BOTTINEAU COMMUNITY WORKS

STATION AREA HOUSING GAPS ANALYSIS

June 2018

Prepared by

PERKINS+WILL

TANGIBLE
Consulting Services

SHC SWANSON HASKAMP
consulting + planning

Blank Page

TABLE OF CONTENTS

INTRODUCTION

Purpose

The Bottineau Community Works Housing Gaps Analysis evaluates the existing and near term supply of housing along the Bottineau Corridor and compares it to important demographic and economic trends to determine whether there are critical gaps in the supply of housing. The METRO Blue Line Extension is a planned 13-mile light rail transit (LRT) line that will connect downtown Minneapolis to the communities of northwestern Hennepin County, including the neighborhoods of north Minneapolis, and the cities of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. The LRT will terminate near the Brooklyn Park campus of Target Corporation.

The METRO Blue Line Extension will be transformative by vastly increasing the mobility of people who live and work along the Corridor today, but also increasing the Corridor's accessibility to the entire region. As a result, demand for housing along the Corridor will increase substantially. Therefore, one of the main purposes of this study is to determine not only where existing housing gaps need to be addressed but also understand how future growth pressures may exacerbate those gaps. This second point means using this study to inform appropriate policy responses at the city level (i.e., zoning) in order to position each of the LRT station areas along the Corridor to be able to close any future housing gaps once the transit line is operational.

Report Format

This report is broken into seven major sections or chapters. The first two sections address characteristics of Bottineau Corridor's housing stock and household base. These sections mostly consist of data
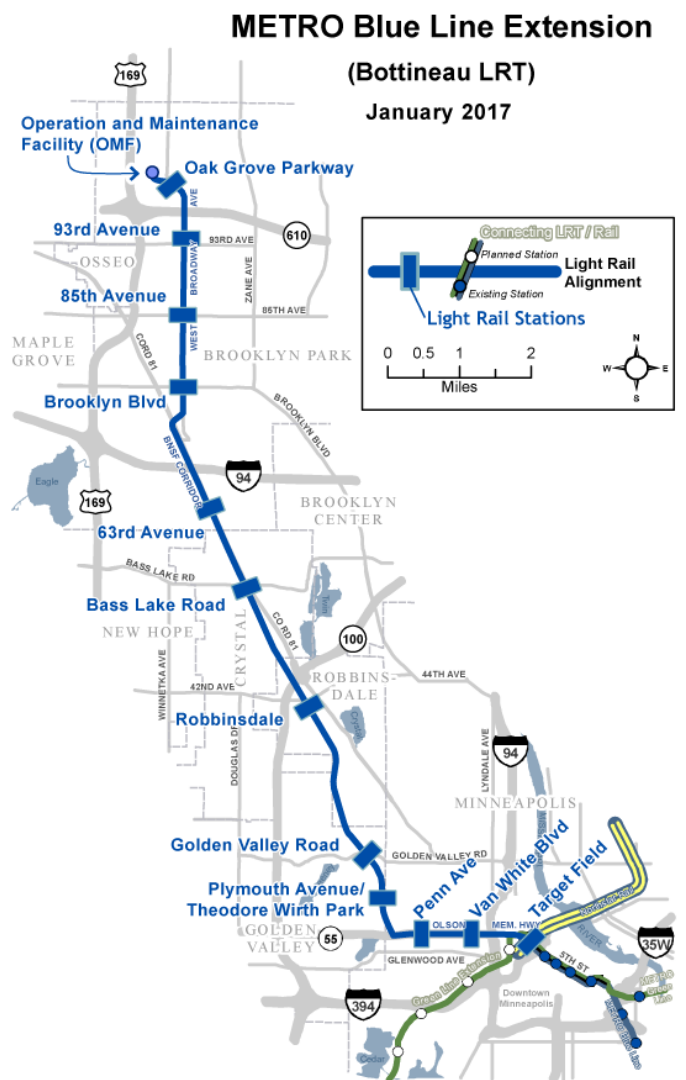
Source: Metropolitan Council

from the US Census and other relevant secondary sources. It should provide the reader with a solid foundation of objective data with which to assess each station area's current housing situation. The third section is a brief review of the socio-economic trends affecting the demand for housing through 2040.

The fourth through sixth sections step beyond the quantitative analysis presented in the first three sections by providing the reader with qualitative data about the housing stock. It includes a summary of findings from a literature review of LRT impacts on housing costs, interviews with residential real estate agents, and interviews with community stakeholders regarding important housing issues and concerns.

The concluding section of the report builds upon the previous six sections. This is the gap analysis, which is an assessment of the types of housing needed in each station area in order to provide a full continuum of housing choice for its residents in a transit-supportive environment.

Data Resources

The majority of data presented in this report is secondary data from the US Census, including the decennial censuses from 2000 and 2010, and the American Community Survey (ACS), which is a rolling 1-, 3-, and 5-year survey of a statistically significant sample of the US population. For this study, the 2011-2015 American Community Survey was used for many variables.

In addition to the US Census, other data sources included each city along the Corridor, Hennepin County, Esri, CoStar, Minneapolis Area Association of Realtors, Twin Cities Senior Housing Guide, Housing Link, and apartment websites. Although these sources generally augmented the US Census data, in many cases they were valuable in either filling in holes not covered by or to corroborate the Census data.

Although these sources are judged to be reliable, it is impossible to authenticate all data. The analyst does not guarantee the data and assumes no liability for any errors in fact, analysis, or judgment. The secondary data used in this study are the most recent available at the time of the report preparation.

The objective of this report is to gather, analyze, and present as many housing components as reasonably possible within the time constraints agreed upon. The conclusions contained in this report are based on the best judgments of the analysts; Perkins+Will and its project partners make no guarantees or assurances that the projections or conclusions will be realized as stated. It is Perkins+Will's function to provide our best effort in data aggregation, and to express opinions based on our evaluation.

CHARACTERISTICS OF THE HOUSING STOCK

Total Housing Units

The amount of housing varies significantly from station area to station area. As of data from 2016, the station with the least amount of housing within ½-mile of a station is 93rd Avenue with 265 units and the most is Penn Avenue with nearly 2,300 units. This variation in the number of units is due to a number of reasons. For example, the Oak Grove Parkway station area is mostly vacant and undeveloped. Other station areas are dominated by non-residential land uses; the Brooklyn Boulevard and Bass Lake Road station areas contain large shopping centers; 93rd Avenue has significant industrial and office uses; and the Golden Valley Road and Plymouth Avenue station areas are dominated by Theodore Wirth Park.

Generally, though, the number of housing units within a ½-mile radius of a given station tends to decrease from south to north along the Corridor largely because older areas of the Corridor (in the south) were originally developed at higher densities compared to newer areas of the Corridor (in the north).

Figure 1: Total Housing Units by Station Area (1/2-Mile Radius)[1]
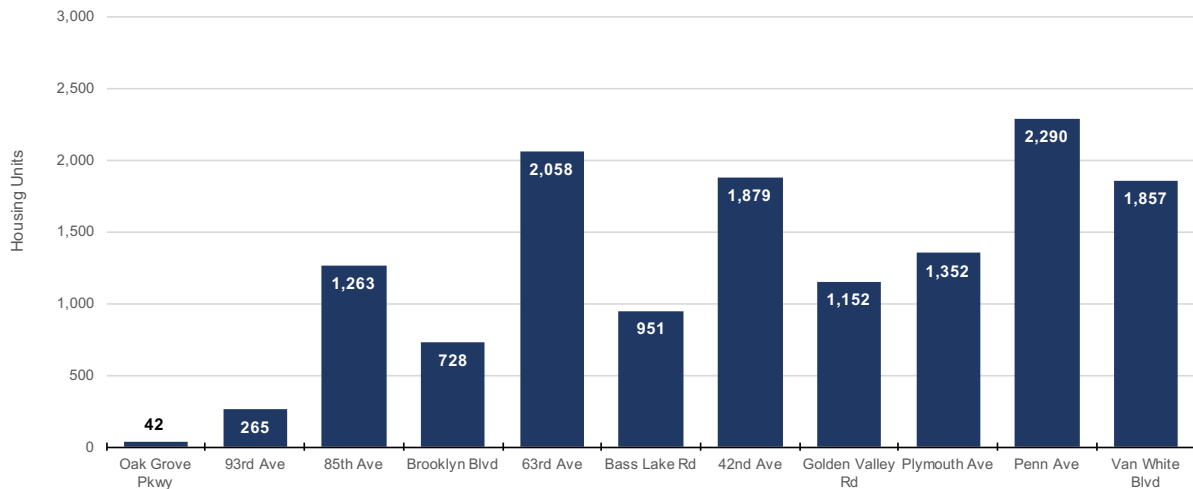

Source: US Census, ACS 2011-2015 Estimate

---

1. *The 42nd Ave Station Area noted on all figures has been renamed to "Robbinsdale Station Area" or "Robbinsdale" station. The Station name change has been updated and noted within the text, tables and maps of this report.*

Housing Unit Density

The density gradient is more obvious when non-residential land uses are subtracted out of the ½-mile radius. Figure 2 shows how density of housing per acre starts high in the Van White Boulevard station area and then decreases rapidly once the station areas are outside of the city of Minneapolis. Most station areas have a residential density of between five and eight units per acre.

For comparison purposes, density along the Green Line in Saint Paul between Lexington Avenue and Rice Street ranges between 10 and 14 units per residential acre. Many newer multifamily developments located along either the Blue or Green Lines often have more than 60 units per acre.

Figure 2: Housing Units per Acre of Residential Land (1/2-Mile Radius)
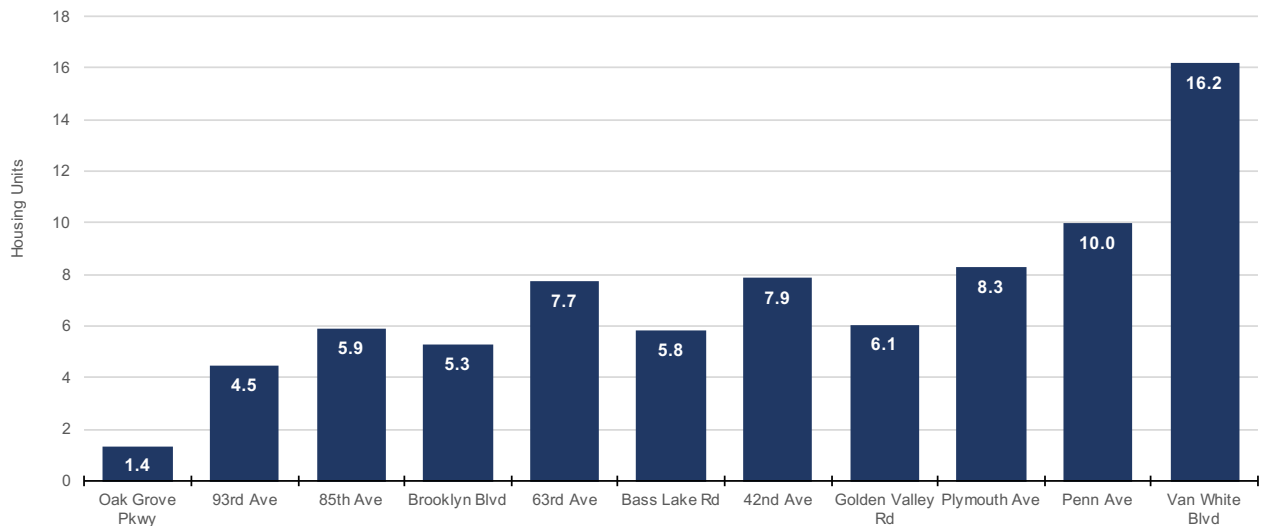
Source: Met Council; SHC; Perkins+Will

Structure Type

Housing is not monolithic. It often comes in a variety of shapes, sizes, and structure types. The number of housing units in a given building is a basic way to differentiate housing types.

There is a great deal of variety among the station areas along the Bottineau Corridor. In several station areas, larger multifamily buildings account for a significant proportion of units, especially in the 63rd Avenue, Robbinsdale, and Van White Boulevard station areas.

The presence of large multifamily buildings is also correlated with a higher density of units. The Penn Avenue station area, however, is able to achieve the highest overall density despite having more units in

smaller multifamily buildings compared to larger multifamily buildings. Other station areas, however, can often have a dominant housing type, such as Golden Valley Road and Plymouth Avenue, where nearly all of the units are detached, single-family homes.

Figure 3: Housing Units by Structure Size (1/2-Mile Radius)
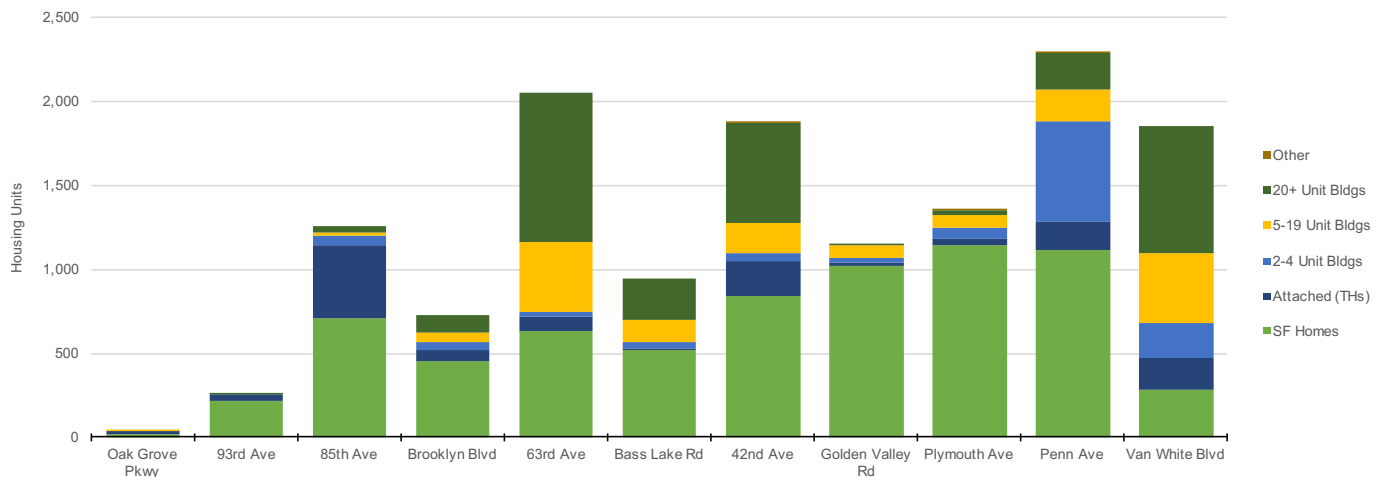
Source: US Census, ACS 2011-2015 Estimate

Although the detached, single-family house is synonymous with the concept of the American dream, there is no ideal structure type for housing. So many factors influence our housing needs that it is best to assume that a range of housing choices will not only meet the broadest range of needs but also be able to easily respond to changing market and demographic conditions.

Figure 4 compares the distribution of the housing types not only among the station areas but also to the Corridor[2], each city along the Corridor, Hennepin County, and the Twin Cities metropolitan statistical area[3]. Although there is a lot of variety in the housing structure types from station area to station area, the Corridor as a whole has a very similar distribution of housing structures compared to the Metro Area. Although the Corridor-wide profile reflects the general historical pattern of building less dense homes in more recently developed areas, it underscores the fact that policy changes will likely be needed to promote/support transit supportive housing development in the station areas.

---

2. In most cases, and especially when comparing geographies, the Bottineau Corridor is defined as a 1-mile buffer surrounding the planned LRT route.
3. There are a variety of ways to define metropolitan areas. In the Twin Cities, there are two common definitions. The first is the seven core counties that are under the purview of the Metropolitan Council. The second is defined by the US Census and is based on commuter travel sheds. For the Minneapolis-St. Paul region, the Census currently defines the metropolitan area as a 16-county region that also includes portions of Western Wisconsin. This is known as the MSA or Metropolitan Statistical Area. Due to various data sources, this report references both definitions. Because any "metro area" statistics referred to in this report are primarily used as basis to compare a station area or the Bottineau Corridor to a much larger geographic area in order to establish a "norm" or baseline, the authors of this report are comfortable using the two definitions as the availability of data dictates.

Figure 4: Distribution of Housing by Units in Structure (1/2-Mile Radius)
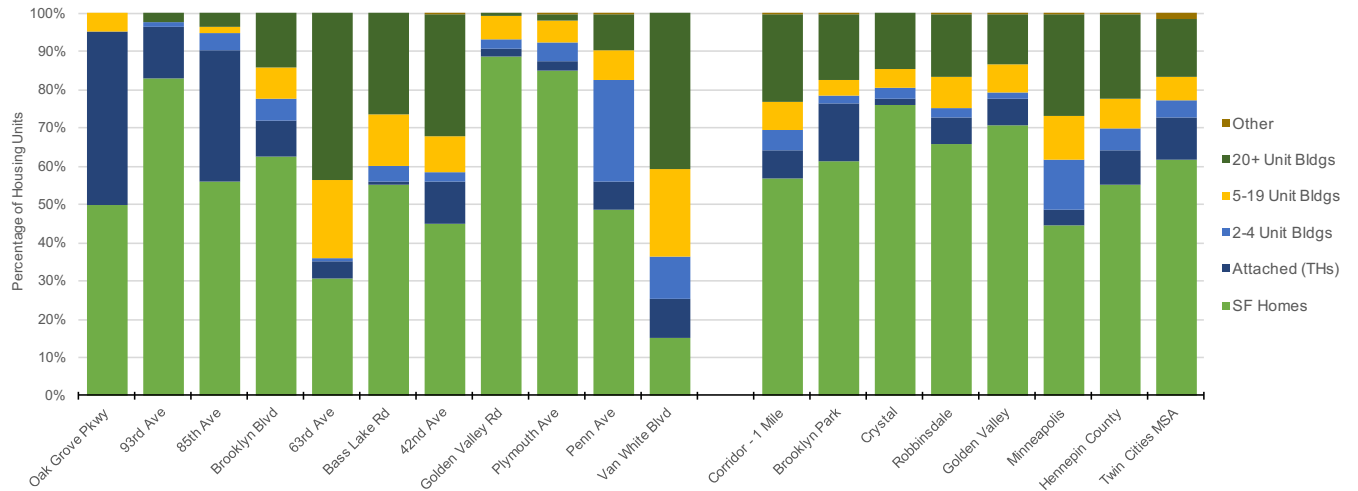
Source: US Census, ACS 2011-2015 Estimate

Household Tenure by Structure Type

The type of housing structure is strongly correlated with whether an occupant owns or rents the unit they are living in, also referred to as household tenure. Figure 5 is a series of charts that break down the number of housing units by structure size and type of tenure (i.e., own vs. rent) for each city along the Bottineau Corridor, Hennepin County, and the Twin Cities metro area.

It corroborates the fact that the vast majority of owned housing are single-family homes. However, single-family homes represent a significant portion of rented housing as well. Small to medium size structures are generally rented, though outside the Corridor it is more common to find owned units in such structures. Attached or townhome-style housing is more commonly owned, but rented forms are prominent as well.

Figure 5: Rented vs Owned Housing by Units in Structure

CITY OF BROOKLYN PARK

Households

■ Renter Occupied ■ Owner Occupied

CITY OF CRYSTAL

Households

■ Renter Occupied ■ Owner Occupied

CITY OF ROBBINSDALE

Households

■ Renter Occupied ■ Owner Occupied
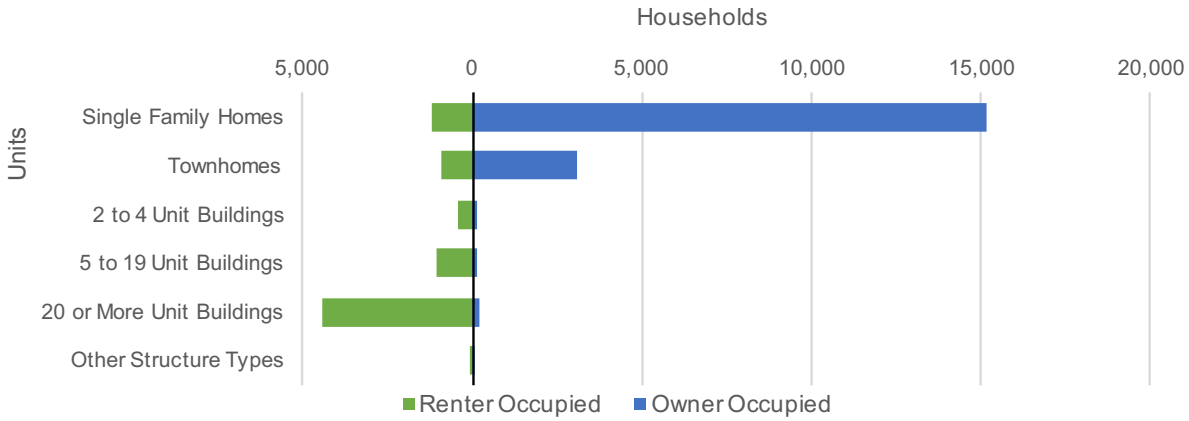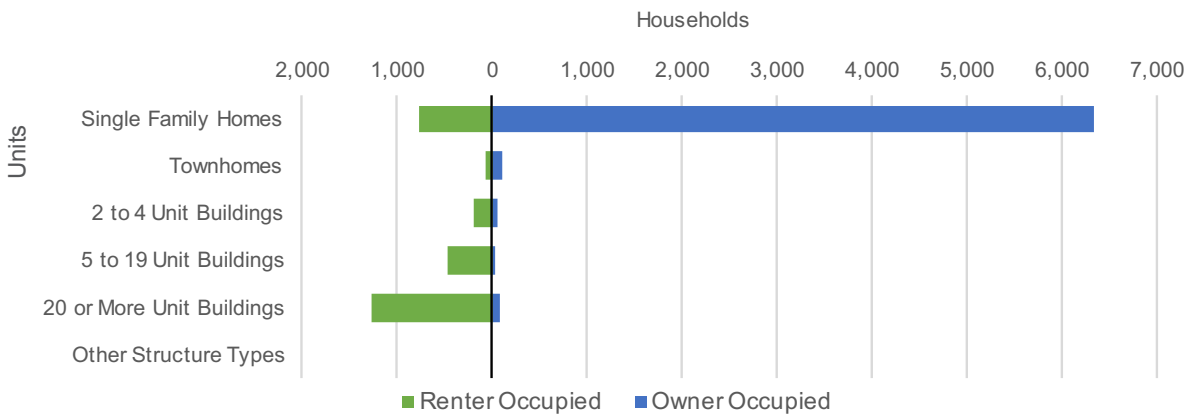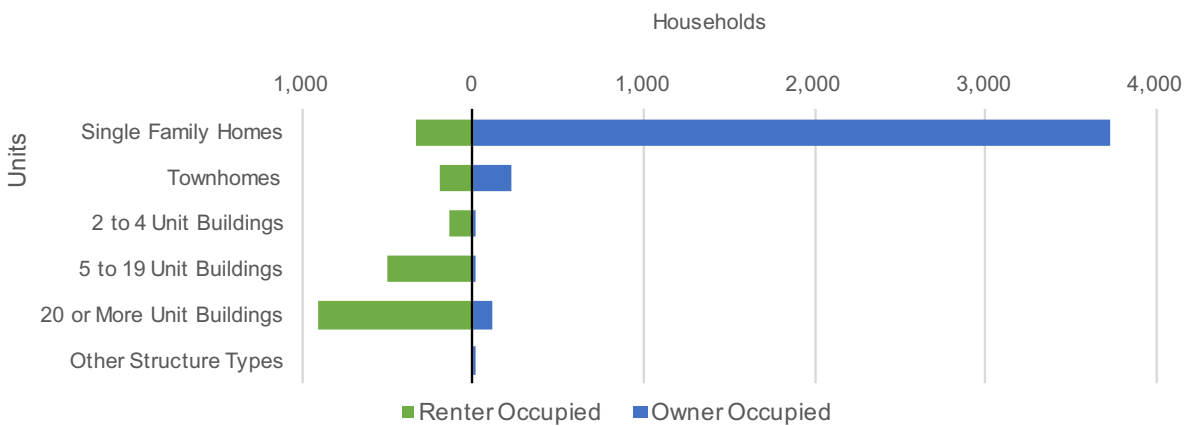
Sources: US Census; Tangible Consulting Services

CITY OF GOLDEN VALLEY

Households

Chart axis: 1,000 | 0 | 1,000 | 2,000 | 3,000 | 4,000 | 5,000 | 6,000 | 7,000

Units:
- Single Family Homes
- Townhomes
- 2 to 4 Unit Buildings
- 5 to 19 Unit Buildings
- 20 or More Unit Buildings
- Other Structure Types

■ Renter Occupied ■ Owner Occupied

HENNEPIN COUNTY

Households

Chart axis: 100,000 | 50,000 | 0 | 50,000 | 100,000 | 150,000 | 200,000 | 250,000 | 300,000

Units:
- Single Family Homes
- Townhomes
- 2 to 4 Unit Buildings
- 5 to 19 Unit Buildings
- 20 or More Unit Buildings
- Other Structure Types

■ Renter Occupied ■ Owner Occupied

TWIN CITIES MSA

Households

Chart axis: 100,000 | 50,000 | 0 | 50,000 | 100,000 | 150,000 | 200,000 | 250,000 | 300,000

Units:
- Single Family Homes
- Townhomes
- 2 to 4 Unit Buildings
- 5 to 19 Unit Buildings
- 20 or More Unit Buildings
- Other Structure Types

■ Renter Occupied ■ Owner Occupied

Sources: US Census; Tangible Consulting Services

HOUSING GAPS ANALYSIS - 6.28.2018
Bottineau Community Works

Figures 6 and 7 present data on the number of rental units by structure size and the year built. Rented housing tends to have shorter-term occupants compared to owner-occupied housing and, therefore, is more susceptible to wear and tear. The age of the units can be an important indicator of the likely condition of this portion of the housing stock.

In Figure 6, which includes data for the entire Bottineau Corridor, the majority of rental housing is in larger multifamily buildings (10 or more units). Within this category, most buildings were built between 1960 and 1979, which means they are now old enough to require major maintenance projects to keep them habitable, such as new roofs, windows, and critical mechanical systems (i.e., furnace, hot water heater, etc.).

Among the small structure types, the rental housing stock is even older. For example, among the single-family and duplex/triplex categories, the overwhelming majority of the rental units are more than 50 years old.

Figure 6: Rental Housing by Units in Structure and Year Built (1-Mile Corridor)
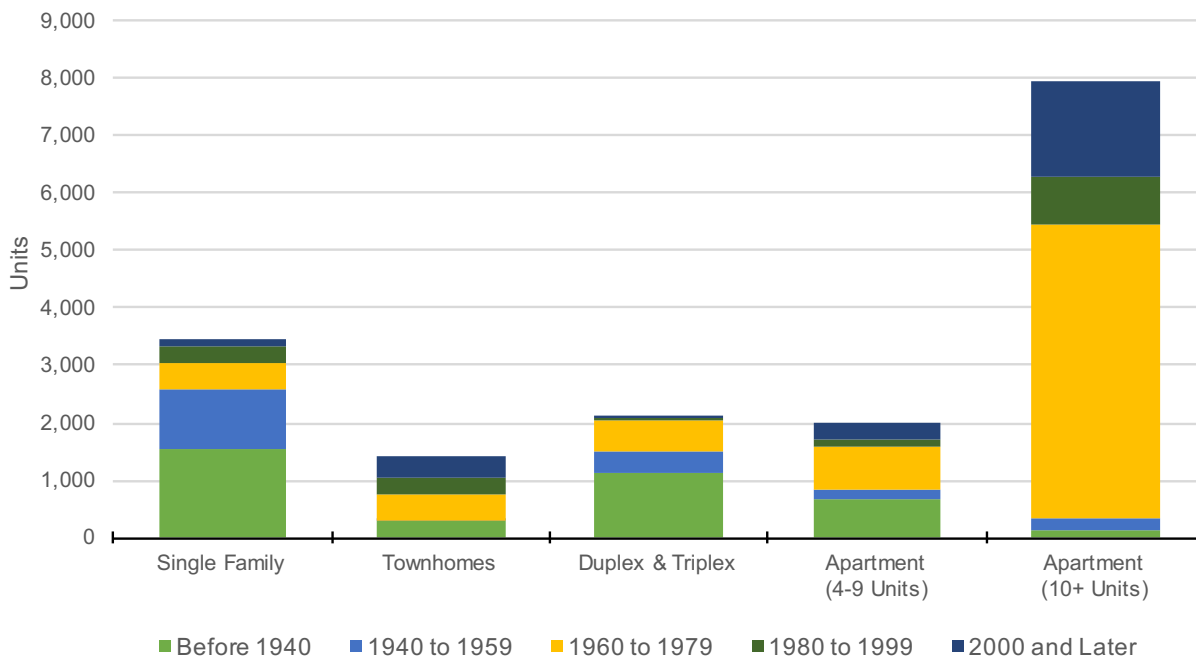
Sources: CoStar; Tangible Consulting Services

Figure 7 on the following two pages is a series of charts that highlights the age and size of rental properties within one mile of each station area. The age and type of rental housing differs significantly from station area to station area. In the Brooklyn Boulevard and 63rd Avenue station areas, there is very little variety of rental housing types. Almost all of the rental housing is in large buildings built between 1960 and 1979. Single-family or attached housing dominates the rental housing stock in the 93rd Avenue, 85th Avenue, Golden Valley Road, and Plymouth Avenue station areas.

It is important to note that there are very few rental units that have been built within the last 20 years throughout the Corridor. Only in the Oak Grove Parkway (due to a new development) and the Van White Boulevard station areas are there any significant amounts of newer rental housing.

Figure 7: Rental Housing by Units in Structure and Year Built (1-Mile Radius)

OAK GROVE PARKWAY

93RD AVENUE

85TH AVENUE

BROOKLYN BOULEVARD

■ Before 1940   ■ 1940 to 1959   ■ 1960 to 1979   ■ 1980 to 1999   ■ 2000 and Later
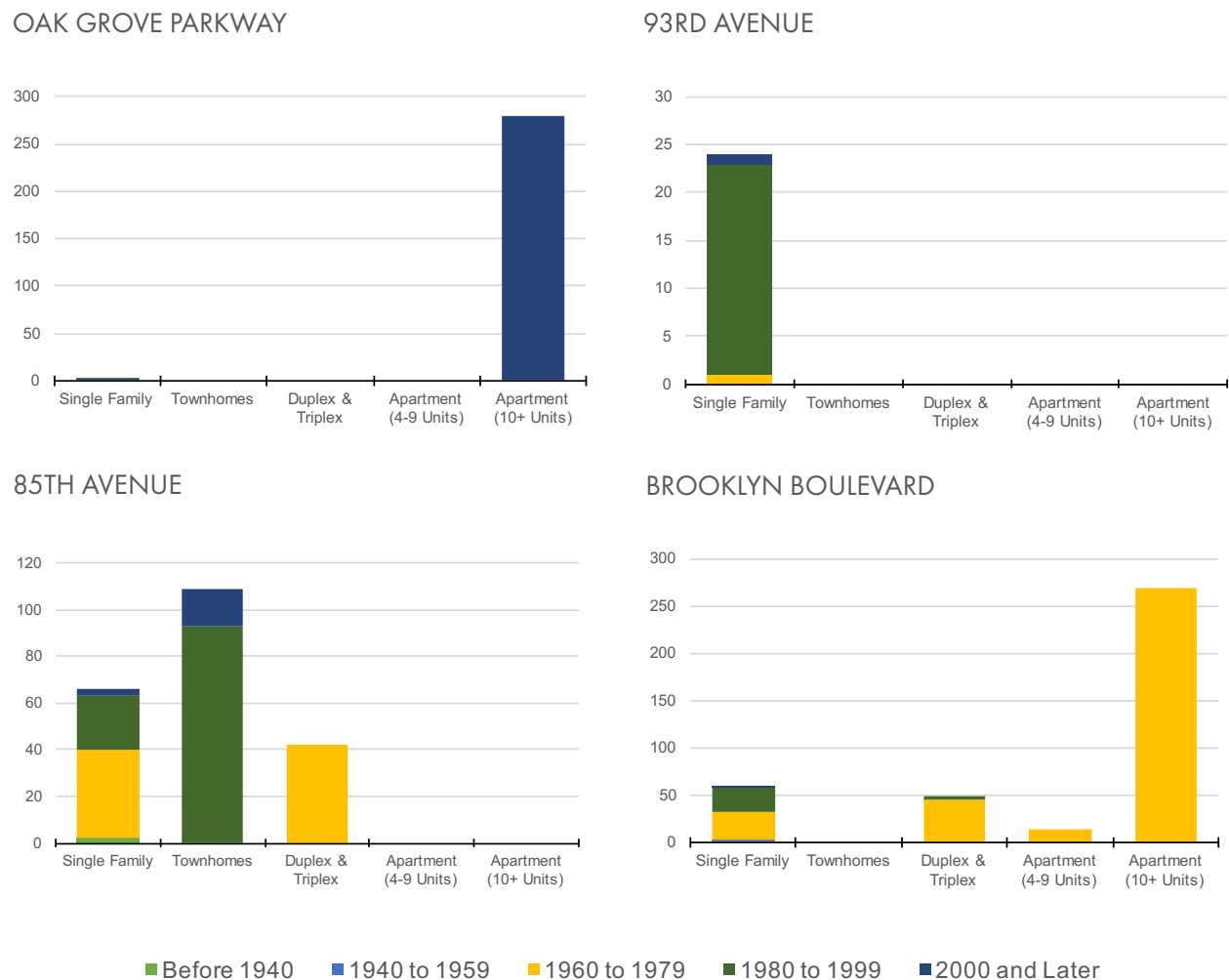
Sources: CoStar; Tangible Consulting Services

63RD AVENUE
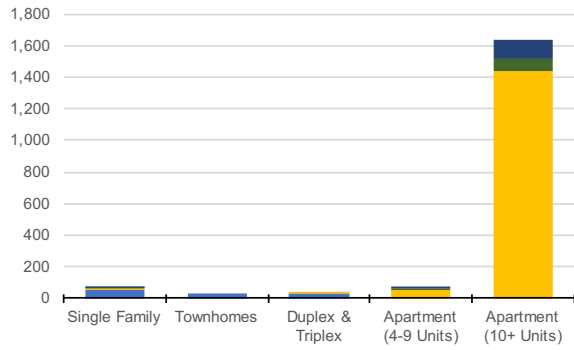
BASS LAKE ROAD
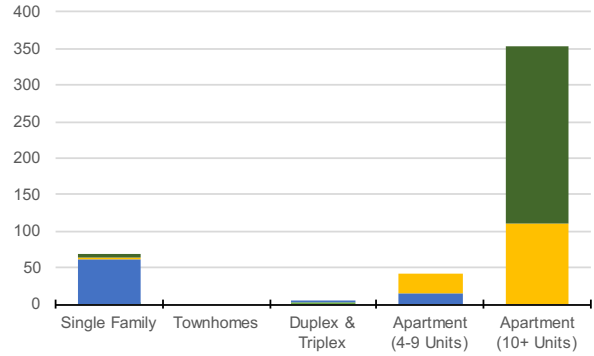
ROBBINSDALE
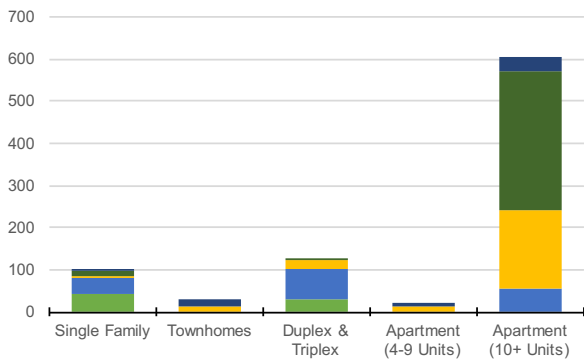
GOLDEN VALLEY ROAD
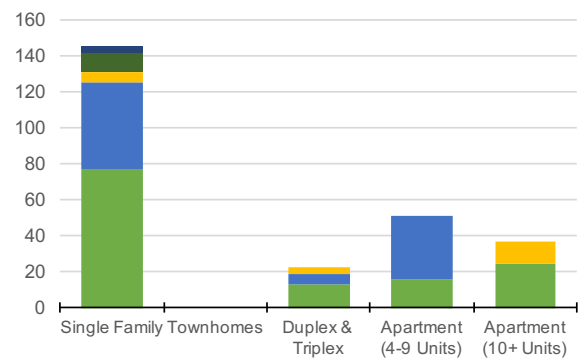
PLYMOUTH AVENUE
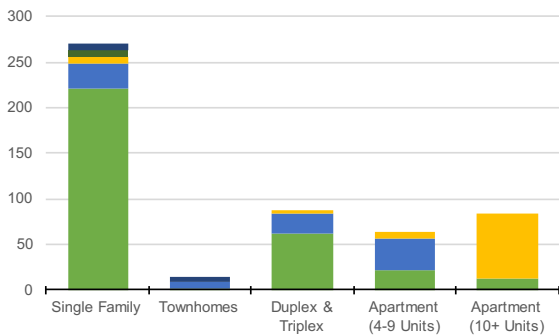
PENN AVENUE
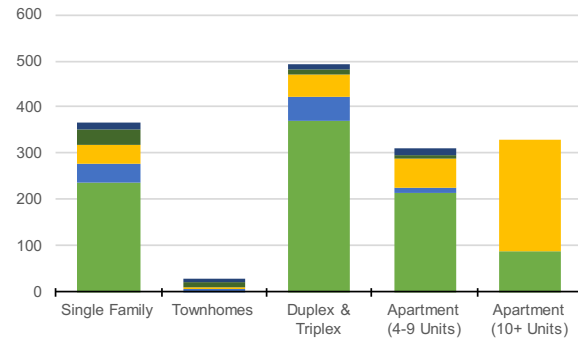
VAN WHITE BOULEVARD
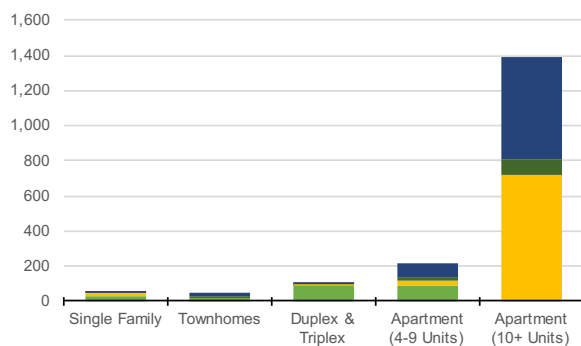
- ■ Before 1940
- ■ 1940 to 1959
- ■ 1960 to 1979
- ■ 1980 to 1999
- ■ 2000 and Later

Sources: CoStar; Tangible Consulting Services

Vacancy Trends

Figure 8 presents data on the general availability of market rate rental housing within the Bottineau Corridor and the broader metro area. The rental market is extremely tight everywhere with very little available units throughout the Corridor or the metro area.

