

# TRANSIT ORIENTED DEVELOPMENT (TOD)

While we recognize there are different types of inequities based on identity and circumstance, LCA is focused on addressing racial inequity in the region given race is the largest predictor of inequitable outcomes in jobs, housing, and other LCA goals. Projects addressing racial equity will be prioritized in scoring. Projects addressing other inequities will earn points towards how they address those inequities but will not receive full points unless they also consider the intersection of racial inequity.

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
<b>Housing</b>	Build or preserve affordable housing; priority given for projects that serve residents who have barriers finding safe, affordable housing, have the deepest affordability, and include supportive services or other needed services	<b>8</b>	<ul style="list-style-type: none"> <li>Will the project meet the needs of a specific population who has challenges finding safe, affordable housing?</li> <li>Will the project expand housing choices in the census tract relative to housing choices in the city overall?</li> <li>Will the project include housing units affordable to households earning 30% Area Median Income or less?</li> <li>Will supportive services be provided for residents?</li> </ul>	<ul style="list-style-type: none"> <li>Create a type of housing that is for populations with the least housing choices, including units with more bedrooms for families, universally designed units, studio or micro-units, units that include social services, or units that serve a specific population (e.g., units for people leaving incarceration, units for people escaping domestic violence, units for people with developmental disabilities, veterans)</li> <li>Create a type of housing that is less represented in the project area than the city, using either project profile data or a locally identified housing need. Considerations could include housing tenure (rental vs. ownership), affordability, or population served (people, living with disabilities, senior, etc.)</li> <li>Add or preserve deeply affordable units (30% AMI or below)</li> <li>Add or preserve affordable housing</li> <li>Include supportive services for residents as part of the development project or through a partnership with an external provider</li> </ul>
	<p>Create new affordable housing that furthers the City's ability to meet their share of the region's need for affordable housing, considering what the need is across affordability levels;</p> <p><b>OR</b></p> <p>Preserve and rehabilitate affordable housing, prioritizing communities at highest risk of losing Naturally Occurring Affordable Housing (NOAH) and/or communities with higher rates of housing cost burdened households</p>		<ul style="list-style-type: none"> <li>If new construction, how well do the affordability limits correspond to the <a href="#">City's allocation of affordable housing need</a>?</li> <li>If preservation, how well do the affordability limits correspond to the City's residents that are experiencing housing cost burden (paying more than 30% of a household's gross rent toward housing)?</li> <li>Is the project creating or preserving affordable housing in an area known to have lost or are expected to lose existing affordable housing within the next year?</li> </ul>	<ul style="list-style-type: none"> <li>If new construction, help meet the city's need for future affordable housing at needed levels of affordability based on housing need listed on the <a href="#">Project Data Profile</a>.</li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>If preservation, help preserve affordable housing at affordability levels that are needed most. Preservation is needed most in areas with more cost-burdened residents. Cost-burdened population is listed in the <a href="#">Project Data Profile</a>.</li> <li>Create or preserve affordable housing in an area where existing affordable housing is at risk. More points when housing lost/anticipated to be lost is in the project area versus city-wide.</li> </ul>

# TRANSIT ORIENTED DEVELOPMENT (TOD)

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
<b>Housing</b>	Further equity outcomes in housing access*	<b>3*</b>	<ul style="list-style-type: none"> <li>• Who is primarily being served through the housing portion of the project?</li> <li>• How is the project helping to reduce disparities in housing?</li> <li>• How is the project designed to meet specific needs of the future residents?</li> <li>• How is the project supporting community building or maintaining existing community relationships?</li> <li>• How has the design, programming, and services planning been responsive to the needs of future residents?</li> </ul>	<ul style="list-style-type: none"> <li>• Set at least 20% of the units' rent at the small area market fair value and accept Housing Choice Vouchers.</li> <li>• Go beyond the Fair Housing Marking plan as defined by HUD.</li> <li>• Be in a city with policies that protect tenants (e.g., right of first refusal, no crime free drug free lease addendum requirements, notice of sale policies).</li> <li>• Have a property manager, if known, with equitable screening practices and eviction/non-renewal records.</li> <li>• Affordable and market rate units are indistinguishable in mixed-income buildings</li> <li>• Include income averaging or preserve affordable housing units in an area where displacement is likely so residents can stay in their chosen communities</li> <li>• Provide programming so residents can build relationships with one another</li> <li>• Include community gathering space for residents</li> <li>• Include income averaging so residents can stay in their home if their income changes</li> </ul>

