**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?
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.
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.
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
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)
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.
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.
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.

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 multimodal access, and provide for a mix of housing options and services that strengthen the existing character of the area and community.
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 41 1/2 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
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
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.
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?

Affordable Housing
What is affordable housing?
What’s the fuss about?
What does it look like?

Density
What does density mean?
Why does it matter?

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](image)

**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](image)
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?

TANGIBLE Consulting Services

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

TANGIBLE Consulting Services

Oaks Station Place, Blue Line, 46th Street Station

Robbinsdale LRT Station: Corridor Development Initiative Summary Report & Final Recommendations
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

Corridor Flats, Blue Line, Lake Street Station

Oxford Village, Hopkins

TANGIBLE Consulting Services
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
### ATTACHMENT D. SMALL GROUP DISCUSSION NOTES (WORKSHOP 1)

## Robbinsdale LRT Station Area

**CDI Workshop I – June 27, 2018**

### Small Group Discussion Notes

1. **What makes this area interesting or unique?**

<table>
<thead>
<tr>
<th>Downtown / Location</th>
<th>Businesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proximity as a first-ring suburb / close to Hwy 100</td>
<td>Diversity of local businesses</td>
</tr>
<tr>
<td>Historic downtown</td>
<td></td>
</tr>
<tr>
<td>Historic</td>
<td></td>
</tr>
<tr>
<td>True downtown</td>
<td></td>
</tr>
<tr>
<td>Close to Minneapolis</td>
<td></td>
</tr>
<tr>
<td>Small downtown</td>
<td></td>
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<tr>
<td>Location of LRT – central to downtown</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Neighborhood Character / People</th>
<th>Access and Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amenities and character</td>
<td>Ped / bike connections</td>
</tr>
<tr>
<td>Small town feel and good neighbors</td>
<td>Parks / Parks for kids</td>
</tr>
<tr>
<td>Hometown feel</td>
<td>Children – access to play</td>
</tr>
<tr>
<td>Family oriented</td>
<td></td>
</tr>
<tr>
<td>Historic – Hubbard Market Place, library</td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td>Engaged residents</td>
<td></td>
</tr>
</tbody>
</table>

### Potential for redevelopment

- Great views
- Possible connectivity
- Nothing – open and minimally developed
- Probably easiest area in Robbinsdale for development

2. **What could be accomplished through development that would improve / enhance the area?**

<table>
<thead>
<tr>
<th>Access and Mobility</th>
<th>Tax Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved pedestrian experience</td>
<td>Increased tax base</td>
</tr>
<tr>
<td>More frequent transit</td>
<td>Raise tax base through density</td>
</tr>
<tr>
<td>Improve bike pedestrian routes</td>
<td></td>
</tr>
<tr>
<td>Better turn signals / flow / light sequencing</td>
<td></td>
</tr>
<tr>
<td>More walkability / more biking / sidewalks</td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td></td>
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</tbody>
</table>

| Business mix | |
|--------------||
| Increased retail / mixed use | |
| Complements existing businesses | |
| Diverse businesses | |
| What mix to support business – workers for amenities | |
| Attract more businesses | |

| Housing | |
|---------||
| Good location for affordable housing | |
3. What **concerns** for the area do you have as future development occurs?

**Parking and Traffic**
- 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

**Access and Mobility**
- Accessibility to a diverse pool of residents / abilities
- Pedestrian crossing streets and rail / LRT accidents

**Infrastructure Capacity and City Services**
- Expanded police, fire
- Infrastructure capacity
- Safety (police & fire)

**Commercial Uses**
- 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

**Housing**
- Too much affordable housing – more market rate
- Do we need more senior housing?
- Ensure a balance of affordable housing

**Other**
- Teardowns – need thoughtful redevelopment
- Sprinkled buildings
- Noise control

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

**Commercial Uses**
- Keep existing service businesses
- Mixed-use (3)
- Local retailers – not chains
- Diverse restaurants – relocate oriental market

**Destinations / Attractions**
- Hubbard building = Community Center!
- More amenities

**Multi-Modal Transportation**
- Less dependence on cars
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.

Block Exercise Summary Sheets

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.

July 18, 2018
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. B 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.
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.
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

Robbinsdale LRT Station CDI – Developer Panel Discussion
Page 1 of 7
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 subsided 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?**

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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 verses 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?**

Robbinsdale LRT Station CDI – Developer Panel Discussion
Perter 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

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### Developer Panelists (Wksp 3)

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

### CDI Tech Team

- Barbara Rave, Center for Policy Planning and Performance
- Tom Leighton, Tangible Consulting
- Katie Thering, Katie Thering Photography
- Miranda Walker, Aeon
- Gretchen Nichols, LISC
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:
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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.

FOR MORE INFORMATION, CONTACT:
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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

Sponsored by the CITY OF ROBBINSDALE & HENNEPIN COUNTY

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.