



REQUEST FOR PROPOSALS

FOR CITY-OWNED LAND

TRANSIT INTEGRATED

MIXED-USE DEVELOPMENT

*Located at the southwest quadrant of Highway 169 and
County Road 9/Rockford Road (former Four Seasons Mall site)*

Submittal Deadline: Oct. 28, 2021

169/Rockford Road Site Request for Proposals

Proposal Submissions

Developers intending to submit a proposal are asked to inform the city by email by Friday, Sept. 24, 2021 so they can be notified of any changes or clarifications to this RFP. Emails should be sent to dparr@plymouthmn.gov.

Complete proposals are due at city offices by 4 p.m. (CT) Thursday, Oct. 28, 2021.

Proposals received after the deadline will not be accepted.

Proposals should be submitted to:

City of Plymouth
3400 Plymouth Blvd.
Plymouth, MN 55447

Include on the sealed proposals:

[Name of Firm and Lead Contact]
169/Rockford Road Site Proposal
City Project No. NCIP2103

Contact Information

Questions regarding this RFP should be directed to:

Danette Parr
Economic Development Manager
dparr@plymouthmn.gov

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RFP Attachments

Attachments may be accessed by the following links *(Please note: Due to the size of the documents, you may experience longer than normal load times):*

- A. [2040 Comprehensive Plan, Land Use Plan Map \(page 31\)](https://bit.ly/38cGbzb) (https://bit.ly/38cGbzb)
- B. [Planned Unit Development Ordinance 2019-03/PUD Zoning Section 21655.66](https://bit.ly/3kSCAfF) (to be amended) (https://bit.ly/3kSCAfF)
- C. [Phase I Environmental Site Assessment](https://bit.ly/3t6M4r9) (https://bit.ly/3t6M4r9)
- D. [ALTA Survey](https://bit.ly/3DtTCsG) (https://bit.ly/3DtTCsG)
- E. [Geotechnical Report](https://bit.ly/2WrvZ2U) (https://bit.ly/2WrvZ2U)
- F. [Traffic Studies](https://bit.ly/3znF7UN) 2019 study pages 2-23, 2010 study pages 25-145 (https://bit.ly/3znF7UN)
- G. [2010 Four Seasons Mall Redevelopment Scenarios Study](https://bit.ly/3yzGzTa) (https://bit.ly/3yzGzTa)
- H. [Wetland Delineation](https://bit.ly/2UNwYtS) (https://bit.ly/2UNwYtS)
- I. [Four Seasons Site Deed Restrictions](https://bit.ly/38iM2CZ) (https://bit.ly/38iM2CZ)
- J. [Bassett Creek Watershed Four Seasons Area Water Quality Project](https://bit.ly/3mDmAAt) (https://bit.ly/3mDmAAt)

I. RFP Overview

Project Summary: The City of Plymouth is requesting proposals for the redevelopment of a 17.3-acre city-owned site located at 4200 Lancaster Lane North. This distinctive property is situated along and highly visible from both Highway 169 and County Road 9 (Rockford Road).

The city's vision for the property is a vibrant mixed-use development which connects with adjacent neighborhoods, is oriented towards maximizing the advantages of a future park and ride and creates a unique public space that draws people into the development. To accomplish this the city is seeking an innovative and qualified developer or development team to design and construct this project with the intention of it to be a desired gateway development in eastern Plymouth. The city anticipates working proactively and collaboratively with the selected team.

Project Opportunity: This project represents a unique opportunity for a developer to create a project of lasting value to the community. The site has known challenges, but the city is confident the right developer can overcome these to facilitate viable redevelopment outcomes.

The city will partner in identifying and leveraging opportunities to keep the project moving forward, potentially including incorporation of a transit park and ride, improvements to the adjacent wetland, and trail connection upgrades. The city can assist with site improvements via a TIF district to aid developers potentially incorporating affordable housing or other qualifying components. The city can also support site improvement efforts by providing prior environmental and traffic studies.

This RFP is transparent about known site challenges, outcomes that the city believes will make it successful in the eyes of the public, and information about previously approved projects. It is important to note that previously approved projects are included only for reference of the site's development plan at a given time. It is a priority of the city to partner with a developer that will envision this project as a vibrant development with realistic market expectations and can swiftly move this vision from concept to construction.

II. Project Objectives

Primary Objectives: The city envisions the future site to be an active, vibrant, and well-connected mixed-use development that meets the following objectives:

- Deliver a viable development that can be designed, approved, and constructed within a reasonable timeframe.
- Provide a distinct site design and aesthetic for the scale of the site while also complimenting the character of nearby uses, especially along Lancaster Lane.
- Fully integrate transit connectivity while creating public community space with a strong sense of place.