# TRANSIT ORIENTED DEVELOPMENT (TOD)

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
Economic Opportunity	Create or preserve permanent jobs OR create workforce development/training opportunities; (priority for projects with full-time, living wage jobs)	8	<ul style="list-style-type: none"> <li>Will the project create or preserve living wage jobs (jobs that earn \$57,700/year or more)?</li> <li>Will the project create training or workforce development opportunities that will prepare participants for full-time, long-term employment that will pay a living wage and offer benefits?</li> </ul>	<ul style="list-style-type: none"> <li>Living wage jobs (185% of federal poverty wage) paying \$57,700 annually created/preserved relative to other applications, especially if existing project area jobs pay lower average wages than jobs in the city or in the region.</li> <li>Provide workforce development or training opportunities that will support participants getting full-time, long-term jobs in the future.</li> </ul>
	Create economic opportunity in priority high-growth and high-opportunity sectors of the region's economy including health care, technology or environment; and/or advance city job growth priorities; and/or create/preserve industrial jobs with access to regional transportation systems		<ul style="list-style-type: none"> <li>Will the project create new jobs or training programs in regionally prioritized industry sectors such as health care, technology or the environment and sustainability?</li> <li>Will the project create jobs or training programs that meet a specific city economic development or workforce development policy?</li> <li>Will the project create or preserve industrial jobs near transit, highways, rail freight facilities, airports, or ports in a way that leverages the transportation system?</li> </ul>	<ul style="list-style-type: none"> <li>Provide living wage jobs or workforce development pathways in strategic growth sectors as described in the <a href="#">Regional Economic Framework</a>, including health care (e.g., health providers, health insurance, digital health, medical devices), technology (e.g., research and development, advanced manufacturing, food science, biomedical engineering), or the environment and sustainability sectors (e.g., climate adaptation, energy and renewables)</li> <li>Provide living wage jobs or workforce development pathways in an industry sector prioritized by city policy (e.g., small businesses, tourism, ethnic businesses, professional and technical services)</li> <li>Provide industrial sector living wage jobs or workforce development pathways (e.g., material processing, manufacturing and fabrication, maker spaces, artisan products) located in proximity to regional transportation systems</li> </ul>
	Further equity outcomes in access to economic opportunity*	3*	<ul style="list-style-type: none"> <li>Will the jobs and/or training opportunities be accessible and available to underrepresented or underemployed people?</li> <li>Is the business model going to support wealth building for residents who experience the most economic hardships?</li> </ul>	<ul style="list-style-type: none"> <li>Provide living wage jobs and/or training opportunities in areas with more unemployment compared to the city or the region</li> <li>Jobs/employers that support upward mobility (e.g., trainings, mentorship programs, promotional tracks, career pathways).</li> <li>Jobs are targeted toward specific populations (e.g., under/unemployed, individuals leaving incarceration, individuals with development disabilities).</li> <li>Project creates wealth building opportunities (e.g., cooperative or community ownership structures, community benefit agreements) for communities who have experienced historic wealth extraction (e.g., businesses owned by new immigrants or residents who identify as Black, Indigenous, or People of Color)</li> <li>Commercial space that provides support for incubation and/or entrepreneurship.</li> <li>Businesses are locally owned and/or ownership or leasing arrangement encourage growth of owner equity for small businesses, entrepreneurs, or micro-businesses</li> </ul>

