

Request For Proposals (RFP) for the redevelopment of the Lyn-Lake Parking Facilities



Issued Thursday, January 16, 2020

Proposals due Thursday, April 9, 2020

City of Minneapolis – Community Planning and Economic Development

105 5th Ave S, Suite 200

Minneapolis, MN 55401

www.minneapolismn.gov/cped/Lyn-Lake

Introduction

The City of Minneapolis (“City”) seeks innovative and community-oriented developer(s) to redevelop one or both of two sites at Lyn-Lake. The City will accept RFP proposals for SITE A alone, SITE B alone, or two proposals from the same developer for both SITES A and B. The City will accept and consider proposals that incorporate adjacent properties if the proposal demonstrates site control of those adjacent parcels.

SITE A 1-acre surface parking lot in the Whittier Neighborhood, known as the “Garfield Lot.” The lot is comprised of nine adjacent parcels on Garfield Ave S (see chart at right).

SITE B 2920 Lyndale Ave S in the Lowry Hill East Neighborhood (PID: 3302924440146 and 5,269 sq ft).

This RFP document solicits development proposals within a specified timeframe and provides interested respondents with as much data and information as possible to aid them in preparing a successful proposal. The Minneapolis City Council may offer selected developer(s) exclusive development rights, after which the selected developer(s) would further refine their development proposal, in consultation with the community, to best achieve the RFP’s Development Objectives (see page 6-7). **Proposals are due no later than Thursday, April 9, 2020 at 4:00 p.m.**

Offer/Purchase Price

SITE A Proposers must indicate an offer price for the Garfield Lot in their proposal. In accordance with the City’s disposition policy, the City expects to sell the site for at least fair reuse value and will obtain an independent appraisal to confirm the proposed price is at or above the fair reuse value.

SITE B In accordance with the City’s disposition policy, the City expects to sell 2920 Lyndale Ave S for its fair reuse value. An independent appraisal, commissioned by the City, found a fair reuse value of \$340,000, with the highest and best use determined to be mixed-use apartment over retail.

Pre-Proposal Meeting (optional)

The City will host an informational meeting for those interested in responding to the RFP. City staff from the Departments of Community Planning and Economic Development and Public Works will present the RFP and answer clarifying questions. CPED will host the meeting as follows. Attendance is not required.

Tuesday, February 11, 2020
 3:00 p.m.
 City of Minneapolis CPED Offices
 105 5th Ave S, Suite 200
 Minneapolis, MN 55401

Written Questions

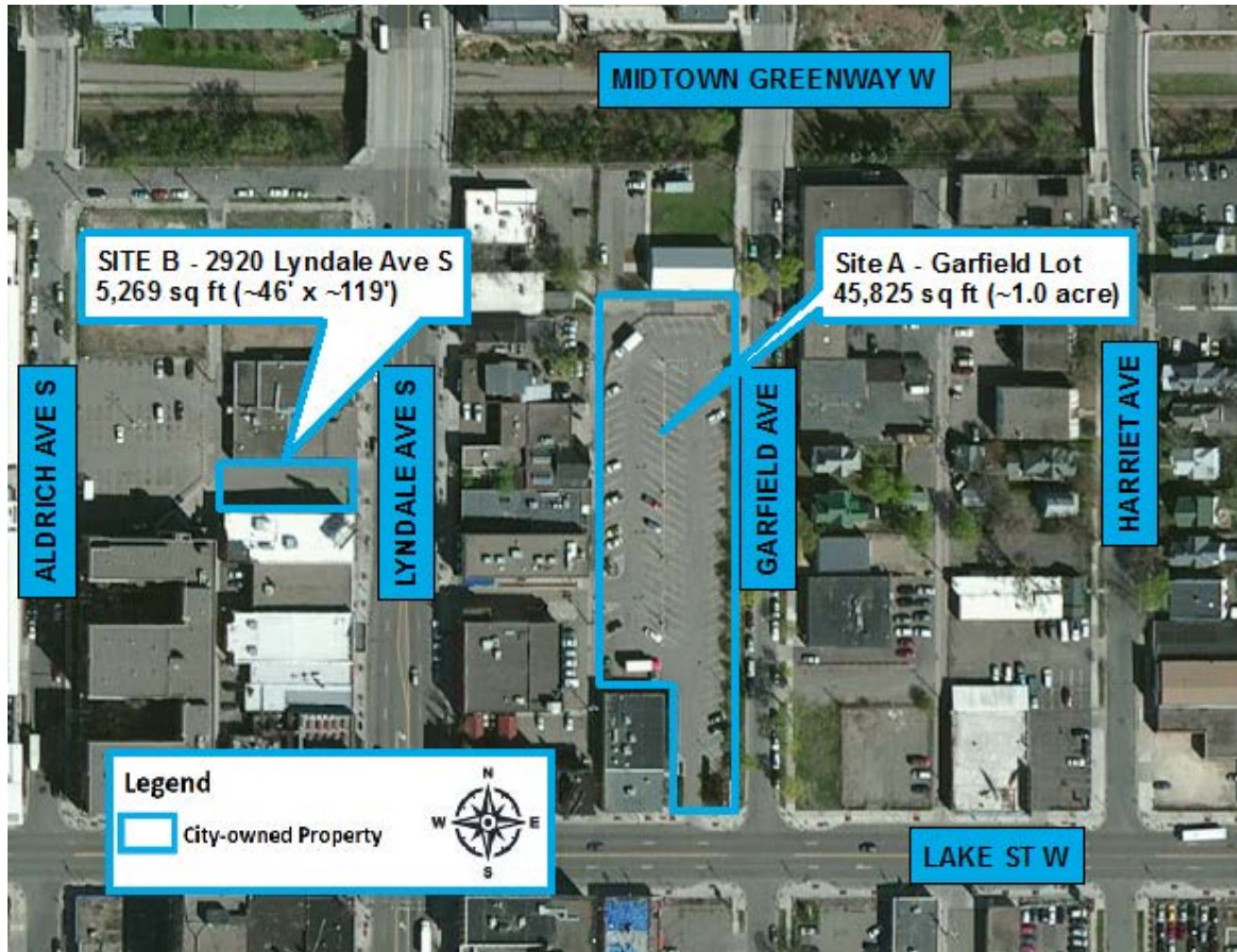
Questions regarding the RFP must be emailed to the department contact, [Rebecca Parrell](mailto:Rebecca.Parrell@minneapolismn.gov), by Monday, February 24, 2020. Questions will be answered in writing and posted on the City’s [website](#) by Friday, February 28, 2020. The department contact cannot vary the terms of the RFP.

