



Title:	325 Blake Road Stormwater Management and Site Restoration
Resolution number:	20-066: Authorization to Execute a Cooperative Agreement with the City of Hopkins for Coordinated Planning, Improvements and Development for 325 Blake Road; 20-067: Authorization to Release the Request for Proposals for Design Services for 325 Blake Road Stormwater Management and Site Restoration
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Reviewed by:	Name/Title: Gabriel Sherman, Planner-Project Manager and Louis Smith, Legal Counsel (resolution)
Recommended action:	1) Authorize the execution of a cooperative agreement with the City of Hopkins for coordinated planning, identifying the process that the parties will partner to implement as they work towards site improvement and development at 325 Blake Road; 2) Authorize the release of a request for proposals (RFP) for design services for the MCWD's 325 Blake Road Stormwater Management and Site Restoration capital improvement project.
Schedule:	September 2020: Final execution of the cooperative agreement and release of the RFP October 2020: Complete RFP interviews and develop recommendation November 2020: Recommendation of consultant for design services Fall 2020 – Winter 2021: Developer selection process and pre-development agreement
Budget considerations:	Fund name and code: 325 Blake Road Stormwater Management Project, 3145 Requested amount of funding: Not applicable
Past Board action:	Res # 11-085 Authorization to Purchase 325 Blake Road Res # 12-080 Authorization to initiate feasibility Res # 13-078 Ordering of 325 Blake Road stormwater management project Res # 14-005 Authorization to initiate demolition planning Res # 14-029 Authorization to award design contract for Powell Road diversion Res # 14-060 Authorization to submit Public Facilities Authority application Res # 14-086 Approval of Powell Road final design, bid and permit Res # 15-028 Award construction contract for Powell Road Res # 16-015 Authorization to conduct stormwater monitoring Res # 16-044 Authorization to execute Letter of Intent for Lake Street Res # 17-009 Authorization to enter cooperative agreement (MCES-City) Res # 18-026 Authorization to decommission and remove equipment Res # 18-027 Authorization to contract for demolition services Res # 18-058 Authorization to solicit bids for demolition of facilities Res # 18-074 Awarding contract for demolition of facilities

Background:

For nearly a decade, the Minnehaha Creek Watershed District (MCWD) has been focusing on the most degraded section of Minnehaha Creek – between West 34th Street and Meadowbrook Lake in St. Louis Park and Hopkins – to implement a comprehensive corridor restoration that focuses on reducing pollutant loads, mitigating flashy hydrology, reconnecting the riparian corridor, and restoring the physical character of the stream channel.

A former industrial site along 1,000 feet of Minnehaha Creek, the property at 325 Blake Road was identified as a key piece of the Minnehaha Creek Greenway, and as such, the MCWD purchased the site in 2011. This effort identified opportunities for area wide stormwater improvement, ecological restoration of the Minnehaha Creek riparian zone and corridor linkage with upstream/downstream restoration projects. In addition to providing a missing link in the Greenway, the site will manage stormwater from approximately 270 surrounding acres and provide a unique natural amenity in the rapidly evolving Southwest Light Rail Transit (SWLRT) corridor. Portions of the site not utilized for watershed restoration will be sold for redevelopment to capture a return on the initial investment.

In July 2013, the Board of Managers ordered the 325 Blake Road Stormwater Management Project, taking advantage of the opportunity to manage approximately 270 acres of area wide stormwater runoff at 325 Blake Road. The project includes the diversion of surrounding urban watersheds into the property through the construction of two primary stormwater diversions – Powell Road and Lake Street – and construction of the on-site infiltration/filtration facilities at 325 Blake Road.

These projects were planned to be phased over a period of years to align the work with other regionally significant projects such as the reconstruction of Blake Road (County Road 5), the construction of the Metropolitan Council's new lift station and force main project (Hopkins L27) along Lake Street, and the multi-year construction of the SWLRT.

In 2015, the MPCA approved the construction plans and specifications for the Powell Road Stormwater Diversion and committed funds for 50% of the design, construction and land acquisition for Phase I of the project. Construction of the Powell Road Stormwater Diversion was completed in August 2015 with the diversion remaining bulk headed until the stormwater management facility is constructed on the 325 Blake Road site.

The Lake Street Stormwater Diversion was completed in cooperation with Metropolitan Council as part of its Hopkins L27 waste water force main project. Design and construction of the project was conducted in a coordinated effort with Met Council as they completed their multi-year effort to construct the new lift station and sewer lines, thus disturbing the road network at Blake and Lake only once and providing cost savings to the partners and their constituents. Construction of the Lake Street Stormwater Diversion was completed in 2019 with the diversion remaining bulk headed until the stormwater management facility is constructed.

Regarding the main stormwater facility to be constructed on the 325 Blake Road site, the District developed a pre and post project monitoring plan that will inform project design and establish a strong research baseline for future effectiveness monitoring. Pre-project stormwater collection provides the District with valuable data that can both calibrate the model used to estimate volume and nutrient loads coming from the approximately 270 acres being diverted, as well as set the stage for effectiveness monitoring once the future facility has been constructed. Most importantly, these data will inform the design development of the facility on the site to ensure that the most effective management practices are incorporated to remove particulate and dissolved phosphorus as well as sediment loads.

Beginning in 2018, MCWD turned its focus to the restoration and redevelopment of the site proper. Throughout 2018, MCWD demolished the former cold storage warehouse located on the site and prepared the site for implementation of its stormwater and Greenway restoration project. It also explored redevelopment opportunities through a request for qualifications (RFQ) process in search of a potential master developer for the portions of the site that will not be used for stormwater and greenway elements. Following a six-month visioning process with the developer and City of Hopkins (City) during the latter half of 2018, the parties agreed that more time was needed to define the vision and value of the proposed project. Specifically, the MCWD committed to working with its public partners to add clarity and vision for the site's public spaces. By further defining the restoration of the site's natural resources and how they can complement a publicly-accessible development along the planned SWLRT line, the MCWD will further realize its mission of creating a

balanced urban ecology. By taking the additional step to further clarify the potential public features of the site, it will become an even more attractive opportunity to developers to leverage complementary private investments.

Throughout 2019, in order to gain a deeper understanding of the site from a natural resources and redevelopment perspective prior to project implementation, MCWD committed to refining its preliminary visioning and technical work, building on its significant efforts over the last several years. This work includes an internal design charrette that lays out potential greenway and redevelopment scenarios, engineering analyses that outline the technical requirements of treating a large quantity of regional stormwater, and market analyses that assess the potential for integrating the stormwater and greenway improvements with comprehensive redevelopment in partnership with the City and a private development partner.

Summary:

On a parallel track to the aforementioned visioning and technical work completed throughout 2019, the MCWD continued its conversations around integrated development options and how best to advance the site in a manner that is consistent with its balanced urban ecology ethos – a regional stormwater system and greenway integrated with the built environment. Through a series of discussions, the Board of Managers identified two key aspects for advancing the site. First, it stressed a need to provide flexibility for advancing its own restoration goals by decoupling the early planning of the greenway and development. This effort is mindful of the fact that although the MCWD desires an integrated site restoration and redevelopment, it must maintain the ability to construct its project regardless of development occurring.

The second critical aspect identified by the Board of Managers as fundamental to success was the development of key principles to guide a joint venture partnership with the City. In order to advance the site in a coordinated manner, the MCWD committed to the following needs of the partnership:

- Engagement: align the partner agencies at the policy maker level to ensure clarity of roles and expectations;
- Process: develop a clear written process that defines the partnership and steps for effectively moving the project forward;
- Financials: develop a valuation tool to explore the range of values associated with the flexible nature of potential redevelopment programs on the site.

It was discussed that these principles would be the pillars of the partnership and would ensure the joint agency effort was built on a foundation of clarity, focusing on elements pivotal to all previously successful projects implemented by the MCWD.

The August 27, 2020 Board meeting represents a culmination of the two key aspects described above, being advanced via two action items.

Resolution 20-066: Authorization to Execute a Cooperative Agreement with the City of Hopkins for Coordinated Planning, Improvements and Development for 325 Blake Road:

Between October 2019 and January 2020, MCWD and City planning staff worked together to refine a vision document for the redevelopment of the 325 Blake Road site. This vision reflects years of input from the community and partner agencies, and will be used to continue to accept feedback and reflect the goals of both the partners and the community at large throughout the process.

In early 2020, in order to ensure alignment at the policymaker level and accelerate progress towards an integrated project, the City and MCWD developed a joint liaison group comprised of two Hopkins City Council members and two MCWD Board Managers. At its onset, the joint liaison group reaffirmed the benefits of partnering on planning for redevelopment and agreed to advance work through a liaison process, supported by staff, with a focus on:

- Open communication at all levels;
- Continuous and deep involvement from the joint liaisons;
- Expert involvement to provide a solid financial and technical foundation.

Between February and August 2020, the MCWD and City have convened joint liaison group meetings on an average of one to two times per month. These meetings have focused on the effort to develop a clear partnership process to be defined through the development of a cooperative agreement. Similar to the MCWD's and City's joint efforts for Cottageville Park, the cooperative agreement uses a draft vision document, development decision matrix and preliminary development parameters as the foundational elements of the partnership. These elements serve the following purpose:

- Draft vision document – memorializes the shared vision between the City and the MCWD for the redevelopment of 325 Blake Road and provides a shared understanding of the guiding principles for redevelopment;
- Development decision matrix – details the steps of the joint development process and specifies the responsible party and decision-making authority for each step;
- Development parameters – lays out the baseline expectations for key design and financial variables of the development.

In addition, several accompanying documents are being drafted simultaneously, including a preliminary community engagement framework, a preliminary communications framework and a project sequencing document. In an effort to streamline the drafting and approval of the cooperative agreement, these accompanying documents are incorporated by reference in the cooperative agreement with commitments by the City and MCWD to finalize or update the documents on a schedule agreed to by the liaisons.

The Board reviewed the preliminary cooperative agreement at the July 23, 2020 Policy and Planning Committee (PPC) meeting. During the discussion of terms amongst the PPC, two elements were raised as areas for further refinement. First, the committee voiced a desire to create a more open and transparent process for potential developer selection. Noting a desire to ensure that market competition is preserved, the PPC discussed potential process adjustments to open the developer selection. The revised cooperative agreement reflects this feedback by including a "letter of interest" step early in the developer selection process, allowing for all interested parties to voice a desire to advance for consideration.

The second element discussed during the July PPC meeting was the language in the draft cooperative agreement concerning park dedication. Following the PPC meeting, and in consultation with District counsel, the joint liaison group reconvened to discuss how to most effectively describe park dedication as an element of redevelopment. The liaison group agreed on language that respects the City's process as a step in preliminary development discussions, while also recognizing its importance as a financial variable in the project's overall viability.

Finally, the agreement identifies a feasibility milestone early in the process as a MCWD Board determination of the project's viability based on its own financial understanding. To assist in those efforts, the MCWD contracted with Donjek and Maxfield Research, experts in development financial modeling and market analysis, to create a financial "dynamic evaluation" tool. This work includes the development of a financial model that will help build a shared understanding of the financial realities of the site, while being diligent as to not prescribe the design or programming of the future development. Following the execution of the cooperative agreement, the MCWD will initiate the steps in this feasibility milestone, culminating in a determination as to whether the developer selection process will commence, or if the partners will step back and further evaluate site opportunities.

At the August 27, 2020 Board meeting, staff will present the draft cooperative agreement and associated exhibits to the Board and answer questions regarding the process to-date and key next steps. It is staff's recommendation that the Board of Managers approve resolution 20-066, authorizing the execution of the cooperative agreement and advancing the partnership into the next phase of the process.

Resolution 20-067: Authorization to Release the Request for Proposals for Design Services for 325 Blake Road Stormwater Management and Site Restoration

As previously described, the MCWD spent much of 2019 refining its feasibility work for the implementation of regional stormwater management. This background work was conducted with the goal of further informing a thoughtful design for the stormwater and greenway restoration project. The project requires careful integration of a large scale

stormwater treatment facility on a highly visible site with the potential to attract diverse users of the regional trail and SWLRT systems, and residents from the surrounding neighborhoods and further afield.

The draft request for proposals (RFP) for design services is intended to attract consultant teams that can deliver on this lofty yet nuanced vision, while maintaining the flexibility to integrate MCWD's capital project with a comprehensive redevelopment of the site if conditions allow. The RFP includes design and engineering services for the 325 Blake Road Regional Stormwater and Greenway capital project, as well as the closely related Cottageville Park Phase II Riparian Restoration capital project. Designing and constructing these projects together will provide economies of scale and allow for the design of a seamless ecological and trail corridor through this segment of the Greenway.

The draft RFP is comprised of four main sections:

- Background and Project Overview: includes project information, including an overview of each anticipated design element and a summary of feasibility and conceptual work completed to date;
- Scope of Services: a preliminary overview of required tasks, including community and stakeholder engagement, project design, bid document creation and bid support, and construction management;
- Instructions to Proposers: an overview of submittal requirements, timeline, and evaluation and selection criteria;
- Disclosures: documentation of the District's rights and proposers' liabilities in the preparation of responses to the RFP

The draft RFP describes two potential tracks for the design of MCWD's capital project: 1) a stormwater and greenway restoration project (on approximately five acres) that is integrated with a concurrent comprehensive redevelopment of the entire site; and 2) a standalone stormwater and greenway restoration project (on approximately five acres) that leaves the rest of the parcel for redevelopment at a later time. Respondents to the RFP will be expected to demonstrate the ability to implement either track with a high degree of creativity, including the development of 30% design plans (preliminary design / schematic design) for both potential tracks. This approach aligns the decision for design development with the potential redevelopment process and affords the MCWD a spectrum of design options that it might advance for implementation.

At the August 27, 2020 Board meeting, staff will present the draft RFP to the Board and answer questions regarding the RFP process and strategy. It is staff's recommendation that the Board of Managers approve resolution 20-067, authorizing the release of the RFP for design services.

Attachments:

1. Final draft of the Cooperative Agreement with the City of Hopkins
 - a. Exhibits include the joint vision document, a development decision matrix and development parameters
2. Draft request for proposals for design services with corresponding attachments



RESOLUTION

Resolution number: 20-066

Title: Authorization to Execute a Cooperative Agreement with the City of Hopkins for Coordinated Planning, Improvements and Development for 325 Blake Road

- WHEREAS the MCWD established the area between West 34th Street and Meadowbrook Lake in the cities of Hopkins and St. Louis Park as a priority area for capital project improvements aimed at stormwater improvement, streambank restoration and broader community goals;
- WHEREAS the MCWD Board of Managers has developed a series of strategic capital project initiatives within the urban corridor to advance goals of improving the ecological integrity of Minnehaha Creek, while reintegrating the stream corridor into the surrounding urban fabric;
- WHEREAS in 2011 the MCWD acquired the 325 Blake Road property for water resource purposes including stream restoration, regional stormwater management, and corridor habitat and passive recreation improvements, and for the opportunity to integrate these purposes with the public purposes of other bodies;
- WHEREAS the MCWD Board of Managers has adopted a policy “In Pursuit of a Balanced Urban Ecology,” establishing MCWD’s fundamental philosophy and way of doing business, including joining with others to pursue watershed management goals integrated with land use planning; intensifying and maintaining focus in high priority areas; and being flexible and adaptive to new ways of doing business with partners, to effectively leverage assets;
- WHEREAS the MCWD has moved forward in planning and construction of regional stormwater infrastructure, Minnehaha Creek Greenway expansion planning, site facility decommissioning and demolition, environmental remediation and preliminary redevelopment;
- WHEREAS in 2018 the MCWD explored redevelopment opportunities through a request for qualifications (RFQ) process, leading to a six-month visioning process with a potential master developer and the City of Hopkins (City), culminating in a joint decision of the parties to part ways and focus on further defining the vision and value of the proposed restoration and redevelopment project;
- WHEREAS throughout 2019, in order to gain a deeper understanding of the site from a natural resources and redevelopment perspective, MCWD refined its preliminary visioning and technical work, including an internal design charrette to lay out potential greenway and redevelopment scenarios, refined engineering analyses that further outline the technical requirements of treating a large quantity of regional stormwater, and initiation of market analyses that assess the potential for integrating the stormwater and greenway improvements with comprehensive redevelopment in partnership with the City and a private development partner;
- WHEREAS in January 2020, the Board of Managers agreed to advance a joint partnership exploration with the City and committed to the following needs of the partnership in order to effectively move forward:
- Engagement: align the partner agencies at the policy-maker level to ensure clarity of roles and expectations;

- Process: develop a clear written process that defines the partnership and steps for effectively moving the project forward;
- Financials: develop a valuation tool to explore the range of values associated with the flexible nature of potential redevelopment programs on the site.

WHEREAS to ensure alignment at the policymaker level and articulate a process that would move the partners towards an integrated project, the MCWD and City developed a joint liaison group comprised of two Hopkins City Council members and two MCWD Board Managers, and reaffirmed the benefits of partnering on planning for redevelopment with the following principles for partnership:

- Open communication at all levels;
- Continuous and deep involvement from the joint liaison;
- Expert involvement to provide a solid financial and technical foundation.

WHEREAS over a period of approximately six months, the joint liaison group has focused on the development of a clear partnership process to be defined through the development of a cooperative agreement, utilizing a similar approach to the joint effort for Cottageville Park and referencing key documents developed to provide clarity and alignment, including a draft vision document, a development decision matrix and preliminary development parameters to accomplish the following:

- Draft vision document – memorializes the shared vision between the City and the MCWD for the redevelopment of 325 Blake Road and provides a shared understanding of the guiding principles for redevelopment;
- Development decision matrix – details the steps of the joint development process and specifies the responsible party and decision-making authority for each step;
- Development parameters – lays out the baseline expectations for key design and financial variables of the development.

WHEREAS the proposed cooperative agreement will enable the MCWD and City to advance redevelopment planning for the site, integrating water resource objectives with land use planning;

WHEREAS the proposed cooperative agreement articulates the steps for advancing redevelopment coordination for the site, including community engagement, communications, financial analysis via a feasibility milestone, developer selection process, preliminary development agreement, concept development and final development agreement processes;

WHEREAS the cooperative agreement uses a draft vision document, development decision matrix and preliminary development parameters as the foundational elements of the partnership, and references several accompanying documents that are simultaneously being drafted, including a preliminary community engagement framework, a preliminary communications framework, and a project sequencing document, in order to fully articulate the partnership and provide clarity of roles and expectations;

NOW, THEREFORE, BE IT RESOLVED that the Minnehaha Creek Watershed District Board of Managers hereby authorizes the Board President to execute a cooperative agreement with the City of Hopkins to jointly establish a coordinated planning process for implementation and development at 325 Blake Road, allowing for non-substantive edits on advice of counsel.

Resolution Number 20- 066 was moved by Manager _____, seconded by Manager _____. Motion to adopt the resolution ___ ayes, ___ nays, ___ abstentions. Date: 8/27/2020

Secretary Date: August 27, 2020



RESOLUTION

Resolution number: 20-067

Title: Authorization to Release the Request for Proposals for Design Services for 325 Blake Road Stormwater Management and Site Restoration

- WHEREAS the MCWD established the area between West 34th Street and Meadowbrook Lake in the cities of Hopkins and St. Louis Park as a priority area for capital project improvements aimed at stormwater improvement, streambank restoration and broader community goals;
- WHEREAS the MCWD Board of Managers has developed a series of strategic capital project initiatives within the urban corridor to advance goals of improving the ecological integrity of Minnehaha Creek, while reintegrating the stream corridor into the surrounding urban fabric;
- WHEREAS in 2011 the MCWD acquired the 325 Blake Road property for water resource purposes including stream restoration, regional stormwater management, and corridor habitat and passive recreation improvements, and for the opportunity to integrate these purposes with the public purposes of other bodies;
- WHEREAS the MCWD Board of Managers has adopted a policy “In Pursuit of a Balanced Urban Ecology,” establishing MCWD’s fundamental philosophy and way of doing business, including joining with others to pursue watershed management goals integrated with land use planning; intensifying and maintaining focus in high priority areas; and being flexible and adaptive to new ways of doing business with partners, to effectively leverage assets;
- WHEREAS the MCWD has moved forward in planning and construction of regional stormwater infrastructure, Minnehaha Creek Greenway expansion planning, site facility decommissioning and demolition, environmental remediation and preliminary redevelopment;
- WHEREAS in July 2013, the MCWD Board of Managers ordered the 325 Blake Road Stormwater Management Project, taking advantage of the opportunity to manage approximately 270 acres of area wide stormwater runoff at 325 Blake Road through the diversion of surrounding urban watersheds into the property via construction of two primary stormwater diversions – Powell Road and Lake Street – and construction of the on-site infiltration/filtration facilities at 325 Blake Road;
- WHEREAS construction of the Powell Road Stormwater Diversion was completed in 2015, effectively diverting the first one inch of rainfall from approximately 217 acres of urban land, with the diversion remaining bulk headed until the stormwater management facility is constructed on the 325 Blake Road site;
- WHEREAS construction of the Lake Street Stormwater Diversion was completed in 2019, effectively diverting the first one-and-one-quarter inch of rainfall from approximately 30 acres, with the diversion remaining bulk headed until the stormwater management facility is constructed;
- WHEREAS in 2018, the MCWD demolished the former cold storage warehouse located on the site and prepared the site for implementation of its stormwater and greenway restoration project;

WHEREAS dating back to the ordering of its project, the MCWD developed a pre and post project monitoring plan that will inform project design and establish a strong research baseline for future effectiveness monitoring and will use these data to inform the design development of the treatment facility on the site, thus ensuring that the most effective management practices are incorporated to remove particulate and dissolved phosphorus as well as sediment loads;

WHEREAS throughout 2019, in order to gain a deeper understanding of the site from a natural resources and redevelopment perspective, MCWD refined its preliminary visioning and technical work, including an internal design charrette to lay out potential greenway and redevelopment scenarios and refined engineering analyses that further outline the technical requirements of treating a large quantity of regional stormwater;

WHEREAS the request for proposals (RFP) includes design and engineering services for the 325 Blake Road Regional Stormwater and Greenway capital project, as well as the closely related Cottageville Park Phase II Riparian Restoration capital project in order to provide economies of scale and allow for the design of a seamless ecological and trail corridor through this segment of the Minnehaha Creek Greenway;

WHEREAS the MCWD endeavors to implement a thoughtful design for the stormwater and greenway restoration project in a manner that is careful to integrate a large scale stormwater treatment facility on a highly visible site with the potential to attract diverse users of the regional trail and SWLRT systems, and residents from the surrounding neighborhoods and further afield;

WHEREAS the RFP for design services is intended to attract consultant teams that can deliver on this lofty yet nuanced vision, while maintaining the flexibility to integrate MCWD's capital project with a comprehensive redevelopment of the site should conditions allow;

NOW, THEREFORE, BE IT RESOLVED that the Minnehaha Creek Watershed District Board of Managers authorizes the release of the request for proposals for design services for 325 Blake Road stormwater management and site restoration, and allows for the administrator to make non-substantive edits to the document and schedule based on advice of MCWD legal counsel.

Resolution Number 20- 067 was moved by Manager _____, seconded by Manager _____. Motion to adopt the resolution ___ ayes, ___ nays, ___ abstentions. Date: 8/27/2020

Secretary Date: August 27, 2020

COOPERATIVE AGREEMENT

for the

Coordinated Planning, Improvements and Development for 325 Blake Road

DRAFT August 18, 2020

This Agreement is made by and between the Minnehaha Creek Watershed District, a watershed district with purposes and powers as set forth at Minnesota Statutes Chapters 103B and 103D (“MCWD”), and the City of Hopkins, a statutory city and political subdivision of the State of Minnesota (“City”) (together, the “Parties”).

Recitals

- A. MCWD acquired 325 Blake Road, a parcel in the City which was home to a large cold storage warehouse, in 2011 as a key element in the restoration of the Minnehaha Creek Greenway. MCWD acquired the Site in a spirit of collaboration with the City in light of its potential to integrate a restored Minnehaha Creek and become a transit-oriented, mixed-use development near a future station of the Southwest Light Rail Transit line.
- B. MCWD and the City share a vision of the Site as a catalytic opportunity for public and private investment.
- C. MCWD and the City share a commitment to guiding principles for the restoration and redevelopment of 325 Blake Road (“Site”):
 - 1. Creative design approach: Recognizing that the size and location of this property make it a unique development opportunity within a fully urbanized area, pursue a creative approach to design that is thoughtful of the environment, the social relationships between residents and the larger community, and brings something vibrant and new.
 - 2. Transit Oriented Development: Embrace elements of Transit Oriented Development (TOD) based on its proximity to the Blake Road LRT Station, the adjacent Green Line Extension, and connections to trail systems. Consider recreational and commercial amenities within the vicinity of the Site. TOD densities, parking ratios and shared parking within the Site are encouraged, as well as other transit-supportive uses such as jobs and retail.
 - 3. Water focused approach: Feature Minnehaha Creek, the Minnehaha Creek Greenway, and storm water management elements as central to the identity and orientation of the Site.
 - 4. Sustainability: Incorporate sustainable development components, such as construction materials and techniques, water and energy efficiency, renewable energy, waste management, and sustainability education elements.

5. Open design: Provide open design that establishes inviting views of Minnehaha Creek and allows for public access into the Site so that Minnehaha Creek becomes a community amenity. The design should permit easy access to and throughout the Site by pedestrians and bicyclists, while maintaining safety for all residents and users of the property.
 6. Connections: Enhance physical and visual connections across Blake Road and to the Minnehaha Creek Greenway, Cedar Lake LRT Regional Trail, Blake Road LRT Station and Cottageville Park. The southwest corner of the Site is a key location due to its proximity to the Blake Road LRT Station, and development should embrace the prominence of this portion of the Site when looking at design and land use.
 7. Housing mix: Consider a variety of housing types, including ownership and rental for people at a mix of income levels and household sizes. All efforts should be made to mix the affordable units with the market rate units. If financial barriers prevent that, Site design should encourage interaction between buildings via shared common areas and amenity spaces throughout the Site.
- D. MCWD and the City wish to coordinate their policies, planning, and development process in order to maximize project success in achieving these mutual goals, and hereby enter into this Agreement to coordinate this work, and to commit their board of managers and council members to involvement in this process to completion with frequent open communication.

1. Subject Property

MCWD currently owns the 17-acre parcel at the Site and plans to retain a minimum of four acres to treat polluted stormwater that flows into the creek from approximately 270 acres of surrounding area and to restore more than 1,000 feet of creek frontage. The remaining 13 acres will be sold to transform the rest of the Site into a transit-oriented neighborhood. MCWD will be willing to explore other configurations that may result in it retaining up to six acres for its public purposes. With its ongoing ownership in a significant portion of the Site, MCWD will be actively involved in the design of the future development in order to assure that MCWD's public purposes for its portion of the Site will be served.

2. Commitments to Coordination

MCWD and the City commit their council members, managers and respective staffs to open and frequent communication in order to assure the success of this process to complete a project that serves their shared goals and the guiding principles. MCWD and the City commit to the following structure to promote sound coordination:

- a. Liaisons
 - i. The City will appoint two council members and MCWD will appoint two managers to serve as project Liaisons. The Liaisons will meet on an established schedule, approximately every six weeks.

- ii. The Liaisons will make recommendations to the City Council and Board of Managers at key milestones for the project as established by a development decision matrix (Matrix, attached to and a part of this Agreement as Exhibit A) and schedule prepared by the Staff Coordination Team and approved by the Liaisons.
- b. City Council, Board of Managers
 - i. The City Council and Board of Managers will consider recommendations from the Liaisons and determine their concurrence at the major milestones identified in the Matrix.
- c. Staff Coordination Team
 - i. The Staff Coordination Team will be composed of MCWD’s planning – project planning manager, a planner – project manager, and appropriate staff and consultants, and the City’s development director, community development coordinator, and appropriate staff and consultants. Developer representatives will serve on the Staff Coordination Team once a developer team is selected.
 - ii. The Staff Coordination Team will meet weekly on an established schedule, as needed.

3. Community Engagement

The Parties agree to establish a Community Engagement Plan to provide for continued community engagement in this project. The Parties agree that implementation of this Community Engagement Plan will seek continued understanding of and engagement with the project among residents, businesses and agencies with local and regional interest in the project to provide feedback that informs the development. The Community Engagement Plan will be guided by these key principles:

- a. reflect the watershed and community wide impact of the Site;
- b. be early and meaningful;
- c. represent different stakeholder groups with an interest in the Site; and
- d. utilize remote access tools to protect health and allow broader participation during the COVID-19 pandemic.

The Staff Coordination Team will prepare a draft framework for the Community Engagement Plan to be reviewed by the Staff Coordination Team and the Liaisons and approved by the City Manager and the Board of Managers no later than the completion of the Developer Selection process described in Section 5, and a complete Community Engagement Plan for their review and approval as soon as reasonably feasible thereafter.

4. Communications

The Parties agree to establish a Communications Plan in order to assure orderly and transparent communications between the Parties, agency partners, community stakeholders, and the general public about the development process at the Site. The Staff Coordination Team will prepare a draft framework for the Communications Plan to be reviewed by the Staff Coordination Team and the Liaisons and approved by the City Manager and the Board of Managers no later than the completion of the

Developer Selection process described in Section 5, and a complete Communications Plan for their review and approval as soon as reasonably feasible thereafter.

5. Developer Selection

The developer selection process will include the following elements:

- a. Attached to and a part of this Agreement as Exhibit B is the Vision Document to express the Parties' vision for a successful development at the Site and to guide developers in generating proposals.
- b. Financial Framework Dynamic Evaluation
 - i. MCWD and its consultants will prepare a dynamic evaluation of the financial framework for the project. This evaluation will be based on explicit assumptions and/or alternative assumptions so that the Parties may align their understanding of the key financial elements of the project, including such items as land sale price, tax increment financing, and other development parameters. It will also allow developers to prepare proposals in response to clear financial expectations and parameters.
 - ii. This Financial Framework Dynamic Evaluation will be reviewed by the Staff Coordination Team and presented to the Liaisons, and Board of Managers.
- c. Feasibility Milestone
 - i. The completed Financial Framework Dynamic Evaluation will serve as the basis for the Feasibility Milestone, wherein the Parties will determine to move forward with the developer selection process as described below. The Staff Coordination Team will present a recommendation to the Liaisons, who will in turn present a recommendation to the City Manager and Board of Managers concerning whether to proceed to invite developers to make proposals. Upon a favorable determination by the Board of Managers and the City Manager, the Staff Coordination Team will initiate the developer selection process as described below.
- d. Invitations to Selected Developers
 - i. The Staff Coordination Team will prepare, and the MCWD will post an open invitation to developers to submit a brief letter of interest in pursuing development of the Site.
 - ii. In addition to the open invitation for letters of interest, the Staff Coordination Team will prepare a list of qualified and experienced developers with a demonstrated record of successful projects indicating an ability to meet the Parties' development objectives. The Staff Coordination Team will contact the developers on this list and invite them to submit letters of interest. The Staff Coordination Team will review the letters of interest received and prepare a list

of developers to be invited to continue with the developer selection process as set forth below.

- iii. The Liaisons will review this list for recommendation to the City Manager and Board of Managers. The list will be reviewed and confirmed with or without modifications by the City Manager and Board of Managers.
- iv. The Staff Coordination Team will invite the developers on this approved list to meet with the Staff Coordination Team to review the Site, Vision, and development parameters.
- v. Following these meetings, the Staff Coordination Team will issue an invitation to these developers to prepare and submit proposals.

e. **Developer Submissions**

- i. The Staff Coordination Team will review the developers' initial submissions/proposals to generate comments or requests for clarifications. These comments and/or requests will be provided to the developers to allow them to prepare refined, final proposals. These final proposals will be reviewed by the Review Committee as provided below.

f. **Review Committee**

- i. The Review Committee will have five members: the four Liaison members, plus one additional MCWD manager.
- ii. The Review Committee will hold interviews to consider the developers' final submissions/proposals, with the assistance and participation of the Staff Coordination Team.
- iii. Following the interviews, the Review Committee will work to build consensus on a finalist list of the best development partner to achieve the Vision, vote on a recommended finalist list of developers, and refer that recommendation to the City Council and MCWD Board of Managers.

g. Upon the Review Committee's determination of a finalist list of developers, the Staff Coordination Team will facilitate tours for the City Council and Board of Managers of those developers' representative projects.

h. Following the tours, the MCWD Board of Managers and the City Council will hold a joint meeting for the purpose of conducting interviews of the finalist developers and discussing these interviews. Thereafter the Board of Managers and the City Council will vote to select a developer. If the Board of Managers and City Council do not concur in the recommendation, the matter will be referred back to the Review Committee for further consideration.

6. Development Agreement Process

a. **Preliminary Development Agreement**

- i. The City, MCWD and selected developer will negotiate a preliminary development agreement to assure the developer of the terms and conditions of exclusive rights to negotiate a final development agreement for the Site.
- ii. This preliminary development agreement will define a process to define the partnership, roles, and process to develop and refine concepts for the Site, and to provide for further investigation and refinement of a final development plan.
- iii. The Staff Coordination Team will prepare the preliminary development agreement for review by the Liaisons and their recommendation for approval with or without modification to the MCWD Board of Managers and the City Council.

b. Final Development Agreement

- i. Upon the completion of a proposed final development plan, the Staff Coordination Team will present the plan to the Liaisons for their review and recommendation for approval with or without modification to the MCWD Board of Managers and the City Council.
- ii. Upon approval by the MCWD Board of Managers and the City Council of the final development plan, the City and developer will proceed to negotiate and execute a final development agreement.

7. Development Parameters

The Parties commit to an open and transparent decision-making process for key development parameters to be discussed and determined, and therefore agree to the following process to address the development parameters identified in this Section and described in more detail in Exhibit C to this Agreement. In cases where the City has responsibility to make decisions for a development parameter, the City agrees to consult MCWD for its input through the Staff Coordination team and Liaisons. In cases where MCWD has responsibility to make decisions for a development parameter, MCWD agrees to consult the City for its input through the Staff Coordination team and Liaisons.

- a. Access
- b. Road Infrastructure
- c. Utilities
- d. Stormwater and Open Space
- e. Land Use
- f. Density
- g. Parking
- h. Sustainability
- i. Housing Affordability
- j. Tax Increment Finance
- k. Third Party Grants

8. Land use approvals

- a. The Parties anticipate that the development of the Site will require City Site Plan Review, Zoning District Change to Mixed Use, Planned Unit Development, and Subdivision Approval. The City agrees to keep MCWD informed about these approval processes, and to consult MCWD for its input through the Staff Coordination team and Liaisons.
- b. MCWD agrees to obtain all necessary land use approvals for the stormwater facility.

9. Open Space, Park Dedication [application of Sec. 100-33 of City Code]

- a. The MCWD agrees to work with the selected developer to set aside and dedicate a minimum of 13% of the Site to the general public as park dedication, open space, trails and wetlands.
- b. The City shall apply its park dedication requirement set forth in the City of Hopkins City Code and applicable Minnesota statutes to any development proposal for the Site, including the City's discretion to waive or reduce the requirement.
- c. The City acknowledges that the Financial Framework Dynamic Evaluation described in Section 5 will include analysis of the park dedication fee and the considerations set forth in this Section in order to assist the Feasibility Milestone analysis.

10. Sale of property

MCWD will negotiate a purchase agreement with the selected developer on terms compatible with the final development plan. MCWD agrees to keep the City informed about this negotiation and to consult the City for its input through the Staff Coordination Team and Liaisons.

11. General Terms

- a. Dispute Resolution
 - i. The MCWD and the City commit through this Agreement to frequent and open communication and collaborative efforts to deliver a successful project that meets the goals of the Vision and the guiding principles set forth at the beginning of this Agreement. The Parties commit their representatives on the Staff Coordination Team, Liaisons, and City Council and Board of Managers to work to resolve any issues, concerns or disputes as soon as possible.
 - ii. In the event that the Staff Coordination Team has an issue, concern or dispute that it cannot resolve, either the City or MCWD representatives may request that the matter be addressed by the Liaisons. The Liaisons shall meet and work to resolve the matter within ten calendar days of the date of the request.
 - iii. If the Liaisons are unable to resolve the matter within ten calendar days of the date of the request, the Liaisons shall notify the City Council and MCWD Board of Managers of the matter and efforts to resolve it. The City Council and MCWD Board of Managers shall convene a joint meeting within thirty calendar days of the notification from the Liaisons in order to resolve the matter.
 - iv. If the joint meeting of the City Council and MCWD Board of Managers fails to resolve the matter, all further work on the project shall conclude, and either party may pursue any further remedies as provided in this Agreement.

b. Remedies

Notwithstanding anything to the contrary in this Agreement, each party is responsible for its own acts and omissions, and the results thereof, to the extent authorized by law and will not be responsible for the acts and omissions of the other party or the results thereof. Minnesota Statutes chapter 466 and other applicable law govern liability of the City and the District. Nothing in this Agreement constitutes a waiver or limitation of any immunity or limitation on liability to which the City or District is entitled under Minnesota Statutes Chapter 466 or otherwise. This Agreement creates no right in any third party; waives no immunity, defense or liability limit with respect to any third party or the other party to this Agreement; and creates no relationship of third-party beneficiary, principal and agent, partnership, or joint venture as between the City and District. Only contractual remedies are available for the failure of a party to fulfill the terms of this Agreement.

c. Indemnification

The MCWD, and any and all officers, employees, subcontractors, agents, or any other person engaged by the MCWD in the performance of work or services pursuant to this Agreement, shall indemnify, defend, and hold harmless the City and its officials, employees, contractors and agents from any loss, claim, liability, and expense (including reasonable attorneys' fees and expenses of litigation) arising from, or based in the whole, or in any part, on any negligent act or omission by the MCWD, its officers, employees, subcontractors, agents, or any other person engaged by the MCWD in the performance of work or services pursuant to this Agreement. The City, and any and all officers, employees, subcontractors, agents, or any other person engaged by the City in the performance of work or services pursuant to this Agreement, shall indemnify, defend, and hold harmless the MCWD and its officials, employees, contractors and agents from any loss, claim, liability, and expense (including reasonable attorneys' fees and expenses of litigation) arising from, or based in the whole, or in any part, on any negligent act or omission by the City, its officers, employees, subcontractors, agents, or any other person engaged by the City in the performance of work or services pursuant to this Agreement. In no event shall either party be liable to the other party for consequential, incidental, indirect, special, or punitive damages.

d. Force Majeure

Neither party shall be liable to the other party for any loss or damage resulting from a delay or failure to perform the work or services under this Agreement due to unforeseeable acts or events outside the defaulting party's reasonable control, providing the defaulting party gives notice to the other party as soon as possible, including acts of God or nature, acts of terrorism, war, fire, flood, epidemic, acts of civil or military authority, and natural disasters.

e. Notifications and contacts

Each notification required by this Agreement must be made to the project representative. The project representatives of the parties are:

Michael Hayman, Project Planning Manager
Minnehaha Creek Watershed District

15320 Minnetonka Boulevard
Minnetonka, MNN 55345
952-471-0590
mhayman@minnehahacreek.org

Kersten Elverum, Director of Development and Planning
City of Hopkins
1010 1st Street South
Hopkins, MN 55343
952-548-6340
kilverum@hopkinsmn.com

Contact information will be kept current. Either contact may be changed by a party by written notification to the other party.

f. Amendments

An amendment to this Agreement must be in writing and will not be effective until it has been approved and executed by the Parties. A party to this Agreement may not assign or transfer any right or obligation hereunder without an assignment agreement executed by the Parties and the assignee.

g. Term, Termination

Notwithstanding any other provision in this Agreement to the contrary, this Agreement may be terminated as follows: (1) the parties, by mutual written agreement, may terminate this Agreement at any time; (2) the parties may terminate this Agreement in the event of a breach of the Agreement by the other party, upon providing 30 days' written notice to the party.

h. Entire Agreement and Modification

This Agreement shall constitute the entire agreement between the City and the MCWD. This Agreement supersedes any other written or oral agreements between the City and the MCWD. This Agreement can only be modified in writing signed by the City and the MCWD.

i. Counterparts

This Agreement may be executed in any number of counterparts, each of which shall be an original and shall constitute one and the same Agreement.

j. Third Party Rights

The City and the MCWD do not intend to confer on any third party any rights under this Agreement.

k. Compliance with Laws

The City and the MCWD shall exercise reasonable care to comply with applicable federal, state, and local laws, rules, ordinances, and regulations in effect as of the date of this Agreement.

l. Compliance with the Minnesota Government Data Practices Act

Data provided, produced, or obtained under this Agreement shall be administered in accordance with the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13. The parties shall immediately report to the other party any requests from

third parties for information relating to this Agreement. The parties agree to promptly respond to inquiries from the other party concerning data requests.

m. Audit

Each party must allow the other party, or its duly authorized agents, and the state auditor or legislative auditor reasonable access to the other party's books, records, documents, and accounting procedures and practices that are pertinent to this Agreement for a minimum of six years from the termination of this Agreement.

n. Choice of Law and Venue

This Agreement shall be governed by and construed in accordance with the laws of Minnesota. Any disputes, controversies, or claims arising under this Agreement shall be heard in the state or federal courts of Minnesota and the parties waive any objections to jurisdiction.

o. Non-Assignment

This Agreement may not be assigned by either party without the prior written consent of the other party.

p. Non-Discrimination

The parties agree not to discriminate in executing the provisions under this Agreement on the basis of race, color, sex, creed, national origin, disability, age, sexual orientation, status with regard to public assistance, or religion.

q. Survivability

The provisions of this Agreement concerning Indemnification, Compliance with Laws, Compliance with the Minnesota Government Data Practices Act, Audit, Choice of Law and Venue shall survive the expiration or termination of this Agreement.

r. Severability

The provisions of this Agreement shall be severable. If any portion of this Agreement is, for any reason, held by a court of competent jurisdiction to be contrary to law, such decision shall not affect the remaining provisions of the Agreement.

s. Waiver

Any waiver by either party of a breach of any provision of this Agreement shall not affect, in any respect, the validity of the remainder of this Agreement.

IN TESTIMONY WHEREOF the parties have executed this Agreement by their authorized officers.

MINNEHAHA CREEK WATERSHED DISTRICT

Date:

Sherry Davis White, President

Approved for Form and Execution:

MCWD Counsel

CITY of HOPKINS

Date:

Jason Gadd, Mayor

Date:

Michael Mornson, City Manager

EXHIBIT A
DEVELOPMENT MATRIX

325 Blake Road Development Decision Matrix

August 18, 2020

Undertaking	Staff MCWD	Staff City	Ehlers	Developer	Planning Commission	Joint Liaison Committee	MCWD Board	City Council / HRA
Community Engagement								
Develop community engagement framework	X	X					X	
Develop community engagement plan	X	X		X				
Review of community engagement plan						X	X	
Implement community engagement plan throughout the development process	X	X		X				
Communications								
Develop communication framework	X	X					X	
Develop communications plan	X	X		X				
Review of communications plan						X	X	
Implement communications plan throughout the development process	X	X		X				
Developer Selection								
Develop Vision Document	X	X						
Approval of Vision Document						X	X	X
Develop financial framework dynamic evaluation	X							
Review financial framework dynamic evaluation		X	X			X	X	
Develop feasibility milestone recommendation	X	X				X		
Final determination of feasibility milestone							X	
Prepare open invitation for developers to submit letters of interest	X	X	X					
Prepare list of developers to invite for letter of interest submittal	X	X	X					
Review responses to request for letters and develop recommendation list of invited developers	X	X	X					
Review developer invite list for advancement in the process						X	X	X
Meet with interested developers to overview site (roundtables)	X	X	X					
Issue invitation to developers to prepare and submit proposals	X	X	X					
Review of initial site plans for revisions/comments	X	X	X					
Review Committee reviews refined site plans and conducts interviews	X	X	X			X		
Review Committee finalist list developed and reviewed by joint Board / Council						X	X	X
Project site tours of final development teams	X	X					X	X
Final site plan review and developer selection - Joint Board / Council meeting	X	X					X	X
Preliminary Development Agreement (PDA) - Three Party Agreement								
Draft PDA		X						
Review of draft PDA and input	X	X	X	X				
Refine draft PDA		X						
Review of draft PDA	X	X		X		X		
Approval of PDA				X			X	X
Concept Development Process								
Prepare draft site plans and financial model (pro-forma)				X				
Weekly meeting with developer to refine plan and financials	X	X		X				
Progress meetings with developer to overview site plans	X	X	X	X		X		

Review of preliminary site plan	X	X		X		X		
Final consensus around development program and concept plans	X	X		X		X	X	X
Land Use Entitlement								
Concept plan review		X		X	X			X
Refine site plan based on community engagement and concept plan review	X	X		X		X		
Preparation of Environmental Assessment Worksheet (EAW) (as needed)	X	X		X				
Notification of need for EAW (as needed)		X			X			X
EAW action: negative declaration or need for Environmental Impact Statement (EIS) (as needed)		X			X			X
Land Use Approvals		X		X	X	X		X
Grants (assuming Met Council LCDA and Hennepin County TOD programs)								
Identify possible grant resources	X	X		X				
Prepare grant requests	X	X		X				
Approval of grant submittals (as required)							X	X
Sale of property								
Draft Letter of Intent (LOI)				X				
Review of LOI	X	X				X		
Approval of LOI	X						X	
Draft Purchase Agreement	X							
Approval of Purchase Agreement							X	
Public Assistance Agreement								
Draft term sheet		X						
Review of term sheet	X	X	X	X				X
Draft Agreement		X						
Review of Agreement		X	X	X				
Approval of Agreement				X				X

Notes:

1. The specific undertakings are listed to correspond as closely as possible to the cooperative agreement for Coordinated Planning, Improvements and Development for 325 Blake Road. The process is not linear, therefore the listing above is not necessarily sequential, with various undertakings often occurring concurrently.
2. Legal counsel for the Watershed District and City are incorporated under staff responsibilities for drafting of all related legal documents.
3. Watershed District and City staff will keep their respective board / council informed throughout the process regarding the undertakings listed above.

EXHIBIT B
VISION FOR 325 BLAKE ROAD SITE

City of Hopkins and the Minnehaha Creek Watershed District

DEVELOPMENT VISION FOR 325 BLAKE ROAD

Purpose

This document memorializes the shared vision between the City of Hopkins (City) and the Minnehaha Creek Watershed District (MCWD) for the redevelopment of 325 Blake Road. It is intended to provide a shared understanding of the guiding principles for redevelopment, parameters of development, and approvals and financing by the City, MCWD, the community and potential development partners.

The MCWD and the City seek highly creative, water-focused development proposals for this unique redevelopment opportunity. Proposals should include sustainable development characteristics with the Minnehaha Creek as the central feature of the development and a special emphasis on multiple connections to amenities including the future Blake Road LRT Station. Inclusive community engagement will also be important to ensure this new neighborhood blends seamlessly into the broader Hopkins community.

Property Description

The 325 Blake Road site is owned by the MCWD and consists of a 16.84 acre parcel located at the southeast quadrant of the Blake Road North (CSAH 20) and Lake Street Northeast intersection; less than ¼-mile from both State Highway 7 to the north and Excelsior Boulevard (CSAH 3) to the south, and within 1 mile of Highway 169. The property is bounded by approximately 1100 feet of Minnehaha Creek, 1100 feet of Blake Road and 1200 feet of the Cedar Lake LRT Regional Trail and future METRO Green Line Extension.

Guiding principles for redevelopment

Creative design approach. Recognizing that the size and location of this property make it a unique development opportunity within a fully urbanized area, pursue a creative approach to design that is thoughtful of the environment, the social relationships between residents and the larger community, and brings something vibrant and new.

Transit Oriented Development. Embrace elements of Transit Oriented Development (TOD) based on its proximity to the Blake Road LRT Station, the adjacent Green Line Extension, and connections to trail systems. Consider recreational and commercial amenities within the vicinity of the Site. TOD densities, parking ratios and shared

parking within the Site are encouraged, as well as other transit-supportive uses such as jobs and retail.

Water-focused approach. Feature Minnehaha Creek, the Minnehaha Creek Greenway, and storm water management elements as central to the identity and orientation of the Site.

Sustainability. Incorporate sustainable development components, such as construction materials and techniques, water and energy efficiency, renewable energy, waste management, and educational elements.

Open design. Provide open design that establishes inviting views of Minnehaha Creek and allows for public access into the Site so that Minnehaha Creek becomes a community amenity. The design should permit easy access to and throughout the Site by pedestrians and bicyclists, while maintaining safety for all residents and users of the property.

Connections. Enhance physical and visual connections across Blake Road and to the Minnehaha Creek Greenway, Cedar Lake LRT Regional Trail, Blake Road LRT Station and Cottageville Park. The southwest corner of the Site is a key location due to its proximity to the Blake Road LRT Station, and development should embrace the prominence of this portion of the Site when looking at design and land use.

Housing mix. Consider a variety of housing types, including ownership and rental for people at a mix of income levels and household sizes. All efforts should be made to mix the affordable units with the market rate units. If financial barriers prevent that, site design should encourage interaction between buildings via shared common areas and amenity spaces throughout the Site.

Community Engagement. The City and MCWD are interested in engaging with the community early and in a way that is meaningful and helps to inform the site plan. It is the expectation that developing the engagement plan, with the development team (City, MCWD & Developer), will be a priority.

Development Parameters

Access

The primary access point for the Site shall extend from the existing signalized intersection of Blake Road and 2nd Street NE. Access from Lake Street will be dependent upon a traffic study to be paid for by the Developer. Any traffic study will be

subject to review by both the City and Hennepin County, as Blake Road is under County jurisdiction.

Road Infrastructure

The City is interested in exploring concepts that have no or limited roads designed for cars but have strong pedestrian/bike connections through the Site. A precedent is Thornton Place, Seattle, WA.

If the Developer determines that access by automobiles is necessary to achieve the redevelopment goals, the roadways will be constructed by the Developer. If they are designed to City public street specifications, constructed in dedicated public right-of-way, and meet a clear public purpose, the maintenance of the roads from curb to curb will be taken on by the City.

Utilities

Utilities are stubbed in with the intent to serve the Site. Water service extends into the Site from the intersection of Blake Road and 2nd Street NE. To provide reliability and adequate flow, the water main must be looped through the Site and connect to the main in Lake Street NE right-of-way. There is a water service line into the Site that needed to remain active during the Blake Road construction and was reconnected. This line will need to be removed if it will no longer serve a building or hydrant.

A deep sanitary sewer manhole was placed in the northwest corner of the Site during the reconstruction of Blake Road with the intent to serve the Site. There are two other sanitary sewer services that were reconnected during adjacent reconstruction and will need to be removed if they will no longer serve a building.

The Developer will be required to pay for all on site utility connections and removal or relocation of any existing water lines or sanitary sewer services.

Storm Water

MCWD will design and construct a regional storm water management facility that treats storm water from approximately 270 acres surrounding the Site. This facility will clean and control the rate of storm water that would otherwise flow untreated directly into Minnehaha Creek. Open space amenities and a trail network connecting the Cedar Lake LRT Regional Trail and Cottageville Park will be interwoven with the storm water features. The Developer will remain responsible for meeting storm water regulations for the portion of the Site devoted to the future development. However, it is expected that the Developer and MCWD will work closely together to design an innovative,

aesthetically pleasing, and integrated approach to management of all storm water, trail, and open space elements throughout the Site.

Land Use

The City is open to a range of development types on the Site if they are transit-supportive in nature. Included is housing, neighborhood-serving retail, and/or office uses.

Housing Density

The City and the Metropolitan Council's expectations for residential density on the Site is 75-150+ units per acre of buildable land.

Parking

TOD parking ratios and shared parking between uses are encouraged and expected. Parking that can be used by visitors to the Minnehaha Creek Greenway and Cottageville Park is desirable. The City is open and flexible on parking requirements as long as the proposed development doesn't impact surrounding neighborhoods. The appropriate parking ratios will be determined through a parking and traffic study, paid for by the Developer. For planning purposes, the Developer should propose a parking ratio based on past experience and TOD best practices.

Sustainability

325 Blake Road is a very unique site, adjacent to both a future LRT station and bordered by Minnehaha Creek. It provides an opportunity to demonstrate environmentally-sensitive design as an example for other development to follow. The City and MCWD desire a development that utilizes sustainable design and materials, water and energy efficiency and education.

Housing Affordability

The City desires the Developer(s) to include 10-15% of the units as affordable and have them integrated with market rate units rather than as a standalone affordable development. If a mix of affordable and market rate units cannot be achieved, the site design should provide places for residents to come together and amenities that are shared between developments. If funding sources or Developer interest calls for a higher percentage of affordable units, the City is open to discussing that with the Developer.

Public Art

PLACES is an effort to bring public art to the Green Line Extension. The City believes there is an opportunity to use the PLACES initiative to inform both public art on the Site, as well as the overall development. The City is interested in working with artist(s), the

community and the Developer to determine the long-term goals for public art, either through PLACES or independent of that process.

Approvals & Financing

Zoning

The Site is currently zoned Industrial but is guided in the 2040 Comprehensive Plan as Activity Center which calls for a moderate to high density mix of uses that support the public investment of transit.

The City acknowledges that existing zoning districts may not have the flexibility needed for development on a site that is so unique, including its irregular shape, the plans for regional storm water treatment, and the opportunity to achieve remarkable views and changes in grade. As a result, the City will consider using a Planned Unit Development (PUD) approach to better achieve the redevelopment goals.

Environmental Review

It is likely that the size and scope of this project will require environmental review under Minnesota Statute 4410 and City Code Part III, Chapter 100, Article II – Environmental Review Program. The City of Hopkins will serve as the Responsible Governmental Unit (RGU) for any environmental review. Any environmental review shall be paid for by the Developer.

Park Dedication Fee

The City is open to discussions about the fee as the development is shaped and the overall development plan is known.

Tax Increment Financing (TIF)

The City acknowledges that goals for the development may result in a financial gap in the project's pro forma. The City is willing to consider the establishment of a TIF district to make the project financially feasible and maximize the community benefits of the development.

Blight findings were documented for the cold storage facility that would allow for a TIF Redevelopment District to be established. However, because the building was demolished late 2018, a redevelopment district would need to be established by the end of 2021.

The City will rely on the Ehlers, the City's financial consultant, to advise on the appropriate level of public assistance based on a detailed TIF analysis of the Developer's pro forma for the proposed development.

Strategy for Partnerships with Other Agencies

The location of this site in proximity to LRT, combined with the innovative approach to storm water management, dedication to community engagement and goals of an integrated and inclusive community, make this redevelopment an excellent candidate for grant funds through the Metropolitan Council and Hennepin County.

Throughout the concept development stage, the development team will look for opportunities to maximize funds from other agencies through creative design, exemplifying TOD principles and innovative problem-solving.

