

**C** Community Development Committee  
For the Metropolitan Council meeting of December 12, 2012

Item: 2012-365

**ADVISORY INFORMATION**

Date Prepared: December 4, 2012

Subject: 2012 Livable Communities Transit Oriented Development Funding  
Recommendations

**Proposed Action #1:**

That the Metropolitan Council amend the 2012 Annual Livable Communities Fund Distribution Plan to make available \$1,810,964 remaining from the 2012 regular Livable Communities Demonstration Account funds, to be added to the amount available for 2012 Livable Communities Demonstration Account Transit-Oriented Development grants.

**Proposed Action #2:**

That the Metropolitan Council award three Pre-Development and ten Development Livable Communities Transit-Oriented Development grants, as follows:

Pre-Development Project	Applicant	Points	Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
Northstar TIF Master Plan	Fridley	67.60	\$100,000	\$100,000		\$100,000
TOD Zoning District Ordinance	Eden Prairie	67.30	60,000	60,000		60,000
Foley Boulevard Station Area Planning	Coon Rapids	61.20	40,000	40,000		40,000
Total - Pre-Development			\$200,000	\$200,000		\$200,000
Total Funding Available				\$500,000		\$500,000
Funding Remaining for Development Projects				\$300,000		\$300,000
Development Project	Applicant	Points	Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
Currie Park Lofts	Minneapolis	107.40	\$993,229	\$993,229	\$0	\$993,229
Old Home Plaza	Saint Paul	105.02	1,558,361	1,558,361	0	1,558,361
Mill City Quarter	Minneapolis	102.77	2,000,000	1,000,000	1,000,000	2,000,000
Corcoran Triangle	Minneapolis	100.04	505,000	505,000	0	505,000
Central Exchange	Saint Paul	96.61	110,550	0	110,550	110,550
City Limits	Saint Paul	92.26	2,000,000	1,944,774	0	1,944,774
Prior Crossing	Saint Paul	90.19	927,015	609,600	317,415	927,015
Junction Flats	Minneapolis	89.34	548,500	0	548,500	548,500
Central Station Hotel	Bloomington	89.05	1,000,000	1,000,000	0	1,000,000
Rayette Lofts	Saint Paul	86.51	348,101	0	348,101	348,101
Total - Development			\$9,990,756	\$7,610,964	\$2,324,566	\$9,935,530
Total funding Available (incl. \$300,000 from current TOD Pre-Dev. and \$1,810,964 from 2012 LCDA Regular remaining funds)				\$7,610,964	\$3,000,000	\$10,610,964
Funding Remaining				\$0	\$675,434	\$675,434
			Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
Total - TOD			\$10,190,756	\$7,810,964	\$2,324,566	\$10,135,530

## **Summary of Committee Discussion / Questions:**

Committee Member Kramer asked staff to discuss why and how much funding was left over from the 2012 Livable Communities Demonstration Account (LCDA) regular program. Staff responded that a balance of \$1,810,964 was left after the 2012 regular LCDA awards because there were no additional projects that met the minimum grant evaluation score. Staff also reported that the Livable Communities Advisory Committee (LCAC) recommendation Option 2 for the 2012 Livable Communities Act Transit Oriented Development grants, included using \$501,737 from the regular LCDA program balance. The LCAC recommendation did not include the use of the full balance because they wanted to respect the goal of proportional distribution of the regular LCDA funding between suburban and central cities.

Committee Member Kramer expressed concern about partially funding Mill City and City Limits, stating that the two projects produce a significant amount of new housing units. Staff confirmed that the City Limits project produces 222 units, 20% of which are affordable, and the Mill City Quarter project will produce 125 units of affordable housing. The remaining funding available from the 2012 regular LCDA awards would fully fund Mill City Quarter and Bloomington Central Station, and partially fund the City Limits project, leaving it \$55,226 short of its \$2 million request.

Council Member Wulff asked if the Committee would consider transferring money back to the LCDA Regular program in 2013 if the program is oversubscribed. The Committee deferred a decision.

At the request of Committee Member Elkins, the Chair asked a representative from the Central Station Hotel project to address the Committee. Schane Rudlang of the Bloomington Port Authority spoke about the station area and stated that 2/3 of future growth in the City will occur near Bloomington Central Station. Committee Member Elkins added that the street infrastructure proposed by the project could catalyze hundreds of new housing units to the east.

Committee Member Rummel asked staff to talk about the scores for Mill City and City Limits. Staff explained that the two projects were the lowest-scoring LCDA TOD projects during the step two process completed by the LCAC. The LCAC evaluated projects based on their TOD demonstration value, potential to catalyze future development, and readiness.

Both motions were approved unanimously with Council Member John Commers abstaining from discussion and voting on both motions.

# C Community Development Committee

Meeting date: December 3, 2012

For the Council Meeting of December 12, 2012

## ADVISORY INFORMATION

<b>Date:</b>	November 28, 2012
<b>Subject:</b>	2012 Livable Communities Transit Oriented Development Funding Recommendations
<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	MN Statute §473.25
<b>Staff Prepared/Presented:</b>	Adam Maleitzke, Senior Planner 651.602.1633
<b>Division/Department:</b>	Community Development / Livable Communities

## Proposed Action

Option One:

That the Metropolitan Council award 3 Pre-Development and 10 Development Livable Communities Transit Oriented Development (TOD) grants, as follows:

Pre-Development Project	Applicant	Points	Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
Northstar TIF Master Plan	Fridley	67.60	\$100,000	\$100,000		\$100,000
TOD Zoning District Ordinance	Eden Prairie	67.30	60,000	60,000		60,000
Foley Boulevard Station Area Planning	Coon Rapids	61.20	40,000	40,000		40,000
<b>Total - Pre-Development</b>			<b>\$200,000</b>	<b>\$200,000</b>		<b>\$200,000</b>
Total Funding Available				\$500,000		\$500,000
Funding Remaining for Development Projects				\$300,000		\$300,000
Development Project	Applicant	Points	Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
Currie Park Lofts	Minneapolis	107.40	\$993,229	\$993,229	\$0	\$993,229
Old Home Plaza	Saint Paul	105.02	1,558,361	1,558,361	0	1,558,361
Mill City Quarter	Minneapolis	102.77	2,000,000	*775,000	1,000,000	1,775,000
Corcoran Triangle	Minneapolis	100.04	505,000	505,000	0	505,000
Central Exchange	Saint Paul	96.61	110,550	0	110,550	110,550
City Limits	Saint Paul	92.26	2,000,000	*860,547	0	860,547
Prior Crossing	Saint Paul	90.19	927,015	609,600	317,415	927,015
Junction Flats	Minneapolis	89.34	548,500	0	548,500	548,500
Central Station Hotel	Bloomington	89.05	1,000,000	*498,263	0	498,263
Rayette Lofts	Saint Paul	86.51	348,101	0	348,101	348,101
<b>Total - Development</b>			<b>\$9,990,756</b>	<b>\$348,187</b>	<b>\$2,324,566</b>	<b>\$8,124,566</b>
Total funding Available (including \$300,000 from current TOD Pre-Development)				\$5,800,000	\$3,000,000	\$8,800,000
Funding Remaining				\$0	\$675,434	\$675,434
			Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
<b>Total - TOD</b>			<b>\$10,190,756</b>	<b>6,000,000</b>	<b>\$2,324,566</b>	<b>\$8,324,566</b>

