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STABLE, UNIFIED
METROPOLITAN
REGION

FALL
2006

Community Benefits Agreements: An Important Tool in the Growing Twin Cities Equity Movement

by Maura Brown, Alliance for Metropolitan Stability

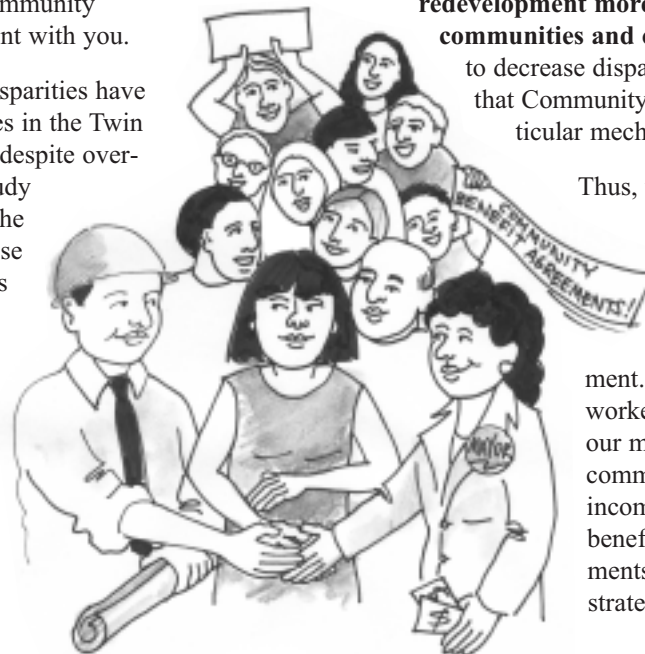
IS IT POSSIBLE to have a meaningful impact on race, class, and geographic disparities without an open conversation about racism in our society? This is a question we have asked ourselves here at the Alliance for Metropolitan Stability.

BRUCE KATZ OF THE BROOKINGS INSTITUTION shared his perspective in an on-line conversation following his speech at the Minnesota Meeting on May 24th in the Twin Cities: I believe it is possible to make incremental progress on a range of racial and ethnic disparities...[but] the failure to talk openly about race and the persistence of racism ultimately constrains how successful we will be in this endeavor. One needs look no further than the response to Hurricane Katrina to understand the limits of public policy in the absence of frank discourse. Make no mistake: what happened in the aftermath of Katrina reflected the build up of decades of racial separation and economic and social isolation. By failing to admit that — and have our admission infuse every element of the response — we have ensured that our interventions (public, private, and voluntary) are insufficient and, in many cases, misguided.

We at the Alliance strongly agree. And that is one of the reasons we are excited to share, in this issue of Common Ground, our vision of the power of a Community Benefits movement with you.

Racial, economic, and geographic disparities have been increasing in many communities in the Twin Cities and around the country, often despite overall economic growth. Study after study reveal both a growing gap between the rich and the poor and a failure to close wealth, health, and achievement gaps between the white community and communities of color. (for a list of recent publications on this reality see page 11). Redevelopment in urban areas and older suburban areas — areas which have already built much of their infrastructure — often achieves many goals shared by Alliance members including:

better transit, preservation or creation of green & open spaces, denser housing and jobs, and generally decreasing sprawl. Our question addresses another goal of the Alliance: **How can redevelopment more meaningfully benefit low-income communities and communities of color?** Can it help to decrease disparities? We believe that it can and that Community Benefits Agreements provide a particular mechanism through which it may do so.



Thus, we are pleased to be able to dedicate this issue of Common Ground to featuring stories that illustrate an exciting new phase in the Twin Cities' movement for smarter growth and more equitable development. For the past year, the Alliance has worked to help a broad range of groups — our member organizations and other community allies — to ensure that low-income communities and people of color benefit from the large-scale redevelopments in our midst. One of our central strategies has been to elevate and develop

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the potential of Community Benefit Agreements (CBAs), as a particular tool in a wide variety of locations and circumstances.

A CBA is a legally enforceable contract, signed by community groups and by a developer. CBAs may include such things as living wage requirements, first source hiring preferences, land banking and affordable housing set-asides, transit integration, environmental cleanup, and other provisions. Through the agreement, the developer commits to specific actions, such as a range of strategic investments, services, and tangible dividends that he/she will provide to local communities as part of the development project. Often implemented in instances where a project is receiving public subsidies, CBAs are based on the premise that the particular needs of a community should inform the ways in which development there takes place.

Hardly a “one size fits all” solution, CBAs give communities a means to articulate their visions, identify key issues and craft solutions to address these issues. The basic concept can be applied in a wide variety of contexts. Indeed, as you will see in reading about the efforts of the Digital Inclusion Campaign, CBAs are not even limited to physical development projects. However, CBAs can be a particularly powerful tool when lower-income communities of color are faced with redevelopment pressures. Even today these communities are frequently left out of decision making and are often negatively impacted by development. CBAs provide them with a vehicle for guarding against gentrification and displacement. And, as is evidenced in the stories about the

University Avenue and the Harrison neighborhood campaigns, they also provide a mechanism through which an honest discussion of racism and its historic and current effects can occur.

Because CBAs cut across a broad range of issues including workforce development, affordable housing, environmental protection, community and economic development, transit oriented development, racial justice, living wages, and general livability, they are an ideal tool for attracting broad grassroots coalitions to a common cause (and for enabling existing groups to collaborate more closely on a larger/shared vision). Indeed, CBAs are the project-specific blending of smart growth and social equity concerns, an agenda which the Alliance is uniquely positioned to move forward.

The premise inherent in the CBA concept is that public investments should have an equitable impact on the lives of local people, not simply benefit the wealthy, well educated, or well connected. The Alliance is committed to working with community leaders who want to use this tool to redefine the terms of the public debate and talk openly about the current failures of the marketplace and of public policies to substantively mitigate — much less resolve — economic, racial, and geographic disparities. Working with the community to shift our discourse and to use this tool — so that people can impact decisions that affect their lives — will make us more effective in fighting for greater equity and is a critical step towards addressing the root causes of the disparities in our region.

Alliance for Metropolitan Stability

2525 E. Franklin Ave., Suite 200
Minneapolis, MN 55406

Phone: (612) 332-4471

Fax: (612) 338-2194

www.metrostability.org

The Alliance for Metropolitan Stability is a coalition that links faith-based, social justice and environmental organizations to address the issues of economic development, fair and affordable housing, transit, and the environmental consequences of sprawling growth. We work to involve communities in local and regional policy decisions.

Acting Director — Maura Brown
maura@metrostability.org

Lead Organizer — Jo Haberman
jo@metrostability.org

Organizer — Unny Nambudiripad
unny@metrostability.org

Special Projects Coordinator — Sacha Peterson
sacha@metrostability.org

Americorps-Digital Divide Project —
Mahi Palanisami
mahi@metrostability.org

MEMBERS

All Parks Alliance for Change (APAC)	Transit for Livable Communities (TLC)
Community Stabilization Project	Unitarian Universalists
Environmental Justice Advocates of MN (EJAM)	Affordable Housing Partnership
Fresh Energy (formerly ME3)	University UNITED
HOME Line	
Institute for Agriculture and Trade Policy (IATP)	
Jewish Community Action	
League of Women Voters of MN	
Metropolitan Interfaith Council on Affordable Housing (MICAH)	
Family & Children's Service, Jobs and Affordable Housing Campaign	
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The Sierra Club, North Star Chapter	

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and by individual contributions from people like you.

