Council Study Session
City Hall Council Chambers
March 9, 2020

AGENDA

The City Council requests that attendees turn off cell phones and pagers during the meeting. A copy of the full City Council packet is available to the public. The packet ring binder is located at the entrance of the council chambers.

1. **City Council Discussion of Agenda Items and Questions - 6 p.m.**
2. **Miscellaneous**
   a. Set dates for Joint School Board meeting and Common Sense
   b. Add to the Consent Agenda, the Approval of the amended 2020 City Council Meeting Schedule
      - Motion to add to the consent agenda, the approval of the amended 2020 City Council meeting schedule
3. **Discussion of Work Session Agenda Item as Time Permits**
4. **Adjourn**

CITY COUNCIL MEETING
City Hall Council Chambers
March 9, 2020

AGENDA

1. Informal Open Forum with City Council - 6:45 p.m.

Provides an opportunity for the public to address the Council on items which are not on the agenda. Open Forum will be limited to 15 minutes, it is not televised, and it may not be used to make personal attacks, to air personality grievances, to make political endorsements, or for political campaign purposes. Council Members will not enter into a dialogue with presenter. Questions from the Council will be for clarification only. Open Forum will not be used as a time for problem solving or reacting to the comments made but, rather, for hearing the presenter for informational purposes only.

2. Invocation - 7 p.m. (Ryan)

3. Call to Order Regular Business Meeting

The City Council requests that attendees turn off cell phones and pagers during the meeting. A copy of the full City Council packet is available to the public. The packet ring binder is located at the entrance of the council chambers.

4. Roll Call

5. Pledge of Allegiance

6. Approval of Agenda and Consent Agenda

The following items are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember so requests, in which event the item will be removed from the consent agenda and considered at the end of Council Consideration Items.

a. Approval of Minutes

- Motion to approve the following minutes:

- *February 3, 2020 Work Session*
- *February 24, 2020 Regular Session*
- *February 24, Work Session*

b. Approval of Licenses

- Motion to approve licenses as presented

c. Resolution Accepting Bid and Awarding a Contract, Improvement Project No. 20-07, Water Tower No. 1 Rehabilitation

- Motion to approve the lowest responsible bid and award a contract to The Osseo Construction Company, LLC for Improvement Project No. 2020-07, Water Tower No. 1 Rehabilitation.

d. Resolution Expressing Support for Converting Highway 252 From an at-grade Expressway to a Grade Separated Freeway

- Motion to approve a resolution expressing support for converting Highway

252 from an at-grade expressway to a grade separated freeway

7. Presentations/Proclamations/Recognitions/Donations

8. Public Hearings

9. Planning Commission Items

a. Request to Direct Staff to Prepare a Resolution for the Approval or Denial of Planning Commission Application No. 2020-001 for the Issuance of a Special Use Permit and Parking Variance to Operate a Mosque and Community Center at 4900 France Avenue North

- Motion to direct staff to prepare a resolution, to include findings of fact, for the approval or denial of Planning Commission Application No. 2020-001 for issuance of a Special Use Permit to operate a mosque and community center at 4900 France Avenue North.

A final resolution will be brought before the City Council on March 23, 2020.

10. Council Consideration Items

a. Resolution Appointing Individuals to Serve on City Commissions

- Approve a resolution appointing individuals to Serve on City Commissions

11. Council Report

12. Adjournment

Council Regular Meeting

DATE: 3/9/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Barb Suciu, City Clerk

SUBJECT: Approval of Minutes

Background:

In accordance with Minnesota State Statute 15.17, the official records of all meetings must be documented and approved by the governing body.

Budget Issues:

- None

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
2-3 Work Session	3/4/2020	Backup Material
2-24 Regular Session	3/3/2020	Backup Material
2-24 Work Session	3/4/2020	Backup Material

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL
OF THE CITY OF BROOKLYN CENTER
IN THE COUNTY OF HENNEPIN AND
THE STATE OF MINNESOTA

SPECIAL WORK SESSION
FEBRUARY 3, 2020
CITY HALL – COUNCIL CHAMBERS

CALL TO ORDER

The Brooklyn Center City Council/Economic Development Authority (EDA) met in Work Session called to order by Mayor/President Mike Elliott at 6:00 p.m.

ROLL CALL

Mayor Mike Elliott and Councilmembers/Commissioners Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were City Manager Curt Boganey, Director of Public Works Doran Cote, and City Clerk Barb Suciu.

HIGHWAY 252 PROJECT UPDATE

Mayor Elliott stated tonight's work session will focus on the Highway 252 project and will include presentations from some partners involved in various aspects of the project. He added these include the City of Minneapolis, Minnesota Department of Transportation (MnDOT), the Metropolitan Council and federal partners. He noted their presentations will cover the project history up to present, and answer questions that the City Council and community members might have.

City Manager Curt Boganey stated several residents came to the November 23, 2019, City Council meeting to make a presentation and express their concern about the Highway 252 project and its impact on their neighborhood. Among issues and concerns raised at that meeting were: minimum safe distances between interchanges; the proposed interchange at 66th Avenue would be very dangerous; the proposed project would be only 110 feet from the Mississippi River; reduced bus service for local residents; and other general plan concerns.

Mr. Boganey stated the City Council, having heard the residents' concerns, decided to schedule this work session to hear from the subject matter experts, get responses to questions and concerns, and bring everyone up to speed on the history of the project, including the new City Councilmembers and new Mayor.

Mr. Boganey reviewed the procedure for tonight's work session to ensure that all attendees are informed and in agreement: presenters will be allowed to complete their presentation without interruption, after which City Councilmembers will have time to get answers to their questions. A public comment period will follow, including requests for clarification and time for questions. If

there are questions or issues to which presenters do not have answers, they will commit to providing a written response when they obtain the necessary information.

Public Works Director Doran Cote gave a brief presentation on the history of the Highway 252 corridor and its planned conversion to a freeway. Highway 252 was first mentioned as a potential project at MnDOT in 2005 when it appeared in a transportation system plan, and Brooklyn Park requested a corridor study. It was determined at that time that Highway 252 was a good candidate for freeway conversion.

Mr. Cote stated the City of Brooklyn Center completed its own corridor study in 2016, and also identified the need to convert Highway 252 to a freeway. It was also noted that Highway 252 would be a good candidate for MN-Pass high occupancy traffic lanes into downtown Minneapolis. He added an environmental review of Highway 252 that is currently being undertaken, which evaluates the environmental, social and economic impact of a proposed action, considers alternatives and identifies mitigation of impacts. Throughout the process, there is ongoing public involvement.

Mr. Cote welcomed to the work session: Jerome Adams and April Crocket from MnDOT; Carla Steuve and Jason Stroebel from Hennepin County; and Adam Harrington from the Met Council. The Federal Highway Administration and Three Rivers Parks District are also partners but were not represented at the work session.

Leif Garness, SRF Consulting Group, gave an overview of the project and what the partners hope it will accomplish. He stated there are four major questions that were identified as necessary to solve the project and make it successful. Tonight's meeting will focus on the first three questions, before receiving comments and questions from the City Council and public.

Mr. Garness stated changes to Highway 252 are required based on issues that need to be addressed: driver safety; vehicle access and mobility; accommodations for pedestrians and bicyclists. From 2011-2015, there were 611 recorded crashes on 252, and many of the crashes are rear-end crashes, which is typical of corridors with congestion. From 2016-2019, another 972 crashes were recorded, several involving pedestrians. Traffic levels are expected to continue to grow, with up to 120,000 cars per day in the near future. The delay to get from Highway 610 to downtown Minneapolis will increase from 5 minutes to 11 minutes.

Mr. Garness stated research shows that the majority of crashes on Highway 252 occur at intersections, with the 66th Avenue intersection ranked #2 in the State of Minnesota for safety concerns.

Mr. Garness stated the preferred alternative that will improve vehicular safety on Highway 252 is being refined as recommended by the project team, and environmental documents are being prepared. Additional documents, drawings, and layouts will be included in the documentation will be available for public review and comment.

Mr. Garness reviewed questions that are being considered as part of this decision-making process. Consideration of these issues will assist in determining a course of action that will meet the needs of the corridor:

1. What is the best way to improve vehicular safety along Highway 252 and I-94?
2. Where should access to and across Highway 252 be provided for vehicles, pedestrians, and bicyclists?
3. What is the best type of access for each of those locations?
4. If lanes are added to Highway 252 at or around 694, how can those lanes be used most effectively?

Mr. Garness stated tonight's work session will focus on the first three questions.

Mr. Garness stated the issues of safety, mobility and pedestrian and bicycle accommodates are considered to determine whether the project will provide a benefit from a safety perspective; how local roadways are affected; how levels of service and travel time are improved; and whether access and safety for pedestrians and bicyclists are improved.

Mr. Garness stated the second alternative discussed would convert Highway 252 to a 6-lane expressway, with an additional lane for the entire stretch of Highway 252. Intersections would still be controlled, but an interchange would be constructed at 66th Avenue based on traffic levels. He added, after technical evaluation and review, it was determined that this alternative would not address congestion.

Mr. Garness stated the third alternative is to convert Highway 252 to a 4-lane freeway, maintaining I-94 as it is today, south of 694. This option would reduce the number of crashes because there would be no intersections, but Highway 252 would still be as congested as before.

Mr. Garness stated the fourth alternative is to convert Highway 252 to a 6-lane freeway with no changes on I-94. This would reduce the overall number of crashes but there would still be congestion and a change along the corridor would be required.

Mr. Garness stated, a fifth alternative, Highway 252 could be converted to a 6-lane freeway, but an additional connection would be added on 94 from 694 to Dowling Avenue, where there already exists an extra lane. Based on technical evaluation, this is the alternative that best meets the needs of the project.

Mr. Garness stated a major issue is what will happen to local traffic in the area of Highway 252 if it is converted to a freeway. There has been a lot of input from residents that traffic is entering the neighborhoods that should be going on Highway 252. If Highway 252 is converted to a freeway, there would be limited access points for cars to enter the neighborhoods.

Mr. Garness stated this information is being provided to illustrate the sheer amount of data that is collected to be able to provide recommendations and help form decisions.

Mr. Garness reviewed benefits to the Brooklyn Center community that would accompany the conversion of Highway 252 into a freeway: reduced congestion on Highway 252; reduce in crashes; less cut-through and bypass traffic in neighborhoods, trying to avoid the congested expressway; reduced congestion and increased safety for pedestrians and bicyclists.

Mr. Garness stated the process to determine whether to convert a highway into a freeway includes several steps: interchange evaluation checklist from the Metropolitan Council; best location of access points to and from the freeway; pedestrian and bicyclist safety; and consistency with local Comprehensive Plan to accommodate future growth and development.

Mayor Elliott requested clarification regarding a slide showing population density within Brooklyn Center, and how that could affect the outcome. Mr. Garness stated population demographics provide information on areas of high-density residential, higher populations of minorities and low-income neighborhoods. He added reviewing this data helps to ensure that neighborhoods are not disproportionately affected by this type of infrastructure development, in terms of where access points are placed.

Mr. Garness stated four alternative plans are being evaluated based on design criteria and guidelines. He added two of the plans do not assume a change will occur at 66th Avenue, and two of the plans have a proposed interchange at 66th Avenue. The first alternative proposes two interchanges on a 3-mile stretch of Highway 252, at 85th Avenue in Brooklyn Park and 73rd Avenue in Brooklyn Center. The roadway would be widened to accommodate traffic levels with bus stop locations. Many residential roads, residential properties, and commercial properties would be affected. For instance, 73rd Avenue would be widened to 5 lanes to accommodate traffic that diverts through the neighborhood to access Highway 252, and local traffic would increase, and roadway improvements would reshape the neighborhoods west of Highway 252. Design measures can be built into the plan to ensure safe and efficient operations. All requirements can be met with 2 interchanges.

Mr. Garness stated, as part of the evaluation, the potential future interchange at 73rd Avenue was reviewed. He added the west side of 73rd Avenue has multiple multi-family housing complexes and has a 50% minority population. He noted West River Road would need to be reconnected at 73rd Avenue, and traffic would need to find an alternative route to access Highway 252.

Mr. Garness stated 73rd Avenue is a 2-lane roadway that would need to be widened. He added many homes along 73rd Avenue would be impacted by roadway construction. He noted it has been discussed that over 200 properties could be impacted.

Mr. Garness stated 3 interchanges are proposed for the third alternative, at 85th Avenue, Brookdale Drive, and 70th Avenue. This proposal would improve traffic impacts to local roadways but changes would still be required.

Mayor Elliott asked what is the distance between the interchanges at 70th Avenue and Brookdale Drive. Mr. Garness stated it is .85 miles and does not meet the 1-mile spacing guideline. He added, as a trade-off, measures can be taken to increase safety and efficiency but would require widening City streets to accommodate traffic.

Mr. Garness stated, to accommodate an interchange at 73rd Avenue, West River Road would need to be connected, and traffic diverted east to Willow Lane and north to 74th Avenue. He added Willow Lane would become the main conduit for an interchange at 70th or 73rd Avenues.

Mr. Garness stated a technical evaluation was completed on the first alternative, with interchanges at 85th and 66th Avenues, Brookdale Drive and 73rd Avenue. This alternative reduces the impact on local roads, except in the neighborhoods west of Highway 252, which would see an increase in traffic. This option does not meet the 1-mile spacing guidelines.

Mr. Garness stated all four alternatives propose reduced access points on Highway 252. There are currently 6 access points, and the four alternative plans will reduce the number of access points and shift traffic. He noted the biggest benefit to traffic safety on freeways is to reduce access points, but the tradeoff is increasing traffic on local streets, as drivers will have to drive further to access the interchanges.

Mr. Garness stated recommended interchanges at 85th Avenue, Brookdale and 66th Avenue would allow the opportunity for pedestrians and bicycles to cross 252 at those locations. He added the City has also received potential funding to move forward with a pedestrian bridge at 70th Avenue.

Mr. Garness stated an interchange at 66th is recommended as there would be fewer impacts on local roads, fewer impacts to property and limits the potential increase in traffic levels that would be expected to be seen at 70th and 73rd Avenues.

Mr. Garness stated the recommended alternative is a good balance between impacts to property, traffic flow, and keeping traffic from local streets. There are better safety concerns on Highway 252 itself, which also maintains north and south connectivity for local roads. He added, in conclusion, this alternative option addresses the safety concerns associated with Highway 252.

Mr. Garness reviewed the proposed interchange alternatives, including 66th Avenue interchange with Highway 252 overpass; 66th Avenue interchange with Highway 252 under 66th Avenue, and right-in, right-out onto Highway 252 from 66th Avenue. He added the first alternative is called "double bridge", and has favorable conditions for pedestrians and bicyclists, but it is a costly project, and many properties would need to be taken. He noted the "right-in right-out" alternative was eliminated due to the number of trips that would be required.

Mr. Garness stated the option of a northbound flyover was discussed which would minimize impacts to the east side of Highway 252. He added it would need to be a three-level interchange, as opposed to 2 levels, and the ramp would need to be moved further south, closer to I-694. He noted it would be costly due to the number of bridges that would be required.

Mr. Garness stated the Highway 252 underpass, or "tight diamond", is a difficult alternative because 66th Avenue would need to be moved, and it can be difficult to get back to level ground. He added raising 66th Avenue would result in an impact on residential properties. He noted such impacts should be minimized as much as possible.

Mr. Garness stated alternatives 3 and 4 do not have an interchange at 66th Avenue, which would result in less impact on local roadway systems, and fewer impacts on residential properties, and limits the potential increase in traffic levels on residential streets.

Mr. Garness stated the construction of a frontage road system would be necessary under Alternative 1, and property would need to be taken for holding ponds. He stressed the importance of looking at the corridor as a whole; balancing all aspects of the project; provide the best spacing possible to address safety concerns; and limiting impacts to properties. He noted, with these criteria, after months of consideration, the best type of access for the freeway conversion would be a folded diamond interchange at 66th Avenue, and that is the recommended design.

Mr. Garness stated the recommended alternative will limit the increase of traffic on local roadways; is consistent with driver expectations; provides a conflict-free pedestrian facility on the south side of 66th Avenue, and reduces impacts at that location.

Adam Harrington, Director of Service Development at Metro Transit, reviewed the impacts and benefits, based on the type of transit service that is currently offered on the Highway 252 corridor. He added MNPass high-occupancy lanes would be a big advantage for commuters going to and from the downtown area. He noted bus access to Highway 252 will not be reduced, but some access points will be limited as a consequence of the conversion, in particular the west side of 73rd Avenue, and 66th Avenue near Topgolf, where the sale of a long-term parking lot is being negotiated with the City.

Mr. Harrington stated the existing parking lot at 73rd Avenue can continue to be used and service to that parking lot from West River Road will still be provided. He added that route runs approximately 11 trips during rush hour and a few trips during the day, down West River Road with access to the parking lot at 66th Avenue.

Mayor Elliott asked whether Metro Transit wishes to continue to use the park & ride at 66th Avenue. Mr. Harrington confirmed this, adding Metro Transit has used the parking lot for over 15 years. He added there has been some discussion with City staff on this issue.

Councilmember Butler asked how residents of Brooklyn Center who live along Highway 252 will be impacted by each of the plans, including housing, river access, and environmental impacts

Mr. Garness stated the recommended interchange concept at 66th Avenue would have an impact on residents and their property, as that is where the construction would be, and acquisitions would be necessary. He added the next highest impact would be at Brookdale Drive.

Councilmember Butler asked how many homes would be impacted. Mr. Garness stated there is an estimated number of affected properties that would be less than 10 residential properties and less than 5 commercial properties. The project itself could touch a potential 70 properties, due to minor roadway changes.

Councilmember Lawrence-Anderson asked for clarification regarding the difference between residential parcels and residential units when determining relocation. Mr. Garness stated each residential unit on a parcel is counted, so a property with multiple residential units could be an apartment complex.

Mr. Boganey stated, for purposes of clarification, alternatives 1 and 2 both have the same proposed interchange at 66th Avenue. He added alternative 3 has a proposed interchange at 70th Avenue.

Councilmember Ryan stated, as part of alternative 3, 66th Avenue and 73rd Avenue would not have access to Highway 252 and the interchange would be located at 70th Avenue. He added this alternative would involve 20 residential parcels, 5 commercial parcels, and 60 residential units. He noted the City has expressed as a priority the preservation of naturally occurring affordable housing.

Mr. Adams stated MnDOT is not in a position to determine which properties would be acquired at this point. He added the drawings show where the grading would be completed, and it is easy to see whether the grading runs through the property or not.

Mayor Elliott asked whether alternative plans have been considered for interchanges at other intersections. Mr. Adams stated he has a slide that shows all the alternative plans side-by-side. He added that the slide was shown at all the open houses.

Councilmember Lawrence-Anderson asked who will pay for the acquisition of parcels. Mr. Garness stated the answer is going to vary, as there are many project partners and there is a funding issue for the 66th Avenue portion. He added the City has been awarded federal funding for construction of 66th Avenue, closure of 70th Avenue and a pedestrian crossing. He noted the question of who acquires the 66th Avenue right of way is still being reviewed.

Councilmember Lawrence-Anderson requested regular updates on that. She expressed concern that the experts have indicated that 50,000-75,000 drivers use Highway 252 every day and that far exceeds the entire population of Brooklyn Center.

Councilmember Graves asked why similarly detailed renderings were not presented for alternatives 1 and 2. She asked how residents near Highway 252 will get to the transit center, and whether new busing will be proposed.

Mr. Harrington stated there is a bus route, #722, that runs on Humboldt Avenue from the transit center, and that bus route was recently extended to the Target campus. He added it will be important to determine where people want to go and what times they want to be bussing, which could have an impact on the proposed project.

Councilmember Ryan stated 73rd Avenue is closed in one scenario, with the option of a pedestrian overpass. He added that he would provide access to the park & ride at 73rd Avenue. Mr. Harrington agreed. He stressed the importance of facilitating movement across all access points.

Councilmember Ryan stated, with regard to who will pay for the acquisition of property, a good part of the acquisitions will be necessary due to improvements to Highway 252 itself, which would be paid for by the State. He added alternatives 3 and 4 would have impacts on the west side of 252, and acquisitions and costs at that location would be the City's responsibility.

Mr. Adams stated he previously provided for City Staff a set of cost participation rules, which outlines specific cost participation percentages for aspects of the project. He added the document lays out all the costs and who would be responsible for them.

Councilmember Ryan stated, for access to alternative 4, the streets that need improvements are City streets. He asked whether they would be City costs. Mr. Adams confirmed this, according to the cost participation policy.

Mayor Elliott asked if the proposed design of the interchange at 66th Avenue was determined by space limitations, and its proximity to I-694, I-94 and Highway 100.

Mr. Adams stated the distance between interchanges is taken into consideration when recommending the type of interchange that would be most acceptable at any location.

Councilmember Lawrence-Anderson asked whether the folded diamond configuration would leave West River Road intact. Mr. Adams confirmed this, adding it would be realigned and there would be property impacts, but it will remain intact.

Mayor Elliott asked how far the distance is to the 66th Avenue interchange. Mr. Adams stated it is .34 miles apart from center to center.

Mayor Elliott asked for Mr. Adams' opinion on the safety aspect of that proximity. Mr. Adams stated the distances are safe and it is a typical design. He added 1-mile spacing is the guideline, but if the 1-mile spacing cannot be met, then other design options are considered.

Mayor Elliott asked how many interchanges would be designed if the experts were designing Highway 252 today, to maximize safety and access. Mr. Adams stated it is impossible to answer that question, as the community existed before the highway was built, and there was a road network in place. He added freeways must be designed to react to the way the City is already developed.

Mayor Elliot asked whether the alternative plans preserve bus service for Brooklyn Center residents, and in particular, the number, availability, and frequency of buses. Mr. Adams stated the corridor was designed as a commuter corridor, and MTC will continue to provide service. He added the majority of commuters that are served by bus come from the largest park & ride lot north of 85th Avenue. He noted a smaller lot at Brookdale Drive has moved around quite a bit but will probably not be expanded. He noted MnDOT is excited about having a bus MnPASS lane for 85% of commuters in this corridor.

Mayor Elliott asked what are the safety features that are built-in at 66th Avenue that make up for the fact that it is less than the 1-mile recommended distance. Mr. Adams stated evaluations are being completed on different options, including a 2-lane exit at 66th Avenue from southbound Highway 252, to increase safety on the exit ramp. He added there are many examples of what MnDOT can accomplish when there is not enough space to meet the 1-mile spacing guideline.

Mayor Elliott asked what the importance of the 1-mile spacing guideline is, and why it is recommended. Mr. Adams stated the 1-mile spacing is recommended mainly because there would be less signage, which can be confusing for drivers. He added additional space gives drivers more decision-making time.

Mayor Elliott asked whether it is accurate to say that there is a distance of 150 feet from the proposed interchange to the Mississippi River. Mr. Adams stated he does not have the exact data, but the interchanges do not get closer to the river than Willow Lane.

Councilmember Butler asked about environmental impacts. Mr. Garness stated the boundary of the proposed interchange is within the Corridor Critical Area. He added interaction between City Staff, representatives of MN-DNR and the U.S. Parks Service provided feedback on design parameters for an interchange at this location, and it was determined that it does not exceed guidelines, and there are no concerns from an environmental perspective. He agreed to make the comments available for review.

Councilmember Ryan requested that additional information be provided regarding the footprint of trails connectivity within the interchange and any negative impacts. Mr. Garness agreed.

Mayor Elliott asked whether the proposal for an interchange at 66th Avenue is the only proposal that would have an elevated interchange, and how high above ground level it would be. Mr. Adams stated the roads would be left at current grade, as that would require the least amount of property acquisition for the community. He added it is important for 66th Avenue to be at existing grade

where it meets with Willow Lane. He noted there would be a vertical clearance of 16.6 feet, with an additional 5 feet of the structure, for a total of 21-25 feet.

Councilmember Ryan asked if there is a prospective count of how many houses and businesses would be acquired at 66th Avenue. Mr. Adams stated that the type of data is difficult to produce because the interchange location has not been determined.

Councilmember Ryan stated safety is a major concern, but there are various methods for solving traffic safety issues. He stressed the importance of considering which option has the smallest footprint. Mr. Adams agreed.

Mayor Elliott asked what steps have been taken to reduce the levels of air pollution that will be a result of an increase in cars along the corridor. He added this is one of the most polluted highways in Minnesota. Mr. Adams stated traffic would continue to increase at this location, even if no conversion is completed, or other actions are taken. He added traffic stops will be eliminated, which will reduce emissions, and free-following traffic traveling at higher rates of speed get better gas mileage, fewer emissions, and less pollution.

Mayor Elliott stated traffic will come to a stop on Highway 252 during periods of heavy traffic, which is similar to traffic stopping and starting at traffic signals. Mr. Adams stated any increase in pollution will be offset by the proposed improvements. He added an air quality analysis will be required as part of the environmental review.

Mr. Harrington stated the use of public transit is an alternative to driving, and there will be an MNPass lane, which will transport people more efficiently. He added busses have dramatically reduced emissions and continue to improve.

Mr. Adams stated the Department of Transportation has reviewed the four options and is required to provide the least impact solution with the highest possible benefit for all parties. He added, in his opinion as an experienced highway engineer and Department of Transportation employee, alternative #4 is the best option, based on potential reduced congestion and pollution as well as reduced impact to local roads and neighborhoods.

Mayor Elliott stated the 252 Safety Taskforce would like to make comments and ask questions, before a public comment period.

Councilmember Ryan stated many residents have attended the meeting who would like to share their concerns and ask questions. He added the City Council has already heard at length from the 252 Taskforce and will hear from them again since they are a Taskforce. He noted their job will be to bring a recommendation to the City Council. He requested that other residents be given an opportunity to speak, to make it a fair proceeding.

Mayor Elliott stated the Highway 252 Safety Taskforce is on tonight's meeting agenda.

Councilmember Butler stated it is unnecessary to continue this line of discussion again and make the Taskforce feel that their comments are not valued.

A Taskforce representative stated they would like to present responses to what they have heard tonight. He added the Taskforce has provided their complaints to City Staff, and when they heard the presentation tonight, they were completely ignored. He noted not one of their complaints was addressed.

The Taskforce representative stated the 1-mile minimum was not addressed. He added a presenter said the proposed distance between interchanges would be .85 of a mile. He asked that the experts take into consideration the safety risks on 66th Avenue with the same risks at other locations. He noted that was not discussed, and there were many questions that the experts could not answer.

The Taskforce representative stated the proposed changes would serve people who are not residents of Brooklyn Center. He added federal studies have indicated that there are safety concerns when the distance between interchanges is less than 1 mile. He noted residents of his neighborhood are concerned about the impact on the Mississippi River.

The Taskforce representative stated other solutions are possible at 73rd Avenue, like a rotary or an underpass. He added the experts should provide information about why they are not recommending an exchange at 73rd Avenue. He noted the experts used sloppy unclear language in their presentation.

Another Taskforce member asked what the percentage of cars entering Highway 252 at 66th Avenue would need to get to I-94. She added that it would create massive traffic jams on Highway 252. She added West River Road was closed by the City Council because it was dangerous. She noted the insufficient distance between interchanges would result in accidents, as there is not enough time to decelerate.

The Taskforce member stated the Taskforce's main concern is safety. She added federal guidelines recommend 1 mile spacing between interchanges. She noted the expert from MnDOT indicated it is much more dangerous to have a short distance between interchanges. Mr. Adams stated he did not say it was more dangerous. He agreed to draw up additional information and clearly explain all the benefits.

The Taskforce member stated she lost her son when he was rear-ended on Highway 252. She added she does not want anyone to ever go through that. She noted her house would be one of the homes that would be taken if the interchange is constructed at 66th Avenue.

The Taskforce member stated she understands that all the parties involved have done a lot of work on this in terms of gathering and presenting the information. She added there are many factors that cannot be worked around, but more people should not have to die on Highway 252.

Tom Kouri thanked all the experts for their time and presentations, and all their hard work behind the scenes.

Mr. Kouri stated he is a Highway 252 Safety Taskforce member. He added the Taskforce is supportive of conversion to a limited-access freeway, but with some critical changes to the plan. He added his group understands that staff will quickly assemble additional information.

Jesse Struve, Brooklyn Park City Engineer, stated he wishes to speak on behalf of Mayor Lunde of Brooklyn Park, who was unable to attend. He added Brooklyn Center and Brooklyn Park staff and elected officials have worked together for the last 3 years on this project. He expressed concern at the formation of a City Council-appointed Taskforce and noted that this advisory group should have a membership that is open to any resident of Brooklyn Center.

Mayor Elliott stated the City Council has already heard from Brooklyn Park's Mayor Lunde on this issue. Mr. Struve stated robust public engagement is necessary. He added 5 of the 6 interchanges on 252 are ranked in the State's most dangerous intersections. He noted the project has been evaluated and reviewed many times over the years, and a layout has been developed that, in their opinion, is the safest, minimizes impacts to the community, and is cost-effective.

Mr. Struve stated Brooklyn Park wants to move ahead, advancing the 252 project as soon as possible, like every year that the project is delayed results in more deaths, injuries, economic loss, and increased costs. He added if federal funding is lost due to delays in Brooklyn Center, no work will be done, and the funding is lost.

Mayor Elliot asked whether any Brooklyn Park residents have expressed their concerns about changes in Brooklyn Park and whether any steps have been taken. Mr. Struve stated there have been meetings and concerns expressed for projects in Brooklyn Park, including closures of Humboldt Avenue and 73rd Avenue. Mr. Struve stated Brooklyn Park has worked through the same process as Brooklyn Center and Minneapolis, including MnDOT updates and numerous neighborhood meetings. He added the process in Brooklyn Park is the same as Brooklyn Center.

Mayor Elliott disagreed, stating the process in Brooklyn Center is very different. A citizen-led Taskforce has been appointed to review the Highway 252 project and come back with recommendations and insight on the proposal.

Mr. Struve stated Brooklyn Park has been working through this process for many years, doing what has been asked of them, and suddenly a Taskforce was formed in Brooklyn Center with no notification to any residents other than the people appointed to the Taskforce.

Mayor Elliot stated Mr. Struve seems to be concerned with how Brooklyn Center operates as a City. He added Mr. Struve's thoughts and comments on the roadway, impacts on Brooklyn Park,

would be welcome and valid. He noted, however, Mr. Struve has commented on the operation of internal affairs in Brooklyn Center, and he takes exception to that.

Bonnie Jude stated she is a resident of Brooklyn Center. She asked about the Taskforce and how it was formed. She added Mayor Elliott said the Taskforce was made up of local residents. She noted she has never heard of such a Taskforce and asked how and when it was formed, and whether there is a representative cross-section of residents.

Mayor Elliott stated the Taskforce was formed by initial members who have been coming to recent City Council meetings to express their concern about Highway 252 reconstruction.

Ms. Jude asked whether the Taskforce is made up of residents of the Riverwood neighborhood. Mayor Elliott stated he thinks that is true, although there have been attempts to let other people join.

Tara McCarthy, a member of the Taskforce, stated the taskforce distributed flyers to all areas of Brooklyn Center that might be concerned about this project. She added the Taskforce has a website, and meeting notices are posted on the City website. She noted the Taskforce members care about the rest of Brooklyn Center and not just their neighborhood.

Tom Nystrom stated he reads the Brooklyn Center Post, and he has not seen any information on the Taskforce. He added he built his house 37 years ago on 73rd Avenue. He added if 73rd Avenue goes to a 5-lane roadway, he will lose his home. He noted he does not believe there are 32,000 cars on 73rd Avenue every day.

Former Mayor Tim Willson stated this debate has been going on since 2005, not just the last 5 years. He added the Taskforce provides repetitive information that they already provided before they were a Taskforce, and they are opposed to the project. He noted the Taskforce takes umbrage against experts in their fields at the City, County, and State level.

Former Mayor Willson asked why there are no residents from other neighborhoods on the Taskforce. He asked whether the Taskforce's role would be to back up the City Council's denial of the project or to provide comprehensive unbiased information that will be helpful to the City Council in making an informed decision. He added there have been no comments from the Taskforce about the existing safety issues on Highway 252 that need to be addressed.

Mayor Elliott stated a member of the Taskforce spoke in favor of moving forward with the project but with modifications.

Former Mayor Willson asked how citizens could join the Taskforce, as he would like to join. Mayor Elliott stated the Taskforce was initiated by residents and recognized by the City Council. He added, however, the proclamation states that the Taskforce is open to Brooklyn Center residents, and the Taskforce will add their own members.

A Taskforce representative stated the Riverwood Association has had numerous meetings, and no one on the Taskforce believes there will not be a change. He added they cannot have 500 members, but anyone who wants to speak can come to their meetings. He noted the Taskforce has been very open about their meetings.

DISCUSS NEXT STEPS

Mayor Elliott stated he understands the need for action and change on Highway 252 to address safety and traffic concerns, he does not feel he has any additional clarity after the presentation tonight, about which is the right proposal. He added the experts have agreed to come back and answer questions and provide information. He added another work session can then be scheduled.

Councilmember Lawrence-Anderson stated there is a lot of information to digest, and some of it is repetitive. She added she would like to have another meeting, perhaps a joint meeting with the Taskforce. She noted she does not believe the City Council is in a position to vote at this time.

Councilmember Butler stated she has not seen a timeline for the project. She expressed concern and frustration that the empowerment of a group of residents to make change causes other residents to be upset.

Councilmember Ryan stated Councilmember Butler brings up a good point about the necessity for having a project timeline. He added a process timeline was outlined by the Highway 252 technical experts, and all agencies involved. For the next phase, extensive citizen engagement is planned, as well as the publication of the environmental review.

Mr. Boganey stated City Staff could provide additional information on the project timeline and related documentation, some of which were included in tonight's meeting packet. He added members of the City Council – Mayor Elliott and Councilmembers Butler - have been appointed to attend the Highway 252 project meetings.

Mr. Boganey stated there is a time-related issue is that in the upcoming legislative session, the City Council will need to decide whether to instruct Hennepin County to move forward with a $50 million bonding request. He added there are other timing issues down the line, related to federal funding that has been approved, and specific dates by which that money must be accessed or the funds will be lost. He noted the City Council should make every effort to come to a Consensus before the February 21, 2020 project meeting, so whoever is representing Brooklyn Center is able to reflect the direction of the City Council.

Councilmember Butler stated she was appointed to attend project meetings. She added a substitute should be allowed to go if other City Councilmembers want to go to the meeting.

Mayor Elliott stated he concurs with Councilmember Graves that the environmental review should happen earlier in the process. He asked why the environmental review happens at the end of the process. He added environmental sustainability is a focus of the City Council,

Mr. Garness stated throughout the process of project development, the project continues to develop and evolve. He added the options that have been presented are for City Council review and recommendation. He added the City Council can request further study and additional options.

Councilmember Graves stated she would like to know more about the environmental impact study, and what effect the interchange would have on the river if it was not so close. She added she would like to understand the traffic situation on 73rd Avenue better.

Councilmember Butler thanked the residents who attended the meeting, as well as the experts who were flexible about dates for this meeting. She also thanked staff for putting this together and all community members, either for or against, who came to speak, as she appreciated their time.

ADJOURNMENT

Councilmember Graves moved and Councilmember Lawrence-Anderson seconded adjournment of the City Council Special Work Session at 9:37 p.m.

Motion passed unanimously.

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL
OF THE CITY OF BROOKLYN CENTER IN THE COUNTY
OF HENNEPIN AND THE STATE OF MINNESOTA

REGULAR SESSION
FEBRUARY 24, 2020
CITY HALL – COUNCIL CHAMBERS

1. INFORMAL OPEN FORUM WITH CITY COUNCIL

CALL TO ORDER INFORMAL OPEN FORUM

The Brooklyn Center City Council met in Informal Open Forum called to order by Mayor Mike Elliott at 6:45 p.m.

ROLL CALL

Mayor Mike Elliott and Councilmembers Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were City Manager Curt Boganey, Deputy City Manager Reggie Edwards, City Engineer Mike Albers, Community Development Director Meg Beekman, Community Development Deputy Director/HRA Specialist Jesse Anderson, Police Chief Tim Gannon, City Clerk Barb Suciu, and City Attorney Troy Gilchrist.

Mayor Mike Elliott opened the meeting for the purpose of the Informal Open Forum.

No one wished to address the City Council.

Councilmember Graves moved and Councilmember Ryan seconded to close the Informal Open Forum at 6:58 p.m.

Motion passed unanimously.

2. INVOCATION

Mayor Elliott read an excerpt from "Factors Affecting Your Health" from Derbyshire County Council in the UK:

> There are many factors that can affect your health. These include things like housing, financial security, community safety, employment, education, and the environment. These are known as the wider determinants of health.
>
> Not all of these factors are directly under your control but are part of the place you grow up, live and work.
>
> It is widely accepted that these factors contribute to significant levels of health inequality.

3. CALL TO ORDER REGULAR BUSINESS MEETING

The Brooklyn Center City Council met in Regular Session called to order by Mayor Mike Elliott at 7:00 p.m.

4. ROLL CALL

Mayor Mike Elliott and Councilmembers Marquita Butler, April Graves, Kris Lawrence-Anderson, and Dan Ryan. Also present were City Manager Curt Boganey, Deputy City Manager Reggie Edwards, City Engineer Mike Albers, Community Development Director Meg Beekman, Community Development Deputy Director/HRA Specialist Jesse Anderson, Police Chief Tim Gannon, City Clerk Barb Suciu, and City Attorney Troy Gilchrist.

5. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

6. APPROVAL OF AGENDA AND CONSENT AGENDA

Councilmember Ryan moved and Councilmember Lawrence-Anderson seconded to approve the Agenda and Consent Agenda, and the following consent items were approved:

6a. LICENSES

MECHANICAL

Pro Master Plumbing, Inc.	9007 Jane Road N Lake Elmo, MN 55042

SIGN HANGER

Digital Billboard, Inc.	16101 Ramsey Blvd NW Ramsey MN 55303

RENTAL

RENEWAL (TYPE IV – one-year license)

1425 55th Ave N	Trung Duong
5510 France Ave N	Kin Chew / Urban Enterprises
7100 Lee Ave N	Selene Avendamo

RENEWAL (TYPE III – one-year license)

1300 67th Ave N Brookside Manor	Roger & Elizabeth Family Properties LLC - Met Mitigation Plan
3224 67th Ave N	Haymat Dasrath
3800 66th Ave N	Nancy Yang / Kayo Investments - Met Mitigation Plan
7012 Unity Ave N	Shuxing

RENEWAL (TYPE II – two-year license)

5420 Emerson Ave N	Christopher Raisch - met action plan

RENEWAL (TYPE I – three-year license)

5344 Twin Lake Blvd E	Takasi Sibuya / John Johansson
4118 Woodbine Lane	Ron & Jeanette Blasewitz

6b. RESOLUTION NO. 2020-24 AUTHORIZING ISSUANCE OF CONDUIT MULTIFAMILY HOUSING REVENUE REFUNDING BONDS RELATING TO THE REE XERXES AVENUE SENIOR HOUSING PROJECT

6c. RESOLUTION NO. 2020-25 ACCEPTING BID AND AWARDING A CONTRACT, IMPROVEMENT PROJECT 2018-04, 2018 BRIDGE REHABILITATION PHASE 2

6d. RESOLUTION NO. 2020-26 APPROVING PURCHASE AGREEMENT FOR 6000 EWING AVENUE AS PART OF THE BROOKLYN BOULEVARD CORRIDOR PROJECT PHASE 2

6e. RESOLUTION NO. 2020-27 ACCEPTING BID AND AWARDING A CONTRACT, IMPROVEMENT PROJECT NOS. 2020-01, 02, 03 AND 04, GRANDVIEW NORTH AREA STREET, STORM DRAINAGE, AND UTILITY IMPROVEMENTS

6f. RESOLUTION NO. 2020-28 ELIMINATING THE PURCHASE OF ONE TIME USE PLASTIC AND STYROFOAM PLATES, UTENSILS, CUPS, AND STRAWS WITH CITY FUNDS FOR ALL BUILDINGS

6g. NORTH METRO MAYORS ASSOCIATION JOINT POWERS AGREEMENT REVISED

Motion passed unanimously.

7. PRESENTATIONS/PROCLAMATIONS/RECOGNITIONS/DONATIONS

7a. HENNEPIN COUNTY SHERIFF DAVID HUTCHINSON

City Manager Curt Boganey welcomed Hennepin County Sheriff Dave Hutchinson and invited him to address the City Council.

Sheriff Dave Hutchinson gave a presentation on the work and activities of the Hennepin County Sheriff's Department. He thanked Brooklyn Center Police Chief Tim Gannon for his partnership and support. He reviewed 2019 requests for service from Brooklyn Center, including 114 requests for information, 20 jail calls, 15 subject workups, and 2 drug trafficking analysis

reports. He stated the jail system is one of Hennepin county's biggest divisions and one of the biggest jails and court systems in the Midwest. He added County Sheriff's Office staff include innovators in medical treatment for opioid addiction and mental health care workers who provide mental health screenings of inmates.

Sheriff Hutchinson stated a trial Wellness Program has been initiated, which has resulted in deputies that are happier and more satisfied which will have a positive effect on their work. The Hennepin County Dispatch Center is the largest in the State of Minnesota, and in the top 15 in the nation, dispatching to 7 different cities. A social worker has been added to Dispatch Center staff to bridge the gap between mental health calls and the Sheriff's Department, providing support and information.

Sheriff Hutchinson stated he is proud of the work of the Hennepin County Sheriff's Department. He invited the Councilmembers to tour the Hennepin County Jail and Communications Center. He noted he hopes to continue to grow the positive relationship that has been fostered between Hennepin County and the Brooklyn Center Police Department and Chief Gannon.

Mayor Elliott thanked Sheriff Hutchinson for attending the meeting and giving his presentation. He asked whether the total number of calls for service includes 911 calls. Sheriff Hutchinson confirmed this, adding the Call Center receives calls for everything from 911 to general non-emergency calls.

Councilmember Ryan asked whether the Sheriff's office still supplements the police force as needed during the busy months from May – September. Sheriff Hutchinson confirmed this, adding the Sheriff's Office will make every attempt to respond to requests for help and provide needed support to the Police Department.

Councilmember Graves asked whether there are plans to increase the number of mental health professionals. Sheriff Hutchinson confirmed that the mental health worker is very busy and needs additional support. He added the Sheriff's Department will have 2 interns from the University of Minnesota who are working on their doctorate to assist with mental health issues. He noted he would like to hire a part-time secondary therapist to support solutions for a diverse group of people, and the Sheriff's Department hopes to diversify in other ways as well, including hiring an African American female Police Officer.

Sheriff Hutchinson stated one of the County Commissioners is working on a plan to provide additional social workers at the Dispatch Center.

Councilmember Graves asked whether Sheriff's Department officers question people about their immigration status and share information with Immigration officials. Sheriff Hutchinson stated officers do not request immigration status information. He added an Advisory Committee works with an immigration group to resolve issues related to immigrants and residency status.

Councilmember Butler asked whether Sheriff's Department employees do unconscious bias training. Sheriff Hutchinson confirmed this, adding he attended training as well. He added a new training program is being developed in partnership with the YWCA to provide better, more thoughtful training.

Mayor Elliott asked whether there are opportunities for cities like Brooklyn Center to share resources for the County's co-responder model. Sheriff Hutchinson stated there is a Health & Human Services Department program that is working on providing a co-responder initiative for cities. He added it is difficult to come up with a basic level of service, as no two cities are the same, and some do not want much help.

Mayor Elliott asked whether social workers joining on calls is something that can be provided for cities. Sheriff Hutchinson stated that is already in place, as the County does dispatch for Brooklyn Center. He added he would like to increase this program, but it comes down to funding.

Mayor Elliott asked whether there are wellness programs in the Sheriff's Department. Sheriff Hutchinson stated Hennepin County is the first Sheriff's Department in Minnesota to provide the services of a full-time mental health worker to support Sheriff's Department staff.

Mayor Elliott asked about the rate of recidivism in the Hennepin County Jail. Sheriff Hutchinson stated the Department's goal is to provide support and services while individuals are in jail, to help reduce crime and costs in the long run. He added the rate of recidivism in Hennepin County is one of the lowest in the nation although he did not have the data with him at the meeting. He agreed to provide that information for Mayor Elliott.

Mayor Elliott asked whether steps are being taken to provide training to Officers who may have encounters with new Americans, who are not totally aware of all the local laws and connect with communities to disseminate information. Sheriff Hutchinson stated the goal of the Sheriff's Department is to provide guidance and engagement for citizens and youth to improve relationships with the Police in the long term. He added an aspect of this is the recruitment of Sheriff's Department employees, as they are always hiring, and

Councilmember Graves asked whether the Sheriff's Department has plans to initiate a program like the Minneapolis Community Navigators, who provide support at calls for service. Sheriff Hutchinson stated there are efforts through the Chaplain's Office to provide support and advice to high-risk people who need it.

Mayor Elliott thanked Sheriff Hutchinson for his service to the community. Sheriff Hutchinson stated he looks forward to a continuation of the City's partnership with the Hennepin County Sheriff's Department.

Councilmember Ryan moved and Councilmember Butler seconded to receive the report of

Hennepin County Sheriff David Hutchinson.

Motion passed unanimously.

7b. RESOLUTION NO. 2020-29 RECOGNIZING SUE FOGAL FOR 39 YEARS OF SERVICE TO THE CITY OF BROOKLYN CENTER

Mayor Elliott read in full a Proclamation recognizing Sue Fogal for 39 years of service to the City of Brooklyn Center.

Councilmember Butler moved and Councilmember Ryan seconded to adopt RESOLUTION NO. 2020-29 Recognizing Accounting Technician Sue Fogal for 39 Years of Service with the City of Brooklyn Center.

Motion passed unanimously.

7c. METRO TRANSIT PRESENTATION ON BROOKLYN CENTER TRANSIT CENTER IMPROVEMENTS

Mr. Boganey welcomed Alicia Vap, Metro Transit Project Manager, Joanna Hubbard-Rivera, Metro Transit Customer Advocate, and invited them to address the City Council.

Ms. Vap stated Metro Transit's Brooklyn Center Transit Center, located at Bass Lake Road and Northway Drive, has been scheduled for renovations due to safety concerns and operational issues at the facility. She added this is an opportunity to reprogram the space to support increased ridership and daily use by Metro Transit Police.

Ms. Hubbard-Rivera stated hours for restrooms and general facilities are planned to be extended, as surveys have shown that 30% of riders have a desire for increased staff presence at the transit Station. She added the majority of customers identified the buses they take often 1 or more per day, with the greatest number of riders commuting from Brooklyn Center to Minneapolis and back.

Ms. Vap stated many exciting changes are planned at the Transit Center, including replacement of plaza concrete; addition of exterior canopies and landscaping; renovation of public waiting areas and restrooms; and additional space for bus operations and more space for Metro Transit Police staff. She added a consult room is planned that can be shared between the Metro Transit Police and the City's Police Department. She noted a public artwork display is planned for the lobby area.

Ms. Vap stated the design phase is nearing completion, and construction is planned to be completed by the end of 2020. She added transit operations will be impacted as concrete plazas are to be replaced, and 4 gates relocated to Northway Drive. She noted the interior facility will be closed during construction.

Mayor Elliott thanked the Metro Transit representatives for their presentation. He stated the Metro Transit Station is incredibly important to the community, and investments and improvements are extremely welcome. He added he supports the assignment of Metro Transit Police Officers to be at the Transit Station 7 days a week.

Ms. Vap agreed, adding there will be Metro Transit Police presence at the facility every day from 2:00 p.m. to midnight.

Mayor Elliott asked where the City of Brooklyn Center ranks in terms of ridership. Ms. Hubbard-Rivera stated Brooklyn Center is the second-highest initial ridership and transfer point within the Metro Transit system. Ms. Vap agreed, adding only the Mall of America Transit Center has higher numbers.

Mayor Elliott asked whether there are opportunities for providing amenities to riders, like the Bruegger's Bagels store at the Eagan Transit Station. Ms. Hubbard-Rivera stated the focus has been a transit hub with Metro Transit Police presence as opposed to a retail space. Ms. Vap agreed, adding the Metro Transit has a Transit-Oriented Development (TOD) office, that looks at partnerships and opportunities for development at transit locations. She added the Brooklyn Center facility is limited in size.

Councilmember Graves asked whether the Transit Station's limited size will be sufficient to handle future growth in ridership, based on the current high levels of ridership. Ms. Vap confirmed that Metro Transit takes into consideration current peak loads and future projections, and future potential utilization. She added the intention is that passengers will be in the Transit Station for a short period of time, and Metro Transit is confident that the size of the Station is sufficient.

Councilmember Graves asked whether a gender-neutral restroom is being considered. Ms. Vap stated that the issue has been discussed. She added, in discussions with Metro Transit Police and Brooklyn Center Police, it was agreed that restrooms doors should not be able to be locked, and the decision was made that there will be no doors on restrooms. She added a gender-neutral restroom was not a possible option.

Councilmember Graves asked whether Metro Transit staff is responsible for maintaining and cleaning the Transit Center. Ms. Vap stated Metro Transit Facilities staff visits the Transit Center daily to do cleaning and maintenance. She added exterior water faucets are planned to facilitate power washing the plazas.

Councilmember Ryan stated Metro Transit has taken efforts to make improvements in environmental design while enhancing public safety. He requested additional information from Ms. Vap via email that he can review, in the interests of time. Ms. Vap agreed.

Mayor Elliott asked whether information on ridership demographics is available. Ms. Ms. Hubbard-Rivera stated a poll was conducted before the start of the C-line, and 60% of those polled identified as African American. She added post-C-line polling has indicated that this has not changed.

Mayor Elliott asked whether there is an opportunity to partner with community organizations and the City to provide opportunities at the transit center or nearby. He added he hopes there can be programs initiated, such as workforce training, and other opportunities considered to engage youth in the area.

Ms. Ms. Hubbard-Rivera stated Metro Transit hosts tabling information sessions at the Brooklyn Center Transit Center, with materials regarding Metro Transit employment and transit assistance passes for qualified riders. Ms. Alicia agreed, adding there are a lot of opportunities for shared outreach.

Mr. Boganey stated City Staff have had conversations with Metro Transit regarding possible activities that could be programmed in the space to engage riders in a positive way without being distracting.

Mayor Elliott asked whether there is data regarding gender and age of riders. Ms. Hubbard-Rivera stated gender was not on the survey. She added she does not have survey data related to age, but the majority of riders were 28-40 years.

Mayor Elliott thanked the Metro Transit representatives for their presentation.

Mayor Elliott called for a recess.

8. PUBLIC HEARINGS

8a. ORDINANCE NO. 2020-01 VACATING A PORTION OF RIGHT-OF-WAY: BROOKLYN BOULEVARD

City Engineer Mike Albers reviewed improvements to Brooklyn Boulevard and vacation of a portion of the right of way near the intersection with Highway 100. He added the 2013 Brooklyn Boulevard Corridor Study recommended improvements along Brooklyn Boulevard, including this unused portion of a right of way.

Mr. Albers stated a new right in, right out access to the frontage road has been built, and the Lilac Drive portion of the roadway have be acquired from Brookdale Covenant Church. He added, if adopted, the Ordinance would go into effect 30 days following publication, and all parties involved have been notified. He noted City Staff recommends approval of the Ordinance amendment.

Recommend hold a public hearing for the right of way vacation, and approval of the proposed Ordinance.

Councilmember Graves moved and Councilmember Lawrence-Anderson seconded to open the Public Hearing.

Motion passed unanimously.

No one appeared to address this item.

Councilmember Ryan moved and Councilmember Butler seconded to close the Public Hearing.

Motion passed unanimously.

Councilmember Graves moved and Councilmember Ryan seconded to approve Second Reading and adopt ORDINANCE NO. 2020-01 Vacating a Portion of Right-Of-Way: Brooklyn Boulevard.

Motion passed unanimously.

Councilmember Graves moved and Councilmember Ryan seconded to adopt RESOLUTION NO. 2020-30 for Summary Publication of Ordinance NO. 2020-01.

Motion passed unanimously.

8b. RESOLUTION NO. 2020-31 APPROVING THE PROJECTED USE OF FUNDS FOR THE 2020 URBAN HENNEPIN COUNTY COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM AND AUTHORIZING SIGNATURE OF A SUBRECIPIENT AGREEMENT WITH HENNEPIN COUNTY

Deputy Director of Community Development Jesse Anderson reviewed the Community Development Block Grant (CDBG) funding allocation of $258,000 to be received by the City of Brooklyn Center, provided by the Department of Housing and Urban Development and administered by Hennepin County. He added funds are required to be used for activities that benefit low- and moderate-income persons. He noted the City Council had requested additional information when this issue was discussed at their recent Work Session.

Mr. Anderson stated the down payment assistance program if increased to $100,000, would benefit 13-14 households.

Mr. Anderson stated the City of Richfield has a similar program with the same requirements and a recommendation of $110,000 for 2020. He added, however, Richfield has had difficulty expending funds, as they do not have enough houses for sale that meet the requirements. He noted they are removing requirements for 2020, and down payment assistance will be available by application for anyone buying a home in Richfield.

Mr. Anderson reviewed the proposed home rehab program, with 5 loans in process. Anticipated proposed funds of $158,000 would benefit 9-10 households, with 61 households on the waiting list.

Mr. Anderson stated Brooklyn Park's home rehab program provided a single allocation of $207,000 in CDBG funds to renovate a 4-unit apartment building to provide housing for homeless people. He added, in 2003, Brooklyn Center allocated $175,000 in CDBG funding to renovate Shingle Creek Towers, which is now The Crest. He added CDBG funding was combined with other affordable housing funds, for a total of $4.9 million in rehab at the property. He noted 96 of the 122 units affordable at or below 60% of the Average Median Income.

Mr. Anderson stated City Staff recommends 2020 CDBG funding of $258,000, with the removal of funding for Code Enforcement and added allocation of $100,000 for the homeownership assistance program, as well as $158,000 for the home rehab program.

Councilmember Ryan moved and Councilmember Lawrence-Anderson seconded to open the Public Hearing.

Motion passed unanimously.

No one appeared to address this item.

Councilmember Ryan moved and Councilmember Lawrence-Anderson seconded to close the Public Hearing.

Motion passed unanimously.

Councilmember Graves asked whether the resident requirement is recommended for removal, similar to the City of Richfield. Mr. Anderson stated that is not necessary at this point, as it is hoped that projects for current residents will be within funding parameters, and funding can be expended until December 2020.

Mayor Elliott asked how the programs are advertised. Mr. Anderson stated the contract with the Center for Energy and the Environment has been signed, and they have provided an informational flyer that has been added to the City website and social media sites. He added information will be available at the Home Buying Seminar this week, and he plans to reach out to realtors and homeowners with homes for sale, as well as the local Realtors Association, local banks, and current renters.

Mayor Elliott asked whether the flyer is available in multiple languages? Mr. Anderson stated City Staff can get it translated.

Councilmember Graves moved and Councilmember Ryan seconded to adopt RESOLUTION NO. 2020-31 Approving the Projected Use of Funds for the 2020 Urban Hennepin County Community Development Block Grant Program and Authorizing Signature of a Subrecipient Agreement with Hennepin County.

Motion passed unanimously.

Mayor Elliott thanked Mr. Anderson for his hard work and efforts, including extensive research on this issue.

8c. ORDINANCE NO. 2020-03 AMENDING CHAPTER 12 OF THE CITY CODE OF ORDINANCES REGARDING ACCESS TO MULTI-UNIT HOUSING STRUCTURES BY THE UNITED STATES CENSUS BUREAU EMPLOYEES

Deputy City Manager Dr. Reggie Edwards reviewed the Census Complete Count, a Coalition with the City of Brooklyn Park for the 2020 Census, which starts on April 1, 2020, with counts made by December 31, 2020. A State Ordinance was approved in 2019 that provides access to multi-unit housing structures by U.S. Census Bureau employees. The primary focus of the Census is to reach under-counted or hard-to-count populations.

Councilmember Graves moved and Councilmember Ryan seconded to open the Public Hearing.

Motion passed unanimously.

No one appeared to address this item.

Councilmember Lawrence-Anderson moved and Councilmember Ryan seconded to close the Public Hearing.

Motion passed unanimously.

Councilmember Graves moved and Councilmember Ryan seconded to approve Second Reading and adopt ORDINANCE NO. 2020-03 Amending Chapter 12 of the City Code of Ordinances Regarding Access to Multi-Unit Housing Structures by the United States Census Bureau Employees.

Motion passed unanimously.

Councilmember Graves moved and Councilmember Lawrence-Anderson seconded to adopt RESOLUTION NO. 2020-32 for Summary Publication of ORDINANCE NO. 2020-03.

Motion passed unanimously.

8d. RESOLUTION NO. 2020-33 ADOPTING A BUSINESS SUBSIDY POLICY

Community Development Director Meg Beekman introduced Jason Aarsvold, Ehlers, who provided an overview of the Business Subsidy Policy structure, required by State Statute, with proposed amendments. He added the Business Subsidy Policy provides City Council direction to City Staff and developers regarding priorities for development and redevelopment.

Mr. Aarsvold stated the City Council was asked to identify key policy objectives, after which a draft policy was reviewed, and feedback received. He added the final policy is presented at tonight's meeting for consideration with some additions to the Qualifying Projects section, to ensure consistency with the Comprehensive Plan, and fulfills workforce needs by hiring local residents through targeted recruitment.

Mr. Aarsvold requested that the City Council consider the adoption of the final Business Subsidy and Public Financing Policy.

Mayor Elliott stated Section 4.2, "Desired Qualifications" includes a statement regarding multi-family housing with high amenities that are considered luxury amenities. He added the language is problematic as the City should not invest in luxury apartments that would not be accessible to residents in the community. He noted the City should not subsidize luxury apartments and he will not support the language.

Councilmember Graves stated Item 5 refers to the promotion of investment of City Goals and providing options that currently do not exist. She added having the language is not an indication that the City Council would be required to approve a luxury development proposal. She noted that the Policy is not saying the facility or physical location would be luxury, but rather that the amenities inside the units would be high-end.

Councilmember Graves stated any project that requires a subsidy would have to be reviewed and approved by the Consensus of the City Council. She added there are a number of positive requirements on the same list, and owner-desired qualifications. She added the City would not be obligated to accept a proposal if the desired qualifications were not provided.

Mr. Aarsvold agreed, adding the City Council would have wide latitude regarding what projects will or will not receive assistance. He added the Policy document does not obligate the City or put it at risk for not providing subsidy.

City Attorney Troy Gilchrist stated this seems to be a language issue, and the item in question could be re-worded to read, "multi-family housing with high-quality amenities". Mayor Elliott stated he would like to add "accessible to working-class families.

Mayor Elliott stated he does not support the proposed language, as the City should not be funding luxury housing for wealthier people. He added there should be language to reflect that working-class residents can afford to live in this type of housing. He noted the amendment should include "of various income levels".

Councilmember Ryan stated the 2040 Comprehensive Plan states that the City's objective is to provide a broad spectrum of housing choices across the market. He added the language could be more open, to include high amenities rather than luxury amenities. He requested that the City Council should move on from the contentious issue regarding what should or should not be subsidized. He noted he has voted in favor of every affordable housing proposal that has come before the City Council. He stressed the importance of looking at all kinds of projects that will address other styles and price points, including higher amenities, in the marketplace.

Councilmember Graves stated the language is not exclusive, as Item 5b refers to the provision of clean, safe and affordable housing units.

Mayor Elliott stated he would support an amendment to make the language more inclusive. He added the City should not be in the business of the transfer of wealth. He noted the City must provide access to luxury housing for residents if the intention is to subsidize luxury housing.

Councilmember Graves stated the policy agreement states that the individual amenities are considered luxury items, not the apartments themselves nor the provision of subsidies.

Mayor Elliott stated multi-family housing with luxury amenities is the same as luxury apartments, and he cannot support it. He added the City should not participate in providing luxury apartments without providing access for working-class families.

Councilmember Ryan moved and Councilmember Graves seconded to open the Public Hearing.

Motion passed unanimously.

A resident stated she lives in Brooklyn Center and works for a housing program for people with disabilities who have been homeless for over a year. She added her clients are unable to find housing or afford rent and require financial assistance. She added the word "luxury" is not appropriate. She stressed the importance of being careful with the language that is used, which could be misunderstood.

The resident stated there should be an amendment to the policy agreement that provides protections for low-income renters.

Councilmember Graves moved and Councilmember Ryan seconded to close the Public Hearing.

Motion passed unanimously.

Councilmember Butler stated luxury amenities come with a luxury price tag, which should be acknowledged. She added she is not opposed to a wide range of housing in Brooklyn Center, but stressed the importance of not displacing current residents. She noted she agrees with Mayor Elliott, and she will not support the agreement unless the language is amended.