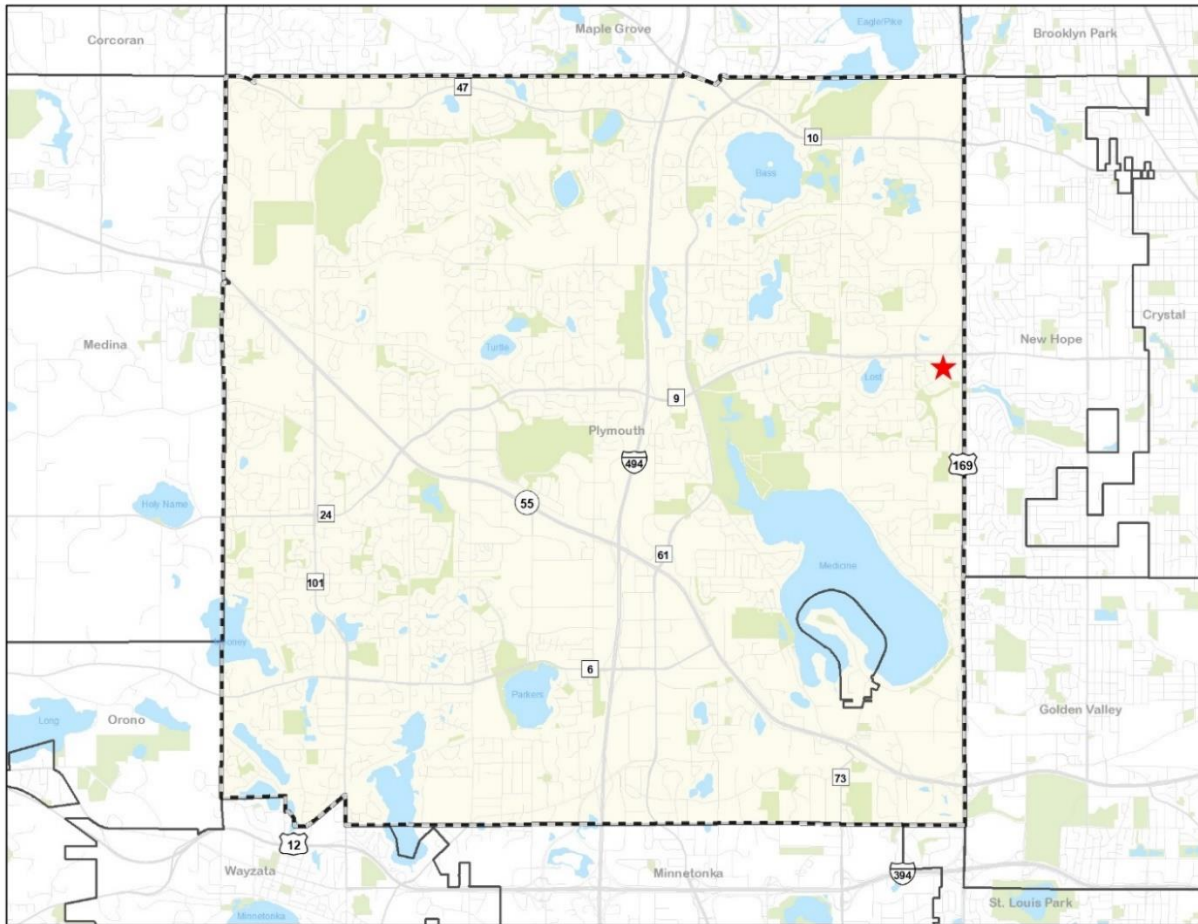
Goals and Desires: the city also envisions that once the site is redeveloped, it will support the following goals and desires:

- Support land use and development goals detailed in the 2040 Comprehensive Plan.
- Provide multi-family housing options that meet identified community needs and fit within the context of the development and surrounding area.
- Establish opportunities for distinctive commercial offerings that can be easily utilized by many users, including the adjacent residents and future park and ride patrons.
- Maximize shared parking opportunities and limits peak traffic time impacts on the directly adjacent neighborhood and roadways.
- Utilize building and site designs that incorporate transit-oriented elements that allow for the integration of a park and ride area, allowing connectivity and safe circulation for pedestrians, bicyclists, bus riders, and automobiles.
- Create attractive and creative architecture while maintaining an appropriate level of visual cohesiveness to the surrounding community.
- Incorporates site amenities and options for an outdoor community gathering space.
- Spur investment and generate economic development through creating employment opportunities, increased market values and an expanded tax base.

III. **Site and Background Information**

Property Description: The site is located at the southwest quadrant of Hwy 169 and Co. Rd. 9. The site is the former location of the Four Seasons Shopping Mall that was originally constructed in 1978. The mall was shuttered approximately ten years ago. The city recently purchased the site from Wal-Mart, who was previously contemplating a superstore on the site.

The existing structure contains roughly 117,000 square feet of building area. The existing building is classified as blighted and the city's goal is for the structure to be demolished in 2022 following selection of developer or developer team.



