

upper~harbor

Upper Harbor Terminal Redevelopment Concept FAQ

Community Feedback and Engagement

1. Who have you spoken with for your engagement so far?

Engagement relevant to the Upper Harbor Terminal (UHT) has happened over several years. The earlier stages done with the RiverFirst, Above the Falls Regional Park Master Plan, and Above the Falls Master Plan Update projects addressed the entire riverfront north of downtown. In 2015-2016 the City and MPRB conducted engagement to raise awareness of the upcoming UHT project and to inform the search for a master developer. Once the master developer team was selected in early 2017, additional engagement was completed in 2017 to get more detailed feedback as to what the community hoped to see developed on the site.

2. What have you heard from people before starting the concept engagement?

The following links begin with 2015 engagement specifically for the Upper Harbor Terminal. Previous engagement for the UHT site done in the context of the larger planning area can be found in the [RiverFirst](#), [Above the Falls Regional Park Master Plan](#), and [Above the Fall Master Plan Update](#).

All summaries of this previous engagement may be found at the following link:

<http://upperharbormpls.com/community-engagement/>

The key engagement compiled before issuing the Request for Qualifications for the developer was shown at the July 11 public meeting:

http://upperharbormpls.com/wp-content/uploads/2016/08/2016-07-11_CommunityMeeting1-MeetingSummary.pdf

Summaries of the 2017 engagement were shown at a meeting on October 4, 2017:

http://upperharbormpls.com/wp-content/uploads/2018/01/2017-10-24_AFCACPresentation_Accessible.pdf

Raw data from the 2017 engagement is being compiled and will be added the Public Engagement Spring 2017 – January 2018 page.

3. When can people give input and what are you trying to get to with the current engagement?

We take any input at any time, but at certain times during the project we will have a lot of engagement activity around one particular step on the process. Currently, in the summer/fall of 2018 we are trying

to establish an approved concept. The concept would define the boundaries of the park and public space, general circulation patterns, and the area and general type of anticipated private development (housing vs. office vs. commercial, etc.). The community performing arts center (CPAC) is also somewhat defined as part of the concept as it is a major component of the plan. For concept approval we want to show what kinds of amenities can fit into the park space and how they respond to the requests we heard as we are asking people to make a decision on whether there is the right amount of park space and if it is in the right place. Later phases of engagement will define the details of the park amenities, as well as more details about the buildings and public streets.

4. How are you reaching people who often aren't included in these types of public processes?

The team has used a variety of ways to connect with people as there is usually not a single strategy that works for everyone. We have public meetings as that is a good time for information exchange and group discussions. Often, we will promote upcoming meetings and general project awareness by attending events, distributing materials and notices online or by mail, and connecting with organizations and community leaders. We will engage directly with people at events, through door knocking and through focus groups often the help of consultants that can help us make deeper connections. We tailor our engagement to the stage of the project that we are at and the upcoming decisions that must be made.

Often something like a draft concept that people can react to will generate a surge of interest in a project. We always welcome more interest in a project, regardless of the timing.

5. How will you know when you have approval of a concept plan?

The City Council and MPRB Commissioners have to pass a concept plan for final approval. Before staff brings a concept plan before the elected officials, they have to believe that it has general (but not necessarily unanimous) support from community members. MPRB will have a public hearing before the Commissioners take action on a concept plan so that members of the public can speak directly to them about the project. The City Council also will consider approval of a proposed concept plan at public meetings, but those are not required to be public hearings. Before submitting a concept plan for action by elected officials, staff will make the concept plan available for public review and comment – including revisions made in response to input received. Staff will seek to work through issues and make necessary revisions before seeking action by the Council and Board on a concept. However, it is rare for a complicated plan to have completely unanimous support as the input from some community members may directly conflict with input from others.