NOTE: At the beginning of June, Russ Adams took a temporary leave of absence from the Alliance for Metropolitan Stability. He will return to the Alliance at the end of September. Maura Brown is serving as Acting Director during this interim period.

African American Action Committee Organizes for Subsidy Accountability

by Jo Haberman, Alliance for Metropolitan Stability

The African American Action Committee (AAAC) in Brooklyn Park was born out of a successful community struggle to stop the demolition of 900 units of affordable housing. Now this new group faces a potentially even larger campaign to restore a living wage for the hundreds of jobs connected to the proposed Target mega-development — jobs that could benefit many of the same people in greatest need of affordable housing.

AAAC EMERGES OUT OF AFFORDABLE HOUSING BATTLE

In the fall of 2004, community groups learned that the City of Brooklyn Park was planning to place a referendum on the ballot that November, attempting to raise taxes by \$35 million in order to "redevelop" some of the longest-standing and most affordable apartment buildings in the city.

AMS supported a community coalition that eventually succeeded in saving the housing by defeating the referendum. The coalition was led by Community Stabilization Project, Service Employees International Union Local 26, HOME Line, Housing Preservation Project, Metropolitan Interfaith Council on Affordable Housing, community members, home owners, and small business owners.

Mari Lecours with the Community Stabilization Project said about the campaign, "We weren't surprised, because Brooklyn Park had attempted to remove these affordable apartments before — they are home to mostly African Americans, with significant numbers of Latino, Liberian, and other immigrant families. The city had tried over the years to paint a picture of the area as crime-ridden, dilapidated, and blighted — in order to gain support for demolition and replacement with higher-tax-value development. In fact, while some of the units could benefit from rehab, most of the area is well-maintained, with lovely lawns and gardens. The building owners were willing to work with the city and community advocates to make needed changes, and had begun to do so. This kind of affordable market-rate housing is a threatened species in our region — with an alarming rate of extinction. People have very few options. We saw the city's effort to remove the housing as a racist policy to displace communities of color and lower-income community members."

In reflecting on the organizing effort, several people identified the need for an organized voice of African American community members in Brooklyn Park. AAAC was born.

AAAC continues to work with its coalition partners on affordable housing issues. Education is another AAAC priority, since the academic achievement gap among racial groups is a primary barrier to equitable opportunity.

FIGHTING FOR WORKING FAMILIES IN WAKE OF PROPOSED MEGA-DEVELOPMENT

AAAC has also begun exploring possible community benefits approaches to Target's proposed development in Brooklyn Park, which is a \$1.75 billion "city center" retail, office, housing and entertainment complex. Target recently won \$20 million in tax abatements from the city along with several major policy waivers. The policies are intended to hold publicly subsidized developments to a higher standard.

Christine Goepfert, AAAC board chair: "Without a community benefits agreement with Target, the waivers could represent a stunning setback

to the lower-paid workforce in our community. These are some of the same community members whose affordable housing needs we fought hard to preserve. Target has negotiated with our city government for \$20 million in tax abatements — that public subsidy should come with some accountability, some benefits for those who are working hard to make a living, and struggling to make it in our community."

As they stand, the waivers set the stage for many Target jobs to be filled by part-time contract workers paid less than city policy requires for a publicly subsidized development. The same holds true for other jobs created by food, commercial, retail, and other businesses that lease

space in the mega-development Target will own. City business subsidy policies that were waived unanimously by the city council include:

- The policy that no more than two employees can constitute one full-time equivalent position; Target won't be limited to the number of employees who can make up a single full-time equivalent.
- The policy that the great majority of jobs have to be permanent full-time positions; Target won't have a required percentage of their jobs that need to be permanent full-time positions.
- The policy that requires wage levels to be at least three times the federally mandated minimum wage, or \$15.45 an hour; Target will be allowed to "average" all employee wages, so that some workers can earn less than the minimum usually required by Brooklyn Park's business-subsidy policy.

Julia Grantham, AAAC Assistant Executive Director, said: "The deal between Target and Brooklyn Park needs to be improved, and we call on Target and the City to work with the community as the phases of this development move forward. All members of our community should benefit when millions of tax dollars are invested in a project, especially when you're talking about an already huge company like Target. The vision should be that if you clean the offices, work at the pizza place in the Target building, or work as a nursing assistant at the clinic down the hall you should be able to work full time, make a decent wage, and have benefits. That's what will lift our families out of poverty here in Brooklyn Park. We seem to be saying to some parts of our community — you'll need to work several jobs to make it here, and even when you do, you can't live here because there will be no housing you can afford. This would be a tragic situation. Those are not the values this country aspires to."

FFI: Eugene Dix, AAAC Executive; Julia Grantham, Assistant

Executive Director; or Josephine Castle, AAAC Organizer — contact jocastle9@yahoo.com or 763-503-0158.



Pictured are AAAC staff, from left: Julia Grantham, Assistant Executive Director, Eugene Dix, Executive Director, and Josephine Castle, Organizer

The “Guiding Principles for Redevelopment”

were adopted by Harrison Neighborhood residents on February 28, 2005 and represent the unified voice of all residents. The guiding principles clearly state residents’ vision for redevelopment, namely that it “improve the lives of the people who currently live and work in the Harrison Neighborhood.” A **Harrison Community Benefits Agreement** will take the guiding principles to the next level by adding numbers to each goal and outlining processes to achieve them so that redevelopment is accountable and better able to meet community needs.

RESIDENTIAL/ HOUSING redevelopment shall:

- Preserve and improve existing housing in the BCV area while safeguarding against displacement and gentrification.
- Create a wide variety of new housing options—both single family and multi-family, both ownership and rental—at a mix of affordability levels to meet the housing needs of future, but especially current, residents.

ECONOMIC redevelopment shall:

- Provide long-and short-term living wage jobs for area residents.
- Create work opportunities and resources for existing businesses in Harrison, with an emphasis on those that are minority and female owned.
- Establish links between educational/ job training resources and neighborhood residents, including youth, to enhance employment opportunities.
- Set minority and female construction participation goals above City minimums; provide for the necessary outreach to attain these goals.

QUALITY OF LIFE/ COMMUNITY redevelopment shall:

- Address the basic retail and service needs of the people who live and work in and around the Harrison neighborhood
- Support HNA in creating a “sense of place” in the Bassett Creek Valley and within the larger neighborhood that reaches across culture and economic classes.
- Create designs that are pedestrian friendly and fully accessible, that inhibit crime, and that improve the sense of safety.
- Improve linkages to other parts of the city and surrounding areas.

Harrison Residents Grasp CBA as a Tool towards Racial and Economic Equity

by Mitch Thompson, HNA Board President

The Harrison Neighborhood Association’s (HNA) efforts to promote racial and economic equity through the use of Community Benefits Agreement (CBA) is creating a buzz in Minneapolis. This article provides a brief overview of the history and context surrounding HNAs choice to use a CBA in redevelopment efforts.

The Harrison Neighborhood Association is a small but powerful geographically based organization located in North Minneapolis representing a constituency that is 38% African-American, nearly 30% Southeast Asian, and just over 20% people of European decent. The median income for a family here is a little over \$21,000. Racial and economic equity are at the forefront of our organizational priorities as a result of potential large scale development and of our proactive efforts to address Institutionalized Racism and its impacts on our community in a strategic manner.