DRAFT

EXHIBIT C
DEVELOPMENT PARAMETERS

The Parties have identified the following list of development parameters which are relevant to the successful redevelopment of the Site. The Parties recognize that each developer and site may involve unique considerations and that the Parties will work together, primarily through the Staff Coordination Team and Liaisons, to address these parameters as described in Section 7 of the Agreement.

a. Access

- i. Access is defined as vehicular entry points to the Site. Trail access to the Site for pedestrians, cyclists, and other non-vehicular modes is addressed under Section d.
- ii. The primary access point for the Site shall extend from the existing signalized intersection of Blake Road and 2nd Street NE. An additional access point on Lake Street will be considered based on a demonstrated need identified through the conceptual design process and supported by a proposed development program and a traffic study, to be paid for by the Developer.
- iii. The City's Planning and Economic Development Department (Planning Department) will review the conceptual design, proposed development programming, and traffic study in making a recommendation to the City Council. MCWD staff will provide input, particularly where the access plan relates to the Minnehaha Creek Greenway and Cottageville Park. The traffic study will also be subject to review by Hennepin County due to their jurisdiction over Blake Road. Emergency services providers will be consulted as necessary to determine any emergency access requirements.
- iv. The final access plan will be approved by the City Council through the City's site plan review and approval process (Sec. 102-125 to 102-128 of City Code) or planned unit development (PUD) review and approval process (Sec. 102-673 to 102-680 of City Code).

b. Road Infrastructure

- i. Road infrastructure is defined as roads supporting vehicular access into and through the Site.
- ii. Prospective developers will be encouraged through the developer selection process to explore conceptual designs that minimize the need for road infrastructure. The necessity for road infrastructure will be determined based upon the conceptual design and proposed development program. The City's Planning Department will lead the review of the circulation plan, with input from MCWD staff, particularly where road infrastructure relates to the Minnehaha Creek Greenway or Cottageville Park. Access for service, delivery, and emergency vehicles will be considered.

- iii. All roadways internal to the Site shall be constructed by the Developer. If the roadways are designed to City of Hopkins public street specifications, constructed in dedicated public right-of-way, and meet a clear public purpose, the maintenance of the roads from curb to curb will be taken on by the City. Emergency services providers will be consulted as necessary to determine any emergency access requirements.
- iv. The final circulation plan will be approved by the City Council through the City's site plan or PUD review process.

c. Utilities

- i. Municipal utilities are defined as those utilities that are provided by the City, including domestic water and sanitary sewer services. Other utilities are defined as those utilities that are supplied by non-municipal providers, including electric, gas, and communications.
- ii. Municipal utilities have been stubbed in with the intent to serve the site. Any existing domestic water or sanitary sewer lines, connections, or access points internal to the Site will need to be removed at the Developer's expense if they will not serve a building or hydrant. Additional municipal utility connections will be considered during the conceptual design phase. Other utilities will be negotiated between the Developer and utility providers. MCWD and the Developer will jointly design and negotiate any utilities that are shared between the development and stormwater facilities or open space amenities.
- iii. The final utility plan will be approved by the City Council through the site plan or PUD review process.

d. Stormwater and Open Space

- i. Site-generated stormwater is defined as all stormwater generated on the acreage purchased by the Developer. Regional stormwater is defined as all stormwater that is piped to the Site to be treated by MCWD's stormwater facility, as well as stormwater generated on the acreage retained by MCWD. Open space is defined as the publicly accessible portions of the Site, whether owned by the District or Developer, that provide active or passive recreation, public gathering areas, or serve as non-vehicular transportation corridors.
- ii. MCWD and the City expect that any selected developer will work collaboratively with MCWD on a creative and integrated approach to stormwater management, with the potential to tie the development into the regional treatment system so that stormwater may serve as an amenity throughout the Site. An integrated stormwater treatment facility and associated open space and trail network would be designed jointly by MCWD and the Developer, with input from the City. Construction and maintenance responsibilities will be negotiated and memorialized based on the agreed upon design.
- iii. The Developer is responsible for meeting all applicable MCWD regulations, including MCWD's Stormwater Management Rule for site-generated stormwater, through either on-site treatment or an integrated approach in

cooperation with MCWD. MCWD is responsible for leading the design of the regional stormwater facility and associated open space and trail system. The MCWD Board of Managers will approve the final stormwater and open space plan.

- iv. Stormwater and open space will initially be considered at the commencement of the conceptual design phase. Any agreements pertaining to stormwater and open space will be finalized prior to sale of the property or will be included as conditions to the purchase agreement.

e. Land use

- i. The City anticipates that zoning for the Site will be changed to permit a variety and mix of land uses (see Sec. 8. Land use approvals). Permitted land uses will be guided by the City's 2040 Comprehensive Plan and informed by current market conditions and the Developer's conceptual design and proposed development program.
- ii. Prior to a change in zoning or approval of a planned unit development, the City and MCWD will set expectations with prospective developers for anticipated permitted uses through the developer selection process. Final land use approvals will follow the procedures in Sec. 8 of this cooperative agreement.
- iii. Land use approvals may occur after consensus is reached on a conceptual plan and a purchase agreement has been finalized. Final land use will be approved by the City Council based on zoning or PUD standards.

f. Density

- i. Density is defined as average residential density on the Site and is measured in units per acre of buildable land.
- ii. A range of expected density will be established by the City's Planning Department based on guidelines set forth by the Metropolitan Council, the City's 2040 Comprehensive Plan, and market expectations. This range will be communicated to prospective developers through the developer selection process.
- iii. Final density will be determined through the conceptual design process and approved by the City Council through the site plan or PUD review process.

g. Parking

- i. Parking is defined as vehicular parking for all anticipated uses of the Site, including residential, commercial, and access to the Minnehaha Greenway and Cottageville Park.
- ii. Expectations for parking of the Site will be established by the City's Planning Department based on Transit Oriented Development (TOD) best practices. These expectations will be communicated to prospective developers through the developer selection process.

- iii. Final parking ratios will be determined through the conceptual design process, supported by a parking and traffic study to be paid for by the Developer, and approved by the City Council through the site plan or PUD review process.

h. Sustainability

- i. Sustainability is defined as all elements, whether structural or operational, that reduce the development's impact on the environment, exclusive of stormwater management which is addressed in Subsection d of this exhibit.
- ii. Expectations for sustainability will be established by the City's Planning Department, with input from MCWD, based on the goals and policies of the City's comprehensive plan and regional best practices. These expectations will be communicated to prospective developers through the developer selection process.
- iii. Final sustainability elements will be determined through the conceptual design process and approved by the City Council through the site plan or PUD review process.

i. Housing affordability

- i. Housing affordability is defined as the ratio of affordable to market-rate units, the level of affordability based on area median income or a similar metric, and the physical integration of affordable units into the broader development.
- ii. Expectations for housing affordability will be established by the City's Planning Department. These expectations will be communicated to prospective developers through the developer selection process.
- iii. Final housing affordability will be approved by the City Council.

j. Tax increment finance

- i. The City and MCWD anticipate that tax increment financing (TIF) may be a necessary tool to close any financial gap in a development that meets the needs of MCWD, the City, and the Developer.
- ii. City staff will communicate the potential for the establishment of a TIF district to prospective developers through the developer selection process. City staff will make a recommendation on the establishment of a TIF district and the terms of the financing based on an analysis of the Developer's pro forma conducted by the City's municipal advisor.
- iii. Establishment of the TIF district and financing terms will be approved by the City Council and Housing and Redevelopment Authority (HRA).

k. Third-party grants

- i. The City and MCWD anticipate pursuing grants through Hennepin County and the Metropolitan Council, as well as other granting entities as needed and as timing permits.
- ii. If desired grants have requirements that impact the development parameters for stormwater and open space, density, parking, sustainability, or housing

affordability, the City and MCWD will consider revising the detailed development parameters as necessary and communicate these revised expectations to the prospective or selected developer(s).

- iii. Based on the specific requirements and focus of the desired grant, the City and MCWD will determine the appropriate applicant. Regardless of the applicant, the City and MCWD will share all necessary information to ensure grant applications are thorough and completed in a timely fashion.

**REQUEST FOR PROPOSALS****Landscape Architecture and Engineering for****325 BLAKE ROAD REGIONAL STORMWATER AND GREENWAY****and****COTTAGEVILLE PARK PHASE II RIPARIAN RESTORATION PROJECT****325 Blake Rd N, Hopkins, MN 55343****415 Blake Rd N, Hopkins, MN 55343****1308 Lake St NE, Hopkins, MN 55343****1312 Lake St NE, Hopkins, MN 55343****Minnehaha Creek Watershed District**

PART 1: BACKGROUND AND PROJECT OVERVIEW**General**

The Minnehaha Creek Watershed District (MCWD or District) is seeking a qualified consultant team to provide landscape architecture and engineering design services for the 325 Blake Road Regional Stormwater and Greenway and Cottageville Park Phase II Riparian Restoration project. The project involves design, cost analysis, plans and specifications, interpretive planning, permitting, public engagement, and construction oversight for the construction of stormwater facilities, open space amenities, stream and riparian restoration and a trail network on four parcels – a large project site at 325 Blake Road N and three accompanying parcels bordering the creek (collectively the “Site”).

MCWD will host a mandatory informational meeting on this RFP on September 17, 2020 at 1:00 pm, anticipated to be conducted via WebEx or similar web-based meeting platform. Please RSVP with contact information (email address and phone number) to Michael Hayman, MCWD Project Planning Manager. You must RSVP to receive login credentials for the mandatory informational meeting.

If you would like to receive updates during the RFP process, please visit the 325 Blake Road RFP webpage: <http://>

This project has the potential to proceed along one of two tracks: (1) a joint venture between the District, the City of Hopkins (City), and a private development partner (Developer); or (2) a standalone District project. At the time of the release of this RFP, it is anticipated that the project will be initiated along the first track but may shift to the second track if certain threshold milestones are not met. The selected consultant will be prepared to proceed along either track

and propose a flexible design process that enables the project team to pivot from the joint venture project to the District-only project if necessary.

The driving vision of the project is to create a uniquely water-centric redevelopment of a formerly industrialized segment of the Minnehaha Creek corridor. The project will provide layered ecological and societal benefits and will serve as a centerpiece of the larger Minnehaha Creek Greenway restoration. Specific project goals include regionalizing a large quantity of stormwater to improve the water quality of Minnehaha Creek and its downstream waterbodies, restoring a significant stretch of creek corridor, providing visual and physical access to this previously hidden portion of the Creek, and providing improved trail connections for pedestrians and cyclists. If this project proceeds as part of a larger redevelopment of the Site, the District will have the rare opportunity to position stormwater management and water resources as the very underpinnings of the development. Moreover, stormwater that is often hidden from view and regarded as a nuisance will be repurposed as an amenity for future users of the property and the broader community. To achieve this outcome, the District and City have developed a joint vision for redevelopment (see Attachment A).

If this project proceeds along the first track, the District, City, and Developer will all be engaged in the design process, with the District acting as the lead coordination agency. An integrated concept plan will be agreed to jointly by all parties through a preliminary development agreement process with the Developer, while the final stormwater and Greenway design will require approval by the District Board of Managers. If this project proceeds along the second track, the design process will take place between the consultant team and the District and the final design will be approved by the District Board of Managers. The selected consultant team will be required to enter into agreement terms as substantially set forth in the contract template, Attachment B of this document. The submittal requirements and timeline can be found on pages 10-11 of this RFP.

Project Description

The Site consists of four parcels, described in detail below and shown in the Site Map (see Attachment C). The 325 Blake Road N parcel is approximately 16.84 acres, including approximately 1.5 acres of riparian woodland buffer, with the remainder being upland. This parcel contains approximately 1,100 linear feet of Minnehaha Creek frontage and includes floodplain of Minnehaha Creek. 325 Blake Rd formerly housed a large cold storage facility, which was demolished in 2018. Soil contamination was previously removed during demolition, but 1,400 tons remains to be removed as part of the site restoration and redevelopment. The 415 Blake Road N parcel forms part of the adjacent Cottageville Park and is approximately 0.48 acres with an additional 150 linear feet of creek frontage. Two formerly residential parcels opposite Cottageville Park at 1308 Lake St NE and 1312 Lake St NE with a combined area of approximately 0.33 acres and 100 linear feet of creek frontage form the remainder of the Site. Finally, an adjacent 0.16-acre creek outlot may be considered for restoration as part of the project.

The Site is an integral piece of the Minnehaha Creek Greenway (see Attachment D), as well as an opportunity for a large scale transit oriented development adjacent to the future Southwest LRT Blake Road Station. In recognition of the Site's unique location and in an effort to redevelop the Site in fulfillment of the District's Balanced Urban Ecology vision (see Attachment E), which

emphasizes the economic and social value that natural systems generate for the built environment, the following project elements are envisioned:

Regional Stormwater Management

A major outcome of this project is the regional management and treatment of stormwater from approximately 270 acres of three municipalities (Edina, Hopkins, and St. Louis Park) surrounding and including the Site. Two stormwater conveyance systems have been previously constructed to divert runoff to the Site rather than allow it to flow untreated and without rate control into Minnehaha Creek. The “Lake Street Diversion” collects stormwater from approximately 30.3 acres of Hopkins and the “Powell Road Diversion” collects stormwater from approximately 217 acres of Hopkins, Edina, and St. Louis Park. The District anticipates retaining 4-6 acres of the Site to manage and treat this regional stormwater (see Attachments F, G, H, and I for more detailed stormwater metrics and design concepts). Both diversions are currently bulkheaded until a treatment facility is constructed.

The consultant will work with the District, City and Developer to design a creative, aesthetically appealing, and fully integrated approach to treat and manage this regional stormwater. Although the Developer will be responsible for meeting District rules for stormwater generated on its portion of the Site, it is anticipated that the rules will be met through a creative treatment solution within the development footprint and/or through a tie-in to the regional system. The District views the integration and amenitization of stormwater throughout the Site as a demonstration of forward-thinking water management practices. The District is therefore seeking designs that go well beyond typical stormwater treatment systems to create a true asset for future residents and neighbors of the Site and the broader community. The District does not have a preconceived vision for design and expects a high degree of creativity and originality from the consultant team.

If the project proceeds as a District-only project, the consultant will focus on creative treatment of the regional stormwater within the 4-6 acres adjacent to the creek. To the extent practicable, designs should facilitate the integration of the project with a future development on the remaining acreage.

Stream and Ecological Restoration

The Site contains approximately 1,250 feet of frontage on Minnehaha Creek. A stream assessment conducted by the District in 2012 showed this stretch to be largely stable and in relatively good condition. The consultant should propose some level of stream assessment to recommend whether or not the design can focus primarily on riparian restoration and maintaining the integrity of the banks and channel, or if additional channel work is needed. This restoration will be integrated with other project elements below. The consultant will work with the District’s internal staff experts (Research and Monitoring, Project Maintenance and Land Management) to develop restoration plans and will coordinate the restoration with vegetative improvements (see Vegetation Plan) as necessary. This work would proceed similarly under either track.

Creek Access

A major benefit of this project will be to provide public access to a stretch of Minnehaha Creek that has largely been shielded from public view for many decades. The specific form that creek

access takes will be informed through the community engagement process, but could include elements such as passive viewing, canoe/kayak access, and fishing. If the project proceeds along Track 1, creek access for residents and other users of the development should be explicitly considered and coordinated with the trail network (see Trail Network).

Vegetation Plan

Vegetation primarily consists of a woodland creek buffer area (approximately 1.5 acres in total) which has been managed by the District for common buckthorn and glossy buckthorn. Previously disturbed areas have been seeded with a native prairie seed mix for interim stabilization. The consultant will work with the District's internal vegetation experts (Project Maintenance and Land Management) to create a planting palette with an emphasis on the use of native plants that will include the riparian and upland areas. The vegetation plan will be integrated with the Developer's landscaping plan if the project proceeds along Track 1.

Site Interpretation

The site design must tell the rich story of the project's role in this once-in-a-generation revitalization of an urban creek corridor. Thus, the site design must include plans for creative educational and interpretive elements that illustrate the Site's unique relationship to water and situate it within the Minnehaha Creek Greenway and broader watershed. If the project advances in conjunction with the larger development, these educational elements should also highlight the sustainable features of the development, benefits of integrated design, and the power of creative public-private partnerships in creating mutual benefits for the natural and built environment. The District places a strong emphasis on interpretation and experiential components within its capital projects. The consultant must be a creative partner in creating this experience.

Trail Network

The on-site trail network is envisioned to provide both internal pedestrian and bicycle circulation and connections to transportation and recreational facilities external to the Site. The trail network should provide connections to the Cedar Lake LRT Regional Trail (which runs parallel to the southeastern boundary of the Site) and Cottageville Park (which is adjacent to the northern corner of the Site). Internally, the trail network should provide access to aesthetic or demonstrative features of the stormwater system (see Regional Stormwater Management and Site Interpretation), open space (see Open Space), and the creek itself (see Creek Access). If the project proceeds along Track 1, the trail network should tie in seamlessly with any pedestrian or bicycle facilities within the Developer's portion of the Site.

Open Space

Although the portion of the Site MCWD retains will primarily be used to treat regional stormwater and provide for a trail network (see Regional Stormwater Management and Trail Network), there will be some amount of residual open space. The exact size and footprint of the open space will be influenced by the size and layout of the stormwater facilities, the location of the trails, and the size and layout of the development (Track 1). Design and programming of the open space will be informed through the community engagement process and in coordination with the City and Developer (Track 1) and will be integrated with all other project elements.

Work to Date

The District has previously contracted with a landscape architecture firm and an engineering firm to conduct several stormwater and development feasibility studies. The District has also previously conducted an extensive community engagement and visioning process, which is anticipated to serve as a baseline for future community engagement efforts. Select information has been included as attachments to this RFP. All other information gathered to date will be transmitted to the consultant upon contract award. The information summarized below serves as an example of available information. The consultant's proposal should assume all information gathered is complete and accurate.

Existing conditions documentation

- Demolition documentation
- Remediation, soil borings, and geotechnical documentation
- Draft Phase I and Phase II Environmental Site Assessments
- Draft Response Action Plan and Construction Contingency Plan
- Design plans for stormwater diversion pipes
- Minnehaha Creek 1st Order Drainage and Fluvial Geomorphic Assessment (2013)

Community engagement and outreach

- Community engagement/visioning documentation

Preliminary concepts and stormwater engineering

- Stormwater regionalization feasibility studies
- Concept plans and charrette documents
- Stormwater monitoring data of major tributaries

Additional project information can be found on the project website:

<https://www.minnehahacreek.org/project/325-blake-road-redevelopment>

Project Team

Michael Hayman (Primary Contact)
Project Planning Manager, MCWD
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952-471-8226

Gabriel Sherman (Secondary Contact)
Planner-Project Manager, MCWD
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952-641-4510

PART 2: SCOPE OF SERVICES

The overall project cost, including design, capital construction, contingency and construction oversight, is anticipated to cost up to \$4,330,000. The consultant will work closely with the District to complete tasks 1-5 within a projected budget of \$560,000. The consultant should outline in its cost proposal if it anticipates costs will vary significantly between Track 1 and Track 2.

The project, as detailed below, will follow a typical 30-60-90% design and review process and will include the following tasks:

1. Community and Stakeholder Engagement
2. 30% Design (30% design sets for Track 1 and Track 2)
3. 60-90% Design (60-90% design sets for selected Track)
4. Bid Document Creation and Bid Support
5. Construction Oversight

The consultant will target completion of 90% design for presentation to the District Board of Managers for May 2021. This is an estimated timeframe, and the exact date will be determined based on the schedule for the overall development (Track 1) or a decision to proceed along Track 2. Approval of 90% design will allow the consultant to prepare final design and bid the project in coordination with the overall development process.

The scope of services for this work may include, but will not be limited to, the tasks described as follows:

Task 1: Community and Stakeholder Engagement

To be successful, the project must be informed by the goals and values of the surrounding community and those that will use the space, as determined through a robust community engagement process. The District, City and Developer will develop a community engagement plan that defines the responsibilities of each party (see Attachment J for draft community engagement principles and goals). The consultant will support the District in its responsibilities, including defining the open space, trails, creek access, and stormwater management facilities.

The consultant should describe its proposed approach to community engagement, with the understanding that District staff will be actively engaged in all aspects of engagement to ensure coordination with the City and Developer (Track 1). The consultant should also describe its approach to community engagement for a District-only project (Track 2). In either case, the consultant's strategy should include provisions for conducting all engagement under a range of Covid-19 restrictions, in addition to traditional in-person methods. District staff will reserve the right to negotiate the specific task allocation between the consultant and staff prior to executing a contract, including but not limited to meeting facilitation, meeting materials, project mailings and emails, and web content.

Respondents to the RFP are encouraged to propose their recommended approach to conducting community engagement to achieve the District's goals. The District anticipates completing a framework for the community engagement plan during the course of this RFP process and will provide the framework during the informational meeting. However, to establish a baseline for the purposes of this RFP the minimum expected required elements of a stakeholder engagement plan will include:

- At least two (2) public meetings focused on potential open space, trail, and creek users, at or before 60% design. These meetings may be held jointly with the City and Developer (Track 1). If Covid-19 restrictions allow, some portion of this engagement should be held on site.
- Attendance at four (4) additional public meetings focused on the design and development program for the entire Site (Track 1). The consultant's role will be limited to presenting on open space, trail network, stormwater, creek access, interpretive elements, and integration with the larger Site.
- Attendance at two (2) meetings of the District Board of Managers, with the first occurring at 60% design and the second at 90% design. The presentations will be staff-led with the consultant team's attendance required for question and answer.
- Attendance at two (2) meetings of the Hopkins City Council. The presentations will be staff-led with the consultant team's attendance required for question and answer.

The need for additional meetings beyond the minimum requirements listed above or the consultant's proposed engagement plan may arise. Proposals should therefore include the cost of preparation and attendance at additional meetings on a per meeting basis.

Project Design

The consultant will develop two (2) concept plans, one along Track 1 (an integrated project with the City and Developer) and one along Track 2 (a standalone District project) and will take the selected concept plan through 90% design. The consultant is responsible for ADA and all other legal compliance requirements associated with design and project specifications.

Coordination

Effective coordination will be a key driver of success for this project and the consultant should plan for bi-weekly coordination meetings with the District. If the project proceeds along Track 1, coordination between the District, City and Developer will be a significant effort. The District anticipates at least six (6) internal coordination meetings with the City and Developer to ensure site plans are fully integrated and progressing on comparable schedules (Track 1).

Task 2: 30% Design (Concept Design)

The consultant will develop two (2) 30% concept designs concurrently, one along Track 1 (an integrated project with the City and Developer) and one along Track 2 (a standalone District project). The District will render a decision as to which concept to advance prior to the consultant undertaking additional design work.

Stormwater Modeling

The District maintains a HydroCAD model, but will rely on the consultant to make a stormwater modeling recommendation to base the design upon.

Special Area Plans and Renderings

The consultant will prepare more detailed conceptual designs and accompanying renderings (approximately 6) for several focal areas of the Site, which may include unique stormwater features, creek access points, or other open space amenities.

Task 3: 60-90% Design

60% Design (Design Development)

The consultant will develop 60% design plans based on the selected concept and that conform substantially to the concept plan in both site layout and expected costs. 60% design will be vetted by District staff and reviewed by the MCWD Board prior to further advancing design.

Permitting

The consultant team will provide materials for all required permits, including permits required by the City, District, Minnesota Department of Natural Resources, U.S. Army Corps of Engineers, and any other public agencies (e.g., Minnesota Pollution Control Agency and Minnesota State Historic Preservation Office). Staff will lead in the preparation and submission of the permits, with the consultant supporting the preparation of required exhibits and calculations and attending meetings and hearings associated with these permits. The consultant is responsible for ensuring the design complies with all applicable rules and regulations, including the District's rules for stormwater, wetland protection, water body crossings, and other District rules that may apply. If the project proceeds along Track 1, an environmental assessment worksheet will likely be triggered and the consultant will assist the District in its leading or advisory role to the Developer.

Site Interpretation

The consultant will work with District staff in the development of an education and interpretive plan for the Site, which may include signage and other interactive features. The consultant will develop a plan for integrating educational features throughout the Site, highlighting unique or demonstrative areas. The consultant will work with the District's Outreach staff to develop the Site's interpretive plan and create an overarching storyboard for the Site's interpretive elements. District staff will be responsible for the specific interpretive content (e.g., copywriting). The Site's interpretation will highlight the work of the District, City, and other partners in restoring the Minnehaha Creek corridor and building the Minnehaha Creek Greenway.

Maintenance

Long term operations and maintenance is a key consideration in all of the District's projects. The consultant will work with District staff (Project Maintenance and Land Management) to integrate future maintenance needs into the design process. The consultant will seek to minimize the need for complex or specialized maintenance to the extent possible, identify complex maintenance needs that cannot be avoided, and work with District staff to develop an annual and long term maintenance plan with associated costs and maintenance hours.

90% Design

The consultant will produce all elements standard to 90% design, including drawings, draft technical specifications, opinion of probable costs, and any other needed figures identified by the consultant and client. The consultant is expected to apply a value engineering approach to work within the established project budget.

Task 4: Bid Document Development and Bid Support

100% Design

Prepare plans and technical specifications, which will include site layout plans, grading and utilities, stormwater management, landscaping plans, trail detail, electrical and lighting plan, geotechnical plans, and any and all other necessary details to construct the project. The final design will include engineering estimates to accompany the final project design. The consultant will further develop specification and bid documents for construction contracting. The consultant will utilize the District's standard front end documentation and modify it as necessary for the purposes of this project to accommodate the bid packet, and will produce a draft and final bid packet for review. The consultant will coordinate with the District on the choice of standard contract documents and specifications.

Bid Period Support

In addition to developing the bid packet, the consultant will provide support during project bidding. This will include participation at a pre-bid meeting, responding to requests for information from prospective contractors, attending the bid opening, reviewing bid responses, and making an award recommendation.

Task 5: Construction Oversight

The consultant will provide construction oversight and management services in partnership with District staff, including construction administration and observation services. Required tasks will include participation in the preconstruction meeting, site staking, pay application review, submittal review, onsite construction observation of major tasks, responding to requests for information, providing post-construction as-builts, and any other construction administration, oversight, and management activities deemed necessary to completing the project as designed. The consultant should assume that the District will provide some routine on site observation, and will have ultimate approval authority. In preparing the response to the construction oversight task, the consultant should provide a cost proposal and clearly state all assumptions, including estimated numbers for any tasks requiring the review of submittals, pay applications, etc.

PART 3: INSTRUCTION TO PROPOSERS

Submittal Requirements

Responses to the RFP should be submitted to Michael Hayman no later than 4:00 pm on October 5, 2020. The District requests that all responses be submitted digitally.

Please visit the RFP webpage to view updates: <http://>

No page limit is required, however respondents will be evaluated on clarity and conciseness. Each proposal should include the following items:

1. Cover Letter – please provide a primary point of contact through the transmission of a cover letter.
2. Project understanding – describe your understanding of the scope of work, the approach to be taken, and your vision for the project. Identify any additional information the District will need to supply or obtain to enhance your understanding of the project and successfully complete the work, and/or any issues you might anticipate in performing the work.
3. Approach and methodology – provide a detailed description of your approach to the scope of work, including how you will coordinate with District, City, and Developer staff. Include a description of all anticipated tasks, and any supplemental tasks not described in the RFP. The description should specifically address how the approach will vary between the two potential tracks. The proposal should include a spreadsheet showing tasks, project team members, and associated hours. The proposal should also include a schedule and cost proposal. Include major assumptions impacting cost and time allocation.
4. Qualifications and experience – Provide an overview of the firm(s) and project team members and qualifications. Include descriptions of projects undertaken by the firm(s) and team members similar in nature to the one being proposed, including projects in the Twin Cities metro area that could be toured by the District's review committee. Speak to the team's ability to deliver the project on time and on budget.
5. References – Provide three recent references for your proposed principle team members, including names, addresses, and phone numbers.
6. District Resources – note a list of resources, expectations, or requirements which the consultant expects from the District in order to complete the project as proposed.
7. Subcontracting – if the consultant intends to use any subcontracting, submit the firms' information and an overview of the team members proposed from the firm(s).

Timeline

A review committee led by the project manager, MCWD Planning Project Manager Michael Hayman, along with other select staff will evaluate proposals and recommend a consultant to the MCWD Board of Managers.

The anticipated timeline for the proposal review process, which is subject to change, is as follows:

- Submit RFP Questions: September 14, 2020 at 4:00 pm (answers will be reviewed at informational meeting)
- Mandatory RFP informational meeting: September 17, 2020 at 1:00 pm (anticipated via WebEx, RSVP required to receive log-in information)
- Deadline for receipt of proposals: October 5, 2020 at 4:00 pm
- Interviews: October 13 and 14, 2020 (anticipated via WebEx)
- Comparable projects tour: October 15 and 16, 2020 (optional and at the discretion of the District Board of Managers and staff; anticipated in-person)
- Award recommendation: October 22, 2020
- Scope adjustments: October 27-29, 2020
- Consultant selection: November 5, 2020 (District Board of Managers meeting)

Selection Criteria

Methodology

1. Project understanding: The consultant understands the scope, goals and requirements of the project, and must be willing to work closely with MCWD staff.
2. Completeness and specificity: The proposal concisely and comprehensively explains what the consultant will do to meet all facets of the project, including a project schedule.
3. Identification of needs: The proposal outlines what resources will be required to complete the tasks, including MCWD staff time, additional information, etc.

Experience

1. Expertise and experience with comparable projects, including those that integrate components of natural resource restoration, stormwater infrastructure, and park and trail construction.
2. Project team has a proven track record for completing projects on time and within budget.
3. Project team has demonstrated ability to bring project from design through construction.

Cost

1. Fee structure: The proposal must clearly outline the fees and costs to complete all aspects of this project. Include hourly rates for each project team member along with hours for each task. The final fee structure and contract price are subject to negotiation.

Contact

Any questions, RSVPs to the informational meeting, and response submittals should be directed to Michael Hayman at (952) 471-8226 or mhayman@minnehahacreek.org.

PART 4: DISCLOSURES

Non-Binding

The District reserves the right to accept or reject any or all responses, in part or in whole, and to waive any minor informalities, as deemed in the District's best interests. In determining the most advantageous proposal, the District reserves the right to consider matters such as, but not limited to, consistency with the District's watershed management plan goals and the City's comprehensive land use plan, and the quality and completeness of the consultant's completed projects similar to the proposed project.

This RFP does not obligate the respondent to enter into a contract with the District, nor does it obligate the District to enter into a relationship with any entity that responds, or limit the District's right to enter into a contract with any entity that does not respond, to this RFP. The District also reserves the right, in its sole discretion, to cancel this RFP at any time for any reason.

Each respondent is solely responsible for all costs that it incurs to respond to this RFP and, if selected, to engage in the process including, but not limited to, costs associated with preparing a response or participating in any interviews, presentations or negotiations related to this RFP.

Right to Modify, Suspend, and Waive

The District reserves the right to:

- Modify and/or suspend any or all elements of this RFP;
- Request additional information or clarification from any or all respondents
- Allow one or more respondents to correct errors or omissions or otherwise alter or supplement a proposal;
- Waive any unintentional defects as to form or content of the RFP or any response submitted.

Any substantial change in a requirement of the RFP will be disseminated in writing to all parties that have given written notice to the District of an interest in preparing a response.

Disclosure and Disclaimer

This RFP is for informational purposes only. Any action taken by the District in response to proposals made pursuant to this RFP, or in making any selection or failing or refusing to make any selection, is without liability or obligation on the part of the District or any of its officers, employees or advisors. This RFP is being provided by the District without any warranty or representation, expressed or implied, as to its content, accuracy or completeness. Any reliance on the information contained in this RFP, or on any communications with District officials, employees or advisors, is at the consultant's own risk. Prospective consultants must rely exclusively on their own investigations, interpretations and analysis in connection with this matter. This RFP is made subject to correction of errors, omissions, or withdrawal without notice.

The District will handle proposals and related submittals in accordance with the Minnesota Data Practices Act, Minnesota Statutes §13.591, subdivision 3(b).

Attachments

- Attachment A: City of Hopkins and the MCWD Development Vision for 325 Blake Road
- Attachment B: Contract Template
- Attachment C: Site Map
- Attachment D: Minnehaha Creek Greenway Map
- Attachment E: Balanced Urban Ecology Policy
- Attachment F: Stormwater Management Feasibility Study for 325 Blake Rd (2013)
- Attachment G: Storm Water Treatment Concepts at 325 Blake Road (2016)
- Attachment H: 325 Blake Water Resources Concept Analysis (2019)
- Attachment I: Blake Road Concept Plan (2019)
- Attachment J: Draft Community Engagement Principles and Goals
- Attachment K: Southwest Corridor Investment Framework, Transitional Station Area Action Plan for Blake Station (2013)
- Attachment L: Blake Road LRT Station Area Development Guidelines (2015)
- Attachment M: Blake Road Station TOD Early Implementation and Concepts (2017)
- Attachment N: Solicitation for Master Developer - Request for Qualifications (2018)

Attachment A: City of Hopkins and the MCWD Development Vision for 325 Blake Road

City of Hopkins and the Minnehaha Creek Watershed District

DEVELOPMENT VISION FOR 325 BLAKE ROAD

Purpose

This document memorializes the shared vision between the City of Hopkins (City) and the Minnehaha Creek Watershed District (MCWD) for the redevelopment of 325 Blake Road. It is intended to provide a shared understanding of the guiding principles for redevelopment, parameters of development, and approvals and financing by the City, MCWD, the community and potential development partners.

The MCWD and the City seek highly creative, water-focused development proposals for this unique redevelopment opportunity. Proposals should include sustainable development characteristics with the Minnehaha Creek as the central feature of the development and a special emphasis on multiple connections to amenities including the future Blake Road LRT Station. Inclusive community engagement will also be important to ensure this new neighborhood blends seamlessly into the broader Hopkins community.

Property Description

The 325 Blake Road site is owned by the MCWD and consists of a 16.84 acre parcel located at the southeast quadrant of the Blake Road North (CSAH 20) and Lake Street Northeast intersection; less than ¼-mile from both State Highway 7 to the north and Excelsior Boulevard (CSAH 3) to the south, and within 1 mile of Highway 169. The property is bounded by approximately 1100 feet of Minnehaha Creek, 1100 feet of Blake Road and 1200 feet of the Cedar Lake LRT Regional Trail and future METRO Green Line Extension.

Guiding principles for redevelopment

Creative design approach. Recognizing that the size and location of this property make it a unique development opportunity within a fully urbanized area, pursue a creative approach to design that is thoughtful of the environment, the social relationships between residents and the larger community, and brings something vibrant and new.

Transit Oriented Development. Embrace elements of Transit Oriented Development (TOD) based on its proximity to the Blake Road LRT Station, the adjacent Green Line Extension, and connections to trail systems. Consider recreational and commercial amenities within the vicinity of the Site. TOD densities, parking ratios and shared

parking within the Site are encouraged, as well as other transit-supportive uses such as jobs and retail.

Water-focused approach. Feature Minnehaha Creek, the Minnehaha Creek Greenway, and storm water management elements as central to the identity and orientation of the Site.

Sustainability. Incorporate sustainable development components, such as construction materials and techniques, water and energy efficiency, renewable energy, waste management, and educational elements.

Open design. Provide open design that establishes inviting views of Minnehaha Creek and allows for public access into the Site so that Minnehaha Creek becomes a community amenity. The design should permit easy access to and throughout the Site by pedestrians and bicyclists, while maintaining safety for all residents and users of the property.

Connections. Enhance physical and visual connections across Blake Road and to the Minnehaha Creek Greenway, Cedar Lake LRT Regional Trail, Blake Road LRT Station and Cottageville Park. The southwest corner of the Site is a key location due to its proximity to the Blake Road LRT Station, and development should embrace the prominence of this portion of the Site when looking at design and land use.

Housing mix. Consider a variety of housing types, including ownership and rental for people at a mix of income levels and household sizes. All efforts should be made to mix the affordable units with the market rate units. If financial barriers prevent that, site design should encourage interaction between buildings via shared common areas and amenity spaces throughout the Site.

Community Engagement. The City and MCWD are interested in engaging with the community early and in a way that is meaningful and helps to inform the site plan. It is the expectation that developing the engagement plan, with the development team (City, MCWD & Developer), will be a priority.

Development Parameters

Access

The primary access point for the Site shall extend from the existing signalized intersection of Blake Road and 2nd Street NE. Access from Lake Street will be dependent upon a traffic study to be paid for by the Developer. Any traffic study will be

subject to review by both the City and Hennepin County, as Blake Road is under County jurisdiction.

Road Infrastructure

The City is interested in exploring concepts that have no or limited roads designed for cars but have strong pedestrian/bike connections through the Site. A precedent is Thornton Place, Seattle, WA.

If the Developer determines that access by automobiles is necessary to achieve the redevelopment goals, the roadways will be constructed by the Developer. If they are designed to City public street specifications, constructed in dedicated public right-of-way, and meet a clear public purpose, the maintenance of the roads from curb to curb will be taken on by the City.

Utilities

Utilities are stubbed in with the intent to serve the Site. Water service extends into the Site from the intersection of Blake Road and 2nd Street NE. To provide reliability and adequate flow, the water main must be looped through the Site and connect to the main in Lake Street NE right-of-way. There is a water service line into the Site that needed to remain active during the Blake Road construction and was reconnected. This line will need to be removed if it will no longer serve a building or hydrant.

A deep sanitary sewer manhole was placed in the northwest corner of the Site during the reconstruction of Blake Road with the intent to serve the Site. There are two other sanitary sewer services that were reconnected during adjacent reconstruction and will need to be removed if they will no longer serve a building.

The Developer will be required to pay for all on site utility connections and removal or relocation of any existing water lines or sanitary sewer services.

Storm Water

MCWD will design and construct a regional storm water management facility that treats storm water from approximately 270 acres surrounding the Site. This facility will clean and control the rate of storm water that would otherwise flow untreated directly into Minnehaha Creek. Open space amenities and a trail network connecting the Cedar Lake LRT Regional Trail and Cottageville Park will be interwoven with the storm water features. The Developer will remain responsible for meeting storm water regulations for the portion of the Site devoted to the future development. However, it is expected that the Developer and MCWD will work closely together to design an innovative,

aesthetically pleasing, and integrated approach to management of all storm water, trail, and open space elements throughout the Site.

Land Use

The City is open to a range of development types on the Site if they are transit-supportive in nature. Included is housing, neighborhood-serving retail, and/or office uses.

Housing Density

The City and the Metropolitan Council's expectations for residential density on the Site is 75-150+ units per acre of buildable land.

Parking

TOD parking ratios and shared parking between uses are encouraged and expected. Parking that can be used by visitors to the Minnehaha Creek Greenway and Cottageville Park is desirable. The City is open and flexible on parking requirements as long as the proposed development doesn't impact surrounding neighborhoods. The appropriate parking ratios will be determined through a parking and traffic study, paid for by the Developer. For planning purposes, the Developer should propose a parking ratio based on past experience and TOD best practices.

Sustainability

325 Blake Road is a very unique site, adjacent to both a future LRT station and bordered by Minnehaha Creek. It provides an opportunity to demonstrate environmentally-sensitive design as an example for other development to follow. The City and MCWD desire a development that utilizes sustainable design and materials, water and energy efficiency and education.

Housing Affordability

The City desires the Developer(s) to include 10-15% of the units as affordable and have them integrated with market rate units rather than as a standalone affordable development. If a mix of affordable and market rate units cannot be achieved, the site design should provide places for residents to come together and amenities that are shared between developments. If funding sources or Developer interest calls for a higher percentage of affordable units, the City is open to discussing that with the Developer.

Public Art

PLACES is an effort to bring public art to the Green Line Extension. The City believes there is an opportunity to use the PLACES initiative to inform both public art on the Site, as well as the overall development. The City is interested in working with artist(s), the

community and the Developer to determine the long-term goals for public art, either through PLACES or independent of that process.

Approvals & Financing

Zoning

The Site is currently zoned Industrial but is guided in the 2040 Comprehensive Plan as Activity Center which calls for a moderate to high density mix of uses that support the public investment of transit.

The City acknowledges that existing zoning districts may not have the flexibility needed for development on a site that is so unique, including its irregular shape, the plans for regional storm water treatment, and the opportunity to achieve remarkable views and changes in grade. As a result, the City will consider using a Planned Unit Development (PUD) approach to better achieve the redevelopment goals.

Environmental Review

It is likely that the size and scope of this project will require environmental review under Minnesota Statute 4410 and City Code Part III, Chapter 100, Article II – Environmental Review Program. The City of Hopkins will serve as the Responsible Governmental Unit (RGU) for any environmental review. Any environmental review shall be paid for by the Developer.

Park Dedication Fee

The City is open to discussions about the fee as the development is shaped and the overall development plan is known.

Tax Increment Financing (TIF)

The City acknowledges that goals for the development may result in a financial gap in the project's pro forma. The City is willing to consider the establishment of a TIF district to make the project financially feasible and maximize the community benefits of the development.

Blight findings were documented for the cold storage facility that would allow for a TIF Redevelopment District to be established. However, because the building was demolished late 2018, a redevelopment district would need to be established by the end of 2021.

The City will rely on the Ehlers, the City's financial consultant, to advise on the appropriate level of public assistance based on a detailed TIF analysis of the Developer's pro forma for the proposed development.

Strategy for Partnerships with Other Agencies

The location of this site in proximity to LRT, combined with the innovative approach to storm water management, dedication to community engagement and goals of an integrated and inclusive community, make this redevelopment an excellent candidate for grant funds through the Metropolitan Council and Hennepin County.

Throughout the concept development stage, the development team will look for opportunities to maximize funds from other agencies through creative design, exemplifying TOD principles and innovative problem-solving.

DRAFT

Attachment B: Contract Template

**AGREEMENT BETWEEN
MINNEHAHA CREEK WATERSHED DISTRICT and
[CONSULTANT]**

[Project Title]

This agreement is entered into by the Minnehaha Creek Watershed District, a public body with powers set forth at Minnesota Statutes chapters 103B and 103D (MCWD), and [CONSULTANT], a Minnesota corporation (“CONSULTANT”). In consideration of the terms and conditions set forth herein and the mutual exchange of consideration, the sufficiency of which hereby is acknowledged, MCWD and CONSULTANT agree as follows:

1. Scope of Work

CONSULTANT will perform the work described in the [DATE] Scope of Services attached as Exhibit A (the “Services”). Exhibit A is incorporated into this agreement and its terms and schedules are binding on CONSULTANT as a term hereof. MCWD, at its discretion, in writing may at any time suspend work or amend the Services to delete any task or portion thereof. Authorized work by CONSULTANT on a task deleted or modified by MCWD will be compensated in accordance with paragraphs 5 and 6. Time is of the essence in the performance of the Services.

2. Independent Contractor

CONSULTANT is an independent contractor under this agreement. CONSULTANT will select the means, method and manner of performing the Services. Nothing herein contained is intended or is to be construed to constitute CONSULTANT as the agent, representative or employee of MCWD in any manner. Personnel performing the Services on behalf of CONSULTANT or a subcontractor will not be considered employees of MCWD and will not be entitled to any compensation, rights or benefits of any kind from MCWD.

3. Subcontract and Assignment

CONSULTANT will not assign, subcontract or transfer any obligation or interest in this agreement or any of the Services without the written consent of MCWD and pursuant to any conditions included in that consent. MCWD consent to any subcontracting does not relieve CONSULTANT of its responsibility to perform the Services or any part thereof, nor in any respect its duty of care, insurance obligations, or duty to hold harmless, defend and indemnify under this agreement.

4. Duty of Care; Indemnification

CONSULTANT will perform the Services with due care and in accordance with national standards of professional care. CONSULTANT will defend MCWD, its officers, board members, employees and agents from any and all actions, costs, damages and liabilities of any nature arising from; and hold each such party harmless, and indemnify it, to the extent due to: (a) CONSULTANT’s negligent or otherwise wrongful act or omission, or breach of a specific contractual duty; or (b) a subcontractor’s negligent or otherwise wrongful act or omission, or breach of a specific contractual duty owed by CONSULTANT to MCWD. For any claim subject to this paragraph by an employee of CONSULTANT or a subcontractor, the indemnification obligation is not limited by a limitation on the amount or type of damages, compensation or benefits payable by or for

CONSULTANT or a subcontractor under workers' compensation acts, disability acts or other employee benefit acts.

5. Compensation

MCWD will compensate CONSULTANT for the Services on [an hourly OR a lump-sum] basis and reimburse for direct costs in accordance with Exhibit A. Invoices will be submitted monthly for work performed during the preceding month. Payment for undisputed work will be due within 30 days of receipt of invoice. Direct costs not specified in Exhibit A will not be reimbursed except with prior written approval of the MCWD administrator. Subcontractor fees and subcontractor direct costs, as incurred by CONSULTANT, will be reimbursed by MCWD at the rate specified in MCWD's written approval of the subcontract.

[The total payment for each task will not exceed the amount specified for that task in Exhibit A.] The total payment for the Services will not exceed [\$_____]. Total payment in each respect means all sums to be paid whatsoever, including but not limited to fees and reimbursement of direct costs and subcontract costs, whether specified in this agreement or subsequently authorized by the administrator.

CONSULTANT will maintain all records pertaining to fees or costs incurred in connection with the Services for six years from the date of completion of the Services. CONSULTANT agrees that any authorized MCWD representative or the state auditor may have access to and the right to examine, audit and copy any such records during normal business hours.

6. Termination; Continuation of Obligations

This agreement is effective when fully executed by the parties and will remain in force until [DATE] unless earlier terminated as set forth herein.

MCWD may terminate this agreement at its convenience, by a written termination notice stating specifically what prior authorized or additional tasks or services it requires CONSULTANT to complete. CONSULTANT will receive full compensation for all authorized work performed, except that CONSULTANT will not be compensated for any part performance of a specified task or service if termination is due to CONSULTANT's breach of this agreement.

Insurance obligations; duty of care; obligations to defend, indemnify and hold harmless; and document-retention requirements will survive the completion of the Services and the term of this agreement.

7. No Waiver

The failure of either party to insist on the strict performance by the other party of any provision or obligation under this agreement, or to exercise any option, remedy or right herein, will not waive or relinquish such party's rights in the future to insist on strict performance of any provision, condition or obligation, all of which will remain in full force and affect. The waiver of either party on one or more occasion of any provision or obligation of this agreement will not be construed as a waiver of any subsequent breach of the same provision or obligation, and the consent or approval by either party to or of any act by the other requiring consent or approval will not render unnecessary such party's consent or approval to any subsequent similar act by the other.

Notwithstanding any other term of this agreement, MCWD waives no immunity in tort. This agreement creates no right in and waives no immunity, defense or liability limit with respect to any third party.

8. Insurance

At all times during the term of this Agreement, CONSULTANT will have and keep in force the following insurance coverages:

- A. General: \$1.5 million, each occurrence and aggregate, covering both CONSULTANT's work and completed operations on an occurrence basis and including contractual liability.
- B. Professional liability: \$1.5 million each claim and aggregate. Any deductible will be CONSULTANT's sole responsibility and may not exceed \$50,000. Coverage may be on a claims-made basis, in which case CONSULTANT must maintain the policy for, or obtain extended reporting period coverage extending, at least three (3) years from completion of the Services.
- C. Automobile liability: \$1.5 million combined single limit each occurrence coverage for bodily injury and property damage covering all vehicles on an occurrence basis.
- D. Workers' compensation: in accordance with legal requirements applicable to CONSULTANT.

CONSULTANT will not commence work until it has filed with MCWD a certificate of insurance clearly evidencing the required coverages and naming MCWD as an additional insured for general liability, along with a copy of the additional insured endorsement establishing coverage for CONSULTANT's work and completed operations as primary coverage on a noncontributory basis. The certificate will name MCWD as a holder and will state that MCWD will receive written notice before cancellation, nonrenewal or a change in the limit of any described policy under the same terms as CONSULTANT.

9. Compliance With Laws

CONSULTANT will comply with the laws and requirements of all federal, state, local and other governmental units in connection with performing the Services and will procure all licenses, permits and other rights necessary to perform the Services.

In performing the Services, CONSULTANT will ensure that no person is excluded from full employment rights or participation in or the benefits of any program, service or activity on the ground of race, color, creed, religion, age, sex, disability, marital status, sexual orientation, public assistance status or national origin; and no person who is protected by applicable federal or state laws, rules or regulations against discrimination otherwise will be subjected to discrimination.

10. Data and Information

All data and information obtained or generated by CONSULTANT in performing the Services, including documents in hard and electronic copy, software, and all other forms in which the data and information are contained, documented or memorialized, are the property of MCWD. CONSULTANT hereby assigns and transfers to MCWD all right, title and interest in: (a) its copyright, if any, in the materials; any registrations and copyright applications relating to the materials; and any copyright renewals and extensions; (b) all works based on, derived from or incorporating the materials; and (c) all income, royalties, damages, claims and payments now or hereafter due or payable with respect thereto, and all causes of action in law or equity for past, present or future infringement based on the copyrights. CONSULTANT agrees to execute all papers and to perform such other proper acts as MCWD may deem necessary to secure for MCWD or its assignee the rights herein assigned.

MCWD may immediately inspect, copy or take possession of any materials on written request to CONSULTANT. On termination of the agreement, CONSULTANT may maintain a copy of some or all of the materials except for any materials designated by MCWD as confidential or non-public under applicable law, a copy of which may be maintained by CONSULTANT only pursuant to written agreement with MCWD specifying terms.

11. Data Practices; Confidentiality

If CONSULTANT receives a request for data pursuant to the Data Practices Act, Minnesota Statutes chapter 13 (DPA), that may encompass data (as that term is defined in the DPA) CONSULTANT possesses or has created as a result of this agreement, it will inform MCWD immediately and transmit a copy of the request. If the request is addressed to MCWD, CONSULTANT will not provide any information or documents, but will direct the inquiry to MCWD. If the request is addressed to CONSULTANT, CONSULTANT will be responsible to determine whether it is legally required to respond to the request and otherwise what its legal obligations are, but will notify and consult with MCWD and its legal counsel before replying. Nothing in the preceding sentence supersedes CONSULTANT's obligations under this agreement with respect to protection of MCWD data, property rights in data or confidentiality. Nothing in this section constitutes a determination that CONSULTANT is performing a governmental function within the meaning of Minnesota Statutes section 13.05, subdivision 11, or otherwise expands the applicability of the DPA beyond its scope under governing law.

CONSULTANT agrees that it will not disclose and will hold in confidence any and all proprietary materials owned or possessed by MCWD and so denominated by MCWD. CONSULTANT will not use any such materials for any purpose other than performance of the Services without MCWD written consent. This restriction does not apply to materials already possessed by CONSULTANT or that CONSULTANT received on a non-confidential basis from MCWD or another party. Consistent with the terms of this section 11 regarding use and protection of confidential and proprietary information, CONSULTANT retains a nonexclusive license to use the materials and may publish or use the materials in its professional activities. Any CONSULTANT duty of care under this agreement does not extend to any party other than MCWD or to any use of the materials by MCWD other than for the purpose(s) for which CONSULTANT is compensated under this agreement.

12. MCWD Property

All property furnished to or for the use of CONSULTANT or a subcontractor by MCWD and not fully used in the performance of the Services, including but not limited to equipment, supplies, materials and data, both hard copy and electronic, will remain the property of MCWD and returned to MCWD at the conclusion of the performance of the Services, or sooner if requested by MCWD. CONSULTANT further agrees that any proprietary materials are the exclusive property of MCWD and will assert no right, title or interest in the materials. CONSULTANT will not disseminate, transfer or dispose of any proprietary materials to any other person or entity unless specifically authorized in writing by MCWD.

Any property including but not limited to materials supplied to CONSULTANT by MCWD or deriving from MCWD is supplied to and accepted by CONSULTANT as without representation or warranty including but not limited to a warranty of fitness, merchantability, accuracy or completeness. However, CONSULTANT's duty of professional care under paragraph 4, above, does not extend to materials provided to CONSULTANT by MCWD or any portion of the Services that is inaccurate or incomplete as the result of CONSULTANT's reasonable reliance on those materials.

13. Notices

Any written communication required under this agreement to be provided in writing will be directed to the other party as follows:

To MCWD:

Administrator
Minnehaha Creek Watershed District
15320 Minnetonka Boulevard
Minnetonka, MN 55345

To CONSULTANT:

[Authorized Representative
Organization
Address]

Either of the above individuals may in writing designate another individual to receive communications under this agreement.

14. Choice of Law; Venue

This agreement will be construed under and governed by the laws of the State of Minnesota. Venue for any action will lie in Hennepin County.

15. Whole Agreement

The entire agreement between the two parties is contained herein and this agreement supersedes all oral agreements and negotiations relating to the subject matter hereof. Any

modification of this agreement is valid only when reduced to writing as an amendment to the agreement and signed by the parties hereto. MCWD may amend this agreement only by action of the Board of Managers acting as a body.

IN WITNESS WHEREOF, intending to be legally bound, the parties hereto execute and deliver this agreement.