General Concept

1. What is a short summary of the draft concept plan?

The draft concept plan allocates the 48-acre site generally to:

- 15.5 acres of park space (including the north-south road that will function as the parkway)
- 4.9 acres of public amenity area (i.e., the Community Performing Arts Center)
- 7.2 acres of Right of Way
- 20.9 acres of development parcels

The proposed Phase 1 development will include:

- Creation of a linear public park along at least the northern half of the site, including bike and walking trails and a restored green riverbank and renovation of the existing river wall into a promenade
- Construction of two park areas – 0.8-acre Dowling Plaza at the River end of Dowling and 2.3 acre “park space” just south of the CPAC
- Construction of Dowling Ave. from the freeway into the site and of the northern half of the north-south road that also will serve as the parkway
- Possible improvements to the Dowling Ave. bridge over I-94 to improve it as a bike and ped access point
- 10,000 seat community performing arts center (CPAC) at Dowling and the River, and about 1,300 surface parking spaces on undeveloped portions of the site
- A mixed-use building at the southeast corner of Dowling and Washington with about 80 to 140 rental housing units, 10,000 sq. ft. of commercial space and 160 parking spaces
- About 115,000 sq. ft. of office over 15,000 sq. ft. of commercial and 250 – 400 parking spaces at the southwest corner of Dowling and Washington
- A hotel of about 110 to 180 rooms above 15,000 sq. ft. of commercial and 70 parking spaces just north of the CPAC at Dowling and the River
- A community innovation hub

Tentative plans for the second phase of development include additional residential development along the River north of the hotel and additional mixed-use development (residential, commercial and/or office) on the remaining portions of the two inland parcels along Washington Ave. (assuming it is financially feasible to replace the initial surface parking on those parcels with structured shared district parking).

The future plans for the southern half of the site are the most flexible and will respond both to community input and how the market responds to the initial redevelopment of the site. Options could include job-generating business development or additional medium-density mixed-use development.

2. How will people get to the site?

Dowling Avenue will remain the primary access. The City is studying how to improve the Dowling Bridge over I-94 and road leading to the UHT site. Future development will provide a second access point at 33rd Ave. N. The parkway and trails along the river are planned to eventually extend along the river north and south of the site and to connect to the larger network of parkways, trails, and city streets. The parkway and trail connections will take years to develop as property along the river is still being acquired.

The site has limited transit access with a bus route along Dowling Ave that reaches the edge of the site. Several blocks away, Lyndale Avenue has the nearest north/south bus route. The team is hoping that Metro Transit will improve access to the site, but improvements will depend on building enough need to justify additional bus routes.

Many people have asked if a bridge over I-94 is possible. A bridge would require state, and possibly federal, government support. MnDOT is open to considering “freeway lids” including one that connects the existing North Minneapolis neighborhoods to the river, but does not have funding for those types of improvements. Such a concept would need significant funding and thus would not occur until a later phase, if it is decided that such a connection would be valuable. Changing the UHT be part of the fabric of the North Minneapolis community would help to build a case for a future bridge.

3. What will happen to the domes and other industrial infrastructure in the current concept?

Pending approval, some of the structures (such as the warehouse and the small office and other structures) will be removed. Two domes, the four grain silos and their associated elevator, and some of the steel conveyors and other infrastructure may be preserved by First Avenue. First Avenue will explore options to salvage and reuse the structures but may determine that some or all need to be removed. The seawall will be preserved on public park land. Some of the steel infrastructure on park land may be preserved; options will be further explored in the next stage of design. Any infrastructure that remains will be evaluated and modified as necessary to keep it safe and stable.

4. What sustainable development standards will the team use?

Buildings constructed with State funding must meet the State of Minnesota B3 Requirements, which are sustainability standards for building and site construction.

The team feels that the site can contribute to a regional stormwater management system, and other innovative practices are being explored. Ideas include an integrated utility system (a progressive model that integrates stormwater, water supply, and waste water), energy savings and generation, waste management, water reuse, industries that include food production, and more.

