

# Corridors of Opportunity Local Implementation Capacity Application 2012

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## Corridors of Opportunity

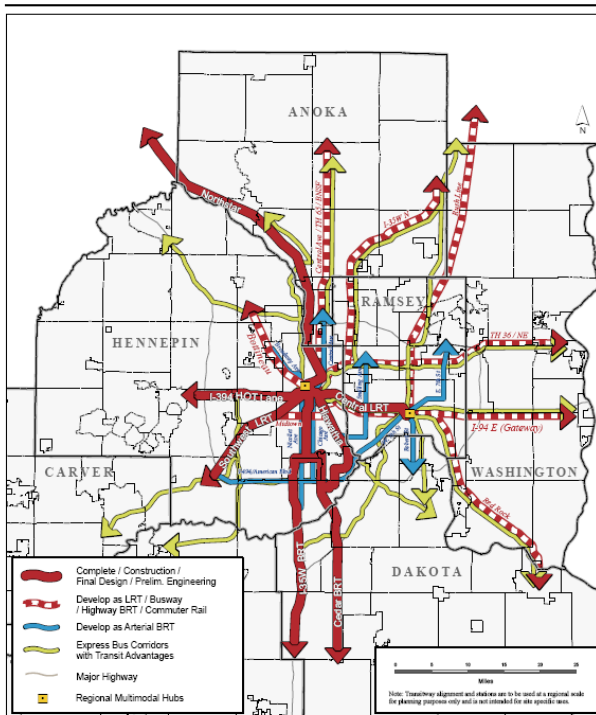
“Corridors of Opportunity” is an initiative to promote sustainable, vibrant, and healthy communities in the Twin Cities region, using the region’s emerging transitway system as a development focus. The initiative, runs from 2011 through 2013, and is funded through the U.S. Department of Housing and Urban Development and the Living Cities collaborative.

Expanding the transit system is a foundation for connecting and growing the region. True success will depend on how well the new transit system creates opportunities for the region as a whole, while unlocking opportunities for those with the greatest need.

“Corridors of Opportunity” funds projects in 7 corridors within the system of existing and planned transitways in the region: Southwest LRT, Bottineau Transitway, Gateway Corridor, Cedar Avenue BRT, Central Corridor, Hiawatha LRT, and Northstar Commuter Rail.

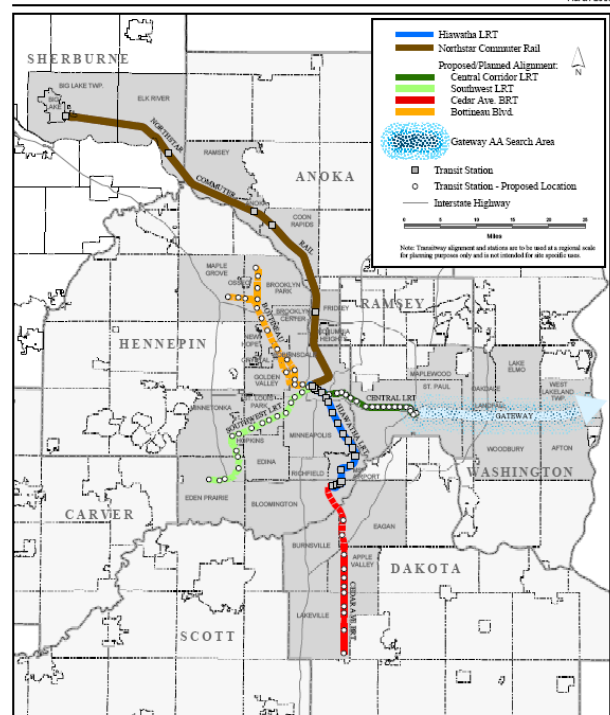
Twin Cities Metropolitan Area  
**2030 Transitway System**

from: Metropolitan Council 2030 Transportation Policy Plan, adopted November 2010.



Twin Cities Metropolitan Area  
**Corridors of Opportunity**

March 2011



## Source of Funding

The funding for the grants has been provided from the U.S. Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant program. The money will be allocated by the Metropolitan Council.

## Grant Purpose

### Overview

Local Implementation Capacity (LIC) grants are intended to provide early support for the development of high-density residential and commercial centers designed to maximize access by transit and walking or biking. Funding is focused on the need for development-related planning activities.

