

## Community Development Committee

Meeting date: Monday December 15, 2014

For the Metropolitan Council meeting of Wednesday January 14, 2015

**Subject:** Fall Round LCDA-TOD Pre-Development Grant Recommendations

**District(s), Member(s):** All

**Policy/Legal Reference:** MN Statute §473.253

**Staff Prepared/Presented:** Paul Burns, Manager, Livable Communities (651) 602-1106

**Division/Department:** Community Development / Housing and Livable Communities

### Proposed Action

That the Metropolitan Council award three Livable Communities Demonstration Account Transit-Oriented Development Pre-Development grants as follows:

Recommended Projects	City	Recommended Amount
Payne and Bush	St. Paul	\$20,000
River Balcony	St. Paul	\$100,000
Glendale Redevelopment	Minneapolis	\$100,000
<b>TOTAL</b>		<b>\$220,000</b>

### Background

The Council established the Transit Oriented Development (TOD) grant category for the Livable Communities Act (LCA) grants within the Livable Communities Demonstration Account (LCDA) and the Tax Base Revitalization Account (TBRA) in 2011. The Council adopted the 2014 LCA-TOD guidelines, criteria, schedule and evaluation process as part of the Fund Distribution Plan (FDP) earlier this year.

The FDP specifies a one-step staff evaluation process for LCDA-TOD Pre-Development and TBRA-TOD Site Investigation grants. An evaluation team of staff from Community Development, Metropolitan Transportation Services, and MetroTransit evaluate applications.

Applications for the fall round of LCDA-TOD Pre-Development and TBRA-TOD Site Investigation funding were due November 3<sup>rd</sup>. The Council received three LCDA-TOD Pre-Development applications and no TBRA-TOD Site Investigation applications for this funding round.

### Rationale

All three applications met the minimum scoring threshold and the total amount requested is within the amount of available funding.

### Funding

The FDP provided for two rounds of Pre-Development and Site Investigation funding in 2014, with \$250,000 available for Pre-Development and \$125,000 for Site Investigation TOD projects in each round. For the fall round, applicants requested \$220,000 in Pre-Development funding. There were no requests for fall-round Site Investigation funding, leaving the full \$125,000 available for future use.

### Known Support / Opposition

There is no known opposition to the applications recommended for funding.

## **Review Record**

The three applications received for the fall round of LCDA-TOD Pre-Development funding were from Saint Paul and Minneapolis.

The Council approved two sets of evaluation criteria in the FDP for this category of grants: one for requests associated with a future development project and a second for requests for zoning implementation. All applications submitted in the fall round were for projects with an associated future development project.

Staff evaluated the applications for a preliminary score in the areas of transit accessibility, ridership potential, TOD design, partnerships, readiness, TOD demonstration value, potential to catalyze future investment and potential to generate jobs and affordable housing. To qualify for funding, an application must score a minimum of 54 out of the possible 90 preliminary points. The Housing Performance Scores for each community were then added to the preliminary score, for a total of 100 possible points.

## **Projects Recommended for Funding**

Staff recommends full funding for the following projects, listed in descending order by final score: River Balcony (80 points), Glendale Redevelopment (69 points) and Payne and Bush (65 points).

The attached summaries include additional information about the projects recommended for funding.

## Project Summary

<b>Grant #</b>	
<b>Type:</b>	<b>LCA-TOD Pre-Development</b>
<b>Applicant</b>	<b>City of St. Paul</b>
<b>Project Name</b>	<b>Payne and Bush Street Pre-Development</b>
<b>Project Location</b>	<b>High Frequency Bus - Route 64 Payne/Maryland; Payne Avenue and Bush Avenue</b>
<b>Council District</b>	<b>13 – Richard Kramer</b>

Project Detail	
Future Development Project Overview	The project proposes a 72-unit, four-story affordable family apartment building at Bush Street and Payne Avenue, with limited street-level commercial space. This project is a key component within Railroad Island Eco-village, which is a proposed six-block TOD redevelopment area, south of the intersection of Payne Avenue and Phalen Boulevard. The area contains numerous publicly-owned parcels, underperforming commercial buildings, and substandard housing. New single-family, cluster and renovated housing is planned. The high frequency #64 Payne/Maryland bus route is within one block of all existing and proposed residences in the redevelopment area. Residents are also within one mile of: employment, education, health care, recreation and shopping/dining. The development site is bounded by Bruce Vento Regional Trail and Swede Hollow Park on the east. The trail provides walking/bicycling to Lowertown Saint Paul, including Union Depot and the new ballpark and connects to the Gateway Trail. The Cayuga/I-35E direct access interchange and Lafayette/Hwy 52 Bridge; both currently under construction, will provide greatly improved vehicular ingress/egress to this neighborhood.
Jobs (FTEs)	164 temporary
Total housing units	72
Affordable units (60% AMI)	72
Anticipated # bedrooms	72 – 3 bedroom
TOD metrics	Floor-area ratio (FAR): 1.88. dwelling units per acre (DUPA): 50.31, distance to station (bus stop): 49', station area average block size: 2.8 acres
Comments/ Demonstration value	The proposed project could help engage residents and interested and involved organizations to flesh out details to help realize a project that will help implement the vision for this part of the Railroad Island Eco-village.
Funding	
Requested amount	\$20,000
Previous LCA funding	None
Use of funds	
Amount	Uses to be completed by 12/31/2016
\$12,000	Site plans and renderings for the three different options
\$5,000	Outreach, community engagement and promotion of a public design process done at the site to include diverse participants and the business community
\$3,000	Pro forma development and education for the community in regards to how project changes play out financially
\$20,000	<b>Total</b>

