

Livable Communities 2011 *Transit Oriented Development* Grant Application

| Section I: TOD Project identification | | | | | | | | | | | |
|--|--|----------------------|-----------|-------------------------|-----|--------------|-----|------------------|----|-----------------|-----------|
| 1. TOD Project name | Mississippi Skyway | | | | | | | | | | |
| 2. Applicant – a city, county or development authority City's application contact Title Phone Email | City of Ramsey Timothy Gladhill Senior Planner 763-576-4308 tgladhill@ci.ramsey.mn.us | | | | | | | | | | |
| Authorized contract signatory: | Name: Bob Ramsey Title: Mayor | | | | | | | | | | |
| 3. Application prepared by Name Title Organization Phone Email | Timothy Gladhill Senior Planner City of Ramsey 763-576-4308 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 Will this application pertain to the entire Named TOD Area or a part of the Named TOD Area? If this application pertains to a part of the TOD Area, provide the boundary streets or landmarks | Northstar Commuter Rail - Ramsey Station <input type="checkbox"/> Entire Named TOD Area <input checked="" type="checkbox"/> Part of the Named TOD Area Connected to Northstar Commuter Rail-Ramsey Station | | | | | | | | | | |
| 5. Project location City Address / intersection PINs | Ramsey 7600 Veterans Dr NW n/a | | | | | | | | | | |
| 6. Amount requested | <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">LCDA Pre-Development</td> <td style="text-align: right;">\$100,000</td> </tr> <tr> <td>TBRA Site Investigation</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>TBRA Cleanup</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>LCDA Development</td> <td style="text-align: right;">\$</td> </tr> <tr> <td style="text-align: right;">Total requested</td> <td style="text-align: right;">\$100,000</td> </tr> </table> | LCDA Pre-Development | \$100,000 | TBRA Site Investigation | \$0 | TBRA Cleanup | \$0 | LCDA Development | \$ | Total requested | \$100,000 |
| LCDA Pre-Development | \$100,000 | | | | | | | | | | |
| TBRA Site Investigation | \$0 | | | | | | | | | | |
| TBRA Cleanup | \$0 | | | | | | | | | | |
| LCDA Development | \$ | | | | | | | | | | |
| Total requested | \$100,000 | | | | | | | | | | |

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 <u>OR</u> 15 units/acre for bus or commuter rail | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Minimum Floor Area Ratios (FAR) | | | |
| At least 1.5 for rail <u>OR</u> .5 for bus or commuter rail ¹ | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Local planning within the Named TOD Area addresses TOD design features | | | |
| 1. Minimal building setbacks | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Short blocks with pedestrian connections adjacent to the buildings | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Optimal pedestrian convenience between the station and other connecting transit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. A range of housing densities, types and costs | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Connections among housing, retail, employment centers and recreational uses | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Cycling and walking conveniences | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Current and future employment opportunities within the Named TOD Area <u>and</u> within the connecting transit corridor(s) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Conservation, protection and enhancement of natural resources | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Residential and commercial parking is limited, shared between uses, located to the rear of buildings and/or is structured | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. If "Jobs" is checked in #1, above, at least 50 jobs per acre at employment centers | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The addition of affordable housing units in the Named TOD Area OR | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The addition of higher value housing in lower income areas ² to achieve a mix of housing opportunities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Address how the applicant will proactively and intentionally address gentrification | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. The Named TOD Area planning is consistent with the city's comprehensive plan. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. The proposed TOD Project will have the potential to enhance the tax base within the Named TOD Area. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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.**

| <u>Type of Use</u> | <u>#Existing Uses</u> | <u>Acreage of existing uses</u> | <u>Acreage to be retained from existing uses</u> | <u>#Planned Uses</u> | <u>Acreage designated for planned uses</u> |
|---------------------|-----------------------|---------------------------------|--|----------------------|--|
| Residential | 229 | 229 | 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 connections 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, thus reducing the amount of surface parking and maximizing the development potential of private property owners.

