

Location Efficiency Methodology

Location efficiency is defined by Minnesota Housing through a combination of access to transit and walkability criteria in the Twin Cities Metro and Greater Minnesota.

Twin Cities Metropolitan Area

In the Twin Cities Metro, applicants can receive up to 9 points for location efficiency based on three criteria. First, applicants must achieve one of three levels of access to transit. Second, up to two additional points are available for walkability as measured by walk score (www.walkscore.com). Finally, up to two additional points are available for transit oriented design.

<ul style="list-style-type: none">Access to Transit (one of the following): <i>Applicants can map project locations or determine access to transit points at the Minnesota Housing Community Profiles tool: www.mnhousing.gov > Research & Publications > Community Profiles</i>		
Proximity to LRT/BRT/Commuter Rail Station	Locations within ½ mile of a planned ⁱ or existing LRT, BRT, or Commuter Rail Station. As of publication, lines include: Hiawatha, Central Corridor, and Southwest LRT, Northstar Commuter Rail, and stations of the Cedar Ave and I-35W BRT lines.	<u>Points</u> 5
Proximity to Hi-Frequency Transit Network	Locations located within ¼ mile of a fixed route stop on Metro Transit’s Hi-Frequency Network.	4
Access to Public Transportation	Locations within one quarter mile of a high service ⁱⁱ public transportation fixed route stop or within one half mile of an express route bus stop or park and ride lot.	2
<ul style="list-style-type: none">Walkability (one of the following):		
Walk score of 70+	Walk score is based on results from the following tool: www.walkscore.com . Applicant must submit a dated print out of locations’ walk score from the walk score tool. ¹	2
Walk score of 50-69		1
<ul style="list-style-type: none">Transit Oriented Development (1 point if 1 item below is achieved, 2 points if 2 or more items are achieved): <i>To be eligible for any of these points, the location must be within ¼ mile of a planned or existing LRT, BRT, or Commuter Rail Station.*</i>		
Parking	Parking for residential units or visitors is not more than the smallest allowable parking minimum under local zoning requirements. If no residential parking or visitor parking is required under local zoning, no	

