

C Community Development Committee

Meeting date: April 16, 2012

For the Council Meeting of April 25, 2012

ADVISORY INFORMATION

Date: April 6, 2012

Subject: 2011 Livable Communities Transit Oriented Development (TOD) Program Funding Recommendations

District(s), Member(s): All

Policy/Legal Reference: MN Statutes §473.253

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Division/Department: Community Development / Livable Communities

Proposed Action

Option 1:

That the Metropolitan Council award 11 Livable Communities Demonstration Account (LCDA) and Tax Base Revitalization Account (TBRA) TOD grants as follows:

Project	Applicant	Score*	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommendation
Hamline Station	St. Paul	80.00%	\$2,000,000	\$500,612	\$2,500,612
Central Exchange, Phase I	St. Paul	77.65%	\$979,100		\$979,100
Prospect Park Station Boeser Site	Minneapolis	77.30%	\$2,000,000	\$720,307	\$2,720,307
The COR – Center Street	Ramsey	77.17%	\$650,369		\$650,369
Penn and Broadway	Minneapolis	75.75%	\$1,536,100	\$463,900	\$2,000,000
Lyndale Garden Center	Richfield	73.45%	**\$834,431		\$834,431
700 Central	Minneapolis	72.99%		\$499,380	\$499,380
Schmidt Brewery Phase 2	St. Paul	71.78%		\$412,521	\$412,521
Spirit on Lake	Minneapolis	71.77%		\$318,632	\$318,632
Linden Yards – Pre-Dev	Minneapolis	69.02%			
Episcopal Homes	St. Paul	68.24%			
Stormwater Analysis PreDev	Eden Prairie	66.48%			
Opus Phase 1 – Pre-Dev	Minnetonka	66.07%			
753 E. 7 th Street – Former Cerenity	St. Paul	65.38%		\$216,000	\$216,000
Anoka Station Area	Anoka	63.21%			
Commons 1 and II	Apple Valley	61.95%			
Mississippi Skyway – Pre-Dev	Ramsey	61.43%			
8 th Avenue Corridor	Hopkins	60.93%		\$137,000	\$137,000
Walker-Lake St. LRT	St. Louis Park	60.14%			
Total funding recommended:			\$8,000,000	\$3,268,352	\$11,268,352
Total funding available:			\$8,000,000	\$5,000,000	\$13,000,000

*Percentage of total available points for that grant evaluation category.

**Partial funding recommended.

Option 2:

That the Metropolitan Council award 19 Livable Communities Demonstration Account (LCDA) and Tax Base Revitalization Account (TBRA) TOD grants to all applications that met the scoring threshold as follows:

Project	Applicant	Score*	Recommended LCDA Funding	Recommended TBRA Funding	Total Funding Recommendation
Hamline Station	St. Paul	80.00%	\$2,000,000	\$500,612	\$2,500,612
Central Exchange, Phase I	St. Paul	77.65%	\$979,100		\$979,100
Prospect Park Station Boeser Site	Minneapolis	77.30%	\$2,000,000	\$720,307	\$2,720,307
The COR – Center Street	Ramsey	77.17%	\$650,369		\$650,369
Penn and Broadway	Minneapolis	75.75%	\$1,536,100	\$463,900	\$2,000,000
Lyndale Garden Center	Richfield	73.45%	\$1,500,000		\$1,500,000
700 Central	Minneapolis	72.99%		\$499,380	\$499,380
Schmidt Brewery Phase 2	St. Paul	71.78%		\$412,521	\$412,521
Spirit on Lake	Minneapolis	71.77%		\$318,632	\$318,632
Linden Yards – Pre-Dev	Minneapolis	69.02%	\$100,000		\$100,000
Episcopal Homes	St. Paul	68.24%	\$2,000,000		\$2,000,000
Town Center Stormwater Analysis – Pre-Dev	Eden Prairie	66.48%	\$45,000		\$45,000
Opus Phase 1 – Pre-Dev	Minnetonka	66.07%	\$100,000		\$100,000
753 E. 7 th Street – Former Cerenity	St. Paul	65.38%		\$216,000	\$216,000
Anoka Station Area Master Planning	Anoka	63.21%	\$22,500		\$22,500
Commons 1 and II	Apple Valley	61.95%	\$866,000		\$866,000
Mississippi Skyway – Pre-Dev	Ramsey	61.43%	\$100,000		\$100,000
8 th Avenue Corridor – Phase 1	Hopkins	60.93%	\$900,000	\$137,000	\$1,037,000
Walker-Lake St. LRT – Pre-Dev	St. Louis Park	60.14%	\$40,000		\$40,000
Total funding recommended:			\$12,839,069	\$3,268,352	\$16,107,421

*Percent of total available points for that grant evaluation category.

Background

Advancing Transit Oriented Development (TOD) along existing and emerging transitways is a priority of the Metropolitan Council. In support of this, the Council amended the 2011 Livable Communities Fund Distribution Plan (LCA FDP) on December 5, 2011 by adding a new category of Livable Communities Demonstration Account (LCDA) and Tax Base Revitalization Account (TBRA) grants specifically for LCA eligible activities in support of Transit Oriented Development (TOD). Funds allocated to the TOD program are available from relinquishments of previously awarded LCDA and TBRA grants that did not progress due to the downturn in the economy over the last several years. Approximately \$32 Million is available for these activities - \$20 Million in LCDA and \$12 Million in TBRA.

The funds are targeted to support TOD activities in several identified "TOD areas". These areas consist of DEED-designated Transit Improvement Areas (TIAs), other TIA-eligible station areas not yet designated by DEED, and locations on both high frequency local bus routes and high frequency express bus routes (see the TOD program guide appendix for a complete list).

The TOD program guidelines, criteria, schedule and evaluation process were adopted as part of the 2011 LCA FDP amendment and funding recommendations are based on the criteria adopted in the amended Fund Distribution Plan. The evaluation process was conducted by an inner-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 expertise.

Rationale

The Council staff evaluation team reviewed the merit of each application in the criteria categories of transit access/design/ridership impact, housing, jobs, TOD design and proximity/visibility, as well as leverage, readiness, catalyst and demonstration value.