Councilmember Lawrence-Anderson stated she appreciates all the comments that have been offered. She thanked the resident who came forward for the work that she does within the community. She added she is amenable to replacing the word "luxury" with "quality" amenities, as "luxury" can have a connotation that could jeopardize the cost of rents. She noted she supports the provision of good quality housing for people of varying income levels, regardless of where they live in Brooklyn Center, and she supports the policy with the language amendment as noted.

Mayor Elliott stated the City Council should have a more detailed discussion regarding subsidies and accessibility for residents.

Councilmember Ryan stated Councilmember Butler is correct in pointing out that offering additional amenities will affect the price of rental units. He added the City of Brooklyn Center has a clear objective to provide a broad range of housing styles and price points. He noted, as a general guide, the City Council will be reviewing development projects and receive information and guidance regarding financials that would be necessary to make it happen.

Councilmember Ryan moved and Councilmember Lawrence-Anderson seconded to amend Section 4.2, Item 5d, to read, "Multi-family housing with high-quality amenities."

Mayor Elliott requested a friendly amendment to the motion to add the words "and affordability".

Councilmember Ryan stated affordability is addressed in other policy requirements. He added the City Council will address these types of issues on a project-by-project basis. He noted the policy provides clear guidelines related to possible financial assistance for any given project.

Mr. Gilchrist stated a motion to amend the policy was made and seconded. He added Mayor Elliott may pursue his amendment, but an additional motion would be required.

Mayor Elliott moved and Councilmember Butler seconded to amend the amendment to read, "Multi-family housing with high-quality amenities and affordability."

Councilmembers Graves, Lawrence-Anderson and Ryan voted against the same. Motion to amend did not pass.

Councilmember Ryan moved and Councilmember Lawrence Anderson seconded to amend Section 4.2, Item D of the Business Subsidy Policy to read, "Multi-family housing with high-quality amenities."

Mayor Elliott and Councilmember Butler voted against the same. Motion to amend passed.

Councilmember Ryan moved and Councilmember Lawrence-Anderson seconded to adopt RESOLUTION NO. 2020-33 Adopting a Policy and Criteria for Granting Business Subsidies, as amended.

Mayor Elliott and Councilmember Butler voted against the same. Motion passed.

9. PLANNING COMMISSION ITEMS

-None.

10. COUNCIL CONSIDERATION ITEMS

-None.

11. COUNCIL REPORT

-None.

12. ADJOURNMENT

Councilmember Graves moved and Councilmember Ryan seconded adjournment of the City Council meeting at 9:40 p.m.

Motion passed unanimously.

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL
OF THE CITY OF BROOKLYN CENTER
IN THE COUNTY OF HENNEPIN AND
THE STATE OF MINNESOTA

SPECIAL WORK SESSION
FEBRUARY 24, 2020
CITY HALL – COUNCIL COMMISSION ROOM

CALL TO ORDER

The Brooklyn Center City Council met in Special Work Session called to order by Mayor/President Mike Elliott at 5:47 p.m.

ROLL CALL

Mayor Elliott and Councilmembers Marquita Butler, April Graves, Kris Lawrence-Anderson and Dan Ryan, City Manager Curt Boganey; Deputy City Manager Dr. Reggie Edwards; Finance Director Mark Ebensteiner; Public Works Director Doran Cote; Community Development Director Meg Beekman; Director of Community Activities, Recreation and Services Jim Glasoe; Police Chief Tim Gannon; Fire Chief Todd Berg; and City Clerk Barb Suciu.

Also present were Representative Ilhan Omar and members of her staff.

REPRESENTATIVE ILHAN OMAR

Mayor Elliott welcomed Representative Omar and thanked her for coming to the Work Session.

Representative Omar stated she feels strongly about the importance of having connected conversations and staying closely engaged with the constituents she serves. She added she plans to collectively engage in ways that can best serve the people in the constituencies she serves.

Representative Omar stated she was in Brooklyn Center in 2019 for meetings related to the DED, and the struggles related to the temporary status of Liberians, to which a permanent solution has been found in the form of a collaborative amendment. She added the "Dream and Promise" Act was brought forward last year, to assist temporary status or DED status immigrant residents who want to have a permanent pathway to citizenship and residence.

Representative Omar stated there has been discussion regarding an overhaul of the immigration system, to create a system that is more humane and uplifting, helping the community advocate for themselves while keeping their values and principles intact.

Representative Omar stated other important issues are federal support for criminal justice reform, eliminating incarceration and dealing with the mental health opioid crises in the communities she

serves, and support for climate change legislation. She added she introduced a piece of legislation to create a grant program for municipalities to assist in creating a zero-waste program, as many municipalities need the resources to implement these initiatives. She added she sits on the Education and Labor Committee, and the sub-committee Higher Education and Job Creation, supporting funding for training and the creation of jobs. She stressed the importance of debt cancellation for students, to enable students to get an education for free. She noted she has supported grant opportunities and federal funding for minority-owned development.

Representative Omar stated municipalities have asked her to address housing as a priority issue. She added legislators worked collaboratively to come up with a plan to deal with the homelessness crisis throughout the country; to address tenant issues and landlord abuses, and how to deal with prohibiting renting or homeownership due to a criminal record. She noted legislation has been introduced called "Homes for All", which would guarantee the promise of housing for all. Federal funding of $1 trillion is being asked for this initiative, for the creation of affordable public housing and wrap-around services and support for people who experience chronic homelessness. This legislation also deals with the issue of gentrification, which would ensure that communities like Brooklyn Center have the resources to support themselves and combat gentrification, which is a direct result of development and redevelopment.

Representative Omar stated she approved funding for transportation and infrastructure. She added communication infrastructure should be available to everyone, and not just the urban core communities.

Representative Omar stated she is aware of the Highway 252 issue that is currently being addressed by Brooklyn Center, and it is a critical conversation and a priority. She added she has supported federal funding to make the project happen. She noted she has supported legislation to support public transportation and funding for bike lanes and walkable communities.

Representative Omar stated she is interested to learn about the priorities of the Brooklyn Center community, and if there are additional items that would benefit from collaboration.

Mayor Elliott thanked Representative Omar, adding she covered most of the items on the City's list of priorities. He stated affordable housing is a critical need, and he fully supports addressing that issue. He added, with regard to gentrification, Brooklyn Center is currently working on development projects that will increase home values and negatively impact residents on fixed incomes. He stressed the importance of building capacity to enable residents to be able to start and grow their own businesses in Brooklyn Center.

Mayor Elliott thanked Representative Omar for her support on the Highway 252 project,

Mayor Elliott stated the Brooklyn Center Police Department is actively working on mental health issues and the opioid crisis and finding ways to work collaboratively with other members of the

community. He added the Police Department recently added a phone app for their officers that notifies them when they are within range of someone who has a mental health issue.

Mayor Elliott stated the City is working on all these issues, and she is glad they are transferring to the federal level as well.

Councilmember Butler stated the City's Opportunity Site development project is a huge area with the potential for some type of housing. She added she does not feel gentrification is necessarily a bad thing; however, the displacement of residents is to be avoided, not just in the Opportunity Site, but the whole City.

Councilmember Butler stated tenant protection is a serious issue with support from the State and Federal governments,

Councilmember Ryan stated he agrees with Councilmember Butler that the home finance provisions in the IRS Code that provides incentives for investors to support these efforts. He added he hopes Representative Omar and her staff will keep an eye on that, to ensure important support for affordable housing is not undermined.

Councilmember Ryan stated Social Security benefits are important for retirees, especially for the one-third of Americans for whom it is currently their sole source of income. He added this fund will be insolvent within 15 years if revenues are not adjusted. He noted the Social Security Act appears to be a good approach to enhancing revenue streams and staying solvent.

Representative Omar stated wage inequality is being discussed at the federal level, and the Minimum Wage Act was recently passed, of which she is a chief architect, raising the minimum wage to $15/hour. She added there is an opportunity for conversations about persistent income inequality that exists in the United States, how to address it. She noted another architect of that legislation will be in Minneapolis for a Town Hall meeting on this issue, and she invited the Councilmember Ryan to speak about what is important on behalf of constituents. Councilmember Ryan agreed as this is an issue of real concern.

Councilmember Lawrence-Anderson thanked Representative Omar, adding she appreciates that she sits on the Education and Labor Committee. She asked when the $15/hour minimum wage increase would go into effect. Representative Omar stated it would take effect immediately, but the bill has not passed in the Senate, although it passed in the House. She added 435 bills were sent to the Senate, and 375 bills are still sitting there. She noted she recently went to a picket line of school support staff who are making $20,000/year for a full-time job, and serious conversations are necessary with businesses and institutions about how to adequately take care of their employees. She expressed her hope that this will change.

Councilmember Graves stated the issues of gun violence and domestic violence affect all communities, regardless of age, race, or how people identify. She added Representative Omar

had mentioned "wrap around" services for chronic homelessness. She asked whether there is discussion at the federal level about increasing those types of services for victims of violence. She noted preventative measures early on could ensure that these situations do not end in arrest or loss of life.

Representative Omar stated two pieces of legislation were passed recently that address those issues. The sensible gun law legislation, HR8, has passed the House and is sitting in the Senate. She added this type of legislation is not a violation of 2nd Amendment rights, but rather a way to protect the lives of vulnerable people in our communities. She noted gun violence and domestic violence will continue, and our community's most vulnerable members will continue to die because there is no productive way to adequately address the issue of guns in the United States. There is a gap between the crises in communities and the ways they are addressed by some members of Congress.

Representative Omar stated advocacy is needed to address these issues in a holistic manner. She added the Violence Against Women Act (VAWA) is due to be re-authorized and includes a "boyfriend clause", which has caused this piece of legislation to get stuck in the Senate and has not been reauthorized. She noted resources that would go to communities to assist and protect women facing domestic violence every day is not reaching them, and the issue is not being addressed.

Councilmember Graves requested clarification regarding the "boyfriend clause". Representative Omar stated domestic violence laws did not extend to boyfriends, but rather family members, so there was a discrepancy in the way relationships were identified, that the police would be able to utilize. She added this legislation has been expanded to include boyfriends, but it is not moving forward.

Police Chief Tim Gannon stated the definition in legislation is whether you live with the person, are a family member or in a significant sexual relationship.

Representative Omar agreed, adding many people are not protected because they do not fit into this definition, and there are people who will exploit loopholes, and continue to create vulnerability for people in the community.

A resident stated his community is experiencing an increase in crime, and the majority of residents in his area are unemployed or on disability. He added one of his neighbors had his car towed, and the fee to retrieve it was $289, which the resident could not afford. He noted this is too much money to get your car back, considering the environment and economic challenges.

Congresswoman Ilhan stated this is an important issue related to income and equality that must be addressed. She added many people experience hardship because they are not able to pay exorbitant fees. She noted there could be opportunities to set up a community fund. She stressed the importance of addressing income inequality and creating an equitable system.

A resident stated Liberians are hoping that new development in Brooklyn Center will be affordable for them and that they will not be forced to leave the community to find affordable housing. He requested consideration of opportunities for Liberians to stay in Brooklyn Center.

Mr. Boganey stated Representative Omar's staff members have done a great job of keeping City Staff informed on legislative issues. He added the City partnered with Liberians in Minnesota, participating in an event and celebration in recognition and celebration of the act that Congresswoman Representative Omar was instrumental in passing through the Senate.

Mayor Elliott thanked Representative Omar for her dedicated service and contributions to the Liberian immigration pathway to citizenship. He added this collaboration was initiated between OLM and the City of Brooklyn Center. A plaque was presented to Representative Omar on behalf of the City and OLM for her contribution for providing immigration pathway for Liberians.

Congresswoman Representative Omar thanked the community and City Councilmembers who came and heard the conversation. She thanked the delegates for representing constituents so well.

ADJOURNMENT

The meeting was adjourned at 6:30 p.m.

Council Regular Meeting

DATE: 3/9/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Dr. Reggie Edwards, Deputy City Manager
BY: Alix Bentrud, Deputy City Clerk

SUBJECT: Approval of Licenses

Background:

The following businesses/persons have applied for City licenses as noted. Each business/person has fulfilled the requirements of the City Ordinance governing respective licenses, submitted appropriate applications, and paid proper fees.

Applicants for rental dwelling licenses are in compliance with Chapter 12 of the City Code of Ordinances, unless comments are noted below the property address on the attached rental report.

HOSPITALITY ACCOMODATIONS

Best Western Plus	2050 Freeway Blvd Brooklyn Center 55430

MECHANICAL LICENSE

Avid Heating & Cooling Inc	7700 County Road 110 Minnetrista 55364
Ditter Inc	820 Tower Dr Medina 55340
Sayler Heating & Air Conditioning Inc	6520 W Lake St St Louis Park 55426
S.E.W. Enterprises Inc	5621 Highway 12 Willmar 56201

Strategic Priorities and Values:

Safe, Secure, Stable Community, Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Rental Criteria	5/7/2019	Backup Material
3-9-2020	3/3/2020	Backup Material

Property Code and Nuisance Violations Criteria		
License Category (Based on Property Code Only)	**Number of Units**	**Property Code Violations per Inspected Unit**
Type I – 3 Year	1-2 units	0-2
	3+ units	0-0.75
Type II – 2 Year	1-2 units	Greater than 2 but not more than 5
	3+ units	Greater than 0.75 but not more than 1.5
Type III – 1 Year	1-2 units	Greater than 5 but not more than 9
	3+ units	Greater than 1.5 but not more than 3
Type IV – 6 Months	1-2 units	Greater than 9
	3+ units	Greater than 3

b. Police Service Calls.

Police call rates will be based on the average number of valid police calls per unit per year. Police incidences for purposes of determining licensing categories shall include disorderly activities and nuisances as defined in Section 12-911, and events categorized as Part I crimes in the Uniform Crime Reporting System including homicide, rape, robbery, aggravated assault, burglary, theft, auto theft and arson.

Calls will not be counted for purposes of determining licensing categories where the victim and suspect are "Family or household members" as defined in the Domestic Abuse Act, Minnesota Statutes, Section 518B.01, Subd. 2 (b) and where there is a report of "Domestic Abuse" as defined in the Domestic Abuse Act, Minnesota Statutes, Section 518B.01, Subd. 2 (a).

License Category	**Number of Units**	**Validated Calls for Disorderly Conduct Service & Part I Crimes** (Calls Per Unit/Year)
No Category Impact	1-2	0-1
	3-4 units	0-0.25
	5 or more units	0-0.35
Decrease 1 Category	1-2	Greater than 1 but not more than 3
	3-4 units	Greater than 0.25 but not more than 1
	5 or more units	Greater than 0.35 but not more than 0.50
Decrease 2 Categories	1-2	Greater than 3
	3-4 units	Greater than 1
	5 or more units	Greater than 0.50

Rental Licenses for Council Approval on March 9, 2020								
Property Address	Dwelling Type	Renewal or Initial	Owner	Property Code Violations	License Type	Police CFS *	Final License Type **	Previous License Type ***
2806 66TH Ave N	Single	Initial	Thown Thor / Wooberg LLC	19	IV	N/A	IV	
5024 71st Ave N	SIngle	Initial	FYR SFR BORROW LLC	3	II	N/A	II	
5133 France Ave N	Single	Initial	FYR SFR BORROW LLC	3	II	N/A		
7130 Fremont Ave N	Single	Initial	Sesan Ogunniran /EE & J Investment LLC	4	II	N/A	II	
7119 Halifax Ave N	Single	Initial	HP Minnesota I / Pathlight Mgt	5	II	N/A	II	
4953 Zenith Ave N	Single	Renewal	Matthew Greseth	8	III	N/A	III	
7200 Camden Ave N Evergreen Park Manor	Multi 5 Bldg 80 Units	Renewal	Sean Bannemann	184 2.3 Per Unit	III	6 Valid Calls .07 per unit 7206 Camden Ave 5/20/2019 Theft 7/30/2019 Vandalism 8/20/2019 Vandalism 7218 Camden 3/6/2019 Auto Theft 11/9/2019 Disturbance 7224 Camden Ave N 3/15/2019 Vandalism	III	II
3012-18 51st Ave N	2 Family 2 Units	Renewal	Sri Lakshmi Valiveti	15	IV	0	IV	IV
5332-36 Russell Ave N	Single	Renewal	Douglas Ryan	5	II	0	II	I
3328 49th Ave N	Single	Renewal	Sherman Kho	4	II	0	II	III
2018 55th Ave N	Single	Renewal	Chen Zhou	6	III	0	III	II
5323 Brooklyn Blvd	Single	Renewal	Chen Zhou	3	II	0	II	II
5606 Bryant Ave N	Single	Renewal	Marc Silverstein / MNSF II W1 LLC	11	IV	0	IV	IV
6337 Bryant Ave N	Single	Renewal	My Truong / Park Avenue Homes LLC	5	II	0	II	IV
5700 Camden Ave N	Single	Renewal	Daniel Gelb /Quality Residences/Danmark Properties, LLC - owes reinspection fee did not meet action plan, missingcrime free housing	11	IV	0	IV	III
6601 Canden Dr	Single	Renewal	Leroy Massaquoi	7	III	1 valid, 4/28/19 Disturbing peace	III	II
6618 Camden Dr	Single	Renewal	Hussain Khan - did not meet mitigation plan, missing CPTED	13	IV	0	IV	III
5519 Colfax Ave N	Single	Renewal	Ryan Smith	4	III	0	III	II

Rental Licenses for Council Approval on March 9, 2020								
Property Address	Dwelling Type	Renewal or Initial	Owner	Property Code Violations	License Type	Police CFS *	Final License Type **	Previous License Type ***
6610 Colfax Ave N	Single	Renewal	FYR SFR BORROW LLC	5	II	0	II	III
7018 Drew Ave N	Single	Renewal	Michael A Bocko	5	II	0	II	II
5548 Dupont Ave N	Single	Renewal	John Ford Lindah	4	II	0	II	II
5214 Ewing Ave N	Single	Renewal	My Truong & My Lam / J&M Homes	18	IV	0	IV	II
5748 Humbolt Ave N	Single	Renewal	FYR SFR BORROW LLC	4	II	0	II	II
5801 Irving Ave N	Single	Renewal	IH3 Property Illinois LP	0	I	0	I	I
5449 Lyndale Ave N	Single	Renewal	Kathleen Lemay/Rod Carlson /Living Well Disability Services	0	I	0	I	II
3018 Nash Rd	Single	Renewal	Timothy Cavanaugh	7	III	1 valid, 8/16/19 theft from auto	III	II
6900 Newton Ave N	Single	Renewal	FYR SFR BORROW LLC	13	IV	0	IV	II
6206 Scott Ave N	Single	Renewal	Mark & Cathy Cocker	2	I	0	I	I
5907 York Ave N	Single	Renewal	Xian Qiang Lin / Infinite Property LLC	0	I	0	I	I
6812 Zenith Ave N	Single	Renewal	Elizabeth Paredes Rosario	0	I	0	I	IV

* CFS = Calls For Service for Renewal Licenses Only (Initial Licenses are not applicable to calls for service and will be listed N/A.)

** License Type Being Issued

*** Initial licenses will not sho\ Type 1 = 3 Year Type II = 2 Year Type III = 1 Year

All properties are current on City utilities and property taxes

Council Regular Meeting

DATE: 3/9/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Doran Cote, P.E., Director of Public Works

SUBJECT: Resolution Accepting Bid and Awarding a Contract, Improvement Project No. 20-07, Water Tower No. 1 Rehabilitation

Background:

Bids for the Water Tower No. 1 Rehabilitation, Project No. 2020-07, were received and opened on February 25, 2020. The bidding results are tabulated below:

BIDDER:	TOTAL BASE BID:
The Osseo Construction Company, LLC	$707,950.00
Classic Protective Coatings, Inc.	$718,958.00
TMI Coatings, Inc.	$1,238,000.00
Viking Painting	$773,524.00

The updated engineer's estimate provided by the consulting engineer prior to bidding was $728,500.00. Of the four (4) bids received, the lowest bid of $707,950.00 was submitted by The Osseo Painting Company, LLC of Osseo, Wisconsin. Osseo Painting Company, LLC has the experience, equipment and capacity to qualify as the lowest responsible bidder for the project. The city's consulting engineer has submitted the attached letter recommending the bid be awarded to The Osseo Painting Company, LLC.

Budget Issues:

The low bid amount of $707,950.00 is within the budgeted amount. The total estimated budget including contingencies, administration, engineering and legal was $1,020,000 from the 2020 Capital Improvement Program and is amended to $850,000.00, an approximate 16.7 percent decrease (see attached Resolution – Costs and Revenues tables).

Strategic Priorities and Values:

Enhanced Community Image

ATTACHMENTS:

Description	Upload Date	Type
Resolution	2/27/2020	Cover Memo
Award Recommendation Letter	2/28/2020	Cover Memo

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ACCEPTING BID AND AWARDING CONTRACT, IMPROVEMENT PROJECT NO. 2020-07, WATER TOWER NO. 1 REHABILITATION

WHEREAS, pursuant to an advertisement for bids for Improvement Project No. 2020-07, four bids were received, opened and tabulated by the City Engineer on the 25th day of February, 2020. Said bids were as follows:

Bidder	Total Base Bid
The Osseo Construction Company, LLC	$707,950.00
Classic Protective Coatings, Inc.	$718,958.00
TMI Coatings, Inc.	$1,238,000.00
Viking Painting	$773,524.00

WHEREAS, it appears that The Osseo Painting Company, LLC of Osseo, Wisconsin is the lowest responsible bidder.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that

1. The Mayor and City Manager are hereby authorized and directed to enter into a contract with The Osseo Painting Company, LLC of Osseo, Wisconsin, in the name of the City of Brooklyn Center, for Improvement Project No. 2020-07, according to the plans and specifications therefore approved by the City Council and on file in the office of the City Engineer.

2. The estimated project costs and revenues are as follows:

COSTS	Estimated	Amended per Low Bid
Construction Cost	$900,000.00	$707,950.00
Engineering and Administrative	$ 80,000.00	$ 87,000.00
Contingency	$ 40,000.00	$ 55,050.00
TOTAL	$1,020,000.00	$850,000.00

REVENUES	Estimated	Amended per Low Bid
Water Fund	$1,020,000.00	$850,000.00

March 9, 2020 _____
Date

_____
Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

RESOLUTION NO. _____

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

February 25, 2020

Honorable Mayor and City Council
City of Brooklyn Center
6301 Shingle Creek Pkwy
Brooklyn Center, MN 55430

Re: Water Tower No. 1 Rehabilitation
City of Brooklyn Center Project No. 20-07
WSB Project No. 015416-000
BSI Project No. WI 1488

Dear Mayor and Council Members:

Bids were received for the above-referenced project on Tuesday, February 25, 2020, and were opened and read aloud. Four bids were received. The bids were checked for mathematical accuracy. Please find enclosed the bid summary indicating the low bid as submitted by Osseo Construction Co., Osseo, Wisconsin in the amount of $707,950.00. The Engineer's Estimate was $728,500.00.

We recommend that the City Council consider these bids and award a contract in the amount of $707,950.00 to Osseo Construction Co. based on the results of the bids received.

Sincerely,

WSB

Greg Johnson, PE
Director of Water/Wastewater

Attachments

kkp

178 E 9TH STREET | SUITE 200 | SAINT PAUL, MN | 55101 | 651.286.8450 | WSBENG.COM

Council Regular Meeting

DATE: 3/9/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Doran Cote, P.E., Director of Public Works

SUBJECT: Resolution Expressing Support for Converting Highway 252 From an at-grade Expressway to a Grade Separated Freeway

Background:

On February 10, 2020 the City Council discussed the current status of the Highway 252 Environmental Review. At the meeting, City Manager Boganey noted the most critical issue at this point is providing a consensus regarding the City Council/EDA's commitment to the conversion of Highway 252 into a freeway. The meeting minutes of the February 10, 2020 City Council Work Session indicated that "The majority Consensus of the City Council/EDA was to change Highway 252 from a highway to a freeway, but the City Council/EDA is not committed to any of the proposed plans."

Budget Issues:

There are no budgetary issues with the proposed action.

Strategic Priorities and Values:

Key Transportation Investments

ATTACHMENTS:

Description	Upload Date	Type
Resolution	2/28/2020	Resolution Letter

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION EXPRESSING SUPPORT FOR CONVERTING HIGHWAY 252 FROM AN AT-GRADE EXPRESSWAY TO A GRADE SEPERATED FREEWAY

WHEREAS, Highway 252 was constructed as an at-grade expressway in 1985 and 1986; and

WHEREAS, Highway 252 began to experience operational and safety as traffic volumes increased through the 1980s and 1990s; and

WHEREAS, in the early to mid-2000s the cities of Brooklyn Park and Brooklyn Center began more intensive discussions with MnDOT regarding the congestion and safety on Highway 252; and

WHEREAS, several corridor studies and technical analysis have concluded that Highway 252 would be a safer, less congested roadway if converted from an at-grade expressway to a freeway; and

WHEREAS, the meeting minutes of the February 10, 2020 City Council Work Session indicated that "The majority Consensus of the City Council/EDA was to change Highway 252 from a highway to a freeway, but the City Council/EDA is not committed to any of the proposed plans."

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that the majority Consensus of the City Council/EDA is to change Highway 252 from an expressway to a freeway.

March 9, 2020 _____
Date Mayor

ATTEST: _____
City Clerk

The motion for the adoption of the foregoing resolution was duly seconded by member

and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:
whereupon said resolution was declared duly passed and adopted.

Council Regular Meeting

DATE: 3/9/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: Meg Beekman, Community Development Director
BY: Ginny McIntosh, City Planner / Zoning Administrator

SUBJECT: Request to Direct Staff to Prepare a Resolution for the Approval or Denial of Planning Commission Application No. 2020-001 for the Issuance of a Special Use Permit and Parking Variance to Operate a Mosque and Community Center at 4900 France Avenue North

Background:

The Applicant initially approached the City of Brooklyn Center in July 2019, as they were required to relocate from space previously leased in an office building at 5637 Brooklyn Boulevard following a change in building ownership. In their search for a new home, the Applicant identified 4900 France Avenue North, which is an I-2 (General Industry) District-zoned property located at the southern terminus of France Avenue North. At the time, religious and other assembly-type uses were not a permitted use within the I-2 District; however, the City recently amended the Zoning Code to allow for religious uses in the I-2 District on a case-by-case basis as a special use.

The Applicant, Masjid Al-Ansar Islamic Community Center, is now seeking issuance of a Special Use Permit and parking variance to open a mosque and community center at 4900 France Avenue North. The proposed uses for the Subject Property include worship space, gathering and event space (e.g. small wedding or "Nikkah" ceremonies, board meetings), and office space. The Applicant has also stressed that Masjid Al-Ansar Islamic Community Center is committed to the engagement of youth through a variety of educational, social, and recreational activities, and would therefore require classroom space.

As proposed, the Subject Property would receive the most traffic on Fridays, when two 30-minute prayer services would be held between the hours of noon and 2 p.m. The community center would be open seven days a week, however. The Applicant noted the current total membership is between 120 and 150 attendees, and per their narrative, they have experienced exponential growth since their founding in 2015.

Although the request is to operate a mosque and community center on the Subject Property, Special Use Permits generally run with the land or Subject Property in this case. Therefore, if the Applicant ever relocated, a similar type use could locate onto the Subject Property and continue the special use so long as it met all minimum requirements.

The Applicant indicated their membership would not exceed the current 150 members, but as City staff is not in the position to monitor membership numbers, City staff assumes membership at the mosque and community center may very well grow, particularly given the approximately 8,000-square feet of space between the two buildings on-site. The traffic study noted a potential 40-space deficiency in on-site parking assuming two Friday prayer services of 75 attendees each; however, these numbers can only be considered under ideal circumstances, including the complete clearing of the parking lot over the 30-minute window

between services. Furthermore, the submitted traffic study was based off the current membership when City staff feels it should have been based off the maximum number of attendees the Subject Property can support.

City staff has yet to be provided with a proposed interior layout of either building, but is in possession of the approved 1998 site plan, which outlines each building's square footage, and interior plans for the 4900 France Avenue North building, which is the first building the Applicant would occupy if approved for the requests. In meeting with the Applicant numerous times to discuss the intended use of the property, the Building Official was able to estimate maximum occupant loads within the two approximately 4,000-square foot buildings located on the Subject Property.

The main floor of the 4900 building alone could potentially hold upwards of approximately 346 occupants (standing room with 5 square feet of space per occupant) if utilized for an assembly use. If the membership grew to this size the parking requirements for the main floor of the 4900 building and two Friday prayer services would necessitate a minimum of 58 on-site parking spaces per service. These parking requirements do not factor in use of the 4900 France Avenue North basement, nor the second building on-site, which the Applicant desires to use in the future. Given site constraints, the only potential option for accommodating additional on-site parking, beyond the five proof of parking spaces the Applicant has indicated they would construct, would be to demolish the second building (4902 France Avenue North).

The 4900 France Avenue North building suffered water damage in early November 2019. As of this date, some work has been completed to provide minimal system restoration, but no building permits have been issued for any work and the building is currently declared, "unfit." Less is known about the second on-site building (4902 France Avenue North), which is the original building to the property, as City staff has not been inside the building and as there are no building plans on file.

The Applicant met with City staff to discuss what minimum requirements would need to be in place before the 4900 France Avenue North building could be occupied for assembly use. Applicant requirements include but are not limited to expansion of the existing parking lot (i.e. re-stripe, curb, gutter); relocation of the existing trash enclosure; removal of overgrown vegetation and installation of new plantings per the approved landscape plan and to address concerns relating to access of the Fire Department Connection (FDC) and Post Indicator Valve (PIV) by the Fire Department. The Applicant would need to work with the adjacent railroad to install a barrier or fence between the parking lot and active rail line; repair all damage to the interior of the building; ensure the fire sprinkler system is operational and monitored; install panic hardware if needed; and install a lift or elevator if the occupancy in the basement is 30 occupants or higher.

Full consideration was given under a duly noticed public hearing and mail notifications were sent to surrounding property owners in accordance with the public hearing requirements. No comments were received prior to the public hearing, although comments of support were provided by members of Applicant Al-Masjid Al Ansar Islamic Community Center and one nearby resident. Imam Dukuly was the official representative of the Applicant and was present, along with Trevor Morlock of Arrow Real Estate, who has been working with the Applicant to find a new home for the mosque and community center.

The Planning Commission engaged in a lengthy discussion regarding the proposal and noted a frustration in the seventh Commissioner seat being open as it could result in a split vote. The Commissioners engaged with representatives of Applicant Al-Masjid Al Ansar Islamic Community Center and noted that while they were in general support of the Applicant's mission, there were a number of concerns. These related to the overall viability of the Subject Property given the substantial investment that would be needed to occupy either building and the potential short-sightedness in taking on the Subject Property when current membership numbers already exceed the available on-site parking.

The Commissioners stressed the importance of installing a barrier between the parking lot and active rail line, particularly as the Applicant intends to work with youth and provide various activities. Given the proximity of the parking lot to the property line, it is questionable whether or not installation of a barrier or fence is possible. The edge of the parking lot is approximately 20 feet from the northernmost set of train tracks.

Additional concerns related to the proposed shuttle service and whether anyone would utilize it as some members may be using their lunch hour to attend, while others are already carpooling and could drop off occupants before parking in the surrounding neighborhood. As a proposed way of addressing parking needs, the traffic study suggested that perhaps the City could remove the "no parking" signage along the France Avenue North cul-de-sac.

City staff noted that the Public Works Department would not be open to removing the no parking restrictions along the cul-de-sac, particularly given the industrial uses just north of the Subject Property, as they utilize commercial trucks that require wider turn radiuses when entering and exiting their respective properties. The Commissioners also noted concerns of pedestrian safety in attendees and youth parking in the neighborhoods as there are no sidewalks in the surrounding area and they would need to walk in the street to the Subject Property. Further discussions by the Commissioners covered the potential risk the Applicant would be exposed to in terms of the property, site, and overall improvements necessary that would be required for occupancy.

Finally, it should also be recognized that by granting a variance in parking for the proposed use, this would set a precedent for allowing on-site parking deficiencies to occur for any similar proposals that might come forward in the future.

Following close of the public hearing, the Planning Commission was unable to provide a recommendation of approval or denial of the Special Use Permit and parking variance request as they voted 3-3 (split vote).

Attached for your review are copies of the Planning Commission Staff Report and exhibits dated February 13, 2020, and updated for the March 9, 2020, City Council meeting. As both City staff and the Planning Commission was unable to offer a recommendation of approval or denial, City staff is requesting direction from City Council in preparing a resolution of either approval or denial for the requested Special Use Permit and parking variance. A final resolution would be brought forward at the next City Council meeting on March 23, 2020.

As part of the approval or denial of a planning commission application, the City Council must adopt findings of fact which support the final decision. These are included in the City Council resolution. Typically, staff prepares findings of fact which support staff's recommended action as part of the Planning Commission report. The Planning Commission then reviews the application, and makes a recommendation to the City Council based on the findings of fact and submitted information.

Staff is asking the City Council to direct staff to go back and prepare a resolution for either approval or denial. That resolution will contain findings of fact to support that action. Further, if the City Council directs staff to prepare a resolution approving the application, staff will include conditions of approval intended to mitigate negative impacts of the use on surrounding properties.

The City Council may add conditions of approval as part of their direction to staff if they deem it appropriate. The attached Planning Commission report includes a list of possible conditions of approval, though these can be altered or amended before the final resolution comes before the City Council.

Budget Issues:

None to consider at this time.

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
PC Staff Report-4900 France Avenue North-SUP and Parking Variance	3/3/2020	Backup Material
PC Staff Report Exhibits-4900 France Avenue North-SUP and Parking Variance	3/3/2020	Backup Material
PC Draft Minutes (02.13.2020)	3/3/2020	Backup Material

Planning Commission Report
Meeting Date: February 13, 2020
Updated for March 9, 2020 City Council Meeting

- Application Filed: 01/14/2020
- Review Period (60-day) Deadline: 03/14/2020
- Extension Declared: N/A
- Extended Review Period Deadline: N/A

Application No. 2020-001
Applicant: Masjid Al-Ansar Islamic Community Center
Request: Special Use Permit for a Religious Institution and Community Center in the I-2 (General Industry) District

REQUESTED ACTION

Imam Dukuly, on behalf of Masjid Al-Ansar Islamic Community Center ("the Applicant"), is requesting review and consideration for the issuance of a Special Use Permit to operate a mosque and community center at 4900 France Avenue North ("the Subject Property"). A public hearing notice was published in the Brooklyn Center *Sun Post* on January 30, 2020 (Exhibit A). Notices were also mailed to surrounding property owners per City Code requirements.

BACKGROUND

The Applicant initially approached the City of Brooklyn Center in July 2019, as they were required to relocate from space previously leased in an office building located at 5637 Brooklyn Boulevard following a change in building ownership. The C1 (*Service/Office*) District, where the property is located, allows religious institutions as a permitted use by right.

The Applicant emphasized a desire to remain in Brooklyn Center as their community is largely based within the Brooklyn Center and Brooklyn Park areas; however they noted issues in locating adequate accommodations to move their mosque and community center to. It was around this time they came upon 4900 France Avenue North, which is an I-2 (*General Industry*) District property located at the southern terminus of France Avenue North.

At the time of the Applicant's initial discussions with the City, assembly-type uses, including but not limited to churches, mosques, synagogues, movie theaters, event centers and the like, were not an allowed use in the I-2 District given that this is the City's most intense industrial district; however, the City ultimately brought forward a request to amend the I-2 District to allow for religious uses on a case-by-case basis through issuance of a Special Use Permit (SUP). The request to amend the Zoning Code was ultimately adopted on October 28, 2019 and went into effect on November 23, 2019 under Ordinance No. 2019-12.

The Applicant, Masjid Al-Ansar Islamic Community Center, is now seeking approval of a Special Use Permit to open a mosque and community center at 4900 France Avenue North. The uses identified for the Subject Property include worship space, gathering and event space (e.g. small wedding or "Nikkah" ceremonies, board meetings), and office space. The Applicant has also stressed that Masjid Al-Ansar Islamic Community Center is committed to the engagement of youth through a variety of educational, social, and recreational activities, and would therefore require classroom space.

The Subject Property has been for sale or lease for at least two years, but was previously used as a pet groomer and veterinary clinic, which are permitted uses in the I-2 District. This particular I-2 District property is unique in its vacancy, in part due to the age and nature of the structures on site, which are not typical of surrounding industrial uses. The Subject Property is comprised of two structures: a newer, split level office building, and a second circular shaped structure. Each structure is approximately 4,000-square feet in size.

The Applicant believes that the property would meet their needs and is interested in purchasing it to convert for their use. As part of their due diligence, the group met with City staff on multiple occasions to inquire as to the process necessary to allow for use of the Subject Property as a place of worship and community center and to obtain clarification on the health, life, and safety improvements that would need to be in place prior to occupying the building(s).

Places of worship generally fall into a category of uses considered "assembly." These are uses where there are generally large numbers of people that may congregate or assemble at one time. Other similar uses might include theaters, auditoriums, mortuaries, dance halls, arenas, or certain places of entertainment.

Federal law protects religious land uses in that it requires cities to regulate them the same way in which it regulates other similar uses, and to treat them equally and fairly when making land use regulations as well as land use decisions regarding them.

> **Example:** a city would need to provide a fact-based reason that it might allow a movie theater in a particular zoning district, *but not* a religious use since the land uses are similar.

Site Data

2040 Land Use Plan:	Industrial/Utility
Neighborhood:	Twin Lake
Current Zoning:	I-2 (General Industry) District
Site Area:	0.73 Acres

Surrounding Area

Direction	2040 Land Use Plan	Zoning
North	Industrial/Utility (Horizon Roofing)	I-2 (General Industry) District
South	RR ROW (Railroad Right-of-Way)	
East	(Highway 100)	
West	Business-Mixed Use (Xcel Energy Substation)	I-2 (General Industry) District

Existing Site and Area Conditions

As mentioned previously, the Subject Property is comprised of two approximately 4,000-square foot buildings, along with a parking lot and outdoor trash enclosure. The main building, known as 4900

France Avenue North, previously functioned as a pet grooming business. The second, circular building, known as 4902 France Avenue North, previously functioned as an animal hospital, and is the original building, having been constructed in 1963.

Image 1. 4900 France Avenue North (left) and 4902 France Avenue North (right).

Image 2. Extent of Parking Lot—Taken from Southeast Edge of Parking Lot Adjacent to Trash Enclosure.

Image 3. In Parking Lot—Facing Southwest Towards Caribou Coffee Headquarters and Adjacent Railroad Tracks.

Image 4. Facing North on France Avenue North Cul-de-Sac—In Entrance to Driveway Access for Subject Property.

SPECIAL USE PERMIT

Proposed Operation

The Applicant provided a narrative regarding the intended operation of the mosque and community center (Exhibit B). As proposed, the mosque and community center would be open seven days per week. As indicated by the Applicant, the highest use is intended to occur on Fridays between the hours of noon and 2 p.m., during which two separate 30-minute prayer services would take place. Currently, the mosque meets at the Brooklyn Center Community Center for one Friday prayer service and typically sees between 120 and 150 attendees total. The intent is to split the 120 to 150 person membership into two Friday prayer services.

The Applicant notes the following proposed hours of operation for the mosque and community center:

Days of Hours of Operation

- **Monday through Thursday**- Nominally Open 6AM-10PM(but people are barely would come during this time)
- **Friday-12:00PM-2:00PM**(Friday Services-doors open at noon)
- Weekend-
  - Saturday 11:00AM-2:00PM(Islamic and Cultural classes)
  - Sunday 11:00AM-2:00PM(Islamic and Cultural classes)
- **Occasional uses**
  - Weddings
  - Community board meetings
- **During Ramadan**
  - Iftar Dinner 9:00PM
  - Taraweeh(Late Night Prayers)

The Applicant has indicated plans to eventually utilize both buildings on the Subject Property, but would initially locate into the office building (4900 France Avenue North). As of the date of this staff report, the office building (4900 France Avenue North) has been declared unfit due to water damage and would require repairs to be made and all minimum necessary Building Code and ADA improvements implemented before a new Certificate of Occupancy could be issued. The circular building (4902 France Avenue North) could not be occupied until all minimum necessary Building Code and ADA improvements are implemented (e.g. installation of a fire sprinkler system).

Parking and Access Demands

Assembly uses, such as religious institutions, tend to have higher parking demands than other types of uses due to the nature of their visitors. Industrial uses by contrast tend to have low parking demands relative to their square footage because these uses generally have lower employment densities.

For example, religious and other "places of public assembly" uses, such as theatres, auditoriums (other than school auditoriums), mortuaries, stadiums, arenas, and dance halls, require **one parking space for every three seats**, or attendees in this case, per Section 35-704.4.a of the City's Zoning Code.

To give perspective, "Industry and Wholesale" type uses require **one space for every two employees based upon maximum planned employment during any work period or one space for each 800 square feet of gross floor area (whichever is greater)** is required. In the event the latter requirement is greater, adequate land area shall be provided for the required off-street parking area, but improved spaces need only be provided according to the employee ratio. In cases where there is an office component to an industrially-zoned building, minimum on-site parking requirements are based on the total gross floor area utilized for the use.

City staff requested that the Applicant have a traffic study and parking demand management plan prepared as part of their submittal packet given that this is the first religious use seeking to relocate into the City's heavy industrial district, and to address parking and traffic concerns relating to their request for issuance of Special Use Permit. The provided traffic and parking study was prepared by Alliant Engineering and is based off the assumption that 32 on-site parking spaces would be available on the Subject Property.

It should be noted that the current parking lot's striping is degraded and, assuming the parking lot was constructed in accordance with the approved plans, would have 27 parking spaces at best as the

previously approved site plan from 1998 indicated a "proof" of a five (5) additional parking spaces. In order to achieve 32 on-site parking spaces, the parking lot would need to be expanded, and the existing accessible route (sidewalk) to 4902 France Avenue North and existing trash enclosure would need to be relocated/re-constructed (Exhibit C). The Applicant did not submit their own site plan drawings but indicated plans to follow the previously approved 1998 site plan.

The provided traffic and parking study outlines trip generation data based off the current assumed attendance at the one Friday prayer service, which is currently held at the Brooklyn Center Community Center. Although the Applicant indicated a higher than typical attendance, Alliant Engineering utilized this data for the purposes of calculating trip generation. Alliant Engineering identified the presence of 70 vehicles in the parking lot during their period of review that could be "attributed to members of the Masjid Al-Ansar Islamic Community Center."

Although one prayer service is currently held on Fridays at the Community Center, the intent is to hold two prayer services between the hours of noon and 2 p.m. Assuming the attendance at each prayer service is equally distributed and no one prayer service is more popular than the other, there could potentially be 75 attendees at each service. Section 3.3 of the provided study (Exhibit B) indicated the potential for 70 vehicles to be on-site during the overlap in services (12:30 to 1:30 p.m.), which could result in a 40-space deficit in parking.

City staff finds this to be a flawed approach to calculating trip generation as the submitted traffic study was based off the current membership when City staff feels it should have been based off the maximum number of attendees the Subject Property can support. The Subject Property contains two buildings totaling approximately 8,000-square feet, which could easily hold more than 150 attendees.

Assuming three people were in each vehicle and each prayer service had no more than 75 attendees, each car held three (3) people, and all vehicles left immediately following the first service, a minimum of 25 on-site parking spaces would need to be provided for each service per the City Zoning Code requirement. Assuming the 70-vehicle figure identified in the study, a minimum of 35 on-site parking spaces would be required if Friday prayers were split into two services. The aforementioned minimum parking requirements assume: **(1)** perfect conditions in which mingling does not occur after the first 30-minute prayer service, and **(2)** no plans for future growth in membership at the mosque and community center. It should be noted that the narrative provided by the Applicant (Exhibit B) states that the mosque and community center began in 2015 with a few people and has since "grown exponentially into a community into a significant size."

Following discussions regarding the provided traffic and parking study, Imam Dukuly, representing Applicant Masjid Al-Ansar Islamic Community Center, clarified that each prayer service lasts no longer than 30 minutes and indicated there would be a 30-minute gap between Friday prayer services.

The traffic and parking study proposes the following alternatives as a means to address on-site parking deficiencies within the provided Parking Management Plan (Section 3.3.1 of Exhibit B):

1. Provide greater separation between the two Friday prayer services to allow greater time to clear the parking lot.

   Response: City staff discussed this option with Imam Dukuly who noted that the prayer services *could not* be separated any further; therefore, this is not an option.

2. Utilize a shuttle van service, comprised of four minivans (maximum total seating of 6 persons per minivan or 24 attendees total), which would pick up from the K&G Fashion Superstore located at 5425 Xerxes Avenue North in Brooklyn Center and be located a 5 minutes' drive (1.1 miles) from the Subject Property.

   Response: As of the date of this report, City staff *has not* received any formal documentation representing a formal agreement for use of K&G's parking lot by the Applicant. Additionally, no formal plan was provided outlining how the shuttle service would operate.

3. With the exception of the required ADA parking stalls, sign the majority of Subject Property parking lot to allow for "carpool" only.

   Response: The Applicant has not provided a plan for how this would be enforced other than utilization of a designated parking lot attendant and the study provided only notes that single occupant drivers should be encouraged to use the shuttle service. Considering the intended prayer times of noon to 2 p.m. it can be assumed by City staff that some attendees will be utilizing their lunch hour to attend prayer and the necessity of a shuttle van may not be attractive or feasible for some.

4. Allow on-street parking along the west 210 feet of France Avenue North, south of 50th Avenue North, as it appears vehicles already illegally park there, and utilize on-street parking within the surrounding two to three block radius.

   Response: City staff held conversations with the Public Works Department regarding the current parking restrictions along the cul-de-sac portion of France Avenue North. The existing road with is 30 feet wide per as-builts on file with Public Works. Assuming a 9 foot wide parallel parking space along France Avenue North, the remaining roadway would be 21 feet in width.

   For perspective, the typical width of a two-way parking lot is 24 feet wide and Fire Code requires a minimum of 20 feet in width for a fire access road. In addition, the adjacent property to the north requires use of heavy truck equipment, including semi-trucks and boom trucks as they are a roofing company; therefore, the minimum required turn radius to exit their property (4912 France Avenue North) is wider than your average passenger vehicle.

   Public Works would *not* allow for the parking restrictions to be removed. The Applicant cannot rely on-street parking to address their parking deficiencies.

Other Considerations

There are certain barriers that need to be considered in retrofitting industrial or office type buildings for "assembly" type uses as they require higher fire suppression standards than other types of uses due to the congregation of people that occurs within buildings. The Applicant met with City staff in advance of amending the Zoning Code to discuss the full implications of what would be required to acquire and/or convert an industrial or office use type building.

Building and Fire Review

Conversion of the buildings located on the Subject Property would constitute a change of use from the

perspective of the Building and Fire Code, and thus would trigger the installation or expansion of a Fire suppression and alarm system if not present. Per discussions with City staff, the office building (4900 France Avenue North) appears to possess a suppression system, but the circular building (4902 France Avenue North) may not. Additionally, the following requirements may be triggered:

a. Installation of ADA requirements (e.g. parking lot striping and signage, ingress/egress, bathrooms, installation of elevator/lift);
b. Sewer Accessibility Charge (Met Council) determination for change in use and associated fee; and
c. Any other Fire and Building Code requirements.

The Applicant indicated in person and in writing their plans to remodel the interior of the two buildings and remove walls in the main level of the office building to allow for prayer services, however; no updated interior plans were submitted. As City staff was in possession of the 1998 interior plans for the office building (4900 France Avenue North), the Building Official provided a rough breakdown of potential maximum occupancy load of the 4900 building assuming an assembly use on the main level and the potential use of the basement for office, educational/classroom, or assembly uses.

Please note that the following estimate occupant loads are contingent on a number on a number of other factors, including stair and exit door widths, number of exits and travel distance, installation of an elevator/lift, etc. The following estimate numbers were calculated:

Main Level Maximum Occupancy of 4900 France Avenue North—Assembly Use (5 SF per person-standing): Approximately 346 occupants

(**Note:** Maximum occupancy numbers noted above would be slightly less as separate area for shoes is required so as to not cause tripping hazards or block path of exit)

Lower Level Maximum Occupancy of 4900 France Avenue North—Office, Education, or Assembly Use:

Office Use (100 SF per person): Approximately 16 occupants
Education Use (20 SF per person): Approximately 80 occupants
Assembly Use (5 SF per person-standing, or 7 SF per person-chairs): Approximately 321 or 229 occupants

As the City does not have copies of the interior for the 4902 France Avenue North (circular building) on file and has not been inside the building to assess its condition, the Building Official provided a breakdown of potential maximum occupancy for the building assuming the same uses in the 4900 France Avenue North building and square footage as noted on the approved 1998 site plans.

Main Level Maximum Occupancy of 4902 France Avenue North—Assembly Use (5 SF per person-standing, or 7 SF per person-chairs): Approximately 475 or 339 occupants

Lower Level Maximum Occupancy of 4902 France Avenue North—Office, Education, or Assembly Use:

Office Use (100 SF per person): Approximately 23 occupants
Education Use (20 SF per person): Approximately 118 occupants
Assembly Use (5 SF per person-standing, or 7 SF per person-chairs): Approximately 475 or 339 occupants

The Applicant has expressed eventually utilizing both buildings with the issuance of a Special Use Permit; however, the Applicant has also noted that despite using both buildings, the occupancy between across both buildings would never exceed 150 members. City staff is not in the position to monitor membership numbers, but City staff assumes membership at the mosque and community center may very well grow, particularly given the approximately 8,000-square feet of space between the two buildings on-site.

Engineering Review

Assistant City Engineer Andrew Hogg noted in his memorandum dated February 10, 2020 (Exhibit D) that the Applicant would need to re-stripe and conduct alterations to the Subject Property in order to achieve the 32 on-site parking spaces as outlined in the provided traffic and parking study from Alliant Engineering. Additionally, he indicates that the study doesn't provide a clear understanding of the parking needs for the site. The report provides only an estimate of service attendees at each service. Staff estimates of occupancy loads of the building after the remodeling exceeds the number provided in the draft traffic plan—refer to the calculations above.

He further notes that,

> "In discussions with the applicant, it was implied that after the completion of each service the parking lot will empty entirely, providing a clean slate for the next service. With the nature of the site and the indication that the site is planned to function as community center it seems unreasonable to expect that this will occur. If the occupancy loads match the estimation within the traffic study, only under ideal conditions will the site be able to meet the required number of parking stalls and the site will be under-parked. If those numbers are greater, then parking and traffic could have major impacts on the neighborhood."

The memorandum further details that Public Works would not be in a position to remove on-street parking restrictions in the immediate area to allow overflow parking for the Applicant's use of the Subject Property and emphasizes the need to address the potential for attendees to park on adjacent private property. **It is summarized that Public Works is therefore unable to offer a recommendation in support of the submitted traffic study as submitted.**

Site Plan Review

As the Applicant has indicated plans to adhere to the previously approved 1998 site plan for the Subject Property, the parking lot and identified five (5) spaces of proof of parking will need to be constructed as outlined in the plans dated February 5, 1998. The existing outdoor trash enclosure will need to be relocated, likely just north of the existing turnaround west of the office building (4900 France Avenue North). The Applicant will need to comply with City Code requirements by constructing an enclosure that fully screens any dumpsters and recycling bins with opaque fencing or other materials that are complementary to the buildings on site.

As a landscape plan was approved as part of the 1998 approvals, the Applicant will need to bring the landscaping back into compliance by removing any overgrown vegetation and replacing any missing plantings. Should the Applicant desire installation of a different species of planting, all requests will need to be documented and approved by the City Planner.

Finally, City staff is concerned about the immediate access to the railroad tracks, which are located just

feet from the southern perimeter of the Subject Property parking lot. The Applicant will need to address with City staff how a buffer can be created between the Subject Property and railroad tracks, particularly given the Applicant's intent to provide youth engagement on site. The Applicant may need to contact ownership of the tracks to identify any requirements or restrictions for fencing.

Special uses are those in which may be required for the public welfare in a given district but which are, in some respects, incompatible with the permitted uses in the district. Before a building or premises is devoted to any use classified as a special use, a Special Use Permit would need to be granted by City Council. In reviewing Special Use Permits, an Applicant would need to demonstrate the following (staff responses *italicized*):

a. The establishment, maintenance or operation of the special use will promote or enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals or comfort.
The Subject Property has been vacant and on the market for lease or sale for at least two years; therefore, re-occupancy of the buildings located on the Subject Property is desired. Re-occupancy of the buildings on-site would result in additional eyes on the neighborhood given their intent to utilize the buildings at varying hours seven days per week. The Subject Property is adjacent to Highway 100, a railroad, and an Xcel Energy substation, with the only immediate neighbors being a roofing company located immediately to the north.

City staff expressed concerns of having so many individuals and particularly youth in proximity to an active rail line. There is no fencing or barrier on-site to prohibit individuals from accessing the rail line, which lies just feet from the parking lot. Given the layout of the Subject Property driveway and a gravel roadway that spurs off from the driveway and runs parallel to the rail line, City staff is unable to determine how a safe perimeter could be established as it is assumed access to the gravel roadway must be maintained. The Subject Property driveway is in immediate proximity to an electrical tower, which is not fenced, and an Xcel Energy substation, which was fully enclosed in fencing a couple years ago. A fence currently runs along the eastern perimeter of the Subject Property and Highway 100, which is located below the Subject Property.

b. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.
Religious uses were recently added to the list of uses permitted through issuance of a Special Use Permit in the I-2 (General Industry) District; however, City staff has concerns relating to the limitations of the Subject Property including the lack of on-site parking, constrained access, and adjacent existing uses, of which include unrestricted access to the railroad tracks along the south portion of the Subject Property, an Xcel Energy substation located just off property, and the industrial uses, including a roofing company located just to the north.

Despite the low levels of traffic presented in the study, City staff is aware of parking issues for the adjacent industrial properties located along the France Avenue cul-de-sac and along the south side of 50th Avenue North as the building structures in this area comprise the majority of each site and therefore result in limited on-site parking options.

c. The establishment of the special use will not impede the normal and orderly development and

improvement of surrounding property for uses permitted in the district.

The immediate area is currently developed with a mix of older 1950s era industrial development along the east side of the France Avenue North cul-de-sac and south side of 50th Avenue North; small 1950s and 1960s era apartment buildings; a large 1960s era industrial building; an Xcel Energy substation; and a mix of townhomes and single family homes on the north side of 50th Avenue North. The major concern of the proposed Special Use is that the parking demands for the mosque and community center may restrict the ability for the neighboring industrial uses to come and go from their respective sites during their respective business weeks.

There are additional concerns that attendees may utilize the neighboring parking lots (e.g. Xcel Energy substation lot, 3800 50th Avenue North) or property (e.g. gravel road running parallel to rail line) for off-site parking needs if on-street parking isn't an option and to avoid having to shuttle to the Subject Property. Despite the Applicant offering to assign a parking attendant to address the limited on-site parking, there is still the issue of the Subject Property being located on a dead end cul-de-sac, which would require drivers to back up and/or turn around. Drivers may also decide drop off attendees at the Subject Property before leaving to find parking elsewhere, or they may choose to queue up along France Avenue North for when an on-site space opens on the Subject Property between services. All of the aforementioned possibilities could have direct implications on the normal and orderly development and operation of the surrounding businesses and homes.

d. Adequate measures have been or will be taken to provide ingress, egress and parking so designed as to minimize traffic congestion in the public streets.
While numerous conversations were held with the Applicant regarding the intended operation of the use on the Subject Property, the provided traffic and parking study indicate that while the surrounding streets will likely maintain their levels of service, there is a potentially large deficiency in on-site parking. While the Applicant and Alliant Engineering, who prepared the traffic and parking study, outline a series of potential options for addressing parking congestion, the reality is that the Subject Property is located on a dead-end cul-de-sac and has notable limitations for ingress, egress, and parking.

Although religious uses are now permitted in the I-2 District through issuance of a Special Use Permit and are not required to be located on an arterial or collector street, it should be noted that religious uses elsewhere in the City require the main entrance to be served by a collector or arterial street—the France Avenue cul-de-sac is not, which limits ingress, egress, and overall flow to and from the Subject Property.

Despite the Applicant suggesting a shuttle service to address the parking issues, no paperwork has been provided as of the date of the staff report to detail the agreement between K&G Fashion Superstore and the Applicant, and no additional information has been provided as to how the shuttle service would operate (e.g. call for pickup, scheduled pick up and drop off times).

In reviewing the current operation and parking accommodations for the Friday prayer service at the Brooklyn Center Community Center, City staff noted that multiple cars had more than one occupant per vehicle. It is to staff's assumption that, rather than driving five minutes each way to the K&G Fashion Superstore, many of the attendees will likely drop off their occupants and park

in the adjacent neighborhood given the identified shuttle service consists of four minivans with seating only for 6 individuals each. Additional concerns were raised regarding the timing of the prayer services (noon to 2 p.m.) and the anticipated number of attendees who might be utilizing their Friday lunch hour to make the drive to and from prayer service.

FINDINGS

City staff understands the desire to have the Applicant (Masjid Al-Ansar Islamic Community Center) remain in the community given that a majority of their attendees are residents from the Brooklyn Center and Brooklyn Park areas; however, City staff has significant concerns regarding the intended use at this particular location in consideration of the site's limitations and substantial upgrades that would need to take place before the buildings could be occupied. Although City staff is unable to specifically determine the scope of the traffic issues that may result from the identified parking deficiency at the site, the concerns associated with the lack of parking and the resulting negative impacts raise serious questions about the appropriateness of the use on this site.

While the two buildings on the Subject Property offer a combined total of approximately 8,000-square feet, the maximum occupancy would be capped to no more than 150 individuals at any one time and as proposed would likely not exceed 75 people at any one time (as proposed for the Friday prayer service), which would effectively result in a major underutilization of the buildings.

The primary reason for the Community Center, as expressed in the Applicant's narrative is to, "use the center to build valuable and stronger relationship between all humankind. We reach out and present Islam through educational and cultural activities. We believe that this holistic cultural and inter-faith presence is consistent with the teachings and principles of Islam. Our center also serves as a springboard for religious dialogues and a home for the needy."

The Applicant acknowledges in their provided narrative that since the inception of Masjid Al-Ansar Islamic Community Center, they have seen "exponential growth." By issuing a Special Use Permit for the Subject Property, the Applicant would be placed in a situation where they would have no room to grow assuming a cap of 150 members for the use on the Subject Property. Prohibiting further growth of the Masjid Al-Ansar Community Center at this location would appear to only be making the best out of a bad situation and City staff is unsure as to how long the mosque and community center could function at this location before they would need to look elsewhere.

Regarding the parking needs, the City has historically only issued allowances (variances) for lesser parking in instances where the Applicant has been able to **(1)** provide a traffic and parking study outlining the actual needs, **(2)** provide data from other apartment buildings under the same ownership by an Applicant outlining unit counts and parking calculations during different times and days, or **(3)** shown a "proof of parking" that proves that, should the parking needs be greater than anticipated, the parking lot can be expanded <u>on-site</u> to address those needs.

The Subject Property was approved in 1998 with a "proof of parking;" however, only five additional spaces were provided for and the constraints of the Subject Property, barring the demolition of one of the buildings, could not offer any more than is currently on site. It should also be recognized that by granting a variance in parking for the proposed use, **<u>this would set a precedent for allowing on-site parking deficiencies to occur for any similar proposals that might come forward in the future</u>**.

Finally, as the Applicant is requesting issuance of a Special Use Permit, Section 35-220 (*Special Use Permits*) of the City's Zoning Code requires that any approved special use shall, "expire without further action by the Planning Commission or the City Council **unless the Applicant or his assignee or successor commences work upon the Subject Property within one year of the date of special use permit is granted, or unless before the expiration of the one year period the applicant shall apply for an extension**."

It should be noted that the building the Applicant intends to move into has been declared "unfit" and will require a new Certificate of Occupancy and any identified Building and Fire Code requirements will need to be implemented before a new Certificate of Occupancy can be issued for the 4900 France Avenue building given the current unfit conditions and change in use.