“UNDOING RACISM” UNITED THE COMMUNITY AND HELPED TO FRAME CBA

We are a resident led organization and effectively engaging and representing our diverse constituency has been a long-standing priority for us. Three years ago the Harrison Neighborhood Association started a concerted effort to be more representative of and accountable to the community it serves by seeking the assistance of the People’s Institute for Survival and Beyond. Since that time, Harrison leadership has been working through an Undoing Racism process. This has helped unite our community; it supports our development of a deeper understanding of our current and historic relationships and experiences. It has also helped frame our initiative to negotiate a Community Benefits Agreement for the Bassett Creek Valley that benefits existing residents who are predominately people of color and low-income.

Many of us now believe that poverty is the number one issue facing Harrison, but Racism is

the number one issue keeping us from building the social capital necessary to lift our community out of poverty. In North Minneapolis, a well-organized community with an anti-racist analysis is the prerequisite for any poverty reduction

efforts. Without those two elements a process of gentrification is the most plausible outcome for “successful” community revitalization efforts. This statement is well supported by Minneapolis history.

Our efforts to ensure an equitable redevelopment of Bassett Creek Valley are complex and

have involved community organizing and participation in a stakeholders group known as the Redevelopment Oversight Committee (ROC) for Bassett Creek Valley. The Redevelopment Oversight Committee has partnered with a major developer, Ryan Companies, to create a Redevelopment Plan for the 230 acres of Bassett Creek Valley. (See map, next page)

A high level of community engagement by the diverse constituencies in Harrison has led us to ask tough questions. What does development really mean for Harrison? Does the proverbial rising tide actually raise or sink our boats? Will we still be able to live here? Who will be able to access new jobs? How can we make sure that the people who live in North Minneapolis now directly and concretely benefit from any redevelopment?

In response to these questions we organized two large community meetings that were planned and facilitated by resident leaders. More than 100 residents participated with over half being people of color, a third being immigrant/ refugees, and



Community members gather to celebrate and affirm a shared vision for the Harrison Neighborhood.

The current planning projections are for the creation of 5,000 new housing units; potentially 10,000 new jobs; nearly 200,000 square feet of light industrial property; 70,000 square feet of retail; and over 1,000,000 square feet of office space in Bassett Creek Valley.

(See map, next page)

nearly 50% being renters. By the end we developed "Guiding Principles" calling for development that benefits the community and which employs tools to guard against displacement and gentrification. It is these community developed principles that provide the basis for our ongoing community benefits agreement work. (See *Guiding Principles* side bar, page 4.)

HARRISON IS SHARING CBA TOOLS AND EXPERIENCE WITH OTHER NEIGHBORHOODS

The Community Benefits Agreement model has proven to be an effective tool to educate and empower our neighborhood to represent our interests in a significant, complicated, and community shaping redevelopment process. Our community resonates with and is deeply engaged in the work we are doing. Recently we have been sharing our thinking and the CBA tool with other neighborhoods with similar demographics.

We have been pleased — though not surprised — to find that the idea of changing the rules of the game through developing a CBA makes immediate sense to almost everybody who has had experience participating in or being effected by redevelopment as it has occurred historically in our communities. Several organizations have provided letters of support and other forms of assistance. So far our work has been well received by the potential developer as well. Ryan Companies has agreed in writing to negotiate a "detailed community benefits agreement."

Many of us now believe that poverty is the number one issue facing Harrison, but Racism is the number one issue keeping us from building the social capital necessary to lift our community out of poverty.

Further, we believe that our work to secure community benefits from the Bassett Creek Valley effort truly embodies the spirit of our vision for our community. Our Vision is that: *We are creating a prosperous and peaceful community that equitably benefits all of Harrison's diverse racial, cultural, and economic groups. We will combat racism and other forms of oppression by establishing an environment of stewardship where all individuals can participate through shared power and mutual accountability.*

"THIS IS JUST COMMON SENSE"

This vision, formally approved by 160 residents 70% of whom are people of color, is what we hold in front of us to remind us of our path. Because, of course, there is still much work to be done. While we have broad agreement in principle from many City officials and one major developer, we know that is different from a binding agreement which delivers meaningfully to low income people and people of color. Our eyes are on that prize, and our next step is to secure a resolution from the Minneapolis City Council that any redevelopment in our area that receives public assistance include a Community Benefits Agreement. To us, this is just common sense.

For further information about our efforts and how to support this important work, please contact the Harrison Neighborhood Association offices at 612-374-4849.

THE PLAN



Land Use Plan

- More than 3,000 housing units
- 2.5 million square feet of commercial space
- 45 acres of new open space
- 1 billion dollars in reinvestment
- Future real estate value of over a billion dollars

Acreage

Lower Density Residential - 14 ac.
 Medium Density Residential - 26 ac.
 Mixed Use: Office/Retail/Housing - 30 ac.
 Mixed Use: Office/Housing - 15 ac.
 Office - 5 ac.
 Office/Light Industrial - 20 ac.
 Civic - 4 ac.
 Park and Open Space - 96 ac.

Legend

- Block
- Green Street
- Trails
- Walking Trail
- SW Transitway
- Auto Bridge
- Land Bridge

Land Use

- Lower Density Residential (10-20 DU/Acre)
- Medium Density Residential (20-70 DU/Acre)
- Mixed Use: Office/Retail/Housing (40-70 DU/Acre)
- Mixed Use: Office/Housing (20-150 DU/Acre)
- Office
- Office/Light Industrial
- Civic Uses
- Park and Open Space
- Neighborhood Park
- Plaza
- Water



University Avenue Groups Come Together Around New Challenges

University Avenue and its surrounding communities have always been places of richness, complexity, and change — some of those changes desirable and some not, from the community's perspective. Those changes are speeding up with the probable construction of Central Corridor LRT and increased interest in development and redevelopment along the corridor, with the first urban Target Superstore a case in point. Community organizations and members who have worked to address community issues and needs in this area have recently started collaborating much more closely. They've formed a broad coalition to insure that changes bring desired community benefits rather than displacement of existing low income peoples, small and ethnic businesses, and communities of color.

In January, 2006, community members and organizations gathered in the meeting room of a St. Paul high-rise to begin formalizing the University Avenue Community Coalition (UACC). UACC's mission is to build power by bringing together community members and organizations to gain equitable development — development that benefits everyone on and near University Avenue. To that end, UACC is focusing on community benefits policy and organizing work on three levels: city-level policy, corridor-wide policy (on the Central Corridor LRT route), and specific development proposals. Fourteen groups plus interested community members now make up the core membership of UACC, including many veterans of a Lexington-University community benefits "pilot" effort and some new groups. UACC includes organized labor, housing, faith, racial/cultural equity, transit, economic justice, environmental, community development, and neighborhood organizations.

Vic Rosenthal, of Jewish Community Action explained, "We don't want to re-invent the wheel. This coalition is made up of groups already working on issues that are central to a future of equitable development along University Avenue. And it's going to grow. We want to broaden and strengthen the voices of those who will be directly impacted, and push together for equitable outcomes."