Location of the site within the City of Plymouth

Site address: 4200 Lancaster Lane N
Plymouth, MN 55447

Site area: 17.3 acres

PID's: 1311822140013-16.29 acres
1311822140009-1.01 acres

Owner: City of Plymouth

Current Use: Vacant substandard commercial building and parking lot

2040 Land Use Plan: MXD-R (Mixed Use Residential)

Zoning: The site is zoned PUD (Planned Unit Development)



Redevelopment Site

Deed Restrictions: Due to previously agreed to conditions of sale, there are specific site use restrictions that exist on the site. The restrictions can be found in [Attachment J](#).

Development Site Specifications

Comprehensive Plan: The site is guided MXD-R (Mixed Use Residential) in the city's 2040 Comprehensive Plan, which allows a variety of uses, such as:

- multi-family dwellings, including apartments.
- commercial uses, including restaurants; and
- office uses.

This guidance intends for the mixing of higher intensity land uses either in one building, or the physical integration of different uses on the same lot or within close proximity. These mixed uses may include a combination of retail, office, cultural or entertainment uses, and higher density residential uses. In the MXD-R classification, high density housing is a required component at a range between 12 units/acre and 25 units/acre. Based on this guidance, it is expected that the 17.3-acre site should provide between 208 and 433 dwelling units.

According to the Comprehensive Plan, MXD-R development is expected to demonstrate a higher standard of site and building design. Likewise, evaluation of building design will be based on the building's relationship to its surroundings and the following architectural characteristics: materials; texture; colors; massing; building components and details; articulation of roof lines and exterior walls; height; and setbacks. In meeting a higher standard of site design, mixed use residential developments should include such things as: well-defined pedestrian walkways; transit improvements; decorative paving materials; street furniture; public plazas; decorative pedestrian-scale lighting; the screening of parking and loading areas; and a distinctive landscape design that ties together all the individual elements of the development. To encourage pedestrian movement and reduce impervious surfaces, parking for either residential or non-residential uses should not dominate the site. Reducing the amount of surface parking could be accomplished through structured parking, shared parking or by locating a portion of the parking beneath a building. The city is not expecting to re-guide the property as part of redevelopment.

Zoning: The site is currently zoned Planned Unit Development (PUD), which allows greater flexibility in the development of neighborhoods and non-residential areas than would be possible under a conventional zoning district. It is anticipated that mixed use development projects proposed for the site will be processed as PUDs, with the location of specific uses and development criteria determined through that process.

As stated in the [city's zoning ordinance, section 21655](https://bit.ly/3jkhzef), (<https://bit.ly/3jkhzef>) the intent of the PUD District designation is to allow for the following:

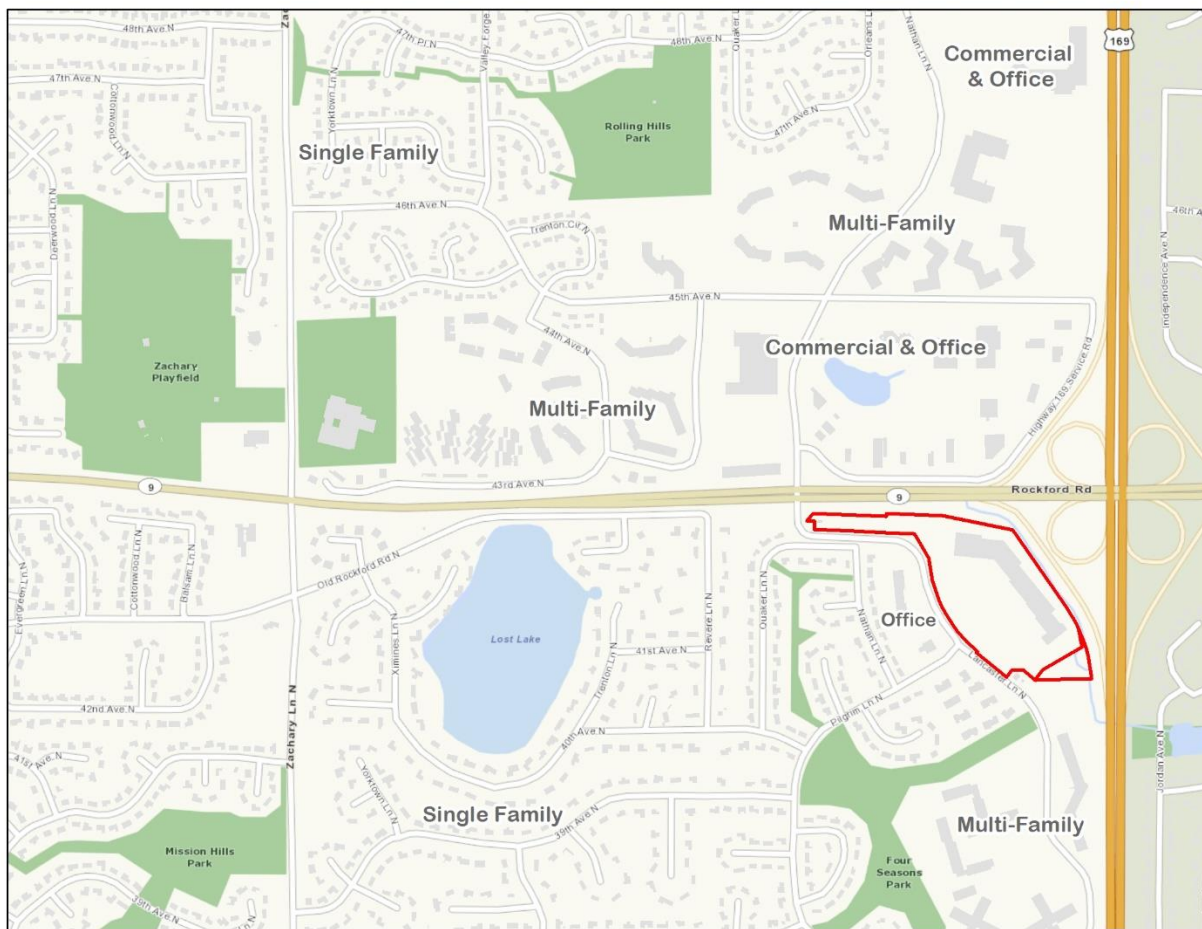
1. *Provide for the establishment of Planned Unit Development (PUD) zoning districts in appropriate settings and situations, to create or maintain a development pattern that complies with the city's Comprehensive Plan.*
2. *Allow for the mixing of land uses within a development when such mixing of land uses could not otherwise be accomplished under this Chapter.*
3. *Provide for variations to the strict application of the land use regulations in this Chapter in order to improve site design and operation, while at the same time incorporating design elements (e.g., construction materials, landscaping, lighting, etc.) that exceed the city's standards to offset the effect of any variations.*
4. *Promote a more creative and efficient approach to land use within the city, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the city.*
5. *Preserve and enhance natural features and open space.*
6. *Maintain or improve the efficiency of public streets and utilities.*
7. *Ensure the establishment of appropriate transitions between differing land uses.*
8. *Provide for the maintenance of, and an amendment procedure for, those planned unit developments listed in Section 21100.02 Subd. 2(b) of the Plymouth Zoning Ordinance (See [Attachment B](#)).*