RECOMMENDATION

City staff is unable to provide a recommendation requesting that a motion be made to either approve or deny the issuance of a Special Use Permit to operate Masjid Al-Ansar Islamic Community Center at the Subject Property location at 4900 France Avenue North. Therefore, the Planning Commission and City Council will need to make a determination as to whether a:

1) *Motion to approve a Resolution denying that the City Council issue a Special Use Permit for the Masjid Al-Ansar Islamic Community Center for the operation of a mosque and community center at the Subject Property and a parking variance for the intended use, based on the above outlined findings of fact, be recommended; or*

2) *Motion to approve a Resolution that the City Council issue a Special Use Permit for the Masjid Al-Ansar Islamic Community Center for the operation of a mosque and community center at the Subject Property and approval of a parking variance for the intended use, based on the above outlined findings of fact, be recommended.*

Should a recommendation be made to approve the issuance of a Special Use Permit, a parking variance would need to be granted as the Applicant and Alliant Engineering, who prepared the traffic and parking study, note that the parking needs for the use will not be met through on-site parking. In addition, City staff is recommending the following additional conditions be attached to any favorable approval of the requested Special Use Permit:

1. A parking variance granted allows the proposed use of the Subject Property without needing to strictly comply with the parking requirements in the City's Zoning Ordinance. The Applicant shall develop a Parking Plan for approval by the City Planner and Zoning Administrator to accommodate the anticipated parking needs for the approved use. The Applicant shall be required to implement, and remain in compliance with, the approved Parking Plan.

2. The majority of the parking lot shall be signed for "carpool use" only in accordance with approved Parking Plan.

3. Attendees shall not utilize private property or areas designated as "no parking" (e.g. France Avenue North cul-de-sac) for their parking needs. These prohibited parking areas shall be designated in the approved Parking Plan.

4. Any major changes or modifications made to the Subject Property and previously approved plans can only be made either through the City's Building Permit process or through formal Site and Building Plan review by the City.

5. The Applicant shall not occupy either building located on the Subject Property until:
    a. A new Certificate of Occupancy is issued by the City Building Official for the unfit building (4900 France Avenue North); and
    b. The Applicant obtains City permits and completes all minimum required interior and site improvements for the proposed use as per the City Building Official and Fire Inspector.

6. The Applicant shall bring the Subject Property into conformance with the approved site plan prepared by Blumentals Architecture and dated February 5, 1998, including, but not limited to the following improvements:
    a. Re-striping and expansion of Subject Property parking lot to provide minimum of 32 on-site parking spaces;
    b. Relocation and/or reconstruction of outdoor trash enclosure per City Code requirements, and as approved by City Planner; and
    c. Relocation of existing accessible route for second building on Subject Property (4902 France Avenue North).

7. The approved Landscape Plan identified on the site plan prepared by Blumentals Architecture and dated February 5, 1998 shall be brought back into compliance and any overgrown vegetation removed. Any requests for alternate plantings shall be reviewed by the City Planner.

8. The Applicant shall install a fence along the south perimeter of the Subject Property to create barrier between parking lot and active rail line. The Applicant shall work with the ownership of the abutting railroad to determine allowances for fencing. The Applicant shall forward plans for fencing to the City Planner and Building Official and a Building Permit submitted for review and approval if required.

9. The Applicant shall comply with all comments outlined in the memorandum prepared by Assistant City Engineer Andrew Hogg on February 10, 2020.

10. The Applicant/Property Owner shall ensure the fire sprinkler system is maintained and monitored.

11. The Applicant shall furnish a copy of an agreement to the City Planner for the off-site shuttle lot, to be located at the K&G Fashion Superstore property (5425 Xerxes Avenue North) with a proposed method of operation for the shuttle.

12. The Applicant shall ensure a parking lot attendant is in place between Friday prayer services and any other events generating parking needs beyond the amount available on-site of the Subject Property. The attendant shall be located on the Subject Property and shall not direct traffic from City Right-of-Way or adjacent private property.

ATTACHMENTS

Exhibit A— Public Hearing Notice, published in the Brooklyn Center *Sun Post*, dated January 30, 2020.

Exhibit B— Planning Commission Application No. 2020-001 Submittal Packet dated January 14, 2020, and Traffic and Parking Study, prepared by Alliant Engineering and dated January 9, 2020.

Exhibit C— Previously Approved Site Plan with Landscaping and Preliminary Grading and Utility Plan, prepared by Blumentals Architecture, and dated February 5, 1998.

Exhibit D— Memorandum prepared by Assistant City Engineer Andrew Hogg, dated February 10, 2020.

Exhibit A

CITY OF BROOKLYN CENTER NOTICE OF PUBLIC HEARING

TO WHOM IT MAY CONCERN:

Please take notice that the Planning Commission of the City of Brooklyn Center will hold a public hearing on **Thursday, February 13, 2020**, at approximately 7:00 p.m., at Brooklyn Center City Hall, located at 6301 Shingle Creek Parkway, Brooklyn Center, Minnesota. A definite time for this application to be considered cannot be given as it will depend on the progression of the agenda items.

TYPE OF REQUEST: Special Use Permit for a Religious Institution and Community Center in the I-2 (General Industry) District

PETITIONER: Masjid Al-Ansar Islamic Community Center

PROPERTY OWNER:
William Dudley

PROPERTY ADDRESS: 4900 France Avenue North, Brooklyn Center, MN 55429

PROPERTY ID:
10-118-21-13-0069

LEGAL DESCRIPTION: Lot 9, Block 5, Brooklyn Manor Addition, Hennepin County, Minnesota

BRIEF STATEMENT OF CONTENTS OF PETITION: The Applicant is requesting review and consideration for the issuance of a Special Use Permit to operate the Masjid Al-Ansar Islamic Community Center at 4900 France Avenue North, which is comprised of two approximately 4,000-square foot buildings on 0.73 acres. Approval of the request would allow for the buildings on the property to be utilized as a mosque and community center with a focus on youth engagement.

Questions, comments, statements of support or objections should be directed to City Planner/Zoning Administrator Ginny McIntosh at (763) 569-3319 or email to gmcintosh@ci.brooklyn-center.mn.us.

Auxiliary aids for persons with disabilities are available upon request at least 96 hours in advance. Please contact the City Clerk at (763) 569-3300 to make arrangements.

Respectfully,
Ginny McIntosh
City Planner/Zoning Administrator

Published in the
Sun Post
January 30, 2020
1017383

Exhibit B

For Office Use Only	
Date Received:	1/14/2020
Date Application Complete:	
Letter of Completeness:	1/31/2020
PC App No.	2020-001

2019 Planning Commission Application

Applicant Information:

Name: MASJID AL-ANSAR ISLAMIC COMMUNITY CENTER

Address: 4900 & 4902 France Ave. N, Brooklyn Center, MN 55429

Office Phone: N/A Cell: 612-386-5370

Email: princedaniyal@gmail.com FAX: N/A

Property Owner Information* (*if different from Applicant*)**:**

Name: William N. Dudley

Property Owner Address: 4900 France Ave. N, Brooklyn Center, MN 55429

Office Phone: 763-537-4405 Cell: 763-537-4405

Email: William.dudley@ymail.com FAX: N/A

Project Information:

Provide a general description of your project and request(s): Special use permit to allow our religious organization to operate at this property.

Address/Location of Property: 4900 & 4902 France Avenue North

Legal Description of Property: PID#: 10-118-21-13-0069

Application Type (Mark all that Apply)

☐	Comprehensive Plan Amendment	$1,050	☐	Appeal	$200
☐	Rezoning	$1,050	☐	Zoning Code Text Amendment	$500
☒	Special/Interim Use Permit	$250	☐	Special/Interim Use Permit Amendment	$150
☐	Site and Building Plan Review	$750	☐	Variance	$200
☐	Planned Unit Development	$1,800	☐	Planned Unit Development Amendment	$700
☐	Preliminary Plat	$400	☐	Final Plat	$200

IMPORTANT: All applications may be subject to additional fees for reimbursement of costs incurred by the City for filing, reviewing, and processing applications in the form of an escrow to the City.

Application Fee: $_____ Escrow Amount: $_____ Receipt No: _____

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Acknowledgement and Signature:

The undersigned acknowledges that they understand that before a Planning Commission application can be deemed complete, all required fees and escrows must be paid to the City. By signing and submitting this application, the Applicant agrees to pay to the City of Brooklyn Center the actual costs incurred for expenses reasonably and necessarily required by the City for the review, filing, and processing of the application. Such costs will be in addition to the application fee described herein. Withdrawal of the application will not relieve the applicant of the obligation to pay costs incurred prior to withdrawal. Any administrative fees paid as part of the submission of this application are nonrefundable.

Property Owner Signature (Required) — Date 10-16-2019

Applicant Signature (If different than Property Owner) — Date 12/9/2019

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Masjid Al-Ansar (Mosque)

Islamic Community Center (In the name of Allah the Most Gracious, the Most) Merciful)

Background

Masjid Al-Ansar (Mosque) is a faith based community and cultural organization. The primary Mission of Al-Ansar is to provide a space of worship and cultural education ("A Community Center"). Our Objective for the Center is to provide not only a space for worship, but also where our children can come to gain the proper knowledge of their religion, learn to be responsible citizens.

Our Center is the most diverse and the first recognized Islamic community (mosque) which is without any national or linguistic distinction in the North West suburbs. Our center was opened on January 09, 2015. The Community Center started at 5637 Brooklyn Boulevard, Brooklyn Center. It started with a few people. Today, we have grown exponentially into a community into a significant size. We are now nearly 120 to 150 attendees in the Friday congregational prayers.

Secondarily, our primary reason is to use the center to build valuable and stronger relationships between all humankind. We reach out and present Islam through educational and cultural activities. We believe that this holistic cultural and inter-faith practice is consistent with the teachings and principles of Islam. Our center also serves as a springboard for religious dialogues and a home for the needy.

Summary of Operation

The Center's daily routines are on Fridays between 12: pm to 2:00 pm (mainly Friday prayer services). On the weekends, we run Islamic and cultural classes between 11: am and 2:00 pm. However, as a community center, we open our doors throughout the week; conducting five daily prayer services, although only few people attend these services during the week. On the weekends, parents only drop off their children at 11: 00 AM and pick them up at 2:00 pm.

Masjid Al-Ansar is also civically engaged in working with the neighboring communities to better their lifestyle according to the teachings of Islam. We have created programs that serve both the Muslim communities and various other communities in our broader society around us. For example, programs such as charitable giving, diverse religious and non-religious educational programs, interfaith outreach and civic responsibility classes, are examples of how the Center has made our organization stronger and trustworthy.

Additionally, part of our Center's mission and objectives include but not limited to providing a culturally competent environment for our youth as well as our visitors to acquire knowledge about different cultures and traditions. We are a welcoming community and consider Brooklyn Center our home.

Our Center sees the need for the protection of our young people from the influences of drugs, alcohol, prostitution, and violent extremism. In order to safeguard the future and the legacies we are putting together as a community and society, we must have institutions that would address these foreseeable problems and guarantee the future we all dream of every day for our kids. We cannot wish these problems away without taking the necessary action that will safeguard and protect our youth.

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At Masjid Al-Ansar, we believe in the teachings and principles of Islam. We also believe that Islam strictly condemns religious extremism and use of violence against innocent lives. We believe that there is no justification in Islam for extremism or terrorism.

- **Youth and Islam**

The Masjid (Mosque) has been the heart of the Muslim Community. At Masjid Al-Ansar, we strive to involve the youth of all ages and genders in our daily activities to build a better future full of great leadership skills for our kids. For example, the head of Mosque project is a professional woman who serves an inspiration for daughters. For this reason, we are making every possible effort to bring the youth close to the Masjid with the help of the parents and the different community leaders.

Masjid Al-Ansar is committed to engaging youth in our community through a variety of educational, social, and recreational activities within an Islamic context. We aim to empower the youth by:

- increasing the consciousness of Allah (SWT) in every aspect of our children's lives
- creating an Islamic social environment where youth can meet and socialize with other youths
- Establishing and preserving Muslim identity
- Building and developing leadership skills
- Developing skills and confidence to cope with peer pressure

Days of Hours of Operation

- **Monday through Thursday**- Nominally Open 6AM-10PM(but people are barely would come during this time)
- **Friday-12:00PM-2:00PM**(Friday Services-doors open at noon)
- Weekend-
  - Saturday 11:00AM-2:00PM(Islamic and Cultural classes)
  - Sunday 11:00AM-2:00PM(Islamic and Cultural classes)
- **Occasional uses**
  - Weddings
  - Community board meetings
- **During Ramadan**
  - Iftar Dinner 9:00PM
  - Taraweeh(Late Night Prayers)

Rezoning Proposal

As Brooklyn Center is not only our Center's original home, but most of our members are residents of the City. We recognize and have enjoyed the unusual diverse nature of the City of Brooklyn Center. This diversity and tolerance has attracted most of our members to live and invest in the City. Therefore, we propose to the City Council to amend the Zoning Ordinance and re zone for religious and cultural community uses the following locations (buildings):

1) 4900 and 4902 France Avenue North, Brooklyn Center, MN

Finally, without this action, activities of our Community Center, which is currently displaced, will remain disrupted. We will have nowhere to have our children learn and grow.

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MINDER ENGINEERING CO., INC.
ENGINEERS AND SURVEYORS

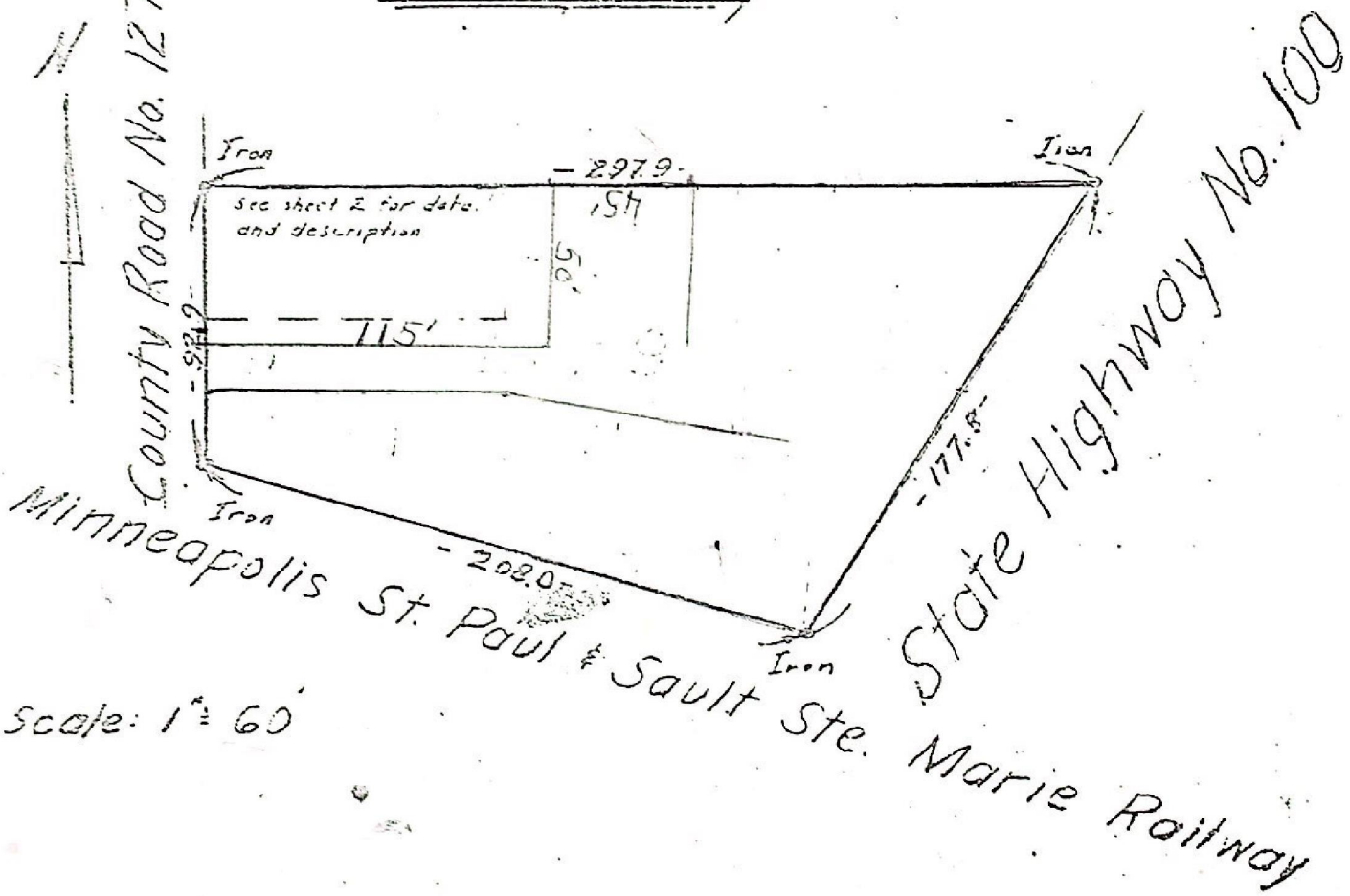
LAND SURVEYING
CIVIL & MUNICIPAL ENGINEERING

SOILS TESTING
LAND PLANNING

6418 - 56TH AVENUE. N.
MINNEAPOLIS 27. MINN.
KE 7-3637

Certificate of Survey

for: Dr. Dudley



Scale: 1" = 60'

Lot 9, Block 5 - Brooklyn Manor

WE HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY OF THE BOUNDARIES OF THE LAND ABOVE DESCRIBED AND OF THE LOCATION OF ALL BUILDINGS, IF ANY, THEREON, AND ALL VISIBLE ENCROACHMENTS, IF ANY, ON OR ON SAID LAND.

DATED THIS 2 DAY OF March A.D. 19[illegible]

MINDER ENGINEERING CO., INC.
ENGINEERS AND SURVEYORS

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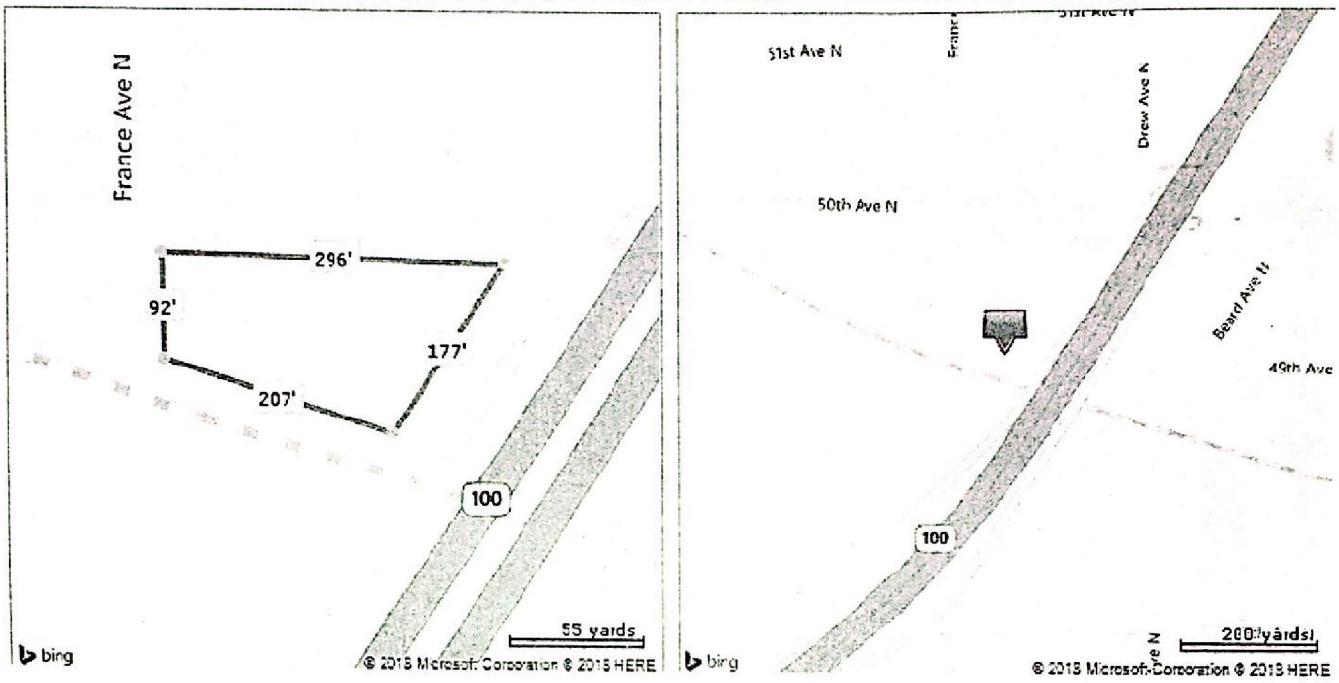
DESCRIPTION OF SUBJECT PROPERTY- PLAT MAPPING

Property Map



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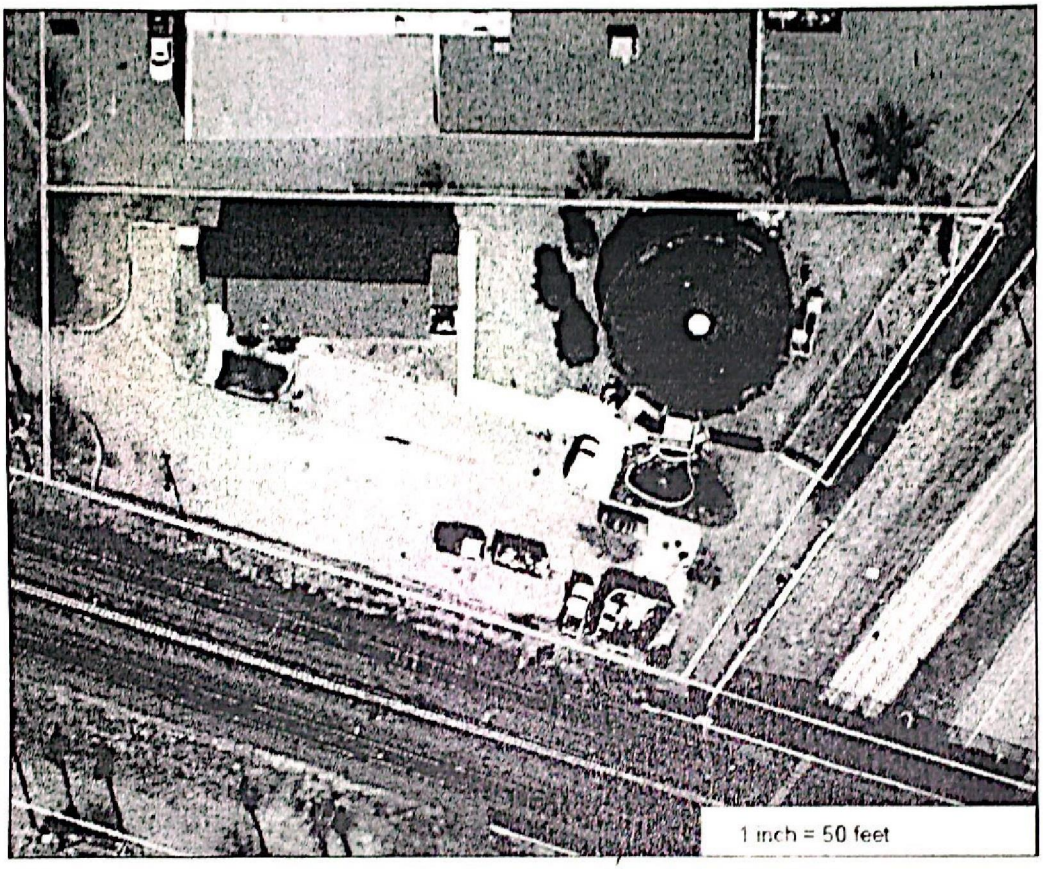
DESCRIPTION OF SUBJECT PROPERTY- PLAT MAPPING



PARCEL ID: 1011821130069

OWNER NAME: William N Dudley

PARCEL ADDRESS: 4900 France Ave N,
Brooklyn Center MN 55429

PARCEL AREA: 0.72 acres, 31,279 sq ft

A-T-B: Torrens

SALE PRICE:

SALE DATA:

SALE CODE:

ASSESSED 2016, PAYABLE 2017
PROPERTY TYPE: Commercial-Preferred
HOMESTEAD: Non-Homestead
MARKET VALUE: $487,000
TAX TOTAL: $19,256.88

ASSESSED 2017, PAYABLE 2018
PROPERTY TYPE: Commercial-preferred
HOMESTEAD: Non-homestead
MARKET VALUE: $516,000

Comments:

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

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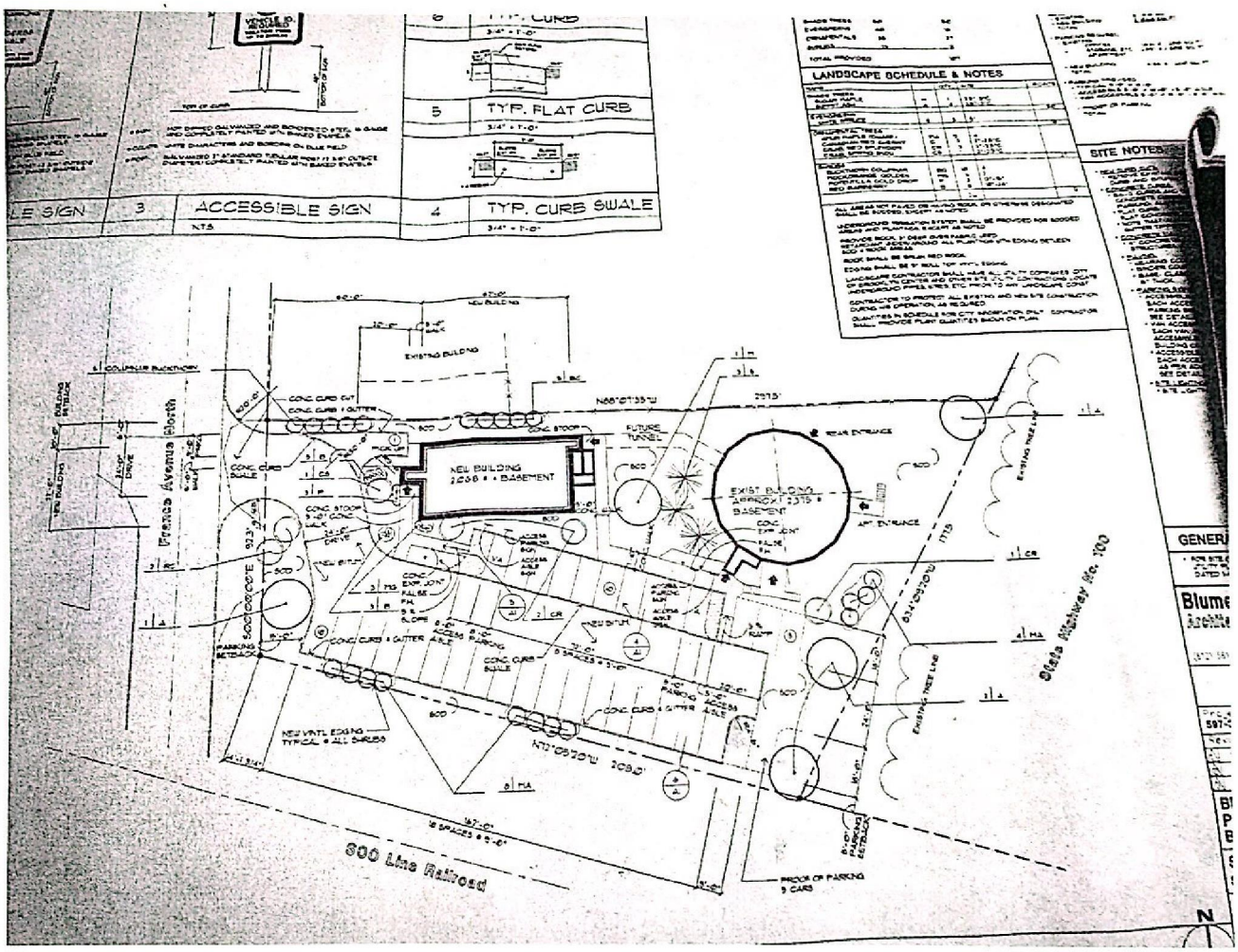
DESCRIPTION OF SUBJECT PROPERTY– BUILDING DRAWING

The appraisers were supplied with the entire set of blueprints. The overview of both buildings is supplied within this report only.



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Brooklyn Center Mosque
Traffic & Parking Study

Brooklyn Center, MN

January 9, 2020
DRAFT Report

Prepared For:
Masjid Al-Ansar Islamic Community Center

Prepared By:
Jordan Schwarze, PE
Hannah Johnson

Alliant Engineering, Inc.
733 Marquette Avenue, Suite 700
Saint Paul, MN 55402

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1.0 Introduction

Alliant Engineering has completed a traffic and parking study for a proposed mosque to be located at 4900 France Avenue N in Brooklyn Center, MN. The currently unoccupied subject property is zoned I2 – General Industrial but would be rezoned for the purpose of the mosque (see **Figure 1: Project Location**). The objectives of this study are to evaluate existing traffic and parking characteristics within the area, document the anticipated impacts related to the proposed lane use change, and recommend mitigation measures to address potential impacts. The following provides the assumptions, analysis, and conclusions/recommendations offered for consideration.

2.0 Existing Conditions

The existing conditions were reviewed to establish a baseline to identify any future impacts associated with the proposed mosque. The evaluation of existing conditions includes turning movement counts, parking observations, and an intersection operations analysis.

2.1 Study Area Intersections

The following intersections were evaluated for the study:

- Lakebreeze Avenue & Azelia Avenue
- France Avenue & 50th Avenue
- France Avenue & 53rd Avenue
- 53rd Avenue & Drew Avenue

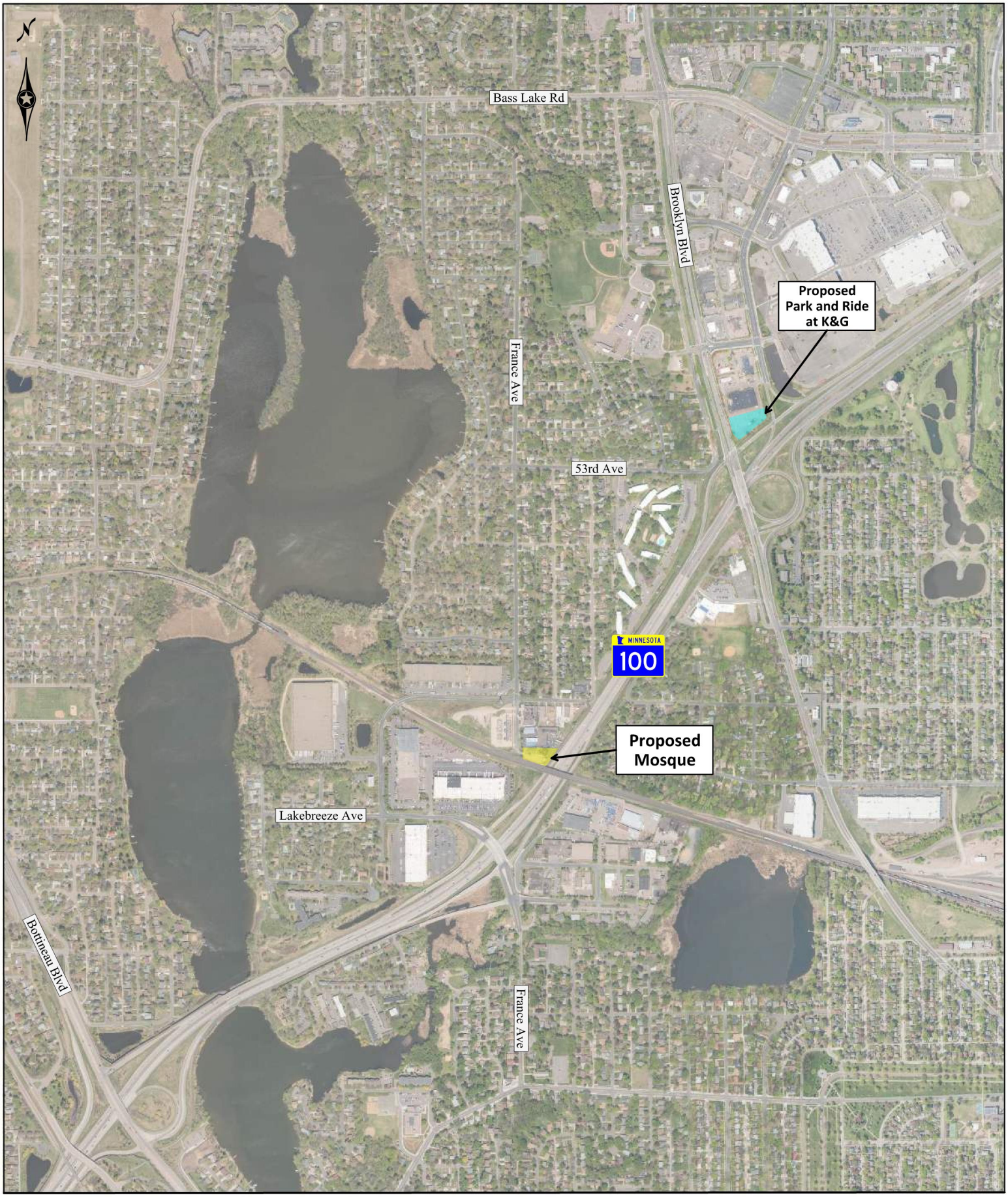
2.2 Data Collection

2.2.1 Traffic Volumes

To document existing conditions, intersection turning movement counts were collected by Alliant Engineering on Friday, December 20, 2019 from 11:30 a.m. to 3:30 p.m. It should be noted that the traditional Friday prayer service, the most significant regularly occurring traffic generator for the Masjid Al-Ansar Islamic Community Center, takes place within this timeframe.

2.2.2 Roadway/Intersection Characteristics

Roadway/intersection characteristics within the study area (i.e. lane geometry and traffic controls/volumes) were observed and are shown in **Figure 2: Existing Conditions**. While the Masjid Al-Ansar Islamic Community Center currently holds a single Friday prayer service from 1:00-2:00 p.m., two Friday services are planned at the proposed mosque: 12:00-1:00 p.m. and 1:00-2:00 p.m. Therefore, the 12:30-1:30 p.m. timeframe was analyzed to ensure overlapping traffic from each service was covered.



Brooklyn Center Mosque Traffic & Parking Study

Figure 1
Project Location

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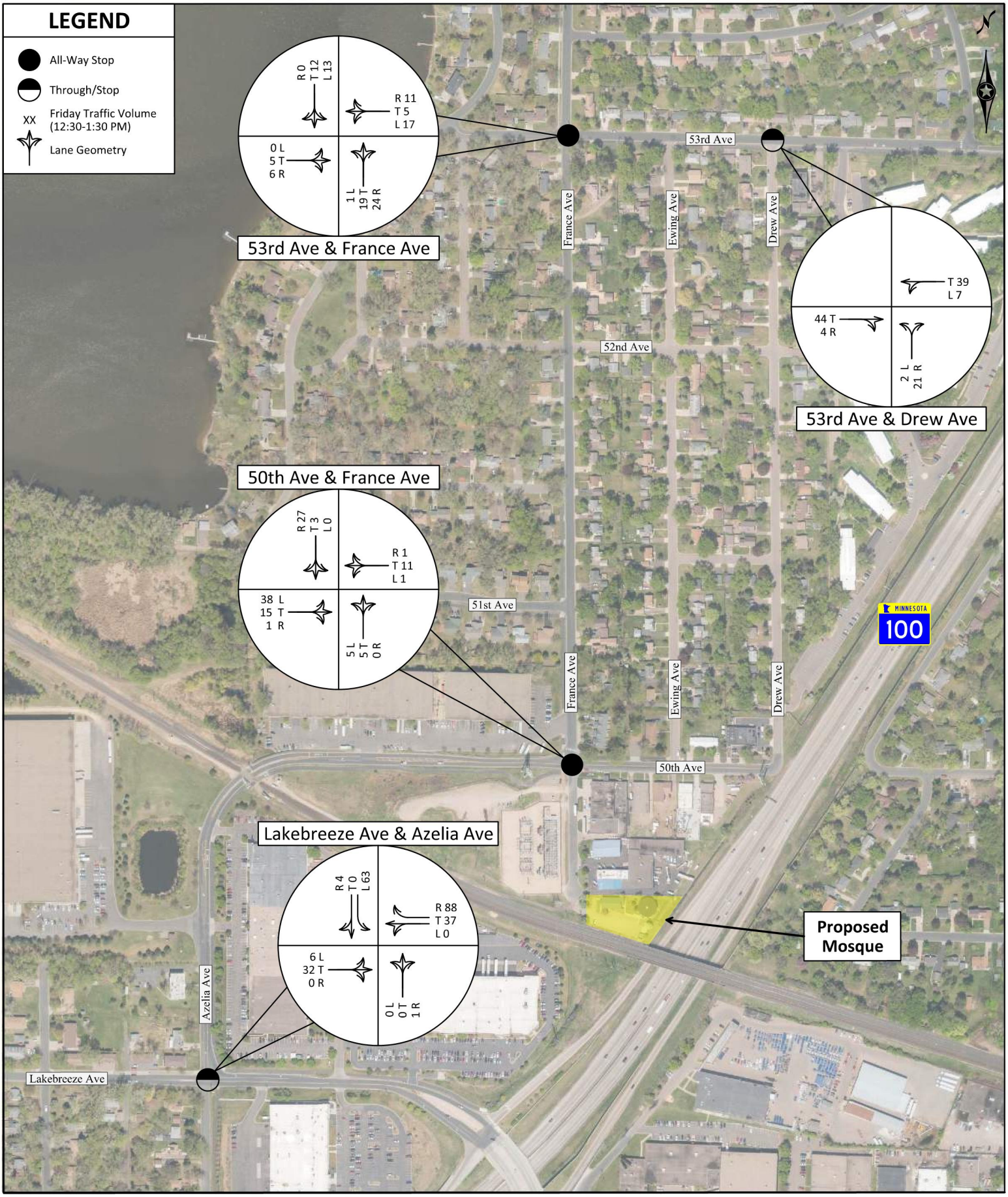

Brooklyn Center Mosque Traffic & Parking Study

Figure 2
Existing Conditions

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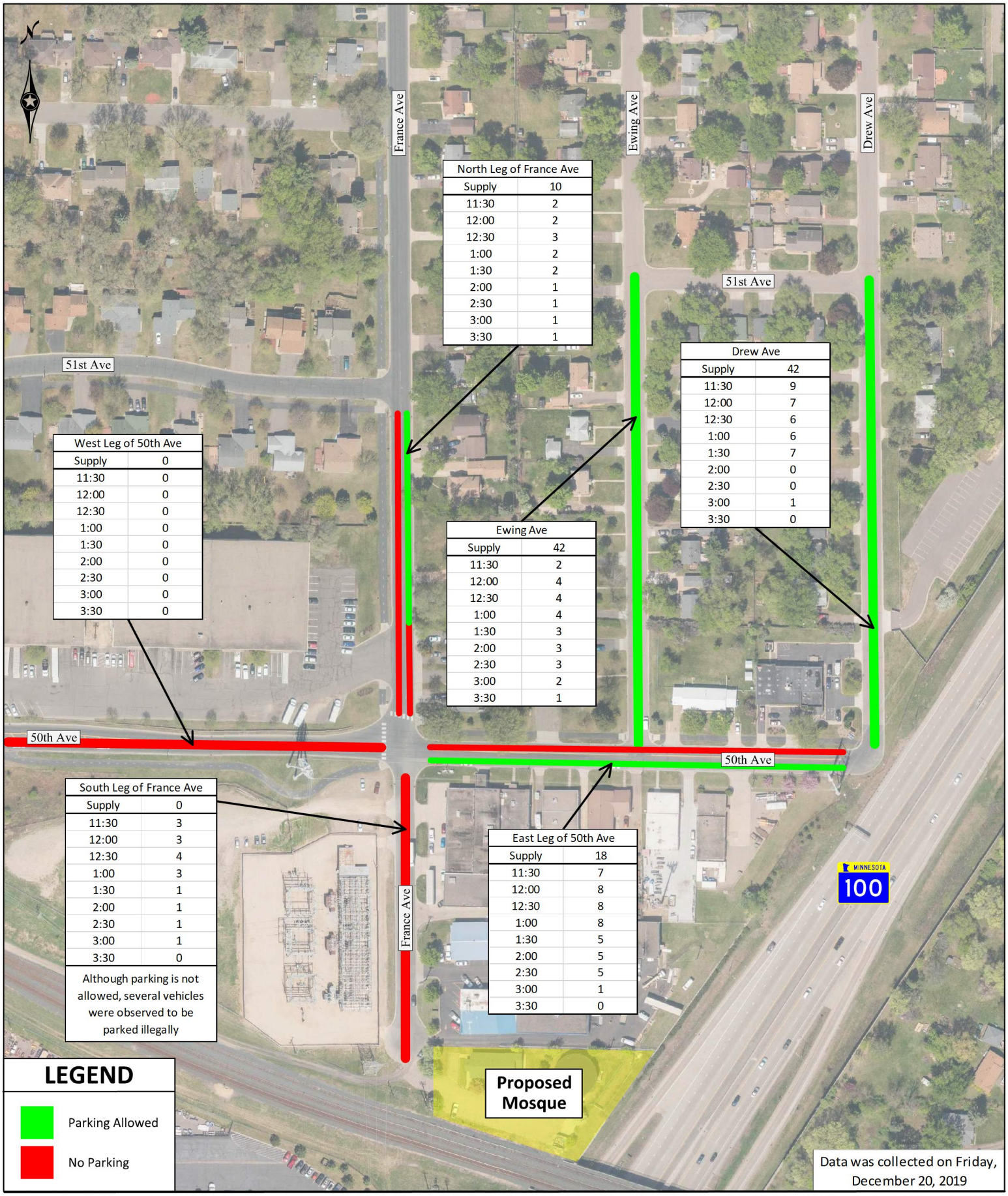
2.2.3 Parking Observations

A review of existing parking restrictions and demand/capacity (Friday 11:30 a.m. to 3:30 p.m.) near the proposed mosque site was completed to understand potential impacts to the adjacent on-street parking network. A summary of study area parking observations is documented in **Figure 3: Existing Parking Observations**. The parking observations reveal that no parking is allowed on France Avenue south of 50th Avenue (the block adjacent to the proposed mosque site), though a number of vehicles were viewed to be parked illegally on this block.

A small supply of on-street parking was available one block from the proposed mosque site along the south side of 50th Avenue east of France Avenue. During the four hours of Friday observations, approximately 10-18 on-street parking spaces were available along this segment of 50th Avenue. However, it should be noted that no pedestrian facilities exist between 50th Avenue and the proposed mosque site. In the residential neighborhood further north, abundant on-street parking was available on France Avenue, Ewing Avenue, and Drew Avenue.

In addition to existing parking observations near the proposed mosque site, parking demand was observed at the Brooklyn Center Community Center where the Friday prayer service of the Masjid Al-Ansar Islamic Community Center is currently held. A parking lot count was collected both during the Friday prayer service and approximately one hour after conclusion of the service. The post-service count revealed 72 fewer vehicles in the Community Center parking lot as compared to the count during the service. Given limited observed use of other meeting space, exercise, and pool facilities within the Brooklyn Center Community Center both during and after the Friday prayer service, the majority of the 72-vehicle difference can be attributed to members of the Masjid Al-Ansar Islamic Community Center.

With an observed service attendance of approximately 150 people, a rate of 2.1 people/vehicle can be derived. Discussions with leaders of the Masjid Al-Ansar Islamic Community Center indicate that service attendance is typically lower and that normal vehicle occupancy is likely closer to 3.0 people/vehicle. Mosque leaders cite college-age members being back from winter break during the Friday, December 20, 2019 observations as the probable cause for the atypical numbers. However, the observed numbers were carried forward in the analysis to conservatively estimate a worst-case scenario for future conditions.



North Leg of France Ave	
Supply	10
11:30	2
12:00	2
12:30	3
1:00	2
1:30	2
2:00	1
2:30	1
3:00	1
3:30	1

Drew Ave	
Supply	42
11:30	9
12:00	7
12:30	6
1:00	6
1:30	7
2:00	0
2:30	0
3:00	1
3:30	0

West Leg of 50th Ave	
Supply	0
11:30	0
12:00	0
12:30	0
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	0

Ewing Ave	
Supply	42
11:30	2
12:00	4
12:30	4
1:00	4
1:30	3
2:00	3
2:30	3
3:00	2
3:30	1

South Leg of France Ave	
Supply	0
11:30	3
12:00	3
12:30	4
1:00	3
1:30	1
2:00	1
2:30	1
3:00	1
3:30	0

Although parking is not allowed, several vehicles were observed to be parked illegally

East Leg of 50th Ave	
Supply	18
11:30	7
12:00	8
12:30	8
1:00	8
1:30	5
2:00	5
2:30	5
3:00	1
3:30	0

LEGEND

- Parking Allowed
- No Parking

Brooklyn Center Mosque Traffic & Parking Study

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Figure 3
Existing Parking Observations

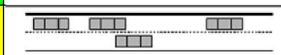
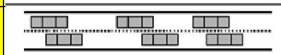
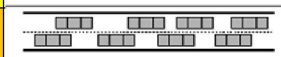
2.3 Intersection Operations Analysis

An existing intersection operations analysis was completed using Synchro/SimTraffic software to establish a baseline condition to which future traffic operations could be compared.

2.3.1 Level of Service and Queuing

Operations analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A to F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in **Table 1**. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow.

Table 1. Level of Service Criteria

Level of Service		Description	Delay per Vehicle (seconds) Signalized Intersection	Delay per Vehicle (seconds) Unsignalized Intersection
A		**Free Flow:** Low volumes and no delays.	0 - 10	0 - 10
B		**Stable Flow:** Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C		**Stable Flow:** Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D		**Stable Flow:** Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E		**Unstable Flow:** Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F		**Forced Flow:** Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibits 18-4 & 19-1.

Results of the existing intersection operations analysis shown in **Table 2** indicate that all study intersections currently operate at overall LOS A during the Friday analysis hour. In addition, no significant side-street delay or queuing issues were observed in the field or traffic simulation. Detailed operations and queuing analysis results are presented in **Appendix A**.

Table 2. Existing Intersection Operations Analysis

Intersection	Existing	
	LOS	Delay (s)
Lakebreeze Ave & Azelia Ave	A / A	1.5 / 4.5
France Ave & 50th Ave	A / A	4.4 / 5.6
France Ave & 53rd Ave	A / A	4.0 / 5.0
53rd Ave & Drew Ave	A / A	1.0 / 2.7

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach

3.0 Future Conditions

To determine potential impacts, a traffic operations analysis was completed for future conditions.

3.1 Proposed Mosque

The Masjid Al-Ansar Islamic Community Center is expected to repurpose existing building structures (approximately 2,400 and 2,800 square feet each) at the 4900 France Avenue N site. The existing site access at the southern end of a cul-de-sac on France Avenue south of 50th Avenue is expected to be reutilized. The existing parking lot at the proposed mosque site, which is anticipated to be restriped, is expected to provide a maximum of 32 parking stalls of typical width (8.5 feet). It should be noted that the size of the existing building structures may limit the potential attendance of any particular prayer service; however, the worst-case scenario in which all members are onsite at one time was conservatively analyzed.

3.2 Intersection Operations Analysis

A future conditions intersection operations analysis was completed using Synchro/SimTraffic software to estimate the traffic impacts of the proposed mosque.

3.2.1 Background Growth

Significant background traffic volume growth at the study intersections is not expected in the near future, as the study area is fully developed with limited potential for redevelopment that would produce significantly increased traffic volumes.

3.2.2 Trip Generation

The *ITE Trip Generation Manual, 10th Edition* was referenced to estimate the trip generation potential of the proposed mosque. However, very limited data related to a mosque is available. Therefore, a trip generation based on existing Friday prayer service observations was utilized to provide a more reliable analysis. As noted previously, approximately 70 vehicles at the current Friday prayer service site could be attributed to members of the Masjid Al-Ansar Islamic Community Center. Consequently, approximately 70 trips both to and from the proposed mosque could be expected. While the proposed mosque is expected to offer two back-to-back prayer services between 12:00 p.m. and 2:00 p.m., the potential exists for one of the services to be more popular than the other. Therefore, to provide a worst-case estimate of future conditions, all 70 potential trips were assumed to exit the proposed mosque site within the Friday analysis hour.

3.2.3 Directional Distribution and Trip Assignment

The distribution of site-generated trips was estimated based on existing traffic volumes/patterns and engineering judgement. The resultant directional distribution, shown in **Figure 4: Directional Distribution**, was applied to estimated site-generated trips. The resultant forecast of future conditions, in which all 70 potential site-generated trips exit the proposed mosque within the Friday analysis hour, is shown in **Figure 5: Future Conditions**.

Brooklyn Center Mosque Traffic & Parking Study

Figure 4
Directional Distribution

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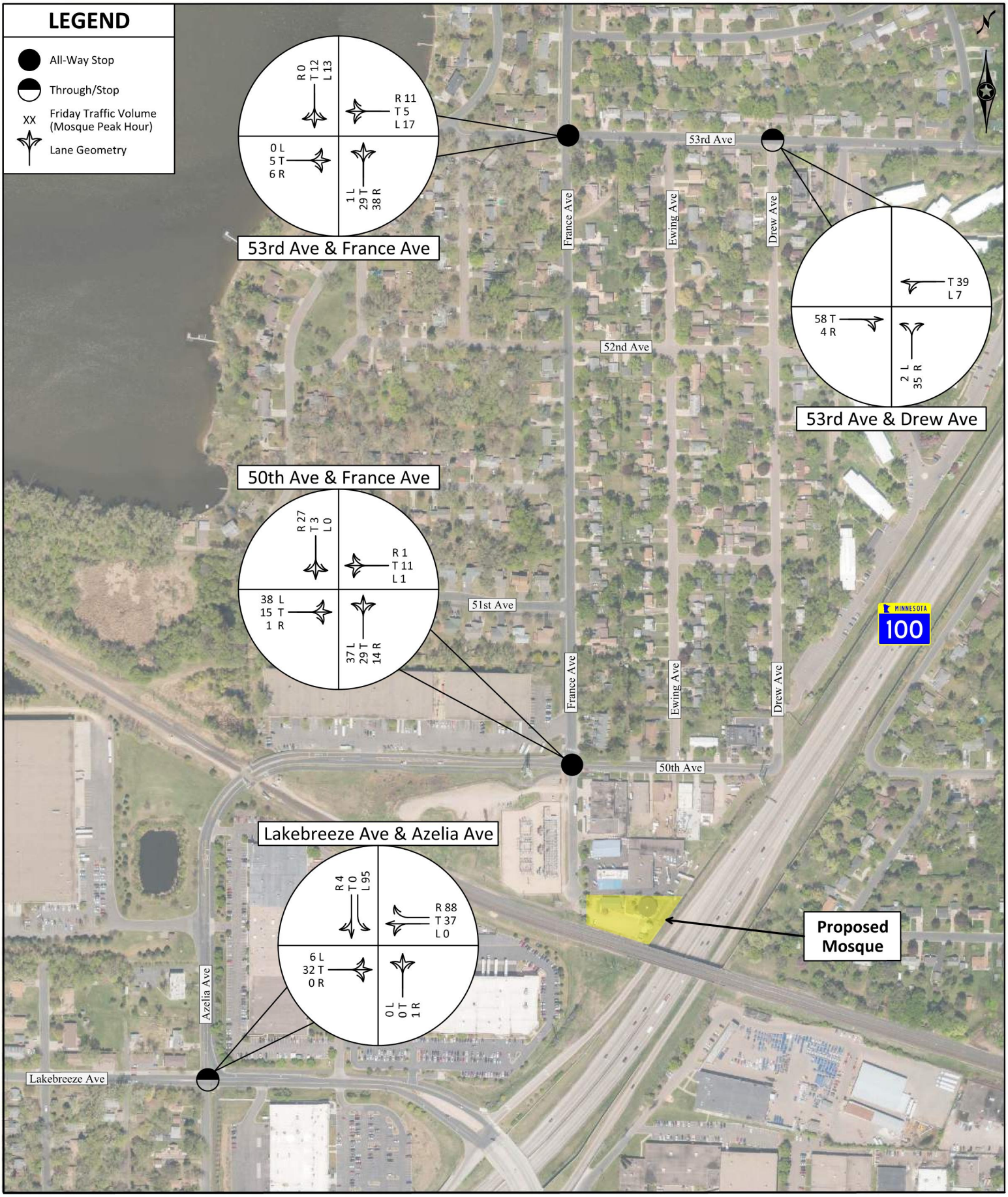


Brooklyn Center Mosque Traffic & Parking Study

Figure 5
Future Conditions

ALLIANT

3.2.4 Level of Service and Queuing

Results of the future intersection operations analysis, shown in **Table 3**, indicate that all study intersections are expected to continue operating at overall LOS A during the Friday analysis hour. In addition, no significant side-street delay or queuing issues were observed in the traffic simulation. Therefore, no issues related to the proposed mosque are anticipated from a traffic operations perspective. Detailed operations and queuing analysis results are presented in **Appendix A**.

Table 3. Intersection Operations Analysis Comparison

Intersection	Existing		Future	
	LOS	Delay (s)	LOS	Delay (s)
Lakebreeze Ave & Azelia Ave	A / A	1.5 / 4.5	A / A	1.9 / 4.7
France Ave & 50th Ave	A / A	4.4 / 5.6	A / A	4.8 / 5.5
France Ave & 53rd Ave	A / A	4.0 / 5.0	A / A	4.5 / 5.2
53rd Ave & Drew Ave	A / A	1.0 / 2.7	A / A	1.1 / 2.7

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach

3.3 Parking Management

Despite anticipated back-to-back prayer services between 12:00 p.m. and 2:00 p.m., the potential still exists for approximately 70 vehicles to be onsite during the overlap between services in the 12:30-1:30 p.m. timeframe. Considering an estimated maximum of 32 parking stalls onsite, the potential exists for a parking deficit of nearly 40 stalls. Therefore, the Masjid Al-Ansar Islamic Community Center is planning to provide four shuttle vans (7-passengers each) to move members between the proposed mosque site and an offsite park and ride location. It should be noted that the study area was observed to have sufficient on-street parking capacity within two to three blocks of the proposed mosque to accommodate the entire membership. However, a significant portion of this available on-street parking capacity lies in the residential neighborhood north of 50th Avenue. The combination of the existing parking lot, available on-street parking, and the planned shuttle service has the potential to effectively manage the anticipated parking demand of the proposed mosque.

For the offsite park and ride location, an arrangement has been made with K&G Fashion Superstore (located approximately one mile northeast of the proposed mosque at 5425 Xerxes Avenue N and shown previously in **Figure 1**) to provide parking in the underutilized back parking lot of the store. The back parking lot at K&G has a capacity of more than 100 parking stalls with little associated demand based on a review of satellite imagery over the past 10 years. With shuttle vans running continuously before and after services, the potential exists for the shuttle service to significantly reduce parking demand on and near the site of the proposed mosque.

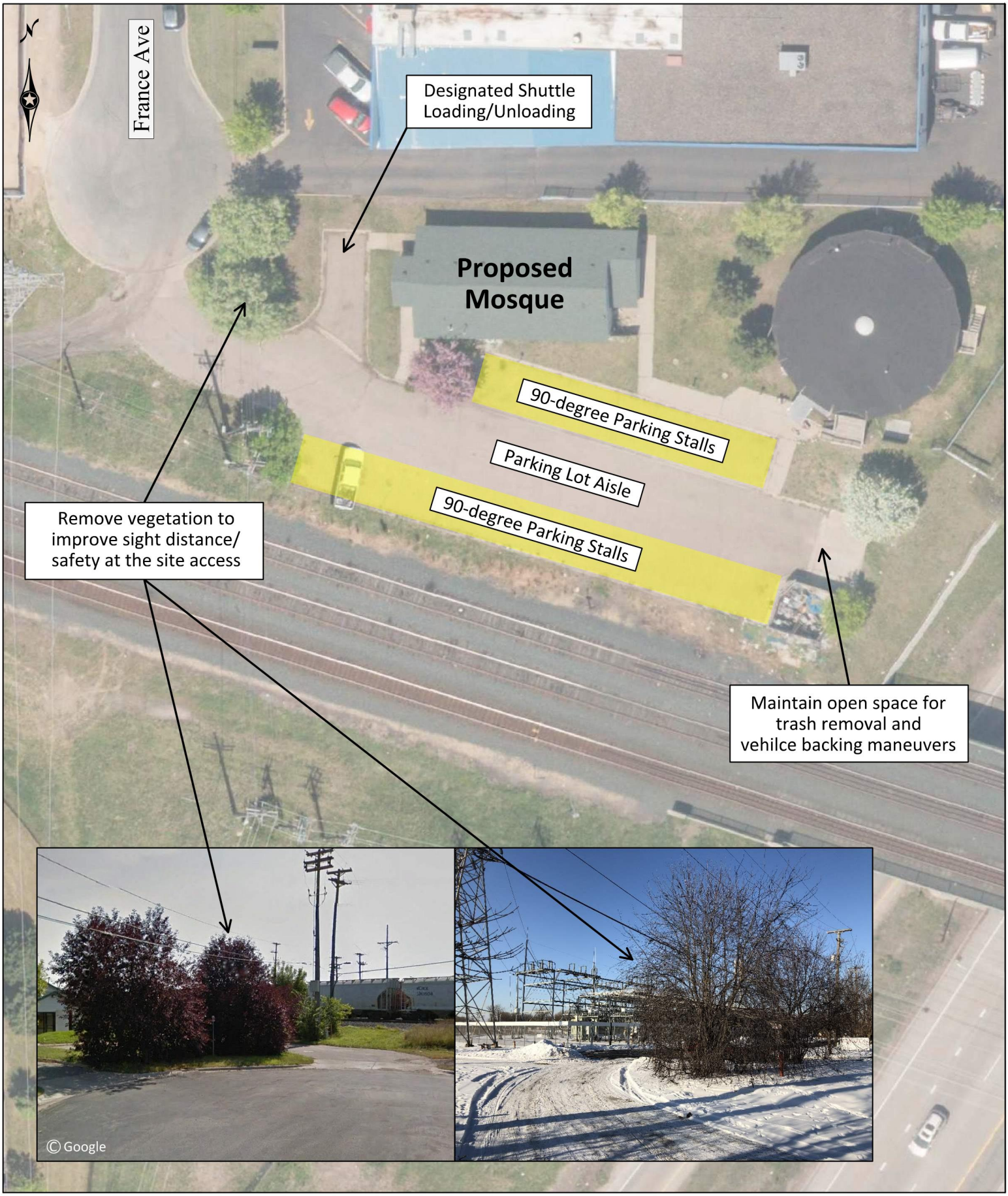
3.3.1 Parking Management Plan

The potential exists for parking demand to significantly exceed the anticipated parking supply on the site of the proposed mosque at 4900 France Avenue N in Brooklyn Center. Therefore, the following measures are recommended to minimize the potential for parking demand associated with the proposed mosque to overrun the parking supply onsite and spill onto adjacent streets and into the residential neighborhood north of 50th Avenue:

- If possible, separate the two anticipated prayer services by at least one hour to limit the potential for the entire membership to be onsite during the overlap between services.
- Actively promote the use of the planned shuttle service among members of the Masjid Al-Ansar Islamic Community Center.
    - The shuttle service is expected to offer an abundance of parking at a location only a 5-minute drive from the proposed mosque site (K&G Fashion Superstore).
        - In one trip, the four shuttle van fleet could transport up to 24 people excluding van drivers (equivalent to 11 parked vehicles at the observed rate of 2.1 people/vehicle).
        - Stagger shuttle van departures to minimize the potential for more than one van loading/unloading passengers simultaneously on the proposed mosque site.
- Excluding the required number of designated stalls for handicap accessible, mosque leadership, and shuttle parking, sign the majority of the remaining parking lot stalls as carpool only.
    - Encourage single occupancy drivers to utilize the planned shuttle service.
        - Designate the single parking stall immediately adjacent to the west building entrance for shuttle van loading/unloading. This location will help minimize the potential for vehicle/pedestrian conflicts within the parking lot and allow shuttle vans the space needed to perform a backing maneuver.
    - Designate a parking lot monitor to actively enforce carpool rules and post a sign at the site access when the parking lot is full. These actions will maintain an orderly parking lot and help minimize the potential for vehicle/vehicle and vehicle/pedestrian conflicts.
- Given that vehicles were already observed to park illegally along France Avenue south of 50th Avenue and minimal heavy truck activity, the City of Brooklyn Center could consider allowing on-street parking along the west side of this one-block segment. Approximately 210 feet of uninterrupted curb is available along the west side of France Avenue, south of 50th Avenue and north of the cul-de-sac which provides access to the proposed mosque. This length of uninterrupted curb has the potential to provide approximately 10 on-street spaces that could be utilized for short-term parking.