The current vacancy rate is just above 2.5% in the Corridor. This is well below what is generally accepted among housing experts as market equilibrium, the point at which supply is high enough to accommodate most households in need of housing, but not so high that land lords are unable to maintain their properties due to low revenues caused by excessive numbers of vacant units.

This is an extremely low rate of vacancy. Furthermore, the vacancy rate has been low for many years. The impact of persistently low vacancy is that many households that want to relocate to the area are unable to do so due to a lack of availability. It also means landlords are in a position to raise rents, sometimes excessively. In many cases, this results in the need to combine households, either because of inability to keep up with rising rents or a simple lack of housing options. In either case, it can often result in rapid wear and tear on units not designed for such occupancy conditions.

Figure 8: Market Rate Apartments – Average Vacancy Rate
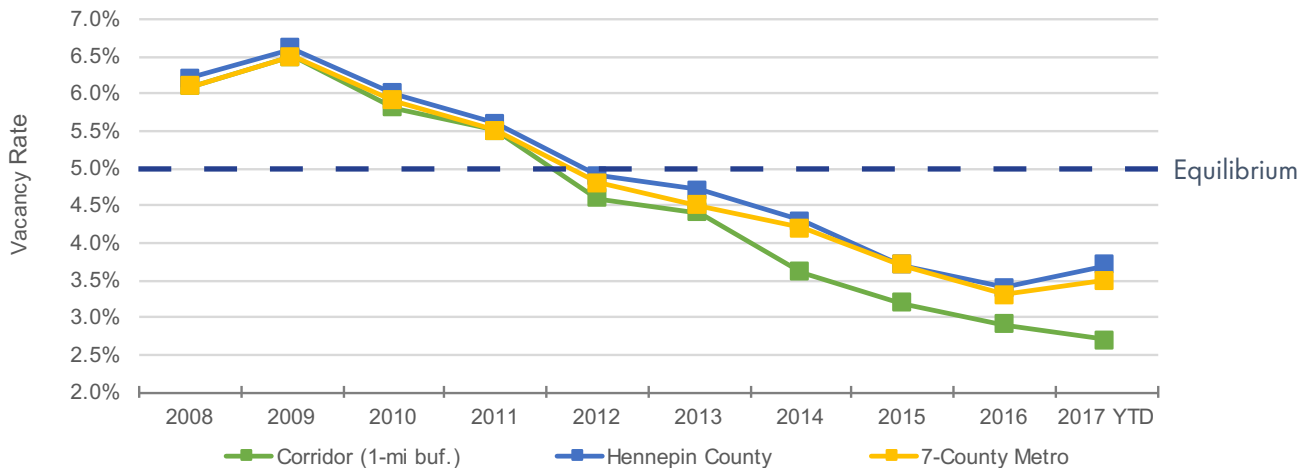
Sources: CoStar; Perkins+Will

Vacancy data for owner-occupied units is less reliably tracked compared to rental housing. Nevertheless, Figure 9 displays data on the vacancy rate of owned housing from the US Census for each City along the Corridor, Hennepin County, and the Twin Cities metro area. The figure compares the vacancy rate of 2010 (the height of the for-sale housing bust) and 2016.

Throughout the region, even owned housing has experienced a decline in vacant units since the beginning of the decade. This is a testament of how the improved economy of the region is creating demand for all types of housing. In Robbinsdale and Golden Valley the vacancy of owned housing is extremely low. In Crystal the rate is on par with the County. The exception is Brooklyn Park. One possible explanation for the shown increase is that Brooklyn Park is the only city along the corridor with significant tracts of vacant land available for traditional subdivision development. During the housing bust, new housing construction dramatically declined, which meant homes newly constructed and not yet occupied were rare. Now with the improved economy, Brooklyn Park has a number of active housing subdivisions.

Figure 9: Estimated Vacancy of Owned Housing (2010 and 2016)
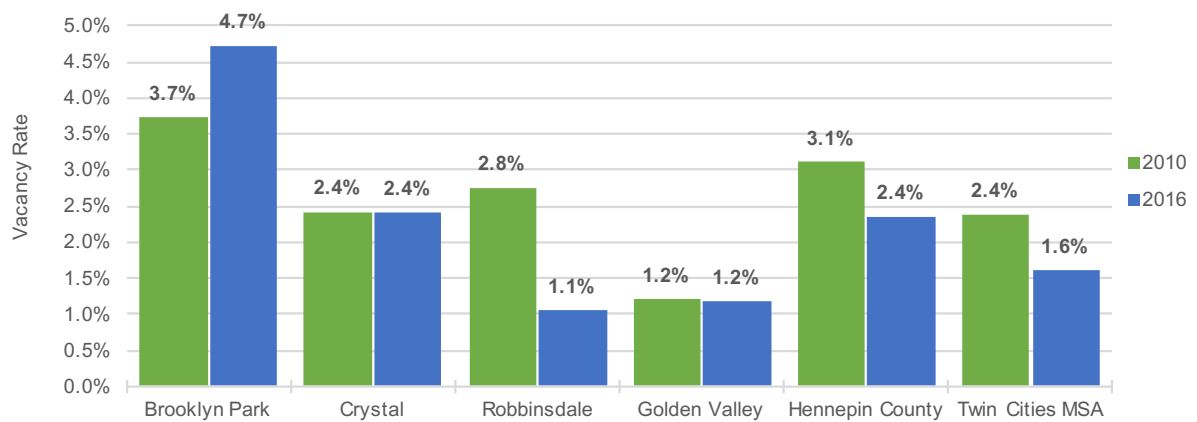
Source: US Census, ACS 2012-2016 Estimate

Bedroom Analysis

The size of individual housing units is important to understand because it is correlated with housing cost and impacts the types of choices households have depending on where they are in their lifecycle. Younger and older households, for example, tend to be smaller and have lower incomes. Therefore, they tend to demand smaller unit types, such as studio, one-, or two-bedroom units. Families with several children and multiple wage earners not only have more people per household but also have higher incomes compared to older and younger households.

Figures 10 and 11 display the percentage of housing units in each station area according to the number of bedrooms. Data for owned and rented housing is presented separately because so much of the owner-occupied housing stock is dominated by detached, single-family homes. For comparison purposes, data is also presented for each city along the Corridor, Hennepin County, and the Twin Cities metro area.

Owner-occupied housing, regardless of station area, does not have significant percentage of units with two or fewer bedrooms. This is consistent with Hennepin County and the Metro Area. The lack of smaller unit sizes among the owned housing stock is a reflection of lifecycle conditions as noted above. However, it can be a barrier to those who want to access homeownership. The other important finding from Table 10 is that the station areas with the newest housing tend to have a much larger proportion of units with four or more bedrooms.

Figure 10: Bedrooms per Housing Unit - Owner-Occupied Housing (1/2-Mile Radius)
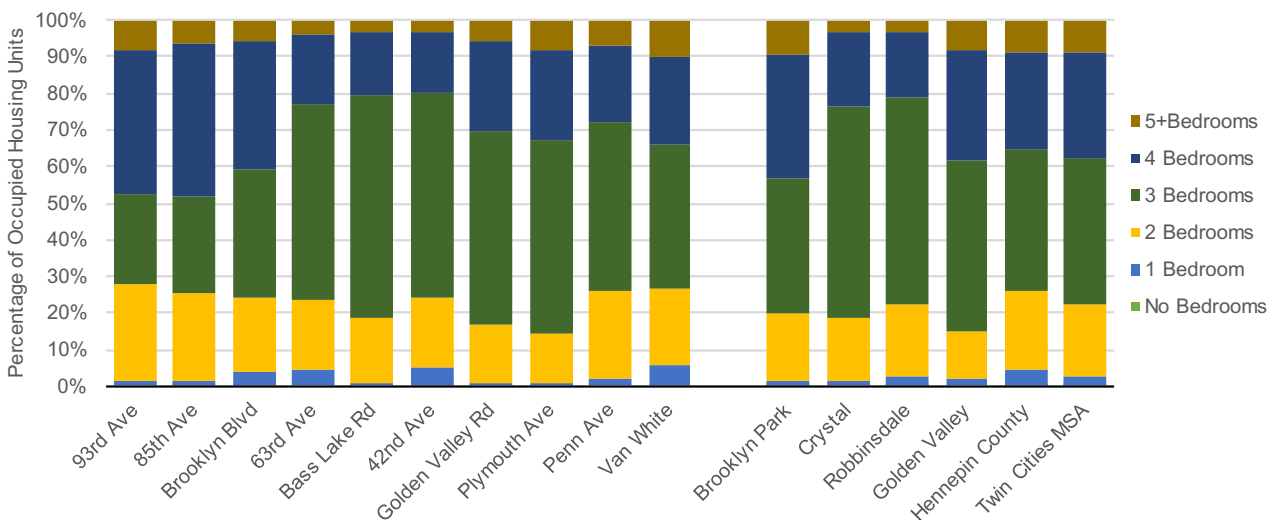
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

In Figure 11 the percentage of units with more bedrooms is correlated with the presence of rented single-family homes. For example, the Bass Lake Road and Golden Valley Road station areas have more than 50% of their rental housing stock containing three or more bedrooms. These are station areas with a lot of rented single-family homes.

Figure 11: Bedroom per Housing Unit – Renter-Occupied Housing (1/2-Mile Radius)
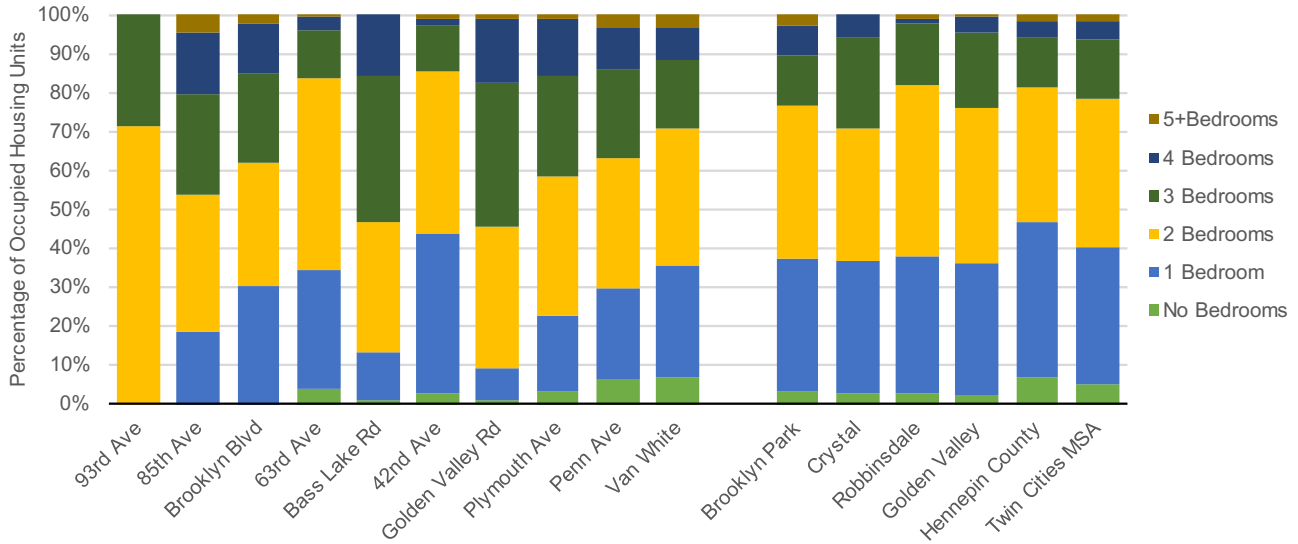
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

Data from Figures 10 and 11 were further analyzed to generate Table 12 that show the number of persons per bedroom in each station area. The data include both owner- and renter-occupied data. High rates of person per bedroom can signal not only a mismatch between housing need and supply, but also the potential for excessive wear and tear on the housing stock.

Across the metro area, the average number of persons per bedroom is 0.92. In areas with an older population, the number of persons per bedroom can be quite low due to empty-nest situations. However, in areas well above the metro area rate is evidence of the lack of supply for larger unit sizes. In particular, the 63rd Avenue, Bass Lake Road, Penn Avenue, and Van White Boulevard station areas have rates well above the metro area rate.

Figure 12: Persons per Bedroom (1/2-Mile Radius)
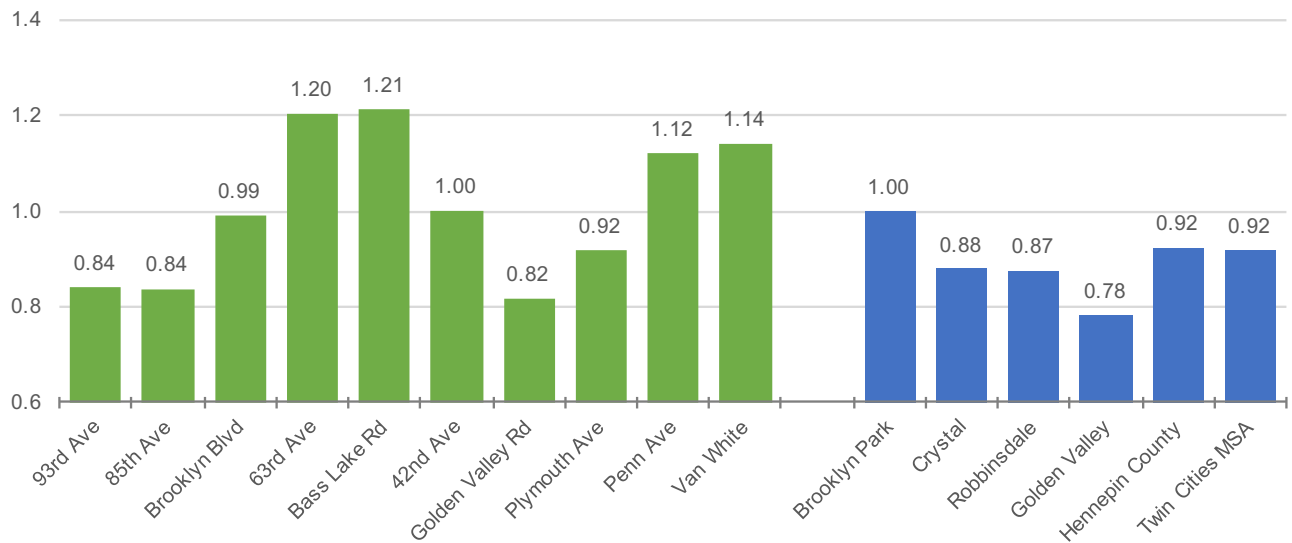
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

Housing Costs

The cost of housing has profound impact on the ability to afford and access adequate housing. This section provides data from a number of sources and perspectives to better understand the current situation with respect to housing costs in the Bottineau Corridor and within each station area.

Pricing Trends: Market Rate Rental Housing

As noted previously, the vacancy rate for market rate apartments has been persistently low for many years. This has resulted in sharp increases in the average monthly asking rent. Figure 13 presents this data for buildings more than 20 years old[4]. Although the average asking rent in the Bottineau Corridor is about 7-8% lower when compared to the metro area average, it nevertheless has experienced an increase of roughly $200 since 2009, which is a 25% increase.

---

4. Because there are so few newer rental units in the Bottineau Corridor, it is important to compare data for older properties instead of all properties. Many of the newest rental properties being built today in the Twin Cities metro area are luxury product with pricing significantly above the average. Therefore, to include these newer properties in the analysis would skew the results.

HOUSING GAPS ANALYSIS - 6.28.2018
Bottineau Community Works

For those with lower incomes who are unable to access income-restricted or rent-controlled housing this is a significant increase that undoubtedly has squeezed a number of households out of the market and into dire arrangements. Moreover, since 2012, the annual change has been increasing at a more rapid rate.

Figure 13: Average Monthly Asking Rent – Market Rate Apartments More than 20 Years Old
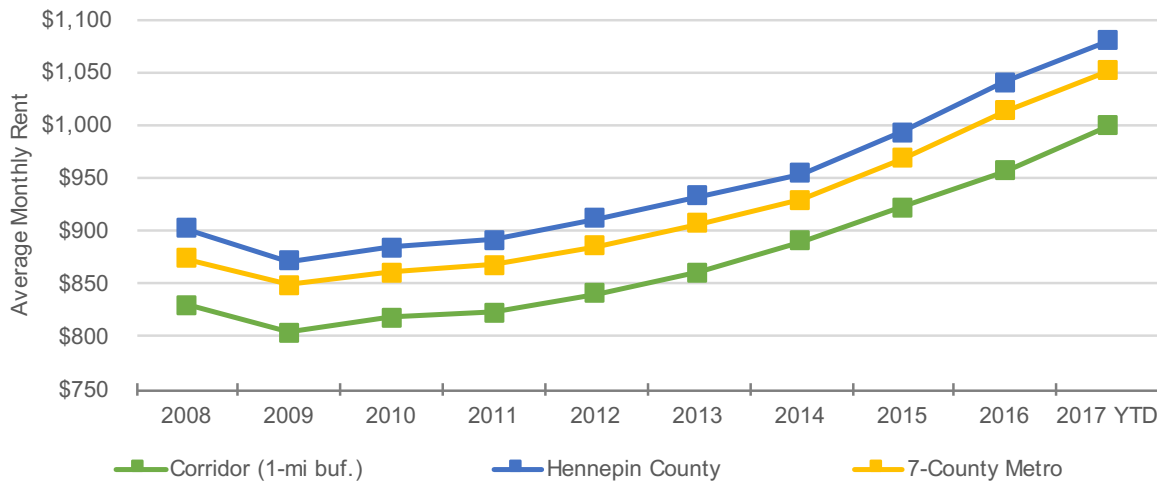
Sources: CoStar; Perkins+Will

Figure 14 presents apartment rent trends within ½-mile of each station area. According to the figure, most station areas have an average asking rent well below the County and metro area average asking rent. The Plymouth Avenue and Van White Boulevard station areas are the exceptions. This is due to upscale properties at the periphery of these station areas (one overlooks Wirth Park and another is in the rapidly growing North Loop area).

Despite overall lower average rents, several of the station areas have experienced rent increases since 2011 that have exceeded the County or metro area rate of rent growth. This indicates how overall economic conditions can have an outsized impact on area with more affordably priced housing and lower incomes.

Figure 14: Average Monthly Asking Rent and Percentage Change – Market Rate Apartments More than 20 Years Old (1/2-Mile Radius)

Legend: ■ 2017 Avg Rent ◆ % Change in Avg Rent '11-'17
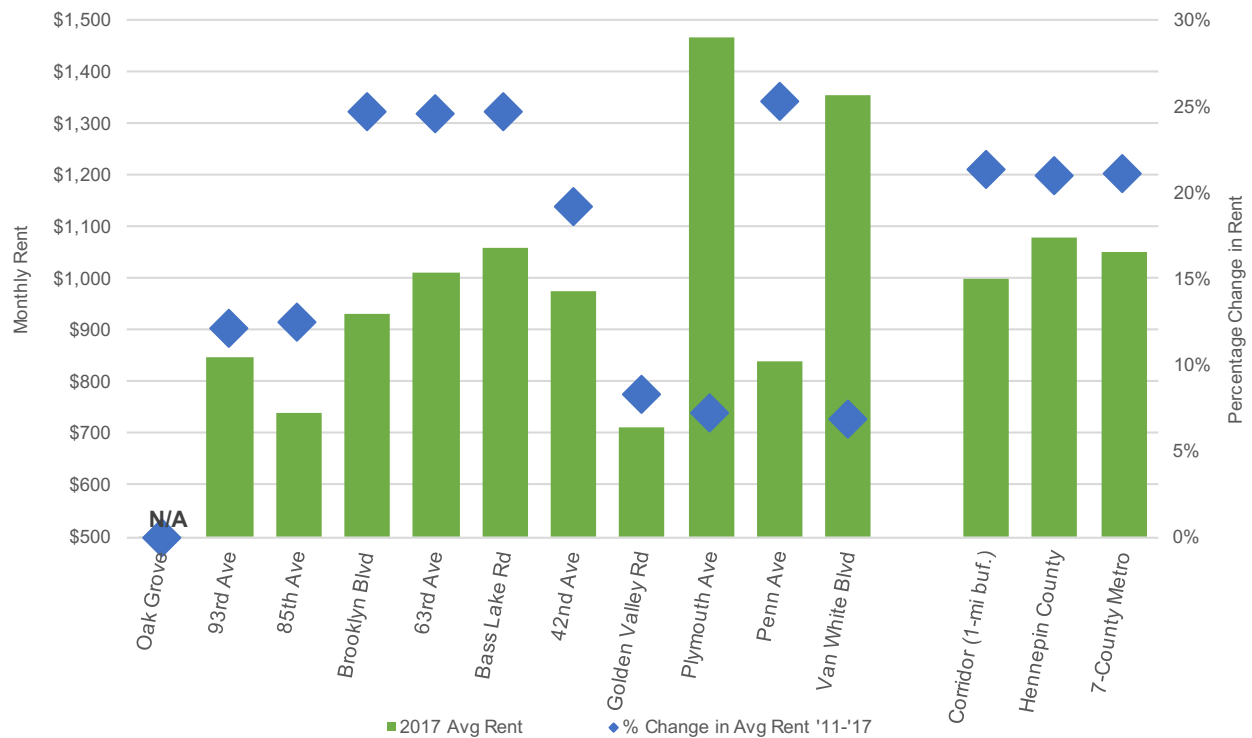
Sources: CoStar; Perkins+Will

Pricing Trends: For-Sale Housing

Figure 15 presents a dense set of information characterizing the nature of the for-sale housing market in each station area (1/2-mile radius). It shows the most recent median sales price, the rate of change in the median sales since before the housing bust (2005), the volume of sales in 2017, and the median age of homes sold. Most of the station areas when compared to the metro area have a lower median sales price and have yet to return to their pre-bust pricing (as noted by the dashed line in the graph). The lower median sales price is somewhat reflected in the age of the for-sale housing stock. Several of the station areas have a median age well below that of the metro area.

The Van White Boulevard and 93rd Avenue station areas have a higher median sales price than the metro area, which can be explained somewhat by their newer housing stock. However, neither station area has been able to attain their pre-bust pricing. The Penn Avenue station area is the only area whose median sales price has substantially exceeded its pre-bust levels.

Home pricing can be influenced by the number of sales in a given area. The fewer the number of sales, the more the median sales price can wildly fluctuate. The station areas with the most number of recorded home sales in 2017 are Robbinsdale and 85th Avenue.

Figure 15: Home Sales Statistics by Station Area (1/2-mile radius), Corridor City, and Twin Cities Metro Area

Source: Minneapolis Association of Realtors, Multiple Listing Service

Figure 16 presents data that focuses on the change in the Median Sales from 2005 (pre-bust) to 2017. Homes located closer to downtown Minneapolis have been able to rebound from the bust more successfully than those located further out. The only exception is the Van White Boulevard station area. However, data for this station area is heavily impacted by a large, upscale condominium building that opened just prior to the housing bust that was saddled with many foreclosures. Therefore, statistically speaking it has a much deeper hole to climb out of compared to other station areas.

Figure 16: Median Home Sales Price (1/2-Mile Radius)
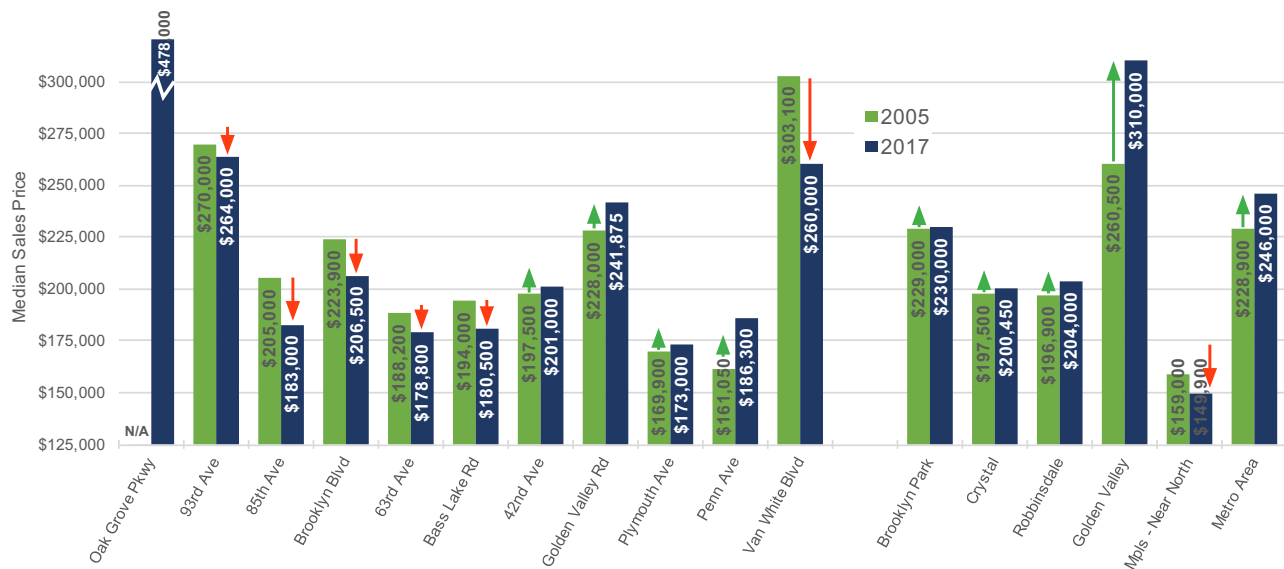
Source: Minneapolis Association of Realtors, Multiple Listing Service

Affordability

A survey of all rental housing properties with 10 or more units was conducted for an area within one mile of the planned LRT line. Information on individual properties, such as age of building, asking rents, unit mix (i.e., proportion of units that have one, two, or three bedrooms), unit square footages, and the presence of any restrictions (e.g., income or age requirements), were collected and analyzed in support of the gaps analysis.

Figure 17 presents data on the number of existing rental units that are affordable[5] to households at varying income levels. The income levels are set by the US Department of Housing and Urban Development (HUD) and benchmarked against the Twin Cities' area median income (AMI), which was $90,400 in 2017. The income categories used to determine affordability levels area defined as follows: Extremely Low Income (30% of AMI or less); Very Low Income (31% to 50% of AMI); and Low Income (51% to 80% of AMI). Corresponding to these income levels are HUD rent tables that identify the amount of rent that would be considered affordable at each income level according to unit size (i.e., number of bedrooms). These rent tables were used to analyze the affordability of rental units captured in the housing survey.

Based on the above definitions, Figure 17 breaks out units that have some level of rent or income restriction versus those that have no restrictions (i.e., market rate). In the case of market rate units that meet some level of affordability, these are commonly referred to as naturally occurring affordable housing (NOAH).

---

5. Affordability, as defined here, is based on the assumption that housing costs should not be more than 30% of gross income to allow for other household needs, such as food, clothing, transportation, and healthcare. For example, if monthly housing costs (i.e., gross rent) are $750 per month this would translate to an annual cost ($750 x 12 months) of $9,000. Therefore, if a household should be spending no more than 30% of their income on housing, they would need an annual income of at least $30,000 to afford such a rent.

All of the rental housing along the Bottineau Corridor meets some level of affordability with over 80% of the units affordable to households with incomes at or below 60% of AMI. In Brooklyn Park and Robbinsdale very few of the rental units have a restriction. Almost all of the rental housing are naturally occurring affordable housing or NOAH. In Crystal and Minneapolis, the inverse is true in which all or the vast majority of units are restricted with very little NOAH. Not surprisingly, the restricted units tend to concentrate below 60% of AMI, meanwhile the NOAH units are mostly above 50% of AMI.

Figure 17: Affordability of Rental Units Based on Income Levels (in Buildings with 10+ Units)

BROOKLYN PARK (WITHIN 1-MILE OF CORRIDOR)
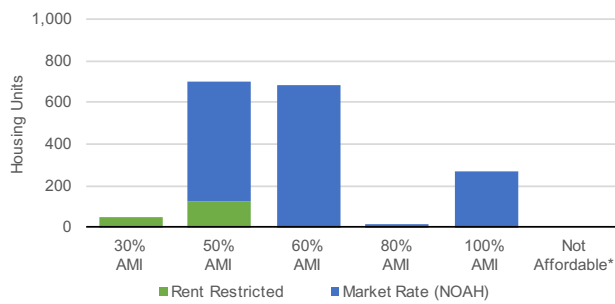
CRYSTAL (WITHIN 1 MILE OF CORRIDOR)
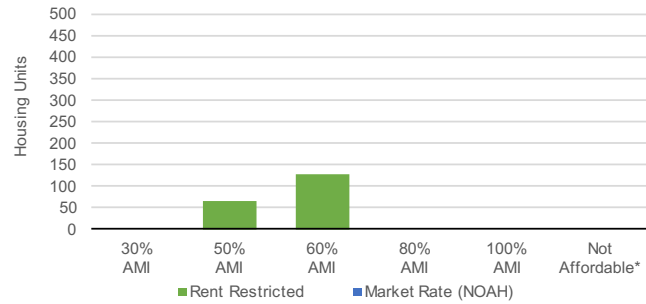
ROBBINSDALE (WITHIN 1 MILE OF CORRIDOR)
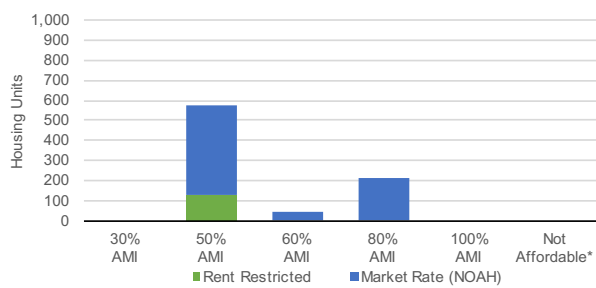
MINNEAPOLIS (WITHIN 1 MILE OF CORRIDOR)
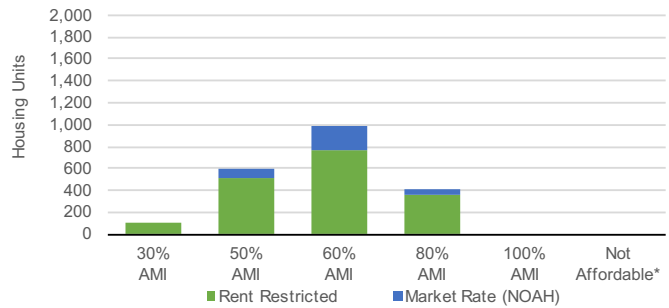
CORRIDOR-WIDE (1-MILE BUFFER)

Sources: CoStar; Tangible Consulting Services

Naturally Occurring Affordable Housing (NOAH)

A simple definition for NOAH is any housing unit that meets some definition of affordability without any restriction on who can live there (other than what a landlord is legally allowed to screen). In most areas, the vast majority of what would be considered affordably priced housing does not have a restriction. Prices are generally set by the market place and what a landlord can achieve in a competitive environment. However, due to the condition of a property, the presence (or lack thereof) of essential unit features, its location, or a glut of available units, many times housing can be priced to be affordable to many households "naturally" or without public subsidy.

When markets function under ideal conditions for both renters and landlords, property owners invest in their properties to keep them marketable yet sufficient competition means they are unable to raise prices beyond what the market can comfortably bear. However, NOAH is very susceptible to rapidly changing market conditions. If household growth outpaces housing supply or wage increases are unfairly distributed, landlords of NOAH properties may be able to raise rents to the point that segments of the market are often left unable to afford rent increases.

Cost Burden

Although many households may be living in housing that meets some definition of affordability, this does not mean that the cost of housing is not a burden (i.e., paying more than 30% of income toward housing costs). Figure 18 presents data on the proportion of owner- and renter-occupied households that are cost burdened for each station area, each city along the Corridor, Hennepin County, and the Twin Cities metro area.

From the figure, many of the renters living along the Corridor are more cost burdened than compared to other renters across in the County or across the metro area. This is despite the fact that housing in the Corridor tends to be more "affordable." Renters in the Brooklyn Boulevard station area are especially burdened with nearly 70% meeting the definition.

The figure also shows the cost burden for owner-occupied households. Although the prevalence of being cost burdened is not as high among homeowners, in some station areas nearly one-third of these households would be considered cost burdened.

