



Hennepin County
Housing and Redevelopment Authority
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
www.hennepin.us

2014 Request for Proposals for Transit-Oriented Development Program Financial Assistance

The Hennepin County Housing and Redevelopment Authority (HCHRA) is making approximately \$2 million available to support public and private multi-jurisdictional¹ transit-oriented development (TOD) projects located along Hennepin County transit corridors where transit service is frequent and high capacity. Projects must be a component of a municipally-designated Redevelopment Plan² (within designated Redevelopment Project Areas or Housing Districts). TOD Program funds are intended to supplement existing private and public resources in support of transit-oriented development.

TOD promotes a mixture of housing, retail, services, workplaces and open space within walking distance of transit to maximize use of the transit system. By directing compact development to existing developed areas well-served by transit, TOD reduces public infrastructure costs over time and preserves regional open space. Pedestrian- and bike-friendly TOD has numerous public benefits including decreased congestion, a greater range of housing options, fewer emissions, and improved public health by creating walkable neighborhoods that promote physical activity. TOD real estate projects feature reduced parking, increased density, and building orientation toward transit and the pedestrian environment. TOD lowers combined housing and transportation costs by reducing the need to drive and own cars for commuting and daily trips, and promotes economic opportunity by linking residents with employment and service destinations. (See “Resources” section below for further descriptions of TOD.)

Funding Available

The HCHRA budget authorizes up to \$2 million for the 2014 TOD Program. Additional funds remaining from prior years’ allocations may be available at the HCHRA Board’s discretion. The priority is to fund projects in the form of short-term loans to establish a self-sustaining revolving loan fund. Loan terms and structure are negotiable. The general loan frame work is a loan term up to 5 years, interest rate between 2 to 5%, and a 1% origination fee. Loans require execution of loan agreements, promissory notes and security agreements. HCHRA reserves the right to offer either grants or loans to approved applicants. Projects seeking long-term deferred loans should consider application to other programs, such as the Affordable Housing Incentive Fund,

¹ “MULTI-JURISDICTIONAL” – Minnesota Statutes 383B.79, Subdivision 1 enabled creation of a multi-jurisdictional reinvestment program involving Hennepin County, the cities of Minneapolis, Brooklyn Center, and other interested statutory or home rule charter cities in Hennepin County, the Minneapolis Park Board, and the suburban Hennepin County Park District. The multi-jurisdictional program must include plans for one or more of the following: housing rehabilitation and removals, industrial polluted land cleanup, water ponding, environmental cleanup, community corridor connections, corridor planning, creation of green space, acquisition of property, development and redevelopment of parks and open space, water quality and lakeshore improvement, development and redevelopment of housing and existing commercial projects, and job creation.

² See Minnesota Statutes 469.002.

if appropriate. If grant funds are recommended, funds are provided on a reimbursement basis for actual costs as approved in the grant application and subsequent negotiated work programs and contracts. There is no minimum or maximum award amount. Prior awards have ranged from \$25,000 to \$1,000,000.

Eligible Applicants

- Cities and development authorities (e.g. Housing Redevelopment Authority, Economic Development Authority or Port Authority) within Hennepin County
- Private entities, including both nonprofit and for-profits

NOTE: The municipality in which the project takes place must adopt resolutions that authorize application submittal, document that the project is in a Redevelopment Project Area or Housing District, and approve participation in a multi-jurisdictional project with the HCHRA. **Applicants must contact appropriate city staff regarding these requirements and obtain copies of resolutions establishing Redevelopment Project Area and/or Housing District prior to submitting an application.**

Eligible Locations

Eligible projects must be located in a municipally-designated Redevelopment Project Area or Housing District within Hennepin County, and must be located along a transit corridor. Priority will be given to projects adjacent to county-identified corridors, within ½ mile of an existing or planned light rail station, and/or within a Transit Improvement Area (TIA) designated by Minnesota Department of Employment and Economic Development (DEED). (See “Resources” section below for more information on DEED TIAs.) County-identified transit corridors include, but are not limited to: Hiawatha Corridor, Central Corridor, Southwest Corridor, Bottineau Corridor/County Road 81, Northstar Corridor, I-35 Bus Rapid Transit (BRT) Corridor, and Cedar Avenue Bus Rapid Transit (BRT) Corridor. Projects located along a Metro Transit express bus route, or along a bus route providing frequent (every 15 minutes) all day service will also be considered. To view an interactive Twin Cities Metro Area Transit Systems map, see <http://www.metrotransit.org>.

Eligible Activities

Eligible uses of funds must demonstrate a public purpose, and may include project components that are oriented to the transit stop(s) identified in the project (such as public plazas, pedestrian-scale lighting, bus shelters, bike racks, and other enhanced features of a development project); components that are a necessary cost of a transit oriented development project (such as demolition, utility relocation, or other extraordinary project costs); and/or public realm improvements to a transit-oriented development area (such as municipal investments in infrastructure or public realm enhancements). More specifically, eligible uses include:

- a) Installation of public infrastructure improvements, including pedestrian and bicycle facilities that improve pedestrian, bicyclist, and transit rider safety and ease of use;
- b) Clearing acquired property and installation of streets, utilities, and site improvements for uses in accordance with the redevelopment project;
- c) Acquisition of real property for the purpose of removing, preventing or reducing blight, blighting factors or the causes of blight.