A PUD was previously approved for the site in 2019. The previously approved Four Seasons PUD (see [Attachment B](#)) approved a range of housing types and affordability, as well as retail and

structured parking. This PUD established the zoning regulations for a previously approved specific development. It is anticipated that the PUD would be amended to reflect the new development plan and requirements that fit the context and character of the individual site.

Neighborhood Characteristics: Adjacent land uses, and amenities include:

North (Across Co. Rd. 9)	Commercial uses to the northwest: Holiday Gas Station, Taco Bell, Wendy's, office uses to the northeast
East (Across Hwy 169)	Single and two-family homes in New Hope
South and West (Across Lancaster Lane)	Office uses, single-family homes and townhomes



Adjacent Land Uses

Previously Proposed/Approved Projects: The following information is provided for background and does not represent that the city desires a future redevelopment to match either of these previously approved plans. Additional information can be found in the associated City Council packets and meeting minutes.

In 2017 the City Council approved a PUD redevelopment plan called “Agora”. Ultimately, the developer could not secure the necessary financing, and the project was not constructed. The approved redevelopment project included the following:

- Two hotels (each four stories in height) totaling 195 guest rooms and 8,000 square feet of conference center space;
- Roughly 20,000 square feet of office space;
- Roughly 60,000 square feet of retail space;
- A 139-unit senior apartment building (4 and 5 stories in height); and
- A 339-space parking ramp (3 levels of which 200 spaces would be for city park and ride).

In 2019 the City Council approved a future mixed-use development known as “the Dominion/ Launch Project”. This project also did not move forward due to an inability to secure financing in a timely manner. The approved mixed-use redevelopment project included the following uses:

- Two general-occupancy/family apartments totaling 163 units (4 stories in height) with 100% affordability to persons at or below 60% AMI;
- A 155-unit senior apartment building (7 stories in height);
- Roughly 23,300 square feet of commercial (4 buildings); and
- A 229-space parking ramp (2 levels of which 200 spaces for city park and ride).

Transportation

Regional Road Network: The redevelopment site is located with prime access to both a state highway and a county roadway. It is located directly west of Hwy 169 (84,000 vehicles/day (vpd)) and south of Co. Rd. 9 (27,500 vpd) on the Plymouth/New Hope border.

Local Road Network: Access for the redevelopment site is off Lancaster Lane (3,250 vpd) which is located along the west side of the site. Lancaster Lane connects the site to the Hwy 169/Co. Rd. 9 interchange to the north and Hwy 169/36th Avenue interchange to the south. In advance of this development the city will be completing the public improvements outlined in the traffic studies included as [Attachment F](#). These improvements include:

- Turn lane and signal improvements at the Lancaster Ln/Co. Rd. 9 intersection.
- Intersection improvements at the Pilgrim Lane/Lancaster Lane intersection near the development.