CONSULTANT

By _____
Its _____

Date: _____

Approved as to Form and Execution

MCWD Attorney

MINNEHAHA CREEK WATERSHED DISTRICT

By _____
Its _____

Date: _____

Exhibit A
Scope of Services

TEMPLATE

Attachment C: Site Map



Legend

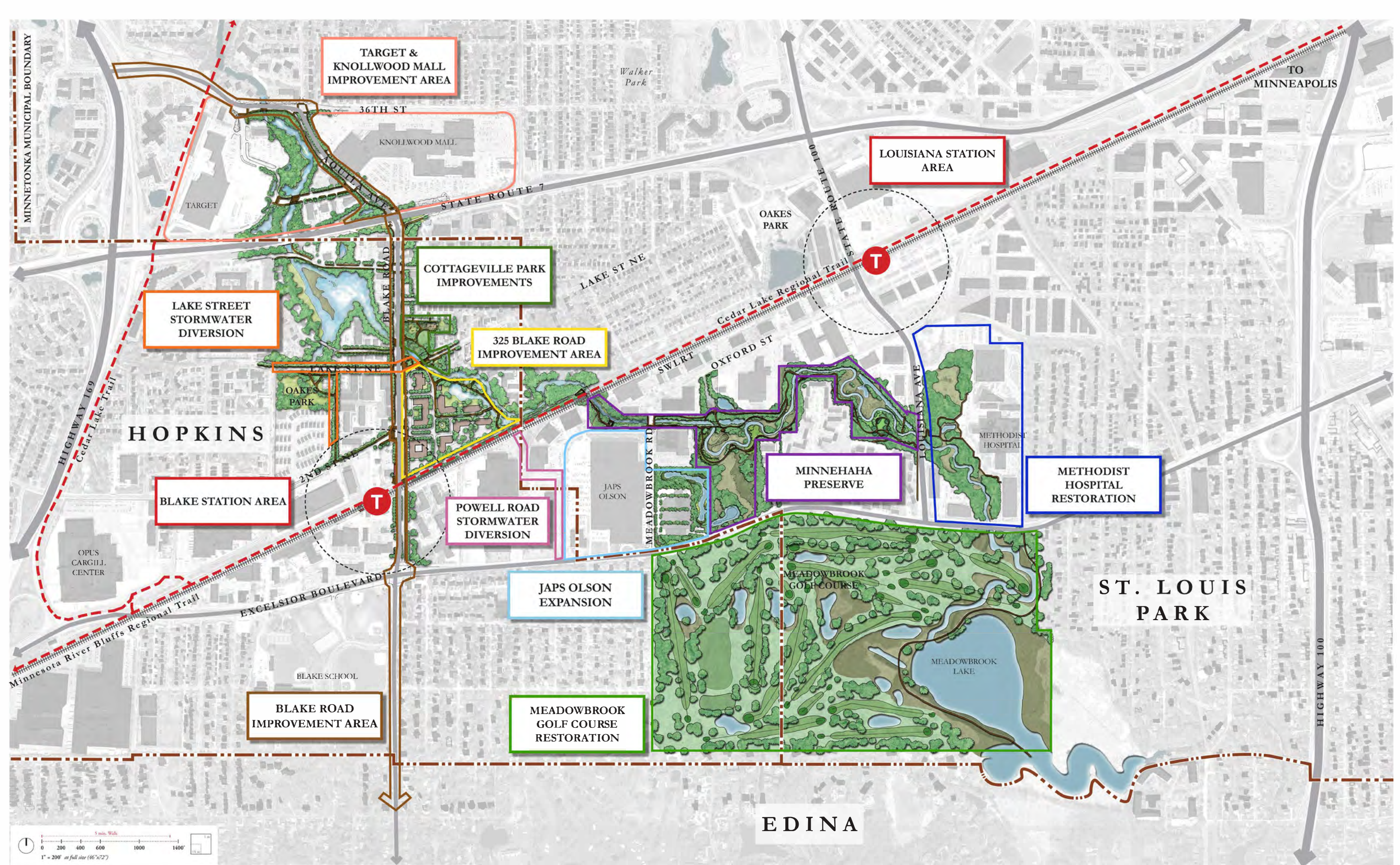


Site parcels



Outlot (City-owned)

Attachment D: Minnehaha Creek Greenway Map



TARGET & KNOLLWOOD MALL IMPROVEMENT AREA

LOUISIANA STATION AREA

LAKE STREET STORMWATER DIVERSION

COTTAGEVILLE PARK IMPROVEMENTS

325 BLAKE ROAD IMPROVEMENT AREA

BLAKE STATION AREA

POWELL ROAD STORMWATER DIVERSION

MINNEHAHA PRESERVE

METHODIST HOSPITAL RESTORATION

JAPS OLSON EXPANSION

BLAKE ROAD IMPROVEMENT AREA

MEADOWBROOK GOLF COURSE RESTORATION

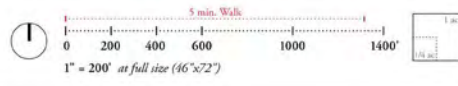
EDINA

MINNETONKA MUNICIPAL BOUNDARY

TO MINNEAPOLIS

HOPKINS

ST. LOUIS PARK



Attachment E: Balanced Urban Ecology Policy

IN PURSUIT OF A BALANCED URBAN ECOLOGY IN THE MINNEHAHA CREEK WATERSHED

WHAT: Everyone who lives and works in the Minnehaha Creek Watershed is part of an intricate urban ecological system of natural and man-made parts. Finding ways for these parts to work in reasonable harmony is the key to achieving the balanced, sustainable and ultimately successful communities we seek. Rather than viewing the natural and built environments as a clash of opposing forces, we recognize the inter-related and inter-dependent character of modern life; communities cannot thrive without healthy natural areas, and healthy natural areas become irrelevant without the interplay of human activity. This is the integrated setting in which we live.

As caretakers of the Minnehaha Creek Watershed, we aim to manage our natural resources within this broader ecological context. Recognizing the integrated relationships of our surroundings, we seek also to integrate our work with that of other partners in the public, private and civic sectors. This kind of genuine community collaboration provides our best hope for protecting and improving our water resources while attaining the economic growth and high-quality built environment that will work to the benefit of all.

WHY: We will be more effective if we work in partnerships. A healthy natural environment is in everyone's best interest. Adopting that truth as an over-arching principle will help us to protect and sustain the lakes, streams, wetlands, wildlife habitat and public green spaces that are the signature of our metropolitan area while also helping to grow our economy in responsible ways. Indeed, our quality of life and our economic wellbeing are inextricably linked. Any notion that land development and environmental protection are locked in a winner-take-all battle is sadly outdated.

Unfortunately, government structures haven't quite caught up with that reality. Land-use activities continue to be primarily the focus of private enterprise as well as the various planning, zoning, public works and job-creation agencies in several layers of government. Meanwhile, other interests, mainly non-profits and other government agencies are focused on conserving natural assets and protecting them from the damage that development can inflict. No single entity has the authority or the resources to cope with all of these questions, or to strike a reasonable balance. That's why collaboration is so important.

Successful, sustainable, livable communities are built on a foundation of *integrated* planning – planning that recognizes communities as living organisms and takes into consideration all components of the urban ecology. Our work will be strengthened through these collaborative efforts. Not only will they offer greater community impact, they will produce creative public-private funding opportunities that will leverage scarce resources and maximize benefits. Going it alone is no longer the best path forward.

HOW: Three guiding principles will drive our actions:

- ***We will join with others in pursuing our watershed management goals.*** Success will be built on collaborative efforts among multiple partners in various sectors. The aim will be to develop a deeper understanding of the needs and desires of communities in order to design watershed projects that are more broadly conceived and appreciated, and that enhance social and economic viability as well as environmental benefit. To accomplish this, the MCWD will work with other government agencies, private landowners and developers, and philanthropic partners in cross-jurisdictional settings. We can serve in any number of roles in seeking to improve land development decisions, enhance water and natural resources planning, advance job creation or expand recreational activities. In this way, watershed initiatives are more likely to contribute to the broader project of building successful, sustainable communities.
- ***We will intensify and maintain our focus on high-priority projects.*** While our approach will broaden, our focus will not weaken, nor will our attention span diminish. Complex water management issues require perseverance as well as a cooperative and creative spirit. Our aim will be to develop high-impact projects through a sound public process, one that is transparent and open to the contributions of community stakeholders. At the same time, we will not neglect the more routine needs of the entire watershed. It is through the trust and depth of human relationships that organizations perform best. Our aim is to focus and to sustain: to seek new projects but not to forget our responsibility to operate and maintain that which we've already built.
- ***We will be flexible and creative in adapting our practices to those of our partners.*** MCWD will provide a safe harbor for bold, creative thinking among all partners. Rather than erect barriers, we will encourage projects that incorporate the investment plans and the capital improvement programs of our partners, recognizing the greater potential benefits that can come from leveraging various assets. With our partners, we will seek new ways to forge effective public, private and civic sector collaborations that benefit the environment, the economy and the social wellbeing of our communities.

Attachment F: Stormwater Management Feasibility Study for 325 Blake Rd (2013)

DRAFT Stormwater Management Feasibility Study for 325 Blake Road North, Hopkins MN

Prepared for:

MINNEHAHA CREEK WATERSHED DISTRICT

18202 Minnetonka Boulevard
Deephaven, MN 55391

Prepared by:

**WENCK ASSOCIATES, INC.
AND
MINNEHAHA CREEK WATERSHED DISTRICT**

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1.0 Introduction

1.1 EXECUTIVE SUMMARY

Over the last century, urbanization of the areas around Minnehaha Creek has degraded water quality in the iconic waterway. Ditching of the stream channel, loss of wetlands, bridge crossings and increased impervious surface have had a variety of negative effects on the ecological integrity of the creek: disrupted fluvial processes, increased runoff and pollutant loads, decreased infiltration, reduced baseflow, and fragmented and degraded in-stream and streambank habitat. Consequently, pursuant to United States Code Title 33 Section 303(d) (Federal Water Pollution Control Act or Clean Water Act), Minnehaha Creek is listed as being impaired for chlorides, dissolved oxygen, and its fish community. Downstream receiving waterbody Lake Hiawatha is impaired for excess nutrients (phosphorus).

As part of a larger comprehensive series of projects, this feasibility study examines opportunities to manage area-wide stormwater runoff volumes on property located at 325 Blake Road, Hopkins, in a manner that addresses pollutant loading to Minnehaha Creek and downstream Lake Hiawatha, reduces peak runoff rates, and improves baseflow in an expanded and restored section of riparian greenway.

As discussed later in this report, 325 Blake Road is located in a priority project area for the Minnehaha Creek Watershed District within the subwatershed. The site represents one piece of the District's larger strategic initiative to (1) improve the quality and manage the quantity of stormwater runoff; (2) enhance the ecological integrity of the stream system; and (3) facilitate broader community goals of economic development and livability by allowing the restored stream system to be integrated into the developed landscape.

1.2 BACKGROUND

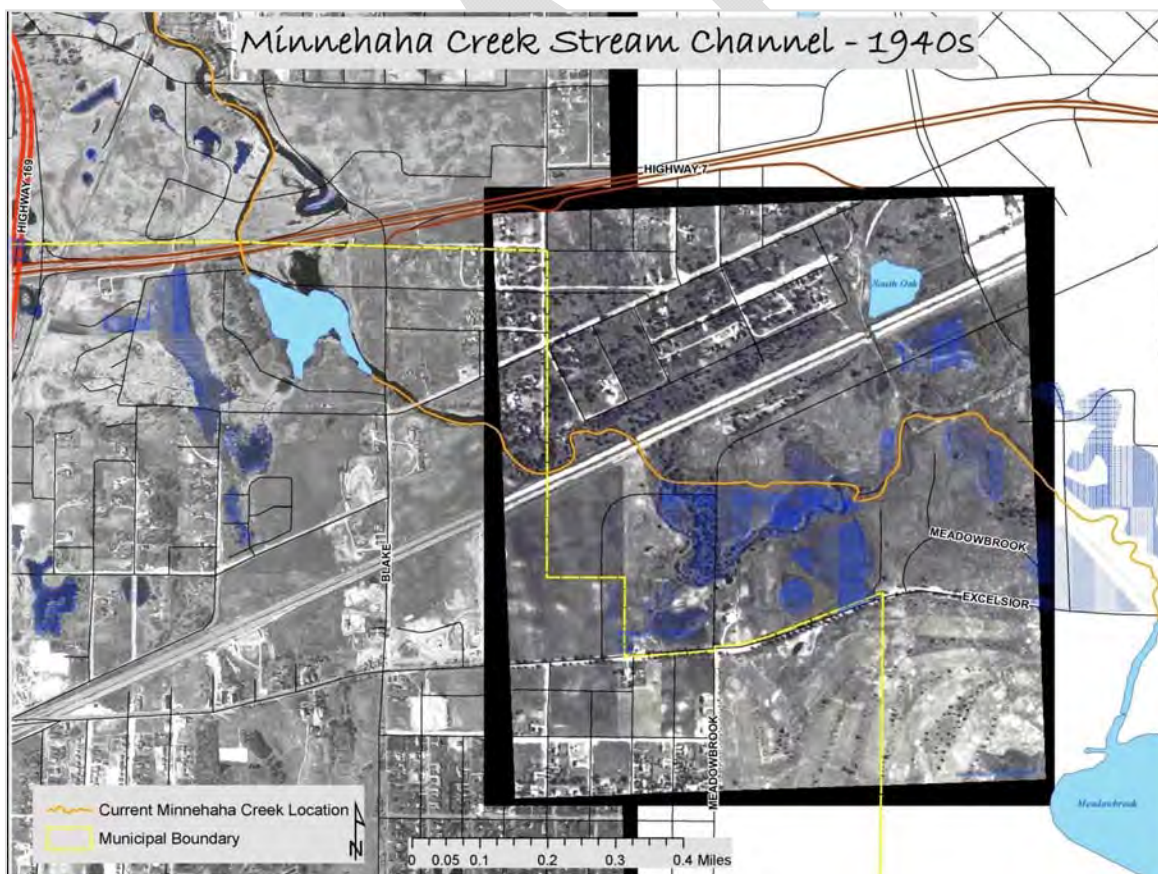
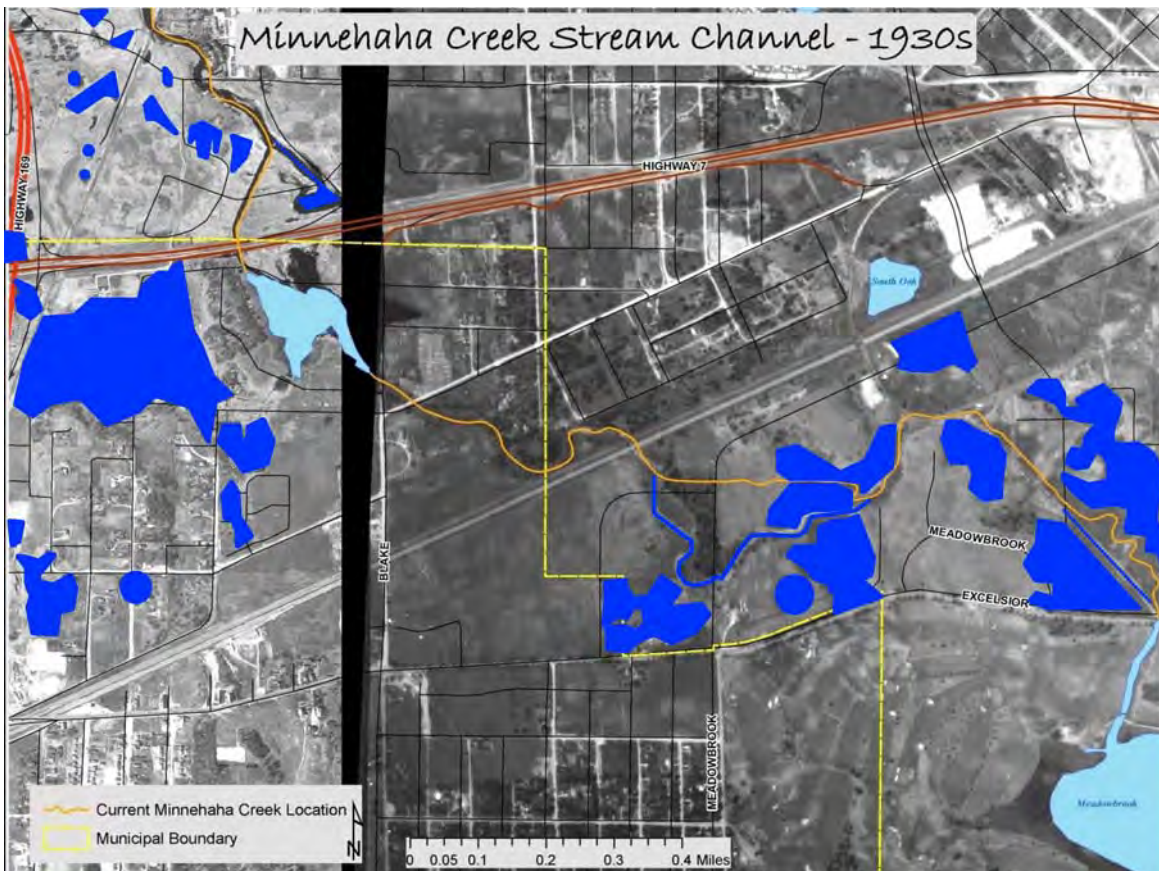
Land use:

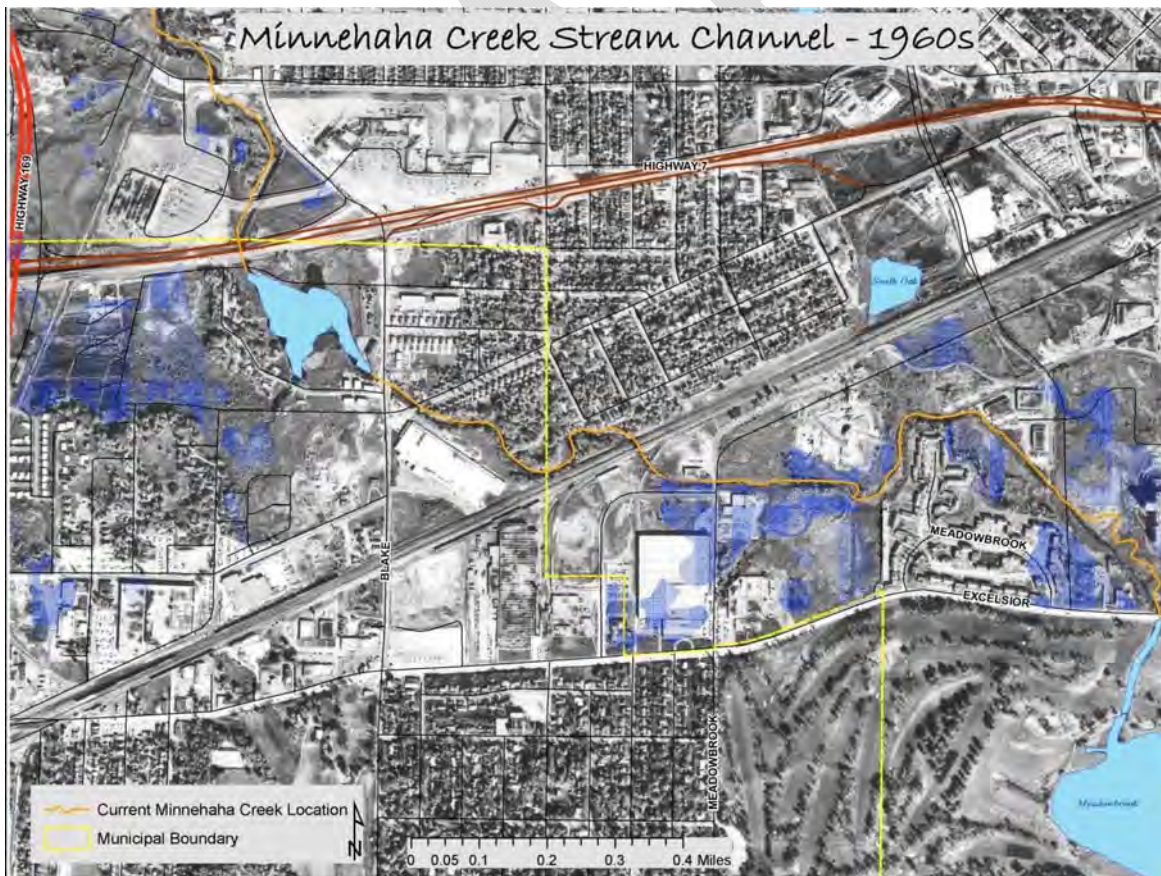
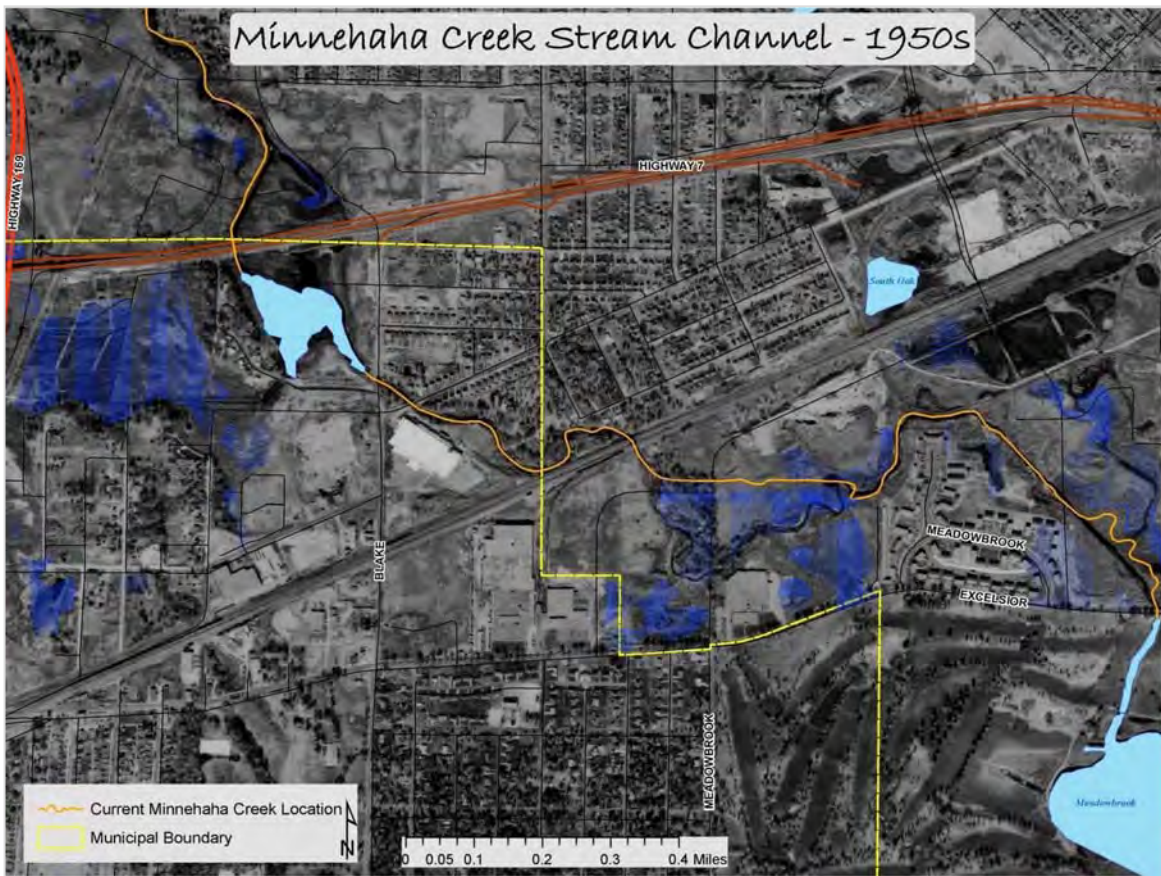
The 47.3 square mile (30,290 acre) Minnehaha Creek subwatershed encompasses the entire Minnehaha Creek Watershed District (MCWD) downstream of the Gray's Bay dam on Lake Minnetonka (the headwaters of Minnehaha Creek), and is commonly referred to as the "lower watershed". It includes parts of the cities of Plymouth, Wayzata, Minnetonka, St. Louis Park, Hopkins, Edina, Minneapolis, and Richfield. The subwatershed is drained by the 22-mile long Minnehaha Creek, which

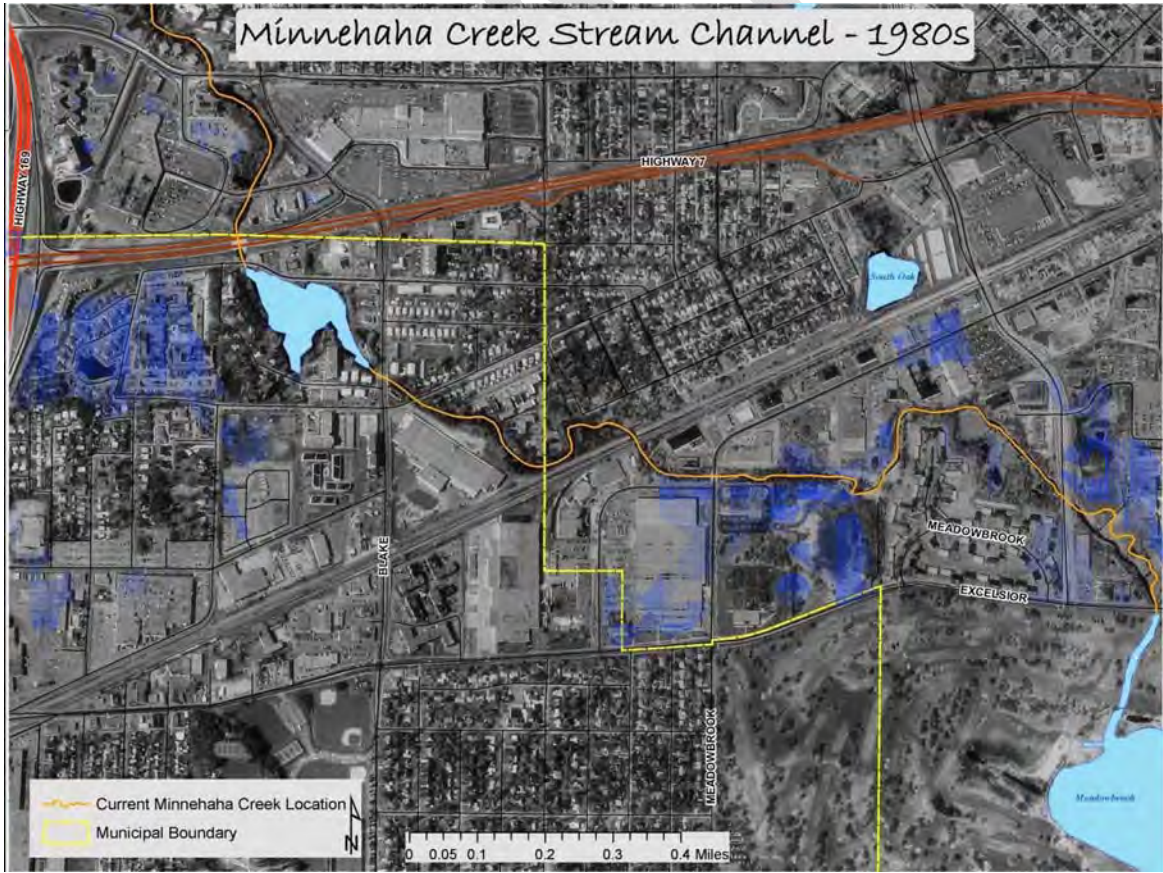
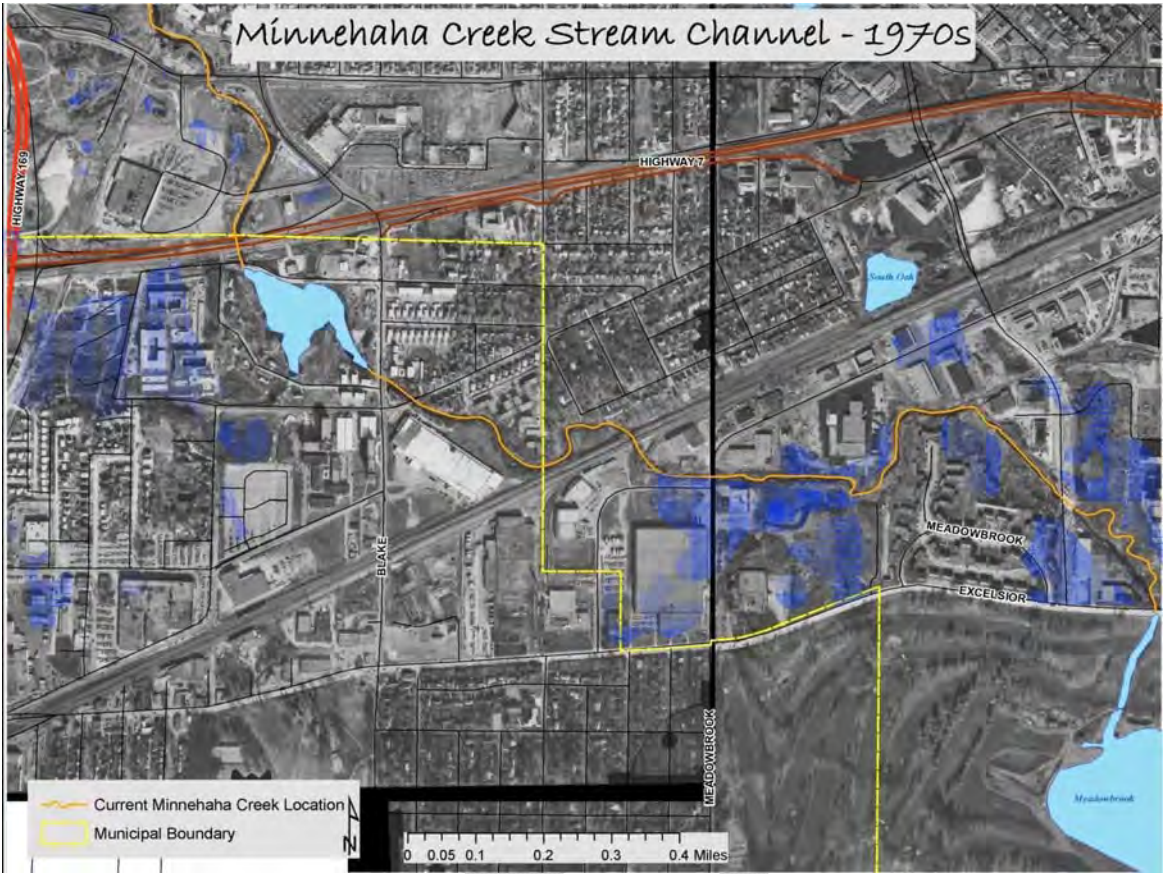
travels through Lake Hiawatha before discharging into to the Mississippi River, downstream of Lock and Dam No. 1.

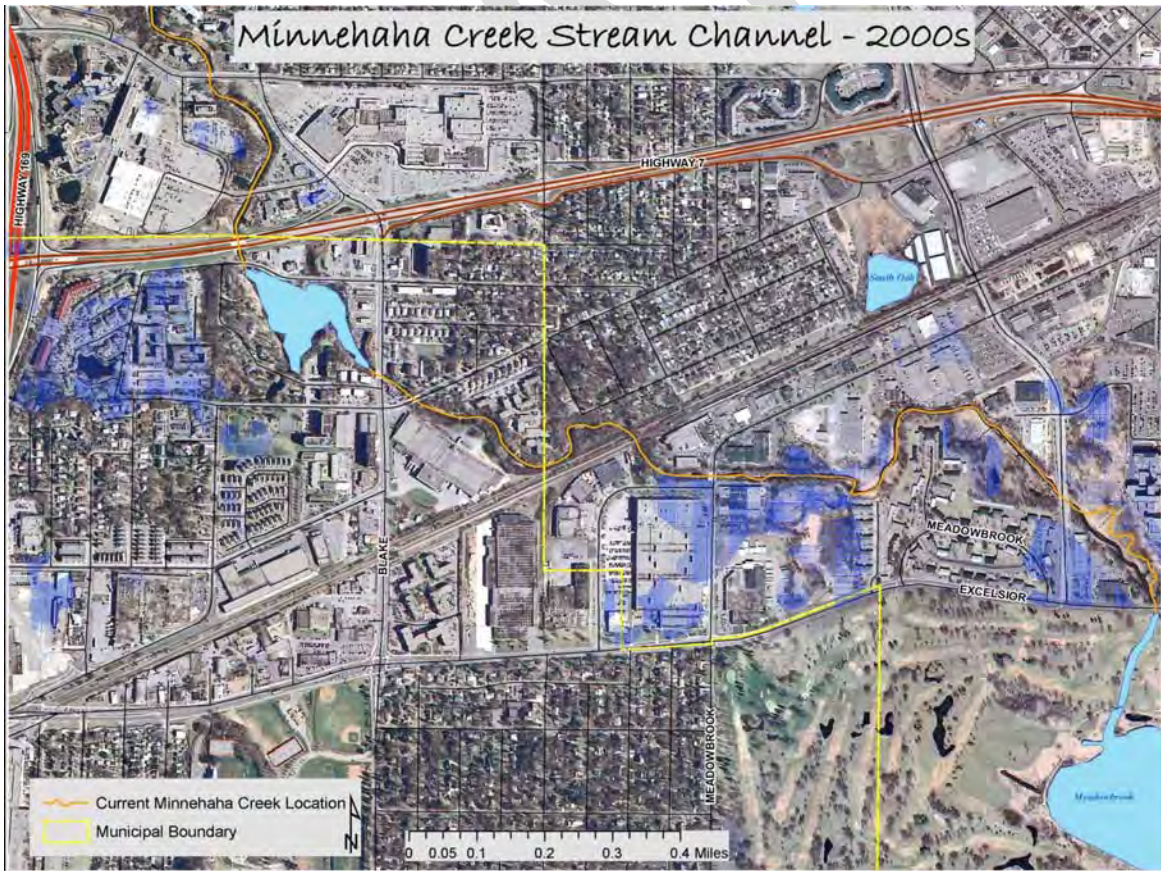
Within the priority focus area, between W. 34th and Excelsior Blvd in Hopkins and St. Louis Park, the incremental urbanization beginning in earnest following World War II has increased stormwater runoff volumes, sediment and nutrient loads, and habitat degradation. See Historic Aerials below:

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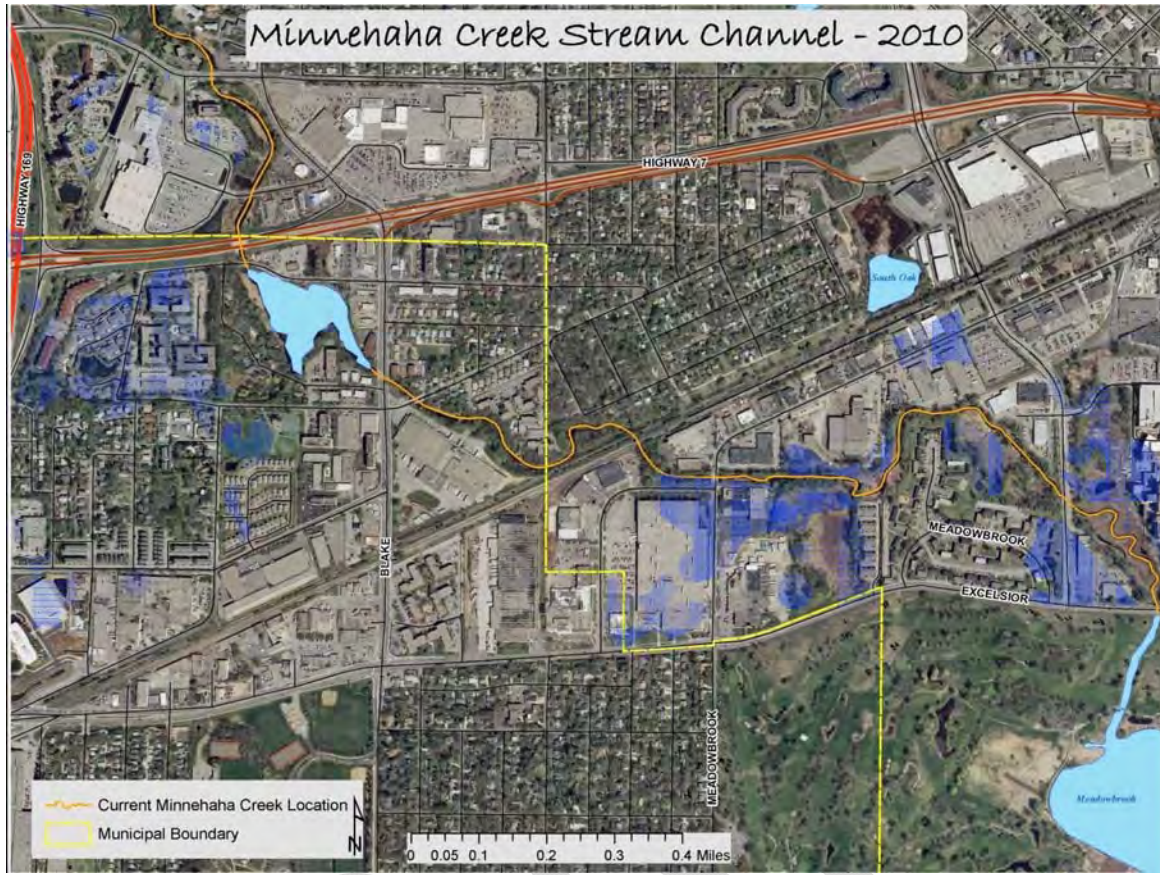








Minnehaha Creek Stream Channel - 2010



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Pollutant Loading:

Over time these changes in land use have decreased water quality and reduced ecological integrity. Based on a detailed linkage analysis of the relationship between water quality data (2001 – 2011) and potential source areas, as well as lake responses to watershed loading, the Draft Lake Hiawatha TMDL calculated Lake Hiawatha’s total phosphorus (TP) loading capacity to be 4,556 lbs/year. Existing TP loading to Lake Hiawatha was calculated as 6,463 lbs/year, requiring a 29.5% reduction (1,907 lbs/year) to see in-lake total phosphorus concentrations move from 70.9 µg/L to meet the site specific target standard of 50 µg/L (Figure 1 and 2, Draft Lake Hiawatha TMDL, 2013).

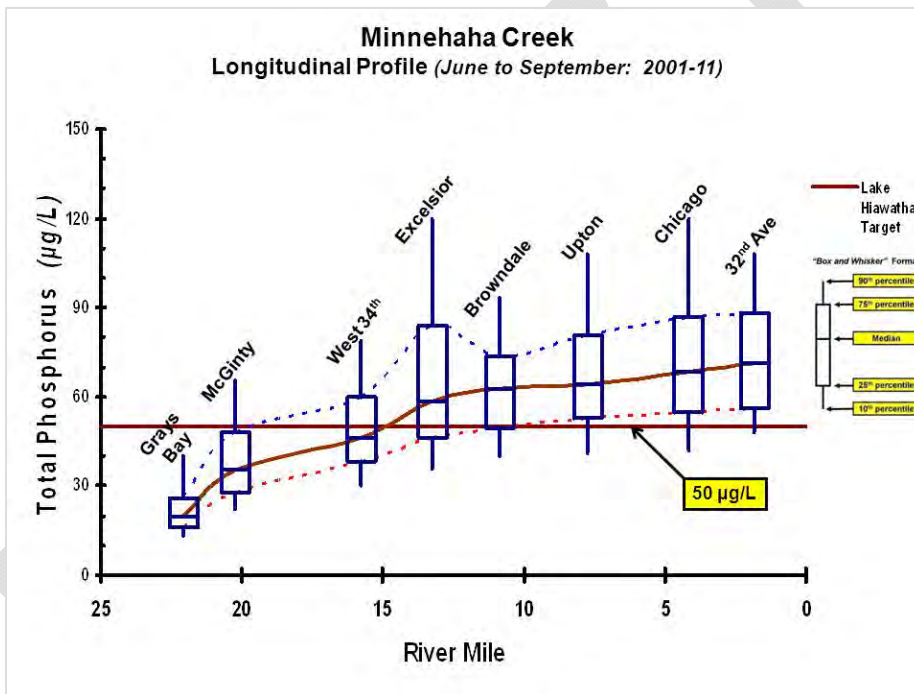


Figure 1-1. Minnehaha Creek total phosphorus cumulative load longitudinal profile (River Mile)

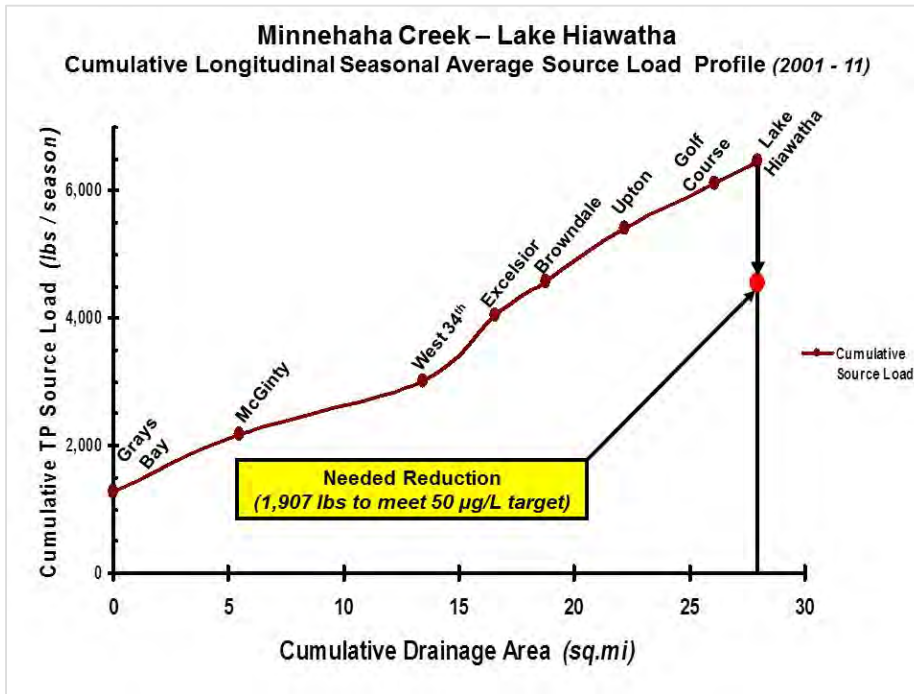


Figure 1-2. Minnehaha Creek total phosphorus cumulative load longitudinal profile (Drainage Area)

Examining the incremental TP loading along Minnehaha Creek provides useful information for planning and implementing projects. For example, Figure 1-2 shows total phosphorus loading as a function of drainage area. The slope of the line between monitoring points shows the change in phosphorus load for each group as a function of area. Therefore, unit area loads can be derived by dividing the increase for each subwatershed by the subwatershed area, facilitating a comparison of contributions from watersheds of different size. The steepest slope on Figure 1-2 is between West 34th and Excelsior Blvd., making it a priority drainage area for targeted implementation (*Draft Lake Hiawatha TMDL, 2013*).

Stream Channel:

In addition to pollutant loading data, stream channel assessments reveal the need for focus on this same stretch of Minnehaha Creek. In addition to the regulation of discharge by the Grays Bay Dam, flow in Minnehaha Creek is controlled by a number of major structures including Browndale Dam, West 54th Street, and Hiawatha Avenue. Many of the more-than-100 creek crossings provide grade control substantial enough to create impoundments that can negatively impact stream habitat. In addition to stream crossings, stream assessments reveal that hard armored bank stabilization practices and a lack of

adequate structural riparian habitat contribute to impaired biotic conditions (*MCWD Stream Assessment, 2003*).

Fluvial geomorphic assessments indicate that, although erosion and incision has occurred within the creek, the channel profile is currently stable due to the moderating effect of the major crossings that provide grade control. This finding was corroborated by a sediment transport model developed by the United States Army Corps of Engineers (USACE) that found that the creek is vertically stable and does not need further control to slow or stop erosion of the bed. While channel incision is not a major concern, channel width was observed to be expanding in several locations. Eighteen of the 30 reaches were assessed as stable, eight as stable with a tendency to aggrade or degrade, and six are aggrading. The sedimentation occurring in aggrading reaches is attributed to the numerous grade control structures that create impoundments, which allow particulate matter to settle. This sedimentation is considered detrimental to overall stream ecology (*MCWD Stream Assessment, 2003*).

When analyzing channel stability and the influencing effect of existing grade control structures, a distinction can be made between the upper and lower creek, separated by Browndale Dam in the city of Edina. Above the Browndale Avenue Dam, Minnehaha Creek exhibits a higher degree of stability relative to downstream reaches. There is less erosion damage, more riparian zone vegetation, and less intrusion into the Creek corridor by physical infrastructure. While streambank erosion is present along the entirety of Minnehaha Creek, there is little damage requiring repair in upper reaches regarding severe bank erosion, damaged streamside infrastructure, or channel incision. Hydrologic stresses are also smaller within upper reaches and alterations to the streambank are less frequent. Vertical grade control is adequate. As previously noted, the upper reach impoundments caused by excessive grade control structures are causing mild aggradation of the bed and sedimentation, degrading aquatic life-use quality and diversity. Consequently, typical riparian stream conditions are often replaced by impounded/wetland conditions. Locations of excessive grade controls causing impoundment and degradation of upstream habitat include:

- Louisiana Avenue
- Meadowbrook Road
- Blake Road
- Lake Street
- West 34th Street

Biology and Habitat:

Minnehaha Creek has been listed on the State of Minnesota's 303(d) list of Impaired Waters for its impaired fish community. A fish survey was conducted at nine locations on Minnehaha Creek in 2003. Most of the fish species between I-494 and Minnehaha Falls were lake species with few adults, indicating a lack of suitable habitat for riverine species. Macroinvertebrate sampling on Minnehaha Creek was conducted as a part of the *2003 MCWD Stream Assessment* to assess the current quality of the benthic community. Family Biotic Index (FBI) was determined at twenty-two locations. Generally the indices ranked between Fair and Very Good. The higher FBI scores reflect the presence of less stress-tolerant species, although the FBI does not adequately reflect the observed low diversity in macroinvertebrate populations. The low diversity is an important factor, and reflects the generally poor aquatic macroinvertebrate habitat in Minnehaha Creek. Poor macroinvertebrate habitat is also a secondary indicator of poor fisheries habitat.

The observed low diversity of macroinvertebrates reflects the lack of diversity in habitat. Lack of riparian vegetation, erosion, sediment deposition, removal of large woody debris, sustained high flows, extreme flood peaks, lowered base flows, and degraded water quality all contribute to limited species diversity. Limitations in fish habitat are associated with inadequate refuge during the winter and during periods of low flow. Additionally, stream substrates are homogenous and dominated by small gravels and sand, and gravel or cobble riffles are infrequent and widely spaced. Large woody debris is largely absent, limiting direct use by macroinvertebrates and fish and reducing the number of accumulation points for leaf and other debris (*MCWD Comprehensive Plan, 2007*).

Conclusions:

Overall, biological productivity in Minnehaha Creek and beneficial use of downstream Lake Hiawatha is limited by a number of factors: water quality tied to impervious cover in the watershed, hydrologic variation, low stream gradients resulting from control structures, and a lack of natural vegetation and woody debris (*MCWD Stream Assessment, 2003*). As a combined result of these stressors, the Minnehaha Creek Watershed District has identified the area between West 34th and Excelsior Blvd. as a strategic focus area for implementing projects. Addressing these issues requires a multifaceted approach consisting of projects targeted at managing stormwater runoff quality and quantity, restoring the instream channel and expanding the riparian corridor.

1.3 STRATEGIC IMPLEMENTATION FRAMEWORK

Wenck Associates was tasked to prepare this study within the context of the District's evolving approach of evaluating investments by both their water resource impacts and the extent to which they are consistent with and facilitate broader public goals being advanced by public partners and other stakeholders. The following is a description of that context as articulated and communicated by the District.

Water Resource Planning Principles:

As outlined in a recent call for abstracts from the Journal of Hydrology, *"Understanding the relationships between water and the landscapes, communities, and jurisdictions through which it flows has become an increasingly urgent task for science over recent years."*

This call for research acknowledges that the practice of water resource management has historically been a technical pursuit, often limited by competing interests of development and infrastructure improvements traditionally planned by public and private sector entities unrelated to water management. Similarly, while scientific research has characterized the effect of land use on water quality, land use planning is infrequently integrated into water quality management with measurable success. Instead, water management agencies have historically reacted to land-use related impacts to water, rather than using the development of communities and infrastructure as opportunities for proactive improvement and protection of water quality (Woljter, 2007).

However, with the advent of concepts such as livable communities, community works, and other sustainability related initiatives, water resources are ever increasingly integrated into planning constructs, based upon the knowledge that at the intersection of planning spheres lies the opportunity to maximize socio-economic benefits to society while restoring natural systems. These models recognize that *"a healthy community is one that has high levels of social, ecological, human and economic 'capital', the combination of which may be thought of as 'community capital'"* and that *"the challenge for communities in the 21st century will be to increase all four forms of capital simultaneously"* (Hancock, 1999).

Accordingly the Minnehaha Creek Watershed District has planned and explored projects with increased awareness of the aquatic environments' influence on livable communities and a refined understanding of the relationships between water resources, land use, economics, infrastructure and social systems. The connection among water, green infrastructure and local economies was highlighted by 1992 findings from the Hennepin County Assessor's office that concluded that the only sections of

Minneapolis to hold or gain property value in the eighties were those located adjacent to lakes, parks, or parkways (Martin, 2008). This analysis was a precursor to the Hennepin Community Works program, an environmental-public works program established to create jobs and enhance tax base. The notion that natural systems underpin local identity, generate social and economic value, and should guide park and public works planning was a founding principle of the program. Access to nature by urban residents is not a new concept, but human and urban health is increasingly believed to be related to sustainability. Schauman 1998 notes that numerous small changes in an urban landscape, turning paved and built places to functioning natural areas, will aggregate over time to become of sufficient magnitude to enhance sustainability. More locally, the Final Report of the Parks and Public Works Commission on Hennepin Community Works found that *“the development of Minnehaha Creek and the chain of lakes as an open space system has proven to be a strong factor of sustained property values”* (Hennepin Community Works, 1994). These concepts are slowly becoming embedded in spatial planning as analysts and policy makers have come to understand that a *“region’s abilities to compete depend increasingly on environmental quality”* and that, *“water plays a key role in this, as it can provide identity and a pleasing environment, attract investment, and serve as a binding social element”* (Woljter, 2007). This new paradigm advocates for water resource planning’s migration away from being a largely technical exercise toward one of increased integration with broader community goals and planning efforts and collaboration with municipalities and other stakeholders with the mandate and powers to work toward those complementary goals.

Corridor Restoration Planning & 325 Blake Road:

Consistent with the aforementioned science and planning principles, the Minnehaha Creek Watershed District has focused strategically on a portion of the Creek system most in need (W. 34th – Excelsior Blvd), and has done so with forethought as to how water resource projects may best intersect with broader community objectives. Therefore, stormwater infrastructure feasibility at the 325 Blake Road site should be considered not in isolation, but rather as one piece of a comprehensive restoration effort that meets multiple interrelated community objectives. When viewed in concert, the whole is certainly greater than the sum of its parts. Below is a summary of various project elements planned to date.

In 2008 the Minnehaha Creek Watershed District was approached by Park Nicollet’s Methodist Hospital, which was planning site improvements that included improving access to gardens as part of the medical healing process. Through collaboration and shared vision, MCWD and Park Nicollet were

able to implement a larger project at the Methodist Hospital site that oriented a portion of the hospital campus around a 1,400' section of restored and remeandered Minnehaha Creek, and provided public and patient access to nature through a boardwalk trail system.

In 2011 the MCWD and the City of St. Louis Park began planning a related project to restore the natural meander of the creek through a 4,000-foot ditched section of Minnehaha Creek immediately upstream of Methodist Hospital, connecting to a property strategically acquired by MCWD in 2010. This work, completed in 2013, also added pool and riffle features, woody debris, new canoe launches and reconnected the Creek to its historic floodplain for the first time since the 1950s. This project included stormwater management for over 80 acres of untreated runoff directly discharged into the Creek, and identified two additional major discharge points for future treatment: Louisiana Avenue and Powell Road. The Powell Road discharge receives 235 acres of untreated stormwater runoff and is one element of the 325 Blake Road infrastructure investment. In addition to area-wide stormwater improvements and a restored channel, the project will include a trail system that provides public access to 27 acres of new community green space, expanding the profile of this natural system within the urban environment. The trail system, developed in partnership with the City of St. Louis Park, has the added benefit of enhancing community connections by bringing Meadowbrook Manor residents within a 10-minute walk of the proposed Louisiana Avenue South West Light Rail Station, and providing a local greenway connection to the Cedar Regional Trail.

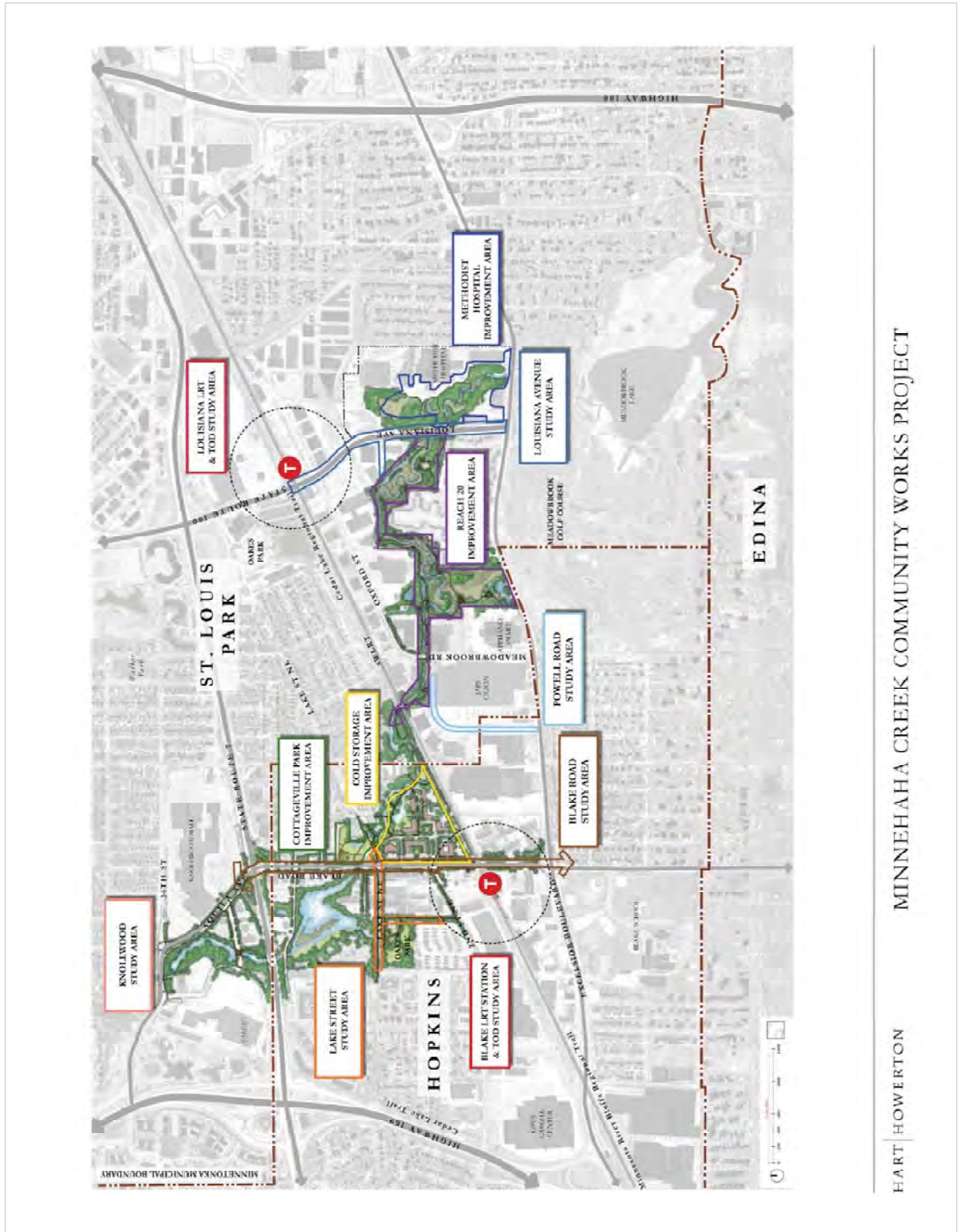
Further upstream, the District entered into a strategic partnership with the City of Hopkins that resulted in the acquisition of 2.6 acres of land along Minnehaha Creek that has been converted to open space. This land expanded the existing Cottageville Park footprint as guided by the Blake Road Small Area Plan. The Blake Road Small Area Plan considered the expansion of Cottageville Park to be critical initiative in providing safe, improved access to green space for the surrounding community. For the District, the expansion of green space provided the opportunity to manage approximately 30 acres of area-wide stormwater runoff while daylighting Minnehaha Creek. As referenced in the 2006 Hennepin County report, "Daylighting Creeks in Hennepin County", the enhancement of invisible creeks creates the potential to transfer underused "ditches" into community amenities with the capacity to catalyze and leverage private investment in nearby properties.

