Metropolitan Council

Livable Communities 2011
Transit Oriented Development
Grant Application

Section I: TOD Project identification	
1. TOD Project name	The COR - Center Street
2. Applicant – a city, county or development authority	City of Ramsey
City's application contact	Timothy Gladhill
Title	Senior Planner
Phone	763-576-4308
Email	tgladhill@ci.ramsey.mn.us
Authorized contract signatory:	Name: Kurt Ulrich
	Title: City Administrator
3. Application prepared by	
Name	Timothy Gladhill
Title	Senior Planner
Organization	City of Ramsey
Phone	763-576-4308
Email	tgladhill@ci.ramsey.mn.us
4. TOD Area name and location – select from the list in Appendix 4. This TOD Area will be referenced throughout the rest of the application as the "**Named TOD Area**."	
TOD Area Name	Northstar Commuter Rail - Ramsey Station
Will this application pertain to the ***entire*** *Named TOD Area* or a ***part*** *of the Named TOD Area*?	☐ Entire Named TOD Area ☒ Part of the Named TOD Area
If this application pertains to a part of the TOD Area, provide the boundary streets or landmarks	North of Ramsey Municipal Center and Ramsey Station at Sunwood Drive.
5. Project location City	Ramsey
Address / intersection	Unassigned situs
PINs	ROW
6. Amount requested	LCDA Pre-Development $0
	TBRA Site Investigation $0
	TBRA Cleanup $0
	LCDA Development $650369
	Total requested $650369

Applicants should read the TOD Application Guide before completing this application.

Section II. Threshold Criteria

1. Will the Named TOD Area named in Section I focus on housing or jobs or both:

   Housing ☐ Jobs ☐ Both ☒

2. Will the following land use guidelines be in place **at the time of application or within 36 months from the date of award**?

   Local official controls applicable within the Named TOD Area named in Section I must be generally consistent with direction given in the Metropolitan Council's Guide for Transit Oriented Development.

	In place now	Will be in place within 36 months	Will not be in place within 36 months
a. Residential densities			
At least 30 units/acre for rail OR 15 units/acre for bus or commuter rail	☒	☐	☐
b. Minimum Floor Area Ratios (FAR)			
At least 1.5 for rail OR .5 for bus or commuter rail[1]	☒	☐	☐
c. Local planning within the Named TOD Area addresses TOD design features			
1. Minimal building setbacks	☒	☐	☐
2. Short blocks with pedestrian connections adjacent to the buildings	☒	☐	☐
3. Optimal pedestrian convenience between the station and other connecting transit	☒	☐	☐
4. A range of housing densities, types and costs	☒	☐	☐
5. Connections among housing, retail, employment centers and recreational uses	☒	☐	☐
6. Cycling and walking conveniences	☒	☐	☐
7. Current and future employment opportunities within the Named TOD Area and within the connecting transit corridor(s)	☒	☐	☐
8. Conservation, protection and enhancement of natural resources	☒	☐	☐
9. Residential and commercial parking is limited, shared between uses, located to the rear of buildings and/or is structured	☒	☐	☐
d. If "Jobs" is checked in #1, above, at least 50 jobs per acre at employment centers	☒	☐	☐

[1] See the 2011 TOD Application Guide for exceptions

Section II. Required Threshold Criteria, cont.

	In place now	Will be in place within 36 months	Will not be in place within 36 months
3. Equity considerations within the Named TOD Area: the City has adopted a policy / plan / guidelines or official local control to:			
a. Address **both** the preservation of existing subsidized and naturally occurring affordable housing units in the Named TOD Area **AND** (one or more of the following)	☒	☐	☐
The addition of affordable housing units in the Named TOD Area **OR**	☒	☐	☐
The addition of higher value housing in lower income areas[2] to achieve a mix of housing opportunities	☒	☐	☐
b. Address how the applicant will proactively and intentionally address gentrification	☒	☐	☐
4. The Named TOD Area planning is consistent with the city's comprehensive plan.	☒	☐	☐
5. The city has adopted the vision, goals, and principles promoted by the Corridors of Opportunity Initiative, including the principle of Equitable Development to provide guidance for strategies and planning along its transit corridor or at its transit station.[3]	☐	☒	☐
6. The proposed TOD Project will have the potential to enhance the tax base within the Named TOD Area.	☒	☐	☐

For evaluation use only: Minimum thresholds met Yes _____ No _____

[2] See Appendix 5: Areas of Minority and Poverty Concentrations

[3] The Principle of Equitable Development adopted by the Corridors of Opportunity Policy Board states, that equitable development *"creates healthy vibrant communities of opportunity where low income people, people of color, new immigrants and people with disabilities participate in and benefit from systems, decisions, and activities that shape their neighborhoods."* See Appendix 6 or the CoO website at: http://www.metrocouncil.org/planning/COO/index.htm

Section III. Questions pertaining to the Named TOD Area named in Section I

1. List the applicable existing and/or planned uses for the **Named TOD Area**. **Do not use ranges – round as necessary.**

Type of Use	#Existing Uses	Acreage of existing uses	Acreage to be retained from existing uses	#Planned Uses	Acreage designated for planned uses
Residential	229	61	61	1110	27
Commercial					
Retail	25	59	59	36	67
Restaurant	3	3	3	6	10
Office	7	16	16	16	52
Government/ Civic	3	5	5	0	0
Arts/Cultural	0	0	0	0	0
Entertainment	0	0	0	1	5
Open / Public Space	3	73	73	2	92
Other (list below):					

2. Has the City adopted affordability requirements for housing assisted with City funds in the Named TOD Area?

   Adopted ☒ Will be adopted within 36-months ☐ No plan to adopt requirements ☐

3. Has the city formalized TOD guidelines for the Named TOD Area?

   In place currently - ☒ Will be in place within 36 months - ☐ Will not be in place within 36 months - ☐

4. How will the Named TOD Area function as an integrated entity?

   a. Describe how the Named TOD Area is designed to encourage its residents and/or employees to live or work there without reliance on an automobile, meet daily needs through the use of transit or walking, and reduce automobile ownership, vehicular traffic, and associated parking requirements that would otherwise be necessary to support a similar level of more traditional development.

   Ramsey has adopted a set of Design Guidelines as part of its zoning code that promote multiple modes of transportation with linkages to the Ramsey Rail Station. The mix of uses, required sidewalks, and compact development pattern promote and encourage residents and employees to navigate the development without an automobile. The mix of land uses include existing and planned retail, employment, civic and open space, as well as a mix of housing types and prices. The uses are connected through a system of blue and green systems of water and open space in addition the the sidewalk and cycling considerations given to street design.

   b. Describe how the applicant will use TOD design standards to accomplish the goals in question 4-A?

   Ramsey already has in place adopted design guidelines that encourage pedestrian connnections to a mix of uses within the development. The Design Framework promotes a minimum FAR of 0.75 and maximum parking allowances in the center of the development near the rail station. These two standards encourage and promote structured, vertical parking structures in the center of the development, reducing the amount of surface parking and maximizing the development potential of private property owners. A heirarchy of streets provides for safe travel for pedestrians and automobile. Bumpouts, or chockers, are required on streets providing pedestrian safety.

Section III. Questions pertaining to the applicable Named TOD Area, cont.

5. Describe how jobs and housing are connected both within the Named TOD Area and outside the Named TOD Area.

☒ Sidewalks	Six to Ten foot sidewalks are required along all roadways.
☒ Paths / trails	Trails are provided for along arterial streets as well as along strategic connections within the development.
☒ Bike racks	Bike racks are required along destination and downtown streets. Also required on private development near entrance.
☒ Street	A heirarchy of streets provides for safe travel for pedestrians and automobile. Bumpouts are required on streets to provide additional pedestrian safety.
☒ Transit shelters	In addition to bus shelters, the parking facility provides a heated, indoor area in the elevator lobby that will be directly connected by an enclosed walkway to the rail station.
☒ Pedestrian waiting facilities	In addition to bus shelters, the parking facility provides a heated, indoor area in the elevator lobby that will be directly connected by an enclosed walkway to the rail station.
☐ Other	N/A

6. Has the City adopted hiring and procurement goals and/or processes that advance and promote the employment of local workers and/or disadvantaged businesses?

a. Employment of local workers
- ☒ In place now
- ☐ Will be in place within 36 months of the date of award
- ☐ Will not be in place within 36 months of the date of award

b. Disadvantaged businesses
- ☐ In place now
- ☒ Will be in place within 36 months of the date of award
- ☐ Will not be in place within 36 months of the date of award

c. A system in place to monitor progress toward and achievement of procurement and employment goals
- ☐ In place now
- ☒ Will be in place within 36 months of the date of award
- ☐ Will not be in place within 36 months of the date of award