3.3.2 Parking Layout

To minimize the potential for vehicle/vehicle and vehicle/pedestrian conflicts onsite, the parking layout shown in **Figure 6** is recommended. It should be specifically noted that removing overgrown vegetation near the site access is recommended to improve sight distance/safety.



Brooklyn Center Mosque Traffic & Parking Study

Figure 6
Recommended Parking Layout

ALLIANT

4.0 Conclusions/Recommendations

The following study conclusions/recommendations are offered for consideration:

- Results of the existing intersection operations analysis indicate that all study intersections currently operate at overall LOS A during the Friday analysis hour. In addition, no significant side-street delay or queuing issues were observed in the field or traffic simulation. After the Masjid Al-Ansar Islamic Community Center occupies the existing building structures at 4900 France Avenue N in Brooklyn Center, all study intersections are expected to continue operating at overall LOS A during the Friday analysis hour. Additionally, no significant side-street delay or queuing issues are anticipated under the future conditions. Therefore, no issues related to the proposed mosque are anticipated from a traffic operations perspective.
- Despite anticipated back-to-back prayer services between 12:00 p.m. and 2:00 p.m., the potential still exists for approximately 70 vehicles to be onsite during the overlap between services in the 12:30-1:30 p.m. timeframe. Considering an estimated maximum of 32 parking stalls onsite, the potential exists for a parking deficit of nearly 40 stalls. Therefore, the Masjid Al-Ansar Islamic Community Center is planning to provide four shuttle vans (7-passengers each) to move members between the proposed mosque site and an offsite park and ride location only a 5-minute drive away.
    - It should be noted that the study area was observed to have sufficient on-street parking capacity within two to three blocks of the proposed mosque to accommodate the entire membership. However, a significant portion of this available on-street parking capacity lies in the residential neighborhood north of 50th Avenue. The combination of the existing parking lot, available on-street parking, and the planned shuttle service has the potential to effectively manage the anticipated parking demand of the proposed mosque.
- To minimize the potential for parking demand associated with the proposed mosque to overrun the parking supply onsite and spill onto adjacent streets and into the residential neighborhood north of 50th Avenue, the actions presented in **Section 3.3.1: Parking Management Plan** are recommended.

Appendix A – Detailed Operations and Queueing Analysis

Existing Conditions

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lakebreeze Ave & Azelia Ave	Movement Delay (sec/veh)	2.4	0.1	0.0	0.0	0.1	0.2	0.0	0.0	2.8	4.7	0.3	2.2	1.5
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	8	8	8	0	0	0	0	0	10	45	15	15	
	Approach Delay (sec/veh)	0.5			0.2			2.8			4.5			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
France Ave & 50th Ave	Movement Delay (sec/veh)	4.2	5.7	1.9	3.2	6.2	1.4	4.2	5.7	0.0	0.0	3.7	3.7	4.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	37	37	37	22	22	22	30	30	0	18	18	46	
	Approach Delay (sec/veh)	4.5			5.6			5.0			3.7			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
France Ave & 53rd Ave	Movement Delay (sec/veh)	0.0	5.9	2.7	4.6	1.7	2.6	4.2	5.5	3.7	4.2	5.8	0.0	4.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	33	33	33	43	43	43	49	49	49	43	43	43	
	Approach Delay (sec/veh)	3.9			3.0			4.5			5.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
53rd Ave & Drew Ave	Movement Delay (sec/veh)	0.0	0.6	0.4	2.0	0.1	0.0	3.9	0.0	2.6	0.0	0.0	0.0	1.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	5	5	0	13	0	39	0	0	0	
	Approach Delay (sec/veh)	0.6			0.4			2.7			0.0			
	Approach LOS	A			A			A			A			

Future Conditions

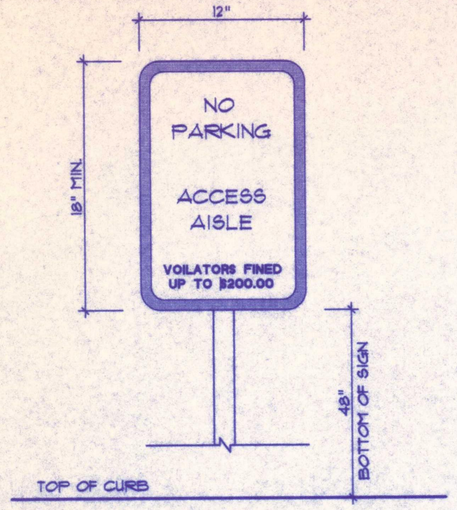
Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lakebreeze Ave & Azelia Ave	Movement Delay (sec/veh)	2.1	0.1	0.0	0.0	0.1	0.2	0.0	0.0	0.0	4.8	0.1	2.6	1.9
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	8	8	8	0	0	0	0	0	4	48	14	14	
	Approach Delay (sec/veh)	0.5			0.2			0.0			4.7			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
France Ave & 50th Ave	Movement Delay (sec/veh)	4.3	5.6	1.5	4.1	5.9	1.8	5.0	6.5	3.1	0.0	3.3	3.9	4.8
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	39	39	39	23	23	23	54	54	36	19	19	45	
	Approach Delay (sec/veh)	4.6			5.5			5.2			3.8			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
France Ave & 53rd Ave	Movement Delay (sec/veh)	0.0	5.9	2.3	4.5	1.7	2.5	4.2	6.6	4.3	4.6	5.7	0.0	4.5
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	29	29	29	43	43	43	53	53	53	43	43	43	
	Approach Delay (sec/veh)	3.7			3.0			5.2			5.2			
	Approach LOS	A			A			A			A			

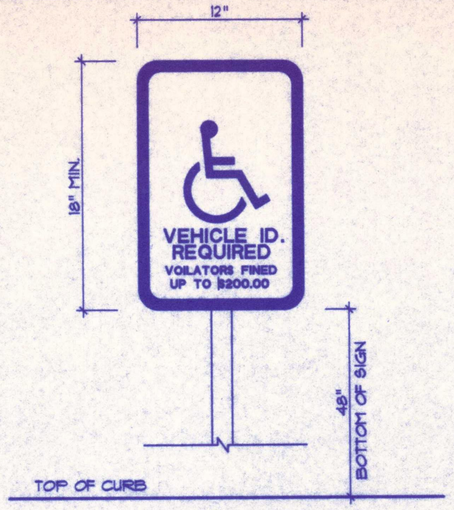
Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
53rd Ave & Drew Ave	Movement Delay (sec/veh)	0.0	0.5	0.5	2.1	0.1	0.0	4.8	0.0	2.6	0.0	0.0	0.0	1.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	10	10	0	11	0	44	0	0	0	
	Approach Delay (sec/veh)	0.5			0.5			2.7			0.0			
	Approach LOS	A			A			A			A			

Exhibit C



- SIGN: HOT DIPPED GALVANIZED AND BONDERIZID STEEL 16 GAUGE AND COMPLETELY PAINTED WITH BAKED ENAMELS.
- COLOR: WHITE CHARACTERS AND BORDER ON BLUE FIELD.
- POST: GALVANIZED 2" STANDARD TUBULAR POST (2 3/8" OUTSIDE DIAMETER) COMPLETELY PAINTED WITH BAKED ENAMELS.

2	ACCESS. AISLE SIGN
	N.T.S.



- SIGN: HOT DIPPED GALVANIZED AND BONDERIZID STEEL 16 GAUGE AND COMPLETELY PAINTED WITH BAKED ENAMELS.
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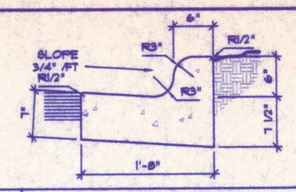
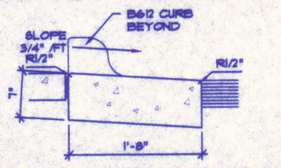
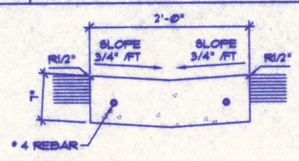
3	ACCESSIBLE SIGN
	N.T.S.



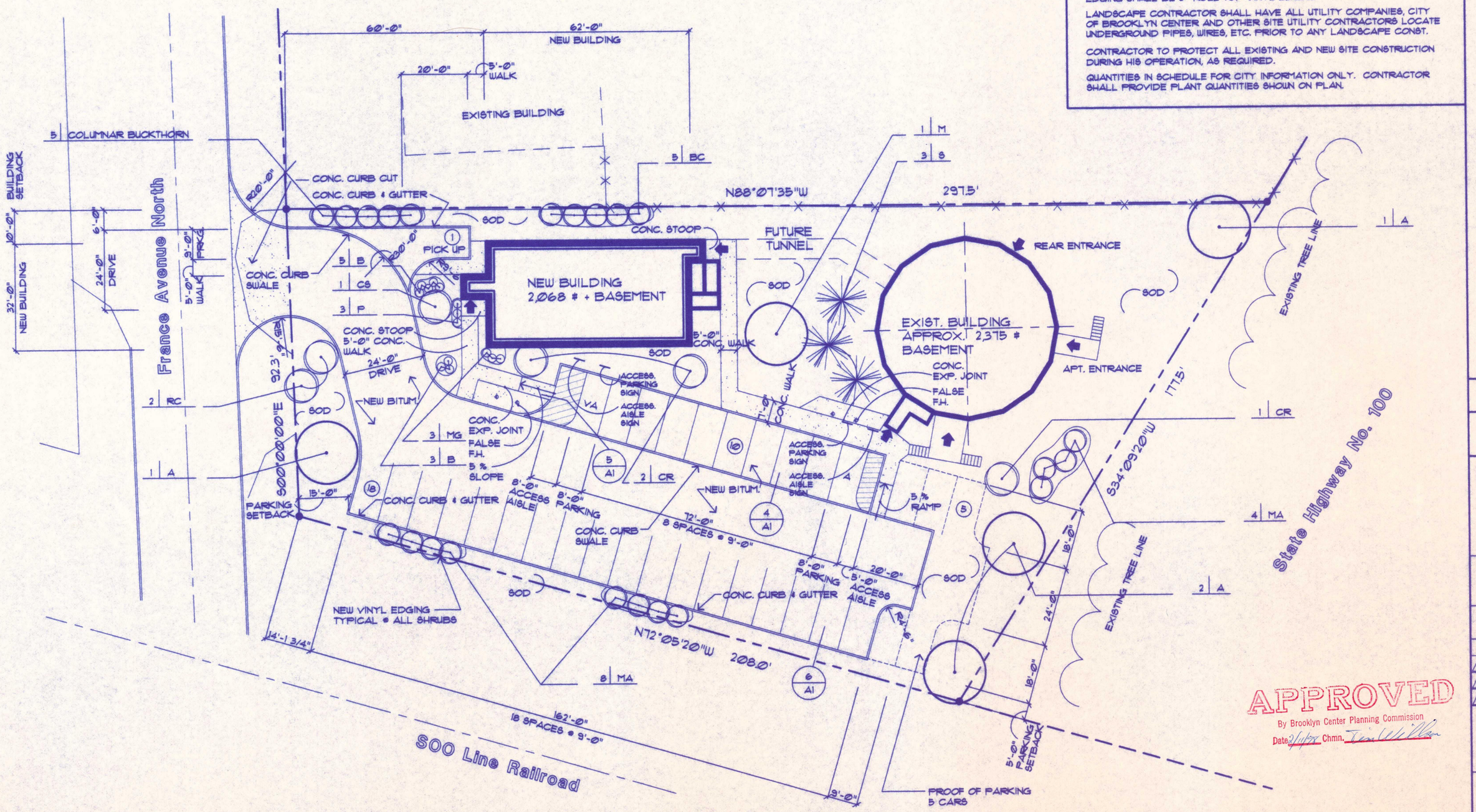
6	TYP. CURB
	3/4" = 1'-Ø"



5	TYP. FLAT CURB
	3/4" = 1'-Ø"



4	TYP. CURB SWALE
	3/4" = 1'-Ø"



1	SITE PLAN
	1" = 20' - Ø"

LANDSCAPE REQUIREMENTS

SITE AREA	.73 ACRES
1 ACRE (100 POINTS) =	100 POINTS REQUIRED

MAX. % OF POINTS		POINTS PROVIDED
SHADE TREES	50	50
EVERGREENS	40	18
ORNAMENTALS	35	27
SHRUBS	25	12
TOTAL PROVIDED		107

LANDSCAPE SCHEDULE & NOTES

NAME		QTY.	SIZE	POINTS
SHADE TREES				
SUGAR MAPLE	M	1	2.5"-3"C.	
SUMMIT ASH	A	4	2.5"-3"C.	
				50
EVERGREENS				
WHITE SPRUCE	S	3	5'	
				18
ORNAMENTAL TREES				
AMUR MAPLE (DWARF)	MA	12	4'	
CANADIAN RED CHERRY	C	2	2"-2.5"C.	
CRAB, RED SPLENDOR	CR	3	2"-2.5"C.	
CRAB, SPRING SNOW	CS	1	2"-2.5"C.	
				27
SHRUBS				
BUCKTHORN COLUMNAR	BC	10	4'	
MOCKORANGE, GOLDEN	MG	3	2'	
POTENTILLA, GOLD DROP	P	3	12"-15"	
RED BARBERRY	B	8	18"-24"	
				12

ALL AREAS NOT PAVED OR HAVING ROCK, OR OTHERWISE DESIGNATED SHALL BE SODDED, EXCEPT AS NOTED.

UNDERGROUND IRRIGATION SYSTEM SHALL BE PROVIDED FOR SODDED AREAS AND PLANTINGS, EXCEPT AS NOTED.

PROVIDE ROCK, 3" DEEP OVER FABRIC WEED RETARDANT UNDER/AROUND ALL PLANTINGS WITH EDGING BETWEEN SOD & ROCK AREAS.

ROCK SHALL BE BRIAN RED ROCK.

EDGING SHALL BE 5" ROLL TOP VINYL EDGING.

LANDSCAPE CONTRACTOR SHALL HAVE ALL UTILITY COMPANIES, CITY OF BROOKLYN CENTER AND OTHER SITE UTILITY CONTRACTORS LOCATE UNDERGROUND PIPES, WIRES, ETC. PRIOR TO ANY LANDSCAPE CONST.

CONTRACTOR TO PROTECT ALL EXISTING AND NEW SITE CONSTRUCTION DURING HIS OPERATION, AS REQUIRED.

QUANTITIES IN SCHEDULE FOR CITY INFORMATION ONLY. CONTRACTOR SHALL PROVIDE PLANT QUANTITIES SHOWN ON PLAN.

SITE DATA

- LOCATION: BROOKLYN CENTER, MINNESOTA
- ZONE: I-2 GENERAL INDUSTRY
- SITE AREA: .73 ACRES
- BUILDING AREA (DOES NOT INCLUDE BASEMENTS)
  - EXISTING: 2, 375 SQ. FT.
  - NEW BUILDING: 2, 068 SQ. FT.
  - TOTAL: 4, 443 SQ. FT.
- PARKING REQUIRED
  - EXISTING
    - OFFICES: 1,632 # / 200 SQ. FT. = 8 CARS
    - STORAGE, ETC.: 2,597 # / 800 SQ. FT. = 3
    - APARTMENT: 2
    - 13
  - NEW BUILDING: 4,136 # / 200 SQ. FT. = 21
  - TOTAL: 34 CARS
- PARKING PROVIDED
  - TYPICAL 9'-Ø" X 18'-Ø": 27 CARS
  - ACCESSIBLE 8'-Ø" X 18'-Ø" + 5'-Ø" AISLE: 1
  - VAN ACCESSIBLE 8'-Ø" X 18'-Ø" + 8'-Ø" AISLE: 1
  - 29
  - PROOF OF PARKING: 5
  - TOTAL: 34 CARS

SITE NOTES

- NEW CURB CUTS:
  - REMOVE EXISTING BITUMINOUS CURB & REPLACE W/ NEW CONCRETE CURB AND BITUMINOUS CURB CUT.
- CONCRETE CURBS:
  - B6-12 CURBS AND GUTTERS
    CONCRETE CURBS AND GUTTERS THROUGHOUT (PERIMETER OF PARKING, ALL DRIVES, ALL ISLANDS & ALL CONCRETE WALKS).
  - FLAT CURB
    FLAT CONCRETE CURBS AND GUTTERS AT ACCESSIBLE RAMPS
  - NOTE THAT ALL CURBS NOT BEING A SWALE CURB SHALL HAVE GUTTER TIPPED OUT.
- CONCRETE WALKS:
  - 4" CONCRETE W/ EXPANSION JOINTS @ 20'-Ø" O.C. MAX. AND @ STRUCTURES, ETC. CONTROL JOINTS (SCORE LINES @ 5'-Ø" O.C. MAX.
- PAVING:
  - WEARING COURSE: MN/DOT SPECS ARTICLE 2341, 1-1/2" THICK
  - BINDER COURSE: MN/DOT SPECS ARTICLE 2331, 1-1/2" THICK
  - BASE: CLASS 5 AGGREGATE BASE, MN/DOT SPECS ARTICLE 3138, 6" THICK
- PARKING SIGNS:
  - ACCESSIBLE
    EACH ACCESSIBLE PARKING SPACE SHALL HAVE AN ACCESSIBLE PARKING SIGN AS PER ADA GUIDELINES AND STATE BUILDING CODE. SEE DETAIL 2/A1
  - VAN ACCESSIBLE
    EACH VAN ACCESSIBLE PARKING SPACE SHALL HAVE A VAN ACCESSIBLE PARKING SIGN AS PER ADA GUIDELINES AND STATE BUILDING CODE. SEE DETAIL 2/A1
  - ACCESSIBLE I&LE
    EACH ACCESSIBLE I&LE SHALL HAVE AN ACCESSIBLE I&LE SIGN AS PER ADA GUIDELINES AND STATE BUILDING CODE. SEE DETAIL 1/A1.
- SITE LIGHTING:
  - SITE LIGHTING SHALL BE MOUNTED ON BUILDING EXTERIOR WALLS.

FEB 1998
RECEIVED
BROOKLYN CENTER, MINN.

GENERAL

- FOR SITE GRADING AND UTILITIES SEE GRADING AND UTILITY PLAN PREPARED BY CHARLES W. PLOUE CONSULTING ENGINEER DATED 1-6-98

Blumentals / Architecture Inc
6205 Earle Brown Drive
Suite 120
Brooklyn Center, Minnesota
55430
(612) 561-5757
FAX. (612) 561-2914

Project No.	Drawn By	Date
597-32	JSS	1/21/98

Revisions: 1 2/5/98

BROOKLYN CENTER
PET CARE CENTER
BROOKLYN CENTER, MINNESOTA

SITE PLAN

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly registered ARCHITECT under the laws of the state of MINNESOTA. Date 2.5.98
Reg. no. 8561

A1

APPROVED
By Brooklyn Center Planning Commission
Date 2/10/98 Chmn.

N

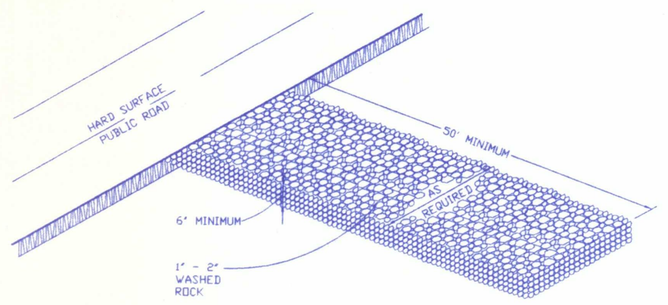
PRELIMINARY GRADING AND UTILITY PLAN

FOR

PET CARE CENTER

BROOKLYN PARK, MINNESOTA

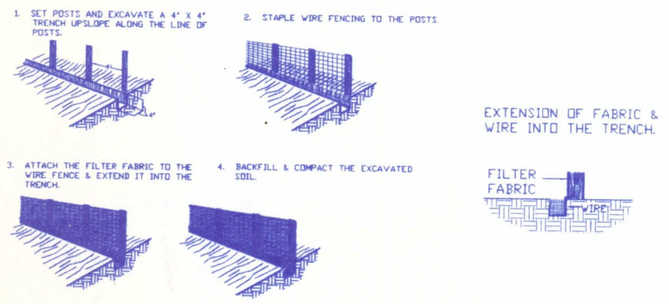
ROCK CONSTRUCTION ENTRANCE



EROSION CONTROL NOTES

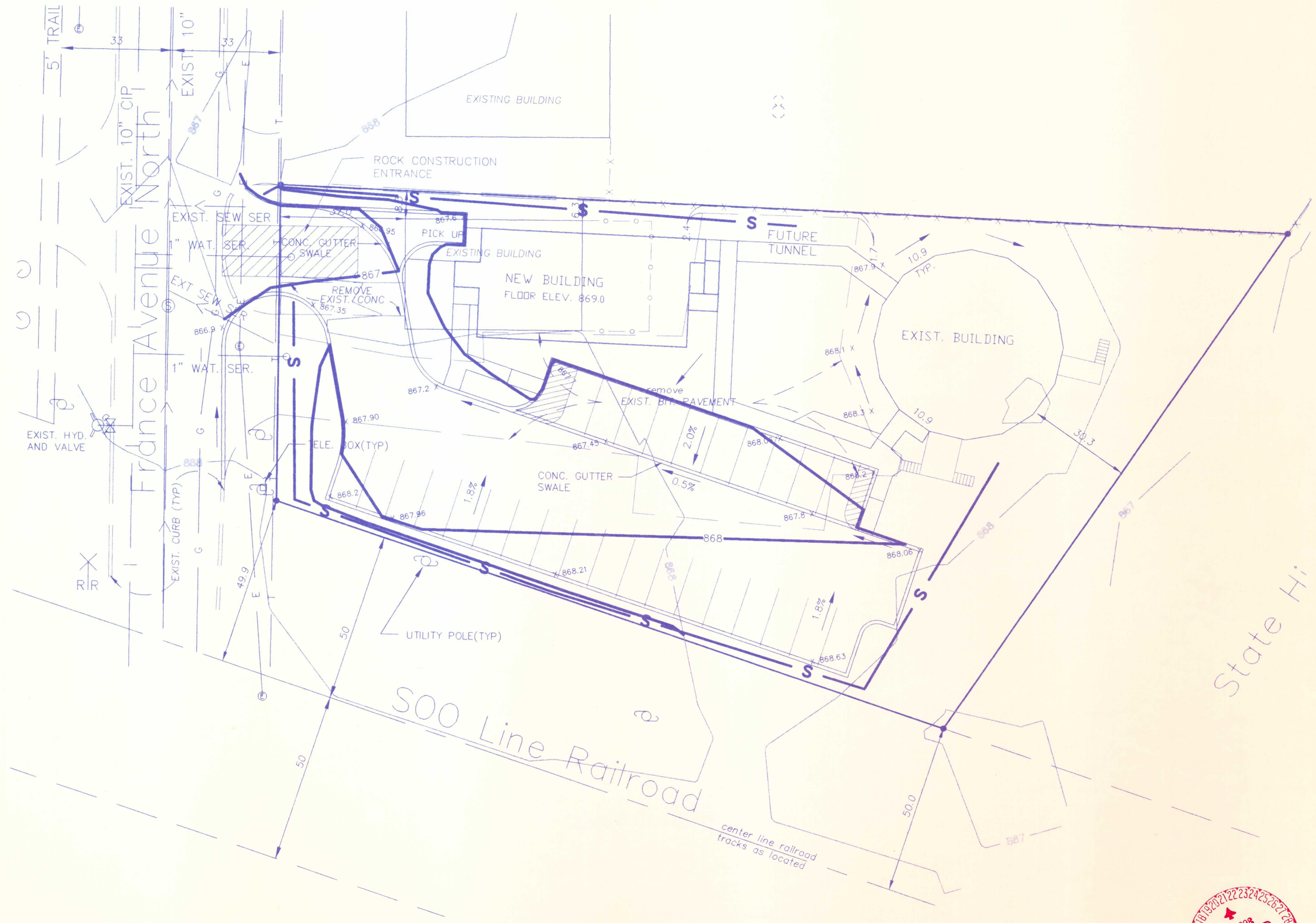
1. PRIOR TO ROUGH GRADING, INSTALL SILT STOP FENCE IN LOCATIONS SHOWN. ADDITIONAL SILT STOP FENCES WILL BE REQUIRED WHERE LOCAL CONDITIONS REQUIRE.
2. ROUGH GRADING SHALL PROCEED ON AN AREA BY AREA BASIS TO MINIMIZE UNCOMPLETED AREAS.
3. AS EACH AREA OUTSIDE THE STREET IS GRADED, PROVIDE NATIVE TOPSOIL, SEED, AND MULCH ANCHORED WITH A STRAIGHT SET DISC AS SOON AS PRACTICAL AFTER GRADING.
4. MAINTAIN AND REPAIR SILT STOP FENCES (INCLUDING REMOVAL OF ACCUMULATED SILT) UNTIL VEGETATION IS ESTABLISHED.

CONSTRUCTION OF A SILT FENCE



SCALE:

0 20 30
SCALE IN FEET



LEGEND:

1) Direction of Surface Drainage
2) Proposed Contour
3) Existing Contour
4) Silt Fence

NOTES:

1. SPOT ELEVATIONS GUTTER LINE OR BIT. SURFACE UNLESS NOTED OTHERWISE.

DESIGNED	REVISIONS
C.W.P.	
DRAWN	
H.N.A.	
CHECKED	
C.W.P.	

SITE PLANNING ENGINEERING

CHARLES W. PLOWE CONSULTING ENGINEER

9180 LEXINGTON AVENUE N.E.

CIRCLE PINES, MN 55014 (612) 785-1043

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly registered professional engineer under the laws of the State of Minnesota.

Charles W. Plowe

DATE: 1-6-98 REG. NO. 18227

JAN 1998
RECEIVED
BROOKLYN CENTER, MINN.

PREPARED FOR:

WILLIAM N. DUDLEY
4902 FRANCE AVE. SO.
BROOKLYN CENTER, MN 55429

1/6/98

SHEET 1 OF 1

Exhibit D

M E M O R A N D U M

DATE: Feb 10, 2020

TO: Ginny McIntosh, City Planner/Zoning Administrator

FROM: Andrew Hogg, Assistant City Engineer

SUBJECT: Site Plan Review – 4900 France

Public Works Department staff reviewed the following documents submitted for review on Jan 20, 2020 for 4900 France Ave N:

- Planning Commission Submittal Packet dated Jan 20, 2020

Subject to final staff Site Plan approval, the referenced plans must be revised in accordance with the following comments/revisions and approved prior to issuance of land alteration permit:

Site Plan

1. The traffic study and parking demand management plan and Applicant note an intent to re-stripe the parking lot and relocate the existing outdoor trash enclosure so as to meet the previously approved site plan prepared by Blumentals Architecture and last revised February 5, 1998. The Applicant did not provide an updated site plan. The location of the trash enclosure shown on the approved site plan is different the than the existing trash enclosure's current location and would need to be relocated in order to allow for installation of additional parking. The applicant shall restripe the parking to match the previously approved site plan and will need to accommodate for minimum ADA parking requirements.

2. The applicant shall remove the overgrown vegetation at the entrance to improve sight lines when entering and exiting the site.

3. Site accessibility shall comply with ADA standards.

Miscellaneous

4. The applicant is not proposing to disturb the site above the threshold for review; no project review is required for the West Mississippi Watershed Commission and an NPDES permit is not required.

5. The City has received a draft traffic study, dated January 9, 2020. The study doesn't provide a clear understanding of the parking needs for the site. The report provides only an estimate of service attendees to each service. Staff estimates of occupancy loads of the building after the remodeling exceeds the number provided in the draft traffic plan.

   In discussions with the applicant, it was implied that after the completion of each service the parking lot will empty entirely, providing a clean slate for the next service. With the nature of the site and the indication that the site is planned to function as community center it seems unreasonable to expect that this will occur. If the occupancy loads match the estimation within the traffic study, only under ideal conditions will the site be able to meet the required number of parking stalls and the site will be under-parked. If those numbers are greater, then parking

and traffic could have major impacts on the neighborhood.

The Public Works department will not recommend changing any of the city on-street parking regulations for the local city streets to accommodate on-street parking for the site, which is suggested in the provided traffic study and parking demand management plan. The cul-de-sac portion of France Avenue North shall not be used for on-street parking as street dimensions do not allow for the movement of industrial traffic and vehicles in conjunction with on-street parking. The traffic study discusses the use of a staff member directing traffic, preventing vehicles from entering the site once the on-site parking is full, however, the study doesn't discuss how the traffic will be directed to prevent on-street parking in the neighborhood or what steps will be taken to prevent queuing in the streets as cars wait for parking.

The applicant shall take steps to prevent parking on private property, unless the applicant can provide an agreement with a private property owner for the purposes of additional parking. In addition, the study refers to an agreement with the K&G property at 5425 Xerxes Ave N as a location for additional parking with a shuttle service (i.e. 4 minivans). The study doesn't detail how the shuttle service will work, nor does the PC submittal packet include an agreement with K&G for use of their property. City staff has not received enough information nor does the traffic report lend clarity to the parking issues and concerns. In regards to the traffic study, Public Works is unable to provide a recommendation in support of the traffic study as proposed.

Anticipated Permitting:

6. Other permits not listed may be required and is the responsibility of the developer to obtain and warranted.

7. Copies of all required permits must be provided to the City prior to issuance of applicable building and land disturbance permits.

The aforementioned comments are provided based on the information submitted by the applicant at the time of this review. Other guarantees and site development conditions may be further prescribed throughout the project as warranted and determined by the City.

City of Brooklyn Center Beautification & Public Art Plan
2020-2025
UPDATED DRAFT 2/6/20
Prepared by Forecast Public Art

Intro and Overview

City of Brooklyn Center hired Forecast to develop a Beautification & Public Art Master Plan

Why a Plan?

- Re-create a sense of identity, enhance community image, grow civic pride
- Establish policies, procedures, governance systems, management and administrative systems and sustainable funding mechanisms Coordinate public and private beautification efforts
- Guide efforts to enhance public improvements and private development efforts
- Advance resident economic stability
- Engage residents and businesses throughout the City in meaningful ways
- Interests and priorities change over time

Why Public Art?

Public art is vital to building a dynamic and equitable city for everyone; it encourages dialogues across difference, inspires viewers and participants to engage more fully in their communities and fosters civic pride and stewardship.

What does Public Art and Beautification in Brooklyn Center look like in Five Years?

The range of public art resulting from the city's program will likely be as varied and diverse as the Brooklyn Center community; the city's multicultural residents will be able to see themselves represented in public spaces. There are many ways public art can happen in the future, including:

- Commissioned art as part of a public improvement project, such as a streetscape, a new playground, renovation of a public building, etc.
- Private developers commission art to incorporate into their housing, retail or commercial developments.
- Residents, community groups and businesses develop art projects in public-facing spaces, independently or with start-up support from the City through a micro-grant program.
- All types of artists living in Brooklyn Center will be offered information and training opportunities to learn how to engage with neighbors in creating meaningful projects.
- Artists are embedded in the Parks Department's Rec on the Go program, in the Rec Center, in schools (engaging youth), in new housing developments, at the library, etc.
- Community members are invited to plan and participate in cultural events and festivals.
- Artists and residents build functional amenities, such as benches, shade structures, trash can holders, etc. in neighborhoods and along walking trails to increase physical activity of residents.

A Shared Vision for Brooklyn Center

Brooklyn Center is where diverse community members can see themselves in the art that's part of their daily lives, in *their* city; where residents and businesses thrive, are actively engaged in cultural activities and enjoy their quality of life. Brooklyn Center is known for its inclusive, equitable, people-powered beautification program focused on improving health, wellbeing and

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thoughtful design serving the entire city. Effectively governed, adequately funded and professionally managed, Brooklyn Center's forward-thinking public art initiatives are recognized nationally as high quality, meaningful and impactful.

Process Steps and Key Preliminary Findings

- Discovery, Listening and Community Engagement Phase
    - Touring and Viewing, Mapping Exercises, Community Engagement Workshops
    - Three Task Force groups: Community, City Team and City Council
    - Surveys (online and on-site), focus groups, interviews and meetings (in person and via telephone)
        - Note: A concerted effort to seek and obtain diverse perspectives and input throughout the planning process was critical to the plan's efficacy.
    - Demonstration project (230 street banners featuring youth, adults and elders)
- Preliminary Findings
    - Mapping exercises helped identify areas of concern or needing attention, such as the Transit Center, vacant lots, empty buildings, etc. as well as places of value, including the library, parks, trails, Centennial Park, etc.
    - Overall, the response from participants engaged in the planning process regarding the plan's goals and the concept of the City developing a program has been very positive.
    - Establishing a new program within the City will be a challenge, since it involves taking some risks and it requires an investment of time, people and money.
    - There are not been many artists or arts organizations in the city—no galleries, theaters, or cultural centers (except the Brookdale Library). It is critical to identify and grow a base of local talent able to actively and professionally participate in public art, community engagement and beautification; it is likewise critical to grow the number of arts and cultural facilities, venues, work spaces, etc.
    - A majority of local residents and workers in the city are unaware of contemporary public art; community-wide education and awareness-building is needed to grow awareness, understanding, appreciation and support.
    - There are numerous efforts underway or planned throughout the city that offer excellent opportunities for incorporating public art and beautification projects, including in schools, parks, new developments, transit improvements and more.
- Drafting of the full plan document, including overlay maps focused on corridors and key areas of the city, will be followed by an online vetting process inviting review and input from the broader community, leading to review and acceptance by the City Council.

About Public Art & Healthy City Strategies

- The Plan will include an overview of the public art field, including examples, recent trends and critical issues.
    - There are many types of public art, and many different functions it can serve.
    - There's a wide range of possible outcomes, including temporary/fixed, visual/performance, social engagement, cultural festival, community meals and more.
    - There are many ways public art can address individual, community and social health objectives.
    - Beyond placing art in public places; public art is increasingly about the process of meaningful engagement experiences, efforts that bridge difference, build social cohesion and promote cross-sector collaborations.
    - Growing evidence points to benefits derived from engaging citizens in creating the physical and social ecology they desire; allowing disenfranchised residents to see themselves in the art they experience in their daily lives.

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Challenges

- City has made limited investments in arts and culture; it's a new thing that's untested; the street banner project offers a valuable demonstration that can help inform future efforts.
- City's efforts with community engagement have left some interviewees wanting more bottom-up strategies; not simply responding to City-generated ideas.
- There are several blighted or abandoned areas, and evidence of undesirable behaviors.
- It's difficult keeping trashed areas clean; businesses don't always cooperate.
- City's staff capacity is strained, limiting what's possible in terms of staff time.
- City staff are fairly risk averse and somewhat conservative.
- City has limited resources and there are many competing priorities.

Opportunities

- City has numerous assets upon which to build a meaningful, impactful program:
    - Partnerships (County, Metro Transit, Brooklyn Youth Alliance, Three Rivers Parks, Schools, Earl Brown Heritage Center, Brookdale Library, developers and others).
    - Programs that have made an impact in terms of community engagement (including Rec on the Go, Saturday Market, Centennial Park and stage, parks and trails, and others).
    - Street banner demonstration project provides a good example of community-engaged public art that builds civic pride; creating and sharing this story can raise awareness.
    - Future public improvements and private developments can host public art projects.
- Positioning program around theme of "Healthy City" with deep, authentic community engagement, combined with city's noteworthy demographics could attract funding/investment.
- Program aligns with key goals and values of City.
- Program is new and not confined; starting from a "blank slate" offers numerous options.

Program Guiding Principles

- Places of beauty and places that encourage positive social interactions contribute to our health.
- Engaging diverse cultural communities in co-creating the built and social environments in which they can thrive contributes to civic pride and stewardship of public spaces.
- To ensure new City program is successful, it should start small, build on the assets and partnerships already in place, and grow from there.
- Art and artists play an important role in developing and revitalizing cities, promoting economic development, generating pride, and building community.
- Cultural development is as important as economic development; this initiative should be viewed as part of a larger arts and cultural program long-term, helping the City reduce disparities and advance its equity, diversity and inclusion goals.
- Beautification can elevate property values and attract businesses, artists and creative industries.
- People enjoy living in a community where they make new friends and learn new things.
- It's critical to incorporate maintenance and conservation funding into all capital projects.

Long-Term Goals

- Foster civic pride and community health by:
    - Creating and activating meaningful public gathering places
    - Enhancing connective trails and parks, and increasing usage by all
    - Nurturing a vibrant cultural life that encourages cross pollination and community building
    - Offering family-oriented arts and entertainment and high quality public art experiences
- Grow number of residents who become active stewards of Brooklyn Center, and feel inclined to care for the city's public spaces.

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- Increase number of volunteer community members who seek out fun and impactful beautification projects. For example:
    - Painting safety crosswalks, creating neighborhood-themed benches, planting roadside flowerbeds, clean-up projects that result in found-object sculptures, etc.
- Grow number of residents desiring engagement in public art activities that enhance their quality of life, especially immigrant communities, those living in multi-family dwellings and youth.
- Increase participation and leadership by locally based artists, residents and businesses.
- Attract outside grants and partnership support to warrant expansion of program.
- Grow program long-term to support cultural development (cultural center, studio space, etc.).

Short-Term Strategic Operations Work Plan (2020+2021)

- Build program intentionally, and iteratively over time with informed decision-making, taking into account the following strategies:
    a) Pop up opportunities (treatment of eyesores, surprise interventions, etc.).
    b) Leverage current projects (public improvements, private developments, etc.).
    c) Demonstration projects (street banners, light projections, temporary murals, etc.).
    d) Strategic, long-range efforts (4-5 years out, with time to generate larger sums of funding, etc.).
    e) Encourage businesses, schools, community groups, developers and others to initiate independent or partnership public art and beautification projects.
- Consider range of funding mechanisms, such as percent-for-art out of CIP and general fund.
    - (List of various funding mechanisms to be provided).
- Reference Overlay Maps to consider corridor development and identify areas of opportunity.
- Take advantage of efforts the city—and others—are doing or plan to do, such as Transit Center remodeling by Metro Transit, Hennepin County Public Health's effort with Hmong community, and others.
- Establish an Arts and Culture Commission to guide further planning, advise City on investments, opportunities, demonstration projects, etc.
- Involve community members to help develop and adopt an "evaluation scorecard" to measure impacts of projects and build a system for decision-making and record-keeping.
- Maintain City Team as a resource to assist with program incubation and development with representatives from City department offering support, ideas and coordination.
- Consider a micro-grants strategy to support artists partnering with community members to generate bottom-up ideas and projects with technical assistance from City staff.
- Host educational events, training sessions and social activities for local talent and help them learn about program and how they can participate.
- Identify locally-embedded cultural liaisons who can assist with community engagement efforts.
- Develop community education strategies to broaden awareness, understanding and appreciation of contemporary public art and beautification efforts, especially ones that enhance livability; start by telling story of the Street Banner Project, with quotes from participants and observers, followed by a story about how and why the city is working to develop a program to build on such efforts.

Recommendations to Actualize Plan

In summary, the City should start small and grow its beautification and public art program iteratively over time as the program takes root and becomes embedded into the culture of City government.

Program Funding

- Determine priority options to establish sustainable funding mechanisms to support program annually.

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    - Percent of annual budget—for engagement, programs and events; and CIP budget—for capital projects.
- Identify resources needed to help city staff take advantage of opportunities (cash and in-kind).
    - Project coordinators, artists, local cultural liaisons
    - Production expenses
    - Public relations and communications
    - Documentation and evaluation
    - Continuing education and professional development
    - Leverage private investment (fundraising, sponsorship procurement, etc.)

Governance

- Establish a Brooklyn Center Arts and Culture Commission with a council member liaison.
- Maintain City Team as a group to help guide and nurture program, increase connection and collaboration amongst departments.

Management

- Overseen by Deputy City Manager with help from key staff members, until contracted project management support and eventually staff manager is available.
    - Implement, wherever practical, modestly-scaled projects and measure outcomes.
    - Establish communications protocols—internal and external—to build awareness and generate support for future efforts.

Project possibilities include, but are not limited to:

- Temporary murals wrapping around and re-envisioning City Hall entrance.
- Visual and performing arts enhancements to the Saturday Market (street painting, interactive projects, colorful banners, live performances, etc.).
- Changing art along trails that run through neighborhoods, inspiring repeat visits.
- Artists engaging community members to inform enhancements to new playgrounds.
- Art incorporated into public improvements and private developments, and artists-in-residence in new housing developments and apartment buildings.
- Artist embedded in *Rec on the Go* program.
- Artist-in-residence in schools, library and community garden projects.
- Micro-grants offered to artists partnering with residents/businesses and cultural liaisons from local cultural communities and neighborhood groups.
- Community-driven Cultural Festival featuring diverse youth talent (using multiple venues, such as Earle Brown Heritage Center, Centennial Park, Brookdale Library, etc.).
- Rethink interim uses for vacant buildings (consider a Festival of Nations-type venue, a co-working studio, cultural showcase, event space, etc.).
- Showcase local culture at Transit Center (using video monitor and sound system for music, etc.).
- Explore with Hennepin County facilities expanding Brookdale Library's function as a cultural center.

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MINUTES OF THE PROCEEDINGS OF THE PLANNING COMMISSION
OF THE CITY OF BROOKLYN CENTER IN THE COUNTY OF
HENNEPIN AND THE STATE OF MINNESOTA

FEBRUARY 13, 2020

1. CALL TO ORDER

The Planning Commission meeting was called to order by Chair Christensen at 7:07 p.m.

2. ROLL CALL OF THE YEAR 2019 PLANNING COMMISSION

Chair Randall Christensen, Commissioners Alexander Koenig, Jack MacMillan, Rochelle Sweeney, and Susan Tade were present. Commissioner Stephen Schonning was absent. City Planner and Zoning Administrator Ginny McIntosh was present.

3. APPROVAL OF AGENDA – FEBRUARY 13, 2020

There was a motion by Commissioner Tade, seconded by Commissioner Sweeney, to approve the agenda for the February 13, 2020 meeting as presented. The motion passed unanimously.

4. APPROVAL OF MINUTES – DECEMBER 12, 2019

There was a motion by Commissioner MacMillan, seconded by Commissioner Koenig, to approve the minutes of the December 12, 2019 meeting as presented. The motion passed unanimously.

5. OFFICIAL ADJOURNMENT OF THE 2019 PLANNING COMMISSION

There was a motion by Commissioner Koenig, seconded by Commissioner Sweeney, to adjourn the February 13, 2020 meeting at 7:10 p.m. The motion passed unanimously.

6. ROLL CALL OF THE 2020 PLANNING COMMISSION

Commissioners Randall Christensen, Alexander Koenig, Jack MacMillan, Rochelle Sweeney, and Susan Tade were present. Commissioner Stephen Schonning was absent. City Planner and Zoning Administrator Ginny McIntosh was present.

7. ELECTION OF PLANNING COMMISSION CHAIRPERSON FOR YEAR 2020

Commissioner MacMillan nominated Commissioner Christensen for Planning Commission Chair. Commissioner Sweeney seconded the nomination.

Commissioner Koenig nominated himself for Planning Commission Chair, only to express interest, but added he is happy to defer to Commissioner Christensen. Commissioner Tade seconded the nomination.

Following discussions, the Commissioners made a determination to proceed in nominating Chair Christensen as chair of the 2020 Planning Commission. There was a motion by Commissioner Tade, seconded by Commissioner Koenig, to close all nominations. The motion passed unanimously.

There was a motion by Commissioner Koenig, seconded by Commissioner MacMillan, to Accept the Results and Election of Chair for Year 2020. The motion passed unanimously.

8. APPOINTMENT OF 2020 VICE-CHAIR BY CHAIRPERSON

Chair Christensen appointed Commissioner Koenig as 2020 Vice-Chair.

9. CHAIR'S EXPLANATION

Chair Christensen explained the Planning Commission's role as an advisory body. One of the Commission's functions is to hold public hearings. In the matters concerned in these hearings, the Commission makes recommendations to the City Council. The City Council makes all final decisions in these matters.

10. PLANNING APPLICATION ITEMS

10a) Planning Commission Application No. 2020-001 (Public Hearing)

Applicant: Masjid Al-Ansar Islamic Community Center
Property Address: 4900 France Avenue North
Summary: The Applicant is requesting review and consideration for the issuance of a Special Use Permit and parking variance to operate a mosque and community center at 4900 France Avenue North.

Ms. McIntosh reviewed a request for a public hearing related to a Special Use Permit for an Islamic mosque and community center to be located at 4900 France Avenue N. She added a parking variance would also be required as the parking needs for the assembly use exceeds the parking available on-site. She noted the Applicant requested the City consider an amendment that would allow for religious uses within the I-2 District. The requested amendment was presented to the Planning Commission and City Council and was ultimately adopted in late 2019. The amended I-2 District now allows for religious uses on a case-by-case basis through issuance of a Special Use Permit.

Ms. McIntosh stated the Applicant was previously located in Brooklyn Center within a C-1 District-zoned office building, which allows religious uses as permitted use, but needed to relocate following a change in ownership. The Applicant wants to stay in Brooklyn Center. The Applicant is seeking issuance of a Special Use Permit and parking variance to operate a worship space, gathering and event space, educational classrooms, and office space. The time and day of the highest recurring use would be from noon to 2:00 p.m. on Fridays, when two 30-minute

prayer services would be held. The current attendance on Fridays number anywhere from 120 to 150 attendees, but for the purposes of the traffic study, 150 attendees was utilized. Youth classes and cultural classes would be held on weekends, with occasional use for weddings, meetings, and events during Ramadan.

Ms. McIntosh stated the unique property has two buildings, a parking lot, and trash enclosure. The main building, 4900 France Avenue N, is an office building, and the Applicant would move into this building first, although it cannot be occupied until a new Certificate of Occupancy is issued, and building and fire regulations for assembly uses are addressed. The second building, 4902 France Avenue N, would need to meet all building and fire code requirements before it can be occupied. Less is known about this building and the condition of the building would need to be addressed.

Ms. McIntosh stated a traffic study was completed by Alliant Engineering, and assumes 32 parking spaces on the site. The Subject Property currently does not have 32 parking spaces and would need to be expanded to accommodate five additional proof of parking spaces. Assuming 32 on-site parking spaces, the study indicates there could be a potential 40-space parking deficiency.

Ms. McIntosh stated that a series of potential alternatives were outlined in the traffic study to address the parking deficiencies. One of the proposed alternatives noted that the two Friday prayer services could perhaps be separated further to allow the parking lot to clear out; however, in conversations with the Applicant, it was noted that the prayer services could not be spread out any further as they are held over the typical lunch hour. The Applicant proposed a shuttle service from the nearby K&G parking lot, which would provide transportation for up to 24 attendees or six individuals per each of the four vehicles available. City Staff had not yet received a formal agreement from the Applicant with K&G for parking, but a letter was received today regarding a parking agreement with Brooklyn Christian Center, located at 6030 Xerxes Avenue North in Brooklyn Center. The Christian Center is approximately seven minutes away from the Subject Property. An additional alternative noted that the available on-site parking would have signage indicating “carpool use only”, but the Applicant has not provided a plan for how this would be enforced, other than having a parking attendant.

Ms. McIntosh stated another alternative was outlined in the traffic study that requested the City consider allowing that on-street parking along a 200-foot stretch of the dead-end France Avenue North cul-de-sac, which is currently signed “no parking”, as Alliant Engineering noted cars were parked there illegally. She added the Public Works Department has indicated they would not remove the parking restrictions as the roadway is not wide enough to allow parking along the west side of France Avenue North and accommodate the commercial vehicles, including boom and semi-trucks need a wider turn radius to exit the industrial properties located directly north of the Subject Property.

Ms. McIntosh stated the conversion of the buildings would result in a change of use; therefore, additional requirements would need to be met to address Building and Fire Code before the buildings could be occupied. The Applicant would also need to comply with ADA requirements, including re-striping the parking lot, and the potential installation of a lift or elevator. The change of use would also trigger Sewer Accessibility Charge requirements from the Met Council.

Ms. McIntosh stated the Applicant has indicated a willingness to follow all the requirements outlined in the staff report, including concerns relating to the proximity of south parking lot to the railroad tracks and electrical substation with no safety barrier, such as fencing. City Staff understands the Applicants' desire to remaining in the community, but the minimum changes that would be required before a Certificate of Occupancy could be issued for the assembly use. Furthermore, the 4900 France Avenue North building, which the Applicant wishes to occupy first, has been deemed unfit for occupancy due to water damage that occurred in November 2019. The second building, known as 4902 France Avenue North, was constructed back in 1963, and less is known as to the condition of the building as City staff has not been granted access to determine the condition of the building.

Ms. McIntosh noted that the Applicant noted that their membership has grown exponentially since they opened in 2015. As the Applicant already faces at least a 40-space deficiency in on-site parking, City staff expressed concerns about their ability to grow in membership and services if their needs already exceed the available on-site parking. The only option to addressing some of the parking deficiency would be to demolish the second building.

Ms. McIntosh stated City Staff is unable to provide a recommendation for a motion to be made to approve or deny the request for a Special Use Permit and parking variance and the Public Works Department is unable to accept the traffic study and parking demand management plan as submitted by Alliant Engineering. She added two resolutions have been prepared for the Planning Commission's consideration: a resolution recommending City Council approval of the Special Use Permit and parking variance of approximately 40 spaces to be accommodated by shuttle service, and a parking plan that would be required; and recommendation of City Council denial of the request for the Special Use Permit and parking variance.

OPEN TO PUBLIC COMMENTS – APPLICATION NO. 2020-001

There was a motion by Commissioner MacMillan, seconded by Commissioner Tade, to open the public hearing on Application No. 2020-001, at 7:44 p.m. The motion passed unanimously.

Imam Dukuly, representing the mosque, thanked the Planning Commission for their consideration. He added the issue of the parking spaces can be solved by using a shuttle to bring community members to the mosque from Brookdale Christian Center. He added K&G could not accommodate the parking request due to corporate policy.

He noted the mosque community members are pleased that the Planning Commission and City Council changed the use allowances in the industrial district, so they could move forward with their plans. He asked why they would change the allowances but not approve the plans. He added this would dash the hopes and aspirations of so many people if they were not given approval of the request, and he appealed to the Commissioners to understand that the mosque's interaction with the City will be beneficial, and many children will be impacted in a positive way. He noted the community wants to stay in Brooklyn Center, which is the city they love.

The Applicant stated the mosque community's needs are far greater than the City's restrictions. He added the City of Minneapolis, and many other local communities, do not have the on-site parking requirements Brooklyn Center does. He urged the Planning Commission to approve the request so the community members can leave the meeting with happiness and assurances.

Amar Kamara, an administrative volunteer at the mosque, stated the new parking arrangement at the Brookdale Christian Center will work out very well. He added his entire community is in Brooklyn Center. He noted if the amendment to allow religious uses in the I-2 District by special use was approved by the City Council then everything else will work out.

Dave Bros, 5013 Ewing Avenue, stated he lives in the area near the proposed mosque and he supports them moving into the building which has been vacant for a long time. He added he disagrees that parking is an issue, as France Avenue could be used for on-street parking, as it is a dead-end and does not need to be restricted. He noted there are many empty parking lots around Brooklyn Center, and the City does not need another one.

Adja Cava, project coordinator for the mosque, stated the community has been working with City Staff for over a year, and has met every requirement that the City has asked of them. She added the City has been assured by the Applicant that they will comply with all requirements. She noted the City has given them hope by changing the allowances in the I-2 District, and she hopes the mosque will be approved as well, to help keep children occupied and productive, and how to become better citizens.

Trevor Morlock stated he is the Applicant's realtor. He added he supports the group occupying the property, as there is true passion for the property and for keeping their organization within Brooklyn Center. He noted it would mean the world to them to have this approved.

Sita Cava stated he and his family moved back to Brooklyn Center recently after living in Philadelphia. He thanked the Planning Commission for changing the zoning code and working with the Applicant on this proposal.

Fatumamata Kita stated she appreciates all the hard work of the Planning Commission. She added she has lived in Brooklyn Center for over 10 years and has four children who all go to school in Brooklyn Center. She noted it is important for them to get the support that will be available at the mosque.

Fumba Kunjen, a children's instructor at the mosque, stated his daughter was taught how to behave in the home, and how to become responsible and productive citizen as a member of the mosque and community center.

MOTION TO CLOSE PUBLIC COMMENTS (HEARING)

There was a motion by Commissioner Schonning, seconded by Commissioner Tade, to close the public hearing on Application No. 2020-001 at 8:07 p.m. The motion passed unanimously.

Chair Christensen stated parking accommodations have been made for other local properties that needed it. He added the Applicant indicated there are cities that do not have parking ordinances, like Minneapolis. Ms. McIntosh stated she would need to look into that. She added the parking requirements for religious and assembly uses in Brooklyn Center have not changed as of recent date.

Commissioner Koenig asked how many cars could park along one side of France Avenue. Ms. McIntosh stated the available roadway is 210 feet in length according to the traffic study, and the minimum length for parallel parking spots is 24 feet, so that would equate to just under nine cars, or a potential for 24 carpoolers, assuming each car carried three occupants. Ms. McIntosh reminded Commissioner Koenig that City staff had held discussions with the Public Works Department regarding this request and they were not amenable due to need to retain fire access and the turn radius requirements of the adjacent industrial businesses for their commercial trucks.

Commissioner Koenig asked whether the second building would be brought up to compliance immediately. Ms. McIntosh stated the Special Use Permit request is for the whole property and does not specify requirements for a building or buildings. Special Use Permits typically run with the land although restrictions can be placed on their use. She added all minimum building and fire requirements would need to be in place, including access and accessibility, before any of the buildings could be occupied. Not much is known about the condition of the second building so City staff is unable to determine what work is required before occupancy could occur.

Commissioner Koenig stressed the importance of fencing and separation from the railroad for safety, and to protect the mosque from vandalism and other problems. He added he is in favor of the mosque's mission, but he is unsure whether all the requirements make it a viable use. He noted the purchase of this property could hinder the growth of the mosque community's population.

Chair Christensen stated there are ways to make the parking limitations work within the community. He inquired as to whether the Applicant could adhere to the parking requirements if a Special Use Permit and parking variance is granted, and if not, whether the Special Use Permit will be revoked. He added, in terms of investment, this could be very problematic for the Applicant, and the City and surrounding properties may not be supportive of the parking requirements of the use and a variance.

Ms. McIntosh stated the Special Use Permit could be revoked if the Applicant is unable to meet the requirements of the parking plan, but it would be a process. She added the Applicant intends to purchase the property with the intent of implementing and remaining in compliance with the requirements, but there are additional implications if the Special Use Permit were to be revoked as the buildings and property could not be used for their purposes anymore. She added, for instance, a condition of approval noted in the approval resolution would be that the majority of on-site parking spaces would be for carpool use only, and parking on France Avenue would be a violation of the parking plan.

Commissioner Tade asked whether street parking is available nearby. Ms. McIntosh stated there is street parking on Ewing Avenue and Drew Avenue, along the south side of 50th Avenue North, where there are a series of industrial uses and on-street parking is well utilized due to minimal on-site parking, and a small section of the northern end of France Avenue North. Utilizing almost all of these options would require attendees to walk in the streets as there are no sidewalks. She added all other areas are signed for "no parking".

Chair Christensen stated he drove around the area of the Subject Property and it is confusing where you can and cannot park on the dead-end area of France Avenue. He added there are only a few signs and the cul-de-sac portion of France Avenue North is not plowed up to the curb, so any cars that might park would narrow the street further. Ms. McIntosh agreed, adding there are only a few businesses on the cul-de-sac, and their employees have parked on France Avenue despite the "no parking" signage. Based on discussions with at least one of the neighboring property owners along the France Avenue cul-de-sac, there is a sense that there is not enough on-site parking for their use.

Commissioner Koenig stated that area would only accommodate 10 or 12 cars anyway. He added this could cause problems with nearby commercial properties.

Ms. McIntosh stated she did not receive any notifications from area businesses for the public hearing, but she has spoken with Horizon Roofing, located just north of the Subject Property, about their parking needs.

Commissioner Tade asked whether a shuttle parking agreement is already in place. She asked whether people will actually use it, and whether the safety of attendees and children crossing streets has been considered. The Applicant confirmed there is a parking agreement in place with the Brooklyn Christian Center.

Chair Christensen stated there is no sidewalk or curb in this area, and it is difficult to plow and maintain along the cul-de-sac. He added pedestrian safety is a concern.

Ms. McIntosh stated Public Works have indicated they will not consider lifting the parking restrictions along the France Avenue North cul-de-sac. She noted the property located to the west of the cul-de-sac is a large substation owned by Xcel Energy.

Imam Dukuly stated the community would sit down with their new neighbors and create a relationship with them to address the parking needs. He added it has already been indicated that there will be more than enough parking due to creation of two separate services on Fridays between noon and 2:00 p.m. and the shuttle service.

Chair Christensen asked whether the mosque will move on to a bigger facility if they outgrow this space, and whether they would maintain this property as a smaller satellite location. Imam Dukuly stated that could be a possibility. He added he does not believe all that parking will be required.

Commissioner Koenig asked whether the special use requirements apply based on the purchase of the property. He added the Applicant is in a vulnerable position, with existing parking and overall site constraints. Ms. McIntosh stated the Special Use Permit is for this use on this property. She added the intent right now is for purchase of the property, and a Special Use Permit would be required whether the Applicant leased the property or purchased the property.

Trevor Morlock stated a purchase agreement has already been signed, contingent upon final approvals by the City for the special use. He added, as a note, water damage inside the office building is being mitigated by the current owner after filing an insurance claim. He noted the current owner is working with the Applicant to ensure that the renovations, including the removal of interior walls to accommodate prayer services in the 4900 France Avenue North building, meet the needs of the mosque community.

Imam Dukuly stated there are many old folks in the community who do not drive, and they will be carpooling. He added most mosques have one service at 1:00 p.m., but this community will have two services within a two-hour space, of not more than 30 minutes each.

Commissioner Koenig stated he lives near the mosque's former location, which was an office building, and has seen the process over the 2-hour period. He added it is very busy with people directing traffic, but very efficient.

Regarding comments from the Applicant and members that they hoped to open their mosque and community center by Ramadan, Chair Christensen stated Ramadan is April 23, 2020, which is a very short time frame. He expressed concern that the City will be forced to remove the Special Use Permit if its requirements are not met.

Chair Christensen requested clarification regarding ADA requirements. Ms. McIntosh stated that, regarding parking, there are currently two ADA parking spaces on-site, although one of the loading spaces is too narrow and would need to be re-striped. She added the parking lot would need to be expanded to the east to accommodate the 32 spaces noted in the traffic study, with new bituminous, curb, and gutter, and restriping. She noted an ADA-compliant lift or elevator may also be required if the occupancy in the 4900 France Avenue North building exceeds 30 occupants.

Ms. McIntosh stated all of the building and fire code requirements need to be met before the Building Official will issue a Certificate of Occupancy, as the building is currently unfit for occupancy as the building was previously utilized and will require that even more requirements be met as assembly uses have the strictest standards under the building and fire code. Given the timeframe, and based off conversations regarding the current status of the 4900 France Avenue North building, she does not believe the building and property would be fit for occupancy by Ramadan.

Commissioner Koenig asked whether the issue could be tabled or postponed. Ms. McIntosh stated the Planning Commission could table the item if additional information was needed to make a decision, and application review period could be extended, but noted that the Planning Commission currently only meets once per month and the Applicant has a purchase agreement in place. Ms. McIntosh stated that if the Commission makes a recommendation this evening the application would be reviewed at the City Council's March 9, 2020 meeting.

Commissioner Tade stated the Applicant is eager to make this happen, and they have a plan ready to go, so they can move forward with their investment. She added the ball and all risk is in their court.

Ms. McIntosh stated another consideration is that of precedent, as any approval would require a parking variance, which the Planning Commission would need to consider should any other religious uses wish to relocate into the I-2 District as a special use.

Chair Christensen inquired about the parking variance of 40 spaces. Ms. McIntosh noted that data is based on a traffic study completed by Alliant Engineering. She noted the Applicant is proposing 32 on-site spaces, which assumes three people in every vehicle. There would be a 30-minute window between spaces, but the study assumes overlap between vehicles leaving and entering the site.

Assuming no more than 75 attendees were at each prayer service, each vehicle contained three people, and no shuttle service was provided, a minimum of 25 on-site spaces would be required. There is only a 30-minute window between services; therefore, all vehicles would need to clear the site to accommodate the next service. The memorandum provided by the Assistant City Engineer notes that this could only be met under extremely ideal conditions and is not realistic, particularly as the Subject Property is to also function as a community center. Ms. McIntosh further noted that the Subject Property is at odds with the use, as there are two approximately 4,000-square foot buildings on-site, but, at best, only 32 parking spaces. The two buildings can accommodate significantly more than 75 people at a time, and this is noted in the staff report under the estimated occupant loads.