\*Partial funding recommended

Option Two:

That the Metropolitan Council:

- amend the 2012 Annual Livable Communities Fund Distribution Plan (as amended on June 13, 2012) to make available \$501,737 of the amount remaining of the regular program Livable Communities Demonstration Account funds, to be added to the amount available for 2012 Livable Communities Act Transit Oriented Development grants; and
- award three Pre-Development and ten Development Livable Communities Transit Oriented Development grants, as follows:

Pre-Development Project	Applicant	Points	Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
Northstar TIF Master Plan	Fridley	67.60	\$100,000	\$100,000		\$100,000
TOD Zoning District Ordinance	Eden Prairie	67.30	60,000	60,000		60,000
Foley Boulevard Station Area Planning	Coon Rapids	61.20	40,000	40,000		40,000
<b>Total - Pre-Development</b>			<b>\$200,000</b>	<b>\$200,000</b>		<b>\$200,000</b>
Total Funding Available				\$500,000		\$500,000
Funding Remaining for Development Projects				\$300,000		\$300,000
Development Project	Applicant	Points	Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
Currie Park Lofts	Minneapolis	107.40	\$993,229	\$993,229	\$0	\$993,229
Old Home Plaza	Saint Paul	105.02	1,558,361	1,558,361	0	1,558,361
Mill City Quarter	Minneapolis	102.77	2,000,000	*775,000	1,000,000	1,775,000
Corcoran Triangle	Minneapolis	100.04	505,000	505,000	0	505,000
Central Exchange	Saint Paul	96.61	110,550	0	110,550	110,550
City Limits	Saint Paul	92.26	2,000,000	*860,547	0	860,547
Prior Crossing	Saint Paul	90.19	925,015	609,600	317,415	927,015
Junction Flats	Minneapolis	89.34	548,500	0	548,500	548,500
Central Station Hotel	Bloomington	89.05	1,000,000	**1,000,000	0	<del>498,263</del> <u>1,000,000</u>
Rayette Lofts	Saint Paul	86.51	348,101	0	348,101	348,101
<b>Total - Development</b>			<b>\$9,988,756</b>	<b>\$348,187</b>	<b>\$2,324,566</b>	<b>\$8,626,303</b>
Total funding Available (incl. \$300,000 from current TOD Pre-Dev. and \$501,737 from 2012 LCDA Regular remaining funds)				\$6,301,737	\$3,000,000	\$9,301,737
Funding Remaining				\$0	\$675,434	\$675,434
			Requested Amount	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommended
<b>Total - TOD</b>			<b>\$10,190,756</b>	<b>\$6,501,737</b>	<b>\$2,324,566</b>	<b>\$8,826,303</b>

\*Partial funding recommended

\*\*Change from Option 1

## Background

Advancing Transit Oriented Development (TOD) along existing and emerging transitways is a priority of the Metropolitan Council. In support of this, the Council adopted the Livable Communities Fund Distribution Plan (FDP) on March 21<sup>st</sup>, 2012. The FDP included funds allocated to the TOD program that were available because of relinquishments from previously-awarded LCDA and TBRA grants that did not progress due to the downturn in the economy over the last several years. For 2012, the Council made available \$6,000,000 in LCDA funding and \$3,000,000 in TBRA funding to support TOD.

The funds were targeted to support TOD activities in several identified "TOD areas." (see the TOD program guide appendix for a complete list):

<http://www.metrocouncil.org/grants/TOD/TODAppGuide2012.pdf>

The TOD program guidelines, criteria, schedule and evaluation process were adopted as part of the amended 2012 LCA Fund Distribution Plan (FDP). The amended FDP as adopted is available here:

[http://councilmeetings.metc.state.mn.us/council\\_meetings/2012/0613/0613\\_2012\\_143.pdf](http://councilmeetings.metc.state.mn.us/council_meetings/2012/0613/0613_2012_143.pdf).

The Step One evaluation process was conducted by an inter-divisional staff team, whose members were chosen for their expertise in land use, transit and transportation, housing, environmental issues, overall regional development and TOD-specific knowledge and development. The Step Two evaluation process was conducted by the Livable Communities Advisory Committee (LCAC), a 13-member committee appointed by the Council with extensive knowledge of transportation planning, site design, environmental issues, development finance, and planning, economic, or community development.

## **Rationale**

On August 13<sup>th</sup>, 2012, the Council received TOD applications from 8 participating communities, for a total of 16 Development applications and 4 Pre-Development applications. After conducting completeness and eligibility review, staff deemed all 20 applications eligible for consideration by the Step One staff team. The full Step One team evaluated Development projects in the criteria categories of TOD design, job creation, transit access/design/ridership impacts, leverage and partnerships, and housing. Up to 75 points were available in Step One. Of the 16 Development projects, 11 met the required 45-point threshold and were sent to the LCAC for further consideration. The Development projects that did not meet the threshold (one each from Coon Rapids, Fridley, and Minneapolis and two from Hopkins) and are outlined in more detail in Appendix A.

The LCAC evaluated successful Step One Development projects in the criteria categories of TOD demonstration value, catalytic potential, and readiness. Scores from each LCAC member were averaged in the three categories, with a total of 45 points available from the LCAC. In addition, up to 10 points were available by factoring in the housing performance scores for each city. In total, up to 55 points were possible in Step Two.

The final score is a *combination* of Step One and Step Two scores, with a total of 130 points possible for Development projects. To be eligible for funding, projects must have a combined score of at least 80 points. One project (Eagan) did not meet the final scoring threshold and is not being recommended for funding. The LCAC recommends funding for the remaining 10 Development projects that meet the 80-point threshold.

The Pre-Development projects were evaluated in a one-step process involving members of the Step One staff team. Evaluations were based on the "degree to which the proposed activities will enhance the potential for a future development or redevelopment project" under the criteria categories listed above for Development projects. Upon evaluation, three of four projects were found to have met the 60-point threshold and are being recommended by staff for funding. One Pre-Development project (Fridley) did not meet this threshold, and is outlined in more detail in Appendix A.