Figure 18: Cost Burdened Households by Tenure (1/2-Mile Radius)
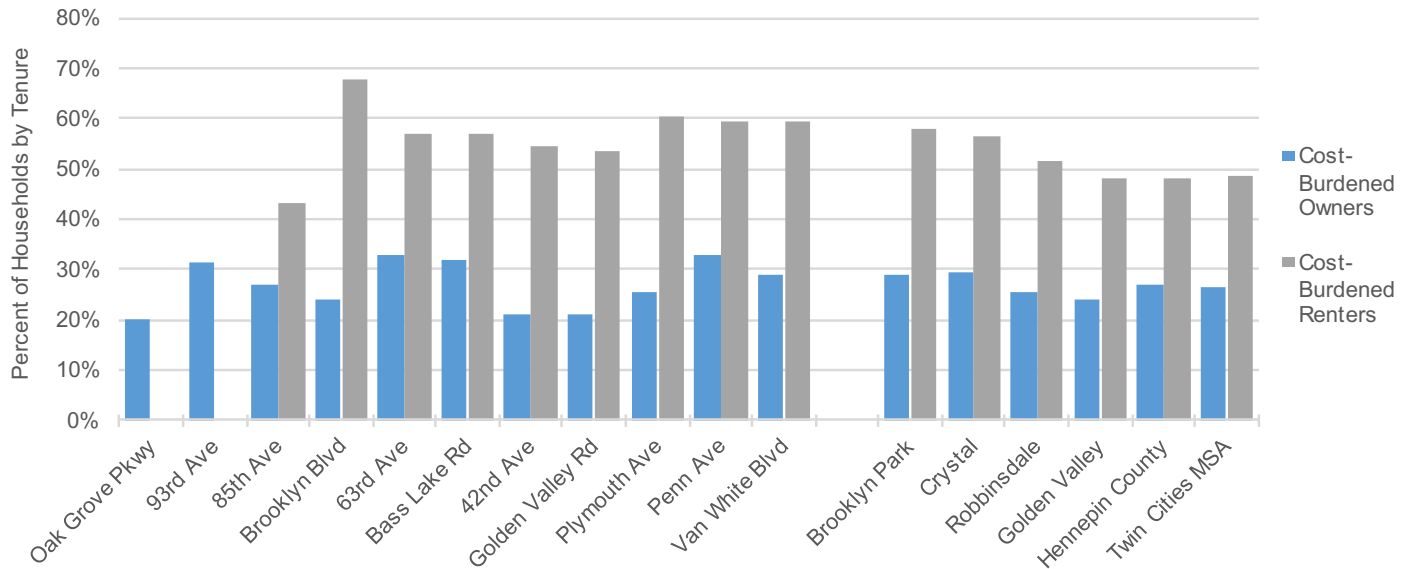
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Restricted Housing

Figure 19 displays data on the number of rental units according to the type of restriction (i.e., income-restricted or age-restricted) or lack of restriction (i.e., general-occupancy). Also indicated in the figure is the whether the units have been built since 1983 or are older. Figure 20 is a companion chart showing the same data for the Twin Cities metro area.

Nearly 50% of the rental units in the Corridor have some type of restriction. Of these, more than half have been built since 1983. The vast majority of general-occupancy rental units without any restrictions were built before 1983 and are more than 35 years old. This is in contrast to other parts of the metro area in which a much higher proportion of general-occupancy rental units have been built since 1983.

Figure 19: Restricted Rental Housing (1-Mile Corridor)
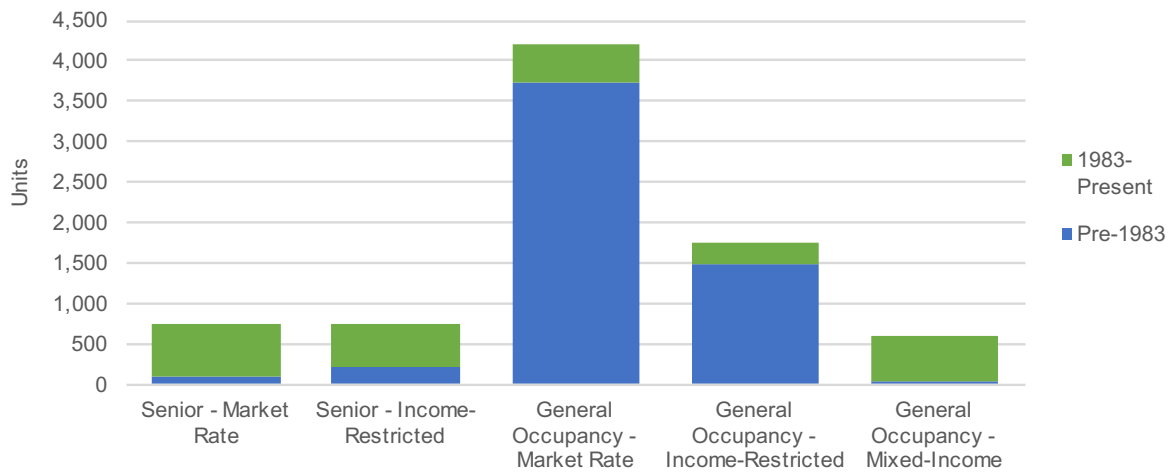
Source: CoStar; Tangible Consulting Services; Perkins+Will

Figure 20: Restricted Rental Housing (Twin Cities MSA)

Source: CoStar; Tangible Consulting Services; Perkins+Will

HOUSING GAPS ANALYSIS - 6.28.2018
Bottineau Community Works
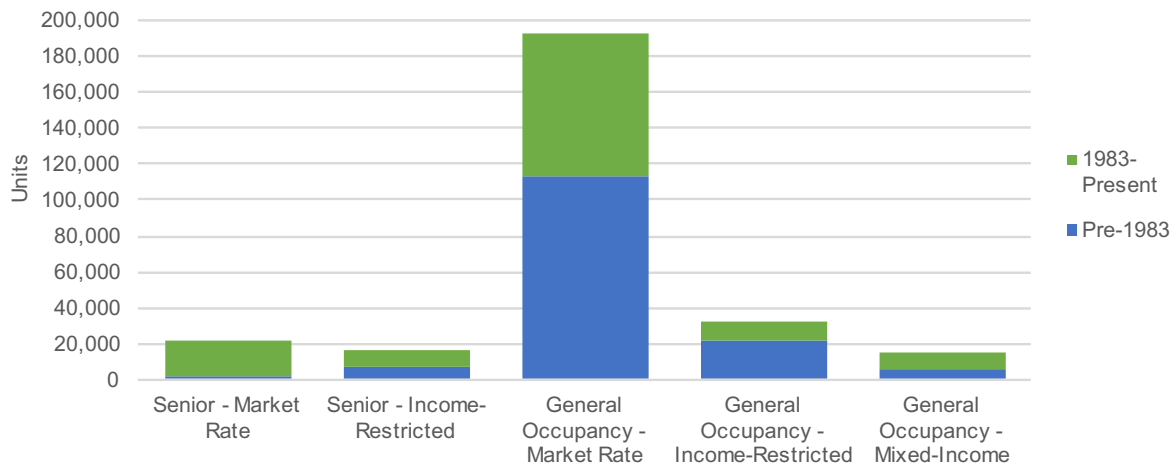
Many income-restricted properties are funded through multiple sources. Furthermore, many funding sources have an expiration date in which the owners of the properties are no longer required to restrict tenancy to their properties based on income. This is one of the most common ways in which communities can lose housing that is affordable to lower-income households. Based on data from HousingLink.Org and Hennepin County, Table 1 lists each of the income-restricted properties in the Corridor with an expiration date associated with the restriction. In total, just over 2,000 units exist within a mile of the LRT line. Roughly 200 of the units are set to expire within the next five years and unless the property owner decides to reapply to a funding program that supports the restriction, these units are at risk of being priced according to market forces and, thus, may lose their affordability.

Table 1: Income-Restricted Properties in which Restrictions are Set to Expire

Name	Address	City	Station Area	#Units	Expiration Year
Park Haven	6917 76th Ave N	Brooklyn Park	Brooklyn Blvd	176	2033
Autumn Ridge	8500 63rd Ave N	Brooklyn Park	63rd Ave	366	2037
Kentucky Lane Apts	6910 54th Ave N	Crystal	Bass Lake Rd	67	2030
Cavanagh Senior Apts	5401 51st Ave N	Crystal	Bass Lake Rd	130	2044
Bass Lake Court Townhomes	7300 Bass Lake Rd	New Hope	Bass Lake Rd	60	2019
Bridgeway Apartments	3755 Hubbard Ave N	Robbinsdale	Robbinsdale	45	2047
Copperfield Hill - The Manor	4200 40th Ave N	Robbinsdale	Robbinsdale	150	2024
The Commons at Penn Ave	2211 Golden Valley Rd	Minneapolis	Golden Valley Rd	47	2046
St. Anne's Senior Housing	2323 26th Ave N	Minneapolis	Golden Valley Rd	61	2037
Gateway Lofts	2623 W Broadway Ave	Minneapolis	Golden Valley Rd	46	2040
Broadway Flats	2505 Penn Ave N	Minneapolis	Golden Valley Rd	102	2047
Lindquist Apartments	1931 W Broadway Ave	Minneapolis	Golden Valley Rd/ Plymouth Rd	21	2034
West Broadway Crescent	2022-1926 W Broadway Ave	Minneapolis	Golden Valley Rd/ Plymouth Rd	54	2045
Ripley Gardens	301 Penn Ave N	Minneapolis	Plymouth Rd/Penn Ave	52	2026
Homewoods	1239 Sheridan Ave N	Minneapolis	Penn Ave/Van White	35	2024
	1618 Glenwood Ave N	Minneapolis	Penn Ave/Van White	12	2029
Park Plaza Apts	525 Humboldt Ave N	Minneapolis	Van White/Penn Ave	134	2021
	610 Logan Ave N	Minneapolis	Van White/Penn Ave	12	2040
Heritage Park Apts	1000 Olson Memorial Hwy	Minneapolis	Van White/Penn Ave	440	2033
Total Units				**2,010**	
Units Set to Expire within 5 Years				*194*	

Sources: HousingLink.Org; Hennepin County

Development Trends

Housing production is an important strategy for maintaining an adequate and healthy stock of housing. New construction replaces obsolete or poorly maintained units. It adds to the supply and meets demand driven by growth. It also introduces new types of housing that meets the needs of ever evolving demographic and economic conditions.

Figure 21 displays the number of new housing units constructed in Golden Valley, Robbinsdale, Crystal, and Brooklyn Park from 2004 to 2016. Figure 22 presents the breakdown of those units by structure type. Data for Minneapolis is not included in Figures 21 and 22 for two reasons: 1) data specific to the portion of Minneapolis within or near the Bottineau Corridor is not readily available; and 2) Minneapolis is sufficiently large that including city-wide data would have skewed the numbers and not provided meaningful conclusions.

From the Figures 21 and 22, it is evident how much the housing bust from the late 2000s slowed new construction. At the bust's nadir, less than 100 new units were constructed annually compared to 850 units during the peak in 2005. Although not quite to the pre-bust levels, housing construction is adding significant numbers to the housing stock of Corridor communities.
Pre-bust, Brooklyn Park was capturing the majority of housing development. Post-bust, Golden Valley has begun to add significant numbers of new units as well. Although much of this recent development is in the form of larger multifamily buildings, very little of it has been occurring in or near the station areas.

Figure 21: Total Housing Units Permitted for Construction in Golden Valley, Robbinsdale, Crystal, and Brooklyn Park from 2004 to 2016

Source: Metropolitan Council

HOUSING GAPS ANALYSIS · 6.28.2018
Bottineau Community Works
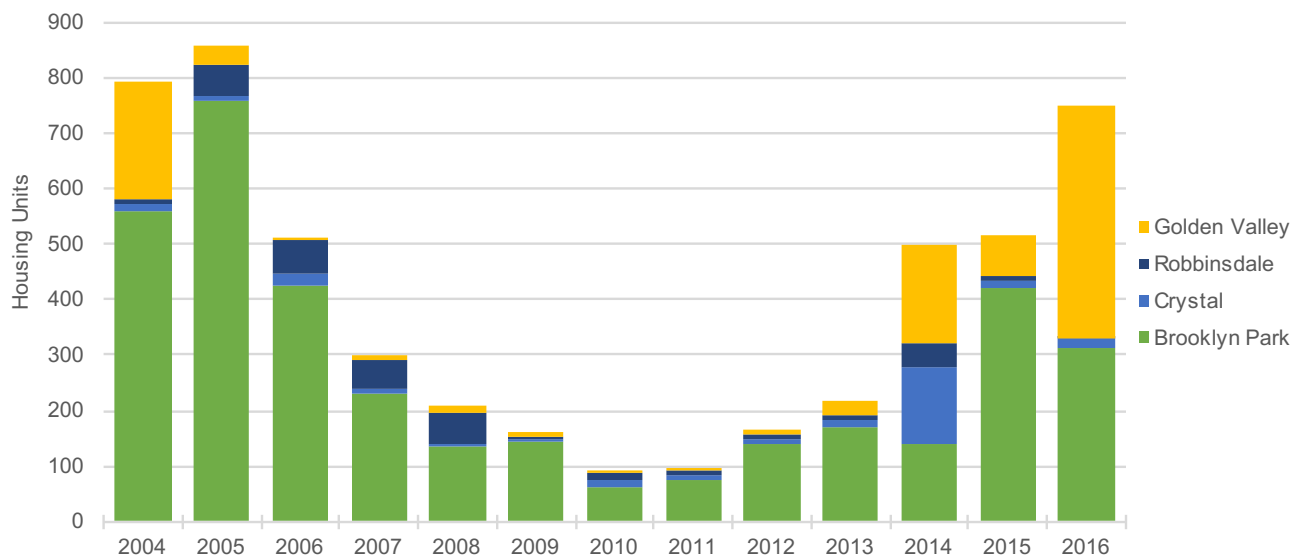
Figure 22: The Structure Type of Housing Units Permitted for Construction in Golden Valley, Robbinsdale, Crystal, and Brooklyn Park from 2004 to 2016
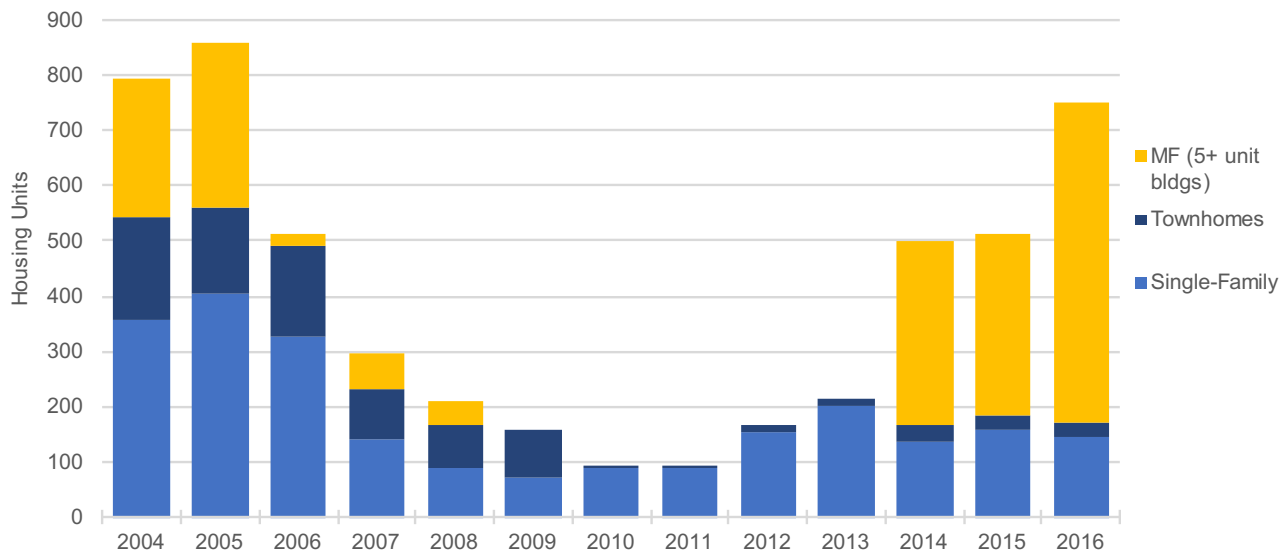
Source: Metropolitan Council

As previously noted, there has not been a significant amount of multifamily development within 1-mile of the Bottineau Corridor for over 30 years. As the LRT project gets closer to fruition and the market for new rental housing strengthens in suburban areas, there is evidence of new development occurring in the Corridor. In Brooklyn Park, Doran Development opened the first new multifamily project in decades in 2016 and is currently constructing a second phase. There are also two proposals for new multifamily projects in Robbinsdale, which would be the first such development in several decades as well.

Although the LRT line is likely a number of years from being operational, it is valuable to compare what level of activity is occurring in the other LRT corridors. Table 2 highlights the number of units currently under construction or have reached some level of approvals to consider them likely developments according to CoStar, a nationally-based provider of commercial real estate information. The existing Green Line in St. Paul and the planned extension into the western suburbs both have well over 2,000 units of housing under development. In contrast, the Blue Line extension has approximately 550 units in development.

Table 2: Multifamily Units under Development along Metro Area LRT Corridors

LRT Line*	Units Under Construction	Units Proposed**	Total Units in Development
Blue Line Ext	202	347	549
Blue Line	53	830	883
Green Line Ext	51	2,522	2,573
Green Line	841	1,403	2,244

* Excludes Downtown Minneapolis

** According to CoStar, these are the number proposed units in each corridor that have reached some level of approvals to consider them likely developments. In most cases, this means the proposed project has received approvals from a city. However, it can also be influenced by the track record of the developer.

Source: CoStar

DEMOGRAPHIC CHARACTERISTICS

Median Age

The age profile of the population has a direct impact on housing needs. Figure 23 depicts the current median age of the population in each station area, in each community along the Corridor, Hennepin County, and the Twin Cities metro area. Figure 24 depicts the recent and anticipated future trend with respect to aging.

Overall, the Corridor is younger than the metro area or Hennepin County. The population in the Van White Boulevard, Penn Avenue, Brooklyn Boulevard, and 63rd Avenue station areas are especially youthful with a median age well below the metro area median.

Balancing out some of the more youthful station areas are the Golden Valley Road, Robbinsdale, and Bass Lake Road station areas which are older than the metro area median. The Robbinsdale and Bass Lake Road station areas have multiple senior housing properties which explain the older median in these areas. For the Golden Valley Road station area, the higher median age likely has to do with a more expensive, owner-occupied housing stock relative to nearby neighborhoods, which is a barrier to entry for younger households.

Although several station areas experienced a drop in the median age from 2000 to 2010, despite continued aging of the County as a whole, all of the stations are expected to increase their median age in the foreseeable future. An aging population within the station areas will increase demand for certain types of housing and decrease demand for other types.

Figure 23: Median Age of Station Areas (1/2-Mile Radius)
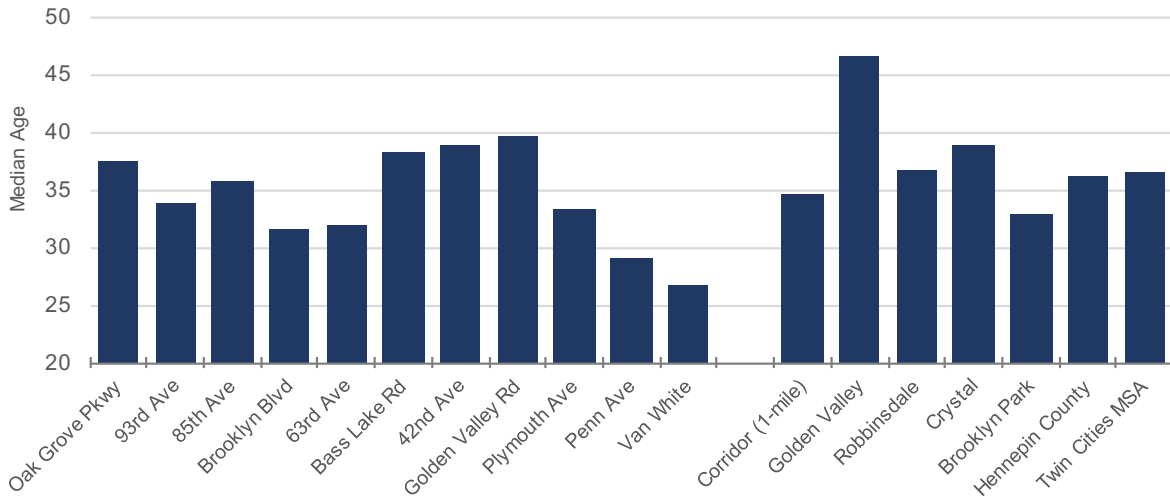
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services

Figure 24: Aging Trends of Station Areas 2000-2022 (1/2-Mile Radius)
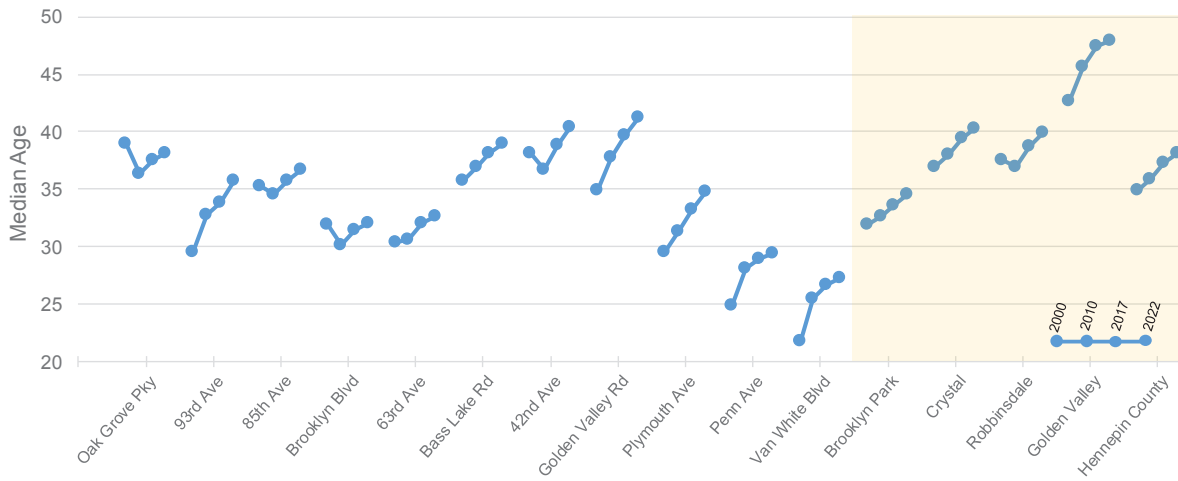
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Household Tenure (owners and renters)

Housing tenure is important to track because it provides insight into the potential to respond to a changing age profile or shocks to the economy, such as a recession. For example, many older households often transition out of homeownership into rental housing as they require more assistance with activities of daily living.

Figure 25 presents data on the breakdown between owners and renters while Figure 26 presents data on recent and anticipated changes in the homeownership rate. There is wide variation in tenure from station area to station area. Some station areas, such as those at the north end of the Corridor, mostly consist of households that own their housing. Other station areas, such as 63rd Avenue and Van White Boulevard, mostly consist of renters.

The recent and future trend, regardless of the station area, is toward lower levels of homeownership. Evidence appears to be growing that younger age groups are not embracing homeownership the way previous generations did. First, mortgage standards have returned to more stringent levels where the barrier to entry is much higher due to substantially larger down payments that are required on the part of mortgagors.

Second, with housing no longer seen as a "safe" investment due to the housing bust the nest egg that so many previous generations created through homeownership is no longer seen as attainable. Third, many younger households are now saddled with tremendous student debt and qualifying for, much less affording, a mortgage is much more difficult than compared to previous generations. Finally, with an increasingly digital-based economy, gone are the expectations that one works for a single employer for most of their career. Therefore, homeownership can be viewed as reducing employment flexibility which further depresses demand for for-sale housing. As a result, younger households are starting to choose rental housing as a preferred arrangement rather than a temporary situation prior to homeownership.

If these trends persist or become deeply established, the demand for rental housing could remain high for many years. These trends, however, are difficult to predict because of the large impact Federal policies have on homeownership. For instance, if the Federal government revamps Fannie Mae and Freddie Mac, the two big institutions that help support homeownership, in a way that help loosen lending standards, homeownership may again regain its value to younger generations. Conversely, given the recent changes to the mortgage interest deduction allowed through the Federal tax code, this may have a profound impact on the rental market.

Figure 25: Household Tenure by Station Area (1/2-Mile Radius)
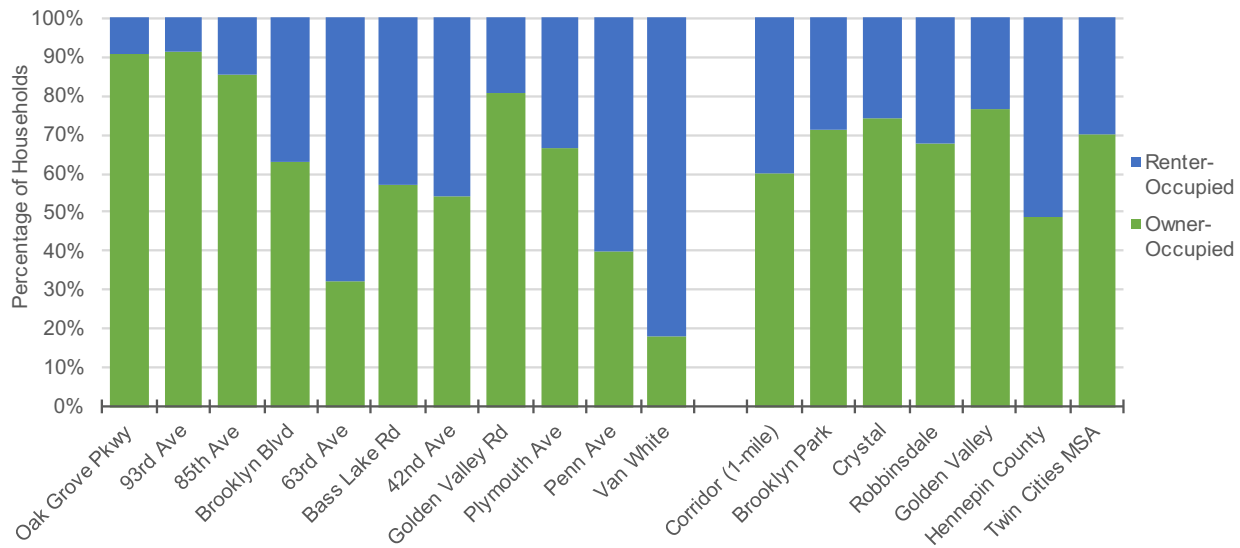
Source: U.S. Census Bureau, ACS 2011-2015 Estimate

Figure 26: Homeownership Rate 2000-2022 (1/2-Mile Radius)
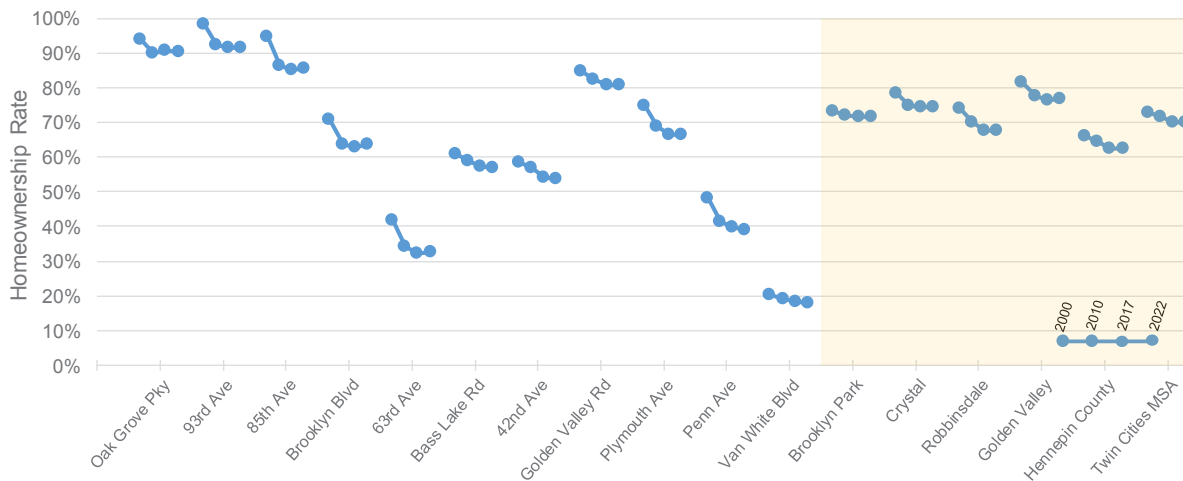
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Household Size

Figures 27 and 28 present data on household size. Household size has a direct impact on the types of housing needed. Furthermore, data on household size can reveal where the housing stock may be most stressed in meeting the needs of a changing demographic. Within the Corridor, station areas with larger multifamily properties tend to attract smaller households. Conversely, station areas with a higher proportion of single-family homes tend to attract larger households.

Exceptions are station areas where the aging of the population has yet to result in a turnover to younger households (e.g., Golden Valley Road) or areas with a high number of larger apartment units that can support families (e.g., Van White Boulevard).

Figure 27: Average Household Size by Station Area (1/2-Mile Radius)
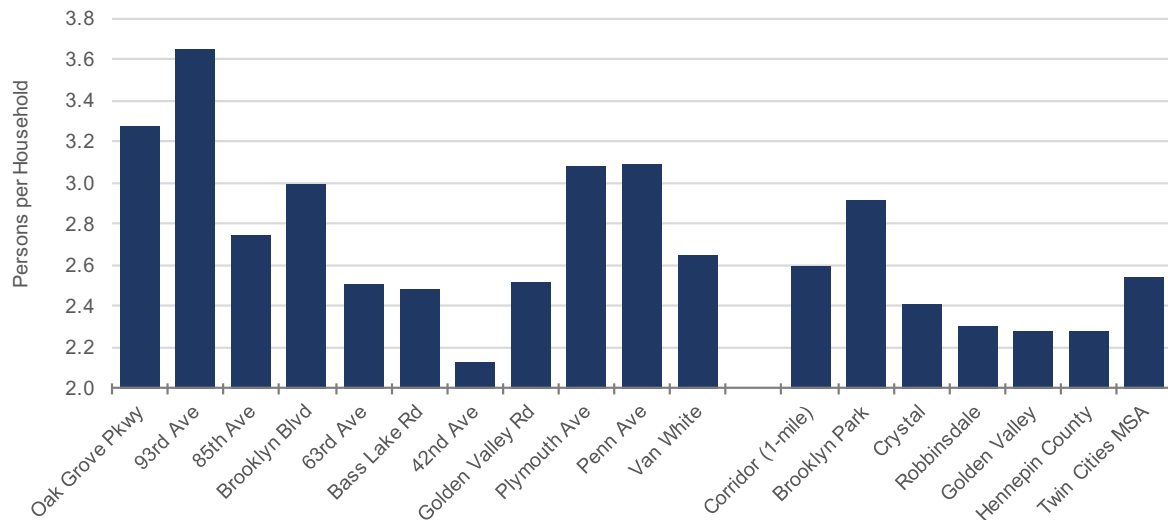
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services; Perkins+Will

Figure 28: Household Size Trends 2000-2022 (1/2-Mile Radius)
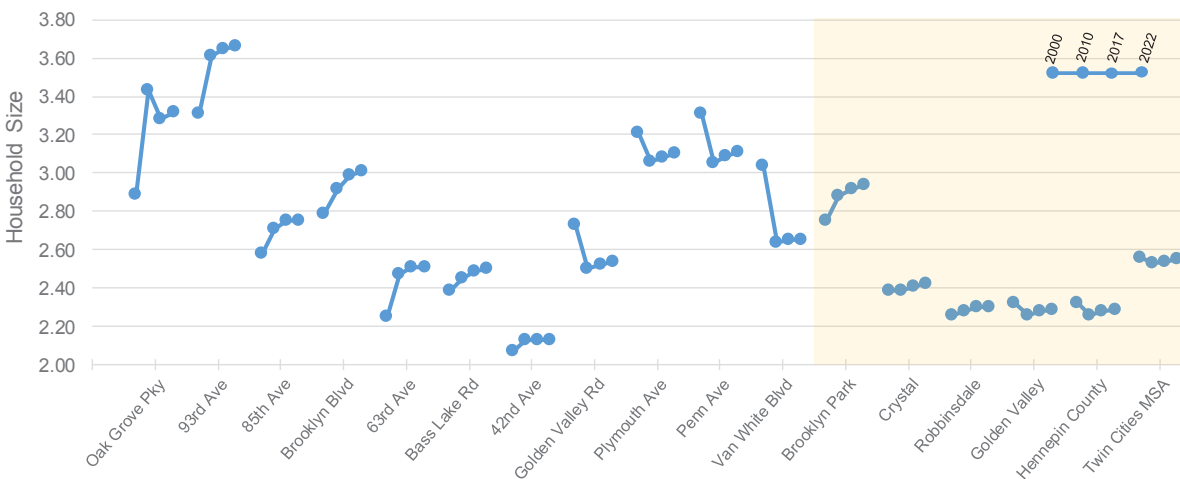
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

HOUSING GAPS ANALYSIS - 6.28.2018
Bottineau Community Works

Household Type

Related to household size is household type. Changes in household type can place pressure on the types of rental units needed in a community. For example, increasing numbers of renter households with children will place greater demand for units with three or more bedrooms, not to mention amenities such as play areas and accessibility to nearby schools.

Household structure throughout the Corridor is generally similar to the Metro Area and Hennepin County – though the Corridor tends to have slightly more non-traditional families and persons living alone.

Within station areas, though, there is significant variation of household types. The Oak Grove Parkway and 93rd Avenue station areas have a high percentage of married couples with families. The Robbinsdale station area has a high percentage of persons living alone. The Van White Boulevard, Penn Avenue, Brooklyn Boulevard, and 63rd Avenue station areas have higher percentages of non-traditional families with children.

Recent trends indicate that the proportion of households with children is increasing across the metro area and within most of the station areas. Single-person households, which have different housing needs than households with children, are starting to stabilize after a large increase between 2000 and 2010.

Figure 29: Household Type by Station Area (1/2-Mile Radius)
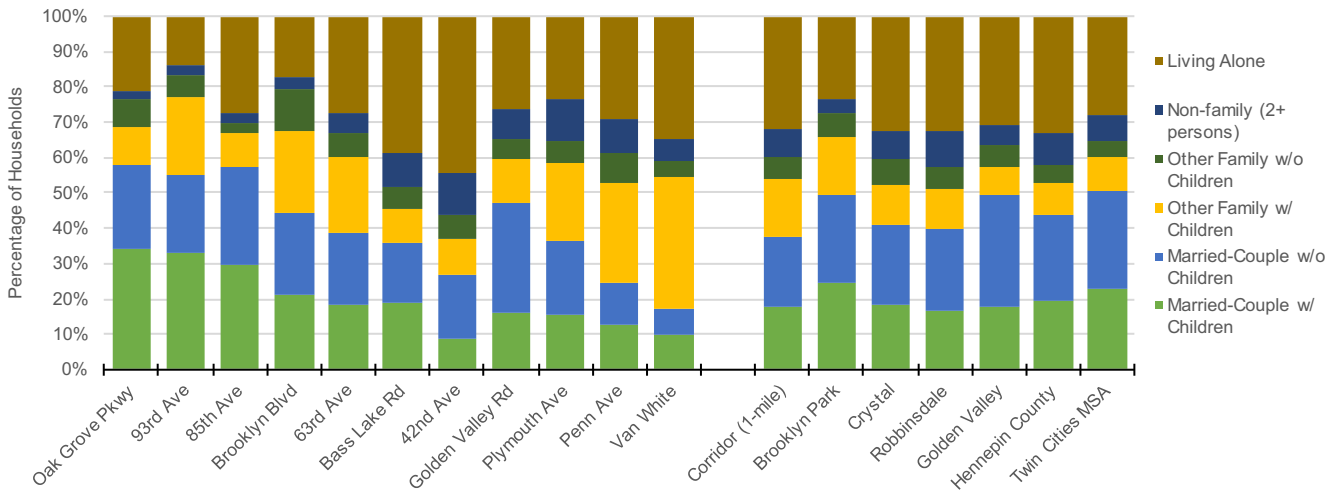
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services

Figure 30: Households with Children 2000-2015 (1/2-Mile Radius)
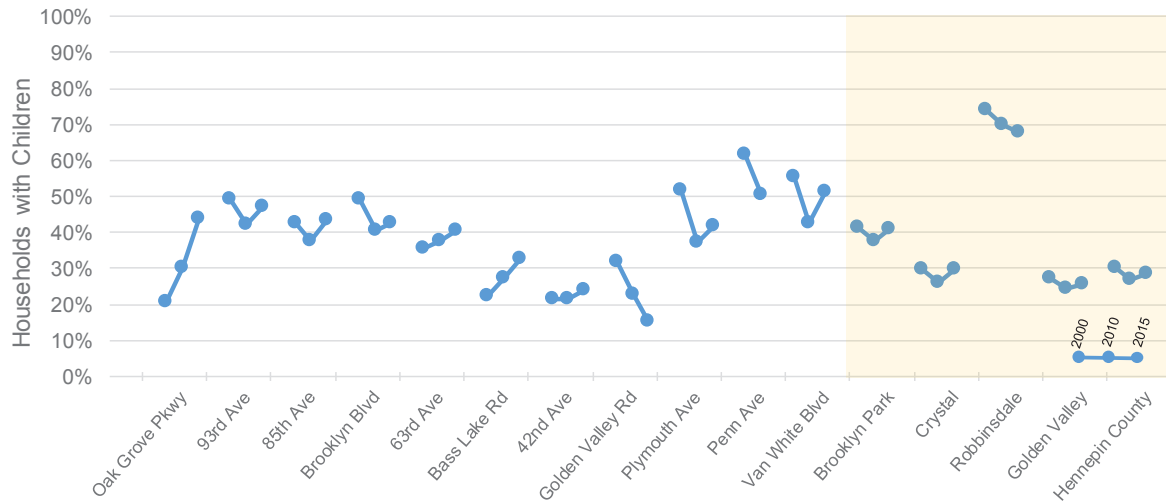
Sources: U.S. Census Bureau; Tangible Consulting Services; Perkins+Will

Figure 31: Single-Person Households 2000-2015 (1/2-Mile Radius)

Sources: U.S. Census Bureau; Tangible Consulting Services; Perkins+Will

HOUSING GAPS ANALYSIS - 6.28.2018
Bottineau Community Works
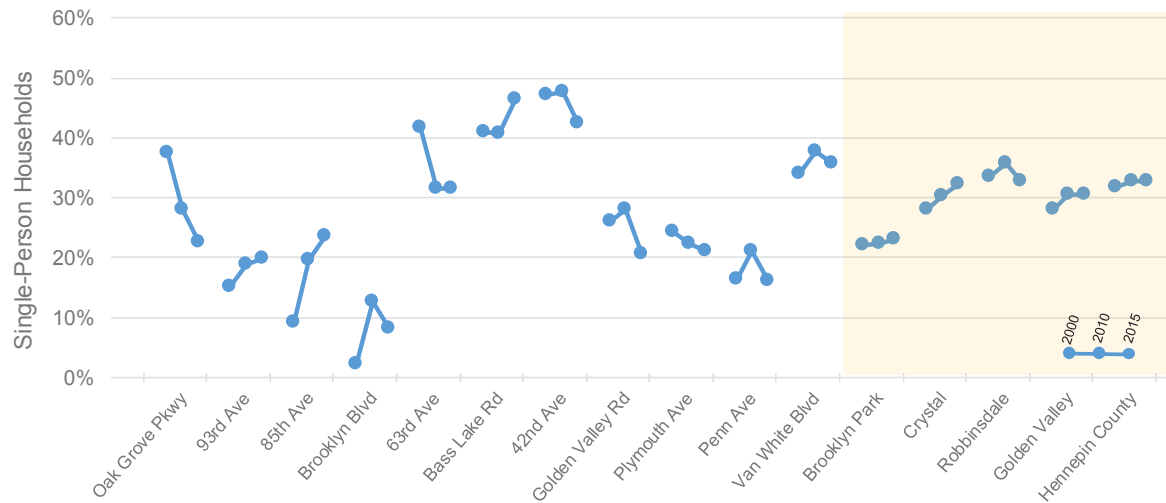
Length of Residence

Length of residence indicates how much turnover there is in the housing stock. Frequent turnover can result in greater wear and tear on the housing stock. It can also be an indicator of community involvement and participation among residents since it is often difficult to get involved in community issues and concerns when your residence is short term.

