market rate rental units

KEY IDEAS: Hubbard building is converted into an arts space with artist live/work space and coworking space. Parking ramp wrapped with townhomes. Did not have time to complete the scenario.

RESULTS:

Total Development Cost: \$13,200,000

Not feasible, 40% gap. Green space is good.

ATTACHMENT F. DEVELOPER PANEL DISCUSSION MEETING NOTES (WORKSHOP III)

Robbinsdale LRT Station Area Corridor Development Initiative Workshop 3: Developer Panel

August 1, 2018

Robbinsdale City Hall, 4100 Lakeview Ave N, Robbinsdale

Developer Panel Discussion

Facilitated by Barbara Raye, Center for Policy Planning and Performance

Panel Members:

- Sarah Larson, Landon Group
- Mark Laverty, Saturday Properties
- Miranda Walker, Aeon
- Peter Remes, First & First
- Chris Velasco, PLACE
- Chris Wilson, Project for Pride in Living (PPL)

Opening Questions:

1. What is your development expertise?
2. What are your thoughts about the scenarios created in workshop 2?

Sarah Larson, Landon Group

The Landon Group specializes in affordable housing finance. We work with a broad spectrum of developers and real estate owners, from national for-profit housing developers looking for specialized expertise or extra capacity on a funding application, to new nonprofit developers needing full-service project management.

Reactions to the Wksp 2 scenarios: One project can't be everything, and can't serve everyone. There's a lot of commercial and housing in the scenarios. I would suggest that the site be primarily housing, with some commercial.

Mark Laverty, Saturday Properties

Saturday Properties is a property development, leasing, and management company. We develop and own our projects as well as enter joint ventures with trusted partners. We look for development opportunities in walkable neighborhoods that will benefit from increased density. This makes our apartment projects prime retail and office space locations.

Reactions to the Wksp 2 scenarios: Commercial is always tough to figure out. How will it complement downtown businesses? I would recommend that you narrow the commercial

space down to 2500 square feet, and should connect with the transit and the required parking lot. Scenario 2 did a good job with the wrap. Security is important with a public parking ramp.

We are currently completing our first phase of development at the Blue Line station at Lake and Hiawatha, which includes no commercial space (Hennepin County has a service center at street level). The second phase of development will offer some convenient frontage for commercial uses. It takes a while to build a market presence for retail, even at a transit stop.

Miranda Walker, Aeon

Aeon is a responsive nonprofit developer, owner and manager of approximately 4,000 high-quality affordable apartments and townhomes which serve nearly 8,000 people annually in the Twin Cities area. Aeon is also known for our sustainable development practices.

Reactions to the Wksp 2 scenarios: Table 2, scenario 3 and Table 3, scenario 1 carried the most interest for me. They make the most use of mixed income, and have a smaller footprint for commercial. It's hard for housing developers to switch hats to do commercial spaces well.

Peter Remes, First & First

First & First is committed to reimagining historically significant sites within the Twin Cities urban landscape. We transform these neglected spaces into inspired places that facilitate creative and cultural experiences. Each First & First site ultimately becomes a place where creativity and productivity embrace each other whilst enabling dreams to become reality. These revitalized places build bridges to the future that enable us to see both where we are going and also where we have been.

Reactions to the Wksp 2 scenarios: Glad that a number of scenarios preserve the old building. The city needs to look inward to think about what's important to the future of the community. Repurpose the area to find new life, lift up the unique assets. Removing the Hubbard building is another step to undoing what makes this place special. Think about the building, work to develop the area so that it connects to the surrounding residential and commercial areas. Honor the existing Hubbard building to give it new life. Be careful and cautious for how you move forward. Older portions can't be replaced once they are gone.

Chris Velasco, PLACE

PLACE is a nonprofit organization with a mission baked right into our acronymic name: Projects Linking Art, Community & Environment. We exist to create affordable living and working for people of all income levels and backgrounds within sustainable, mixed-use, transit-oriented communities.