All projects recommended for funding meet the program guidelines as stated in the Fund Distribution Plan. Project summaries for recommended awards and a list of projects not recommended are attached.

## Funding

Of the \$6,000,000 allocated for LCDA TOD grant-funded activities in 2012, up to \$500,000 was made available for Pre-Development projects. If funds remain after awarding eligible Pre-Development projects, the balance, plus \$5,500,000, can be used to fund LCDA TOD Development projects. If there is funding available after awarding up to \$3,000,000 in TBRA TOD dollars, the balance *cannot* be used to support LCDA TOD-eligible grant activities because the Livable Communities statute separates the funds.

As noted, 10 Development projects are eligible for funding. Upon tabulating the individual scores from LCAC members, projects were sorted in descending order by the total number of points from the Step One and Step Two evaluation processes. The LCAC then started at the top of the list and made funding recommendations for projects until all funds were used.

### *TBRA TOD Projects*

Of the \$3,000,000 made available by the Council for TBRA TOD, applicants requested a total of \$2,324,566, leaving a balance of \$675,434. The LCAC recommends full funding of all TBRA TOD-eligible activities for 2012. This includes three projects that have only TBRA-eligible requests and two projects that have both TBRA and LCDA-eligible requests.

### *LCDA TOD Pre-Development Projects*

The Council made \$5,500,000 available for LCDA TOD Development projects and up to \$500,000 available for Pre-Development projects. The LCAC recommends full funding for three Pre-Development projects totaling \$200,000, leaving a balance of \$300,000. That balance was added to the original \$5,500,000 in LCDA TOD funding, which makes \$5,800,000 available for LCDA TOD Development-eligible activities.

### *Partial Funding for LCDA TOD Development Projects*

The LCAC recommends partial funding for the following two Development projects:

Project	Amount Requested LCDA	Amount Requested TBRA	Amount Recommended LCDA	Amount Recommended TBRA
Mill City Quarter	\$1,000,000	\$1,000,000	\$775,000	\$1,000,000
City Limits	\$2,000,000	\$0	\$860,547	\$0

The LCAC proposes funding for the shared street concept, bike amenities, raingardens, and trail connection proposed in the Mill City Quarter project. The LCAC, however, reduced their recommendation by \$225,000 for shared underground parking, as parking itself does not generate the positive outcomes associated with transit-oriented development. Further, the developer has stated that surplus parking is available nearby in the Minneapolis Mill District and that a shuttle service could be established if parking needs cannot be accommodated on-site.

The LCAC also proposes partial funding for the City Limits project in Saint Paul, electing not to recommend funding for site acquisition. The remaining request of \$860,547 includes new curb/gutter and boulevard plantings, utility connections, stormwater improvements, and streetscape enhancements, which are transit-supportive grant activities.

Further, while the LCAC believes that Mill City Quarter and City Limits are excellent projects that deserve at least partial funding by the Council, they were the two lowest-scoring LCDA TOD Development projects in the Step Two evaluation process, receiving 31.36 and 27.55 points respectively out of 45.

### *Option One for LCDA TOD Development Projects*

The LCAC recommends full LCDA TOD funding for Currie Park Lofts, Old Home Plaza, Corcoran Triangle, and Prior Crossing. By fully funding these projects and partially funding Mill City Quarter and City Limits, \$498,263 remains. The LCAC recommends awarding this remaining LCDA TOD funding to Bloomington's Central Station Hotel project. This recommendation is outlined in the proposed action. This option commits the full \$5,800,000 available for LCDA TOD Development projects.

### *Option Two for LCDA TOD Development Projects*

By awarding \$498,263 to the Central Station Hotel project, the Bloomington project is only partially funded. The LCAC feels strongly that this project is a model for how to implement TOD in a suburban setting and will help to catalyze significant future investments in housing and office space in the South Loop redevelopment area. Further, the LCAC believes that this project is ready to break ground, but only if full LCDA TOD funding is awarded.

On November 14<sup>th</sup>, 2012, the Council recommended \$5,689,036 in funding for LCDA regular program projects, leaving \$1,810,964 remaining for the 2012 grant cycle. This funding remains because there were no additional suburban projects eligible to receive funding. Moreover, the LCAC aimed to stay as close to the 40% cap for core cities projects as possible for 2012 in the LCDA Regular Program.

No additional LCDA TOD funding is available for 2012. However, the LCAC recommends that the Council award an additional \$501,737 from the remaining LCDA regular program funds in 2012 to the Central Station Hotel project so that it is fully funded at \$1,000,000. This option is outlined in the table on page two and would require amending the 2012 LCA Fund Distribution Plan to authorize the full award. While the LCAC believes this is a strong project that deserves full funding on its own merits, it also believes that it is important to fully fund this suburban LCDA TOD Development project.

### **Known Support / Opposition**

Resolutions of support were received from each applicant community. There is no known opposition to any of the applications recommended for funding.



## Review Record

The Council issued a notice of funding availability in June 2012, and applications were due on August 13, 2012. Livable Communities staff reviewed submitted applications for completeness and eligibility, which included confirming applications that met the threshold criteria and specific funding requests were for eligible grant funded activities. Applications were then forwarded to the staff evaluation team that reviewed and scored each application on its ability to address the evaluation criteria. The evaluation team members were chosen for their expertise in land use, transit and transportation, housing, environmental issues, overall regional development and TOD-specific knowledge and development expertise.

Applications were discussed in detail for how well they meet the scoring criteria, their ability to produce jobs and affordable housing, their potential to catalyze private investment, and the degree to which they could be a demonstration model of TOD. For evaluation purposes, TOD was defined as: *residential and commercial centers designed to maximize access by transit and non-motorized transportation, and with other features to encourage transit ridership. A TOD neighborhood has a center with a rail or bus station, surrounded by relatively high-density development, with progressively lower-density spreading outwards.*

The staff team's evaluation of a project's potential to be a TOD demonstration model based on its potential to include the following TOD design features:

- Residential densities of at least 7-50 units/acre for rail, or 30-75 units/acre for bus or commuter rail
- Minimum floor area ratios (FAR) of at least 1.5 for rail, or .25 for bus or commuter rail
- Minimal building setbacks
- Short blocks with pedestrian connections adjacent to the buildings
- Optimal pedestrian convenience between the station and other connecting transit
- A range of housing densities, types and costs
- Connections among housing, retail, employment centers and recreational uses
- Cycling and walking conveniences
- Current and future employment opportunities within the TOD area and within the connecting transit corridor(s)
- Conservation, protection and enhancement of natural resources
- Limited residential and commercial parking, shared between uses, located to the rear of buildings and/or structured

In addition, the development or redevelopment project was evaluated based on how well it was oriented to, integrated with and inclusive of the light rail, commuter rail, and/or the high-frequency bus transit station/stop. The evaluation team determined that the station must be an integral part of the project.