Building on successful partnership-driven initiatives upstream and downstream, and thinking forward about the potential for transit-oriented development around the South West Light Rail Transit corridor, MCWD acquired the 17 acres at 325 Blake Road in Hopkins in 2011. This property lies on 1,000 feet of Minnehaha Creek, similar frontage on County Blake Road, connects to the Cedar Regional Trail

and lies opposite the Blake Road LRT station. For these reasons, it was considered in the Blake Road Small Area Plan to also be a strategic asset in efforts to meet a broad range of community goals. The site was identified as of significant importance to the expansion of Minnehaha Creek greenway, improvement of pedestrian and bike networks, and “the single greatest opportunity” with regards to redevelopment in the study area. Furthermore, MCWD also identified the site as an opportunity to manage large quantities of regional stormwater around the Blake Station and transit-oriented redevelopment anticipated to come with it. Within this context, this feasibility study examines only the practical considerations of stormwater improvements on the 325 Blake Road site.

Beyond the projects discussed above, MCWD continues to explore synergistic opportunities with both public and private partners within this section of Minnehaha Creek as well as further downstream in the cities of Edina and Minneapolis. Through these investigations the District remains committed to visioning and implementing water resource improvements that provide linkages and benefit to the broader community.

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1-3. Minnehaha Creek Community Works Project

HART | HOWERTON

MINNEHAHA CREEK COMMUNITY WORKS PROJECT

1.4 PURPOSE AND SCOPE

The primary purpose of this study is to refine the feasibility of using a portion of the District-owned land at 325 Blake Road to manage stormwater. As mentioned, the parcel is uniquely positioned within the surrounding urban landscape to be able to collect and treat stormwater runoff from adjacent subwatersheds before it discharges into Minnehaha Creek. Managing stormwater that currently enters the creek untreated could achieve numerous goals of the District by improving the quality and managing the quantity of water discharging into Minnehaha Creek and Lake Hiawatha.

1.5 SITE DESCRIPTION AND SURROUNDING SUBWATERSHEDS

325 Blake Road is a 16.8-acre property in Hopkins owned by the Minnehaha Creek Watershed District (MCWD) that currently houses a cold storage warehouse. Figure 1-4 shows the triangular shaped site bordered by County Blake Road on the west, Minnehaha Creek on the north, and the regional trail and railroad on the south. The parcel was strategically acquired by MCWD for purposes of expanding the riparian greenway around Minnehaha Creek and improving area wide stormwater management. The portion of the parcel not required to fulfill these purposes will be sold for redevelopment, which will allow the District to recover a significant portion of its initial investment. In order to ensure adequate integration of these uses during future planning, this feasibility study was commissioned to outline feasible stormwater management options.

The watershed encompassing the site drains approximately 21.1 acres, labeled Outfall Watershed 3 on Figure 1-4. Stormwater drains from the parcel via sheet flow and a 21-inch storm sewer drain to the creek in the south-east corner. A small 4.8-acre area of offsite drainage passes through the site via a 12-to-15 inch storm sewer that discharges to the creek in the north-east corner of the property, parallel to Lake Street.

Surrounding subwatersheds are delineated on Figure 1-4 as Outfall Watersheds 1, 2, 4 and 5. The total acreage of these subwatersheds is approximately 329.8 acres. Outfall Watershed 1 (58.6 acres) and Outfall Watershed 2 (9.6 acres) currently discharge into Minnehaha Creek upstream of 325 Blake Road, largely untreated. Outfall Watershed 4 (26.5) and Outfall Watershed 5 (235.1) currently discharge into Minnehaha Creek downstream of 325 Blake Road, largely untreated.

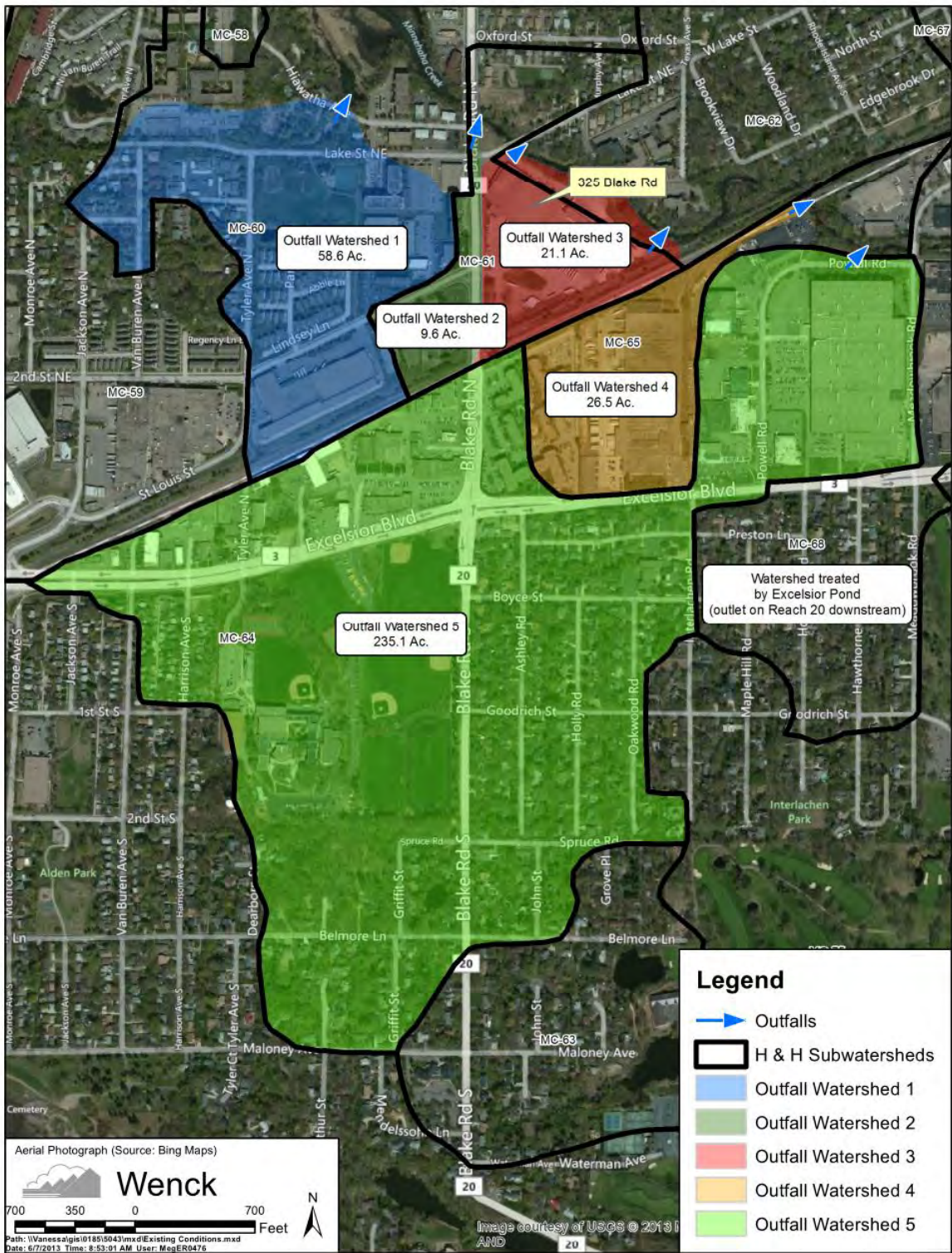


Figure 1-4. Site Location and Treatment Watersheds

2.0 Stormwater Treatment

2.1 STORM WATER MANAGEMENT BASIN AND DRAINAGE DIVERSION FEASIBILITY

Stormwater Management Basin:

As discussed in previous sections, approximately 329.8 acres of land surrounding 325 Blake Road currently drains to Minnehaha Creek, most of which goes untreated. This section of the study evaluates the feasibility of capturing that runoff and diverting to 325 Blake Road for treatment.

For preliminary feasibility analysis Wenck evaluated the opportunity to capture as much “first flush” stormwater runoff from surrounding watersheds as possible. This water would then be diverted, filtered or infiltrated to allow for water quality and base flow improvements to Minnehaha Creek. Figure 2-1 demonstrates that phosphorus loads can be reduced by 70 to 90 percent by infiltrating the runoff from the 0.5-inch to 1.25-inch rain events.

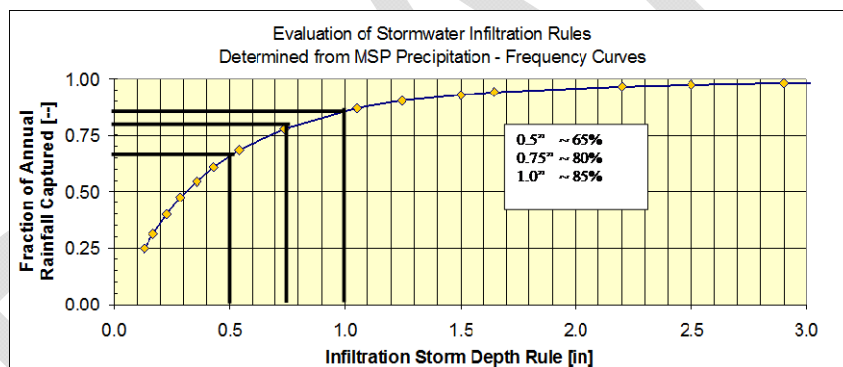


Figure 2-1. Runoff Captured from Storm Events

To evaluate the maximum potential for treatment, this analysis assumes the use of an infiltration/filtration basin. This assumption, while maximizing water quality treatment, is also conservative in regards to the area of real estate that could be occupied by a treatment facility. At this preliminary level, the infiltration basin was conceptually located adjacent to the creek, in the area anticipated for future greenway restoration, as shown in Figure 2-2. Depending on future master planning for the site, it may be viable to locate this basin in other areas of the property, or to construct multiple treatment basins for a “treatment train” approach.

At a conceptual level the bottom of the basin would contain about a 2-foot layer of sand extending down to the creek level. Stormwater would filter through the sand and discharge into the creek, augmenting baseflow. Mounding or raising of the local groundwater table is expected to occur increasing groundwater discharge to the creek.

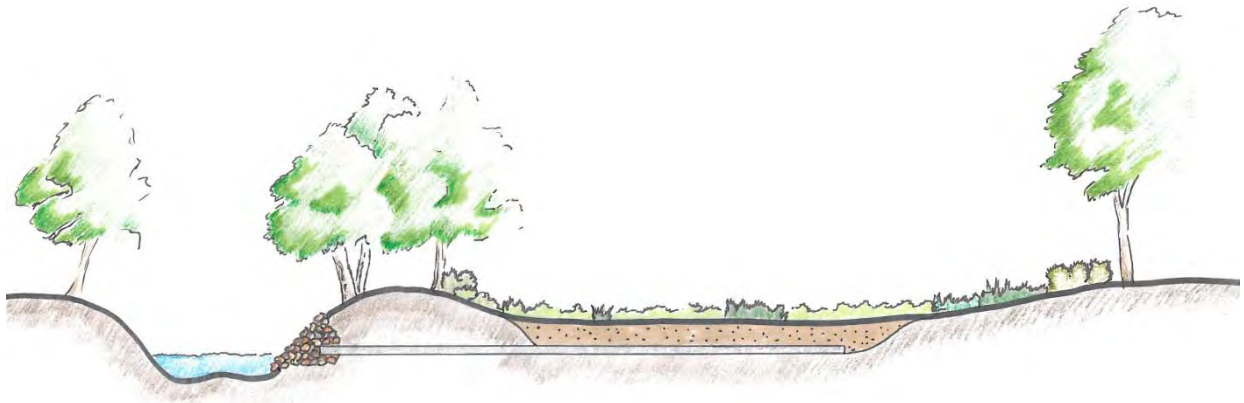


Figure 2-2. Storm Water Infiltration Basin Concept.

Approximately 7.5 feet of material would need to be excavated based on estimates of the existing grade. This work could occur concurrent with site redevelopment and the establishment of the greenway. The size of the basin area depends on the volume of water to be diverted, as discussed in the next section.

Drainage Diversion Feasibility:

Adjacent storm sewer networks and their associated subwatersheds were investigated to determine how much additional untreated low flow could be diverted to the site for treatment. As previously depicted, low flow carries the bulk of the total nutrient loading. The analysis of storm sewer networks concluded that low flow drainage from approximately 247 acres out of the 329.8 offsite acres (75%) could feasibly be diverted to a treatment facility at 325 Blake Road.

Drainage could be diverted to 325 Blake Road through construction of two primary storm sewer diversions. A portion of the drainage of subwatersheds west of 325 Blake Road (30.3 acres) could be intercepted and diverted via a constructed storm sewer under Lake Street NE. This pipe would travel east under Blake Road into 325 Blake Road. This is shown as the Lake Street Diversion in Figure 2-3.

Drainage from the area south of 325 Blake (216.9 acres) could be captured and diverted on Powell Road through a new storm sewer that would be tunneled under the existing railroad. This is shown as the Powell Road Diversion in Figure 2-3. Additional area may also be available for capture, and will be identified during preliminary design once the site survey is completed.

Figure 2-3. Proposed Diversions



As stated above, these two diversions would be designed to convey low flows without affecting the existing storm drainage system's capacity to convey high flood flows. Figure 2-4 provides a schematic of a diversion manhole for the Powell Road Diversion. The specific design would be determined if the project is ordered and depends on the configuration of the existing system. These survey-level details would be completed during the design phase. Figure 2-5 shows conceptual alignments for the diversions. More information related to each diversion is provided below.

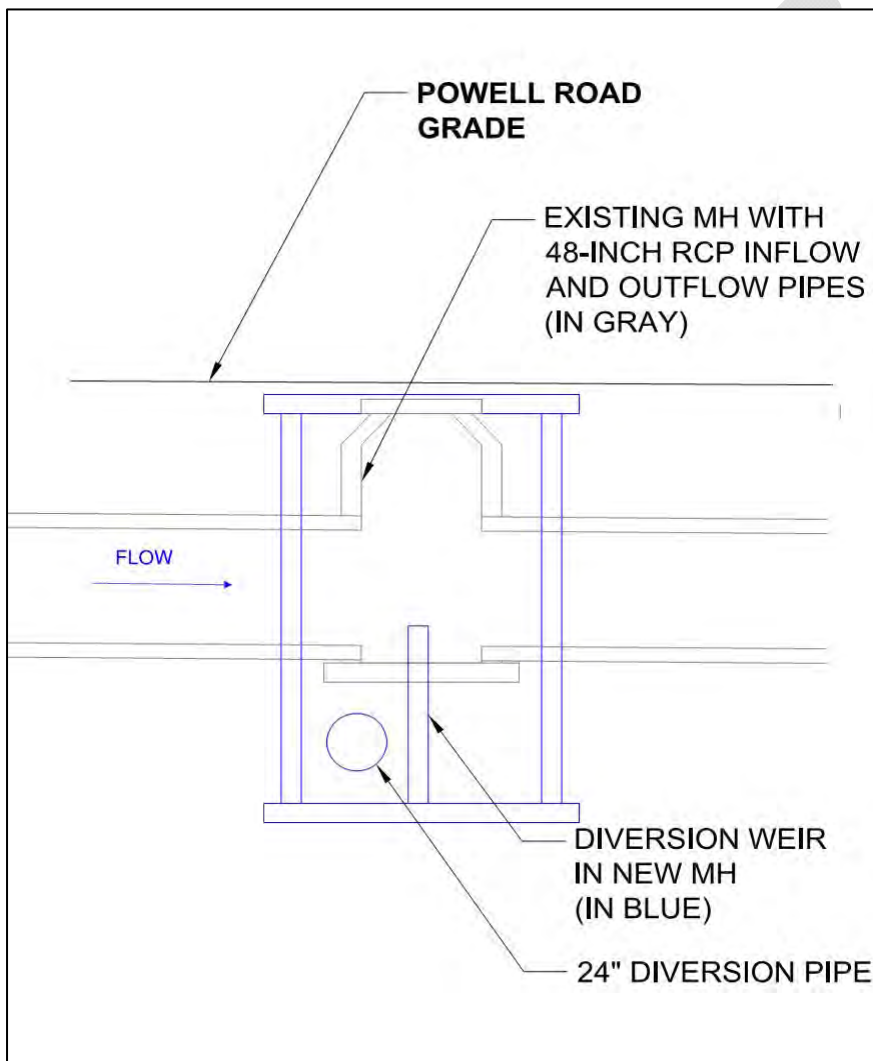


Figure 2-4. Diversion Manhole Concept



Figure 2-5. Proposed 325 Blake Road Storm Water Improvements

2.1.1 LAKE STREET DIVERSION

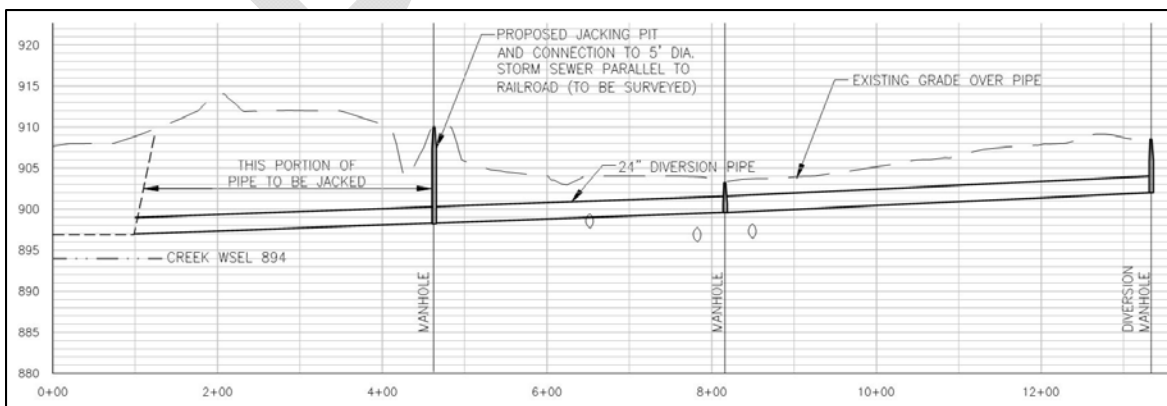
The Lake Street Diversion requires a new 24-inch-diameter pipe tied into the existing storm drainage system under Lake Street, to bring the water east to the 325 Blake Road site. An agreement will be required with the City of Hopkins to locate this infrastructure and work in right-of-way. A preliminary review of the grades indicates that this is feasible with about 800 feet of 18-inch diameter pipe and requires disturbance of only city right-of-way and utilities. For cost savings and ease of logistics, this work may be timed with the proposed reconstruction of the Metropolitan Council Environmental Services lift station and forcemain on Lake Street, scheduled for construction in 2015.

2.1.2 POWELL ROAD DIVERSION

The grade of the Powell Road segment closest to the 325 Blake Road site was found to be too low to convey storm water by gravity. If the diversion manhole is located further south (upstream) sufficient grade to convey storm water to the site is available without substantial loss of tributary watershed area (See Figure 2-5). Figure 2-6 shows a preliminary profile of a 1,250-foot-long, 24-inch diversion pipe from Powell Road.

The first 550 feet of pipe from the diversion manhole north along Powell Road requires open-cut disturbance of only city right-of-way and utilities. This work will require an agreement with the City of St. Louis Park. The next 350 feet of pipe would be open-cut construction between two private properties to a new manhole on the east side of the railroad and trail. This section will require an easement from the property owners for construction and maintenance purposes. The last 350 of pipe will require tunneling or jacking under the railroad and trail portion. An agreement and permit with the railroad will be required.

Figure 2-6. Profile of Powell Road Diversion



2.1.3 GENERAL CONSIDERATIONS

The information provided in this report is at a feasibility study level and is intended to provide the basis to decide whether the diversion of regional stormwater to 325 Blake is feasible. As with all capital projects, additional information will be required through the design phase.

Primary design items include:

- Survey to verify existing conditions and add missing information as needed
- Review of soil borings to incorporate infiltration characteristics into the basin design
- Environmental investigations (preliminarily described in a separate section)
- Coordination with cities (see below)
- Preparation of detailed plans and specifications

Construction of the diversions would ideally be completed with other needed street or utility improvements, such as sanitary forcemain or road reconstruction projects. Accordingly, it may be preferable for the District to phase construction of the diversions and bulkhead pipes to be brought online at a later point in time. This may provide significant cost and permitting advantages.

2.2 PHOSPHORUS REMOVAL

For purposes of producing an estimate, the amount of phosphorus in the storm water was estimated using typical loading rates from literature (2004 MPCA study “Detailed assessment of phosphorus sources to Minnesota watersheds” and “Lake St. Croix Total Phosphorus Loading Study”, May 7, 2009 Suzanne Magdalene, Ph.D., Science Museum of Minnesota, St. Croix Watershed Research Station). Annual loads from urban watersheds range from approximately 0.6 to 1 lb/acre/yr. A value of 0.75 lb/acre/yr is used for this analysis.

Runoff volumes were estimated using the Soil Conservation Service (SCS) method. Table 2-1 shows the detailed computations for the 325 Blake Road site and each diversion. The infiltration pond shown in Figure 2-5 has an area of 3.3 acres (extent of the outer area shown in brown). An average depth of 3.5 feet is needed to hold the 11.5 acre-feet of runoff from the 1.25-inch rainfall event. The volume diverted into the infiltration basin will dissipate by infiltration to shallow groundwater over a period of a few days. It is estimated that treating this volume by means of infiltration will remove 90 percent or more of the annual phosphorus load.

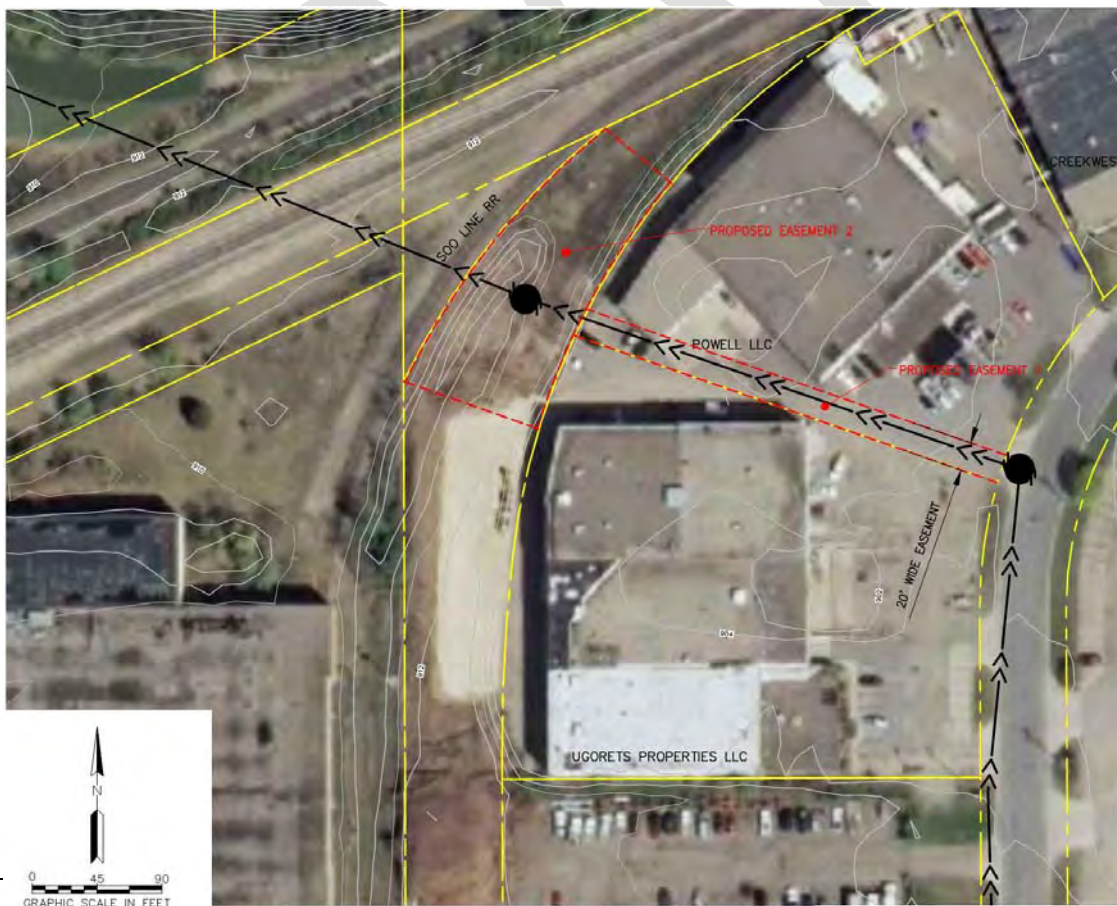
Table 2-1. Storm Water and Loading Computations

New Drainage Areas Treated by Volume Reduction Infiltration Basin					
		325 Blake Rd Property (Portion of MC-61)	Powell Road Diversion (Portions of MN-64 and MC-65)	Lake Street Diversion (Portion of MC-60)	Total
Drainage Area (acres)	a	21.1	216.9	29.6	267.6
SCS Curve No.	b	94	90	94	91
% Impervious		85	75	85	77
Soil Type	b	C	C	C	C
Runoff (acre-feet) (from SCS Runoff Eqn.):	c				
S (Potential Max. Runoff Retention (inches))		0.64	1.11	0.64	1.02
I _a (Initial Abstraction (inches))		0.13	0.22	0.13	0.20
0.5-inch Event Runoff (acre-feet)		0.24	1.00	0.34	1.49
1.0-inch Event Runoff (acre-feet)		0.89	5.79	1.24	7.79
1.25-inch Event Runoff (acre-feet)		1.26	8.93	1.76	11.82
Typical TP Load (lbs) per acre per year	d	0.75	0.75	0.75	0.75
Annual TP Load Reduction (90%) (lbs/year):	e				
Using P-8 Data (lbs/year)		14	146	20	181
	a	GIS computation from Figure 2-2			
	b	From land use and soils information in MCWD 2007 Comp Plan			
	c	$Q = ((P - I_a)^2) / ((P - I_a) + S)$ SCS Runoff Equation			
	d	MPCA (2004). Detailed assess. of phosphorus sources to MN wtds.			
	e	Independent analysis of Mpls-STP rainfall indicates 90% reduction			

3.0 Easements

Use of city right-of-way for the Lake Street Diversion and a portion of the Powell Road Diversion are not expected to require private easements. The downstream portion of the Powell Road Diversion shown in Figure 3-1 below will require private easements for both construction and maintenance purposes. As currently planned and shown in the figure, Easement 1 includes 6,186 square feet of the property at 7920 Powell Road owned by Powell LLC (PID 20-117-21-23-0023, see Appendix for Hennepin County records). Easement 2 includes 16,429 square feet of the property behind 8000 Powell Road owned by Ugorets Properties, LLC (PID 20-117-21-23-0009). The property address is shown as 4103 Texas Ave S, St. Louis Park in the Hennepin County records. The District has made contact with both property owners. At this preliminary stage, both have indicated willingness to work with MCWD on easements.

Figure 3-1. Powell Road Easements



The diversion pipe under the railroad and trail will be cased in a larger steel pipe, to comply with railroad company requirements. An agreement with the railroad will be needed install the pipeline. The District has made contact with the railroad which indicated that obtaining a permit for this project is viable. An easement is not anticipated since the diversion pipe may be maintained without access to railroad property. If problems occur with the pipe under the railroad, the damaged pipe may be slipped from the casing and replaced with a new pipe.

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4.0 Environmental

4.1 325 BLAKE ROAD SITE

A Phase I environmental investigation of the 325 Blake Road site was completed prior to the MCWD's purchase. The District has followed the Minnesota Pollution Control Agency's requirements and the site currently has a No Association Determination (NAD), issued to the District on December 6, 2011. A plan was prepared to allow for soil borings on site to collect infiltration capacity information and to supplement existing information on the possible presence of subsurface contamination. This work was completed in accordance with the MPCA-approved plan to obtain an amended NAD for the stormwater project and position the District or future redeveloper in obtaining a Certificate of Completion (COC). Upon completion the boring samples were field screened for the presence of Volatile Organic Compounds (VOC) using a photoionization detector (PID). All samples returned a non-detect reading of 0.0 ppm. Detailed information including what is presently known about the site may be found in the plan titled "Work Plan for Additional Investigation, Former Atlas Cold Storage, 325 Blake Road North, Hopkins, Minnesota", by Wenck Associates, March 2013.

Demolition of the existing commercial buildings will require prior environmental planning to properly dismantle refrigeration equipment, remove possible asbestos material, and remove any other hazardous materials (mercury switches, ballasts, etc.) before demolition occurs. A detailed demolition survey and preliminary cost estimate is being currently being planned by MCWD staff. Equipment decommissioning, building demolition and any site remediation are not required solely to construct the stormwater management improvements but would be elements of preparing the property for redevelopment.

Any soils exported from the site as part of re-development will need to meet State disposal criteria. The cost estimate for this feasibility study includes environmental work required to have a clean site with a COC, ready for development.

4.2 LAKE STREET DIVERSION

A plan for assessing and, as necessary, managing environmental conditions will be developed prior to construction of the Lake Street Diversion. Due to construction being completed within city owned right-of-way, an agreement with the City of Hopkins is needed prior to the work that defines the responsibility for construction and any possible existing environmental contamination.

4.3 POWELL ROAD DIVERSION

Similar to the Lake Street Diversion, a plan for assessing and, as necessary, managing environmental conditions will be developed prior to construction of the Powell Road Diversion. Again, a portion of construction is located within city right-of-way, requiring a similar agreement with St. Louis Park.

The portion of the diversion on private property will need an agreement with the owner(s) to perform a Phase I investigation. Grading and removal of excess material on the Ugorets property is possible. Exporting this material from the site would be preceded by an investigation and any soil contamination discovered will need to meet State disposal criteria.

Tunneling under the railroad and trail may require exporting material. This will also need to meet State disposal criteria. The cost estimate provided in the following section includes environmental investigations deemed necessary and assumptions of possible remediation costs.

5.0 Pre-Design Cost Estimate

Construction of the Powell Road project element and the Lake Street project element would be phased over time and timed with other infrastructure improvements where possible. Construction of the stormwater treatment facility at 325 Blake Road would be anticipated to be timed with the demolition of the existing cold storage warehouse and redevelopment. Demolition and decommission of the cold storage warehouse is necessary for redevelopment and therefore considered as predevelopment costs. Predevelopment costs are not generally considered to be part of the capital expense associated with stormwater improvements.

However, as due diligence, and for purposes of estimating the capital costs of the stormwater facility at 325 Blake Road, the District reviewed three apportionment schemes that show a range of interaction between predevelopment and stormwater costs: (1) assume all predevelopment costs are independent of stormwater facility capital costs; (2) assume all predevelopment costs are attributed to stormwater facility capital costs; and (3) allocate predevelopment costs to stormwater facility capital costs based on approximate ratio of undeveloped to developed land (~24% : 76%).

A range of financial scenarios was evaluated strictly for purposes of advancing this feasibility study of stormwater infrastructure planning. Final allocation of costs associated with demolition and site preparation, and site improvements, will be determined as the site moves closer to the redevelopment phase of planning.

Including a construction contingency, the range of capital costs for the 325 Blake Road stormwater facility calculated using methodologies 1 and 2 is \$1,496,050 to \$2,996,550, respectively. Table 5-1 below shows a capital cost for 325 Blake Road, with added contingency, within this range (\$1,845,336), calculated using methodology 3, allocating predevelopment costs in proportion to the ratio of expected developed:undeveloped land. The total capital cost of the stormwater improvement project (facilities plus conveyances), with contingency, is estimated at \$3,096,386.

Table 5-1. Summary of Pre-Design Estimated Project Component Costs

Summary of Pre-Design Estimated Project Component Costs					
Predevelopment and Stormwater Costs Prorated					
	325 Blake Rd	325 Blake Rd	Powell Road	Lake Street	Total
	Predevelopment	Storm Water	Storm Water	Storm Water	Storm Water
Component Description	a	Treatment a	Diversion	Diversion	
	76.2%	23.8%			
Preliminary Design	\$34,286	\$115,714	\$35,000	\$17,000	\$167,714
Final Design	\$19,048	\$15,952	\$5,000	\$5,000	\$25,952
Permitting		\$10,000	\$15,000	\$5,000	\$30,000
No Association Determination	b	b	c	c	
Phase 1 EA	c	c	\$3,000	\$3,000	\$6,000
Certificate of Closure (COC) Plan	\$3,429		c	c	\$0
COC Implementation	\$19,048		c	c	\$0
Property Surveys			\$3,000	d	\$3,000
Bidding Documents (Storm Water Components)		\$15,000	\$30,000	\$10,000	\$55,000
Bidding Assistance (Storm Water Components)		\$10,000	\$5,000	\$5,000	\$20,000
Asbestos/Hazardous Materials Survey	\$5,333	\$1,667	c	c	\$1,667
Bidding Documents (Demolition)	\$7,619	\$2,381	c	c	\$2,381
Bidding Assistance (Demolition)	\$3,810	\$1,190	c	c	\$1,190
Decommission Refrigeration System	\$38,095	\$11,905	c	c	\$11,905
Hazardous Materials Removal	\$38,095	\$11,905	c	c	\$11,905
Demolition	\$457,143	\$142,857	\$0	\$0	\$142,857
Construction Est. (Storm Water Components)		\$1,127,000	\$762,000	\$125,000	\$2,014,000
Construction Mgmt (Storm Water Components)		\$50,000	\$25,000	\$10,000	\$85,000
Easement Definition			\$5,000	d	\$5,000
Land Rights			TBD	d	TBD
Environmental Remediation	\$190,476	\$59,524	\$50,000		\$109,524
Riparian edge restoration/improvement	\$323,810	\$101,190			\$101,190
Capital Predevelopment	\$1,140,190				
Capital Storm Water		\$1,676,286	\$938,000	\$180,000	\$2,794,286
Construction Contingency		\$169,050	\$114,300	\$18,750	\$302,100
Annual O&M		\$15,000	\$0	\$0	\$15,000
Annual Monitoring		\$5,000	\$5,000	\$5,000	\$15,000
20-Year O&M/Monitoring:		\$400,000	\$100,000	\$100,000	\$600,000
Capital + 20-year Total Costs:		\$2,076,286	\$1,038,000	\$280,000	\$3,394,286
20-year TP Removal (lbs)		3,620			3,620
\$/lb TP Removal Over 20-year Life		\$574			\$938
		a prorated based on area			
		b completed			
		c NA			
		d easements assumed to be acquired by City of Hopkins			

6.0 References

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- Minnehaha Creek Watershed District, 2003. Stream Assessment
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- Schauman, S., and Salisbury, S., 1998. Restoring Nature in the City: Puget Sound Experiences
- Woljter, J., and Al, N., 2007. Integrating Water Management and Spatial Planning

Attachment G: Storm Water Treatment Concepts at 325 Blake Road (2016)

Technical Memo



Responsive partner.
Exceptional outcomes.

To: Michael Hayman, Project Manager, Minnehaha Creek Watershed District

From: Chris Meehan, Wenck Associates, Inc.
Mark Schroeher, Wenck Associates, Inc.
Erik Megow, Wenck Associates, Inc.

Date: January 7, 2016

Subject: Storm Water Treatment Concepts at 325 Blake Road

Minnehaha Creek Watershed District (MCWD) is currently working with a development team to evaluate options for site development at 325 Blake Road in Hopkins, MN. Wenck was tasked to have a better understanding of how much, where and to what extents the storm water will be routed to the site.

Verify Storm Water Volumes

The two major diversion inflows planned for the 325 Blake parcel were the Lake Street Diversion Project –(MCES) and the Powell Road Diversion Project (MCWD). The Powell Road Diversion Project has since been constructed and the Lake Street Diversion is entering final design. As these projects progressed design modifications were required which resulted in a change to the stormwater volumes which would be diverted to 325 Blake. As a result there was a need to determine the current volumes and the necessary footprint for a stormwater BMP on the site.

A HydroCAD model was developed with the updated attributes of the each of the projects to determine the runoff volume that can be directed to the 325 Blake Road stormwater BMP (Table 1). The volumes calculated in the analysis were based on the 1.0 and 1.25-inch 24-hour rainfall events. These two events represent water quality depths used for stormwater BMP sizing.

Table 1 – Runoff Volumes and BMP Footprint Size

Storm Event	Runoff Volume (ac-ft)			BMP Footprint (ac)*
	From Powell	From Lake St.	Total	
1.0-inch	3.93	1.92	5.85	1.95
1.25-inch	6.23	2.73	8.96	2.99

*The BMP footprint is based on an assumed depth of 3 ft.

Site Design Refinement

Based on the two rainfall events mentioned above, the footprint of the filtration basins were calculated and placed graphically in Figure 1. The footprints shown in Figure 1 are the overall impact area of each infiltration basin based on side slopes of 4 horizontal to 1 vertical and tie into the existing surface. The BMP depth was assumed as 3 feet from elevation 898.0 to 901.0. These elevations were determined by understanding the approximate groundwater depth (bottom of basin) and the two diversion structure inverts (overflow elevation). The existing site is generally flat with the exception of the

Michael Hayman
MCWD
January 7, 2016

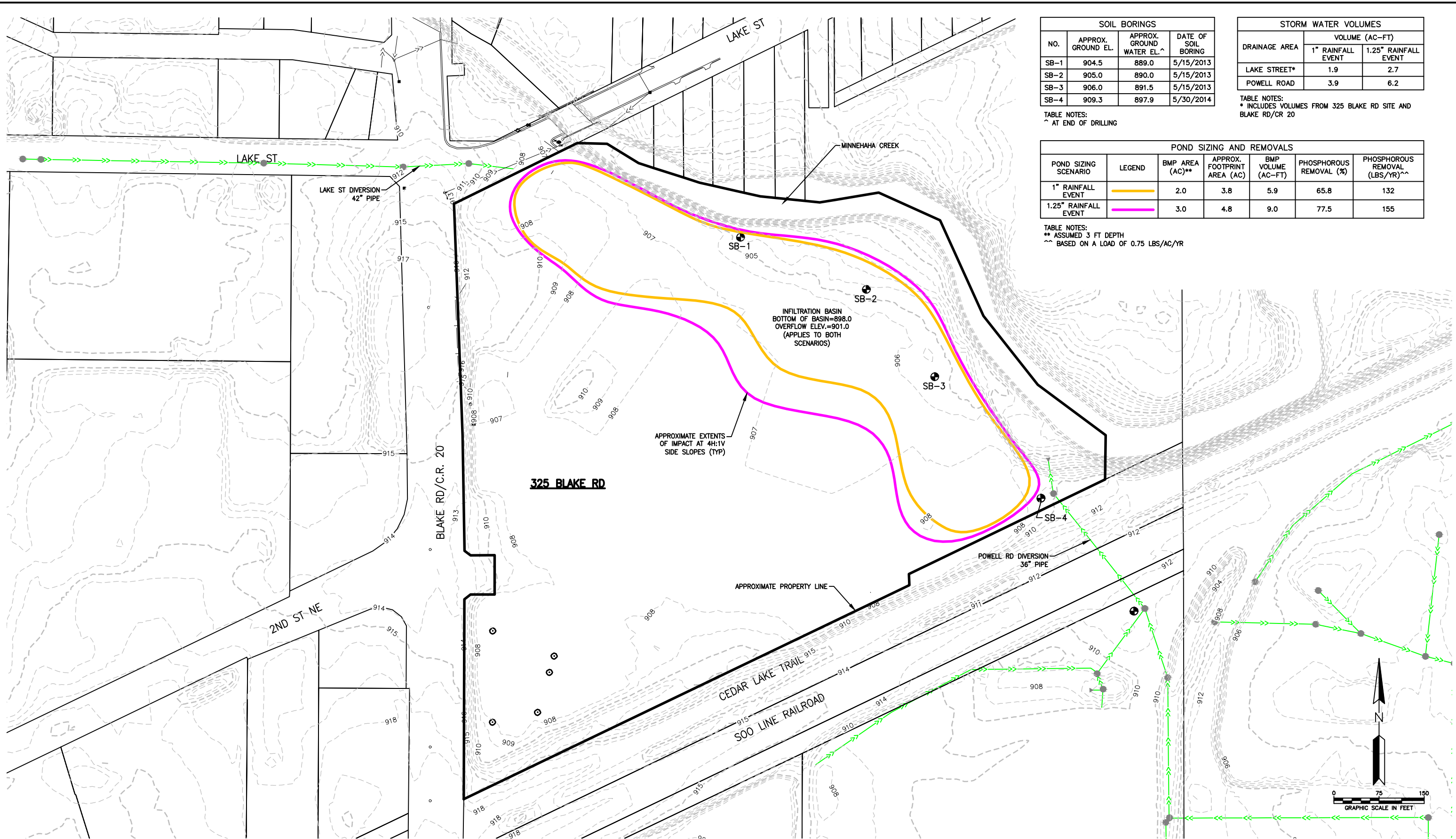


northeastern edge of the site going down to the creek, indicating the exact shape and location of the proposed filtration basin will have minimal effect on the earthwork for the site.

Soil borings from both May of 2013 and May 2014 were reviewed to understand the existing groundwater in the area and to determine the filtration basin bottom elevation. A basin bottom elevation of 898.0 was determined based on three feet of separation from the assumed ground water level. The basin overflow elevation is based on the Lake Street and Powell Road Diversions. Lake Street has an overflow elevation of 902.31 at the diversion structure before water would backup into the system. Powell Road has an overflow elevation of 901.06 at the diversion structure before backing up into the system and thus dictates the overflow elevation for the proposed basin.

Construction Cost Estimate

Both an overall component cost estimate and detailed cost estimate for the storm water treatment concepts were developed. The component cost used a combination of the 2013 Feasibility Study estimates and the 2015 325 Blake Demolition report. Assumptions for the estimates are included in each document. The storm water treatment concept is estimated in the range of \$1,865,550 to \$2,238,660. These costs are higher than the original 2013 feasibility study estimate largely due to the assumed common excavation quantity. The original estimate assumed a common excavation quantity of 34,000 cubic yards based on calculated storm water volumes at the time. The current common excavation quantity is estimated at 62,500 cubic yards and is based on the removing soil material between the bottom of the proposed basin and the existing surface. The common excavation unit cost currently assumes all material will be hauled off site; however, this unit cost could be reduced if some soil material remains on site.



SOIL BORINGS			
NO.	APPROX. GROUND EL.	APPROX. GROUND WATER EL. ^	DATE OF SOIL BORING
SB-1	904.5	889.0	5/15/2013
SB-2	905.0	890.0	5/15/2013
SB-3	906.0	891.5	5/15/2013
SB-4	909.3	897.9	5/30/2014

TABLE NOTES:
^ AT END OF DRILLING

DRAINAGE AREA	VOLUME (AC-FT)	
	1" RAINFALL EVENT	1.25" RAINFALL EVENT
LAKE STREET*	1.9	2.7
POWELL ROAD	3.9	6.2

TABLE NOTES:
* INCLUDES VOLUMES FROM 325 BLAKE RD SITE AND BLAKE RD/CR 20

POND SIZING AND REMOVALS						
POND SIZING SCENARIO	LEGEND	BMP AREA (AC)**	APPROX. FOOTPRINT AREA (AC)	BMP VOLUME (AC-FT)	PHOSPHOROUS REMOVAL (%)	PHOSPHOROUS REMOVAL (LBS/YR)^^^
1" RAINFALL EVENT		2.0	3.8	5.9	65.8	132
1.25" RAINFALL EVENT		3.0	4.8	9.0	77.5	155

TABLE NOTES:
** ASSUMED 3 FT DEPTH
^^ BASED ON A LOAD OF 0.75 LBS/AC/YR

REV	REVISION DESCRIPTION	DWN	APP	REV DATE

SEAL

NOT FOR CONSTRUCTION

SUB CONSULTANT

PRIME CONSULTANT

Responsive partner. Exceptional outcomes.

PROJECT TITLE
STORM WATER TREATMENT CONCEPTS AT 325 BLAKE ROAD

QUALITY OF WATER, QUALITY OF LIFE

SHEET TITLE			
POND SIZING CONFIGURATION			
DWN BY	CHK'D	APP'D	DWG DATE
MJS			JAN 2016
PROJECT NO.	SHEET NO.	SCALE	
0185-0028	FIGURE 1	AS SHOWN	
REV NO.			

Attachment H: 325 Blake Water Resources Concept Analysis (2019)

Technical Memo



To: Michael Hayman, Project Planning Manager, Minnehaha Creek Watershed District

From: Erik Megow, Wenck Associates, Inc.
Todd Shoemaker, Wenck Associates, Inc.

Date: October 1, 2019

Subject: 325 Blake Water Resources Concept Analysis

Minnehaha Creek Watershed District (MCWD) owns the property at 325 Blake Road in Hopkins and, consistent with its goals set forth upon purchase of the property, is progressing plans for regional stormwater management, stream and riparian improvements, Minnehaha Creek Greenway expansion, and potential site redevelopment. The MCWD has recently completed an internal charrette process in partnership with Aune Fernandez Landscape Architecture that resulted in site concepts for four scenarios in line with the MCWD's Balanced Urban Ecology approach. In order to advance any of these concepts, the MCWD requires a refined analysis of water resources on the site.

This memo characterizes the stormwater rates, volumes, and contaminants routed to 325 Blake Road for regional treatment. With the volumes and contaminants defined, pretreatment, pumping, and overall treatment requirements were determined, and then initial stormwater concepts and costs were estimated.

Section 1. Stormwater Characterization

The first step in the analysis is to estimate volume, phosphorus, and total suspended solids routed to 325 Blake Road for various storm events. Using the existing HydroCAD model from the Powell Road Diversion project, the Lake Street Diversion and proposed 325 Blake Road site conditions were added to determine rates and volumes. The Blake Road site was estimated to have 5 acres of impervious surface, based on an initial concept plan from Aune Fernandez Landscape Architecture. Table 1 outlines the runoff volumes from the proposed 325 Blake Road Parcel, along with the diverted Powell Road and Lake Street runoff volumes for various rainfall events.

Table 1. Runoff volumes predicted for 325 Blake Road regional treatment.

Rainfall Event Depths (in)	Runoff Volumes (ac-ft)			
	Lake St.	325 Blake	Powell	Total
0.75	0.8	0.2	1.6	2.6
1.00	1.3	0.3	3.9	5.5
1.10	1.5	0.3	6.2	8.0
1.25	1.8	0.5	7.6	9.9
1.50	2.4	0.6	8.2	11.1
2.00	3.5	1.0	11.7	16.2
2.5 (1-yr)	4.6	1.4	16.3	22.3
4.3 (10-yr)	8.2	3.3	26.6	38.1
7.5 (100-yr)	11.5	5.2	34.6	51.3

The volumes and rates of this analysis are shown on Figure 1, along with the output from Section 2.

Section 2. Site Regulatory Requirements and Water Quality Goal Establishment

For sites greater than 5 acres with greater than 40% site disturbance and a reduction in impervious surface, the 325 Blake Road site will need to provide volume control for the proposed impervious surface. The stormwater design needs to incorporate infiltration or filtration practices for (approximately) 5-acres of proposed impervious surface, which is equivalent to 0.4 acre-feet of infiltration or 0.8 acre-feet of filtration. Due to the assumed decrease in impervious surface, there are no rate control requirements, while the water quality control requirements will be met through the volume control requirements.

From the volumes calculated in Table 1, Wenck determined the design event based on various stormwater best management practice (BMP) footprints and depths. Table 2 estimates various depths of BMPs for three stormwater footprints. From the initial stormwater concept sketches, it was estimated that surface water BMP practices would utilize between 2.0 and 3.0 acres of the 16.5-acre developed site, so depths were calculated for BMP footprints of 2-, 2.5-, and 3-acre footprints.

Table 2. BMP depths for various BMP footprints.

Rainfall Event Depths (in)	Total Runoff Volumes (ac-ft)	BMP Depth and Footprint (ft)		
		2.0 ac	2.5 ac	3.0 ac
0.75	2.6	1.3	1.0	0.9
1.00	5.5	2.8	2.2	1.8
1.10	8.0	4.0	3.2	2.7
1.25	9.9	5.0	4.0	3.3
1.50	11.1	5.6	4.5	3.7
2.00	16.2	8.1	6.5	5.4
2.5 (1-yr)	22.3	11.2	8.9	7.4
4.3 (10-yr)	38.1	19.1	15.2	12.7
7.5 (100-yr)	51.3	25.7	20.5	17.1

Wenck determined that a 1.1" rain event should be the design storm event since the BMP depths of the stormwater practices would fall in the 2.7 – 4.0 feet range. BMPs with 2.7-4.0 feet depths will allow us to bounce and infiltrate the runoff within 48-hrs and meet Minnesota Pollution Control Agency (MnPCA) Standards. Also, sizing treatment practices for rainfall events above 1.1" will lead to diminishing returns between project cost and pollutant removal.

Last, the annual pollutant loads were calculated for the site. Using the MIDs Calculator and data provided by MCWD staff, annual Total Phosphorus (TP) and Total Suspended Solids (TSS) loads were calculated. The annual pollutant loads calculated in MIDs from the Lake Street and Powell Road diversions were adjusted based on the diverted volumes from the 1.1" event from HydroCAD. Table 3 lists the estimated annual loads for the 325 Blake Proposed Site and the annual loads diverted from Lake Street and Powell Road. These loads are also shown in Figure 1.

Table 3. Estimated annual pollutant loads.

Parameter	Lake St.	325 Blake	Powell	Total
Impervious (ac)	30	5	139	174
Pervious (ac)	1	11	87	99
Volume (ac-ft/yr)	58.5	12	186	257
TP Load (lbs/yr)	48.2	10	151	209
TSS Load (lbs/yr)	8,738	1,834	27,618	38,190
TSS Volume (cf/yr)	92	19	291	402

The storage volumes diverted from the Lake Street diversion in the model were much greater than the measured volumes from MCWD data, while the Powell Road volumes matched well for the 1.1" storm event based on monitoring. Through discussion with MCWD staff, this analysis uses the modeled volume and pollutant loads as the measured volumes seem too low. Although this analysis may over-estimate the pollutant loads from the Lake Street Diversion, MCWD and Wenck staff agreed that this is the more conservative approach for planning and that additional investigation into the actual volumes and loads being diverted from Lake Street should be looked at in the next planning and design phase.

Section 3. Pretreatment and Pumping Requirements

Pretreatment Requirements

Pretreatment volumes and footprints, along with pumping requirements were calculated based on the volumes and loads calculated in Sections 1 and 2. Table 4 lists the estimated pretreatment volumes and footprints. The pretreatment footprints are shown on Figure 1.

Table 4. Estimated pretreatment volumes and footprints.

Size	Pretreatment		
	Lake	325 Blake	Powell
Imp. Area (ac)	30	5	139
Volume (cf)	1,500	260	4,000
Footprint (sf)	500	100	1,250

The volumes were sized for approximately 50 cubic-feet per impervious acre of drainage and then adjusted for the annual TSS volumes. The pretreatment volumes are sized such that the annual TSS load occupies 7% of its capacity. From the proposed pretreatment volumes, the pretreatment footprints were calculated based on a 4-foot depth.

Pumping Requirements

Two separate pumps (Table 5) were designed to pump water from Minnehaha Creek and to circulate stormwater on the site. The pumping rates and volumes were designed to achieve two goals:

1. To pump the full 1.1" site-wide runoff volume (8.0 ac-ft) from Minnehaha Creek for treatment within 24 hours. It is assumed that this pump will be used for both an intake pump from Minnehaha Creek and to pump Powell Road stormwater to the high point of the site for treatment.
2. To pump the Lake Street 1.1" runoff volume to the high point of the site for treatment.

Table 5. Estimated pump rates, volumes, and power.

Factor	Pump	
	Powell/Creek	Lake Street
Rate (gpm)	2,000	1,500
Volume (ac-ft)	8	1.5
Pump Power (kW)	12	6

In addition to the pumping requirements in Table 5, alternative power sources were investigated to power the pumps. Two options are available to the site: solar and hydro power. Both options cost approximately \$3,000/kW making them both approximately \$65,000 systems when contingency is added. Additionally:

- The solar power system would require an approximately 1,800 sf footprint for the solar array and would likely need to be placed on the roof of a building.
- The hydropower system would require 9-12 feet of drop and would be placed in a vault.
- It would be difficult for either system to directly power the pumps and it would be more efficient to offset the power consumption of the pumps by producing and using power in the building during the day so the power would not need to be temporarily stored.
- The solar power system would likely have a shorter payback window as it could produce power year-round while the hydropower system would only be online during months of operation (April-October).

The ability to pull water from Minnehaha Creek and treat this has an estimated benefit of treating 96 ac-ft of Creek flow and removing 1,100 lbs of TSS and 5.2 lbs of TP a year. This estimate is based on:

- Pumping 8 ac-ft from the Creek twice, monthly between April and September;
- Creek pollutant concentrations of 40 ug/L for TP and 6 mg/L for TSS;
- Removal of 50% of TP and 70% of TSS.

Section 4. High-Level Concepts and Cost Estimates

With the stormwater characteristics and pumping characteristics defined, cost estimates were calculated for three stormwater systems designed to meet District standards for volume control via filtration of 0.8 ac-ft of runoff. All three systems were designed with:

- A central pond water feature, 3.5 feet in depth and approximately 2.0 acres in size;
- Two stormwater lift stations with temporary pump storage sized to store and pump the diverted stormwater within 24 hours to anywhere on the site;
- An alternate energy source for the pump;
- Site restoration and vegetation;
- Pretreatment for all three contributing areas shown in Figure 1; and
- Temporary Pump storage and footprint needed for the pumps outlined in Table 5 are shown on Figure 1.

The three concepts are unique in how they provide volume control:

1. Underground filtration via sand filter;
2. Underground filtration via ADS's Bay Filter Cartridge System; and
3. Underground sand filtration and irrigation (re-use) for approximately 6 acres of turf grass on the site.

Table 6 lists the cost estimates for each option with additional details in Appendix A. These options were based on 5 acres of impervious surface on the 325 Blake Site after

redevelopment. If the final site consisted of 7 acres, the Total costs in Table 6 would increase between \$200K-\$400K per Option.

Table 6. Estimated costs for high-level concepts.

Option		Construction Cost	Eng. & Construction Mgmt. (20%)	30-year O&M (15-25%)	Contingency (35%)	Total
1	Central Pond with Underground Filtration System	\$2,840,000	\$568,000	\$568,000	\$994,000	\$4,970,000
2	Central Pond with Cartridge Filtration System	\$2,650,000	\$530,000	\$662,500	\$927,500	\$4,770,000
3	Central Pond with Re-use/Irrigation and Underground Filtration	\$2,670,000	\$534,000	\$400,500	\$934,500	\$4,539,000

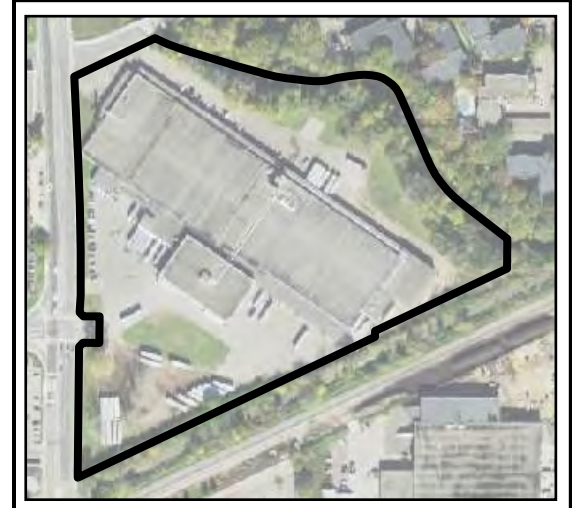
All three systems have similar estimated construction costs with the only main difference being the Operation and Maintenance Costs. To determine the 30-year Operation and maintenance costs, we ranked the three options based on High (25%), Medium (20%), and Low (15%) estimated costs. The Cartridge System (Option 2) rated as the highest cost because of the need to replace cartridges (QTY. 20) bi-annually. The lowest expected O&M cost was the Irrigation/Re-use system (Option 3) as this option would be less expensive than replacing the filtration media in Option 1.