According to the adopted criteria, applications must earn 60% of the total points available to be considered for funding. Twenty-eight (28) applications were submitted. Of those, 19 applications from 9 communities, on 10 transit corridors met the 60% scoring threshold and were considered for funding (these included 6 pre-development, 5 development, 4 clean-up and 4 combination of development and clean-up applications). Nine (9) applications from the cities of Coon Rapids, Fridley, Minneapolis, Ramsey, Richfield and St. Louis Park did not meet the 60% scoring threshold and therefore are not recommended for funding.

Funding

Although approximately \$32 million was available to support the LCA TOD grant category, in its amended 2011 Livable Communities Fund Distribution Plan, the Council approved a total of \$13 million initially for the first offering of the TOD program funds in 2011 - \$8 million in LCDA funds and \$5 million in TBRA funds. These amounts were identified because they mirrored the typical amounts offered through the regular programs each year, the stated preference to spread these TOD funds out over multiple funding rounds, and the preparedness of eligible cities to seek funding was unknown.

As noted, 19 projects are eligible for funding. Partial funding for eleven (11) of these can be recommended for funding based on the Council's original allocation of \$13 million. However, the evaluation team is in support of fully funding all 19 of the projects that met the 60% scoring threshold. The remaining projects include 3 development projects that have merit as TOD demonstration models: one highlights high-density affordable senior housing adjacent to a LRT station (Episcopal Homes), another offers the potential for an additional 500 jobs in a BRT corridor (Apple Valley Commons), and the third, stimulates development potential and market viability for TOD for the long-term, providing better connections of the downtown to the LRT station (Hopkins 8th Ave. Corridor) The additional applications for pre-development projects offer the potential for the Council to be involved early on in the process to assist and partner with those communities in shaping future TOD projects being proposed. If the Council is receptive to an amendment to the 2011 Fund Distribution Plan to increase the amount of funds available for TOD by an additional \$4.84 million for LCDA TOD activities, all 19 proposals can be fully funded.

The potential expected outcomes from the 2011 TOD program Option 1 funding recommendation of \$11,217,102 include the creation of 1,164 jobs, 2,259 total housing units, with 816 of those affordable. Approximately \$212 million may be leveraged in private investment and another \$18.6 million in other public investment. In addition, the combined taxable market value of the project sites could potentially increase from approximately \$15.7 million to \$225 million.

If the 2011 TOD program investment is increased as shown under Option 2 by \$4.84 million, the potential expected outcomes could add an **additional** 1,081 jobs, 3,294 total housing units, with 1,046 of those affordable, approximately \$32 million in private leverage, and nearly \$13.4 million in other public leverage. And the potential taxable market value could increase an additional \$175 million.

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 December 2011. Workshops for potential applicants were held in January at the Council offices and St. Louis Park city hall. Applications were due February 15. LCA staff reviewed applications for completeness and eligibility, which included confirming applications met the threshold criteria and specific funding requests were for eligible grant funded activities (see TOD program applications, pages 2-3 for threshold criteria, and the TOD program guide, pages 8-12, for eligible uses).

Applications were then forwarded to the staff evaluation team which reviewed and scored each application on its merit in addressing 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. The individual TOD program evaluation criteria (19 total) were condensed into 7 primary scoring categories as a means to focus and manage the scoring process. These categories were: transit, housing, jobs, TOD design, leverage/readiness, catalyst/demonstration value and site acquisition.

The transit, housing jobs, TOD design, leverage and site acquisition criteria were evaluated and scored by pairs of team members who represented those areas of expertise. Evaluation and scoring for the readiness, catalyst and demonstration value components was done collectively by all members of the team.

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 projects' potential to be a TOD demonstration model, was based on its' potential to include the following TOD design features:

- Residential densities of at least 30 units/acre for rail, or 15 units/acre for bus or commuter rail
- Minimum floor area ratios (FAR) of at least 1.5 for rail, or .5 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/integrated/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.

Application summary

Grant category	Applications received	Applications that met 60% threshold	Option 1 Applications recommended for award	Option 2 Applications recommendations for award
Pre-Development	7	6	0	6
Development	10	5	3	5
Combined Development and TBRA	6	4	3	4
TBRA	5	4	5	4

Options 1 and 2 (shown on page 1 and 2) illustrate the point scores, requested funding, and recommended funding for applications that met the 60% threshold. In Option 1, projects shaded in black show those that can be funded with the original TOD program funding allocation of \$13 million. Option 2 shows all 19 projects recommended for funding if an additional \$4.84 million is made available for LCDA projects. Shown below are the point scores for the 9 applications that did not meet the 60% scoring threshold and therefore were not considered for funding. See Appendix B for project summaries and comments on these 9 applications.

Project	Applicant	Score *	LCDA Funding Requested	TBRA Funding Requested
Richfield Parkway	Richfield	58.55%	\$1,684,000	
1100 2 nd Street S.	Minneapolis	58.29%		\$70,923
The COR – Sunwood Dr.	Ramsey	57.91%	\$1,250,000	
Riverdale Station Trail	Coon Rapids	57.33%	\$230,000	
Former Q Petroleum	Fridley	54.99%	\$314,820	\$142,700
Louisiana Ave. Redev.	St. Louis Park	54.54%	\$1,897,832	\$45,000
E2	St. Louis Park	49.27%	\$253,150	
Foley Blvd. Station	Coon Rapids	46.59%	\$40,000	
Fridley Station – Main St.	Fridley	41.43%	\$948,000	
Total Request:			\$6,617,802	\$258,623

Based on the Fund Distribution Plan for the TOD program \$8 million was available for LCDA-related (pre-development and development) projects, and \$5 million for TBRA-related (clean-up and site investigation) projects. To make their recommendations for TOD program awards, the evaluation team started with the highest-scoring project and worked down the list, making funding recommendations for each individual application. Based on this method, and the funds available, 6 projects were recommended for funding with LCDA funds. Five were recommended for full funding – Hamline Station, Central Exchange, Prospect Park, The COR Center Street, and Penn and Broadway – for a total of \$7,165,500. The funding request for the sixth project, Lyndale Garden Center, exceeded the available balance of funds, so was recommended to receive partial funding in the amount of \$834,431. This results in a total LCDA funding recommendation of \$8 million.

Eight (8) projects are recommended for funding with TBRA funds. As the total requests did not exceed the funding amount available, all 8 applications, meeting the 60% threshold, are recommended to receive full funding, for a total of \$3,268,352.

Total recommended funding is \$11,268,352 - \$8 million in LCDA funding, and \$3,268,352 in TBRA funding.