## Summary

Grant category	Applications received	Development applications that met Step One threshold	Option One applications recommended for award	Option Two applications recommended for award
Pre-Development	4	N/A	3	3
LCDA TOD only	9	6	5	5
TBRA TOD only	4	3	3	3
Combined LCDA TOD and TBRA TOD	3	2	2	2
<b>Total</b>	20	11	13	13

Options One and Two presented in the proposed action illustrate the point scores and recommended funding for projects that met the 80-point threshold. Under Option One, the LCAC recommends full funding for three Pre-Development projects and seven Development projects, and partial funding for three Development projects, for a total of \$8,324,566. Under Option Two, Bloomington Central Station is fully funded using leftover dollars from the 2012 LCDA regular program, leaving two partially-funded projects, for a total of \$8,826,303.

Attached in Appendix B are project summaries for the 13 Pre-Development and Development projects recommended for funding.

### *Anticipated Outcomes*

The anticipated outcomes for *new* LCA TOD projects are as follows\*:

<b>Total Housing Units</b>	870
<b>Affordable Housing Units</b>	376
<b>Market Rate Housing Units</b>	494
<b>Private Investment</b>	\$204,927,049
<b>Other Public Investment</b>	\$11,724,400
<b>Construction Jobs</b>	1,535
<b>Permanent Jobs</b>	279
<b>Acres Cleaned</b>	4.3

\* These do not include outcomes from the projects that had previously received Livable Communities Act grant awards.

The anticipated outcomes for *previously-funded* LCA TOD projects are as follows:

<b>Total Housing Units</b>	379
<b>Affordable Housing Units</b>	240
<b>Market Rate Housing Units</b>	139
<b>Private Investment</b>	\$66,901,584
<b>Other Public Investment</b>	\$12,764,348
<b>Construction Jobs</b>	362
<b>Permanent Jobs</b>	47
<b>Acres Cleaned</b>	.62

## **Appendix A: Projects not recommended for funding Development Applications**

*Step Two – One Development application failed to meet the minimum threshold after the Step Two process and is not recommended for funding.*

City of Eagan            Cedar Grove Redevelopment            Request: LCDA \$1,000,000

Design of shopping center is not oriented to the station; the project is not transit-oriented and just happens to be near BRT. Single story retail format is not high density development. The west surface lot is a missed opportunity. The project does not address natural resource protection. In this case, parking itself is not going to be catalytic

*Step One – Five Development applications failed to meet the minimum threshold after the Step One process and are not recommended for funding.*

City of Minneapolis   Elan of Uptown            Request: TBRA \$700,500

The project is 100% market rate, will not generate significant number of permanent jobs, and is not a mixed use project.

City of Hopkins            Lutheran Digest Phase II            Request: LCDA \$276,500 and TBRA \$114,000

The project does not include affordable housing and will not generate significant number of permanent jobs. The sources worksheet did not list any funding committed to the project.

City of Hopkins            8<sup>th</sup> Avenue Ramp            Request: LCDA \$1,000,000

No immediate development project was identified that would be catalyzed by the construction of a parking ramp. No affordable housing development was identified, and no permanent jobs were listed in the application.

City of Coon Rapids   Riverdale Trail Access            Request: LCDA \$230,000

The project serves only an existing single family neighborhood, rather than TOD area that has been master-planned by the City. No development was associated with the new infrastructure.

City of Fridley            Northstar 57<sup>th</sup> Avenue Overpass            Request: LCDA \$256,723

Funds have not been committed for bridge and no immediate TOD development has been associated with the project.

### **Pre-Development Application**

*One Pre-Development application failed to meet the minimum threshold and is not recommended for funding.*

City of Fridley            University Avenue Pedestrian Overpass            Request: \$100,000

A pedestrian overpass spanning a state highway is not a good demonstration of TOD. There was little indication of the pre-development project's ability to catalyze additional development and resulting jobs and housing units.

## Appendix B: Project Summaries for Recommended Awards

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Pre-Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$40,000	<b>Recommended amount</b>	<b>\$40,000</b>
<b>Applicant:</b>	<b>City of Coon Rapids</b>		
<b>Project Name:</b>	Foley Boulevard Station Area Planning		
<b>Project Location:</b>	Northstar/Brown Line – Foley Boulevard Station Area		
<b>Council District:</b>	9 – Edward Reynoso		
<b>Project Summary:</b>	<p>Currently, the Foley Boulevard Station Area is an auto-oriented environment that offers poor pedestrian connections, suburban densities, and obsolete land uses. This project will address the need for land use, and pedestrian and bicycle infrastructure planning to transform the area into a multi-modal, transit-supportive district. The Pre-Development project will include design workshops, an alternatives analysis, zoning tools, and strategies for land banking and acquisition that will lead to the development of a station area plan. Completion of the proposed pre-development activities in the TOD Area will allow for implementation of higher residential and employment densities, higher FARs, minimal setbacks, connected streets, open spaces, and pedestrian and bicycle connections through future investments in infrastructure and redevelopment projects.</p>		
<b>Comments:</b>	This project is an example of station area planning for transit-oriented development near commuter rail.		
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$10,000	Station area plan		
10,000	Alternatives analysis		
10,000	Strategies for land banking and acquisition		
5,000	Design workshops		
5,000	Zoning and land use implementation tools		
<b>\$40,000</b>	<b>Total</b>		
<b>Funding Match (25%)</b>			
\$10,000	In-kind staff time		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Pre-Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$60,000	<b>Recommended amount</b>	<b>\$60,000</b>
<b>Applicant:</b>	<b>City of Eden Prairie</b>		
<b>Project Name:</b>	TOD Zoning District Ordinance		
<b>Project Location:</b>	Southwest/Green Line – Five Station Areas: City West, Golden Triangle, Town Center, Southwest Station, Mitchell Station		
<b>Council District:</b>	3 – Jennifer Munt		
<b>Project Summary:</b>	This grant will be used to support the development of a TOD ordinance for five future LRT station areas in Eden Prairie. The zoning and land use implementation tools will promote walkable, pedestrian-oriented station areas and support redevelopment that is high density, includes a mix of uses in close proximity, and reduces the overall availability of off-street parking. The implementation tools will also include recommendations for new streetscape design features, location and frequency of collector bus service, and infrastructure to support alternative transportation modes such as bicycles, scooters, and rollerblades.		
<b>Comments:</b>	This project could be used as an example of TOD zoning along a suburban light rail line.		
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$60,000	Development of a TOD zoning district for five station areas; public engagement		
<b>\$60,000</b>	<b>Total</b>		
<b>Funding Match (25%)</b>			
\$15,000	In-kind staff time		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Pre-Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount:</b>	\$100,000	<b>Recommended amount</b>	<b>\$100,000</b>
<b>Applicant:</b>	<b>City of Fridley</b>		
<b>Project Name:</b>	Fridley Northstar TIF Master Plan		
<b>Project Location:</b>			
	Northstar/Brown Line - Fridley Station		
<b>Council District:</b>	2 – Lona Schreiber		
<b>Project Summary:</b>	Without a master plan for the Fridley Station area, developers have not taken advantage of the innovation and increased density afforded by commuter rail and recent investments in trails and bridges near the Fridley Northstar station. This grant will support a station area planning process to show specific land use changes and standards for the number and configuration of new housing units. The process will also lead to the development of an alternatives analysis, zoning and implementation tools, an infrastructure development plan, and recommendations for how to make the station area more accessible for pedestrians and bicyclists.		
<b>Comments:</b>	This project is an example of station area planning for transit-oriented development near commuter rail.		
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>			
	<b>Uses to be completed by 12/31/2015</b>		
	\$100,000	Alternatives analysis	
	<b>\$100,000</b>	<b>Total</b>	
<b>Funding Match (25%)</b>			
	\$25,000	In-kind staff time	