Section IV. What specific outcomes will be delivered to the region as a result of activities directly associated with the <u>proposed TOD Project</u>?
1. Provide a description of the TOD Project. The TOD Project is to construct a critical north/south connection in the center of the TOD Area. This will provide a critical pedestrian and automobile connection to the Ramsey Station and a variety of land uses within walking distance. Ramsey is working with Anoka County Parks to have the Central Anoka County Regional Trail realigned along this connection to integrate with the station and future Highway 10 pedestrian overpass. Center Street is the approved alternate alignment for the Central Anoka County Regional Trail, which will provide a pedestrian linkage to the Ramsey Station and Mississippi West Regional Park, capitalizing on multiple regional facilities.
2. Describe the qualities of this TOD Project that make it a good demonstration that can be replicated in other TOD Areas. These qualities include the TOD Project's design, its compactness, mix of uses, the anticipated FAR, the functions it provides, how it connects with other functions inside and outside the Named TOD Area, its financing partnerships, etc. Center Street will allow for the development of a mix of land uses and addresses components of quality street design that provide considerations for both automobile and pedestrian design. Sidwalks are required and will be constructed along both sides of the road providing safe and accessible pedestrian travel and include bike racks, benches, and bump-outs. Within the development, a round-a-bout will be constructed to provide better traffic flow and accessible access to the Ramsey Station and adjacent parking facility. The roadway design will provide for a mix of uses including housing, retail, and employment land uses.FAR along the Project is typically a minimum of 0.25, with a minimum requirement of 0.75 in the center of the TOD Area. Center Street has been designed to maximize build-to lines and provide maximum on-street parking, reducing the need for surface parking lots. Center Street is a critical component in achieving TOD goals of the development and provide the necessary assistance to realize forecasted growth.
3. Provide a description of the requested grant funded activities: i.e., for what purposes does the applicant propose to use TOD grant funds? The TOD funds will be used for design and construction of roadway and associated improvements including sidewalks, and pedestrian facilities for multi-modal travel. The funds will be used to make connection to the Ramsey Station to maximize the investment made into the Ramsey Station.

Section IV. What specific outcomes will be delivered to the region as a result of activities directly associated with the proposed TOD Project, cont.

4. Jobs - Describe the jobs that will be created as a result of this TOD Project.

Type	# FT	# PT
Retail	70	281
Office	378	94
Construction	40	
Select		
Select		
Select		

5. Housing

a. Housing density/acre

Current/existing	12	per acre
Planned	15	per acre

b. Current housing:

Housing type	Quantity	Rent level	% AMI
Single family detached - own	35	Market rate	80% AMI
Townhome - own	194	Affordable (<60% AMI)	60% AMI
Select		Select	% AMI
Select		Select	% AMI
Select		Select	% AMI

c. Describe the proposal's role in producing or preserving affordable housing within the Named TOD Area.
Assist with infrastructure costs thus reducing land prices. Provide connections to retail and employment uses. Reduce VMT. Provide connectivity to wide range of land uses.

d. Indicate the type(s) of housing planned for the Project.

☒	1. Planned multi-family rental housing	# market rate units	317		
		# affordable units	158	% AMI	80
		# affordable units	158	% AMI	60
☒	2. Planned multi-family ownership housing	# market rate units	128		
		# affordable units	50	% AMI	80
		# affordable units	19	% AMI	60
☒	3. Planned townhouse or rowhouse	# market rate units	36		
		# affordable units	72	% AMI	80
		# affordable units	108	% AMI	60
☒	4. Planned single family homes	# market rate units	41		
		# affordable units	5	% AMI	80
		# affordable units	5	% AMI	60
☒	5. Planned senior housing	# market rate units	44		
		# affordable units	21	% AMI	80
		# affordable units	21	% AMI	60

e. Affordability mechanisms to be employed:

6. 2010 Housing Performance Score (for Metropolitan Council use only)	City Score	Average	This application

Section IV. What specific outcomes will be delivered to the region as a result of activities directly associated with the proposed TOD Project, cont.		
7.	Will the TOD Project Area be visible from the station area or platform?	☐ No ☒ Yes
8.	Is the TOD Project area within the boundaries of or subject to a TOD area, neighborhood, corridor or other similar plan adopted by the municipality in which the TOD Project is located?	☐ No ☒ Yes If yes, name of plan: The COR Development Plan & Development Framework Type of plan: Master Plan and Design Guidelines Is this TOD Project consistent with the plan? ☐ No ☒ Yes If no, explain:
9.	Status of site control	Full site control achieved Other: Status of property ownership? City owned What is the expected closing date? (month/year)
10.	Status of the site plan	City approval pending Explain Conceptual plans approved.
11.	Describe the TOD Project's ability to be catalytic in attracting private sector investment. Center Street is a critical component to facilitate private development of retail, employment, civic, entertainment, and housing. Center Street will make development pad-ready by providing public access via the internal roadway system. Planned roadways are not fully constructed, which creates gaps in the pedestrian ciruclation system. The lack of necessary infrastructure has proven to be a barrier to successful private development. The City is in negotiations with a potential not for profit entity to construct a community facility along this connection. The project will not be possible without assistance from the City to construct Center Street. Center Street also continues to frame Village Square Commons, an urban public park planned in the center of the development which will attract further private development and provide necessary shared recreational community space for the TOD Area.	

Section IV. What specific outcomes will be delivered to the region as a result of activities directly associated with the proposed TOD Project, cont.

12. TOD Project status: Check the boxes below to indicate all COMPLETED TOD Project milestones:

Pre-Development activities	Activity	Done	N/A	Expected completion date
	Development area within Named TOD Area fully identified	☐	☒	
	Current conditions in the development area have been assessed	☐	☒	
	Visioning process completed	☐	☒	
	Concept planning completed	☐	☒	
	Specific development TOD Project has been identified	☐	☒	
	TOD Project feasibility studies completed	☐	☒	
	Alternatives analysis completed	☐	☒	
	Detailed design plans completed	☐	☒	
	Financing options identified	☐	☒	
	TOD Project phasing approved	☐	☒	
Development activities	Activity	Done	N/A	Expected completion date
	Site control achieved	☒	☐	
	Any necessary changes to official controls secured	☐	☒	
	Phase I environmental assessment completed	☒	☐	
	Phase II environmental assessment completed	☐	☒	
	If necessary, Response Action Plan approved by MPCA	☐	☒	
	Site plan completed	☐	☐	9/1/2012
	Design work completed	☐	☐	12/31/2012
	Stormwater management plan completed	☐	☐	12/31/2012
	All necessary approvals secured	☐	☐	4/1/2013
	If necessary, demolition completed	☐	☒	
	Site grading completed	☐	☐	5/1/2013
	Construction started	☐	☐	6/1/2013

Section V: Site Acquisition **Complete this section ONLY if the applicant is requesting funds for site acquisition.**	
1.	Has the applicant identified the site to be acquired? ☐ No ☐ Yes
2.	If acquiring this site, will the applicant have 100% of the land necessary to commence this development? ☐ No ☐ Yes If no, what percentage of the land necessary to commence the TOD Project will this accomplish? %
3.	Will all of the parcels for which funding is requested be acquired within two years of the date of award? ☐ No ☐ Yes
4.	Is the purpose of the application to reimburse another entity for property acquired within the twelve months prior to the date of award (**NOTE: Conditions apply – see Application Guide)** ☐ No ☐ Yes If yes, identify the entity to be reimbursed:
5.	TOD funds may be used only to finance the independently-appraised value of the property as appraised within six months of the date of the grant application. Will the purchase price exceed the independently appraised value? ☐ No ☐ Yes If yes, describe now the land value was established: Will the requested grant funds cover the total cost of the property? ☐ No ☐ Yes If no, what is the percentage of the total cost of the property financed by the requested TOD funds? % What other sources of funding will be used to acquire the property, if any? (Must appear in Sources & Uses.)

Section VI. Site Investigation and/or Contamination **Complete this section ONLY if the applicant is requesting funds for cleanup or site investigation in this application.**
1. Site history: describe the previous uses of this site, the contaminants of concern at the site, how the site likely became contaminated and prior attempts at redevelopment: a. Previous uses: b. Contaminants of concern: c. Likely contamination cause: d. Prior cleanup attempts:
2. Size of contaminated area in acres: acres

Section VI. Site Investigation and/or Contamination, cont.

3. Brownfield cleanup

   a. Identify one or more of the following type(s) of contamination cleanup required in the Project site:

      ☐ Soil cleanup
      ☐ Ground water cleanup
      ☐ Soil vapor mitigation
      ☐ Asbestos abatement
      ☐ Lead –based paint abatement
      ☐ Other (identify):

   b. Which, if any, have been completed at the time of application?