UACC WILL FOCUS ON GOALS IN SIX AREAS:

- 1. Affordable Housing:** Any redevelopment should provide a full range of rental and home ownership choices including 30 percent of all new units available to households at or below an income of \$16,000 (rental) and \$25,000 (ownership), without displacing current residents. (\$16,000 and \$25,000 represent 25% and 50% of the St. Paul median income, respectively).
- 2. Equal Access** should be guaranteed for minority contractors, as well as full enforcement of civil rights provisions in community/economic development laws and policies.
- 3. Community Investment for Wealth Creation** within low-income populations and communities of color should be a priority incorporated into all development. Tools include programs in job training/ workforce development, minority and local hiring, small business and entrepreneur assistance, and programs which assist lower income peoples and people of color in attaining home ownership.
- 4. Right to organize for good jobs:** Workers in every community should have a living wage, affordable healthcare, and pensions. They should also have the right to organize and to be fully protected under the National Labor Relations Act without

interference from hostile employers. Participating labor unions are fully committed to representing all workers, to supporting local hiring programs, and to building power in their communities.

- 5. Transit:** Local minorities and low-income people should be a significant part of the workforce that builds Central Corridor LRT. The number and location of stations and development around the stations should reflect community needs and identities. Job and housing densities along the rail line can and should incorporate *good* jobs and *affordable* housing. Bus service should be preserved, expanded and serve the local community.
- 6. Cultural Community Preservation, Enhancement, and Development:** Any development along University Avenue should build on the growing vision of preserving and enhancing the existing cultural complexity of the Lexington to Rice Street area as a "world cultural heritage" destination. In addition to the housing and job-related goals above, revitalization should incorporate creative anti-gentrification tools and promote cultural tourism that would build and sustain wealth creation for existing ethnic communities.

In April and May, UACC members focused on two issues of immediate concern: Target's SuperStore proposal, and the LRT Draft Environmental Impact Statement.

TARGET'S FIRST URBAN SUPER STORE

When Target announced that it wanted to build its first urban Super Store on land purchased adjacent to its current location on University, a team of UACC members sprang into action. University UNITED, the Lexington-Hamline Community Council, Jewish Community Action, and United Food and Commercial Workers Local 789 all worked with Target to add benefits for the community. Discussions were held for denser, transit-oriented, pedestrian-oriented design that decreased the vast parking acreage proposed between the front door and University Avenue. Advocates also tried to get Target to commit to minority contracting, local hiring, living wages, a solid number of full-time jobs with benefits, and respect for the right of employees to organize.

While few changes were made to the design of the development, Mayor Coleman committed to holding future development to higher standards of transit-oriented design and mixed use. Additionally, contractors have agreed to include 20 percent minorities in building on the site, and Target will seek an estimated 200 new employees from the surrounding neighborhoods to double its staff.



As Jessica Treat, Executive Director of the Lexington-Hamline Community Council noted: "Not all of UACC's objectives were achieved, but the SuperTarget effort laid the groundwork for increased citizen involvement in planning and for more equitable development outcomes on University Avenue."

CENTRAL CORRIDOR EQUITY COALITION – PARALLEL WORK

For the past year, the Alliance has also been in a capacity building and technical assistance role with the Central Corridor Equity Coalition (CCEC), which is led by the Aurora-St. Anthony Neighborhood Development Corporation and Just Equity. Working alongside the UACC but focused explicitly on organizing people of color in the area, the CCEC has been raising community awareness about the University Avenue Light Rail Transit (LRT) proposal. CCEC worked throughout the early months of 2006 to engage and educate community members through meetings, informational materials, and ongoing conversations.

In April the Central Corridor Coordinating Committee announced that there would be a 45-day public comment period for the LRT Draft Environmental Impact Statement (DEIS). The Draft Environmental Impact Statement, or DEIS, is a comprehensive analysis of the anticipated environmental impacts of the proposed Central Corridor LRT line including traffic, air quality and employment and housing opportunities, and is a required step for all major developments and infrastructure projects. The DEIS represented a major opportunity for the public to make their views and ideas known about the proposed LRT and about how it could and should impact surrounding communities.

Veronica Burt of JustEquity and Central Corridor Equity Coalition said, "We need solutions to issues like displacement of lower-income residents, communities of color, and ethnic businesses. Without coalition efforts, it would be easy for development along the LRT route to deliver gentrification — and completely change the character of the Avenue — without regard for people and communities who exist here today, those who have been here for generations, and those who come to this area to build a new life."

Thus, CCEC led an effort to educate the historic African American community and others about how to effectively participate in the DEIS process. They conducted door-knocking with informational fliers and distributed on-the-spot comment forms. In the DEIS comment process, they were supported by many UACC members

UNIVERSITY AVENUE COMMUNITY VICTORIES TO DATE INCLUDE:

- Commitment from Mayor Coleman that all new development will be held to higher standards of design and mixed use.
- 20 percent minorities in the Target site's construction workforce.
- Target has agreed to seek an estimated 200 new employees from the surrounding neighborhoods to double its staff.
- A commitment from Episcopal Homes to build 50 affordable homes at Lexington and University.
- A commitment from TCF Bank to build a second story job training center at their new Lexington and University site. This program, administered by Goodwill/Easter Seals, is up and running and reports significant success.
- Commitments from Wellington Management, Episcopal Homes and the Wilder Foundation to local hiring.

including Metropolitan Interfaith Council on Affordable Housing's Organizing Project of African-American Congregations, Jewish Community Action, and ISAIAH. Each effort helped to generate a substantial volume of public comment on the DEIS.



Youth from the University Ave. area used spoken word and hip hop to communicate their issues about the proposed LRT at the Scheffer Recreation Center in Frogtown.

CCEC also worked with the District 7 Community Council to raise awareness of the LRT proposal along that portion of University Avenue and particularly among Southeast Asian residents. D-7 organizers employed hip hop and spoken word to creatively engage the youth community and elevate their voices in the comment process. Some of the spoken word artists performed during comment periods of the DEIS.

Also thanks in part to CCEC, Mayor Coleman appointed a citizen's oversight committee to lead the city's efforts in the redevelopment of the corridor. The Central Corridor Task Force will meet throughout 2006 to determine a corridor development strategy that focuses on "affordable housing, urban design, and sustainable and transit oriented development." Several UACC member groups and allied representatives are serving on this Task Force.

See *University Ave. Community Coalition*, page 14

We're saying that land-use decisions are social justice decisions, and we expect the City, PED, the Mayor's office - everyone who has something to say about the future of University Avenue - to take that seriously.

— Bernie Hesse, United Food and Commercial Workers Local 789

Longfellow Community Crafts a Vision for 38th and Hiawatha Development

The Longfellow Community Council (LCC) is the citizen participation organization for the Longfellow, Cooper, Howe and Hiawatha neighborhoods of South Minneapolis, which together are home to over 20,000 residents and 400 businesses. We're bounded by significant landmarks: the Mississippi River on the east, Minnehaha Park on the south, the Midtown Greenway biking and walking trail on the north, and the Hiawatha Light Rail Transit (LRT) corridor to the west.

In addition, three LRT stations lie adjacent to our neighborhoods: the Midtown/Lake Street station, the 38th Street station, and the 46th Street station. With the success of LRT, interest in redevelopment opportunities along the Hiawatha Corridor is very strong, and the community is committed to understanding and influencing development.

For the past six months, the Longfellow community has been involved in an intensive process involving many community members to influence the planning and development of a four block area around the 38th Street LRT station. As part of this Longfellow is creating a Community Benefits Agreement for a portion of the development area. The CBA is proving a valuable tool for helping shape the community's goals for this development.