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>		<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$505,000	<b>Recommended amount (LCDA TOD):</b>	<b>\$505,000</b>	
<b>Requested amount (TBRA TOD):</b>	\$0	<b>Recommended amount (TBRA TOD):</b>	<b>\$0</b>	
		<b>Recommended amount (all accounts):</b>	<b>\$505,000</b>	
<b>Applicant:</b>	<b>City of Minneapolis</b>			
<b>Project Name:</b>	Corcoran Triangle			
<b>Project Address:</b> 3100 24 <sup>th</sup> Avenue South, Minneapolis				
<b>TOD Area</b>	Hiawatha/Blue Line – Lake Street Station			
<b>Council District:</b>	8 – Adam Duinick			
<b>Project Summary:</b>	Corcoran Triangle is a 103-unit, mixed-income affordable housing development poised to revitalize the intersection of 32 <sup>nd</sup> and Hiawatha on an oddly-shaped triangular parcel. The project, consisting of two, four-story buildings, will be accessible to a variety of household sizes, across a range of incomes. It includes 11 supportive housing units for long term homeless households living with HIV/AIDS and 82 units offered at 60% AMI. TOD funds will be used for stormwater improvements, utility relocation, and improvements to a central plaza.			
<b>Comments:</b>	The project demonstrates how an oddly-shaped, urban site can be dense, walkable, bikeable, and designed with sensitivity to the surrounding neighborhood. It has a good mix of incomes and unit sizes and incorporates multiple stormwater best management practices (BMPs) throughout the site. Corcoran Triangle is a good demonstration of TOD principles and will catalyze development of a pathway from residential areas to LRT station. Corcoran Triangle, located two blocks from the Lake Street Hiawatha station, will also enhance pedestrian connections to the LRT station and offer bike racks to encourage the use of alternative forms of transportation.			
<b>Jobs:</b>	75 temporary, 7 permanent jobs			
<b>Total Housing Units:</b>	103	<b>Affordable Units:</b>	93	
<b>Private Investment:</b>	\$15,211,593	<b>Other Public Investment:</b>	\$910,000	
<b>Other LCA Funding:</b>	None.			
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>			
\$150,000	Greywater system, raingardens, soil reconstruction, storage and integrated landscaping			
144,000	Site clearance and preparation, excavation, utility relocation			
59,000	Public focal features for plaza areas throughout site; benches, tables, paths, lighting			
55,000	Pervious pavement along new sidewalks			
30,000	Sidewalk connections through site to existing walks			
28,000	Pedestrian lighting along LRT/property line			
25,000	Placemaking features including front stoops, sidewalks, lighting for entrances			
14,000	Exterior racks for 30 bicycles			
<b>\$505,000</b>	<b>Total</b>			



**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>		<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$993,229	<b>Recommended amount (LCDA TOD):</b>	<b>\$993,229</b>	
<b>Requested amount (TBRA TOD):</b>	\$0	<b>Recommended amount (TBRA TOD):</b>	<b>\$0</b>	
		<b>Recommended amount (all accounts):</b>	<b>\$993,229</b>	
<b>Applicant:</b>	<b>City of Minneapolis</b>			
<b>Project Name:</b>	Currie Park Lofts			
<b>Project Address:</b>	515 15 <sup>th</sup> Avenue South, Minneapolis			
<b>TOD Area:</b>	Hiawatha/Blue Line – Cedar Riverside Station			
<b>Council District:</b>	8 – Adam Duinink			
<b>Project Summary:</b>	Currie Park Lofts (CPL), located just steps from the Cedar Riverside station, is a mixed-use project that will offer 259 residential units with one, two, and three bedroom floorplans in a six-story building. Fully 80% of the units will be offered at 50%-60% AMI, and a high percentage of these units will include two or three bedrooms to address the local need for family housing. CPL will transform the last large undeveloped parcel in the Cedar-Riverside neighborhood, which is currently used for parking lots. Residents will have access to 5,800 square feet of neighborhood commercial space and amenities, including on-site office and management, child care, a health commons, a coffee shop, and a community room. CPL will enhance the vitality of the Cedar LRT station by encouraging walking and commercial activity near the station platform, while its proximity to the station will provide excellent access for residents to the region's job centers.			
<b>Comments:</b>	This project adds housing diversity and market rate units to the neighborhood and creates a pedestrian-friendly environment near the station. The project offers child care and a coffee shop at street level across from park is a good ground floor use and responds to the needs of families in the neighborhood. It could catalyze investment in nearby surface parking lots and an empty parcel adjacent to site. The project has been developed through a community-focused design process. With new residents and customers in the building, the project will provide “eyes on the park” and improve safety in a neglected corner of the Cedar-Riverside neighborhood.			
<b>Jobs:</b>	100 temporary, 14 permanent			
<b>Acres Cleaned:</b>	0			
<b>Total Housing Units:</b>	259	<b>Affordable Units:</b>	208	
<b>Private Investment:</b>	\$38,952,840	<b>Other Public Investment:</b>	align="right">\$8,453,450	
<b>Other LCA Funding:</b>	\$341,341	2006 LCDA Development award – relinquished in full		
	433,771	2011 LCDA Development award		
	400,000	2011 LHIA award		
	\$1,175,112	<b>Total</b>		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>			
\$459,229	Perimeter and plaza plantings with native vegetation; rooftop membrane and plants for stormwater management; underground storage and infiltration system; rooftop ponds			
186,000	Extend sewer, water, telecommunications utilities; excavation, preparation for and installation of enclosed underground vault for electric transformer			
172,000	Demolish existing parking lot, curbs, sidewalks; demolition or relocation, removal and excavation of obsolete building			
95,000	Excavation for new building; finish grading			
81,000	Install new sidewalks, curbs, gutter; install site lighting			
<b>\$993,229</b>	<b>Total</b>			