City staff may post periodic updates and addenda on the [website](#). CPED encourages potential respondents to periodically check the website for updates.

SITE A Parcels

PID	Address	Approximate Sqaure Footage
3402924330085	2916 Garfield	4,700
3402924330087	2920 Garfield	4,750
3402924330088	2924 Garfield	4,750
3402924330089	2928 Garfield	4,750
3402924330100	2932 Garfield	4,750
3402924330101	2936 Garfield	4,750
3402924330102	2940 Garfield	4,750
3402924330103	2944 Garfield	4,750
3402924330196	2956 Garfield	7,875
TOTAL		45,825
		1.05 acres

Site Map



Site Background

See Attachment 1 for a short history of the development of the Lyn-Lake Parking Facilities. The City will accept and consider proposals that incorporate adjacent properties if the proposal demonstrates site control of those adjacent parcels.

SITE A – The Garfield Lot

The 108-stall Garfield Lot is located on Garfield Ave S between the Midtown Greenway and Lake St W. The site is comprised of nine parcels totaling 45,825 square feet or 1.05 acre (Attachment 2). The Minneapolis Public Works Department currently subcontracts with ABM Parking Services to manage the parking operations and will continue to do so until prior to closing on a land sale of the properties (Attachment 3).

SITE B - 2920 Lyndale Ave S

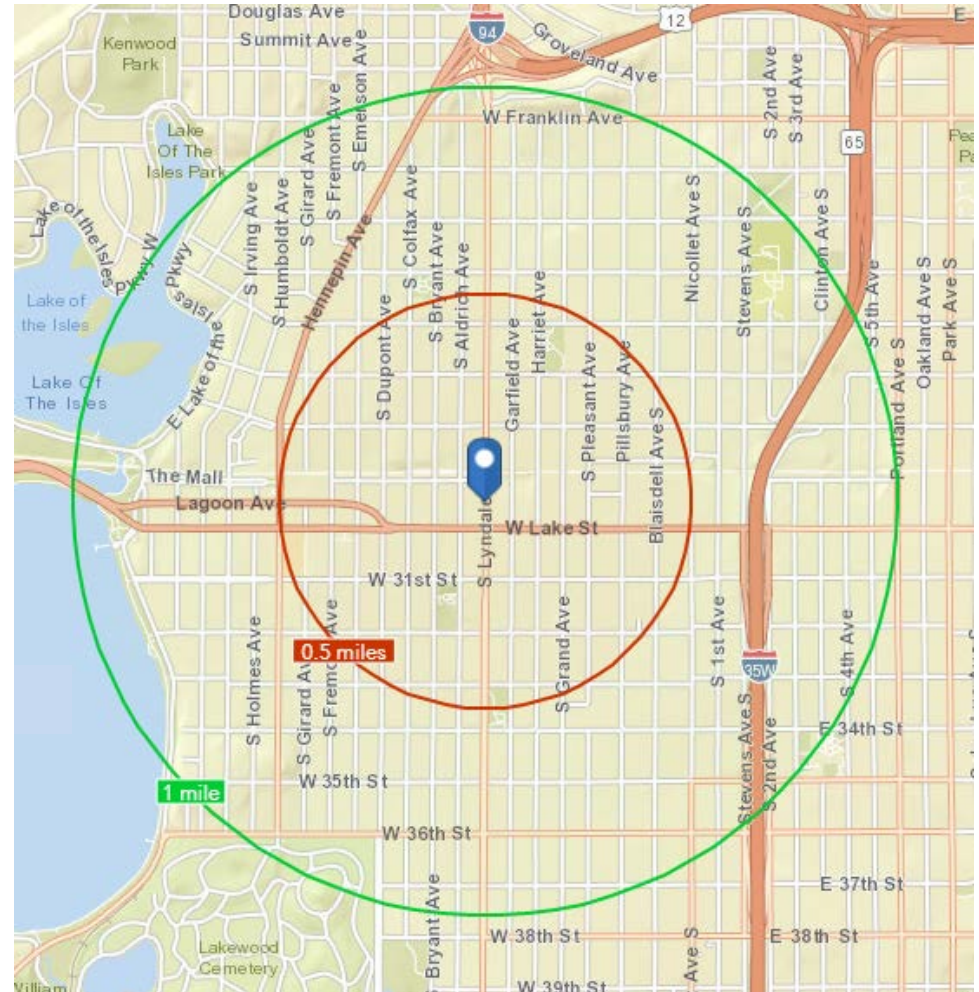
The 2920 Lyndale Ave S parcel is located between the James Ballentine VFW Post #246 and the Herkimer Pub & Brewery. The parcel measures ~46'x~119' and 5,269 square feet (Attachment 4). Vehicles can use the parcel to access the VFW parking lot and Lime Apartments via the alley, although primary access to both is via Aldrich Ave. For redevelopment the City does not require maintaining vehicular access through the site.