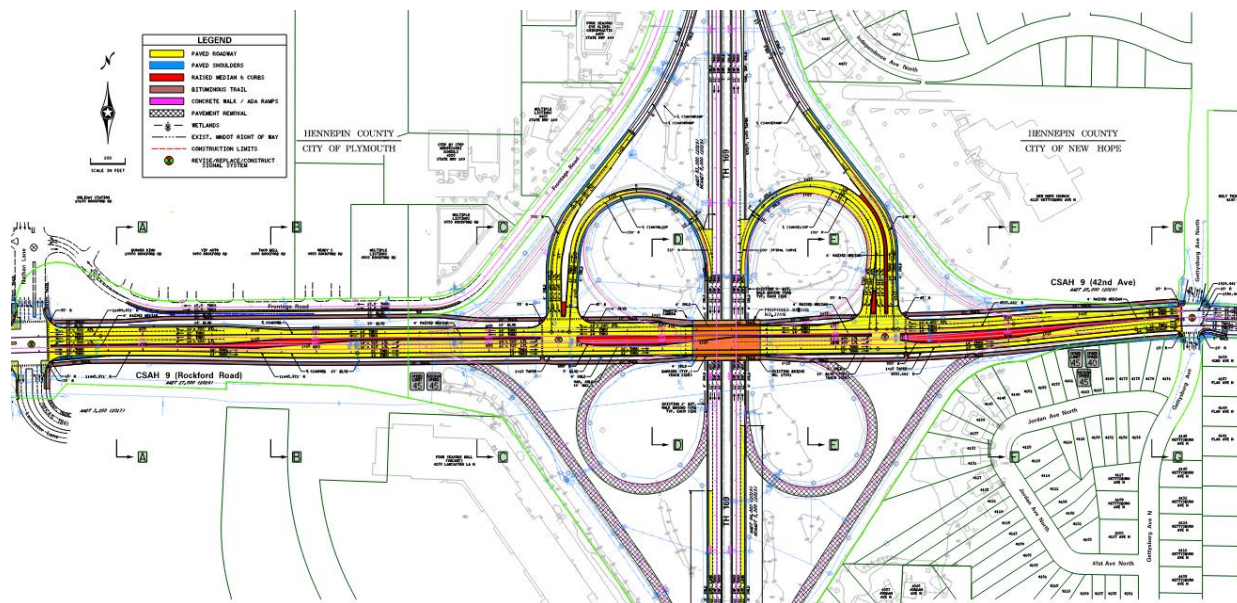
With these improvements Lancaster Lane and the adjacent roadway network will be able to accommodate a mixed-use development of similar traffic demand as outlined in the Recommended Development Considerations.

Pedestrian and Bicycle Trails: The site has excellent sidewalk and trail connectivity, which the city views as an amenity for a future site development. There are local trails and sidewalks adjacent to the site which provide connections to local schools, retail and recreational facilities.

This includes connectivity to the Three Rivers Park District's Bassett Creek Regional Trail that runs along 36th Avenue. Additional trail construction along Co. Rd. 9 is expected to be completed by 2024 and will provide pedestrian and bicycles safe access to New Hope and businesses on the north side of the interchange.

Bus Transit: The redevelopment site is currently serviced by Plymouth's Metrolink bus transit 790 and 795 express service routes. These provide weekday morning express service from Plymouth to Downtown Minneapolis, Downtown East, and the University of Minnesota, with return service to Plymouth in the afternoon and evening.

Hwy 169 Interchange Replacement: MnDOT is scheduled to replace the Hwy 169 / Co. Rd. 9 interchange between 2023-2024. With the interchange replacement, MnDOT will be adding trails on both sides of Co. Rd. 9 and reconfiguring the bridge to a folded diamond style intersection to improve safety on the roadway. This project involves removal of all ramps on the south side of the bridge and adding additional traffic signals at the tops of the ramps. With these improvements, MnDOT has indicated that some of the right-of-way from Hwy 169 may be turned back to the city in the area of this redevelopment parcel. The below layout reflects the future interchange as currently proposed.



Future Hwy 169 Configuration

Traffic Analysis: Traffic studies have been completed during previously proposed redevelopment projects and can be found in [Attachment F](#). When the Four Seasons Mall was fully operating, the site was generating an estimated 5,024 average daily trips. The future development may benefit from not exceeding traffic generation counts for the site as noted in the traffic studies, and as outlined in the Recommended Development Considerations. Depending on the final development plan, and if expected average daily trips exceed the count

of 6,970, the selected developer may be expected to fund an update to the previously conducted traffic study, to be completed by consultant(s) chosen by the city.

Water Resources & Environmental

Stormwater Challenges: The redevelopment site is located in the Bassett Creek Watershed, with the north stem of Bassett Creek running along the east side of the site. All the water from the site drains to Northwood Lake in New Hope. The redevelopment proposal will be required to meet all watershed requirements including 100-year modeled floodplain for the north stem. The redevelopment proposal must also meet the requirements of the watershed grant funds listed below in the RFP.

Included in the RFP as [Attachment H](#) is a wetland delineation which is active until 2024.