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$0	<b>Recommended amount (LCDA TOD):</b>	<b>\$0</b>
<b>Requested amount (TBRA TOD):</b>	\$548,500	<b>Recommended amount (TBRA TOD):</b>	<b>\$548,500</b>
		<b>Recommended amount (all accounts):</b>	<b>\$548,500</b>
<b>Applicant:</b>	<b>City of Minneapolis</b>		
<b>Project Name:</b>	Junction Flats		
<b>Project Address:</b>	643 5 <sup>th</sup> Street North, Minneapolis		
<b>TOD Area:</b>	Hiawatha/Blue Line – Target Field Station		
<b>Council District:</b>	7 – Gary Cunningham		
<b>Project Summary:</b>	<p>Junction Flats is a 182-unit apartment building proposed for a transitional section of Minneapolis' North Loop neighborhood. The project, once completed, will take advantage of its optimal location less than one block from the forthcoming Interchange, a regional hub for commuter rail, LRT, bicycle trails and buses. This mixed-use project will include six live-work units at the street level to minimize vehicle usage and make the streetscape along 5<sup>th</sup> street more attractive and inviting for pedestrians. Alternative modes of transit will be encouraged through a lower parking ratio and onsite bike storage. Stormwater, currently unmanaged, will be detained and released slowly to reduce peak discharge. Converting an underutilized, dilapidated building into attractive neighborhood housing will establish a community of transit riders, create temporary and permanent jobs, improve water resources, remove blight, and improve tax base.</p>		
<b>Comments:</b>	<p>The project will demonstrate the potential to convert a largely underutilized industrial section of the North Loop to livable housing and commercial redevelopment that will take advantage of a regional transportation hub. The project demonstrates infill on the pioneering edge of future transit investment. It is an excellent opportunity to show the way to a new kind of neighborhood in an underutilized industrial area, near the future Interchange hub. The project is high density and includes live-work units.</p>		
<b>Jobs:</b>	245 temporary, 9 permanent		
<b>Acres Cleaned:</b>	1.4		
<b>Total Housing Units:</b>	182	<b>Affordable Units:</b>	0
<b>Private Investment:</b>	\$32,884,380	<b>Other Public Investment:</b>	\$500,000
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$548,500	Environmental investigation, asbestos abatement and lead-based paint abatement, soil remediation and underground storage tank removal.		
<b>\$548,500</b>	<b>Total</b>		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$1,000,000	<b>Recommended amount (LCDA TOD):</b>	<b>\$775,000</b>
<b>Requested amount (TBRA TOD):</b>	\$1,000,000	<b>Recommended amount (TBRA TOD):</b>	<b>\$1,000,000</b>
		<b>Recommended amount (all accounts):</b>	<b>\$1,775,000</b>
<b>Applicant:</b>	<b>City of Minneapolis</b>		
<b>Project Name:</b>	Mill City Quarter		
<b>Project Address:</b>	2 <sup>nd</sup> Street South, between 3 <sup>rd</sup> and 5 <sup>th</sup> Avenues, Minneapolis		
<b>TOD Area:</b>	Hiawatha/Blue Line – Metrodome Station		
<b>Council District:</b>	7 – Gary Cunningham		
<b>Project Summary:</b>	This redevelopment project includes 250 units of senior affordable and life-cycle housing in the downtown core in a wide mix of service and price points ranging from independent living to supportive, assisted, and memory care. The project consists of two buildings separated by a historic rail spur corridor that will include raingardens, small plazas, and connections to bike and pedestrian trails along the Mississippi River. Mill City Quarter is also within walking distance of two LRT platforms and a high frequency bus line. The west building, to be constructed first, will house first floor retail, likely a pharmacy or grocery store as the anchor tenant, with 125 units of affordable housing above that will be marketed to, but not restricted to, senior living. These units will have rents meeting the 60% MMI requirement for affordable housing. The East Building, will house 125 units of market-rate assisted living, concierge and memory care housing.		
<b>Comments:</b>	This project demonstrates the potential for affordable assisted living and memory care in a transit-rich section of the urban core. Proposed shared street concept shows how small plazas, parking, stormwater, and bike traffic can be integrated in a dense urban environment and could be a model for other sites. The project will be an important resource for seniors to live near transit.		
<b>Jobs:</b>	110 temporary, 67 permanent		
<b>Acres Cleaned:</b>	2		
<b>Total Housing Units:</b>	250	<b>Affordable Units:</b>	125
<b>Private Investment:</b>	\$40,000,000	<b>Other Public Investment:</b>	\$0
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$235,000	Trail connection to river		
\$200,000	Raingardens, pervious pavers, green roof		
\$150,000	Utility relocation and extension		
\$75,000	Design and project coordination		
\$50,000	Bike share and public racks		
\$50,000	Public space/connection between buildings		
\$15,000	Geotechnical investigation and analysis		
\$1,000,000	Demolition to access contaminated soil		
<b>\$1,775,000</b>	<b>Total</b>		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$0	<b>Recommended amount (LCDA TOD):</b>	<b>\$0</b>
<b>Requested amount (TBRA TOD):</b>	\$110,550	<b>Recommended amount (TBRA TOD):</b>	<b>\$110,550</b>
		<b>Recommended amount (all accounts):</b>	<b>\$110,550</b>
<b>Applicant:</b>	<b>City of Saint Paul</b>		
<b>Project Name:</b>	Central Exchange		
<b>Project Address:</b>	771-785 University Avenue, Saint Paul		
<b>TOD Area:</b>	Central Corridor/Green Line: Victoria Station		
<b>Council District:</b>	14 – Jon Commers		
<b>Project Summary:</b>	Central Exchange, located between the future Victoria and Dale station platforms, features ground floor commercial and 32 units of affordable housing across a range of unit types. The project will replace vacant and blighted lots with public space and retail storefronts, greatly increasing LRT's potential to encourage transit ridership and catalyze future economic development. Its design is sensitive to low-density conditions across the alley to the north; the building rises up only one story in the center of two three-story "towers" to allow air and sunlight penetration. A green roof, permeable pavers, and an underground detention system will process stormwater using the latest techniques. Central Exchange demonstrates how a mix of uses, a pocket park, and stormwater management techniques can be incorporated into a small site and will be a model for other half-block sites along the Central Corridor.		
<b>Comments:</b>	This project demonstrates the potential for innovative development on half-blocks along the Central Corridor in Saint Paul. The two-tower concept addresses concerns from residents across the alley about solar access. Green roof, second-level private plaza and ground-level plaza provide open space amenities for both residents and the general public, while also processing stormwater. The project is a model for how a non-profit developer with community credibility can address contamination and revitalize an infill site at a small scale.		
<b>Jobs:</b>	80 temporary, 24 permanent		
<b>Acres Cleaned:</b>	.10		
<b>Total Housing Units:</b>	32	<b>Affordable Units:</b>	32
<b>Private Investment:</b>	\$5,519,602	<b>Other Public Investment:</b>	\$3,986,098
<b>Other LCA Funding:</b>	\$979,100 LCDA Dev TOD 2011		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$110,550	Soil remediation		
<b>110,550</b>	<b>Total</b>		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$2,000,000	<b>Recommended amount (LCDA TOD):</b>	<b>\$860,547</b>
<b>Requested amount (TBRA TOD):</b>	\$0	<b>Recommended amount (TBRA TOD):</b>	<b>\$0</b>
		<b>Recommended amount (all accounts):</b>	<b>\$860,547</b>
<b>Applicant:</b>	<b>City of Saint Paul</b>		
<b>Project Name:</b>	City Limits		
<b>Project Address:</b>	2700 University Avenue, Saint Paul		
<b>TOD Area:</b>	Central Corridor/Green Line – Westgate Station		
<b>Council District:</b>	14 – Jon Commers		
<b>Project Summary:</b>	City Limits is a 222-unit apartment project near the Westgate Central Corridor station with 20% of the units affordable to households earning 50% AMI. This development is an extension of similar projects that have been developed elsewhere in the Westgate Station Area and facilitates stronger connections between the residential neighborhood and the station platform. A tot lot, to be built and managed by the developer, will be available for public use. New benches, boulevard plantings, pervious decorative pavers, and public art will enhance the station area and help to process stormwater generated by impervious areas throughout the site.		
<b>Comments:</b>	The project introduces affordable housing into an otherwise market-rate neighborhood and will be successful given its proximity to the Westgate station. City Limits also demonstrates the potential for publically-accessible, developer-financed and maintained public space by providing a much-needed tot lot for the neighborhood.		
<b>Jobs:</b>	120 temporary, 8 permanent		
<b>Total Housing Units:</b>	222	<b>Affordable Units:</b>	45
<b>Private Investment:</b>	\$29,974,638	<b>Other Public Investment:</b>	\$6,214,400
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$282,000	Geotechnical, site grading		
195,000	Stormwater management		
140,697	New curb, gutter, sidewalk, boulevard plantings and street lighting along Emerald Street (approximately 460') and along Ellis Avenue (approximately 200')		
87,400	Utility and stormwater connections		
50,000	Bench/public seating in park and entry plaza, pedestrian-scale lighting for public areas		
35,000	Engineering		
25,000	Project coordination		
22,500	Pocket park connection to transit (approximately 800 square feet)		
20,950	Demolish and dispose of existing sidewalks and approaches around the perimeter of property		
2,000	Three designated bike rack areas		
<b>\$860,547</b>	<b>Total</b>		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$1,558,361	<b>Recommended amount (LCDA TOD):</b>	<b>\$1,558,361</b>
<b>Requested amount (TBRA TOD):</b>	\$0	<b>Recommended amount (TBRA TOD):</b>	<b>\$0</b>
		<b>Recommended amount (all accounts):</b>	<b>\$1,558,361</b>
<b>Applicant:</b>	<b>City of Saint Paul</b>		
<b>Project Name:</b>	Old Home Plaza		
<b>Project Address:</b>	370 University Avenue West, Saint Paul		
<b>TOD Area:</b>	Central Corridor/Green Line – Western Station		
<b>Council District:</b>	14 – Jon Commers		
<b>Project Summary:</b>	<p>The Old Home Dairy site at 370 University Avenue will be transformed into a mixed-use, transit-oriented development with housing, commercial, retail and community uses that both maximize the parcel's potential and preserve historic buildings. The developer will utilize transit-oriented design principles to take full advantage of the site's location on the Central Corridor LRT line. The Old Home Dairy site is 1.62 acres with University Avenue frontage, and can accommodate approximately 70 housing units and 11,640 square feet of commercial/retail space. The original Minnesota Milk Company building will undergo adaptive reuse as part of the overall site design, and new construction will occur on the remainder of the property. Phase I will include 57 units of multi-family rental, affordable at 50% AMI, and 16,815 square feet of commercial/retail space. Phase II will include approximately 12 units of owner-occupied townhomes, affordable at 60% AMI. Both phases will share a private, 25,000 square foot central plaza. The project developer is a public-private partnership of community development corporations and public entities. The project will help transform the neighborhood, capitalize on LRT, energize residents, and create a thriving community asset.</p>		
<b>Comments:</b>	<p>This project leverages adaptive reuse of historic Old Home building to develop a full city block across from Western LRT station. It represents a good mix of old and new and transition from medium to lower density without appearing monolithic. A jobs/entrepreneurial program and neighborhood development component is a strong model for other projects. The project provides apartment and townhome options at a variety of sizes and affordability levels. A central plaza anchors the development and provides social and recreational opportunities for residents.</p>		
<b>Jobs:</b>	210 temporary, 75 permanent		
<b>Total Housing Units:</b>	69	<b>Affordable Units:</b>	69
<b>Private Investment:</b>	\$12,314,078	<b>Other Public Investment:</b>	\$0
<b>Other LCA Funding:</b>	None.		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$1,008,361	Land acquisition		
475,000	Demolition		
50,000	Land acquisition holding costs		
25,000	Project coordination		
<b>\$1,558,361</b>	<b>Total</b>		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$609,600	<b>Recommended amount (LCDA TOD):</b>	<b>\$609,600</b>
<b>Requested amount (TBRA TOD):</b>	\$317,415	<b>Recommended amount (TBRA TOD):</b>	<b>\$317,415</b>
		<b>Recommended amount (all accounts):</b>	<b>\$927,015</b>
<b>Applicant:</b>	<b>City of Saint Paul</b>		
<b>Project Name:</b>	Prior Crossing		
<b>Project Address:</b>	1949 University Avenue West, Saint Paul		
<b>TOD Area:</b>	Central Corridor/Green Line – Fairview Station		
<b>Council District:</b>	14 – Jon Commers		
<b>Project Summary:</b>	<p>Prior Crossing, a five-story building developed by the Plymouth Church Neighborhood Foundation, will provide safe high quality permanent housing with intensive support services for 44 young adults, ages 18 to 25, who are experiencing homelessness. The superior transportation connections afforded by the Central Corridor light rail line and high-frequency bus service afford many more opportunities for economic and educational advancement to the residents. Prior Crossing will have a strong employment ethos and will encourage all residents to pursue their educational and vocational goals as an important pathway towards independence. A key initial outcome is to have 80% of the residents employed within 60 days of arrival at Prior Crossing. This project, along with other recent transit-oriented projects near Fairview Station, will demonstrate that redevelopment is possible in a transitional industrial area on the edge of a station area.</p>		
<b>Comments:</b>	<p>The project demonstrates a strong concept and social service model with appropriate and supportive architectural design. It is a small project that can spur other incremental investments. Excellent linkage of job training program with central location along a transit line.</p>		
<b>Jobs:</b>	50 temporary, 11 permanent		
<b>Acres Cleaned:</b>	.90		
<b>Total Housing Units:</b>	44	<b>Affordable Units:</b>	44
<b>Private Investment:</b>	\$6,042,360	<b>Other Public Investment:</b>	\$2,400,000
<b>Other LCA Funding:</b>	\$47,000 2010 LCDA Pre-Development		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$470,000	Acquisition of 1949 University Avenue W		
\$40,000	Demolition of existing building		
\$40,000	Installation of new stormwater management system		
\$26,100	Eliminate University Avenue curb cut, replace with alternative drive lane off of Charles Avenue		
\$23,500	General holding costs		
\$5,000	Soil borings		
\$5,000	Installation of bike racks		
\$317,415	Asbestos abatement and soil remediation.		
<b>\$927,015</b>	<b>Total</b>		