1.24.2012

## Core Goals

Proposals must address one or more of the following five core goals:

- Speed up the development planning process for transit-oriented development (TOD) project proposals
- Support TOD projects that lead to increased numbers of affordable housing units
- Support TOD projects that lead to increased numbers of jobs and/or entrepreneurship opportunities
- Support TOD projects that provide small business opportunities for local, low-income residents
- Leverage private development investment in TOD projects

## Secondary Goals

Additional secondary goals for the LIC grants are specific to the two types of grants offered.

### Site-Specific Predevelopment

- Support TOD projects in a variety of community types and areas with differing types and frequency of transit service

### General Predevelopment

- Create or promote regulations that are compatible with adopted city comprehensive plans and area studies that are consistent with the development of high-density residential and commercial centers that will maximize the use of transit
- Support and improve the capacity of local governments to form relationships with development partners to build models of TOD development that others would like to replicate
- Provide technical and financial support for a variety of pre-development activities in order to attract future private development investment

## Grant Types

Applications will be accepted for two grant categories:

- Site-specific Predevelopment
- General Predevelopment

*Site-Specific Predevelopment:* Funding for site-specific pre-development activities is intended for proposals that have completed concept planning and have identified a specific TOD development project. (For examples of site-specific predevelopment activities see Eligible Activities below.)

*General Predevelopment:* Funding for general pre-development activities is intended for proposals that have not identified a development site but will lead to the creation of tools that will enable implementation of development that supports TOD principles. (For examples of general predevelopment activities see Eligible Activities below.)

## Definitions

The following definitions apply to LIC grant proposals:

Affordable Housing –Housing units created should be affordable. Proposed rental housing units should be affordable to households earning 60% of the area-median income and below as defined annually by HUD. Proposed ownership housing units should be affordable to households earning 110% of the area-median income and below as defined annually by HUD.

Equitable Development – Development that creates healthy vibrant communities of opportunity where low-income people, people of color and people with disabilities participate in and benefit from systems, decisions and activities that shape their neighborhoods.

Future TOD Project – The Future TOD Project is the future development or redevelopment that through its design and execution will deliver benefits such as affordable housing, jobs and/or small-business opportunities for low-income residents. (see also TOD principles under Threshold Criteria)

Jobs – Jobs include temporary construction jobs and quality permanent jobs created within the proposed project area. Jobs identified must be listed as full-time equivalents (FTEs). New jobs are defined as jobs that did not exist within the 7-county metropolitan region (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington) prior to the application date. Retained jobs are defined as jobs existing within the 7-county metropolitan region (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington) prior to the application date.

Partner -- An entity that is financially participating in the project or has a significant role in the project.

Predevelopment Project – Predevelopment Project is the set of Grant-Funded Activities for which funding is requested in the application.

Project Area -- The Project Area is the specific geographic area in which Pre-Development Project activities will be conducted and in the case of site-specific proposals is the site of a Future TOD Project.

Transitway – A transitway is a heavily-traveled transportation corridor that offers bus or rail service, either along a dedicated right-of-way or with the help of transit advantages. The region’s long-range transportation plan, the [2030 Transportation Policy Plan](#), adopted in November 2010, includes a [map of the transitways planned in the region](#) .

10-minute walking distance – Maps indicating 10 minute walking distance (walkshed) from a transit station must be based on distances achievable at an average walking speed of 3 miles per hour and avoid areas inaccessible due to natural or constructed barriers.

## Funding Available

The total amount of funding available to request is \$953,000. The funding will be divided into the two grant categories as follows:

- 75% of the available funding (\$714,750) is reserved for site-specific predevelopment activities
- 25% of the available funding (\$238,250) is reserved for general predevelopment activities

# Project Requirements

## Eligible Applicants

Eligible applicants are:

- cities
- local development authorities
- counties
- rail authorities
- private or nonprofit developers
- nonprofit organizations supporting TOD, entrepreneurs and small business development

Applications requesting funding for the creation of TOD tools for general predevelopment activities will be limited to public agencies or partnerships with public agencies.

Non-city applicants must obtain a letter of city support for an application from the municipality in which the proposed project is located.