If the Council chooses to allocate an additional \$4.84 million in LCDA funding to this round of the TOD program, 15 projects could be recommended for full funding (6 pre-development and 9 development), for a total of approximately \$12.84 million. TBRA funding recommendations would be unchanged at \$3,268,352 for a total TOD program funding recommendation of \$16,107,421.

Attached in Appendix A are project summaries for the 11 projects recommended for funding through Option 1, as well as the additional projects that could be funded using Option 2.

Project Summaries

Transit Oriented Development TBRA Project Summary

Type:	TOD Development & Cleanup	Grant #: SG011-
Applicant	City of Saint Paul	
Project Name	Hamline Station	
Project Location	1333 and 1319 University Avenue West, Saint Paul	
Council District	14 - Jon Commers	TOD Area Name: Hamline Station

Funding

Requested amount	TBRA: \$500,612 LCDA: \$2,000,000 Total: \$2,500,612	Recommended amount	TBRA: \$449,362 LCDA: \$2,000,000 Total: \$2,449,362
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Project Detail:

Project summary	The proposed project will include the development of a two 4-story, mixed-use buildings connected by underground parking and a central public plaza adjacent to the Central Corridor LRT Hamline Station. The buildings will provide 108 units of family and workforce rental housing with rents affordable to households earning 60% of Area Median Income (AMI) and will include 13,700 square feet of commercial space. The project will create high-quality higher-density housing, provide an increased variety of housing types, and increase the supply of quality affordable family housing. The project will also provide space for community-based retail, which will enhance the pedestrian experience, offer growth opportunities to local businesses, and serve both riders and residents. The project will bury the utility lines along the alley to remove a visual blight and improve circulation for existing and future residents. Lastly, the project includes a central plaza, which will serve as a "pocket park" amenity for both residents and passers-by and relieve the long expanse of the street facade.
Jobs	150 construction jobs, 3 long-term FTEs and 2 part-time positions
Total housing units	108 units (100% affordable units, with 86 units at 60% AMI and 22 units at 50% AMI)
Private investment	\$18,000,000
Other public investment	\$4,000,000 (including \$750,000 in Livable Communities Demonstration Account funds in 2011)
Comments/ Demonstration value	Demonstrates invigoration of a vacant property with new mixed use development that incorporates active public space immediately adjacent to LRT station, enhancing the pedestrian environment; sensitive integration of development on half-block depth sites next to single-family residential neighborhoods (replicable elsewhere along the Central Corridor); and could set the tone for additional infill of higher intensity mixed use development with a pedestrian orientation in this retail shopping district that has been designed primarily to accommodate patrons arriving by car.
Acres to be cleaned	1.80
Estimated cleanup cost	\$192,000

Use of Funds

TBRA Amount	Uses to be completed by 4/30/2015
\$500,612	Soil remediation
	Environmental monitoring
	Demolition and removal of existing structures in contaminated areas
LCDA Amount	Uses to be completed by 4/30/2015
\$1,808,000	Land acquisition
192,000	Utility line relocation at alley
\$2,000,000	Total

Transit Oriented Development Project Summary

Type:	TOD Development	Grant #: SG011-
Applicant	City of Saint Paul	
Project Name	Central Exchange, Phase I	
Project Location	771-785 University Avenue West, Saint Paul	
Council District	14 - Jon Commers	TOD Area Name: Victoria Street Station

Funding

Requested amount	\$979,100	Recommended amount	\$979,100
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Project Detail:

Project summary	The Central Exchange will be a transit-oriented, mixed-use development adjacent to the Central Corridor LRT line. The project will include both market rate and affordable units. It will also include 8,500 square feet of commercial space on the ground floor that aids in creating a more pedestrian-friendly environment on University Avenue. The project's design is sensitive to the lower-density conditions across the alley to the north; a total of 3 stories in height, the building rises up only one story at certain points in order to allow air and sunlight onto properties behind the development. The Central Exchange will include sustainable elements, such as "green roofs," geothermal technologies and solar cells to supplement the development's electricity. Parking will be located in an underground garage and to the rear of the lot.
Jobs	35 construction jobs plus 20 FTEs
Total housing units	30, with 16 affordable (53%)
Private investment	\$5 million
Other public investment	\$3.8 million
Comments/ Demonstration value	The project demonstrates how higher density housing can be accomplished along a major thoroughfare while mitigating street noise through design and building orientation. This also demonstrates a creatively designed, human-scale, attractive infill project on a relatively small, half-block depth property, expressing sensitivity of design next to single-family residential homes (replicable elsewhere along the Central Corridor). This project could also set the tone for additional infill of higher intensity mixed use development with a pedestrian orientation in this area of the corridor that has been identified as having a weaker development market at present.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$213,500	Acquisition of 783-785 University
180,000	Acquisition of 771 University
25,600	Demolition of 771 University
75,000	Relocation of existing utility lines and upgrades to existing sewer and water service
6,000	Grading and soil preparation
395,000	Stormwater management
19,000	Holding costs
8,000	Geotechnical
22,000	Design and engineering
35,000	Project management
\$979,100	Total

Transit Oriented Development Project Summary

Type: TOD Cleanup and Development **Grant #:** SG011-
Applicant: City of Minneapolis
Project Name: Prospect Park Station - Boeser Site
Project Location: 2901 4th Street Southeast, Minneapolis
Council District: 8 - Adam Duinick **TOD Area Name:** Prospect Park Station

Funding

Requested amounts	TBRA: \$720,307 LCDA: \$2,000,000 Total: \$2,720,307	Recommended amounts	TBRA: \$720,307 LCDA: \$2,000,000 Total: \$2,720,307
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Project Detail:

Project summary	The city of Minneapolis in partnership with The Cornerstone Group (TCG) intends to purchase the Boeser site for redevelopment into mixed-income rental housing, with 20% of units affordable. The Project will demonstrate that sustainably designed innovative urban housing can attract intergenerational residents who value the ability to live and work in a transit centered community, decreasing automobile dependence. The Prospect Park East River Road Improvement Association and the City of Minneapolis have identified the Boeser site as a top priority for redevelopment as part of a larger master plan to create a walkable arts-centered cultural district with a vibrant mix of housing, retail, and commercial uses. TCG plans to remove the blighted building, remediate environmental issues, and construct approximately 250 units of energy efficient housing on the site that will catalyze private investment in the Station Area. The goal is to create a site that incorporates sustainability, active living, public art, urban agriculture, and nature and open space.
Jobs	300 construction jobs plus 3 FTEs and 2 part-time positions
Total housing units	250, with 50 affordable (25%)
Private investment	\$60.6 million
Other public investment	\$1.4 million
Comments/ Demonstration value	With 250 housing units, at 99 units per acre, intergenerational living, and sustainable design features, energy efficiency, green space, car- and recreation equipment-sharing, this development, part of a larger master planned walkable, bikable, arts-centered, mixed use district, represents a potential model for TOD just north of the Prospect Park/29 th Ave. Station, that could catalyze additional private investment in the area.
Acres	0.5 acres
Estimated cleanup cost	\$723,275

Use of Funds

TBRA Amount	Uses to be completed by 4/30/2015
\$720,307	Environmental investigation, asbestos and lead-based paint abatement, soil remediation and soil vapor mitigation
LCDA Amount	Use of funds to be completed by 4/30/2015
\$2,000,000	Acquire Boeser site at 2901 4th Street Southeast in Minneapolis

Transit Oriented Development Project Summary

Type:	TOD Development	Grant #: SG011-
Applicant	City of Ramsey	
Project Name	The COR - Center Street	
Project Location	North of Ramsey Municipal Center and Ramsey Station at Sunwood Drive, Ramsey	
Council District	9 - Edward Reynoso	TOD Area Name: Ramsey Station

Funding

Requested amount	\$650,369	Recommended amount	\$650,369
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Project Detail:

Project summary	This project will construct a critical north/south connection providing pedestrian and automobile connection to the Ramsey Station and a variety of land uses within walking distance. Ramsey is working with Anoka County to have the Central Anoka County Regional Trail realigned along this connection to integrate with the station and future Highway 10 pedestrian overpass and provide a linkage to Mississippi West Regional Park, capitalizing on multiple regional facilities.
Jobs	40 construction jobs and 448 FTEs, plus 371 part time positions.
Total Housing Units	1,183 with 311 affordable (26%)
Private investment	\$TBD
Other public investment	\$TBD
Comments/ Demonstration value	The street will help provide access to and infrastructure for the Transit Oriented Development that will be built around the station area and connect to the regional park and trail system, broadening the scope of TOD connections. The project will assist in demonstrating connectivity options around commuter rail through the construction and realignment of the road that will provide a connection to the proposed pedestrian overpass, resulting in better multi-modal connections and access to station.

Use of Funds

LCDA Amount	Uses to be completed by April 30, 2015
\$49,406	Construct sidewalks
268,365	New construction of Center Street
106,810	Grading and preparation of right of way
112,915	Sewer and water utility installation
112,873	Engineering/design
\$650,369	Total

Transit Oriented Development Project Summary

Type:	TOD Development, Cleanup & Investigation	Grant #: SG011-
Applicant	City of Minneapolis	
Project Name	Penn and Broadway	
Project Location	2220 W. Broadway, 2413 Penn, 2414 Penn, 2423 Penn, Minneapolis	
Council District	7 – Gary Cunningham	TOD Area Name: Route 19

Funding

Requested amount	Cleanup - \$434,400 Development – \$1,536,100 Investigation – \$29,500 Total - \$2,000,000	Recommended amount	Cleanup - \$434,400 Development – \$1,536,100 Investigation – \$29,500 Total - \$2,000,000
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Project Detail:

Project summary	This project will contain 16,000 square feet of retail on the ground floor with up to 75 units of affordable workforce rental housing with shared parking serving transit-dependent single and small households on three floors above. A new transit stop at northwest corner of Penn and Broadway will be designed to accommodate rapid bus transit and bike commuters. Retail will be served by both front and rear entrances, promoting foot traffic and 'eyes on the street' on the main façade, while still providing necessary parking spaces to meet retail needs. The development has already secured an anchor tenant for half the space.
Jobs	45 full-time and 10 part-time jobs
Total housing units	75 (100% affordable units)
Private investment	\$14 million
Other public investment	\$0
Comments/ Demonstration value	This project represents new development in a tornado-stricken neighborhood that will demonstrate how to accomplish TOD on high-frequency bus routes. Providing housing, convenient service retail, along with bike storage and shared parking arrangements at a transit stop can de-emphasize single-occupancy-vehicle activities, and encourage transit use.
Acres to be cleaned	1.1
Estimated cleanup cost	\$463,900

Use of Funds - LCDA

Amount	Uses to be completed by 4/30/2015
\$435,000	Land acquisition: 243, 2419, 2423 Penn Avenue and 2508 & 2512 Queen Avenue
350,000	Stormwater management system on Queen Avenue, with additional filtration and holding, infiltration tanks, rain gardens, and green roof
328,300	Transit shelters: connecting elements for shared parking and transit stop, the stop itself, and bike storage
254,800	Alley realignment
55,000	Demolition of the Burger King
40,000	Shared parking structure
32,500	Design and engineering for stormwater management, transit stop, public connections, and parking
15,500	Holding costs: appraisals, financing fees, city holding costs
15,000	Project coordination for neighborhood meetings and design and engineering
10,000	Geotechnical: soil investigation to finalize a building design
\$1,536,100	Total

Use of Funds - TBRA

Amount	Uses to be completed by 4/30/2015
\$463,900	Additional site investigation, soil remediation, and soil vapor mitigation

Transit Oriented Development Project Summary

Type:	TOD Development	Grant #: SG011-
Applicant	City of Richfield	
Project Name	Lyndale Garden Center	
Project Location	West side of Lyndale between 64th and 63rd Streets, Richfield	
Council District	5 – Steve Elkins	TOD Area Name: 66th Street Station

Funding

Requested amount	\$1,500,000	Recommended amount	\$1,500,000
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Project Detail:

Project summary	This project will refurbish the existing Lyndale Garden Center and grounds to create a vibrant retail town center that anchors a new housing development and attracts people to live, work, and play in Richfield. The new site plan will create a direct visual and usable connection from Lyndale Avenue to Richfield Lake via connecting trails and place-making elements. The remodeled garden center building anticipates a hardware store, co-op grocer, and restaurant tenants. The housing phase will provide a mix of housing types and affordable housing units. The entire project will be designed with a holistic approach that incorporates art and artists, nature and open space, local food and urban agriculture, active living, sustainability, and collaboration and innovation. TOD grant funds will create placemaking elements and park connections during the first phase of the project that will invigorate the site and catalyze future development phases. Bicycle and pedestrian connections will be created, shortening the distance from transit and retail areas to housing, giving residents the ability to travel to work, school and shopping without reliance on automobiles.
Jobs	28 construction plus 50 full time and 51 part time positions
Total housing units	120 (20% of these are affordable units)
Private investment	\$32.8 million
Other public investment	\$2.1 million
Comments/ Demonstration value	Good reuse of existing structures while reorienting it and incorporating multi-modal transportation. Strong connection to high frequency bus. The project incorporates a good number of TOD features such as mixed-use development, higher residential densities and trail connections between residential, commercial uses and green space. It also proposes to include urban agriculture and other amenities into the project.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$315,000	Site acquisition
180,000	Holding costs
265,000	Trail to connect Lyndale Avenue to Richfield Lake Park trail
60,000	Pedestrian bridge to connect new trails with existing trails
480,000	Amphitheatre and plaza seating for 300
100,000	Fountain and interactive water feature
100,000	Outdoor gas fireplace feature and plaza
\$1,500,000	Total

Transit Oriented Development Project Summary

Type:	TOD Clean up	Grant #: SG011-
Applicant	City of Minneapolis	
Project Name	700 Central	
Project Location	708 Central Avenue NE, 119 7th Street SE, 123 7th Street SE	
Council District	8 - Adam Duininck	TOD Area Name: Route 10

Funding

Requested amount	\$499,380	Recommended amount	\$499,380
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Project Detail:

Project summary	This urban renewal mixed use project will reposition a high profile blighted property creating a highly attractive, pedestrian friendly, transit oriented project that brings life to the street, promotes the objectives of the city and the neighborhood, creates jobs, cleans up environmental contamination, increases the tax base, and provides a catalyst for additional urban renewal projects on adjacent sites. The high design project, consistent with the Marcy Holmes Master Plan, has received approvals for 105 market rate residential units with up to 10,000 square feet of ground floor commercial space. To the east of the buildings, a parking structure will offer limited spaces for commercial users and residents to share. The repositioning/renewal reconfigures the ground floor space creating more attractive, usable and flexible commercial space which can serve a broad range of commercial tenants. By increasing the functionality and desirability of this location to commercial users, this project will offer a number of permanent professional, retail, and/or restaurant jobs.
Jobs	200 construction, 21 full time and 77 part-time positions
Total housing units	105 market rate units
Private investment	\$22 million
Other public investment	\$0
Comments/ Demonstration value	Reuse of existing, long-vacant structure, for residential and mixed use along a high-frequency bus route that brings dense redevelopment further to the east, thus increasing the desirability of the area and potentially catalyzing development by other private investors.
Acres	0.30
Estimated cleanup cost	\$1,384,400

Use of Funds

TBRA Amount	Uses to be completed by 4/30/2015
\$499,380	Asbestos and lead-based paint abatement, soil remediation, and soil vapor mitigation

Transit Oriented Development Project Summary

Type:	TOD Clean up	Grant #: SG011-
Applicant	City of Saint Paul	
Project Name	Schmidt Brewery, Phase II	
Project Location	882 West 7 th Street, Saint Paul	
Council District	13 - Richard Kramer	TOD Area Name: Route 54

Funding

Requested amount	\$412,521	Recommended amount	\$412,521
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Project Detail:

Project summary	The Schmidt Brewery site is a mixed-use redevelopment project. The focus of this request includes the Brew House. Phase 2 redevelopment is focused on the adaptive reuse of the Brew House/Tower (200,000 SF of gross building space) into 130 units of affordable rental housing, demolition of the 1975 warehouse to provide associated surface parking, and reopening of vacated Webster Street. In addition, there will be a significant amount of common space available. Common space may include green space, studio & performance space, work space, exercise rooms and club house. The site design will enhance bike and pedestrian connections to West 7th Street, Randolph Avenue and the Mississippi River Regional park and trail system.
Jobs	13 full time and 36 part time positions
Total housing units	130 (100% of these are affordable units)
Private investment	\$52.2 million
Other public investment	\$3,120,000
Comments/ Demonstration value	Historic adaptive reuse on a high-frequency bus line that fits in housing on a former industrial site.
Acres	4.5
Estimated cleanup cost	\$1,452,938

Use of Funds

TBRA Amount	Uses to be completed by 4/30/2015
\$412,521	Asbestos and lead-based paint abatement, soil remediation, and soil vapor mitigation

Transit Oriented Development Project Summary

Type:	TOD Clean up	Grant #: SG011-
Applicant	City of Minneapolis	
Project Name	Spirit on Lake	
Project Location	1238 East Lake Street and 2930 13 th Avenue South, Minneapolis	
Council District	7 - Gary Cunningham	TOD Area Name: Route 21

Funding

Requested amount	\$329,099	Recommended amount	\$329,099
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Project Detail:

Project summary	A 46-unit rental project located at the Northwest corner of 13th Avenue South and East Lake Street in South Minneapolis. Located within a city-designated Growth Area, this project will add an attractive, affordable new housing option to an area of the city with the most significant concentration of employment outside of downtown. Increased residential density builds on tremendous public investments in infrastructure, transit and amenities as well as private entrepreneurial investment in the immediate surroundings. The project will utilize existing utility connections and benefit from the utility upgrades and streetscape improvements included in the Lake Street Repaving project. The development replaces a large surface parking lot and a single story blighted cinderblock building (recently demolished) with a mixed-use building, additional green space, underground parking and on-site storm water management. Higher density residential development in this location supports the increasing numbers of transit users. The project, while adhering to fair housing will be targeted to the aging gay, lesbian, bisexual and transgender (GLBT) community.
Jobs	30 construction and 2 full time jobs
Total housing units	46 (100% of these are affordable units, with 41 @ 50% AMI and 5 @ 30% AMI)
Private investment	\$4.4 million
Other public investment	\$4.5 million
Comments/ Demonstration value	Addresses the needs of an underserved population, introduces housing onto a major thoroughfare that can no longer support all-commercial while providing a 24/7 presence in the area. Orients the units along the side street and provides an integrated adjacent mix in addition to vertical mix.
Acres	0.8
Estimated cleanup cost	\$564,699