      ☐ Phase I environmental site assessment
      ☐ Phase II environmental site assessment work plan
      ☐ Phase Ii environmental site assessment
      ☐ Asbestos survey
      ☐ Lead-based paint survey
      ☐ Response Action Plan (RAP)
      ☐ Other (identify):

   c. Is right of access/right of entry to the property in place?

      ☐ No ☐ Yes

      If no, when is the property expected to be accessible for investigation and/or cleanup?
      (m/d/yyyy)

   d. Identify which MPCA programs in which the TOD Project site is enrolled at the time of application.

      VIC Program ID

      VIC Program Manager

      PBP Program ID

      PBP Project Manager

      LUST Program ID

      LUST Project Manager:

      Other:

   e. Current Environmental Consultant(s):

      Consultant Name:

      Consultant Company:

      Consultant Phone:

      Consultant Email:

Section VI. Site Investigation and/or Contamination, cont.

4. Summary of Cleanup Objectives:

   a. What liability assurances are being sought from the MPCA?

   b. For TBRA TOD requests involving soil contamination:

      1. What is the total volume of soil to be disposed off site in cubic yards and tons?

         cubic yards; tons

      2. What are the cost rates for excavation, loading, hauling and disposal of contaminated soil used in your grant request?

         Excavation - $ per Unit of Measure (UoM)

         Loading – $ per UoM

         Hauling – $ per UoM

         Disposal - $ per UoM

   c. For TBRA TOD requests involving ground water remediation, describe the results of the ground water investigation and the proposed RAP for ground water.

   d. For TBRA TOD requests involving soil vapor mitigation:

      1. Is funding being requested for soil vapor mitigation?

         Yes ☐ No ☐

      2. If yes, do the soil vapor intrusion screening values (ISVs) exceed 10 times the ISVs?

         Yes ☐ No ☐

         (For further PCA guidance, see Risk-Based Guidance for the Vapor Intrusion Pathway)

      3. Is a vapor barrier required per the Minnesota Building Code?

         Yes ☐ No ☐

Appendix 1: Submittal instructions

- Submit one complete electronic copy of the application and all attachments via email to LCAGrantAdmin@metc.state.mn.us by **4:00 PM on February 15, 2012.** Appendix 2 to the LCDA Development Application contains the list of required and allowed attachments, their required naming conventions, and the order of presentation.

- **Contacts:**

  - For general questions regarding the new TOD programs or the application, contact Livable Communities Manager Paul Burns:

    voice: 651.602.1106 email: paul.burns@metc.state.mn.us

  - For LCDA TOD specific questions contact LCDA TOD Program Coordinator Linda Milashius:

    voice: 651.602.1541 email: linda.milashius@metc.state.mn.us

  - For TBRA TOD specific questions contact TBRA TOD Program Coordinator Marcus Martin:

    voice: 651.602.1054 email: marcus.martin@metc.state.mn.us

  - For technical assistance with the application, attachments or submittal, contact Grant Administrator Deb Jensen:

    voice: 651.602-1554 email: deb.jensen@metc.state.mn.us

- Submit all electronic elements in PDF format except for the Sources and Uses file, which must be submitted in Excel. Note: The Council can accept incoming attachments of up to 20Mb. If the file size becomes too large to send via email, please split the attachment files among one or more emails. Contact Deb Jensen at (651) 602-1554 for assistance as necessary.

- After the application has been reviewed for completeness and found to be acceptable for submittal, the applicant will be notified to submit 12 hard copies, to be printed in duplex (i.e., on both sides) on 8½ x 11" 3-hole punched paper except as noted below. **Do not attach a cover sheet, bind the copies, use staple, or add section separators.** A**pplications that do not adhere to theses instructions <u>may be rejected as noncompliant</u>. Unless requested by Livable Communities staff, no supplemental information will be accepted after the application deadline of February 15, 2012.**

  Submit all copies to:

  Paul Burns
  Metropolitan Council Livable Communities
  390 North Robert Street
  Saint Paul MN 55101

Appendix 2: List of Attachments to the Grant Application

The following items comprise the list of required attachments to be submitted with the application in hard copy and electronic format.

Collate the hard copy submittals into sets, **in the order in which they are listed below.**

1. Grant application in PDF format, named "2011 TOD App – [TOD Project name]" with the TOD Project name inserted into the blank area in the example.
2. Maps and plans, printed on one side only on paper up to 11x17", folded to 8.5x11". Present all electronic copies in **PDF,** named as shown below. Do **not** use the Metropolitan Council's "Make-a-Map" tool to create the maps; the tool has been temporarily removed from service for an upgrade.
   a. An aerial map of the Named TOD Area with Project site boundaries clearly marked. Name the PDF file "Aerial – [TOD Project name]" and present it in PDF.
   b. A Station Area land use plan for the entire Named TOD Area. The Named TOD Area plan must be detailed enough to illustrate the intent of the Project. Annotate the map directionally (i.e., show 'north' on the plan). Name the PDF file "Area plan– [TOD Project name]" and present it in PDF.
   c. A site plan, showing the Project site in detail and how it relates to the Named TOD Area showing the location of **all requested elements** and **all proposed TOD Project construction**. Note: any references within the narrative to TOD Project elements must be illustrated on the site plan. For example, if a trailhead is mentioned in the narrative, the trailhead must be shown on the site plan. If rain gardens are being requested as a grant-funded activity, the location of each rain garden must be shown on the site plan. Name the file "Site plan – [TOD Project name]" and present it in PDF.
3. The Sources and Uses Excel® file, in Excel. Name the Excel file "Sources & Uses – [TOD Project name]."
4. A local resolution of support from the municipality in which the Project will be located (required wording attached). Note there are two forms of resolution: one for those municipalities submitting a single TOD grant application for a single TOD Project, and a second for those municipalities submitting multiple TOD grant applications covering multiple TOD Projects. The appropriate resolution may be submitted with the application or within 30 days after the application due date. Electronic copies of the executed resolutions must be presented in both PDF and hard copy. Name the resolution "Resolution – [TOD Project name]."

Conditional attachments, **in the order in which they are listed below:**

1. If the TOD Project proposes actual development, submit an elevation rendering of the proposed development or redevelopment, in PDF. Name the PDF file "Elevation – [TOD Project name]."
2. For applications seeking funding to cleanup soil contamination, provide a figure identifying locations of proposed soil excavation and soil disposal volume in cubic yards and weight (tons).
3. For applications seeking polluted site cleanup funding, documentation of contamination (e.g., Phase I or Phase II environmental site investigations) and/or Response Action Plan and corresponding approvals from the Minnesota Pollution Control Agency (submit in electronic format only).

Other allowed attachments that may be submitted with the application (no late submittals), in the order in which they are listed below.

1. Up to five one-page images of your choice – section drawings, perspective drawings or other that will explain the intent of the Project. All optional images must be presented in both PDF and hard copy. Name the electronic files using the same naming convention as shown above.
2. A list of all current Property Identification Numbers, if the list is extensive enough to warrant it.

Appendix 3: Applicant 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
Metropolitan Council: Guide for Transit-Oriented Development
www.metrocouncil.org/planning/TOD
Urban Land Institute: Ten Principles for Successful Development Around Transit,
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
"What Does Density Look Like?" 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
Hiawatha Light Rail Corridor, www.metrocouncil.org/transportation/lrt/lrt.htm
Cedar Bus Rapid Transit Corridor, www.co.dakota.mn.us/EnvironmentRoads/Transit/Cedar/default.htm
Northstar Commuter Rail Corridor, www.metrocouncil.org/transportation/NS/NorthStar.htm
Southwest Transitway Light Rail Corridor, www.southwesttransitway.org
Bottineau Transit Corridor, www.bottransit.org , www.metrocouncil.org/transportation/NWCorridor/nwcorridor.htm

Transit Resources for Employers
Metro Transit MetroPass program, www.metrotransit.org/groupDiscProg/metroPass.asp
Active Living and Complete Streets
Active Living Hennepin Communities, www.hennepin.us/activeliving
Active Design Guidelines, www.nyc.gov/html/ddc/html/design/active_design.shtml
Minnesota Complete Streets Coalition, www.mncompletestreets.org/

Soil Vapor Mitigation
Risk-Based Guidance for the Vapor Intrusion Pathway

Appendix 4: Eligible TOD Areas

Regional Overview
LCA TOD
Downtown Overviews
Minneapolis LCA TOD
Saint Paul LCA TOD

Transit Corridor Overview

- Hiawatha LRT
- Central Corridor LRT
- Southwest LRT
- Northstar Commuter Rail
- I-35W BRT
- Cedar Avenue BRT

Transit Improvement Areas (TIAs) and TIA Eligible Areas
Stations in *italics* are eligible to apply for Department of Employment and Economic Development (DEED) designation but have not been designated as such at this time