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 Sidewalks within the COR provide the connections between Jobs, Housing, and employees.
 - Paths / trails The Mississippi Skyway will be the convergence of Ramsey's 40+ miles of trails to the rail station, Regional Park and the COR.
 - Bike racks Bike racks are distributed throughout Sunwood Drive, the parking ramp, and are required for new development within this TOD.
 - Street The Skyway will bridge and connect the surface transportation on either side of Hwy's #10 & #169 to the TOD and rail station.
 - Transit shelters Sophisticated waiting space is provided within the \$13._ million dollar rail station design (to be in service November 2012).
 - Pedestrian waiting facilities Heated and cooled waiting space is included in the above, and also exists in the Municipal Center and elevator tower in the ramp.
 - Other The Skyway will connect mixed use housing, commercial and retail south of the Highway to this TOD - thus maximizing employment opportunities and housing choices, types and costs.
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 proposed TOD Project?

1. Provide a description of the TOD Project.

Coefficient convergence of connectivity characterizes this pedestrian overpass . This TOD project will position the Met Council, Ramsey and the National Park Service to compete successfully for the 'Paul S. Sarbanes' grant - a Federal Transportation program specifically for multi-modal connections to National Park destinations. The bridge will quite literally connect the rail station and parking ramp to Ramsey's trail and sidewalk system, to National Park, the Mississippi River Trail, and the Central Anoka County Regional Trail.

Further, creating efficient pedestrian access to Mississippi West Regional Park, the COR and transit - will allow and encourage residents throughout the Metro to access this 273-acre natural resource-based park and pristine 'headwaters' of the 72-mile National Park.

Additionally, by providing access to the COR from the south side of the highway, it is forecasted that Ramsey's ridership at the Northstar stop will increase due to connectivity by bicycle from the existing townhomes and single family dwellings.

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.

In addition to the significant economic impact and job creation the pedestrian overpass will cause, this improvement will demonstrate that trails and parks are an essential element of Livable Communities and sustainable economies. The Mississippi Skyway will connect the Mississippi River Trail (*MRT), a 3,000 mile, world-class bikeway to the Northstar Commuter rail station - providing opportunities for region-wide tourism using this multi-modal facility. Focusing on bicycle and pedestrian connections to the MRT will be a valuable demonstration for other TOD Areas in the transitway, as the Northstar rail line parallels perfectly the MRT from Ramsey to Minneapolis, and through St. Paul.

The project is compact and 'mixed use' as it adds another layer of transportation by utilizing existing space OVER the highway and rail ROWs.

Additionally, the Skyway will expand the TOD functionally by effective connection of the Regional Park across the Highway to the rail station and the COR.

* <http://www.dot.state.mn.us/bike/mrt.html>

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 Pre-Development funds will be used to collect and prepare all remaining information and approvals for the 'Mississippi Skyway' (except the actual Bidding Documents) for submission for Federal Funding (see Sec. IV, 1 above). To include:

A) Base information gathering required to perform final design process: \$45,000 - geotechnical, survey & project team site analysis. Create documents (with graphics to clearly present and communicate design ideas), and establish professional direction and permitting required to perform geotechnical, soil borings, and surveys.

B) Complete planning process, secure approvals on final alignment, (public & agencies): \$55,000 - Coordination with all rail and transportation agencies as required at Federal, State, County & City levels to secure written approval on final alignment including approved proposed bridge pier locations and specifications. Refine plan layout and detail design to have clear and complete Mn/DOT approval on these directives prior to beginning Construction Documents.

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 | 94 | |
| Construction | 10 | |
| 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. Provides safe and accessible pedestrian and cycling access to public transit. Provides pedestrian connection across an existing barrier to range of retail and park/open space.