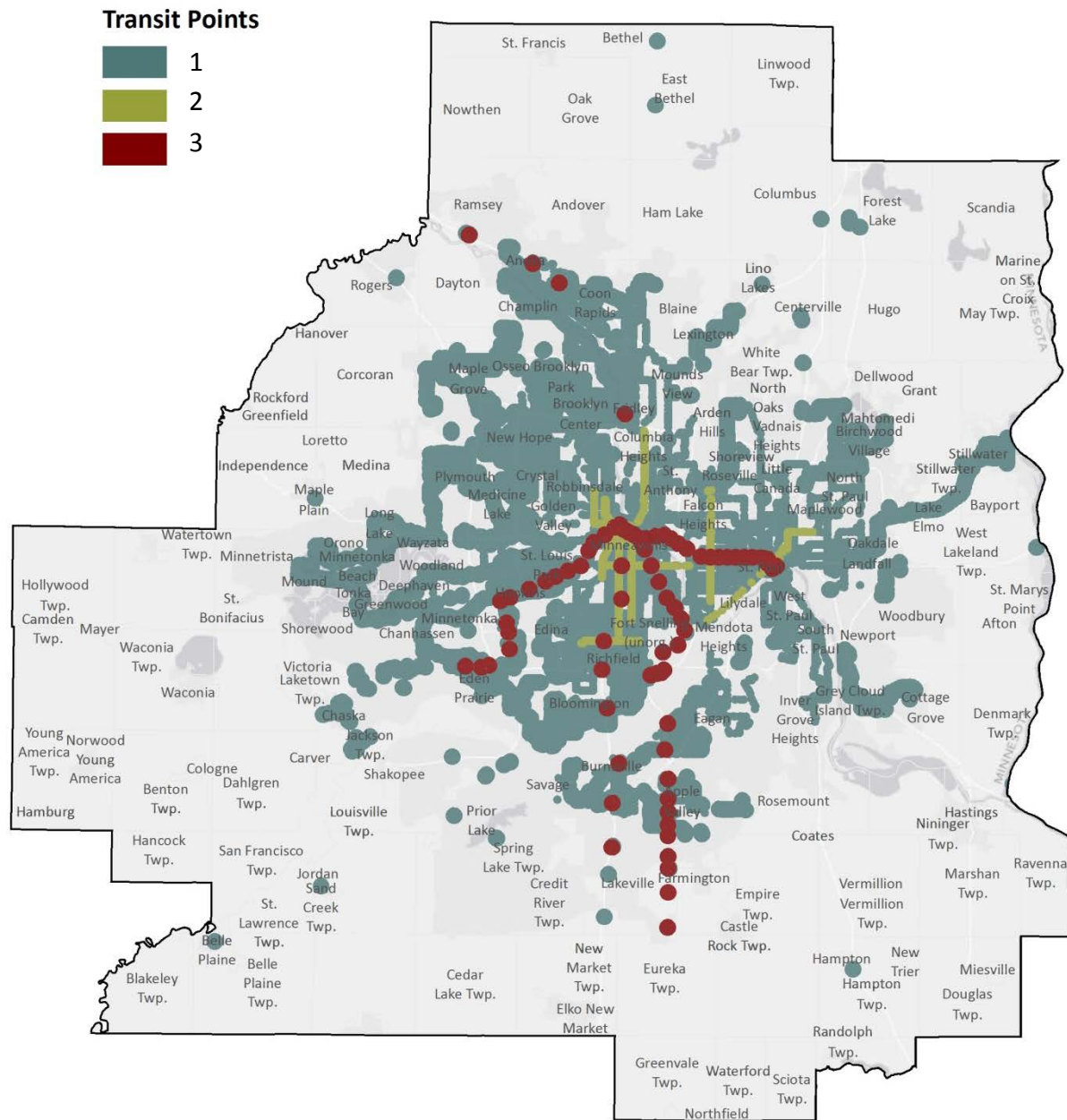
¹ If address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location. If a nearby intersection cannot be resolved in the tool, contact Minnesota Housing (Jessica.deegan@state.mn.us) for further assistance),

	more than 0.2 visitor parking spaces per residential unit are provided (i.e. 10 stalls in a 50 unit and 20 stalls in a 100 unit building).	
Building Orientation and Connections	Currently existing walkable or bikeable connections to station area via sidewalk or trail or funding secured to create such connections, and at least one accessible building entrance oriented toward such connections, and parking is not situated between building and station area.	
Density	Site density at the maximum allowable density under the local comprehensive plan.	
Alternative Means	Car sharing (Where one or more passenger automobiles are provided for common use by residents), bike storage, shared parking arrangements with adjacent property owners, etc. which results in a reduction in the local minimum parking requirement, and parking for residential units is not more than the local minimum parking requirement, or if no residential parking is required under local zoning, 10 or fewer parking stalls are provided.	

* Within 6 months of the date of selection (Minnesota Housing Board selection date) the applicant must provide Minnesota Housing with documentation of local authorization or approval, where such approval is necessary, for points taken under transit oriented development. The documentation must state the terms and conditions and be executed or approved at a minimum by the contributor. Lack of acceptable documentation will result in the reevaluation and adjustment of the tax credits or RFP award, up to and including the total recapture of tax credits or RFP funds.

The following map shows areas with access to transit. An interactive version of this map is accessible at: www.mnhousing.gov > Policy & Research > Community Profiles

Figure 1: Transit Access Point Levels in the Twin Cities Metro



Map Source: Minnesota Housing analysis of MetroTransit 2014 data on Hi-Frequency Network, Planned and Existing Transit Lines, bus service, and park and rides.

Greater Minnesota

For areas in Greater Minnesota with access to fixed route transit, applicants can receive up to 9 points with a combination of access to transit and walkability in areas with fixed route transit. For areas without fixed route transit, applicants can receive points with a combination of proximity to jobs, access to dial-a-ride or demand-response transit, and walkability. These options are described below.