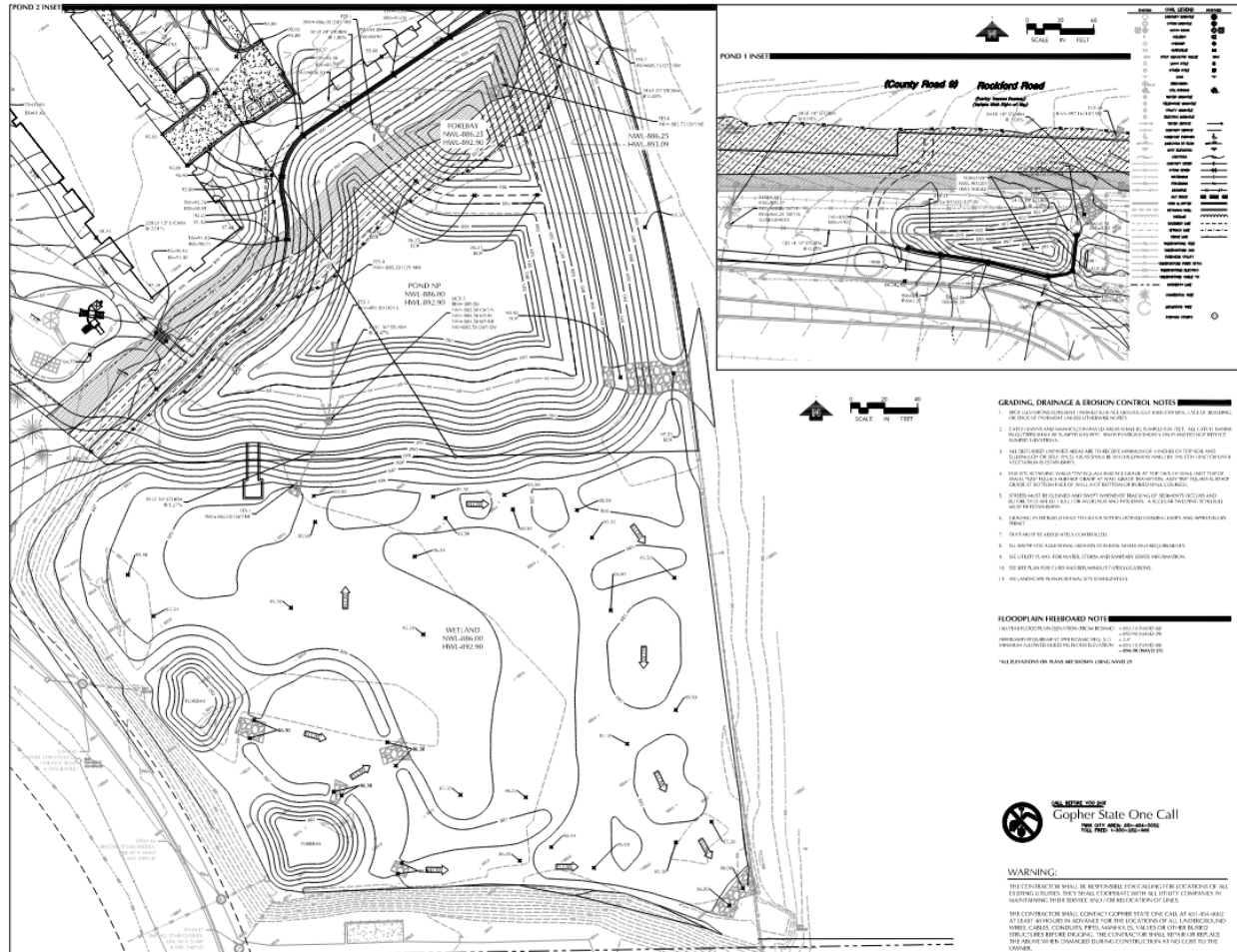
There are known hydric challenges with the site soils which are outlined elsewhere in this RFP.

Public Stormwater Improvements: There are known localized flooding issues at the intersection of Pilgrim Lane/Lancaster Lane which will be corrected by the city in advance of the development. Public improvements on Lancaster Lane include upsizing the existing storm sewer to included capacity and adding additional inlets. This work will be reimbursed by the TIF district and may be completed either by the city or as part of the redevelopment plan. The city expects coordination with the selected developer/development team to align with the stormwater improvements with the final development needs.

Watershed Grant Funds: The Bassett Creek Watershed provided developers of the previous proposed redevelopment projects capital improvement grant funds for use in this area. There is approximately \$800,000 remaining in this grant and to access the funds, site improvements must reduce phosphorus loading into Northwood Lake by at least 100 pounds annually. The following page contains an image of the stormwater pond to be constructed in portions of the existing wetland/city wetland parcel and wetland restoration work that was previously proposed to achieve this goal, as well as to provide part of the stormwater requirements for the site. This plan has been approved by the watershed, DNR, and Army Corps of Engineers and the intellectual property for the work is included in the sale of the land for the RFP. Maintenance of the wetland restoration will be the responsibility of the city and the stormwater pond will be the responsibility of the developer.