Use of Funds

TBRA Amount	Uses to be completed by 4/30/2015
\$318,632	
	Soil remediation: soil excavation to achieve MPCA separation and distance in Green Areas
	Soil remediation: transport and dispose of soil as industrial waste
	Environmental monitoring, testing, documentation and MPCA fees

Transit Oriented Development Project Summary

Type:	TOD Clean up	Grant #: SG011-
Applicant	City of Saint Paul	
Project Name	753 East 7 th Street / Former Cerenity Care Center	
Project Location	753 East 7 th Street, Saint Paul	
Council District	13 - Richard Kramer	TOD Area Name: Route 64

Funding

Requested amount	\$125,000	Recommended amount	\$125,000
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Project Detail:

Project summary	753 East 7th Street will re-utilize a vacant building for 38 units of senior independent, 15 memory care and 53 assisted-living housing units. The site will provide 80 new jobs supportive of the care center. The target tenant will be an underserved minority population. The project will be 100% affordable and will take elderly waiver, unlike many other places. The vision is to serve a population of diverse citizens who currently are unable to afford housing, and unable to have their care needs met and be culturally understood.
Jobs	80 full time positions
Total housing units	106 (100% of these are affordable units)
Private investment	\$2.9 million
Other public investment	\$0
Comments/ Demonstration value	Adaptive reuse of a former nursing care facility, located in a rather economically distressed area of St Paul into a new senior and assisted living facility accommodating 106 units, bringing 80 new jobs and residents to a vacant site, enlivening the area and new transit riders.
Acres	2.3
Estimated cleanup cost	\$91,000

Use of Funds

TBRA Amount	Uses to be completed by 4/30/2015
\$125,000	Environmental investigation, asbestos and lead-based paint abatement

Transit Oriented Development Project Summary

Type:	TOD Development, Cleanup and Investigation	Grant #: SG011-
Applicant	City of Hopkins	
Project Name	8th Avenue Corridor - Phase I	
Project Location	15 9th Avenue North, 815 1st Street South, 22 8th Avenue North and 14 8th Avenue North in Hopkins	
Council District	3 - Jennifer Munt	TOD Area Name: Hopkins Station

Funding

Requested amount	\$133,000 – TBRA <u>900,000</u> – LCDA \$1,033,000 Total	Recommended amount	\$133,000 – TBRA <u>900,000</u> – LCDA \$1,033,000 Total
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Project Detail:

Project summary	The TOD project addresses a corridor from the Hopkins Station to the Minnetonka LRT regional trail along 8th Avenue in downtown Hopkins, using a comprehensive approach to create the optimal link between the Station and Mainstreet. The approach has three major components: design and build a streetscape along 8th Avenue that uses bicycle lanes, public art, sidewalks, and other TOD standards to link the Station to Mainstreet; assemble and prepare land for a shared public parking ramp on 8th Avenue north of Mainstreet to direct parking needs away from the Station and TOD within 1/4 mile; and provide environmental cleanup and demolition funds for a TOD project on the 8th Avenue corridor. All TBRA cleanup work will be done on the Park Nicollet site.		
Jobs	4		
Total housing units	106 market rate units		
Private investment	\$0		
Other public investment	\$427,000		
Comments/ Demonstration value	The project will stimulate development potential and market viability for TOD for the long-term, and in the short term, on five key properties just west of 8 th Avenue, by enhancing the pedestrian experience and station linkage to downtown Hopkins and its Main Street area; facilitate development of a 64-unit rental residential project on the site of a vacant medical clinic by providing demolition funds; consolidate parking in the downtown, so as to open up surface parking sites for additional development; and improve the streetscape along 8 th Avenue, the main thoroughfare that will connect Downtown Hopkins with the Southwest LRT station, thus better serving LRT patrons originating in Downtown Hopkins and drawing LRT passengers into the downtown.		
Acres	0.3	Estimated cleanup cost	\$316,000

Use of Funds – TBRA Cleanup

Amount	Uses to be completed by 4/30/2015
115,500	Asbestos abatement; environmental monitoring; soil remediation

Use of Funds - LCDA

Amount	Uses to be completed by 4/30/2015
\$125,000	Design and engineering for 8 th Avenue streetscape utilizing Complete Streets and TOD principles
600,000	Land acquisition
175,000	Geotechnical, grading and soil correction
\$900,000	Total

Use of Funds – TBRA Site Investigation

Amount	Uses to be completed by 4/30/2015
\$17,500	Phase I and Phase II environmental site assessment

Additional Project Summaries for Option II

Transit Oriented Development Project Summary

Type:	TOD Pre-Development	Grant #: SG011-
Applicant	City of Minneapolis	
Project Name	Linden Yards West	
Project Location	Van white Boulevard and Linden Avenue, Minneapolis	
Council District	6- James Brimeyer	TOD Area Name: Van White Station

Funding

Requested amount	\$100,000	Recommended amount	\$100,000
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Project Detail:

Project summary	The Linden Yards area of Minneapolis presents a challenge due to multiple new infrastructure projects that have been planned independently for the same area, including Van White Memorial Boulevard’s bridge, Southwest LRT, HCRRA commuter rail storage, Cedar Lake Trail, Linden Yards redevelopment. This project will “fit the pieces together” and learn how things relate to one another to facilitate good high density development adjacent to the Van White LRT station. This study will provide an updated development plan for Phase 1, Linden Yards West, including phased site access from the new Van White Memorial Boulevard, relocation of the Cedar Lake Trail, utilities including stormwater and private development of mid-rise office and multifamily housing units. To visualize this plan a 3-D computer model will be developed for all of Linden Yards West, the Van White Memorial Bridge, Cedar Lake Trail, and I-394 access. The study will also analyze the initial feasibility of utilizing geothermal energy for private development construction onsite.
Comments/ Demonstration value	Funding of this updated development plan and 3D visualization for Linden Yards West could help realize a high-impact TOD with potentially 1.5 million square feet of office and over 500 units of multifamily housing next to Southwest LRT’s Van White Station by ensuring that the planned infrastructure is well coordinated and designed to serve both transportation and development goals.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$20,000	Determine updated building program and development plan for site and investigate use of geothermal
10,000	Stormwater management plan and conceptual stormwater engineering study
70,000	Updated development plan addressing site access from the new Van White Memorial Boulevard, the alignment and access to the Cedar Lake Tail, access to the Southwest LRT station, bike and pedestrian access to Bryn Mawr Meadows Park, civil engineering for streets and utilities
\$100,000	Total