5. How will you prevent gentrification in surrounding communities?

The site currently houses no residential units and very few jobs. These few jobs will be replaced with substantially more places to live and work as well as a public park and recreation spaces. The goal is to have site redevelopment benefits (e.g., amenities and programming, construction and permanent jobs, youth programs, housing, entrepreneurial opportunities) that strongly benefit current Northside residents.

The City is investing in affordable rental and ownership housing in many neighborhoods, including North Minneapolis, to provide housing that will remain affordable regardless of market changes.

The City also has programs to support small businesses through technical assistance, loans and grants.

6. What will happen with the powerlines?

The powerlines currently bisect the site and make it almost impossible to develop. The lines will be relocated to run along the railroad tracks to minimize their impact on the park and development. The area within the fall zones can be used for loading, circulation, parking, stormwater management, etc. Putting the lines underground is extremely expensive and cannot be funded at this time. If additional funding becomes available, we may explore that option.

Community Performing Arts Center (CPAC)

1. Why live music here?

The CPAC provides a riverfront destination that can help bring people to the Upper Harbor Terminal. Attracting visitors and building interest in the Upper Harbor Terminal are important ways to support further development of housing, commercial space, and places for businesses. The CPAC acts as the catalyst for the entire development site. Without a major destination, the market is uncertain for the other aspects such as housing, office and retail. Since the market doesn't exist yet in the site's current state, the CPAC is able to create the market for this new Northside mixed-income community.

Early in the process the City and MPRB found live music was one of the top requests that people had for the site. More detailed engagement in 2017 found that approximate 63% of respondents specifically from the Northside were in favor of live music, with another 21% cautiously in favor if various concerns were addressed. About 16% of Northside respondents were unsure or not in favor of live music.

The UHT site is an attractive one for outdoor performances as a venue on the riverfront would be unique in Minneapolis and the noise will likely have little or no impact on adjacent neighborhoods (further studies will be done and made public).

2. How big is the CPAC? How does that compare to other performance venues in the area?

The CPAC conceptual layout will seat 10,000 in total: 6,000 seated, 4,000 in lawn, and 10 private boxes. Larger scale performance venues in the area include TCF Bank Stadium (50,805 capacity), Target Field (40,000 capacity), Xcel Center (18,568 capacity). Examples of outdoor performance venues include Surly Festival Field (6,000 capacity), MN Zoo Amphitheater (1,500 capacity) and Lake Harriet Bandshell (1,500 capacity). Because of the stacked seating, the current CPAC stage and seating area is similar in size to the Surly Festival Field.

3. Who will own the CPAC?

First Avenue will be the owner of the land and CPAC, although the City may have a long-term leasehold interest in the project as a result of a possible State grant, similar to projects such as the Guthrie or McPhail.

4. How much free programming vs. ticketed programming will there be?

The ticketed programming will likely be about 40 - 50 events per year, with a wide variety of performance genres from classical to rap. Revenue from these ticketed events will support about 60 - 65 events per year of free and publicly available programming. The CPAC will be open for general public use another 250 days per year. There is some flexibility to adjust the number of ticketed programs and the sizes of the events. However, the revenue stream from the ticketed events supports the free programming and public use of the site, so the fewer ticketed events the less funding there will be for free public events. A portion of every ticket sold will support the free programming as well as maintenance of the publicly-accessible green space in the facility.

5. How will artists and programs be selected?

Programming will be curated by North Minneapolis non-profit organizations in order to provide culturally relevant programming that responds first and foremost to the current residents in North.

A Youth Advisory Council (YAC) will advise on public usage of the UHT; helping determine neighborhood-appropriate activities onsite. The YAC will have an active and important role; developing their skills as decision-makers and community leaders. Further opportunities include a Teen Arts Council with responsibilities for public programs.

First Avenue also plans to work with local partners such as the Minnesota Orchestra, Minnesota Opera, and other performing arts and media organizations so that a wide variety of programming (more than just music) will be available.