Environmental Conditions / As-Is Sale

There are no known environmental site assessments or geo-technical reports completed for either site. The City will provide the selected developer(s) an opportunity to conduct environmental testing under a Right of Entry Agreement with the City.

The City will sell both sites “as-is.” It is the developer(s)’ responsibility to identify, correct, and pay for all costs associated with any environmental remediation related to the redevelopment of the sites. If a proposal requires environmental remediation of any portion of the property the developer(s) may request that the City, subject to City Council approval, sponsor a pollution remediation grant application.

1/2-mile and 1-mile Radius of Sites Map



Source: ESRI Business Analyst Online (BAO) 2019

Community Context

BUSINESS DISTRICT - The Lyn-Lake Parking Facilities are an important part of the thriving Lyn Lake Business District. Within a quarter mile of the intersection there are over 2,700 daytime workers at over 375 businesses. Service businesses represent the largest share of businesses in the area, followed by retail and then food services and drinking places. The largest employment base by industry is food services and drinking places, followed by services and retail. There are also large numbers of employees working in real estate, rental and leasing, and health care and social assistance. Annual sales in retail, food, and drink total over \$194 million (Attachment 5). **The City expects development of the sites to provide public parking benefits, enhance the area by attracting more customers, improve the connectivity and walkability of the intersection, and reinforce the homegrown, eclectic nature of the district.**



PARKING - In 2018, the City hired a consultant to complete a Lyn-Lake Parking Study (Attachment 6) to study the parking supply and demand in the area bound by Aldrich Ave S, Harriet Ave S, 28th St W, and 31st St W. They found the total parking supply in the study area to be 3,673 spaces, categorized as shown in the chart to the right. The study found peak parking times were 5:00-7:00 p.m. on Thursdays and 6:00-8:00 p.m. on Saturdays. On pages 35-38 of the study, using a Shared Parking Demand model, the consultants expect peak demand to be 3,547 spaces.

Parking Supply

Parking Space Type	No. of Spaces
Private commercial	800
Private residential	1,706
Public (on-street and lots)	1,167
Total Supply	3,673

TRAFFIC - [Vision Zero Minneapolis](#) studies crashes and injuries on Minneapolis streets. The intersection of Lake Street and Lyndale Avenue is part of the City’s “High Injury Network,” where 63% of fatal and severe vehicle crashes were on 4% of the City’s streets that carry 18% of vehicle traffic. The Lake Street/Lyndale Avenue intersection ranks first in the city for vehicle-pedestrian crashes and tied for ranking second for vehicle-bicycle crashes. Increased safety at this intersection is an important City objective and development of the sites must contribute, as possible, to alleviating the conflicts between pedestrians, bicycles, and vehicles. The City recognizes that maintaining Garfield Avenue as a one-way street may negatively impact access and circulation to certain types of development. For this reason, **the City is open to reviewing development proposals that consider converting Garfield Avenue to two-way traffic on this block** (Attachment 7).