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

| | | | | | |
|-------------------------------------|---|---------------------|-----|-------|----|
| <input checked="" type="checkbox"/> | 1. Planned multi-family rental housing | # market rate units | 317 | | |
| | | # affordable units | 158 | % AMI | 80 |
| | | # affordable units | 158 | % AMI | 60 |
| <input checked="" type="checkbox"/> | 2. Planned multi-family ownership housing | # market rate units | 128 | | |
| | | # affordable units | 50 | % AMI | 80 |
| | | # affordable units | 19 | % AMI | 60 |
| <input checked="" type="checkbox"/> | 3. Planned townhouse or rowhouse | # market rate units | 36 | | |
| | | # affordable units | 72 | % AMI | 80 |
| | | # affordable units | 108 | % AMI | 60 |
| <input checked="" type="checkbox"/> | 4. Planned single family homes | # market rate units | 41 | | |
| | | # affordable units | 5 | % AMI | 80 |
| | | # affordable units | 5 | % AMI | 60 |
| <input checked="" type="checkbox"/> | 5. Planned senior housing | # market rate units | 44 | | |
| | | # affordable units | 21 | % AMI | 80 |
| | | # affordable units | 21 | % AMI | 60 |

e. Affordability mechanisms to be employed: Anoka County HRA programs. City's Multi-Family Rental Assistance Program.

| 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? | <input type="checkbox"/> No <input checked="" type="checkbox"/> 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? | <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes If yes, name of plan: The COR Development Plan and Design Framework Type of plan: Master Plan/Land Use Plan Is this TOD Project consistent with the plan? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes If no, explain: |
| 9. | Status of site control | Full site control achieved Other: Fully in ROW. Status of property ownership? Other What is the expected closing date? (month/year) |
| 10. | Status of the site plan | Concept plan Explain Site plan approval not required by City. Schematic Design and conceptual 3D renderings with detailed cost projections have been completed. |
| 11. | Describe the TOD Project's ability to be catalytic in attracting private sector investment. This TOD Project provides enhanced pedestrian connection to 45 acres of commercial development (15 acres of existing retail, 30 acres more in progress) as well as Mississippi West Regional Park, a Metropolitan Council designated regional park. Further, once the overpass is in place, the Central Anoka County Regional Trail will be realigned into the center of the COR and cogently connected to the Northstar rail station. This integrated Regional Park and Trail system - WITH transit, will attract visitors and bicycle commuters who benefit from retail services; resulting in continued, robust private sector investments. Regional Parks are enduring public investments in placemaking - the private sector will invest with confidence when it is demonstrated there are accessible, well planned parks in proximity to both housing and places to work and play - all in the context of a healthy, sustaining, Livable Community. | |

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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Current conditions in the development area have been assessed | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| | Visioning process completed | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| | Concept planning completed | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| | Specific development TOD Project has been identified | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| | TOD Project feasibility studies completed | <input type="checkbox"/> | <input type="checkbox"/> | 12/31/12 |
| | Alternatives analysis completed | <input type="checkbox"/> | <input type="checkbox"/> | 12/31/13 |
| | Detailed design plans completed | <input type="checkbox"/> | <input type="checkbox"/> | 12/31/13 |
| | Financing options identified | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| | TOD Project phasing approved | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| Development activities | Activity | Done | N/A | Expected completion date |
| | | Site control achieved | <input type="checkbox"/> | <input type="checkbox"/> |
| | Any necessary changes to official controls secured | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Phase I environmental assessment completed | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Phase II environmental assessment completed | <input type="checkbox"/> | <input type="checkbox"/> | |
| | If necessary, Response Action Plan approved by MPCA | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Site plan completed | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Design work completed | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Stormwater management plan completed | <input type="checkbox"/> | <input type="checkbox"/> | |
| | All necessary approvals secured | <input type="checkbox"/> | <input type="checkbox"/> | |
| | If necessary, demolition completed | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Site grading completed | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Construction started | <input type="checkbox"/> | <input type="checkbox"/> | |

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. 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 10 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. Applications that do not adhere to these instructions may be rejected as noncompliant.**