6. What kind of jobs and opportunities will the CPAC support?

In addition to community programming and riverfront green space, the CPAC will provide about 559 jobs during construction, and about 269 jobs for ongoing operations. First Avenue is looking to provide around 50 – 70 youth jobs (may change seasonally). Through the Step Up program the CPAC operator will fill as many applicable entry-level positions with zip code priority youth hiring as possible. The CPAC will generate around \$4.2 million in local and state tax revenue, and fees within each ticket will be directed back in to community programming as noted above.

The CPAC will also support opportunities for Northside entrepreneurs. Priority for vending will be given to Northside businesses, generating exposure and keeping revenue within the community. Anticipated areas of opportunity are food and beverage, textile and posters, and onsite markets.

7. What will happen at the CPAC when it is not being actively programmed?

The lawn will be open for public use. The lawn is generally open to the river and the nearby Dowling Plaza and is large enough to allow for picnics, lawn games, and casual athletic games. The design may include some earth berms to help with screening which may be used for sledding in the winter. Areas of the CPAC may be available for community organizations to reserve for events.

The stage of the CPAC is being designed so that it may be fully enclosed either during the off season or for smaller community performances, and could also be used in the winter. This stage area will have a capacity around 500 seated and 1000 standing and be able to be rented for fundraisers, private events, corporate meetings, etc. We anticipate 30-50 offseason occurring onsite.

The CPAC will have about 3-5 full time staff onsite year-round, so the back of stage area will be occupied. There will be some presence on site by employees that can help monitor the facility during quiet times.

8. Where will people park for large shows at the CPAC?

Although the CPAC is projected to seat about 10,000, including lawn seats, many shows will be much smaller. First Avenue is looking at a variety of options to minimize automobile traffic and parking at the site, including shuttles from offsite parking and helping make alternative transportation feasible. Some parking may be shared with parking normally used for office and industrial space, as the time of need is usually quite different. Around 1,300 parking spaces are still needed on site; for the first phase that parking will be provided on undeveloped land. The surface parking will need some improvements and is likely to be paved unless the number of large events is reduced.

A permanent parking plan assumes that Phase 1 and later phases of development will include structured parking for business uses that can be shared on nights and weekends with the CPAC. This permanent parking plan is not fully worked out and it may be possible that additional public funding will be needed to support shared structured parking.

9. Where will loading for the CPAC happen?

Behind (downstream and south) of the stage. The loading area is nestled within the existing domes and infrastructure. When not being used as a loading zone, this area may have some value for small events, etc. but the design and details have not been fully explored yet.

10. Where will funding for the CPAC come from? What happens if you get less funding?

For the concept shown, the funding package for the CPAC would need to include \$10 - \$20 million in State funding that the City of Minneapolis will be asked to sponsor, \$5 million in contributions from First Avenue, and a substantial fundraising campaign. The CPAC concept design allows for construction to be phased or reduced in size or scope if need be.

11. How does the CPAC concept respond to what community members asked for?

Before the development team was selected the City and MPRB heard that live music along the river would be a top attraction. After beginning engagement again in 2017 the team explored the idea of live music in more detail. While the team does not have demographic data for all engagement, the data from people living within North Minneapolis zip codes showed about 85% support for some form of live music. There were also a lot of questions and concerns about live music that the CPAC concept was developed to address.

One question was whether the programming would be affordable and attractive to current North Minneapolis residents. The CPAC should allow for a wide variety of programming types: music, shows, plays, and movies, which also allows for a variety of ticket prices. The revenue from the ticket sales would support the 65 days of community programming.

The design of the CPAC is intended to provide a desirable green space that is open and inviting for community use when not actively programmed. The large stage may be converted into a smaller stage

and show area (would seat about 500), and it may be possible to create a wintertime performance/event area.