From Lake Street		
Rates & Volumes		
1-yr	10-yr	100-yr
51 cfs	75 cfs	100 cfs
4.6 ac-ft	8.2 ac-ft	11.1 ac-ft
Annual Pollutant Loads		
TP (lbs)	TSS (lbs)	TSS (cf)
48	8,740	92
1.1" Rainfall Design Event		
Imp. (ac)	Rate (cfs)	Vol. (ac-ft)
30	23.7	1.5

Total to Minnehaha Creek		
Rates & Volumes		
1-yr	10-yr	100-yr
108 cfs	171 cfs	228 cfs
21.1 ac-ft	38.1 ac-ft	65.6 ac-ft
Annual Pollutant Loads		
TP (lbs)	TSS (lbs)	TSS (cf)
209	38,270	402
1.1" Rainfall Design Event		
Imp. (ac)	Rate (cfs)	Vol. (ac-ft)
174	51.7	8.0

From 325 Blake Parcel		
Rates & Volumes		
1-yr	10-yr	100-yr
22 cfs	54 cfs	84 cfs
1.4 ac-ft	3.3 ac-ft	5.2 ac-ft
Annual Pollutant Loads		
TP (lbs)	TSS (lbs)	TSS (cf)
10	1,830	19
1.1" Rainfall Design Event		
Imp. (ac)	Rate (cfs)	Vol. (ac-ft)
5	8.4	0.3

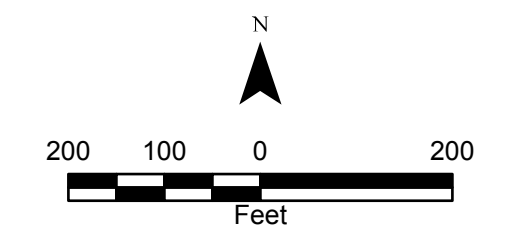
From Powell Road		
Rates & Volumes		
1-yr	10-yr	100-yr
35 cfs	42 cfs	44 cfs
16.3 ac-ft	26.6 ac-ft	34.6 ac-ft
Annual Pollutant Loads		
TP (lbs)	TSS (lbs)	TSS (cf)
151	27,700	291
1.1" Rainfall Design Event		
Imp. (ac)	Rate (cfs)	Vol. (ac-ft)
139	19.6	6.2



- Legend**
- 325 Blake Parcel
 - Hennepin County Parcels 2018
 - Pretreatment Footprint
 - Temp. Pump Storage Footprint

Size	Pretreatment		
	A	B	C
Volume (cf)	Lake 1,500	325 Blake 260	Powell 4,000
Footprint (sf)	500	100	1,250

Size	Temporary Pump Storage		
	A	B	C
Volume (cf)	Lake 40,000	325 Blake -	Powell 90,000
Footprint (sf)	8,000	-	18,000

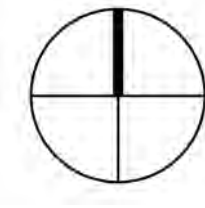


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9/9/2019 2:55 PM megER0476 Layout: 325 Blake Stormwater Characterization Figure

Attachment I: Blake Road Concept Plan (2019)

BLAKE ROAD CONCEPT PLAN

STORMWATER FEATURE SUMMARY
TOTAL SURFACE AREA: 3.95 ACRES +/-



200 units +/-
5 and 6 story,
mixed commercial,
2 levels of parking

BLAKE ROAD
PROMENADE

.34 acres

GREEN AND
STORMWATER FEATURES

2nd Street NE

240 units +/-
5 and 6 story,
mixed commercial,
2 levels of parking

.42 acres

GREEN AND
STORMWATER FEATURES



Attachment J: Draft Community Engagement Principles and Goals

DRAFT

Community Engagement Principles and Goals

Community Engagement Principles:

- 1) Reflects the neighborhood, community-wide and watershed-wide impact of the site;
- 2) Is early and meaningful;
- 3) Represents different stakeholder groups with an interest in the site;
- 4) Utilizes remote tools to protect health and allow broader participation.

Goals of Community Engagement:

- Create community ownership and investment in the project by developing opportunities for community members to shape the project where it is feasible and is in alignment with broader community goals
- Provide an inclusive and equitable process which engages a diverse range of community stakeholders
- Identify new community assets, such as public trails and greenspace, that reflect the interests and needs of the neighborhood, city and watershed
- Develop community understanding of the project, its goals and the community's role in the process
- Provide clarity of project partner roles (City, District, developer) and their scope of authority/responsibility for the project
- Reflect community engagement principles throughout the engagement plan
- Build on the community engagement processes conducted previously in the Blake Road Corridor

**Attachment K: Southwest Corridor Investment Framework, Transitional Station
Area Action Plan for Blake Station (2013)**



BLAKE STATION

CITY OF HOPKINS

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN



Hoisington Koezler Group Inc.



SOUTHWEST LRT
community works
www.swlrtccommunityworks.org



ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

INTRODUCTION 10-2

A brief overview of the station location and its surroundings

WHERE ARE WE TODAY? 10-4

A description of existing conditions in the station area, including:

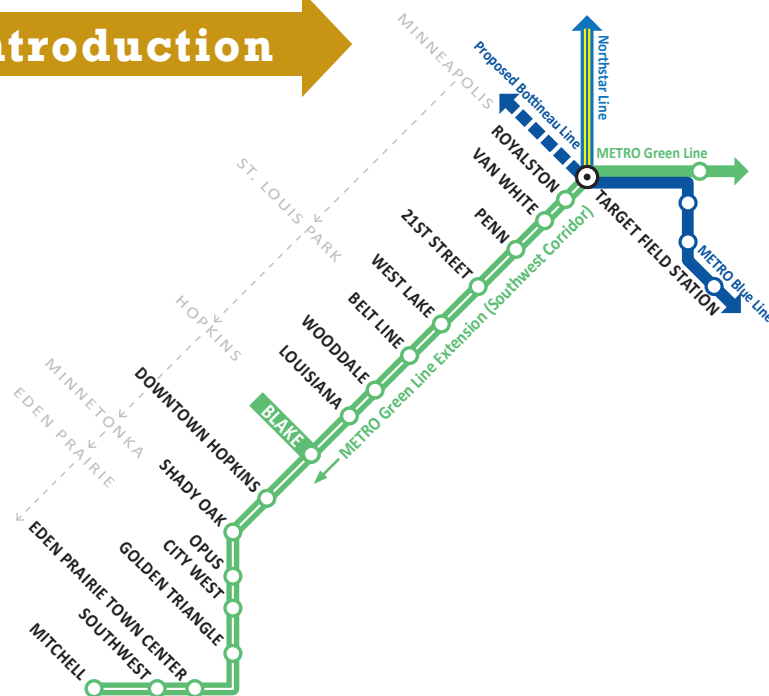
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

WHERE ARE WE GOING? 10-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

Introduction



BLAKE STATION WITHIN THE CORRIDOR:

An important employment center with a growing mix of uses providing access to key destinations and residential neighborhoods along the Blake Road corridor.

EMPLOYMENT The Blake station a significant *Employment* station (see Place Types discussion beginning on p. 1-19). Businesses in the area are located primarily along the rail corridor and oriented towards a network of local streets. The largest employment cluster within the station area is the Cargill corporate offices located to the west of the station along 2nd Street. The offices are home to several thousand employees and have the potential to be a significant generator of transit ridership.

NEIGHBORHOODS In addition to employment, the area contains a sizable residential component. While these residential neighborhoods are proximate to the station, they are not walkable, transit-supportive places. In some cases, neighborhoods lack pedestrian facilities and safe crossings, orient away from the station, or are set back from the street, creating an inhospitable environment for pedestrians. The property owned by the Minnehaha Creek Watershed District to the northeast of the station is a significant redevelopment site that will provide added residential units as well as some commercial space.

EDUCATION The station will be the primary point of access for students traveling to and from The Blake School's Hopkins campus. Located south of the station along Blake Avenue, the campus is home to Blake's lower and middle schools students, as well as athletic facilities for all three of the school's campuses, making it a regional destination for all Blake students.

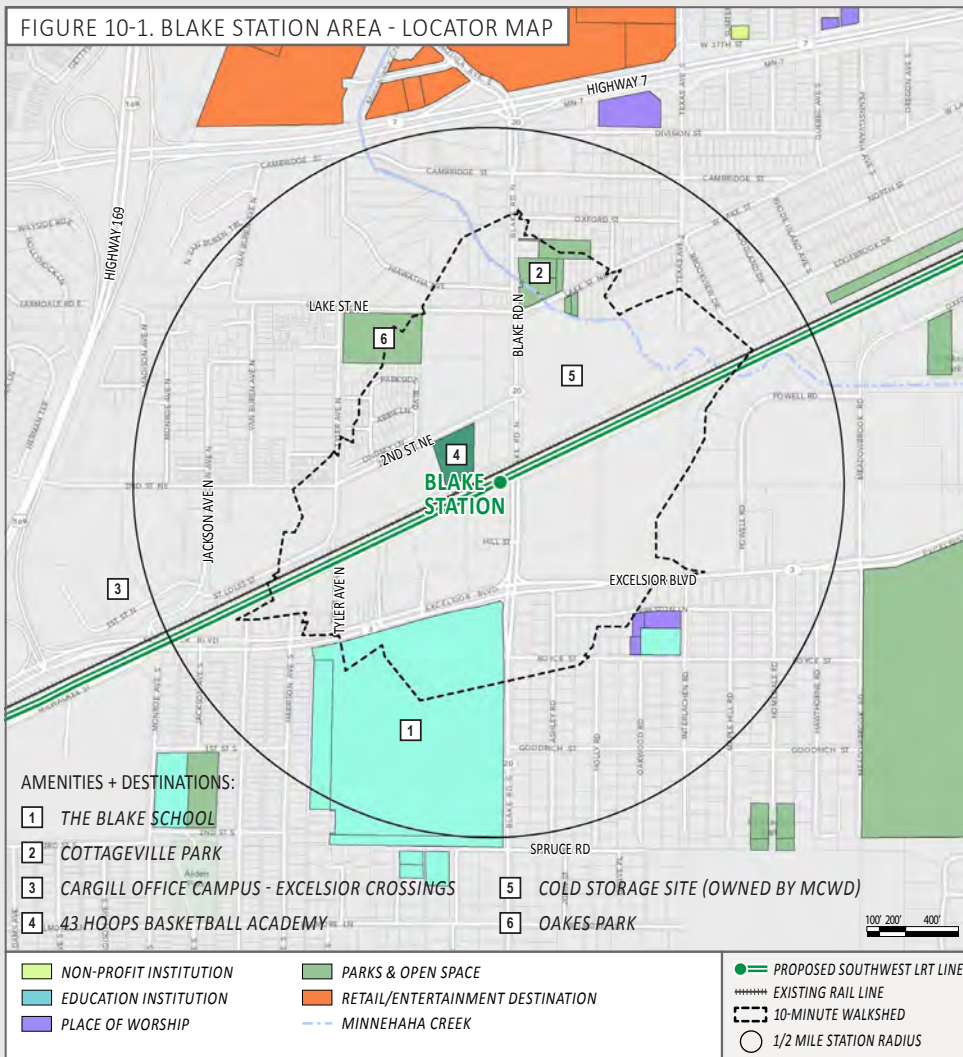
TRAIL CONNECTIONS The Cedar Lake LRT Regional Trail and Minnehaha Creek Greenway, popular biking and walking trails that connect downtown Minneapolis to the western suburbs, pass through the station area.

OTHER DESTINATIONS Minnehaha Creek and Cottageville Park are local park and open space destinations. A half-mile north of the station is Knollwood Mall, a regional shopping center that may attract visitors transferring from the station to local buses.

Station Location

The Blake station is located along Blake Road, just north of Excelsior Boulevard. The mix of land uses nearby includes retail/commercial, light industrial, office, residential, institutional, parks and open spaces. Local destinations in the station area include The Blake School, Excelsior Crossings office campus (Cargill), retail businesses along Excelsior Boulevard, Minnehaha Creek, and Cottageville Park. The Blake station is anticipated to serve these destinations as well as the residents in the Parkside, Presidents North and South, Minnehaha Oaks, Cottageville, and Interlachen neighborhoods, including many nearby apartment buildings.

The City has identified several potential development sites in the area, including a Hennepin County-owned property northwest of the station which houses 43 Hoops, a basketball training facility; and the existing Cold Storage site northeast of the station, recently purchased by the Minnehaha Creek Watershed District. The City has also long-identified the potential for redevelopment along Excelsior Boulevard, near Blake Road.



NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

BLAKE STATION AREA TODAY:



Existing high intensity office



43 Hoops/County-owned development site



Existing low-intensity retail



Cedar Lake LRT Regional Trail



Rail and trail corridor



Blake Road

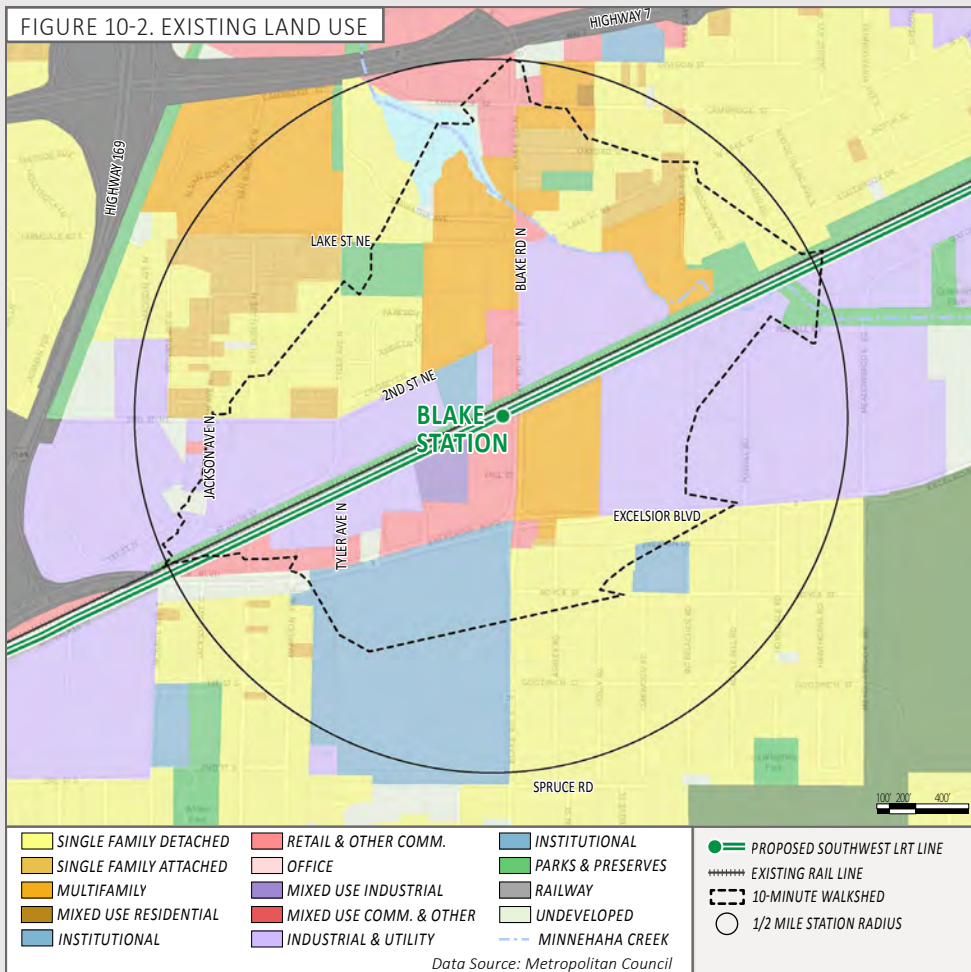
Where Are We Today?

The following section describes the station area's **EXISTING CONDITIONS**, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.

Land Use

The mix of land uses in the Blake station area includes industrial, light industrial, office, retail/commercial, institutional, and a variety of housing types and densities (single-family detached, single-family attached, and multi-family), including affordable housing options. Primary land uses anticipated to generate transit ridership at the Blake station are the employment uses and the proximity of high-density residential neighborhoods. The Blake station has the highest numbers of households located near a station within the Southwest LRT Corridor.

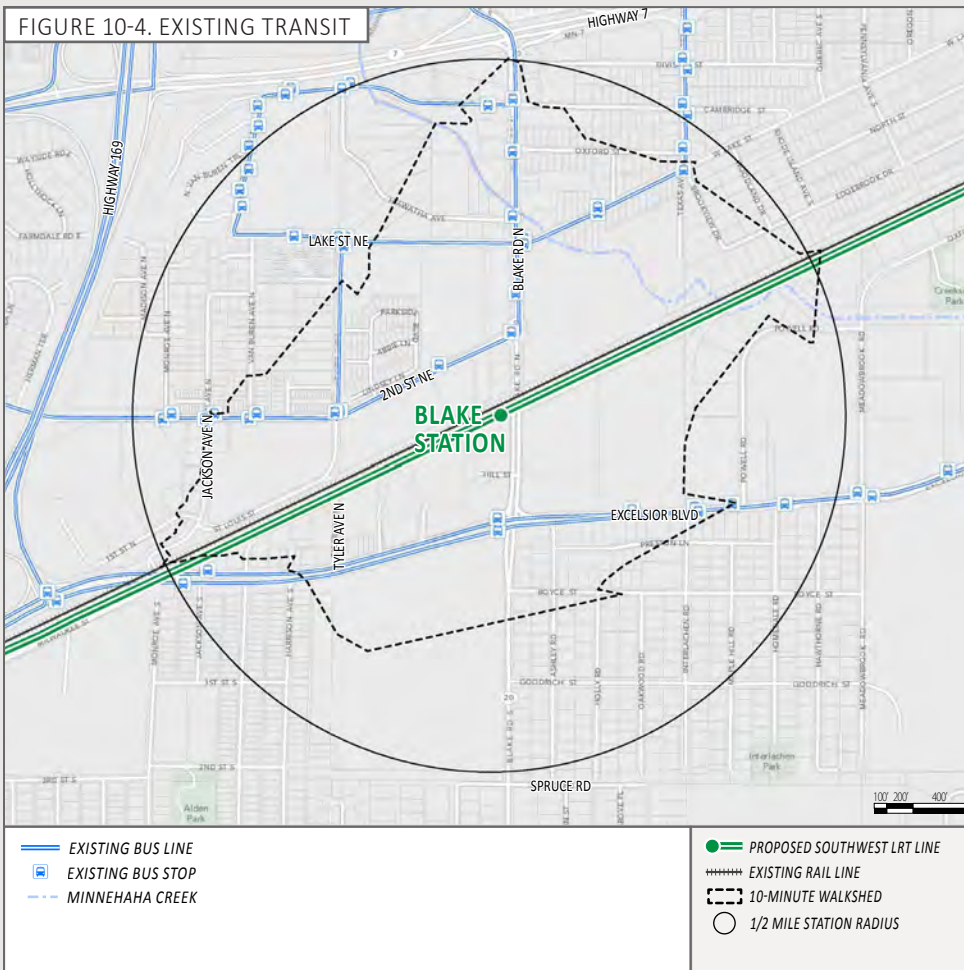
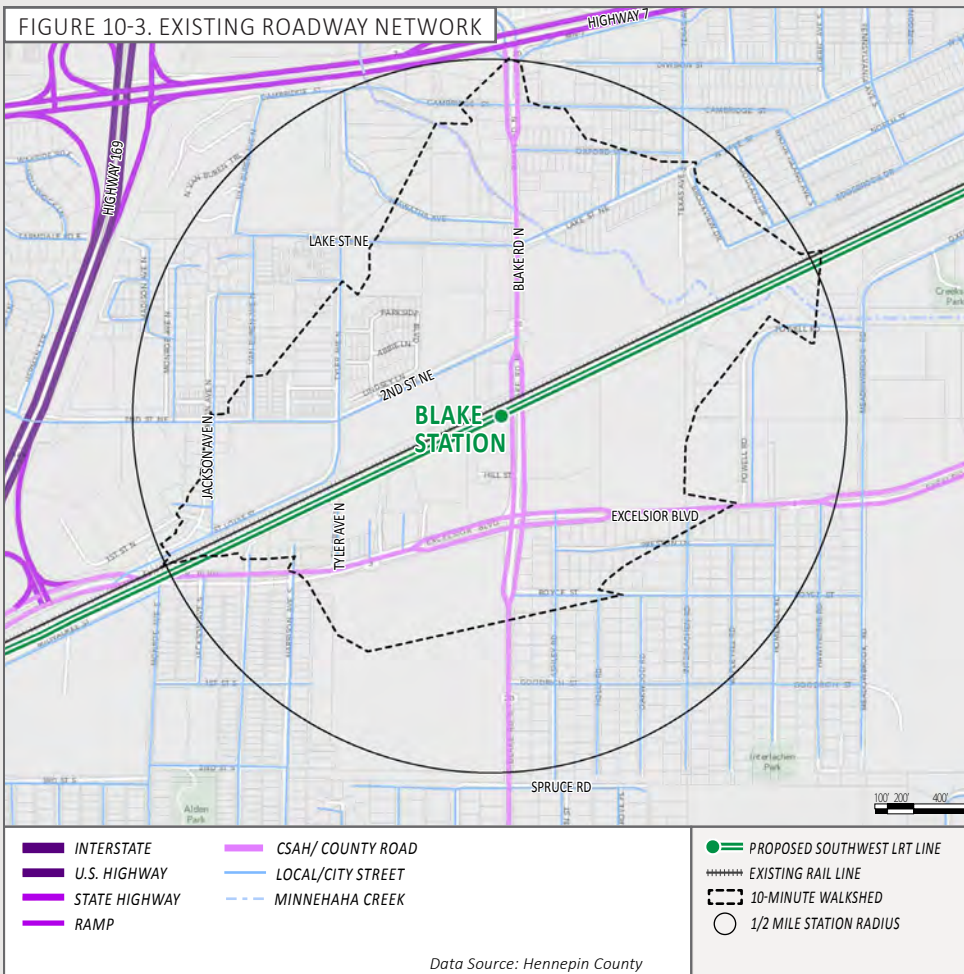


Roadway Network

The roadway network in the Blake station area is inconsistent. In the area immediately adjacent to the station, (commercial and employment areas), the roadway network is limited and the area is characterized by large block sizes. Further from the station, in the residential areas, the roadway network is more fine-grained and gridded. Blake Road is an important north-south route through the area and runs adjacent to the proposed station platform. The pedestrian and bicycle environment on Blake Road is poor today. The City of Hopkins has completed a small area plan for the area which recommends Blake Road streetscape improvements that would enhance pedestrian and bicycle facilities along the street. Excelsior Boulevard is an important east-west commercial corridor in the City of Hopkins and located one block south of the proposed station. Highways 7 and 169 are located just outside the station area but will influence traffic in the station area, particularly at peak travel times.

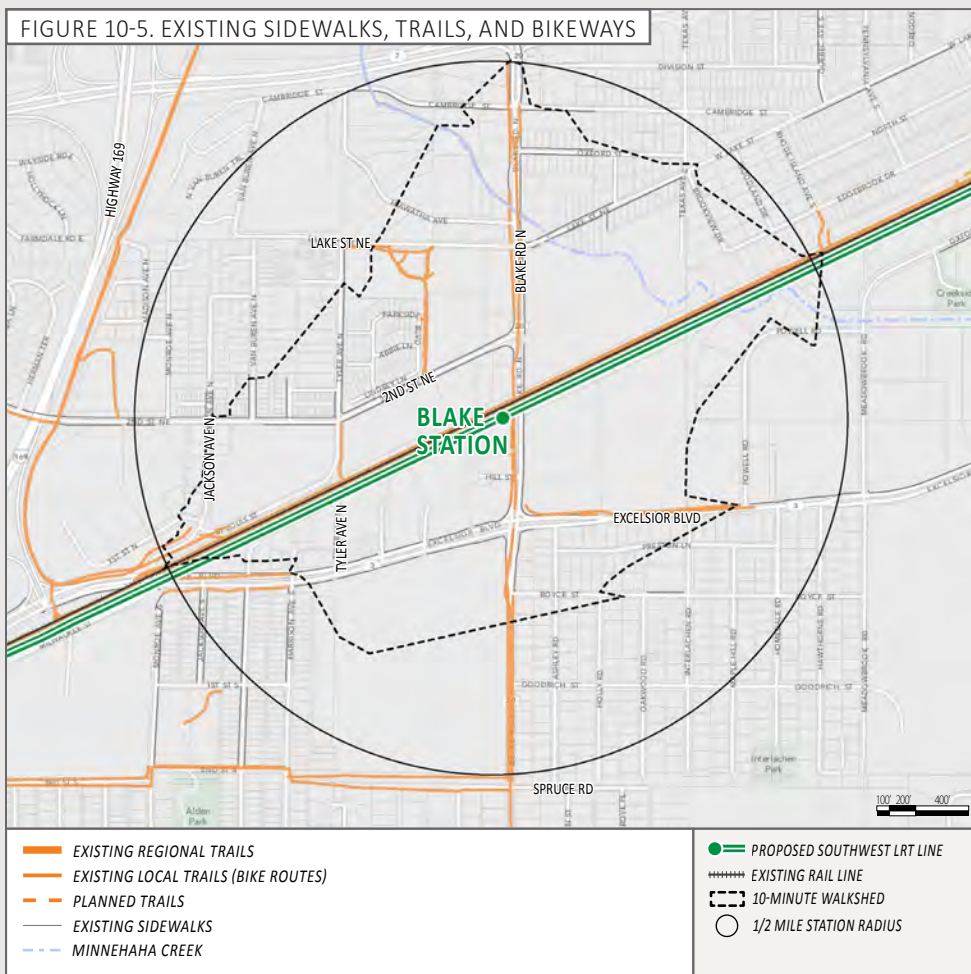
Transit

The Blake station area is currently served by several local and express bus routes, with stops located on Excelsior Boulevard at Blake Road, on 2nd Street, and on Blake Road, north of the proposed station platform. Route #615, a local route, runs along 2nd Street, turning north at Tyler Avenue. Route #668, an express route, runs along 2nd Avenue, turning north at Blake Road. Routes #12 and #664 run along Excelsior Boulevard, eventually delivering transit riders to downtown Minneapolis. Route #664 is an express route, turning north at Highway 100.



Sidewalk, Trails and Bikeways

The existing sidewalk system in the Blake station area is limited and inconsistent, with many gaps existing in key areas where riders are expected to originate from – the residential neighborhoods and employments centers. The Cedar Lake LRT Regional Trail runs alongside the LRT and freight lines. The Cedar Lake LRT Regional Trail will connect and interface with Minnehaha Creek Greenway. This trail will connect with and interface with transit riders at the Blake station. Blake Road has been identified for streetscape improvements with the goal of making Blake Road a Complete Street, with accommodations for pedestrians and bicyclists.



Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Beyond capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either by the City of Hopkins or by the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers which collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Metro WWTP located in St. Paul.

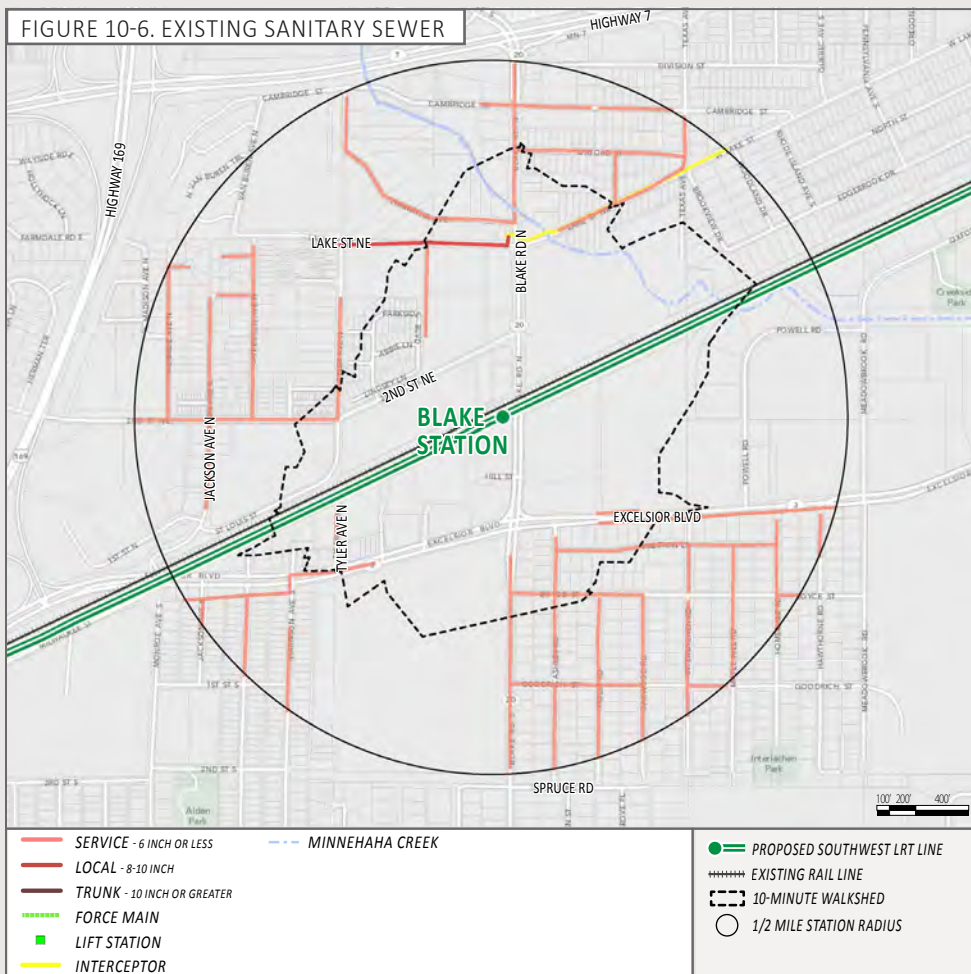
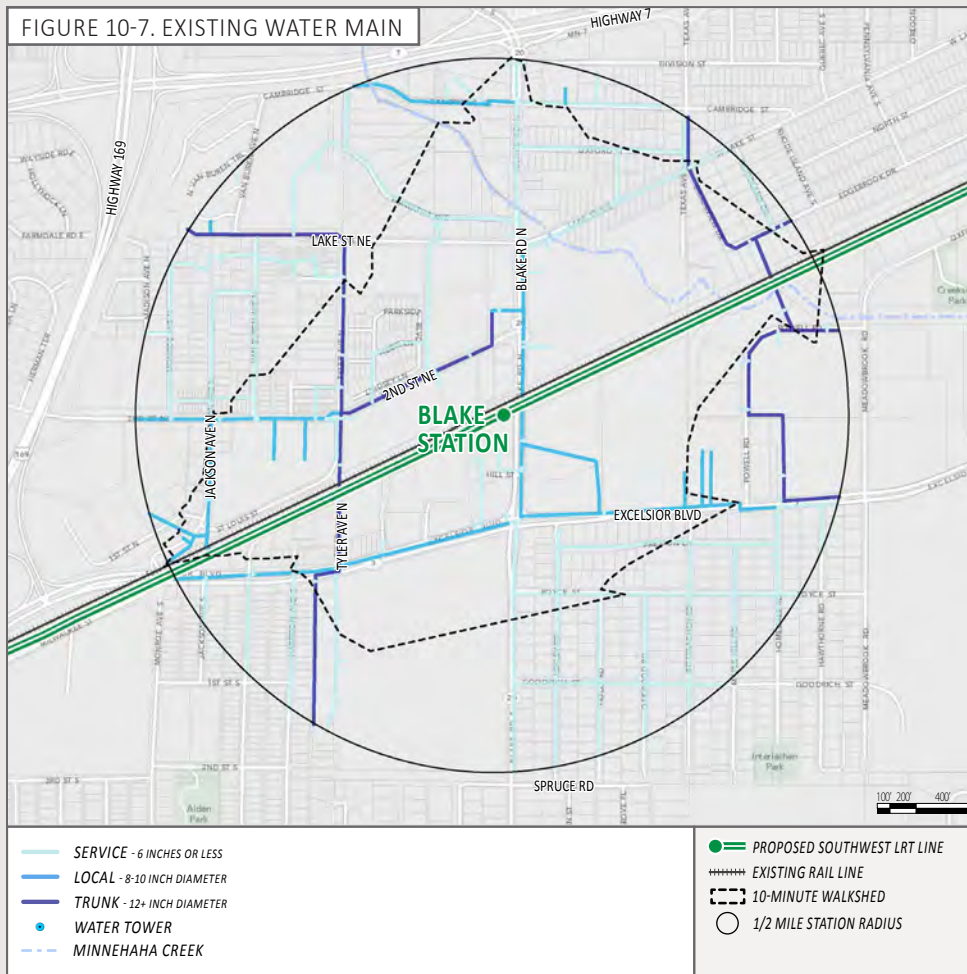


FIGURE 10-7. EXISTING WATER MAIN



Water Main

Water main distribution systems serve to supply potable water to individual properties and to support fire suppression throughout the community. A well-designed system can maintain adequate pressure to support demand of individual properties and provide high flow rates to fire hydrants/fire suppression systems in emergency situations. Because of the complexity of water distribution networks and the importance of pressure, flow, and water quality, City water system models are used to evaluate a system's adequacy. The material and age of the system's water mains can also be factors in system breaks, leaks, and pressure and flow degradations.

Water pressure and flow rates can be influenced by: the size of water main serving an area, proximity and elevation relative to a water tower, proximity to a trunk water main with high flow capacity, if the main creates a loop, the demand of adjacent land uses, and the condition of the main.

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Where Are We Going?

The plans and diagrams on the following pages illustrate a range of recommendations for infrastructure improvements, station amenities, and potential redevelopment opportunities within the station area.

The ACCESS AND CIRCULATION PLAN shown in Figure 10-8 provides a high level view of how future transit, automobile, bike, and pedestrian systems will connect to the station area and its surroundings.

Figure 10-9 illustrates the STATION AREA IMPROVEMENTS that will facilitate access to and from the station and catalyze redevelopment in the station area. This includes opening day and long-term station area improvements

Figure 10-10 focuses on OPENING DAY STATION AREA IMPROVEMENTS only. These recommendations represent the improvements necessary to enhance the efficient function of the transit station, roadways, pedestrian and bicycle connections, and transit connections on opening day in 2018.

Station Area Improvements

The discussion below outlines a range of future station area improvements. While some of the identified improvements may be constructed as part of the LRT project itself, other improvements must be funded, designed and constructed by other entities and will require coordination between the City, County, and Metro Transit as well as local stakeholder and community groups.

ROADWAYS

Opening Day Improvements:

- » Build phase one of a new east-west road that would run along the south edge of the LRT line and connect Blake Road to Pierce Avenue. This road will provide access to the parking ramp and frontage onto the LRT station for future development sites.
- » Provide new signalized intersections at Excelsior Boulevard and Pierce Avenue to improve pedestrian connections across Excelsior Boulevard and resolve traffic movements into and out of the proposed park and ride facility.

Long-Term Improvements:

- » Promote the extension of Tyler Avenue to the north and connect with the new road running along the LRT line.
- » Provide a new signalized intersection at Tyler Avenue.

PEDESTRIAN CONNECTIONS

Opening Day Improvements:

- » Focus sidewalk and streetscape enhancements along Blake Road, Excelsior Boulevard, 2nd Street, and a new road that would run along the south side of the LRT line.
- » Blake Road streetscape improvement should include Complete Street design concepts with pedestrian-friendly design elements such as sidewalks, planted boulevards, bike lanes, pedestrian lighting, and streetscape furnishings.
- » Provide safe and convenient pedestrian connections to the Cedar Lake LRT Regional Trail, and safe pedestrian crossings of Blake Road.

- » Reconstruct Cedar Lake LRT Regional Trail under Blake Road **(Betterment)**
- » Improve pedestrian crossings along Blake Road at Excelsior Boulevard and 2nd Street. Add new pedestrian crossings and a traffic signal at Excelsior Boulevard and Pierce Avenue.
- » Enhance pedestrian connections by completing sidewalk and trail systems to adjacent neighborhoods to the north of 2nd Street and south of Excelsior Boulevard, across the 43 Hoops site.
- » Provide lighting along the regional trail from the station platform to the Cargill corporate campus.

Long-Term Improvements:

- » Add new pedestrian crossing and a traffic signal at Tyler Avenue.
- » Enhance the streetscape on extended Tyler Avenue.

TRANSIT CONNECTIONS

Opening Day Improvements:

- » Provide new bus facilities near station platform for connecting bus routes.
- » Enhance connections to other bus stops in the area – Excelsior Boulevard, Blake Road, and 2nd Avenue.

BIKE CONNECTIONS

Opening Day Improvements:

- » Provide on-street bike lanes on Blake Road to better connect the station to nearby neighborhoods, businesses, amenities, and destinations to the north and south of the station.



Bike parking



Example public plaza

- » Provide bike connections to the Cedar Lake LRT Regional Trail and Minnehaha Creek Greenway.
- » Provide a multi-use trail connection to the north (across the 43 Hoops site) to connect to the existing trail that connects neighborhoods to the north of the station.

PARK AND RIDE

Opening Day Improvements:

- » Provide a park and ride ramp south of the station platform with right in/right out access off Blake Road and full access off Excelsior Boulevard via Pierce Avenue.

KISS AND RIDE

Opening Day Improvements:

- » Provide a designated kiss and ride area on Blake Road.

STATION AMENITIES (*Beyond SW LRT Base Project Scope*)

Opening Day Improvements:

- » Wayfinding – include signage and wayfinding near the station area platform, the park and ride facility, the kiss and ride dropoff, and along sidewalks and trails near the station.
- » Seating – provide comfortable and durable seating near the station platform.
- » Lighting – provide adequate lighting for the safety of transit users near the station platform, in the park and ride facility, and near the kiss and ride dropoff.
- » Plaza – provide a small public plaza area near the station platform to provide transit users with a paved area to gather, queue for trains, and move about the station area.
- » Bike Facilities – provide bicycle parking, lockers, and bike sharing facilities in a highly visible area near the station platform.
- » Public Art – Incorporate public art in the station area.

DEVELOPMENT POTENTIAL

Opening Day Improvements:

- » The property just south of the proposed station platform should be developed for opening day as a park and ride ramp with a wrap of street-fronted, mixed-use development on Blake Road and facing the station platform. This is a joint development opportunity.
- » The Cold Storage site represents a major opening day redevelopment potential site that can capitalize on greenway improvements and the LRT investments.
- » The Hennepin County property (43 Hoops) represents another potential opening day development site.
- » The property located east of Blake Road between Excelsior Boulevard and the Cedar Lake LRT Regional Trail is also viewed as a potential opening day development site.

Long-Term Improvements:

- » See the “Development Potential” discussion on page 10-18 for more on long-term development opportunities.

UTILITIES

- » See the “Station Area Utility Plan” beginning on page 10-20 for all utility recommendations.

FIGURE 10-8. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

BLAKE



- | | | | | | | | |
|--|---------------|--|-------------------|--|---|--|--|
| | LRT PLATFORM | | FREIGHT LINE | | EXISTING PEDESTRIAN CONNECTION | | PROPOSED(DASHED) PEDESTRIAN CONNECTION |
| | LRT LINE | | NEW ROADWAY | | EXISTING BIKE CONNECTION | | PROPOSED(DASHED) BIKE CONNECTION |
| | BUS STOP | | KISS AND RIDE | | EXISTING MULTI USE CONNECTION | | PROPOSED(DASHED) MULTI USE CONNECTION |
| | PARK AND RIDE | | EXISTING WALKSHED | | FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS) | | |

NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.

FIGURE 10-9. STATION AREA IMPROVEMENTS



Faded symbology indicates existing facilities and infrastructure.

- | | | | | | | | |
|--|--------------|--|-------------------------------------|--|-----------------------------|--|-------------------------------------|
| | LRT PLATFORM | | NEW SIDEWALK / SIDEWALK IMPROVEMENT | | NEW ROADWAY | | BIKE PARKING |
| | FREIGHT LINE | | ON STREET BIKE INFRASTRUCTURE | | STREETSCAPE | | WAYFINDING |
| | BUS STOP | | MULTI-USE PATH | | PARK AND RIDE | | PUBLIC ART OPPORTUNITY |
| | BUS SHELTER | | NEW CROSSING / CROSSING IMPROVEMENT | | KISS AND RIDE | | POTENTIAL DEVELOPMENT SITE |
| | | | NEW LIGHTING | | NEW SIGNALIZED INTERSECTION | | PLAZA SPACE / BUILDING SETBACK AREA |

WHERE ARE WE GOING?

BLAKE

FIGURE 10-10. OPENING DAY STATION AREA IMPROVEMENTS

WHERE ARE WE GOING?

BLAKE



- | | | | | | | | |
|--|--------------|--|-------------------------------------|--|-------------------------------------|--|----------------------------|
| | LRT PLATFORM | | NEW SIDEWALK / SIDEWALK IMPROVEMENT | | NEW ROADWAY | | BIKE PARKING |
| | FREIGHT LINE | | ON STREET BIKE INFRASTRUCTURE | | STREETSCAPE | | WAYFINDING |
| | BUS STOP | | MULTI-USE PATH | | PARK AND RIDE | | PUBLIC ART OPPORTUNITY |
| | BUS SHELTER | | NEW CROSSING / CROSSING IMPROVEMENT | | KISS AND RIDE | | POTENTIAL DEVELOPMENT SITE |
| | NEW LIGHTING | | NEW SIGNALIZED INTERSECTION | | PLAZA SPACE / BUILDING SETBACK AREA | | |

Conceptual Street Sections

The street cross section illustrated below is conceptual and represents a potential future streetscape condition, addressing facilities for a variety of transportation modes, streetscape amenities, and the relationship between buildings and the street edge. Further design and engineering work will be required to ensure the streetscape is in compliance with City and/or County design standards and needs.

NEW ROAD SEGMENT

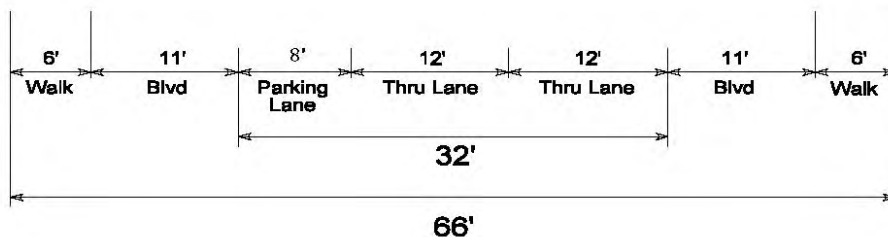
Dimensional Criteria:

- » 66 feet Right-of-Way Width
- » 32 feet Pavement Width (2-way)
- » 20'-30' o/c Street Tree Spacing
- » 6'-0" Sidewalk Width (both sides of street)

Design Features:

- » Sidewalks
- » Street Trees/Plantings/Raingardens
- » Streetscape Furnishings (seating, planters, trash receptacles, bicycle racks)
- » Signage
- » Street and Pedestrian Lighting
- » Pedestrian-Friendly Crossings (countdown signals, markings, and ADA features)

FIGURE 10-11. CONCEPTUAL STREET SECTION - NEW ROAD SEGMENT



Opening Day Improvements

The following tables and diagrams outline the proposed improvements to be implemented in advance of SW LRT's opening day in 2018. Table 10-1 and Figure 10-12 show opening day improvements that are part of the SW LRT anticipated base project scope; these improvements will be part of the overall project cost for construction of the LRT line. Table 10-2 and Figure 10-12 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond the SW LRT base project scope. Table 10-3 (also shown in Figure 10-13) includes locally requested "betterments"- or improvements that cities have requested to be included in the base project scope pending funding availability.

TABLE 10-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	North of Excelsior Blvd, west of Blake Road	Includes related LRT infrastructure
B	Park and Ride	South of station platform, west of Blake Road	445 stall park and ride ramp, incl. lighting and signage
C	Kiss and Ride	South of station platform, along Blake Road	Dropoff area
D	Bus Facilities	New road adjacent to LRT station	Bus stop
E	Roadway	New street- between Pierce and Blake Road and the west side of the Park and Ride	Along south edge of LRT line
F	Access Roadway	New access roadway- Pierce Ave	Extend north from Excelsior Blvd to Park and Ride along south edge of LRT line
G	Sidewalk/Trail	Along new access road, between Blake Road and the west side of the Park and Ride	Both sides of road
H	Sidewalk/Trail	Along Blake Road- park and ride north to regional trail	Both sides of road
I	Intersection Enhancement	Pierce Ave and Excelsior Blvd	New traffic signals and crosswalks
J	Intersection Enhancement	Blake Road and trail crossing	Trail crosswalk
K	Bike Facilities	Near station platform	Allowance for bike storage
L	Wayfinding	Station platform	Allowance
M	Landscaping	Near station platform	Allowance
N	Stormwater Management*	Varies	Allowance
O	Utilities*	Varies	New water, sanitary sewer and fire hydrant

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 10-2. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Streetscape	Blake Road- SH 7 to Interlachen Road (City of Edina)	Includes roadway, sidewalk, bike lanes, tree plantings, streetscape furnishings, lighting and ped crossing improvements	Primary
2	Streetscape	Excelsior Blvd- Blake Road east to Powell Road	Includes sidewalk, tree plantings, streetscape furnishings, lighting improvements	Secondary
3	Sidewalk/Trail	Along west edge of HCRRA site (43 Hoops)	trail connection between 2nd St. NE and the regional trail	Secondary
4	Sidewalk/Trail	Along Pierce Ave- Excelsior Blvd to new road	Both sides of road	Secondary
5	Pedestrian crossing	on 2nd Street NE near HCRRA site	Pedestrian crossing markings	Secondary
6	Lighting	Along regional trail- between station platform and Excelsior Crossing	Lighting for safety along trail	Secondary
7	Public Art	Station area	Include public art (beyond SPO improvements)	Secondary
8	Public Plaza	Near station platform	Includes paving, plantings, seating, and lighting (beyond SPO improvements)	Primary
9	Wayfinding	At Excelsior Blvd and Pierce Ave	Include wayfinding at intersection (beyond SPO improvements)	Primary
10	Stormwater Management	Along Blake Road	Include green infrastructure along Blake Road- tree trenches, raingardens (beyond SPO improvements)	Primary
11	Storm Sewer	Along Blake Road	Replace trunk line	Primary
12	Traffic signals	Blake Road- TH 7 to Interlachen Road (City of Edina)	Signals at 2nd, Cambridge and Excelsior	Primary
13	Pedestrian crossing	Tyler Street /Excelsior Blvd	Pedestrian crossing markings and ramps	Secondary
14	Sanitary Sewer	Pierce Avenue North	Construct 8-inch minimum sanitary sewer with roadway construction	Primary
15	Water	New road connecting platform to Excelsior Boulevard via Pierce Avenue North	Construct 8-inch minimum water main with roadway reconstruction/ construction	Primary

TABLE 10-3. SOUTHWEST LRT LOCALLY REQUESTED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
B1	Sidewalk/Trail	North of freight rail line	Realign regional trail and grade separate trail under Blake Road
B2	Joint Development	Northwest corner of Blake and Excelsior	Site and access improvements

FIGURE 10-12. ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

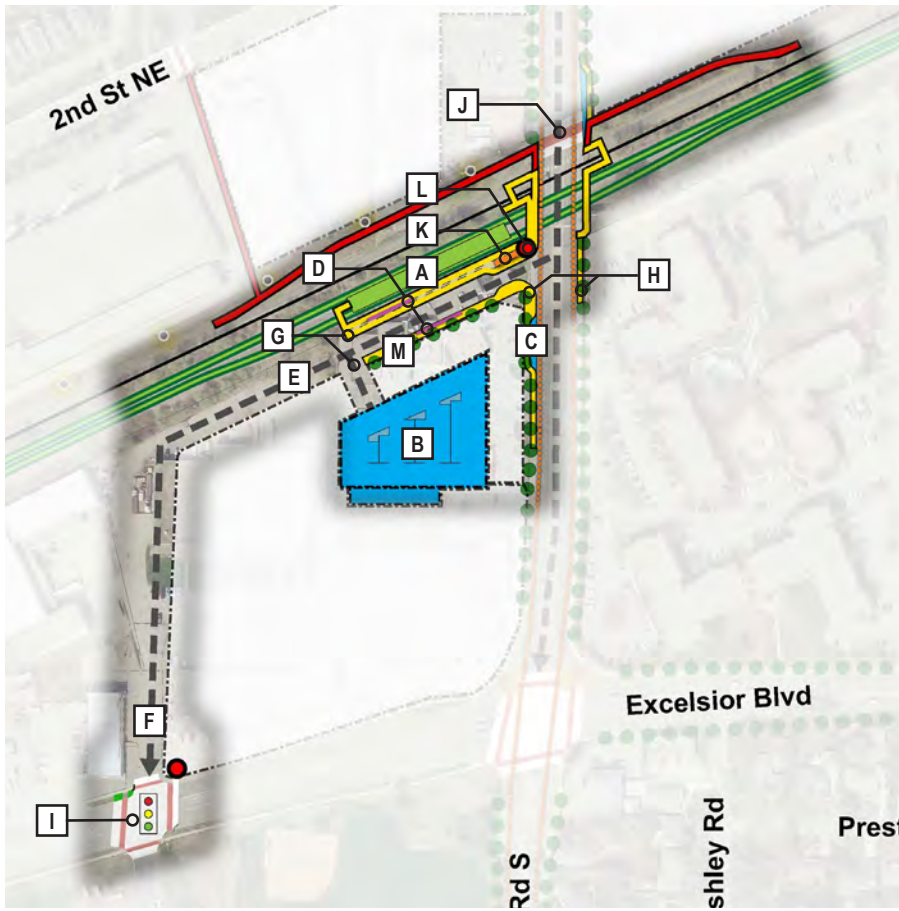
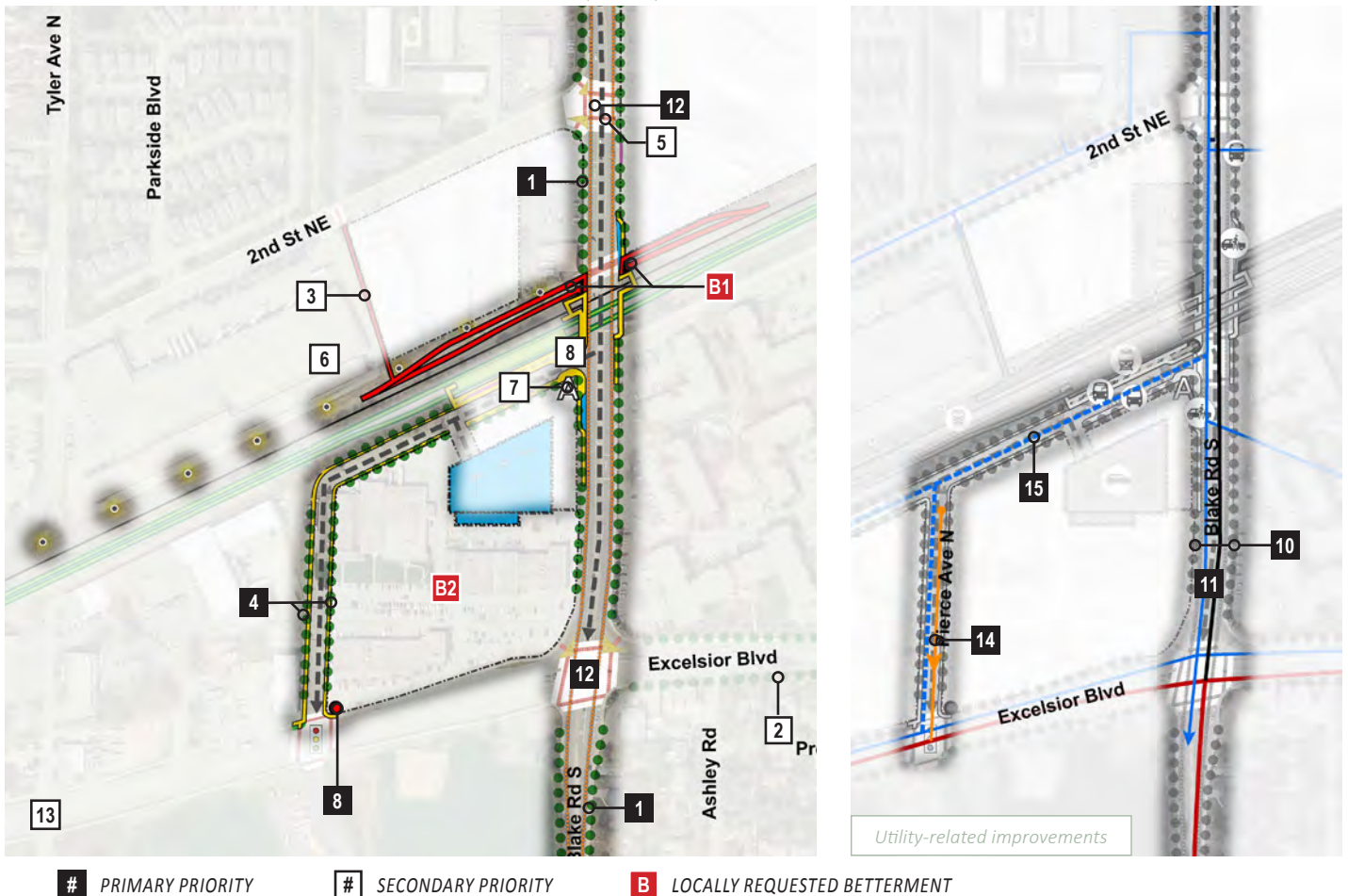


FIGURE 10-13. SW CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS + BETTERMENTS



Development Potential

OVERVIEW

The Blake station area has strong redevelopment potential. Factors supporting redevelopment in the Blake station area include a diverse population base, good station access, several strategic sites available for redevelopment, a number of underutilized properties, and open space amenities such as Minnehaha Creek and Cottageville Park.

Near the proposed station platform, the Hennepin County-owned 43 Hoops site presents a near-term redevelopment opportunity for transit supportive uses. The Cold Storage site, now owned by the Minnehaha Creek Watershed District, and several underutilized sites along Excelsior Boulevard offer additional redevelopment opportunities near the station. A potential joint development project includes a park and ride ramp with a wrapper of mixed-use facing Blake Road and the station platform, located just south of the station. Other potential development sites could include mixed-use, high-density residential and employment uses. Development is expected to occur short to long-term in the area.