Examples of eligible uses of funds from past TOD Program awards include:

- Public plaza with pedestrian lighting, bike racks and bus shelter adjacent to a commercial development located adjacent to a high-frequency transit stop;
- Site acquisition for redevelopment;
- Utility upgrades and streetscaping in a redevelopment area along a transit corridor;
- Demolition, utility relocation, and lighting for a high density, mixed-use development near an LRT station.

Program Criteria

Selection criteria include, but are not limited to:

A. Proximity to transit and transit connections

- Proximity, physical orientation toward, and connection to transit.
- Extent to which the project actively promotes transit ridership. Selected projects must work with the County to include evaluation tools (such as surveys) to measure impacts on transit ridership.

B. Principles and outcomes of transit-oriented development

- Mix of uses and the degree to which projects support expanded mobility, employment, recreation, and housing choices. For projects that include a housing component, extent to which projects align with Hennepin County's affordable housing priorities, as identified in Affordable Housing Incentive Fund (AHIF) Guidelines and Criteria (see www.hennepin.us, keyword "AHIF"). Market-rate projects will also be considered.
- Use of transit-oriented and pedestrian-oriented design principles, including Complete Streets, and extent to which projects contribute to a vibrant, walkable, bikeable community that encourages multiple modes of transportation and aligns with Active Living Hennepin County (ALHC), www.hennepin.us/activeliving. Plans will be reviewed for short and long term bicycle parking according to recommendations in APBP Guidelines. See also "Resources" section below.
- Likelihood of catalyzing development, stimulating private investment and enhancing the tax base.
- Job creation and retention.

C. Financial feasibility, need for financial assistance, and readiness

- Extent to which projects leverage other public and private resources, as demonstrated by existing financing commitments.
- Extent to which projects demonstrate readiness and an ability to commence the project no later than early 2015 and complete the eligible activities no later than December 31, 2016.
- Extent to which projects demonstrate that funding from other sources, both private and public, is insufficient and TOD Program funding is needed.

Application Process

Applicants must submit one electronic copy (on disc or USB drive), one original, and four complete copies of the application to the address listed below. Hard copies must be unbound, with only paper or binder clips attached. Double sided documents are strongly preferred. Direct any questions and submit applications by **February 28, 2014 at 4:00 p.m.** to:

Thatcher Imboden, Principal Planning Analyst
Hennepin County Housing, Community Works and Transit
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
direct - 612-348-4191; email thatcher.imboden@hennepin.us

Potential applicants are strongly encouraged to review projects with Mr. Imboden prior to submittal. A selection committee including HCHRA staff and additional contributors, as needed, will review applications and may request additional information from applicants. The HCHRA may elect to allocate funding to Hennepin County projects that meet TOD Program criteria. Staff anticipates presenting funding recommendations to the HCHRA Board in May-June 2014. Funds are anticipated to be available for eligible expenditures incurred after final contracts are executed, shortly after the May-June Board action.

Under Minnesota law, data submitted by a business to a government entity in response to a request for proposal are private or nonpublic until the responses are opened. Once the responses are opened, the name of the proposer becomes public. All other data in a proposer's response to a request for proposal are private or nonpublic data until completion of the evaluation process. Completion of the evaluation process means that the government entity has completed negotiating the contract with the selected proposer. After a government entity has completed the evaluation process, all remaining data submitted by all proposers are public with the exception of trade secret data as defined and classified in Minnesota Statute Section 13.37. A statement by a proposer that data are copyrighted or otherwise protected does not prevent public access to the data contained in the response if such data does not qualify as trade secret data.

This request for proposals does not commit Hennepin County or the HCHRA to pay any costs incurred in the preparation of a proposal for this application. Hennepin County and the HCHRA reserve the right to accept or reject any or all applications received, to accept or reject any late applications, to rescind the request for proposals, to request additional information as deemed necessary to review any application, to negotiate with all qualified proposers, to use any or all proposer ideas and/or approaches presented, or to cancel in part or in its entirety this request for proposals, if it is in the best interest of Hennepin County and the HCHRA to do so. Hennepin County and the HCHRA may require the entities selected to participate in negotiations to submit any fiscal, technical, or other revisions of their proposals that may result from negotiations.

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,
<http://www.metrocouncil.org/Communities/Publications-Resources.aspx>

Reconnecting America, Center for Transit-Oriented Development,
www.reconnectingamerica.org/public/reports

"What Does Density Look Like?" http://www.minneapolismn.gov/cped/planning/cped_planning-zoning
Saint Paul Transit-Oriented Development Guidebook for the Central Corridor, [City of St. Paul, MN - Official Website - Plans & Policies](#)

Transit Corridors

Regional Transportation, www.metrocouncil.org/transportation/transportation.htm

Central Light Rail Corridor, www.centralcorridor.org

Southwest Transitway Light Rail Corridor, www.southwesttransitway.org

Bottineau Transit Corridor, www.bottransit.org

Active Living and Complete Streets

Active Living Hennepin County (ALHC), www.hennepin.us/activeliving

Active Design Guidelines, www.nyc.gov/html/ddc/html/design/active_design.shtml

APBP Bicycle Parking Guidelines, www.apbp.org/?page=publications

Minnesota Department of Employment and Economic Development Transit Improvement Areas (TIAs)

<http://mn.gov/deed/government/financial-assistance/cleanup/improvement-areas.jsp>