Hiawatha Light Rail
Target Field Station, Minneapolis
Warehouse District Station, Minneapolis
Nicollet Mall Station, Minneapolis
Government Center Station, Minneapolis
Downtown East Station, Minneapolis
Cedar-Riverside Station, Minneapolis
Franklin Avenue Station, Minneapolis
Lake Street Midtown Station, Minneapolis
38th Street Station, Minneapolis
46th Street Station, Minneapolis
50th Street Station, Minneapolis
VA Medical Center Station, Fort Snelling
American Boulevard Station, Bloomington
Bloomington Central Station, Bloomington
28th Avenue Station, Bloomington
Mall of America Station, Bloomington

Central Corridor Light Rail
(Target Field to Downtown East Stations covered under Hiawatha Corridor)
West Bank Station, Minneapolis
East Bank Station, Minneapolis
Stadium Village Station, Minneapolis
Prospect Park Station, Minneapolis
Westgate Station, St. Paul
Raymond Avenue Station, St. Paul
Fairview Station, St. Paul
Snelling Avenue Station, St. Paul
Hamline Station, St. Paul
Lexington Parkway Station, St. Paul
Victoria Street Station, St. Paul
Dale Street Station, St. Paul
Western Avenue Station, St. Paul
Capitol/Rice Street Station, St. Paul
Robert Street Station, St Paul
10th Street Station, St. Paul
Central Station, St. Paul
Union Depot Station, St. Paul

Southwest Light Rail
Royalston Station, Minneapolis
Van White Station, Minneapolis
Penn Station, Minneapolis
West Lake Station, Minneapolis
Beltline Station, St. Louis Park
Wooddale Station, St. Louis Park
Louisiana Station, St. Louis Park
Blake Road Station, Hopkins
Hopkins Station, Hopkins
Shady Oak Station, Hopkins and Minnetonka
Opus Station, Minnetonka
City West, Eden Prairie
Golden Triangle Station, Eden Prairie
Eden Prairie Town Center Station, Eden Prairie
Southwest Station, Eden Prairie
Mitchell Station, Eden Prairie

Northstar Commuter Rail
Fridley Station, Fridley
Riverdale Station, Coon Rapids
Anoka Station, Anoka
Ramsey Station, Ramsey
(Elk River & Big Lake outside of Region)

I-35W Bus Rapid Transit
Lake Street Station, Minneapolis
46th Street Station, Minneapolis
66th Street Station, Richfield
American Blvd/ 82th Street Station, Bloomington
98th Street Station, Bloomington
Burnsville Transit Station, Burnsville
South Burnsville Station, Burnsville
Lakeville Station, Lakeville

Cedar Bus Rapid Transit
Cedar Grove Station, Eagan
140th Street Station, Apple Valley
147th Street Station, Apple Valley
Apple Valley Transit Station, Apple Valley
161th Street Station, Apple Valley
Glacier Way Station, Apple Valley
Lakeville Cedar Station, Lakeville

Areas within *1/4* mile of High-Frequency Local Bus Routes:

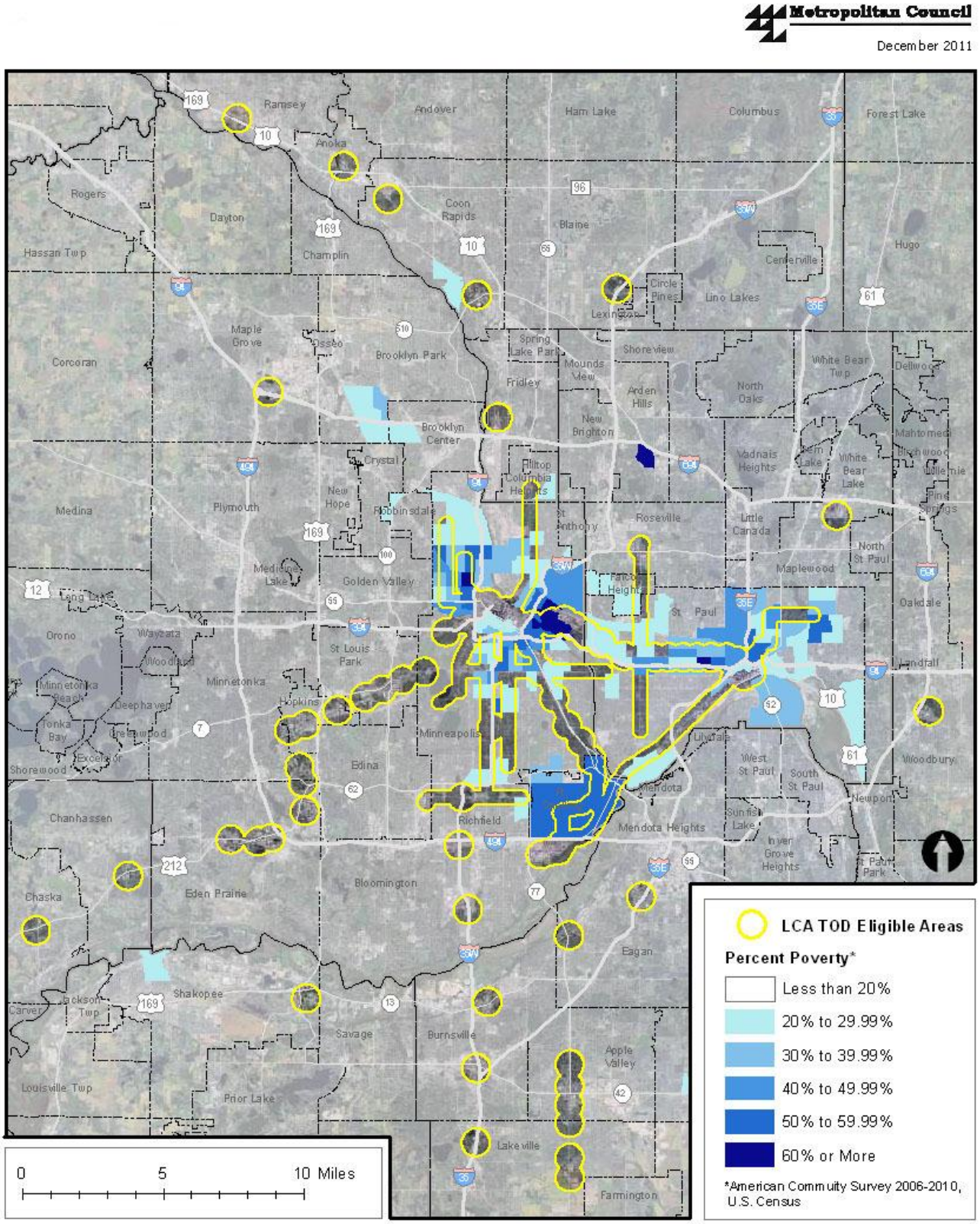
Route 5, Chicago Ave, Minneapolis
Route 6, Hennepin Ave, Minneapolis
Route 10, Central Ave, Minneapolis
Route 18, Nicollet Ave, Minneapolis
Route 19, Penn Ave N, Minneapolis
Route 21, Lake St, Minneapolis
Route 54, W. 7th St, St. Paul
Route 64, Payne and Maryland Aves, St. Paul
Route 84, Snelling Ave, St. Paul
Route 515, 66th St, Richfield

Areas within *1/2* mile of High-Frequency Express Bus Stations:

East Creek Station, Chaska
SouthWest Village Station, Chanhassen*
Southbridge Crossing Station, Shakopee*
Eagan Transit Station, Eagan
Maplewood Mall Transit Center, Maplewood
Woodbury Theatre Station, Woodbury
I-35W & 95th Avenue Station, Blaine
Foley Boulevard Station, Coon Rapids
Maple Grove Transit Station, Maple Grove

*These cities are not currently participating in the Livable Communities program and are therefore not eligible for LCA TOD grants.

Appendix 5: Areas of Concentrated Poverty



Appendix 6: Corridors of Opportunity

The Corridors of Opportunity initiative promotes sustainable, vibrant, and healthy communities, using the region's emerging transitway system as a development focus. The Metropolitan Council and a broad consortium of policymakers, foundations, community organizations, and leaders are engaged in these efforts. Funding is provided by a package of loans and grants from the U.S. Department of Housing and Urban Development and Living Cities—a collaboration of 22 of the nation's largest foundations and financial institutions. 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.

Vision

Transitway corridors will guide our region's growth, vitality and competitiveness. Development along transitways will create distinctive places and strengthen local assets while increasing ridership and expanding access to jobs, affordable housing, and essential services for residents of all incomes and backgrounds.