Transit Oriented Development Project Summary

Type:	TOD Development	Grant #: SG011-
Applicant	City of Saint Paul	
Project Name	Episcopal Homes' 1890 University Apartments	
Project Location	1890 & 1884 University Avenue, Saint Paul	
Council District	14 - Jon Commers	TOD Area Name: Fairview Station

Funding

Requested amount	\$2,000,000	Recommended amount	\$2,000,000
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Project Detail:

Project summary	1890 University Avenue Apartments will include 170 senior rental housing units for a range of income levels and health needs: 50 affordable independent units; 60 catered living units; 36 skilled nursing facility units; and 24 memory care units. The project will feature an appealing multi-story building with separate entrances for each of the housing components, underground parking, and a neighborhood coffee shop on the corner. Within the building will be The Plaza, a center for services and amenities including a day spa, therapy pool, exercise room, bank, café, gift shop, classrooms, fireplace lounges, and indoor and outdoor gardens. It will be a place that invites community and encourages and supports independence and healthy aging. The campus is just across Lynnhurst Avenue from Iris Park, with its pond, fountain, and pathways. This TOD project includes construction of the residential building, improvements to the north end of Iris Park, and engineering of improvements to Lynnhurst Ave. that will benefit both tenants and the entire neighborhood as the city works toward creating a truly livable TOD community.
Jobs	350 construction, 35 full time and 34 part time positions
Total housing units	170 (57% of these are affordable units)
Private investment	\$19.3 million
Other public investment	\$10.1 million
Comments/ Demonstration value	<p>The project could be a new model of independent living for seniors that is integrated within the community, and could be a strong catalyst for further development along the corridor, considering:</p> <ul style="list-style-type: none"> • Close proximity to the LRT station, accessible to many regional destinations via LRT; • The different development elements, community amenities, and gathering places that are proposed to serve both residents and the community; • The inclusion of community infrastructure investments as an integral part of the project); the significant open space aspect is integral to the design and will change the entire area into a truly livable TOD community • Superior design features that depict good TOD (3.25 FAR, mix of uses, public realm elements, etc.) • The project is ready to go, and transit will likely be well used by residents, employees and patrons of this development.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$966,000	Land acquisition: 1890 University
375,000	Stormwater management
50,000	Demolish existing parking lot and retaining wall
49,000	Install new sidewalk, curb and gutter
500,000	Improvements to Iris Park
60,000	Connection improvements to East Lynnhurst
\$2,000,000	Total

Transit Oriented Development Project Summary

Type:	TOD Pre-Development	Grant #: SG011-
Applicant	City of Eden Prairie	
Project Name	Town Center Stormwater Analysis	
Project Location	One-half mile radius from Town Center Station on Technology Drive, east of Prairie Center Drive and west of Flying Cloud Drive in Eden Prairie	
Council District	3 - Jennifer Munt	TOD Area Name: Town Center

Funding

Requested amount	\$45,000	Recommended amount	\$45,000
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Project Detail:

Project summary	This project will create opportunities for additional TOD redevelopment by addressing the need for innovative multi-purpose stormwater management facilities that utilize a shared function, serving more than one property and providing more than one function (<i>e.g.</i> a regional Best Management Practice that provides stormwater functions such as rate control and infiltration as well as potentially providing an aesthetic amenity in a new development).
Comments/ Demonstration value	The stormwater analysis for the Town Center Station area will address a critical development need for a sizable development area in an overall unified manner.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$45,000	Stormwater analysis

Transit Oriented Development Project Summary

Type:	TOD Pre-Development	Grant #: SG011-
Applicant	City of Minnetonka	
Project Name	Opus Phase II Systems Analysis	
Project Location	Smetana Road to Highway 169 to Highway 62 to Shady Oak Road, Minnetonka	
Council District	3 - Jennifer Munt	TOD Area Name: Opus Station

Funding

Requested amount	\$100,000	Recommended amount	\$100,000
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Project Detail:

Project summary	The existing one-way roadway system and trail/pedestrian connections in Opus, built in 1978, are unique and serve an immense amount of traffic; however, the systems are complicated to those unfamiliar with the area and will be further complicated when LRT is operational in 2018. Additionally, the future Opus LRT station area anticipates significant redevelopment with increases in density and intensity over the next 30 years. The Phase II systems analysis will build upon work currently being completed and will strategically analyze the capacity, routing, and structural stability of the Opus area transportation and infrastructure systems in order to best prepare the city for the significant public and private investments in the area.
Comments/ Demonstration value	Identifying potential roadway and pedestrian system changes within the Opus Station area is essential to prepare the community for LRT and for the impending development and redevelopment of the area, and to inform potential developers of the infrastructure improvements that will be required to accommodate that development.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$30,000	Soil testing
70,000	Redevelopment planning for pedestrian connections, traffic impacts and other transportation connections
\$100,000	Total

Transit Oriented Development Project Summary

Type: TOD Pre-Development **Grant #:** SG011-
Applicant: City of Anoka
Project Name: Anoka Station Area Master Planning
Project Location: Area bounded on the north by Garfield Street to 7th Avenue on the east, to Highway 10 on the south and on the west by the Rum River in Anoka
Council District: 9 - Edward Reynoso **TOD Area Named:** Anoka Station

Funding

Requested amount	\$22,500	Recommended amount	\$22,500
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Project Detail:

Project summary	In 2002, professional master plans were completed as part of the original planning for the Anoka Station area; however, the master plan has drastically changed as a result of recently-completed market studies. This grant will fund an updated master plan to market the Anoka Station Area.
Comments/ Demonstration Value	Could demonstrate new market for different densities and types of development, and enhanced public realm design features, in the Anoka Northstar Station Area than were originally envisioned in the 2002 Master Plan, early in Northstar’s operation. Will clearly communicate to developers the city’s development desires and vision for the station area.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$22,500	Develop illustrative master plan, site/building sketches, and a master plan document

Transit Oriented Development Project Summary

Type:	TOD Development	Grant #: SG011-
Applicant	City of Apple Valley	
Project Name	Commons I and Commons II Site Acquisition Assistance	
Project Location	7300 147th Street West, 15025 Glacier Avenue in Apple Valley	
Council District	16 - Wendy Wulff	TOD Named Area: 147th Street Station