Reactions to the Wksp 2 scenarios: I love the "A Team" cred! A number of the scenarios preserve the Hubbard building – that should be the goal, find a viable use, create incentives to get it on track. Transit oriented development (TOD) is not just an apartment building near light rail transit (LRT). Commercial is difficult, but the best way to liven the streetscape. Create small spaces that are affordable for businesses. Consider "condo-ing" the commercial spaces, to help reduce the risk in the project. It would take a lot of work, but would be worthwhile. The parking structure should never just be a parking structure. Car use is changing dramatically and

radically. Be ready to shift. If the higher density scale is done with good design you can get more into the site.

Chris Wilson, Project for Pride in Living (PPL)

PPL builds the hope, assets, and self-reliance of individuals and families who have lower incomes by providing transformative affordable housing and employment readiness services. We help nearly 14,000 individuals and families in the Twin Cities move into affordable housing, earn higher incomes, improve their academic skills, and gain economic independence each year. Previously PPL developed a project at the Midtown Global Market that lined housing around a parking ramp (similar to what could happen at this site).

Reactions to the Wksp 2 scenarios: The old building will never come back – it should be preserved. Also important is to focus on creating a walkable community, extending to what you have already. Make the parking garage levels tall (10 ft – 12 ft high) so that when you don't need parking anymore you can put something else there without tearing it down. 25,000 square feet of commercial is a lot. Most of the current commercial space is probably a smaller footprint. This could be a good site for for-sale residential.

Don't be afraid of density on this site. It's a central intersection that can support a higher level of activity, and can help to increase the tax base. Higher density, designed well, will attract people and enhance the vitality of the area.

Q: When you refer to retail, what do you mean? Restaurants? Shops?

Sarah Larson: Large commercial spaces are challenging financially. The smaller footprint is what people can lease as a tenant. A coffee shop is a typical small footprint. A restaurant would be a larger space.

Chris Wilson: There's a possibility that you could also have some office – being close to downtown, convenient location.

Q: What about shared office space?

Peter Remes: When we start a project we don't know who will be there. Tenants start to show up, create an ecosystem / reef. Like-mindedness attracts like-mindedness – synergy. Unique design, cultural characteristics, offer a much higher potential to create interesting space. All our tenants have been small, locally owned businesses that start with a few people, and grow to hundreds. They are entrepreneurs. Create a place that people (communities) are attracted to, not just tenants.

Chris Wilson: The aesthetic dimension is extremely important. Rise to a higher level than before. Will draw people there. Start with the spirit of a place.

Q: What happened with A Mill Lofts? Could this be a similar live/work space?

Chris Wilson: I live three blocks from the A Mill Lofts. They are all affordable artist housing (restricted income and professional) for 15 years. Eventually the artists will be squeezed out.

Sarah Larson: All publicly financed affordable housing is temporary unless the deed / rent restrictions are extended.

Miranda Walker: Different developers have different motivations. Non-profit mission based developers will preserve the affordability for the long term.

Chris Velasco: Could you do artist live/work housing on the site? Yes. I conducted a survey of artists to determine interest in the site (demonstrate a market for artist live/work housing). Robbinsdale has a stealth artist community – the idea is worth considering. We worked with the City of Portland to revitalize a neglected area. The City wanted street level commercial, but the area wasn't ready. There were artists squatting in the buildings. We worked with the artists to provide live/work space so that they could have legal businesses. It created foot traffic for the area, which eventually evolved into the Pearl District.

Regarding the A Mill Lofts – creating live/work space is not the developers priority. It was to preserve a historic building, which is also a laudable goal.

Q: If the project includes both market rate and affordable housing, how will that effect the project?

Mark Laverty: Mixed income projects, where 20% is affordable with tax exempt bonds, is doable. The development can be strengthened by accessing federal subsidies (bonds). The ratio of how many units are affordable vs. market will vary by site. It's always trickier to finance a mixed income project. More straight forward to do a 100% affordable or market rate project.

Q: What about the ability to do "income averaging" within a project with tax credit bonds, which allows for a range of income levels?

50 – 60% Area Median Income (AMI) is the average income for Robbinsdale. What range of incomes / housing options does the city want to provide?