Key challenges that should be addressed to facilitate long-term development potential include station connectivity. Near term, development can be catalyzed by introducing a new park and

ride ramp/mixed-use development along Excelsior Boulevard, near the station platform. Streetscape improvements should be introduced, connecting the station to nearby businesses and neighborhoods, particularly along Blake Road.

LAND USES

High-density, mixed-use, transit-oriented development is likely to occur near the Blake station. Future land uses in the Blake station area should consist of high-density residential, office, and retail uses.

PLANNING STRATEGIES

Strategies that should be considered to facilitate future development in the station area include new roadways, streetscape improvements, Minnehaha Creek and Cottageville Park improvements, and pedestrian crossings along roadways connecting the station with potential development sites, local destinations, and neighborhoods, particularly on Blake Road.

The Blake station park and ride should be provided in a parking ramp, located between Excelsior Boulevard and the proposed LRT station platform. The park and ride ramp should be a joint development with mixed-use development.

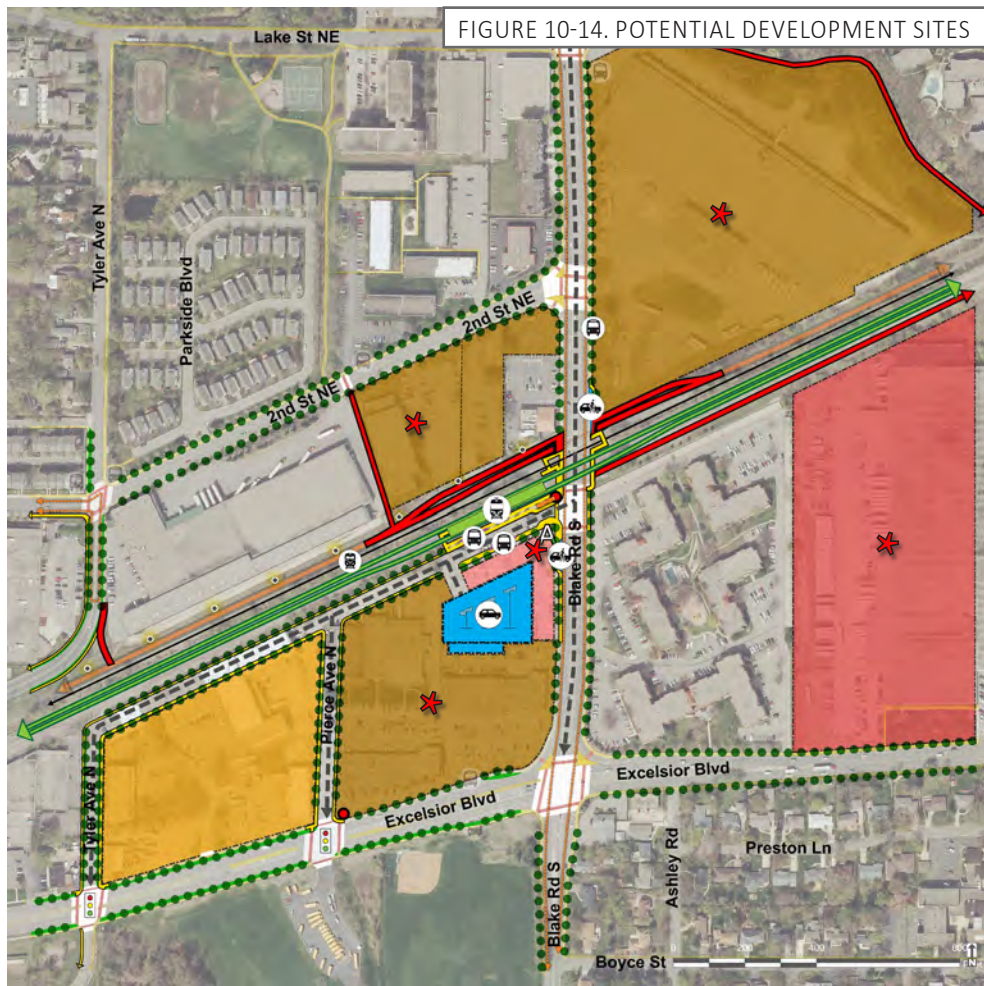


FIGURE 10-14. POTENTIAL DEVELOPMENT SITES

FUTURE LAND USE:

- MULTI-FAMILY
- RETAIL & OTHER COMMERCIAL
- MIXED-USE COMMERCIAL & OTHER
- MIXED-USE RESIDENTIAL
- * OPENING DAY DEVELOPMENT POTENTIAL

Key Considerations for Change and Development Over Time

The station area should remain an employment destination with a focus on establishing a mix of new residential and neighborhood serving retail uses and improving connectivity to key destinations along Blake Road and 2nd Street. Key considerations should include:

BUILT FORM AND LAND USE

- » Introduce a mix of higher density employment and residential uses along Excelsior Blvd, Blake Road, and 2nd Street that can help to increase transit ridership and increase activity levels in and around the station area.
- » Designing new buildings to enhance pedestrian access by orienting them towards the street and locating them as close to the street line as possible.
- » Minimize the impact of parking and circulation on pedestrians by locating parking to the rear or side of new buildings in structures or below grade.
- » Incorporate active ground level uses on buildings adjacent to the station and facing onto Blake Road and Excelsior Blvd.
- » Integrate park and ride facilities with new uses and/or development that can actively address both Blake Road and the station to improve safety and provide convenient access to services for transit riders, residents and area employees.

PUBLIC REALM

- » Introduce a public plaza near the station at the corner of Blake Road and the new road to provide spill-out space for active uses facing the station and act as a receiving point for passengers walking to the station or transferring to the LRT by bus, bike, or car.
- » Improve connections between the station and area destinations such as The Blake School and Cargill corporate offices through enhanced streetscaping along Blake Road and 2nd Street. This should include sidewalk improvements to increase path widths, provide consistent curb cuts, develop a new boulevard separating pedestrians from vehicular traffic, new tree planting to enhance the street image and improve pedestrian comfort, and new pedestrian-oriented lighting to increase safety for students and employees walking to and from the station at night.
- » Remove channelized turning lanes, reduce curb radii, and initiate intersection improvements at Excelsior Boulevard and Blake Road to improve safety for students walking or cycling from the station to The Blake School.
- » Enhance greenway, open space, and park areas, as well as Minnehaha Creek access and visibility for the benefit of transit users and to attract new development interest in the area.

MOBILITY

- » Develop a new walkable street and block pattern in the area between Excelsior Blvd. and the rail corridor including a new street running parallel to the rail corridor to provide access for buses and create an address for development facing the station.
- » Ensure redevelopment of the Cold Storage site that results

in the establishment of a new street and block network that improves access to Minnehaha Creek for area residents and transit users.

- » Accommodate retail and short-term parking on-street or in shared parking facilities to minimize the construction of single-use parking areas.
- » Consolidate access and servicing between adjacent developments and minimize vehicular access points along key routes leading to and from the station including Blake Road, 2nd Street, and Excelsior Boulevard.
- » Incorporate signed on-street bike facilities to improve access for cyclists traveling to destinations along the Blake Road corridor.



Mixed-use development with active street level uses



Higher density office and light industrial uses



Live / work development

Station Area Utility Plan

OVERVIEW

The station area utility plan and strategies recommended below were developed by considering future transit-oriented development within the station area, as depicted by the Station Area Site Plan (Figure 10-9). Hopkins will need to apply these localized recommendations to the city-wide system to ensure that the potential development/redevelopment will not be limited by larger system constraints. Existing models or other methods each can be used to check for system constraints in the station areas.

Hopkins should also consider reviewing the condition of the existing utilities in each station development area. The station construction would provide Hopkins an opportunity to address any utilities needing repairs. Once the larger system has been reviewed for system constraints, Hopkins will be able to accurately plan for necessary utility improvements in their city Capital Improvement Program (CIP). All utilities located beneath the proposed LRT rail or station platform should be encased prior to the construction of these facilities. Costs associated with encasing these facilities is assumed to be a project cost and are not included in potential improvements identified for the City of Hopkins CIP.

APPROACH

Utility improvement strategies are outlined in this report for the ultimate station area development (2030), as well as improvements which should be considered prior to opening day anticipated in 2018. Although recommendations are categorized in one of these two timeframes, Hopkins should weigh the benefits of completing more or less of these improvements as land becomes available for future development. Hopkins should take the utility analysis a level further and model future utilities in their city utility system models.

The proposed development and redevelopment areas were evaluated based on Metropolitan Commission Sewer Availability Charge (SAC) usage rates and estimated flows. Estimated flows for one possible development scenario in this area indicate that internal to the station area, no more than eight inch pipe are necessary to serve the mix of proposed and existing development. Each utility system should still be reviewed to identify capacity and demand constraints to the larger system associated with increase in flows from the proposed developments and existing developments in the area. Hopkins should anticipate the construction of new municipal utilities in conjunction with new or realigned roadways.

GENERAL RECOMMENDATIONS - SANITARY SEWER

Sanitary sewer recommendations for station area improvements include opportunities for Hopkins to improve the existing sanitary sewer network, without necessarily replacing existing sanitary sewers. When recommendations for “improving” existing sanitary sewer are noted, Hopkins should consider the level to which each specific sewer should be improved. Methods of improvement could include: lining the existing sewer, pipe joint repair, sewer manhole repair, relocation, and complete replacement.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » Televising existing sewer mains in the station area and proposed development area to determine the condition of the sewer mains, susceptibility for backups or other issues and evaluate for Infiltration and Inflow (I&I).
- » Locations of known I&I. If previous sewer televising records, city maintenance records, or an I&I study have shown problems, the city should consider taking measures to address the problem.
- » The age and material of existing gravity and/or forcemain sanitary sewer in the identified station area. If the lines are older than the material’s typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider repairing, lining or replacing the mains.
- » Locations of known capacity constraints or areas where city sewer models indicate capacity issues. If there are known limitations, the city should further evaluate the benefit of increasing pipe sizes.
- » City sewer system models (existing and future). A review of these models with future development would assist Hopkins in determining if sewers in the project area should be increased to meet existing or future city system needs.
- » Existing sewer pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

GENERAL RECOMMENDATIONS - WATER MAIN

Water main recommendations for station area improvements also include opportunities for Hopkins to improve the existing water system network. Creating loops in the network can help prevent stagnant water from accumulating along water main stubs, and creating loops of similar sized water main provides the city a level of redundancy in their water network. Redundancy helps reduce the impacts to the community during system repairs, and also helps stabilize the pressure in the network.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » The age and material of the existing mains in the identified station area. If the mains are older than the materials typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider replacing the main.
- » Locations of previous water main breaks. If water main breaks repeatedly occur in specific areas, the city should consider replacing or repairing the main.
- » Locations with known water pressure issues or areas where city model indicate low pressure. If there are known limitations (for either fire suppression or domestic uses), the city should further evaluate the benefit of increasing main sizes.
- » Locations with known or potential water quality issues. If there are mains known to be affecting the water quality (color, taste, odor, etc.) of their system, Hopkins should consider taking measures to address the problem affecting water quality.
- » City water system models (existing and future). A review of these models with future development would assist Hopkins in determining if mains in the project area should be improved to meet existing or future city system needs based on demand constraints.
- » Existing water main pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

GENERAL RECOMMENDATIONS – STORM SEWER

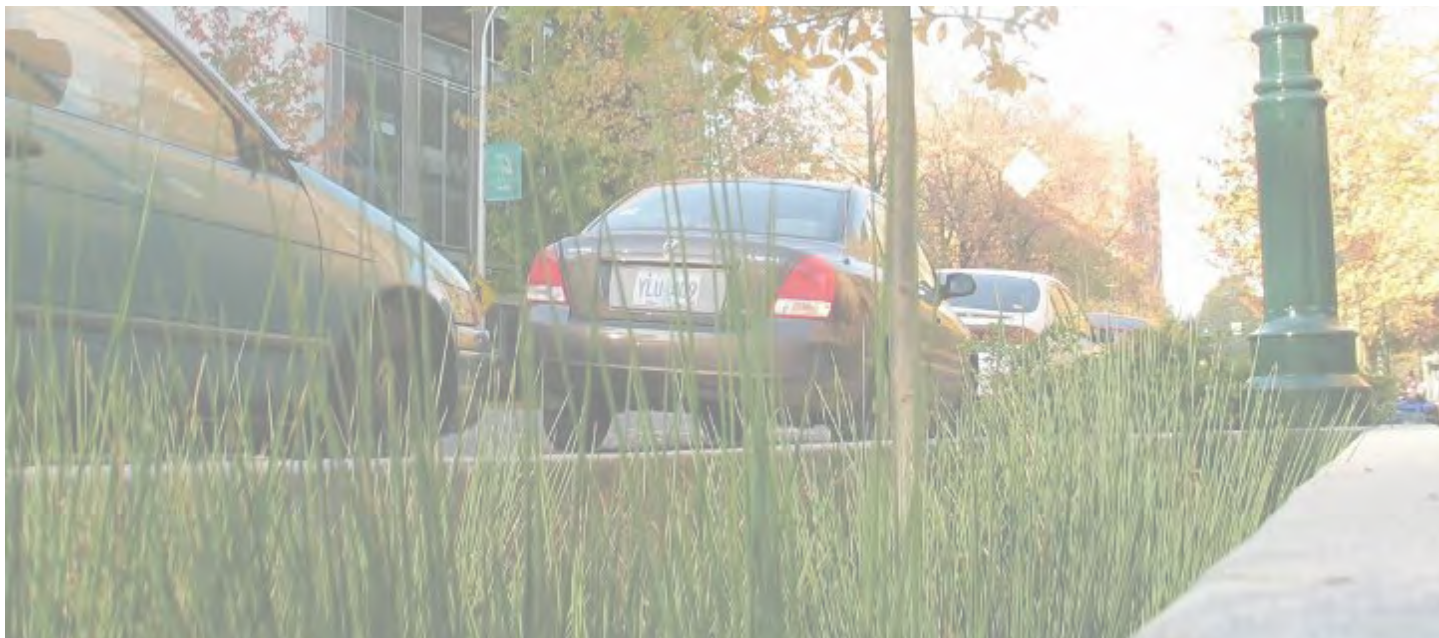
Local storm sewer improvements are recommended to be completed in conjunction with other improvements in the station area. Improvements which will likely require storm sewer modifications include: roadway realignments, roadway extensions, and pedestrian sidewalk/street scape improvements. Storm sewer improvements may consist of: storm sewer construction, manhole reconstruction, drain tile extensions, storm sewer relocation, and complete replacement. These local storm sewer improvements are included as part of the overall cost of roadway and streetscape improvements recommended in this plan. Where roadway/streetscape improvements are part of the SW LRT anticipated base project scope, associated storm sewer improvements are assumed to be a project cost. Hopkins should also consider coordinating with the local watershed district and other agencies to review the condition of and capacity of existing trunk storm sewer systems serving more regional surface water needs.

Currently MCWD has plans to divert stormwater from existing Blake Road, Lake Street, and Powell Road storm sewer systems to Cottageville Park and/or the Cold Storage Site. Stormwater from the proposed Blake station area may also be routed to the Cold Storage site upon redevelopment.

STORMWATER BEST MANAGEMENT PRACTICES

There are numerous stormwater best management practices (BMPs) that can be used to address stormwater quality and quantity. As part of this project, BMP guides were developed for four stations (Royalston, Blake, Shady Oak, and Mitchell) which exemplify the range of development intensity and character in the urbanized environment along the Southwest LRT Corridor. The recommendations and practices identified in each of the four BMP guides are applicable to various stations along the corridor.

The following section (starting on p. 10-22) includes a detailed stormwater analysis and BMP guide for Blake station. These BMPs may also be applicable to the station areas at Belt Line, Wooddale, Louisiana, Downtown Hopkins, Eden Prairie Town Center, and Southwest. Cities should consider incorporating these practices where appropriate as development/redevelopment occurs.



Station Area Utility Plan (Continued)

STATION AREA UTILITY RECOMMENDATIONS

The following discussion covers station-specific utility recommendations for both opening day improvements and long-term recommendations. Utility recommendations (illustrated in Figure 10-16) are based on a localized analysis of proposed development. It is recommended that the City of Hopkins take this analysis a step further and review system constraints to the existing and future sanitary sewer and water main systems using existing sewer CAD or water CAD models, or other methods of modeling these systems.

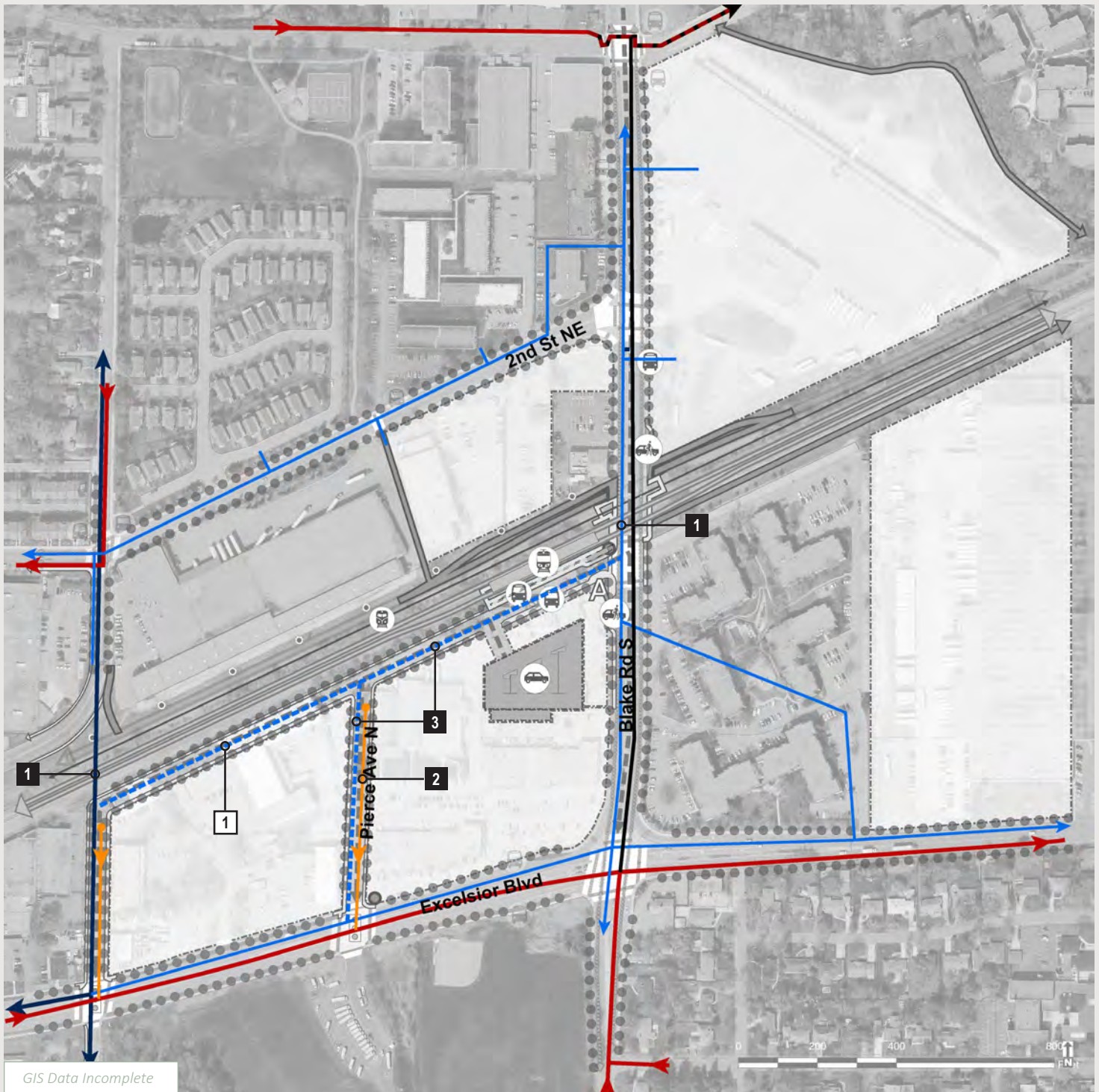
Opening Day Recommendations:

1. Encase existing water main crossing LRT rail construction.
2. Construct 8-inch minimum sanitary sewer in conjunction with roadway construction on Pierce Avenue N.
3. Construct 8-inch minimum water main in conjunction with roadway reconstruction/construction on new road connecting platform to Excelsior Boulevard via Pierce Avenue N.

Long-Term Recommendations:

1. Construct 8-inch minimum water main in conjunction with new roadway construction connecting Pierce Avenue to Tyler Avenue; tie to existing main on Tyler Avenue.

FIGURE 10-15. STATION AREA UTILITY PLAN



WHERE ARE WE GOING?

BLAKE

OPENING DAY RECOMMENDATION

LONG-TERM RECOMMENDATION

— EXISTING UTILITIES
 - - - PROPOSED UTILITIES

— SERVICE SANITARY
 — LOCAL SANITARY
 — TRUNK SANITARY
 — MCES SANITARY INTERCEPTOR
 — SANITARY SEWER FORCEMAIN
 ■ LIFT STATION

— SERVICE WATER MAIN
 — LOCAL WATER MAIN
 — TRUNK WATER MAIN
 ● WATER TOWER

Stormwater Management Recommendations

INVENTORY

The Blake Road station area is within the Minnehaha Creek Watershed District (MCWD). The proposed station location lies about 0.3 miles west of the creek and is tributary to the creek through shallow ditches adjacent to the regional trail.

The MPCA lists Minnehaha Creek as impaired for chloride, fecal coliform, fish bioassessments, and dissolved oxygen. Chloride arrives from road salting, fecal coliform from animal waste, and low dissolved oxygen makes it difficult for fish to survive.

CONSTRAINTS:

Impaired Waters

Discharging within one mile of an impaired water may trigger additional Minnesota Pollution Control Agency NPDES (National Pollution Discharge Elimination System) requirements which require more capacity for stormwater management. For impaired waters where a TMDL (Total Maximum Daily Load) has been approved, these requirements may increase further.

The MCWD and MPCA have neared completion on the Minnehaha Creek Lake Hiawatha TMDL which considers impairments due to nutrients (eutrophication), biota, dissolved oxygen, chloride, and fecal coliform bacteria. The TMDL implementation plan will have substantial impact on stormwater management within the station impact area as redevelopment activity will be looked at as the primary means to implement water quality improvements – perhaps above what MCWD would normally require. Cost-sharing may occur when redevelopment exceeds standards normally applied.

Floodplain

MCWD shows extensive mapped floodplain upstream (west) of Blake Road, evidence that Blake Road restricts creek flow. This floodplain and floodway covers the Target parking lot and other urban uses so redevelopment will need to consider floodplain management and mitigation. Specifically, floodplain may need to be integrated into redevelopment through open space and stormwater management features. MCWD regulates floodplain base on approved FEMA maps. Flood maps for this station area are currently in the process of being revised by FEMA.

Contamination

Three contaminated properties are identified in the EIS: one agricultural chemical spill, one leaking underground storage tank site, and a third unspecified contamination. Remediating soil contamination may be necessary prior to constructing infiltration practices.

Soils

The majority of the soils within the 10-minute walk zone have been identified as hydrologic group B or Urban. B soils typically allow for infiltration. Urban soils are highly variable as significant development and/or fill has occurred in these areas.

Stormwater Management

MCWD stormwater rules exempt redevelopment sites less than five acres where redevelopment results in at least a ten percent reduction of impervious surface. Another exemption is available for sites five acres or greater where the proposed activity disturbs less than 40 percent of the site and results in at least a ten percent reduction in impervious surface.

Discounting exemptions, MCWD requires volume control for the runoff from the first inch of rainfall off impervious surface for redevelopment. When the volume control requirement cannot be met due to soils or contamination then a phosphorus standard must be met where the amount is equivalent to what would have been removed if the one-inch volume standard were met. In many respects, the MCWD rules are similar to the requirements contained in the construction stormwater permit.

Peak rates of discharge for the 1, 10 and 100-year rainfalls must be maintained at current conditions. It is anticipated that maintaining and significantly reducing existing discharge rates may easily be achieved due to the water quality and volume features that will be required.

STORMWATER MANAGEMENT CALCULATION

Total redevelopment area is approximately 61 acres. The 61 acres can be categorized into 3 groups; station improvements, ROW improvements, and individual site redevelopment. The following shows the area breakdown by category. Note this breakdown is highly variable depending on the timeline of ROW and individual site redevelopment.

- » Station improvements (park and ride, LRT Platform) – 4 acres
- » ROW improvements – 11 acres
- » Individual Site Redevelopment – 46 acres

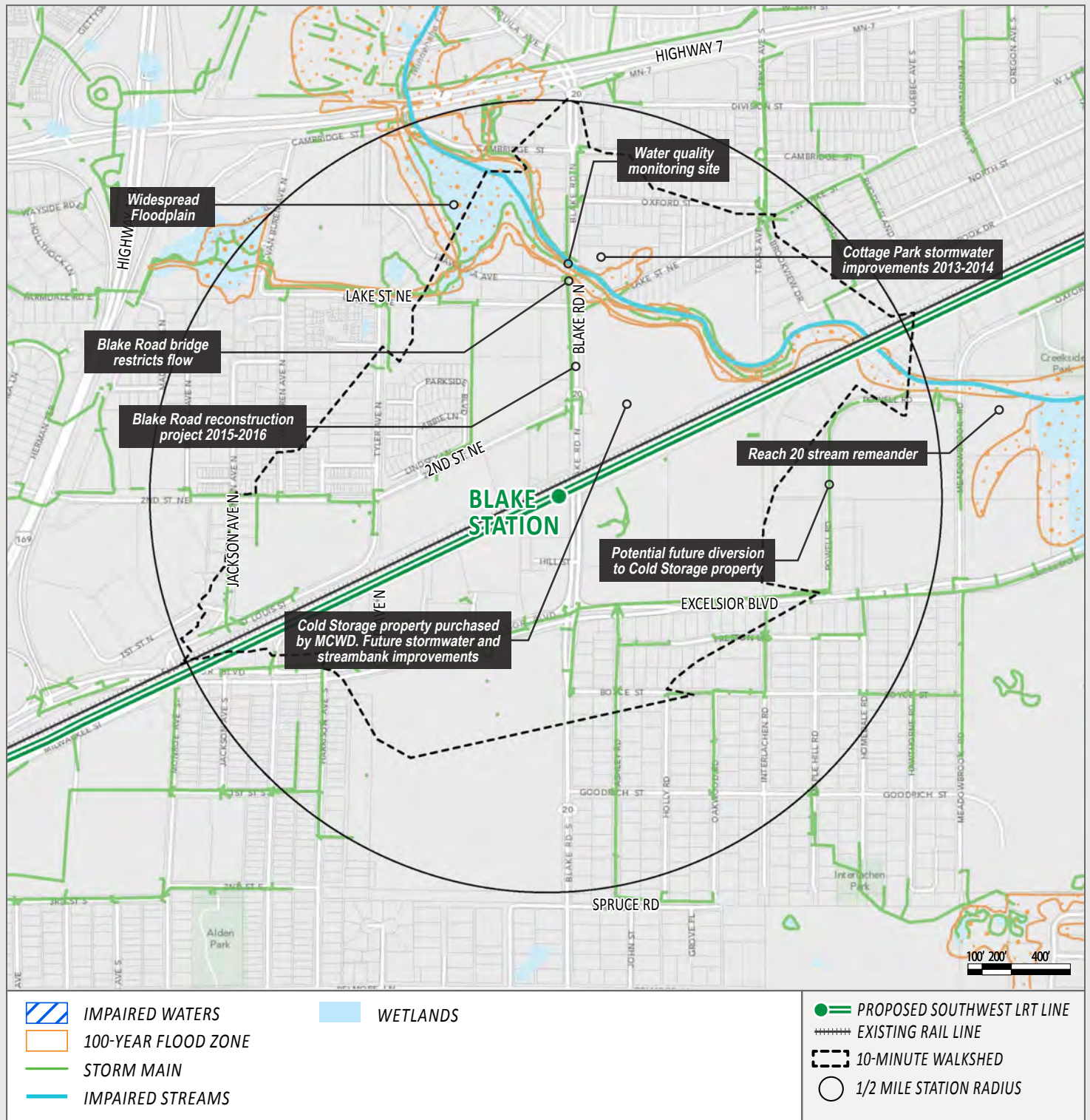
Based on Minnehaha Creek Watershed District Rules (June 2011) and MPCA NPDES requirements outline above, these areas will likely need to provide stormwater management to meet volume control, rate control, and pollutant removal requirements.

Volume Control

Volume control will need to be provided for the majority of the 61 acres estimated to redevelop. The one exception being, approximately 7 acres of ROW on Blake Road is anticipated to qualify as a linear project. Assuming there is less than 10,000 square feet of new impervious, Blake Road would qualify for exemption from the volume control requirement. If there is more than 10,000 square feet of new impervious surface, volume control-rate control-phosphorus control will be required for the new impervious surface.

The following impervious coverages are assumed for the different types of redevelopment. These impervious estimates are highly variable depending on the type and configuration of development that occurs.

FIGURE 10-16. EXISTING STORMWATER



WHERE ARE WE GOING?

BLAKE

Stormwater Management Recommendations (Continued)

- » Station improvements (park and ride, LRT platform, OMF site) – 75% (3 acres)
- » ROW improvements – 55% (6.1 acres)
- » Individual site redevelopment – 65% (29.9 acres)

Using the assumed impervious coverages the following volume control is anticipated to be required:

$$3 \text{ acres} \times \frac{1 \text{ inch}}{12 \text{ in/ft}} + 6.1 \text{ acres} \times \frac{1 \text{ inch}}{12 \text{ in/ft}} + 29.9 \text{ acres} \times \frac{1 \text{ inch}}{12 \text{ in/ft}} = 3.3 \text{ Acre}$$

Pollutant Removal

If volume reduction is achieved in accordance with the standard, then phosphorus requirements are likely to be met. If volume control is unattainable due to site constraints, then an equivalent phosphorus reduction would be required equivalent to which would be achieved through abstraction of one inch of rainfall from the site’s impervious surfaces.

Based on redevelopment of 61 acres and providing volume control for the first inch of rainfall, it is estimated that 60-80% reduction of total phosphorus would be required (depending on the site) to result in an annual reduction of 36-48 pounds of phosphorus. Volume control is likely to be a viable option in most locations, however some areas may have high groundwater, poor soils, or require contamination remediation to allow for infiltration. If one of these conditions is present, filtration BMPs may be needed to treat stormwater.

Rate Control

Rate control is not anticipated to be a controlling requirement given the high amount of existing impervious coverage on redevelopment areas (approximately 90%) and the need to provide volume control and/or pollutant removal. As a result, proposed discharge rates are anticipated to be significantly less than existing discharge rates.

EXAMPLE STORMWATER MANAGEMENT SCENARIO:

Figure 10-18 shows a possible stormwater management scenario for meeting the Minnehaha Creek Watershed District and MPCA NPDES redevelopment requirements. The scenario below has been developed to meet the stormwater volume control requirement of 3.3 acre feet. This scenario has been developed with the knowledge that regional stormwater

management will be constructed in the near future on the Cottageville Park and Cold Storage sites. Development and future projects will need to develop stormwater management plans considering these regional systems.

The following BMPs are considered in this scenario:

Enhanced Media Filter: One enhanced media filter is shown on the Cold Storage site and one is shown near the park and ride. It is anticipated that these systems will be regional stormwater treatment facilities and treat approximately 1.5 acre feet of stormwater runoff volume. Additional capacity may be constructed in the Cold Storage system by MCWD to address regional stormwater needs.

Landscape Filters: Landscape filters are currently shown throughout the redeveloping area. These stormwater filters will be used to collect and treat stormwater prior to discharge downstream into additional stormwater facilities. These systems will be used primarily as pretreatment to the other best management practices.

Storage & Reuse: A large detention basin is shown on the Cold Storage site. This regional basin may be combined with an enhanced media filter as well as a reuse system to irrigate vegetated areas and landscape features on/near the Cold Storage site. It is anticipated that this reuse system will treat approximately one acre foot of stormwater runoff volume.

Permeable Pavement: Permeable pavement is shown adjacent to the park and ride structure. This will reduce the impervious footprint by approximately 1 acre. This BMP will likely be constructed in conjunction with an underground storage/filtration/infiltration system. This system will reduce the required stormwater management treatment volume by approximately 0.2 acre feet.

Streetside Treatment Swale: A streetside treatment swale is shown just south of the tracks, between Tyler Avenue and the LRT platform. It is anticipated that this BMP will treat approximately one-third of an acre foot of stormwater runoff volume.

Biofiltration Cells: Biofiltration cells are shown to treat localized runoff on individual redevelopment sites. It is anticipated that the majority of stormwater treatment can be provided through

TABLE 10-4. STORMWATER MANAGEMENT SCENARIO - COST SUMMARY

BEST MANAGEMENT PRACTICE (BMP)	DRAINAGE AREA (ACRES)	VOLUME RESTRICTION (AF)	ANNUAL TOTAL PHOSPHORUS REDUCTION (LBS)	SIZE OF BMP	COST OF BMP (\$/UNIT)	TOTAL COST (\$)
Enhanced Media Filter	44	1.5	7	2,000 CY	\$75/CY	\$150,000
Landscape Filters	11	Pretreatment	3	200 Filter Boxes	\$1,000/Box	\$200,000
Storage + Reuse	44	2	20	15,000 CY	\$40/CY	\$600,000
Permeable Pavement	3	0.2	3	10,000 SY	\$30/SY*	\$300,00
Streetside Treatment Swale	12	0.3	5	2,000 CY	\$40/CY	\$80,000
Biofiltration Cells	31	0.5	10	10,000 CY	\$40/CY	\$400,000
TOTAL	-	3.5	48	-	-	\$1,730,000

* More than standard parking lot section

FIGURE 10-17. STORMWATER MANAGEMENT SCENARIO



WHERE ARE WE GOING?

BLAKE

STORMWATER BEST MANAGEMENT PRACTICES:







- | | | |
|---|---|--|
|  ENHANCED MEDIA FILTER |  BIOFILTRATION CELLS |  STREETSIDE TREATMENT SWALE |
|  LANDSCAPE FILTERS |  STORAGE AND REUSE |  PERMEABLE PAVEMENT |

Table 10-4 opposite summarizes the costs and stormwater management information related to each BMP shown in this example scenario. These numbers are highly variable based on conditions at the time of redevelopment, some of which include ultimate BMP location, size, elevation, soil type, development features, and other unknown conditions at this time. It is important to note that storm sewer to collect and convey stormwater is included in the cost estimate for street improvements and therefore is not included in the cost estimates Table 10-4 to avoid duplication.

Stormwater Management Recommendations (Continued)

regional systems, however these systems may be necessary to help meet requirements or provide enhanced treatment. It is anticipated that the biofiltration cells will treat approximately half an acre foot of stormwater runoff volume.

OPPORTUNITIES:

- » Naturalizing the creek corridor is a strong water resources theme and development strategy for this station area. This theme could be reinforced by utilizing overland drainage through treatment swales within the redevelopment areas and by restoring urban floodplain to a more natural condition.
- » Cottageville Park Feasibility Study (2013) describes stormwater management improvements including ponding, biofiltration, filtration, stormwater reuse, and shoreline restoration.
- » MCWD acquisition of the Cold Storage site as well as Cottageville Park property provides opportunity to enhance 1,000 feet of Minnehaha Creek as well as provide stormwater treatment adjacent to the creek. Redevelopment of these parcels using regional LID concepts and an integrated strategy among the various entities will be important to stormwater management in the area. Stormwater will likely be routed to Cold Storage through Blake Road and Powell Road storm sewer systems. Redevelopment on these properties also presents an opportunity to open the area to Minnehaha Creek. Once completed, these projects will connect to the trail system between Cottageville Park and Methodist Hospital. Implementation of Cottageville Park and Cold Storage improvements along the creek is part of a planning strategy to encourage private investment, redevelopment, pedestrian transit, walkable station areas, etc.
- » The west side of Blake Road has fairly wide-spreading floodplain so floodplain mitigation will be important. Preserving floodplain tends to limit the density of building footprint and lends itself to restoring green space where floodplain occurs. The east side of Blake Road is not encumbered by wide spreading floodplain, so denser redevelopment could occur.
- » MCWD has recently completed its Reach 20 Remeander Project immediately east of the station impact area and directly upstream of a similar, recently completed project at Methodist Hospital. This project resulted in 4,000 feet of realigned and restored stream banks along Minnehaha Creek, a looped trail system connecting Meadowbrook Manor, Excelsior Townhomes, Municipal Services Center, Creekside Park, and Methodist Hospital to the project (to be done in 2014), and access to over 30 acres of restored greenspace around Minnehaha Creek.

Stormwater Best Management Practices (BMP) Guide

The following section summarizes the key features and design considerations related to each of the stormwater best management practices recommended for the Blake station area.

NOTE: These BMPs may also be applicable to the station areas at Belt Line, Wooddale, Louisiana, Downtown Hopkins, Eden Prairie Town Center, and Southwest. Cities should consider incorporating these practices where appropriate as development/redevelopment occurs.





STREETSIDE TREATMENT SWALE

Features

- » Volume control through infiltration and vegetative uptake
- » Retains stormwater to reduce peak flows
- » Reduces storm sewer needed to collect/convey stormwater

Design Considerations

- » In-situ soils determine infiltration potential
- » Vegetation will need to tolerate both wet and dry conditions
- » Periodic maintenance of vegetation will be required



BIOFILTRATION CELLS

Features

- » Treats stormwater through filtration, vegetative uptake, and infiltration
- » Retains stormwater to reduce peak flows
- » Creates naturally vegetated green space adjacent to development

Design Considerations

- » Many different native vegetation options and combinations; trees, shrubs, grasses
- » In-situ soils determine infiltration potential
- » Noxious weeds will need to be managed to maintain native landscape
- » Drain tile can be added to help facilitate filtration



POSSIBLE AREAS FOR IMPLEMENTATION



POSSIBLE AREAS FOR IMPLEMENTATION



PERMEABLE PAVEMENT

Features

- » Multiple types of permeable pavements; bituminous, concrete, and pavers
- » Provides volume control by reducing impervious surface
- » Treats stormwater using filtration and infiltration

Design Considerations

- » In-situ soils beneath pavement will control infiltration potential
- » Special vacuum truck required to maintain pavement surface
- » ADT criteria, low traffic preferred
- » Parking bumpouts as pervious area



ENHANCED MEDIA FILTER

Features

- » Treatment provided by filtering stormwater
- » Enhanced treatment, to target dissolved pollutants, can be achieved by adding iron filings or spent lime to the filtration media
- » Allows for dissolved pollutant removal without infiltration (may be necessary in or near contaminated areas)

Design Considerations

- » Free draining system is necessary to achieve desired pollutant removal
- » Plant with vegetation that tolerates enhanced media
- » Regular maintenance will be needed to ensure functioning filter
- » Valves can be incorporated to verify system functionality



POSSIBLE AREAS FOR IMPLEMENTATION



POSSIBLE AREAS FOR IMPLEMENTATION



STORAGE AND REUSE

Features:

- » Large basin to reduce stormwater discharge rates and serve as an irrigation reservoir
- » Volume control through irrigation or circulating of stormwater
- » Reduces potable water demand for irrigation

Design Considerations:

- » Large basin to reduce stormwater discharge rates and serve as an irrigation reservoir
- » Volume control through irrigation or circulating of stormwater
- » Reduces potable water demand for irrigation



LANDSCAPE FILTERS

Features:

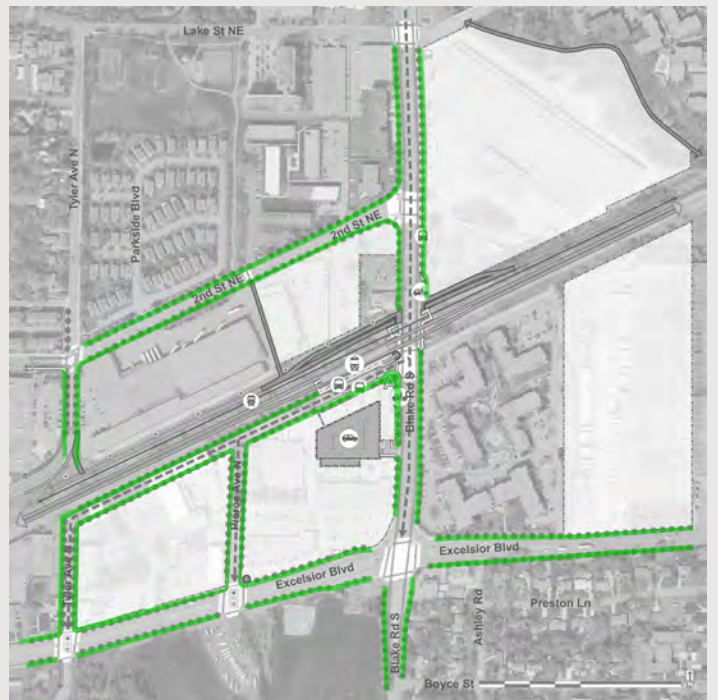
- » Volume control through infiltration and vegetative uptake
- » Treatment by filtration and infiltration
- » Detention capacity to reduce peak flow rates
- » Irrigation of aesthetic landscaping features
- » Minimal footprint

Design Considerations:

- » In-situ soils determine infiltration potential
- » Periodic maintenance of underground filter system will be required to ensure performance



POSSIBLE AREAS FOR IMPLEMENTATION



POSSIBLE AREAS FOR IMPLEMENTATION

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Attachment L: Blake Road LRT Station Area Development Guidelines (2015)

Hopkins

BLAKE ROAD LRT STATION AREA

Development Guidelines

May 2015



Sponsored by:

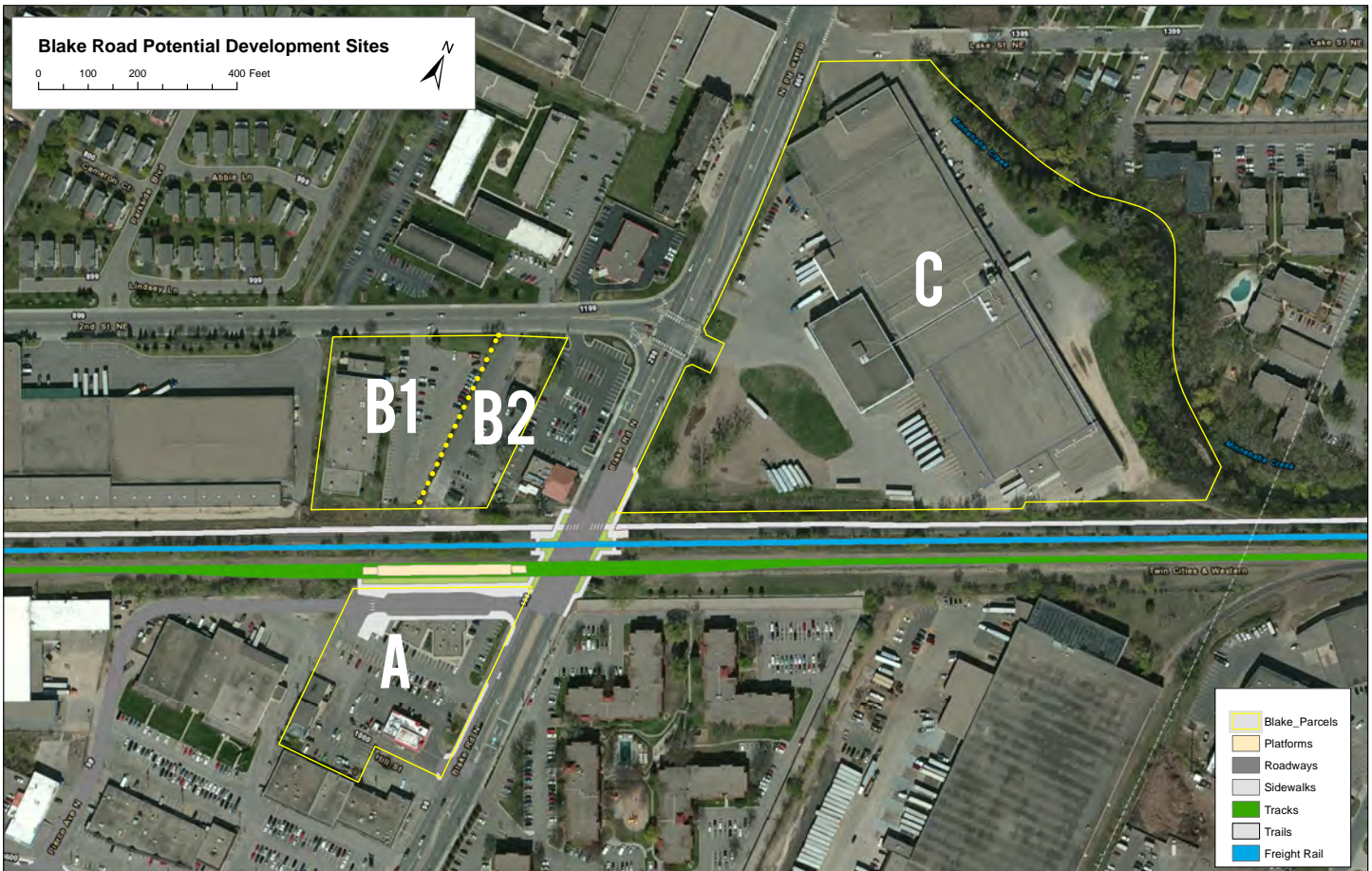
*Blake Road Corridor Collaborative
City of Hopkins*



Overview

Hopkins is a dynamic community of over 17,000 residents located just 13 minutes west of the Twin Cities. Founded rich in tradition and growth, Hopkins offers the advantages and conveniences of a large city with the security of a small town. The residents and the business community have an enormous sense of pride and support for their City. Travel any street and you will see and feel the reflections of pride and vitality.

Three of the Southwest LRT transit stations will be located in Hopkins, one of which is the Blake Road Station. Already a mixed-use, higher density district, the transit stop will offer greater regional access to jobs and amenities. A partnership between the City of Hopkins, Hennepin County Community Works, the Minnehaha Creek Watershed District (MCWD) and the Met Council, is transforming Cottageville Park to increase the amount of green space along Blake Road, improve the water quality of the Creek, and make the creek more accessible and visible to the community. Phase one of this \$3 million project will be completed in October of 2015. The new park will include new play equipment, trails, lighting, a permanent community garden with water source and tool shed, and extensive new landscaping. When the project is complete the park will be nearly three times larger.



With the advent of the light-rail transit investment, the Blake Road Corridor Collaborative and the City of Hopkins partnered with Twin Cities LISC / Corridor Development Initiative to lead a series of community workshops to explore development options and scenarios for existing or proposed redevelopment sites that include public ownership near the Blake Road LRT station area. These development objectives are the result of the community workshops, and serve to inform the future development of the area surrounding the Blake Road LRT Station.

Through the CDI process, three key sites that include some aspect of public ownership were identified for their redevelopment potential:

- A. The Joint Development site, south of the Blake Road LRT Station (proposed for a park-and-ride and possible joint development by Metro Transit)
- B. 43 Hoops Basketball Academy site and adjacent parcel to the north of the Blake Road LRT Station (43 Hoops site is owned by the Hennepin County Rail Authority)
- C. Cold Storage site (owned by the Minnehaha Creek Watershed District)

All three sites will be integrated with Blake Road and its improvements in pedestrian, bike, and vehicle access.



Above: Images from Downtown Hopkins

ASSETS

The City of Hopkins offers a wonderful quality of life through:

- Its spirit of community where people are treated with respect, and where the community participates in building culture, character and common bonds;
- A thriving Mainstreet featuring an array of local shops, restaurants, the Hopkins Art Center, a movie theater, and residential components.
- Support for business growth, and home of corporate campuses such as Cargill and SuperValu;
- Outstanding schools and a community that offers and values diversity and cultural heritages; quality parks, housing and public services.
- Hopkins is home to over 20 community education facilities, including public, charter, private and adult education schools.
- Numerous regional trails and parks that connect to downtown Minneapolis, the Uptown area, St. Louis Park, and Minnetonka.
- The surrounding Blake Road area includes parks, educational institutions, athletic center, large and small companies and retail businesses.



Above: Sites near the Blake Road LRT Station. Clockwise from l to r: Joint Development site, 43 Hoops Basketball Academy, Cold Storage site, and the Cedar Lake LRT regional trail.

DEVELOPMENT GUIDELINES

The Blake Road Station has been noted for its strong redevelopment potential along the Southwest LRT Corridor in various planning studies. Factors supporting redevelopment in the Blake station area include a large and diverse population base, good station access, several strategic sites available for redevelopment, a number of underutilized properties, and open space amenities such as Minnehaha Creek and Cottageville Park. Near the proposed station platform, the Hennepin County-owned 43 Hoops site presents a near-term redevelopment opportunity for transit supportive uses. The Cold Storage site, now owned by the Minnehaha Creek Watershed District, and several underutilized sites along Excelsior Boulevard offer additional redevelopment opportunities near the station. A potential joint development project includes a park- and- ride ramp that may be able to be incorporated with a mixed-use development facing Blake Road and the station platform, located just south of the station.

The **Joint Development (A)** proposed for the three parcels, including the Pawn America site, immediately south of the Blake Road LRT Station will house a structured parking ramp (245 parking stalls) to help increase access and ridership of the Green Line. Currently, SPO and the City of Hopkins are partnering to explore working with a private developer to incorporate additional components to increase the functionality, value and appeal of the site.

The **43 Hoops Basketball Academy (B1) and adjacent site (B2)** Well loved by the Blake Road community, the 43 Hoops Basketball Academy sits on a site owned by the Hennepin County Regional Railroad Authority situated just north of the proposed Blake Road LRT Station. The parcel was purchased for potential transit purposes, and offers the opportunity for higher density residential and other transit-related uses given its proximity to the transit station. The adjacent site is considered to be underutilized given the future potential of the area. The community has expressed strong desire for a community center in the area, for which 43 Hoops has served as a surrogate.



Above: Some of the many amenities Hopkins has to offer. Top: Cargill campus, Bottom r: Blake School, Bottom l: New commercial development on Blake Road.

The **Cold Storage site (C)** was seen as the site with the greatest redevelopment potential because of its size (approximately 17 acres), proximity to natural amenities which also buffer nearby uses, and visibility and access to Blake Road. Of critical importance on this site will be the integration of storm water management and expansion of the Minnehaha Creek Greenway. This section of the creek is currently the worst offender for pollutants draining into the creek's watershed. Because of the site's central location and size, attention should be given to creating connectivity to the surrounding amenities (e.g. Minnehaha Creek, Cottageville Park, Three Rivers Bike Trail, Blake Road LRT Station), and providing for walkable areas.

The opportunity is great to explore how transit-oriented development could further enhance the area by addressing accessibility, livability, and strengthening the pedestrian environment for people of all ages and abilities. It might be advantageous to move the smaller sites to the south and north of the Blake Road LRT station for redevelopment first, which could strengthen the market for the more desirable Cold Storage site. It is important that the Blake Road Station maintain its neighborhood character, diversity, and sense of place. This can be accomplished by enhancing the pedestrian flow of the area, attracting smaller scale retail and services, and utilizing public art or green space to make it memorable. The Blake Road LRT Station offers an important opportunity to capitalize on the transit and natural amenities in the area, strengthen the multi-modal access, and provide for a mix of housing options to serve the needs of the community.



Above: Pizza Luce located near the future Blake Road LRT station.

Recommendations for redevelopment of the site include:

Goal 1: Create stronger connections and walkability for the Blake Road area

- A. Create a connected, walkable, mixed-use, sustainable neighborhood, with a pedestrian-oriented and human-scale streetscape.
- B. Greater pedestrian / bicycle safety through better signage and slowing cars on Blake Road.
- C. Improve the permeability of Blake Road by creating more areas for pedestrians to cross safely.
- D. Improve safety and security through partnership with the City's Police Department, Three Rivers Police, and Metro Transit, with strategies such as greater security presence, improved lighting, and other practices such as CPTED (Community Policing Through Environmental Design).
- E. Pursue transit-oriented design that enhances multi-modal access, and provide for bicycle accommodations (racks, lockers, etc.) for businesses and residents.
- F. Connect site / LRT station area to bike trail.
- G. Pedestrian access to the Blake Road LRT Station from the north (e.g. 43 Hoops site)
- H. Add green space to soften the built environment that would allow for outdoor use year-round.
- I. Utilize landscaping and streetscape amenities to create stronger pedestrian district.
- J. Limit surface parking with new development encourage underground or structured parking.
- K. Improve connections with the Cargill Corporate Headquarters to strengthen local businesses.

Goal 2: Preserve the neighborhood diversity

- L. Maintain cultural and ethnic diversity, and the needs of those communities.
- M. Provide for a range of housing types and affordability to meet the needs of all people throughout their life and changing lifestyle needs.
- N. Utilize universal design principles that can respond to changing demographic needs and anticipate in innovative ways to address the dynamic and changing needs of residents.
- O. Strengthen the vitality of the area through increased density and mixed commercial and residential uses.
- P. Encourage businesses that fit into and serve the needs of the community.
- Q. Enhance the intergenerational opportunities in the community.
- R. Engage neighborhood residents in planning for redevelopment projects early in the process.
- S. Promote high-quality design.
- T. Enhance a sustainable neighborhood by promoting energy efficiency and renewable energy.
- U. Create opportunities to live, work, learn, play – the spectrum of elements for a healthy community.



Above: Bike trail near the future downtown Hopkins LRT station.

Goal 3: Improve water and environmental quality

- V. Align with efforts to expand the Minnehaha Creek Greenway to promote and integrate 260 acres of regional storm-water management to improve water quality for Minnehaha Creek.
- W. Connect the Minnehaha Creek Greenway to the newly expanded Cottageville Park and downstream trails and open space.
- X. Ensure community access to the Minnehaha Creek Greenway, the Three Rivers Park bike trail, and other public open spaces.
- Y. Reduce the area’s carbon footprint.
- Z. Incorporate sustainable development practices into new construction projects.

Goal 4: Strengthen residential and neighborhood-oriented retail to enhance vitality and livability

Support was expressed for:

- A mix of housing types, including senior housing, that can accommodate a range of incomes, ages and family size (both rental and ownership options).
- Multi-family housing amenities such as guest suites and shared space for larger gatherings.
- Medium to high density residential, to preserve green space and enhance street-level amenities.
- Locally owned businesses and increased opportunities for residents of all ages to live and work in the area.
- Commercial uses that enhance rather than compete with downtown Hopkins Mainstreet vitality.
- A hotel or motel.
- Redevelopment that works to incorporate existing local businesses into new construction projects.
- Creative ways to support small cultural businesses that serve the community.
- Maintaining existing assets such as 43 Hoops Basketball Academy in the area.
- A community center that supports activities for all generations.
- Convenience services (e.g. fast food, bike repair, etc.), especially near the transit station.
- Flexible space that can adapt as needs change.
- The option of a trail attraction, offering a convenient stop-off spot for bikers and pedestrians.
- Encourage public private partnership for infrastructure
- A connected and complementary system of parks and other privately owned but publicly accessible (POPS – Privately Owned Public Spaces) open spaces that ensures higher quality development and weaves the neighborhood together to enhance livability (see Trust for Public Land’s report: Greening the Green Line <http://www.tpl.org/our-work/parks-for-people/green-line-parks-and-commons>).
- Welcome developers and businesses that operate with equity principles of hiring and wages.

