

**Proposed**

**Livable Communities Act (LCA)**

**Transit Improvement Area (TIA)**

**Transit Oriented Development (TOD)  
Fund**

**LCA TIA TOD Fund**

# Fund Balances

**LCDA – \$19.8M**

**TBRA – \$12.5M**

# LCA TOD Fund – Categories of Grants

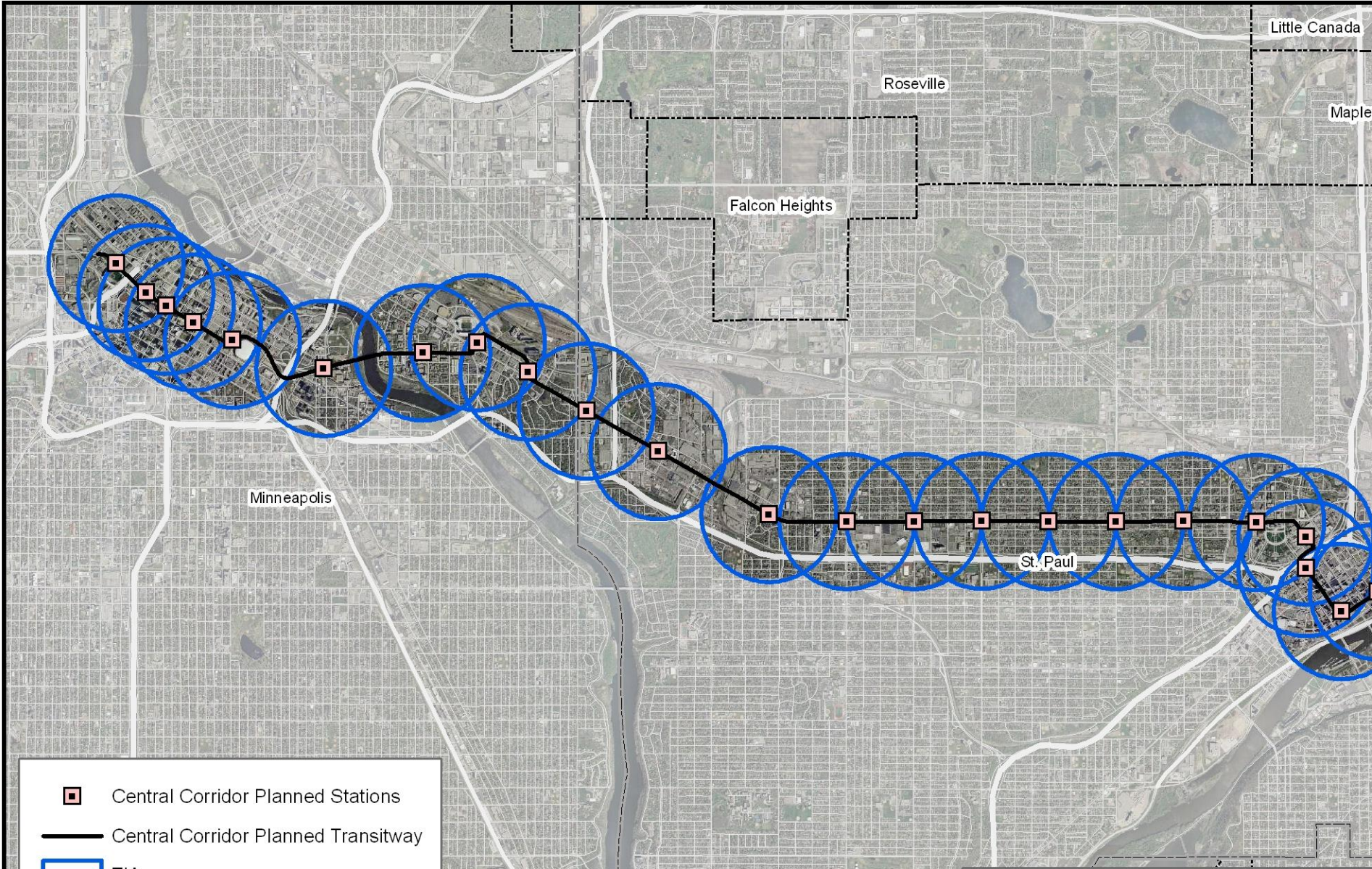
LCDA – TOD pre-development  
TOD development

