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**

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| Build or preserve affordable housing; priority for projects that serve residents who have barriers finding safe, affordable housing, for projects with the deepest affordability, and for those including supportive services or other needed services | 8      | • Will the project meet the needs of a specific population who has challenges finding safe, affordable housing?  
• Will the project expand housing choices in the census tract in which the project is located, relative to housing choices in the city overall?  
• Will the project include housing units affordable to households earning 30% Area Median Income or less?  
• How many affordable units (60% AMI or lower for a minimum of 15 years) will be created or preserved?  
• Will supportive services be provided for residents? | • Create a type of housing that is for populations with the least housing choices. Examples include 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)  
• 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 (senior, etc.)  
• Add or preserve deeply affordable units (30% AMI or below)  
• Add or preserve affordable housing; projects will be scored relative to each other’s total affordable unit count  
• Include supportive services for residents as part of the development project or through a partnership with an external provider                                                                 |
| 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; OR 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 |        | • If new construction, how well do the affordability limits correspond to the City's allocation of affordable housing need?  
• 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)?  
• 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? | • 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 Project Data Profile.  
OR  
• 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 Project Data Profile.  
• Create or preserve affordable housing in an area where the applicant can identify any recent loss of affordable housing or can describe how existing affordable housing is at risk. More points when housing lost/anticipated to be lost is in the project area versus city-wide. |
# TRANSIT ORIENTED DEVELOPMENT (TOD)

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<tr>
<td><strong>Further equity outcomes in housing access</strong></td>
<td>2*</td>
<td>• Who is primarily being served through the housing portion of the project?</td>
<td>• Set at least 20% of the units’ rent at the small area market fair value and accept Housing Choice Vouchers.</td>
</tr>
<tr>
<td></td>
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<td>• How is the project helping to reduce disparities in housing?</td>
<td>• Go beyond the Fair Housing Marking plan as defined by HUD.</td>
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<td></td>
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<td></td>
<td>• 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).</td>
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<td>• Have a property manager, if known, with equitable screening practices and eviction/non-renewal records.</td>
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<td></td>
<td>• Affordable and market rate units are indistinguishable in mixed-income buildings.</td>
</tr>
<tr>
<td><strong>Support current or future residents through design, programming, and/or services</strong></td>
<td>4</td>
<td>• How is the development designed to meet specific needs of the future residents?</td>
<td>• Preserve affordable housing units so residents can stay in their chosen communities.</td>
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<td></td>
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<td>• How is the project supporting community building or maintaining existing community relationships?</td>
<td>• Provide programming so residents can build relationships with one another.</td>
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<td>• How has the design, programming, and services planning been responsive to the needs of future residents?</td>
<td>• Include community gathering space for residents.</td>
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<td>• Include income averaging so residents can stay in their home if their income changes.</td>
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<td>• Provide services or partner with service providers future residents, for example heath care or social work services.</td>
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* Housing
## TRANSIT ORIENTED DEVELOPMENT (TOD)

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<td>Create or preserve permanent jobs OR create workforce development/training opportunities; (priority for projects with full-time, living wage jobs)</td>
<td></td>
<td>• Will the future development project create or preserve living wage jobs (jobs that earn $55,500/year or more)? • 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?</td>
<td>• Living wage jobs (185% of federal poverty wage) paying $55,500 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. • Create training opportunities that will support participants getting full-time, long-term jobs in the future.</td>
</tr>
<tr>
<td>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 transit systems</td>
<td>8</td>
<td>• Will the project create new jobs or training programs in regionally prioritized industry sectors such as health care, technology or the environment? • Will the project create jobs or training programs that meet a specific city economic development or workforce development policy? • Is the project creating or preserving industrial jobs near transit, highways, rail freight facilities, airports, or ports?</td>
<td>• Identify new jobs or job training programs in regionally prioritized industry sectors such as technology, environment, or health care. • Identify new jobs or job training programs in an industry sector prioritized by the city</td>
</tr>
<tr>
<td>Further equity outcomes in access to economic opportunity*</td>
<td>2*</td>
<td>• Will the jobs and/or training opportunities be accessible and available to underrepresented or underemployed people?</td>
<td>• Create living wage jobs and/or training opportunities in areas with more unemployment compared to the city or the region • Jobs are targeted toward specific populations (e.g., under/unemployed, folks leaving incarceration, folks with development disabilities). • Project creates wealth building opportunities for residents of color, new immigrants, or other who face economic barriers.</td>
</tr>
<tr>
<td>Support economic opportunity and/or growth for those experiencing the largest economic hardships through the business model, training programs, or project mission</td>
<td>4</td>
<td>• Is business ownership local? Will the ownership or leasing arrangement encourage growth of owner equity for small businesses, cooperatives, entrepreneurs or micro-businesses? • Is the business model going to support wealth building for residents who experience the most economic hardships?</td>
<td>• Jobs/employers that support upward mobility (e.g., trainings, mentorship programs, promotional tracks, career pathways). • Commercial space that provides support for incubation and/or entrepreneurship. • Workforce development programs to support more employment options in the future • Business is owned by residents who typically experience the most economic hardships such as new immigrants or residents who identify as Black, Indigenous, or People of Color</td>
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<td>Compact, Connected Development</td>
<td>16</td>
<td>Increase the level of station area activity through greater density and/or intensity of land use on the project site OR use an existing building in a way that brings more activity to the project site</td>
<td>Provide more housing units per acre or higher job density than currently exists in the station and/or on the project site</td>
</tr>
</tbody>
</table>