Longer-term residencies tend to be more associated with owner-occupied housing. This is generally due to the fact that younger and older households, which have a propensity to rent, do so because their expectation is for shorter-term residencies. Also, being more affordable, rental housing tends to accommodate households with financial and/or employment situations that are tenuous, which may precipitate a shorter-term residency.

Figure 32: Year Householder Moved into Dwelling Unit by Station Area (1/2-Mile Radius)
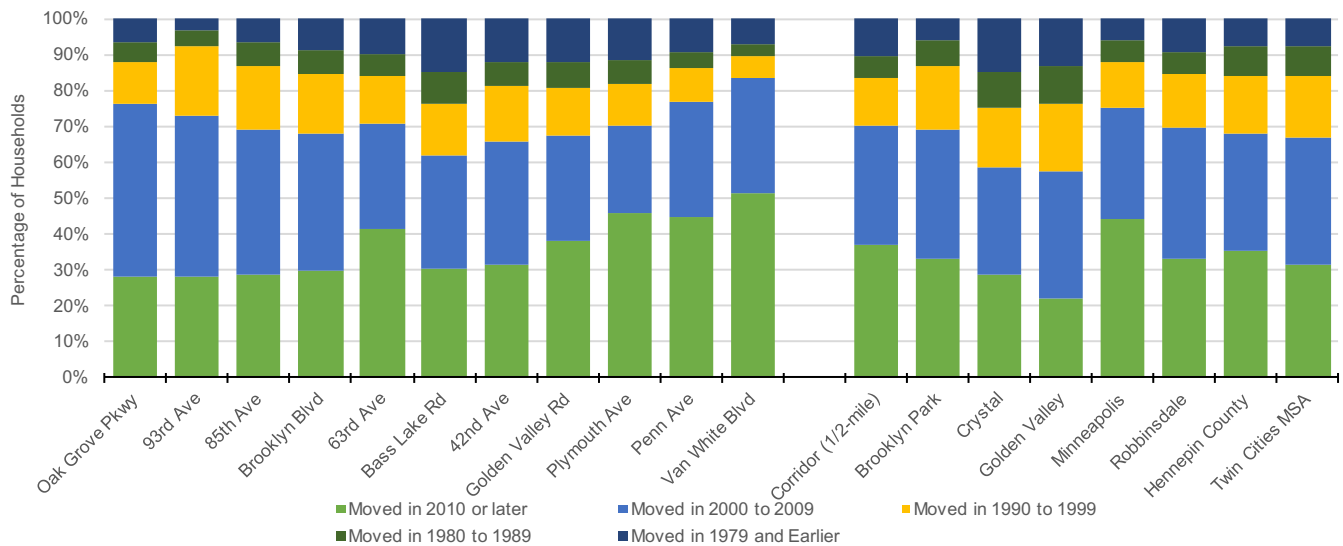
Sources: US Census, ACS 2011-2015 Estimate; Esri

Figure 33 presents data for Hennepin County and the Twin Cities metro area showing the difference in the percentage of households that moved into their housing unit within the past year between 2010 and 2015. Regardless of whether the unit is owner- or renter-occupied, the trend has been toward far less movement among households in the last six years. This indicates how a tight housing market can not only displace households due to rising rents or other landlord driven circumstances, but that it can cause households to remain in the same home despite changing life circumstances and the inability to find housing that better meets their needs.

Figure 33: Households that Moved into Dwelling Unit within the Last Year
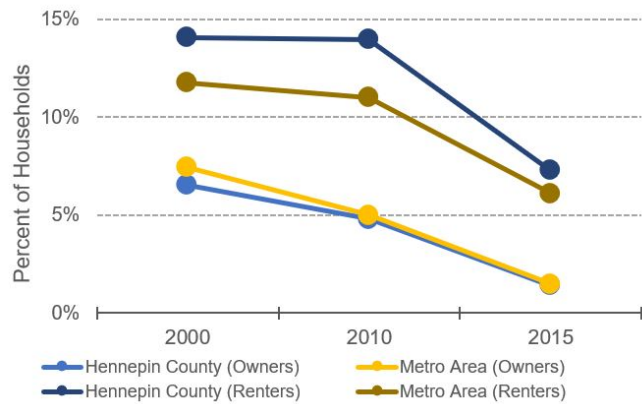
Sources: US Census; Perkins+Will

Race and Ethnicity

Figures 34 and 35 present data on the race/ethnicity and Hispanic origin of station area residents. Racial and ethnic diversity is very high throughout the Corridor. The number of people of color in the station areas is well above the Metro Area rate. African Americans are an important part of the population base throughout the Corridor. Asian Americans are a significant component to the population in the southern and northern station areas.

Figure 34: Race and Ethnicity by Station Area (1/2-Mile Radius)
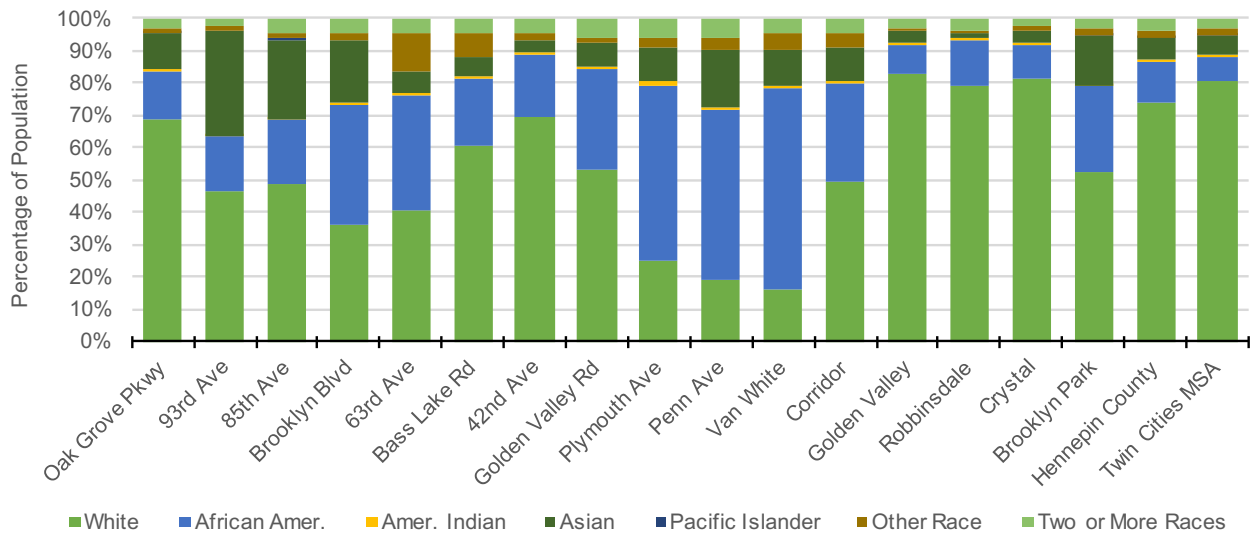
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

The Hispanic population, which can be of any race, are prominent throughout the Corridor as well. Concentrations of Hispanic persons are in the Van White Boulevard, Bass Lake Road, and 63rd Avenue station areas.

Figure 35: Hispanic Origin by Station Area (1/2-Mile Radius)
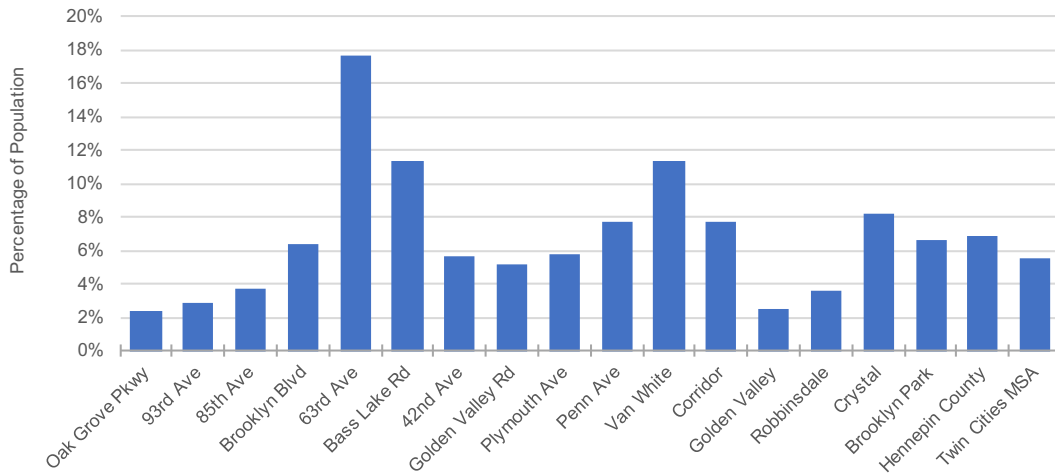
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Critical housing gaps are often correlated with race or ethnicity. Figures 36 and 37 highlight the stark differences in the rate of homeownership throughout the corridor between white households and households of color. Only in station areas where there is an almost complete lack of rental housing (e.g., Oak Grove Parkway, 93rd Avenue, and 85th Avenue) is the homeownership rate between whites and persons of color relatively similar. Otherwise, white households have a rate of homeownership that is typically twice -- sometimes three times -- the rate of households of color. This underscores how housing gaps that fall along race and ethnic lines may not be overcome by simply building more housing, but addressing other issues, such as homeownership assistance, fair housing policies, and similar strategies aimed at equity and equal access to resources.

Figure 36: Household Tenure by Station Area for White Households (1/2-Mile Radius)
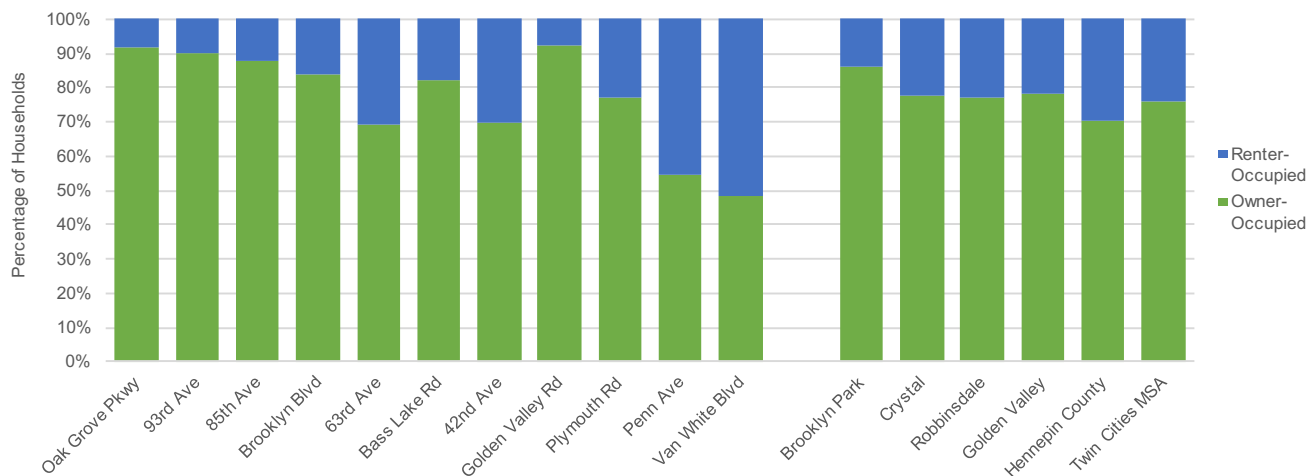
Source: U.S. Census Bureau, ACS 2012-2016 Estimate

Figure 37: Household Tenure by Station Area for Households of Color (1/2-Mile Radius)
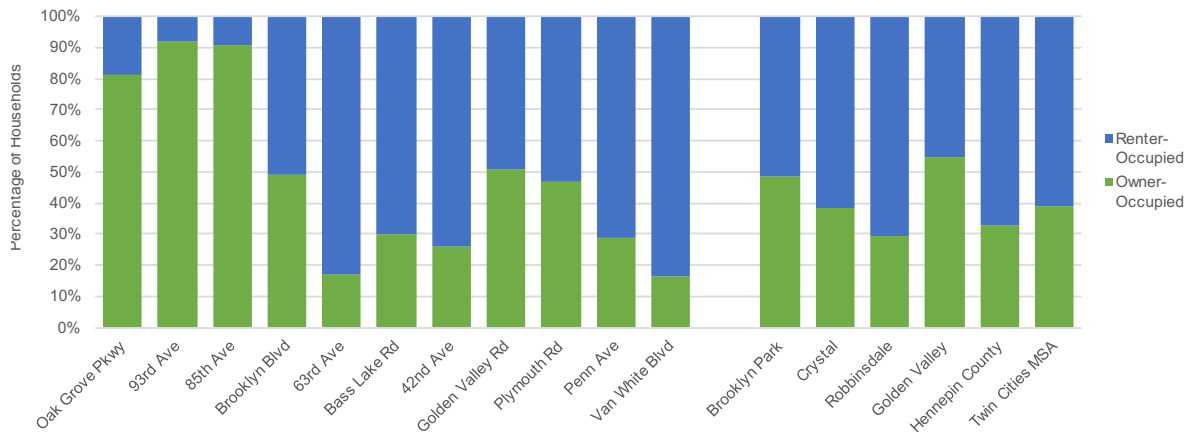
Source: U.S. Census Bureau, ACS 2012-2016 Estimate

Household Income

Household income is important to track because it is strongly correlated with age and also directly affects the spending power of area residents and their ability to afford housing. Figures 36 and 37 display data on median household incomes for each station area, the Corridor, each city along the Corridor, Hennepin County, and the Twin Cities metro area.

Except for the Golden Valley Road station area, all of the station areas from Brooklyn Boulevard and southward have median incomes well below the metro area median. Stations at the northern end of the Corridor where the housing consists mostly of newer, larger, owned single-family homes have median incomes above the metro area median.

In terms of income trends, there is a great deal of variation throughout the Corridor. By and large, it appears that income trends tend to correlate with whether households are getting younger or much older (i.e., entering retirement).

Because homeownership often has a significant financial barrier to entry, rental housing tends to have a larger proportion of lower-income households, though many middle- and higher-income households choose to rent as well. Furthermore, households at the two ends of the age spectrum, younger and older households, often prefer renting because it provides greater flexibility and requires less maintenance. Yet, these same households also have lower incomes because of limited earning potential (i.e., little work experience or retirement).

Figure 38: Median Household Income by Station Area (1/2-Mile Radius)
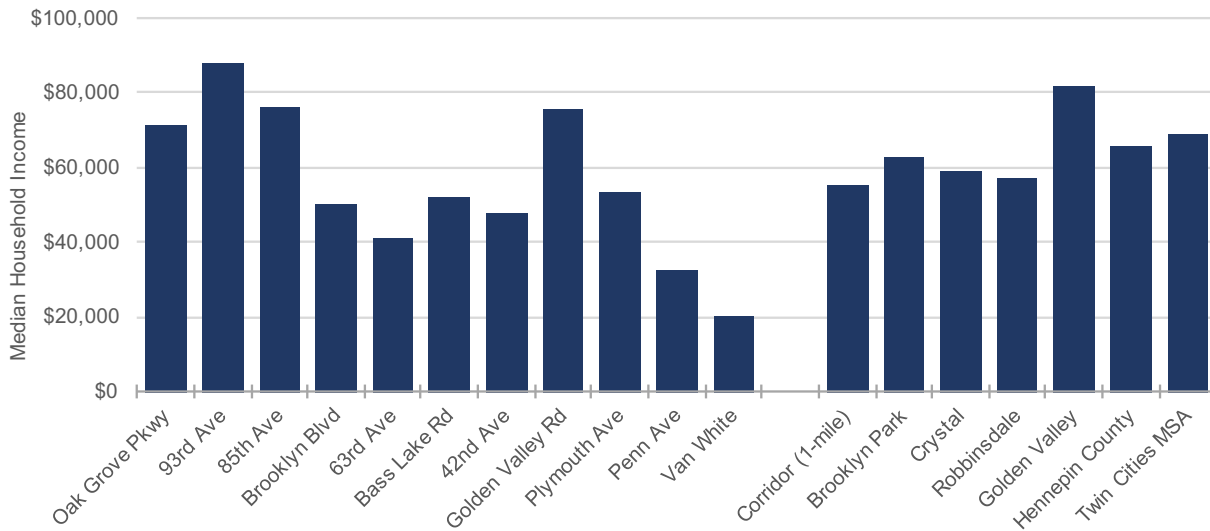
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Figure 39: Median Household Income Trends 2000-2022 (1/2-Mile Radius)
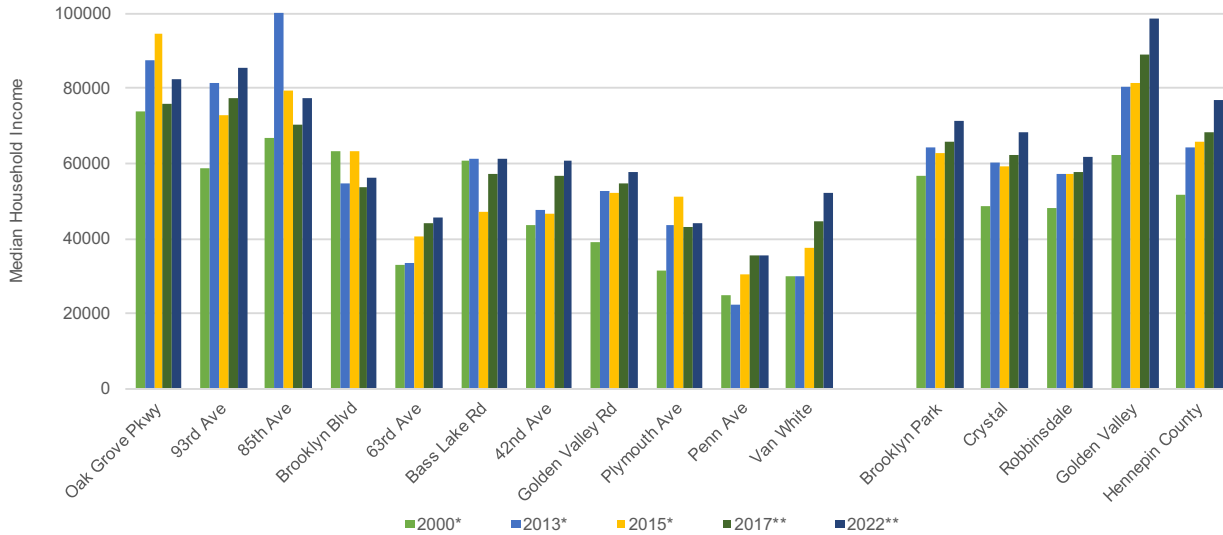
*Sources: * US Census; ** Esri; Tangible Consulting Services*

SOCIO-ECONOMIC FORECASTS

Previous sections addressed the current and recent demographic situation for each station area and communities along the Bottineau Corridor. This section presents data of several types of forecasts that provide insight into the potential increase in demand for housing due to population, household, and employment growth.

Population and Household Forecast

Table 3 presents data on the forecasted population and household growth of each community along the Bottineau Corridor as well as Hennepin County and the Twin Cities Metro Area. With the exception of a small portion of Brooklyn Park, the communities along the Bottineau Corridor are fully developed, which helps explain why their forecasted growth rates do not equal that of the entire Metro Area. The Metro Area figures include both fully developed communities as well as those communities with large tracts of vacant land that can accommodate large scale residential construction. Communities with significant amounts of new residential construction are typically the ones that experience the largest population increases.

Table 3: Population and Household Forecasts for Corridor Communities, Hennepin County, & Twin Cities Metro Area

Community	2000	2010	Forecast 2020	2030	2040	Numeric Change 2010s	2020s	2030s	Percentage Change 2010s	2020s	2030s
POPULATION											
Brooklyn Park	67,388	75,781	86,700	91,800	97,900	10,919	5,100	6,100	14.4%	5.9%	6.6%
Crystal	22,698	22,151	22,700	23,200	23,800	549	500	600	2.5%	2.2%	2.6%
Robbinsdale	14,123	13,953	14,750	15,100	15,300	797	350	200	5.7%	2.4%	1.3%
Golden Valley	20,281	20,371	21,300	22,000	22,900	929	700	900	4.6%	3.3%	4.1%
Corridor Communities	*124,490*	*132,256*	*145,450*	*152,100*	*159,900*	*13,194*	*6,650*	*7,800*	*10.0%*	*4.6%*	*5.1%*
Minneapolis	382,618	382,578	423,300	439,100	459,200	40,722	15,800	20,100	10.6%	3.7%	4.6%
Hennepin County	1,116,200	1,152,425	1,255,520	1,330,480	1,407,640	103,095	74,960	77,160	8.9%	6.0%	5.8%
7-County Metro Area	2,642,056	2,849,567	3,160,000	3,459,000	3,738,000	310,433	299,000	279,000	10.9%	9.5%	8.1%
HOUSEHOLDS											
Brooklyn Park	24,432	26,229	30,000	32,200	34,300	3,771	2,200	2,100	14.4%	7.3%	6.5%
Crystal	9,389	9,183	9,500	9,600	9,700	317	100	100	3.5%	1.1%	1.0%
Robbinsdale	6,097	6,032	6,300	6,600	6,800	268	300	200	4.4%	4.8%	3.0%
Golden Valley	8,449	8,816	9,300	9,600	9,800	484	300	200	5.5%	3.2%	2.1%
Corridor Communities	*48,367*	*50,260*	*55,100*	*58,000*	*60,600*	*4,840*	*2,900*	*2,600*	*9.6%*	*5.3%*	*4.5%*
Minneapolis	162,352	163,540	183,800	194,000	204,000	20,260	10,200	10,000	12.4%	5.5%	5.2%
Hennepin County	456,129	475,913	528,090	566,560	600,930	52,177	38,470	34,370	11.0%	7.3%	6.1%
7-County Metro Area	1,021,454	1,117,749	1,264,000	1,402,000	1,537,000	146,251	138,000	135,000	13.1%	10.9%	9.6%

Sources: US Census; Metropolitan Council; Perkins+Will

Although the Bottineau Corridor is mostly developed, the Metropolitan Council expects an important amount of household growth to occur over the next 20-25 years due to redevelopment opportunities of older, underutilized parcels. According to the table, the communities along the Corridor, excluding Minneapolis, can anticipate roughly 3,000 new households each decade.

In order to accommodate this new household growth, substantial amounts of new multifamily housing will need to be built because the economic feasibility of replacing non-residential uses with single-family housing is very challenging without substantial public support and subsidy.

Employment Forecast

Employment growth in and near the Bottineau Corridor will be a key driver of housing demand in the coming decades. According to Table 4, the communities along the Bottineau Corridor are anticipated to add nearly 6000 jobs in the 2020s and 2030s. Even if a small proportion of those new workers want to live along the Corridor it will place a great deal of demand on the local housing supply. If a range of new product types at varying price points is not added to the housing stock, this will result in significant increases in housing costs.

Table 4: Employment Forecasts for Corridor Communities, Hennepin County, and Twin Cities Metro Area

Community	2000	2010	Forecast			Numeric Change			Percentage Change		
			2020	2030	2040	2010s	2020s	2030s	2010s	2020s	2030s
EMPLOYMENT											
Brooklyn Park	23,692	24,084	32,100	36,100	40,200	8,016	4,000	4,100	33.3%	12.5%	11.4%
Crystal	5,638	3,929	4,400	4,640	4,900	471	240	260	12.0%	5.5%	5.6%
Robbinsdale	7,109	6,858	7,000	7,100	7,200	142	100	100	2.1%	1.4%	1.4%
Golden Valley	30,142	33,194	36,000	37,500	38,900	2,806	1,500	1,400	8.5%	4.2%	3.7%
Corridor Communities	*66,581*	*68,065*	*79,500*	*85,340*	*91,200*	*11,435*	*5,840*	*5,860*	*16.8%*	*7.3%*	*6.9%*
Minneapolis	308,127	281,732	315,300	332,400	350,000	33,568	17,100	17,600	11.9%	5.4%	5.3%
Hennepin County	877,346	805,089	924,710	981,800	1,038,140	119,621	57,090	56,340	14.9%	6.2%	5.7%
7-County Metro Area	1,606,263	1,543,872	1,828,000	1,910,000	2,039,000	284,128	82,000	129,000	18.4%	4.5%	6.8%

Sources: US Census; Metropolitan Council; Perkins+Will

Population Projections by Age Group

As presented previously, it is important to understand the age breakdown of the population because there is a strong correlation between one's age and the type of housing desired. Although long range age forecasts are not available at the municipal level, the Minnesota State Demographer recently released projections for Hennepin County, which are presented in Table 5.

According to the table, the age groups under 25 and over 65 will grow substantially through 2030. Therefore, macro demographic trends suggest numeric growth will increase demand for both larger unit types that can accommodate families while at the same time smaller unit styles focused on aging adults wanting to downsize.

Table 5: Hennepin County Population Forecast by Age Group

Population Age	2010	2020	2030	2040	Numeric Change			Percent Change		
					2010s	2020s	2030s	2010s	2020s	2030s
Under 18 Years	261,596	300,118	321,408	334,524	38,522	21,290	13,116	14.7%	7.1%	4.1%
18 to 24 years	113,300	112,122	137,640	149,718	-1,178	25,518	12,078	-1.0%	22.8%	8.8%
25 to 34 years	187,523	198,711	212,434	247,227	11,188	13,723	34,793	6.0%	6.9%	16.4%
35 to 44 years	154,304	169,184	155,538	163,307	14,880	-13,646	7,769	9.6%	-8.1%	5.0%
45 to 54 years	171,130	160,088	176,320	158,642	-11,042	16,232	-17,678	-6.5%	10.1%	-10.0%
55 to 64 years	133,758	165,602	161,777	175,103	31,844	-3,825	13,326	23.8%	-2.3%	8.2%
65 to 74 years	66,516	117,183	145,800	139,920	50,667	28,617	-5,880	76.2%	24.4%	-4.0%
75 to 84 years	42,476	42,104	68,109	82,280	-372	26,005	14,171	-0.9%	61.8%	20.8%
85 years and over	21,822	29,259	28,306	47,670	7,437	-953	19,364	34.1%	-3.3%	68.4%
Total Population	**1,152,425**	**1,294,371**	**1,407,332**	**1,498,391**	**141,946**	**112,961**	**91,059**	**12.3%**	**8.7%**	**6.5%**

Source: Minnesota State Demographer

IMPACTS OF NEW LRT SERVICE

The planned light rail transit (LRT) in the Bottineau Corridor will provide significantly enhanced transit service for residents and workers near the stations. Access to faster, high-frequency transit will reduce travel costs (in both time and money) and provide transportation flexibility. The result will be greater demand to live and work near a station.

Research and experience show that there are a range of additional impacts that can result from new transit service, such as:

- Property values tend to increase near transit stations, benefiting homeowners and other property owners.

- Station areas may attract new housing and commercial development that would otherwise not occur.

- Commercial businesses may benefit from increased visibility and sales.

- Investment in existing property tends to increase.

- In certain locations the impact on the area is multiplied by the emergence of broader place-making changes, which transform the market context, character and vibrancy of an area, inviting subsequent development and area changes.

- Value increases in station areas, and the increased attractiveness of the location for rental households, leads to rent increases in existing rental properties.

In order to better understand the potential impact of new LRT service on Blue Line communities, and especially on those living near future station areas, we did additional research on the impacts of new transit service—specifically its impact on property values, property investment, new development, and rent levels.

The Impact of New LRT Service on Property Values and Property Investment

A number of studies have explored the relationship between new LRT transit service, and increases in surrounding property values. Such studies have been conducted in contexts across the country, looking at the question from a range of perspectives.

Given that the existing Blue Line and Green Line transit lines offer the closest comparison to the future Blue Line extension, the impacts of those lines are particularly relevant. Fortunately, there have been prominent studies by the Center for Transit Studies (CTS) which have specifically looked at property value impacts from the Hiawatha Light Rail Line (now the Blue Line). Key findings from those reports are summarized below.

The Hiawatha Line: Impacts on Land Use and Residential Housing Value (CTS, 2010)

This study used property sale records for a period of time before the opening of the Hiawatha (Blue) Line, and after the opening of the Hiawatha Line. It compared the change in sale prices for properties within a half mile of the station to the change in sale prices for properties further distant from the stations. Trends in sale prices were examined for both single family homes and multifamily residential properties.

The researchers also looked at whether area investment increased due to the new transit service. They did this by comparing property expenditures, as represented by 2000 to 2007 building permit records, between the period before 2004 and the period after 2004.

Key findings of the study included the following:

- Before light rail service began in 2004, single family homes in the half mile station area radius sold for an average of 16% lower than homes in the broader area. After 2004, single family homes in the station area sold for an average of 4% higher than homes in the broader area. The value premium that station area homes achieved compared with more distant homes equates to around $5,000 per home.

- The increases in home value were significantly diminished for homes on the east side of Hiawatha Avenue. Those homes faced two barriers to accessing the station area—the difficulty of crossing the arterial corridor, and the visual barrier of a set of older industrial properties between the residential neighborhoods and Hiawatha Avenue.

- Property sale records showed that multifamily properties increased in value as well, due to the new transit service. The gain in value, after the opening of the transit service, was an estimated $15,755 per multifamily property.

- The new transit service prompted additional investment in new home construction and home improvement.

- There was an increase of 187% in the number of new single family homes constructed in the station areas.

  » The aggregate home improvement permit value was 50% higher in the station areas than it was for the comparison area for the 2000 – 2007 period.

Impacts of the Hiawatha Light Rail Line on Commercial and Industrial Property Values in Minneapolis (CTS, 2010)

This study utilized property sale records from before and after the opening of the Hiawatha (Blue) Line to assess the impact of new LRT service on commercial property values. It found a clear positive impact on property values, which extended out to almost a mile from the station locations.

The value appreciation that resulted from the new transit service varied according to the proximity to the station. The closer the property was to the station, the greater the resulting appreciation in property value. The study estimated that, for the average commercial property that is 400 meters (around 1,300 feet) from the station, its value would increase by $6,500 for each meter it was closer to the station.

The Impact of New LRT Service on Attracting New Development

There is a growing literature that looks at the development that occurs in areas near new transit stations. Questions asked in these studies include:

- Why does development occur in some instances, and not in others?

- What steps can be taken to increase the likelihood that new development will be attracted to a station area?

A 2011 study by the Center for Transit Oriented Development (Rails to Real Estate: Development Patterns along Three New Transit Lines, CTOD, 2011) was influential in understanding these dynamics. Moreover, one of the study's three focus areas included the Hiawatha (Blue) Line, which has particular relevance to this housing gaps analysis.

The study documented real estate development patterns in the areas around transit lines in Minneapolis, Denver, and Charlotte. The researchers reviewed development records, and interviewed city planners and developers in each area. The report makes qualitative findings concerning the development that occurred, and why.

Key findings from the report are as follows:

- Development has occurred on all three lines that may otherwise not have occurred.

- The character of development near the stations is shaped by its location, tending to be higher density and more pedestrian oriented than development in other locations.

- Developers (and their equity partners) are attracted to station area locations because they are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and higher sale prices or rents.

- Transit station areas in and close to existing employment centers and downtowns are most attractive to developers.

- Locations where there are major opportunities for infill development on vacant or lightly developed land are most attractive.

- Public actions to surmount barriers and improve the area context can be key to attracting development.

The Impact of New LRT Service on Rent Levels in Existing Rental Properties

New transit service makes an area more desirable, for both property owners and renters. Because of that, rents can go up with the arrival of the service. That's relevant in the Bottineau Corridor because communities want to understand how the new transit service might impact renter households in the station areas. There seems, however, to have been less research on the impact of transit service on rent levels than there has been on the impact on property values. Researchers contacted at the University of Minnesota's Center for Transit Studies were not aware of either local or national research that explores that relationship. And our own internet search didn't turn up any useful research.

There is a local organization that has done some work in this area. Twin Cities LISC (Local Initiatives Support Coalition) has been working with Minneapolis and St. Paul neighborhoods to set goals and monitor change relative to development in the Green Line station areas. The initiative is called "The Big Picture Project." Their 2016 progress report included a light analysis of rent changes in the corridor. It found a 44% rent increase in the Green Line corridor between 2011 and 2015 compared with a 22% rent increase across Minneapolis and St. Paul. The analysis was based on advertised rent listings, which limits the validity of the findings because new apartment developments are likely to be overrepresented in advertised rent listings. For our purposes, the rent levels in new apartment buildings are less interesting than how rents change for tenants of existing apartment buildings.

Given the limitations of existing research, we decided it would be beneficial to look at the question ourselves. We were in a good position to assess the rent impacts of new transit service for two reasons: 1) the Green Line provides a great context for the analysis, since there is an abundance of rental properties in the neighborhoods between the two downtowns; and 2) CoStar data offers a record of rents in most of the large apartment buildings in those neighborhoods, going back to 2000. That allowed us to build a record of rent changes over time, before and after the start of the Green Line service.