TBRA – TOD site investigation  
TOD clean up

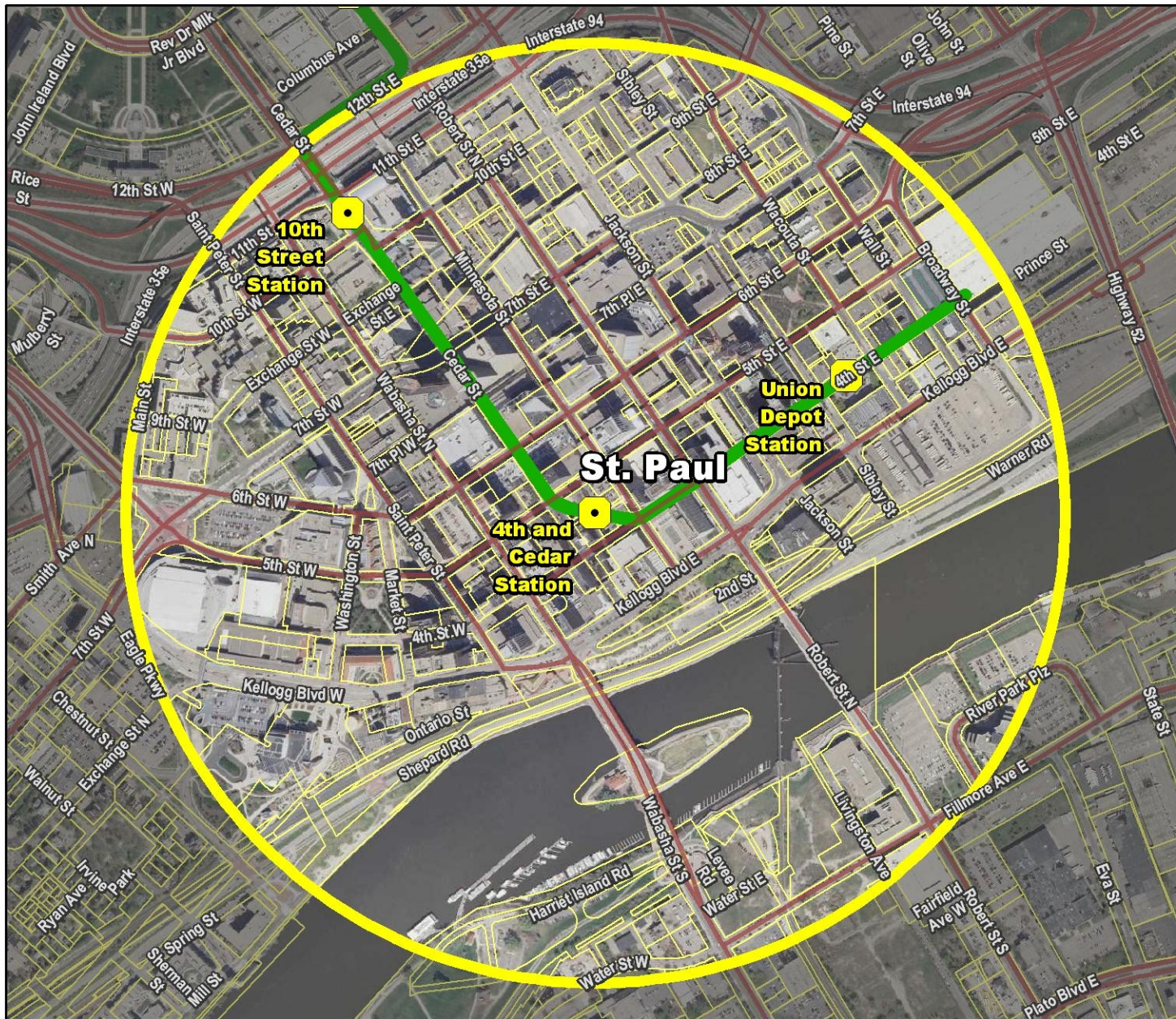
# Transit Improvement Areas (TIA)