Funding

Requested amount	\$866,000	Recommended amount	\$866,000
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Project Detail:

Project summary	The Commons I and II buildings are underused office buildings totaling 127,327 sq. ft. located one-quarter mile from the future 147 th Street Station. The requested funding will be used to assist in the acquisition of the 8.8-acre site in order to make lease costs competitive to job-producing tenants. It is estimated that approximately 250 jobs could be created within the first 12 months and another approximately 300 jobs within the following 24 months. Initial placement will occur in the 66,738 square foot Commons II building, followed by business expansion in the 60,589 square foot Commons I building. It is estimated that approximately 20% of employees will use the BRT to travel to and from work as part of a travel demand management strategy to be negotiated with the City.
Jobs	550
Total housing units	N/A
Private investment	\$9.6 million
Other public investment	\$3 million
Comments/ Demonstration value	Reuse or redevelopment of office buildings located about ¼ mile of Cedar BRT's 147 th Street Station could result in between 250 to 550 new jobs, and possibly 50 to 100 additional weekday transit riders, that would contribute toward bi-directional transit efficiency. In addition this development project in a BRT station area could provide the impetus for other station area development, providing for further intensification and TOD design features in this station area.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$866,000	Site acquisition

Transit Oriented Development Project Summary

Type:	TOD Pre-Development	Grant #: SG011-
Applicant	City of Ramsey	
Project Name	Mississippi Skyway	
Project Location	7600 Veterans Drive Northwest, Ramsey	
Council District	9 - Edward Reynoso	TOD Named Area: Ramsey Station

Funding

Requested amount	\$100,000	Recommended amount	\$100,000
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Project Detail:

Project summary	This TOD project will position the Metropolitan Council, Ramsey and the National Park Service to compete successfully for the Paul S. Sarbanes grant – an FTA program for multi-modal connections to National Park destinations. The bridge will connect the rail station and parking ramp to Ramsey's trail and sidewalk system, to Mississippi National River and Recreation Area (MNRRA), the Mississippi River Trail, and the Central Anoka County Regional Trail. Further, creating efficient pedestrian access to the planned Mississippi West Regional Park, the COR and transit will allow residents throughout the metro to access this 273-acre natural resource-based regional park and the 72-mile MNRRA. Additionally, by providing access to the COR from the south side of the highway, the City forecasts Ramsey's ridership at the Northstar stop will increase due to connectivity by bicycle from the existing residential area.
Comments/ Demonstration Value	This skyway will provide a linkage between the development in the COR area and the commuter rail station to a regional park and recreation area.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$35,000	Geotechnical soil analysis and documentation
30,000	Alternatives analysis, with clear graphics to communicate design ideas
35,000	Design workshops to complete the planning process, secure approvals on final alignment, coordinate with all agencies, refine plan layout and detail design to receive Mn/DOT approval
\$100,000	Total

Transit Oriented Development Project Summary

Type:	TOD Pre-Development	Grant #: SG011-
Applicant	City of St. Louis Park	
Project Name	Walker-Lake LRT Area	
Project Location	Walker Street and Louisiana Avenue South in St. Louis Park	
Council District	6- James Brimeyer	TOD Named Area: Louisiana Avenue Station

Funding

Requested amount	\$40,000	Recommended amount	\$40,000
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Project Detail:

Project summary	This pre-development project would allow for a coordinated approach to stormwater management for a 68-acre project area in the Louisiana station area. The city owns a parcel that is dedicated for future use as part of the stormwater infrastructure; the site is intended to be used to decrease the need for individual stormwater treatment systems in redevelopment. However, prior to construction of any stormwater capital improvements, a TOD-oriented surface water management plan is necessary for the area. Development pressure in the project area includes the 21,000 square foot Oak Hill II building expected in 2012; it will provide its own isolated stormwater treatment. A coordinated plan will allow the city to make appropriate capital investments in stormwater management to ensure that future development meets the city's TOD goals. Stormwater management sometimes has a deleterious effect upon the TOD characteristics of a site plan; in contrast, the plan's intent is for the coordinated stormwater management to catalyze further redevelopment and invigorate the area's pedestrian circulation system by adding vibrant natural amenities.
Jobs	112
Total housing units	N/A
Private investment	\$3.2 million
Other public investment	\$300,000
Comments/ Demonstration value	The project will be catalytic for redevelopment of the identified parcels in the TOD station area. The pre-development activities will provide a positive environmental benefit for re-development.

Use of Funds

LCDA Amount	Uses to be completed by 4/30/2015
\$40,000	Site-specific surface water management plan

Projects not recommended for funding

Pre-Development Applications. There was one application that failed to meet the minimum threshold of 60% to be considered for funding.

City Coon Rapids Foley Blvd. Station Area Planning Request: \$40,000

- The application did not demonstrate sufficient design and development features that constitute Transit-Oriented Development.

Development Applications. There were 5 Development applications that failed to meet the minimum threshold to be considered for funding.

City of Richfield Richfield Parkway Request \$1,684,000

- The project proposal to acquire 7 homes would primarily facilitate upgrade of a roadway facility and trail addition, with the potential in the future of adding multifamily or senior housing units.
- The proposed project area and nearby uses demonstrate only moderately sufficient design and development features that constitute Transit-Oriented Development, and the project is not in close proximity to the transit stops/station.

City of Ramsey The COR – Sunwood Dr. Request \$1,250,000

- The proposed project is for land acquisition for the realignment of Sunwood Drive that would serve primarily the area that is home to large-format retail at the far edge of the Station Area, not in close proximity to the Commuter Rail Station. The development and plans for the area reflect traditional suburban-style development, rather than TOD features.

City of Coon Rapids Riverdale Station Request \$230,000

- The station area plan exhibited solid TOD features, but the reviewers felt that the pedestrian access improvement was not likely to contribute to realization of development called for in the plan.
- This project request is for construction of pedestrian access southwest of the station and tracks for access from the lower density residential neighborhood to the station.

City of St. Louis Park e2 Request \$253,150

- The project, Phase II of a mixed use housing project, located at the far edge of the station area, was deemed less likely to generate substantial transit ridership than other projects.

City of Fridley Fridley Station Main Street Request \$948,000

- Many of the scoring elements in the project were outside the TOD area and were deemed ineligible for consideration. The remaining elements to be constructed did not demonstrate sufficient design and development features that constitute Transit-Oriented Development.