## Eligible Activities

Examples of activities eligible for reimbursement for *site-specific* predevelopment grant requests include:

- site surveys
- appraisals
- market studies and financial analysis
- environmental impact studies (including Alternative Urban Areawide Review (AUAR), traffic studies, noise analysis, etc.)
- feasibility studies including risk assessments and pro forma modeling
- storm water designs
- architectural and engineering designs
- energy-efficiency studies
- site-specific technical assistance including project planning, community engagement and consulting and development of community capacity to support entrepreneurs and small business start ups
- TOD educational events including development site tours

Examples of activities eligible for reimbursement for *general* predevelopment grant requests include:

- development of new zoning districts (e.g., form-based zoning or incentives zoning) or zoning overlay districts
- strategies for engaging the public to define community benefits from TOD and build community buy-in
- corridor-wide or area-wide plans or design guidelines for storm water, energy-efficiency or affordable housing

(Examples of eligible activities continued)

- development of business plans for creation of new transit-oriented development financing
- planning for land assembly and land banking strategies and financing sources
- planning associated with the creation of a corridor development authority
- strategies and design assistance for public realm development
- planning related to the formation of a technical assistance team
- technical assistance prior to site selection
- transit value capture studies
- TOD educational events including development site tours
- planning related to policies, programs and design-guidelines that support low-income entrepreneurs and small business development at or near transit stations

## Ineligible Activities

### **Grants must be used for planning activities. No acquisition, hard construction costs or contamination cleanup costs are allowed. Eligible Areas & Priority Investment Areas**

TOD projects must be located near transit stations on Commuter Rail, Light Rail, Highway bus rapid transit (BRT) and Arterial BRT routes.

- For site-specific funding requests, project areas must be located within a 10-minute walking distance (approximately ½ mile depending on the existing built environment) from an LRT or BRT station on existing/nearly existing lines (i.e., Hiawatha, Northstar, Central, Cedar, and Southwest)
- For general predevelopment funding requests, project areas must be within the 7-county metropolitan region.

## Grant Terms

LIC grants awarded for applications received will have an 18-month grant term. The HUD Sustainable Communities Regional Planning Grant requires all funds must be dispersed no later than December 2013. No grant extensions will be considered.

## Application Process

Applicants must submit an application in order for proposals to be considered for funding. The Selection Committee will provide informal guidance to applicants that may help in completing the application.

## Evaluation Criteria

LIC applications will be evaluated in a two-step process using minimum required criteria (thresholds) and comparative criteria (ranking). Applicants that do not meet the minimum criteria will not be included in the second ranking criteria process.

### Step 1: Threshold

Proposed development outcomes will be evaluated on a pass/fail basis using the following minimum standards

Threshold Criteria for Local Implementation Capacity grant projects:
<ul style="list-style-type: none"><li>• Proposed project does not conflict with any and actively supports one or more of the following TOD principles: Encourages development that adds transit ridership and use of alternative transportation modes, while reducing auto-dependency;</li><li>• Contributes to a mix of one or more of the following uses within a compact area: housing, jobs, shopping and recreation and green space;</li><li>• Incorporates high- or medium-density development</li><li>• Encourages walking between different local destinations;</li><li>• Improves the ability of people to get to a station and other destinations within a community</li><li>• Supports a variety of travel choices so people can walk, bike and take transit;</li><li>• Works toward reduced minimum and maximum parking requirements</li></ul>
Proposed project will lead to the development of affordable housing or projects that will result in jobs retained or created and/or made more accessible to low-income and underserved populations including opportunities for entrepreneurship.

## Step 2: Ranking

Proposed development outcomes will be evaluated and given a score based on the degree in which they accomplish the following:

Ranking Criteria for Local Implementation Capacity grant projects	Points
How well a proposed project will:	
<b>High Visibility:</b> Support development that is exemplary of the TOD principles identified above, the significance of the impact relative to existing development context and physical visibility from the nearest station area.	20
<b>Impact on Equity:</b> Support the development of affordable housing or projects that will result in quality jobs retained or created and/or made more accessible to low-income and underserved populations including opportunities for entrepreneurship.	20
<b>Catalytic:</b> Lead to additional housing and/or economic development investments that create highly visible positive change in neighborhoods.	15
<b>Leveraged Resources:</b> Leverage other private funding or philanthropic or public sources, including resources not previously used for transit-oriented development.	15
<b>Replicable:</b> Provide area-wide benefits (e.g., storm water management, energy efficiencies) and serve as models for development in other TOD locations.	15
<b>Timing:</b> Be ready for implementation. Projects that are closest to “ground-breaking” will receive priority.	15

## How to Apply

Application forms are available online at [www.metrocouncil.org/planning/coo](http://www.metrocouncil.org/planning/coo)

Applications must be submitted in an electronic format on disk or USB drive.

## Schedule

Activity	Date
Applications Due	March 8, 2012 – 4 PM
Selection Committee Evaluation	March - April 2012
Committee Recommendation to the Policy Board	May 2012
Grant Awards	May 2012
Grant Agreements Executed	June 2012

## **Evaluation Process**

Evaluations will be made a by a selection committee including members of the Local Implementation Capacity work group and additional contributors as needed. Proposals will be placed in a rank order and a recommendation will be made by the selection committee to the Corridors of Opportunity Policy Board.