- Is the project increasing the housing units per acre or job density in the project area?
- Is the project maximizing the potential density of the site?
- 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)?
- How is the project using the building and/or site in a better way?
- Will the project increase the number of residents, employees, customers, students, and/or visitors in the station area?
- To what degree will the project help transitway station areas meet or exceed 7,000 people, jobs, and students?

Provide uses that will diversify station area activity and better meet residents’ needs and/or provide greater access to services and amenities; Priority for projects with a focus on connecting complementary uses and fostering human-centered experiences

- Is the project introducing a new use that is not already in the station area?
- Is the project increasing access to services and/or amenities for existing and future residents and/or workers along the transit corridor?
- Is the new use filling a need that also supports existing uses?
- Does the project effectively use human and pedestrian-centered design in built form, site planning, street life, connectivity, and placemaking?

- Bring new uses to the project area that encourage a range of activities on and around the project site like retail, restaurants, entertainment, and shops
- Include universal design principles that benefit everyone – individuals living with a disability and those that are not in the project and/or site design
- Add uses that are easily accessible as part of a daily or weekly routine like, a grocery store and housing near a daycare
- Project elements directly intend to increase the likelihood of pedestrian activity like active ground floors and public spaces, complete streets, through-block connections and reduced block lengths, more street crossings with safety features; additional guidance is provided in the Council’s TOD Guide
- Include multimodal transportation options, traffic calming, and pedestrian safety measures for people walking and/or biking to and through the project site
## TRANSIT ORIENTED DEVELOPMENT (TOD)

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| 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 |        | • Does the project increase the likelihood of transit ridership outside of the peak commute period?  
• How does the project support more limited use of personal vehicles by providing alternative options?  
• Will the project enhance or improve pedestrian/bicycle connections between transit station and the project site or other area destinations?  
• To what degree does the project minimize or eliminate auto-oriented development patterns and single occupancy vehicle parking?                                                                 | • 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.)  
• Create or increase access to transit supportive pedestrian/bicycle infrastructure amenities and/or shared vehicle/micro-mobility resources  
• Single occupancy vehicle parking is at or below the minimum local requirement  
• Minimize surface parking and other physical impacts of parking on the pedestrian environment by provide all parking underground or within the project structure  
• Improved non-vehicular access to and awareness of essential services, local amenities, other residential and non-residential uses in the station area                                                                 |
| Further the transit-oriented nature of the station area as a node and/or district of TOD given the specific context of its communities and transit corridor; priority for projects that implement part of a broader adopted plan or vision for the transit station or corridor |        | • Will the project contribute to the identity of the station area as a transit-centric community?  
• Does the project consider and interrelate existing or planned adjoining and nearby uses?  
• Does the project implement part of a broader adopted plan or vision for the transit station or corridor?  
• Does the project provide a 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)? | • 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, etc.)  
• Project will serve as a landmark that increases the TOD profile of the station area (e.g., includes a cultural destination, public space, etc.)  
• 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, etc.)  
• Enhance or improve transit/transportation connections between complementary uses (e.g., connecting housing and grocery stores)  
• Create shared parking between different uses and/or adaptive parking structures                                                                 |
| Further equitable access to transit, services, and amenities in the station area and transit corridor* | 2*     | • How is the project better connecting residents in under-invested areas with needed and/or desired services and amenities?  
• How is the project better connecting populations experiencing under-investment with safe, affordable multimodal transportation options?                                                                 | • Access to services and amenities through transit or other forms of transportation, including walking or biking  
• The project introduces services and/or amenities as expressed by residents most likely to experience disparities                                                                                                                                 |