Using the CoStar platform, we selected all multifamily properties in the CoStar-defined multifamily submarkets between Highway 280 and St. Paul's Capitol Area. The selected geography excluded multifamily properties in the two downtowns and the area around the University of Minnesota, which are presumably subject to a more complex market context. From that list, we chose developments built before 2000 that had not been the subject of a major renovation since 2000. We eliminated affordable housing developments, which would be restricted in their ability to raise rents.

The preceding steps yielded an inventory of 376 properties in housing submarkets along the transit corridor. Those properties were divided into 114 properties (station area properties) that are located within a half mile of a Green Line station, and 262 properties (control group) that are not. Figure 38 shows that average rents in the station area properties are lower than the average rents in the control group; and they remain lower over the period of study.

Figure 40: Average Asking Rent Central Corridor (Green Line LRT) Submarkets
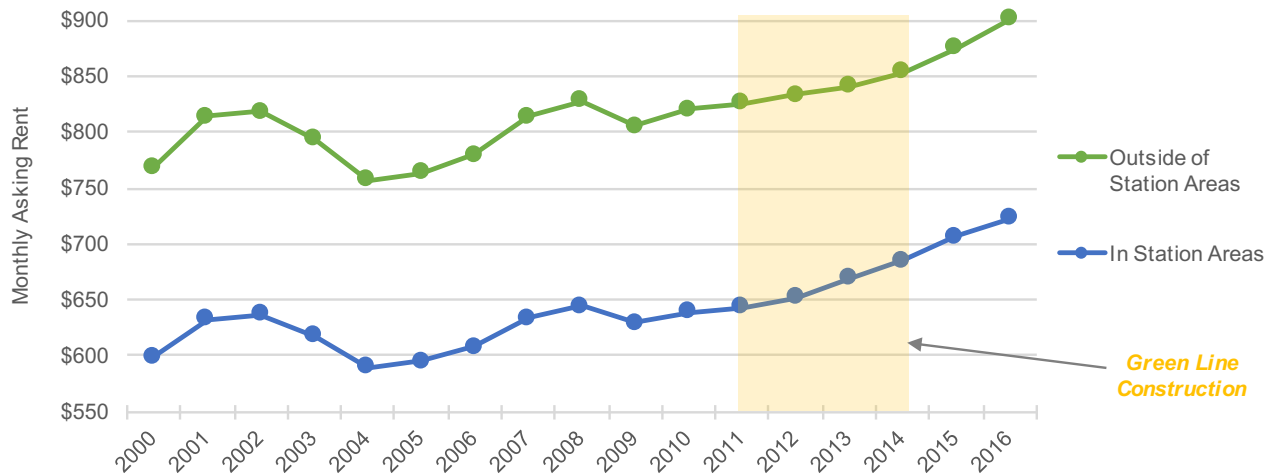
Source: Tangible Consulting Services; CoStar

However, when one focuses not on the rent level, but on how rents changed over time, an interesting pattern emerges. The rent changes were almost identical between the two groups until around 2012. But starting in 2012, the average rent in the station area properties increased more than it did in for control group properties. The simplest explanation is that starting in 2012 the new transit service was cause for charging a rent premium in station area apartment buildings.

Figure 41: Rent Growth from 2000 Central Corridor (Green Line LRT) Submarkets

Source: Tangible Consulting Services; CoStar

HOUSING GAPS ANALYSIS - 6.28.2018
Bottineau Community Works
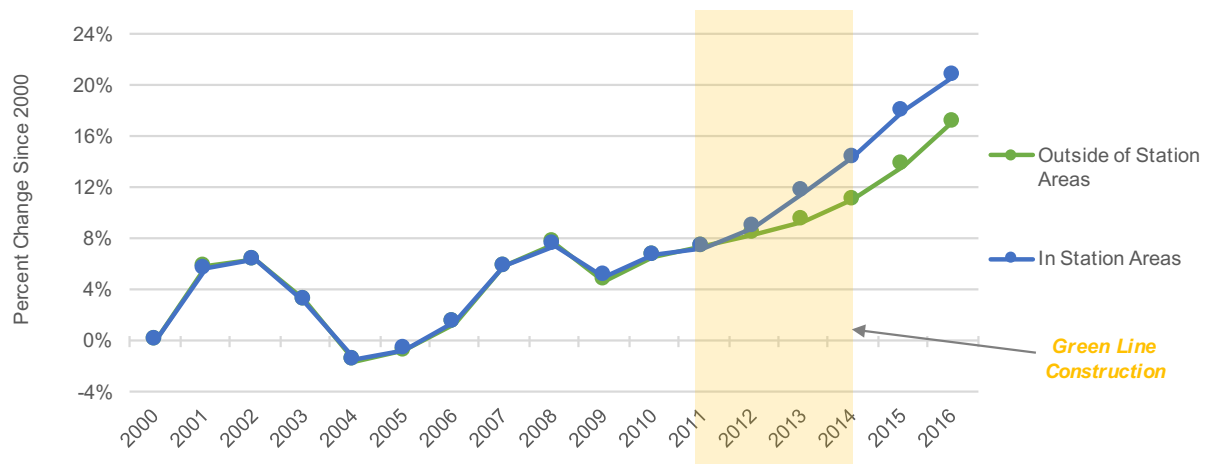
The analysis indicates that the rent premium associated with the new transit service is around $20 per month for properties located within a half mile of a station compared to those located between a half mile and one mile from a station. This suggests that rent increase due to proximity to LRT service are likely to be higher for properties closer to the stations.

REAL ESTATE EXPERT INTERVIEWS

In addition to analyzing quantitative housing data, interviews with residential real estate agents and multifamily developers were conducted to better understand the current and future housing needs along the Bottineau Corridor and within each station area.

Residential Real Estate Agents

Although residential real estate agents typically focus on the buying and selling of detached, single-family homes, which are not usually considered TOD, the prevalence of this housing type and the frequency of sales means that many agents often have a very good understanding of the ever changing housing needs of home buyers and homeowners in a given area. The following is a list real estate agents that primarily work along the Bottineau Corridor and were willing to share their insights and perspectives on the for-sale housing market:

- Tom Slupske, RE/MAX Results

- Emily Green, Sandy Green Realty

- Becky O'Brien, RE/MAX Results

- Joe Houghton, RE/MAX Results

- Kerby Skurat, RE/MAX Results

The overarching perspective of those interviewed was that the for-sale housing market in communities along the Bottineau Corridor is robust. There is a low inventory of properties being sold. Moreover, the housing in most of these communities is available at an affordable price by metropolitan standards. The interviewees offered the following additional considerations:

- **Sellers:** In many cases older people are moving out of their homes. Many would like to remain in the community. This is especially true in Robbinsdale. People who delayed selling their homes due to the housing

crisis (2006-2010) are now finding it a good time to sell as well. Investors who purchased properties when prices were low are now selling them.

- **Buyers:** Younger people began moving into Robbinsdale a few years ago. Now this trend is happening in Crystal and Brooklyn Park. Affordable homes make it easier for first time homebuyers to move into this area. Those who suffered foreclosures are now back on track. Their credit is repaired, and they are looking to buy. High rents are causing some renters to buy homes instead. Many of the buyers today in this area are first-time homebuyers. People who move into these communities tend to have connections to the area. They are from here and/or they have friends and families here. There are some buyers who are downsizing from other communities, looking for living space all on one floor.

- **Product Demand:** There is demand for larger homes for families. Three-bedroom, two-bath homes are in great demand. Buyers are looking to put down roots here. "Move-in ready" homes are in demand. Two- and three-bedroom townhomes also sell quickly. People will pay a premium for new construction in this area. Many of the homes in these communities, particularly in North Minneapolis and Brooklyn Park are older, not updated, and in some cases, moldy/musty, and sloping. Some buyers are drawn further out to Maple Grove and Rogers in search of larger homes. Senior housing, particularly in Crystal, is lacking. The abundance of mid-century ramblers presents an opportunity. They are one-level, and with some redesign can be good places for seniors to live. More studio and other small apartments are not needed in these communities. New higher end apartment developments have not opened up single family housing for younger buyers as some expected.

- **Desired Amenities:** These communities are desirable places to live. They are near downtown Minneapolis and the amenities, such as parks and the swimming pool in Crystal, draw families. Robbinsdale's downtown is walkable, has good restaurants, and is very attractive to people. Lower housing prices are also a big draw. It's an area where a buyer can find a home for less than $200,000. More mid- and higher-end restaurants would increase desirability.

- **Perceived LRT Impact:** LRT may not change the housing market much, and it will take time for impacts to be felt. LRT will have a positive impact on the communities, as it will provide transportation options. It may invite new housing product that includes larger single-family homes. New construction, and housing product that is new and forward-thinking will attract people. Homes close to LRT stations will likely gain desirability, although those adjacent to stations may be less desirable, and will probably be rented. Housing market conditions and availability of financing will continue to be the big influencers. The number of people in these communities that commute via LRT will grow.

Multifamily Housing Developers

Although the market for owner-occupied single-family housing is a major component of the overall housing market, the Bottineau Corridor also consists of a significant amount of rental housing as well. Moreover, multifamily housing, whether owner- or renter-occupied, tends to also occur at densities much more supportive of TOD. Therefore, in order to gain greater insight into the current and future multifamily housing market, interviews were conducted with a number of multifamily developers active along the Bottineau Corridor.

The following is a list multifamily developers interviewed as part of this study. The developer backgrounds include market rate housing, affordable housing, senior housing, and student housing.

- Beard Group – Bill Beard

- Inland Development Partners – Kent Carlson

- Common Bond – Diana Dyste, Kayla Schuchman

- Aeon – Blake Hopkins

- Doran Companies – Kelly Doran

- Ron Clark Construction & Design – Mike Waldo, Ron Clark

It should be noted that many of these developers also have experience developing commercial properties integrated with housing (i.e., mixed-use development). A companion study that researched the commercial market conditions and development potential in each station area also summarizes feedback from these experts. The following are key findings from the interviews specific to housing:

- LRT will be a catalyst for housing development, though other factors, such as the availability of neighborhood amenities (e.g., schools, parks, grocery stores, trails, etc.) and the regional economy, will play an important role in determining when and where development will most likely occur.

- Regardless of the LRT, there currently is and will be a high demand for middle-market multifamily development (i.e., properties with fewer on-site amenities and not as high of unit finishes as the luxury product being built in the downtowns or more affluent suburban locations).

- Affordable housing is in high demand, and sites near stations can attract favorable tax credits necessary to support development.

- Land values are already beginning to increase in expectation of future development, which will increase the financial need to develop multi-story, multifamily housing on the part of developers.

- Neighborhood amenities (e.g., schools, parks, grocery stores, trails, etc.) are important and help attract and support new housing development.

- Regardless of the type of development, interviewees stressed the need to design appropriate pedestrian and vehicular infrastructure that encourages the use of the LRT (i.e., reimagining streets, improved sidewalks, and safer street crossings).

COMMUNITY STAKEHOLDER INTERVIEWS AND PRESENTATION

Overview

Quantitative data on the supply and demand of housing does not always provide a complete picture of the real-world issues that often result from a housing gap or housing need. Therefore, qualitative research was conducted with community members and housing advocates familiar with the Bottineau Corridor to better understand the types of housing issues and needs not apparent from the quantitative research.

Outreach for the qualitative research consisted of engaging representatives of a number of community-based organizations active along the Bottineau Corridor with an interest in housing issues. The engagement was in two forms: 1) one-on-one interviews with organization leadership regarding housing issues and concerns; and 2) a presentation to members of the Blue Line Coalition and the Health Equity Engagement Cohort to solicit their input regarding preliminary findings from the quantitative portion of the study.

The one-on-one interviews were conducted in November and December 2017. The purpose of these meetings was to understand housing barriers, needs, and opportunities within the planned METRO Blue Line Extension (Bottineau LRT) corridor. The persons interviewed and organizations they represented are listed below.

- Nelima Sitati Munene, African, Career, Education and Resources Inc., November 27, 2017

- Sebastian Rivera, La Asamblea de Derechos Civiles, December 05, 2017

- Christine Hart, Community Action Partnership of Hennepin County, December 05, 2017

- Staci Howritz, City of Lakes Community Land Trust, December 06, 2017

- Martine Smaller, Northside Residents Redevelopment Council, December 07, 2017

- Pastor Kelly Chatman, Redeemer Lutheran Church/Redeemer Center for Life, December 07, 2017

The presentation of preliminary findings occurred on December 13, 2017 at the Brookdale Library in Brooklyn Center. Below are key themes from the one-on-one interviews and comments received in response to the presentation of findings. Detailed notes from the interviews and specific comments from the presentation attendees are in the appendices.

Key Themes

The following is a summary of the key discussion themes from the stakeholder interviews. The opinions presented herein are of the persons interviewed and do not necessarily represent the opinions of the report authors or report sponsor (Hennepin County). Detailed meeting notes from the stakeholder interviews are included as an appendix.

Rental Housing

- Most stakeholders felt that there is an abundance of rental housing within the study area, and that it tends to be in large- and mid-size apartment complexes. However, some felt that there is not an adequate supply of quality [i.e., safe and desirable condition] affordable housing.

- Most stakeholders agreed that much of the rental housing is considered affordable. However, several interviewees felt strongly that much of this housing is in older buildings that is often not adequately maintained, which often leads to health concerns. Examples of property issues cited by interviewees include poor heating and cooling, improperly functioning appliances, and leaky ceilings.

- Many stakeholders noted that there are very few rental units in the market with three or more bedrooms, which are needed for families. This is especially the case in the Latino and Asian communities, who often have larger households. Some stakeholders noted that it is not uncommon for a family of six to live in a small two-bedroom apartment because of the lack of larger unit types.

Owner-Occupied Housing

- Stakeholders reported an abundance of single family homes within the study area, many of which are considered affordable. However, demand for homeownership is high and inventory is low, which tends to put upward pressure on price and can limit affordability.

- It was noted that there are few townhomes or other multifamily ownership options within the corridor, which tend to be more affordable because they occupy less land.

- Stakeholders who focus on North Minneapolis noted that there is a lot of quality housing (e.g., bricked homes with stucco) in North Minneapolis that should be preserved. In contrast, they noted an increase in the use of poor quality materials (e.g., low grade vinyl siding) among newly built housing.

- Most stakeholders expressed the need for more opportunities for homeownership and homeownership assistance strategies. While some cities have first time homeowner resources, there is still an unmet need.

- Some felt that there is a need for more transitional and smaller houses (1-bedroom and smaller footprint) with less maintenance for seniors to transition from their 3 to 4-bedroom homes.

Affordability

- Many stakeholders made the point that even with the prevalence of naturally occurring affordable housing in the corridor, many people are still spending over 50% of their income on rent alone and are therefore "housing cost burdened."

- Several stakeholders cited current market conditions as exacerbating affordability issues. For example, it was noted that low vacancy is a barrier to accessing quality affordable housing, and, for many households, this means that if they are unable to renew their lease or are evicted without cause they have no other housing option.

Concerns about Discriminatory Practices

- Several stakeholders reported that some landlords engage in discriminatory practices, especially during the application/screening process. Examples cited by those interviewed include refusing to accept Section 8 housing vouchers, charging higher application fees and rents to those who lack identification, such as social security cards or car insurance, and the use of credit checks, which penalize people who lack good credit or those trying to establish credit.

- Some stakeholders also cited the lack of [or perceived lack of] tenant protection policies as contributing to an environment in which tenants are fearful of reporting legitimate issues, such as plumbing or HVAC problems, for fear that they may be evicted. Exacerbating the situation, according to those interviewed, is when markets are extremely tight with few if any available units at other properties. Under these conditions, tenants are even more fearful of potential evictions because there are so few housing options.

Concerns about Gentrification/Displacement

- While the stakeholders interviewed were generally supportive of the proposed LRT project, gentrification is a major concern. It is important for the LRT to serve not only new residents, but also the people who currently live in the affected areas. For example, rent control policies were suggested as a possible strategy to limit displacement among existing residents who would be unable to afford any significant rent increases due to the LRT.

Connectivity and Access to Goods and Services

- Many stakeholders expressed a desire for improved multimodal facilities, such as sidewalks and bicycle facilities. They also mentioned access to transit, such as buses, is limited, and access to goods and services (e.g., groceries) within walking distance is a challenge, particularly for older adults and those who do not have access to a personal vehicle.

Other

- Some stakeholders noted the idea of "owning" and "investing" in something can be a difficult conversation to have with some religious and cultural communities. For example, Sharia finance rules won't allow Muslim communities to pay interest, such as the interest in a conventional mortgage which is often needed to purchase a home.

- Historically, there is a lack of attractive retail sites and a disparity in neighborhood investment, particularly in North Minneapolis. It would be beneficial to have more user-friendly community retail that has a stronger sense of community investment (i.e., Whole Foods, coffee shops, cooperatives, replace the smoke shop with other retails, etc.).

GAPS ANALYSIS

Findings from the previous sections were synthesized into a Gaps Analysis focused on each station area as well as corridor-wide concerns. Although the methodology of identifying and subsequently determining the scale of a "housing gap" starts with the process of comparing supply against demand to see where gaps may exist, it doesn't stop there. Housing need, which the gaps analysis is fundamentally trying to address, is more nuanced than that. Therefore, quantitative data was augmented with qualitative data gleaned from interviews with housing advocates and experts familiar with the housing supply and needs of the local population.

Another key purpose of the gaps analysis is not to simply address existing gaps, but to draw attention to how each station area could accommodate future housing demand and thus prevent the creation of new gaps or the exacerbation of existing gaps. Therefore, the gaps analysis also takes into consideration forecasted household growth in each of the Corridor communities.

Because the METRO Blue Line Extension will have an obvious impact on mobility and accessibility, it is likely to profoundly influence housing need, particularly through the pricing of housing. Therefore, the gaps analysis also factors in potential impacts on housing costs as well.
A simplified methodological approach to the gaps analysis is as follows:

Figure 42: Methodological Steps of the Gaps Analysis

STEP 1		STEP 2		STEP 3		STEP 4
Evaluate station area plans for housing development potential	→	Quantify Supply of Housing	→	Assess Socio-Economic Factors	→	Augment with Insight from Housing Advocates/Experts

When thinking about a gaps analysis it is important to be reflective of two considerations which sometimes support the same housing prescriptions but in some cases can be different or complementary.

1. **Housing gaps.** The lack of housing types in the existing housing stock, filling gaps in the array of existing housing types.

1. **Household gaps.** The unmet housing needs of current residents, allowing them new options that meet identified needs.

Corridor-Wide Housing Gaps

Closing a housing gap observed within a station area may not always require a station-specific prescription. For example, this can be seen in station areas where there is very little diversity in the housing supply or very little housing altogether. However, due to the station area plan, which may be more focused on non-residential uses, or a lack of developable sites, it may make more sense to consider housing prescriptions that are distributed throughout the corridor instead within a given station area.

To address such considerations, the following are corridor-wide housing observations and prescriptions:

- **Housing age.** Housing age analysis suggests the need to build new multifamily housing in many portions of the corridor because the housing stock is aging with little replacement. Generally, this is true at every station area since there has been so little new multifamily housing constructed over the last 30 years throughout the corridor. However, multifamily development is particularly limited in the 93rd Avenue, 85th Avenue, and the Golden Valley Road station areas. There are also parts of the corridor where the initial era of housing development was many decades ago, and, thus, there is a strong need for newer multifamily housing that can complement an older apartment stock. This is particularly true of the Brooklyn Boulevard and 63rd Avenue station areas in Brooklyn Park where essentially all of the apartment stock was built before 1980 as well as the Minneapolis station areas, which has an even older multifamily stock.

- **Housing maintenance.** Maintaining the quality, condition, and marketability of the existing housing stock reduces the pressure to build new housing needed to replace obsolete or uninhabitable housing. Moreover, community input suggests that there are significant management and maintenance issues with the existing rental housing. This is true of both multifamily and single family rental housing, and it suggests:

  » Continued attention to oversight through rental licensing and other approaches

  » Support for capital investment in the existing housing stock (e.g., new roofs, windows, HVAC systems, etc.)

» Programs to help educate and support landlords in how to manage properties with tenants of diverse needs, such as aging residents, non-English speakers, families with young children, new arrivals unaccustomed to a cold climate, etc.

» Programs to help educate and support landlords new to renting and unfamiliar with the rights afforded to both owners and renters, especially in terms of maintenance responsibilities

• **Housing affordability.** This is an area where gaps in the housing stock and gaps in household needs suggest the need for different housing types—which could be thought of as complementary as opposed to contradictory.

» New market rate or even upscale rental housing are in scarce supply in many of the station areas. High quality market-rate apartments and townhomes would fill gaps in the housing stock at every station. But it may be particularly needed as an action step that can improve market perceptions in the station areas that have the most dated existing apartment stock (noted above).

» Affordable housing. The station areas are appropriate locations for affordable housing because they provide access without the need of a car to jobs in a large portion of the metro area. From a housing stock perspective, new affordable housing would add diversity in the available housing stock in the more affluent parts of the corridor such as at Oak Grove and Golden Valley Road station areas. From the standpoint of meeting the needs of existing households, new affordable housing can reduce cost burdens or offer an improvement in quality and property management for existing households. From this standpoint, new affordable housing may be particularly needed in lower income areas. The median household income is lowest (around $40,000 or lower) in the 63rd Avenue, Penn Avenue, and Van White station areas, followed by the Brooklyn Boulevard, Bass Lake Road, Robbinsdale, and Plymouth Ave station areas (around $50,000). It's $70,000 or more in the other station areas.

- **Workforce housing.** Used in a nontechnical sense, housing at all stations along the corridor support workers who commute to downtown, the airport, Target headquarters, and other employment destinations served by LRT. There is a particular need for housing at the employment nodes of Oak Grove Parkway, 93rd Avenue, and 85th Avenue, and at the retail hubs at Bass Lake Road and Brooklyn Boulevard. Housing for workers in these locations can be both market rate and income restricted.

- **Household age.** Demographic trends suggest that there will be an ongoing need for a range of senior housing options throughout the corridor. The one exception is the Robbinsdale station area, which accounts for roughly one-third of all the age-restricted housing within a mile of the corridor. In all the other station areas, senior housing would fill an existing gap and any growing gaps due to an aging population. In particular, there is a strong need for housing that provides assistance, such as assisted living and memory care services. Currently, less than one-quarter of the age-restricted units in the corridor have such types of assistance. For more independent seniors, the best locations will offer other amenities, such as close proximity to walking trails and shopping. Therefore, it may be particularly appropriate at 85th Avenue, Bass Lake Road, Golden Valley Road, or Van White Boulevard station areas (if developed as a mixed use node).

- **Unit type**. A bedroom analysis combined with comments from community stakeholders revealed a gap between the number of rental units with three or more bedrooms and the number of households with children. Most larger rental properties are dominated by one- and two-bedroom units because the traditional target market for these properties when built were young singles living alone or with a roommate or older households that have downsized from a single-family home. Households with children unable to afford homeownership, therefore, have had very limited housing options. Every station area has this housing gap because it is a need that is pervasive throughout the corridor and the region.

- **Medium density structures.** Duplexes, triplexes, and many types of townhome product are a good way to achieve TOD densities without significantly changing the character of a station area. Furthermore, these product types can often be delivered as a more affordable option to

traditional single-family product because they use less land yet retain some of the attributes often desired in single-family homes, such as private-entry, space for a patio or garden, and larger unit sizes (i.e., three or more bedrooms). These types of units can also be a complement to larger mixed-use developments where distances beyond ¼ or ½-mile from the station may make them more feasible. This would be especially relevant in stations such as Oak Grove Parkway and Bass Lake Road.

Station Area Housing Gaps

Although corridor-wide housing gaps are important to understand how wide spread gaps may be and that responses to a gap may need to be thought of more holistically, one of the purposes of this study is to provide insight at the station area level to help inform the creation of zoning codes that will support TOD and remove barriers to closing any critical housing gaps.

For each station area a gaps analysis was prepared in order to identify short-term (pre-LRT) and long-term (post-LRT) housing need. Each analysis includes the following components:

- Map of existing general-occupancy (i.e., non-senior or age-restricted) multifamily properties with 10 or more units.

- Map of existing senior or age-restricted multifamily properties.

- Summary of demographic and housing statistics presented previously in the report. For comparison purposes, Hennepin County statistics are also included as a benchmark since it is a much larger unit of geography and would represent a regional norm or average for these type of data.

- A basic description of the station area vision included as part of the station area plan.

- Estimate of housing demand through 2040. This estimate is based on household growth forecasts prepared by the Metropolitan Council for each city along the Corridor. Based on the station area plan, the amount of existing developable land, opportunities for redevelopment (i.e., presence of underutilized, aging, or obsolete properties), and market dynamics, a proportion the city's forecasted household growth was assigned to the station area and considered to be its future housing demand.

For example, in the Oak Grove Parkway station area, there is a significant amount of vacant land. Moreover, given the station area plan to create a new transit oriented village, it was assumed the station area could capture 20-25% of the City of Brooklyn Park's forecasted household growth through 2040, which translates 1,500-2,000 housing units.

- List of most appropriate new housing types that would best address current gaps and future demand.

- Narrative that describes the housing gap situation in each station area. The narrative provides context and understanding of the factors contributing to a housing gap (if any) and possible prescriptions for how to address current and future needs taking into consideration the unique circumstances of each station area.

Oak Grove Parkway
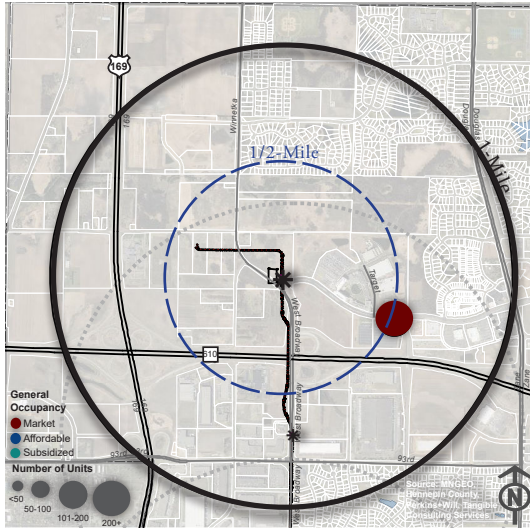
Map 1: Oak Grove Parkway - Multifamily Properties
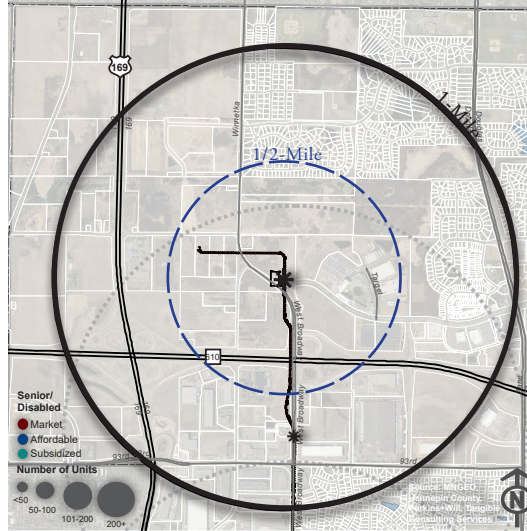
Map 2: Oak Grove Parkway – Senior Properties

STATISTIC	OAK GROVE PKWY	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**291**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**88**	**490,196**
Median Age[1,2]	37.5	36.1
Population Age 18 and Younger[1,2]	23%	25%
Population Age 65 and Older[1,2]	13%	12%
Average Household Size[1,2]	2.7	2.4
Persons per Bedroom[1,2]	--	0.92
Median Household Income[1,2]	$71,454	$65,834
Homeownership Rate[1,2]	90.9%	49.0%
Households with Children[1,2]	44.7%	28.0%
Single-Person Households[1,2]	21.1%	33.0%
Persons of Color[1,2]	31.5%	26.0%
Households that are Housing Cost Burdened[1,6,7]	10.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**42**	**518,332**
Units in Buildings with 5+ Units[1,2]	4.8%	29.9%
Units in Buildings with 2-4 Units[1,2]	0.0%	5.8%
Townhome Units[1,2]	45.2%	8.7%
Single-Family Units[1,2]	50.0%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	2016	1973
Median Year Built (Single-Family Units)[5,6,7]	2004	1958
Median Home Sales Price[4]	$477,874	$264,000
Average Monthly Rent - 1BR Units[3,6]	$1,491	$1,105
Average Monthly Rent - 2BR Units[3,6]	$2,012	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$2,288	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- New village concept with areas for mixing of uses, including residential, retail, and office. Major growth district.

Housing Demand through 2040

- 1,500-2,000 units (20-25% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Market rate rental apartments

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Senior housing (market rate and affordable)

- Mixed-income housing (properties inclusive of both market rate and affordable units)

- Multi-story condominiums (multiple price points)

- Owner-occupied townhomes (multiple price points)

Housing Gaps Analysis

Being mostly vacant, the Oak Grove Parkway station area currently does not have a housing gap in the way other fully developed station areas have housing gaps. However, this is the one station area that will be able to accommodate a significant amount of new housing along the Corridor. Therefore, a range of housing product types and price points should be supported through zoning and other policies.

The timing of development will be highly dependent on the introduction of new infrastructure into the station area. Given the rapid absorption of the 610 West apartments, which are located east of the station area just beyond its ½-mile radius, the market for market rate, transit-oriented development is strong and would support more near-term development. With that being said, the amount of vacant, developable land is large enough that full build out the station area will take many years even when factoring in the operation of the LRT.

In order to fully leverage the opportunity of building in essence a new neighborhood, densities should be highest nearest the station. However, further from the station, densities can drop down to much lower levels. A wide variety of housing types will allow for not only a range household types but also a variety of price points, which will be extremely important. As a growing area with the potential to attract residents drawn to nearby high paying jobs, some type of inclusionary policy guaranteeing a portion of all housing development be of a certain type and affordability would likely be feasible in this station area.

93rd Avenue
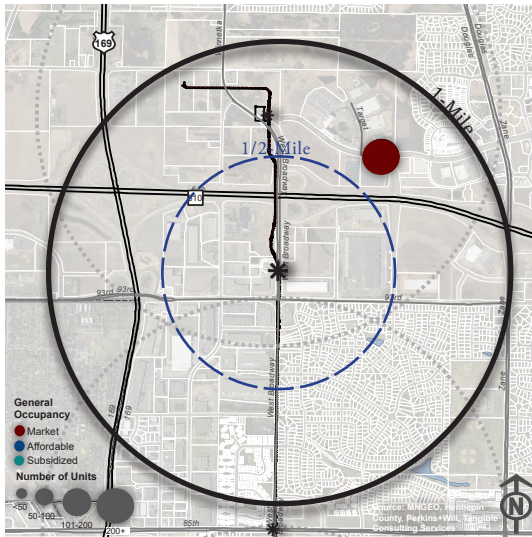
Map 4: 93rd Avenue – Multifamily Properties
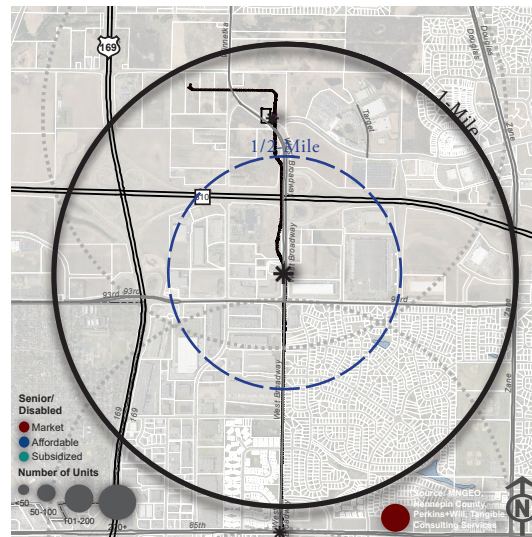
Map 3: 93rd Avenue – Senior Properties

STATISTIC	93rd AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	1,000	1,197,776
Toal Households (1/2-mi radius)[1,2]	274	490,196
Median Age[1,2]	33.9	36.1
Population Age 18 and Younger[1,2]	30%	25%
Population Age 65 and Older[1,2]	9%	12%
Average Household Size[1,2]	3.2	2.4
Persons per Bedroom[1,2]	0.84	0.92
Median Household Income[1,2]	$88,134	$65,834
Homeownership Rate[1,2]	91.6%	49.0%
Households with Children[1,2]	54.9%	28.0%
Single-Person Households[1,2]	14.1%	33.0%
Persons of Color[1,2]	53.8%	26.0%
Households that are Housing Cost Burdened[1,6,7]	27.5%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	265	518,332
Units in Buildings with 5+ Units[1,2]	2.3%	29.9%
Units in Buildings with 2-4 Units[1,2]	1.1%	5.8%
Townhome Units[1,2]	13.6%	8.7%
Single-Family Units[1,2]	82.6%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	--	1973
Median Year Built (Single-Family Units)[5,6,7]	1991	1958
Median Home Sales Price[4]	$264,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	--	$1,105
Average Monthly Rent - 2BR Units[3,6]	--	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Support current trend of new employment/business growth with emphasis on stronger multimodal connections throughout station area. Minimal residential vision.

Housing Demand through 2040

- 100-200 units (1-2% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Senior housing (market rate and affordable)

- Owner-occupied townhomes (middle market price points)

Housing Gaps Analysis

The existing housing stock within the 93rd Avenue station area is newer and mostly consists of detached, single-family homes. The median home sales price is one of the highest along the Corridor, which suggests that most of the stock is not at risk for deferred maintenance. Therefore, there are minimal gaps that can be closed through modifying the existing housing supply.

Adding new housing is the most likely path to addressing any housing gaps in the station area. However, near-term opportunities for new housing development are limited. The undeveloped portions of the station area are guided for industry and are currently being rapidly developed. Nevertheless, some non-residential properties that are relatively older will experience redevelopment pressure once the LRT is established. At locations closest to existing housing or adjacent to uses complementary with housing, there would be the opportunity to introduce new housing.

In the interest of broadening the limited housing choices that currently exist, any new development should consider affordable rental housing in the form of apartments or townhomes, depending on the site. Introducing more affordable housing product would provide additional choice because the cost of the existing housing in the station area is at or above the regional median. Therefore, new housing affordable to lower-income households will be especially attractive given the strong concentration of employment in this station area.

Senior housing will also be a likely need in the future as there currently are few senior housing options in the vicinity today[6]. As residents of the existing residential neighborhoods to the south and east continue to age, there will likely be a need for senior housing at some point in the future.

6 At the time this report was being prepared, the local media reported that a senior housing project was proposed approximately 1 mile east of the station.

85th Avenue
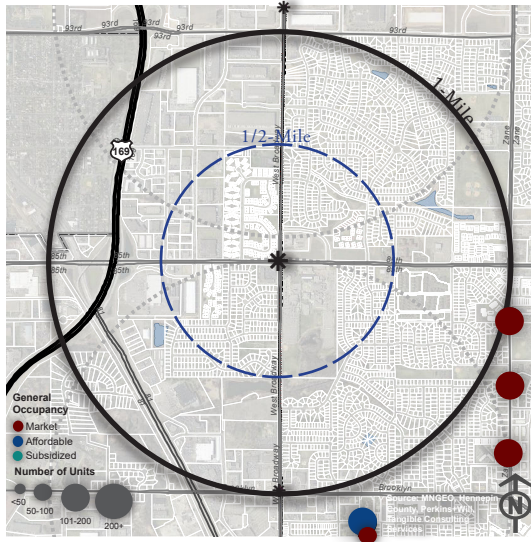
Map 6: 85th Avenue – Multifamily Properties
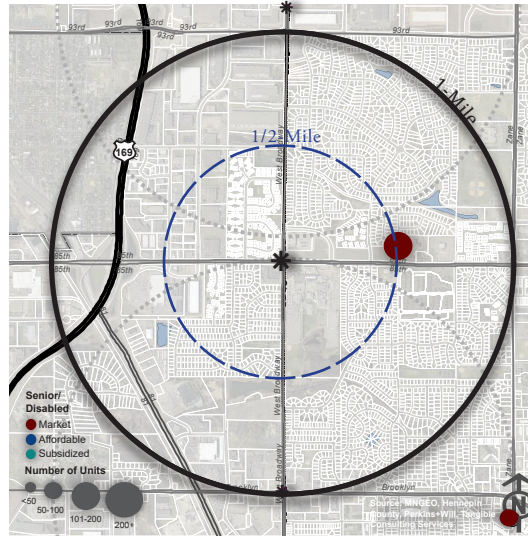
Map 5: 85th Avenue – Senior Properties

STATISTIC	85th AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**3,589**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,299**	**490,196**
Median Age[1,2]	35.7	36.1
Population Age 18 and Younger[1,2]	26%	25%
Population Age 65 and Older[1,2]	12%	12%
Average Household Size[1,2]	2.7	2.4
Persons per Bedroom[1,2]	0.84	0.92
Median Household Income[1,2]	$76,323	$65,834
Homeownership Rate[1,2]	85.2%	49.0%
Households with Children[1,2]	38.9%	28.0%
Single-Person Households[1,2]	27.3%	33.0%
Persons of Color[1,2]	51.0%	26.0%
Households that are Housing Cost Burdened[1,6,7]	30.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,263**	**518,332**
Units in Buildings with 5+ Units[1,2]	5.0%	29.9%
Units in Buildings with 2-4 Units[1,2]	4.7%	5.8%
Townhome Units[1,2]	34.5%	8.7%
Single-Family Units[1,2]	55.8%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1983	1973
Median Year Built (Single-Family Units)[5,6,7]	1978	1958
Median Home Sales Price[4]	$183,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$871	$1,105
Average Monthly Rent - 2BR Units[3,6]	$994	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$1,361	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

• Support growth and expansion of institutional uses. Select sites identified as opportunities to introduce new housing.