DEVELOPERS' IDEAS SPARK NEIGHBORHOOD ACTION

As 2005 drew to a close, the City of Minneapolis was on the verge of approving a Master Plan for the 38th Street Station area, a process which had involved a citizen task force in creating design and land use recommendations over the preceding few years. In the fall of 2005, LCC was contacted by Dale Joel of Capital Growth Real Estate, a developer with an interest in a four-block area adjacent to Hiawatha within the larger station area radius. The developer expressed a desire to pursue a project that would realize the principles of Transit Oriented Development (TOD), to potentially include a broader mix of uses (residential, commercial, office, recreational) and higher densities than were suggested by the draft plan.

To solicit input from residents, businesses and property owners on the new concepts, LCC organized a community meeting which drew over 60 community members, many of whom were not presently involved as volunteers with LCC and who brought a range of perspectives and backgrounds. The community was very interested in pursuing a partnership with the developer and City to

pursue the developers' ideas. LCC, with the support of City Council Members Gary Schiff and Sandy Colvin Roy, took action by creating the framework for a community-based Task Force and process. The Task Force's goals were to:

- Ensure adequate community input throughout the process
- Work with City planners to amend the City's draft station area plan to better reflect TOD principles
- Work with the developer to flesh out components of a redevelopment proposal for the four blocks along Hiawatha between 35th and 39th Streets
- Draft a Community Benefits Agreement, to be ratified by the Longfellow community, the developers and the City of Minneapolis



Longfellow residents envision the possibilities for the 38th Street area.

In addition to helping shape the 38th Street redevelopment, LCC grasped this event as a key opportunity to broaden community involvement. LCC's organizing goals for the task force process became:

- Recruiting new volunteers
- Ensuring participation from each of LCC's four neighborhoods
- Providing information sharing and opportunities for dialogue about TOD
- Increasing our knowledge about development
- Building volunteer leadership skills

After approval by LCC's Neighborhood Development Caucus (NDC) and Board of Directors, LCC engaged in extensive outreach efforts, and the Task Force was launched. The Task Force coalesced into a group of approximately 20 volunteers who committed to attend meetings twice per month for six months. Several other residents and businesses attended a portion of the meetings.

Together with the developer, City of Minneapolis staff, and Seward Redesign (our area Community Development Corporation), LCC staff and volunteers developed interactive segments at all Task Force meetings to encourage lively dialogue and discussion. Input gathered from the participants became the Task Force's "Principles and Priorities for Development," which reflect the values and goals our community hopes to realize through this and other development projects. The task force solicited additional input from Longfellow community through neighborhood forums, e-mail, and the LCC website.

The "The Principles and Priorities" document outline our goals in addresses several key area issues including:

Housing: Offer opportunities for a range of income levels & household sizes, mix of rental & for-sale units; lifecycle housing opportunities

Environmental Issues: promote effective stormwater management practices, interest in acknowledging industrial character of the area, LEED certification

Commercial/Retail: focus on local and complementary businesses, living wage jobs, synergy between new businesses and those already in the area

Design: encourage interaction and connection between new development and surrounding neighborhood, create safe environments, reflect and build on architectural characteristics of the community, consider industrial influences

Public Spaces & Benefits: improved safety, include public outdoor and indoor space, public art, green space, use public space to connect development with the community

Access, Circulation and Connectivity: safer crossing at Hiawatha, create a development that is pedestrian and bicycle friendly, reduce traffic congestion.

CBA HELPS TRANSLATE COMMUNITY'S ASPIRATIONS

The Task Force had welcomed the Alliance for Metropolitan Stability to one of our Task Force meetings, to learn more about Community Benefits Agreements. Using our "Principles and Priorities" as a starting point, task force members began work on a preliminary CBA, including quantifying the community's goals and priorities.

This summer, the Task Force members convened a Community Benefits Committee (CBC) to guide the research and writing of a CBA that would be specific to the site south of 38th Street, which is currently under purchase option by the developer. The CBC is comprised of more than 15 volunteers and is being aided by staff at

LCC and Seward Redesign. The CBC is reviewing other CBAs, meeting with experts, and preparing to write a first draft of the CBA. The goal is to present detailed outlines of recommended content for the CBA to the community in early fall; our negotiation process with the developer will subsequently get underway. Dale

Joel has been enthusiastic about entering into a CBA with LCC, often mentioning it in his discussions with elected officials and local media.

Throughout this process, we have sought to facilitate clear and ongoing communication between participants, community stakeholders and our elected officials about the task force's activities and CBA efforts. We've used a variety of means including: regular features in our neighborhood newspaper, the Longfellow Nokomis Messenger; posting information and updates to our LCC website (www.longfellow.org) and e-mail list serves; and hosting

community forums every few months at locations ranging from parks to a neighborhood coffee shop. The forums have drawn scores of people curious about what's in store for the grain mill sites and how the community is involved.

Said LCC Executive Director Katie Hatt, "The CBA process is an extraordinary opportunity to involve many Longfellow residents in influencing Capital Growth's proposal for one of the first large-scale developments along the LRT corridor. The grassroots effort of the Purina Task Force shows how much neighbors care about the future of Longfellow as it grows and changes. Through the CBA process, residents are influencing new developments and ensuring that their hopes and goals are included."

Sarah Nassif, chair of the CBA effort, commented, "An active dialogue with the community is so important in preserving cultural integrity, especially of older neighborhoods such as Longfellow, as new development takes place. We look forward to completing the CBA as early as this fall by working with the City of Minneapolis, Hennepin County, and the developer in arriving at a set of goals that are achievable for the developer and also represent the community's wants and needs in full. We also hope to connect with other Minneapolis neighborhoods during our process in order to build momentum behind all CBA efforts in the Twin Cities. I believe that collaborative efforts between communities and the developers will result in more successful developments while giving citizens a greater sense of ownership in change around the city."



The 38th Street station area, pictured above, is the focus of the Longfellow community's planning efforts.

Alliance Roundtables: The Campaigns for Affordable Housing and Living Wage Standards in St. Paul

by Unny Nambudripad, Alliance

Formal Community Benefits Agreements are not the only tool for securing community benefits and achieving more equitable development. For several years the St. Paul Living Wage Campaign has been fighting for an enforceable living wage law, and the St. Paul Housing Campaign has been working towards city policies to preserve and expand affordable housing. The Alliance hosted Organizers' Roundtables on June 7 and June 21, respectively, to discuss each of these campaigns among fellow organizers and present ways to hold the public and private sector accountable. The two Roundtable discussions are summarized below. The Alliance's Roundtables are informal, peer learning opportunities for organizers to gain knowledge and tools by discussing campaigns and issues of local interest. Organizers participate who share a commitment to racial and economic justice and who work on issues such as affordable housing, transit, community development, clean energy and open space protection.