Chris Wilson: I like the idea of two separate buildings – one affordable, one market rate. Easier to do, path of least resistance. Of the affordable developments we've done in the suburbs, people who live there were already living in the community.

Q: Is there ever too much affordable housing? 93% of the housing in Robbinsdale is affordable.

Miranda Walker: There is not enough affordable housing, even in Robbinsdale. The range of incomes is from 0 – 80% Area Median Income.

Sarah Larson: Based on the need of the community, there is never too much affordable housing. MN Housing awards tax credits, and if a community is identified as "saturated" with affordable housing, they do not allocate credits to a project. They try to ensure that a balance is maintained. It's important to have a range of housing that meets everyone's needs. Most housing does not have income restrictions. It's up to Robbinsdale to figure out what that balance should be.

Chris Wilson: Everyone wants to create a place that attracts people with more means. “Why can’t we have more people with money here?” If it were easy to create that type of result, everyone would be doing it.

Sarah Larson: Consider what LRT does to a community / tax base. It attracts more investment. Will rent levels go up? Do you want to set aside units that will remain affordable 15 years from now?

Q: For-sale units – how would that happen?

The shift away from condos was not as much driven by the market, but by legislation, which required a 12 year tail of liability for the developer, so people stopped building condos. The Legislature just changed the law last year, which should free up the ability to do condos again. It costs the same to build apartments, but not able to get the same rents everywhere. It would probably cost \$360K for a condo / townhome. Would people pay that here?

Q: What are the characteristics of Transit Oriented Development (TOD)?

Chris Velasco: 1.) More compact development – put more uses close by rather than further away. 2.) Foster two-way traffic, destinations to visit rather than merely commuting one-way. 3.) Public place-making component to create an ambiance (exterior, plaza). 4.) De-emphasize dependence on automobiles.

Sarah Larson: I’m struck by the Polices’ surface parking lot near the station area. How could it be incorporated into the development space?

Mark Laverty: Walkability should be the primary focus rather than prioritizing where cars are going, one way streets and angled parking. Walkability / bikeability experience – focus on connections.

Peter Remes: That’s a good way to look at this. Not as a one-off project but how to connect to the surrounding area. Our mission when we do a project is prosperity for the community at large. Job creation. We often have 50 – 75 artists in our projects (artists defined more broadly to include designers, makers, chefs, everyone under the creative umbrella). It’s not just a housing solution. How do you create a more dynamic community. A 9 person business that grows into a 350 person business will change a community. We need to talk about entrepreneur subsidized housing, not just artist housing.

Q: How can we successfully merge the new development structures at the LRT / Hubbard site with the parking lot on Hubbard and the main street on West Broadway?

Mark Laverty: Our redevelopment at 50th and France is a great example (including 49 ½ St to Market St) – similar to the challenge of connecting Hubbard with West Broadway. There was 33 square feet of retail tucked behind, trying to build off the existing retail. We needed to find uses that complemented the area. We included amenities for work-share space to draw more activity / vitality.

Q: These sites are currently publicly owned. How will that inform their public purpose?

Patricia Fitzpatrick (Hennepin County): Multiple public agencies are involved. Hennepin County owns a portion, the City owns a portion, and Metro Transit owns a portion of the site. We will be working together to make the development process work well.

Q: Are there any plans in the City for additional public spaces?

Marcia Glick (City of Robbinsdale): What will the voters support in a referendum? Should we invite a plaza space? A promenade? Will that require more parking? Should the parking be put underground?

Mark Laverty: There should be a permanent easement for a plaza. It's important for public entities to partner with developers – allows for the best use at the end of the day. Good to get everyone to the table.

Chris Wilson: Think of a long, thin connector / corridor. Fill the area with trees, plants, and water. The aesthetic should drive the vision, and the criteria for selecting the developer to work with the City.

Q: How do you attract developers to a site?

Mark Laverty: Requests for Qualifications (RFQ) – you will get a better breath of responses. RFQs identify who the developer is, what they've done versus a Request for Proposal (RFP) which invites developers to submit proposals to build "this" (a specific type of development).

Sarah Larson: An RFP eliminates creative ideas. It indicates exactly what we want, what it should look like. More important is the strength of the developer. Who is a better fit, alignment of vision?