**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$0	<b>Recommended amount (LCDA TOD):</b>	<b>\$0</b>
<b>Requested amount (TBRA TOD):</b>	\$348,101	<b>Recommended amount (TBRA TOD):</b>	<b>\$348,101</b>
		<b>Recommended amount (all accounts):</b>	<b>\$348,101</b>
<b>Applicant:</b>	<b>City of Saint Paul</b>		
<b>Project Name:</b>	Rayette Lofts		
<b>Project Address:</b>	261 5 <sup>th</sup> Street East, Saint Paul		
<b>TOD Area:</b>	Central Corridor/Green Line – Union Station		
<b>Council District:</b>	13 – Richard Kramer		
<b>Project Summary:</b>	Rayette Lofts is an adaptive reuse and substantial rehabilitation of a historic, 145,600 square foot building. The Rayette building currently operates as a parking garage. Upon completion, Rayette Lofts will include 88 multifamily rental units and street level retail space. The project will also feature 2,700 square feet of retail across from the St. Paul Farmers' Market. This conversion from parking to high density, mixed-use space is in line with TOD principles and advances city goals for increased mixed-use development in targeted areas. The proposed project is within walking distance of several regional assets, including the St. Paul Central Business District, Union Station, Mears Park and future Saints ballpark.		
<b>Comments:</b>	The project is a great example of the adaptive reuse of a historic building and conversion from parking ramp into more productive, transit-oriented uses. Rayette Lofts is mixed use, is high density, and will add to the vibrancy of Lowertown. The project also has a low parking ratio, which encourages residents to walk and take transit and can help to reduce vehicle miles traveled.		
<b>Jobs:</b>	182 temporary, 9 permanent		
<b>Acres Cleaned:</b>	.52		
<b>Total Housing Units:</b>	88	<b>Affordable Units:</b>	0
<b>Private Investment:</b>	\$22,429,142	<b>Other Public Investment:</b>	\$324,800
<b>Other LCA Funding:</b>	\$324,800 2011 TBRA Cleanup		
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$348,101	Lead-based paint abatement		
<b>\$348,101</b>	<b>Total</b>		