Imam Dukuly stated the traffic engineer's calculations are not correct in that there were upwards of 150 attendees during the engineer's observations of the Friday prayer service at the Brooklyn

Center Community Center, where the mosque has temporarily been meeting, and the presence of 72 vehicles for the prayer service. He noted the community has been praying at the Community Center on Fridays, and it would be difficult to determine which people are there for activities, and which people are there for the mosque.

Commissioner Tade stated she will support the recommendation to City Council at the Applicant's risk. She added the Applicant is willing to move it forward, and they want to invest in their future in Brooklyn Center. She noted the Planning Commission is made up of community volunteers, who have all lived in the City for a long time, and she supports keeping the mosque within the community.

Commissioner Koenig stated he is leaning toward denying the request, although he believes firmly in the mosque's mission. He added he feels it will be problematic to meet all the necessary requirements, especially considering the potential future growth of the mosque community. He noted the application leaves the City in a difficult spot in terms of precedent and compliance.

Commissioner Koenig stated it is important to remember that the Planning Commission is an advisory committee, and the City Council makes the final decision.

Commissioner Schonning stated there is no appropriate use for the motion for denial, as the only appropriate decision is to approve or disapprove. He added, in his opinion, it was a very poor idea to offer a motion for denial. He noted the Planning Commission should only vote on the approval motion.

Chair Christensen stated this could lead to a split vote as there are only 6 Commissioners. Commissioner Tade expressed frustration that the vote would be split, due to the fact that no 7th Commissioner has been appointed in over a years' time, which is the responsibility of the Mayor and City Council.

ACTION TO RECOMMEND APPROVAL OF PLANNING COMMISSION RESOLUTION NO. 2020-001 REGARDING THE RECOMMENDED DISPOSITION OF PLANNING COMMISSION APPLICATION NO. 2020-001 SUBMITTED BY MASJID AL-ANSAR ISLAMIC COMMUNITY CENTER

There was a motion by Commissioner Tade, seconded by Commissioner MacMillan, to approve Planning Commission RESOLUTION NO. 2020-001, recommending City Council approval of Planning Commission Application No. 2020-001 for Special Use Permit and parking variance to operate a mosque and community center at 4900 France Avenue North.

Discussion during the motion: Chair Christensen expressed frustration at having two separate motions to choose from. He stated there are many obstacles due to requirements of the Special Use Permit and constraints on the property.

Commissioner Schonning expressed concern about the property and the extreme risk to which the mosque community will be exposing themselves, in terms of property and location. He stated he understands the community's desire to stay within the City of Brooklyn Center. He added he does not believe the building will be ready for occupancy by Ramadan. He noted he wished there was a location within Brooklyn Center that would be more suitable.

Commissioner Schonning stated he would love to see the mosque stay in Brooklyn Center, but there are risks which the mosque community will need to take to do so. He added he understands the mosque community are people of faith, willing to go to extreme lengths to make this happen, and he appreciates those aspects of the mosque's proposal.

Commissioner Koenig stated he is surprised that there are no alternative locations in Brooklyn Center that would be a suitable location for the mosque community as a place of worship.

Ms. McIntosh stated assembly uses are a permitted use in the C-1 District, which is where they were previously located. Most office buildings are zoned C-1 District, and had such a location been identified with sufficient parking, the Applicant would have not needed to go through this process. Religious uses are also permitted in numerous residential districts by special use so long as the main access is on a collector or arterial street.

Chair Christensen stated, with regard to Item 11 of the approval resolution, under the Approval Conditions, the parking shuttle agreement with K&G needs to be deleted or amended. Ms. McIntosh agreed, adding the specific location of the parking can be removed, from Item 11, and the parking location can established under the parking plan.

Commissioner Tade accepted the following amendment to the motion:

> -Under Item 11. Approval, remove "K&G" as the shuttle parking location, and add parking location in the Parking Plan

Ms. McIntosh stated it will be necessary to confirm that the Applicant is not affecting minimum parking requirements at whatever shuttle parking location is identified, such as at Brookdale Christian Center.

Commissioner Koenig asked whether anything has been decided about a fence separating the parking lot from the railroad and sub-station. Ms. McIntosh stated the Applicant will need to work with the railroad to determine potential restrictions, and she noted concerns relating to the lack of separation between the parking lot and rail line and whether a fence can even be accommodated for. She added Item 8 refers to requirements for fencing.

Voting in favor: Commissioners Tade, MacMillan and Schonning.
And the following voted against the same: Chair Christensen, Commissioners Sweeney and Koenig.

The motion ended on a 3-3 split vote.

Ms. McIntosh stated the application will be forwarded to the City Council on a 3-3 split vote, which is viewed as "no recommendation."

11. DISCUSSION ITEMS

a. Presentation and Discussion of City's Public Art Master Plan (Jack Becker, Forecast Public Art)

Jack Becker of Forecast Public Art reviewed the City of Brooklyn Center Beautification and Public Art Plan. The Brooklyn Center 2040 Comprehensive Plan identified a need for civic beautification to reduce unsightly areas and build a sense of identity and character; establish a committee for arts and culture; guide efforts to enhance investment in beautification and public art efforts; and encourage participation from local artists. This provides engagement opportunities with the general public and brings together the various cultures in Brooklyn Center. The Brookdale Library serves as a quasi-cultural center, but there is no arts center in Brooklyn Center currently. Residents have expressed a strong desire to have a cultural center to support the artistic talent that exists in Brooklyn Center.

Mr. Becker stated a recommendation is to connect public art education with health, in connection with the goals and objectives the City already has. A public art plan provides opportunities for customizing the story of Brooklyn Center, building civic pride, and helping people feel that they are a part of the community. Recently, street banners were placed around the City featuring community members. This is an example of an easy way that small demonstrations can help an overall program grow.

Mr. Becker stated there are a variety of ways to gather people for collaboration and story-telling. He added the City's "Rec on the Go" vans could incorporate embedded local artists to add value to an existing program. He noted the entrance to the City Hall building is a good place for artistic enhancements, which could be a good example of how a demonstration project can transform a building façade.

Mr. Becker stated he is working with developer Real Estate Equities on a new development in Brooklyn Center at 5801 Xerxes Avenue North, which will incorporate a public art component. He added one residential unit has been proposed to be reserved for an artist-in-residence, to run arts programs and events at the residential development. There are many opportunities for arts expression in the City's schools and parks.

Mr. Beck reviewed sample comments taken from hundreds of surveys, asking Brooklyn Center residents what they would like to see in their town. Responses included a healthy Brooklyn Center, and a better place to live; someplace they can be proud of; and a place that announces that they are home. He read an excerpt from the draft Brooklyn Center Public Art Program

description, which will be ready for presentation to the City staff team by the end of February 2020.

Chair Christensen stated he hopes the Lions Club signage can stay in place. He added the Lions Club pays for the signage. Mr. Becker stated such public and private partnerships are very important. He added, for instance, the Brookdale Library was one of the first libraries to use the Percent for Art Ordinance for arts funding in Hennepin County libraries. He noted there is some great art in the Brookdale Library.

Commissioner Koenig stated he attended Mr. Becker's presentation at a recent CEAP meeting, which was well attended. He asked whether Mr. Becker is gathering feedback, and whether there are patterns in what people are saying. Mr. Becker confirmed these conversations are important.

Commissioner Koenig stated functional art is a great idea in a city like Brooklyn Center, where benches, buildings, trash receptacles, and other public amenities can have art on them and become works of art themselves. He added he hopes the City can have a place where its residents can do beautiful art together, reflecting their different cultures and expressing their sense of heritage through art.

Chair Christensen stated Brooklyn Center has some secret art places, including a stainless-steel statue of a bear in Cahlander Park, and a 1,500-foot long painting mural on the freeway sound barrier behind Earle Brown Elementary School. He added these artistic places in the City are very valuable.

Commissioner Koenig stated there is an old tennis court area in Centennial Park that would make a great sculpture garden. He added that would be a nice amenity to add to Centennial Park, which is a beautiful park.

Mr. Becker stated public art should have two to three different functions – for instance, a bench with a work of art on it is still a bench and you can sit on it and relax. The artwork tells a story, so it becomes arts education. And as you move away from it, it becomes a beautiful work of art.

Chair Christensen thanked Mr. Becker for his presentation.

12. OTHER BUSINESS

Ms. McIntosh stated the Planning Commissioners, and some other City Commission members, have not been re-appointed to their positions. In the case of the Planning Commission, there is still one vacant Commissioner seat, and none of the Planning Commissioners have been re-appointed as of this date. She requested that the City Clerk and City Attorney review this situation and provide feedback and comment on the potential legal implications, particularly for the Planning Commission as they hold public hearings.

Ms. McIntosh stated the Planning Commission isn't the only Commission in this situation. Other City Commissions are in similar situations, but there could be more legal ramifications for the Planning Commission. She added that she cannot tell the Commissioners how to proceed, but as residents, they could speak to members of the Council and put it on their radar.

Chair Christensen stated tonight's 3-3 vote was embarrassing, and there should have been a 7th Commissioner to break the tie. He expressed his frustration that the Commissioners put in countless hours of service to the City but have not been formally appointed.

Commissioner Tade stated that, as a Commissioner, she volunteers her time to serve the needs of the City. She added she wished to go on record as saying the situation is ridiculous.

Commissioner Schonning expressed concern that not being appointed can create a situation where the Planning Commission is put in legal jeopardy.

Commissioner Sweeney asked whether there will be March 12, 2020 meeting. Ms. McIntosh stated there is the potential to review a request for issuance of a Special Use Permit for a new digital sign identifying the City Hall and Community Center campus on Shingle Creek Parkway, but she is unsure whether it needs to go ahead next month or not.

13. ADJOURNMENT

There was a motion by Commissioner Tade, seconded by Commissioner Schonning, to adjourn the Planning Commission meeting. The motion passed unanimously. The meeting adjourned at 9:50 p.m.

_____ _____

Ginny McIntosh, Secretary Randall Christensen, Chair

Council Regular Meeting

DATE: 3/9/2020

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Mayor Elliott

SUBJECT: Resolution Appointing Individuals to Serve on City Commissions

Background:

Mayor Elliott will be presenting a resolution with the recommended individuals to Serve on City Commissions.

Budget Issues:

None

Strategic Priorities and Values:

Operational Excellence

Council/EDA Work Session
City Hall Council Chambers
March 9, 2020

AGENDA

The City Council requests that attendees turn off cell phones and pagers during the meeting. A copy of the full City Council packet is available to the public. The packet ring binder is located at the entrance of the council chambers.

ACTIVE DISCUSSION ITEMS

1. EDA Property Divestment Strategy
2. Housing Policy Framework (45 minutes)
3. Opportunity Site Update (30 minutes)

PENDING LIST FOR FUTURE WORK SESSIONS

1. Pending Items
   - Commemoration of 400 years of Slavery Activities -3/23
   - Livable Wages -3/23
   - Use of EDA Owned Property -3/23
   - Food Trucks - 3/23
   - Strategic Plans for years 2018-2020 and 2021-2023 - 3/23
   - Discussion of Mayor/City Council roles & responsibilities (CommonSense Inc.)

MEMORANDUM - COUNCIL WORK SESSION

DATE: 3/9/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: Meg Beekman, Community Development Director

BY: Jimmy Loyd, Economic Development Coordinator

SUBJECT: EDA Property Divestment Strategy

Background:

The EDA owns 4 single family lots at the addresses of:

902 53rd Ave N - The EDA acquired this property in 2014 for a purchase price of $145,000.

3401 53rd Ave N - The EDA acquired this property in 2012 for $32,700. At one point the EDA attempted a land swap with the owner of Lake Point Apartment to give them the lot in exchange for a trail easement through the rear of their property. This arrangement did not move forward, and the lot has been sitting vacant adjacent to the apartment building ever since. The property is zoned R-5, which would allow for multi-family residential.

4800 and 4812 71st Ave N - These lots were acquired in 2010 and 2013 and replatted as part of the the roadway reconstruction of 71st Avenue N and construction of CEAP. They were previously considered remnant parcels, but if combined could create a developable lot.

PID: 3311921430087 - This parcel has not been assigned an address and has been likely owned by the EDA since the airport was built. It has never been developed, but could accommodate a single family home.

PID: 3611921120008 - This parcel has not been assigned an address and has been owned by the City since before its incorporation. It has Mississippi River frontage, and was historically held by the City in order to accommodate possible access to the river as a source of surface water if the state were to ever limit or prohibit access to the City's current source of underground water. It is very unlikely that this would ever occur, and if it did, there are other options for access to alternate water sources. The parcel would accommodate a single family home.

None of the above mentioned properties were acquired as part of the City's Remove and Restore program and there have been no plans for redevelopment. Each of these properties are clear of physical structures. We have recently received interest from developers for various parcels and will evaluate each proposal on its merit and adherence to the zoning code.

Staff is asking the council for guidance on a divestment strategy that would align with our comprehensive plan of fostering a mix of housing values and incomes.

The EDA can take the following actions of divestment

- Sell each property for market value to individuals or developers to be used for highest and best use,

limiting any contingencies on the sales.

- Issue an RFP for development. The EDA can indicate what conditions or contingencies would be required in order to have a proposal considered.
- Respond to offers and proposals on a case by case basis. The City has already been approached by several groups interested in various lots owned by the City.

Policy Issues:

- Does the Council have any comments or concerns regarding the divestment options?
- Are there specific priorities the Council is interested in achieving with the divestment of these lots either in terms of the actual use of the lots, or with the funds received from the sales?

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
EDA Property Divestment Strategy Deck	3/3/2020	Cover Memo

EDA Property Divestment Strategy

City Council Work Session Meeting, March 9th, 2020

Jimmy Loyd, Economic Development Coordinator

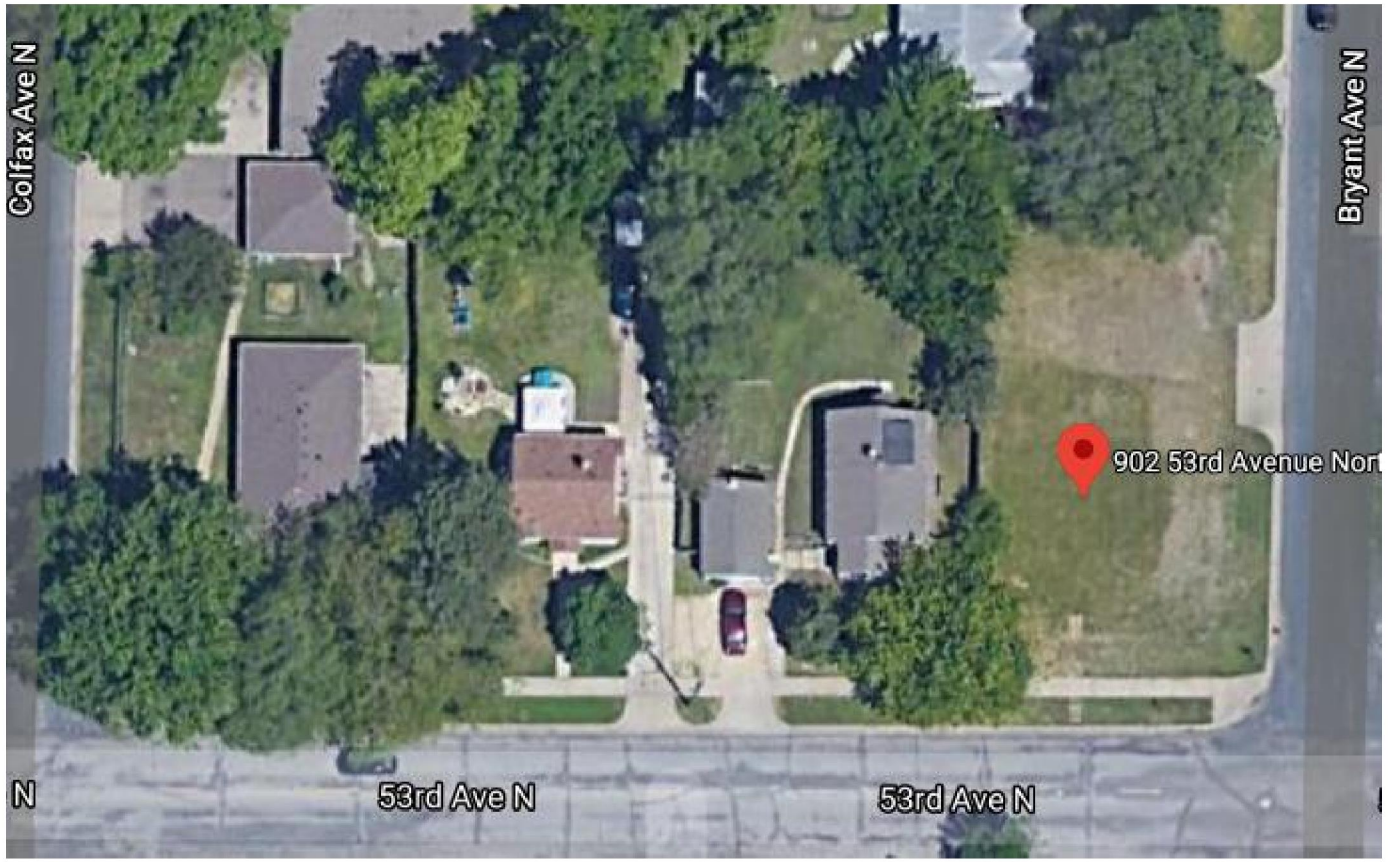
Background and Request

- Single Family Lot Use Recommendation
  - EDA owns 6 single family lots that are currently vacant at
    - 902 53rd Ave N
    - 3401 53rd Ave N
    - 4800 71st Ave N
    - 4812 71st Ave N
    - PID 3311921430087
    - PID 3611921120001
  - Council may provide direction on preferred method of divestment of property

Proposal

- The EDA can take the following actions of divestment
  - Sell each property for market value to individual or developers with no contingencies
  - Issue RFP for development. The EDA can exercise more control over the parcels
  - Do nothing and respond to offers and proposals on a case by case basis

Proposal


Colfax Ave N
Bryant Ave N
902 53rd Avenue Nort
N
53rd Ave N
53rd Ave N

Proposal

Northport Dr
53rd Ave N
53rd Ave N
3401 53rd Avenue North
Lake Pointe Apartments

Proposal

PID 3311921430087

PID 361192112008

Process

Each option would still require developer to follow the same process :

- Sale of EDA-owned property
  - Preliminary Development Agreement
  - Purchase Agreement (Public Hearing)
- Planning Case Application: Preliminary and Final Plat, PUD, Site and Building Plan Review
  - Planning Commission (Public Hearing)
  - City Council Review (Public Hearing for PUD rezoning)

Recommendation

I recommend that the EDA consider marketing the parcels for sale and evaluate each proposal on a case by case basis

Policy Discussion

- Does the Council have any comments or concerns regarding the divestment options?
- Are there specific priorities the council is interested in achieving with the divestment of these lots either in terms of actual use of the lots, or with the funds received from the sales?

MEMORANDUM - COUNCIL WORK SESSION

DATE: 3/9/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Meg Beekman, Community Development Director

SUBJECT: Housing Policy Framework (45 minutes)

Recommendation:

- *Consider the proposed housing policy framework, and provide direction relating to housing efforts.*

Background:

Housing and the policy issues related to housing have become some of the most pressing and important matters facing communities today. For most suburban communities, housing comprises a significant majority of a cities land use and tax base. Maintaining and preserving a safe, quality, and desirable housing stock is critical to a community's long term economic health. Further, a diverse housing stock which offers a wide range of housing choices and price points ensures that a community can be resilient through economic ups and downs as well as provide housing options for a diverse population throughout their lives.

In addition to maintaining a quality and diverse supply of housing, communities are more and more becoming focused on concerns regarding livability and accessibility of housing. The Twin Cities Metropolitan Area is currently experience record low vacancy rates. According to Marquette Advisors' midyear report from August 2019, the average vacancy rate across the seven-county metro area is 2.3 percent. Experts agree that a balanced rental market will typically see an average vacancy rate of around 5 percent.

The Twin Cities has been experiencing record low vacancy rates for several years now as are many metro areas throughout the nation. Severe housing shortages are being caused from spikes in construction costs, combined with unprecedented demand for rental housing as millennial and baby boomer generations are finding similar desires for lifestyles that offer more mobility and convenience over the debt and maintenance of home ownership. In addition, as the cost of living out paces incomes, for many families, home ownership may feel out of reach, and renting becomes the only choice.

The effect of low vacancy rates over time is increasing rents, a growing interest from outside investors, and landlords in a position to be choosier about who they rent to. This has borne out throughout the Twin Cities Metropolitan Area, with the average rent increasing nearly 8 percent year over year to a current unprecedented $1,254 per month. In addition, the Metropolitan Council continues to see a reduction in the number of landlords accepting Section 8 vouchers. According to the Metropolitan Council, landlords are citing the increased interest for their units from non-voucher holders as the primary reason for the change.

Yet another impact of the increasing value of rental property is the growing number of investors purchasing Class B or Class C rental properties, which are renting for naturally affordable rents, making cosmetic improvements, and increasing rents so that the units are no longer affordable. According to the Minnesota

Housing Partnership, the sales of apartment buildings in the metro area jumped 165 percent between 2010 and 2015. Often the change in ownership will also come with a change in policy related to criminal history, acceptance of Section 8 vouchers, or minimum income requirements, resulting in existing tenants being displaced from the property.

Brooklyn Center's Current Rental Housing
The result of the regional trends described above are being felt in Brooklyn Center. Vacancy rates in the community remain lower than the regional average, hovering around 2 percent. This is common in communities with more affordable rental units.

35 percent of Brooklyn Center's housing stock is comprised of rental units. Of those, about 8 percent are single family homes. The Community Development Department is preparing a summary report on the rental licensing program which includes a deeper analysis of rental housing in the City. This will be presented as part of a separate memo.

According to the Metropolitan Council, the following table indicates what is considered affordable rents in the Twin Cities Metropolitan Area:

2019 Rental Housing

# Bedrooms	30% AMI	50% AMI	60% AMI	80% AMI
Efficiency	$525	$875	$1,050	$1,400
1 Bedroom	$562	$937	$1,124	$1,499
2 Bedrooms	$675	$1,125	$1,350	$1,800
3 Bedrooms	$780	$1,300	$1,560	$2,080
4 Bedroom	$870	$1,450	$1,740	$2,320

*Rents include tenant-paid utilities

According to the Census American Community Survey indicates average gross rents in Brooklyn Center:

Average Rents in Brooklyn Center	
# Bedrooms	**Rent**
Studio	$760
1 Bedroom	$914
2 Bedrooms	$1,057
3 Bedrooms	$1,309
4 Bedrooms	$1,607
Gross Rent	$1,008
*2018 Census American Community Survey	

Average rents in Brooklyn Center are considered naturally occurring affordable because the market rents, based on the age and condition of the units make them affordable at around 50 percent AMI in the metropolitan area. Rents in Brooklyn Center are lower than the regional average. Approximately 90 percent of all of the housing units in Brooklyn Center are considered naturally occurring affordable housing (NOAH). While NOAH properties are considered affordable, they can be at risk of being lost as market demand increases and rents continue to go up. They can also experience disinvestment over time, causing deterioration, loss of value, and most importantly poor quality or unsafe living situations.

At present only 3.7 percent of units are considered legally-binding, or subsidized affordable units. Subsidized

affordable units are housing units which are required to maintain an affordable rent regardless of shifts in market demand. Due to their financing structure, they also are required to be maintained to a certain minimum standard. One of the goals of affordable housing advocates is to preserve existing NOAH properties by converting them to legally binding affordable units through NOAH preservation programs. With the construction of Sonder Housing, Real Estate Equities will be adding 270 units of legally-binding new affordable housing units to the city. These will be the first new construction multi-family housing units built in Brooklyn Center since 1971, and will increase the percentage of legally-binding affordable units to 6 percent.

The City's 2040 Comprehensive Plan identifies several broad housing goals
2040 Housing & Neighborhood Goals

- Promote a diverse housing stock that provides safe, stable, and accessible housing options to all of Brooklyn Center's residents.
- Recognize and identify ways to match Brooklyn Center's housing with the City's changing demographics.
- Explore opportunities to improve the City's housing policies and ordinances to make them more responsive to current and future residents.
- Maintain the existing housing stock in primarily single-family neighborhoods through proper ordinances, incentive programs and enforcement.
- Explore opportunities to incorporate new affordable housing into redevelopment areas that promote safe, secure and economically diverse neighborhoods.

In addition to these goals, the 2040 Comprehensive Plan identifies implementation strategies as well as resources and tools for achieving its housing goals. These are contained in Chapters 4 and 9, of the Housing and Implementation chapters respectively (attached).

Issue Identification
As engagement related to the comprehensive plan and various redevelopment sites have occurred throughout the community over the past few years, a number of issues, concerns, and priority areas have bubbled up related to housing. Many of these issues are identified in the 2040 Comprehensive Plan.

As it relates to housing policy within the City of Brooklyn Center, these issues can be categorized into two distinct topic areas:

1. **Housing choice** - What is the composition and condition of the current housing stock? What are the current market demands for housing? How does the city's housing stock relate to the market, and does the city have enough and the right type to meet current and future need?

2. **Affordable housing policies** - What can the city do to improve livability and accessibility to quality affordable housing for residents? What best practices exist to support an effective approach to addressing the need for affordable housing in the community? What policies are most effective to prevent displacement?

In order to address these topic areas related to housing, staff is proposing a framework plan which takes a comprehensive review of the City's housing policy approach, with an emphasis in key focus areas based on priorities issues which merit special attention.

The overall review would include identifying those housing issues which are currently surfacing in the community and prioritizing those which are most pressing. Issues which have broadly been identified that merit special attention include:

- Mitigating and preventing displacement of existing residents as the community redevelops
- Tenant protections

- Creating and expanding home ownership opportunities
- Fair housing policy
- Maintenance and preservation of single family housing stock
- Expanding housing options

Housing Policy Framework

In order to gather data and to identify the needs for additional housing choice in the community, staff is recommending working with a consultant to complete a housing study. A proposed scope of work for the housing study is attached to this memo. The study would include an analysis of regional trends effecting Brooklyn Center's housing, the city's existing housing stock, current rent trends, market demand and gaps analysis. The housing study is also proposed to include a tenant and home owner survey in order to ascertain whether residents are satisfied with their current housing options, and what housing choices they anticipate needing/wanting over time. The results of this analysis will assist with guiding land use and policy decisions as it pertains to housing stock and choice.

As it relates to the needs around affordable housing, policy approaches fall into one of three categories: 1) Construction of new legally-binding units; 2) Preservation of NOAH units; 3) Tenant protections

In April 2018, the City Council discussed several possible policies to address affordable housing issues. The memo from that discussion is attached to this report. Based on that discussion, Council directed staff to move forward with a Tenant Protection Ordinance, and in December 2018, the city adopted one.

Additional policies which address affordable housing topics are described below. Staff is seeking direction on which policies Council would like to move forward with, would like additional information on, or would like to wait on.

Inclusionary Housing Policy (Creation Policy) – These are a collection of policies which would either encourage or require new affordable units to be included as part of new market-rate residential development projects which receive public subsidy or other discretionary City approvals. Frequently it is in the form of a requirement that a percentage of units be affordable in a new residential development in exchange for public subsidy of the project.

- New developments such as those in the Opportunity Site would be required to include a certain number of affordable units.
- Inclusionary Housing policies ensure that new affordable units are added as market-rate units are built, thus ensuring mixed-income communities.
- Cities such as St. Louis Park and Minneapolis have found that in higher rent developments, a certain percentage of affordable units can be required without increasing the need for additional public subsidy. This is due to the higher than average market rents, which off-set the affordable units. In Brooklyn Center, as is true in communities with lower average rents, the cost of the affordable units would require additional public subsidies in order for a project to be financially feasible.
- Brooklyn Park recently adopted an Inclusionary Housing Policy. As part of their analysis they concluded that any amount of included affordable would create a financial gap in the project and require subsidy. The policy acknowledges this and projects will be looked at on a project by project basis to determine if the gap can be financed.
- Community input on the Opportunity Site has identified many community benefits and goals for the redevelopment in addition to affordable housing; affordable commercial space, a cultural center, civic space, event space, and a recreation center to name a few. All of these uses would require public subsidy in some form or another, not to mention the infrastructure needs of the site. Identifying affordable housing as a singular or primary goal of the development through an inclusionary housing policy inevitably elevates it above other community goals for the site.

NOAH Preservation Program (Preservation Policy) – A preservation program can be set up in various ways, but essentially how they work is to incentivize existing NOAH property owners into setting aside a percentage of rental units as legally binding affordable for a set period of time. The City would create a NOAH preservation fund and identify additional funding sources to grow it. Staff would work with existing property owners to provide a modest subsidy for building rehabilitation, which would then be combined with a 4D tax classification, also known as the Low Income Rental Classification Program (LIRC), to provide a property tax break, currently amounting to 40%. The result is the preservation of NOAH units through legally binding contract.

- The tax break would be proportional to the percentage of units which would be affordable, and not apply to the entire building.
- The LIRC/4D statute defines eligible properties as those which meet two conditions: the owner of the property agrees to rent and income restrictions (serving households at 60% AMI or below) and receives "financial assistance" from federal, state or local government. This presents the possibility of creating a "Local 4D" program in which qualifying properties receive the 4D tax break in return for agreeing to conditions which meet certain local government policy goals.
- The reduction in property taxes would not decrease the City's revenue from property taxes, as the funds would be distributed to all other properties; however, it would reduce that property's share of local property taxes.
- The amount of the tax break is a limiting factor as it equates to around $80/unit per year; however, the program may be an incentive for a property owner in a community where the market rents are already considered affordable, since they would not need to depress their rent rates.
- The city is estimated to have approximately $320,000 of Housing TIF #3 funds when TIF #3 decertifies at the end of 2021. These funds could be used to seed a NOAH preservation fund.
- NOAH preservation is a more cost efficient form of creating legally binding affordable units compared with new construction, and ensures families are not displaced from their homes. A NOAH preservation program, combined with efforts to support tenant protections could be highly effective at addressing community concerns about displacement. Further, staff could begin to work on setting up such a program in the near term, and begin to identify potential funding sources for it.

Fair Housing Policy (Tenant Protection Policy) - Title VIII of the Civil Rights Act establishes federal policy for providing fair housing throughout the United States. The intent of Title VIII is to assure equal housing opportunities for all citizens. Further, Cities as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to certify that it will affirmatively further fair housing.

- The city of Bloomington's Fair Housing Policy is attached as an example. Many other cities within Minnesota have Fair Housing Policies that are written very similar to Bloomington's.
- At present Brooklyn Center does not have a Fair Housing Policy. It is staff's recommendation that this be addressed in the near term, and that the Housing Commission be tasked with reviewing and recommending a policy to be adopted by the City.

Review Rental Licensing through the lend of Tenant Protections (Tenant Protection Policy) - Nearly a third of the City's housing units are rental. With vacancy rates hovering near 3 percent, tenants are not in a favorable position when it comes to negotiating with landlords on lease terms or other accommodations. Nearly all of the City's multi-family residential is considered naturally occurring affordable housing (NOAH). This is primarily due to its age and condition. Brooklyn Center hasn't had new multi-family housing constructed since 1971, and so this particular housing type, like most in the City, is aging. Maintenance varies significantly depending on ownership, as does the quality of property management. Therefore, it is important to continue to monitor the City's NOAH properties through a robust rental license program. However, when the rental license program was established tenant protections was not the focus of the program. A review of the City's ordinances, policies, and procedures through the lens of tenant protections would ensure that the program is serving residents as effectively as possible.

- Community engagement strategies would be necessary to identify problems and potential solutions. Suggested engagement strategies include listening sessions with tenants and landlords; and engaging

stakeholders such as Homeline, Housing Justice Center, ACER, etc
- City staff have met with ACER, Homeline, and the Housing Justice Center and discussed some of the issues affecting Brooklyn Center residents already. In addition, the city's housing inspectors spend a significant amount of time interacting with tenants and landlords and understand the complexities of the issues. These resources can be drawn upon to further explore ways to make adjustments to the City's ordinances, policies, and procedures to ensure existing residents are provided safe, secure, stable housing and tenants are afforded protections under the law.
- Staff's recommendation is to move forward with reviewing the city's current policy and ordinance, and to begin to implement improvements. Tenant input could be incorporated into the tenant survey that is part of the housing study.

Single Family Housing Stabilization (Preservation Policy) - Approximately 86 percent of Brooklyn Center's single family housing stock is more then 40 years old. This is a significant portion of the City's housing, therefore it is important to track the condition of these older homes as they are at-risk of deferred maintenance. At the same time, well maintained older homes can be an important source of entry-level housing. When considering the type and age of housing in Brooklyn Center, the 2040 Comprehensive plan recommended the following programs:

- Housing study to assess the condition of the City's housing stock
- Home Ownership Program Assistance Program
    - Down Payment Assistance
    - Home Ownership Education
- Additional Low or No Cost Home improvement funding

Staff recommends moving forward with a review of the city's single family housing programs. The first part of which would be incorporated into the housing study.

Review of Additional Best Practices to Mitigate and Prevent Displacement - Housing Study and Impact Assessment - As was mentioned above, staff is recommending moving forward with a housing study in the near-term. Because issues around the impact of significant development on the city's existing housing, particularly around displacement and gentrification, have been raised in the community, staff is proposing to include within the housing study an impact assessment to evaluate the potential impact of the Opportunity Site in this way. The study would include a literature review of existing research on the topic of displacement and gentrification as it may pertain to Brooklyn Center, as well as case studies and best practices from other places that the community might draw from. The study, as the scope is currently proposed, would assist with providing an informed basis from which policy decisions can be made. The outcome of the study would allow us to identify additional policies and best practices which may forward the city's priorities around housing policy.

Implementation

Housing policy is both an urgent and important need in the community; however, staff capacity is also limited to address these issues in a timely manner. Some items identified above could be undertaken immediately such as the housing study and the creation of a fair housing policy. A NOAH preservation program may be a policy which could also be addressed in the near-term. Other items will take longer to address such as reviewing of the city's rental licensing ordinance.

The City of Brooklyn Park currently facilitates a housing stakeholder group with many of the same stakeholders which Brooklyn Center would very likely ask to participate in similar conversations. Rather than hold a second meeting each month, Brooklyn Park staff has suggested the two cities combine efforts with the group. This also offers the opportunity to share research and resources on topics which are likely to be of a similar nature in terms of housing issues.

It may also be valuable to create subject specific Housing Task Forces, over time, as each housing area is addressed. This can be vetting as work progresses. Not only would this allow greater community engagement, but also ensure that as various areas of focus are under review (i.e. tenant protections, single family preservation, multi-family preservation) that the right people are at the table to provide input and expertise.

Though, inevitably, task forces and committees take considerable staff time to facilitate and manage. Ensuring that any engagement that is done is intentional and on topics where input is warranted is critical.

Staff has identified 5 key areas to address over the next 18 months. Other priority areas may arise through continued engagement which would require an adjustment to this framework.

Tentative Time Line

1. Q1 2020 Fair Housing Policy
2. Q1 2020 Housing Study and Impact Assessment - Gaps analysis and identify best practices for anti-displacement
3. Q2 2020 NOAH Preservation program
4. Q4 2020 Tenant Protections
5. Q1 2021 Single Family Housing Stabilization

Next Steps

Staff recommends moving forward initially with the Housing Commission undertaking the review and drafting of a Fair Housing policy, which would then go to the City Council for final consideration. In addition, staff would recommend proceeding with the housing study and impact assessment as the initial step.

Policy Issues:

- What housing-related issues/topics do you see rising to the surface in the community?
- Are there any major elements you see needing to be addressed in the housing study in order to create a thorough baseline assessment of the City's housing stock?
- Should staff begin working with the Housing Commission on developing a Fair Housing Policy?
- Do you have any questions/concerns with the framework for a Housing Policy Plan as it has been laid out?
- Is the Council comfortable with moving forward with the housing study and gaps analysis?

Strategic Priorities and Values:

Resident Economic Stability, Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Housing Fact Sheet	11/19/2019	Backup Material
April 9, 2018 - City Council Memo - Affordable Housing Policy	11/19/2019	Backup Material
Housing Study Scope of Work	11/19/2019	Backup Material
Example Housing Gaps Analysis	11/19/2019	Backup Material
Chapter 4 - Housing	6/10/2019	Backup Material
Chapter 9 - Implementation Chapter	10/22/2019	Backup Material
Fair Housing Policy Example	8/16/2019	Backup Material
Distribution of Naturally Occurring Affordable Housing Buildings in Hennepin County	11/20/2019	Backup Material

Brooklyn Center Housing Facts

11,764 total housing units in Brooklyn Center as of 2018

(*Source:* Metropolitan Council)

37% of all housing units are rental units (single family and multi-family residential)

(*Sources: Metropolitan Council; US Census; SHC)*

70% of housing units are single-family

(*Source:* Metropolitan Council; US Census; SHC)

86% of housing stock is more than 40 years old (over 10,000 units)

(*Sources:* US Census; SHC)

2019 Median Home Values:

$198,000 - Brooklyn Center

$298,400 - Hennepin County

(*Source: Hennepin County Assessment Report)*

35% of households are housing cost burdened, meaning they pay at least 30% of their incomes on housing

(Source: Metropolitan Council)

Housing stock fairly homogenous which results in lack of choice (e.g. most homes less than 1,500 SF)

27.6% of housing units are in multi-family residential buildings

(*Source:* Metropolitan Council; US Census; SHC)

All of the City's multi-family residential was constructed between 1960 and 1971

Since 2010, 21 single family homes, 34 senior units, and 158 assisted senior units have been constructed

93% of housing units are considered "naturally occurring affordable" with 5% of housing considered "legally binding" affordable (2017)

Median Gross Rent(2017):

Brooklyn Center - $962

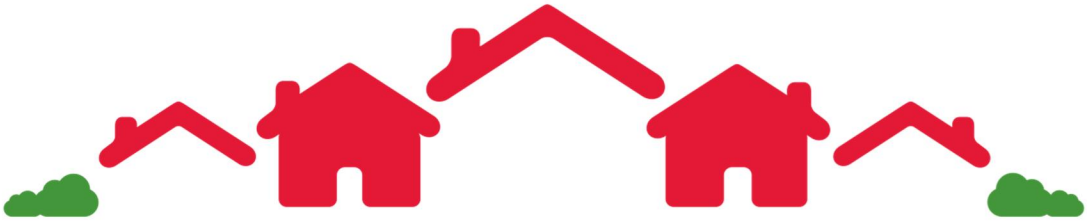
Metro Area - $1,001

(*Source: 2013-2017 American Community Survey)*

Metropolitan Council projects a demand of 2,258 new housing units in Brooklyn Center by 2040

One of the goals of the 2040 Comprehensive Plan is to promote a diverse housing stock that identifies ways to match the City's housing stock with its changing demographics

40% of households in Brooklyn Center have children (well above County and Metro Area)



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MEMORANDUM – COUNCIL WORK SESSION

DATE: April 9, 2018

TO: Curt Boganey, City Manager

FROM: Jesse Anderson, Deputy Director of Community Development

THROUGH: Meg Beekman, Community Development Director

SUBJECT: Affordable Housing Policy

Recommendation:

It is recommended that the City Council consider providing direction to staff regarding potential affordable housing policies for the City.

Background:

In May of 2017, the City Council received copies of emails forwarded by Councilmember Butler from African Career and Education Resource Inc. (ACER) requesting an opportunity to come before the City Council to discuss concerns about the need for affordable housing in Brooklyn Center. In addition Mayor Willson was in contact with a representative of Community Action Partnership of Hennepin County (CAPHC) regarding the same topic.

On July 10, 2017, by consensus the City Council directed staff to invite representatives from ACER and CAPHC to a future work session to present information and have a dialogue on the issue of affordable housing.

On August 14, 2017, the City Council received a presentation from ACER and CAPHC regarding the topic of affordable housing. At the presentation ACER and CAPHC advocated that the City consider adopting policies that would address the region's need for affordable housing, protect tenants, and help preserve naturally occurring affordable housing. The Council directed staff to bring the subject back to a future work session for discussion.

Regional Housing Trends:

The Twin Cities Metropolitan Area is currently experience record low vacancy rates. According to Marquette Advisors' midyear report in August 2017, the average vacancy rate across the Twin Cities metro was 2.4 percent. Experts agree that a balanced rental market will typically see an average vacancy rate of around 5 percent.

The impact of low vacancy rates over time has increased rents, a growing interest from outside investors, and landlords in a position to be choosier about who they rent to. This has borne out throughout the Twin Cities Metropolitan Area as rents have gone up throughout the region. The average rent at the end of July 2017 had increased 3.1-pecent year over year. In addition, the Metropolitan Council is seeing a reduction in the number of landlords accepting Section 8

vouchers. According to the Metropolitan Council, landlords are citing the increased interest for their units from non-voucher holders as the primary reason for the change.

Yet another impact of the increasing value of rental property is the growing number of investors purchasing Class B or Class C rental properties, which are renting for naturally affordable rents, making cosmetic improvements, and increasing rents so that the units are no longer affordable. According to the Minnesota Housing Partnership, the sales of apartment buildings in the metro area jumped 165 percent between 2010 and 2015. Often the change in ownership will also come with a change in policy related to criminal history, acceptance of Section 8 vouchers, or minimum income requirements, resulting in existing tenants being displaced from the property.

The region is also seeing a loss of smaller-sized rental properties (1-4-units). This is due, in part to single family properties converting back into owner-occupied as the market recovers from the recession, but also a growing number of local investors purchasing smaller properties and flipping them. While some of the proposed policies would impact single family rentals, the primary focus of affordable housing advocates and media attention has been on larger properties (40-units or greater).

Affordable housing advocates have identified potential policies designed to address these issues. The policies fall into one of three categories; 1) preservation policies designed to preserve naturally occurring affordable housing and prevent it from being flipped; 2) tenant protection policies designed to prevent or mitigate displacement; and 3) creation policies designed to create new, legally-binding, affordable housing that will replace the naturally occurring affordable housing that is being lost.

Brooklyn Center's Current Rental Housing:

According to the Metropolitan Council, the following table indicates what is considered affordable rents in the Twin Cities Metropolitan Area:

# of Bedrooms	30% AMI	50% AMI	60% AMI	80% AMI
Efficiency	$474	$791	$949	$1,265
1-Bedroom	$508	$848	$1,017	$1,356
2-Bedroom	$610	$1,017	$1,220	$1,627
3-Bedroom	$705	$1,175	$1,410	$1,880
4-Bedroom	$786	$1,311	$1,573	$2,097

*Rents include tenant-paid utilities

According to the Metropolitan Council, the following table indicates average rents in Brooklyn Center:

# of Bedrooms	Survey	5-Year Avg
Efficiency	$730	$744
1-Bedroom	$869	$801
2-Bedroom	$1,019	$925
3+ Bedroom	$1,281	$1,147

Brooklyn Center currently has 834 rental license holders. 713 of those are for single family homes. 71 of the licenses are for 2-4-unit properties. 24 are for properties with between 5 and 39 units. 27 licenses are for properties with greater than 40 units. There are approximately 4,300 rental units in the City. The average rents in Brooklyn Center are considered affordable for those making around 50 percent of the Area Median Income. Of the 11,608 total housing units (both rental and owner-occupied) in Brooklyn Center, 89.5 percent are naturally occurring affordable housing. There are currently 402 Section 8 voucher holders in the City.

Brooklyn Center currently has five apartment building that are legally-binding affordable housing, Ewing Square Townhomes (23-units), The Crest Apartments (69-units), Unity Place (112-units), Emerson Chalet Apartments (18-units), and The Sanctuary (158-units). Also, Lynwood Apartment (50-units) is currently applying for Certified Low Income Status, which would make it a legally-binding affordable property. This equates to 3.7 percent of the City's housing stock is legally-binding affordable housing.

Anecdotally, a recent phone survey of 34 Brooklyn Center landlords found a current average vacancy rate of 1.3 percent.

Rents in Brooklyn Center are currently very affordable compared to the region. Low rents may be contributing to the low vacancy rates. If the vacancy rates are in fact below 2 percent, and they remain that low over time, it would be reasonable to expect rents to increase. However, given the current low rents, even an increase in rents of 20-30 percent would result in rents still considered affordable for those making 60-80% AMI.

Affordable Policy Options:

Section 8 Ordinance (Tenant Protection) - Prohibiting discrimination against Section 8 voucher holders and other recipients of government programs. The policy would prohibit landlords from denying any tenants' application based on the applicant receiving government assistance.

- Staff surveyed 34 Brooklyn Center apartments and found that 50 percent indicated that they do not accept section 8 vouchers.
- Minneapolis recently adopted this ordinance, which allows applicants who feel they have been discriminated against to seek damages through the city's department of Civil Rights.
- The City of Minneapolis has an active lawsuit filed against them by 55 apartment owners over the legality of this ordinance. The lawsuit argues the mandate conflicts with state law and unfairly forces them to comply with requirements of federal housing voucher programs for low-income residents. It also says the law violates the Minnesota Constitution because it reduces their property values, forces landlords to enter into contracts and represents an unnecessary government intervention in their businesses. Landlords also claim that this could cause landlords to increase rent and/or application criteria as to price out Section 8 vouchers.

- Staff feels that if the ordinance is upheld by the courts, it could be a useful tool to ensure residents are not discriminated against based on their source of income; however additional review would be necessary related to the enforcement of the ordinance. Staff

recommends that the City monitor the Minneapolis lawsuit then review pending the outcome.

Notice of Intent to Sell (Preservation) – Rental property owners must give advanced notice prior to the sale of a rental property. This gives a preservation buyer an opportunity to match the purchase price. It would also give service providers additional time to relocate residents who would be displaced as a result of the sale.

- Landlords would be concerned about delaying the closing of a property sale, which could have a negative effect on price. Preservation companies such as Aeon have expressed concerns that this could increase the competition for these properties, and thusly increase sales prices.
- Enforcement would be difficult because the penalty would come after the sale has occurred. If the property has sold, the seller no longer has ties to the property so enforcing a citation could be challenging and may not be a deterrent. In a workgroup in St. Louis Park landlords stated that if there was a $1000.00 citation for selling without notice, they would likely still sell the property and pay the citation.
- It is unclear who the seller would need to notify of their intent to sell and what would be done with that information once it was known. Who would decide what buyers could have access to the information? Who would be responsible for disseminating the information?
- It is possible that this ordinance would dissuade investors, who may opt to purchase property in cities that do not have the additional requirements.
- St. Louis Park is looking at an alternative ordinance related to tenant transition/protection would address the need for additional time to relocate tenants.

➢ Staff recommends that the city consider other options such as the tenant transition ordinance.

Tenant Transition/Protection Ordinance (Tenant Protection) – This would require a new owner of a naturally occurring affordable housing property to pay relocation benefits to tenants if the new owner increases rent, rescreens existing residents or implements non-renewals without cause within 3 months after the purchase. The ordinance has the effect of freezing lease terms for 90 days after the sale of a property. The purpose is to allow tenants three (3) months to relocate if necessary.

- This ordinance wouldn't interfere with the sale of naturally occurring affordable housing, however; it would provide assistance to the tenants if necessary.
- The ordinance would require new buyers to notify tenants within 30 days if substantive changes to the lease are forthcoming, giving tenants time to relocate if necessary.
- St. Louis Park adopted the Tenant Protection Ordinance in March of 2018.
- The policy could dissuade potential apartment buyers from buying in Brooklyn Center, who may opt to purchase a property in a city without this policy.

➢ Staff recommends that the City review this policy further to determine the legality of it, the enforcement mechanism, and what the specific impacts in Brooklyn Center might be.

Just-Cause Eviction (Tenant Protection) – Also known as Just-Cause Non-Renewal, this would require a landlord to provide a reason if they were going to not renew a tenant's lease that was expiring. Currently landlords must provide a just cause for eviction, which a tenant can appeal in court. There is no appeal process available to tenants who lose their housing due to non-renewal of lease.

- Landlords see this as taking away a valuable management tool for dealing with problem tenants and have the unintended consequence of increasing the number of evictions filed and strengthening screening standards.
- When St. Louis Park conducted their meetings with landlords and the Multi-family Housing Association, this ordinance received the strongest opposition.
- The enforcement of this policy would be through the court system and would require a tenant to take legal action against their landlord via a lawsuit.
- Of the 34 landlords surveyed by staff, the majority of evictions or non-renewals are the result of non-payment of rent or criminal activity.
- The intent of this ordinance would be to protect tenants from being non-renewed in the event a new owner wants to empty a building in order to do a substantial renovation with the goal of increasing rents.

➢ Staff recommends that the City consider other options such as the tenant transition ordinance to protect tenants.

Inclusionary Housing Policy (Creation) – These are a collection of policies that could be adopted by the city which would either encourage or require new affordable units to be included as part of new market-rate residential development projects which receive public subsidy or other discretionary City approvals. Frequently it is in the form of a requirement that a percentage of units be affordable in a new residential development in exchange for public subsidy of the project.

- New developments such as the Opportunity Site would be required to include a certain number of affordable units.
- Inclusionary Housing policies ensure that new affordable units are added as market-rate units are built, thus ensuring mixed-income communities.
- Cities such as St. Louis Park and Minneapolis have found that in higher rent developments, a certain percentage of affordable units can be required without increasing the need for additional public subsidy. This is due to the higher than average market rents, which off-set the affordable units. In Brooklyn Center, as is true in communities with lower average rents, it is likely that the cost of the affordable units would require additional public subsidies in order for a project to be financially feasible.

➢ If the Council would like to move forward with this police staff would recommend reviewing the feasibility of future development if an affordable housing policy is adopted.

4D Tax Breaks (Preservation) – Also known as the Low Income Rental Classification Program (LIRC), Minnesota provides a property tax break, currently amounting to 40%, to subsidized rental properties under LIRC, commonly referred to as the 4D program. There is the potential,

however, to extend 4D eligibility to certain currently unsubsidized affordable properties, without changing current law. This is because the LIRC/4D statute defines eligible properties as those which meet two conditions: the owner of the property agrees to rent and income restrictions (serving households at 60% AMI or below) and receives "financial assistance" from federal, state or local government. This presents the possibility of creating a "Local 4D" program in which qualifying properties receive the 4D tax break in return for agreeing to conditions which meet certain local government policy goals.

- A government agency would need to provide a financial contribution to a rental apartment with a low income agreement placed on the property. The property could then be eligible to apply for 4D status. This would allow a landlord to make physical improvements to the property in exchange for affordable rents.
- The reduction in property taxes would not decrease the City's revenue from property taxes, as the funds would be distributed to all other properties; however, it would reduce that property's share of local property taxes.
- The amount of the tax break is a limiting factor as it equates to around $80/unit per year; however, the program may be an incentive for a property owner in a community where the market rents are already considered affordable, since they would not need to depress their rent rates.
- Hennepin County is looking into a rehabilitation program for rental properties which would function similarly to the CDBG housing rehabilitation program, but be County funded.
- The City could also look at funding a program for rental housing rehabilitation.

➢ Staff recommends working with the County to determine the feasibility of a County-led program. The City could also review EDA or TIF 3 Housing funds to determine the availability of funds for a city program that would provide rental housing rehab assistance in exchange for a 5-10 year affordability requirement. This could be set up as a per unit matching forgivable loan.

<u>Other Policies/Programs</u>

- Identify buildings that are at-risk of being flipped. Reach out to owners of at-risk buildings and gauge their short and long-term plans. Help connect them with preservation buyers on a case-by-case basis.
- Comprehensive Plan – the City is in the process of updating its Comprehensive Plan. If the preservation and/or creation of affordable housing are a priority for the City, it should be reflected in the City's Comprehensive Plan.
- Education – Work with the Metropolitan Council to provide education on Section 8 voucher programs to dispel some of the negative perceptions of the program.

Policy Issues:

Does the Council believe that the information presented indicates a need for additional policy actions to address the concerns raised regarding affordable housing and the protection of tenant rights?

MEMORANDUM – COUNCIL WORK SESSION

Does the Council require additional information regarding these issues before concluding if further policy actions are necessary?

Which policies if any would the Council want brought back for further consideration?

Which policy does the council consider a higher priority?

Strategic Priorities:

- Resident Economic Stability

Attachments:
US Census Bureau Data
Metropolitan Council Land use Chart
August 14, 2017 Council Work Session Memo
August 14, 2017 Council Work Session Minutes
Housing Strategies Table Presented at Previous Work-Session
Mixed-Income Housing Policies among Neighboring Cities Table
Phone Survey of Brooklyn Center Apartments
Phone Survey of Brooklyn Center Single Family Property Management Companies:

US Census Bureau Data:

Source: Certificate of Real Estate Value, Minnesota Department of Revenue.
Download chart data

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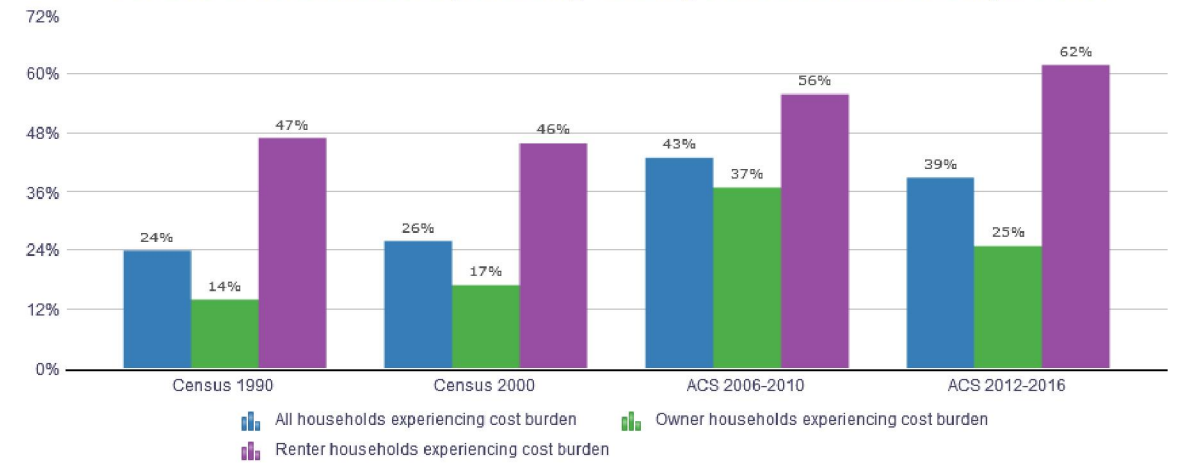
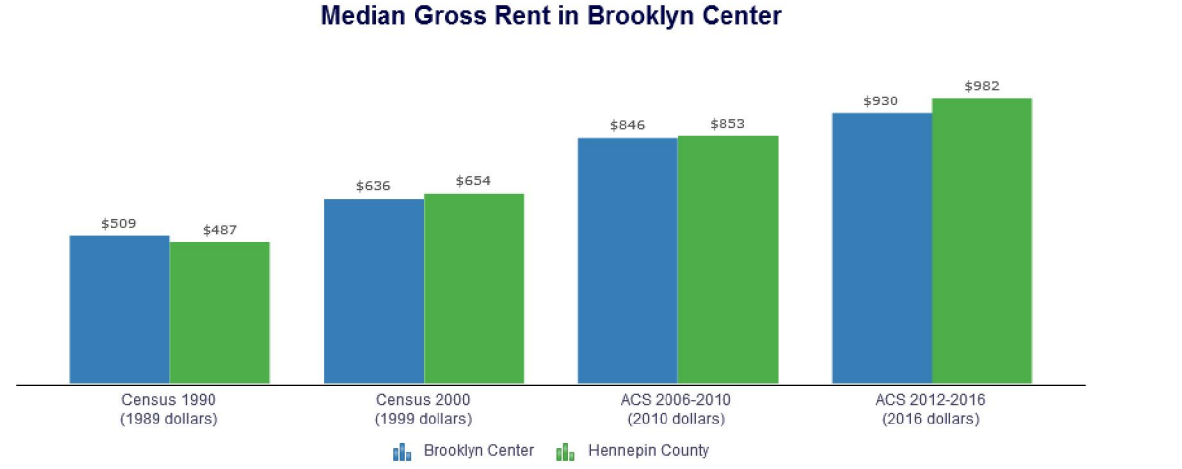
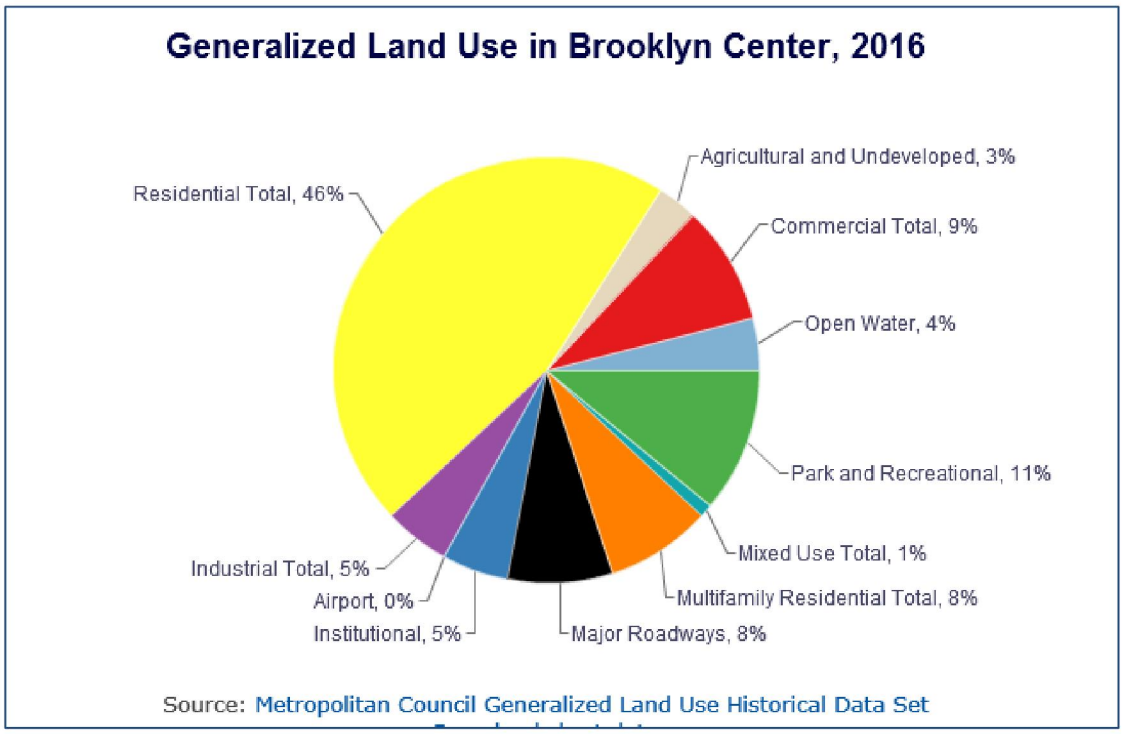


Source: U.S. Census Bureau Decennial Census and American Community Survey.
Households experience housing cost burden when their housing costs are 30% or more of their gross income. For renters, housing costs include rent and utilities; for owners, housing costs include mortgage principal and interest, property taxes, property insurance, utilities, and other fees. Use caution when comparing 1990 and 2000 data (which include only some households) to American Community Survey data (which include all households). See the metadata for more information.



Source: U.S. Census Bureau Decennial Census and American Community Survey.

Metropolitan Council Land Use Chart:



MEMORANDUM – COUNCIL WORK SESSION

DATE: August 10, 2017

TO: City Council

FROM: Curt Boganey, City Manager

SUBJECT: Affordable Housing Presentation

Recommendation:

It is recommended that the City Council receive the presentation/report and consider providing direction to staff.

Background:
In May of 2017 the City Council received copies of emails (attached) forwarded by Councilmember Butler from African Career and Education Resource Inc. (ACER) requesting an opportunity to come before the City Council to discuss concerns about the need for affordable housing in Brooklyn Center. In addition Mayor Wilson was in contact with a representative of Community Action Partnership of Hennepin County (CAPHC) regarding the same topic.

On July 10th 2017 by consensus the City Council directed staff to invite representatives from ACER and CAPHC to a future work session to present information and have a dialogue on the issue of affordable housing.

It is my understanding that these groups have collaborated in the past and will jointly present on the issue of Affordable Housing before the City Council. . As stated in the email from Executive Director, Munene the overall goal of the group is to enact or strengthen current policies that will preserve naturally occurring affordable housing, secure the rights and improve the living conditions of tenants living in affordable rental properties.