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

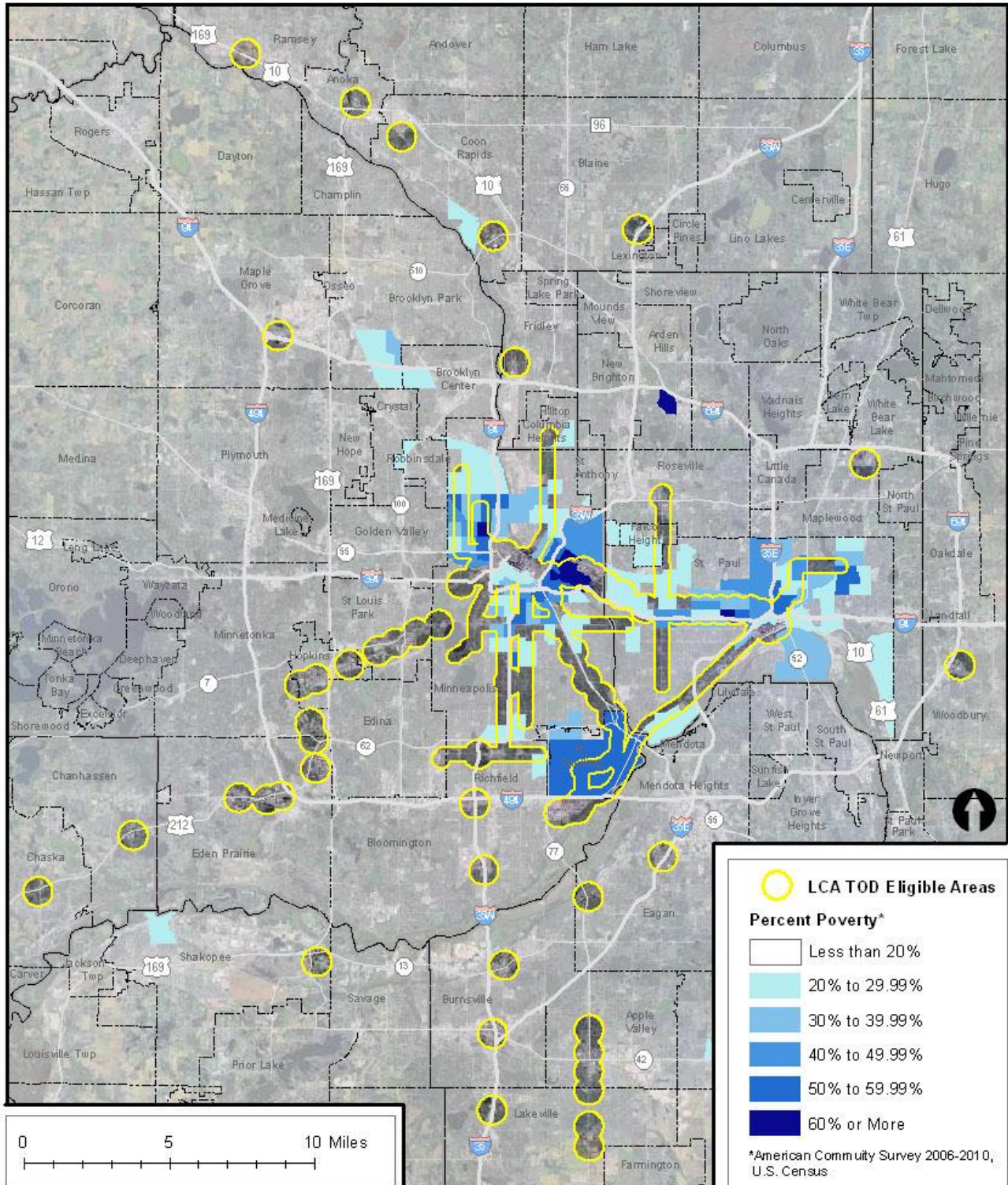
Areas within 1/2 mile of High-Frequency Express Bus

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):

