

# Proposed Livable Communities Act (LCA)

## Transit Oriented Development (TOD) Funding Category

# 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

# TOD Areas

## ❑ Transit Improvement Areas (TIA) and TIA – Eligible Station Areas

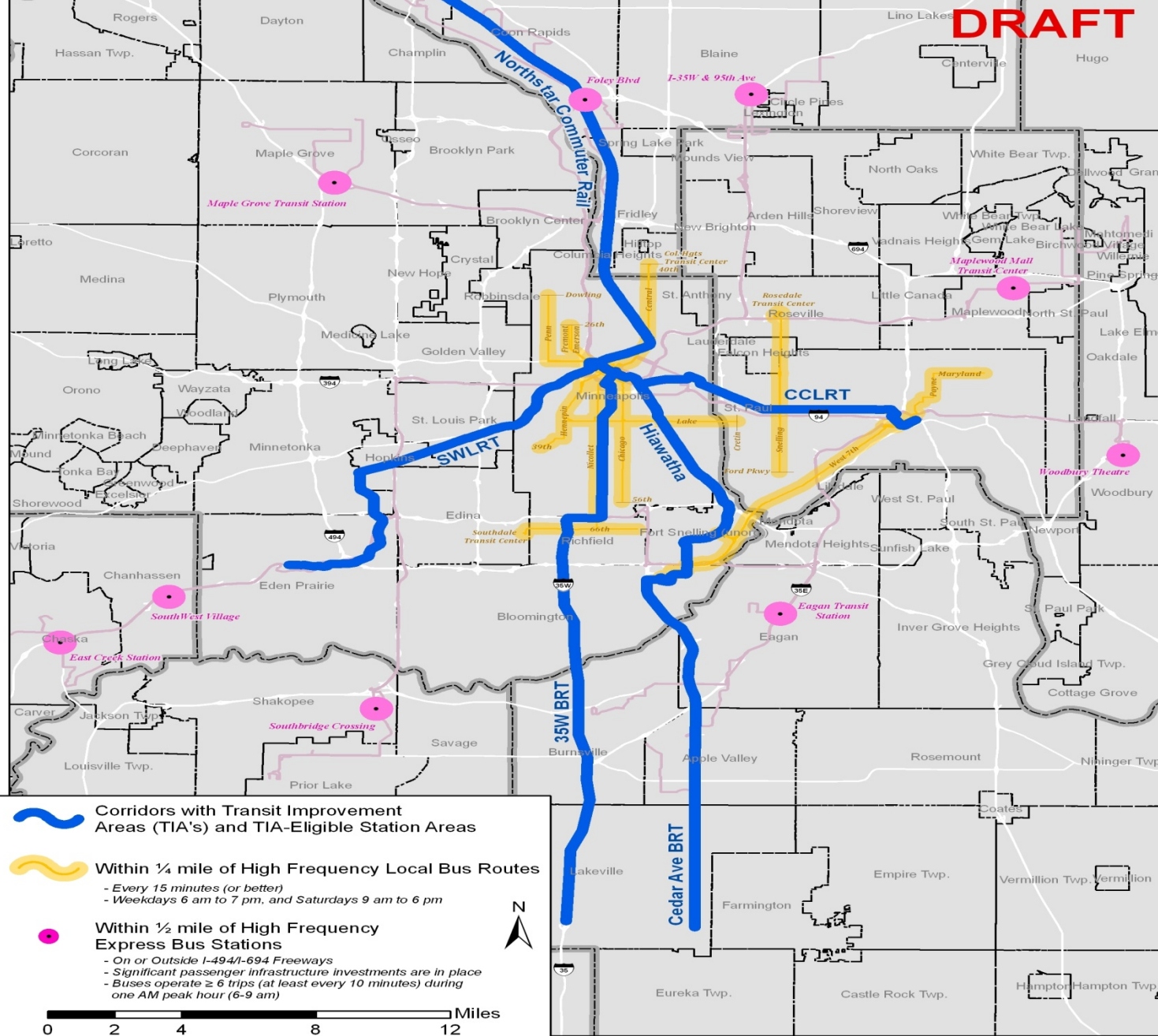
- Transit Improvement Areas (TIAs) were established by 2008 legislation (Minn. Stat. 469.35 & 469.351) which gives DEED the authority to award TIA designation to specially designated tracts of land near transit stations.
- DEED has designated 51 TIAs in 11 metro area communities
- And has indicated it will open another round of TIA designations for eligible station areas early next year

## ❑ Areas within ¼ mile along high frequency local bus lines

## ❑ Areas within ½ mile radius of bus stops on high frequency routes when significant station / park and ride infrastructure is in place

# LCA TOD - Eligible TOD Areas

**DRAFT**



**Corridors with Transit Improvement Areas (TIA's) and TIA-Eligible Station Areas**

**Within ¼ mile of High Frequency Local Bus Routes**

- Every 15 minutes (or better)
- Weekdays 6 am to 7 pm, and Saturdays 9 am to 6 pm

**Within ½ mile of High Frequency Express Bus Stations**

- On or Outside I-494/I-694 Freeways
- Significant passenger infrastructure investments are in place
- Buses operate ≥ 6 trips (at least every 10 minutes) during one AM peak hour (6-9 am)

Miles

0 2 4 8 12

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# Potential Program Parameters

- Applications must be for eligible activities in the previously described TOD Areas
- 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 site acquisitions  
                                  –TBRA – \$500K
- Funding availability:  
                                  –Request for Proposals (RFP) –  
                                  scheduled timelines – multiple RFP per  
                                  year

# Potential Program Criteria/requirements

In the TOD Area 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:
- Rail – 30 to 75 units/acre    Bus – 15 to 50 units/acre
- Employees per acre minimum (50 to 200/acre)
- Minimum Floor Area Ratio (FAR) (Rail 1.5 to 3) (Bus .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 TOD Area must include:

In residentially – oriented TOD Areas 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 TOD Areas

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



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

## For all TOD Areas

- 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 TOD Areas development

# 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