# TRANSIT ORIENTED DEVELOPMENT (TOD)

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
<b>Compact, Connected Development</b>	Increase the number of people contributing to station area activity through greater building density and/or land use intensity on the site; <b>OR</b> Preserve or rehabilitate an existing building key to the level of station area activity	20	<ul style="list-style-type: none"> <li>• Is the project increasing the housing units per acre or job density in the project area?</li> <li>• Is the project maximizing the potential density of the site?</li> <li>• Does the project provide higher density and mix of use closer to the transit station (less than 1/4 mile), or provide transitional density and uses farther from the transit station (more than 1/4 mile)?</li> <li>• How is the project using the building and/or site in a better way?</li> <li>• Will the project increase the number of residents, employees, customers, students, and/or visitors in the station area?</li> <li>• To what degree will the project help station areas meet or exceed 7,000 people, jobs, and students?</li> </ul>	<ul style="list-style-type: none"> <li>• Project densities and Floor Area Ratio (FAR) that maximize the local regulatory requirements and meet or exceed residential density requirements for communities along transitways as detailed in the <a href="#">Metropolitan Council's TOD Guide</a></li> <li>• The project's land use type(s), site design, and/or infrastructure is planned in a way that will increase activity in the station area for different users at different times of day</li> <li>• Provide more housing units per acre or higher job density than currently exists in the station and/or on the project site</li> <li>• Bring a new use to an existing building or site that has been vacant or underutilized</li> <li>• Rehabilitate an existing building(s) to preserve or increase the amount of activity it contributes to the station area</li> </ul>
	Provide uses that will diversify the activities and amenities in the transit area and better meet residents' needs and/or provide greater access to services and amenities; Priority for projects with a focus on complementary uses, active transportation, and human-centered		<ul style="list-style-type: none"> <li>• Is the project balancing residential and nonresidential uses?</li> <li>• Is the project introducing a new use that is not already in the station area?</li> <li>• Is the project increasing access to services and/or amenities for existing and future residents and/or workers along the transit corridor?</li> <li>• Is the new use filling a need that also supports existing uses?</li> <li>• Does the project effectively use human and pedestrian-centered design in built form, site planning, street life, connectivity, and placemaking as detailed in the Council and <a href="#">Metro Transit TOD Guides</a>?</li> </ul>	<ul style="list-style-type: none"> <li>• Bring new uses to the project area that encourage a range of activities on and around the project site like retail, services, restaurants, entertainment, and shops</li> <li>• Incorporate TOD best practices and design principles as detailed in the <a href="#">Metropolitan Council TOD Guide</a> and <a href="#">Metro Transit's Developers Guide to TOD</a></li> <li>• Add uses that are easily accessible as part of a daily or weekly routine like, a grocery store and housing near a daycare</li> <li>• Building and public space features include universal design principles to benefit everyone (e.g., public areas, greenspace, and/or recreation area(s) that can be used by all residents or visitors, regardless of age, ability, and recreation/ gathering preference)</li> <li>• Building and public space features include and integrate people with a range of physical, sensory, and cognitive abilities (e.g., design to sensory experience of neurodivergent residents or visitors, adaptive playground equipment, specific sensory areas)</li> </ul>