| 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

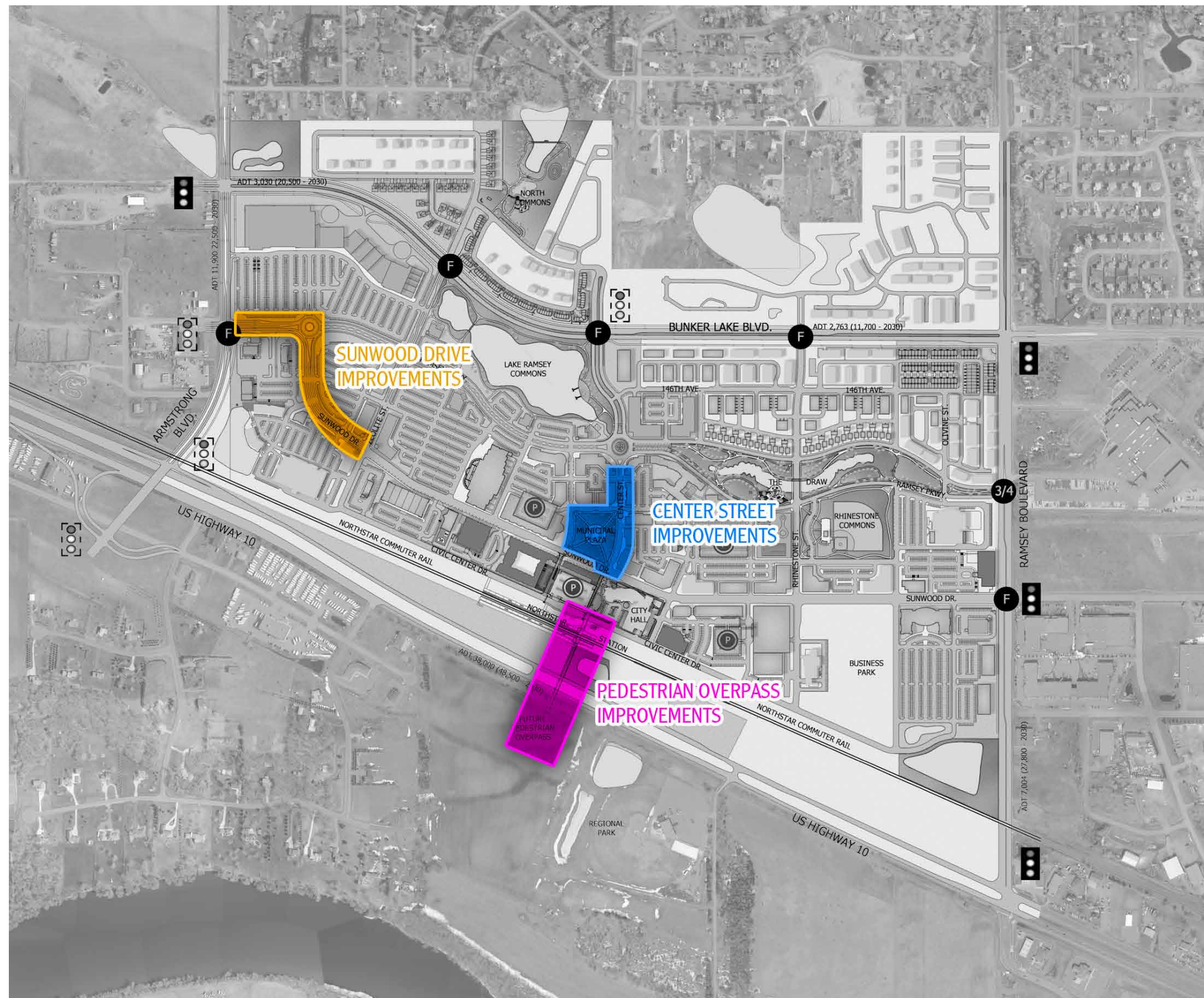
| Grant-Funded Activities | LCDA Pre-Development TOD | TBRA Site Investigation TOD | TBRA Cleanup TOD | LCDA Development TOD |
|--|--------------------------|-----------------------------|------------------|----------------------|
| Conduct design workshops for development alternatives | \$ 35,000 | | | |
| 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 | \$ 30,000 | | | |
| Soil testing to determine feasible land uses for a specific site | \$ 35,000 | | | |
| 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) | | | | |
| 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 | | | | |
| Public-use or shared-use parking structures | | | | |
| Extensions/modifications of local public sewer, water or telecommunication lines | | | | |
| Public connecting elements, including sidewalks and trails that connect to transit and other surrounding public places | | | | |
| Site-integrated transit shelters, permanent bike racks, or bridges | | | | |
| Stormwater management improvements | | | | |
| Placemaking functional elements | | | | |
| Design and engineering for LCDA Development TOD eligible items | | | | |
| Project coordination | | | | |
| | \$ 100,000 | \$ - | \$ - | \$ - |