Park

1. How much of the land will be public park land?

15.5 acres (out of the total 48 acres) is planned to be public park land. This total does not include the CPAC area, which would be open for public use approximately 315 days per year (during free programmed events or non-event days). The public land extends along the river for the entire length of the UHT property, ensuring that the riverfront is always public. Much of the park land serves mainly as a linear connection (eventually to trails and parkway that extend further up and down the river) with shoreland restoration along the sloped bank, a trail, and a parkway. The linear park spaces may still support nodes for picnicking, fishing, public art and interpretive exhibits, play, and fitness. In addition to the linear park spaces there are three areas that can support more park amenities. All of the amenities listed in this FAQ were frequently requested during engagement, but actually selecting amenities and the character of the park spaces would be determined in the next stage of engagement.

One area, called Dowling Plaza, is the pedestrian connection about 1 block long that leads to the river from where Dowling Avenue turns either right or left. This area is about .8 acres, would likely be more urban in character, and could support markets, pop-up vendors, food trucks, play, water play and features, and small performances.

A 2.3-acre park space just south of the CPAC would serve as a neighborhood park for new residences on the UHT as well as a portion of the existing McKinley neighborhood. This area can support an open green that may fit a youth size soccer field, a full-size basketball or volleyball court, a playground, picnic/gathering areas, and possibly a smaller skate park.

The very southern end of the site has some additional open green space and a gentle slope down to the river that can support a beach (swimming would not be promoted because of the river current) and a place to launch kayaks or boats. An additional small green area will be available at the far northern end of the site.

MPRB would seek to make the most of linear park spaces by incorporating play, seating, picnicking, and possibly outdoor fitness equipment or skate board areas along the trail or parkway.

2. What will the parkway and trails connect to?

Eventually the goal is to have continuous access along the entire riverfront. To the north, MPRB is fairly close to connecting a trail to the existing trail along the river in North Mississippi Regional Park. The parkway will leave the river near the north end of the UHT site and continue into the Webber Camden Neighborhood. South of the UHT site MPRB would need to obtain several privately-owned

properties or easements for the trail and parkway before the MPRB could connect to the existing trail and parkway at Ole Olson Park.

3. Will there be a park building?

Currently MPRB is exploring having some dedicated park space that would include multi-purpose rooms, a staff desk, lobby, and restrooms in the community innovation hub. Sharing a space with other community serving organizations has several advantages. Park spaces tend to be most active during the evenings and weekends, while organizations tend to be staffed during the week days. Sharing a lobby, public restrooms, and multi-purpose spaces can help maximize public benefits and access at the lowest cost.

MPRB has the Carl Kroening Nature Center about 1.2 miles to the north in North Mississippi Regional Park and would likely seek to complement, rather than duplicate, the environmental education and programming that already happens at the Nature Center.

4. Will people be able to access the river?

Access points could be provided although the details and timing will be worked out in the following stage of design. The Dowling corridor is intended to provide a direct and easy visual connection to the river and it is likely MPRB would seek to provide some sort of terraced access down to the water. The other likely area is the far southern end of the site which would allow for boat access and some related parking.

5. How does the initial park concept respond to what community members asked for?

Some of the most popular requests for park space were trails, places to sit and picnic along the river, access to water for sitting, gathering, kayaking, fishing and more. Swimming and getting on the water were also priorities. Some of the most highly requested park amenities were a unique, destination playground, outdoor movies, fitness areas, various sports options including both field and court sports, a skate park, dog park, community gardens, theme parks, music and movies in the park, and water play. Most of these requests can be accommodated in the current layout although the final balance of amenities will evolve with further engagement.

How the parks were developed and operated was also a topic of importance. The team heard a lot of interest in youth and family programming, especially around urban agriculture and environmental education. People were looking for MPRB to provide tangible community benefits through jobs, community programming, and education. There were also many requests for MPRB to clearly honor and celebrate diverse cultures and the history of the area through art, programming, and interpretation. Telling the story of the importance of the river for thousands of years in Indigenous communities, the relationship of the Dakota people with the land and water, and the more recent social history around the UHT, and the international significance of the river were important points. While many of these ideas will be developed in more detailed design stages, MPRB can commit to these goals and is actively seeking ways to make an interactive park that provides a range of jobs.