# TRANSIT ORIENTED DEVELOPMENT (TOD)

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
Compact, Connected Development	continued		<ul style="list-style-type: none"> <li>• How well does the building, site, and surrounding urban design support a better multi-modal experience for people who will walk and/or bike to the project site and throughout the station area?</li> <li>• How is the project considering the needs of people who will spend time in or around the project and designing to meet those needs?</li> <li>• Does the project include usable and effective green and public space on the site or intentionally create connections between the project and nearby greenspaces?</li> <li>• Does the project include programming and/or features to help build community between existing residents and future residents, employees, or visitors of the project?</li> </ul>	<ul style="list-style-type: none"> <li>• Include or improve universally accessible pedestrian and non-motorized transportation options, traffic calming, and pedestrian safety measures for people walking and/or biking to and through the project site</li> <li>• Project elements are intentionally designed to increase the likelihood of pedestrian activity (e.g., active ground floors and public spaces, complete streets, through-block connections and reduced block lengths, more street crossings with safety features, non-vehicular transportation infrastructure)</li> <li>• The project site and adjacent uses create a welcoming public realm that facilitates social interactions and increases community resilience (e.g., community gardens, community event programming, culturally relevant public art, public space with landscaping, furnishings, lighting, wayfinding)</li> <li>• The project site and adjacent uses increase access to green space within ¼ mi (e.g., park, trail, or other greenspace wayfinding, programming or partnership with local parks agency to encourage resident or employee connection with nearby greenspace)</li> </ul>
	Generate greater transit ridership, and a higher diversity of trip purposes viable via transit, and reduce the need to use and own a personal vehicle		<ul style="list-style-type: none"> <li>• Does the project increase the likelihood of transit ridership outside of the peak commute period?</li> <li>• How does the project support more limited use of personal vehicles by providing alternative options?</li> <li>• Will the project enhance or improve pedestrian/bicycle connections between transit station and the project site or other area destinations?</li> <li>• To what degree does the project minimize or eliminate auto-oriented development patterns and single occupancy vehicle parking?</li> </ul>	<ul style="list-style-type: none"> <li>• Include and orient use(s) that will lead to greater potential transit ridership, trip types, and the times that transit is used (e.g., essential services or amenities such as grocery, childcare, community center, etc.)</li> <li>• Create or increase access to transit supportive pedestrian/bicycle infrastructure amenities and/or shared vehicle/micro-mobility resources</li> <li>• Single occupancy vehicle parking is at or below the minimum local requirement</li> <li>• Minimize surface parking and other physical impacts of parking on the pedestrian environment by</li> <li>• provide all parking underground or within the project structure</li> <li>• Improved non-vehicular access to and awareness of essential services, local amenities, other residential and non-residential uses in the station area</li> </ul>

# TRANSIT ORIENTED DEVELOPMENT (TOD)

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
Compact, Connected Development	Further the transit-oriented nature of the area surrounding the transit station as a node and/or district of TOD priority for projects that advance a broader adopted plan or vision for the transit station or corridor		<ul style="list-style-type: none"> <li>• Will the project contribute to the identity of the station area as a transit-centric community?</li> <li>• Does the project consider and interrelate existing or planned adjoining and nearby uses?</li> <li>• Does the project implement part of a broader adopted plan or vision for the transit station or corridor?</li> <li>• Does the project connect people with jobs, schools, healthcare, friends, and family?</li> <li>• Will the project increase the viability of future TOD in the station area?</li> <li>• Does the project leverage existing and planned infrastructure, transportation systems, and public realm assets in the station area and across the region?</li> <li>• Does the project put nearby residents or businesses at a higher risk of displacement by future development?</li> </ul>	<ul style="list-style-type: none"> <li>• Project uses integrated site design, infrastructure, or programming to support or strengthen the TOD nature of nearby land uses (e.g., reinforces or expands walkable streetscapes)</li> <li>• Project will serve as a landmark that increases the TOD profile of the station area (e.g., includes a cultural destination, public space)</li> <li>• Project implements a building type and structure from an established vision/plan for the station area and/or transit corridor (e.g. comprehensive plan, station area plan, green zone, cultural district)</li> <li>• Enhance or improve transit/transportation connections between complementary uses (e.g., connecting housing and grocery stores)</li> <li>• Create shared parking between different uses and/or adaptive parking structures</li> <li>• The project provides new or improved infrastructure that can be leveraged by future TOD (e.g., shared systems, green space, sidewalks, multimodal resources)</li> <li>• Anti-displacement and displacement mitigation strategies are planned and implemented with those residents or businesses at risk (e.g., provides mixed income or inclusionary housing, community benefits agreement)</li> </ul>
	Further equitable access multi-modal transportation, services, and amenities*	<b>3*</b>	<ul style="list-style-type: none"> <li>• How is the project better connecting under-invested populations with safe, affordable multimodal transportation options?</li> <li>• How is the project increasing access to parks or greenspaces for residents who have historically faced barriers to access?</li> </ul>	<ul style="list-style-type: none"> <li>• Provide or directly support access to services and amenities through transit or other forms of transportation, including walking or biking (e.g. <a href="#">MetroTransit Residential Pass Program</a>, car share, bike share)</li> <li>• The project introduces or directly supports access to services and/or amenities as expressed by residents most likely to experience disparities</li> <li>• The project provides physical improvements and/ or programming for more residents of color to feel safe, welcomed, catered to, and comfortable utilizing nearby local and regional parks (e.g., trail connections, wayfinding, culturally relevant events)</li> <li>• Include ownership opportunities of space/ land for residents most impacted by economic and land ownership disparities</li> </ul>