Uses

| Uses for the requested TOD funds: | | Project name: Mississippi Skyway | | | | |
|--|--|---|-----------------|-------------------|-------------------|----------------------|
| Uses | Description | TOD \$ | Other public | Private \$ | Total | Estimate method |
| LCDA PreDev Soil testing | Geotechnical soil analysis and documentation. | \$ 35,000 | | | \$ 35,000 | Contractor estimates |
| LCDA PreDev Alternatives analysis | Create documents with graphics to clearly present and communicate design ideas. | \$ 30,000 | | | \$ 30,000 | Contractor estimates |
| LCDA PreDev Design workshops | Complete planning process, secure approvals on final alignment. Coordination with all agencies. Refine plan layout and detail design to receive Mn/DOT approval. | \$ 35,000 | | | \$ 35,000 | Contractor estimates |
| 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 | | | | | \$ - | Click to select |
| Click to select | | | | | \$ - | Click to select |
| Total TOD Request | | \$ 100,000 | \$ - | \$ - | \$ 100,000 | |
| 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 | | \$100,000 | \$15,000 | | \$115,000 | Contractor estimates |
| 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 | | \$100,000 | \$15,000 | \$0 | \$115,000 | |
| TDC | | \$ 115,000 | | Sources | \$15,000 | |
| | | | | Difference | -\$100,000 | |

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 |
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| 30 | | | | | | | |



THE
COR
 AT RAMSEY



Landform and Site to Finish are service marks of Landform Professional Services, LLC.

Project Location Map

2/15/12



LAND DESIGNATION

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

DEVELOPMENT STATUS

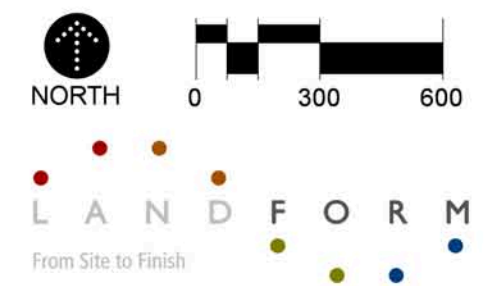
- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT
- ACTIVE DEALS
- UNDER CONTRACT