Development

1. What kinds of businesses will be able to grow here?

In the first phase there is approximately 40,000 sf of commercial space at the ground level along Dowling Ave. This space might support several restaurants or shops. THOR is exploring how this space can be designed and funded to be affordable to community-based businesses to provide entrepreneurial opportunities.

About 115,000 sf of office space is planned for Phase 1. The number and types of job opportunities within this space will depend upon the tenants that commit to the site,

There is also a hotel with around 110 – 180 rooms that will be operated by THOR, so they will be able to proactively work with the community to provide employment opportunities.

The community innovation hub is a 1.5-acre site that might support production, office, some commercial, and education and programming uses. The desired users in the hub will foster innovation, create jobs, and activate the public realm through their everyday operations. The focus of the innovation hub will be centered on food, health and wellness, entrepreneurship, art and activation, and youth engagement. Over the next several months the development team will continue to consider the community's voluntary proposals that have been submitted thus far.

Additional phases will offer significantly more housing and a variety of business opportunities and jobs.

2. How will jobs be directed to existing North Minneapolis residents?

The developer is working with NEON and other Northside organizations to establish approaches that will help connect existing North Minneapolis residents with opportunities, to prioritize hiring in North Minneapolis, and to find interested local entrepreneurs.

3. How many jobs is this concept plan anticipated to create?

There will be a range of new employment opportunities for youth, first time employees, restarting employees, entry level, mid-level, and upper-level/management positions. The hotel will offer about 65 jobs, the retail/commercial areas about 8 jobs per 1000 sf (approximately 320 total), the office space around 3.5 jobs per 1000 sf (approximately 400). The Community Innovation Hub will offer additional jobs, but until the uses are further determined it is challenging to identify numbers.

There will also be significant number of construction and related (design, engineering, public art, etc.) jobs with both public and private developments.

The CPAC and park space will offer additional permanent jobs as noted in other sections.

4. How many residential units are there? How many are affordable and at what rate?

The value of the site means that it will be developed for multi-family residential rather than lower densities such as single-family homes, duplexes or townhomes. The first phase proposes 80 – 140 residential units. For residential rental projects, the City requires that at least 20% of the units shall be affordable to and occupied by households earning 60% or less of the metro area AMI (Average Median

Income). (For residential ownership projects, at least 10% of the units shall be affordable to and occupied by households earning 80% or less of the AMI.) As developer, THOR proposes to seek funding to allow it to exceed this minimum by making 20% of the Phase 1 units affordable at the North Minneapolis AMI, which is much lower than the metro AMI.

The following phases are planned to add significantly more residential units with the goal of 30% affordable housing across the entire site.

THOR is open to exploring other residential options beyond standard rental apartments. This might include cooperative housing, senior housing, housing for artists and/or housing that includes land trust ownership.

5. Where is parking for the hotel and mixed-use developments?

Dedicated parking is provided in a 1-2 story podium at the base of each building. There will be shared street parking throughout the site. Parking for the office space can be shared with the CPAC as the times for peak use will likely be different.

6. How tall are the buildings?

The Mixed Use (commercial and residential) Building) is 5-6 stories over a 1-2 story parking podium.

The Office/Commercial building is 5 stories over a 1-2 story parking podium.

The Hotel is 5-6 stories over a 1-2 story parking podium.

The Community Innovation Hub is shown as 3 stories, but could potentially be higher.

7. What will be on the ground floor?

Buildings will address and activate the public space with commercial areas along the street. The back of the buildings may have parking and loading areas. The ground floor of the Community Innovation Hub may have public park space or other publicly inviting uses such as commercial or cultural tenants.