## **Questions**

For questions about the application process, please contact Susan Hoyt at 651-602-1330 and [susan.hoyt@metc.state.mn.us](mailto:susan.hoyt@metc.state.mn.us)

## Resources

### Transit-Oriented Development

U.S. Department of Housing and Urban Development, Sustainable Communities,  
[http://portal.hud.gov/hudportal/HUD?src=/program\\_offices/sustainable\\_housing\\_communities](http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities)

Metropolitan Council: Guide for Transit-Oriented Development,  
[www.metrocouncil.org/planning/TOD/tod.htm](http://www.metrocouncil.org/planning/TOD/tod.htm)

Urban Land Institute (ULI): Ten Principles for Successful Development Around Transit,  
[www.uli.org/ResearchAndPublications/Reports/~/\\_media/Documents/ResearchAndPublications/Reports/TenPrinciples/TP\\_DevTransit.ashx](http://www.uli.org/ResearchAndPublications/Reports/~/_media/Documents/ResearchAndPublications/Reports/TenPrinciples/TP_DevTransit.ashx)

Reconnecting America, Center for Transit-Oriented Development,  
[www.reconnectingamerica.org/public/reports](http://www.reconnectingamerica.org/public/reports)

“What Does Density Look Like?”  
[www.ci.minneapolis.mn.us/planning/docs/Density\\_brochure.pdf](http://www.ci.minneapolis.mn.us/planning/docs/Density_brochure.pdf)

Saint Paul Transit-Oriented Development Guidebook for the Central Corridor,  
<http://www.stpaul.gov/DocumentView.aspx?DID=18571>

### Transit Corridors

Regional Transportation, <http://www.metrocouncil.org/transportation/transportation.htm>  
Central Light Rail Corridor, [www.centralcorridor.org](http://www.centralcorridor.org)

Hiawatha Light Rail Corridor, [www.metrocouncil.org/transportation/lrt/lrt.htm](http://www.metrocouncil.org/transportation/lrt/lrt.htm)

Cedar Bus Rapid Transit Corridor,  
[www.co.dakota.mn.us/EnvironmentRoads/Transit/Cedar/default.htm](http://www.co.dakota.mn.us/EnvironmentRoads/Transit/Cedar/default.htm)

Northstar Commuter Rail Corridor, [www.metrocouncil.org/transportation/NS/NorthStar.htm](http://www.metrocouncil.org/transportation/NS/NorthStar.htm)

Southwest Transitway Light Rail Corridor, [www.southwesttransitway.org](http://www.southwesttransitway.org)

Bottineau Transit Corridor, [www.bottransit.org](http://www.bottransit.org) ,  
[www.metrocouncil.org/transportation/NWCorridor/nwcorridor.htm](http://www.metrocouncil.org/transportation/NWCorridor/nwcorridor.htm)

### Transit Resources for Employers

MetroTransit MetroPass program, [www.metrotransit.org/groupDiscProg/metroPass.asp](http://www.metrotransit.org/groupDiscProg/metroPass.asp)

### Active Living and Complete Streets

Active Living Hennepin Communities (ALHC), [www.hennepin.us/activeliving](http://www.hennepin.us/activeliving)

Active Design Guidelines, [www.nyc.gov/html/ddc/html/design/active\\_design.shtml](http://www.nyc.gov/html/ddc/html/design/active_design.shtml) | Minnesota

Complete Streets Coalition, [www.mncompletestreets.org/appendices](http://www.mncompletestreets.org/appendices)

## Application Checklist

- Maps and plans electronic copies in PDF format.
  - An aerial map, with project site boundaries clearly marked.
  - A land use map, with existing and planned project parcels clearly marked.
  - Transit route map including 10 minute walking distance from transit stations or stops and areas of interest such as commercial areas, employment centers, recreational or open space and other amenities.
  - For site-specific projects, include maps (at ¼ mile and ½ mile radii) showing:
    - adjacent land uses and connections (roads, sidewalks, etc.);
    - location and identification of existing and planned buildings (if known);
    - existing and planned streets;
    - transit stops within or adjacent to the development;
    - sidewalks and trail routes;
    - open and/or public spaces; and
    - proposed phases, if applicable.
- Photos of current conditions within project area and relevant context around project area
- Sources and Uses (Excel<sup>®</sup> format) [For site-specific funding proposals only]
- Letter of support for the proposal from the city in which the project will be located