TRANSIT - Metro Transit’s second busiest bus line – the 21 – travels on Lake Street carrying over 10,000 passengers daily. [Metro Transit is planning a Bus Rapid Transit \(BRT\) B Line](#) along Lake Street to connect the future Southwest Light Rail Transit (LRT) stop at West Lake Street to St. Paul. The goal is to start the B Line construction in 2022 (pending full funding) and begin operations in 2024, with a stop at Lyndale Ave S. Metro Transit also serves the intersection with the north-south line 4 on Lyndale Ave. A rail transit line (either streetcar or light rail) is [planned for the Greenway trench](#), though the project has not yet been funded.

RESIDENTIAL DEMOGRAPHICS - There are approximately 46,500 residents living within one mile of the site. The annual residential growth rate within this area has been about 1% since 2010. Projections indicate the rate will remain relatively similar for each of the next five years. The estimated median household income in the area is \$54,200. Of the 25,414 housing units, the majority (72%) are rental units, 21% are ownership units, and the remaining 7% are vacant and 20% of the occupied units do not have access to a vehicle.¹

¹ 2019 ESRI: U.S. Census Bureau, 2013-2017 American Community Survey

SITE A - Development Objectives - Garfield Lot

Carefully consider each point below and incorporate as much as possible into a proposed redevelopment project:

HEIGHT: Develop the site with a 4-6 story signature building. CPED will accept proposals that exceed six stories if the additional stories achieve additional Comprehensive Plan goals.

USE: Commercial, residential, or mixed-use buildings are appropriate. For projects with residential, the City's [Unified Housing Policy](#) applies. For rental housing, a minimum of 20% of the units must be affordable to and occupied by households earning 60% or less of the Area Median Income (AMI) for at least 30 years. For ownership development, a minimum of 10% of the units shall be affordable to and occupied by households earning 80% or less of AMI for 30 years (Attachment 8). The City will prioritize proposals with more than the minimum percentage of affordable units and/or proposals with units for residents earning less than the maximum percentage of AMI.²

First floor uses fronting Lake St must be commercial, with a preference for storefronts suitable for small, emerging business owners. Think creatively about accomplishing this through partnerships. Review the Easement Agreement with 600 W Lake St- the adjacent property to the west (Attachment 9).

PUBLIC PARKING: Include a minimum of 75 **public** parking spaces on site to be available to the public and customers of area businesses or demonstrate how the needs of the area businesses can be served some other way. The City prefers underground parking and the provision of interim parking during construction.

GREENSPACE/TRANSPORTATION: Repurpose the vehicular Right-of-Way (ROW) (Attachment 10) from Lyndale Ave S to the alley to a pedestrian ROW and consider the continuation of a mid-block pedestrian connection to Garfield Ave S, adding greenspace. Eliminate all vehicular ingress and egress to and from Lake St over the 2956 Garfield Ave S parcel (Attachment 7).

Incorporate elements that accommodate the transportation needs of the public (bike storage, pick-up/drop-off parking, etc.) as well as employees and residents of the development. Design for reducing conflict zones between pedestrians, vehicles, and bicyclists. Limit and narrow driveways along Garfield.

GREEN: Design a project with the goal of achieving LEED Gold certification or higher. Incorporate the following to the maximum extent feasible: renewable energy sources, low-carbon systems, environmentally responsible and sustainable construction practices and building materials, and stormwater best management practices. The City prefers building designs that are 20% more energy efficient than the 2012 building code.

DESIGN: Ensure a high-quality environment through building and site design. Compliment the older brick and masonry buildings at the corner of Lyndale and Lake and support the unique character of the district to enhance the appeal of the intersection. Design the pedestrian realm of the project with significant greening, calming, and safety features.

Be mindful of building massing by including multiple buildings or the appearance of multiple buildings to create a human scale. Break up building massing by using meaningful architectural articulation, including setbacks, recesses, projections, courtyards, etc. The City does not consider material changes to be meaningful articulation. Incorporate multiple entrances that connect to the sidewalk along Garfield Ave.

² City resources and/or subsidies for affordable housing components will be available through the regular competitive processes. The City is open, subject to City Council approval and specific program guidelines, to supporting and assisting the selected developer with any application for federal, state, county, and regional funding for which the proposed development might qualify. Public financial assistance may trigger additional requirements.

SITE B - Development Objectives – 2920 Lyndale Ave S

Carefully consider each point below and incorporate the following into a proposed redevelopment project:

HEIGHT: Develop the site with a 2-6 story building.

USE: Commercial or mixed-use buildings are appropriate. First floor uses must be commercial, with a preference for multiple storefronts that are suitable for small, emerging business owners. For projects with residential, the City's [Unified Housing Policy](#) applies. For rental housing, at least 20% of the units must be affordable to and occupied by households earning 60% or less of the Area Median Income (AMI) for at least 30 years. For ownership development, at least 10% of the units shall be affordable to and occupied by households earning 80% or less of AMI for 30 years (Attachment 8).

GREEN: Design a project with the goal of achieving LEED Gold certification or higher. Incorporate the following to the maximum extent feasible: renewable energy sources, low-carbon systems, environmentally responsible and sustainable construction practices and building materials, and stormwater best management practices. The City prefers building designs that are 20% more energy efficient than the 2012 building code.