# TRANSIT ORIENTED DEVELOPMENT (TOD)

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
Environment and Livability	Minimize greenhouse gas emissions	8	<ul style="list-style-type: none"> <li>• Does the project mitigate its impact on greenhouse gas emissions?</li> <li>• Does the project include environmentally responsible and resource efficient systems and processes throughout the building's life cycle?</li> </ul>	<ul style="list-style-type: none"> <li>• Maximize energy efficiency (e.g., implement SB2030, LEED, 2020 MN Overlay &amp; Guide to the 2015 Green Communities Criteria, Xcel Energy Multifamily Energy Efficiency Program, or other widely recognized energy efficiency program principles)</li> <li>• Integrate renewable energy, reduce material waste during construction and in building operations, relative to its location in the region and its potential impact on greenhouse gas emissions</li> <li>• Reduce the need to rely on a car (e.g., provide car sharing, reduced parking, enhanced bike/ pedestrian infrastructure)</li> </ul>
	Conserve natural resources, include or address resilience needs, and/or advance climate adaption and mitigation strategies		<ul style="list-style-type: none"> <li>• Does the project conserve and protect natural resources such as water, vegetation, and wildlife?</li> <li>• Does the project minimize/disconnect impervious surfaces?</li> <li>• Are greenspace areas naturalized to the native environment?</li> <li>• Will greenspace maintenance minimize/ eliminate the use of fertilizers/chemicals?</li> <li>• Is the project using sustainable building materials?</li> <li>• Are there site or building design features intentionally included to increase the resilience of residents or workers in the area who might experience shocks and stressors?</li> <li>• If located near a waterbody on the <a href="#">Priority Waters List</a>, has the project taken necessary protections and mitigation measures?</li> </ul>	<ul style="list-style-type: none"> <li>• Project conserves natural resources where possible</li> <li>• Greenspace areas include native plantings or other elements that bring it closer to its natural state</li> <li>• Project considers and mitigates impacts on air, water, soil, vegetation and wildlife</li> <li>• Use pervious parking and other paving materials</li> <li>• Project or site includes the adaptive reuse of an existing building structure or reuses building materials</li> <li>• Site is designed to minimize impact on natural resources</li> <li>• The project includes district-wide approaches to environmental sustainability (e.g. stormwater management, heating and cooling, parking)</li> </ul>

# TRANSIT ORIENTED DEVELOPMENT (TOD)

## WHAT: PROPOSED PROJECT OUTCOMES

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
<b>Environment and Livability</b>	Further equity outcomes in environmental sustainability impact and resilience*	<b>3*</b>	<ul style="list-style-type: none"> <li>• Is the project responsive to its impact on environmental justice issues in the project area?</li> <li>• Have the building and site's environmental solutions been developed with residents, workers, or organizations in the area related to climate change and/or past environmental harms?</li> </ul>	<ul style="list-style-type: none"> <li>• The project is focused on mitigating negative environmental impacts in areas where residents have been disproportionately affected by past environmental harms (e.g., areas of environmental concern)</li> <li>• The project team has worked with nearby residents, businesses, or organizations to learn about and sufficiently address environmental issues on or near the site (e.g., runoff, flooding, daylight access, wildlife)</li> <li>• Reduce GHG and conserve natural resources in areas where that has not been prioritized or in areas that have experienced past environmental harms</li> <li>• The project addresses resilience issues relevant to its site and context (e.g., manages flooding in an area at risk of flood, includes a Resilience Hub for the community, residents have an emergency management plan)</li> </ul>