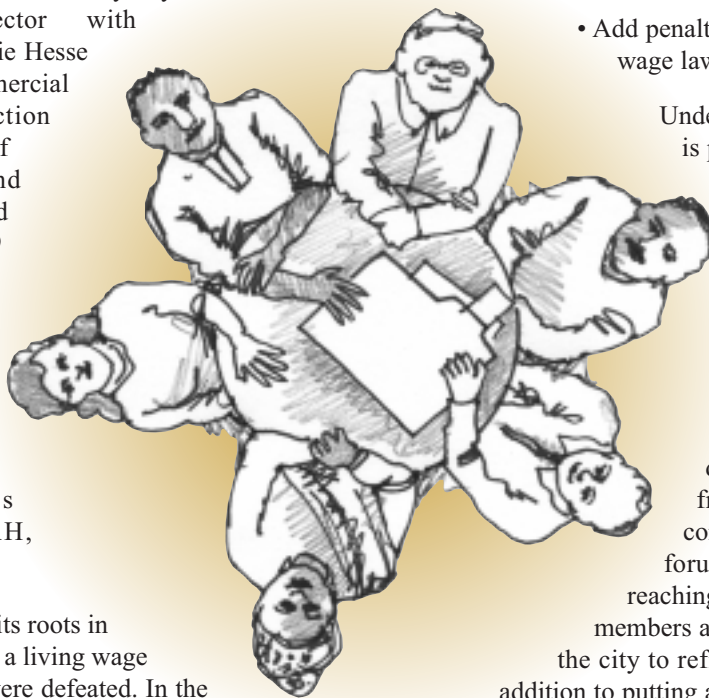
RAISING THE WAGE STANDARD IN ST. PAUL

Coming off a successful push for a living wage law in Minneapolis, economic justice activists in Saint Paul are trying to pass a law that requires that the city only subsidize or contract with companies that pay workers a living wage. The St. Paul Living Wage Campaign discussion was led by Ryan Greenwood, Political Director with TakeAction Minnesota and Bernie Hesse from United Food and Commercial Workers 789 (UFCW). TakeAction Minnesota is a coalition of progressive organizations and grassroots activists. United Food and Commercial Workers 789 represents service workers and fights for living wage jobs and safe and dignified working conditions. Both work in the broader community for progressive social change. Other coalition members include Service Employees International Union, ISAIAH, and ACORN.

The Living Wage Campaign has its roots in 1995, when activists tried to pass a living wage ballot initiative in St. Paul and were defeated. In the aftermath, a task force was created and both Minneapolis and St. Paul adopted policies requiring a living wage for developments receiving city subsidies. However, the policies had no 'teeth' and city officials often ignored them. In November of 2005 Minneapolis activists succeeded in getting the City to pass a living wage law that has more enforcement power. The Saint Paul Living Wage campaign aims to secure a similar law in Saint Paul.

The Campaign's goals are to:

- Change the current policy in St. Paul to an ordinance or law so that it can be enforced;
- Require a higher wage level – 130% of the food stamp level;
 - Close loopholes so that the law applies to contracts; and
 - Add penalties for disregarding the living wage law.



Under the proposal that the Campaign is pushing for, the living wage would be set at \$12.50/hour.

Companies offering reasonable health care coverage could pay a slightly lower wage. So far, the coalition has built support by extensive doorknocking that led to thousands of postcards being sent to the City Council; lobbying City Council members; drafting a proposed law with help from a pro bono attorney; and conducting media events and public forums. The coalition is close to reaching agreement with city council members and the mayor and is working with the city to refine the language of the law. In addition to putting a floor on private wages in the city, the St. Paul living wage law would bolster union organizing by decreasing the wage differential between union and non-union jobs. In addition, if there is a collective bargaining agreement in place, employers don't have to apply the living wage provisions—although the bargaining agreements usually meet or exceed the living wage provisions. Advocates are hoping the proposal will become law by the end of the summer.

Organizers' Roundtables are informal, peer learning opportunities for organizers to increase their knowledge and tools through exploring campaigns and issues of local interest.

The Alliance will be hosting more Organizers' Roundtables starting in the fall. If you know of an exciting campaign or topic that organizers could learn from, contact **Unny Nambudiripad** at **612-332-4471** or **unny@metrostability.org**.

INTEGRATING HOUSING GOALS INTO BROADER COMMUNITY BENEFIT EFFORTS

The Saint Paul Housing Campaign discussion was led by Jackie Stewart from the Minnesota Senior Federation, Vic Rosenthal from Jewish Community Action (JCA), and John Buzza from the Metropolitan Interfaith Council on Affordable Housing (MICAHA). The Minnesota Senior Federation is a statewide alliance committed to enhancing the quality of the lives of seniors. JCA promotes understanding and takes action on social and economic justice issues in Minnesota. MICAHA wages local and regional policy campaigns to secure safe, decent, and affordable housing for everybody.

The St. Paul Housing Campaign coalition has been working for many years to preserve and expand affordable housing in St. Paul and continues to pressure city officials to keep pace with the affordable housing needs of city residents. Key goals of the Campaign are to:

- preserve Section 8 housing
- create replacement housing policies
- ensure 20 percent of all new housing is affordable

The Housing Campaign was initiated in 1998 as the housing crisis in St. Paul was peaking and the rental vacancy rate was less than one percent. After years of organizing, the City of St. Paul finally acknowledged the housing problem and passed a policy requiring that an affordable housing component be included in developments that receive city subsidies.

Housing activists are now aiming to improve St. Paul's affordable housing policies to come closer to meeting the actual need. They are urging the City to adopt a Housing Policy Resolution that does the following:

- Clarifies the definition of 'affordable' housing;
- Increases the minimum proportion of all new housing that is to be affordable from 20 to 30 percent to more accurately reflect the real need; and
- Contains additional requirements regarding preserving existing housing and the use of public funds for market rate and above market rate housing.

The coalition has recently begun working within the larger University Avenue Community Coalition, which has formed to organize a broad campaign on University Avenue for equitable development and community benefits. Campaign members are working together because they recognize the interconnectedness of their issues; for example, that affordable housing and living wage jobs must go hand in hand to lift people out of poverty.

ADDITIONAL RESOURCES regarding community benefits agreements and racial and economic disparities efforts:

■ **Mind the Gap: Reducing Disparities to Improve Regional Competitiveness in the Twin Cities**

a report by the Brookings Institution

http://www.brookings.edu/metro/pubs/20051027_mindthegap.pdf

■ **The Racial Wealth Divide Project**

a project of United for A Fair Economy

<http://www.colorofwealth.org/>

■ **Pulling Apart: A State-by-State Analysis of Income Trends**

a report by the Center on Budget and Policy Priorities

<http://www.cbpp.org/1-26-06sfp.htm>

■ **Community Benefits Agreements: Making Development Projects Accountable**

a handbook by Good Jobs First, California Partnership for Working Families, Los Angeles Alliance for a New Economy, East Bay Alliance for a Sustainable Economy, and the Center on Policy Initiatives

<http://www.goodjobsfirst.org/pdf/cba2005final.pdf>

■ **Fact Sheets on racial disparities in health, wealth and education in MN**

by the Minneapolis Foundation

<http://www.minnesotameeting.com/disparities/facts.htm>

■ **The State of the Dream: Enduring Disparities in Black and White**

a report by United for a Fair Economy

<http://www.faireconomy.org/press/2004/StateoftheDream2004.pdf>

Organizing to Close the Digital Divide in Minneapolis

Over the past year, the Alliance worked in partnership with Community Computer Access Network (C-CAN), to create a grassroots campaign for Digital Justice. We identified Minneapolis' public-private internet initiative as an opportunity to address the digital divide.

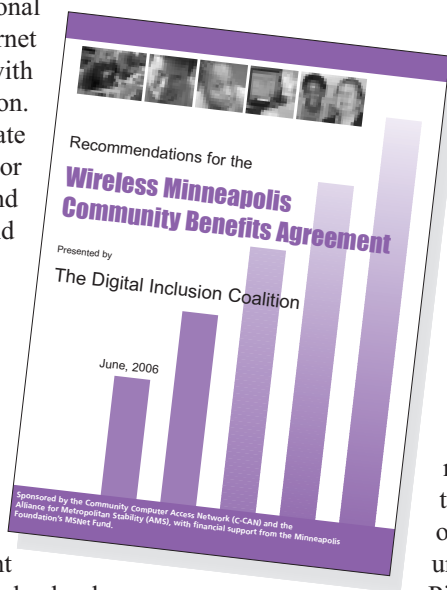
Two years ago, the city of Minneapolis decided to provide wireless broadband internet service citywide. The thought was that providing citywide wireless would improve public services such as fire and police response and enhance inter-department communication. In addition, city officials touted the benefits to all Minneapolis residents — and to our regional economy — of reduced-cost wireless internet access. However, people who are familiar with the “Digital Divide” questioned this assumption. They were concerned that without deliberate action, providing citywide wireless this endeavor would not benefit city residents equally, and could potentially exacerbate existing racial and economic disparities.