DESIGN: Ensure a high-quality environment through building design and materials. Compliment the older brick and masonry buildings at the corner of Lyndale and Lake and support the unique character of the district to enhance the appeal of the intersection.

The City will consider proposals that do not include a new building if the proposed acquisition is part of a larger property assemblage and the proposal can show site control of adjacent property(ies). Development objectives for proposals that do not include a building are as follows:

USE: Outdoor seating, green space, and limited parking uses are appropriate in the interim period before future redevelopment incorporating adjacent parcel(s).

GREEN: Incorporate new greening features related to climate sensitivity and storm water management.

TRANSPORTATION/SAFETY: Incorporate strategies that improve the safe and accessible travel/pick-up/drop-off for pedestrians, bicyclists, shared mobility users, and motorists.



SITE B - 2920 Lyndale Ave S facing east, toward Lyndale Ave



SITE B - 2920 Lyndale facing west, toward north-south alley

City Policy

[MINNEAPOLIS 2040 COMPREHENSIVE PLAN - Community Mixed Use](#)

Large-scale mixed-use development required. Commercial retail spaces are typically smaller, to help generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the public such as office, food service, retail, or medical establishments are required at the street level fronting major streets.

Corridor 6

New buildings should reflect a variety of building types. The City evaluates requests to exceed six stories based on whether a taller building is a reasonable means for further achieving Comprehensive Plan goals.

ZONING

Chapter 530 - Site Plan Review

Includes descriptions of design requirements, including but not limited to:

- Building placement and design
- Parking garage placement and design
- Pedestrian, transit, and vehicle access
- Landscaping and screening
- Ecological function and plant material standards

Community Activity Center District (C3A)

Provides for the development of major urban activity and entertainment centers with neighborhood scale retail sales and services.

Pedestrian Oriented Overlay District (PO)

Preserves and encourages the pedestrian character of commercial areas to promote street life and activity. Regulates building orientation and design and accessory parking facilities.

PARKLAND DEDICATION ORDINANCE

Think creatively about meeting the ordinance requirements. The [Minneapolis Park and Recreation Board](#) is *potentially* interested in working with a selected developer(s) to develop greenspace/park space on the site(s).

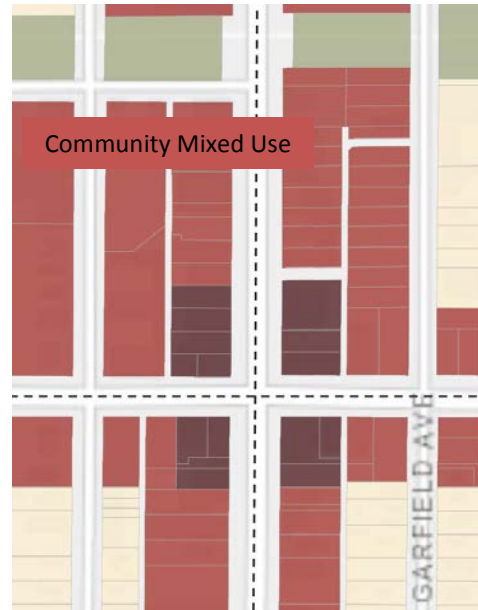
LYN-LAKE SMALL AREA PLAN

Continue to plan for the parking needs of area business, residents, and visitors while balancing the need for a walkable, well developed area.

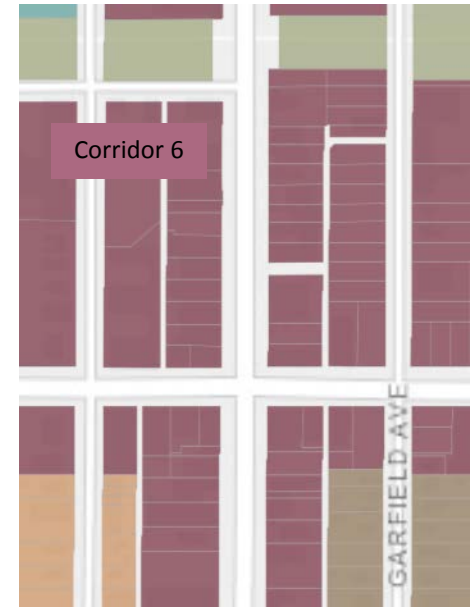
SHORT TERM RENTALS

Do not include short term rentals in any proposal. Pursuant to a City Council action adopted on August 9, 2019 ([RCA-2019-00896](#)), the City may limit or prohibit short term rentals in any residential project that is developed on land sold by the City.