Goals

- Develop a new model for transitway development by aligning transit planning and engineering with land use planning, affordable housing, workforce development and economic development.
- Engage historically underrepresented communities in transitway planning and decision making.
- Use transitway development to expand access to jobs and affordable housing, particularly for low-income populations and people of color.
- Enhance the region's ability to cooperate in the global economy.
- Secure and align public, philanthropic, and private resources to attract robust private investment to the vision.
- Accelerate expansion of the transit system.
- Incorporate lessons learned from the approach to transitway planning into the Regional Plan for Sustainable Development

Principles

Equity

The work of the initiative aims to advance the well-being of low-income people and families.

Economic Competitiveness

The initiative will increase the region's ability to compete in the global economy and benefit local people, businesses and communities.

Transparency

Active communication about our process and clarity about our results will enhance the value of our work and strengthen our inclusivity.

Sustainability

An integrated approach that unites economic, environmental and equity concerns; will lead to long-term solutions.

Collaboration

Wedding collective power of regional stakeholders and local community leadership to effectively address shared challenges and opportunities.

Innovation

We are creative and entrepreneurial in our outlook, aiming to develop flexible solutions and practice cutting-edge thinking.

Equitable Development

Creates healthy vibrant communities of opportunity where low income people, people of color, new immigrants and people with disabilities participate in and benefit from systems, decisions, and activities that shape their neighborhoods.

Appendix 7: Required Resolution from Applicants with a Single Application

RESOLUTION NO. _____

CITY OF _____, MINNESOTA

RESOLUTION IDENTIFYING THE NEED FOR LIVABLE COMMUNITIES TRANSIT ORIENTED DEVELOPMENT FUNDING AND AUTHORIZING AN APPLICATION FOR GRANT FUNDS

WHEREAS the City of _____ is a participant in the Metropolitan Livable Communities Act ("LCA") Local Housing Incentives Program for 2012 as determined by the Metropolitan Council, and is therefore eligible to apply for LCA Livable Communities Demonstration Account and Tax Base Revitalization Account Transit Oriented Development (collectively, "TOD") funds; and

WHEREAS the City has identified a proposed TOD Project within the City that meets TOD purposes and criteria and is consistent with and promotes the purposes of the Metropolitan Livable Communities Act and the policies of the Metropolitan Council's adopted metropolitan development guide; and

WHEREAS the City has the institutional, managerial and financial capability to adequately manage an LCA TOD grant ; and

WHEREAS the City certifies that it will comply with all applicable laws and regulations as stated in the grant agreement; and

WHEREAS the City acknowledges TOD grants are intended to fund TOD Projects or TOD Project components that can serve as models, examples or prototypes for TOD development or redevelopment elsewhere in the region, and therefore represents that the proposed TOD Project or key components of the proposed TOD Project can be replicated in other metropolitan-area communities; and

WHEREAS only a limited amount of grant funding is available through the Metropolitan Council's Livable Communities TOD initiative during each funding cycle and the Metropolitan Council has determined it is appropriate to allocate those scarce grant funds only to eligible TOD Projects that would not occur without the availability of TOD grant funding.

NOW THEREFORE BE IT RESOLVED that, after appropriate examination and due consideration, the governing body of the City:

1. Finds that it is in the best interests of the City's development goals and priorities for the proposed TOD Project to occur at this particular site and at this particular time.
2. Finds that the TOD Project component(s) for which Livable Communities TOD funding is sought:
   - (a) will not occur solely through private or other public investment within the reasonably foreseeable future; and
   - (b) will occur within the term of the grant award (two years for Pre-Development grants, and three years for Development grants, one year for Cleanup Site Investigation grants and three years for Cleanup grants) only if Livable Communities TOD funding is made available for this TOD Project at this time.
3. Authorizes its _____ to submit on behalf of the City an application for Metropolitan Council Livable Communities TOD grant funds for the TOD Project component(s) identified in the application, and to execute such agreements as may be necessary to implement the TOD Project on behalf of the City.

Adopted this ___ day of _____, 2012.

_____ _____

Mayor Clerk

Appendix 8: Required Resolution for Applicants with Multiple Applications

RESOLUTION NO. _____

CITY OF _____, MINNESOTA

RESOLUTION IDENTIFYING THE NEED FOR LIVABLE COMMUNITIES TRANSIT ORIENTED DEVELOPMENT FUNDING AND AUTHORIZING APPLICATIONS FOR GRANT FUNDS

WHEREAS the City of _____ is a participant in the Metropolitan Livable Communities Act ("LCA") Local Housing Incentives Program for 2012 as determined by the Metropolitan Council, and is therefore eligible to apply for LCA Livable Communities Demonstration Account and Tax Base Revitalization Account Transit Oriented Development (collectively, "TOD") funds; and

WHEREAS the City has identified proposed TOD Projects within the City that meet TOD purposes and criteria and are consistent with and promote the purposes of the Metropolitan Livable Communities Act and the policies of the Metropolitan Council's adopted metropolitan development guide; and

WHEREAS the City has the institutional, managerial and financial capability to adequately manage an LCA TOD grant; and

WHEREAS the City certifies that it will comply with all applicable laws and regulations as stated in the grant agreement; and

WHEREAS the City acknowledges Livable Communities TOD grants are intended to fund projects or project components that can serve as models, examples or prototypes for TOD development or redevelopment elsewhere in the region, and therefore represents that the proposed TOD Projects or key components of the proposed TOD Projects can be replicated in other metropolitan-area communities; and

WHEREAS only a limited amount of grant funding is available through the Metropolitan Council's Livable Communities TOD initiative during each funding cycle and the Metropolitan Council has determined it is appropriate to allocate those scarce grant funds only to eligible TOD Projects that would not occur without the availability of TOD grant funding; and

WHEREAS cities may submit grant applications for up to three TOD Demonstration Account Projects and up to six TOD Tax Base Revitalization Account Projects during each funding cycle, but, using the city's own internal ranking processes, must rank their TOD Projects by priority so the Metropolitan Council may consider those priority rankings as it reviews applications and makes grant awards.

NOW THEREFORE BE IT RESOLVED that, after appropriate examination and consideration, the governing body of the City:

1. Finds that it is in the best interests of the City's development goals and priorities for the proposed TOD Projects to occur at the sites indicated in the grant applications at this particular time.

2. Finds that the TOD Project components for which Livable Communities TOD funding is sought:

   (a) will not occur solely through private or other public investment within the reasonably foreseeable future; and

   (b) will occur within the term of the grant award (two years for Pre-Development grants, and three years for Development grants, one year for Cleanup Site Investigation grants and three years for Cleanup grants) only if Livable Communities TOD funding is made available for these TOD Projects at this time.

3. Ranks the TOD Project funding applications, according to the City's own internal priorities, in the following order: (List grant applications here; the total number of Development and Pre-Development grant applications from the City cannot exceed three and Tax Base Revitalization Account grant applications cannot exceed six. Funding requests for both TBRA and LCDA grant funds listed in the same application will be counted as separate applications for purposes of the limit of numbers of applications.)

Priority	TBRA TOD Project Names	Grant amount requested
1		
2		
3		
4		
5		
6		
	LCDATOD Project Names	Grant amount requested
1		
2		
3		

3. Authorizes its _____ to submit on behalf of the City applications for Metropolitan Council Livable Communities TOD grant funds for the TOD Project components identified in the applications, and to execute such agreements as may be necessary to implement the TOD Projects on behalf of the City.

Adopted this ___ day of _____, 2012.

_____ _____

Mayor Clerk

TOD Funding Request Worksheet

Grant-Funded Activities	LCDA Pre-Development TOD	TBRA Site Investigation TOD	TBRA Cleanup TOD	LCDA Development TOD
Conduct design workshops for development alternatives				
Prepare redevelopment, corridor or station area plans				
Develop zoning and land use implementation tools				
Analysis of alternatives for market mix, land use mix, economic feasibility, or for air, water or energy issues				
Soil testing to determine feasible land uses for a specific site				
Site-specific surface water management				
Development staging plans				
Determining strategies for land banking and land acquisition				
Land acquisition after the date of award				
Land acquisition up to 12 months prior to application due date (see Application Guide)				
Holding costs				
Geotechnical work				
Conducting Phase I & Phase II environmental site assessments				
Preparation of RAPs or DRAPs				
Preparation of asbestos abatement plans that meet AHERA standards				
Preparation of lead-based paint abatement plans				
Asbestos abatement area containment				
Asbestos removal or encapsulation				
Lead-based paint removal or stabilization				
Asbestos and/or lead-based paint abatement				
Demolition and removal of obsolete structures (TBRA: contaminated areas only; LCDA: non-contaminated areas only)				
Grading and soil correction (TBRA: contaminated areas only; LCDA: non-contaminated areas				$ 106,810
Excavation, transportation, disposal fees for removal of contaminated soil, backfill and grading of clean soil				
Backfill to replace contaminated fill with clean fill				
Soil vapor mitigation				
Costs to document environmental monitoring systems or successful implementation of a RAP (e.g., technical writing)				
New or realigned streets, including lighting and signage; sidewalks and benches				$ 268,365
Public-use or shared-use parking structures				
Extensions/modifications of local public sewer, water or telecommunication lines				$ 112,915
Public connecting elements, including sidewalks and trails that connect to transit and other surrounding public places				$ 49,406
Site-integrated transit shelters, permanent bike racks, or bridges				
Stormwater management improvements				
Placemaking functional elements				
Design and engineering for LCDA Development TOD eligible items				$ 112,873
Project coordination				
	$ -	$ -	$ -	$ 650,369