8. How does the concept respond to what community members asked for?

Community members asked for uses that added people and vitality to the riverfront to help keep it naturally busy and safe with many eyes on the public spaces. These included markets and restaurants that offer healthy food, cultural uses such as museums, and shops with local products. Some of the uses, such as a hotel, were directly, although not widely, requested as they were thought to be potentially successful business ideas. Generally, people wanted business opportunities for Northside residents and to see unique offerings at the site.

Another theme that arose was the need for places friendly for youth, such as cafes with inexpensive food where they could gather, a place for entertainment such as movies and arcades, public spaces welcoming and safe for youth, and good job and learning opportunities.

Regarding housing, developers heard that both affordable and market rate housing were need. Many people felt that affordable housing was a key to making this site available to existing Northside residents (and considering North Minneapolis AMI) and would help mitigate the chances of overall gentrification in the area. Other community members noted that there is a lack of housing diversity on

the Northside as it is mostly single family and affordable units. These community members mentioned concerns that North Minneapolis may be losing many young people because of the lack of condos and other housing options for them, including market rate rental options.

There were many requests for live music, as long as there was a way to offer free and low cost programming, a way to support local Northside artists, and benefits such as jobs for the existing residents.

Process

1. What is the timeline for construction?

The anticipated general steps in Phase 1 implementation will include:

- Approval by the Park Board and City Council of a concept plan
- Completion by the City, Park Board and development team of additional more detailed planning and environmental review that will allow preparation of a “Coordinated Plan” with more detail than the concept plan
- Approval by the Park Board and City Council of the Coordinated Plan and of the business terms for the initial park and development projects
- Design and bidding of the park and public infrastructure, with construction of those components possibly starting in 2020 or 2021
- The timing for the start of construction of the CPAC and private development components will depend upon how long it takes to secure the needed approvals and financing. Construction is likely to occur in sub-phases, but may start in about 2021.

2. What will the \$15million in State bond funding that was recently awarded be used for?

The 2018 Minnesota State Legislature and Governor approved \$15 million in bond funding for the UHT Phase 1 implementation. The City and Park Board will contribute a similar amount, and the combined funds will be used for the Phase 1 public improvements, including:

- Creation of a linear public park along at least the northern half of the site, including bike and walking trails and a restored green riverbank and renovation of the existing river wall into a promenade
- Construction of two park areas – 0.8-acre Dowling Plaza at the River end of Dowling and 2.3-acre “relics park” just south of the CPAC
- Construction of Dowling Ave. from the freeway into the site and of the northern half of the north-south road that also will serve as the parkway
- Public utilities to support Phase 1 development, including stormwater management for the Phase 1 roads and parks
- Possible improvements to the Dowling Ave. bridge over I-94 to improve it as a bike and ped access point

Additional City funds will be used to relocate the powerline and to demolish those structures that will not remain.

3. Can other development partners be brought into this process?

Yes, the master developers may bring in other partners who have certain types of expertise needed.

Tenants and other interested businesses should contact the developers if interested in space.

4. How are you meeting the Promise Zone and Green Zone goals?

Both the [Promise Zone](#) and [Green Zone](#) have a number of goals, and the redevelopment of this one site (despite its size) won't necessarily achieve all of those goals, but will allow both initiatives to make significant progress. In addition, some of the detailed planning related to specific goals is yet to come.

The site does not have any uses that create air pollution, and it appears from the testing to date that it does not have any significant soil contamination issues that must be resolved. The new development (Phases 1 and beyond) will add to the number of affordable housing units available. If the concept plan is approved and as more detailed planning and design move forward, additional consideration will be given to ways that all the development can incorporate green and sustainable design and construction. The planned development will provide a range of entrepreneurial and job opportunities, and the development team also will be exploring as the process moves forward ways that those opportunities can be targeted to community residents to reduce inequities, improve career outcomes and build a more inclusive economy. Consideration also will be given to how the planned development can facilitate healthy food access and provide green job/career opportunities.

The team welcomes input from community members on how the concept should meet Promise Zone and Green Zone goals.