## Project Summary

<b>Grant #</b>	
<b>Type:</b>	<b>LCA-TOD Pre-Development</b>
<b>Applicant</b>	<b>City of St. Paul</b>
<b>Project Name</b>	<b>River Balcony</b>
<b>Project Location</b>	<b>Green Line – Union Depot Station; Kellogg Boulevard and Sibley Street, St. Paul</b>
<b>Council District</b>	<b>13 – Richard Kramer</b>

Project Detail	
Future Development Project Overview	As called for in Saint Paul's Great River Passage Master Plan, the River Balcony will be a continuous public walkway along the downtown river bluff from the Science Museum to Union Depot, providing a public edge to private development and uninterrupted visual access to the river valley. Funding will be used to prepare a technical analysis, master plan and design concept for the section running from the eastern end of Kellogg Park along the southern face of the Ramsey County East building, connecting with and penetrating the second story of the Custom House Annex and terminating with a connection to the Union Depot. The conversion of a portion of the second floor of the Custom House project into public space that directly connects with the River Balcony will provide a public feature that should further catalyze the redevelopment and rebirth of the Lowertown neighborhood. The River Balcony will also be catalytic to new investment at the Ramsey County East site, once the building has been vacated and listed for sale.
Jobs (FTEs)	237 regular (207 living wage), 60 temporary
Total housing units	202 market rate (Custom House)
Affordable units (60% AMI)	0
Anticipated # bedrooms	1 – three bedroom, 61 – two bedroom, 112 - one-bedroom, 28 – studio/efficiency
TOD metrics	Floor-area ratio (FAR): 14.05; dwelling units per acre (DUPA):277.52; distance to station:109'
Comments/ Demonstration value	The River Balcony project will generate activity within steps of Union Depot, help demonstrate reuse of an historic property and bring activity to the area. The River Balcony will provide a pedestrian walkway from Custom House to Union Depot. It will be a high-quality catalytic investment drawing people to the bluff, providing views of the river valley, and activating second floor space at Custom House and Ramsey County East.
Funding	
Requested amount	\$100,000 (\$90,000 local match)
Previous LCA funding	\$850,000 - 2013 TBRA (Custom House)
Use of funds	
Amount	Uses to be completed by 12/31/2016
\$80,000	Master Planning for the River Balcony
\$20,000	Phase 1 Concept Alternative Development (east edge of Kellogg Mall Park to Union Depot)
\$100,000	<b>Total</b>

## Project Summary

<b>Grant #</b>	
<b>Type:</b>	<b>LCA-TOD Pre-Development</b>
<b>Applicant</b>	<b>City of Minneapolis</b>
<b>Project Name</b>	<b>Glendale Redevelopment</b>
<b>Project Location</b>	<b>Green Line – Prospect Park Station; 2701 Essex Street SE, Minneapolis</b>
<b>Council District</b>	<b>8 – Adam Duininck</b>

Project Detail	
Future Development Project Overview	The 184-unit Glendale Townhomes complex was built in 1952 and is in need of major renovation and replacement. In recent years, Glendale has served as a cultural corridor for Southeast Asian and East African refugee families. The Minneapolis Public Housing Authority will explore demolishing the existing structures to create a denser urban site and the redevelopment project will replace all 184 public housing units for long term affordable family residential while adding up to 216 units that include senior housing. The plans include integrating opportunities for public art, accessible health care and basic needs amenities including neighborhood retail, grocery, child-care, and educational and recreational activities. The project will explore collaborating with the U of M in areas of health, senior housing, training, social services, etc. The future development project will connect residents to employment and ownership opportunities as they transition out of public housing, create a replicable model for developing and preserving public housing.
Jobs (FTEs)	10 regular, 160 temporary
Total housing units	Potentially up to 400
Affordable units (60% AMI)	184 (at 30% AMI)
Anticipated # bedrooms	No information yet
TOD metrics	Floor-area ratio (FAR): .66; dwelling units per acre (DUPA): 32.57; distance to station: 1,151'; station area average block size: 4.0 acres
Comments/ Demonstration value	Potential model of how to redevelop a public housing neighborhood into a mixed-use, mixed generational, higher density neighborhood, with integrated or complementary services and businesses.
Funding	
Requested amount	\$100,000 (\$48,000 local match)
Previous LCA funding	None
Use of funds	
Amount	Uses to be completed by 12/31/2016
\$64,750.00	Development of three alternative development scenarios
\$18,750.00	Work with consultant to generate stormwater management concepts
\$12,000.00	Conduct up to three community design workshops; planning meetings as needed
\$3,750.00	Development cost analysis for three development scenarios
\$750.00	Form recommendations for soil boring locations
<b>\$100,000.00</b>	<b>Total</b>