Sources and Uses - 2011 TOD

Sources	Project name:	The COR - Center Street		
Expected TDC	$ 650,369			
Type	Source	Status	$ Amount	Estimated commitment date
First Mortgage		Pending	$ -	
City / Program Name		Pending	$ -	
City / Program Name		Pending	$ -	
County / Program Name		Pending	$ -	
County / Program Name		Pending	$ -	
State / Program Name		Pending	$ -	
State / Program Name		Pending	$ -	
Other Met Council Funds		Pending	$ -	
Other grants or loans		Pending	$ -	
Other grants or loans		Pending	$ -	
Other grants or loans		Pending	$ -	
Other grants or loans		Pending	$ -	
LIHTC Equity		Pending	$ -	
Developer equity/deferred fees		Pending	$ -	
Other Private Equity		Pending	$ -	
		Total Sources	$ -	
		Gap	$ 650,369	

Uses

Uses for the requested TOD funds:		Project name:				
Uses	**Description**	**TOD $**	**Other public**	**Private $**	**Total**	**Estimate method**
LCDA Dev Public connecting elements	10 ft. wide sidewalks at 800 ft. long.	$ 49,406			$ 49,406	Click to select
LCDA Dev New or realigned streets	New construction of Center Street	$ 268,365			$ 268,365	Click to select
LCDA Dev Geotechnical, grading and soil correction	Grading and preparation of ROW	$ 106,810			$ 106,810	Click to select
LCDA Dev Sewer / water / telecommunication lines	Sewer and Water Utility Installation	$ 112,915			$ 112,915	Click to select
LCDA Dev Design/engineering elements only	Engineering Design	$ 112,873			$ 112,873	Click to select
Click to select					$ -	Click to select
Click to select					$ -	Click to select
Click to select					$ -	Click to select
Click to select					$ -	Click to select
Click to select					$ -	Click to select
Click to select					$ -	Click to select
Click to select					$ -	Click to select
	Total TOD Request	**$ 650,369**	**$ -**	**$ -**	**$ 650,369**	

Uses for the Project that will commence within 36 months						
Uses	**Description**	**TOD**	**Other public**	**Private $**	**Total**	**Estimate method**
Land acquisition					$0	Click to select
Demolition					$0	Click to select
Architectural/Engineering					$0	Click to select
Construction		ineligible			$0	Click to select
Marketing		ineligible			$0	Click to select
Construction Interest		ineligible			$0	Click to select
Real Estate Taxes					$0	Click to select
Other Carrying Costs					$0	Click to select
Financing		ineligible			$0	Click to select
Title & Recording					$0	Click to select
Legal		ineligible			$0	Click to select
Other Soft Costs		ineligible			$0	Click to select
Cleanup costs					$0	Click to select
					$0	Click to select
	Totals	**$0**	**$0**	**$0**	**$0**	
	TDC	$ 650,369		Sources	$0	
				Difference	$0	

Property Taxes

Property Taxes			TOD Project Name:	Enter Project Name Here			
Item	PIN one PIN per line; show all PINs	Current taxable market value	Current Property class type	Current Property class rate	Projected taxable market value (combine as appropriate to the Project)	Projected property class rate (combine as appropriate to the Project)	Projected property class type (combine as appropriate to the Project)
1	ROW	0	EXEMPT	0	0	EXEMPT	0
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
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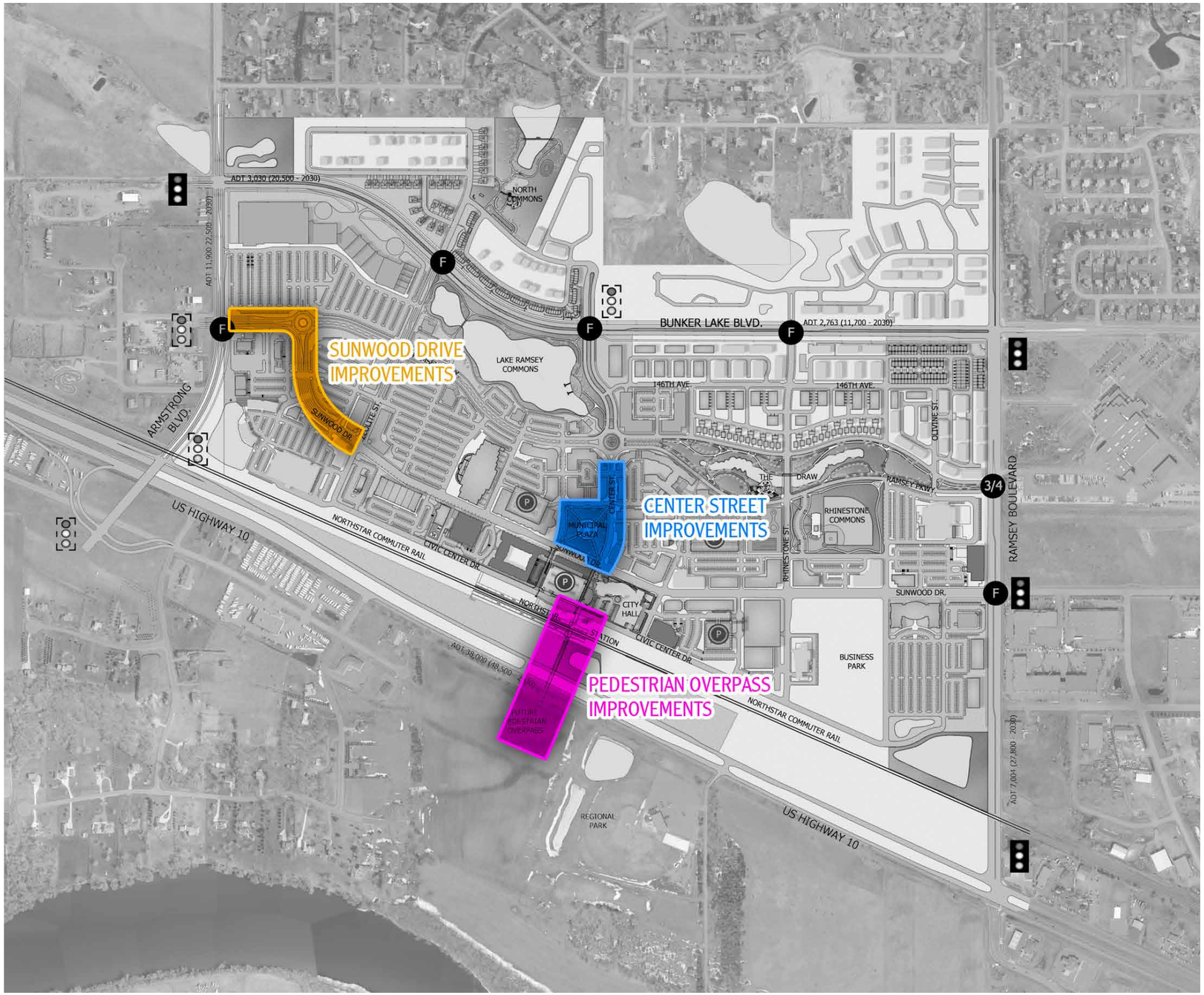