Miranda Walker: RFP or RFQ – ask the developer how they plan to engage the community.

Peter Remes: Do your homework. The more you learn, shape, define your vision the better your story is for the developer. Development is a rear-view mirror activity. Developers take what worked, and move it forward. There is little risk taking – people don't want to do anything different. Our approach has been different. Even if you know what you DON'T want, that's a start. Energy creates energy.

Chris Velasco: An RFP is expensive and limits the pool of proposals. Cities put forward a grand vision, then ask for the highest possible purchase price for the property. When there aren't any successful proposals, the community passion dissipates. Consider offering a sliding scale for the price of the property, depending on how much public value the development proposal offers.

Chris Wilson: Get a team you want to work with, and start with a high level of abstraction (aesthetic, community elements, etc.). The development process is long, and involves a lot of compromise. You want people you trust and like, because you will be spending a lot of time with them. Many developers will tell you what you want to hear.

Q: What final words of advice would you like to offer?

Peter Remes: Now is the time to be proactive, interactive, engage, exchange information to shape your vision. What you are doing here is really great. It's the key to a successful project, and creating an asset for the community.

Chris Velasco: Widen the circle to invite people to this process. Connect with the community. Figure out what you want to have early.

Peter Remes: As the choices narrow, be proactive about seeing what their past projects look like. Development is a business of compromise. Stay committed to due diligence. The wrong partner can be a disaster, and costly to unwind from mistakes.

Chris Wilson: People will go for what's easiest first. Keep pushing for what you want.

Mark Laverty: Engagement – it's awesome that everyone is here, early in the process. Things change because of neighborhood feedback – they know an area well, and have good ideas for how to make something succeed.

Engage in creating the plan – not after things have been set.

Audience thanked the panelist.

Community members are invited to attend the fourth and final CDI workshop when the final recommendations will be determined: **Wednesday, August 22nd, 6 – 8 pm at Robbinsdale City Hall, 4100 Lakeview Ave N, Robbinsdale.**

Evaluation Summary – Robbinsdale

Feedback forms were provided at the end of each of the four sessions. Questions were asked to assess the success of the meeting in meeting its goals, what participants saw as helpful/working well, and what improvements or additional information they might need going forward.

They were also asked the level of support they had for the project and if they would recommend the project to other cities. In the final meeting they were asked if they supported the recommendations developed by the group.

Not all participants completed an evaluation form and not all those that did return a form answered all of the questions. However, overall people were satisfied to very satisfied with the project, felt that each session was either excellent or good in meeting its goals, would recommend the process to other cities, and supported the final recommendations.

People reported gaining:

- New information
- (2) Understanding
- Relationships
- (2) Insight
- Ideas and understanding of of the process
- Transparency
- I have far more understanding of what is realistic and possible for Robbinsdale

Sample comments included:

- Keep doing this for future development
- Leaders were effective in keeping group discussion on track!
- Well done!
- Good job, I'm enjoying the process.
- Thank you – Go Robbinsdale
- This is the way you engage citizens

ATTACHMENT H. ATTENDANCE LIST FOR THE ROBBINSDALE LRT STATION CDI WORKSHOPS

Robbinsdale LRT Station Area

Robbinsdale CDI Workshop Attendance:

Key:

CDI Advisory Group Members (residents)