Future Land Use Map



Built Form Map



Required Proposal Contents

Proposals are due no later than 4:00 p.m. local time on Thursday, April 9, 2020. The City will not accept proposals received after the deadline. It is the responder's responsibility to submit in a timely manner. CPED does not acknowledge receipt of any proposal nor return submissions. The City reserves the right to reject any or all proposals. The City is not responsible for costs incurred in connection with responding to this RFP. **CPED will accept and consider proposals that incorporate adjacent properties.**

Proposers must submit one unbound, hard copy proposal and one electronic version (Microsoft Office compatible or PDF file) on a USB flash drive, together in a sealed envelope labeled either "Lyn-Lake Parking Facilities – SITE A" or "Lyn-Lake Parking Facilities – SITE B." If submitting for both sites, prepare two envelopes. Hard copies must be on 8 ½" x 11" paper. Supporting documentation may be on paper up to 11" x 17".

Deliver proposals on or before Thursday, April 9, 2020, at 4:00 p.m. to: City of Minneapolis - CPED
 Attn: Rebecca Parrell
 105 5th Ave S, Suite 200
 Minneapolis, MN 55401

CPED will not consider proposals deemed incomplete or non-responsive. To be complete and responsive, proposals must include three sections and complete answers to the requests below. The information requested through this RFP is necessary for the City of Minneapolis to adequately evaluate all proposals. Failure to supply the requested information may result in rejection of a proposal. Proposals must include the following, in this precise order, labeled with the same outline letters and numbers as used herein (3a, 3b, 3c...4a, 4b, 4c.... etc.)

1 - Cover Page

Include:

- Developer's name and mailing address
- Contact person's name, title, phone number, and e-mail address
- Authorized corporate officer's signature for Developer

2 - Signed Consent for Release of Response Data Form (Attachment 11)

Under the Minnesota Government Data Practices Act (Minnesota Statutes Ch. 13) public disclosure of RFP response data prior to execution of a contract is restricted. To meet the City's citizen participation goals, the City requires each proposer to execute and submit a "Consent for Release of Response Data" form. CPED will not accept proposals that do not include this form. Failure to submit the "Consent for Release of Response Data" will be grounds for rejection of the entire proposal as unresponsive.

Required Proposal Contents

3 - Project Description

- a. Narrative introduction of the development concept (*limit to one page*).
- b. Matrix summarizing bulk (GFA), height, number of dwelling units, number of parking spaces, and square footage by use type.
- c. For commercial square footage, include type of tenants and number of new jobs anticipated. Attach letters of intent to lease or other information documenting demand for the type of commercial space planned.
- d. For residential square footage, include information about bedroom compositions, rents or sales prices, amenities/services, and projected number of affordable units at anticipated Area Median Income percentage (Attachment 8).
- e. Chart of number of parking spaces by use type, with narrative rationale for numbers and locations. Consider the commercial district's current and future parking demand and supply and design the project accordingly. Include a plan to provide interim parking during construction.
- f. Identify the principal person(s) who will speak for the proposal team and any key participants who will be involved in negotiating the project terms.

4 - Design Plans

- a. Site plan, labeling greenspace/park space, parking stalls, and circulation patterns/routes. (Note how users of the development have access to fresh air.)
- b. Exterior building elevations. (Note how the building interior has access to light.)
- c. Interior floor plans, labeling parking areas.
- d. Circulation patterns with loading or service provisions. (See [Planning Commission Committee of the Whole submission requirements](#) for guidance.)
- e. Narrative and images of design style, anticipated building materials, and how the design responds to the needs and strengths of the Lyn-Lake district. For mixed-use project with first floor commercial, describe how the exterior design will delineate the uses.
- f. Narrative and images of proposed public realm and landscaping improvements, public art, and/or cultural elements and partnerships.
- g. Narrative of the elements that contribute toward LEED certification. (Include low- and no-carbon transportation infrastructure options, such as EV charging and strategies that shrink the waste stream.)
- h. Narrative of strategies incorporated into the project that improve multi-modal access and safety at the intersection.
- i. If applicable, attach site control documents for adjacent properties included in the design (purchase agreements, letters of intent or interest, etc.).

5 - Financials

- a. Preliminary capital budget showing the sources (debt, equity, and other) and uses of funds to acquire the development property(ies) and construct the development. Include a narrative summary of how the project will secure the sources of funds and conditional financing commitment(s) when possible. The City expects to sell the properties for at least fair market value. Proposals must include a purchase price for SITE A or SITE B. For mixed-use projects, break down sources and uses into component uses.
- b. Preliminary 15-year operating proformas illustrating the financial feasibility of the project. For mixed-use projects, break down the proforma by component uses. Include: before and after-tax flow, assumptions underlying the income and expense projections, and in the case of rental housing, accounting for both market-rate and affordable units. Also show Cash-on-Cash Return and Internal Rate of Return.
- c. Summary of pending lawsuits, or lawsuits filed within the last five years, to which the proposer or any principals of the proposer have been a party.