Housing Demand through 2040

• 300-600 units (3-6% of projected Brooklyn Park household growth through 2040)

Housing Types

• Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

• Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)

• Mixed-income housing (properties inclusive of both market rate and affordable units)

• Senior housing (affordable)

Housing Gaps Analysis

Homeownership is currently very high in the 85th Avenue station area. The median home sales price is below the County median, but this is likely due to a high percentage of owner-occupied townhomes, which tend to be smaller than detached, single-family homes and thus less expensive.

There are two sites with strong development potential. One site is vacant and owned by North Hennepin Community College, which has identified the site as housing in their most recent campus plan. The other is an existing strip retail center that would front the station and is currently for –sale. The status of these prime sites increases the possibility of near-term housing development.

With the North Hennepin Community College anchoring the station area, there is a clear need for rental housing that would accommodate some of their student population. Currently, there is very little rental housing in the station area. Any new rental housing targeted to students of the community college does not need to be designed for the traditional college student because community college students often work and have families. Therefore, the strongest need would be affordably-priced rental housing that could accommodate a family. The advantage of promoting a more standard housing design that does not specifically cater to a traditional student population is that it could meet the needs of non-students as well.

Although townhomes are plentiful in the station area, rental townhomes are a good way to provide larger unit types to households that are unable to access homeownership. If such a development is professionally managed this would potentially mitigate some of the landlord issues that come with the renting of individually owned rental units.

There is one senior housing development near the station area. Similar to the 93rd Avenue station, in all likelihood as the existing household base continues to age, providing housing that older adults can transition into can help them remain in the community and make housing available for new households that want to live in the station area.

Brooklyn Boulevard
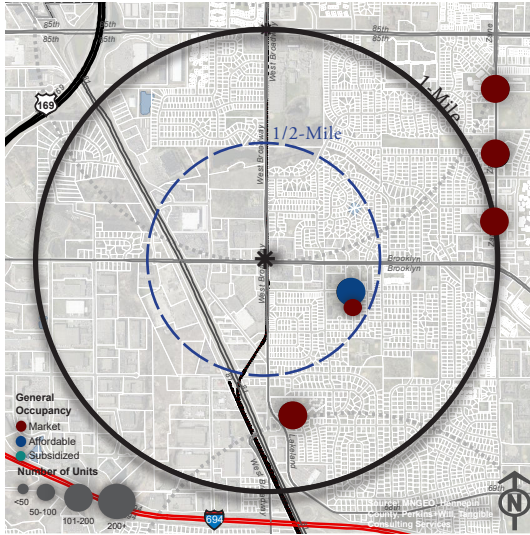
Map 7: Brooklyn Boulevard – Multifamily Properties
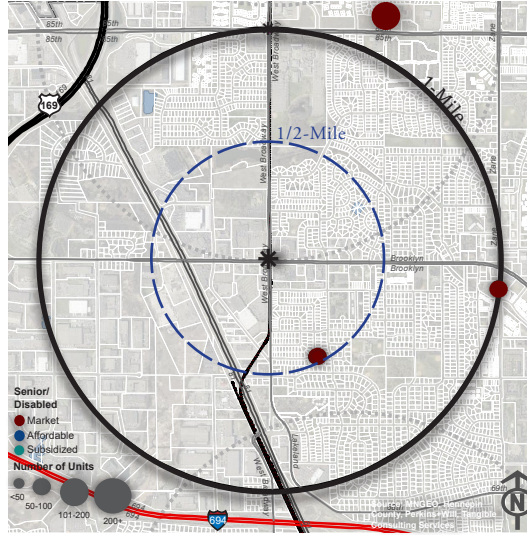
Map 8: Brooklyn Boulevard – Senior Properties

STATISTIC	BROOKLYN BLVD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**2,231**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**746**	**490,196**
Median Age[1,2]	31.5	36.1
Population Age 18 and Younger[1,2]	30%	25%
Population Age 65 and Older[1,2]	10%	12%
Average Household Size[1,2]	2.9	2.4
Persons per Bedroom[1,2]	0.99	0.92
Median Household Income[1,2]	$50,160	$65,834
Homeownership Rate[1,2]	62.7%	49.0%
Households with Children[1,2]	44.6%	28.0%
Single-Person Households[1,2]	17.4%	33.0%
Persons of Color[1,2]	63.5%	26.0%
Households that are Housing Cost Burdened[1,6,7]	54.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**728**	**518,332**
Units in Buildings with 5+ Units[1,2]	22.5%	29.9%
Units in Buildings with 2-4 Units[1,2]	5.5%	5.8%
Townhome Units[1,2]	9.6%	8.7%
Single-Family Units[1,2]	62.4%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1970	1973
Median Year Built (Single-Family Units)[5,6,7]	1970	1958
Median Home Sales Price[4]	$206,500	$264,000
Average Monthly Rent - 1BR Units[3,6]	$833	$1,105
Average Monthly Rent - 2BR Units[3,6]	$1,050	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Maintain commercial character with emphasis on stronger multimodal connections throughout station area. Minimal residential vision.

Housing Demand through 2040

- 300-600 units (3-6% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Senior housing (affordable)

- Mixed-income housing (properties inclusive of both market rate and affordable units)

- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Owner-occupied townhomes (middle market price points)

Housing Gaps Analysis

The Brooklyn Boulevard station area is dominated by auto-oriented, big-box retail. There has been substantial reinvestment to many of the retail properties in recent years. Therefore, redevelopment opportunities will be limited to a small number of older retail centers or freestanding retail buildings. Due to the lack of immediate opportunities and the challenge of introducing new multi-modal infrastructure supportive of TOD, the Brooklyn Boulevard station area is envisioned to remain a commercial district with its current character in the near-term. However, with the advent of LRT, any future redevelopment of a major commercial parcel could easily accommodate some type of multi-story housing. In such cases, a mixed-income rental project that would include both market rate and income-restricted units would help close the gap on the need for affordably-priced housing.

Despite the lack of immediate development opportunities adjacent or near the station, there are potential sites approximately a ½-mile north and south of the station that would have more immediate, near-term potential. Given their distance from the station itself, these sites may likely be able to support lower-density development that is still transit supportive, such as townhomes, both affordable rentals and middle market owner-occupied product, because the land would less expensive than land adjacent or closer to the station.

Most of the existing rental product in the vicinity of the station area is beyond the ½-mile radius. Therefore, it will not be as subject to rent inflation due to the LRT as other station areas. Nevertheless, renters in the Brooklyn Boulevard station area are already extremely cost burdened. Therefore, any measures to reduce this burden, such preserving affordability of units, would greatly assist the local population.

The Brooklyn Boulevard station area is also an area mentioned by representatives of several community-based organizations and housing advocates as having a concentration of rental housing that is in poor condition or in need of updating. Although such units may meet the City's maintenance codes, the livability issues of certain properties remains a concern. Therefore, additional policies that would address apartment conditions and their enforcement should be evaluated.

Also, the construction of new high-quality affordable housing can not only increase the number of desirable housing units but can also serve to raise the market standard for many NOAH properties, which often results in improved maintenance and upkeep by landlords of existing properties.

The median age of single-family homes in the station area is nearing 50 years. This is the point in the age of house in which routine maintenance of important systems (e.g., roof, HVAC, plumbing, windows, etc.) is critical or else a house will fall into serious disrepair quickly. Well-maintained older homes are often an important source of affordable housing and are an entry point into homeownership for many younger households. Therefore, home improvement programs and homeownership assistance are strategies to help maintain the owner-occupied housing stock.

Although the population in the Brooklyn Boulevard station area tends to skew younger, the needs of the existing senior population are not being met. Many of the existing rental apartments do not have design features that assist with aging. For example, many buildings do not have elevators and units on upper floors must be accessed by walking up and down stairs. New senior housing with universal design features would address this gap.

63rd Avenue
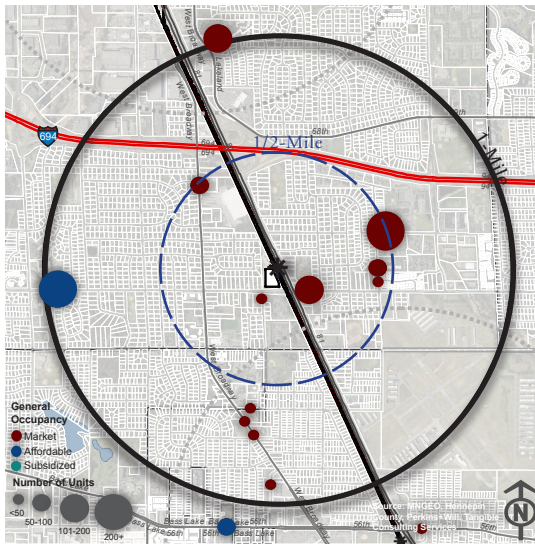
Map 9: 63rd Avenue – Multifamily Properties
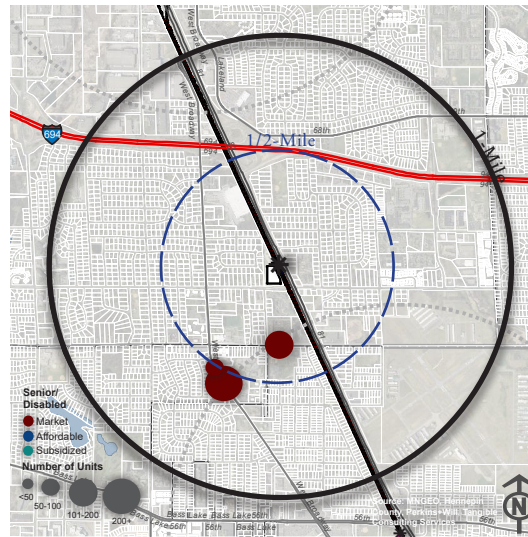
Map 10: 63rd Avenue – Senior Properties

STATISTIC	63rd AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**4,649**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,848**	**490,196**
Median Age[1,2]	32	36.1
Population Age 18 and Younger[1,2]	28%	25%
Population Age 65 and Older[1,2]	13%	12%
Average Household Size[1,2]	2.5	2.4
Persons per Bedroom[1,2]	1.20	0.92
Median Household Income[1,2]	$41,101	$65,834
Homeownership Rate[1,2]	32.1%	49.0%
Households with Children[1,2]	40.0%	28.0%
Single-Person Households[1,2]	27.2%	33.0%
Persons of Color[1,2]	59.3%	26.0%
Households that are Housing Cost Burdened[1,6,7]	52.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**2,058**	**518,332**
Units in Buildings with 5+ Units[1,2]	63.9%	29.9%
Units in Buildings with 2-4 Units[1,2]	1.0%	5.8%
Townhome Units[1,2]	4.4%	8.7%
Single-Family Units[1,2]	30.8%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1971	1973
Median Year Built (Single-Family Units)[5,6,7]	1955	1958
Median Home Sales Price[4]	$178,800	$264,000
Average Monthly Rent - 1BR Units[3,6]	$851	$1,105
Average Monthly Rent - 2BR Units[3,6]	$986	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$1,397	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Allow residential uses to transition to TOD in select areas.

Housing Demand through 2040

- 300-600 units (3-6% of projected Brooklyn Park household growth through 2040)

New Housing Types Needed

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Mixed-income housing (properties inclusive of both market rate and affordable units)

- Owner-occupied townhomes (middle market price points)

- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)

Housing Gaps Analysis

The 63rd Avenue station area mostly consists of residential uses with a mix of rental apartments, single-family homes, and senior housing. With the exception of one identified site, most of the station area is expected to take many years to transition from its current low-density character to a higher-density, TOD character. Therefore, the opportunities to address any existing housing gaps have more to with physical preservation and/or enhancement of existing properties than with new construction. The 63rd Avenue station has one of the highest concentrations of rental housing along the Corridor. Most of it was built between 40 and 60 years ago and, if not suffering from deferred maintenance, is at risk to do so. The vast majority of the rental housing is market rate, but well below the County average and thus would be considered naturally occurring affordable housing (NOAH). Given this condition, the station area is at risk of losing substantial amounts of affordable housing due to: 1) future redevelopment of properties in poor condition; or 2) rising rents caused by market demand or the impact of the LRT. Therefore, physical preservation strategies should be considered to help maintain the existing rental stock, and financial preservation programs should be considered to help maintain affordability of the existing rental stock.

Where newer housing could be developed in coming years, higher-quality product that would be available to households at a mix of income levels would help close the gap on the need for better conditioned homes. Allowing increased density at sites closest to the station is one possible strategy that could help with introducing more affordably-priced, higher quality units.

In areas further from the station, townhome product may be appropriate, both owned and rented. Rental townhomes would help with the lack of rented three-bedroom units in the station area. Townhomes would also help provide a transition between areas of single-family homes and higher-density sites closer to the station. Although the 63rd Avenue station already has a fair amount of senior housing, single-level townhomes would meet the needs of many seniors who are still independent, but want to remain in the community.

One possible housing strategy that would be appropriate in this station area would be to allow in-fill development on larger lots with existing homes. This would increase density of the station area without significantly changing the character of the area as well. In-fill development could happen on a fine grain level. Therefore, market forces could dictate a large portion of this type of development. However, because of the small-scale of such developments, they could also be attractive to wide range of programs that fund affordable housing development.

Bass Lake Road
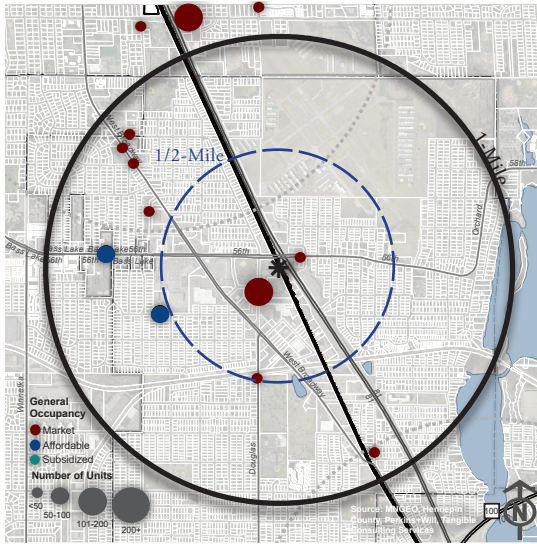
Map 11: Bass Lake Road – Multifamily Properties
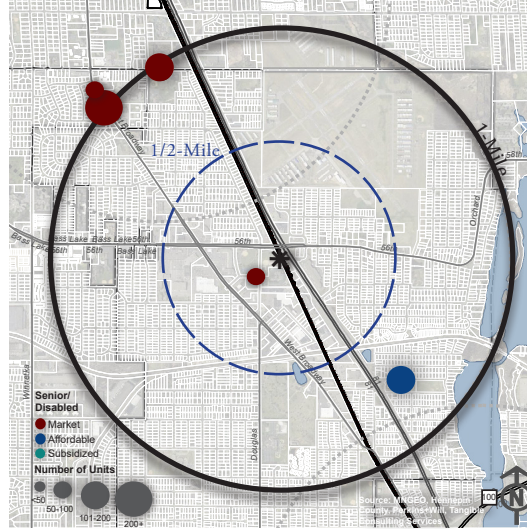
Map 12: Bass Lake Road –Senior Properties

STATISTIC	BASS LAKE RD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	2,364	1,197,776
Toal Households (1/2-mi radius)[1,2]	948	490,196
Median Age[1,2]	38.2	36.1
Population Age 18 and Younger[1,2]	22%	25%
Population Age 65 and Older[1,2]	13%	12%
Average Household Size[1,2]	2.3	2.4
Persons per Bedroom[1,2]	1.21	0.92
Median Household Income[1,2]	$51,914	$65,834
Homeownership Rate[1,2]	57.2%	49.0%
Households with Children[1,2]	28.6%	28.0%
Single-Person Households[1,2]	38.8%	33.0%
Persons of Color[1,2]	39.1%	26.0%
Households that are Housing Cost Burdened[1,6,7]	49.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	951	518,332
Units in Buildings with 5+ Units[1,2]	39.9%	29.9%
Units in Buildings with 2-4 Units[1,2]	4.2%	5.8%
Townhome Units[1,2]	0.7%	8.7%
Single-Family Units[1,2]	55.1%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1983	1973
Median Year Built (Single-Family Units)[5,6,7]	1949	1958
Median Home Sales Price[4]	$180,500	$264,000
Average Monthly Rent - 1BR Units[3,6]	$700	$1,105
Average Monthly Rent - 2BR Units[3,6]	$811	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Establish Becker Park as a town square surrounded by TOD; strengthen connections between station and Crystal Shopping Center

Housing Demand through 2040

- 400-600 units (80-100% of projected Crystal household growth through 2040)

New Housing Types Needed

- Mixed-income housing (properties inclusive of both market rate and affordable units)

- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)

- Senior housing (market rate and affordable)

- Multi-story condominiums and cooperatives (multiple price points)

Housing Gaps Analysis

A great deal of new investment beyond the LRT is planned for the Bass Lake Road station area; Becker Park will be reconstructed and Bass Lake Road will receive a new streetscape. These investments have the potential to significantly change the perception of the station area.

Currently, many of the households living in the station area pay an exorbitant share of their income for housing. If these investments do change the perception of the station area, existing residents that are cost burdened are at an even higher risk of being displaced because of potential rising housing costs. Therefore, policies should be considered that would help existing residents remain in the community once the LRT is operational. Such approaches can include preserving the condition and affordability of properties that are older yet well-maintained, mixing market rate and income-restricted units in any new development, and encouraging a wide range in product types. Also, the station area has a very high rate of persons per bedroom, which suggest a housing market that is out of equilibrium, both in terms of housing cost burden and availability of larger rental unit styles (e.g., 3+ bedroom units), and therefore is not meeting the needs of the local population.

With several potential redevelopment areas within a few blocks of the station, the Bass Lake Road station area could accommodate most of Crystal's projected household growth through 2040. In order to truly leverage all this investment and accommodate the Met Council's forecasted household growth, this would require primarily multifamily housing. This should include a range of product type and styles. In addition to traditional market rate rental housing, the station area could help close some of the housing gaps by also including senior housing and affordable rental and owner-occupied multifamily housing.

One example of affordable owner-occupied multifamily housing that has been very successful in the Twin Cities is the limited-equity cooperative. In the region, these types of properties are often age-restricted and targeted to seniors because banks are otherwise reluctant to prepare mortgages for these types of properties. The buildings look and operate very much a like a multifamily condominium property. However, instead of owning title to an individual unit, the owner owns shares in the cooperative that owns the building. An individual's shares entitle them to live in a particular unit. In a limited-equity model, the share prices increase on an annual set rate and not according to market pricing. This "limits" the equity needed to buy into the cooperative making it more affordable. In return, the residents do not expect as much return on the value of their shares when they go to sell.

Robbinsdale
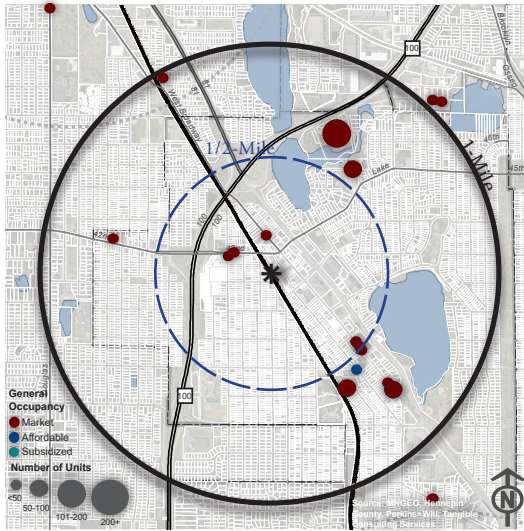
Map 14: Robbinsdale – Multifamily Properties
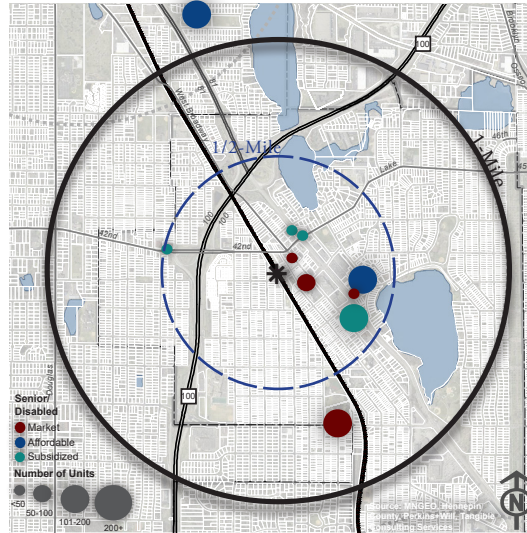
Map 13: Robbinsdale –Senior Properties

STATISTIC	42nd AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**4,181**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,953**	**490,196**
Median Age[1,2]	38.9	36.1
Population Age 18 and Younger[1,2]	21%	25%
Population Age 65 and Older[1,2]	16%	12%
Average Household Size[1,2]	1.9	2.4
Persons per Bedroom[1,2]	1.00	0.92
Median Household Income[1,2]	$48,121	$65,834
Homeownership Rate[1,2]	54.3%	49.0%
Households with Children[1,2]	19.0%	28.0%
Single-Person Households[1,2]	44.3%	33.0%
Persons of Color[1,2]	30.5%	26.0%
Households that are Housing Cost Burdened[1,6,7]	32.3%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,879**	**518,332**
Units in Buildings with 5+ Units[1,2]	41.3%	29.9%
Units in Buildings with 2-4 Units[1,2]	2.4%	5.8%
Townhome Units[1,2]	11.3%	8.7%
Single-Family Units[1,2]	44.8%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1980	1973
Median Year Built (Single-Family Units)[5,6,7]	1949	1958
Median Home Sales Price[4]	$201,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$670	$1,105
Average Monthly Rent - 2BR Units[3,6]	$1,104	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$1,665	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Preserve/protect West Broadway as a main street; promote TOD around the periphery of the downtown.

Housing Demand through 2040

- 600-800 units (80-100% of projected Robbinsdale household growth through 2040)

New Housing Types Needed

- Market rate rental apartments
- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Owner-occupied townhomes (multiple price points)
- Multi-story condominiums (multiple price points)

Housing Gaps Analysis

The Robbinsdale station area has the greatest mixing of uses of any station area along the Corridor. In recent decades there has been substantial multifamily development both in the core and around the periphery of what is considered downtown Robbinsdale. However, almost all of this development has been senior housing. Therefore, like many other station areas along the Corridor, there is a distinct absence of newer, market rate, general occupancy apartments.

This is likely to change in the near future, though. Unlike most of the other stations areas, there are currently two proposals for large, market rate apartments just south of the station area that would be at higher densities not typically found in Robbinsdale. This is a clear example of the current strength of the broader housing market, but it also demonstrates that the mixed-use environment in the station area is a factor in attracting residents to the area. Once the LRT is operational, any such momentum will only increase.

Market rate rental apartments will satisfy most of the future housing gaps in the Robbinsdale station area. Given the existing pedestrian scale of the station area, demand for this product will only accelerate. Therefore, consideration should be given to promoting mixed-income developments. In many cases, this product type is most successful in areas where growth will be strongest.

With the pressure to develop market rate apartments, an important gap that may need to be addressed would be units for families or other larger household types. Therefore, consideration should be given to where certain types of townhome product can complement traditional apartment development. Townhomes use less land than typical detached, single-family homes. However, much of the single-family housing stock in Robbinsdale, especially near the station, is older, smaller, and located on very small lots. Thus, it is challenging to modify these existing homes to accommodate larger homes. Townhome product located on strategic parcels can provide larger home sizes and help control for costs by using less land.

Golden Valley Road
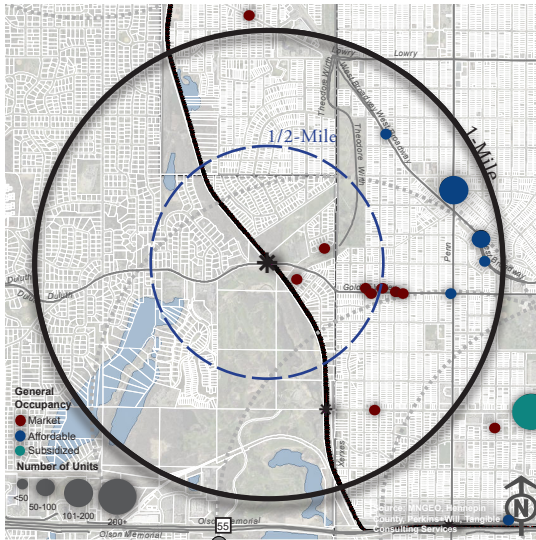
Map 15: Golden Valley Road – Multifamily Properties
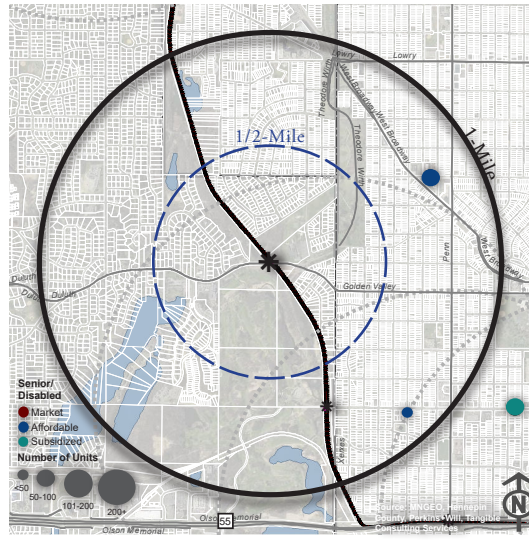
Map 16: Golden Valley Road – Senior Properties

STATISTIC	GOLDEN VALLEY RD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**2,778**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,090**	**490,196**
Median Age[1,2]	39.7	36.1
Population Age 18 and Younger[1,2]	23%	25%
Population Age 65 and Older[1,2]	14%	12%
Average Household Size[1,2]	2.5	2.4
Persons per Bedroom[1,2]	0.82	0.92
Median Household Income[1,2]	$75,360	$65,834
Homeownership Rate[1,2]	80.6%	49.0%
Households with Children[1,2]	28.2%	28.0%
Single-Person Households[1,2]	26.4%	33.0%
Persons of Color[1,2]	46.9%	26.0%
Households that are Housing Cost Burdened[1,6,7]	39.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,152**	**518,332**
Units in Buildings with 5+ Units[1,2]	6.8%	29.9%
Units in Buildings with 2-4 Units[1,2]	2.4%	5.8%
Townhome Units[1,2]	2.2%	8.7%
Single-Family Units[1,2]	88.5%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1940	1973
Median Year Built (Single-Family Units)[5,6,7]	1941	1958
Median Home Sales Price[4]	$241,875	$264,000
Average Monthly Rent - 1BR Units[3,6]	$791	$1,105
Average Monthly Rent - 2BR Units[3,6]	$996	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$998	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Maintain residential character and feel of station area. Some potential long-term residential opportunities on currently institutional lands.

Housing Demand through 2040

- 100-200 units (10-20% of projected Golden Valley household growth through 2040)

New Housing Types Needed

- Senior housing (market rate and affordable)
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

Housing Gaps Analysis

The Golden Valley Road station area consists mainly of park land (Theodore Wirth Park) or detached, single-family homes. The only exceptions are a few institutional uses (e.g., church, fire station, and care center) in scattered locations. Because single-family housing is such a dominant use in the station area, multifamily housing should be added to diversify housing choice and provide more affordable options. The challenge to increasing housing choice through development is that there are so few readily available redevelopment opportunities in the station area. As determined through the station area planning process, the Church of St. Margaret Mary controls a site that is large enough to accommodate substantial new development either on land that is vacant or underutilized (i.e., surface parking) or through redevelopment of existing structures. However, if the church does not see a need to sell their land for development or redevelopment then the timing of any new housing of a significant scale in the station area would be uncertain.

Due to station area population that is significantly older than the Corridor or County average, there is an obvious gap and need for senior housing. A multifamily senior housing development on a sufficiently large site would provide greater housing choices to local residents and potentially open up some of the existing single-family housing stock to younger households. The persons per bedroom in the station area is well below the Hennepin County rate, which indicates that there is a lot of excess housing not being utilized in the form of empty bedrooms. This is likely the result of an aging population staying in their homes as children grow up and leave the household.

In addition, the small amount of rental housing that does exist in the station area is very affordable with average rents being well the County average. This is likely because the rental housing stock is concentrated in the Minneapolis portion of the station area where the age of the stock is significantly older and likely liking in amenities and other features. New rental apartments at a variety of price points would introduce additional housing choice in the station area currently not available.

Plymouth Avenue
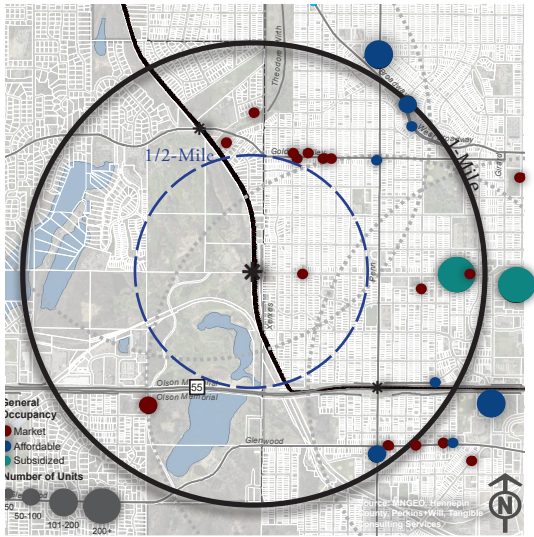
Map 17: Plymouth Avenue – Multifamily Properties
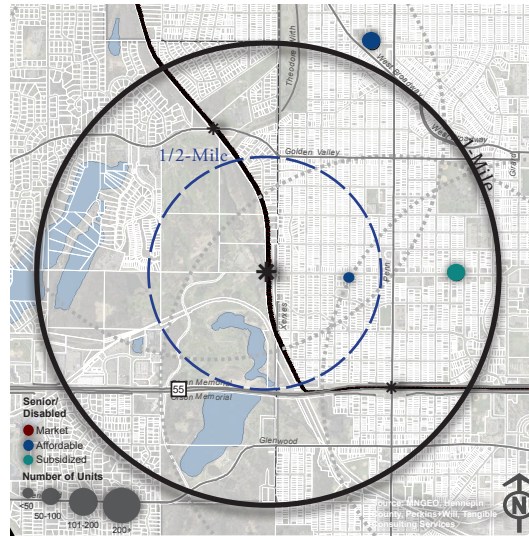
Map 18: Plymouth Avenue – Senior Properties

STATISTIC	PLYMOUTH AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**3,921**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,264**	**490,196**
Median Age[1,2]	33.3	36.1
Population Age 18 and Younger[1,2]	28%	25%
Population Age 65 and Older[1,2]	12%	12%
Average Household Size[1,2]	2.9	2.4
Persons per Bedroom[1,2]	0.92	0.92
Median Household Income[1,2]	$53,189	$65,834
Homeownership Rate[1,2]	66.5%	49.0%
Households with Children[1,2]	37.4%	28.0%
Single-Person Households[1,2]	23.6%	33.0%
Persons of Color[1,2]	75.3%	26.0%
Households that are Housing Cost Burdened[1,6,7]	46.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,352**	**518,332**
Units in Buildings with 5+ Units[1,2]	7.4%	29.9%
Units in Buildings with 2-4 Units[1,2]	5.0%	5.8%
Townhome Units[1,2]	2.5%	8.7%
Single-Family Units[1,2]	84.9%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1949	1973
Median Year Built (Single-Family Units)[5,6,7]	1938	1958
Median Home Sales Price[4]	$173,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$658	$1,105
Average Monthly Rent - 2BR Units[3,6]	$777	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	$998	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Maintain current residential character. Minimal redevelopment opportunities. Potential to infill on numerous vacant lots throughout station area.

Housing Demand through 2040

- <100 units

New Housing Types Needed

Small-scale infill development on small urban lots, such as:

- Accessory dwelling units (ADUs)
- Townhomes
- Small multifamily properties (<5 units)

Housing Gaps Analysis

Due its proximity to Theodore Wirth Park and its prevalence of detached, single-family homes, the Plymouth Avenue station area is not envisioned to change significantly through redevelopment in the coming years. Therefore, addressing its housing gaps will not be achieved through significant, large-scale development. Instead, infill on small sites consisting mostly of vacant single-family lots will be the primary method of addressing housing gaps.

In recent years, portions of the station area have seen a fair amount of infill development on vacant lots due to a tornado that severely damaged many homes in this area. Based on interviews with community stakeholders, one of the concerns that emerged out of this rush to rebuild was the quality of the newly built housing stock. The stock of single-family homes in the station area is generally priced below the County median. Therefore, to help prevent further erosion of market pricing in this area, it would be important to have policies in place that ensure a higher standard in the quality of the construction. Although new, large-scale development is not likely in this station area, one possibility that would help create new housing is to promote accessory dwelling units, which are already allowed under Minneapolis's zoning code. Many of the blocks in the station area have alleys, which are ideal for accommodating accessory dwelling units. These units could either support extended families living together or be rented to boarders, which would help homeowners stay in their homes by providing a source of income to help cover housing costs.

Penn Avenue
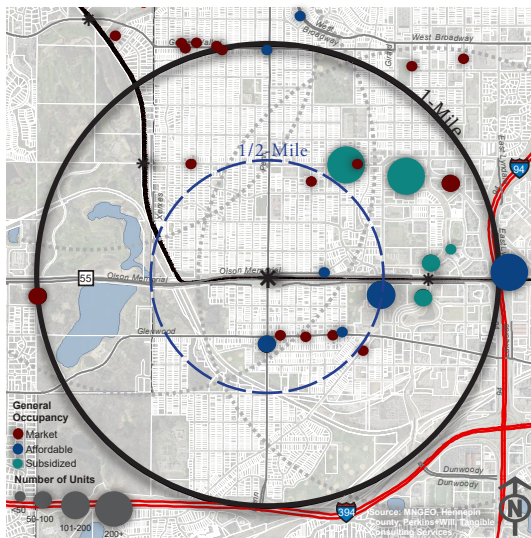
Map 19: Penn Avenue – Multifamily Properties
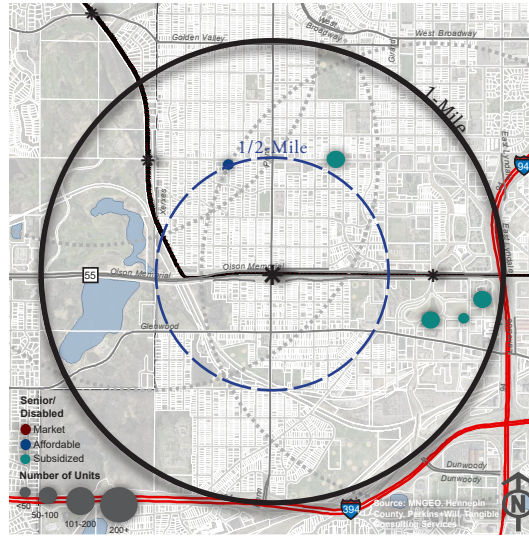
Map 20: Penn Avenue – Senior Properties

STATISTIC	PENN AVE	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**6,246**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,986**	**490,196**
Median Age[1,2]	29	36.1
Population Age 18 and Younger[1,2]	31%	25%
Population Age 65 and Older[1,2]	9%	12%
Average Household Size[1,2]	2.7	2.4
Persons per Bedroom[1,2]	1.12	0.92
Median Household Income[1,2]	$32,276	$65,834
Homeownership Rate[1,2]	39.6%	49.0%
Households with Children[1,2]	40.5%	28.0%
Single-Person Households[1,2]	28.8%	33.0%
Persons of Color[1,2]	80.7%	26.0%
Households that are Housing Cost Burdened[1,6,7]	54.4%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**2,290**	**518,332**
Units in Buildings with 5+ Units[1,2]	17.5%	29.9%
Units in Buildings with 2-4 Units[1,2]	26.2%	5.8%
Townhome Units[1,2]	7.5%	8.7%
Single-Family Units[1,2]	48.6%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1937	1973
Median Year Built (Single-Family Units)[5,6,7]	1933	1958
Median Home Sales Price[4]	$186,300	$264,000
Average Monthly Rent - 1BR Units[3,6]	$807	$1,105
Average Monthly Rent - 2BR Units[3,6]	$946	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Primarily maintain residential character of existing neighborhoods. Intersection of Penn and Highway 55 is envisioned to have higher density (up to 5 stories) in order to anchor the station and provide a mixture of commercial and higher density residential.

