

Livable Communities Demonstration Account 2008

Step One Evaluation Criteria and Scoring

A seven member staff evaluation team reviewed and scored eligible proposals, using the criteria, factors and scoring considerations in this table. The Step One evaluation covered the elements of the project that are expected to be completed or substantially completed by the end of 2010.

Evaluation Criteria	Factors Evaluated	Scoring Considerations
Land Use Criteria:		
Use land efficiently <u>0-8 points</u>	<i>How well the project achieves:</i> Development that intensifies land use (adding buildings or other uses) and increases density to a level that maximizes the potential of the location.	<ul style="list-style-type: none"> - The number of land uses added to the site, and/or the increase of proposed development and uses on the site. - The average densities of the project compared to densities recommended for developments based on their community type or proximity to available or planned transit service levels.
Link land uses to transportation <u>0-10 points</u> (hold harmless if no transit access—use average score)	Location to Transit: Within one-half mile of a transitway in the 2030 Transitway system – Northstar, Northwest, Cedar Avenue, I-35W, Central, Red Rock, Rush Line, Southwest, I-394, Hiawatha; or within one-half mile of a local bus route, or within one-half mile of a park-and-ride facility on an express commuter or express bus service. 0-3 points <i>How well the project achieves:</i> Development that is designed in relationship to transit and transportation, providing optimal convenience for pedestrian access to transit, and for relationships of development to the regional transit system; is consistent with access management guidelines. 0-7 points	<ul style="list-style-type: none"> - 0 to 1/10th mile from closest bus stop on an urban local, suburban local or local tail of express routes, or park and ride; or from any part of a transitway (not a station) – 1 point - .11 to ¼ mile from closest bus stop on an urban local, suburban local or local tail of express routes, or park and ride; or from any part of a transitway (not a station) – 2 points - .26 to ½ mile from closest bus stop on an urban local, suburban local or local tail of express routes, or park and ride; or from any part of a transitway (not a station) – 3 points - The ways in which land uses are designed to optimize the relationship of the project to transit – buildings oriented to the street, street frontage inviting to pedestrians, parking located behind or to the side of buildings or underground. - The number of elements included in the project that support and connect to transit, as appropriate to the site, including sidewalks, paths/trails, bike racks, transit shelters, pedestrian waiting facilities. - The degree to which street patterns, sidewalks, trails, paths, etc., are designed to provide convenient access for pedestrians, shoppers, and workers to transit—with potential to result in an increase in transit riders.
Connect housing and centers of employment, education, retail, recreation uses <u>0-8 points</u>	<i>How well the project achieves:</i> Development that provides a diverse variety of uses (within the project area or when added to adjacent land uses) with improved jobs-housing balance, access to a variety of destinations in a connected development pattern both within the project area and to adjacent neighborhoods.	<ul style="list-style-type: none"> - The number of types of uses within the project or the immediate surrounding area (within ¼ mile), including office, retail, services, restaurant, entertainment, government/civic, education, arts/cultural, open space, public space, residential. - The relative proximity and location with regard to ease of movement without impediments among land uses, in order to maximize opportunities to circulate among the various land uses rather than separate them. - The degree to which the project increases or improves the connections between housing and jobs, measured by the number of jobs in proximity to the project that could be reached with easy transit or other transportation access offered by the project. - The degree to which the land uses within the project are connected to existing neighborhoods outside the project area.

Evaluation Criteria	Factors Evaluated	Scoring Considerations
<p>Provide a range of housing densities, types and costs <u>0-8 points</u></p>	<p><i>How well the project achieves:</i> Development that provides a wide variety of housing types and prices or rents, integrating new housing into existing neighborhoods through redevelopment, infill development, adaptive reuse; or through new development in developing communities, within the project or when added to the housing in adjacent neighborhoods; diversifies housing in the community and helps achieve the city's housing goals; addresses Minnesota Housing goals; uses an accepted green building system.</p>	<ul style="list-style-type: none"> - The number of housing types/ tenure — single-family, townhouse, multistory, rental, ownership - within the project. - The mix of housing options (as above) that will be provided when added to the housing in neighborhoods adjacent to the project. - The percentage of units in the project that will be affordable to households earning 50 percent of annual median income. - The percentage of units in the project that will be affordable to households earning 80 percent of annual median income. - The degree to which the project's housing will diversify housing choices city-wide and promote the city's housing goals. - Does the project promote one or more of Minnesota Housing's goals: provide new affordable housing costing no more than 30% of a household's income, housing for emerging markets, housing for homeless persons or preserve existing affordable housing. <p>Will the project use an accepted green building system – Minnesota Green Communities, Minnesota Greenstar, or another accepted system.</p>
<p>Conserve, protect and enhance natural resources <u>0-8 points</u></p>	<p><i>How well the project achieves:</i> Development that optimally integrates natural resources, including best management practices for water resources that incorporate water resource management into project design to maximize development potential; implementation and use of a local NRI/A to plan the project; and employs natural resources, where feasible and appropriate, as community connections, assets and amenities.</p>	<ul style="list-style-type: none"> - The type(s) of conventional stormwater management techniques for rate and/or volume control and pollutant removal, including improved site runoff, local and regional storm water detention, employed within the project. - The type(s) of innovative and low impact development (LID) methods employed in the project to achieve storm water control through the integration of natural hydrologic functions into the project's overall design, including rain gardens, infiltration swales, pervious pavement, native vegetation, underground stormwater retention/filtration structures, green roofs. - Implementation and use of a local Natural Resources Inventory and Assessment to plan the project. - The ways in which the project adds green space, enhances connections to green spaces and other natural areas, and/or uses natural resources and features, where feasible and appropriate, as community assets and amenities.
<p>Community Role:</p>		
<p>Processes and tools to ensure successful outcomes - <u>0-8 points</u> - appropriate and effective regulatory tools; - partnerships; - community leadership; - community participation</p>	<p><i>How well the project achieves:</i> Development that incorporates appropriate and effective regulatory tools to implement the project, such as zoning codes, design standards, development standards; strong and effective public-private partnerships; meaningful local role to ensure that the project meets community needs and goals; local vision and leadership.</p>	<ul style="list-style-type: none"> - The degree to which necessary, appropriate and effective regulatory and implementation tools are in place, having been developed either for this project or previously — zoning for mixed-use development, zoning for transit-oriented development, zoning overlay districts, traditional neighborhood development overlay zones, design standards, development standards, other. - The participation of funding partners. - The degree to which the project is ready to be implemented, based on tools and processes in place (as above), the level of public participation (meetings, workshops, task forces, other citizen/business/stakeholder involvement) and local support (leadership and support of city officials, city council initiatives or actions, or other).