- ▶ Transit Improvement Areas (TIAs) were established by 2008 legislation (Minn. Stat. 469.35 & 469.351) which gives DEED the authority to award TIA designation to specially designated tracts of land near transit stations that support bus rapid transit, light rail transit or commuter rail and have the potential to increase ridership and stimulate new commercial and residential development.
- ▶ DEED has designated 51 areas in 11 metro area communities where the local units of government have to submit a plan to DEED that outlines how redevelopment would enhance the effectiveness of public transit in the TOD area and provide a safe, pedestrian-friendly environment.
- ▶ DEED has indicated it is open to initiating another round of TIA designations

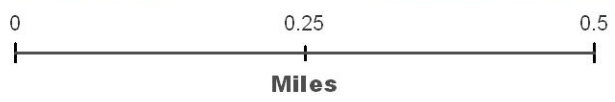
# Transit Improvement Areas (TIA) along Central Corridor



# 4th and Cedar Station Central Corridor LRT

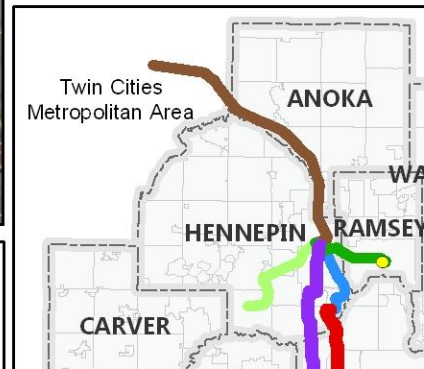


-  TIA (Transit Improvement Area)
-  Transit Station
-  Hiawatha LRT Alignment
-  Northstar CRT Alignment
-  Cedar BRT Alignment
-  35W BRT Alignment
-  Central Corridor LRT Planned
-  Southwest LRT Planned Alignment
-  Transit Bus Route
-  Parcel Boundary



### 37 Bus Routes within a half mile of station:

3	61	68	262	351	375	860
16	62	70	265	353	417	
21	63	71	275	355	452	



# Potential Program Parameters

- ▶ Applications must be for eligible activities in a DEED – designated Transit Improvement Area (TIA)
- ▶ Amounts for each account to be available, for example:
  - Annually
    - LCDA – \$8M
    - TBRA – \$5M
- ▶ Maximum grant amount per application, for example:
  - LCDA – \$1M, \$2M for acquisitions
  - TBRA – \$500K
- ▶ Funding availability:
  - Request for Proposals (RFP) – scheduled timelines

# Potential Program Criteria/requirements

In the TIA for which funding is sought:

Transit Oriented Development (TOD) standards such as those in the *Council's Guide for TOD* in place or in development by the applicant:

▶ Residential density minimum:

LRT – 30 to 75 units/acre    BRT – 15 to 50 units/acre

▶ Employees per acre minimum (50 to 200/acre)

▶ Minimum Floor Area Ratio (FAR) (LRT 1.5 to 3) (BRT .5 to 3)

▶ Pedestrian favored building design

– Pedestrian – scale building setbacks

– Short blocks/pedestrian connections between adjacent buildings

– Limited parking/structured parking not adjacent to platform areas

▶ Mixed uses in close proximity

▶ Walkability/Bikeability



## Equity considerations–

### Corridor strategy or planning in the TIA must include:

**In residentially – oriented TIAs plans, policies, requirements regarding:**


- ▶ Creating and retaining a mix of housing affordability and tenure
- ▶ Affordable housing preservation and/or development
- ▶ Managing and addressing gentrification
- ▶ Recognition of the jobs and employment opportunities available throughout the transit corridor

**In employment – oriented TIAs**

- ▶ Expectations regarding employment in the TIA, numbers and type of employment

# Equity considerations in place– Corridor strategy or planning in the TIA must include:

## For all TIAs

- ▶ Existence of and use of a Targeted Group Business Program and Affirmative Action Plan for the applicant municipality's purchasing and hiring practices
  - ▶ Recognition through the LCA TOD application evaluation of other local hiring goals, activities, procurement practices and monitoring processes that advance opportunities for minorities, women, the disabled and disadvantaged businesses
  - ▶ Existence of a plan, policy or similar guidance in the application of Equitable Development principles in local TIA development
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# Other Considerations

- ▶ Consistency within the local comp plan
- ▶ Consistency with a larger transit corridor investment strategy or corridor planning effort
- ▶ For grants to acquire land
  - proof of costs – appraisals, market valuations
  - acknowledgement of communication with land owner regarding willingness to sell