WHAT IS THE “DIGITAL DIVIDE”?

In a time where the adage that information is power has never been more true, there are significant numbers of people who do not have internet access and who therefore face significant barriers to acquiring basic information and services. For example, vital services such as Medicare and employment opportunities are migrating to the internet and schools are requiring internet access for homework and financial aid.

Indeed, internet access has become virtually a prerequisite for fully participating in society and those lacking access tend to

fall into groups that are already relatively disadvantaged: while on average 73 percent of adults in the U.S. have internet access, the rate of access for many already disadvantaged groups is much lower (see side box on page 13). This disparity is called the “digital divide.”



People experiencing the ‘digital divide’ typically do not have a home computer, do not have access to a computer at a nearby school or library, and/or do not have the skills and training to use the internet. In addition, people in these groups who do have Internet access are more likely to have the considerably slower dial-up service rather than broadband internet service. (Source: “Digital Divisions” 2005.)

The implications for Minneapolis residents are significant. Applying the national statistics locally, up to 44,000 Minneapolis households may have no internet access, and 50,000 additional households may have limited (dial-up only) internet access. This affects communities unequally. For example, a study by Waite House, Pillsbury United Communities showed that for

every public computer in the Phillips Ventura neighborhood there are 247 potential users. This limits people’s access to jobs, education, basic services and more, and is an example of how such disparities can harm our overall economy and communities.

ALLIANCE ORGANIZES TO FIGHT FOR DIGITAL JUSTICE

Having identified the city’s public-private wireless internet initiative as an opportunity to address the digital divide, the Alliance, in partnership with Community Computer Access Network (C-CAN), created a grassroots campaign for digital justice. We used a series of roundtables to bring together

On average 73 percent of American adults in 2006 reported having access to the internet. Certain groups have much less access to the internet on average, and are part of the “digital divide:”

- Seniors (only 32%)
- African Americans (only 57%)
- Latinos (only 37%)
- People living in poverty (only 53%)
- People with disabilities (only 38%).

Source: “Internet Penetration and Impact,” April 2006 report of the Pew Internet and American Life Project and “Digital Divisions,” October 2005 report of the Pew Internet & American Life Project.

The Report “*Recommendations for the Wireless Minneapolis Community Benefits Agreement*” can be viewed or downloaded from the Alliance’s website at www.metrostability.org OR, if you can’t access the report, call 612-332-4471 and we will mail you a copy.

This report will help people understand the importance of having community benefits language in this type of agreement, which will in turn give the city leverage in negotiating with the vendor. It could also raise the bar for the inclusion of community benefits in other agreements where city funds or infrastructure is used.

—Allan Malkis, Alliance Board member and Participant in the Digital Inclusion Coalition



Children work on their computer skills in a guided activity at Hope Community, Inc. in South Minneapolis.

Photo: Hope Community Inc.

representatives of public computer labs, local non-profit organizations, neighborhood activists and concerned citizens. What emerged was the Digital Inclusion Coalition, representing senior citizens, immigrants, people in poverty and others who tend to have less access to the connections the internet provides.

Through a series of community meetings and surveys, the Digital Inclusion Coalition identified needs, developed a vision, and eventually crafted specific recommendations for how the citywide wireless project should create community benefits for everyone. In February, Coalition members testified before the Minneapolis City Council about the need for all residents to benefit as much as possible from a public-private partnership for citywide wireless. Advocates noted that the City had in front of it an opportunity to meaningfully reduce disparities. The City Council concurred and voted to include a Community Benefits Agreement in their contract with a private vendor for wireless service.

Allan Malkis, Alliance Board member and a participant in the Digital Inclusion Coalition, commented, "It is very positive that the City Council had the foresight to see the importance of this approach. It enabled the group to focus on developing our recommendations for specific benefits and continue educating the community about these issues."

TOWARDS A WIRELESS CONTRACT WITH COMMUNITY BENEFITS

In June the Coalition released its final report, *Recommendations for the Wireless Minneapolis Community Benefits Agreement*, which provides a vision for digital inclusion as well as specific recommendations for Community Benefits provisions in a city-vendor agreement.

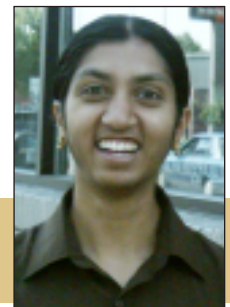
The Coalition is using the report to continue advocating for community benefits provisions in the wireless provider contract and to educate city officials and residents about various specific strategies to mitigate the digital divide.

BREAKING NEW GROUND

CBAs nationally have addressed issues related to physical developments. In including one in its Wireless contract, the City of Minneapolis will be breaking new ground. The Digital Inclusion Coalition's report suggests that the CBA should have three main sections addressing access, content, and training respectively. Key recommendations include the following:

- A percentage of the vendor's revenues will be used to create a "Digital Inclusion Fund" for grants to disadvantaged communities.
- The vendor will subsidize internet access and training at public computer spaces and training centers.
- Community resources links will be prominently displayed.

Allan Malkis believes the report could have a significant impact on the city's negotiations with the vendor and beyond. "This report will help people understand the importance of having community benefits language in this type of agreement, which will in turn give the city leverage in negotiating with the vendor," said Malkis. "It could also raise the bar for the inclusion of community benefits in other agreements where city funds or infrastructure is used."



Mahi Palanisami spent a year working with the Alliance on the Digital Justice CBA campaign. Her Americorps term is finished in August. ***Many thanks and best wishes to Mahi!***

University Avenue Community Coalition *continued from page 7*

BUILDING AN EVEN STRONGER COALITION

UACC is working towards even more unification of its groups' goals and efforts towards community benefits along University Avenue and citywide. To this end UACC recently brought in two national leaders. Gary Delgado of the Applied Research Center (ARC) led a daylong workshop on racial justice organizing. ARC teaches community groups how to use community organizing and public policy to repair historic injustices and to address current problems that arise from structural inequities. UACC also learned from John Goldstein, National Director of the Partnership for Working Families, whose training helped local leaders connect the work in St. Paul to similar work around the country.



The coalition's next steps are to complete an organizing plan that lays out a campaign strategy to get out ahead of the development process, require deeper public participation, and establish a lasting set of "equitable" ground rules for future development decisions.

To that end, the coalition supports the concept of an interim ordinance defining temporary and limited rules for development until the Central Corridor Task Force completes its work for new zoning recommendations in St. Paul's comprehensive plan.

Bernie Hesse, United Food and Commercial Workers Local 789: "We're saying that land-use decisions are social justice decisions, and we expect the City, PED, the Mayor's office — everyone who has something to say about the future of University Avenue — to take that seriously."