FOR MORE INFORMATION, CONTACT: **Kersten Elverum**, *Director of Economic Development & Planning*
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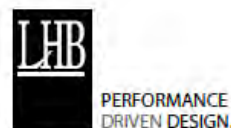
Attachment M: Blake Road Station TOD Early Implementation and Concepts (2017)

HENNEPIN COUNTY
MINNESOTA

Blake Road Station TOD Early Implementation

2017

Project completed in
coordination with:



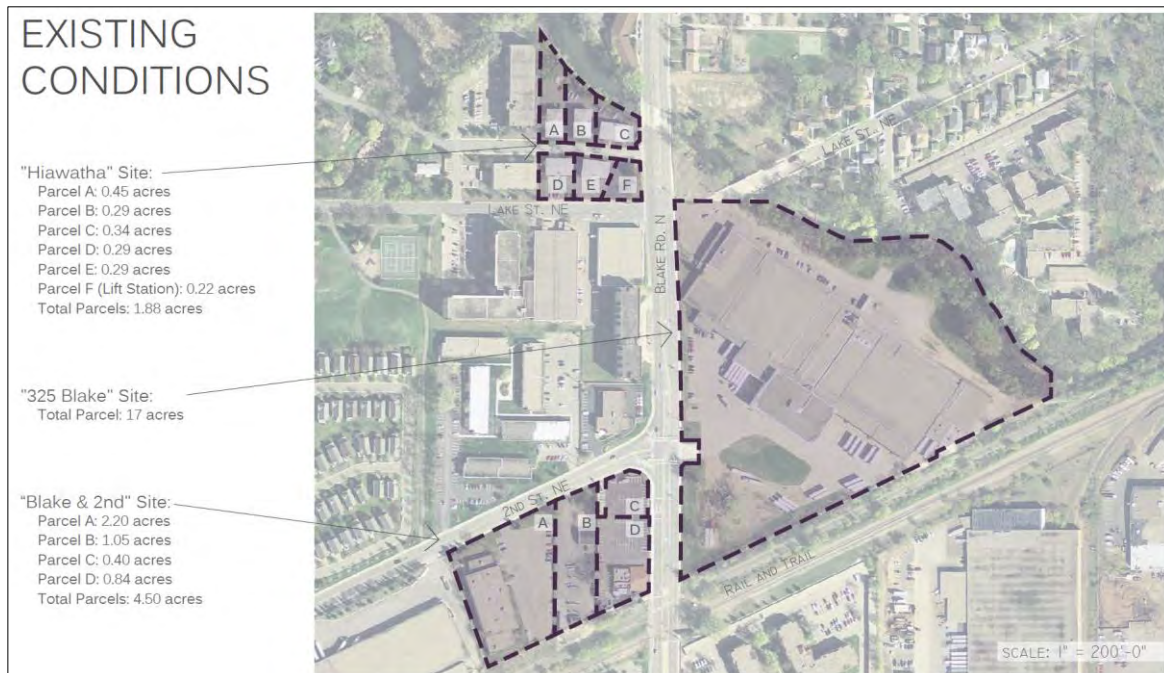
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Shaping the Blake Road Corridor

Blake Road, between Excelsior Boulevard and Highway 7, is currently poised for transformation. As the Green Line Extension (also known as Southwest LRT) Light Rail Transit project progresses, it is evident that this location, where Minnehaha Creek, the Cedar Lake Trail, Blake Road, and the SWLRT converge offers tremendous opportunity for redevelopment. With careful planning, this corridor could evolve from an underutilized mix of car-oriented uses, into a vibrant livable community with a healthy mix of housing, neighborhood retail, and office oriented around the creek as the neighborhood amenity and identity.

The Blake Road Station Transit Oriented Development (TOD) Early Implementation project explored three sites along this key corridor: the Hiawatha site at the intersection of Hiawatha Avenue and Blake Road, the Hennepin County Regional Railroad Authority (HCRRRA)-owned site just west of Blake and south of Second Street Northeast (labeled as Blake and 2nd in the graphic below), and the 325 Blake site (also known as Cold Storage) bordered by Minnehaha Creek, Blake Road and the HCRRRA rail line. The project developed a set of principles and goals for the corridor as a whole and for each site. It explored urban design ideas and market conditions that will shape these sites and was complemented by an analysis by an Urban Land Institute-Minnesota Technical Advisory Panel (ULI TAP). It also considered the phasing, financing, and regulatory conditions required to implement the proposed scenarios. This document summarizes those findings in order to provide a shared understanding for current and potential partners in implementation.



Guiding Principles

During this process, extensive time was spent developing goals for the corridor and for the sites. They were generated based on feedback from the community, obtained through a Local Initiative Support Corporation (LISC) Corridor Development Initiative (CDI) and through City staff and City Council. Key principles are highlighted below, but it is also useful to review the LISC CDI report for more detailed information on goals. The five most frequently cited guiding principles for the corridor as a whole were:

- Maximize the potential of Minnehaha Creek and associated trail system as an amenity and organizing element for the entire corridor, with improved water and environmental quality woven into the urban fabric.
- Create a healthy, livable, vibrant, walkable, and sustainable community by encouraging a mix of complementary uses connected by inviting public spaces and walkways.
- Increase both diversity and the sense of community in the corridor by providing a variety of housing types, including market rate, affordable, senior, for-sale and rental attached, designed to share common space.
- Enhance the vitality of the corridor by supporting neighborhood retail and office uses at key locations and consider incorporating creative maker spaces.
- Develop the corridor as a Transit Oriented Development (TOD) demonstration site, highlighting the benefits of strong non-vehicular connections, increased density, access to transit, diverse uses, and ecological amenities.

ULI TAP Guidance

These guiding principles were supported by the recommendations of the ULI MN TAP in their "Southwest LRT Community Works; ULI MN Technical Assistance Panel for Blake & Beltline Station Areas" report, dated December 8-9, 2015. In particular, they noted the following:

- The corridor should be addressed as a whole, rather than pieces, from Excelsior Boulevard to Highway 7.
- Redevelopment in the corridor will be strengthened by a cohesive public realm building on the amenity of Minnehaha Creek, strong connections for walking and biking, and diverse uses organized in key locations along Blake Road (rather than mixed into every site)
- Thoughtful roadway design, emphasizing safe and inviting trails and sidewalks, complemented with on-street parking and ground-level uses, is key to realizing this vision.
- Concentrate neighborhood retail uses on the west side of Blake, towards the south end of the study area, while using the east side for a variety of residential and community spaces.
- Appropriate zoning is required to support this approach, to reduce sprawling and fragmented uses, and concentrate vibrant development in a carefully considered pattern.

General Market Considerations

Also supporting this approach, the market study suggested that multi-family housing is the most likely use in the majority of the corridor, with some opportunities for retail at key locations with adequate visibility and parking, including on-street spaces.

Attracting office uses will be more challenging, with the most likely users being destination offices such as doctor or insurance offices. This location is not a prime large scale multi-tenant office area due to a lack of direct highway access and visibility, generally key elements in suburban markets. As office sub-markets develop, they create a business hub with services and amenities that attract more office development. This submarket is more likely to develop uses compatible with existing housing in the neighborhood.

Development of the three parcels will occur separately as they offer opportunities that may be of interest to different types of developers based on size, type and complexity. For publically controlled sites, an RFQ process will provide the best indication of market strength, developer interest and land pricing. While some developers may not like bidding on publically controlled parcels, if the opportunity is compelling enough from a market perspective, there should be ample interest in the developer community. More detailed market considerations for each site are detailed in their respective sections below.

Removing site uncertainties is a primary way to maximize developer interest. Delivery of a site that is free of structures, has a well-defined vision and has a basic roadmap of any environmental hazards or other challenges, helps to remove uncertainty and heightens interest. Finding ways to fund demolition costs and perform environmental testing allows developers to remove uncertainty and bid more for a site.

Basic Financial Tools

In order to develop these sites with the level of density and amenities proposed, a public/private partnership, or at least solid cooperation between the private and public sector will be necessary.

The primary action that will support interest and accelerate development in this area is the approval of the Full-Funding Grant Agreement by the FTA, providing funding for the Green Line Extension with a stop at Blake Road. This planning document and supporting analysis are predicated on funding of the Green Line Extension by the FTA, anticipated June 2017. Any delay in funding for the LRT project could push back the estimated completion of proposed developments.

Through an RFQ process, it will be determined what level of land acquisition support is required for the HCRRA and 325 Blake Road sites. Proposed developments will be influenced in part, by the price of land. Finally, obtaining funding commitments for the greenway and other amenities prior to offering land for sale public is recommended in order to maximize value.

Tools such as Tax Increment Financing (TIF) or tax abatement might also be important to realize the level of development as proposed. That process is described in more detail in the applicable sections for each property, below.

Several funding sources may also be applicable for this set of projects, depending on the specific elements incorporated in the final design and in the environmental condition of the sites as determined during more detailed investigation. Funds could cover environmental remediation, innovative planning and design, affordable housing, and recreational facilities. This list is by no means exhaustive, but may be helpful as the projects move forward:

- Several funding sources are available to remediate environmental issues which may be present on this and other sites, including the following:
 - Hennepin County Environmental Response Fund (ERF) Grants
 - Minnesota Department of Employment and Economic Development (DEED) grants
 - Met Council Livable Communities Tax Base Revitalization Account (TBRA) grants
- Several funding sources are available to communities and organizations to support transit oriented design and affordable housing improvements, which may apply here, including the following:
 - Met Council Livable Communities Livable Communities Demonstration Account (LCDA)
 - Met Council Livable Communities Transit Oriented Development (TOD)
 - Met Council Livable Communities Local Housing Incentives Account (LHIA)
 - Hennepin County Transit Oriented Development (TOD) Program
 - Hennepin County Affordable Housing Incentive Fund
- Depending on the specific recreational facilities included with these projects, a number of grants may apply, including the following:
 - Hennepin County Youth Sports Program
 - MnDNR park and trail grants
 - Minnesota Parks Foundation grants

Hiawatha Site

The Hiawatha site, for the purposes of this exercise, consists of both a Met Council-owned lift station and privately-owned apartments. Public ownership offers an opportunity to influence redevelopment but the lift station site alone lacks enough square footage to support TOD development. The concepts explored suggest an interim treatment that will enhance the corridor near-term, with a longer-range vision based on market conditions and the private owner's interest in redevelopment.

Site Specific Guiding Principles

- Consider a phased approach to redevelopment, based on real estate opportunity and market conditions, which incorporates the vacation of Hiawatha Avenue and a new access from Lake Street NE.
- Create a visual connection to Cottageville Park and greenspace along creek
- Provide wayfinding and amenity space for Greenway users crossing Blake Road, tying the two sides of the road together through similar design, materials, or furnishings.
- Enhance and highlight natural features along Minnehaha Creek.
- Use storm water amenities to create a sense of an interlaced system over all three sites.
- Maximize relationship to Cottageville Park by orienting redevelopment to increase value through views and connectivity and increase park security by providing additional "eyes on the park."
- Anticipated time frame: Lift station to be removed in 2018, other parcels may redevelop in the longer term.

ULI TAP Guidance

- Consider closing Hiawatha Avenue and building on the west side of the site.
- Provide public access to Minnehaha Creek with a clear visual and physical connection; consider an active programmed use.

Market Considerations

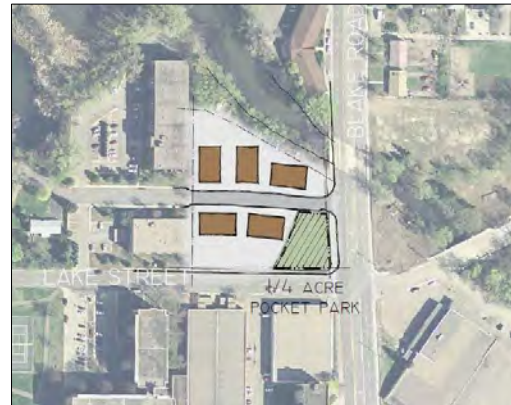
The site is well suited to continue use as multi-family housing. Through redevelopment, increased unit density is possible while still maintaining access to the Minnehaha Creek amenity. Smaller unit sizes might help to accommodate a higher density use. This site may offer opportunities for senior and affordable housing.

At this time, market conditions suggest that vertical mixed-use is unlikely. However, if housing over retail is desired, small stores or professional offices may be challenged to provide ample and highly visible parking on the site.

Phasing

Phasing on this site is fairly simple and relies on the already planned removal of the lift station and then the natural evolution of the existing housing. The most likely phasing scenario for this site is as follows:

1. Lift station is removed in 2018 by the Met Council
2. Former lift station is converted into a temporary pocket park in 2018/2019
3. As existing housing near the lift station site becomes less viable or market conditions warrant redevelopment, there is a phased or complete replacement, possibly in two to five years or more. Project phasing offers the ability to match market supply and demand, and may allow some existing buildings to remain occupied to generate cash flow for the developer.



Hiawatha site short-term concept

Financial Tools and Analysis

A number of grants are available for park projects through various governmental and non-profit organizations, but the temporary nature of the pocket park may limit funders' interest in the project. There may be opportunities for interagency or public-private partnerships for both the pocket park and the potential trailhead or creek access point if all involved are agreeable and understand the value of such an amenity.



Hiawatha site long term concept

It is most likely that housing redevelopment will rely on more conventional financing models for market rate housing, and possible public supported financing for affordable or workforce housing. Likely lenders will typically be local banks for market rate housing developments. Interest in lending will be tied to supply and demand fundamentals in the market and the progress of LRT completion. Affordable or work force housing development may have access to other funding sources including LIHTC, Hennepin County Affordable Housing Incentive Fund, and/or Met Council Livable Communities grant programs. Affordable housing developments often require multiple funding sources and as a result, can take several years to get to construction.

Preliminary financial analysis confirmed that multi-family housing development will likely be feasible on this site. This analysis assumes the delivery of a cleared shovel-ready site. The delivery of cleared

building sites will enhance the estimated sales price of the land. The price of the land is a critical factor in the site redevelopment pro-forma.

This site may be purchased by an investor or held by the existing owner who could operate the existing apartments until there is increased certainty that rents are high enough to support new construction. Successful development will be contingent on achieving estimated market rents at the project completion. Minneapolis has been the local area leader in new multifamily development, with much of the new product being built on sites adjacent to the Green Line between Minneapolis and St. Paul. This bodes well for expected demand leading up to and following LRT completion and also support for expected rents.

A commitment to complete the Green Line LRT extension will reinforce the neighborhood's desirability for multi-family housing. Above-market rent premiums may be possible due to the walkable distance to the proposed Blake Road transit station. Additional amenities that will reinforce rent premiums include the development of the northern edge of the site along Minnehaha Creek and the larger proposed creek side redevelopment on the north edge of the 325 Blake Road site across Blake Road.

TIF financing would likely be a viable tool at this location depending on the code deficiencies and condition of the existing buildings at the time that TIF is established. The buildings were not evaluated as part of this study. Especially in the case that affordable housing remains a component of this site, a Housing TIF district may be available.

HCRRA Site

Hennepin County Regional Rail Authority owns the site currently leased by 43 Hoops. For the purposes of this exercise, adjacent properties were also considered as possible acquisitions, thereby creating more redevelopment opportunities and enhanced transit-oriented development. Actual site boundaries are subject to the property owners being interested in development of their property.

Site Specific Guiding Principles

- Allow for phasing demolition and construction on the site.
- Support the long-term viability of Pizza Lucé and complimentary uses along Blake Road.
- Create a strong connection to the trail.
- Reduce the number of vehicular entrances to the site.
- Buffer new development from adjacent uses.

ULI TAP Guidance

- Allow 43 Hoops to remain as an active business to draw other activities.
- Park-and-ride south of the LRT station is an obstacle to future development (Note: the location of the park and ride is set and will not be changed)
- Capitalize on the activity generated by 43 Hoops with complementary recreational and community activities
- Support destination retail at this site
- Create frontage and activity on the street
- Housing between Pizza Lucé and 43 Hoops will be difficult to market

Market Considerations

The extension of retail north along the west side of Blake Road is a natural fit with the adjacent Pizza Lucé use. If adequate and visible parking is designed into the project plan, the location is appropriate for convenience retail that can service the existing and proposed residential uses around the site.

The HCRRA site is a more difficult redevelopment if 43 Hoops wants to stay on-site, as depicted in Concept 1. This type of facility is usually accommodated by installing basketball flooring within an existing industrial facility with high ceilings. The current structure does not have an ideal layout to accommodate basketball courts, so remodeling in-place is unsatisfactory and difficult. Building on the current parking lot would create a parking problem during construction and be difficult to execute with the existing building in operation.

Demolishing and moving 43 Hoops while a new facility is constructed, possibly with housing above, is costly from a business perspective and would create more expensive housing due the need to span the basketball courts. From an operational viewpoint, it is not likely that 43 Hoops would move off-site to a temporary location for 12 to 24 months and then return to new facilities at the site. Costs of a double move, leasing temporary space with adequate facilities and paying for a newly constructed building would be very high for this type of business.

Concept 2, an alternative plan, eliminates 43 Hoops and assumes the construction of a multi-family housing development. This option accommodates both the housing and underground parking. Difficult design issues from a marketing perspective include the large wall of a major warehouse structure on the west and an existing gas station or future parking lot on the east. Designs will need to create attractive interior public spaces to mitigate the visual impact of bordering uses. This site may offer opportunities for senior and affordable housing.



HCRRRA site concepts 1A and 1B

Phasing

The redevelopment of this site is made easier if the gas station can be acquired. It will also depend on whether or not all parties involved see 43 Hoops remaining in its current location in the long term. Pizza Lucé's parking and vehicular site access need to be considered as part of any alternative. As a successful neighborhood retail anchor with sole control of the site, the owner's needs and concerns will need to be met.

If redevelopment does occur as shown, the most likely phasing scenario for this site is as follows:

1. The gas station site is acquired and redeveloped for parking.
2. A new retail building is constructed along Blake Road north of Pizza Lucé.
3. A determination is made about the future of 43 Hoops at this site, with three options:
 - a. 43 Hoops remains on site, as-is (Concept 1A)
 - b. 43 Hoops rebuilds a new building on site incorporating housing (Concept 1B)
 - c. Multi-family housing replaces 43 Hoops (Concept 2)



HCRRA site concept 2

Financial Tools and Analysis

It is most likely that both commercial and housing redevelopment will rely on more conventional financing models, with possible public support for affordable housing, especially given its ownership by Hennepin County.

Likely lenders will typically be local banks. Financial interests will require that site assemblage issues and any environmental concerns are addressed. Interest in lending will be tied to supply and demand fundamentals in the market and the progress of LRT completion.

Preliminary financial analysis confirmed that multi-family housing development will likely be feasible on the HCRRA site. This analysis assumes the delivery of a cleared shovel-ready site. The delivery of cleared building sites will enhance the estimated sales price of the land. That said, development will be sensitive to the cost of land. Concept 1 was not modeled as the cost of moving 43 Hoops off-site while a new facility is built is not likely to be financially feasible for the business. The higher structural costs required to build housing over a new recreational facility, to create a higher density of use, are not supported by the proposed housing and gym rents that are very price sensitive and more reflective of market rate construction.

Market rent targets are critical to the success of the development. Successful developments along the Green Line LRT in Minneapolis indicate that market demand will be driven, in part, by the easy access to employment in downtown Minneapolis and nearby suburban hubs via the LRT. This proximity should give this location an advantage in achieving projected and even premium rents over other suburban projects.

A commitment to complete the LRT extension will reinforce the market for multi-family housing. The 43 Hoops property proximity to the Blake Road station is its primary asset. This site is closer to the Blake Road than the Hiawatha site and most of the proposed development on the 325 Blake site.

As it appears today, the 43 Hoops building would not likely be eligible for Renewal and Renovation or a Redevelopment TIF district because it does not appear to be substandard. TIF funding may be possible if it were incorporated into a larger TIF district if there are enough other substandard buildings in the district or if the proposed redevelopment qualified under a Housing or Economic Development TIF district.

Depending on the condition of the gas station site in particular, the environmental cleanup funding sources described above might apply to assist with exploration of and remediation of this site.

Successful development will be contingent on achieving estimated market rents at the project completion. Minneapolis has been the local area leader in new multifamily development, with much of the new product being built on sites adjacent to the Green Line between Minneapolis and St. Paul. This bodes well for expected demand and therefore price support for rents.

Above-market rent premiums may be possible due to the walkable distance to the proposed Blake Road transit station.

325 Blake Site

With Minnehaha Creek flowing along its northeast edge, the potential for significant investment in storm water amenities and trails, and prominent frontage on both Blake and the SWLRT Rail and trail corridor—not to mention the largest single parcel size on the corridor - the 325 Blake site offers tremendous opportunity. The MCWD, owner of the site, has begun capitalizing on this with investments in the creek area and storm water infrastructure, but the plans developed in this process continue to expand on that foundation. This opportunity should be met with creativity and a progressive approach—looking beyond traditional market models and a high standard for amenities, community spaces, and development types.

Site Specific Guiding Principles

- Encourage sustainable development.
- Feature Minnehaha Creek, the Greenway, and storm water elements as central to the identity and organization of the site.
- Allow the public access to and through the site so that the creek becomes a community amenity. Consider a community gathering space in a first-floor area that may not be suitable for retail.
- Minimize office and retail use, and orient these uses towards Blake Road and Cottageville Park.
- Enhance physical and visual connections across Blake Road and to the Greenway, trail, and park.
- Provide a mix of housing types, income levels and ownership. If mixed-income development cannot be accomplished within a particular development, shared common areas and amenity spaces between developments should be the goal.
- Maximize relationship to Cottageville Park by orienting redevelopment to increase value through views and connectivity and increase park security by providing additional “eyes on the park.”

ULI TAP Guidance

- This is the best site for housing.
- High-density, urban townhomes would be particularly marketable. To create the most value, maximize the creek as an amenity and for views.
- Explore mixed income, family, and senior housing (mix between, not within, buildings).
- Water features are great.
- Parking expenses will be high and banks will require one space per unit even if TOD ordinances require less.

- Develop a framework for the water management and amenities prior to the RFQ process so that developers understand what to expect.
- Use a Planned Unit Development (PUD) process.
- Remain flexible about changing markets for housing, including multi-family, affordable, and senior.
- Consider subsidizing parking.
- Recognize that three-story housing is more financeable than four-to-six-story if the parking is not subsidized.



325 Blake site concept 2

Once selected, phasing on this site will depend on the philosophy of the MCWD and the master developer they select as a partner. One philosophy would be to begin with the highest value portions of the site as a catalytic first step. This is likely to be a parcel with optimum proximity to both the creek (to serve as a key amenity) and Blake Road (to provide maximum visibility and access), possibly the northwest corner of the site. Such a development would need to be progressive and even iconic. From there, development could proceed across the site as infrastructure was extended, or could take advantage of one of the other high-value portions of the site, such as the southwest corner.

The alternative would be to begin with lower value portions of the site (areas further from the creek or from the key intersections along Blake Road) in order to suggest a direction of the site and allow more time for the apparent value of the more key portions of the site to increase. As the LRT and other development occurs, it is likely that this corridor will become more marketable and therefore provide increased opportunities to develop the key parts of the site in exciting ways. As an example, one scenario for Concept 2 could construct the townhome units in the center of the site in 2018/2019, the residential units at the north corner of the project along Blake in 2020/2021, the central part of the Blake units in 2022, and the units along the trail on the south side of the property in 2024. Additional development scenarios also exist for this site.

Financial Tools and Analysis

The TAP, as well as the design team, noted the high cost burden for both road and parking infrastructure on this site. The MCWD and City of Hopkins will need to work closely to optimize public

value on the site while realizing the redevelopment goals of all parties, including shared amenity and community spaces, diverse housing types, and other major goals.

In order to achieve the desired densities represented on the current plans, it may be necessary for the City to consider flexibility in zoning regulations, such as height limitations currently capped at four stories for residential buildings. It might also be desirable for the site to go through a Planned Unit Development (PUD) process, rather than relying on the underlying Mixed Use zoning designation, to achieve the desired outcomes.

The City of Hopkins, Hennepin County and the Minnehaha Creek Watershed District should identify grants and other funding sources that will assist in best preparing the site for redevelopment, such as funds for demolition, contamination remediation and other necessary preparatory work to clear the site, minimizing developer risks and encouraging / maximizing competition for the site. A sample list of funding sources was included under the "Financial Tools" section of this report.

A site of this size and density will require a street network, utilities (sewer, water, etc.) and ongoing operations and maintenance, amongst other things. The costs of road network, utilities, and ongoing maintenance and operations was raised repeatedly throughout the planning process, including by the ULI TAP. Public/private partnerships and creative financing strategies are likely to be necessary. The key partners (City, County and Watershed District) should develop a strategy for building and maximizing the long-term value of the infrastructure. This strategy must be effectively communicated with potential developers to set expectations for delivery of the site – e.g. what utilities will be present, how streets will be financed and constructed, and will the City own and operate, etc. This is a critical component in development of the RFQ as well as assuring delivery of the site to a standard that meets the vision and goals of the community. Removing ambiguity in the RFQ process will attract more high quality development partners.

Preliminary financial analysis confirmed that multi-family housing development will likely be feasible on this site. This analysis assumes the delivery of a cleared shovel-ready site, which will enhance the estimated sales price of the land. Demolition costs and major site infrastructure improvements will be high for this property. Through an RFQ approach, local government entities should be prepared for discussions concerning site improvement costs.

The Minnehaha Creek amenity will provide support for achieving higher rents than similar properties in the surrounding rental submarket. Successful development will be contingent on achieving estimated market rents at the project completion. The level of support provided by local government entities for street, environmental, land cost and infrastructure improvement will be subject to negotiation with interested developers, as they are a large upfront cost and will directly impact project profitability.

One of the sources of financial support would likely be Tax Increment Financing (TIF). After conducting a preliminary interior and exterior evaluation of the cold storage building, and conducting follow-up conversations with the people responsible for maintaining the building and its mechanical systems, it appears that the building has significant accessibility issues and enough visible structural deficiencies to make it a candidate for the creation of a Redevelopment TIF District, which allows up to 26 years of capturing incremental tax revenue.

Unfortunately, the massive scale of the building, configured mostly in large open rooms, makes it difficult to ascertain with 100 percent certainty that the building will meet the code deficiency standard required by Minnesota State Statutes. We recommend a complete TIF analysis of the building before the RFQ is prepared.

The RFQ should be very clear about the city of Hopkins's intention for the use of TIF. Hopkins has successfully utilized TIF as a tool to facilitate redevelopment in the downtown area. One of the reasons it will be important for the City to indicate the level of TIF support it will provide is that TIF can be controversial, and every city varies on the level of TIF acceptance. Developers will want to know the likelihood of the City of Hopkins contribution of TIF to the project, and under what terms.

In a discussion with public finance companies working with the City of Hopkins and other cities throughout the Midwest, we learned that suburban communities are routinely being asked to provide TIF assistance for market rate housing projects. In most cases, a simple three-story market rate apartment building over one below-grade level of parking does not require assistance. However, developers have been struggling with making the financials work on the higher density projects where the housing units are built over larger parking decks, such as depicted on the 325 Blake site plans.

Tax increment has typically been used to help pay down the cost of land acquisition, demolition, site clean-up and parking infrastructure, with approximately 15 years of "pay-as-you-go" assistance (putting the risk on the developer) being the average. Some communities are choosing to use a Renewal and Renovation TIF District which has a 16-year term and is often seen as more palatable to the tax payers. Of course, this site will have above average development costs, so may not fall under the typical suburban model.

There are many variables that could affect the amount of TIF revenue available for any given project, and the analysis of how much TIF could be generated cannot be known until the developer has a specific design in hand. The amount of assistance is then negotiated based on the need of the development and how closely the proposed project meets the City's goals.

At a minimum, we would suggest that the City conduct a TIF analysis of the cold storage building to verify that it will meet all of the requirements for a Redevelopment TIF District which has the highest threshold of requirements. The RFQ should indicate that the site meets the standards for TIF and the City could potentially be a partner in negotiating an appropriate amount of assistance if the development project fits the City goals for the area and the Developer proves a need.

Project phasing, including a phased take-down of land, will help developers with project financing. Primary local banks are a common source of financing for similar projects. Completion of the LRT Green Line Extension is a key driver that will gain the attention of an attractive pool of prospective developers. While state funding has been secured, any delay in FTA funding that causes delays in the LRT construction start-up, will affect developer interest, as the benefit of a nearby transit stop is a major driver of higher initial rents and future sustained rent growth.

The RFQ must contain adequate instructions concerning expectations, phasing, funding, and infrastructure specifications to provide developers with an opportunity to address the improvements. A key element then rests on the evaluation process and RFQ reviewers to ensure that a detailed process

and evaluation matrix will identify the best firm(s) capable of project execution and completion. These criteria include experience, financial strength and supporting references.

Summary and Next Steps for 325 Blake Site

In summary, it is recommended that a meeting between the project partners be held in order to resolve the following uncertainties before the RFQ for the 325 Blake site is issued. This will substantially increase the marketability of this, and all the Blake Road sites.

Design and Character of Blake Road

- *Intent:* To create a strong spine for redevelopment, the Blake Road Corridor should be designed and reconstructed to become an active street that supports multiple modes of travel and complements complementary, mixed-use redevelopment, while expressing local character and celebrating connections to Minnehaha Creek, trail systems, and the LRT. Principles of complete streets and traffic calming should be considered.
- *Primary decision makers:* City of Hopkins, Hennepin County, with input from multiple stakeholders, including the MCWD.
- *Process for making a decision:* Because this project is in final design, most substantive decisions have been established. Minor adjustments may be possible during the review of final design if needed to meet the goals.
- *Timeline:* The final design process just began as of fall 2016. Construction is scheduled for 2018/2019.

Presence of LRT

- *Intent:* Connectivity to transit is a key factor in the desirability of property in this area. Supporting implementation of the LRT is crucial.
- *Primary decision makers:* Federal Transportation Administration (FTA)
- *Process for making a decision:* The Full-Funding Grant Agreement (FFGA) is expected June 2017.
- *Timeline:* Construction of the Green Line Extension is planned to begin in 2017. The line should be operational by 2021.

Public vs. Private Infrastructure

- *Intent:* Roads, utility connections, environmental remediation, storm water treatment and public amenities set the tone for redevelopment of this site and therefore may require investment beyond that of a typical project in order to meet the high expectations of the City, County, and the MCWD. Clear decisions need to be made about the availability of public support for these elements.
- *Primary decision makers:* City of Hopkins and the MCWD.
- *Process for making a decision:*

- Conduct a complete TIF analysis of the cold storage building to determine the potential of a TIF Redevelopment District on this site.
- Discuss what portions of the demolition and infrastructure (if any) could be financed publically to encourage the preferred site development solutions. (Note: the demolition of the cold storage building should not take place until a development partner is on board and ready to proceed with a project, in order to preserve the maximum TIF timelines).
- Evaluate all funding options to determine the extent TIF would be necessary to achieve the stated goals for this site.
- Execute an agreement or memorandum of understanding between public partners.
- Begin process for acquiring funds.
- *Timeline:* Initial conversations are underway. An agreement should be complete before an RFQ is issued.

Parking (District vs. Development-Specific)

- *Intent:* Parking is both a regulatory requirement and a market imperative. In order to meet the density and aesthetic goals expressed during this process, most off-street parking should be structured and district parking solutions should be considered. The additional cost for these kinds of parking infrastructure must be considered, similarly to the other infrastructure costs.
- *Primary decision makers:* City of Hopkins, with input from the MCWD.
- *Process for making a decision:*
 - Evaluate funding options
 - Begin process for acquiring funds
 - Execute an agreement or memorandum of understanding.
- *Timeline:* Initial conversations are underway. An agreement should be complete before an RFQ is issued.

Density and Use Goals

- *Intent:* Currently, it appears that the market for housing in this area favors lower densities and that there is less market for commercial redevelopment than the goals expressed by some stakeholders, it is crucial that developers understand the specific density and use requirements for their approval processes. If required densities will be higher than those supported by financial analyses, clear decisions will need to be made about the availability of public support for the added costs of that density, especially structured/district parking and building type.
- *Primary decision makers:* City of Hopkins, with input from the MCWD.
- *Process for making a decision:*

- Internal/staff discussion regarding need to adjust density requirements.
 - Potential public process for setting specific density and/or use requirements, if staff feels a change is needed from current code.
- *Timeline*: Initial conversations are underway. A clear expectation should be set before an RFQ is issued.

Complementary Properties

- *Intent*: While 325 Blake is seen as a catalyst for redevelopment throughout the corridor, other properties may be changed before it. In addition, it is likely that many properties will redevelop during the lifespan of a potential project. To the degree possible, clear expectations should be set for all redevelopment projects in the corridor so that a potential developer can have insight into the likely long-term evolution of the entire area.
- *Primary decision makers*: City of Hopkins, with input from Hennepin County and the MCWD.
- *Process for making a decision*:
 - Internal/staff discussion regarding need to set expectations
 - Potential public process for setting specific expectations, if staff feels a change is needed from current code.
- *Timeline*: Initial conversations are underway. A clear expectation should be set before an RFQ is issued.

Summary and Next Steps

Today, the Blake Road corridor lacks cohesion although progress towards that end has been made with investments in Cottageville Park, as well as through private investment in developments like Pizza Luce, Five Guys and PPL's Oxford Village (currently under construction). In order to reflect a unified appearance and maximize visibility to Minnehaha Creek, the design standards, development patterns, and uses should be examined from Highway 7 to Excelsior Boulevard, and the zoning should be modified to set the stage for long-range changes. This would complement the redesign and reconstruction of Blake Road, scheduled for 2018/2019, which sets the stage for redevelopment. Efforts should continue towards improving the pedestrian and bike infrastructure and overall aesthetics of the corridor.

Redevelopment of the 325 Blake site represents a rare opportunity to set expectations for future redevelopment in the corridor. It could serve as a demonstration of best practices, but that would need to be articulated upfront to developers and may require public investment. Without that objective identified, the market will respond with traditional development. If clear communication is present from the earliest stages of a potential project, this site will be a catalyst for positive change that will influence the other two sites in this study and the entire Blake Road corridor.

Next Steps

The following are next steps for each of the three sites studied during the Blake Road TOD Early Implementation project.

Hiawatha Site

- Meet with Metropolitan Council staff to present the findings for the Hiawatha Site and discuss potential improvements. (City of Hopkins/Hennepin County)

HCRRRA Site

- Determine the appropriate zoning for the property (City of Hopkins)
- Determine the future ownership of the site and the schedule for disposition (Hennepin County)

325 Blake Site

- Determine what zoning the property will need to conform to and if there is any flexibility in zoning through the use of a PUD. (City of Hopkins)
- Identify the expectations for the necessary infrastructure investments in terms of scope, construction and ownership. (City of Hopkins)
- Determine what grant programs the City of Hopkins is willing to apply to for environmental remediation and/or housing development funds. Work with MCWD to develop a schedule and

process for administering the grant program application(s) and subsequent contracts. (City of Hopkins)

- Determine other financial incentives the City of Hopkins is willing to consider, including the use of TIF. Identify the minimum development requirements for TIF eligibility including densities, housing types, common space, design criteria and parking. (City of Hopkins)
- Consider undertaking a building conditions survey for determining eligibility for a TIF Redevelopment District. (City of Hopkins/MCWD)
- Develop a project timeline and term sheet as a basis for a preliminary development agreement or MOU between the two parties that would identify key points including the use of TIF and the developer selection process. (City of Hopkins/MCWD)
- Determine infrastructure investments that the MCWD will undertake including completion of the Greenway and storm water treatment. (MCWD)
- Determine the District's willingness to hold land, allowing for a phased takedown of the land cost by the developer. (MCWD)

Contact information

Hennepin County Community Works
701 Fourth Avenue S., Suite 400
Minneapolis, MN 55416
612-348-4191
www.hennepin.us

City of Hopkins
1010 1st Street S.
Hopkins, MN 55343
952-935-8474
www.hopkinsmn.com

Minnehaha Creek Watershed District
15320 Minnetonka Boulevard
Minnetonka, MN 55345
952-471-0590
www.minnehahacreek.org



EXISTING CONDITIONS

"Hiawatha" Site:
 Parcel A: 0.45 acres
 Parcel B: 0.29 acres
 Parcel C: 0.34 acres
 Parcel D: 0.29 acres
 Parcel E: 0.29 acres
 Parcel F (Lift Station): 0.22 acres
 Total Parcels: 1.88 acres

"325 Blake" Site:
 Total Parcel: 17 acres

"Blake & 2nd" Site:
 Parcel A: 2.20 acres
 Parcel B: 1.05 acres
 Parcel C: 0.40 acres
 Parcel D: 0.84 acres
 Total Parcels: 4.50 acres



BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

EXISTING CONDITIONS AND PROPERTY BOUNDARIES

AUGUST 9, 2016



MINNEHAHA CREEK
WATERSHED DISTRICT



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DRIVEN DESIGN.

CONTEXTUAL CONNECTIONS



BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

BLAKE STATION AREA CONTEXTUAL CONNECTIONS

AUGUST 9, 2016



MINNEHAHA CREEK WATERSHED DISTRICT



CBRE



PERFORMANCE DRIVEN DESIGN.

HIAWATHA SITE LONG TERM CONCEPT



SCALE: 1" = 200'-0"

CONCEPT COMPONENTS

- Building A:
3-story residential over 1 story parking
25 units total
- Building B:
5-story residential over 1 story field parking
84 units total
- Parking:
Structured: 110 spaces
(building A: 25 spaces, building B: 85 spaces)
Surface: 8 spaces

GUIDING PRINCIPLES FOR HIAWATHA SITE

- Consider a phased approach to gradually respond to changing infrastructure and market conditions.
- Provide wayfinding and amenity space for Greenway users crossing Blake Road, tying the two sides of the road together through similar design, materials, or furnishings.
- Enhance and highlight natural features along Minnehaha Creek.
- Use stormwater amenities to create a sense of an interlaced system over all three sites.
- Anticipated time frame: Lift station to be removed in 2016, other parcels may redevelop in the longer term.

DETAILED PRINCIPLES FOR LONG TERM CONCEPT

- Close off access to Blake Road and provide access from Lake St NE.
- Maximize housing density by using underground parking.
- Encourage a housing product that provides a range of affordability (mixed-income) or meets a specific need (e.g. workforce housing), complementing the PPL Oxford Village development.
- Complement the existing architecture of the corridor with a mid-century to contemporary aesthetic. Establish a color palette and design standards.
- Require a 50-foot setback for buildings along Minnehaha Creek to provide a visual connection to the Creek across Blake Road.



MILLENNIUM, ST. LOUIS PARK



OXFORD VILLAGE, HOPKINS



THE MOLINE, HOPKINS

BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

HIAWATHA SITE SHORT TERM CONCEPT



SCALE: 1" = 200'-0"

- DETAILED PRINCIPLES FOR SHORT TERM CONCEPT
- Demolish abandoned Met Council lift station.
 - Use the former lift station property to create a strong visual connection, or gateway, to Cottageville Park, expanding the visual impact of greenspace along the creek.
 - Use similar design, materials, and/or furnishings as those used in Cottageville Park for design cohesion.
 - Develop the triangular parcel across Blake Road from the former lift station site to mimic the use or design of the former lift station improvements, utilizing similar aesthetic treatments.



POCKET PARKS
SMALL GREEN SPACES FOR SOME GATHERING AND INFORMAL SEATING



COMMUNITY GARDENS
TEMPORARY OR PERMANENT



BIKE REPAIR KIOSKS/STATIONS
STOPPING PLACE FOR QUICK REPAIRS AND FIXES



TRAILHEAD KIOSKS
BRANDED STRUCTURES FOR WAYFINDING AND POSSIBLY SEATING



TRAIL MARKERS/WAYFINDING
BRANDED STRUCTURES FOR TRAIL MARKING AND WAYFINDING

BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

CONCEPT SITE PLAN - HIAWATHA SITE

AUGUST 9, 2016



MINNEHAHA CREEK
WATERSHED DISTRICT



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DRIVEN DESIGN.

BLAKE AND 2ND SITE CONCEPT 1



SCALE: 1" = 200'-0"

CONCEPT 1 - SCENARIO A COMPONENTS

- Building A:
1-story commercial, approx. 13,950ft²
- Building B:
Existing Pizza Luce building
- Building C:
Existing 43 Hoops building
- Area D:
Bicycle parking
- Parking:
 - HCRRA-Owned parcel: 120 surface (existing)
 - Pizza Luce/Hennepin County parcel: 156 surface (107 stalls to match existing Pizza Luce parking + 48 required stalls for commercial building use = 155 stalls required)
- F.A.R.:
 - HCRRA-Owned parcel: 0.28
 - Pizza Luce/Hennepin County parcel: 0.21



SCALE: 1" = 200'-0"

CONCEPT 1 - SCENARIO B COMPONENTS

- Building A:
1-story commercial, approx. 13,950ft²
- Building B:
Existing Pizza Luce building
- Building C:
Mixed-Use building:
 - First level parking: 105 spaces, 30,000ft²
 - Second level 43 Hoops use: 30,000ft²
 - Third through fifth levels residential: 45 units total
- Areas D&E:
Bicycle parking & outdoor sand volleyball courts
- Parking:
 - HCRRA-Owned parcel: 178 total parking stalls including 105 structured and 73 surface (120 stalls required for 43 Hoops, 50 stalls required for residential use = 170 stalls required)
 - Pizza Luce/Hennepin County parcel: (see scenario A details)
- F.A.R.:
 - HCRRA-Owned parcel: 0.83
 - Pizza Luce/Hennepin County parcel: 0.21

GUIDING PRINCIPLES FOR CONCEPT 1

- Allow for phasing demolition and construction on the site.
- Support the long-term viability of Pizza Luce, 43 Hoops, and complimentary uses along Blake Road.
- Create a strong connection to the trail.
- Reduce the number of vehicular entrances to the site.
- Buffer new development from adjacent uses.
- Anticipated time frame: Phased development over ten or more years.



BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

CONCEPT SITE PLAN - BLAKE AND 2ND SITE

AUGUST 9, 2016



MINNEHAHA CREEK
WATERSHED DISTRICT



CBRE



PERFORMANCE
DRIVEN DESIGN.

BLAKE AND 2ND SITE CONCEPT 2



SCALE: 1" = 200'-0"

GUIDING PRINCIPLES FOR CONCEPT 2

- Allow for phasing demolition and construction on the site.
- Support the long-term viability of Pizza Luce and complimentary uses along Blake Road.
- Obtain greater F.A.R. on the HCRRA-Owned parcel with high density residential use.
- Create a strong connection to the trail.
- Reduce the number of vehicular entrances to the site.
- Buffer new development from adjacent uses.
- Anticipated time frame: Phased development over ten or more years.

CONCEPT 2 COMPONENTS

- Building A:
1-story commercial, approx. 13,950ft²
- Building B:
Existing Pizza Luce building
- Buildings C&D:
C - 5-story residential over 1-story structured parking, 90 units total
D - 5-story residential over 1-story structured parking, 100 units total
- Structure E:
1-story structured field parking, 200 spaces total
- Area F:
Bicycle parking
- Parking:
- HCRRA-Owned parcel: 200 total parking stalls (190 stalls required for residential use = 190 stalls required, plus guest parking)
- Pizza Luce/Hennepin County parcel: (see concept 1, scenario A details)
- F.A.R.:
- HCRRA-Owned parcel: 2.10
- Pizza Luce/Hennepin County parcel: 0.21



WACOUTA COMMONS, ST. PAUL, MN



WACOUTA COMMONS, ST. PAUL, MN



THORNTON CREEK, SEATTLE, WA

BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

CONCEPT SITE PLAN - HCRRA-OWNED SITE

AUGUST 9, 2016



MINNEHAHA CREEK
WATERSHED DISTRICT



CBRE



PERFORMANCE
DRIVEN DESIGN.

325 BLAKE SITE CONCEPT 1



CONCEPT 1 COMPONENTS

- Commercial:
 - 12,100 ft² total (60 spaces required @ 1 space/200 ft²)
- Office:
 - 22,000 ft² total (80 spaces required @ 1 space/275 ft²)
- Residential:
 - 643 units (643 spaces required @ 1 space/dwelling)
- Community Room:
 - 3,500 ft² total (14 spaces reserved)
- Parking:
 - 797 Structured
 - 60 Surface

GUIDING PRINCIPLES

- Encourage sustainable development.
- Feature Minnehaha Creek, the Greenway, and stormwater elements as central to the identity and organization of the site.
- Allow the public access to and through the site so that the creek becomes a community amenity.
- Minimize office and retail use, and orient these uses towards Blake Road and Cottageville Park.
- Encourage highest density development.
- Enhance physical and visual connections across Blake and to the Greenway, trail, and park.
- Anticipated time frame: Development RFP in 2016 for 2018 construction start.



BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

325 BLAKE SITE CONCEPT 2



CONCEPT 2 COMPONENTS

- Commercial:
- 3,600 ft² total (18 spaces required @ 1 space/200 ft²)
- Office/Maker Space:
- 13,800 ft² total (55 spaces required @ 1 space/250 ft²)
- Residential:
- 462 units (462 spaces required @ 1 space/dwelling)
- 40 townhomes (40 spaces required @ 1 space/dwelling)
- Gallery/Community Room:
- 3,600 ft² total (14 spaces reserved)
- Parking:
- 518 Structured
- 57 Surface
- 40 Townhome Garage

GUIDING PRINCIPLES

- Encourage sustainable development.
- Feature Minnehaha Creek, the Greenway, and stormwater elements as central to the identity and organization of the site.
- Allow the public access to and through the site so that the creek becomes a community amenity.
- Minimize office and retail use, and orient these uses towards Blake Road and Cottageville Park.
- Provide a variety of housing choices that balance density and natural features including townhomes, live/work units, and apartments.
- Enhance physical and visual connections across Blake and to the Greenway, trail, and park.
- Anticipated time frame: Development RFP in 2016 for 2018 construction start.



BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

CONCEPT SITE PLAN - 325 BLAKE

AUGUST 9, 2016



MINNEHAHA CREEK
WATERSHED DISTRICT

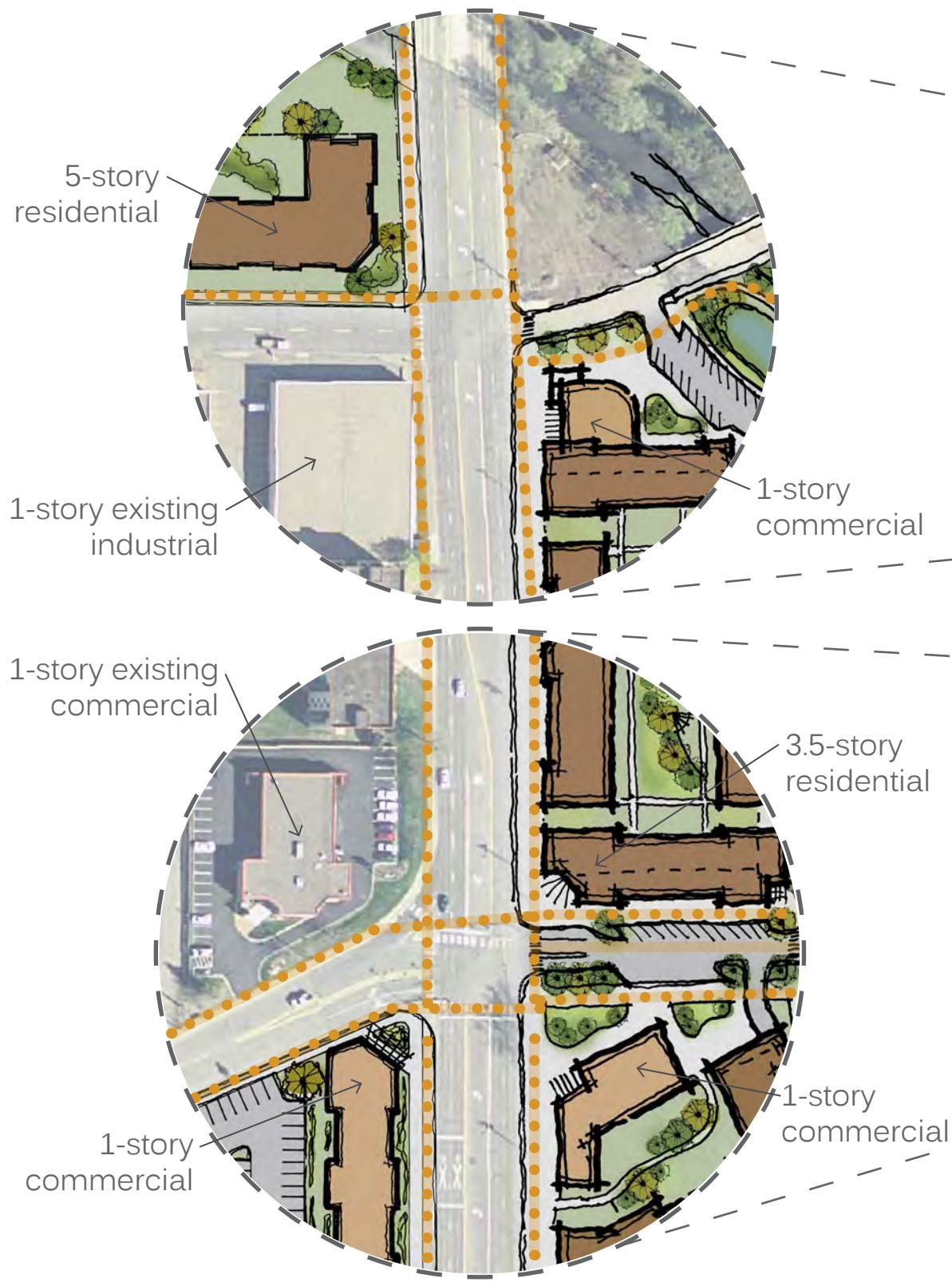


CBRE



PERFORMANCE
DRIVEN DESIGN.

BUILDING TYPES AND CONNECTIONS



BLAKE ROAD STATION TOD EARLY IMPLEMENTATION

BLAKE STATION AREA RELATIONSHIPS & CONNECTIONS

AUGUST 9, 2016



MINNEHAHA CREEK
WATERSHED DISTRICT



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PERFORMANCE
DRIVEN DESIGN.

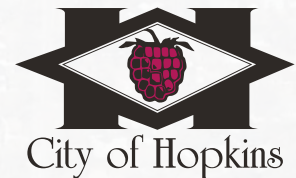
Attachment N: Solicitation for Master Developer - Request for Qualifications (2018)

325 BLAKE RD - HOPKINS COLD STORAGE REDEVELOPMENT SITE

Solicitation for Master Developer

Request for Qualifications

An unparalleled development opportunity on SWLRT and the Minnehaha Creek Greenway



REQUEST FOR QUALIFICATIONS

SCHEDULE, DEADLINE, AND CONTRACT

Estimated RFQ Schedule	
Request for Qualifications issued	December 18, 2017
Pre-submittal meeting	January 11, 2018
Deadline for submission of questions	January 24, 2018
Responses to questions posted	January 31, 2018
Responses due	February 14, 2018
Review responses, Joint Working Group evaluation and short list	February 19 - March 2, 2018
Developer interviews and recommendation	March 12 - 28, 2018
Developer selection	April 12, 2018
Negotiate terms and conditions	April - May 2018

Minnehaha Creek Watershed District (MCWD) reserves the right to extend or modify the above schedule, and will notice potential respondents who notified MCWD of intent and provided contact information (see below).

Developers intending to submit a response are asked to inform the MCWD via email so they can be notified of any changes or clarifications to this RFQ. Emails should be sent to Michael Hayman at: mhayman@minnehahacreek.org.

PRE-SUBMITTAL MEETING

An optional pre-submittal meeting will be held at Hopkins Center for the Arts (HCA) on **January 11, 2018 at 10:00 a.m.**

RESPONSE DEADLINE

Responses are due in the MCWD office by 4:30 p.m. central time, **February 14, 2018.**

Responses received after the deadline will not be accepted. The MCWD does not acknowledge receipt of responses without written request. It is the respondent's responsibility to ensure their submittal is received in a timely manner.

Send responses to:

**Michael Hayman, Planner & Project Manager
Minnehaha Creek Watershed District
15320 Minnetonka Blvd.
Minnetonka, MN 55345**

Response requirements may be found in the RFQ Submission section of this document (page 19-20).

CONTACT INFORMATION

Questions regarding this RFQ should be directed to:
Michael Hayman, Planner & Project Manager
952-471-8226
mhayman@minnehahacreek.org

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ATTACHMENTS

ATTACHMENTS

Attachments A-X may be accessed by the following link: www.minnehahacreek.org/325-blake-road-RFQ.