ACCESS

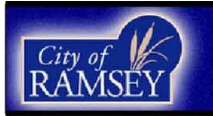
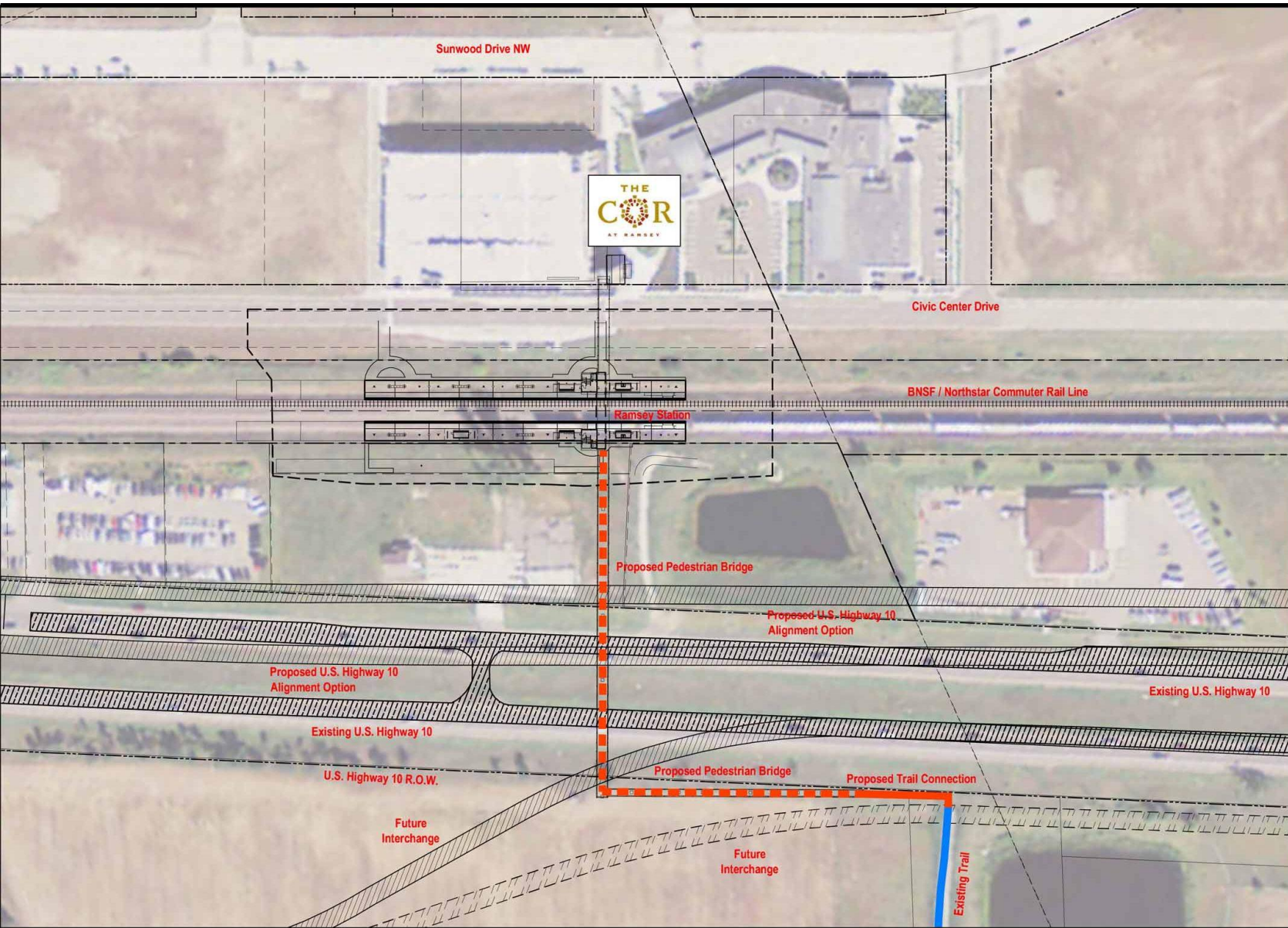
- EXISTING SIGNALIZED INTERSECTION
- FUTURE SIGNALIZED INTERSECTION
- F FULL INTERSECTION
- 3/4 NO LEFT OUTBOUND MOVEMENTS
- P PARKING RAMP

TRAFFIC INFORMATION

ADT INFORMATION TAKEN FROM 2009 ACTUAL COUNTS AND 2030 PROJECTED VOLUMES



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



LEGEND

- — — — — PROPOSED TRAIL LOCATION
- - - - - PROPOSED PEDESTRIAN BRIDGE
- — — — — EXISTING TRAIL



LANDSCAPE ARCHITECTURE, INC.
 Landscape Architecture
 Master Planning & Sustainable Design
 856 RAYMOND AVENUE, SUITE C
 ST. PAUL, MN 55114
 TEL. 651.846.1020
 Web: www.landscapeinc.com

PROJECT NAME:
Hwy. 10 & 169 Pedestrian Bridge
 PROJECT LOCATION:
 Ramsey, Minnesota

DRAWING TITLE:
SITE PLAN

SCALE: 1"=60'

DRAWN BY: SPW
 CHECKED BY: SPW
 DATE: JULY 31, 2011

L1

Mississippi West Regional Park



MISSISSIPPI WEST MASTER PLAN

OFFICIAL ELECTRONIC CORRESPONDENCE
NATIONAL PARK SERVICE
Mississippi National River and Recreation Area
111 Kellogg Boulevard East, Suite 105
Saint Paul, MN 55101

NO HARD COPY TO FOLLOW

February 13, 2012

Mr. Mark Riverblood, Parks Supervisor
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Dear Mr. Riverblood,

This letter is to express our support and enthusiasm for the City of Ramsey's Transit Orientated Development funding request for the 'Mississippi Skyway' pedestrian overpass project. This project is within the Mississippi National River and Recreation Area (MISS), a unit of the National Park System and along the 3,000-mile Mississippi River National Millennium Trail (MRT).