Enclosed with this report is a copy of Housing Strategies and Tools for the City Of Brooklyn Center (Exhibit A) provided by ACER and 3 Pillars of Affordable Housing Advocacy (exhibit B) provided by CAPHC. These documents represent some of the issues that will be presented to the City Council

Policy Issues:
Does the Council believe that the information presented indicate a need for additional policy actions to the address the concerns raised regarding affordable housing and the protection of tenant rights?

Does the Council require additional information regarding these issues before concluding if further policy actions are necessary?

How does the Council want staff to proceed regarding the issues raised about affordable housing and tenant rights?

Excerpt- July 10th 2017 City Council Study Session

Councilmember Butler referenced the document from African Career Education & Resource (ACER) and stated this group would like to present findings related to affordable housing and how the City can ensure that housing remains for those who need it. She asked that this topic be scheduled for a future Work Session agenda. Mayor Willson stated this is the second time the City Council has received this information, noting in the second report they correctly updated Brooklyn Park to Brooklyn Center. He stated he is not opposed to scheduling this topic for a future Work Session. Mr. Boganey asked how much time they will require. Councilmember Butler suggested 20 minutes plus time for questions. Mr. Boganey stated he will contact them to arrive at a date within the next 30 days.

The City Council consensus was to direct staff to schedule this topic for a future Work Session.

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL/ECONOMIC DEVELOPMENT AUTHORITY OF THE CITY OF BROOKLYN CENTER IN THE COUNTY OF HENNEPIN AND THE STATE OF MINNESOTA

WORK SESSION
AUGUST 14, 2017
CITY HALL – COUNCIL CHAMBERS

CALL TO ORDER

The Brooklyn Center City Council/Economic Development Authority (EDA) met in Work Session called to order by Mayor/President Tim Willson at 7:59 p.m.

ROLL CALL

Mayor/President Tim Willson and Councilmembers/Commissioners Dan Ryan, Kris Lawrence-Anderson, April Graves, and Marquita Butler were present. Also present were City Manager Curt Boganey, Director of Business and Development Gary Eitel, City Attorney Troy Gilchrist, and Michaela Kujawa-Daniels, TimeSaver Off Site Secretarial, Inc.

AFRICAN CAREER AND EDUCATION RESOURCE, INC. (ACER) AFFORDABLE HOUSING – CITY MANAGER

Denise Butler, ACER Project Manager, Nelima Sitati Munene, ACER Executive Director, and Christine Hart with Community Action Partnership of Hennepin County Community Development provided a presentation on the background and purpose of this item.

Councilmember/Commissioner Ryan stated in the *Star Tribune* newspaper, there was an article on the issue of landlords deciding not to take Section 8 anymore and noted it is now in litigation. He stated in some of these cases they may need to wait to see how the items in litigation play out before they can decide how to proceed and help with these issues.

Mayor/President Willson asked what the State Legislature has indicated they are looking to do regarding the suggested local ordinances. Ms. Hart stated cities are still moving forward with these ordinances and then hoping the State makes some changes.

Councilmember/Commissioner Graves stated she believes there are some items they are already working on but there are a few she believes they could look at.

Mayor/President Willson stated he agrees with Councilmember/Commissioner Graves and also would like to explore and continue conversations on these issues. He stated at the Mayor's conference recently, they discussed the same issues and at a City level, they are being asked to look at the issues because it is closer to home and affecting their communities and then hopefully the state will follow suit.

Mr. Boganey stated the three policies that are being proposed are not new and have been used in other places. He asked how they choose these options and from their research, asked if it is their opinion that these are the most effective tools to address these issues being raised.

Councilmember/Commissioner Ryan stated he wished they had been here earlier this evening during the presentation by Brooklyn Alliance for Youth. He noted they discussed how to lift people out of poverty and make changes.

Mayor/President Willson asked if they would like to come back and speak further another time. Ms. Hart stated they would like to do that. Mr. Boganey noted he will add this to the agenda in the near future.

DISCUSSION REGARDING A LETTER OF INTENT WITH EBERT CONSTRUCTION FOR THE COMMERICAL DEVELOPMENT OF APPROXIMATELY 2 ACRES OF THE NORTHERN PORTION OF LOT 1, BLOCK 1, NORTHBROOK CENTER 2ND ADDITION (FOUR STORY, 112,000 SF COMMERICAL STORAGE BUILDING – 57TH AND LOGAN AVENUES NORTH) – MR. EITEL

Mr. Eitel Provided a presentation on this item with background and history.

Councilmember/Commissioner Ryan stated the change in the configuration of the roadway makes this site somewhat disadvantaged. He stated due to the problems they have had with this site he feels this would be something he agrees with.

Mr. Eitel stated this is a good site for this building in his opinion, brings income and not a lot of foot traffic, it is a win/win scenario, and noted it's a good-looking building.

It was the consensus of the EDA/City Council to move forward with this plan.

ADJOURNMENT

Councilmember/Commissioner Ryan moved and Councilmember/Commissioner Graves seconded adjournment of the City Council/Economic Development Authority Work Session at 9:47 p.m.

Motion passed unanimously.

Housing Strategies Table Presented at Previous Work-Session

HOUSING STRATEGIES & TOOLS FOR THE CITY OF BROOKLYN CENTER

Tools	Description	Opportunities	Challenges	Hennepin County Cities Considering
Identification of buildings; Document the problem	There should be an organized effort to track the most significant examples of this trend as well as identify buildings as soon as they come on the market (if possible before that). The City can also do a housing study that will identify the housing inventory and at-risk properties.	Brooklyn Center is at a great risk given the high percentage of naturally occurring affordable housing (NOAH). Identifying the multi-family housing in Brooklyn Center and documenting the problem gives the City more knowledge and ability to craft a strategic, outcome-oriented approach.		A number of cities have been doing housing studies and research on their housing inventory, particularly with the upcoming Comprehensive Plans.
Notice Period	The City must be given advanced notice prior to the sale of any building.	A Notice Period will give the City more to approach a preservation buyer to rehab the property and prevent displacement. In addition, the City can give service providers advanced notice in order to support tenants.	Developers will push back stating that it is restraining their ability to get the best price (i.e. buyers will lower the price if the market fluctuates in the 90 day time period.) Also, there could be a potential for the price to rise if there is a bidding war between a for-profit and a not for profit developer.	St. Louis Park, Golden Valley, Minneapolis, St. Paul, Bloomington, Richfield
Help preservation buyers to buy at risk buildings	Several of our non-profit housing providers are actively competing in the market for these properties, but they are disadvantaged in competing against for-profit purchasers on price and timing with the complex financial process. The City can help notify preservation buyers when they know properties will be up for sale. (e.g. Seasons Park).	Preservation buyers will keep the rents affordable while enhancing the property.	Preservation buyers often need at least a 90 day notice prior to the property being listed on the market in order to put together a competitive bid.	Many cities have relationships with preservation buyers, and there is frequent communication.

Right of First Refusal	When owners offer their buildings for sale, they would be required to notify tenants and the designated unit of government. Tenants or the government unit would then have a defined period of time to match the essential terms of the offer (price, timeline, etc.). If they are able to do so, they have the right to purchase the building themselves.	Prevents tenant displacement and can help a preservation buyer be competitive.	It can be hard to anticipate where these purchase opportunities will materialize, making it difficult to know where to push for local ordinances. Could get complicated determining what the offer's "essential terms" are.	Minnesota has a ROFR for manufactured home parks.
Local programs offering rehab financing in return for affordability commitments	Many cities, like Brooklyn Cente, have a supply of aging complexes that have deferred maintenance. Many managers of these complexes cite the costs of improvements as a reason to either 1) not make improvements or 2) increase the rents once improvements are made. Municipalities could offer rehab financing (low interest loans, forgivable grants) with commitments to maintain affordability over a set period of time. This could be done with CDBG dollars or in conjunction with Brooklyn Park's current Rental Rehab Program.	Preserves affordable housing units in the City as well as makes the property safe housing for residents.	Administration of the financing (could be done in conjunction with a local nonprofit), funds for the financing.	Bloomington- using their HRA levy money to put $50,000 every year for a NOAH fund to preserve developments. It has been proposed to
4d Property Tax Program	This is essentially a tax credit given to housing providers who receive a government subsidy, and in exchange provide a percentage of their units at affordable levels (60%/50% AMI) for a set period of time. It has been suggested to staff in Brooklyn Center and we would like to see this move forward.	Increases the number of new affordable housing units in the City.	Providing the pot of money for developers to tap into; the program is voluntary.	This is a program Richfield had when it was funded at the state level. That funding has dried up, and it seems that most people think 4D has gone away. However, the statute allows for "local subsidies."

Prohibition of Section 8 Discrimination	Changes to business practices in Brooklyn Park has resulted in a number of apartment properties not accepting Housing Choice Vouchers: (We are in the process of compiling the list of properties and will update this document and share it with you) This ordinance would say that properties cannot exclude applicants simply because they use a rent subsidy.	Voucher holders would not lose housing every time a building changes policies and practices. There would also more housing options available to voucher holders.	Oftentimes the challenge will be for the HRA to lessen the administrative burden on landlords participating in the HCV program. The challenge is minimal for the City.	St. Louis Park, Minneapolis, Suggested to Golden Valley, Bloomington, Eden Prairie and Richfield.
Just Cause Eviction	Just Cause Eviction protects tenants from eviction for improper reason as well as prevents involuntary displacement through lease non-renewals or notices to vacate. This would allow landlords to evict a tenant only for certain reasons, such as failure to pay rent or for violation of the lease terms. As an example, what we saw at Crossroads in Richfield could also happen in Brooklyn Center, where the new screening criteria was the reason many tenants' leases to not be renewed. Just Cause would allow these renters to continue living there until they break a condition of their new lease. It can be tied in with rental licensing.	Prevents involuntary displacement and protects tenants from eviction without a proper reason.		St. Louis Park, Minneapolis, Suggested to Golden Valley, Bloomington and Eden Prairie, suggested to Richfield.

Incentives to address landlord concerns about renting to certain groups of tenants	Risk Mitigation Fund is oftentimes associated with the Housing Choice Voucher program. This Fund can be created as a response to the extremely low vacancy rate and the disparity between cost of living and wages. It serves as a damage fund to supplement costs the security deposit does not fulfill. It also has been offered as short-term vacancy reimbursement.	Incentivizes landlords to participate in voucher programs, providing voucher holders with more access to housing options. Provides insurance to landlords for any monetary losses from potential damage to property.	Funding the RMF; perpetuating stigma that voucher holders cause more damage (no evidence to support this)	Minneapolis HRA, Metro HRA, Dakota County CDA; many models across Minnesota.
Inclusionary Housing	This policy would ensure that with every development that happens, there would be an inclusion of affordable housing. It also can be applied to rehabbed developments.	Increases the number of new affordable housing units in the City.	Only applies to new construction, therefore not addressing the need to preserve and maintain NOAH	St. Louis Park, Edina, Minnetonka, Golden Valley, Eden Prairie, Minneapolis, Richfield is considering and others have shown interest.
Increasing local government leverage through zoning	Brooklyn Center could structure its zoning so as to prevent an owner engaging in conversion actions from doing so before obtaining the city's zoning related approval.	Provides the City of Brooklyn Center with more leverage to intervene.		Minneapolis. Has been presented to Richfield.
Rental assistance	51% of Brooklyn Center households are cost burdened (ACS 2015). Rental assistance would lessen the burden by supplementing income, so housing costs are no more than 30% of income.	Residents would be able to afford housing costs without sacrificing other basic needs.	It is costly and unsustainable. As rent increases, rental assistance is insufficient and cannot serve as many households.	Hennepin County & a number of cities
Comp Plan: Include strong language and solutions regarding affordable housing	As Brooklyn Center completes its Comprehensive Plan, it is encouraged that the Plan has detailed solutions with strong language around the preservation of naturally occurring affordable housing. This plan will guide the City's housing efforts in the next ten years.	Strong language can positively guide the City's housing efforts in the next ten years.		A number of Hennepin County cities

Mixed-Income Housing Policies among Neighboring Cities

City	Policy/Program Type	Affordability Requirements	Affordability Period	Opt-out (alternative) options	Enforcement Tool	Other Notes
St. Louis Park (2015)	• City financial assistance for new developments creating at least 10 multi-family units or renovation of an existing multi-family development with at least 10 units.	• 18% of total units in the development required at 60% AMI or 10% of units required affordable at 50% AMI. • Families may remain in the dwelling unit as long as the income does not exceed 120% AMI.	• 25 year minimum (considering an increase).	• Subject to City Council approval: ○ Dedication of existing units ○ Offsite construction near public transit ○ Participation in construction of affordable units by another developer within the City	• Affordable Housing Performance Agreement between City and Developer prior to Zoning Compliance Permit being issued.	• Implemented 2015 – 6/7 new developments triggered policy with 1,073 units and 281 affordable units produced. • No development has used an opt-out option. • Units must be located within the development and distributed throughout the building unless approved by City Council.
Edina (2015)	• Re-zoning or Comprehensive Plan Amendment for all new multi-family development of 20 or more units.	• 10% of all rentable area at 50% AMI or 20% of all rentable area at 60% AMI.	• 15 year minimum.	• Dedication of existing units equal to 110%, must be equivalent quality. • New construction at a different site. • Participation in construction of affordable units by another developer within the City.	• Land use restrictive covenant. • PUD ordinance states development must consider affordability.	• City will consider incentives for developments with affordable housing including: Density bonuses, parking reductions, TIF, deferred low interest loans from the Edina Foundation, and Tax Abatement.
Golden Valley (policy approved in 2017; ordinance in coming months)	• Market rate residential development with 10 or more units and receive: ○ Conditional Use Permit (ord.) ○ Planned Unit Development ○ Zoning Map Amendment (ord.) ○ Comprehensive Plan Amendment ○ Or Financial Assistance	• 15% of total project units at 60% AMI or 10% of project units at 50% AMI. • Families may remain in the dwelling unit as long as the income does not exceed 120% AMI.	• 20 year minimum.	• Equal or greater amount dedication of existing units.	• Affordable Housing Performance Agreement. • Mix of policy and ordinance.	• City will consider incentives including: • Minimum in 33% reduction in required parking spaces • Minimum of 10% density bonus
Brooklyn Park	• New market rate residential development with 10 or more units and receive: ○ Planned Development Overlay (ord. required) ○ Zoning Map Amendment (ord. required) ○ Comprehensive Plan Amendment • Or Financial Assistance	• 15% of units at 60% AMI or 10% of units at 50%AMI or 5% of units at 30%AMI	• 20 year minimum.	• Consider an alternative proposed by developer.	• Affordable Housing Performance Agreement. • Mix of policy and ordinance.	• Units must be located within the development and distributed throughout the building unless approved by City Council.
Minneapolis (2002)	• City-assisted housing projects of 10 or more units. • City-assistance includes TIF, condemnation, land buy downs, issuance of bonds to finance project, pass-through funding, and other forms of	• Varies based on funding source but generally is either 20% of units at 60% AMI or 20% of units at 50% AMI (AHTF)	• 15 year minimum.	• None.		• Only 1-2 projects have taken advantage of the incentive program since 2002. • Currently engaging a consultant to develop an effective system.

	• direct subsidy. • Density bonus and parking reduction incentive					
Saint Paul (2014)	• City/HRA assisted rentals and homeownership. • Rental development in selected zones – density bonus incentive	• Rentals – 30% of units affordable to households earning 60% AMI, of which at least one third will be affordable to 50% AMI, and at least one third will affordable to 30% AMI.	• Rental - 10 year minimum .		• Development Agreement	• Voluntary/incentive density bonus is not being used so policy is currently being revised.
Minnetonka (2004)	• City Assistance • Voluntary/incentive based for all developments.	• Rentals – 10% of units at 50% AMI for all developments, 20% of units at 50% AMI if using TIF funding.	• 30 year minimum.	• Considered on a case by case basis.	• Development Agreement.	• Produced over 500 affordable units since 2004.
Eden Prairie	• City Assistance • Using a voluntary/incentive based approach for all developments; exploring adopting a policy.	• City subsidy – 20% of units at 50% AMI. • Voluntary/incentive – starts at 10% of units at 50% AMI.				
Woodbury (2012)	• Voluntary/incentive based – density bonus policy	• 20% of units at 80% AMI or negotiated.	• 15 year minimum.			
Chaska	• All developments that need City approval	• 30% of units at 80% AMI.				
Forest Lake (2014)	• Voluntary/incentive based – density bonus policy	• Negotiable				• 15% density bonus, flexible parking requirements.

Phone Survey of Brooklyn Center Apartments:

Apartment Name	number of Units	number of vacant units	Rent for a studio	Rent for a 1 bedroom	Rent for a 2 bedroom	Rent for a 3 bedroom	Rent for a 4 bedroom	Do you accept section 8	Has rent increased over the past 2years?	How much has rent increased?	Most common reason for Eviction or non-renewal
4819 Azealia	12	0		750	800			no new	yes	$15-50	non-renewal
5207 Xerxes	12	0	0	Ave: $750	Ave $850			Yes	yes	8%	Disturbance
5240 Drew	10	0			845-950			yes	no		police calls for service
The Avenue	36	0	755	929	1075			no	yes	5% each month	non-payment
Beard Ave	24	0		$895	1 fl-$1025, 2-3 fl $1075			Yes (Typically don't meet criteria)	yes	100 - 2bd - 1bd 75	smoke in units, police calls (pattern)
Brookside Manor	90	0			garden - $750 2-3 floor $800			yes	yes	$20	police calls, disturbance, non-payment
Carrington Dr	128	0	$735	$835-855	$945-975			no	yes	$50	disturbance, illegal activity, cleanliness, non-payment
The Crest	122	3 for end of march		$755	$935			yes	yes	50	non-payment, crime free addendum
Crossings - 6201 Lilac - 55+	81	4 (0 in past few years)	1181-1275 (1bd + den	1081	1190-1750			No (inherited)	yes	2-5%	rarely - non-payment
Crossings - 6125 Lilac - 55+	65			1150							
Earle Brown Farm	120	1		845-920	1010-190			No new ones	yes	3% increase	disturbance, non-payment
Emerson Chalet	18	0		737	870			yes	no		non-payment, 3 strikes
Gateway	252	3	775	850-875-895	995-1045			no	yes	50	late payment, police calls, unit maintenance
Granite City	72	0	849	949	1139			yes	yes	34-55	smoking
Granite Peaks	54	0	849	949	1139			no	yes	34-55	non-payment
Humboldt Courts	36	1	750		900-995			no	yes	75-95	non-payment
Lynwood - mark	50	0		895-925	1050-1190			yes	Yes	2-4%	non-payment of rent
Melrose Gates	217	0		919-949	1129-1159	1159-1189 2bd+1.5ba	1209-1249 2bd+2ba	no	yes	100	non-payment
River Glen	128	0		900	975-1000	1250		yes	yes	50-75	non-payment/late rent
Riverwood Estates	84	2		929	999-1050			no	yes	40	lease violation
Ryan Lake	22	1		800	800-1000			yes	yes	75	non-payment
Summerset	36	3		700	800-850	1150-1200		yes	yes	$50	non-payment, lease violations
Twin Lake North	276	3		950+	1105-1225+			yes	yes	5%	non-payment, behavior
Unity Place	112	2			904-909	970		yes	yes	30	non-payment
Victoria Townhomes	48	4				1340-1400		no	yes	40-60	tenant not renew

Phone Survey of Brooklyn Center Single Family Property Management Companies:

Management Agency	number of Units	number of vacant units	Rent for a studio	Rent for a 1 bedroom	Rent for a 2 bedroom	Rent for a 3 bedroom	Rent for a 4 bedroom	Rent for a 5 bedroom	Do you accept section 8	Has rent increased over the past 2years?	How much has rent increased?	Most common reason for Eviction or non-renewal
Prosperous	40	0			1050	1250	1450	1550	yes	yes	2-3%	non-payment
Urban homes	2					1300	1400	1500	Yes			NA
Juliana Koi	2	1				1350			no	yes	50	NA
Kathleen Freitag	4	0				1235-1325	1410-1450		no	no		non-payment; destruction of property
Tyang	1	0				1150			no	no		NA
Michelle Nyarecha	1	0				1170-1250			yes	no		non-payment; police violations
Nazeen	2	0			1000	1200			no	yes	5%	NA
Tracy Hinkemyer	7						1350-2000		no	no		NA
Dan tan	4	0			850-950				yes	no		non-payment drugs, noise

Proposed Scope of Work for Housing Study and Gaps Analysis

Understand Existing Conditions and Trends. Use Hennepin County and the Broader Twin Cities MSA as comparison points where that makes sense. Any overview of regional housing trends as well as forecasted regional housing demand will provide context to both the issues faced in Brooklyn Center as well as the market gaps that will surface. This includes attention to:

- Housing units by type, tenure, year built, senior/general occupancy, formal affordability status (Costar)
- Rent levels and trends, for recently built apartment buildings, and pre-2000 apartment buildings (Costar)
- Household housing costs and trends (these are measures of the affordability of Brooklyn Center housing, regardless of affordability status of the development) (Census, ACS)
    - Reported housing cost
    - Reported cost as a percentage of household income
    - Cost-burdened households
- Development trends (Costar, Brooklyn Park, Metropolitan Council)

Analysis of Likely Impact.

- Review of the literature on the impact of major area improvements on property values and rents—including local case studies such as Bottineau Housing Gaps Analysis —and apply the findings to Brooklyn Center's context. The goal would be to estimate the impact on rents due to the proposed development improvements, above what is happening due to general city-wide market trends, and to estimate how distant from the development improvements the impact extends.
- Conduct best practices research to include recent research and studies locally, including the work done by CURA and LISC on the topics of gentrification and displacement. Be sure to incorporate work that has local context.

Survey of residents. A survey should be conducted to augment data related to cost-burdened households. Work with the City to conduct a survey of renters in the community. work with the city to identify appropriate questions. Questions may include:

- Are you living in your desired area of Brooklyn Center? If not, what are your barriers to living somewhere else?
- What drew you to live in this rental property?
- Do you share rent with a partner or roommate?
- What percentage of your gross annual salary (before taxes are taken out) do you pay for rent?
- Do you anticipate your salary increasing steadily over the next 5 (or 10) years?
- Has your rent increased over the last 2 years? 5 years? By how much?
- Do you live in a studio, 1-br, 2-br, 3-br, or other?
- How would you rate you're the level of service you experience from your landlord/property manager? Has it increased or decreased in the last two years?

Best practices research. Look at actions cities have taken, locally and nationally, to mitigate the impact on residential housing costs that stem from area improvements. Goal will be to identify strategies and best practices that are available and could be employed in Brooklyn Center either by the City, or by its development partners as identified in the City/developer development agreements. (Such provisions can be, but need not be, referred to as a community benefits agreement.)

BOTTINEAU COMMUNITY WORKS

STATION AREA HOUSING GAPS ANALYSIS

June 2018

Prepared by

PERKINS+WILL

TANGIBLE Consulting Services

SHC SWANSON HASKAMP consulting + planning

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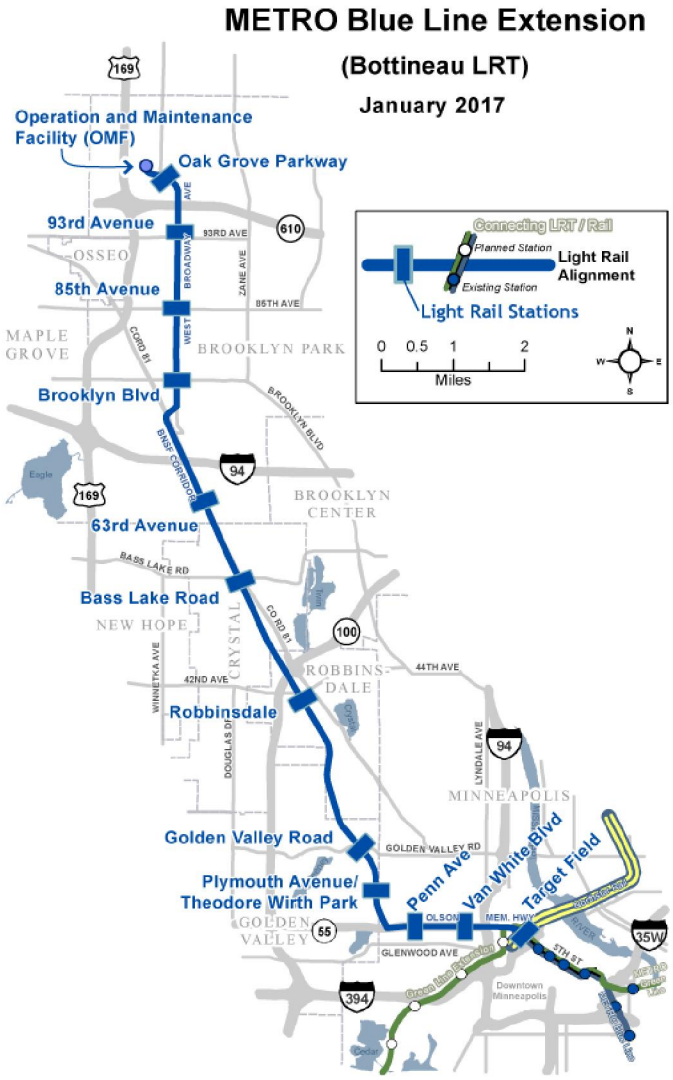
INTRODUCTION

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.



Source: Metropolitan Council

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

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.

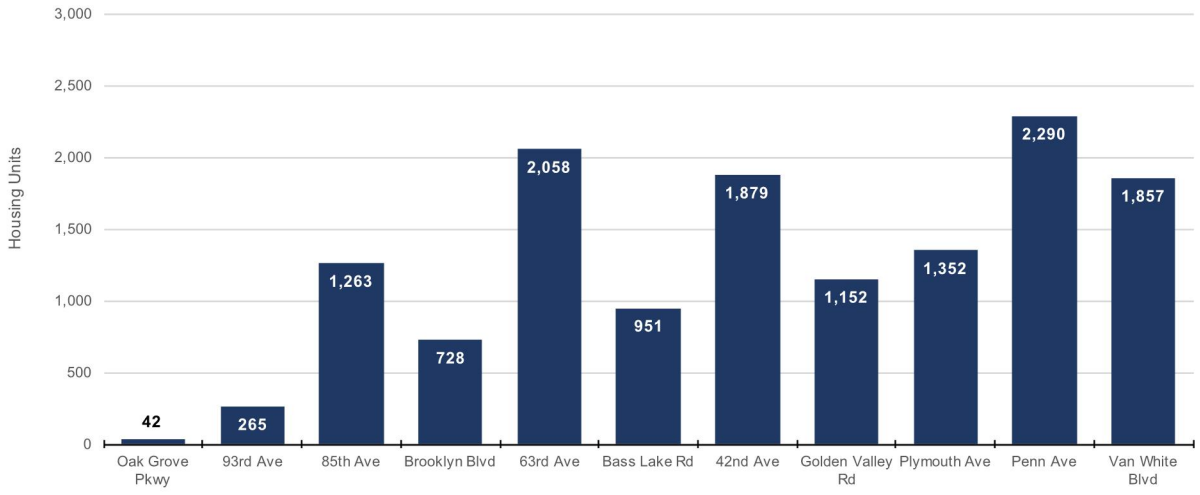
CHARACTERISTICS OF THE HOUSING STOCK

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

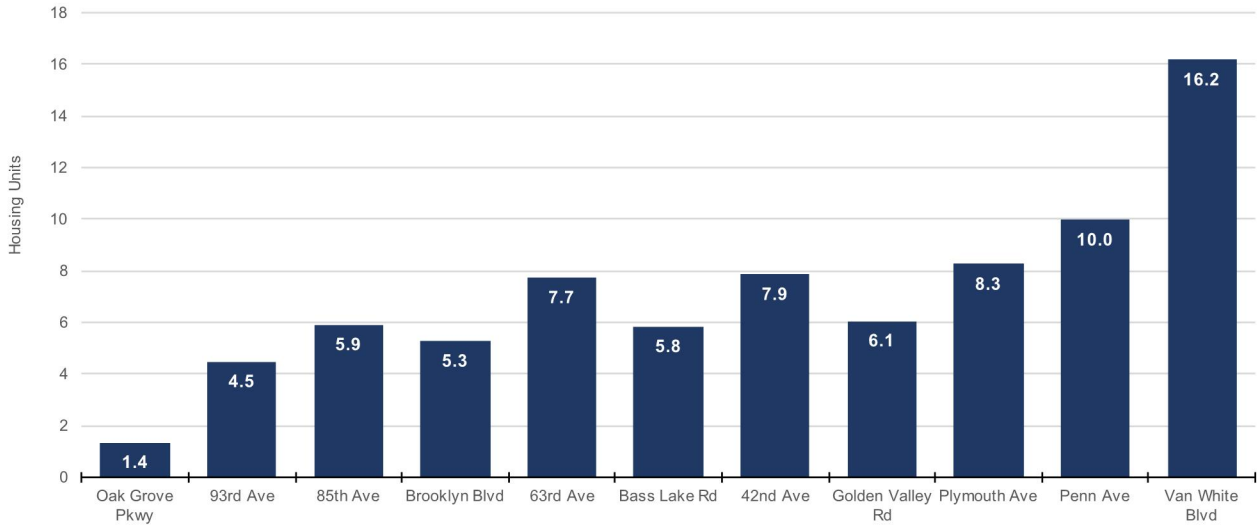
1. The 42nd Ave Station Area noted on all figures has been renamed to "Robbinsdale Station Area" or "Robbinsdale" station. The Station name change has been updated and noted within the text, tables and maps of this report.

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

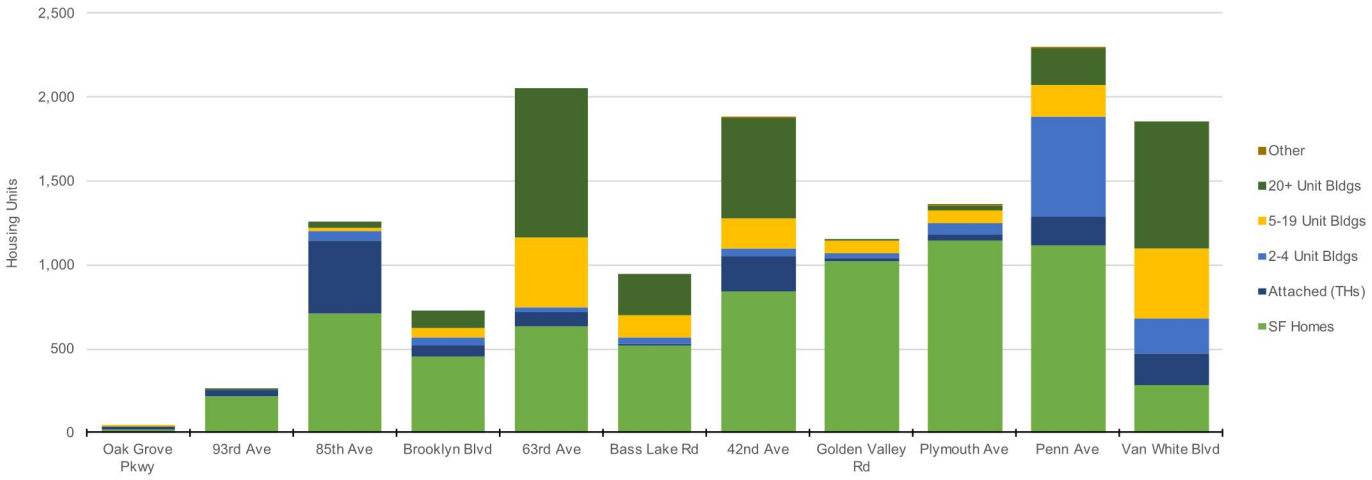
Housing is not monolithic. It often comes in a variety of shapes, sizes, and structure types. The number of housing units in a given building is a basic way to differentiate housing types.

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)



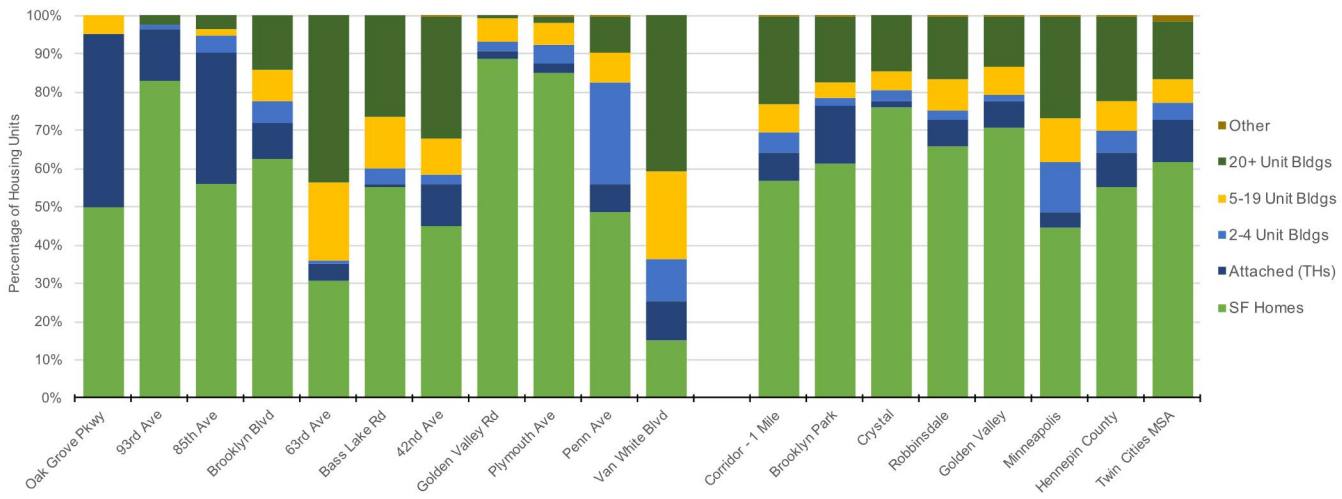
Source: US Census, ACS 2011-2015 Estimate

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

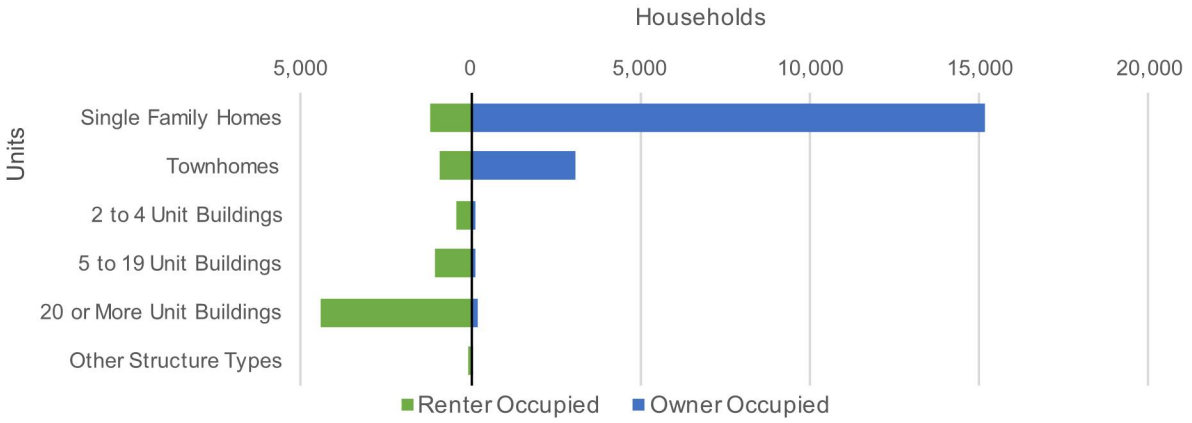
Household Tenure by Structure Type

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.

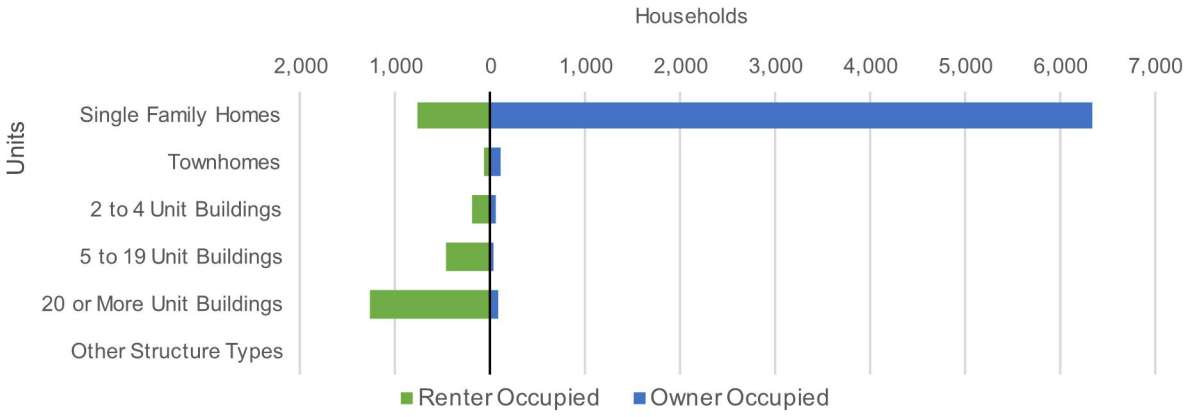
It corroborates the fact that the vast majority of owned housing are single-family homes. However, single-family homes represent a significant portion of rented housing as well. Small to medium size structures are generally rented, though outside the Corridor it is more common to find owned units in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

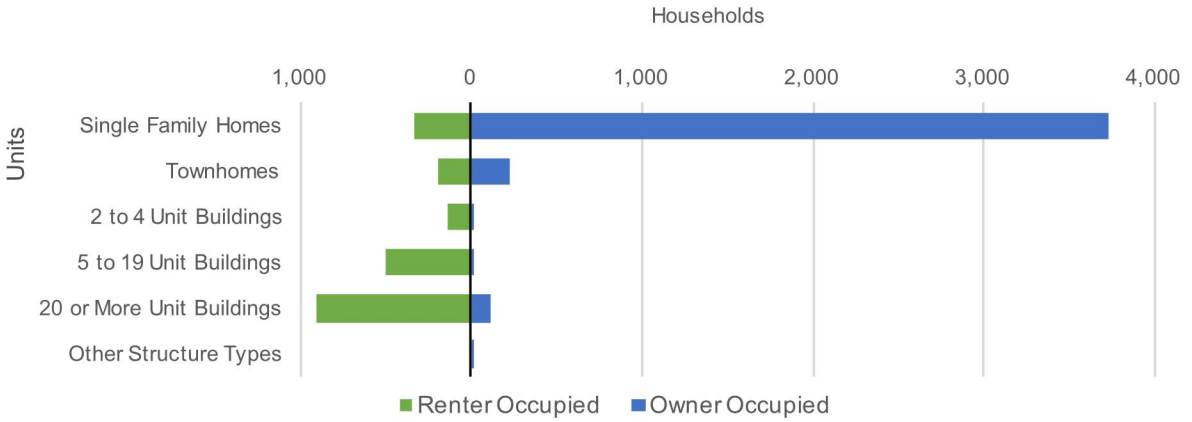
CITY OF BROOKLYN PARK



CITY OF CRYSTAL

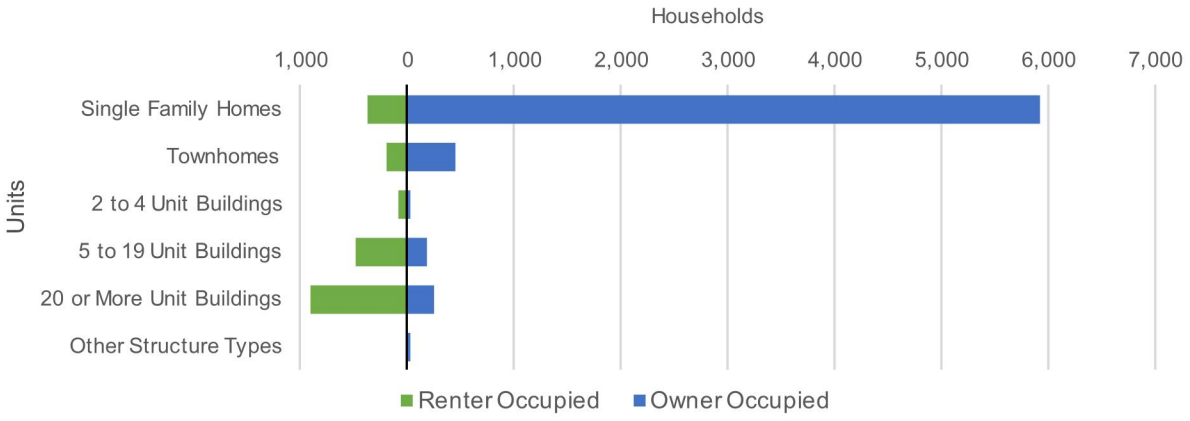


CITY OF ROBBINSDALE

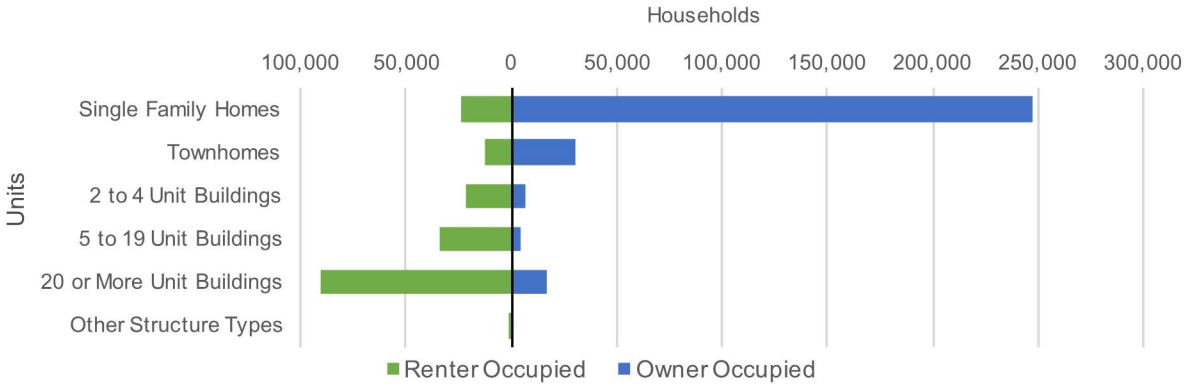


Sources: US Census; Tangible Consulting Services

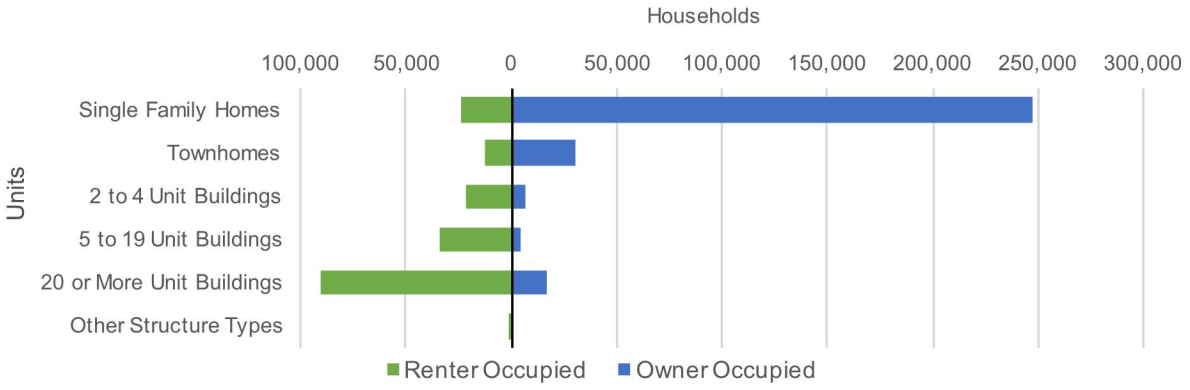
CITY OF GOLDEN VALLEY



HENNEPIN COUNTY



TWIN CITIES MSA



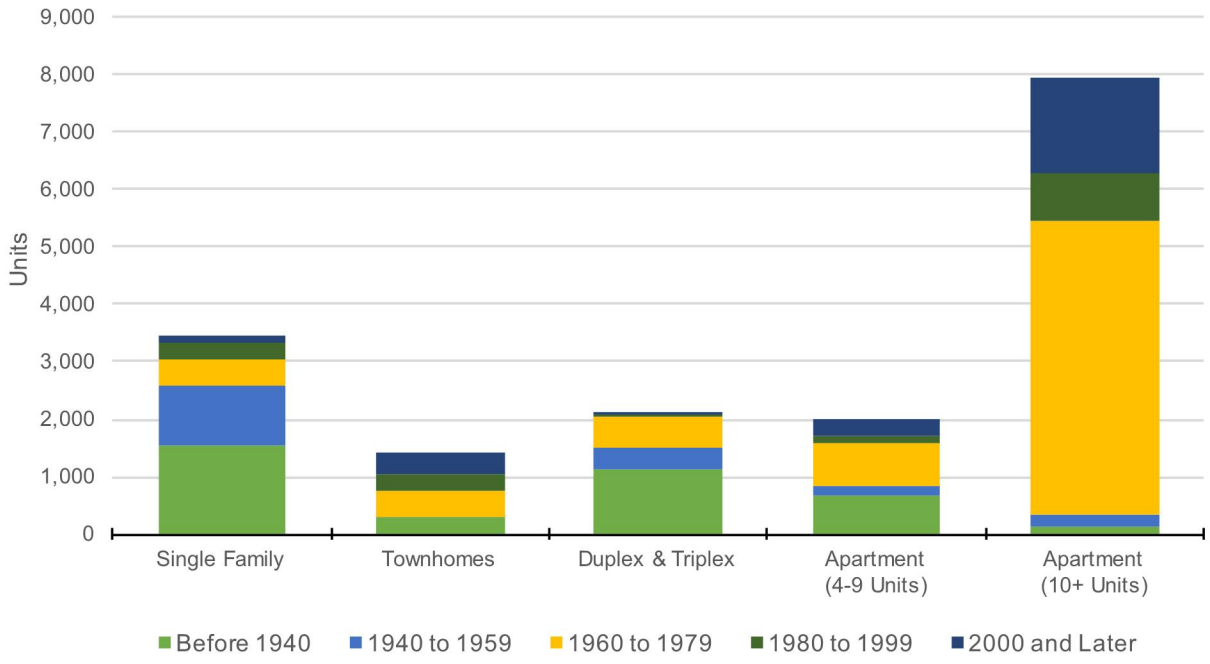
Sources: US Census; Tangible Consulting Services

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)

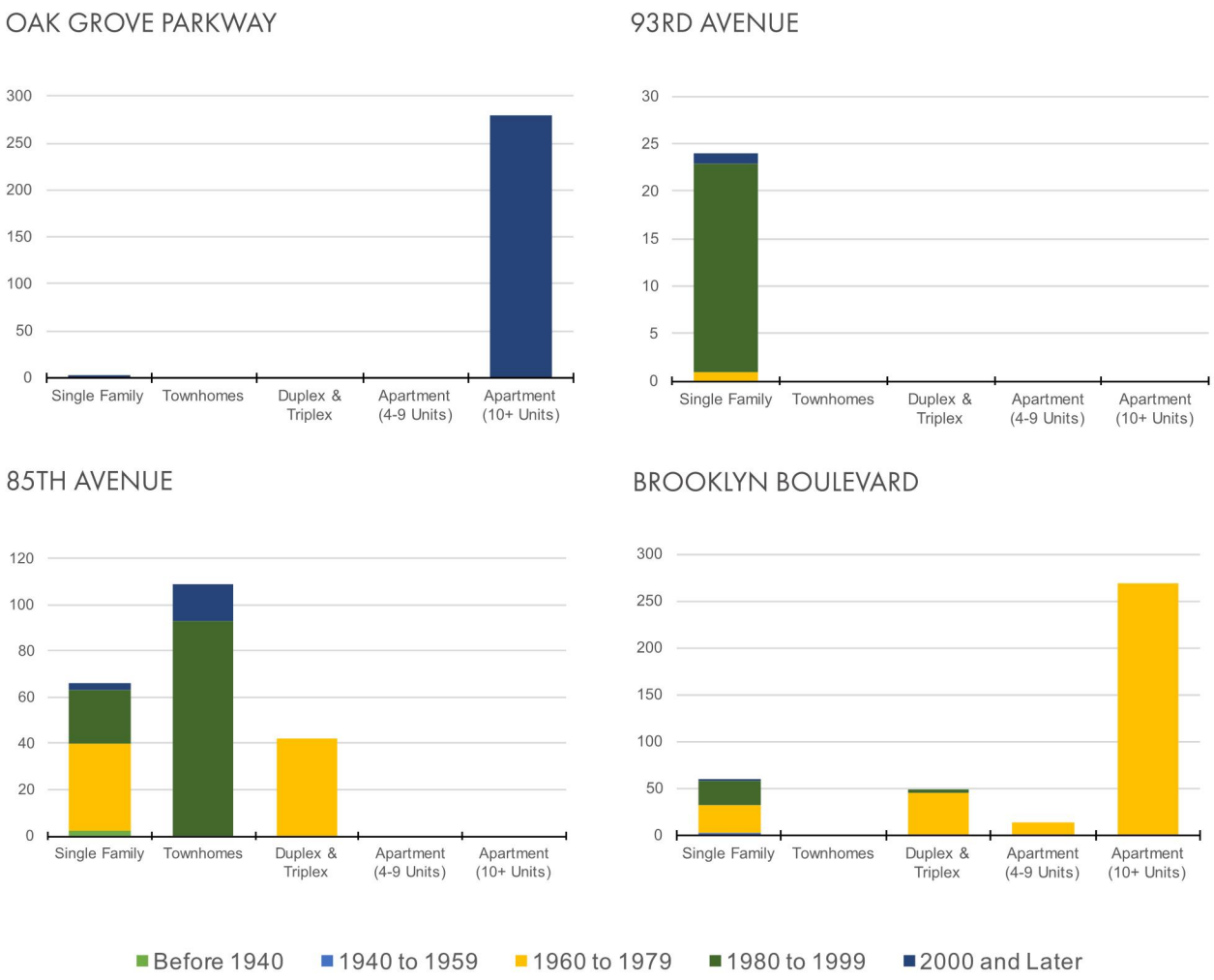


Sources: CoStar; Tangible Consulting Services

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.

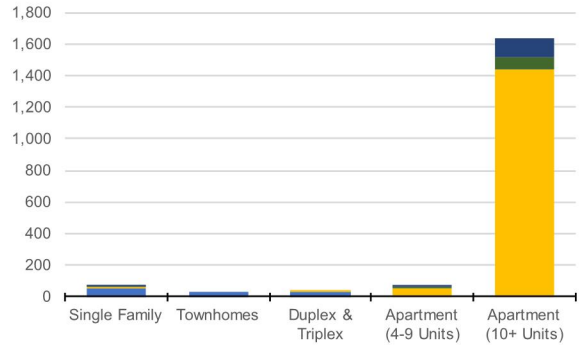
It is important to note that there are very few rental units that have been built within the last 20 years throughout the Corridor. Only in the Oak Grove Parkway (due to a new development) and the Van White Boulevard station areas are there any significant amounts of newer rental housing.

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

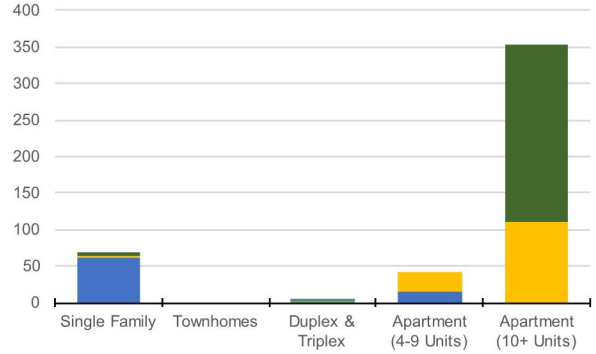


Sources: CoStar; Tangible Consulting Services

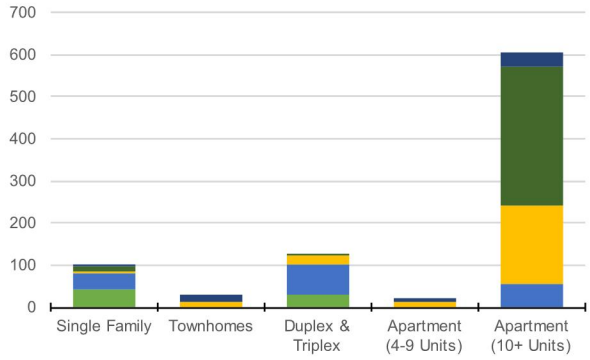
63RD AVENUE



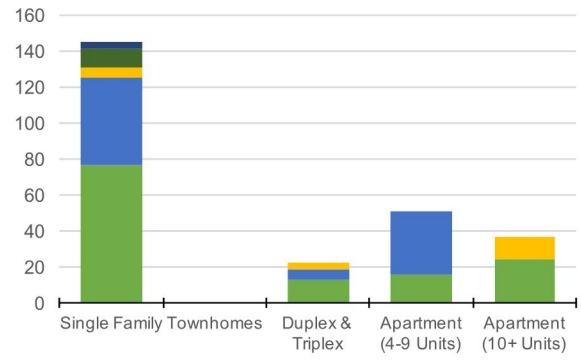
BASS LAKE ROAD



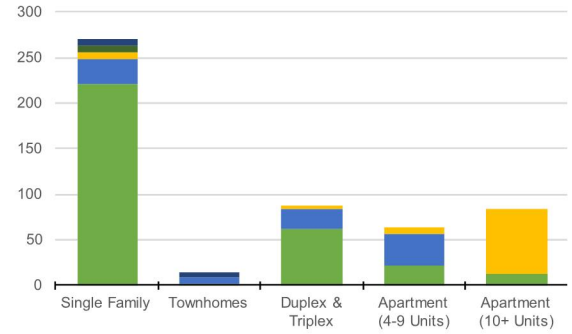
ROBBINSDALE



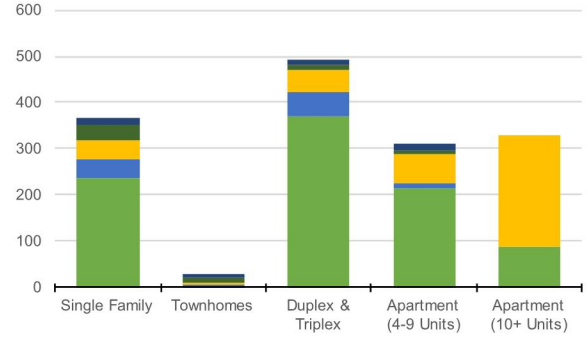
GOLDEN VALLEY ROAD



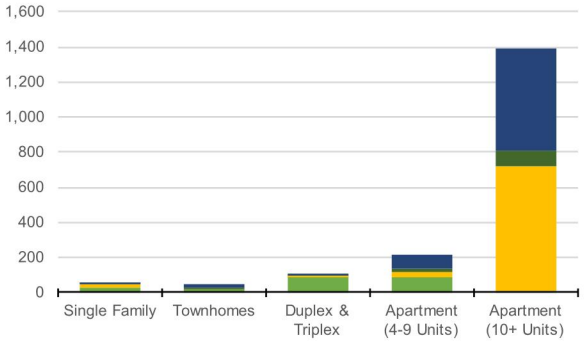
PLYMOUTH AVENUE



PENN AVENUE



VAN WHITE BOULEVARD



Sources: CoStar; Tangible Consulting Services

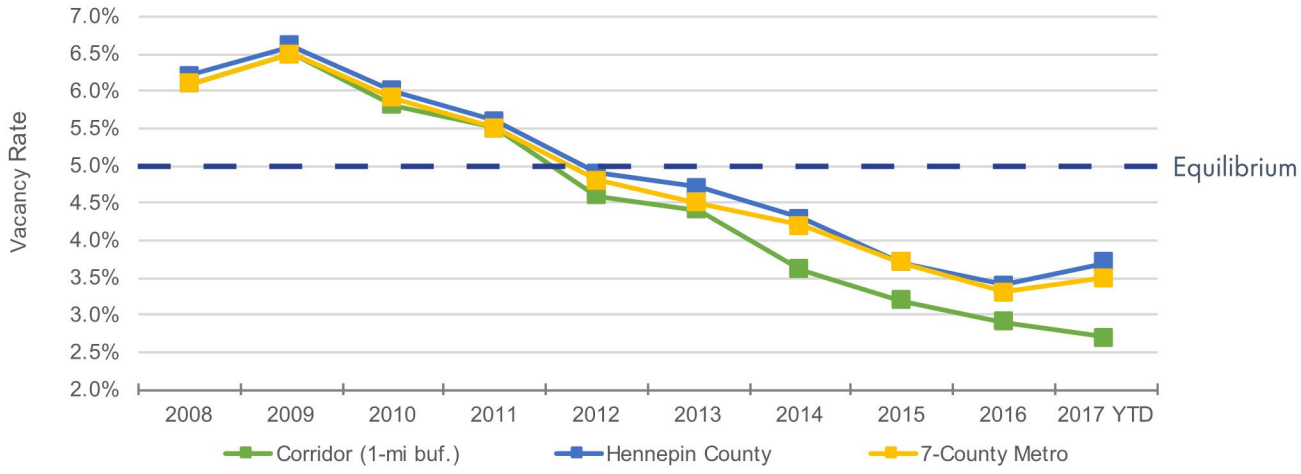
Vacancy Trends

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

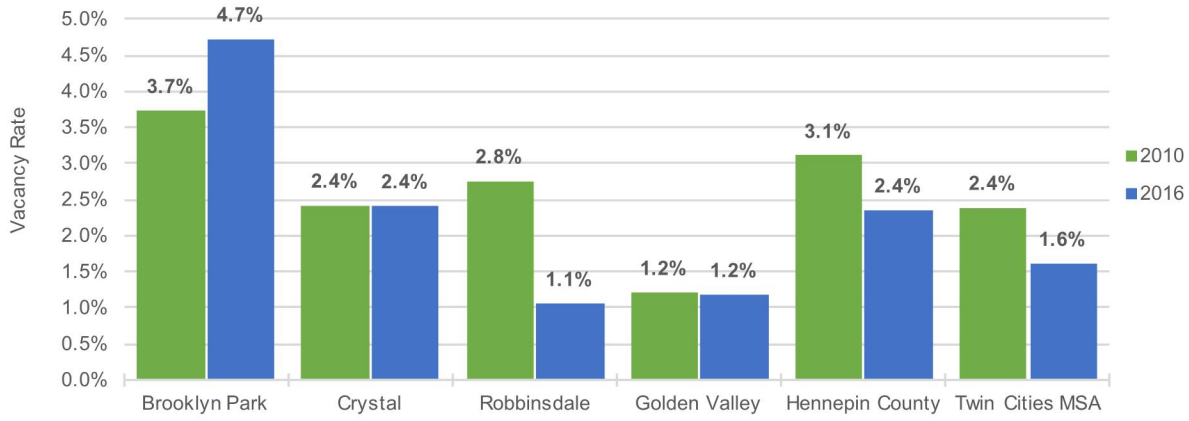


Sources: CoStar; Perkins+Will

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

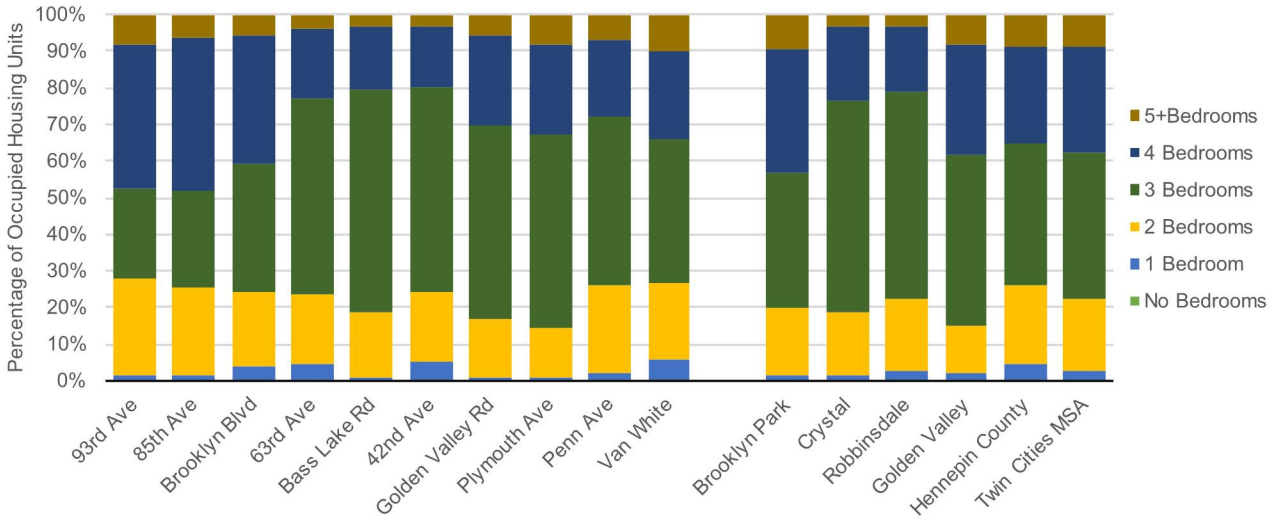
Bedroom Analysis

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.