- d. Proposer’s past two years financial statements or tax returns (may submit confidentially under separate cover to the CPED Director). Notwithstanding the foregoing, proposers may submit financial statements or other data confidentially under separate cover with a legal opinion identifying a particular statutory basis, other than Minnesota Statutes, Section 13.591, subd. 3, for classification of the data as private or nonpublic data. The City shall independently evaluate and treat all data submitted under separate cover consistent with the Minnesota Government Data Practices Act.

6 - Development Team and Experience

- a. Narrative description and identification of the entities/individuals who will be involved in the project and their roles, e.g. developer, architect, general contractor, building owner, tenant, property manager, professional consultants, etc. Design consultants must be licensed in the State of Minnesota and contractors must be licensed to work in the City of Minneapolis.
- b. Narrative description of each team members’ experience developing similar projects. Include 1-3 examples for each team member (include project name, location, type of development, scale of development, an image of the project, total development cost, funding sources, status of project, environmentally responsible/green components, information about any continued financial or operating interest in each, and for affordable housing projects- rents and income restrictions).
- c. Narrative of developer’s proposed approach to refining the project and design proposal with the community, including engagement with diverse groups. Include examples of working with communities to develop community supported designs, minimize negative impacts on the community, draw inspiration from the local character, enhance placemaking, and design public open space.

7 - Timeline

- a. Proposed timeframe for the development including: obtaining financing, completing design with community participation, securing City entitlement approvals and permits, starting and completing construction, and starting and completing lease-up or sellout.
- b. Identification of any conditions that must be met before the proposal can become a reality.



SITE A: Vehicular Right-of-Way (ROW) from Lyndale Ave S to alley - to be converted to pedestrian (ROW)

Evaluation Criteria

The City evaluates development proposals on multiple factors, including those listed below. The City may, in its sole discretion, choose to expand or reduce the criteria upon which it bases its final decisions regarding selection of the developer(s) for this site.

1. The degree to which the proposed development meets the Development Objectives, Minneapolis 2040 Comprehensive Plan, and other City Policies.
2. The development team's demonstrated experience and financial capacity to successfully plan and complete development project(s) of similar type and scale on time and within budget. The developer's track record of meeting contractual commitments with the City of Minneapolis.
3. The market and financial feasibility of the project and its ability to secure necessary private funds.
4. If housing, the degree to which the proposal may exceed the affordable housing requirements in the City's [Unified Housing Policy](#).
5. The degree to which the proposal supports the business district's design character, contributes to safety improvements, and continues to provide accessible parking for patrons during and after construction.
6. The degree to which the proposed design achieves a LEED Gold certification or higher.
7. The development team's demonstrated experience working cooperatively with community partners to improve development projects, designing effective pocket parks or public places.
8. The strength of the public benefits provided by the project, including the offer price.
9. Letters of intent to lease submitted for commercial or office square footage.

The City reserves the right to reject any or all proposals or parts of proposals, negotiate modifications to proposals submitted, and negotiate specific work elements with a proposer into a project of lesser or greater magnitude than described in this RFP or the proposer's reply.



SITE A - Entrance into Garfield Lot from W Lake St

Review Process & Proposed Timeline

The City reserves the right to reject any or all proposals. A City staff review committee will review and evaluate the proposals received by the deadline. Some or all of the proposers may be invited to present their proposals to the review committee and/or community stakeholders. During the review process, proposers may be asked questions to clarify their proposals, but cannot modify their proposals.

City staff will make a recommendation as to which proposal best meets the evaluation criteria. This recommendation, together with supplemental information prepared by staff, as well as input received from community stakeholders, will be forwarded to the City Council for action. At that point, the City Council may select a development proposal and grant an exclusive negotiating rights period to allow time for staff and the selected developer to negotiate a term sheet that will be the basis for ultimate redevelopment agreement that will include the terms of the transaction. When the City and developer(s) finish negotiating the redevelopment contract terms, City staff will return to the City Council for a land sale public hearing and approval of the negotiated terms.

Community Engagement

CPED will solicit input from area stakeholders, including but not limited to, the Whittier Alliance, Lowry Hill East Neighborhood Association, Lyn-Lake Municipal Parking Advisory Board, and Lyn-Lake Business Association. Throughout the project design process, the selected developer(s), City, and community will work together to secure input on the final redevelopment plan and design. This might include seeking community input on design alternatives through public meetings, events, surveys, or focus groups.

Land Sale Terms

The City does not require a good faith deposit with RFP submittals. However, the selected developer(s) must make the required deposit of 10% of the purchase price upon execution of the redevelopment contract. The City holds the deposit until development of the project is complete. The development sites will be sold pursuant to a redevelopment agreement, which will be based on a negotiated term sheet. All contracts will include standard City Contractual Requirements for Land Sale (Attachment 12).

Please note that any public financial assistance may trigger additional requirements. The City is open, subject to City Council approval, to supporting and assisting the selected developer(s) with any application for federal, state, county and regional funding for which the proposed development might qualify. City financial assistance for housing projects require the incorporation of green/sustainable elements consistent with the “Minnesota Overlay and Guide to the Green Communities Criteria” (Attachment 13).