* Asterisk indicates higher priority for equitable transit access
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| Provide design-led strategies, specific to the population the project is intending to serve, that support or expand infrastructure for people to safely and effectively walk, bike, roll, or use other kinds of transportation in and around the project site, especially those that contribute to larger existing or planned networks | 9      | • How is the project considering the needs of people who will spend time in or around the project and designing to meet those needs?  
• Is the project supporting a better experience for people who will walk and/or bike to the project site and throughout the station area?  
• How well does the building, site, and surrounding urban design promote easy and safe multimodal access?  
• Does the project include programming and/or features to help build community between existing residents and future residents, employees, or visitors of the project?  
• Does the project include usable and effective green and public space on the site? | • Create a welcoming public realm and access to green space that facilitates social interactions and increases community resilience within the site and project area  
• Consider the sensory experience of a range of people, particularly neurodivergent residents or visitors (e.g., including specific sensory areas for people with ASD)  
• Improving the infrastructure for people who walk, bike, or use other forms of mobility to get to the project site and use project features  
• Include plantings, lighting, or other furnishings to create a more pleasant experience moving to and through the project site  
• Public features include and integrate people with a range of physical, sensory, and cognitive abilities, such as adaptive playground equipment or specific sensory areas  
• Project includes, for example, a community garden or offers community events in a public space on the project site  
• Include culturally relevant public art, landscaping, and wayfinding  
• Greenspace or recreation area(s) that can be used by all residents or visitors, regardless of age, ability, and recreation/gathering preference |
| Catalyze or position the station area for additional transit-oriented development in a way that leverages public infrastructure and avoids displacement of existing residents or businesses |  | • Will the project increase the viability of future TOD in the station area?  
• Does the project leverage existing and planned infrastructure, transportation systems, and public realm assets in the station area and across the region?  
• Does the project put nearby residents or businesses at a higher risk of displacement by future development? | • The project provides new or improved infrastructure that can be leveraged by future TOD (e.g., shared systems, green space, sidewalks, multimodal resources, etc.)  
• 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, etc.) |
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| Improve access to local and regional parks and trails and green space through outreach, site design, or programming | • Is the project team being intentional in creating connections between the project and nearby greenspaces?  
• Is the project team partnering with a local group to encourage use of nearby greenspace? | • Preserve or introduce affordable housing within ¼ mile of a park, trail, or other greenspace  
• Programming or partnership with local parks agency to encourage resident or employee connection with nearby greenspace  
• Site design connecting to greenspace with wayfinding encouraging use of the greenspace |
| Minimize greenhouse gas emissions | • Does the project understand and mitigate its impact on greenhouse gas emissions? | • Reduce the need to rely on a car (e.g., provide car sharing, reduced parking, enhanced bike/pedestrian infrastructure)  
• Maximize energy efficiency (e.g., implement SB2030, LEED, 2020 MN Overlay & Guide to the 2015 Green Communities Criteria, Xcel Energy Multifamily Energy Efficiency Program, or other widely recognized energy efficiency program principles).  
• 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. |
| Conserve natural resources, including reuse/preservation of an existing building and/or sustainable site design; priority for a focus on equitable development outcomes | 8 | • Does the project conserve and protect natural resources such as water, vegetation, and wildlife?  
• Does the project minimize/disconnect impervious surfaces?  
• Are greenspace areas naturalized to the native environment?  
• Will greenspace maintenance minimize/eliminate the use of fertilizers/chemicals?  
• Does the project preserve or include portions of an existing building?  
• Is the project using sustainable building materials? | • Project conserves natural resources where possible  
• Greenspace areas include native plantings or other elements that bring it closer to its natural state.  
• Project considers and mitigates impacts on air, water, soil, vegetation and wildlife.  
• Use pervious parking and other paving materials  
• Project or site includes the adaptive reuse of an existing building structure or reuses building materials  
• Site is designed to minimize impact on natural resources  
• The project includes district-wide approaches to environmental sustainability (e.g., stormwater management, heating and cooling) |
| Further equity outcomes in access to local and regional parks and/or address environmental sustainability in locations where residents have been most impacted by environmental harms* | 2* | • How is the project increasing access to parks or greenspaces for residents who have historically faced barriers to access?  
• Is the project approaching environmental sustainability with a focus on environmental justice? | • 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, etc.)  
• The project is focused on mitigating negative environmental impacts in areas where residents have been disproportionately affected by past environmental harms |