A. For areas with fixed route transit service:

• Access to Transit (one of the following):		
Within ¼ mile of fixed route transit stop		<u>Points</u> 7
Between ¼ mile and ½ mile of fixed route transit stop		4
Less than 1 ½ mile from park and ride		4
• Walkability (one of the following):		
Walk score of 70+	Walk score is based on results from the following tool: www.walkscore.com . Applicant must submit a dated print out of locations' walk score from the walk score tool. ²	2
Walk score of 50-69		1

B. For areas without fixed route transit service:

• Access to Transit (one of the following):		
Close to jobs <u>and</u> dial-a-ride <u>and</u> walk score of 70+		<u>Points</u> 4
Close to jobs <u>and</u> dial-a-ride <u>and</u> walk score of 50-69		3
Close to jobs <u>and</u> (dial-a-ride <u>or</u> walk score of 70+)		2
Close to jobs <u>and</u> (dial-a-ride <u>or</u> walk score of 50-69)		1
<ul style="list-style-type: none"> Jobs: property is located within a census tract that is close to low and moderate wage jobsⁱⁱⁱ Dial-a-Ride: The proposed housing has access to regular demand-response/dial-a-ride transportation service Monday through Friday during standard workday hours (6:30 AM to 7:00 PM). Applicants must provide documentation of access and availability of service and describe how the service is a viable transit alternative that 		

² If address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location. If a nearby intersection cannot be resolved in the tool, contact Minnesota Housing (Jessica.deegan@state.mn.us) for further assistance),

could be used for transportation to work, school, shopping, services and appointments. Applicants can find service providers by county or city at the MN Department of Transportation Transit website: <http://www.dot.state.mn.us/transit/riders/index.html>.

- Walk score is based on results from the following tool: www.walkscore.com. Applicant must submit a dated print out of locations' walk score from the walk score tool.

The maps and tables on the following pages provide detail to support the Greater Minnesota transportation priority

- The maps on page 6 display fixed route stops and ¼ and ½ mile buffers in Duluth, Rochester, Moorhead, , and St. Cloud.
- The map on page 7 displays the census tracts that are close to low and moderate wage jobs for 2011.
- Table 1 beginning on page 8 lists these census tracts. Interactive maps showing access to low and moderate wage jobs are provided on Minnesota Housing's website: www.mnhousing.gov > Policy & Research > Community Profiles