Proposed Timeline	
RFP Issue Date	January 16, 2020
Pre-proposal Meeting	Tuesday, February 11, 2020, 3:00 p.m.
Questions Deadline	Monday, February 24, 2020
Questions Answered on Website	Friday, February 28, 2020
Proposal Submission Deadline	Thursday, April 9, 2020, 4:00 p.m.
Review/Evaluation	Spring/Summer/Fall 2020
Recommendation to City Council to designate developer(s)	Fall/Winter 2020

Suggested Contacts

COMMUNITY STAKEHOLDER GROUPS

The four community stakeholder groups listed are collaborating on community engagement on the future of the sites. You may choose to email all four together.

Whittier Alliance

Kaley Brown, Executive Director, kaley@whittieralliance.org

Lowry Hill East Neighborhood Association

Paul Shanafelt, Executive Director, paul@thewedge.org

Lyn-Lake Business Association

Josh Wilken-Smith, Board Co-Chair, josh@legacyglassworks.com

Lyn-Lake Municipal Parking Advisory Committee

Morgan Luzier, Chair, mjluzier@yahoo.com

SITE A - ADJACENT PROPERTY OWNERS

Synergy Property LLC – 600 W Lake St (property owner to west of Garfield Lot, Lake St frontage)

Phouvieng Sivilay, phou@aaga.us

Balance Properties LLC – 2908 Garfield Ave S (property owner to the north of the Garfield Lot)

Morgan Luzier, mjluzier@yahoo.com

The Jungle Theater – 2951 Lyndale Ave S (property owner to the south of east-west ROW access to Lyndale Ave)

Sarah Rassmussen, Artistic Director, sarah@jungletheater.org

Maynard B Johnson Co et al – 2937 Lyndale Ave S (property owner to the north of east-west ROW access to Lyndale Ave)

Ryan Doyle, rdoyle@girardmanagement.com

SITE B - ADJACENT PROPERTY OWNERS

Gregory and Lorraine Scott – 2922 Lyndale Ave S (property owner to the south of 2920 Lyndale Ave S)

Greg and Lorraine Scott, lorrainetrostscott@gmail.com

James Ballentine VFW Post No. 246 – 2916 Lyndale Ave S (property owner to north of 2920 Lyndale Ave S)

Gabriel Thomas, Commander, commander@uptownvfw.org

Relevant Minneapolis 2040 Comprehensive Plan Policies

Review the following policies from the Minneapolis 2040 Comprehensive Plan, prior to and during the proposal development.

USE

- [1. Access to Housing](#)
- [4. Access to Commercial Goods and Services](#)
- [33. Affordable Housing Production and Preservation](#)
- [37. Mixed Income Housing](#)
- [38. Affordable Housing near Transit and Job Centers](#)
- [42. Expand Homeownership](#)

PARKING

- [6. Pedestrian-Oriented Building and Site Design](#)
- [56. Supporting Small Businesses](#)
- [80. Development Near METRO Stations](#)

DESIGN

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> 5. Visual Quality of New Development 6. Pedestrian-Oriented Building and Site Design 7. Public Realm 8. Public Safety Through Environmental Design 9. Open Spaces in New Development 12. Lighting 13. Landscaping 14. Tree Canopy and Urban Forest 16. Environmental Impacts of Transportation 18. Pedestrians 19. Bicycling 20. Transit 24. Shared Mobility | <ul style="list-style-type: none"> 53. Quality of Life 58. Business Districts and Corridors 66. Air Quality 67. Climate Resilient Communities 68. Energy Efficient and Sustainable Buildings 69. Renewable and Carbon-Free Energy 70. Ecology and Habitat 72. Sustainable Water System Management 74. Integration of Water Management into Development 76. New Parks 78. Park Design and Programming 81. Social Connectedness |
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Attachments

1. [A History of Lyn-Lake Parking Facilities](#), December 2018
2. [ALTA Survey of Garfield Lot](#), September 2019
3. [ABM Parking Services Net Receipts 2018](#)
4. [ALTA Survey of 2920 Lyndale Ave S](#), September 2019
5. [ESRI Site Details Map, Business Summary Report \(by NAICS code\), and Retail MarketPlace Profile Reports](#), 2019
6. [Lyn-Lake Parking Study](#), January 2019
7. [Garfield Parking Lot Traffic Impact Study](#), December 2019
8. [2019 Income Limits and Adjusted HOME Income Limits](#)
9. [Easement Agreement \(Site A\)](#)
10. [ROW Deed File](#)
11. [Consent for Release of Response Data Form](#)
12. [City Contractual Requirements for Land Sale](#)
13. [Minnesota Overlay and Guide to the Enterprise Green Communities Criteria](#)



SITE A -Alley facing south, Garfield Lot to the east (left side of photo)