*Further equity outcomes in access to local and regional parks and/or address environmental sustainability in locations where residents have been most impacted by environmental harms
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| Mitigate negative environmental impacts on residents or workers in the area; priority for projects in areas most impacted by past environmental harms | 4 | • Is the project team prioritizing sites that have the most to gain, from an equity standpoint for redevelopment?  
• Does the project team have an understanding of environmental issues in the project area and how the project will impact those issues?  
• Are there site or building design features intentionally included to increase the resilience of residents or workers in the area who might experience stress or shocks?  
• Has the project and its team developed building or site solutions with residents, workers, or organizations in the area related to climate change and/or past environmental harms? | • The project team has worked with nearby businesses or organizations to learn about environmental issues like runoff  
• Reduce GHG and conserve natural resources in areas where that has not been prioritized or in areas that have experienced past environmental harms  
• The project addresses resilience issues relevant to its site and context (i.e., manages flooding in an area at risk of flood, includes a Resilience Hub for the community, residents have an emergency management plan) |
## Transit Oriented Development (TOD)

### How: Proposed Project Process

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| The need for the project was determined by residents and/or workers most impacted by inequities | 5* | - Where did the need for the project come from (e.g., private market, local policy, local residents)?  
- Who will benefit from the project, now and in the future? | - Project needs were identified to reduce inequities or were identified by those most impacted by inequities.  
- The project is expected to provide short- and long-term benefits to individuals and communities most impacted by inequities |
| The City is taking steps toward addressing inequities at the local level, especially efforts to implement equitable development practices | 3 | - Has the city taken steps to define and understand local disparities?  
- Has the city adopted policies that are intended to mitigate disparities and/or create more equitable development outcomes?  
- Is the city taking tangible actions to integrate equitable development practices? | - The city identified or is in the process of identifying existing city-level disparities (e.g., housing, employment, wages).  
- The city is identifying measurable outcomes around disparities in order to track progress and be accountable  
- 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.  
- 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 |
| Engagement is scaled to the project, meaningful, and efforts center those underrepresented and most impacted by inequities | 4 | - How will public engagement plans include those historically left out of community engagement (e.g., communities of color, first generation immigrants, non-English speaking residents, persons with disabilities) and give those participants power in the process?  
- How is the plan responding to community demographics in the area?  
- How is the project team understanding development history of the project area and previous engagement work that has been done? | - Engagement strategies are targeted to residents and employees in the area given demographics of the project area.  
- A description of how engagement will include agency and power for those most impacted by inequities.  
- Plans to pay underrepresented communities for their time and expertise  
- 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  
- 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  
- 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, etc.) |
### Who: Proposed Project Team

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<tr>
<td>City efforts to contribute to the project financially, considering the city capacity</td>
<td>4</td>
<td>• Is the applicant - or project city if the applicant is a County or other development authority - investing in the project financially given its capacity and financial circumstances?</td>
<td>• The city is contributing financially to the project through TIF, bonds, or other means that work best for the city. Local financial contributions to the project.</td>
</tr>
</tbody>
</table>
| Those with decision making power for the project are reflective of the community the project is intending to serve* | 2*     | • 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?  
• Does the project team have a direct connection to the project area, or the community being served by the project? | • 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.  
• 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. |
| The project and the team use a strategic and integrated approach to addressing equity issues and the intended impacts of the project will result in more equitable outcomes | 5      | • Has the project team identified a specific disparity and focused multiple efforts on addressing that disparity?  
• Is the project trying to restore past harms?  
• How is the project intentionally focusing on reducing disparities? | • The project team has included an advisory committee of residents most impacted by disparities to identify equity priorities addressed by the project  
• The scope is expanded beyond a traditional development to sustainably address an equity issue in the project area  
• Address the equity issue from multiple angles and/or at multiple scales (e.g., including wrap-around services in affordable housing after that was identified through engagement)  
• Include ownership of space/land by residents most impacted by land ownership and economic disparities  
• Culturally specific community gathering spaces with the goal of strengthening cultural ties and honoring cultural history  
• Support economic stability and/or stronger social connections (i.e., providing food or other basic needs, mutual aid support, community-oriented programming)  
• The project is providing easier access to culturally appropriate healthy food, improves opportunities for active transportation, design to support mental health (e.g., intentional inclusion of greenspace, culturally responsive design, available services) |