Since 1996, the National Park Service, through its Trails and Open Space Partnership (TOSP), has been working with the City of Ramsey and over 50 agencies and organizations to complete a continuous trail and open space, and now transportation system, along the Mississippi River in the Twin Cities metro area. The proposed project has been considered a key element of the MRT, especially with its connection to Northstar Commuter Rail Station, and as such, is a high priority of the TOSP. The MRT passes through the Twin Cities as it winds its way from the headwaters of the Mississippi River in Northern Minnesota to the Gulf of Mexico. The 72-mile segment in MISS is the first stretch to be signed in Minnesota and within a national park. Connection to, and completion of the MRT, is paramount to developing a world class recreational, economic, and transportation experience along the Mississippi River in the Twin Cities metro area.

Additionally, we are in the closing stages of completing our Alternative Transportation in Parks (ATP) plan – the purpose of which is to develop a strategic program and process with which the Park Service can collaborate and advocate with TOSP agencies for Federal funding for appropriate multimodal projects within the MISS. Those projects would be those that meet some or all of the following ATP goals:

- 1. Improve and enhance the visitor experience by integrating and enhancing opportunities for transportation, recreation, education, and scenic enjoyment along the Mississippi River.**
- 2. Provide access to the MNRRA for everyone and integration with surrounding transportation systems.**
- 3. Integrate MRT with area transit and trails to increase visitation to MNRRA without increasing congestion.**
- 4. Establish a transportation system to and within the MNRRA that preserves, enhances, and interprets natural and cultural resources.**
- 5. Promote development of environmental, economic, and socially adaptable and sustainable transportation and recreational facilities.**

Because the Mississippi Skyway meets each of these goals and, as we anticipate the project ranking high within the ATP process – we strongly encourage the Metropolitan Council to partner with us on this progressive plan. TOD funding will advance this important project to one that is truly ‘shovel ready’, strengthening the likelihood that the region is successful in receiving Federal funding for this unique connection between transit and trails, a regional park system, the MISS, the retail support services of the COR, the 3,000 mile MRT, and the recreational and tourism destination of our world-renown river.

The National Park Service looks forward to working with the Metropolitan Council, City of Ramsey, and multiple partners to complete the multi-modal system supporting the Mississippi West Regional Park, the MRT and the MISS. Collaboration on critical elements like the Mississippi Skyway will be the ‘bridge’ to achieving mutual goals for recreation, alternative transportation; while spurring economic development by building infrastructure necessary for sustainable, regional tourism.

Sincerely,

/s/

Paul Labovitz
Superintendent



Anoka County Parks and Recreation

550 Bunker Lake Boulevard NW, Andover, MN 55304

February 14, 2012

Mark Riverblood, Parks Supervisor
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

Re: Letter of Support for the City of Ramsey's TOD request

Dear Mr. Riverblood:

On behalf of the Anoka County Parks and Recreation Department, I am pleased to offer this letter of support for the City of Ramsey's Transit Oriented Development funding request for the "Mississippi Skyway" pedestrian overpass project.

This park provides the link between the proposed project and the Mississippi River Trail (MRT) and Mississippi West Regional Park. Nationally, the MRT links Minnesota and the headwaters of the Mississippi River, to New Orleans, and the Gulf of Mexico. Regionally, the MRT links Anoka County to Dakota County and the City of Ramsey to the City of Hastings through the 72-mile National Park Service - Mississippi National River and Recreation Area (MISS).

Locally, this connection will improve access and safety to residential areas, business districts and recreation opportunities in the community. This connection will provide easy access to the river, adding to the quality of life in the area. The proposed "skyway" will provide parks and trail users a valuable link to convenient shopping, dining and other amenities that further support transit oriented development.

This project will also provide a valuable connection to transit as it will link to the proposed Ramsey Northstar Light Rail Station. Completing this project, consistent with the future upgrades to Trunk Highway 10, will make this pedestrian link an outstanding transportation amenity for the City and the Region.

If you have any questions regarding this letter of support, please feel free to call or e-mail me at 763-767-2860 or john.vondelinde@co.anoka.mn.us.

Sincerely,

John VonDeLinde
Director of Parks and Recreation

OPEN SPACES IN NEARBY PLACES