Housing Demand through 2040

- 200-400 units

New Housing Types Needed

- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Affordable rental townhomes (<30% AMI; 31-50% AMI; 51%-80% AMI)
- Senior housing (market rate and affordable)

Housing Gaps Analysis

The Penn Avenue station area has the highest population and number of households of any station area along the Bottineau Corridor. This is attributable to the overwhelmingly residential character of the station area and its mix of all types of housing from single-family homes to small multifamily properties to large multifamily properties.

Housing cost burden is significant in the station area despite lower overall costs for housing. Due to the station area's proximity to downtown and Theodore Wirth Park, the area is highly susceptible displacement of existing households due to rapidly rising prices for housing. Based on interviews with community stakeholders, there already is strong evidence of rising prices and concerns over displacement. Therefore, any new housing development should be seen as an opportunity to help retain existing residents. Mixed-income rental apartments is an obvious strategy. Per the station area plan, these could be located closest to the station. Other strategies could include helping existing households that rent their housing to access homeownership before pricing becomes too unobtainable.

Given the rich diversity of housing options already in place, promoting accessory dwelling units may be a low impact path to maintaining affordability and helping existing residents remain in the community (also see discussion under Plymouth Avenue station area). Other possibilities to be explored may be co-housing arrangements. These are not common in the United States, but have been proven to help housing affordability issues in areas of rapid price increases in Europe.

The Penn Avenue station area has a lot of older housing stock, which can often be difficult for older residents to safely age-in-place. New senior housing options, or at least properties developed with principles of Universal Design, which allow persons of varying physical abilities to live safely and comfortably, should be considered for the station area.

Van White Boulevard
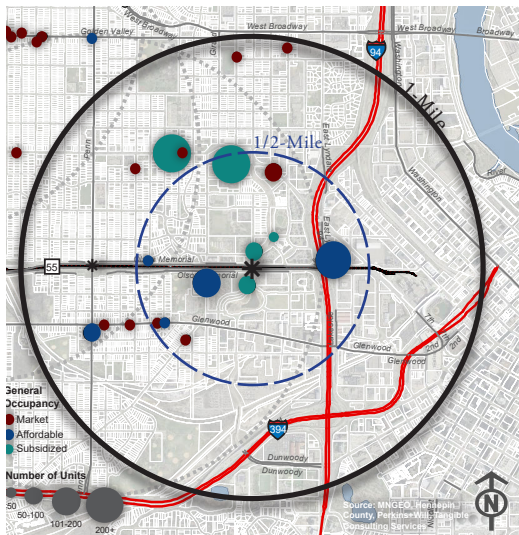
Map 21: Van White Boulevard – Multifamily Properties
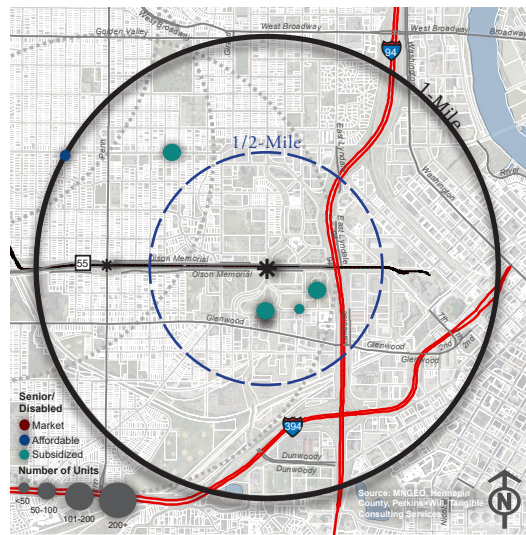
Map 22: Van White Boulevard Senior Properties

STATISTIC	VAN WHITE BLVD	HENNEPIN COUNTY
Total Population (1/2-mi radius)[1,2]	**4,899**	**1,197,776**
Toal Households (1/2-mi radius)[1,2]	**1,828**	**490,196**
Median Age[1,2]	26.7	36.1
Population Age 18 and Younger[1,2]	36%	25%
Population Age 65 and Older[1,2]	8%	12%
Average Household Size[1,2]	2.6	2.4
Persons per Bedroom[1,2]	1.14	0.92
Median Household Income[1,2]	$20,186	$65,834
Homeownership Rate[1,2]	18.2%	49.0%
Households with Children[1,2]	47.4%	28.0%
Single-Person Households[1,2]	34.5%	33.0%
Persons of Color[1,2]	84.1%	26.0%
Households that are Housing Cost Burdened[1,6,7]	56.7%	36.2%
Total Housing Units (1/2-mi radius)[1,2]	**1,857**	**518,332**
Units in Buildings with 5+ Units[1,2]	63.5%	29.9%
Units in Buildings with 2-4 Units[1,2]	11.3%	5.8%
Townhome Units[1,2]	10.1%	8.7%
Single-Family Units[1,2]	15.1%	55.3%
Median Year Built (Multifamily Units)[3,6,7]	1978	1973
Median Year Built (Single-Family Units)[5,6,7]	1937	1958
Median Home Sales Price[4]	$260,000	$264,000
Average Monthly Rent - 1BR Units[3,6]	$794	$1,105
Average Monthly Rent - 2BR Units[3,6]	$977	$1,427
Average Monthly Rent - 3BR+ Units[3,6]	--	$1,819

1 US Census, American Community Survey 2011-2015 Five-Year Estimate
2 Esri
3 CoStar
4 Minneapolis Area Association of Realtors, Multiple Listing Service
5 Hennepin County Assessor
6 Tangible Consulting Services
7 Perkins+Will

Station Area Plan

- Intensify land uses within 1-3 blocks of the station. Strong vision for TOD in this area with 5+ story buildings. Primary land uses would be residential with some commercial at the street level.

Housing Demand through 2040

- >500 units

Housing Types

- Mixed-income housing (properties inclusive of both market rate and affordable units)
- Owner-occupied townhomes (multiple price points)
- Multi-story condominiums (multiple price points)

Housing Gaps Analysis

The Van White station area has the largest concentration of income-restricted housing along the Corridor. Therefore, it is somewhat well positioned to preserve critical affordable housing when inevitable price increases begin the happen. The station area is too close to downtown Minneapolis to not be impacted by gentrification.

Although most of the income-restricted housing is preserved through the next 20 years, it will still be important to maintain these funding sources or find other strategies for preserving affordable housing. The station area plan envisions a significant amount of new, higher density housing. Making sure new development has a mixture of income requirements will be an important strategy for ensuring the station area will retain current residents.

Owner-occupied housing is limited in the station area. Therefore, by encouraging certain types of owner-occupied product this will help diversify the housing stock and provide opportunities for some households to access ownership who currently are not able to do so. Smaller unit types often found in townhomes and multifamily condominiums can often be source of more affordably priced owner-occupied housing. At the station area's periphery there have been examples of new multifamily condominium development in recent years. Thus, it is likely that when the LRT becomes operational the demand for this type of housing may increase.

APPENDICES

Community Stakeholder Interview Notes

African Career, Education and Resources Inc. (ACER)

Attending: Nelima Sitati Munene (ACER Inc.), Dan Edgerton (Zan), Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** Identifying specific populations, geographies and station areas, if possible.

   Organization and Background

   » African Career, Education, and Resource Inc. (ACER) is a grassroots organization. The mission of the organization is to create equitable communities by addressing health, education, housing, and community inequality.

   » Geographies and Population

   » ACER serves communities in the northwest suburbs (Brooklyn Center, Brooklyn Park, New Hope, Robbinsdale, and Crystal), and the communities ACER works with are primarily African-American and immigrant communities.

   » Immigrant communities includes both West African and East African (i.e., Somali, Uganda, Kenya, etc.). ACER also partner and work with other communities including the Latino community and Southeast Asian communities.

   Organization Projects/Programs

   » Some of the projects ACER are working on focus around housing justice, immigration, transportation equity, and health equity.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

> » There is a lot of apartment housing and single-family rental. Most of the housing units tend to be old rentals and are "unhealthy housing." Statistically there are a lot of affordable housing units, but they are really not affordable to the populations served by ACER. People are spending over 50% of their income on rent alone for both apartment and single-family housing and are therefore "housing cost burdened."

> » Rental units are often small, 1-2 bedroom units. Eden Park and Park Haven are the two largest apartment rentals in the area. There are a few 3-bedroom apartments located at Park Haven. The rental units tend to be small for the families ACER serves.

> » It is not uncommon for a 1-bedroom unit to house a family of four people, a 2-bedroom unit can house six people, and a 3-bedroom unit can house larger families, however, there are very few 3-bedroom or larger units (mostly at Park Haven).

> » We need healthier housing, more affordable housing and more opportunities for homeownership/homeownership strategies. For example, the City of Brooklyn Park is among the cities with the highest level of homeownership in the metro, but also has the second highest racial disparity in homeownership.

> » Healthier housing means better-maintained housing. For example, the existing housing doesn't have adequate lighting (indoor or outdoor), often has roof leakage, and there is not enough security at Park Haven and Eden Park Apartments. The doors to the apartment complexes are not secure, and sometimes there are people who don't live in the apartments loitering inside the apartment complexes. There is also a lack of management.

> » Many apartments are old and dirty with bad refrigerators/other appliances that can cause food poisoning. The playgrounds are not well kept, which is an unhealthy environment for kids.

3. **What barriers does the community you represent have in accessing housing?**
   For example cost; discrimination; physical accessibility; other barriers.

   » Available and adequate housing in the community does not exist. There are also discriminatory practices in housing, such as landlords refusing to accept Section 8 housing vouchers. The application screening is also discriminatory. People with immigrant status can't get housing or will have to pay more if they don't have a social security card.

   » Another barrier is having large families in small housing units, as the kind of housing needed (i.e., 3+ bedroom units) in these neighborhoods is not available.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

   » See answers to questions #1, #2 and # 3.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

   » Park Haven Apartment is not a senior apartment, but there are a lot of seniors/elderly African population that live there. Access to transit, such as buses, is limited, and while it is within walking distance of a grocery store (i.e., Cub is approximately one-half mile), it is difficult for seniors carry more than two bags of grocery for that distance.

   » Another barrier is the application process for affordable housing. There are a lot of people that lack credit and some places require a credit check. Currently there are no policy strategies to address issue of displacement and gentrification.

   » Data is outdated, and existing trend analysis alone is not enough to address the issue of displacement and gentrification as well as racially

concentrated areas of poverty. We need analyses to forecast the supply of housing (and affordable housing, considering the gentrification likely to occur) into the future.

» At the policy level, no one is talking about gentrification and affordable housing, and there is no action being taken to address the question: "Why are they poor". We need to get to the root cause of the issue. We need to consider a private and public partnership strategy.

» City policies and practices are also a barrier. For example, there is a monthly landlord crime and safety meeting. At these meetings they will look at a 911 call catalog, and if there are a lot of calls at a given complex, they assume it is a high crime area. But they never really look at the root cause. At Park Haven, there are a lot of seniors, and the high volume of 911 calls could be for medical purposes rather than a crime prevention concern.

» There are intentional restrictions and discriminatory practices, such as parking restrictions to restrict certain types of people from accessing housing.

6. Other issues

» Displacement and gentrification are a concern. There are currently no policies in place to prevent displacement. For example, ACER lost a senior housing complex in New Hope and seniors are being displaced. In Brooklyn Park, ACER almost lost a senior housing complex, but because of community action Aeon got involved and purchased the complex. Across the metro, we are losing 100 units every week, and this may not include some of the smaller buildings which are often not counted.

» No analysis has been done to look at displacement and dealing with affordable housing.

» The Hennepin County preliminary study (affordable housing study) assumes that people are choosing to rent rather than buy houses. This is a false assumption; people just can't afford to buy houses.

La Asamblea de Derechos Civiles

Attending: Sebastián Rivera (La Asamblea) Dan Edgerton (Zan), Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?**
   Identifying specific populations, geographies and station areas, if possible.

   Organization and Background

   » La Asamblea de Derechos Civiles is a faith-based organization that started 19 years ago with its core work focusing on social justice ministry and immigration issues. The organization was first established in Minneapolis. Today La Asamblea has several congregations located in Minneapolis, Brooklyn Park and St. Cloud.

   Geographies and Population

   » La Asamblea primarily serves undocumented populations: Latino, African, and Southeast Asian immigrants. Most of their work is focused on immigrant families living in apartments and mobile homes.

   Organization Projects/Programs

   » La Asamblea projects and programs seek to identify social justice for immigrant families.

   » La Asamblea and ACER are partner organizations working on housing and economic development efforts in both the Latino and East African communities – emphasizing that both Latino and East African communities are experiencing similar issues.

   » In Brooklyn Park and Brooklyn Center, La Asamblea's core work focuses on ensuring that immigrant communities thrive while still living in the shadow. With this focus, the organization provides services in housing and economic development, education on civil rights and immigrant rights, and education on landlord-tenant rights.

   » Some of the areas most impacted by inequality and injustice are the Grove Apartments, Park Haven Apartments, and Autumn Ridge Apartments.

Grove Apartments have a large population of Latino, Liberian, Somali, Vietnamese and Hmong population. This apartment complex has been targeted by Immigration and Customs Enforcement (ICE) many times, and a lot of breadwinners have been taken.

Park Haven Apartments have a huge senior African community.

Autumn Ridge Apartments was the first building to be focused on when the Blue Line LRT was being studied and planned. There are 970+ units, and many of these units were infested with bedbugs, rats and mice. The apartments primarily house African and African-American families who are on Section 8 vouchers. La Asamblea's role was to ensure the city provided code enforcement, which the city is currently working on. La Asamblea notices that as the Blue Line LRT is coming in, rent is also going up.

» The organization also work towards minimizing the gap between the community and the cities. To do this, the organization educates the community about available resources and create various opportunities for cities to connect with the community. One example of this work is the creation of the Civil Rights Blue Print put together for the City of Brooklyn Center and Brooklyn Park by La Asamblea and ACER. In the process of designing the Civil Rights Blue Print, the organizations were able to engage the community, and connect community members with elected officials.

» The blue print was created to help cities create policies that reflect the communities they serve. Under this blue print, La Asamblea and other organizations are working to get buy-ins from the cities for the following policies:

- Just Clause Eviction

- Section 8 Protection

- Inclusionary Housing

- Right of First Refusal Clause

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

> » South of Brooklyn Park, there are more single-family homes and some duplexes. After the 2008 housing crash, bigger homes were transformed into duplexes and multi-family housing.

> » There is an abundance of older housing stock (mid-70s and mid-80s). These homes are affordable, but are in bad conditions – emphasizing that conditions are inhumane.

> » South of Crystal and Brooklyn Park, there are a few 15-20-unit housing renting out units at $1000-$1200/month. These are harder to find, but are easier to get into because of the high turnover rate.

> » Compared to Robbinsdale and Crystal, Brooklyn Park has larger apartment complexes.

> » La Asamblea emphasizes the need for more multi-family housing with more than 2-bedrooms. A 2-bedroom unit does not suffice for the communities they serve, particularly Latino and Southeast Asian communities, who often have larger households.

> » While some cities have first time homeowner resources, there is a great need here for homeownership resources and opportunities.

> » Park Haven has a few 3-bedroom units, all located on the top floor. Most of these larger units often house families with younger children, which is inconvenient for seniors.

> » Bigger housing tends to be more expensive, especially in Crystal, Robbinsdale, New Hope, and anywhere along the Blue Line LRT. There is not a chance for affordable housing along the Blue Line LRT.

> » There are some affordable starter homes in Robbinsdale.

3. What barriers does the community you represent have in accessing housing?
   For example cost; discrimination; physical accessibility; other barriers.

   » Parking ordinances are a barrier. While the shift in parking time makes it easier for snow plowing, it gets difficult when residents' vehicles are being towed.

   » The assumption that everyone has a car is a false assumption.

   » Lack of sidewalk connections make it difficult for seniors to walk in the middle of winter. There is also a lack of sidewalk connection from the neighborhood area to the busy intersection.

   » The Blue Line LRT corridor's busy intersection discourages people from walking.

   » There are no bike lanes.

   » Gentrification is a barrier to accessing housing. There is a huge influx of immigrant and people of color (Hmong, Vietnamese, Liberian, etc.), and there is an old mentality of keeping the suburb the way it should be. However, this new form of gentrification is problematic because it pushes more people into the suburbs without any resources.

   » Discriminatory practices are also barriers to accessing housing. Undocumented immigrants usually pay $75 to $100 more in fees and rent than any other tenants. Landlords are now asking for car insurance to get a parking space, which targets undocumented immigrants. Often the extra money, advocated with the help of La Asamblea, is used to pay for towing fees and not rental fees.

   » Accessing information and resources on the city websites is difficult for Spanish, Somali and Hmong speakers. It would be beneficial for cities to send yearly and/or quarterly newsletters about available resources provided at the city.

» Identifying landlords is very difficult. When an apartment management company changes, La Asamblea goes door-to-door letting people know about what to expect from new management; frequently screening criteria changes.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

    » See question #2

5. **What are the desirable neighborhood features in the communities you represent?** Are there neighborhood location issues with the housing available? For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

    » See question #3

6. **Other issues**

    » There is an apparent disconnect between the cities and the county.

    » Hennepin County housing inventory is very helpful, and the organization would like the cities to also know about this document. The document is beneficial for the cities because it talks about housing cost burden, who is impacted, and what are the housing needs in the county and cities.

    » Homelessness is rising in the suburbs. La Asamblea want the cities and county to work together to prevent the increase of homelessness (i.e., loitering in the LRT) when the Blue Line LRT comes in.

Community Action Partnership of Hennepin County

Attending: Christine Hart (CAP-HC) Dan Edgerton (Zan), Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?**
   Identifying specific populations, geographies and station areas, if possible.

   Organization and Background
   - » Community Action Partnership of Hennepin County (CAP-HC) is a service provider organization, and is the only CAP organization that services all of Hennepin County. A few of the programs established by the organization focus on homeownership, economic stability, and housing stability.

   Geographies and Population
   - » CAP-HC serves all communities along the Blue Line LRT. The organization primarily works with low-income families at 125%-200% of the federal poverty guideline.

   Organization Projects/Programs
   - » CAP-HC provide energy assistantship, financial services (i.e., financial literacy workshops, financial and employment counseling, etc.), and housing stabilization services. The housing stabilization program provides case management services for someone transitioning from shelter to affordable housing.

   - » CAP-HC would like to increase and preserve affordable housing in Brooklyn Park.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

    » There is an abundance of affordable old housing stock in Robbinsdale, Crystal and New Hope.

    » There is less than a 2% vacancy rate for affordable housing ($1,200 or less) in the county, which is a challenge because people will move out of the county to find affordable housing elsewhere. The vacancy rate is nearing 0%, and if people are terminated from their current rental, they basically have nowhere to go.

    » In the current market, there are a lot of families in rental units/housing because people can't afford to own a home. There is also a lack of 3 or more-bedroom rentals. Frequently there are six people living in 1-2-bedroom unit housing, which gets tenants in trouble and creates an ongoing problem for tenants. Three or more-bedroom housing is needed across Hennepin County.

    » Senior housing is also needed. The rent for the New Hope senior apartment complex that was sold has gone up by $200. In Golden Valley, there is a community housing team comprised of 3-4 seniors. These seniors are looking to move out of homeownership because they can no longer maintain their home; but they also face a challenge with finding affordable rental housing in the neighborhood. There is a shortage of affordable senior housing for rent.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

    » Low vacancy rates and discriminatory practices are barriers to accessible housing. People with housing subsidies (i.e., Section 8 vouchers) experience discrimination by landlords. Many landlords do not want to work with people with housing subsidies because they don't want to take the extra step to fill out additional paperwork. In some cases, people with

housing subsidies are being discriminated by property managers because of their race.

» Rent increases are also a challenge. For example, rent used to be $800/month, now rents are going up to $1,400/month. This barrier is not only a hurdle for accessible housing, but also impacts people's employment and where children are going to school.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

» While there are many issues with layout and design, at the end of the day these issues do not matter. As long as people have housing, they are satisfied with whatever housing layout they have. Layout and design are not a priority for many people.

» There is no tenant protection. Tenants would prefer to not complain because of the fear of having nowhere to go if they get terminated for complaining about small things like plumbing.

» There are four policies CAP-HC is pushing for city buy-in:

- Just cost eviction or non-renewal

    - Landlords cannot terminate tenants unless there is a just cause.

- Section 8 ordinances

    - Whether or not rent is being paid through housing subsidies, landlords cannot discriminate potential tenants by how their rent is being paid.

    - Right of First Refusal If the owner/landlord sells the property, they need to give 90-day notice to tenants. This allows the city or other agencies to get involved with rehab or making the property more affordable for the tenants.

- Inclusionary Housing

  - Requires any new development to contribute a percentage of the total units as permanently affordable housing.

  - Brooklyn Park and Golden Valley both have inclusionary housing ordinances, and the organization is working to get other cities on board.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

   » Walkability – having more sidewalks in neighborhood area.

   » Transit – always an issue in the suburbs. Seniors rely on Metro Mobility to get around, but this service is not enough.

   » Cities should prioritize community-building opportunities. In most cities, community building is not a priority for funding. CAP-HC emphasized that it is in the city's best interest to prioritize community connection opportunities. While cities are aware of this need, there have been no action to build capacity in moving forward with community building in the neighborhood.

6. **Other issues**

   » There is a disconnect between the county and the cities; they are not working together. The county and cities don't really have a clear understanding of what the other is doing.

   » CAP-HC would like to have county take a stronger leadership role to help guide cities with planning for equity.

City of Lakes Community Land Trust

Attending: Staci Howritz (CLCLT), Dan Edgerton (Zan), and Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** *Identifying specific populations, geographies and station areas, if possible.*

    Organization and Background

    » City of Lakes Community Land Trust is a business that focuses on homeownership opportunities in Minneapolis. The organization's mission is to "create community ownership that preserves affordability and inclusivity."

    » CLCLT began in 2002 as a non-profit organization. This year is CLCLT's second business year. They are projected to have 38 home closings in the following year. On average, CLCLT,on average, closes 25-30 houses per year, earning about $2-4 million in capital.

    » CLCLT is marketed through homebuyer education courses, partnerships and lender referrals, and by word of mouth by current homeowners.

    Geographies and Population

    » CLCLT serves populations with 80% or less of the median average income. Most of the people they serve have an average median income of 5% or lower.

    » 53% of CLCLT homeowners are communities of color (African-American, East African, Somali, Hmong, and Latino), and 54% of CLCLT homeowners are single.

    » CLCLT only serves the City of Minneapolis

    Organization Projects/Programs

    » CLCLT's primary role is to invest in land and make it affordable for potential homeowners to own a home on the land. While CLCLT owns the land, the homeowner takes title of the home. Any changes to the net worth of the home are shared between homeowner and CLCLT.

» CLCLT currently has 250 homes, ranging from single-family homes to duplexes, condos, and townhomes. The organization also has 50 resales. While the organization mostly focuses on homeownership, they also have rental properties near their business.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

   » CLCLT needs a range of housing, however their main concern is not about the type of housing they need, but about who gets to live in Minneapolis.

   » Minneapolis used to be against duplexes, but there is also a need for density. CLCLT emphasizes that when thinking about filling up empty city lots in Minneapolis, it is also important to think strategically about the need for density.

   » There is a decent stock of single-family and multi-family housing, and it is important for the city and county to create different housing options along LRT.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

   » Credit is the biggest barrier for homeownership.

   » There are a lot of rental properties in Minneapolis, but not enough homes for people to own in Minneapolis. The demand for homeownership is high, but home inventory is low.

   » There is still a traditional mindset that, in order to own a home, one must have $20,000-$30,000 for closing costs. CLCLT is modeling homeownership, but it is still difficult.

» Cultural religious policy is also a barrier to homeownership. The idea of "owning" and "investing" in something is a difficult conversation to have with religious and cultural communities. For example, Sharia finance won't allow Muslim communities to pay interest, but a conventional mortgage with interest is recommended for owning a home.

» Land ownership has always been a barrier towards homeownership for many of the cultural and religious communities CLCLT work with. However, homeownership is possible within these communities when people accept changes (i.e., Little Earth community).

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

   » There is a need for larger family homes with 4 to 6-bedrooms.

   » There is also a need for accessible and visible homes, particularly for seniors and people with disabilities.

   » CLCLT is interested in more transitional and smaller houses (1-bedroom and smaller footprint) with less maintenance for seniors to transition from their 3 to 4-bedroom homes.

   » CLCLT is also interested in mixed-generational homes and mixed-income homes in Minneapolis.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

> » North Minneapolis is a great place, but it also has a very bad reputation for crime.

> » 97% of the people who live in Minneapolis live within a six-block radius to transit. While there is certainly transit accessibility, there is no accessibility to amenities (i.e., banks, grocery stores, coffee shop, restaurant options, etc.) where people live.

> » It is important to be mindful of creating an economic center where people can live, work, and play.

6. **Other issues**

> » CLCLT encourages the Blue Line LRT study to think creatively in the future about landownership and community ownership opportunities.

Northside Residents Redevelopment Council (NRRC)

Attending: Martine Smaller (NRRC), Gale (NRRC), Dan Edgerton (Zan), and Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** Identifying specific populations, geographies and station areas, if possible.

   Organization and Background

   » Northside Residents Redevelopment Council is non-profit neighborhood organization that serves both the Willard-Hay and Near North neighborhoods in North Minneapolis. Their role as a neighborhood organization is to empower residents to make changes in their community.

   Geographies and Population

   » NRRC serves a range of communities. The residents they serve are African-American, Hmong, Latino, and European American with a wide range of income.

   Organization Projects/Programs

   » Some of the programs and services NRRC provides include block grants, first time homebuyer loans, and reviewing/making recommendations on development proposals.

1. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

   » There is a lot of quality housing (bricked homes) that should be preserved and respected, and there is also an increase in housing built using poor quality materials. The quality that housing developers are putting up does not fit the characteristic and aesthetic of the community. These poor-quality homes frequently, after a short period of ownership, are turned

into rental properties. When developers are putting resources in an old narrative (social service neighborhood), the community is losing income and the tax base that contributes to the wealth of our neighborhood. There is a need for more relevant details.

» The definition of affordable housing is a challenge. While there is an abundance of extremely low-income housing, there is a lack of affordable housing for younger, talented people. Without any affordable housing stock, the community is losing young talented people who are choosing to live elsewhere in the city.

2. **What barriers does the community you represent have in accessing housing?**
    For example cost; discrimination; physical accessibility; other barriers.

    » There are a lot of owner-occupied homes and there are also several rentals that are owned by slum lords. There is a lack of quality rentals in the neighborhood.

    » There are a lot of entities financially dependent on the old narrative (a community needing of social services resources), and it is not helping the community.

    » Data is also feeding the old narrative, so there is a need to collect new data and more relevant details to support the neighborhood's new narrative.

    » The disconnect within Hennepin County and the disconnect between the county and the city makes it difficult for NRRC to align its neighborhood small area plan with them.

    » NRRC's role is to gather data from residents and to share it with the city and the county. In the future, NRRC wants to work more with the city and the county in this aspect.

3. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

   » Most of the homes in the neighborhood are stucco and brick homes. New sidings do not fit in, and we would like to see strategies for preserving the character of neighborhood. If you look down Plymouth Avenue, there is a mix of housing/building types which is not cohesive.

4. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available?** For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

   » The organization expressed that zoning is the biggest problem. The current zoning codes have not been changed since the protest and burning of the small businesses along the corridor. Plymouth Avenue and Penn Avenue used to be commercial corridors, similar to 50th and France in South Minneapolis. However, when the city rezoned the neighborhood into residential zoning, it deprived the community of the opportunity to grow economically. There is a need for a more proactive approach to zoning and more commercial zoning in the neighborhood.

   » Zoning is also designed specifically for vehicles and not pedestrians, which is hindering people from getting to know each other.

   » Crime is not an issue, but the organization is concerned about the potential of crime when there is an increase in pedestrian traffic outside of walkshed.

   » Many essential goods are too far for people to walk to. NRRC want more pedestrian--friendly and walkable neighborhoods.

   » NRRC expressed that the Blue Line LRT was planned without seniors in mind. The organization would like to have more special bus services to serve senior citizens to get to the Blue Line LRT.

Redeemer Lutheran Church/Redeemer Center for Life

Attending: Pastor Kelly Chatman (Redeemer), Dan Edgerton (Zan), and Faith Xiong (Zan)

1. **What communities do you work with in the Bottineau Corridor?** Identifying specific populations, geographies and station areas, if possible.

   Organization and Background
   - » Redeemer Lutheran Church/Redeemer Center for Life is a church and non-profit organization in the Harrison Neighborhood. There are over 4,000 people in the community, in which 39% are African American and 60% rentals in the Harrison neighborhood.

   Geographies and Population
   - » Harrison Neighborhood is considered near-north due to its proximity to Downtown Minneapolis.

2. **What type of housing is abundant in the community you represent? What type of housing is most needed in the community you represent?** This is intended to be very open ended. "Type" of housing, could mean any styles or arrangement. For example: rental vs. owned; townhomes vs single-family vs multi-story; large homes vs small homes; old homes vs new homes; homes affordable to low-income households; homes designed for children; homes designed for older adults or persons with disabilities; etc.

   - » The neighborhood is primarily industrial and single-family residential. A few of these single-family homes are Pride for Project Living (PPL) housing projects. There is also an abundance of single-family rentals, some apartment complexes, and vacant lots in the neighborhood.

   - » There are more investors than there are foreclosures in the community.

» There is an early sign of gentrification that is changing the neighborhood because there is a limited amount of affordable housing, which is pressuring people to move out. There is an increase of younger people in the community today.

» As development is coming in, rents will most likely increase. Rent control is needed when LRT comes in.

3. **What barriers does the community you represent have in accessing housing?** For example cost; discrimination; physical accessibility; other barriers.

» The Neighborhood Association wants to advocate more for homeowners and become a homeowner association.

» Historically, there is a lack of attractive retail sites and a disparity in neighborhood investment. It would be beneficial to have more user-friendly community retail that has a stronger sense of community investment (i.e., Whole Foods, coffee shops, cooperatives, replace the smoke shop with other retails, etc.). The people in this neighborhood deserve amenities present in other neighborhoods too.

» As gentrification comes in, it is likely that the impound lot and industrial sites will turn into retail locations. While adding more commercial sites is a positive thing, there is the risk of further gentrification.

4. **Are there design issues with the type of housing available? Are there design features that are desired by the community you represent?** For example, not enough bedrooms; bad layout/format; not designed to accommodate children; not designed to accommodate people with disabilities; other design issues.

» There is a need to create healthy design to improve community health. The organization wants to see height limitations, as designs from the city do not fit the characteristic of the community. The organization doesn't want a "downtown/Grand Canyon" feel, but urges planning and design to maintain the "small town" feel.

5. **What are the desirable neighborhood features in the communities you represent? Are there neighborhood location issues with the housing available**? For example, too far from transit; too much crime; too far from essential goods and services; not in a walkable neighborhood; etc.

   » There is a need to expand mobility options (bike lanes, sidewalks, buses, etc.) to improve connectivity to amenities and facilities in the neighborhood. It is inaccessible for Minneapolis residents to get to Theodore Wirth Park, an urban park used for skiing and golfing.

   • Theodore Wirth Park facility also needs to program and promote their facility as a part of the neighborhood. Today, Edina residents are using the park more than local residents.

   • Harrison Neighborhood is a food desert. Access to healthy food is limited.

6. **Other issues**

   » Try to encourage more homeownership and longer-term leases.

Comments Received in Response to Presentation of Draft Findings to members of the Blue Line Coalition and Health Equity Engagement Cohort (December 13, 2017 – Brookdale Library)

Attendee #1:

- The number of new affordable units (as listed by the Met Council) seems small compared to the number of total new units

- Van White will be a busy station. Students coming and going, start of the corridor

- Like how universal design is being addressed

- Long term affordability

    » This needs to be addressed--especially the fact that some developments are halfway thru their affordability period and will be close to finished by opening day

    » NOAH--be clear on "relative" affordability. Be aware of the pushback by city officials…."We have NOAH, why do we need more". Many NOAH units are substandard.

- Potentially creating homelessness because not producing housing stock that folks are looking for or need

Attendee #2:

- Much of the naturally-occurring affordable housing in the corridor is uninhabitable or significantly aged. Poor housing stock is bad for residents, obviously, but it also increases the risk that these buildings will be targets for redevelopment. I'd like the report to emphasize that NOAH is unlikely to remain naturally affordable as the corridor becomes a more attractive real estate market. The report should encourage cities to be proactive about preserving affordability either by adding new units or adding rent protections (and renovations) to current NOAH properties. Cities cannot rely on their current NOAH stock to continue meeting the affordability needs of their residents.

- Along this theme, a lot of the current rental housing of all types is aging and likely in need of capital investment. The increased costs of these improvements often push property owners to raise their rents. I'd like to see the report discuss this phenomenon and include recommendations about how cities can help landlords maintain quality housing stock while preserving affordability.

- Given the age of the corridor's housing stock, I would also like to see the report discuss whether any current affordable housing properties that were built under Section 42 or similar programs are nearing the end of their affordability term commitment. Again, this represents another threat to affordable housing in the corridor as property owners seek to take advantage of the rising rental market and/or can't afford capital investments in their properties without raising rents.

- The corridor's housing density is currently well under the recommended levels of density for TOD. I'd like to see the report emphasize that permitting higher-density development is one way to make affordable housing and commercial space more financially feasible.

- Concerns were raised about the shortage of 3+ bedroom units in the corridor, and I worry that pushback about developing larger units could be a smokescreen for discrimination against immigrant families who tend to be larger. The report should encourage cities to prioritize housing units of all sizes in both the ownership and rental markets.

- The report should discuss the current status of owner-occupied multifamily housing stock within the corridor and include recommendations for affordable homeownership as an important strategy. Density, homeownership, and affordability do not need to be mutually exclusive goals.