Govt Staff/CDI Team Advisory Members

First Name	Last Name	Organization	Address	City	Zip Code	Wksp 1	Wksp 2	Wksp 3	Wksp 4
Nowai	Tolbert	Bethel Robbinsdale				1	1		
Jan	Olson	home owner	415 Perry Ave N	Robbinsdale		1			
Colleen	Patterson		4516 Grimes Ave N	Robbinsdale		1	1	1	
Kenn	Patterson		4517 France Ave N	Robbinsdale		1		1	
Lorri	Toomey	Robbinsdale Marine	4137 Lakeland Ave N	Robbinsdale		1	1	1	
Pastor Natt	Friday	Bethel Church	3900 Hubbard Ave N	Robbinsdale	55422	1	1		
Matt	Rentsch			Robbinsdale		1		1	1
Jeff	Ovik			Robbinsdale		1	1		
Dave	Ulbrich		3700 Hubbard Ave N	Robbinsdale		1			
Jessica	Berglin		3905 Scott Ave N			1	1		
Joseph	Courtney		3704 Orchard Ave			1		1	1
Pat	Backen		2936 Zenith Ave N	Robbinsdale		1	1		
Tim	Baylor	JADT Development LLC	1011 W Broadway			1			
Catherine	Sandlund		3320 46th Ave N	Robbinsdale	55422	1			
John	Zieba	resident	3420 Mecidi Ave			1			
Joan	Zieba	resident	3420 Mecidi Ave			1			
Gene	Montanez	www.benefits65.com	4424 Beard Ave N	Robbinsdale		1	1	1	
Kendall	Hicks	resident	4145 Quail Ave N	Robbinsdale	55422	1		1	
Suzanne	Hicks	resident	4145 Quail Ave N	Robbinsdale	55422	1		1	
Jay	Rathall	resident	3125 Chowen Ave N			1			
Justin	Baylor	JADT Development LLC	1011 West Broadway			1			
Sherief	Elabbady	HRC				1	1		1
Marcia	Glick	City of Robbinsdale				1	1	1	
Rick	Pearson	City of Robbinsdale				1	1	1	1
Colleen	O'Connor Toberman	Blue Line Coalition				1	1		1
William	Blonigan	Robbinsdale City Council				1	1	1	
Colin	Evenson	BPO - Metro Transit				1	1	1	1
David	Davies	BPO - Metro Transit				1	1	1	1
Alicia	Vap	BPO - Metro Transit				1	1	1	
Susan	Morrow		4011 Hubbard Ae N				1	1	
Sue	Weinberg		4221 York Ave N	Robbinsdale			1	1	1
Paul	Dodd		3605 Abbott Ave N	Robbinsdale	55422		1		
Shane	Yager		5213 Scott Lane	Robbinsdale	55422		1		
Melanie	Sedqi		3403 26 1/2 Ave N				1		
Kelly	Groehler						1	1	
Paula	Mazzacano	resident	3800 Noble Ave N			1	1	1	1
Jill	Byrnes	resident	4024 Shoreline Drive				1	1	1
Bris	Mattson	resident	3317 Halifax Ave N				1		
Chris	Schmitt							1	
Dan	Paro							1	1
Laurie	Ondich	Broadway Court Senior Apts	4600 41st Ave N	Robbinsdale	55422			1	
Linda	Hrobak							1	
Pam	Haack		3539 Grimes Ave N					1	
Rebecca	Allen	resident							1
Kerri	Pearce Ruch	Hennepin County				1	1	1	1
Patricia	Fitzgerald	Hennepin County				1	1	1	
Mike	Opat	Hennepin County Commissioner							1
Elise	Durbin	Hennepin County				1	1	1	1
TOTAL						33	28	27	15

Developer Panelists (Wksp 3)

Chris	Velasco	PLACE						1	
Peter	Remes	First & First						1	
Miranda	Walker	Aeon						1	
Chris	Wilson	Project for Pride in Living						1	
Mark	Laverty	Saturday Properties						1	
Sarah	Larson	Landon Group						1	

CDI Tech Team

Barbara	Raye	Center for Policy Planning and Performance				1	1	1	
Tom	Leighton	Tangible Consulting				1	1		
Katie	Thering	Katie Thering Photography					1		
Miranda	Walker	Aeon				1	1	1	
Gretchen	Nicholls	LISC				1	1	1	1



Corridor Development Initiative

Overview

The **Corridor Development Initiative (CDI)**, coordinated by the **Twin Cities Local Initiatives Support Corporation (LISC)**, is a proactive planning process to assist the planning and development of mixed-use projects, including mixed income, higher density housing along major corridors, with access to transportation options, retail amenities, parks, and job opportunities. CDI fosters an exciting partnership among neighborhoods, city government, and a technical team of development consultants, design experts, and facilitators to connect market opportunities with neighborhood and city goals and raises the level of dialogue around redevelopment issues. In 2007 the Corridor Development Initiative received the American Planning Association's **National Planning Excellence Award for a Grassroots Initiative**.