UACC MEMBER GROUPS:

- Aurora/St. Anthony Neighborhood Development Corporation
- Community Stabilization Project
- Got Voice? Got Power!
- ISALAH
- Jewish Community Action
- JustEquity
- Metropolitan Interfaith Council for Affordable Housing
- Minnesota Center for Environmental Advocacy
- Minnesota Senior Federation
- Service Employees International Union Local 26
- Sierra Club
- Transit for Livable Communities
- United Food & Commercial Workers Local 789
- University-UNITED

Community members: Metric Giles and Stu Alger

Staff support: Alliance for Metropolitan Stability

For more information about the spoken word activities contact Boa Lee - Organizer, D-7, boa_district7@yahoo.com

For more information and updates on CCEC activities contact Nieeta Presley 651/222-0399 or nieeta@aurorastanthony.org

For copies of the CCEC comments on the DEIS, contact Veronica Burt at univaveequity@yahoo.com

For more information about the University Avenue Community Coalition and how to support its work for community benefits contact Jo Haberman jo@metrostability.org or 612-332-4471.

A Possible University of Minnesota - Northside Community Partnership

by Makeda Zulu Gillespie, NRRC

The largest urban land grant university in the country, the University of Minnesota, has proposed to develop a facility in the Near North and Willard Hay neighborhoods in Minneapolis. The proposed facility, at the intersection of Penn and Plymouth Avenues, would consist of centers for Early Education, Business Economic Development, and a Family Life Center.

THE GRASSROOTS PROCESS: The neighborhoods held four community meetings to get community input. Then they formed a community advisory committee of residents of Near North and Willard Hay to review information about the proposed facility. They looked at feedback from community meetings, leadership meetings, and responses to Q & A from the University. Community members used values and guidelines based on equitable development principles, and examined the University of Minnesota's plan. Using their evaluations, advisory group members proposed starting a University of Minnesota Northside Community Partnership with the adoption of a community benefits agreement.

If finalized, the University Northside Partnership would create a community relationship which enhances the lives of North Minneapolis residents by investing resources in education, health, and economic opportunities, with the community as its guide. The Near North and Willard Hay residents that are involved hope that this partnership will result in self reliance, stable housing, access to social and health services, and the creation of employment and economic opportunities. Other expected outcomes of the partnership are that it implement principles adopted by the community, including reducing regional and local economic disparities, by opening up avenues for housing development, small business assistance, and ultimately, a thriving lifelong learning community.

Additionally, NRRC, the citizen participation and community development organization for the area, is asking that the University share its vision by pledging long-term stability of its programs, reversing the economic deficit in the community and providing a clear explanation of its research and practices. (See next page)

Do you miss the Sprawl Sampler?

For up-to-date information on racial and economic justice and smart growth issues and events, sign up to receive the **Metro Organizer**, a bi-monthly e-newsletter from the Alliance. To sign up, go to www.metrostability.org or e-mail Unny Nambudiripad at unny@metrostability.org.

Partnership

continued from page 14

OUTCOMES SOUGHT:

To accomplish these goals, NRRC is advocating that the University enter into a community benefits agreement that adopts the vision and principles of Near North and Willard Hay and quantifiably measures the outcomes of the following:

- A long-term contract for accountability of the development opportunities for private development and facility ownership
- Other commercial opportunities within its facilities
- Employment opportunities and a workforce that accurately reflects the surrounding neighborhoods
- Development designs that are reviewed by community members
- The utilization of community business for contracts and services
- An environmentally sound development
- Educational opportunities for the residents of the Northside area

For more detailed information on the community recommendation, call the Northside Residents Redevelopment Council at (612) 335-5924 or see www.nrnc.org

11th Annual Tour de Sprawl is Saturday, Sept. 16

Have you ever returned to a place you visited not long ago only to find it has completely changed in your absence? In the Twin Cities, most of us probably have. South Washington County is one area of the metro where cities are struggling to preserve wetlands and woodlands in the face of rapid growth and development.

The Tour de Sprawl is an annual bicycling event with an unusually high IQ. With guest speakers at rest stops along the way, the ride offers a unique opportunity to learn about land use issues from the seat of your bicycle! Environmental leaders and development experts will hold short discussions on open space protection and good and bad examples of growth. Lunch (which last year received rave reviews) will also be provided, as well as snacks before and after the ride.

Now, you may be thinking: "But I'm not a biker!" Well, no need to worry. The tour will proceed at a relaxed pace on paved bicycle paths and roads. A support vehicle will also be available. Advance registration is only \$15 and the event is FREE to all students. Don't miss this great event! Additional questions? Please call Joshua at 612-659-9124 or email joshua.houdek@sierraclub.org

— Milo Madole, Sierra Club & Unity Summer Intern

Saturday, September 16, 2006



11th Annual Tour de Sprawl Registration Form

Return with
payment to:

Sierra Club
2327 East Franklin Ave.
Minneapolis, MN 55406



REGISTER ONLINE AT: www.northstar.sierraclub.org/tour-de-sprawl

Name: _____ Sierra Club Member: ☐ Yes ☐ No ☐ Not Sure

Street Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Phone: (____) _____

Waiver

I, the undersigned, know that bicycling is a sport carrying significant risk of personal injury. I know there are obstacles, hazards, environmental conditions, and risks, which in combination with my actions can cause me severe injury. I agree to take an active role in understanding and accepting these risks. I also agree that I, not the Sierra Club and/or its staff, volunteers and sponsors, am responsible for my safety while I participate or train for the Tour de Sprawl. I hereby waive, release, and disclaim all claims for damage and personal injury, which I may incur before, during, or after the above named event, against any and all ride officials, persons or organizations involved with the Tour de Sprawl.

While bicycling in this event, I agree to wear a bicycle helmet and obey all traffic laws.

Signature: _____ Date: _____

Note: Riders under the age of 18 will not be allowed to participate in the Tour de Sprawl without the consent and signature of a parent or legal guardian.

COST			
Ride	Adult	<input type="checkbox"/> \$15	
	(\$20 day of ride)		
	Student	<input type="checkbox"/> FREE	
T-Shirt	Adult	<input type="checkbox"/> \$10	
	Student	<input type="checkbox"/> \$5	
Join the Sierra Club!		<input type="checkbox"/> \$25	
	Optional (includes gift)		
TOTAL		\$ _____	

T-SHIRT
<input type="checkbox"/> S
<input type="checkbox"/> M
<input type="checkbox"/> L
<input type="checkbox"/> XL
<input type="checkbox"/> XXL

METHOD OF PAYMENT
<input type="checkbox"/> Check (to "Sierra Club")
<input type="checkbox"/> Credit Card (Visa or MasterCard)
Credit Card Number: _____
Expiration: ____ / ____
Signature: _____

Join the Movement for a Just and Equitable Region

Support the Alliance for Metropolitan Stability!

Yes!!! I support the work of the *Alliance for Metropolitan Stability* to engage communities in working together to eliminate racial and economic disparities and achieve a healthy, sustainable and equitable environment for all.

☐ *You can count on me! Here's my tax-deductible contribution to support your efforts:*

_____ \$25 _____ \$50 _____ \$25 _____ \$100 _____ \$250 _____ \$500 _____ (Other \$ _____)

☐ *Please contact me so that I can become more involved:*

_____ write letters to editor _____ attend public hearings _____ serve on a committee

Name: _____

Organization: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ E-mail: _____

*Make checks payable to: Alliance for Metropolitan Stability
and send to: Alliance for Metropolitan Stability, 2525 E. Franklin Ave., Minneapolis, MN 55406*



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