**Livable Communities Transit-Oriented Development Project Summary**

<b>Type:</b>	<b>LCA TOD Development</b>	<b>Grant #:</b>	<b>SG012-</b>
<b>Requested amount (LCDA TOD):</b>	\$1,000,000	<b>Recommended amount (LCDA TOD):</b>	<b>\$1,000,000</b>
<b>Requested amount (TBRA TOD):</b>	\$0	<b>Recommended amount (TBRA TOD):</b>	<b>\$0</b>
		<b>Recommended amount (all accounts):</b>	<b>\$1,000,000</b>
<b>Applicant:</b>	<b>City of Bloomington</b>		
<b>Project Name:</b>	Central Station Hotel		
<b>Project Address:</b>	American Boulevard and 33 <sup>rd</sup> Avenue, Bloomington		
<b>TOD Area:</b>	Hiawatha/Blue Line – Bloomington Central Station		
<b>Council District:</b>	5 – Steve Elkins		
<b>Project Summary:</b>	Central Station Hotel, anchored by the South Loop district's central park, will feature <del>202</del> <b>303</b> rooms just steps from the LRT platform. Two streets, funded in part by this grant award, will serve the hotel and up to an estimated 840 units of housing as part of future development projects. These streets will include boulevard landscaping and lighting and will directly connect the project to Central Station. The area, which has been governed by the South Loop master plan since 2005, is envisioned to become a mixed use, transit-oriented zone with a mix of high density office, retail, and residential.		
<b>Comments:</b>	The entire South Loop redevelopment area demonstrates many of the design criteria of TOD development, in particular a close link between potential employment and housing. This project is also a model for how to implement TOD – starting with a master plan that leads to public infrastructure investments and eventually new private development. The hotel will bring life to the district outside of the work day and the new road infrastructure will be a catalyst for significant housing investment to the east.		
<b>Jobs:</b>	725 temporary, 102 permanent		
<b>Total Housing Units:</b>	0	<b>Affordable Units:</b>	0
<b>Private Investment:</b>	\$68,500,000	<b>Other Public Investment:</b>	\$1,700,000
<b>Other LCA Funding:</b>	\$500,000	2004 LCDA Development	
	2,200,000	2006 LCDA Development	
	269,000	2006 TBRA Cleanup – relinquished in full	
	\$2,969,000	<b>Total</b>	
<b>Funded Items</b>	<b>Uses to be completed by 12/31/2015</b>		
\$1,000,000	Construction of streets on south and east side of hotel development		
<b>\$1,000,000</b>	<b>Total</b>		