THE COR AT RAMSEY

LANDFORM
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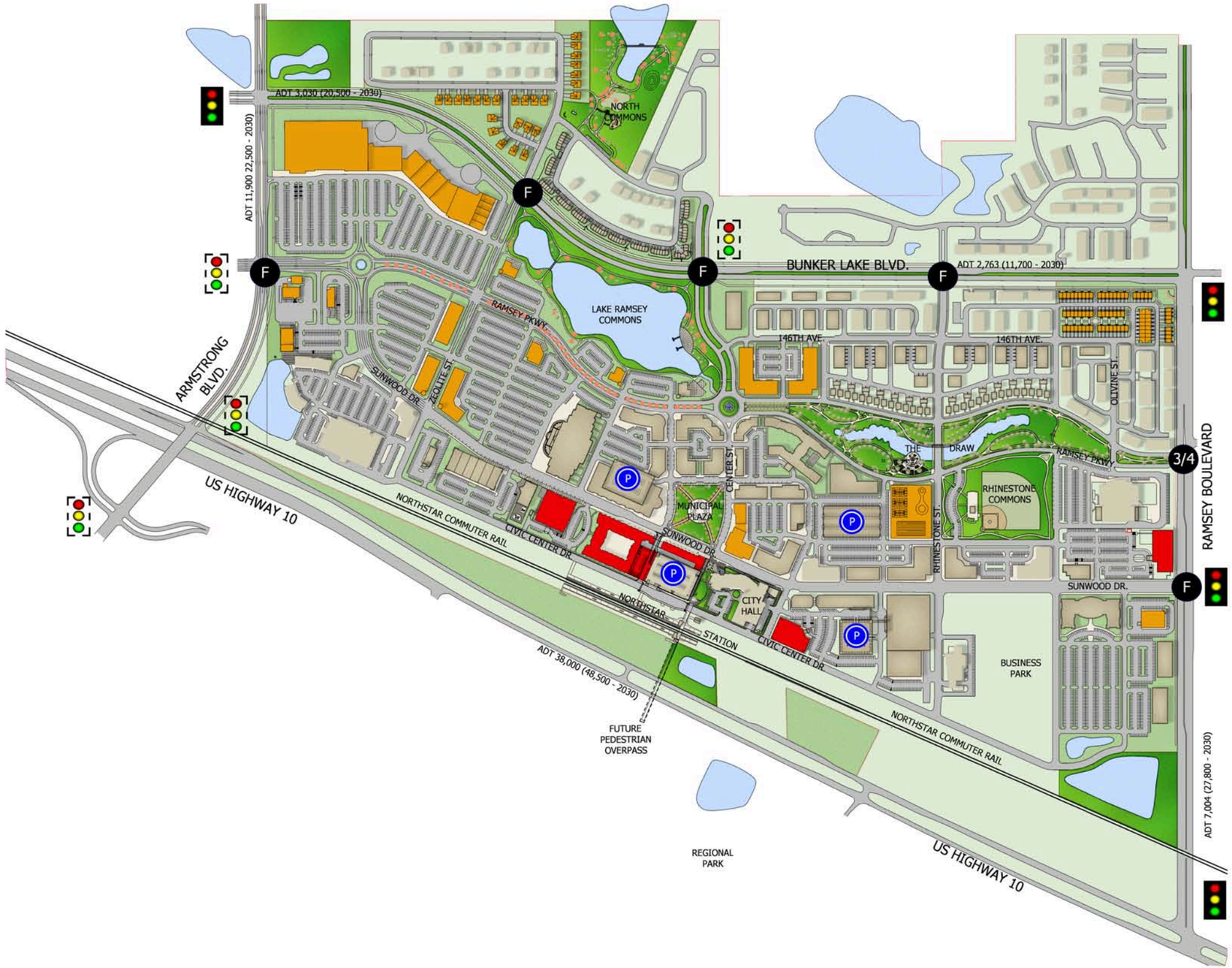
Project Location Map

2/15/12



THE COR

RAMSEY, MINNESOTA

LAND DESIGNATION

- PARK/PUBLIC SPACES
- PARCELS FOR SALE
- PARCELS OWNED BY OTHERS

DEVELOPMENT STATUS

- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT
- ACTIVE DEALS
- UNDER CONTRACT

ACCESS

- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- F — FULL INTERSECTION
- 3/4 — NO LEFT OUTBOUND MOVEMENTS
- P — PARKING RAMP

TRAFFIC INFORMATION

ADT INFORMATION TAKEN FROM 2009 ACTUAL COUNTS AND 2030 PROJECTED VOLUMES

NORTH

0 300 600

L A N D F O R M

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STATION AREA LAND USE PLAN - NORTHSTAR COMMUTER RAIL, RAMSEY STATION

DEVELOPMENT PLAN 5.04

02.07.2012

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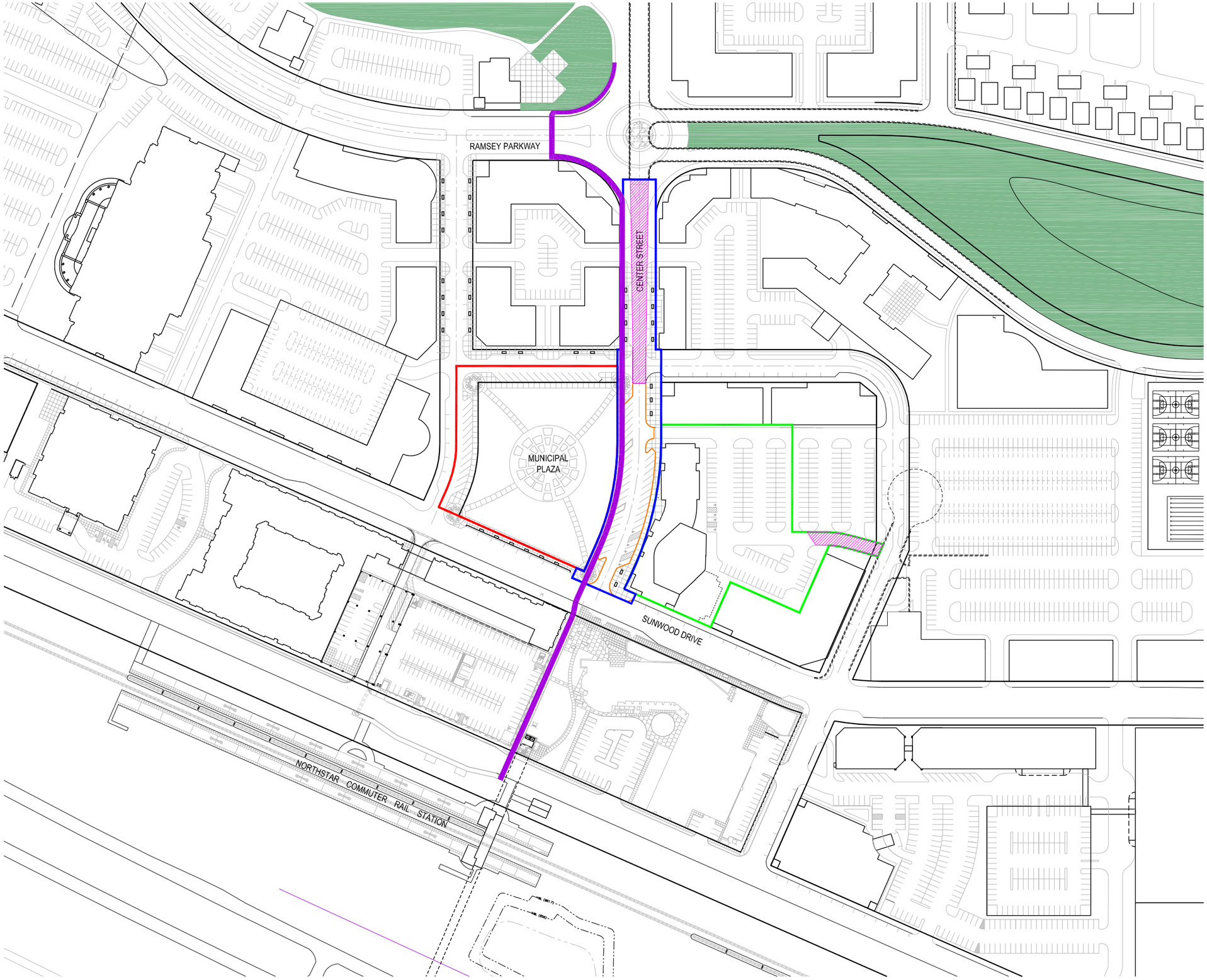
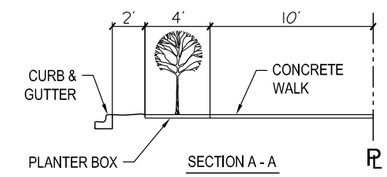


THE COR

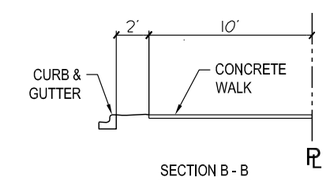
RAMSEY, MINNESOTA

LEGEND

- :TEMPORARY BITUMINOUS ROADWAY
- CENTER STREET PROJECT AREA
- :CENTER STREET CURB AND GUTTER
- :MUNICIPAL PLAZA GRADING LIMITS
- :CHURCH PROJECT AREA
- :CENTRAL ANOKA COUNTY REGIONAL TRAIL