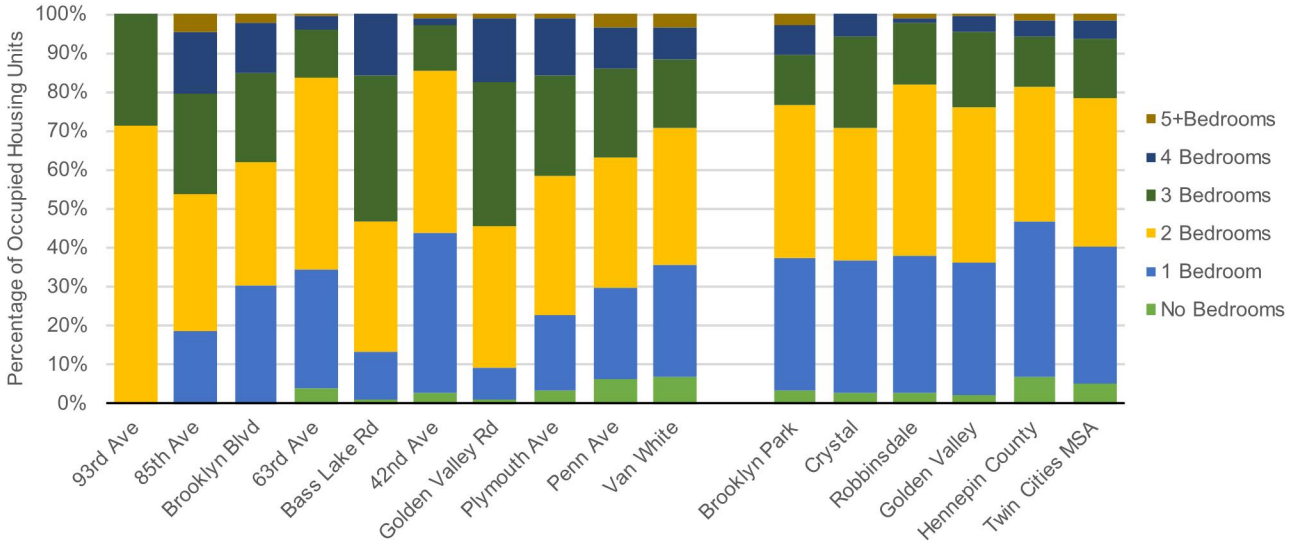
Figure 10: Bedrooms per Housing Unit - Owner-Occupied Housing (1/2-Mile Radius)



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)

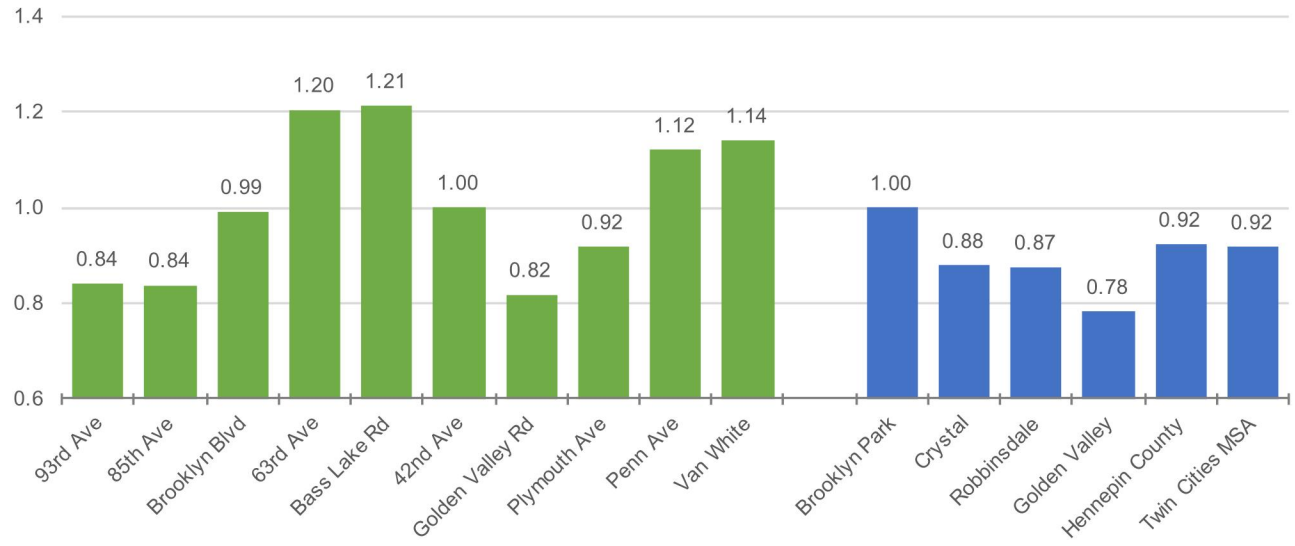


Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

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.

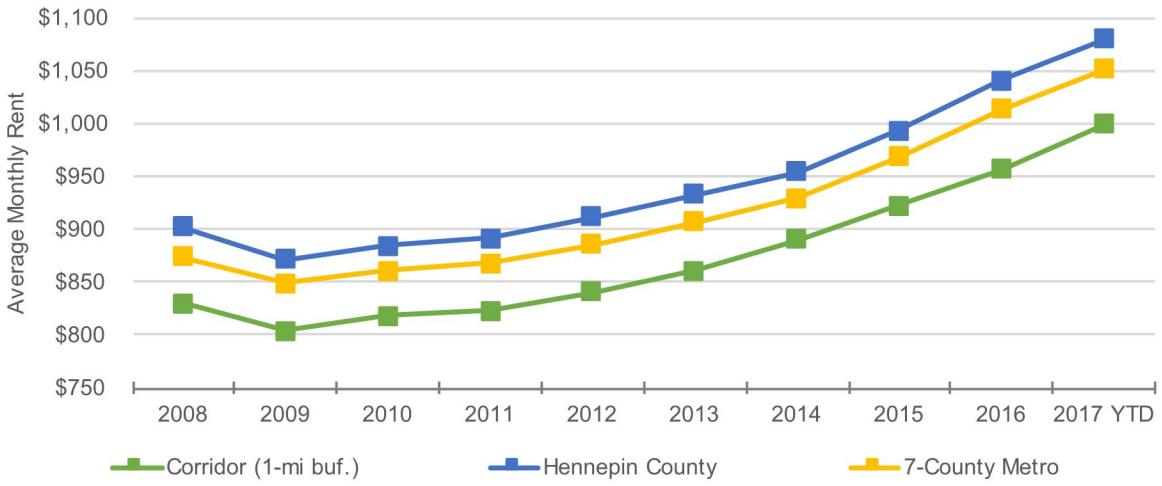
Pricing Trends: Market Rate Rental Housing

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.

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

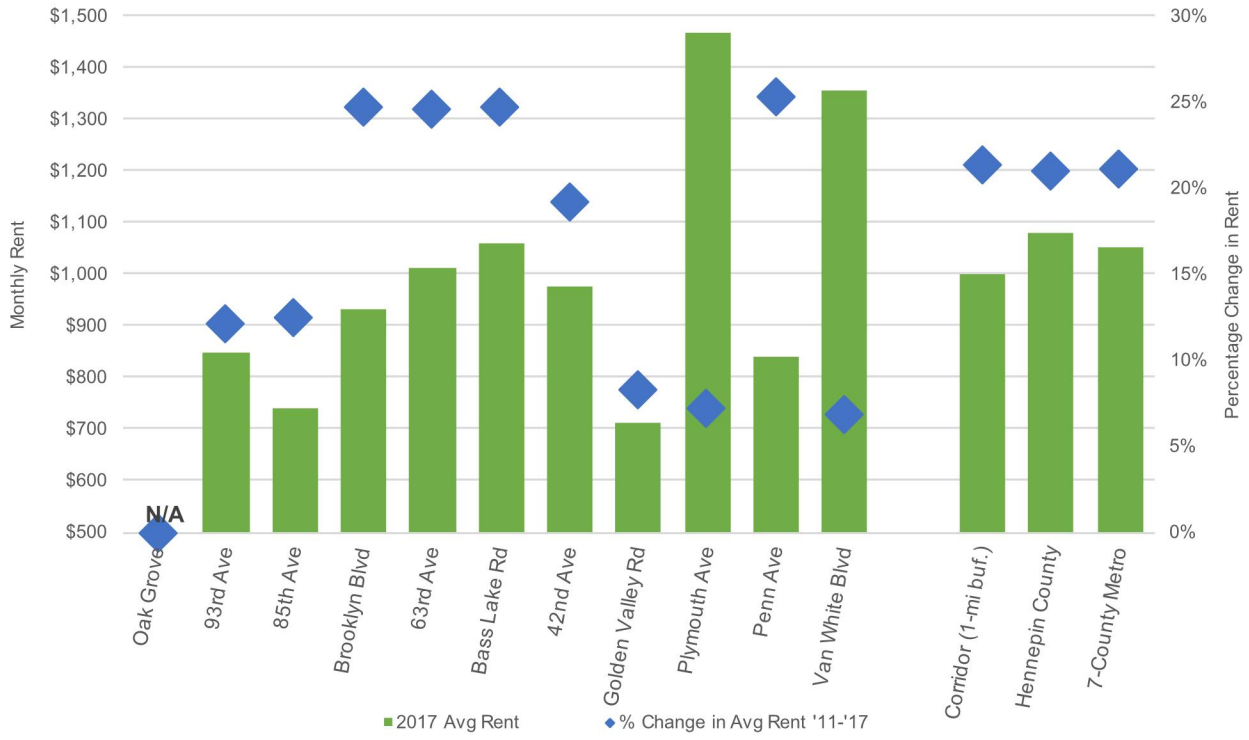


Sources: CoStar; Perkins+Will

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)



Sources: CoStar; Perkins+Will

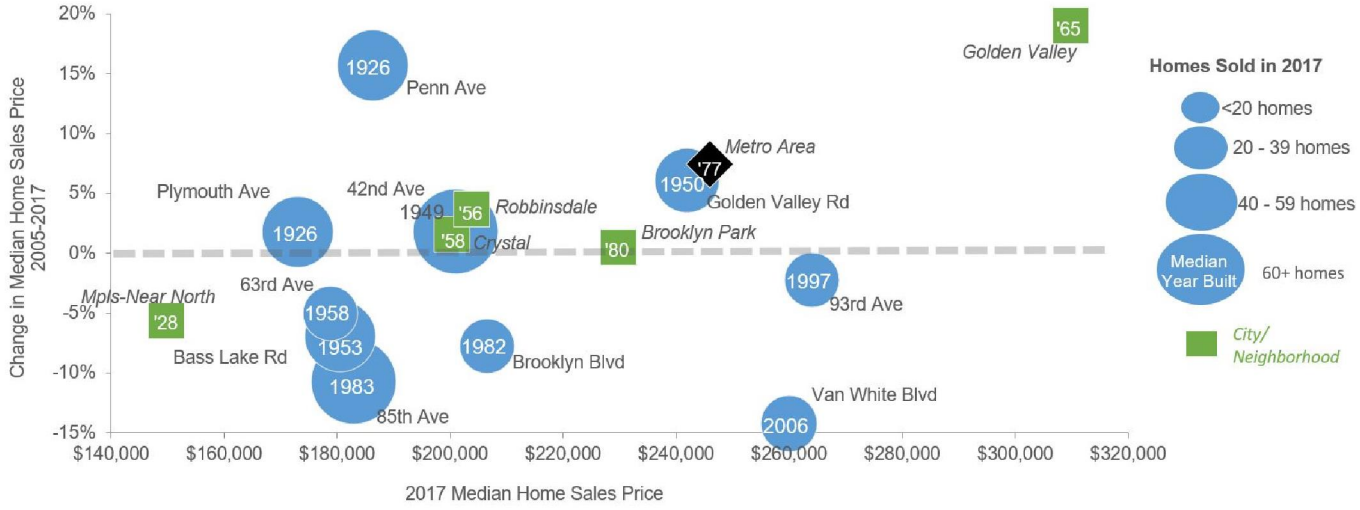
Pricing Trends: For-Sale Housing

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.

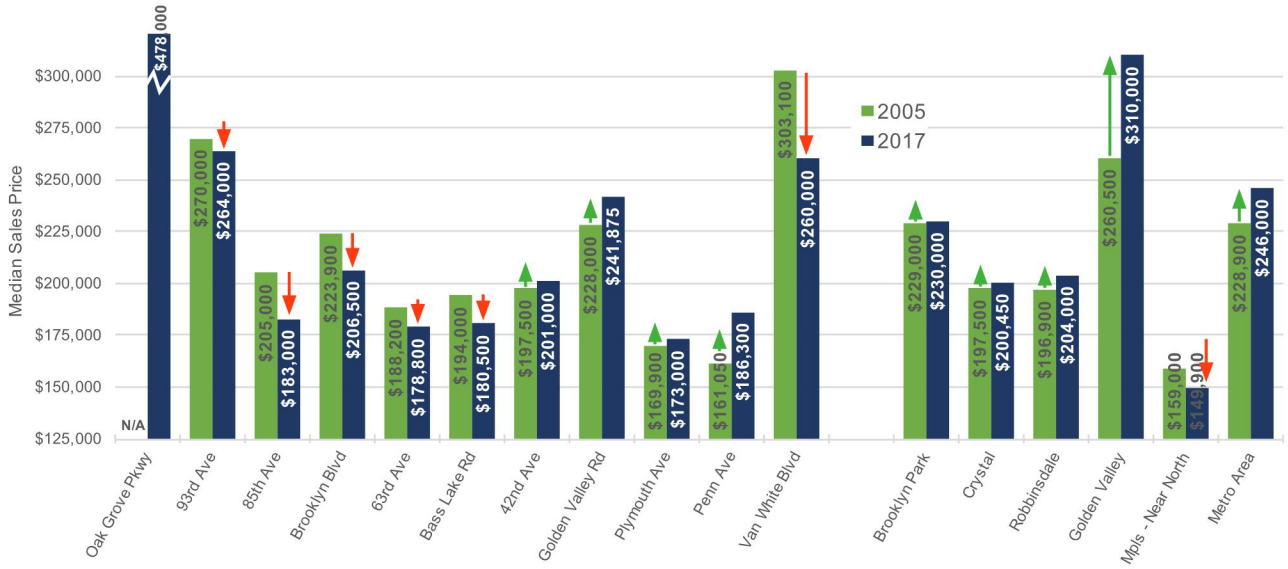
Figure 15: Home Sales Statistics by Station Area (1/2-mile radius), Corridor City, and Twin Cities Metro Area



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.

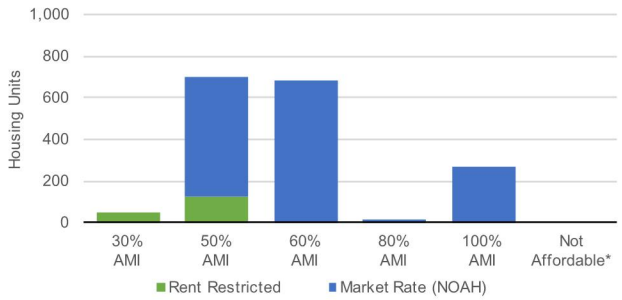
Based on the above definitions, Figure 17 breaks out units that have some level of rent or income restriction versus those that have no restrictions (i.e., market rate). In the case of market rate units that meet some level of affordability, these are commonly referred to as naturally occurring affordable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

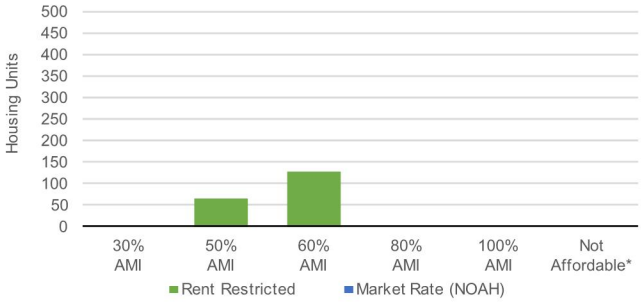
All of the rental housing along the Bottineau Corridor meets some level of affordability with over 80% of the units affordable to households with incomes at or below 60% of AMI. In Brooklyn Park and Robbinsdale very few of the rental units have a restriction. Almost all of the rental housing are naturally 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)

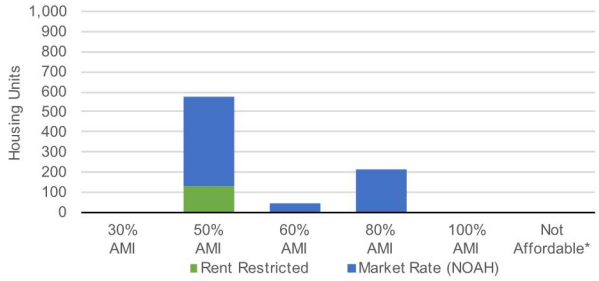
BROOKLYN PARK (WITHIN 1-MILE OF CORRIDOR)



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.

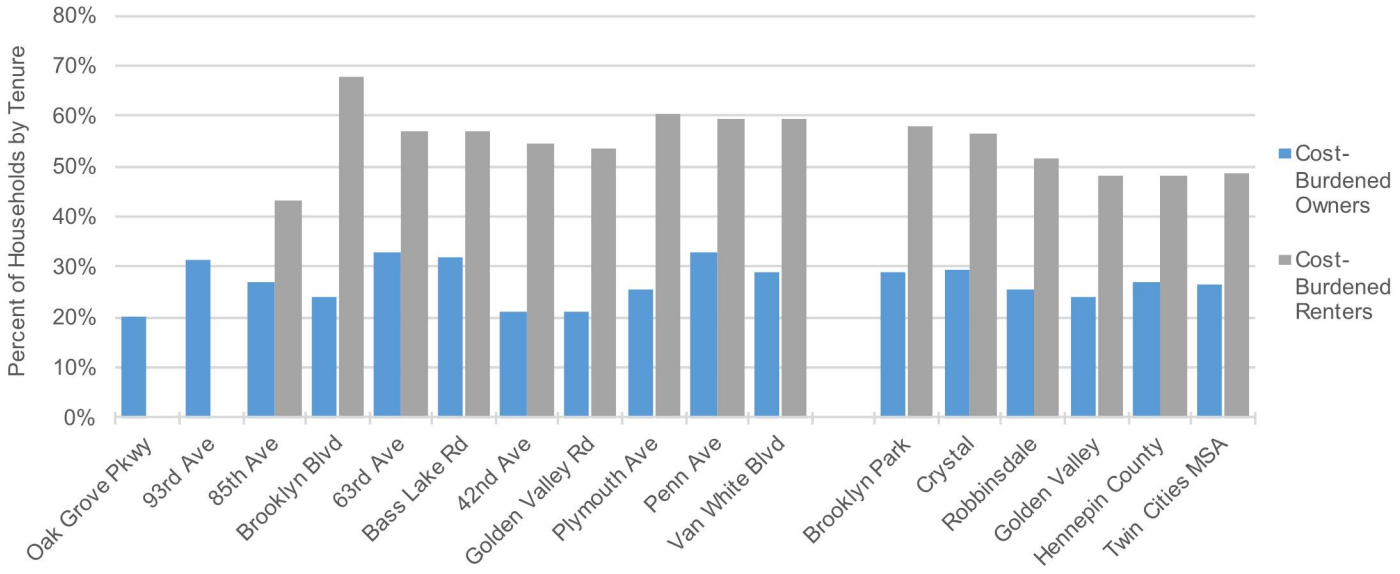
Cost Burden

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)



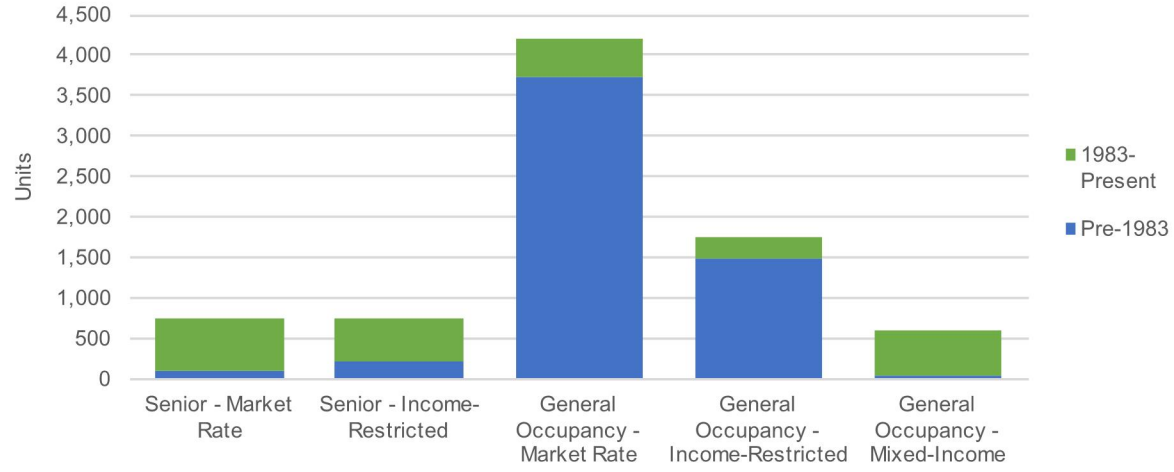
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

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.

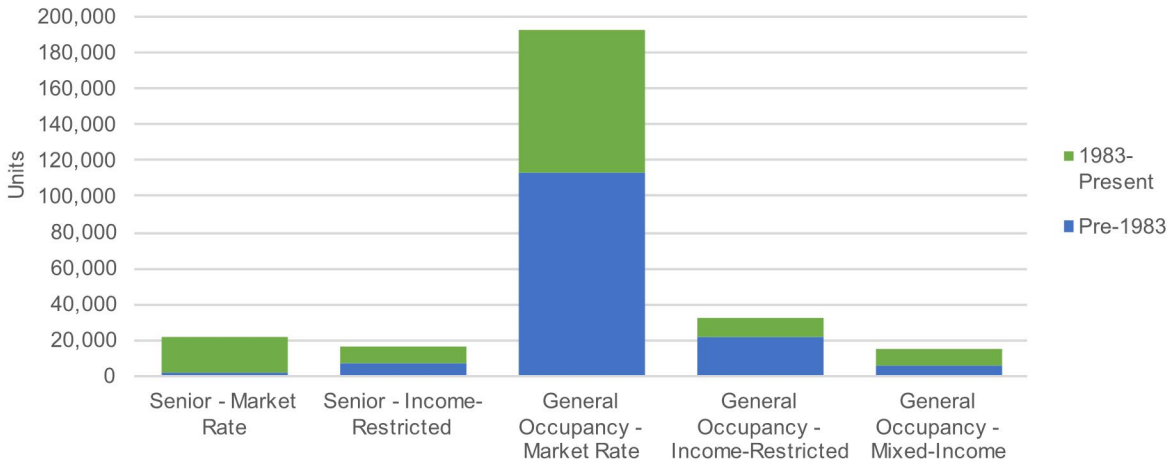
Nearly 50% of the rental units in the Corridor have some type of restriction. Of these, more than half have been built since 1983. The vast majority of general-occupancy rental units without any restrictions were built before 1983 and are more than 35 years old. This is in contrast to other parts of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

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

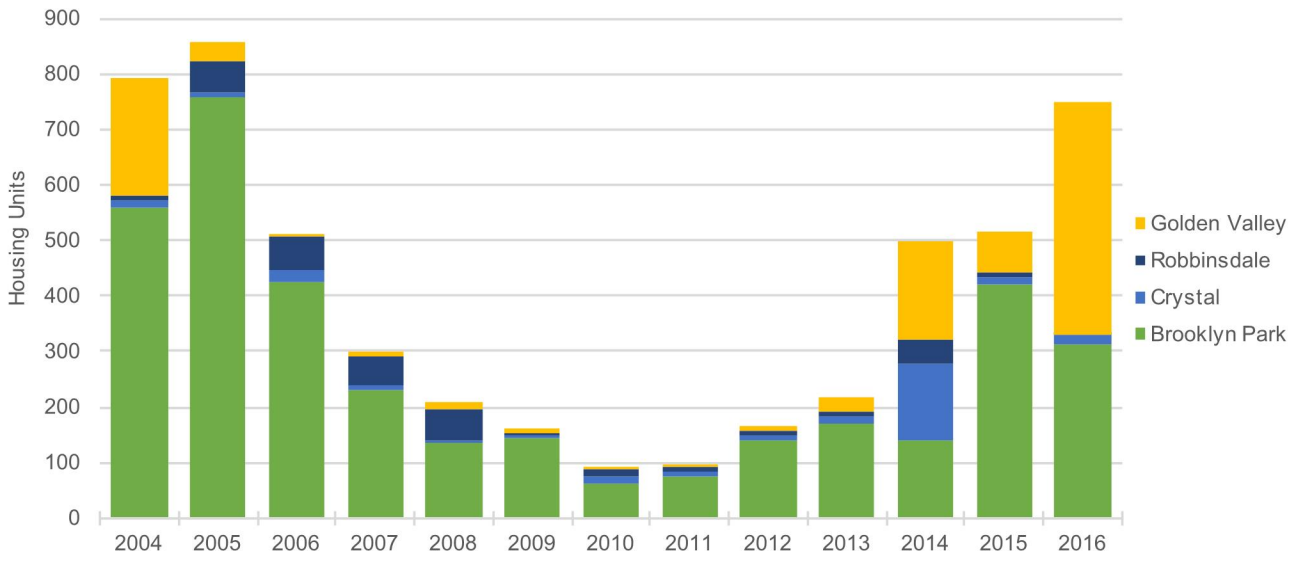
Development Trends

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.

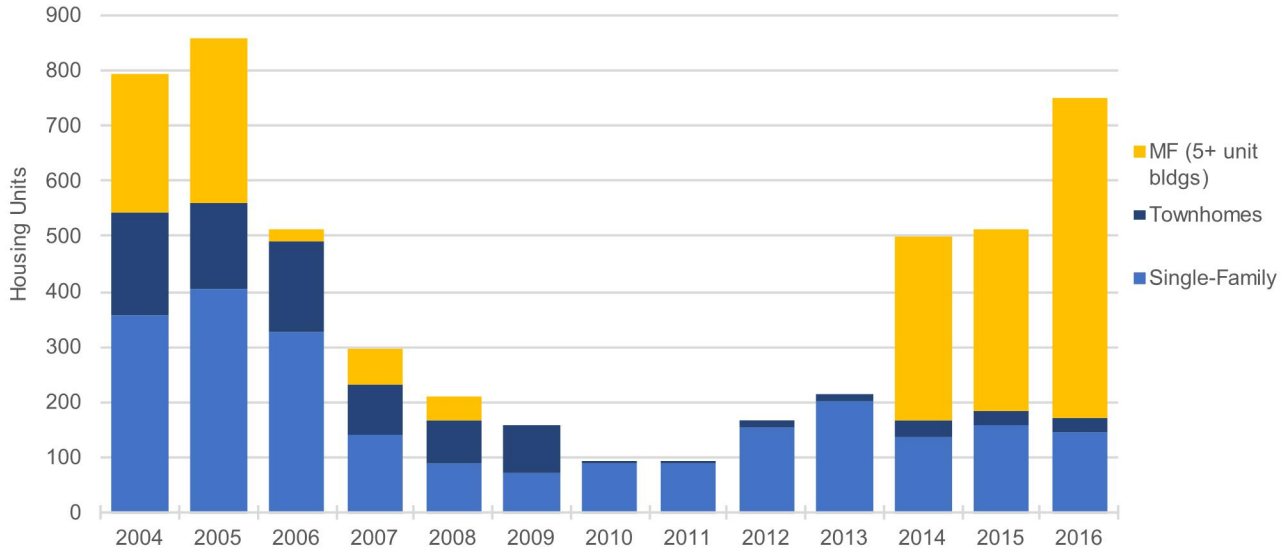
From the Figures 21 and 22, it is evident how much the housing bust from the late 2000s slowed new construction. At the bust's nadir, less than 100 new units were constructed annually compared to 850 units during the peak in 2005. Although not quite to the pre-bust levels, housing construction is adding 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

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

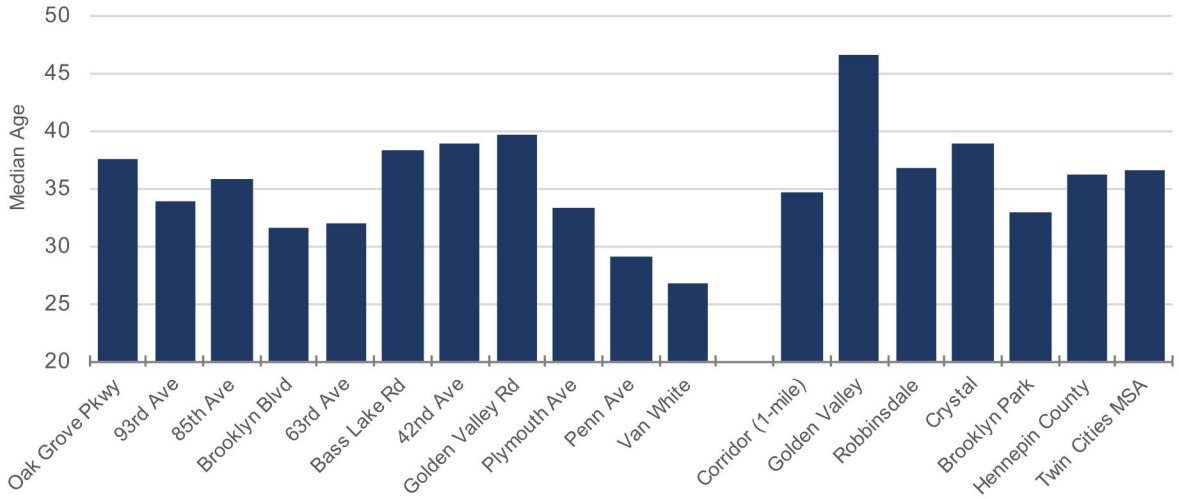
The age profile of the population has a direct impact on housing needs. Figure 23 depicts the current median age of the population in each station area, in each community along the Corridor, Hennepin County, and the Twin Cities metro area. Figure 24 depicts the recent and anticipated future trend with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

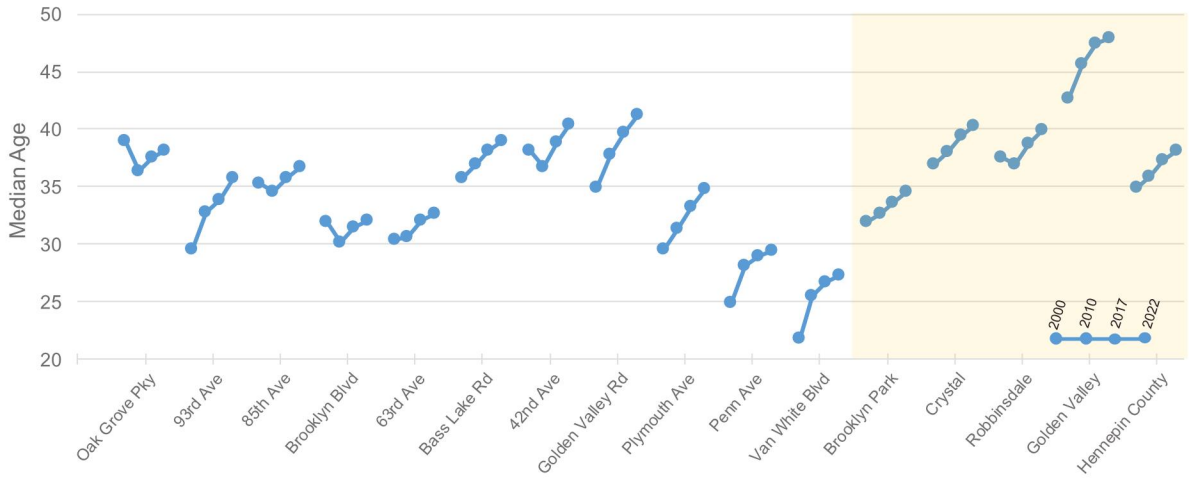
Although several station areas experienced a drop in the median age from 2000 to 2010, despite continued aging of the County as a whole, all of the stations are expected to increase their median age in the foreseeable future. An aging population within the station areas will increase demand for certain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

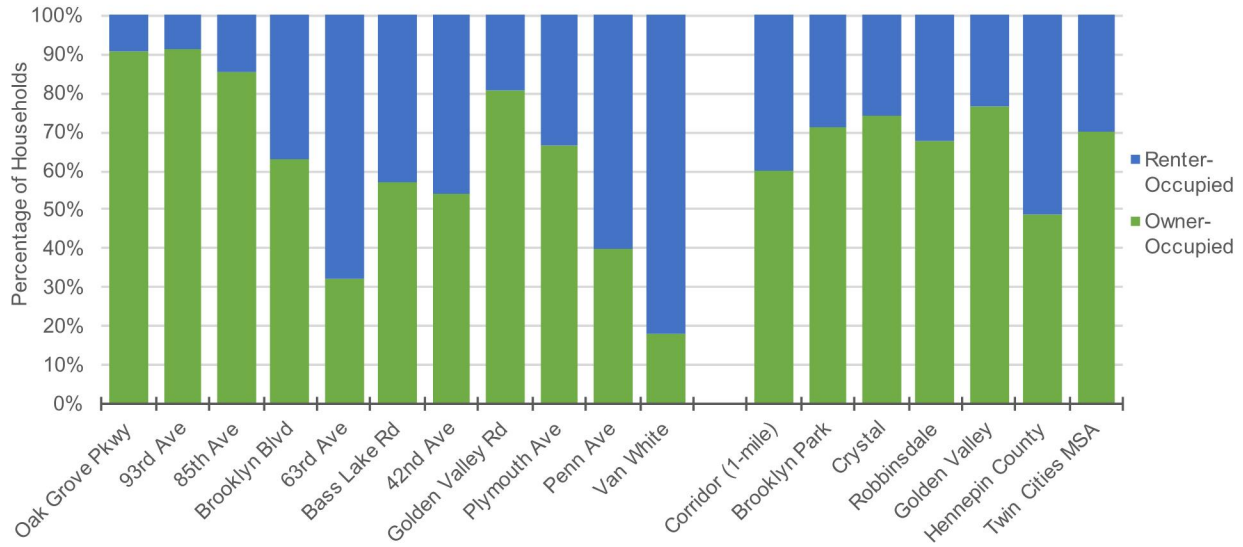
Figure 25 presents data on the breakdown between owners and renters while Figure 26 presents data on recent and anticipated changes in the homeownership rate. There is wide variation in tenure from station area to station area. Some station areas, such as those at the north end of the Corridor, mostly 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.

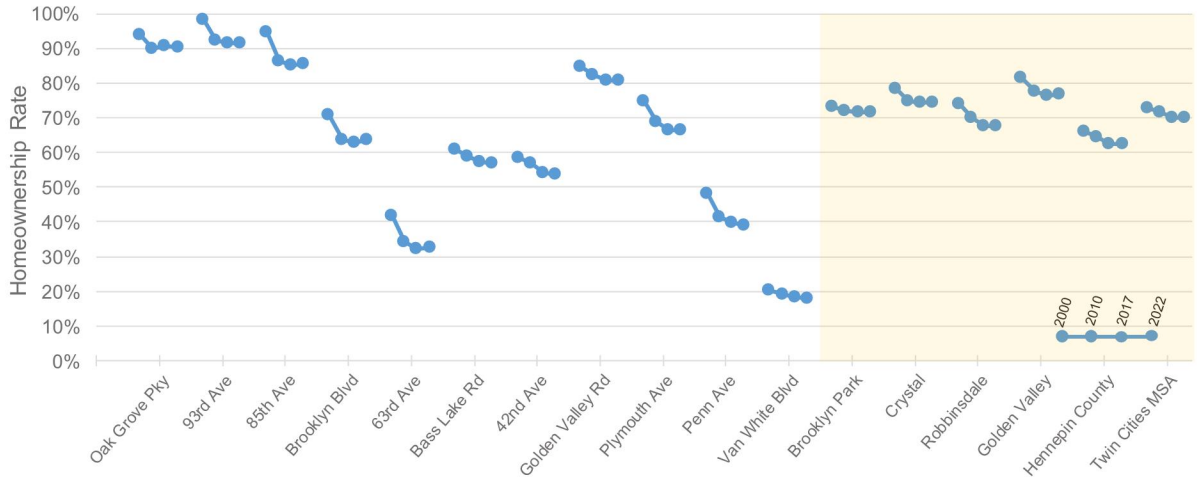
If these trends persist or become deeply established, the demand for rental housing could remain high for many years. These trends, however, are difficult to predict because of the large impact Federal policies have on homeownership. For instance, if the Federal government revamps Fannie Mae and Freddie 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)



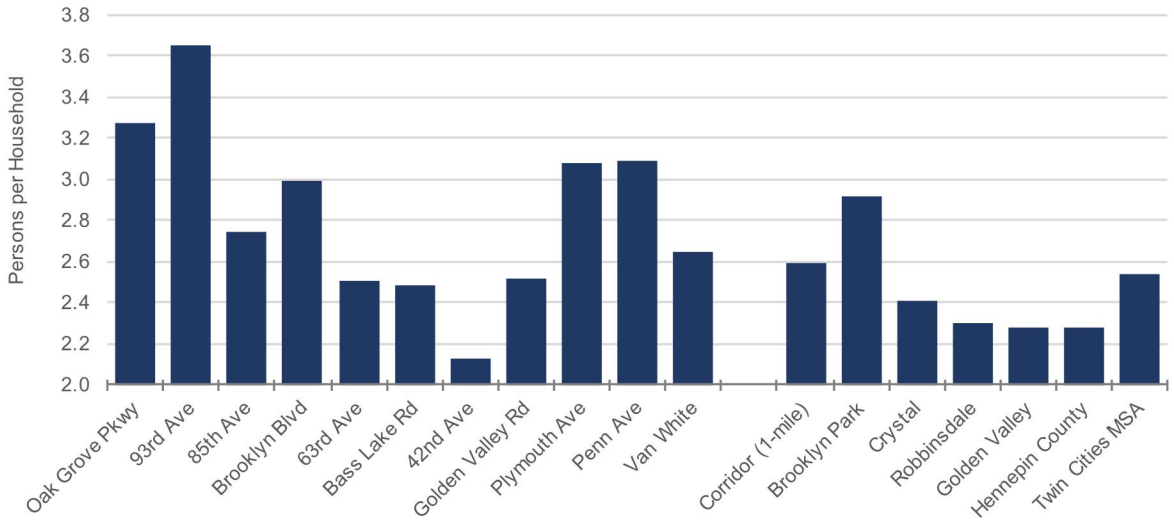
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

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.

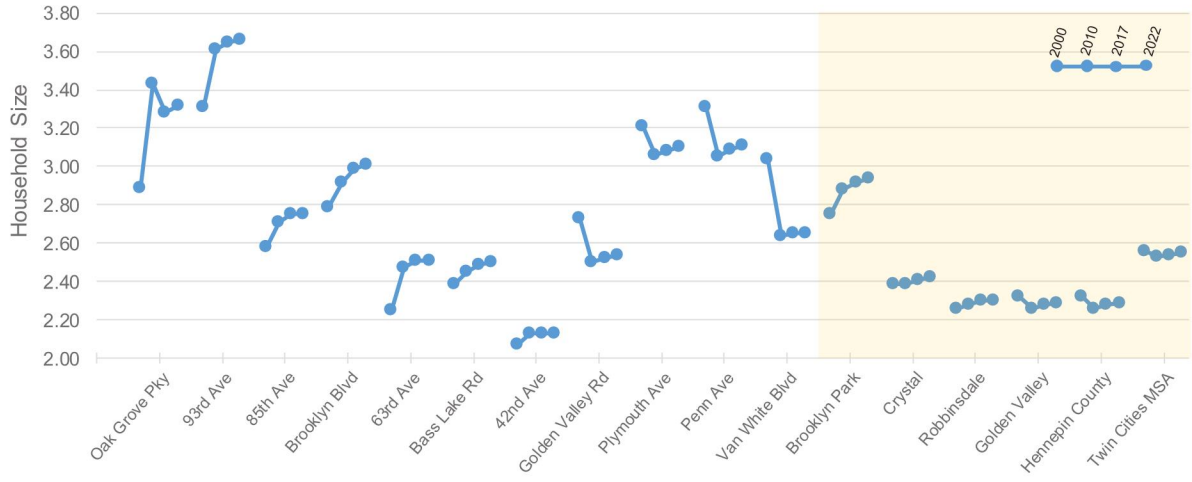
Exceptions are station areas where the aging of the population has yet to result in a turnover to younger households (e.g., Golden Valley Road) or areas with a high number of larger apartment units that can support families (e.g., Van White Boulevard).

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

Household Type

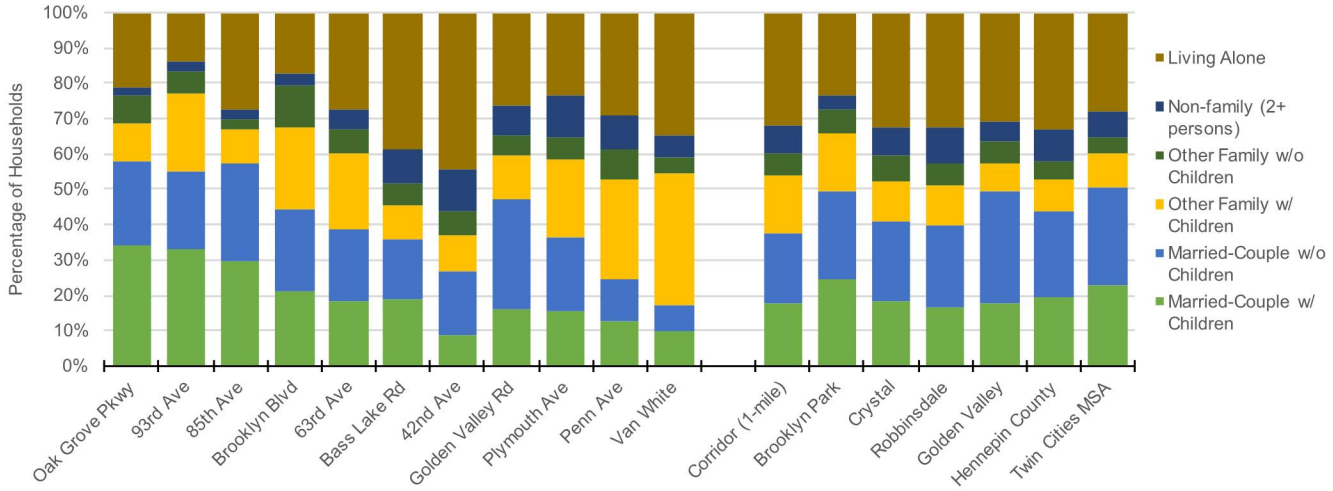
Related to household size is household type. Changes in household type can place pressure on the types of rental units needed in a community. For example, increasing numbers of renter households with children will place greater demand for units with three or more bedrooms, not to mention amenities such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

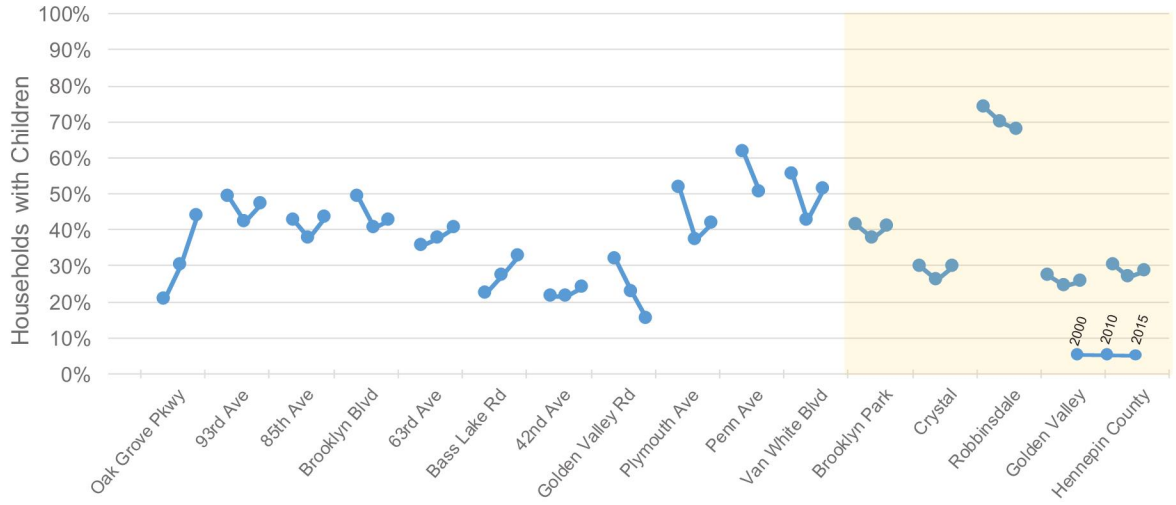
Recent trends indicate that the proportion of households with children is increasing across the metro area and within most of the station areas. Single-person households, which have different housing needs than households with children, are starting to stabilize after a large increase between 2000 and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

Figure 29: Household Type by Station Area (1/2-Mile Radius)



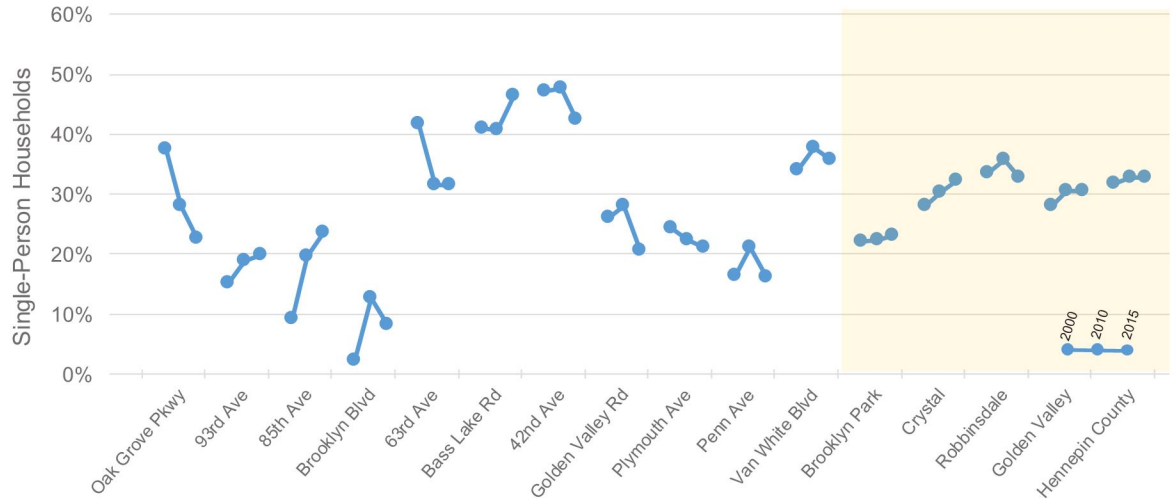
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services

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)



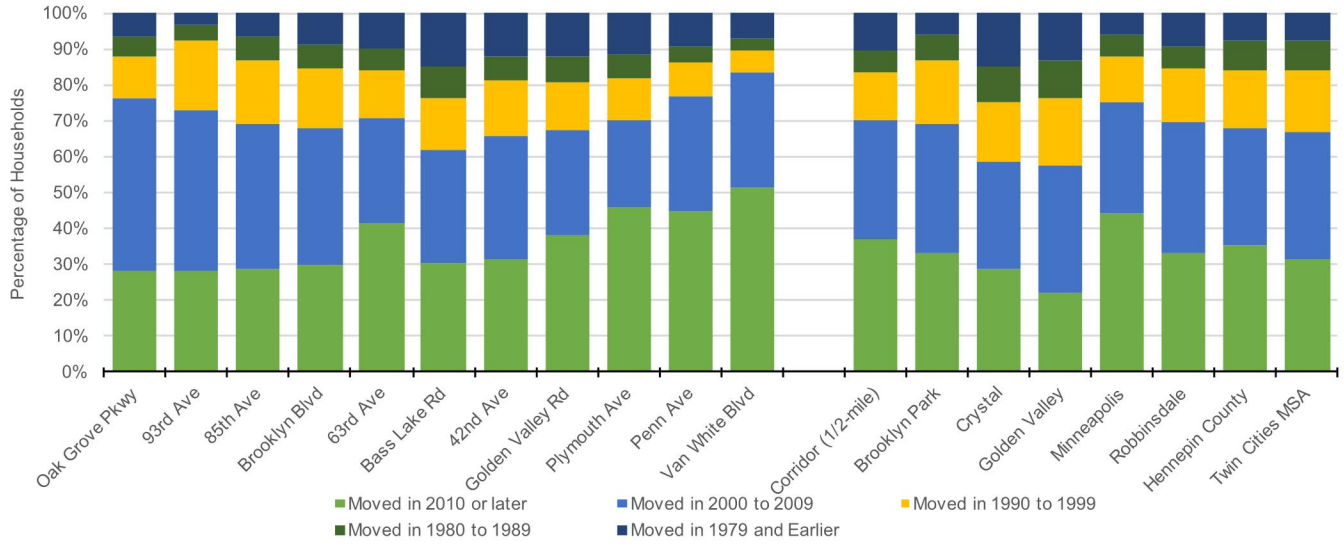
Sources: U.S. Census Bureau; Tangible Consulting Services; Perkins+Will

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.

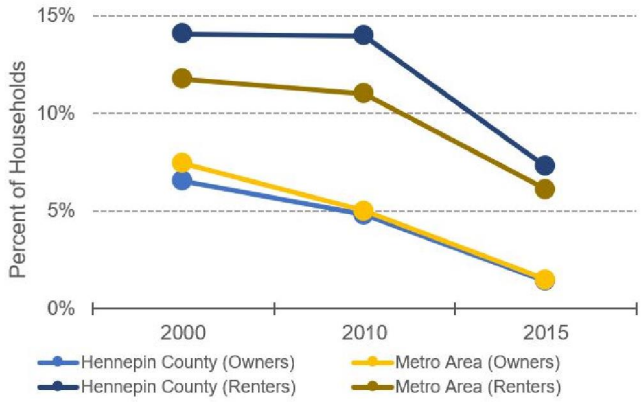
Figure 32: Year Householder Moved into Dwelling Unit by Station Area (1/2-Mile Radius)



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

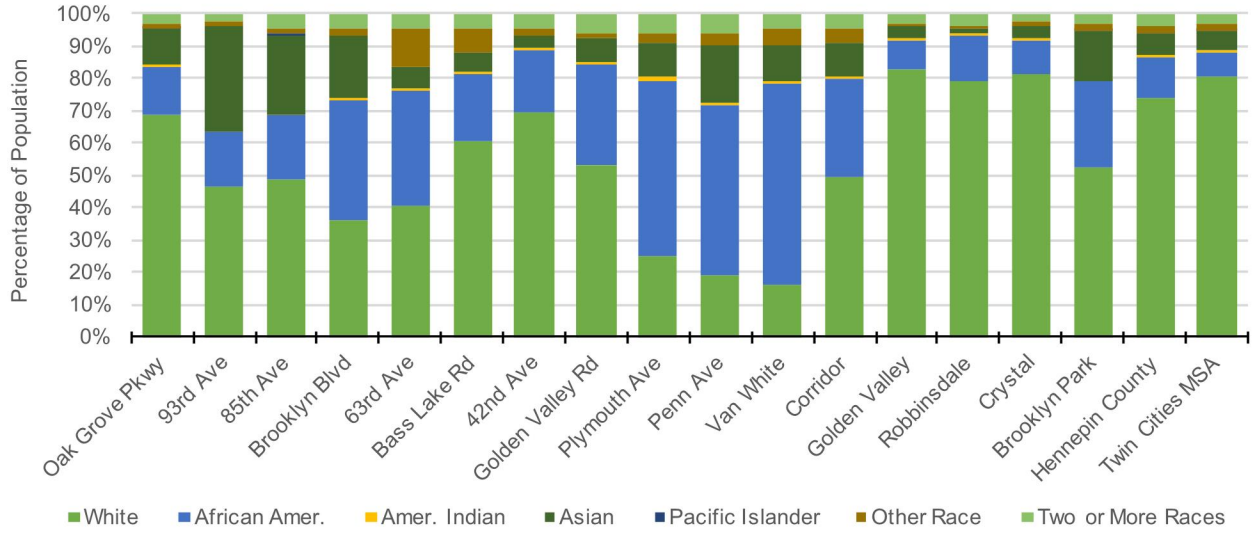


Sources: US Census; Perkins+Will

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.

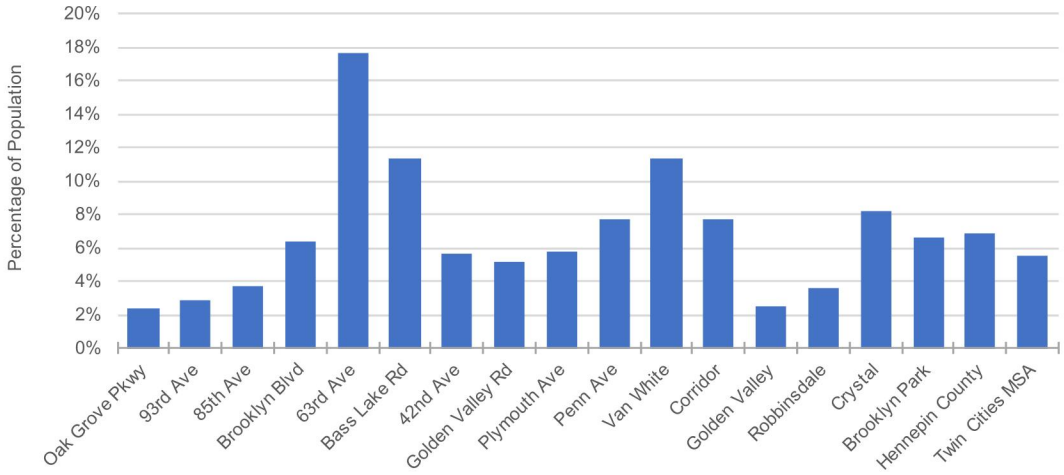
Figure 34: Race and Ethnicity by Station Area (1/2-Mile Radius)



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.

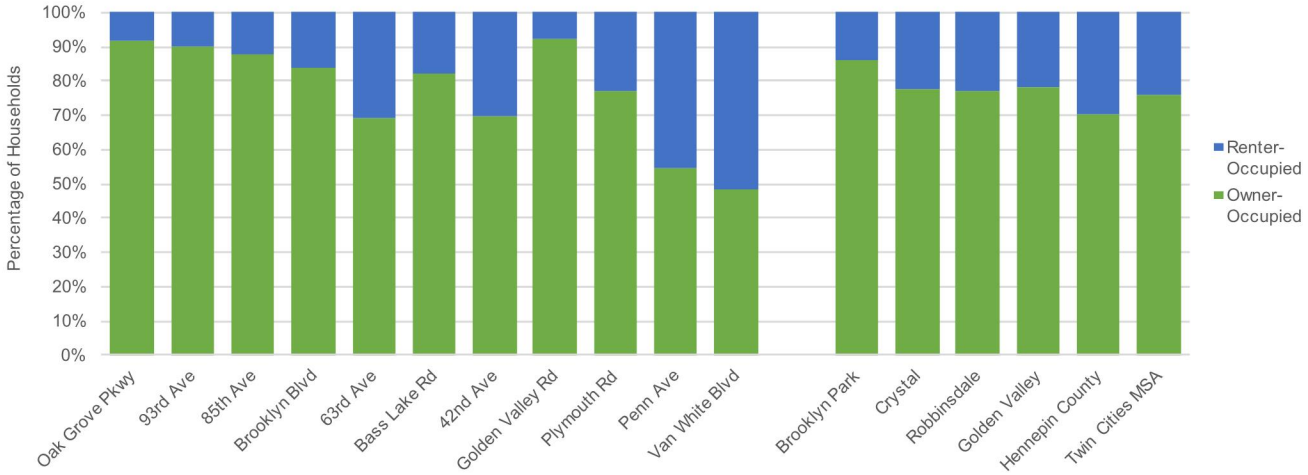
Figure 35: Hispanic Origin by Station Area (1/2-Mile Radius)



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

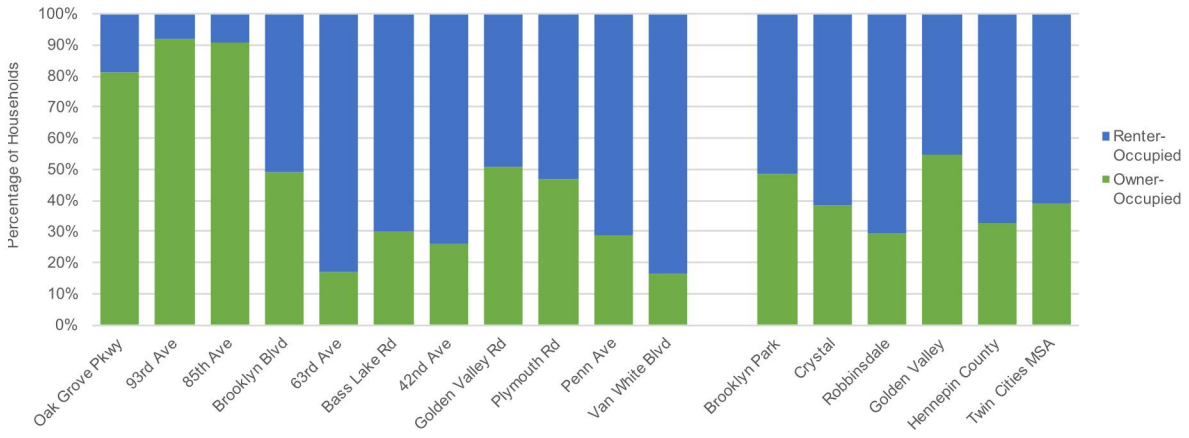
Critical housing gaps are often correlated with race or ethnicity. Figures 36 and 37 highlight the stark differences in the rate of homeownership throughout the corridor between white households and households of color. Only in station areas where there is an almost complete lack of rental housing (e.g., 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

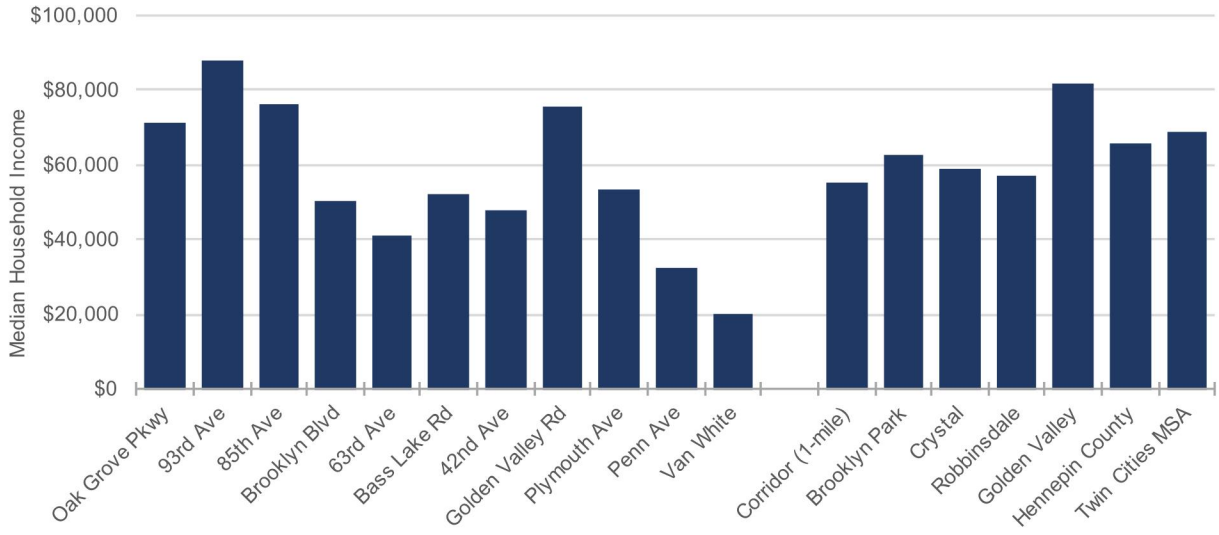
Household income is important to track because it is strongly correlated with age and also directly affects the spending power of area residents and their ability to afford housing. Figures 36 and 37 display data on median household incomes for each station area, the Corridor, each city along the Corridor,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

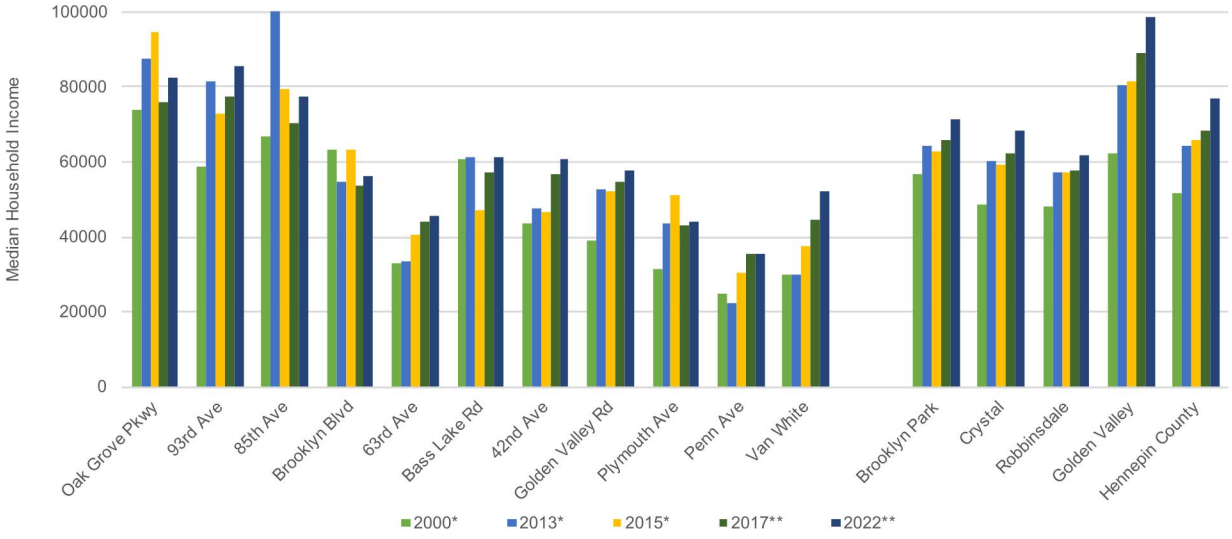
Because homeownership often has a significant financial barrier to entry, rental housing tends to have a larger proportion of lower-income households, though many middle- and higher-income households choose to rent as well. Furthermore, households at the two ends of the age spectrum, younger and older 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

			Forecast			Numeric Change			Percentage Change		
Community	2000	2010	2020	2030	2040	2010s	2020s	2030s	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

			Forecast			Numeric Change			Percentage Change		
Community	2000	2010	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.