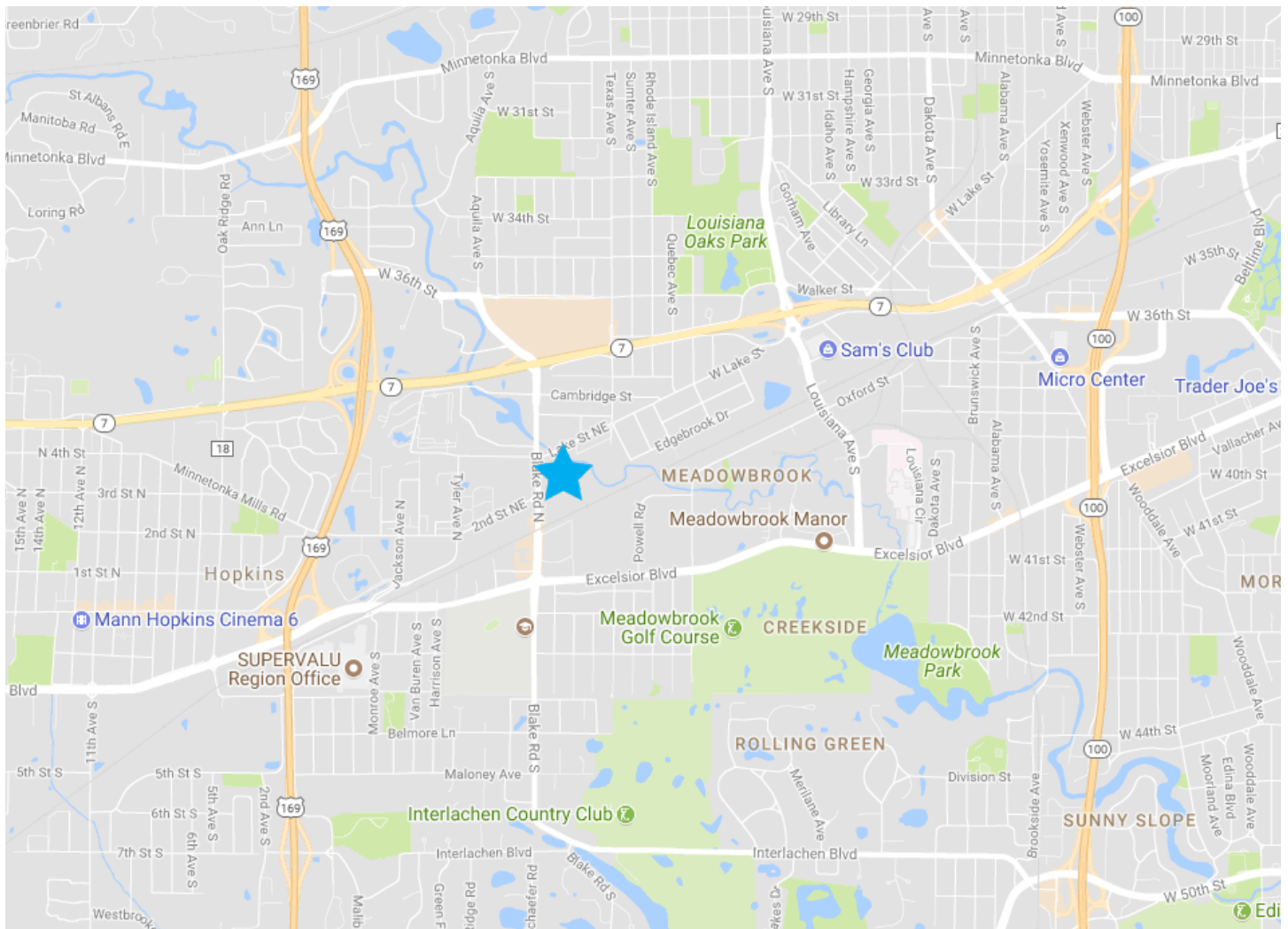
- A. Blake Road Corridor Small Area Plan
- B. East Hopkins Land Use and Market Study
- C. Blake Road LRT Station Area Development Guidelines (Twin Cities LISC-CDI)
- D. Blake Road Station TOD Early Implementation
- E. Blake Road Station TOD Early Implementation Concept Site Plans
- F. Southwest LRT Community Works: Blake and Beltline Station Areas (ULI-TAP)
- G. Southwest Corridor Investment Framework Introduction
- H. Blake Station Transitional Station Area Action Plan (TSAAP)
- I. Blake Road Corridor Study
- J. Stormwater Management Feasibility Study for 325 Blake Road North
- K. Stormwater Treatment Concepts at 325 Blake Road
- L. 325 Blake Road Market Analysis Pollutant Loading Study
- M. Economic Impact of Centralizing Stormwater Management on the Cold Storage Site
- N. An Analysis of the Potential Demand for Residential and Commercial Uses on the Cold Storage Site
- O. In Pursuit of a Balanced Urban Ecology
- P. 2017 Watershed Management Plan
- Q. Comprehensive Plan for the City of Hopkins, Minnesota
- R. 325 Blake Road Survey
- S. Blake Road Station Renderings
- T. 325 Blake Road No Association Determination
- U. 325 Blake Road Phase I ESA
- V. 325 Blake Road Phase II ESA
- W. 325 Blake Road Response Action Plan and Construction Contingency Plan
- X. Legal Description

Additional videos on the history of Minnehaha Creek and the Minnehaha Creek Watershed District can be found at www.minnehahacreek.org/history.

RFQ & SITE OVERVIEW

DEVELOPMENT OPPORTUNITY

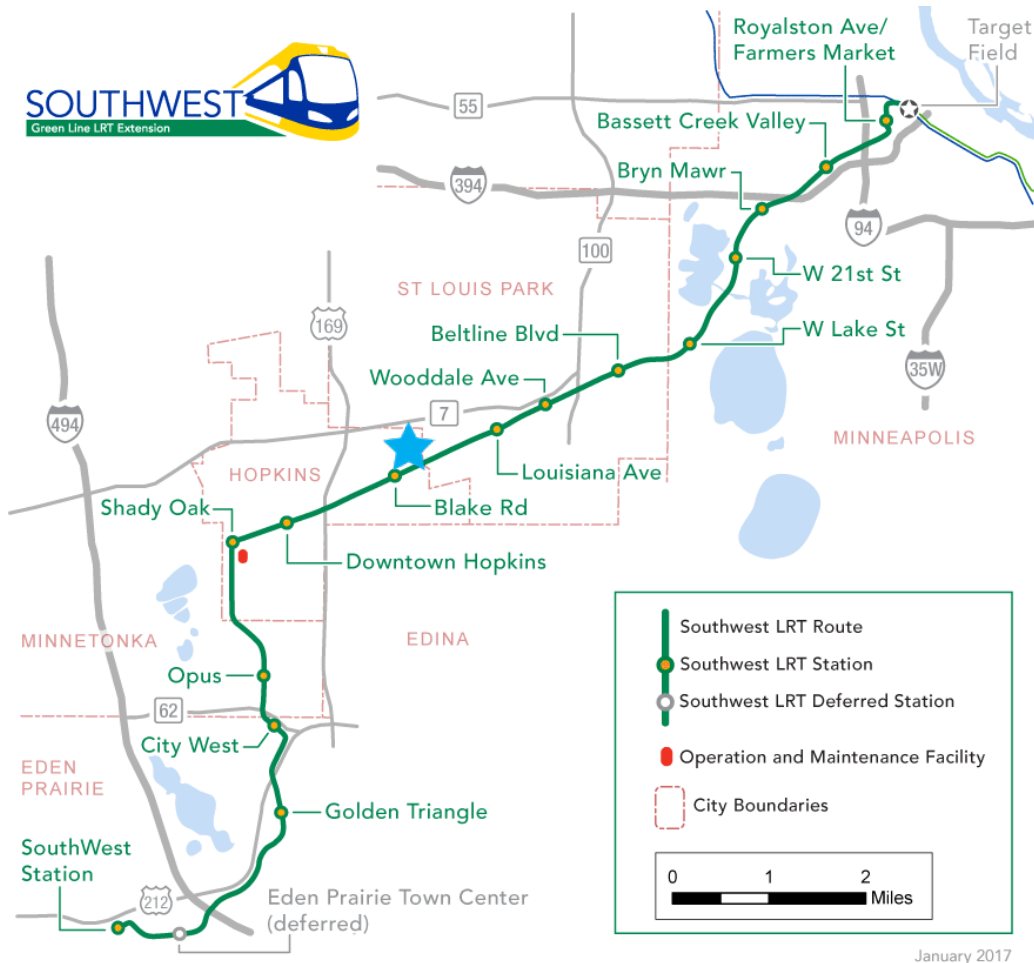
The Minnehaha Creek Watershed District (MCWD), as owner, and the City of Hopkins (City), as a partner, are requesting qualifications to develop a transit-oriented neighborhood on the current Hopkins Cold Storage site at 325 Blake Road in Hopkins, Minnesota. This rare 17-acre site features the natural beauty of Minnehaha Creek, direct access to Blake Road and the Cedar Lake Regional Trail, and adjacency to both the Blake Road Station on the Green Line Extension and the newly-reimagined Cottageville Park.



The Minnehaha Creek Watershed District purchased 325 Blake Road in 2011 as a key piece of the Minnehaha Greenway, more than 50 acres of continuous green space along Minnehaha Creek through Hopkins and St. Louis Park. With plans to treat over 260 acres of regional stormwater and restore over 1,000 feet of Minnehaha Creek frontage, MCWD and the City seek a creative, qualified master developer to partner with on restoration and redevelopment of the site.

This redevelopment will be a critical site in a greater effort to revitalize the Blake Road corridor in Hopkins, the site of the Blake Road Station on the Green Line Extension-Southwest Light Rail (LRT) line and a host of other redevelopment work. The property offers a unique opportunity for mixed-use, transit-oriented development within a brief walk of vast amenities, transit connections and green space.

(continued on next page)



The 14.5-mile METRO Green Line Extension (SWLRT project) would operate on a route from downtown Minneapolis through the cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. This area, known as the Southwest Corridor, contains a concentration of businesses including several of the state’s largest employers. The Blake Road Station Area is adjacent to the 325 Blake Road site and will be connected to the site via grade separated crossing at Blake Road as part of the Cedar Lake Regional Trail. The SWLRT line is scheduled to open for passenger service in 2022.

DEVELOPMENT OBJECTIVES AND VISION

MCWD and the City share a vision for the 325 Blake Road site as a catalytic opportunity for public and private investment within the Blake Road Station Area and Blake Road Corridor.

GUIDING PRINCIPLES

The MCWD and City seek a development team with a shared commitment to the following guiding principles for the site:

- Creative approach to design that is thoughtful of the environment, the social relationships between residents and the larger community, and brings something vibrant and new;
- Embrace elements of Transit Oriented Development (TOD) based on its proximity to the Blake Road Station and the adjacent Green Line Extension. TOD parking ratios and shared parking are encouraged, as well as other transit-supportive uses such as jobs and retail;
- Feature Minnehaha Creek, the Greenway, and storm water management elements as central to the identity and orientation of the site;
- Encourage sustainable development;
- Provide open design that allows public access into the site so that Minnehaha Creek becomes a community amenity;

GUIDING PRINCIPLES (continued)

- Enhance physical and visual connections across Blake Road and to the Minnehaha Creek Greenway, Cedar Regional trail, and Cottageville Park;
- Provide a variety of housing types, including ownership and rental for people at a mix of income levels. If mixed-income development cannot be accomplished within a particular development, shared common areas and amenity spaces between developments should be the goal.

DEVELOPMENT VISION

The City of Hopkins and community members have worked together to align their vision for this redevelopment site in a way that integrates this opportunity into the fabric of the community. MCWD supports this community vision and its ability to achieve the goals set forth for this site. Please refer to the Hopkins Blake Road LRT Station Area Development Guidelines for specific recommendations from the community. The following are the over-arching goals as described by the City:

Embrace many elements of TOD. It is anticipated that the overall density of housing development on this site will be in the range of 30 to 90 units per acre with other transit-supportive uses being encouraged including jobs and retail, as the market allows. In addition to LRT, the development should build on all of the assets that surround the site including the proximity to Minnehaha Creek, Cottageville Park and the Minnehaha Creek Greenway (boardwalk and trail system); Knollwood Mall and the retail/restaurants on Blake Road; the Cedar Regional Trail system; and easy access to Mainstreet Hopkins.

Open design. Establish views to Minnehaha Creek and create an open and accessible environment for pedestrians, bikes and automobiles moving throughout the site. Opposite of a gated-community – the site should be inviting to the surrounding community while maintaining the importance of safety through design.

A new neighborhood. Create housing with a mix of incomes and a sense of inclusivity. The City of Hopkins is expecting that at least 20% of the housing units will be affordable. All efforts should be made to mix the affordable units with the market rate units. If financial barriers prevent that, site design should encourage interaction between buildings through shared common space. Larger units for families are encouraged, with a portion of the site potentially developed as owner-occupied housing.

Creative approach to design. Hopkins is a fully-developed city with opportunities for new development on this scale being a rarity. The expectation is a development that is extremely thoughtful of the environment, and the social relationships between residents and the larger community, resulting in a creative and vibrant design.

Sustainable. The development should make all efforts to address elements of sustainability: site evaluation, energy and water efficiency, waste management, material selection, long-lasting construction techniques, and sustainability education.

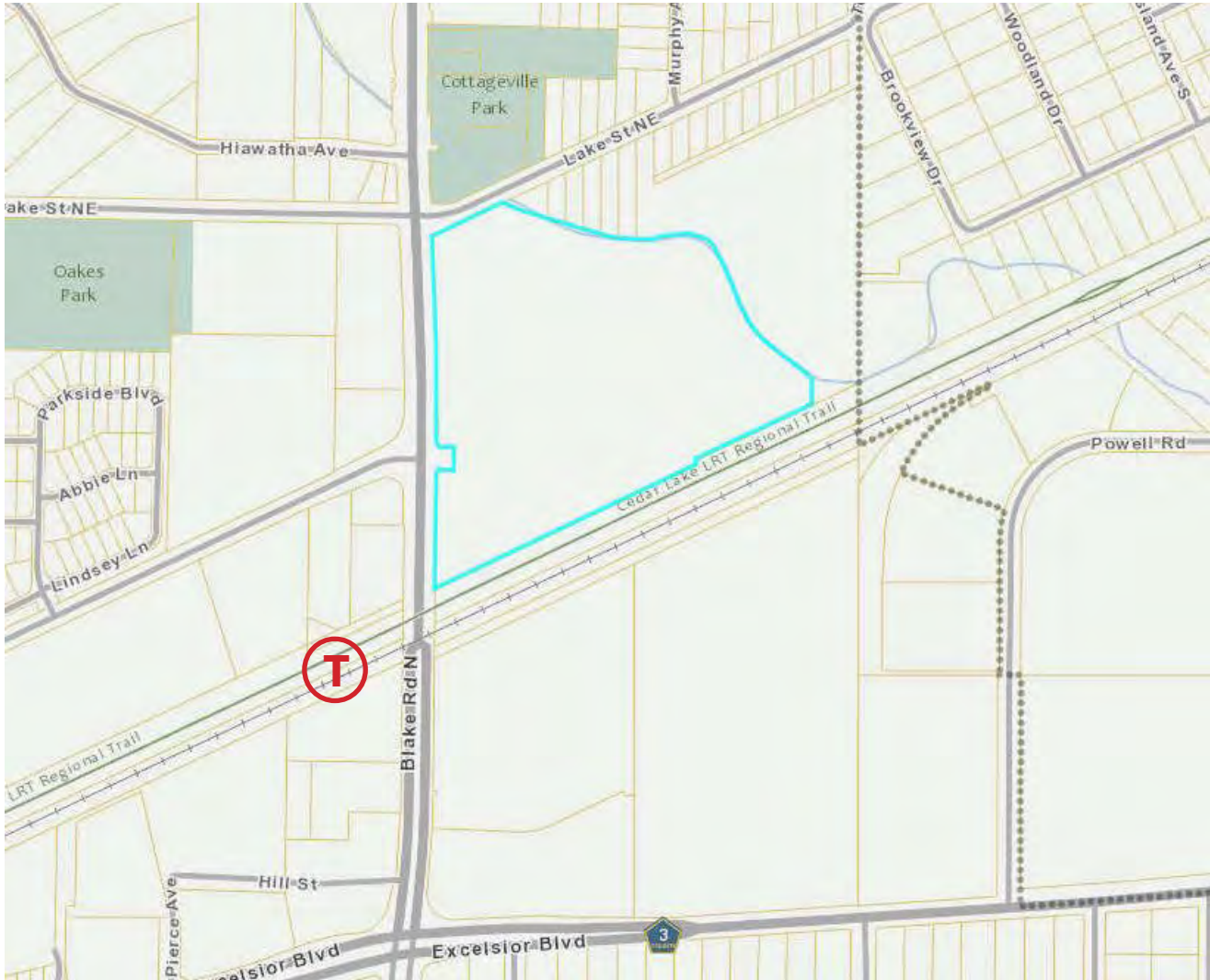
Zoning. The site is currently zoned Industrial but is guided as Mixed-Use. The City of Hopkins acknowledges that existing zoning districts may not have the flexibility needed for development on a site as unique as this including its irregular shape, the plans for regional stormwater treatment, and the opportunity to achieve remarkable views and changes in grade. As a result, the City will consider using a Planned Unit Development (PUD) approach to better accommodate the redevelopment.

Parking. TOD parking ratios and shared parking are encouraged. Parking that can be utilized by visitors to the Minnehaha Creek Greenway and Cottageville Park is also encouraged.

It is the expectation that the selected development team will work closely with the project partners, including the community, to refine the vision and maximize opportunities for the site.

PROPERTY DESCRIPTION

The 325 Blake Road – Hopkins Cold Storage site consists of one 16.84 acre parcel located at the southeast quadrant of the Blake Road North (CSAH 20) and Lake Street Northeast intersection; less than ¼-mile from both State Highway 7 to the north and Excelsior Blvd. (CSAH 3) to the south, and within 1-mile of Highway 169. The property is bounded by approximately 1,100-feet of Minnehaha Creek, 1,100-feet of Blake Road and 1,200-feet of the Cedar Regional Trail / future SWLRT as shown in the illustration below. For more information on this parcel see Property Details and Existing Conditions section below and the property survey in Attachment R.



MINNEHAHA CREEK GREENWAY

The MCWD’s overarching organizational strategy is founded in its Balanced Urban Ecology policy. This policy was established as the District’s fundamental philosophy and way of doing business – developed to guide all future planning and watershed management activities in order to achieve its mission of protecting and improving land and water.

The overarching strategy described in Balanced Urban Ecology is a vision of integration with government agencies, private landowners and developers, and philanthropic partners through multi-jurisdictional partnerships, emphasizing the economic and social value that natural systems generate for the built environment. It further describes how our work will be strengthened through these collaborative efforts to not only offer greater community impact, but to produce creative public-private funding opportunities that will leverage scarce resources and maximize benefits.

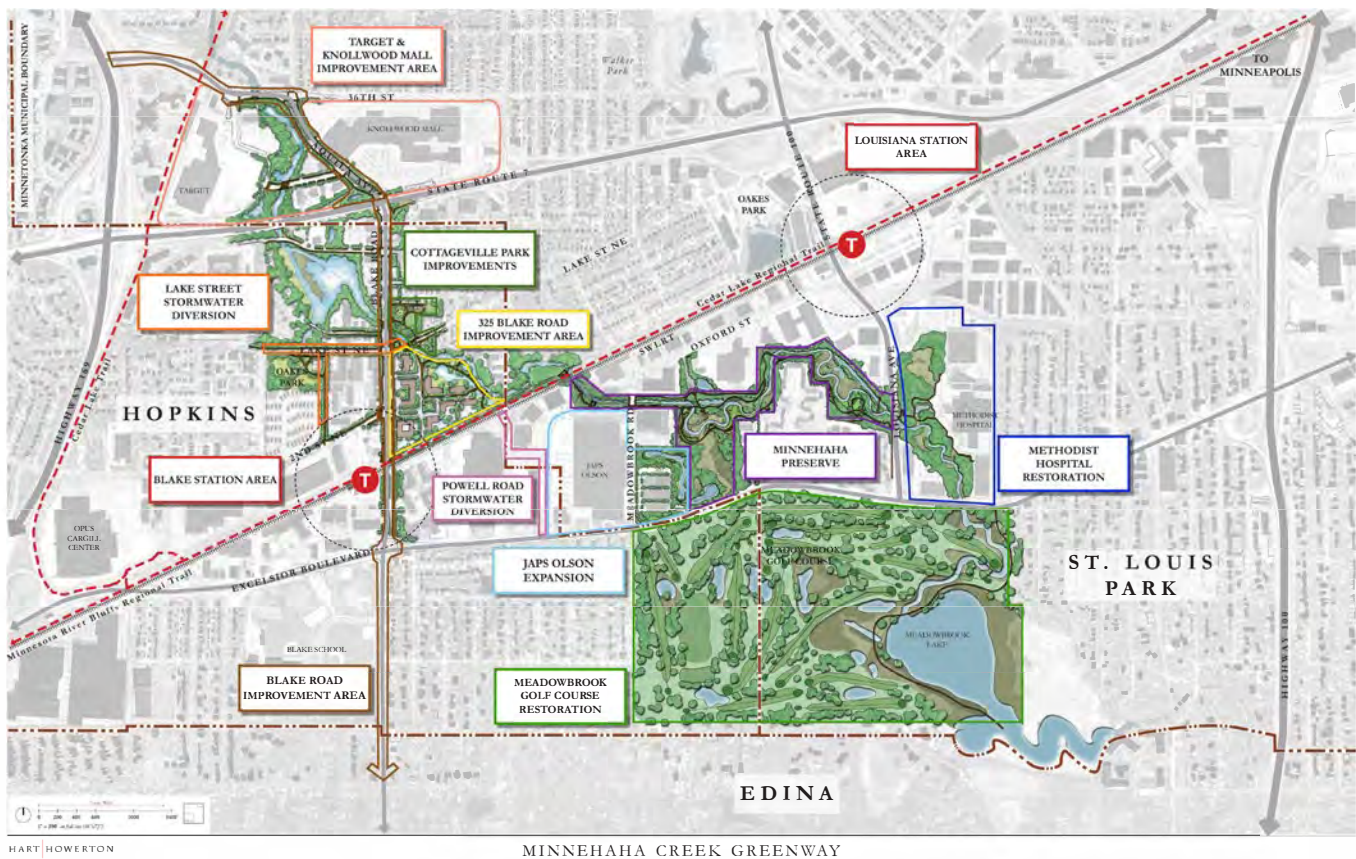
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MINNEHAHA CREEK GREENWAY (continued)

The origin of the Balanced Urban Ecology policy lies within the Minnehaha Creek subwatershed, in the most urbanized section of Minnehaha Creek in Hopkins and St. Louis Park. As the landscape in this stretch was developed over the past 80 years, wetlands were filled and the creek was straightened, creating a significant tension between the natural and built environments that degraded water quality, increased flood risk and limited recreational access.

Since 2010, the MCWD has been working to manage regional stormwater, and expand and connect the riparian greenway in a manner mutually beneficial to the built environment. The MCWD has been focusing on the most degraded section of Minnehaha Creek – between West 34th Street and Meadowbrook Lake in St. Louis Park and Hopkins – to implement a comprehensive corridor restoration that focuses on reducing pollutant loads, addressing inconsistent hydrology, reconnecting the riparian corridor, and restoring the natural character of the stream channel in a manner that protects and connects natural resources to the urban fabric and surrounding communities.

This geography, known as the Minnehaha Creek Greenway, produced the highest pollutant loading per unit area of any other land area along the entire stream system. The effort to-date has yielded significant results, often through innovative public and private partnerships, resulting in hundreds of acres of regional stormwater management, nearly two miles of restored stream, over ten acres of wetland restoration, public access to over 50 acres of previously inaccessible green space, two miles of new trail network, and improved ecological integrity through a series of vegetative restoration and invasive species management.



The Minnehaha Creek Watershed District made a strategic acquisition of the 325 Blake Road site as the cornerstone piece of this regional scale effort to establish the Minnehaha Creek Greenway. This effort identified opportunities for area-wide stormwater improvement, ecological restoration of the Minnehaha Creek riparian zone and corridor linkage with upstream/downstream restoration projects.

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MINNEHAHA CREEK GREENWAY (continued)

The Minnehaha Creek Greenway expansion and regional stormwater effort requires approximately four (4) acres of the 325 Blake Road site to implement. The project consists of a stormwater management facility that treats over 260 acres of regional stormwater, diverted to the site through municipal storm sewer. The plan includes treatment of the 325 Blake Road site and should be integrated into the vision for the redevelopment, not as a separate stormwater treatment facility, but as an amenity that provides park and greenspace, inviting the surrounding community to the site to experience Minnehaha Creek and the Minnehaha Creek Greenway. For more information on this project see the Property Details and Existing Conditions section below.

CONCEPTUAL SITE PLANS

MCWD, in partnership with the City and Hennepin County, completed the Blake Road Station Transit Oriented Development (TOD) Early Implementation project in 2017 – an exploration of three sites along the Blake Corridor and their interaction with SWLRT. The project developed a set of principles and goals for the corridor as a whole and for each site, including the 325 Blake Road site. The partners explored urban design ideas and market conditions that will shape these sites and was complemented by an analysis by an Urban Land Institute-Minnesota Technical Advisory Panel (ULI-TAP). The project considered likely phasing, financing, and regulatory conditions required to implement the proposed scenarios resulting in two (2) conceptual site plans for 325 Blake Road. These graphics are conceptual in nature and are provided as illustrations of creative scenarios that could feasibly occur on the site.



Concept 1 Components:

Commercial:

- 12,100 ft² total
(60 spaces required @ 1 space/200 ft²)

Office:

- 22,000 ft² total
(80 spaces required @ 1 space/275 ft²)

Residential:

- 643 units
(643 spaces required @ 1 space/dwelling)

Community Room:

- 3,500 ft² total
(14 spaces reserved)

Parking:

- 797 Structured
- 60 Surface

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CONCEPTUAL SITE PLANS (continued)



Concept 2 Components:

Commercial:

- 3,600 ft² total
(18 spaces required @ 1 space/200 ft²)

Office:

- 13,800 ft² total
(55 spaces required @ 1 space/250 ft²)

Residential:

- 462 units (462 spaces required @ 1 space/dwelling)
- 40 townhomes (40 spaces required @ 1 space/dwelling)

Gallery/Community Room:

- 3,600 ft² total
(14 spaces reserved)

Parking:

- 518 Structured
- 57 Surface
- 40 Townhome Garage

As noted earlier, these concepts are meant to guide the development from a creative standpoint based on MCWD, City and community vision and should not be perceived as a precise or required plan for implementation. For more information about these concepts, guiding principles and the ULI-TAP guidance, see attachments D and E.

PUBLIC FINANCING ASSISTANCE

To achieve the vision of the MCWD, City of Hopkins and the community, there may be a need for public financial assistance. The City/HRA is willing to consider applications for tax abatement or tax increment financing (TIF), should either be proved necessary for the desired development to move forward. The site has been evaluated as a TIF district and was found to qualify as a Redevelopment District under current statutory criteria.

Projects may also qualify for public funds through DEED, the Metropolitan Council, or Hennepin County, and the MCWD and City will work to support grant applications to these, and possibly other agencies. In addition, public assistance for housing may be available through a variety of entities. Hennepin County is interested in supporting housing opportunities for county clients on the site.

As noted in the forthcoming Site Background and Information section, the MCWD is leading efforts to complete demolition of the existing facility and implement stormwater and greenway efforts. This work will be completed in partnership with the master developer.

DEVELOPER/STAFF COORDINATION

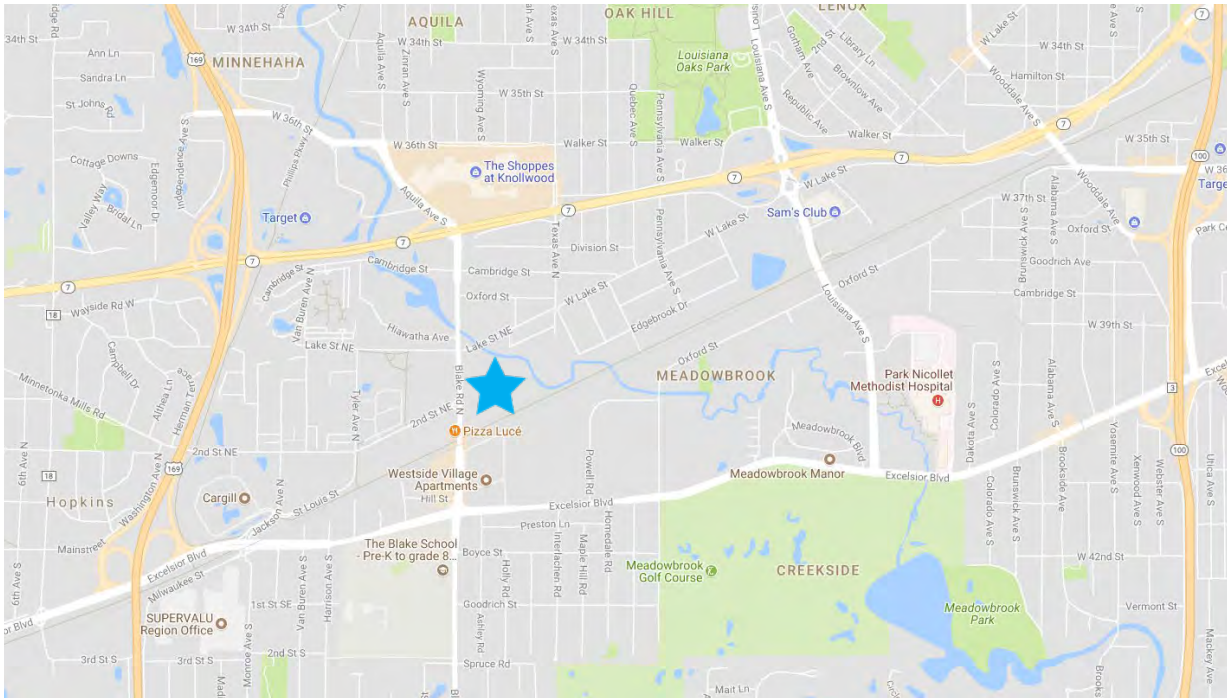
Due to the extensive planning and construction efforts completed to-date to achieve regional stormwater management and Minnehaha Creek Greenway expansion, as well as the need to refine the vision and maximize opportunities on this site, the selected development team will be expected to meet regularly with MCWD and City staff to coordinate design efforts, various approval processes, funding opportunities and schedules. In order to effectively achieve the vision and goals of the MCWD, City, community and development team, it is expected that the partners will embark on a fully integrated design process consisting of close collaboration. The developer should expect to meet approximately every two weeks, or as needed, as the design process proceeds.

It is imperative that the MCWD and City understand the vision and goals of the developer as much as the developer does so of the partners, and work together to see each other's goals through. This coordination effort will best integrate the vision of the partners and ensure a successful development is achieved.

SITE BACKGROUND & INFORMATION

PROPERTY DETAILS AND EXISTING SITE CONDITIONS

The 325 Blake Road site is located less than ¼-mile south of State Highway 7 at the SE ¼ of the NE ¼ of Section 19, Township 117 North, Range 21 West at the southeast quadrant of the intersection of Blake Road North (CSAH 20) and Lake Street Northeast. Minnehaha Creek adjoins the site on the north and east portion of the property.



The site has excellent visibility with approximately 1,100-feet of Blake Road frontage, 250-feet along Lake Street Northeast and 1,200-feet on the Cedar Regional Trail / future SWLRT. Vehicular ingress/egress will be maintained at the lighted intersection of Blake Road and 2nd Street Northeast, as well as the entrance off of Lake Street Northeast. Multimodal pedestrian and bicycle access will be improved through the addition of a new trail network as part of the Blake Road reconstruction project and the connections provided to the Cedar Regional Trail and Cottageville Park.

Address: 325 Blake Road North

PID: 1911721140002

Parcel Area: 16.84 acres (733,621 sq ft)

Characteristics: Occupied by an industrial cold storage facility and corresponding parking and trucking lanes

The site is a flat, low-lying area and is approximately 10 feet lower in elevation compared to Blake Road North and the adjoining railroad corridor. The site is at an elevation of approximately 908 to 912 feet above mean sea level. Surface drainage is presently directed towards the municipal stormwater sewer system.

Published references note the surface geology at the Site as outwash from the Des Moines Lobe and Grantsburg Sublobe Deposits (Twin Cities Formation). The outwash consists of sand, loamy sand, and gravel overlain by loess less than four feet thick (Meyer and Hobbs, 1989). Surficial bedrock in the vicinity of the site consists of the Platteville and Glenwood Formations that consist of fine-grained limestone with thin shale partings (Olsen and Bloomgren, 1989). Depth to bedrock in the vicinity of the Site is at approximately 51 to 100 feet below grade (Bloomgren, Cleland, Olsen, 1989).

The general direction of regional groundwater flow at the site is reported to be east toward the Mississippi River (Kanivetsky, 1989). Local conditions indicate the groundwater flow is to the northwest due to Minnehaha Creek adjacent to the north. Depth to regional groundwater is noted to be approximately 10 to 15 feet below ground surface in soil borings conducted on the property (see attached environment reports).

GREENWAY AND STORMWATER

As described earlier, for years the MCWD has focused its efforts in the in the most urbanized section of Minnehaha Creek in Hopkins and St. Louis Park, now referred to as the Minnehaha Creek Greenway. The 325 Blake Road site is the keystone project within the Greenway and the culmination of all of this work, providing an opportunity to connect upstream and downstream work through an expanded open space.

The 325 Blake Road Stormwater Management Project was initiated by the MCWD in 2013 and includes the diversion of two (2) regional drainage areas into the site. The Powell Road diversion was constructed in 2015 and delivers approximately 216 acres of regional drainage to the site. The storm sewer is presently bulk-headed and will become operational once the facility has been constructed at 325 Blake Road. The Lake Street diversion is in active construction as part of the Metropolitan Council sanitary sewer project and will deliver approximately 30 acres of regional drainage to the site, again bulk-headed until the facility becomes operational.



GREENWAY AND STORMWATER (continued)

MCWD, in collaboration with partner agencies, is funding this regional stormwater management project, including construction of the treatment facility at 325 Blake Road site. Stormwater management for the redevelopment of this site is anticipated to be integrated into the regional facility. The final scale and scope of the stormwater facility is still to be determined, but the MCWD has calculated the area necessary to provide regional treatment and create the Greenway expansion is approximately four (4) acres. It is critical that this area be integrated into the overall vision for the site and the planned redevelopment. The concept plans provided as part of this RFQ consider the size, scale and general location of the stormwater treatment facility and demonstrate how the facility can be integrated into the development as an amenity but are not necessarily representative of the final design (e.g. type of treatment facility).

ENVIRONMENTAL

The MCWD has conducted extensive environmental investigations on the site in preparation for the natural resource improvements as well as the redevelopment. Most recently, in August 2017, the MCWD completed both Phase I and Phase II Environmental Site Assessments (ESA) and drafted a Response Action Plan (RAP) and Construction Contingency Plan (CCP). These investigations and reports have been reviewed by the appropriate State agencies and are provided as attachments U, V, and W.

The MCWD also received a No Association Determination (NAD) from the Minnesota Pollution Control Agency (MPCA) VIC Program in December 2011 due to an off-site petroleum release that has migrated to the site. The MCWD worked with the MPCA to update the NAD during all subsequent site activities and investigations including 2013, 2014 and 2015.

As the MCWD works through these various environmental considerations, it is anticipated that the development team will coordinate closely with MCWD staff and provide their expertise to ensure implementation of environmental clean-up is conducted efficiently and effectively. The goal of the MCWD is to deliver the site to the developer in the desired condition for redevelopment. The MCWD appreciates the experience of the development community and will look to the selected developer to provide advice as the remediation and mitigation process proceeds, but does not anticipate the developer having to conduct the work. The MCWD has developed the necessary plans and is awaiting grant funding in order to successfully implement. Based directly on the input from the developer, the MCWD will conduct the work in a way that reflects the developer's needs for excavation, location, final site grades, etc.

DEMOLITION/CLEARING

The 325 Blake Road site was developed with the current commercial building in 1950. Over the years, the building has been expanded and asphalt and gravel parking areas were constructed. The existing facility is approximately 277,000 square feet and consists of a concrete block building at-grade with the first floor at dock level. The building is occupied by approximately 20 separate climate-controlled storage rooms. Asbestos was a common insulation media during the era of construction and is present throughout the freezer facility.

Demolition of the industrial freezer is necessary to advance both site restoration and the reconstruction of Blake Road (see below section on Blake Road Reconstruction). With the reconstruction of Blake Road scheduled to commence in 2018, the building must be removed to avoid conflict with road reconstruction and delay the ability of the City and County to complete their road project. Further, clearing the site in 2018 will allow the development team greater flexibility in site visioning and planning.

It is the intent of the MCWD to deliver the site in a clean condition, prepared for site restoration and redevelopment. The MCWD and City are working together to explore multiple avenues for financial assistance with demolition, asbestos mitigation and soil remediation. The partners are presently seeking funding assistance from a variety of State and local agencies with a goal of initiating demolition activities in early 2018.

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DEMOLITION/CLEARING (continued)

It is expected that the selected master developer will work closely with MCWD and City staff to coordinate demolition planning including elements such as phasing and staging. This coordination will provide for ease of transition as the site moves from industrial facility to restoration and redevelopment. Depending on success of grant applications during the present cycle, the developer may be asked to assist MCWD and City staff in development of materials in order to seek additional funds. Lastly, it is anticipated that the development team will have expertise and experience in demolition and site preparation and will provide their professional opinion to assist with efficient and effective clearing.

SITE INFRASTRUCTURE (UTILITIES, ROADS, ETC)

Existing onsite utilities include sanitary sewer, storm sewer, gas service, and overhead electrical lines. It is anticipated that the majority of the existing utilities will be removed/abandoned during demolition. The overhead electrical lines are scheduled to be buried as part of the Blake Road reconstruction project. A portion of the storm sewer system will remain in place for interim stormwater management until the regional stormwater treatment basin is constructed.

It is anticipated that the selected developer will work with the City through the master PUD process to determine infrastructure needs, funding mechanisms (TOD grant funding, TIF), and who the responsible entity will be for ownership and maintenance. The MCWD will work closely with the developer throughout this process to ensure there is clarity amongst all parties with process, progress and schedule. More information on zoning and the City's comprehensive plan can be found on page 18.

NEIGHBORHOOD CHARACTERISTICS

The neighborhoods surrounding this parcel contain a wide variety of uses and housing types. Major commercial and institutional uses include The Blake School, EDCO, 43 Hoops and Knollwood Mall. Neighborhood and area-serving businesses include Pizza Luce, Goodwill, and Walgreens. Several ethnic and fast food options are also found nearby.

Housing in the neighborhood is even more diverse, ranging from mid to upper-income single family homes in the Interlachen neighborhood to naturally-occurring affordable rental housing in the larger apartment developments along portions of the Blake corridor. Recently, newer infill owner-occupied housing was constructed in the Parkside development as well as the recent construction of Oxford Village apartments by PPL, just north of Cottageville Park.

While historically the development pattern in the Blake corridor did not embrace Minnehaha Creek as an amenity, that is changing through both public and private investments aimed at taking advantage of the natural beauty and connection opportunities that the Creek and Minnehaha Creek Greenway provide. Cottageville Park, a collaboration between the MCWD and the City, expanded a small pocket park with no creek frontage into a community park with full amenities including a pavilion, play areas, community garden and opportunities to explore the creek bed. The park is adjacent to the 325 Blake Road site on the northern boundary (Lake Street).

One of the strengths of the neighborhood is its diversity. In addition to a wide range of incomes in the corridor, there are over 45 languages spoken by its residents. A strong sense of community exists thanks to grassroots efforts to provide opportunities to meet and connect with neighbors at numerous social and civic events. A great example of this strong community foundation is the Blake Road Corridor Collaborative (BRCC).

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NEIGHBORHOOD CHARACTERISTICS (continued)

The BRCC is a cross-sector partnership of public agencies, social service organizations, businesses, and a faith community that builds relationships and creates connections among residents and community partners to address the challenges and opportunities facing the Blake Road neighborhood. This collaborative grew directly out of community conversations that began in 2005 as residents and representatives from community organizations began to gather to discuss and implement strategies to improve the quality of life in the neighborhood. The BRCC has been very active in its support of the neighborhood, including the newly expanded and renovated Cottageville Park. Through numerous activities and projects such as this, the BRCC has gained significant experience engaging with residents and partner organizations to achieve neighborhood goals. As additional projects in the neighborhood occur, the BRCC continues to be a platform for collaboration.

TRANSPORTATION ACCESS

As noted earlier, the Blake Corridor maintains strong multimodal transportation opportunities, with planned improvements making site access and movement even better including a reconstructed Blake Road, the construction of the SWLRT transit line, and improvements to pedestrian and bicycle transportation through the enhanced Cedar Lake Regional Trail and new multiuse trails on Blake Road.

BLAKE ROAD RECONSTRUCTION

Blake Road is scheduled to be reconstructed in 2018/2019. The project will reduce the road width designated for cars (without impacting traffic flow) while adding in multi-use trails, pedestrian furniture and ornamental lighting and landscaping throughout the entire corridor. The road project will greatly enhance the aesthetics, safety and functionality of the corridor while improving access and mobility to the site. More information on the reconstruction of Blake Road can be found in the Blake Road Corridor Study (attachment H).

SWLRT BLAKE STATION AREA PLANS

The Hennepin County Southwest LRT Community Works program worked to create 17 individual Transitional Station Area Action Plans (TSAAP) that comprise the Southwest Corridor investment framework. The Southwest Corridor investment framework acts as a living document that guides the public and private sector investments necessary to facilitate the evolution of the station areas into transit-oriented developments with a unique sense of place that relate positively and synergistically with the Southwest Corridor as a whole.

The results of this process are action plans that will assist the public and private sector in understanding infrastructure investments that are needed in the near term to improve business and housing conditions, and in the future to enable the station areas to achieve their long-term vision.

For information on the transitional station area plans for the Blake Road Station, see attachment G or visit: <http://www.swlrtcommunityworks.org/explore-corridor/stations/blake-road-station>.

BICYCLE AND PEDESTRIAN TRAIL

The site will be well-served by bicycle and pedestrian connections planned for the area. In addition to the multi-use trail that will be constructed as part of the 2018/2019 Blake Road reconstruction project, the Cedar Lake Regional Trail will be re-established as part of the Green Line Extension (Southwest LRT) project and new bike lanes established on local streets.

AREA EMPLOYMENT

There are several large and mid-size employers in the area including SuperValu, EDCO, Park Nicollet-Methodist Hospital, Target and Japs Olson as well as numerous destination businesses. The area also includes the Excelsior Crossings campus. This office development, originally occupied by Cargill, is in the process of being leased to several new tenants, including U.S. Bank. The 760,000 square feet of class A space creates an opportunity for thousands of well-paying jobs within walking distance of the site.

EXISTING LAND USE/ZONING

Comprehensive Plan: Mixed Use

Current Zoning: General Industrial (I-2)

Anticipated Zoning: Mixed-Use w/ Planned Unit Development Overlay

HOPKINS COMPREHENSIVE PLAN

The City's Comprehensive Plan designates this site for Mixed Use. The Mixed Land Use category is intended to capture anticipated redevelopment initiatives associated with the proposed LRT stations. Each station area is likely to redevelop in a mix of housing and commercial uses. The Hopkins Station Area Plan completed in 2008 addresses preferred density ranges and uses at each LRT station. Additional planning efforts have also addressed station locations. The East Hopkins Land Use and Market Study provides a framework for future land uses near the Blake Station Area. The Hopkins Station Area Plan and East Hopkins Land Use and Market study both support mixed use development and are reflected in the land use plan. The primary focus of the Blake Road Station area is to provide higher density uses near and around the proposed LRT station. Desired uses include a mix of high density housing with retail commercial and offices.

ZONING

It is anticipated that this property will be rezoned to Mixed Use with a PUD overlay as part of the approvals for redevelopment on this site. More detailed information about the City's Mixed Use District and the regulatory requirements associated with it can be found in Section 543 of the City's Zoning Code: <http://www.hopkinsmn.com/weblink8/0/doc/112463/Page1.aspx>.

The intent of the Planned Unit Development process is to allow greater flexibility in the development of land than would be possible under a conventional zoning district. The decision to zone property to a PUD is a public policy decision for the Hopkins City Council. The expectation is that the PUD will be of higher quality than traditional development and meet several City and community goals, as described throughout this document.

RFQ SUBMISSION & SELECTION

RESPONSE CONTENT

Please prepare a response of no more than 30 pages including appendices. The response text must contain responses specific to the submittal requirements listed below. The appendices may contain resumes, sample project graphics, references, etc.

Submittals should clearly demonstrate the capability, knowledge, experience and financial capacity to realize a signature development on this important site including the following:

- Cover letter including the developer's name and primary representative's contact information and signature.
- Identification of development team including, but not limited to, description of the lead development firm, specifics on the source of capital for development activities, and project team consultants. Please include resumes of appropriate principals and projects leads and descriptions of the respective roles.
- Describe how your team envisions the relationship among the MCWD, the City, and the master developer based upon the background provided above and in the appendices. Specifically, address the following:
 - Describe your vision of a successful development on this site. What are your specific expectations of the MCWD and City to achieve that development?
 - What would you envision as the set of formal agreements establishing the roles, rights and obligations of the MCWD, the City and the master developer?
 - Describe the anticipated financial arrangement between the MCWD, the City, and the master developer. Identify the anticipated expenditures in the next two to three years. When would the master developer purchase and close on the property, or parts thereof?
 - Describe your capacity and plans for financing components of the site. How do the master developer and MCWD arrive at a fair price for the land?
- Describe how you will work with the MCWD and City to achieve the goals of these two jurisdictions. Consider items such as:
 - How the development team will work to deliver a project that meets the vision set forth by the MCWD and City, as described within this document.
 - How the developer will integrate the redevelopment with the Minnehaha Creek Greenway and the regional stormwater project. Demonstrate an understanding of the MCWD's Balanced Urban Ecology philosophy and the asset of stormwater and natural spaces in creating vibrant development.
 - How the site might best leverage the nearby Southwest LRT transit station and Cedar Regional Trail.
 - Demonstrate an ability to function in a multi-jurisdictional setting.
- Summarize and describe past experience by this development team that are most applicable to this site, especially transit-oriented development. Address the following:
 - Qualifications to accomplish a project of this size and scope, including experience in development of mixed-use projects featuring the type of housing, retail and office anticipated on the site.
 - Organizational and project management experience and vision for integrating cohesive design elements into a community project such as this.
 - Understanding of the nuances of creating an inviting development by incorporating a pedestrian focus, transit-oriented design, mixed use and mixed income, cohesive design elements, structured parking, public green space, and sustainable development.
 - Demonstrated ability to engage the community to achieve the intended development outcomes.

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RESPONSE CONTENT (continued)

- Describe the financial ability of the development team to complete a development of this scale including, demonstrating the financial wherewithal and level of commitment to complete a project of this size.
 - Indicate intent to request public funds and experience applying for and using tax increment financing and other government funding mechanisms such as low-income housing tax credits, Housing Revenue Bonds and grants.
- Describe the phasing of the redevelopment, specifically addressing elements such as the general calendar of development and what significant decision points are anticipated.
- Description of the unique characteristics and design elements the development team feel are important for this site.
- Examples of past public engagement activities that might be applicable to this site and location.
- The respondent, at their discretion, may provide graphics or visuals such as draft sketch plans to better demonstrate their vision for the site.
- References

Respondents must submit copies of the qualifications as follows: one (1) unbound copy, ten (10) bound copies, and one electronic version (Microsoft Office compatible, on a USB drive). Materials and USB drives will not be returned.

In accordance with the Minnesota Data Practices Act, Minnesota Statutes chapter 13 (MDPA), responses will be public documents. If a respondent believes that any portion of its response qualifies for a not-public classification under the MPDA, it is responsible to identify that portion and provide the justification for that classification. The MCWD will evaluate any such request in accordance with the MDPA.

DEVELOPER SELECTION

MCWD will review responses and select a master developer partner. It will do so in close consultation with the City and intends to consult as well with other public agencies with an interest in the development and its coordination with surrounding public and private investments.

The MCWD expects the selection process to include the following steps:

1. Evaluation of RFQ submissions by a committee of staff from both MCWD and the City. This review will focus on completeness and consistency with the criteria listed above. The staff committee will determine whether or not the team is qualified based on the criteria listed above with only those firms that have demonstrated qualifications being considered further;
2. Formal review by a joint working group comprising members of both entities' policy making bodies (MCWD Board of Managers and City Council). This group will receive input from the staff committee to assist in its review and deliberations;
3. The working group will recommend up to four (4) development teams to advance as finalists and will present the merits of said finalists to the Southwest Community Works Blake Road Subcommittee for advisory input. Finalists may be asked to provide graphics or visuals, such as draft sketch plans, to demonstrate their vision for the site. The Community Works subcommittee is an advisory committee comprised of Hennepin County Commissioners, local municipal officials (Edina, Hopkins, St. Louis Park), and local community and business representatives;
4. The working group will interview finalists, provide site tours, discuss the merits of each developer team, and provide an opinion of selection to the MCWD Board of Managers;
5. Final selection will be made by the MCWD Board of Managers, on advice and counsel of the joint working group. The MCWD may or may not select a developer with which to enter into a Master Development Agreement.

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DEVELOPER SELECTION (continued)

The following criteria will be used to evaluate the submissions and select development teams to be interviewed by the joint working group. This list of evaluation criteria is provided as an example of elements for deliberation and is not intended to be exhaustive:

PAST EXPERIENCE

- Proven qualifications to accomplish a project of this size and scope, including experience in development of mixed-use projects featuring the type of housing, retail and office anticipated on the site.
- Proven organizational and project management experience and vision for integrating cohesive design elements into a community project such as this.
- Demonstrated ability to work in a dynamic partnership setting to achieve the vision for a particular project or initiative.
- Understanding of the nuances of creating an inviting development by incorporating a pedestrian focus, transit-oriented design, mixed use and mixed income, cohesive design elements, integrating design with creek corridor, related public green space and public movement within and through that space, structured parking, and sustainable development.
- Demonstrated ability to engage the community to achieve the intended development outcomes.

FINANCIAL ABILITY

- Financial wherewithal and level of commitment to complete a project of this scale.
- Proven experience applying for and using tax increment financing and other government funding mechanisms such as low-income housing tax credits, Housing Revenue Bonds and grants.

VISION

- Demonstrated a clear understanding of the vision for the community, as described by the MCWD and the City through this solicitation, and confirmed that the vision of the master developer aligns with that of partners.
- Demonstrated a vision that is creative, inspirational, comprehensive, and forward-thinking.
- Demonstrated flexibility and the willingness to work with the community to refine the vision for this site.

PROJECT APPROVAL PROCESS

It is anticipated that the selected developer will work with the MCWD and City to engage in a master planning process throughout the second and third quarters of 2018. A community engagement component will be necessary, and the MCWD and City will seek input from the selected developer on how best to engage the public on this project. The City anticipates a Master PUD and Platting of the property will be complete in 2018.

CONTRACTING REQUIREMENTS

PROPERTY ACQUISITION AND LETTER OF INTENT

The Property described as follows (Attachment X) will be sold to the selected developer by limited warranty deed. The MCWD will retain land rights, by fee ownership of one or more outlots or by easement, in land riparian to Minnehaha Creek for two purposes: to preserve native vegetation, habitat and non-motorized trails, and to maintain a wetland/stormwater basin adjacent to the riparian zone to benefit the water quality condition of the creek.

Among other requirements of this RFQ, responses must state:

- The respondent's proposed framework (alternative frameworks) and timeline to structure the determination of land purchase price and the acquisition, subdivision and development of the Property;
- Contingencies that must be addressed before title transfer of the Property; and
- The developer's ability to close on purchase of the Property.

The MCWD is willing to consider alternative structures for title transfer on the land or subdivided parts thereof, as a means to coordinate with the developer's financing or orderly development. Any alternative structure may not, however, serve as a means to shift market risk or other developer's risk to the MCWD.

MASTER DEVELOPMENT AGREEMENT

On the MCWD's selection of a preferred developer, the MCWD, the City of Hopkins and the developer will negotiate a Master Development Agreement ("MDA"). The purposes of the MDA are to:

- Set parameters within which the Property is to be subdivided and developed in order to meet City and MCWD requirements;
- Establish phasing of subdivision, property transfer and development;
- Identify development contingencies;
- Establish procedures and responsibilities to address those contingencies; and
- Coordinate closing with resolution of contingencies.

On its selection of the developer, the MCWD, in coordination with the City, would undertake to negotiate the terms of Property conveyance exclusively with the developer and would give the developer formal permission to access the Property to conduct its due diligence. The MDA or associated agreements would also include elements such as an outline for applying for land use and zoning changes and approvals as well as tax increment financing. Responses will outline how mutual commitments may be structured.

The MCWD and the City may separately negotiate a two-party agreement establishing roles, responsibilities and funding allocations for any public actions relating to the sale, subdivision and development of the Property.

Aside from terms governing the sale and transfer of the land and the MCWD's protection of its rights in that part of the land in which it will reserve an ownership or easement interest, the rights and responsibilities that the MCWD will reserve are those that allow it to achieve the public water resources interests within its statutory mandate. These include how the development is integrated within the Minnehaha Creek corridor, how it supports the MCWD's existing investments within the corridor and the impact of the development itself on water quality and regional stormwater management. Note that independently, the MCWD will retain its regulatory jurisdiction over the development as it may concern site disturbance during construction, permanent water quality and quantity impacts, floodplain impact and any other matters within the scope of the MCWD's adopted rules.

OTHER REQUIREMENTS

Beyond the MDA process, respondents are responsible to identify additional requirements and contingencies to which its purchase and development of the Property may be subject. Other requirements may vary depending upon the type of development proposed and financing mechanisms used (i.e. public investment). An example of other requirements includes, but is not limited to, elements such as due diligence, environmental considerations, inclusionary housing, accessibility standards, utilities, construction standards, and so on. Respondents unfamiliar with standard requirements are urged to seek further clarification from the MCWD and City.

COST OF RESPONDING TO RFQ

The MCWD reserves the right to accept or reject any or all responses, in part or in whole, and to waive any minor informalities, as deemed in the MCWD's best interests. The MCWD reserves the right to enter into binding agreements with the developer proposing to develop the Property in the manner most responsive to the terms of this RFQ and the interests of the MCWD and the City, at the best purchase price. In determining the most advantageous proposal, the MCWD reserves the right to consider matters such as, but not limited to, consistency with the MCWD's watershed management plan goals and the City's comprehensive land use plan, the quality of the developer's completed projects similar to the proposed development, the developer's business reputation and financial abilities, the timing and risk allocation of the developer's proposed land conveyance and development framework, and the potential financial return to the MCWD.

This RFQ does not obligate the respondent to enter into a relationship with the MCWD, nor does it obligate the MCWD to enter into a relationship with any entity that responds or limit the MCWD's right to enter into a relationship with any entity that does not respond to this RFQ. In its sole discretion, prior to entering into a MDA, purchase agreement or other binding agreement, the MCWD may discontinue negotiation with the selected developer. The MCWD also reserves the right, in its sole discretion, to cancel this RFQ at any time for any reason.

Each respondent is solely responsible for all costs that it incurs to respond to this RFQ and, if selected, to engage in the process including, but not limited to, costs associated with preparing a response or participating in any presentations or negotiations related to this RFQ, negotiating the MDA, purchase agreement and any other terms of the contemplated transaction, and performing due diligence related to its acquisition of the Property.

RIGHT TO MODIFY, SUSPEND, AND WAIVE

The MCWD reserves the right to:

- Modify and/or suspend any or all elements of this RFQ;
- Request additional information or clarification from any or all respondents and allow for
- Correction of errors or omissions;
- Waive any unintentional defects as to form or content of the RFQ or any response submitted.

Any substantial change in a requirement of the RFQ will be disseminated in writing to all parties that have given written notice to the MCWD of an interest in preparing a response. Any and all information requested in addenda must be returned with the developer's response to be considered responsive.

DISCLOSURE AND DISCLAIMER

This RFQ is for informational purposes only. Any action taken by the MCWD in response to proposals made pursuant to this RFQ, or in making any selection or failing or refusing to make any selection, is without liability or obligation on the part of the MCWD or any of its officers, employees or advisors. This RFQ is being provided by the MCWD without any warranty or representation, expressed or implied, as to its content, accuracy or completeness. Any reliance on the information contained in this RFQ, or on any communications with MCWD officials, employees or advisors, is at the developer's own risk. Prospective developers must rely exclusively on their own investigations, interpretations and analysis in connection with this matter. This RFQ is made subject to correction of errors, omissions, or withdrawal without notice.