SECTION A - A



SECTION B - B

NORTH

0 80 160

LANDFORM

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CENTER STREET IMPROVEMENTS

02.14.2012

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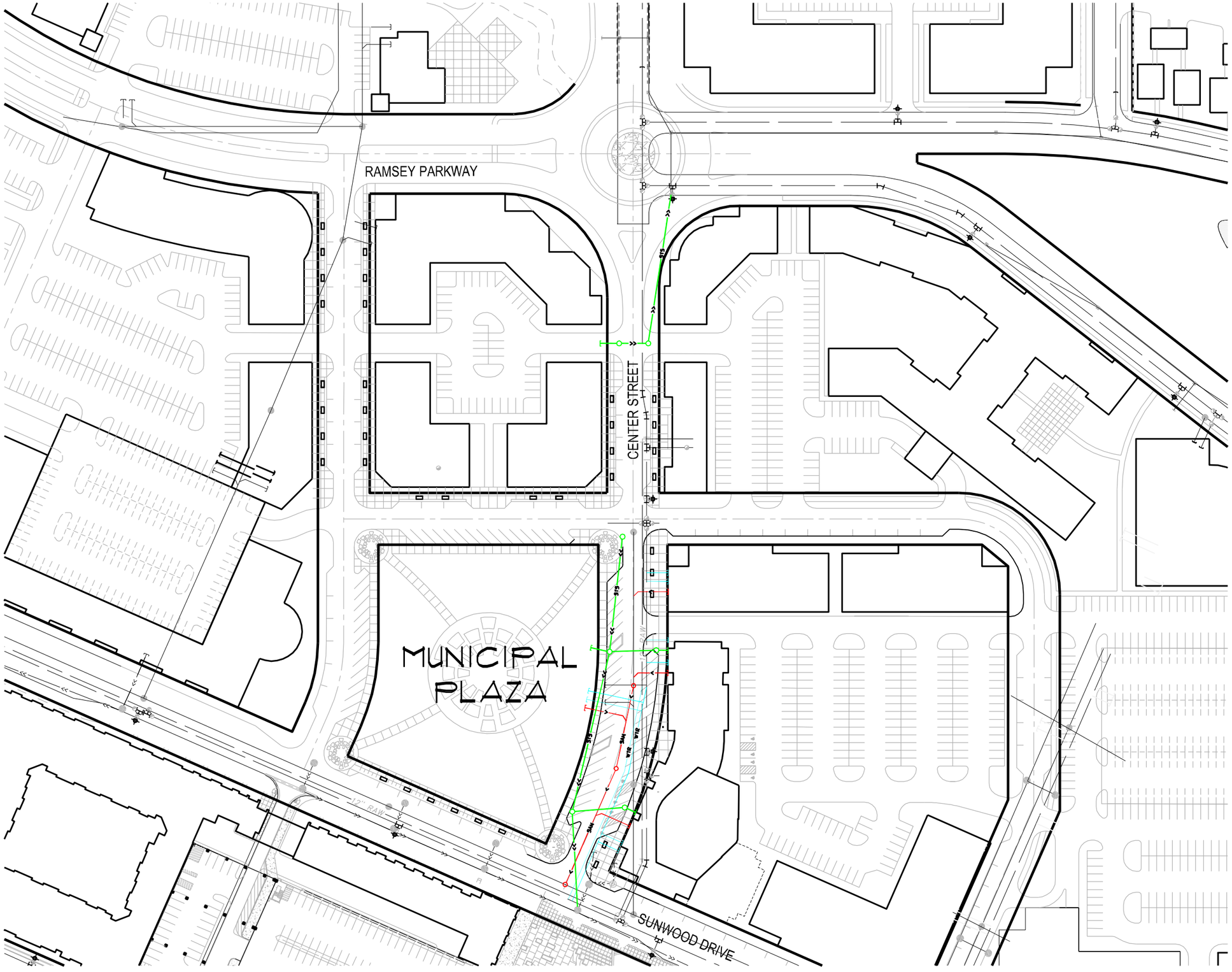

THE COR
RAMSEY, MINNESOTA

NORTH
0 50 100

LANDFORM
From Site to Finish

CENTER STREET UTILITIES

01.04.2012

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URBANWORKS ARCHITECTURE

FLAHERTY & COLLINS Properties

Ramsey Town Center

RAMSEY, MN | 01.18.2010 | 09-0083

CONCEPT IMAGE

URBANWORKS ARCHITECTURE

FLAHERTY & COLLINS Properties

Ramsey Town Center

RAMSEY, MN | 01.18.2010 | 09-0083

CONCEPT IMAGE

URBANWORKS ARCHITECTURE

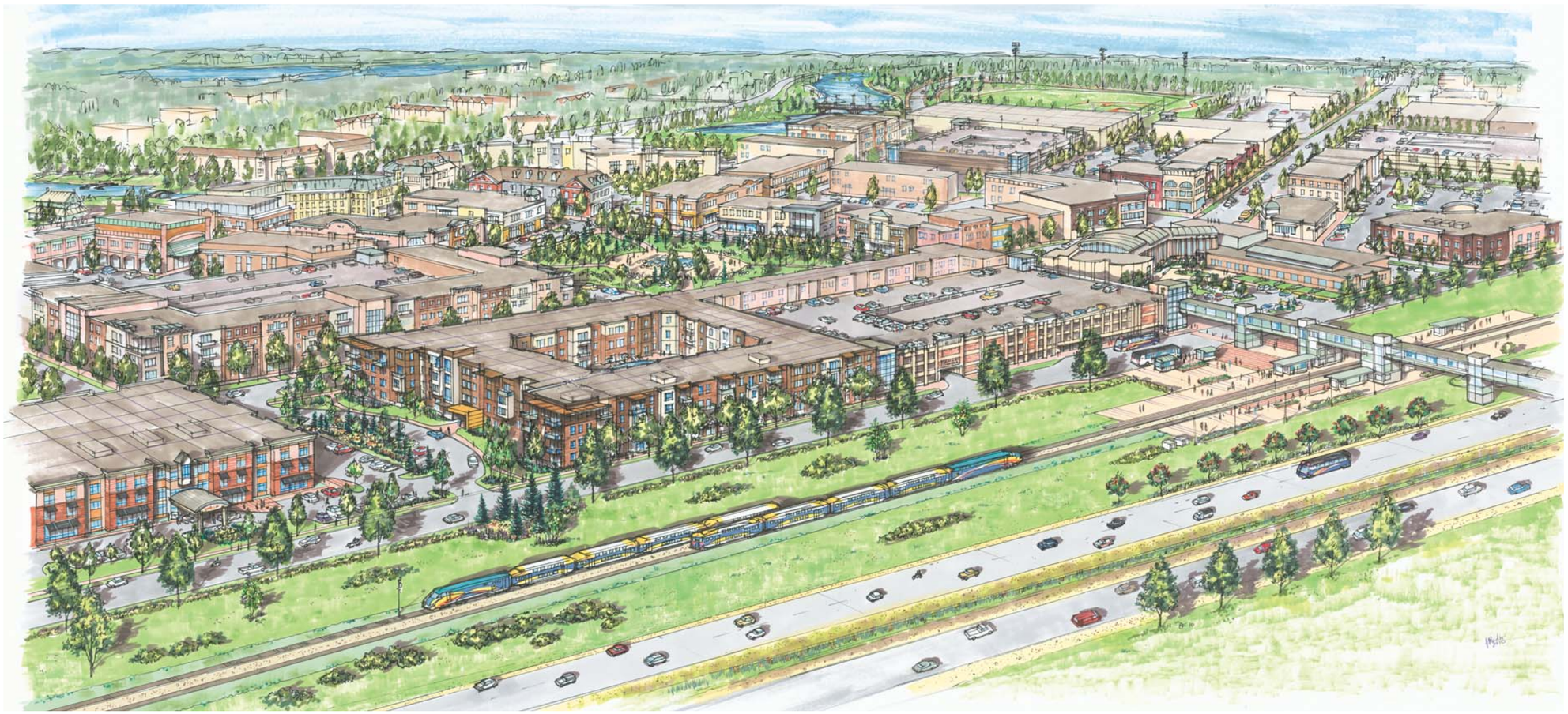
FLAHERTY & COLLINS Properties

Ramsey Town Center

RAMSEY, MN | 01.18.2010 | 09-0083

CONCEPT IMAGE

THE COR AT RAMSEY



NORTHSTAR COMMUTER RAIL

City of RAMSEY

LANDFORM
From Site to Finish

RAMSEY STATION
CONCEPTUAL RENDERING

1/24/11

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Ramsey Station

Construction Begins: February 2012
Anticipated Station Opening: November 2012

Get on BOARD
AT RAMSEY STATION

THE COR AT RAMSEY

City of RAMSEY

ANOKA COUNTY