

# **Bassett Creek Valley RFP Pre-Bid Session of June 18, 2007**

## **Q & A Notes:**

**Q: The press has said that there is a favored developer because of the working relationship the company has had in the process. Please address the reality and challenge for other developers.**

A: Ryan Companies have not had any contractual agreement with the City while working in the area. City elected officials directed that an open proposal process should be conducted, soliciting all development proposals. Ryan Companies may not feel it is fair because they have paid for reports that are now public data, following Council approval of the master plan. Ryan does have neighborhood supporters and relationships with the people involved.

**Q: With the hybrid RFP/RFQ, and given the information about soil correction and traffic issues, what type of pro-formas and financial statements are you looking for when there are so many unknowns?**

A: The City is looking for as much detail as possible, but we recognize the challenges related to these sites. More detail is requested for the initial phase. We hope there is a developer/City partnership to jointly apply to secure funding for pollution cleanup, and we know that schedules may be extended based on grantor funding and what is found on site.

**Q: Is there an option for a TIF district with this project?**

A: TIF is an option, but not guaranteed. The City may also explore seeking special legislation to broaden the rules to better accommodate phased redevelopment in this area.

**Q: Is the parcel 28-029-24-11-0034 owned by HCRRA a part of the site?**

A: No, the City is not selling HCRRA property so that parcel number should not have been included. The City of Minneapolis may be swapping city land with the Hennepin County Railroad Authority. See Exhibit A for the likely ultimate layout of easements in the area of Linden Yards.

**Q: What is the timing of the construction of Van White Boulevard, including bridges?**

A: Construction will begin late in 2007 or the spring of 2008 and be completed in late 2009.

**Q: What is the roadway access to the site?**

A: Linden Ave follows along the southern edge of Linden Yards. Dunwoody will be connecting to Van White Blvd and the site will have access to Van White Blvd. The City understands that additional infrastructure, including streets, may be needed in the area.

**Q: Is the only direct interstate access to 394 for westbound traffic?**

A: Yes. The interchange at Dunwoody Blvd. will not be changed.

**Q: Has the City made any purchase agreements for other parcels in the Bassett Creek Valley?**

A: No.

**Q: Does the master plan call for mixed use zoning?**

A: Yes, mixed use housing and office uses are planned for the Linden Yards area, with a density of 45-150 dwelling units per acre. The master plan also notes 3 to 5 story mixed use buildings along Glenwood Ave and along the northern part of Van White Boulevard just south of Glenwood.

**Q: Is the impound lot area planned as open space?**

A: Yes, the impound lot is on an asphalt "cap" to a superfund site and the area was previously an unlicensed dump, so planners thought open space may be the most economically feasible re-use for the land. The City anticipates most of the land sale proceeds will be from Linden Yards, not the impound lot. The land proceeds will be used to relocate all the public works operations, including the impound lot and Linden Yards. Planners feel that it is important to do something with the impound lot to make this area more acceptable for the Linden Yards redevelopment.

**Q: Are you considering retaining the impound lot?**

A: Public Works and CPED are exploring relocation site options. Dramatically reducing the size of the operation, and screening it, may be an option if that is acceptable to the developer.

**Q: Is finding a replacement site for the impound operation formally part of the scope?**

A: No. However, we hope to work informally with the developer to help find a good relocation site.

**Q: Update on Bryn Mawr Meadows ball field expansion?**

A: The Minneapolis Park district is looking at reconstructing and improving the ball fields for tournaments; there may also be interest in creating casual spaces for neighborhood soccer or Frisbee activities. Minneapolis Parks has been involved in the Bassett Creek planning discussions but is cautious about expanding onto the impound lot area because of poor soils and environmental contamination. There is interest in creating public open space if the maintenance cost is minimal and capital costs are funded.

**Q: Update on Heritage Park?**

A: Housing development continues in Heritage Park. With complete build-out, 900 housing units are anticipated.

**Q: Must land be reserved for future rail easements?**

A: HCRRA has said that a rail line may be installed for commuter train car storage, following construction of additional commuter lines after the North Star. No formal decision will be made definitively for some time on this issue.

**Q: Will the rail storage necessarily be outdoor storage?**

A: Possibly, but this is not needed in the near future (approximately next 10 years). We are open to ideas that include development incorporating the future rail line.

**Q: Are the impound lot and Linden Yards contiguous?**

A: No, the HCRRA parcel for the southwest light rail corridor separates the two parcels.

**Q: Will the swap of HCRRA and the City land affect the Cedar Lake bike trail?**

A: No, the bike trail will stay where it is. In the future, to maximize development, the city may seek to have the bike trail shifted into the 60 foot right-of-way for the southwest light rail corridor.