The watershed approved previous development plans and the BMP designed as outlined above. It should be noted that previous development proposals included a net reduction in impervious surfaces on-site and creative stormwater management to improve water quality downstream while still addressing challenging site conditions.

As part of the developer's redevelopment proposal, they will be responsible to use the watershed's ATLAS 14 model for the area and meet all watershed requirements, including freeboard for low floors adjacent to the creek.



Previously Approved Army Corps Wetland Restoration and Storm Pond Configuration

Environmental Analysis: A Phase I Environmental Assessment was completed for the site (see [Attachment C](#)), and it was determined that a Phase II was not necessary as a part of the previous projects. The previous analysis included a traffic study to analyze the traffic capacity of the surrounding road network. Depending on the proposal, the selected developer may be expected to fund an update to the environmental assessments, an environmental assessment worksheet, and traffic study to be completed by consultants chosen by the city.

Soil Challenges: There is known high ground water and non-hydric soils on the site, which are provided in Geotechnical Report(s).

Additional Redevelopment Expectations

Recommended Development Considerations: During the approval of two recent development proposals (detailed in this RFP), a series of development standards were studied and established that both the community and city leadership found favorable. While final development proposals will not necessarily be expected to adhere to the below criteria, the selected developer should be prepared for the possibility of additional study or site assessment

for any/or all these considerations should the proposed development fall outside these previously established standards:

- Maximum Daily Vehicle Trips: 6,970
- Site Density: Establish lower densities and heights along Lancaster Lane, while focusing the highest intensity uses toward the Hwy 169 and Co. Rd. 9 perimeters of the site.
- Stormwater: Preserve the southernmost wetland area for stormwater use and reduce runoff per watershed standards.
- Impervious Surfaces: Future development should reduce impervious site coverage

Park and Ride Site: The location of the park and ride component is an important element that should be fully integrated into the future development. The previously established guiding principles for the redevelopment of the site state that “transit facilities shall be considered in conjunction with planning for site parking.” The future park and ride site could provide shared parking spaces for both Plymouth Metrolink and for the proposed development. The city is open to working with the future developer to determine how the park and ride would ultimately function, but most commonly, the previous developments have planned for shared parking through a public parking ramp to be city owned, constructed, and operated.

Considerations for the park and ride site are listed below:

- Site area:
 - A previous proposal included approximately 1.5 acres for parking structure.
 - Must accommodate traffic volumes from Lancaster Ln. to and from the site.
 - Must accommodate buses driving to site for pick-up and drop-off.
 - Must accommodate area for restrooms, vending, and waiting (standalone or within ramp)
- Parking stalls:
 - The lot should accommodate up to 100 spaces when first built.
 - The city projects long range needing up to 200 spaces for park and ride users (this could include building a ramp on a surface lot, proof of surface parking, or adding levels to an existing ramp). These could be all built at one time or phased.
 - Park and ride stalls must be available for park and ride users during weekdays during daytime hours.
 - Park and ride stalls are fully available for development parking during weekday evenings and overnight as well as weekends.

City Land Expectations: The city expects that as part of platting the property, the wellhouse located on the northwest side of the site and the lift station on the southwest side of the site will be platted as city parcels at no cost to the city.

The city expects to retain ownership of the stormwater wetland to the south of the site and will manage long term maintenance of the wetland parcel.

Purchase Price: The city purchased the property in 2021 using transit funds and expects that following the sale of the property that either with the purchase of the land by a developer or through reimbursement through Tax Increment Financing (TIF), that at a minimum all incurred costs will be recouped.

Public Financing Assistance/Tax Increment Financing (TIF): TIF District 7-9, a redevelopment TIF District, was established in 2017 to assist in the redevelopment of the site as part of an earlier project. Due to statutory requirements for expenditure of funds within five (5) years of certification, it's anticipated that the TIF District will be decertified and recertified with the specifics of the new project incorporated.

To achieve the city's development objectives, the city is willing to consider applications for other types of non-city public financial assistance such as grants for demolition and sustainable redevelopment efforts.

Community Engagement Expectations: The city is committed to a robust community engagement process specific to this development project and will be anticipating that project submittals include a community engagement plan that reflects the selected development teams planned approach. It is an expectation that the developer or development team will collaborate with city staff to assure that opportunities exist for the neighborhood and general public to stay informed of the process and have opportunities to provide input.

Affordable Housing Component: The city is supportive of a developer including an affordable housing component, provided it does not result in creating financing challenges that would delay the construction of the project. The developer should include the percentage of affordable housing being proposed for the redevelopment project.