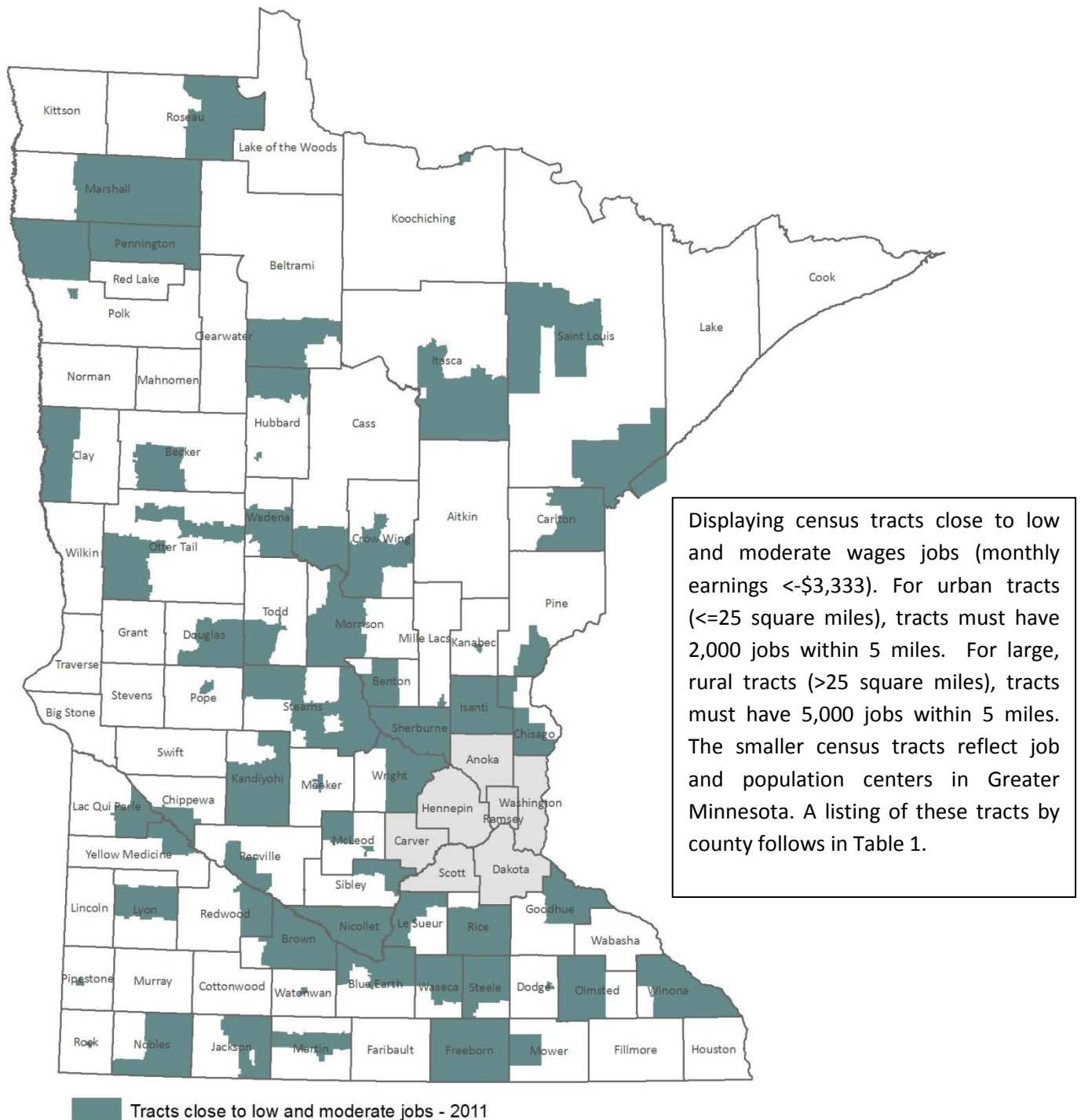
To receive points under access to fixed route transit, applicants in Greater Minnesota must submit a map identifying the location of the project. For communities that Minnesota Housing does not have data for, applicants must submit a map with exact distances to the eligible public transportation station/stop and include a copy of the route, span, and frequency of services. Applicants can find service providers by county or city at the MN Department of Transportation Transit website, <http://www.dot.state.mn.us/transit/riders/index.html>

Figure 2: Transit Access Point Levels in Greater Minnesota



Source: January 2014 data from Duluth Transit Authority, Rochester Public Works, Saint Cloud Metropolitan Transit Commission, and MATBUS (Moorhead).

Figure 3: Jobs in Greater Minnesota



Map Source: Minnesota Housing analysis US Census Local Employment Dynamics program data, 2011.

Table 1: Census tracts close to low and moderate wage jobs in Greater Minnesota by county