Attendee #3:

My apologies for being unable to attend this session but I'm confident that my fellow BLC members were a great representation. My comments are listed below and as indicated represent a context outside of being in attendance and outside of receiving or providing direct input from the presenters.

a. I would have welcomed better identification of the areas being addressed at the beginning of the report

b. My understanding of a Gap Analysis involves the "comparison of actual performance with potential or desired performance" and ways to bridge the "Gap".

c. I was unable to match the "Purpose of a Gap Analysis" with many of the Takeaways. The first sentence can be said about most major cities but would have preferred to see Takeaways specific to the Blue Line corridor and its specific needs. In addition, other than "upgrading current limited stock" there was no need identified for new development in the "under 3 bdrm market."

d. Without a Glossary, I'm unclear on the definition of an "owner-occupied MF unit" or where are the "Hennepin County and Twin Cities MSA areas might be located.

e. I would like to see the source document indicating that affordable housing is available as stated in your document.

f. In that same vein, I disagree and have seen reports that dispute the premise in this report that most housing along the corridor is owned and not rental, especially when the same report touts the large population of people of color along this same corridor.

g. I am in disagreement with Page 16's premise that the median income of people on Golden Valley Rd. is $80,000 and I would also challenge the amount attributed to Plymouth Ave too.

h. Page 36 graph-2017 Household Size does not include "Oak Grove Parkway" or "Corridor 1-mile" (whatever that is) data.

i. Page 41 does not reference any cost-burdened renters in Oak Grove Parkway or at 93rd Ave, is that correct?

j. Page 46 Development Trends do not reference a specific area or areas.

k. Page 51 I would suggest an increase in the Community Experts going forward. this group(s) do not mention government policies around density and zoning that impact housing. They failed to mention high construction costs, bias against those with criminal backgrounds and those with unlawful detainers. They did not mention red-lining by banks and lenders and many other factors impacting construction and rehab of affordable housing.

l. Page 53, I'm unclear on who may have been asked a question and what was the question they were attempting to answer.

m. There is no reference to gentrification and its related displacement of community members.

n. There appears to be no Equity or Racial Disparity lens applied to any of the captured data and potential Takeaways.

o. On the "Why Do A Gap Analysis" page, four items (or conclusions) are referenced but none of the Takeaway's offer alternatives or solutions to any of these items.

DATA TABLES

Housing Units by Units in Structure

	SF Homes	Attached (THs)	2-4 Unit Bldgs	5-19 Unit Bldgs	20+ Unit Bldgs	Other	All Housing Units
Oak Grove Pkwy	21	19	0	2	0	0	42
93rd Ave	219	36	3	0	6	0	265
85th Ave	705	436	59	17	46	0	1,263
Brooklyn Blvd	454	70	40	62	102	0	728
63rd Ave	633	90	21	421	894	0	2,058
Bass Lake Rd	524	7	40	126	253	0	951
Robbinsdale	841	212	46	178	598	4	1,879
Golden Valley Rd	1,020	25	28	72	6	0	1,152
Plymouth Ave	1,148	34	68	77	23	3	1,352
Penn Ave	1,113	172	601	184	217	2	2,290
Van White Blvd	281	188	209	423	757	0	1,857
Corridor - 1/2 Mile	11,703	1,585	1,199	1,936	3,392	12	19,827
Corridor - 1 Mile	24,071	3,229	2,234	3,141	9,792	47	42,515
Brooklyn Park	16,410	4,001	544	1,151	4,623	29	26,758
Crystal	7,113	159	236	495	1,345	0	9,348
Robbinsdale	4,066	414	150	503	1,014	14	6,161
Golden Valley	6,289	643	123	677	1,145	28	8,905
Minneapolis	75,287	6,533	22,052	19,183	44,989	341	168,385
Hennepin County	271,200	42,701	28,395	38,148	108,263	1,489	490,196
Twin Cities MSA	826,141	143,539	58,862	81,791	202,845	21,217	1,334,395

Source: US Census, ACS 2011-2015 Estimate

Rental Housing by Type and Year Built (1-mile Buffer)

Oak Grove Pkwy	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	1					1
1940 to 1959						0
1960 to 1979						0
1980 to 1999						0
2000 and Later	2				279	281
Total	3	0	0	0	279	282
93rd Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940						0
1940 to 1959						0
1960 to 1979	1					1
1980 to 1999	22					22
2000 and Later	1					1
Total	24	0	0	0	0	24
85th Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	2					2
1940 to 1959						0
1960 to 1979	38		42			80
1980 to 1999	23	93				116
2000 and Later	3	16				19
Total	66	109	42	0	0	217
Brooklyn Blvd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940						0
1940 to 1959	2					2
1960 to 1979	31		46	14	268	359
1980 to 1999	25		2			27
2000 and Later	1					1
Total	59	0	48	14	268	389
63rd Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940						0
1940 to 1959	56	28	27			111
1960 to 1979	9		19	56	1,445	1,529
1980 to 1999	3			7	73	83
2000 and Later	1			7	122	130
Total	69	28	46	70	1,640	1,853
Bass Lake Rd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	1		2			3
1940 to 1959	60		4	14		78
1960 to 1979	4			28	111	143
1980 to 1999	4				241	245
2000 and Later						0
Total	69	0	6	42	352	469

Robbinsdale	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	41		30			71
1940 to 1959	38		71		55	164
1960 to 1979	8	11	20	14	185	238
1980 to 1999	11		4		331	346
2000 and Later	2	20		7	36	65
Total	100	31	125	21	607	884
Golden Valley Rd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	77		13	16	24	130
1940 to 1959	48		6	35		89
1960 to 1979	6		3		13	22
1980 to 1999	10					10
2000 and Later	4					4
Total	145	0	22	51	37	255
Plymouth Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	220	2	62	21	12	317
1940 to 1959	29	6	21	35		91
1960 to 1979	7		5	7	72	91
1980 to 1999	7					7
2000 and Later	7	7				14
Total	270	15	88	63	84	520
Penn Ave	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	237		371	213	88	909
1940 to 1959	39	6	52	14		111
1960 to 1979	43	5	49	63	243	403
1980 to 1999	33	12	11	7		63
2000 and Later	14	7	11	14		46
Total	366	30	494	311	331	1,532
Van White Blvd	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	28	19	83	90	12	232
1940 to 1959			2			2
1960 to 1979	15		8	28	703	754
1980 to 1999	7	6	7	14	88	122
2000 and Later	10	25	8	84	588	715
Total	60	50	108	216	1,391	1,825
Corridor	Single Family	Town- homes	Duplex/ Triplex	Apt, 4-9 Units	Apts 10+ Units	Total
Before 1940	1,531	290	1,132	666	147	3,766
1940 to 1959	1,054	23	362	174	172	1,785
1960 to 1979	444	449	534	757	5,152	7,336
1980 to 1999	289	271	52	123	834	1,569
2000 and Later	153	390	19	273	1,641	2,476
Total	3,471	1,423	2,099	1,993	7,946	16,932

Housing Cost-Burdened Status of Households (2015)

	Owner Households		Renter Households		Owner Households		Renter Households	
	Cost-Burdened	Not Cost-Burdened	Cost-Burdened	Not Cost-Burdened	Cost-Burdened	Not Cost-Burdened	Cost-Burdened	Not Cost-Burdened
Oak Grove Pkwy	7	28	0	32	10.4%	41.8%	0.0%	47.8%
93rd Ave	74	163	0	32	27.5%	60.6%	0.0%	11.9%
85th Ave	294	788	116	153	21.8%	58.3%	8.6%	11.3%
Brooklyn Blvd	104	332	656	308	7.4%	23.7%	46.9%	22.0%
63rd Ave	203	415	1,422	1,063	6.5%	13.4%	45.8%	34.3%
Bass Lake Rd	150	321	604	455	9.8%	21.0%	39.5%	29.7%
Robbinsdale	901	3,393	1,195	999	13.9%	52.3%	18.4%	15.4%
Golden Valley Rd	173	651	573	496	9.1%	34.4%	30.3%	26.2%
Plymouth Ave	201	587	708	461	10.3%	30.0%	36.2%	23.6%
Penn Ave	250	506	1,870	1,274	6.4%	13.0%	47.9%	32.7%
Van White Blvd	95	234	1,875	1,271	2.7%	6.7%	54.0%	36.6%
Brooklyn Park	4,195	10,248	4,477	3,239	18.9%	46.2%	20.2%	14.6%
Crystal	1,374	3,309	1,514	1,171	18.6%	44.9%	20.5%	15.9%
Golden Valley	1,121	3,506	924	997	15.4%	45.2%	20.4%	19.0%
Robbinsdale	786	2,306	1,041	967	17.1%	53.5%	14.1%	15.2%
Hennepin County	60,081	163,163	84,579	91,932	15.0%	40.8%	21.2%	23.0%
Twin Cities MSA	180,536	504,729	186,397	198,387	16.9%	47.2%	17.4%	18.5%

Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

Age Distribution 2015 (Numeric)

1/2 Mile Radius	0-18	19-24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total	Median
Oak Grove Pkwy	67	17	49	43	37	40	24	12	2	291	37.5
93rd Ave	298	69	152	156	140	102	49	26	8	1,000	33.9
85th Ave	931	240	585	505	446	427	266	142	47	3,589	35.7
Brooklyn Blvd	672	211	346	256	253	268	169	47	9	2,231	31.5
63rd Ave	1,298	493	755	599	453	402	291	197	161	4,649	32.0
Bass Lake Rd	531	191	345	345	332	300	180	82	58	2,364	38.2
Robbinsdale	871	330	618	635	530	518	337	181	161	4,181	38.9
Golden Valley Rd	637	226	333	398	383	403	258	97	43	2,778	39.7
Plymouth Ave	1,093	400	554	490	438	458	312	128	48	3,921	33.3
Penn Ave	1,929	775	951	775	702	594	345	128	47	6,246	29.0
Van White	1,755	521	932	581	382	340	259	93	36	4,899	26.7
Corridor (1/2-mile)	12,556	4,157	7,647	6,286	6,107	4,716	2,377	1,627	821	46,294	34.9

1 Mile Radius	0-18	19-24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total	Median
Oak Grove Pkwy	417	111	291	258	226	225	130	63	9	1,730	36.6
93rd Ave	1,521	384	911	821	773	641	354	243	105	5,753	35.7
85th Ave	2,930	861	1,706	1,460	1,343	1,266	782	354	126	10,828	34.5
Brooklyn Blvd	2,787	894	1,610	1,252	1,134	1,189	758	259	68	9,951	33.0
63rd Ave	3,979	1,516	2,433	1,983	1,638	1,439	996	559	329	14,872	32.9
Bass Lake Rd	2,427	858	1,602	1,627	1,511	1,421	880	434	255	11,015	38.6
Robbinsdale	3,267	1,121	2,251	2,210	1,985	1,954	1,244	665	489	15,186	39.1
Golden Valley Rd	4,139	1,600	2,027	1,960	1,758	1,702	1,032	419	166	14,803	33.1
Plymouth Ave	4,361	1,770	2,148	1,821	1,669	1,558	946	390	152	14,815	30.5
Penn Ave	5,732	2,062	2,919	2,335	1,969	1,780	1,133	408	147	18,485	29.6
Van White	5,218	2,494	4,724	2,859	2,360	2,037	1,115	387	127	21,321	30.5
Corridor	25,330	9,055	16,900	13,377	13,210	10,019	4,821	3,306	1,688	97,706	34.7

Cities & Region	0 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total	Median
Golden Valley	4,382	730	2,671	2,149	3,130	3,526	2,251	1,126	875	20,845	46.5
Robbinsdale	3,001	800	2,615	2,015	2,015	1,600	941	646	379	14,046	36.8
Crystal	5,471	746	3,662	3,459	3,233	2,916	1,513	1,084	497	22,584	38.9
Brooklyn Park	24,006	5,317	12,355	10,244	10,947	8,445	4,466	1,959	627	78,351	32.8
Hennepin County	297,048	79,053	203,622	158,106	166,491	148,524	79,053	43,120	22,758	1,197,776	36.1
Twin Cities MSA	930,415	217,904	508,442	460,019	508,442	425,431	224,821	121,058	58,799	3,458,790	36.6

Source: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Age Distribution 2015 (Percentage)

1/2 Mile Radius	0 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total
Oak Grove Pkwy	23%	6%	17%	15%	13%	14%	8%	4%	1%	100%
93rd Ave	30%	7%	15%	16%	14%	10%	5%	3%	1%	100%
85th Ave	26%	7%	16%	14%	12%	12%	7%	4%	1%	100%
Brooklyn Blvd	30%	9%	16%	11%	11%	12%	8%	2%	0%	100%
63rd Ave	28%	11%	16%	13%	10%	9%	6%	4%	3%	100%
Bass Lake Rd	22%	8%	15%	15%	14%	13%	8%	3%	2%	100%
Robbinsdale	21%	8%	15%	15%	13%	12%	8%	4%	4%	100%
Golden Valley Rd	23%	8%	12%	14%	14%	15%	9%	3%	2%	100%
Plymouth Ave	28%	10%	14%	12%	11%	12%	8%	3%	1%	100%
Penn Ave	31%	12%	15%	12%	11%	10%	6%	2%	1%	100%
Van White	36%	11%	19%	12%	8%	7%	5%	2%	1%	100%

1 Mile Radius	0 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total
Oak Grove Pkwy	24%	6%	17%	15%	13%	13%	8%	4%	1%	100%
93rd Ave	26%	7%	16%	14%	13%	11%	6%	4%	2%	100%
85th Ave	27%	8%	16%	13%	12%	12%	7%	3%	1%	100%
Brooklyn Blvd	28%	9%	16%	13%	11%	12%	8%	3%	1%	100%
63rd Ave	27%	10%	16%	13%	11%	10%	7%	4%	2%	100%
Bass Lake Rd	22%	8%	15%	15%	14%	13%	8%	4%	2%	100%
Robbinsdale	22%	7%	15%	15%	13%	13%	8%	4%	3%	100%
Golden Valley Rd	28%	11%	14%	13%	12%	11%	7%	3%	1%	100%
Plymouth Ave	29%	12%	14%	12%	11%	11%	6%	3%	1%	100%
Penn Ave	31%	11%	16%	13%	11%	10%	6%	2%	1%	100%
Van White	24%	12%	22%	13%	11%	10%	5%	2%	1%	100%
Corridor										

Cities & Region	0 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65-74	75-84	85+	Total
Golden Valley	21%	4%	13%	10%	15%	17%	11%	5%	4%	100%
Robbinsdale	21%	6%	19%	14%	14%	11%	7%	5%	3%	100%
Crystal	24%	3%	16%	15%	14%	13%	7%	5%	2%	100%
Brooklyn Park	31%	7%	16%	13%	14%	11%	6%	3%	1%	100%
Hennepin County	25%	7%	17%	13%	14%	12%	7%	4%	2%	100%
Twin Cities MSA	27%	6%	15%	13%	15%	12%	7%	4%	2%	100%

Source: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Median Age (2000-2022)

1/2 Mile Radius	2000	2010	2017	2022
Oak Grove Pkwy	39.0	36.4	37.5	38.2
93rd Ave	29.6	32.8	33.9	35.7
85th Ave	35.3	34.6	35.7	36.7
Brooklyn Blvd	31.9	30.2	31.5	32.1
63rd Ave	30.4	30.6	32.0	32.6
Bass Lake Rd	35.7	37.0	38.2	39.0
Robbinsdale	38.2	36.7	38.9	40.4
Golden Valley Rd	34.9	37.8	39.7	41.2
Plymouth Ave	29.5	31.3	33.3	34.8
Penn Ave	24.9	28.1	29.0	29.4
Van White	21.8	25.5	26.7	27.3
Golden Valley	42.7	45.7	47.4	47.9
Robbinsdale	37.6	36.9	38.7	39.9
Crystal	36.9	38.0	39.5	40.3
Brooklyn Park	32.0	32.6	33.6	34.6
Hennepin County	34.9	35.9	37.3	38.1
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services				

Household Size 2015

1/2-Mile Radius	
Oak Grove Pkwy	3.3
93rd Ave	3.7
85th Ave	2.8
Brooklyn Blvd	3.0
63rd Ave	2.5
Bass Lake Rd	2.5
Robbinsdale	2.1
Golden Valley Rd	2.5
Plymouth Ave	3.1
Penn Ave	3.1
Van White	2.7
Corridor (1/2-mile)	2.5
Corridor (1-mile)	2.6
1- Mile Radius	
Oak Grove Pkwy	2.8
93rd Ave	2.8
85th Ave	2.9
Brooklyn Blvd	2.8
63rd Ave	2.6
Bass Lake Rd	2.4
Robbinsdale	2.3
Golden Valley Rd	2.7
Plymouth Ave	2.8
Penn Ave	2.7
Van White	2.2
Corridor	2.4
Cities & Region	
Brooklyn Park	2.9
Crystal	2.4
Robbinsdale	2.3
Golden Valley	2.3
Hennepin County	2.3
Twin Cities MSA	2.5
Source: U.S. Census Bureau 2015 5-year ACS, Esri, Tangible Consulting Services	

Household Type (2015)

Household Type	Married Couple w/ Children	Married Couple w/o Children	Other Family w/ Children	Other Family w/o Children	Non-family (2+ persons)	Living Alone
Half Mile Radius						
Oak Grove Pkwy	13	9	4	3	1	8
93rd Ave	91	62	61	17	7	39
85th Ave	354	335	114	36	36	329
Brooklyn Blvd	151	165	167	83	23	124
63rd Ave	362	400	428	132	115	538
Bass Lake Rd	174	157	89	57	86	357
Robbinsdale	154	325	185	120	209	790
Golden Valley Rd	174	342	133	64	89	288
Plymouth Ave	190	260	271	74	148	291
Penn Ave	264	254	594	180	214	610
Van White	176	124	658	76	118	607
Corridor (1/2-Mile)	3,329	3,920	3,417	1,247	1,488	5,486
One Mile Radius						
Oak Grove Pkwy	138	96	55	29	7	77
93rd Ave	564	480	251	99	42	456
85th Ave	984	872	611	157	128	827
Brooklyn Blvd	660	706	679	214	125	865
63rd Ave	1,175	1,025	1,148	417	297	1,664
Bass Lake Rd	938	889	504	257	372	1,352
Robbinsdale	1,021	1,501	769	494	622	2,056
Golden Valley Rd	887	978	959	361	424	1,276
Plymouth Ave	739	813	1,174	374	414	1,261
Penn Ave	858	887	1,716	433	613	1,851
Van White	729	1,133	1,628	387	841	3,706
Corridor	7,010	8,058	6,619	2,507	3,060	12,797
Cities & Region						
Brooklyn Park	6,543	6,694	4,436	1,776	1,107	6,202
Crystal	1,735	2,085	1,058	707	737	3,026
Robbinsdale	1,033	1,416	715	371	610	2,016
Golden Valley	1,578	2,844	707	542	514	2,720
Hennepin County	94,700	120,473	44,999	23,774	45,563	160,687
Twin Cities MSA	305,630	367,720	127,855	64,344	98,744	370,102

Source: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri; Tangible Consulting Services

Households by Number of Bedrooms

Owner-Occupied	Total	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms	Total Bedrooms
Oak Grove	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
93rd Ave	649	0	10	170	161	254	54	2,130
85th Ave	2,407	12	29	576	626	1,008	156	7,914
Brooklyn Blvd	3,183	12	119	641	1,108	1,118	185	10,171
63rd Ave	2,552	0	112	495	1,352	486	107	7,658
Bass Lake Rd	2,334	0	24	418	1,417	397	78	7,105
Robbinsdale	2,609	14	122	502	1,457	427	87	7,671
Golden Valley Rd	3,357	0	35	533	1,771	831	187	10,710
Plymouth Ave	2,048	0	14	277	1,087	501	169	6,712
Penn Ave	2,502	0	50	602	1,155	519	176	7,710
Van White	1,871	7	105	385	743	438	193	5,867
Brooklyn Park	18,743	12	267	3,446	6,963	6,278	1,777	62,412
Crystal	6,594	0	107	1,134	3,794	1,345	214	20,250
Robbinsdale	4,083	14	105	791	2,312	732	129	12,236
Golden Valley	6,851	0	127	915	3,179	2,070	560	22,686
Hennepin County	307,395	595	12,504	67,039	118,634	81,659	26,964	969,928
Twin Cities MSA	932,769	1,449	23,571	185,911	371,780	268,897	81,161	3,009,807

Source: U.S. Census Bureau, Tangible Consulting Services

Households by Number of Bedrooms – Renter-Occupied 2015

Renter-Occupied	Total	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms	Total Bedrooms
Oak Grove	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
93rd Ave	45	0	0	32	13	0	0	103
85th Ave	528	0	97	187	135	84	25	1,342
Brooklyn Blvd	964	0	293	306	216	124	25	2,179
63rd Ave	2,124	79	652	1,042	263	81	7	3,964
Bass Lake Rd	576	6	71	191	217	91	0	1,474
Robbinsdale	1,805	50	739	747	213	30	26	3,177
Golden Valley Rd	1,320	14	104	481	491	215	15	3,491
Plymouth Ave	1,194	39	233	426	305	176	15	2,821
Penn Ave	3,343	198	801	1,109	758	359	118	7,541
Van White	3,295	220	957	1,143	598	266	111	6,898
Brooklyn Park	8,015	250	2,749	3,116	1,063	597	240	16,056
Crystal	2,754	75	932	939	643	159	6	5,481
Robbinsdale	2,078	50	739	914	323	26	26	3,825
Golden Valley	2,054	42	698	821	391	85	17	3,983
Hennepin County	182,801	12,192	72,588	64,026	23,385	7,690	2,920	328,931
Twin Cities MSA	401,626	21,118	140,480	152,216	61,485	19,819	6,508	763,603
Source: U.S. Census Bureau, Tangible Consulting Services								

Households by Number of Bedrooms – All Occupied Households 2015

Total-Occupied	Total	No Bedroom	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	5+ Bedrooms	Total Bedrooms
Oak Grove	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
93rd Ave	694	0	10	202	174	254	54	2,233
85th Ave	2,935	12	126	763	761	1,092	181	9,256
Brooklyn Blvd	4,147	12	412	947	1,324	1,242	210	12,350
63rd Ave	4,676	79	764	1,537	1,615	567	114	11,623
Bass Lake Rd	2,910	6	95	609	1,634	488	78	8,579
Robbinsdale	4,414	64	861	1,249	1,670	457	113	10,849
Golden Valley Rd	4,677	14	139	1,014	2,262	1,046	202	14,201
Plymouth Ave	3,242	39	247	703	1,392	677	184	9,533
Penn Ave	5,845	198	851	1,711	1,913	878	294	15,251
Van White	5,166	227	1,062	1,528	1,341	704	304	12,765
Brooklyn Park	26,758	262	3,016	6,562	8,026	6,875	2,017	78,468
Crystal	9,348	75	1,039	2,073	4,437	1,504	220	25,731
Robbinsdale	6,161	64	844	1,705	2,635	758	155	16,061
Golden Valley	8,905	42	825	1,736	3,570	2,155	577	26,669
Hennepin County	490,196	12,787	85,092	131,065	142,019	89,349	29,884	1,298,859
Twin Cities MSA	1,334,395	22,567	164,051	338,127	433,265	288,716	87,669	3,773,410

Source: U.S. Census Bureau, Tangible Consulting Services

Year Householder Moved Into Dwelling Unit (2015)

1/2 Mile Radius	Moved in 2010 or later	Moved in 2000 to 2009	Moved in 1990 to 1999	Moved in 1980 to 1989	Moved in 1979 and Earlier
Oak Grove Pkwy	113	195	47	22	26
93rd Ave	534	846	365	88	59
85th Ave	1,028	1,446	628	249	227
Brooklyn Blvd	960	1,256	532	216	285
63rd Ave	2,371	1,675	755	349	576
Bass Lake Rd	1,310	1,365	617	385	634
Robbinsdale	2,027	2,227	1,007	437	764
Golden Valley Rd	1,874	1,427	653	339	591
Plymouth Ave	2,189	1,165	557	307	557
Penn Ave	2,855	2,030	583	290	599
Van White Blvd	4,319	2,733	500	268	604
Corridor (1/2-mile)	14,819	13,304	5,255	2,602	4,071
Brooklyn Park	8,816	9,739	4,702	1,928	1,573
Crystal	2,693	2,803	1,513	954	1,385
Golden Valley	1,956	3,175	1,655	932	1,187
Minneapolis	74,762	52,112	20,714	10,650	10,147
Robbinsdale	2,027	2,251	939	358	586
Hennepin County	172,848	161,342	79,003	39,882	37,121
Twin Cities MSA	417,614	472,598	230,987	110,528	102,668

Sources: US Census, ACS 2011-2015 Estimate; Esri

Number of Vehicles Available to Households

	All Occupied Housing Units			
	None	**1**	**2**	**3 or More**
Oak Grove Pkwy	1	111	212	70
93rd Ave	59	546	869	325
85th Ave	115	1,055	1,711	486
Brooklyn Blvd	338	1,055	1,261	366
63rd Ave	610	2,391	1,900	613
Bass Lake Rd	344	1,716	1,606	502
Robbinsdale	762	2,345	2,369	786
Golden Valley Rd	649	1,668	1,941	470
Plymouth Ave	895	1,733	1,540	426
Penn Ave	1,472	2,463	1,814	408
Van White Blvd	2,316	3,857	1,789	321
Corridor (1-mile)	5,345	15,505	13,930	3,962
Brooklyn Park	2,156	7,734	10,541	6,327
Crystal	747	3,403	3,836	1,362
Robbinsdale	727	2,196	2,367	871
Golden Valley	497	3,162	4,012	1,234
Minneapolis	30,549	70,851	52,200	14,785
Hennepin County	50,479	176,114	189,982	73,621
Twin Cities MSA	100,220	411,746	549,084	273,345

Source: Esri, Tangible Consulting Services

Race, Ethnicity, and Hispanic Origin (2015)

1/2 Mile Radius	White	African Amer.	Amer. Indian	Asian	Pacific Islander	Other Race	Two or More Races	Total	Hispanic*
Oak Grove Pkwy	198	44	1	33	1	4	8	289	7
93rd Ave	462	174	2	321	0	14	26	999	28
85th Ave	1,760	707	7	883	7	68	158	3,591	133
Brooklyn Blvd	814	818	18	421	0	49	107	2,229	143
63rd Ave	1,891	1,654	19	325	0	544	214	4,647	823
Bass Lake Rd	1,440	487	14	142	0	168	111	2,365	270
Robbinsdale	2,907	820	13	172	0	92	176	4,183	234
Golden Valley Rd	1,475	878	14	197	0	58	156	2,778	142
Plymouth Ave	968	2,137	43	416	0	125	227	3,921	227
Penn Ave	1,206	3,255	87	1,081	0	250	362	6,248	481
Van White	779	3,047	39	558	0	240	230	4,899	554
Corridor	24,951	15,304	354	5,505	0	2,020	2,374	50,508	3,889
1 Mile Radius									
Oak Grove Pkwy	1,114	273	5	263	5	24	43	1,730	40
93rd Ave	3,118	874	17	1,484	0	92	167	5,753	184
85th Ave	5,188	2,513	43	2,339	11	271	455	10,831	520
Brooklyn Blvd	4,109	3,254	60	1,711	10	338	468	9,950	687
63rd Ave	7,019	4,520	74	1,234	0	1,368	654	14,870	2,141
Bass Lake Rd	7,467	1,817	77	617	0	485	562	11,014	859
Robbinsdale	11,330	2,111	76	623	15	349	699	15,188	835
Golden Valley Rd	5,477	6,173	148	1,688	15	444	859	14,804	933
Plymouth Ave	3,601	7,557	193	2,045	15	489	919	14,817	978
Penn Ave	4,455	9,668	222	2,440	18	702	980	18,486	1,405
Van White	7,291	9,295	277	2,622	21	682	1,109	21,319	1,684
Corridor	55,610	30,489	859	11,272	107	3,972	5,046	107,356	7,944
Cities & Region									
Golden Valley	17,352	1,787	132	860	0	126	609	20,866	529
Robbinsdale	11,353	1,992	58	218	0	180	488	14,289	507
Crystal	18,429	2,337	161	804	0	312	564	22,607	1,858
Brooklyn Park	40,851	20,998	246	11,986	57	1,617	2,440	78,195	5,133
Hennepin County	889,634	145,718	8,273	81,406	475	30,305	41,965	1,197,776	81,719
Twin Cities MSA	2,790,735	262,209	20,834	211,862	1,192	64,386	107,572	3,458,790	192,461

* Persons of Hispanic origin can be of any race

Sources: U.S. Census Bureau 2015 5-year ACS, Esri, Tangible Consulting Services

Household Income 2015

1/2 Mile Radius	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 -$74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total	Median
Oak Grove Pkwy	4	4	10	8	20	13	18	5	6	88	$71,454
93rd Ave	6	13	18	20	49	52	79	26	12	275	$88,134
85th Ave	52	66	97	153	270	172	227	161	102	1,300	$76,323
Brooklyn Blvd	93	119	44	116	108	130	79	41	16	746	$50,160
63rd Ave	183	316	255	342	401	156	140	39	16	1,848	$41,101
Bass Lake Rd	97	131	111	103	256	118	101	10	21	948	$51,914
Robbinsdale	218	321	160	307	407	181	230	96	34	1,954	$48,121
Golden Valley Rd	69	97	77	116	185	108	235	115	90	1,092	$75,360
Plymouth Ave	159	139	118	175	225	143	172	71	61	1,263	$53,189
Penn Ave	451	352	243	330	300	142	116	36	15	1,985	$32,276
Van White	703	338	242	237	153	66	53	15	21	1,828	$20,186
Corridor (1/2-mile)	2,298	2,380	1,881	2,716	3,813	2,218	2,570	843	550	19,269	$51,570
Corridor (1-mile)	4,351	4,520	4,114	5,547	7,922	5,045	6,140	2,137	1,768	41,544	$55,170
1 Mile Radius	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total	Median
Oak Grove Pkwy	23	26	64	56	135	100	138	37	40	619	$76,002
93rd Ave	78	115	161	233	374	293	437	197	116	2,004	$77,670
85th Ave	171	226	341	462	762	570	691	328	170	3,721	$70,407
Brooklyn Blvd	334	366	365	493	688	504	443	152	75	3,420	$53,887
63rd Ave	568	853	757	958	1,162	594	521	145	79	5,637	$43,841
Bass Lake Rd	359	445	473	543	1,077	669	655	156	124	4,501	$57,408
Robbinsdale	489	761	555	950	1,488	822	1,079	330	137	6,611	$56,833
Golden Valley Rd	512	562	521	643	872	562	776	261	202	4,911	$54,553
Plymouth Ave	752	701	502	696	775	429	536	216	167	4,774	$43,146
Penn Ave	1,413	942	762	926	893	493	458	239	193	6,319	$35,492
Van White	1,744	1,099	866	1,056	1,154	819	1,080	451	655	8,924	$44,753
Corridor	4,351	4,520	4,114	5,547	7,922	5,045	6,140	2,137	1,768	41,544	$55,170
Cities & Region	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total	Median
Brooklyn Park	2,049	2,323	2,483	4,128	4,511	4,212	4,586	1,490	976	26,758	$62,974
Crystal	710	882	965	1,311	2,266	1,275	1,435	371	133	9,348	$59,188
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161	$57,357
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905	$81,534
Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196	$65,834
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395	$68,778

Source: U.S. Census Bureau 2015 5-year ACS, Esri, Tangible Consulting Services

HOUSING GAPS ANALYSIS - 6.28.2018
Bottineau Community Works

Household Income by Age of Householder 2015 (1-mile Radius)

Age: Under 25	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Oak Grove Pkwy	1	2	1	2	3	2	1	0	0	12
93rd Ave	2	5	6	7	8	6	5	1	1	41
85th Ave	7	12	15	17	21	12	8	3	1	96
Brooklyn Blvd	32	30	22	23	26	15	5	2	1	156
63rd Ave	68	93	62	67	53	17	9	4	1	374
Bass Lake Rd	15	18	20	15	25	10	4	5	0	112
Robbinsdale	19	30	20	34	38	15	8	3	0	167
Golden Valley Rd	35	42	27	26	31	12	6	2	0	181
Plymouth Ave	50	51	28	33	31	12	6	4	0	215
Penn Ave	126	77	43	51	36	14	7	2	0	356
Van White	217	129	112	117	83	49	48	20	18	793
Corridor	403	359	286	312	296	137	96	40	22	1,951

Age: 25-44	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Oak Grove Pkwy	2	3	9	9	27	21	31	11	12	125
93rd Ave	10	12	26	40	70	68	107	62	30	425
85th Ave	21	24	48	76	147	127	162	100	47	752
Brooklyn Blvd	48	43	49	79	134	101	104	46	22	626
63rd Ave	78	92	102	149	212	120	112	42	25	932
Bass Lake Rd	54	53	65	90	227	146	151	47	41	874
Robbinsdale	56	85	76	152	277	165	240	96	39	1,186
Golden Valley Rd	80	72	80	110	171	111	175	78	54	931
Plymouth Ave	134	98	81	125	148	82	116	63	46	893
Penn Ave	207	119	115	165	172	95	102	81	60	1,116
Van White	231	129	113	168	197	128	176	95	144	1,381
Corridor	1395	1,394	1,588	2,096	3,245	2,231	2,860	906	738	16,453

Age: 45-64	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Oak Grove Pkwy	8	8	22	20	54	39	58	17	20	246
93rd Ave	30	31	57	79	145	121	187	94	55	799
85th Ave	63	64	113	155	300	241	302	162	86	1,486
Brooklyn Blvd	127	105	113	165	272	203	198	78	39	1,300
63rd Ave	174	195	197	284	395	221	209	67	44	1,786
Bass Lake Rd	133	125	142	180	432	269	289	77	70	1,717
Robbinsdale	156	213	165	309	555	320	469	161	65	2,413
Golden Valley Rd	194	167	166	222	331	225	339	140	111	1,895
Plymouth Ave	299	216	156	244	287	164	230	112	91	1,799
Penn Ave	462	259	222	312	327	184	192	131	113	2,202
Van White	561	291	213	309	366	231	316	150	255	2,692
Corridor	1460	1225	1,177	1,759	2,899	1,901	2,514	998	850	14,783

Age: 65+	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Oak Grove Pkwy	9	8	20	13	26	14	15	3	3	111
93rd Ave	28	50	47	71	77	40	36	15	13	377
85th Ave	53	91	101	134	135	77	72	22	16	701
Brooklyn Blvd	72	124	100	120	103	62	45	9	3	638
63rd Ave	144	246	201	222	233	97	63	20	2	1,228
Bass Lake Rd	114	190	162	189	217	118	74	14	11	1,089
Robbinsdale	213	341	186	293	311	154	127	29	15	1,669
Golden Valley Rd	121	177	128	152	169	91	98	37	37	1,010
Plymouth Ave	152	211	112	139	143	68	72	30	26	953
Penn Ave	264	270	133	151	135	70	50	20	16	1,109
Van White	312	289	105	116	103	61	64	19	33	1,102
Corridor	1094	1,542	1,062	1,380	1,483	776	668	193	159	8,357

Sources: U.S. Census Bureau 2015 5-year ACS; Esri; Tangible Consulting Services

Household Income by Age of Householder 2015

Age: Under 25	<$15,000	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	$150,000 - $199,999	$200,000+	Total
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161
Crystal	710	882	965	1,311	2,266	1,275	1,435	371	133	9,348
Brooklyn Park	2,049	2,323	2,483	4,128	4,511	4,212	4,586	1,490	976	26,758
Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395
Age: 25-44	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161
Crystal	710	882	965	1,311	2,266	1,275	1,435	371	133	9,348
Brooklyn Park	2,049	2,323	2,483	4,128	4,511	4,212	4,586	1,490	976	26,758
Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395
Age: 45-64	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161
Crystal	710	882	965	1,311	2,266	1,275	1,435	371	133	9,348
Brooklyn Park	2,049	2,323	2,483	4,128	4,511	4,212	4,586	1,490	976	26,758
Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395
Age: 65+	**<$15,000**	**$15,000 - $24,999**	**$25,000 - $34,999**	**$35,000 - $49,999**	**$50,000 - $74,999**	**$75,000 - $99,999**	**$100,000 - $149,999**	**$150,000 - $199,999**	**$200,000+**	**Total**
Golden Valley	546	697	585	717	1,631	1,031	1,813	797	1,088	8,905
Robbinsdale	795	530	463	935	1,066	911	1,098	262	101	6,161
Crystal	710	882	965	1,311	2,266	1,275	1,435	371	133	9,348
Brooklyn Park	2,049	2,323	2,483	4,128	4,511	4,212	4,586	1,490	976	26,758
Hennepin County	49,098	41,037	40,528	58,734	83,304	63,792	78,453	34,052	41,198	490,196
Twin Cities MSA	111,789	104,137	105,671	158,769	242,392	191,985	234,382	95,089	90,181	1,334,395

Sources: U.S. Census Bureau 2015 5-year ACS; Esri; Tangible Consulting Services