# TRANSIT ORIENTED DEVELOPMENT (TOD)

## HOW: PROPOSED PROJECT PROCESS

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
Process	The project reflects the culture and needs of the community it is intending to serve*	8	<ul style="list-style-type: none"> <li>• Who will benefit from the project, now and in the future?</li> <li>• How is the project responsive to the culture and needs identified by the communities and/or populations it will impact?</li> <li>• Is the project responsive to the development history of the project area and previously completed engagement?</li> <li>• How is the plan responding to community demographics in the area?</li> <li>• Does the project team (meaning any person or organization with a decision-making role, e.g., advisory group member, consultant, developer) reflect or have experience working effectively with those historically impacted by racial or other inequities, or are traditionally under-represented in the community or the region?</li> <li>• Does the project team have a direct connection to the project area, or the community being served by the project?</li> </ul>	<ul style="list-style-type: none"> <li>• Project needs were identified to reduce inequities or were identified through active community engagement with those most impacted by inequities</li> <li>• Address identified equity needs or issue from multiple angles and/or at multiple scales (e.g., including wrap-around services in affordable housing after that was identified through engagement)</li> <li>• Engagement strategies are targeted to residents and employees in the area given demographics of the project area, and proactively include those historically left out of community engagement (e.g., communities of color, first generation immigrants, non-English speaking residents, persons with disabilities)</li> <li>• Engagement strategies are conducted in a way that will increase agency and power for those communities most impacted by inequities</li> <li>• Underrepresented communities are compensated for their time and expertise</li> <li>• The project team has included an advisory committee of residents most impacted by disparities to identify equity priorities addressed by the project</li> <li>• The scope is expanded beyond a traditional development to address equity needs or issue in the project area</li> <li>• The project is expected to provide short- and long-term benefits to individuals and communities most impacted by inequities (e.g., communities of historic wealth extraction, new immigrants, transgender residents, residents of color, people with disabilities, undocumented residents)</li> <li>• The project team has researched and considered outcomes of previous engagement activities in the project area and is using that to inform current and/or future engagement</li> <li>• Engagement strategies are developed after taking historical development context into consideration and understanding the relationship between residents and new development/re-development as well as government institutions</li> <li>• The project team included culturally relevant and responsive planning and design to best meet the needs of future residents (e.g., what community space is included, what art is included)</li> <li>• A direct connection between demographic makeup of the project area and the lived experience of project team-members (in a meaningful and appropriate way) or their experience responding to the needs of that or similar communities</li> <li>• A direct connection between the population intended to be served (e.g., persons with disabilities, persons experiencing homelessness) and the lived experience of project team-members or their experience responding to the needs of that or similar communities</li> </ul>

# TRANSIT ORIENTED DEVELOPMENT (TOD)

## HOW: PROPOSED PROJECT PROCESS

	Scoring Criteria	Points	Evaluation Considerations	Examples to Achieve Points
<b>Process</b>	The City is taking steps toward addressing inequities at the local level, especially efforts to implement equitable development practices*	<b>3*</b>	<ul style="list-style-type: none"> <li>• Has the city taken steps to define and understand local disparities?</li> <li>• Has the city adopted policies that are intended to mitigate disparities and/or create more equitable development outcomes?</li> <li>• Is the city taking tangible actions to integrate equitable development practices?</li> </ul>	<ul style="list-style-type: none"> <li>• The city identified or is in the process of identifying existing city-level disparities (e.g., housing, employment, wages).</li> <li>• The city is identifying measurable outcomes around disparities in order to track progress and be accountable</li> <li>• The city has adopted policies, like a disadvantaged business enterprise (DBE) policy, racial equity action plan, inclusionary zoning or environmental sustainability building standards or workforce programs that prioritize equitable development outcomes.</li> <li>• The city participates in GARE, has an equity, human rights or similar commission or advisory committee that informs local decisions, or other municipal efforts to address inequities</li> </ul>