Becker	9601.01	301.03	801.02	7811
4503	9601.02	301.04	802	7812
4504	9602	301.06	803	Koochiching
4505	9603	301.07	804	7901
4506	9604	Crow Wing	Hubbard	7902
4507	9605	9505.02	701	Lac Qui Parle
4508	9607	9508	706	1803
Beltrami	Carlton	9509	Isanti	Le Sueur
4501	701	9510	1301	9501
4502	702	9511	1302	9502
4503	703	9512	1303.01	9506
4506	704	9513.01	1303.02	Lyon
4507.01	705	9513.02	1304	3602
4507.02	9400	9514	1305.01	3603
Benton	Cass	Dodge	1305.02	3604
202.02	9608.01	9505	1306	3605
202.05	9608.02	Douglas	Itasca	Marshall
202.06	Chippewa	4505	4803	801
203	9503	4506	4806	802
211.01	9506	4507.01	4807	Martin
211.02	Chisago	4507.02	4808.01	7902
212	1101	4508	4808.02	7905
Blue Earth	1103.01	4509	4809	7906
1701	1103.02	4510	4810	McLeod
1702	1104.01	Freeborn	Jackson	9502
1703	1104.02	1801	4801	9503
1704	1105.01	1802	Kanabec	9504
1705	1105.02	1803	4803	9507
1706	1106	1804	Kandiyohi	Meeker
1707	Clay	1805	7709	5603
1708	201	1806	7801	5604
1709	202.02	1807	7804	Mille Lacs
1711.01	203	1808	7805	1707
1712.02	204	1809	7806	Morrison
1713	205	1810	7807	7802
1716	206	Goodhue	7808	7803
Brown	301.02	801.01	7810	7806

7807	13.01	202	10	135
7808	13.02	203	11	151
Mower	14.01	204	12	152
1	14.02	206	13	156
2	15.01	207	14	157
3	15.02	Pope	16	158
4.1	15.03	9704	17	9901
6	16.01	Redwood	18	Sherburne
8	16.02	7501	19	301.01
9	16.03	7502	20	301.02
10	17.01	7503	22	302
Nicollet	17.02	Renville	23	303
4801	17.03	7904	24	304.02
4802	18	Rice	26	304.03
4803	19	702	29	304.04
4804	21	703	30	305.02
4805.01	22	704	33	305.03
4805.02	23	705.01	34	305.04
4806	Otter Tail	705.03	36	315
Nobles	9604	705.04	37	Sibley
1051	9606	706.01	38	1701.98
1053	9608	706.02	101	Stearns
1054	9609	707	102	3.01
1055	9610	708	103	3.02
1056	9611	709.01	104	4.01
Olmsted	9617	709.02	105	4.02
1	Pennington	Rock	106	5
2	901	5702	111	6.01
3	902	Roseau	121	6.02
4	903	9701	122	7.01
5	904	9704	123	8.01
6	905	Saint Louis	124	9.01
9.01	Pine	1	125	10.01
9.02	9506	2	126	101.01
9.03	9507	3	128	101.02
10	Pipestone	4	130	102
11	4602	5	131	105
12.01	4603	6	132	106
12.02	Polk	7	133	111
12.03	201	9	134	112

113.01	9606	7905	6708	1008.01
113.04	9607	Watonwan	6709	1008.02
114	Todd	9502	Wright	1009
115	7906	Winona	1001	1010
116	7907	6701	1002.02	1011
Steele	Wadena	6702	1002.03	Yellow Medicine
9601	4802	6703	1002.04	9701
9602	Waseca	6704	1003	
9603	7901	6705	1007.01	
9604	7903	6706	1007.02	
9605	7904	6707	1007.03	

ⁱ Includes planned stations on future transitways that are in advanced design or under construction. To be considered in advanced design, transitways need to meet the following criteria: issuance of a draft EIS, station area planning underway, and adoption by the Metropolitan Council Transportation Policy Plan. Transitways entering into advanced design after publication will be eligible, but data may not be available using Minnesota Housing scoring tools.

ⁱⁱ High service fixed route stop defined as those serviced during the time period 6 AM through 7 PM and with service approximately every half hour during that time.

ⁱⁱⁱ For urban tracts (<=25 square miles), tracts must have 2,000 jobs within 5 miles. For large, rural tracts (>25 square miles), tracts must have 5,000 jobs within 5 miles. Smaller census tracts reflect job and population centers. Low and moderate wage jobs are those with a monthly earning less than or equal to \$3,333, using LED data from the US Census (2010). Jobs that are located within 5 miles of a census tract boundary are included in the calculation.