“The Initiative shows the importance of getting residents meaningfully engaged in shaping the future of their neighborhoods,” said APA Awards Jury Chair Carol Rhea, AICP. “Any community looking for a new way to resolve controversial neighborhood redevelopment and infill issues should consider using this as a model,” she said.

The heart of the program involves an interactive block exercise facilitated by a neutral team of design and development experts from the Initiative's technical team. Through this hands-on educational workshop residents, neighborhood leaders, and other participants develop their own housing or mixed-use development proposals and test them to see whether they are financially viable. As a result, participants learn about cost factors and other considerations developers must address when putting together a proposal.

“The Corridor Development Initiative pulls citizens out of the reactionary role that they play in community development decisions, and into a proactive role where they play an active part in directing development for their community,” said Gretchen Nicholls, Program Officer at Twin Cities LISC and Corridor Development Initiative Coordinator. “It models a new way to engage cities and communities by raising the level of dialogue around redevelopment issues, and setting the stage for future development. People come to realize how density and affordable housing become tools for creating a viable development project,” she said.

Through the Initiative's consensus approach, said Minneapolis Mayor R.T. Rybak, citizen energy is harnessed “to build communities far stronger than anything government can do alone.” The Corridor Development Initiative is used in both urban and suburban cities throughout the Twin Cities metropolitan area, and is being replicated in other cities nationally.

For more information contact:

Gretchen Nicholls
Twin Cities LISC / Corridor Development Initiative
651-265-2280
gnicholls@lisc.org

Videos and testimonials are available at:

<http://tclisc.org/index.php/corridor-development-initiative>

ATTACHMENT J. ANNOUNCEMENT / PUBLICITY FLYER FOR THE ROBBINSDALE LRT STATION CDI WORKSHOPS

Join us in helping guide the future redevelopment of the

ROBBINSDALE LRT STATION AREA

The City of Robbinsdale invites you to participate in a process to ensure that community voice is actively represented to inform decisions about the development of the proposed Robbinsdale Light Rail Transit (LRT) Corridor stop at 42nd and Hubbard.



MARK YOUR CALENDARS!

We encourage participants to attend all four events. All events are free and open to the public.

All workshops will be held at the Robbinsdale City Hall

4100 Lakeview Ave N, Robbinsdale, MN 55422

WORKSHOP I: GATHER INFORMATION

Wednesday, June 27; 6:00 - 8:00 pm

What is important and unique about the Robbinsdale LRT station area? What are the concerns about future development, and what can be achieved through development?

WORKSHOP II: DEVELOPMENT OPPORTUNITIES -- THE BLOCK EXERCISE

Wednesday, July 18; 6:00 - 8:00 pm

Join your neighbors in an interactive workshop to create feasible development scenarios for key sites at the Robbinsdale LRT station area. Design and development experts will be on hand to share ideas and insights.

WORKSHOP III: DEVELOPER DISCUSSION

Wednesday, August 1; 6:00 - 8:00 pm

Explore the opportunities and challenges of development with a panel of developers and market consultants to build a strategic road map for the future of the Robbinsdale LRT station area.

WORKSHOP IV: FRAMING RECOMMENDATIONS

Wednesday, August 22; 6:00 - 8:00 pm

Contribute to the creation of development recommendations for the sites located near the Robbinsdale LRT Station area, which will be submitted to the Planning Commission and City Council.

Sponsored by the
**CITY OF ROBBINSDALE &
HENNEPIN COUNTY**

FOR MORE INFORMATION, CONTACT:

Marcia Glick, City of Robbinsdale at
763-531-1258 / mglick@ci.robbinsdale.mn.us

Gretchen Nicholls, Twin Cities LISC at
651-265-2280 / gnicholls@lisc.org

Or visit www.ci.robbinsdale.mn.us
Or the TC LISC web site <http://bit.ly/2GBxiPr>



City of Robbinsdale



*The Corridor Development Initiative
is a program of Twin Cities LISC*



Childcare will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to request childcare.