IV. RFP Submission and Proposal Selection

RFP Process Timeline

Estimated RFP Process/Schedule	
Request for Proposals Issued	August 30, 2021
Questions Due (in writing)	October 12, 2021
Questions Answered – Development Meeting (Via Zoom)	October 19, 2021
Proposals Due	4pm CT on October 28, 2021
Evaluation of Proposals and Developers Chosen to Interview	December 14, 2021
Developer Interviews with City Council	January 25, 2022
Developer and Redevelopment Framework Chosen	January 25, 2022
Negotiate Purchase and Development Agreement	Feb – March 2022

The city reserves the right to extend or otherwise modify the above schedule. If any such changes occur, notice will then be provided to developers who notified the city, per the requirement below.

Proposal Content: Proposal responses should demonstrate clearly and accurately the capabilities, knowledge, experience, and capacity of the development team to meet the requirements of this RFP and proposed project.

Respondents must submit one (1) unbound copy and one (1) electronic version, Microsoft Office compatible, on a USB drive. Proposals must be on standard 8 ½" by 11" paper. All supporting documentation must be on paper no larger than 11" by 17". Materials and USB drives will not be returned. It should be anticipated that development teams invited to interview will be asked to provide additional hardcopy versions.

All submitted proposals must include the following information and materials:

- A cover page expressing the developer's desire to submit a proposal and including the following information:
 - Developer/team's name and mailing address.
 - Name, mailing address, telephone number and email address of the primary contact person.
 - Signature of authorized representative of responding developer or team.

In addition to a cover letter, the proposal should include the following A-P materials, in order:

	Description
A	In the case of a development team, identify members of the development team, experience with comparable projects and working together, team member capacity to implement proposal and complete the redevelopment project in a timely manner.
B	List comparable, completed mixed-use developments of a similar nature and scale and describe how the development team has been able to overcome site challenges, such as poor soils and high-water tables.
C	Narrative that describes the proposed project and how it meets or exceeds the city's development objectives.
D	Preliminary site plan(s).
E	List of proposed project components, stories, number of housing units and type, anticipated types of commercial uses and preliminary building square footages.
F	Describe and/or illustrate how the park and ride use and public transportation aspects are integrated into the overall project.
G	Provide detail on how the site would create community spaces for residents and patrons.
H	Describe approach to stormwater management and meeting stormwater grant requirements,
I	Conceptual building elevations and renderings to illustrate the proposed project and a description of anticipated building material for the development.

J	A community engagement plan describing the development team's approach to working with the surrounding neighborhood and community during the design and development phases.
K	List of project's estimated economic benefits including estimated total market value, real estate taxes, and overall employment potential.
L	List of estimated project construction costs/preliminary capital budget including sources and uses of funds to acquire the site and construct the development, including grants, public financing, etc. Should be broken down to include component uses and assumptions used to develop the preliminary capital budget.)
M	Projected construction commencement and completion dates.
N	Letter of Intent stating proposed purchase price for the site.
O	Developer's current legal status: corporation, partnership, sole proprietor, etc. and supporting evidence/documentation of financial strength
P	Any other information that is critical to the city's ability to evaluate the proposal

V. Additional Requirements and Obligations

Property Acquisition and Letter of Intent: The property subject to this RFP will be sold by the city, with the exception of portions of the site indicated that will be maintained by the city for public purposes. Responses to this RFP are required to include a Letter of Intent to acquire the site. Offer prices will be one of multiple criteria for evaluating proposals and are not a weighted part of the criteria. The Letter of Intent must state:

- The amount offered for the site,
- Contingencies associated with this offer, including public participation in the development project and,
- The developer's ability to close on purchase of the site.

Responsibility for Responding to RFP: This RFP in no way obligates the respondent to enter into a relationship with the city. Nor does this RFP obligate the city to enter into a relationship with any entity that responds, nor does it limit or restrict the city's right to enter into a relationship with any entity that does not respond to this RFP. In its sole discretion, the city may pursue discussions with one or more entities responding to this RFP or none at all.

The city further reserves the right, in its sole discretion, to cancel this RFP at any time for any reason.

The city reserves the right to accept or reject any or all proposals, in part or in whole, and to waive any minor informalities, as deemed in the city's best interests. Selection of a developer does not constitute acceptance or approval of all aspects of the developer's submitted proposal by the city. The city reserves the right to propose and/or require revisions to the proposed redevelopment and negotiate with the developer over various aspects of the proposed redevelopment proposal.

The city in no way takes responsibility for the costs incurred by respondents or their contractors in connection with this RFP process, including, but not limited to, costs associated with preparing a proposal or participating in any presentations or negotiations related to this RFP.

Disclosure and Disclaimer: This Request for Proposals is for informational purposes only. Any action taken by the city in response to proposals made pursuant to this RFP, or in making any award or failing or refusing to make any award, shall be without liability or obligation on the part of the city or any of their officers, employees, or advisors. This RFP is being provided by the city 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 the city's officials, employees, or advisors, shall be at the developer's own risk. Prospective developers should 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.

This RFP does not constitute an offer by the city. The city's determination as to the qualifications and acceptability of any party or parties submitting a response to the RFP shall be made at the sole discretion of the city. The city is governed by the laws of the state of Minnesota and all proposals and supporting data shall be subject to disclosure as required by such law.