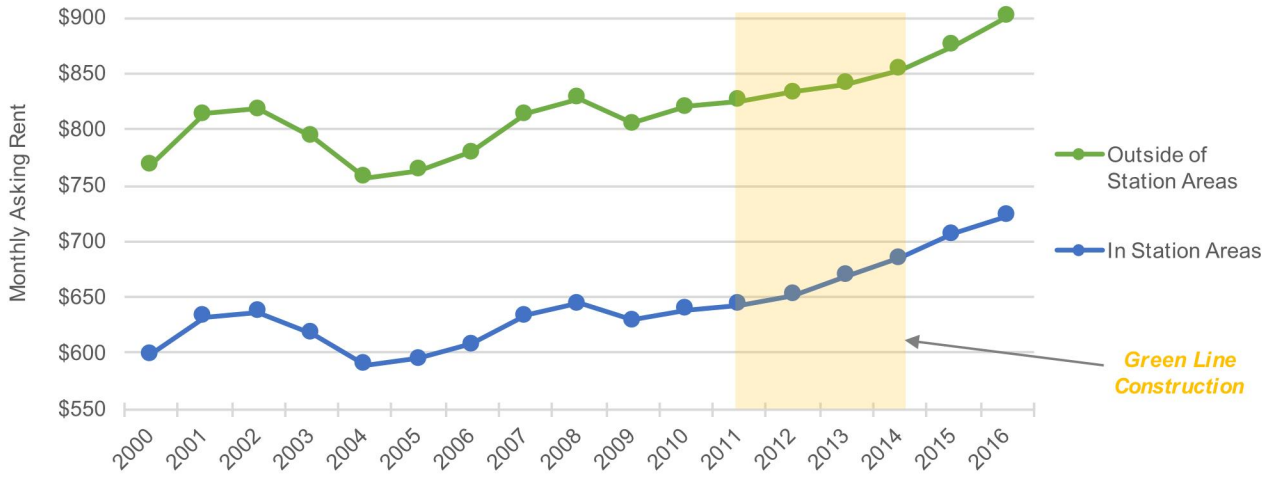
There is a local organization that has done some work in this area. Twin Cities LISC (Local Initiatives Support Coalition) has been working with Minneapolis and St. Paul neighborhoods to set goals and monitor change relative to development in the Green Line station areas. The initiative is called "The 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.

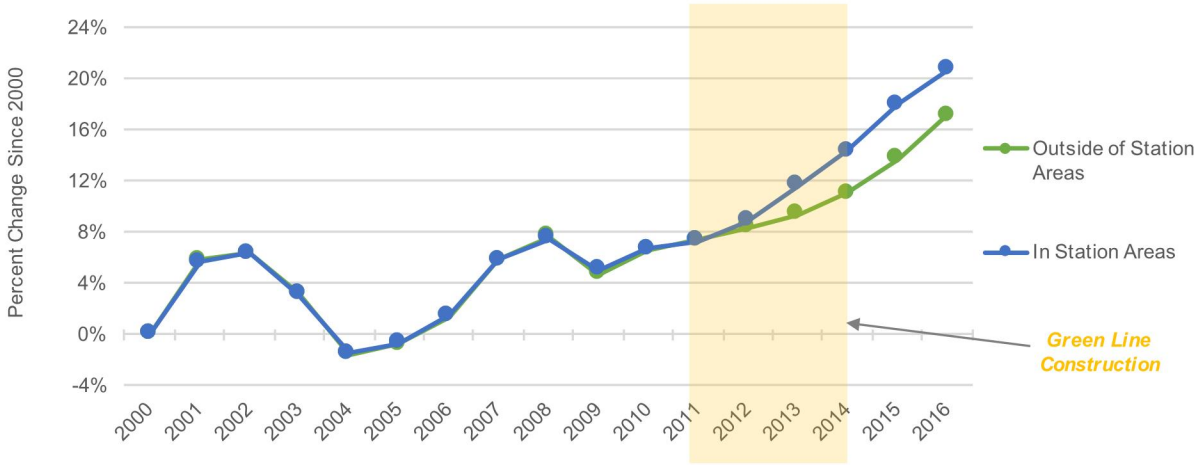
Figure 40: Average Asking Rent Central Corridor (Green Line LRT) Submarkets



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

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

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:

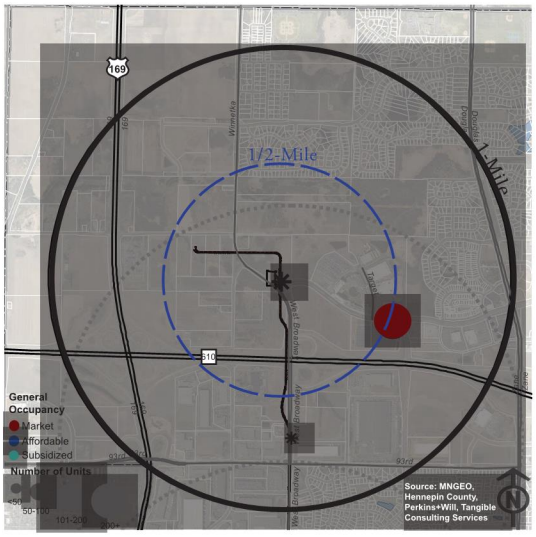
- Map of existing general-occupancy (i.e., non-senior or age-restricted) multifamily properties with 10 or more units.
- Map of existing senior or age-restricted multifamily properties.
- Summary of demographic and housing statistics presented previously in the report. For comparison purposes, Hennepin 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.

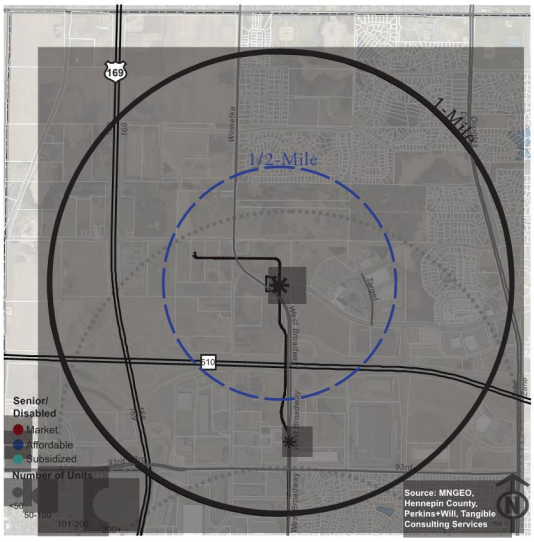
- List of most appropriate new housing types that would best address current gaps and future demand.

- 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)

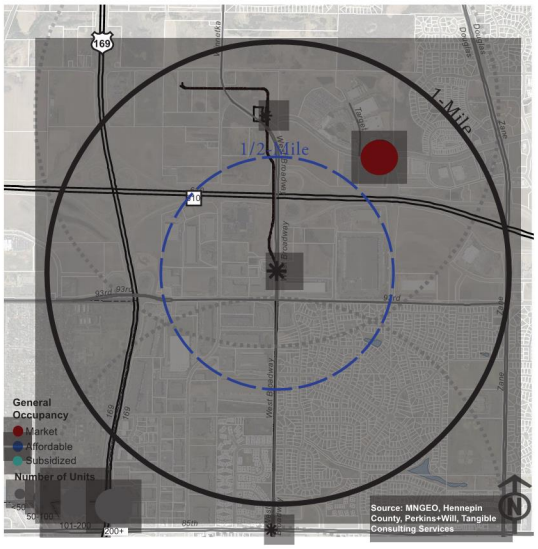
Housing Gaps Analysis

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.

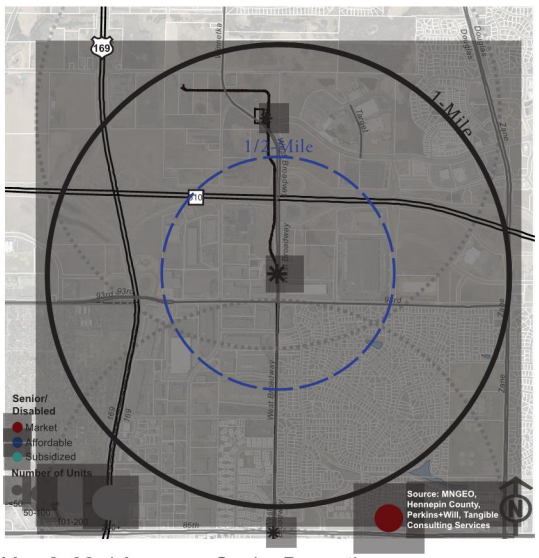
The timing of development will be highly dependent on the introduction of new infrastructure into the station area. Given the rapid absorption of the 610 West apartments, which are located east of the station area just beyond its ½-mile radius, the market for market rate, transit-oriented development 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)

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.

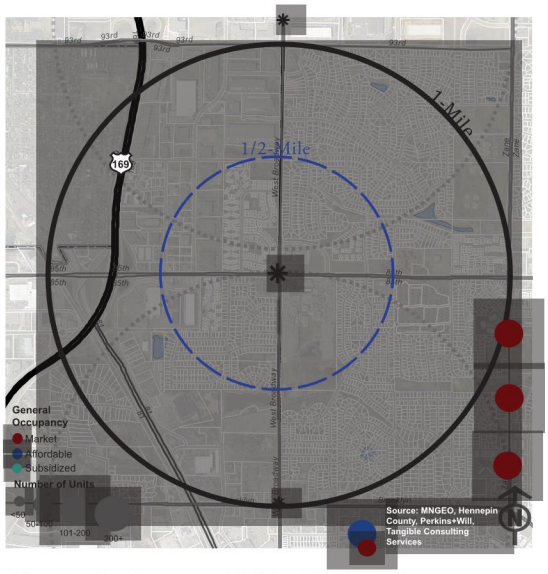
Adding new housing is the most likely path to addressing any housing gaps in the station area. However, near-term opportunities for new housing development are limited. The undeveloped portions of the station area are guided for industry and are currently being rapidly developed. Nevertheless, some non-residential 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.

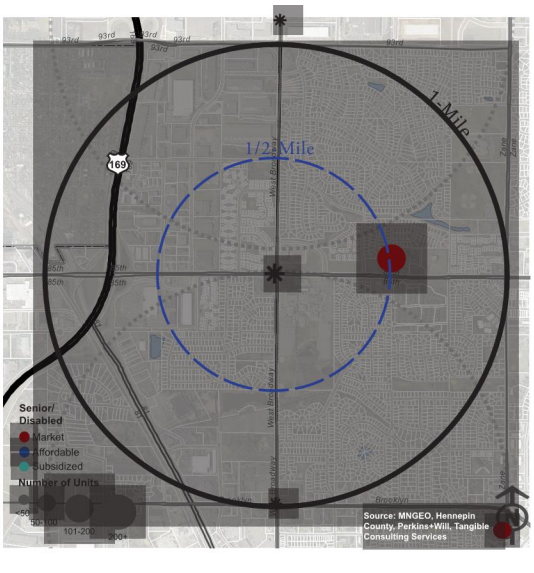
Senior housing will also be a likely need in the future as there currently are few senior housing options in the vicinity today[6]. As residents of the existing residential neighborhoods to the south and east continue to age, there will likely be a need for senior housing at some point in the future.

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)

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.

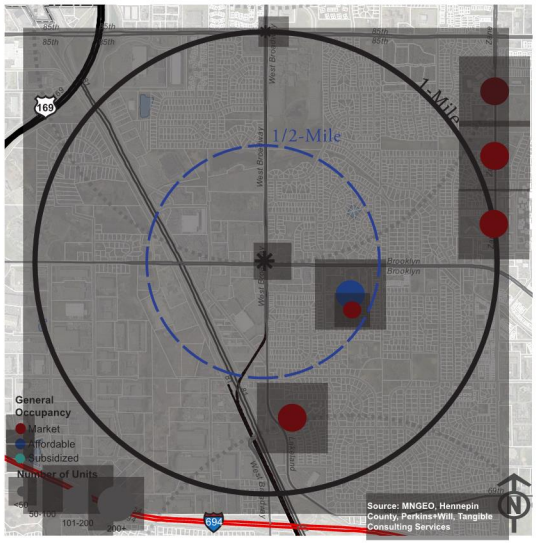
There are two sites with strong development potential. One site is vacant and owned by North Hennepin Community College, which has identified the site as housing in their most recent campus plan. The other is an existing strip retail center that would front the station and is currently for –sale. The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

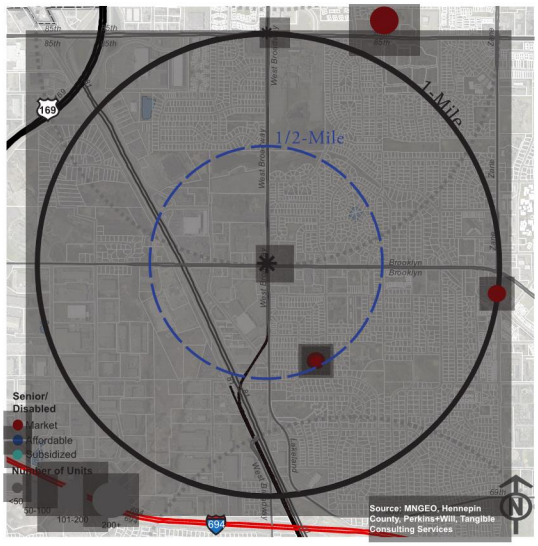
Although townhomes are plentiful in the station area, rental townhomes are a good way to provide larger unit types to households that are unable to access homeownership. If such a development is professionally managed this would potentially mitigate some of the landlord issues that come with the renting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

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.

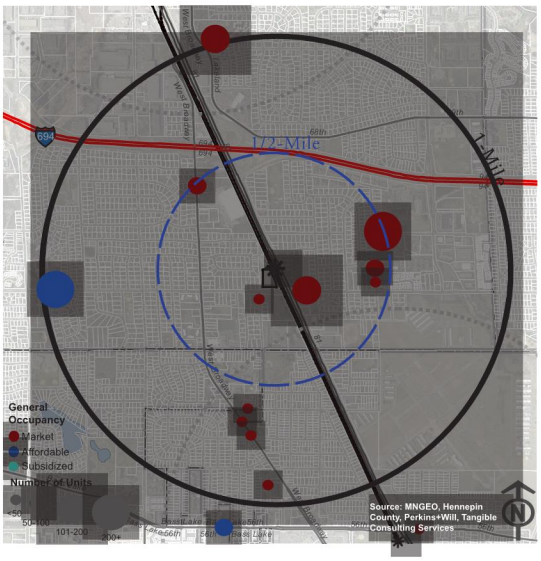
The Brooklyn Boulevard station area is also an area mentioned by representatives of several community-based organizations and housing advocates as having a concentration of rental housing that is in poor condition or in need of updating. Although such units may meet the City's maintenance codes, the 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.

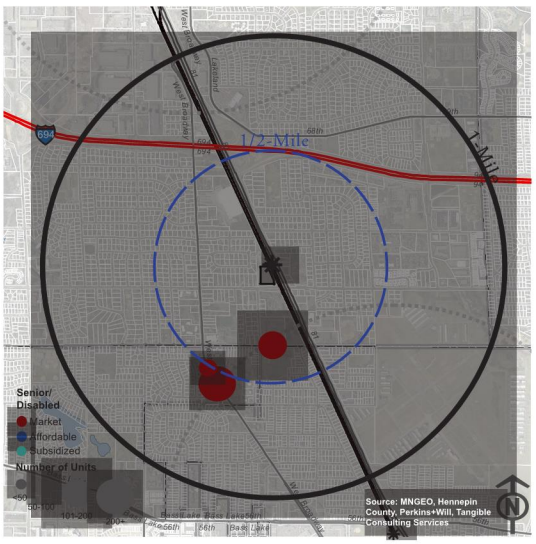
The median age of single-family homes in the station area is nearing 50 years. This is the point in the age of house in which routine maintenance of important systems (e.g., roof, HVAC, plumbing, windows, etc.) is critical or else a house will fall into serious disrepair quickly. Well-maintained older 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)

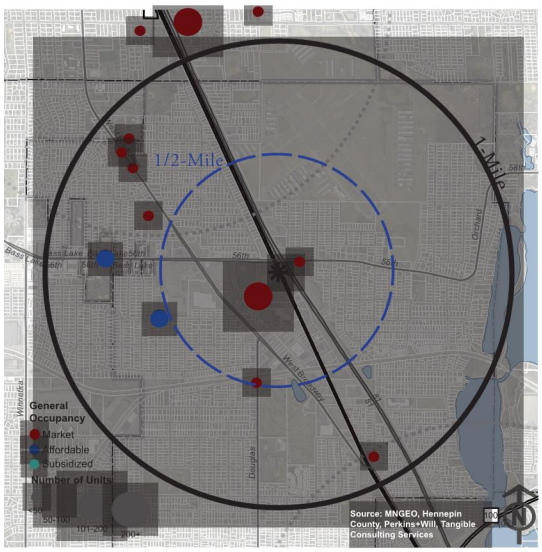
The 63rd Avenue station area mostly consists of residential uses with a mix of rental apartments, single-family homes, and senior housing. With the exception of one identified site, most of the station area is expected to take many years to transition from its current low-density character to a higher-density, 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)

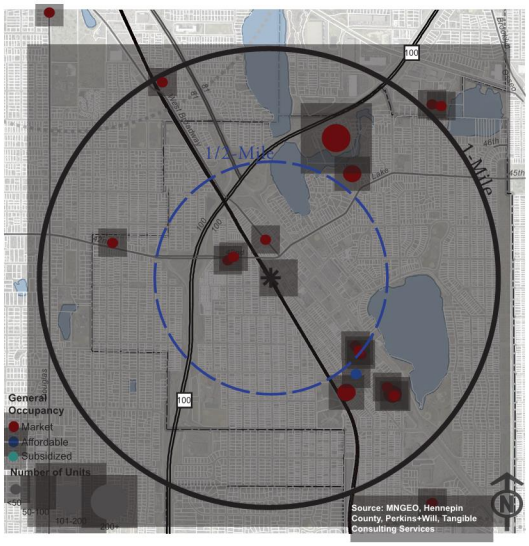
A great deal of new investment beyond the LRT is planned for the Bass Lake Road station area; Becker Park will be reconstructed and Bass Lake Road will receive a new streetscape. These investments have the potential to significantly change the perception of the station area.

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.

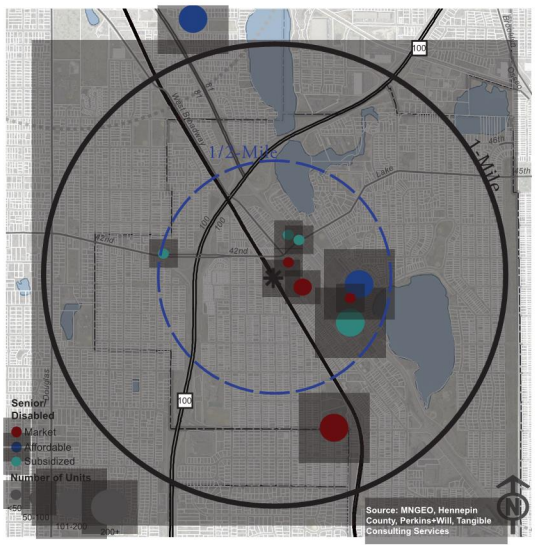
With several potential redevelopment areas within a few blocks of the station, the Bass Lake Road station area could accommodate most of Crystal's projected household growth through 2040. In order to truly leverage all this investment and accommodate the Met Council's forecasted household growth, this 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)

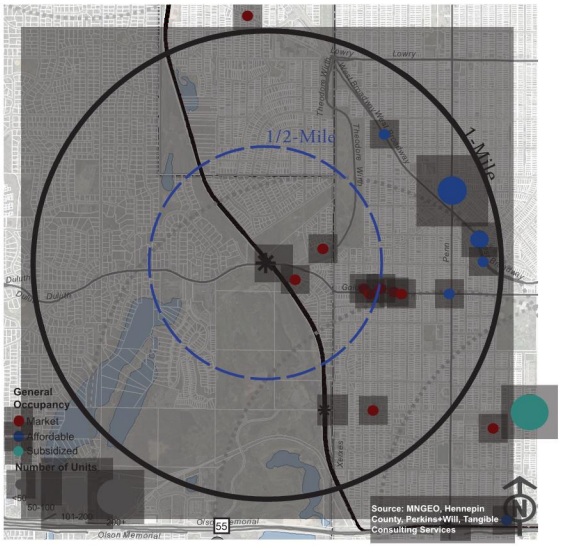
The Robbinsdale station area has the greatest mixing of uses of any station area along the Corridor. In recent decades there has been substantial multifamily development both in the core and around the periphery of what is considered downtown Robbinsdale. However, almost all of this development has been 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.

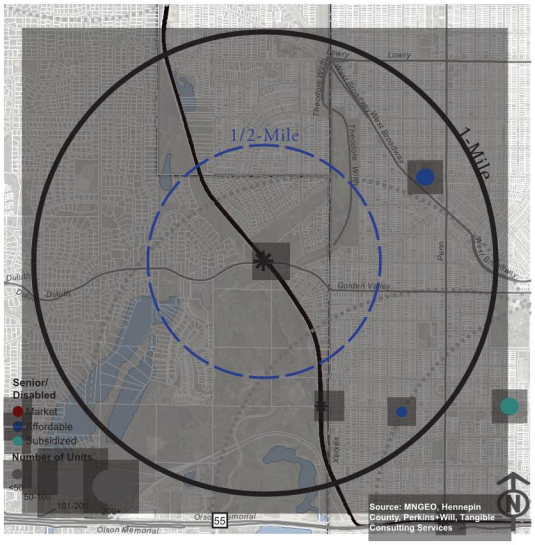
Market rate rental apartments will satisfy most of the future housing gaps in the Robbinsdale station area. Given the existing pedestrian scale of the station area, demand for this product will only accelerate. Therefore, consideration should be given to promoting mixed-income developments. In many cases,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

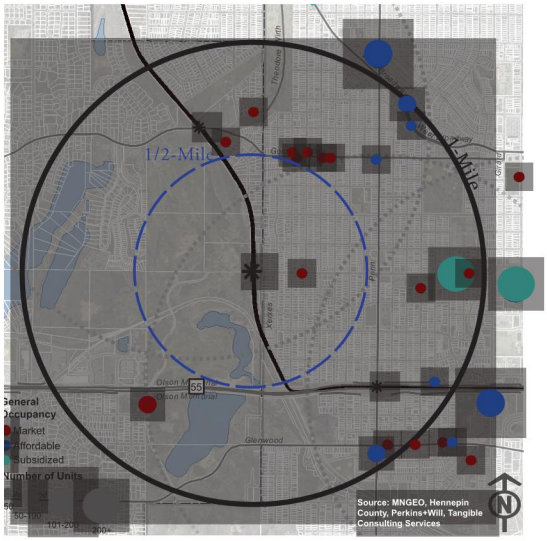
- Senior housing (market rate and affordable)
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

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

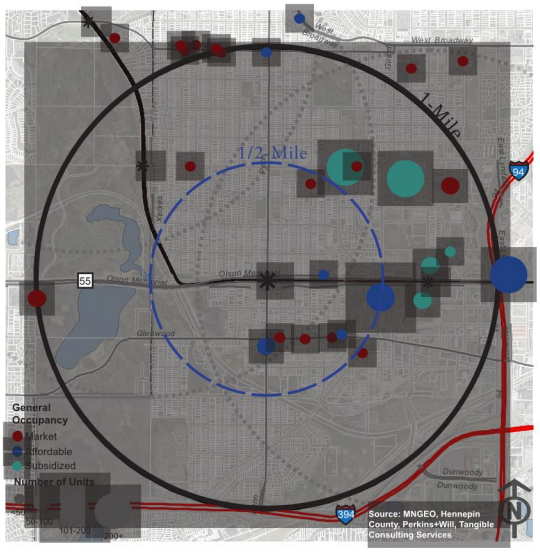
Small-scale infill development on small urban lots, such as:

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

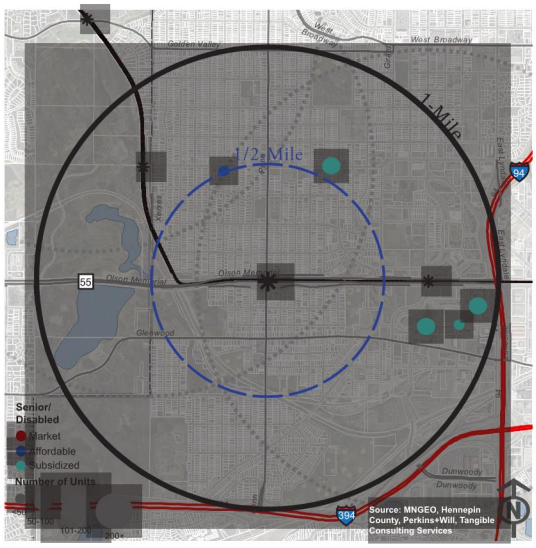
Due its proximity to Theodore Wirth Park and its prevalence of detached, single-family homes, the Plymouth Avenue station area is not envisioned to change significantly through redevelopment in the coming years. Therefore, addressing its housing gaps will not be achieved through significant, large-scale 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)

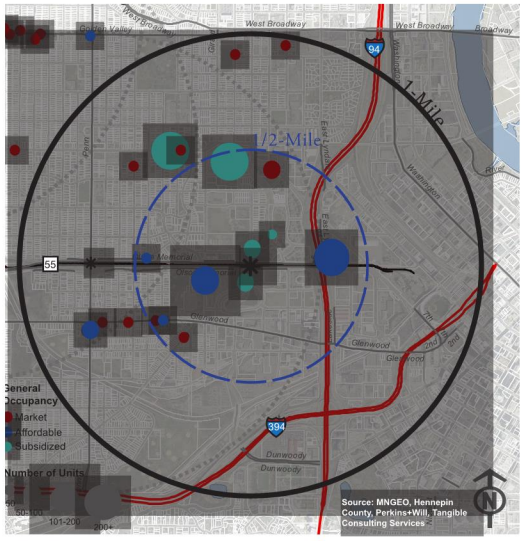
The Penn Avenue station area has the highest population and number of households of any station area along the Bottineau Corridor. This is attributable to the overwhelmingly residential character of the station area and its mix of all types of housing from single-family homes to small multifamily properties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

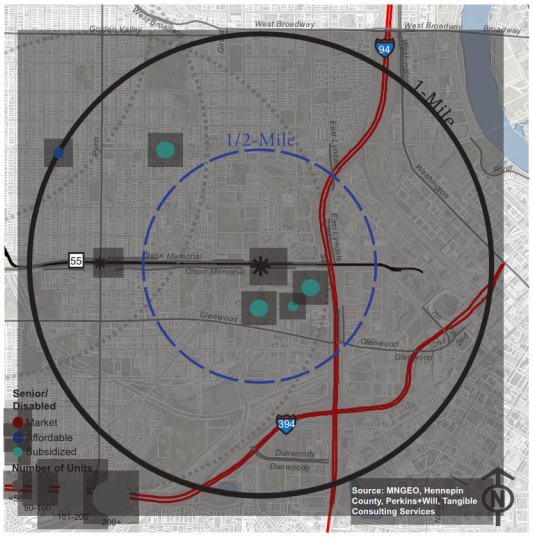
Given the rich diversity of housing options already in place, promoting accessory dwelling units may be a low impact path to maintaining affordability and helping existing residents remain in the community (also see discussion under Plymouth Avenue station area). Other possibilities to be explored may 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)

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

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

DRAFT CHAPTER 4:
Housing & Neighborhood

Comprehensive Plan 2040

INTRODUCTION

This Chapter evaluates Brooklyn Center's existing housing stock and plans for future housing needs based on household projections, population projections, and identified needs communicated through this planning process. As required in the City's 2015 System Statement prepared by the Metropolitan Council, understanding and planning for the City's housing stock is a critical part of the 2040 Comprehensive Plan (Plan). The City's planned land use includes three residential categories and residential components of new mixed-use designations which together account for approximately half of the City's land use area. Residential land use will continue to be the largest land use in the community. A diverse housing stock that offers neighborhood stability combined with access to open space, goods and services is essential to a healthy, sustainable, and resilient community. It protects the community's tax base against market fluctuations; it builds community pride and engagement of existing residents; it helps the community's economic competitiveness by assisting Brooklyn Center businesses with employee attraction and retention; it provides options for existing residents to remain in the community should their life circumstances (e.g., aging-in-place) change; and it offers future residents access to amenities and levels of service that support a stable and supportive housing and neighborhood environment.

The first part of this Chapter focuses on the existing housing stock. It summarizes important information regarding the overall number of housing units, the type of units, their affordability, and the profile of their residents. These sections are a summary of more detailed socio-economic data which is attached to this Plan as an Appendix and serves as a supporting resource to this Chapter. Understanding the existing housing stock is key to determining what types of housing products may be demanded over the next 10-20 years and where they should be located.

In conjunction to the statistical or inventory information collected, this Chapter includes a summary of community, stakeholder and policy-maker feedback related to housing and neighborhoods heard throughout this planning process. Additionally, this Chapter addresses the projected housing needs during the planning period and presents some neighborhood and housing aspirations as identified by the City's residents and policy-makers. The final section of this Chapter links projected housing need to practical implementation tools to help the City achieve its housing goals and identified strategies. The list contained in this Chapter is not exhaustive but provides a starting place from which the City can continue to expand and consider opportunities to meet current and future resident needs.

HOUSING & NEIGHBORHOOD - DRAFT 03-21-2019
City of Brooklyn Center Comprehensive Plan 2040

2040 Housing & Neighborhood Goals

- » Promote a diverse housing stock that provides safe, stable, and accessible housing options to all of Brooklyn Center's residents.
- » Recognize and identify ways to match Brooklyn Center's housing with the City's changing demographics.
- » Explore opportunities to improve the City's housing policies and ordinances to make them more responsive to current and future residents.
- » Maintain the existing housing stock in primarily single-family neighborhoods through proper ordinances, incentive programs and enforcement.
- » Explore opportunities to incorporate new affordable housing into redevelopment areas that promote safe, secure and economically diverse neighborhoods.

** Supporting Strategies found in Chapter 2: Vision, Goals and Strategies*

ASSESSMENT OF EXISTING HOUSING SUPPLY

Overview of Brooklyn Center's Residential Neighborhoods

The City of Brooklyn Center's residential neighborhoods are diverse and include a variety of housing types from single-family neighborhoods to large-scale apartment complexes. Although the City originally incorporated as a village in 1911, it wasn't until the Post-World War II era that the City began to develop on a large scale in which entire blocks and neighborhoods were constructed with tract housing, suburban streets, and neighborhood parks. Like much of the region's first ring suburbs, Brooklyn Center took on the role of a typical bedroom community where residents could get to their jobs in the downtown, stop for groceries at the retail center, and go home and park their cars in their garages for the evening. This pattern of development can be seen throughout the region, but Brooklyn Center had one significant difference for many decades – the regional mall known as Brookdale. The prominence of the mall and its surrounding commercial district played a major role in how neighborhoods were built and developed, which influenced neighborhood patterns and housing types.

Even though the mall is now gone, it continues to have lasting effects on the existing housing types and neighborhoods and will influence future housing as described in subsequent sections of this Chapter. For example, in the decades that the mall and regional retail center was operational much of Brooklyn Center's multi-family and apartment development was concentrated near the mall and its surrounding commercial district and provided a transition to the surrounding single-family neighborhoods. Therefore, even though the mall no longer exists, the apartments developed around the periphery of its retail area in the 1960s continue to be in high demand and provide a critical source of housing for many households.

The following sections identify and inventory the existing housing stock in the community including single-family, attached and apartment uses. Each of these housing types serve a different role in the community, but each type is an important part of the City's neighborhoods. A summary of the City's existing residential types and neighborhoods are as follows:

Single-Family Residential

Single-family residential neighborhoods are the dominant land use within the City and single-family detached homes comprise nearly 63 percent of the City's housing stock. The City's single-family detached neighborhoods were developed surrounding higher density and higher intensity land uses that included the former regional retail center and the major freeway corridors of I-94 and Highway 100. Most of the single-family neighborhoods are developed on a grid system with traditional 'urban' size lots. Exceptions of some larger lots are interspersed within the traditional block pattern and along the Mississippi River where a pocket of residents have views and/or frontage of the river corridor.

The 1950s were the peak decade for housing construction in the City; a period in which owner-occupied housing predominated. While other housing types began to emerge post 1950s, the demand for single-family detached housing continued through 1980 as the remaining land in the community developed. Given the period in which the majority of Brooklyn Center's housing stock was built, nearly the entire single-family detached housing stock is more than 40 years old. This is a major concern because at 40 years of age exterior components of a building including siding, windows, and roofs often need to be replaced to protect its structural integrity. Because the City became mostly built-out by the late 1970s, nearly all of the City's housing stock falls into this category, which means the City must be cognizant of potential issues and proactively monitor the situation to ensure neighborhoods are sustainable into the future.

While related to housing age, the size or square footage of single-family homes also plays a significant role in the demographics of a community. Changes to family structure, technology, and other factors alter housing preferences over time, which can lead to functional obsolescence of homes and result in reduced home values because they no longer meet current buyers' expectations. Brooklyn Center's single-family housing stock is fairly homogeneous and the overwhelming majority of homes in every neighborhood are less than 1,500 square feet – and in many areas less than 1,000 square feet. This is a relatively modest single-family housing size, and, therefore, the single-family housing stock lacks diversity, which results in lack of choice for current and prospective residents. At the same time, these homes offer an option for small families, single and two-person households, and first time homebuyers.

Because the majority of the City's single-family housing stock is relatively small, older, and of a homogeneous type as compared to newer larger homes or neighborhoods with more housing variety, housing prices in Brooklyn Center tend to be affordable. Also, given the similar age, size and styles of many of the homes, housing in the community has a fairly consistent price-per-square foot. Affordability in the existing housing stock can be a positive attribute that has the potential to provide long-term stability to residents and neighborhoods. However, as shown in the Background Report residents of Brooklyn Center also tend to have lower median household incomes, which can mean residents may struggle to pay for large-scale capital investments in their homes such as replacing windows or a roof.

Additionally, within the region some communities with similar single-family stock to Brooklyn Center have experienced pressure for tear-downs and major remodeling, and that market trend has yet to reach the City. While that trend may eventually impact the community, at the present time the change and growth impacting the single-family neighborhoods is mostly related to the evolving demographics within the community. This change presents different considerations and challenges because it is not necessarily physical growth or changes to homes and neighborhoods. Instead the community is challenged with how to manage larger numbers of people living within a household such as growing numbers of multi-generational households.

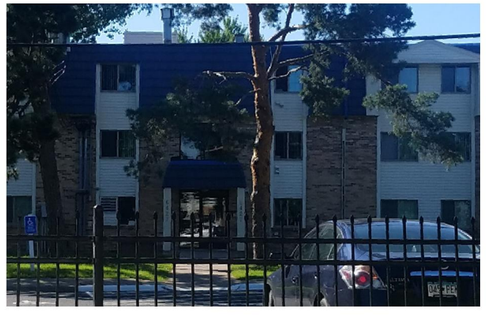
Existing Single-family Neighborhood Perspectives Described in this Planning Process

Throughout this planning process policy-makers and residents alike expressed the desire to maintain the affordability of the existing single-family neighborhoods but acknowledged the current challenges of helping residents maintain their structures, blocks and neighborhoods in the face of compounding maintenance due to the age of the City's neighborhoods. In addition to the physical condition of the structures, residents and policy-makers also acknowledged that as the City's population and demographics become increasingly more diverse new residents are changing how existing homes are being occupied and, therefore, it would be valuable for the City to evaluate it's ordinances and policies to ensure they align with the needs of residents. The demographic considerations are identified in subsequent sections of this Chapter, but it is worth noting that the demographic changes can have a significant impact the character of existing single-family residential neighborhoods. Most recognized this as a positive change, but also acknowledged and stated that the City must figure out how to pro-actively address some of these changes to protect the existing neighborhood fabric. For example, multi-generational households are becoming increasingly more prevalent within the City's single-family neighborhoods which can impact how rooms within a home are used, how many cars may be present at the home, and how outdoor spaces and yards may be used.

Closely related to the demographic changes in the community is the City's aspiration to promote and maintain neighborhood stability. This objective emerged repeatedly throughout this planning process as residents and policy-makers expressed the desire to identify strategies to help promote and encourage sustainability, resiliency and accessibility within the single-family neighborhoods. In part this objective is the result of several years of turnover within the single-family neighborhoods as long-term residents begin to age and move onto other housing options, new residents and families are moving into the neighborhoods. This life-cycle of housing is common, but the City wants to find ways to ensure new residents want to stay in their homes, their neighborhoods, and the community long-term and invest in making the City a better place for generations to come.

Multi-family Residential

Nearly one third (29 percent) of the City's housing units are in multi-family residential buildings located throughout the community. Nearly all of these buildings were constructed in the 1960s and 1970s, and are primarily located on major roadways or corridors, and surrounding the former regional retail areas. This means these buildings are nearly 50 years old or older. Just as noted within the single-family neighborhoods, the potential for deterioration and need for significant investment in these aging buildings can pose a threat to the quality of the City's housing stock if the buildings are not properly maintained, managed and updated.



There has been some maintenance and management of the multi-family housing stock, and a few complexes have even incorporated modest upgrades to the interiors. In fact, the City has started one large-scale rehabilitation of a building that would bring higher-market rate rental options to the community once completed. However, this is one project and despite these improvements the City's multi-family housing stock continues to be one of the most affordable in the region with some of the lowest rental rates in the metropolitan area.

Many of the multi-family areas are near major corridors and are adjacent to high intensity uses that do not necessarily support or serve the residential use with the current development and land use patterns. As a result, many of the multi-family areas do not feel like an incorporated part of the City's neighborhoods. As discussed in subsequent sections of this Chapter, the City is planning for redevelopment in or adjacent to many of the existing multi-family areas that will hopefully reinvigorate and reconnect the existing multi-family uses into a larger neighborhood context.

Multifamily Neighborhood Perspectives Described in this Planning Process

Throughout this planning process the City's residents were vocal about the existing multi-family options available in the community and the lack of diversity within the multi-family housing stock. Without a full inventory of all available multi-family units it is difficult to confirm some of the anecdotal comments heard throughout the process, but nevertheless it is important to consider since residents' testimony provides valuable insight into the existing housing stock. Several residents indicated that there are few options available for larger multi-family units with at least three (3) bedrooms, making it difficult to find stable living options for families with more than two (2) children. Residents also communicated a desire to have housing options that were closer to supportive retail, commercial and services so that they could walk, bike or easily use transit to meet their needs. Despite these challenges, the City's parks, trails and open spaces were viewed as an integral and important part of their quality of life.

Similarly, to the single-family neighborhoods, the community's aspiration to create a stable, accessible, and economically diverse multi-family housing stock was established as a short and long-term priority. Though not discussed at length during this planning process, it is widely known and understood that resident turnover, including evictions, is a serious problem that is most concentrated within the multi-family neighborhoods of the City. While this Chapter does not attempt to fully evaluate the causes for turnover and eviction in these neighborhoods, it does acknowledge it as a significant challenge and issue which shapes the character of these areas of the community. Turnover, including evictions, changes how residents feel about the community whether the City is directly involved or not. It has lasting affects on how safe people feel within a community, how invested in an area they want to become and how willing they are to contribute and reinvest in the City. For these reasons, it is imperative that the City tackle these issues and create a more stable, and integrated living environment so all residents feel a part of a neighborhood, and the larger community.

Housing Stock Statistics

The following existing housing stock characteristics support the previous neighborhood descriptions through more detail. This information, coupled with the previous description, provides a valuable baseline from which the City can evaluate and plan for the future of its housing stock.

Total Housing Units

According to data from the Metropolitan Council and the City of Brooklyn Center, there are 11,603 housing units in Brooklyn Center as of 2017. As a fully developed community, new residential development in Brooklyn Center has been limited since the late 1980s. According to the Metropolitan Council, around 100 new housing units have been built since 2000 and these homes were primarily small infill locations or small redevelopment opportunities.

11,603 Brooklyn Center housing units as of February 2017

- Sources: Metropolitan Council

Housing Tenure (Owned and Rented Units)

Nearly 40 percent of the community's residents rent, and the majority of those renters live in apartment buildings which are integrated throughout the community. The Background Report in the Appendix includes maps illustrating the location of rental housing and demographics of renters. Given that a significant portion of the City's population lives in apartments, the age of such structures becomes critically important to the overall health of the housing supply. The majority of the apartments were constructed prior to 1979 with the bulk of the units being constructed between 1966 and 1969. This means that the majority of the apartments is more than 50 years old, and that structural deficiencies and major capital improvements may be required in the relatively near term in order for the structures to remain marketable.

40% of community residents are renters

- Sources: Metropolitan Council; US Census; SHC

Housing Type

Related to housing tenure is housing type. Due to Brooklyn Center's peak time of housing development in the 1950s, the housing type is predominantly single-family detached homes. As of 2017, there are 8,270 units (71 percent) of single-family housing (attached and detached) and 3,333 (29 percent) classified as multi-family housing.

71% of housing units are single-family

- Sources: Metropolitan Council; US Census; SHC

The type of housing structure can influence not only affordability but also overall livability. Having a range of housing structures can provide residents of a community options that best meet their needs as they shift from one life stage to another. For example, retirees often desire multi-family housing not only for the ease of maintenance, but also for security reasons. Multifamily residences are less susceptible to home maintenance issues or burglary concerns because of on-site management. For those with health concerns, multi-family residences often have neighbors that can also provide oversight should an acute health problem occur.

The majority (63 percent) of Brooklyn Center's housing stock consists of detached single-family homes. This is above the proportion found in Hennepin County (55 percent) or throughout the metropolitan area (59 percent). Nevertheless, the City's housing stock is diversified, with many multi-family units in large structures, as well as a significant number of single-family attached units. More detailed data are included in the Background Report in the Appendix.

Year Built

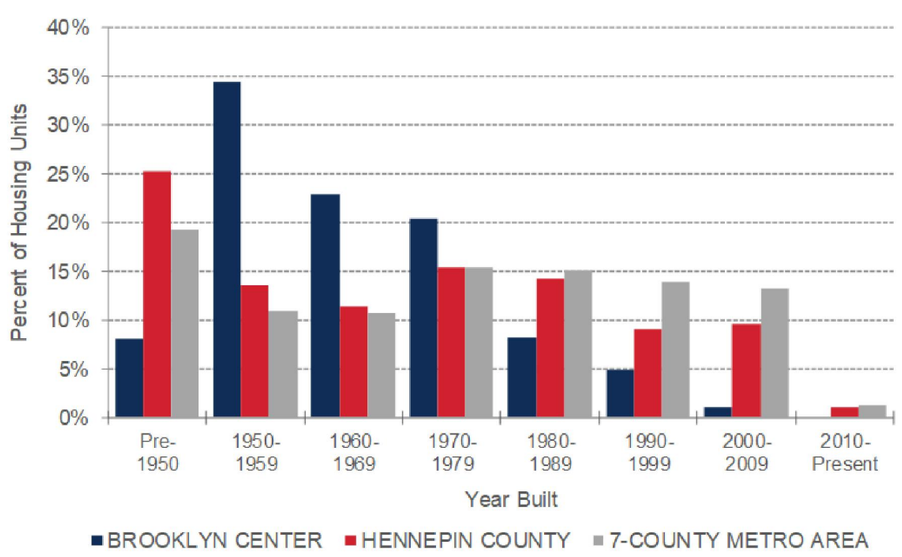
The age of the housing stock is an important characteristic of the community particularly as it relates to potential structural obsolescence and other limiting factors which correlate to housing values. As described earlier, much of Brooklyn Center's single-family housing stock was developed post-World War II between 1950 and 1963 and many of the homes in this age range were dominated by rambler architectural styles. As shown on Map 15, entire neighborhoods were all constructed in a relatively short period of time which strongly defines a neighborhood pattern. As shown, most of Brooklyn Center was developed on a fairly regular grid pattern and does not reflect a 'suburban' development pattern. This is positive from the perspective that transportation and transit connections should be easier to improve, where necessary, because of the relatively dense population of the neighborhoods. However, aging neighborhoods can present a challenge as major systems (i.e. roof, siding, windows, HVAC, etc.) reach the end of their useful life. This can be particularly difficult if residents are unable to reinvest and maintain their properties, which leads to deferred maintenance and the potential for more significant problems that would become widespread across entire neighborhoods.

Approximately 86 percent of Brooklyn Center's housing stock (over 10,000 units) is more than 40 years old. This is an overwhelming portion of the City's housing, and it is therefore important to track the condition of these older homes as they are at-risk of deferred maintenance. This can rapidly result in critical structural problems. At the same time, well-maintained older housing can be an important source of entry-level housing because of its relative affordability when compared to newer construction.

86% of housing stock is more than 40 years old

- Sources: US Census; SHC

Table 4-1. Year Built



Source: US Census: 2011-2015 American Community Survey

Housing Affordability

The Metropolitan Council considers housing affordable when low-income households are spending no more than 30 percent of their income on housing costs. Households are considered low-income if their income is at or below 80 percent of the metropolitan area's median income (AMI).

The housing stock in Brooklyn Center is affordable relative to other communities in the Twin Cities region. According to the Metropolitan Council, 93 percent of the housing units in 2017 in Brooklyn Center were considered affordable. Moreover, only a small portion (5 percent) of this housing is publicly subsidized. Therefore, most housing is privately-owned and pricing is set by the market. According to the Minneapolis Area Association of Realtors, there were 480 home sales in Brooklyn Center in 2017 with a median sales price of $186,125. This was roughly 25 percent lower than the Metro Area median sales price of $247,900. For rental housing, according to CoStar, a national provider of real estate data, the average monthly rent for a market rate apartment in Brooklyn Center in 2017 was $981 compared to the Metro Area average of $1,190.

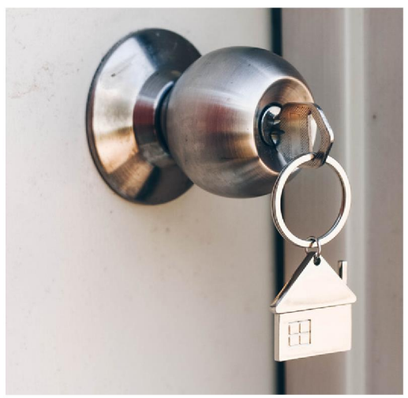
$186,125

2017 median home sale price in Brooklyn Center

$247,900

2017 median home sale price in the Metro Area

- Source: Minneapolis Area Association of Realtors,



Map 4-1. Estimated Market Value of Owner-Occupied Housing

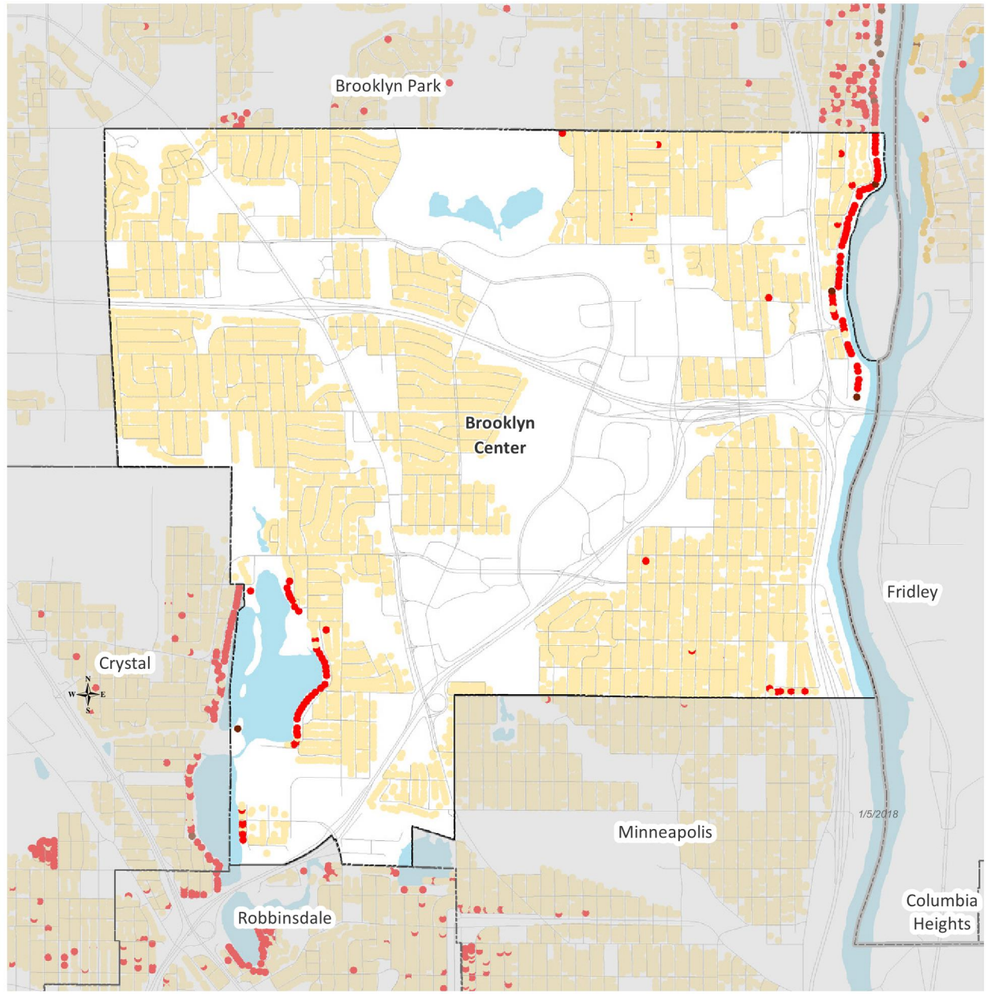


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Table 4-2. Existing Housing Assessment

Total Housing Units[1]			**11,608**
Affordability[2]			
Units affordable to households with income at or below 30% of AMI	Units affordable to households with income 31% to 50% of AMI	Units affordable to households with income 51% to 80% of AMI	
460	4,451	6,029	
Tenure[3]			
Ownership Units	**Rental Units**		
6,911	4,697		
Type[1]			
Single-family Units	Multifamily Units	Manufactured Homes	Other Housing Units
8,275	3,333	0	0
Publicly Subsidized Units[4]			
All publicly subsidized units	Publicly subsidized senior units	Publicly subsidized units for people with disabilities	Publicly subsidized units: all others
553	22	0	531
Housing Cost Burdened Households[5]			
Income at or below 30% of AMI	Income 31% to 50% of AMI	Income 51% to 80% of AMI	
1,691	1,406	895	

[1] Metropolitan Council, 2016 housing sock estimate. Single-family units include single-family detached homes and townhomes. Multifamily units include units in duplex, triplex, and quadplex buildings as well as those in buildings with five or more units.

[2] Metropolitan Council staff estimates for 2016 based on 2016 and 2017 MetroGIS Regional Parcel Datasets (ownership units), 2010-2014 Comprehensive Housing Affordability Strategy data from HUD (rental units and household income), and the Council's 2016 Manufactured Housing Parks Survey (manufactured homes). Counts from these datasets were adjusted to better match the Council's estimates of housing units and households in 2016 as well as more current tenure, affordability, and income data from eh American Community Survey, home value data from the Federal Housing Finance Agency, and rents from HousingLink's Twin Cities Rental Revue data.

[3] US Census Bureau, 2012-2016 American Community Survey five-year estimates; counts adjusted to better match the Council's 2016 housing stock estimates.

[4] Source: HousingLink Streams data (covers projects whose financing closed by December 2016)

[5] Housing cost burden refers to households whose housing costs are at least 30% of their income. Source: US Department of Housing and Urban Development, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) data, with counts adjusted to better match Metropolitan Council 2016 household estimates.

The high rate of affordability is largely due to the prevalence of smaller and older homes in the single-family neighborhoods, and the age and level of improvements within the multi-family rental neighborhoods. Such small sized properties are typically less expensive because they have significantly less living space than newer homes (average construction square footage has increased each decade since the 1950s). Age and level of update and improvements within the apartment stock, coupled with the average number of bedrooms in the rental units is impacting the relative affordability of the multi-family units. The condition in both the single-family and multi-family housing stock is what is known as Naturally Occurring Affordable Housing (NOAH), because the physical characteristics of the properties are what makes them affordable rather than the affordability being established through a legally binding contract. Although there is a high rate of affordability for existing units, the Metropolitan Council identifies a need for additional affordable units in any new housing construction added to the community through 2040. This condition would most likely be achieved by a legally binding contract, or some other financing mechanism as new affordable housing product would be difficult to achieve without some assistance given construction and land costs. Of the 2,258 projected new housing units, the Metropolitan Council establishes a need of 238 units to be affordable to households at or below 80 percent AMI to satisfy the regional share of affordable housing.

Although nearly all of Brooklyn Center's housing stock essentially fits within the criteria as naturally occurring affordable housing, there are some observable trends that would suggest the price of housing in Brooklyn Center could rise in the coming years. Most recently in 2018 the City's for-sale housing median home sales price surpassed the pre-bust pricing. While the median remains below the regional median, it does indicate growing demand and increased pricing. Significant areas of redevelopment identified on the Future Land Use Plan, including the former regional mall (Brookdale) location, present opportunities for higher-market rates for new housing added. These opportunities have the potential to create a more economically diverse housing stock within the City, which is relatively homogeneous at the time this Plan is written. Given these opportunities, it is important to continue to monitor the City's NOAH stock, and to evaluate and establish policies to incorporate legally binding and protected affordable housing as redevelopment occurs. This is a careful balancing act that requires concerted and direct monitoring, study, and evaluation in order to ensure an economically diverse, sustainable and resilient housing stock for the long-term success of the community.

KEY DEMOGRAPHICS

Age Profile of the Population

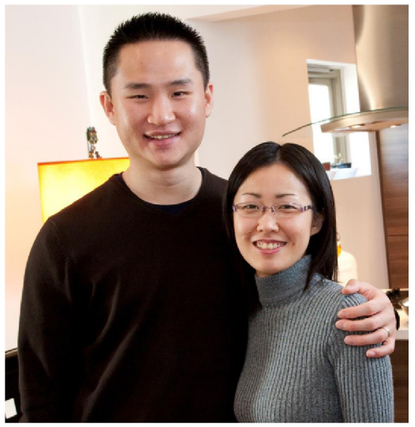
The age profile of a community has important ramifications on demand for housing, goods and services, and social cohesion. Tables and figures illustrating the City's age distribution are presented in the Background Report in the Appendix. Unlike the broader region, in which the population continues to age rapidly, Brooklyn Center's population grew younger between 2000 and 2010, and has stayed relatively stable since 2010. This is largely due to a significant increase in people age 25 to 34, many of which are starting families and having children. Increases in the number of young families place demands on schools, housing affordability, and the types of retail goods and services needed.

The median age of residents in Brooklyn Center in 2016 was 32.8, which is consistent with the 2010 median age of 32.6. This is younger than 2000 when the median ages was 35.3. With such a young population, it is expected housing units may turn over more frequently. But, as of 2016, more than 60 percent all households have been living in their homes for more than five (5) years. More data about geographic mobility of households is found in the Background Report in the Appendix.

Household & Family Type

Changing family and household structures can also have a profound effect on housing and other community needs. For example, decreasing household size has a direct impact on the amount of housing a household needs. As mentioned, the presence of children not only impacts local schools and parks, but also the types of retailers that can be supported and the nature of housing demanded.

Since 2010, the number of households with children in both single-parent and married couple households has been growing significantly. Meanwhile, the trend among households without children, especially married couples (i.e., empty-nesters) has been on the decline. The percentage of households with children is approaching 40 percent, which is well above the rate in the County and the metro area.



32.8 **Median age of Brooklyn Center residents**

- Sources: US Census, SHC

Cost Burdened Households

Cost burden is the proportion of household income spent toward housing and utilities. When lower income households spend more than 30 percent of their income toward housing and utilities this burden is considered excessive because it begins to limit the money available for other essentials such as food, clothing, transportation, and healthcare. According to data from the Metropolitan Council, 4,114 (35 percent) Brooklyn Center households at or below 80 percent average median income (AMI) are considered cost-burdened which means they spend more than 30 percent of household income on housing costs. This percentage is well above the metro area rate of 23 percent. Half of these Brooklyn Center households are lower income households who earn at or less than 30 percent AMI. The high incidence of cost burdened households is correlated with younger wage earners, lower-wage jobs, and a high proportion of older households, many of which are in retirement and no longer working.

FUTURE HOUSING OPPORTUNITIES

Projected Housing Need

As referenced in Chapter 3: Land Use & Redevelopment and the following Table 4-4, the Metropolitan Council's 2015 System Statement forecasts that Brooklyn Center will add approximately 4,169 new residents and 2,258 new households through 2040 and identifies the following affordable housing allocation to be accommodated between 2020 and 2030.

Table 4-3. Affordable Housing Need Allocation

At or below 30% AMI	103
31 to 50% AMI	0
51 to 80% AMI	135
Total Units	**238**

Source: 2015 System Statement - Metropolitan Council

Housing Challenges inform Housing Needs

The Metropolitan Council's System Statement identifies approximately 10% of the planned housing units for some level of affordability as identified in Table 4-3. As described in other chapters of this Plan, for the first time since the post-World War II housing boom the City is expected to add a significant number of new households. These new households have the opportunity to provide a more diverse housing stock, and add to the options of available for existing and new residents in the community. Redevelopment can reinvigorate and revive

areas of the community with vibrant, experience-rich areas that will benefit everyone in the community. The City is excited for redevelopment to create a dynamic central hub of activity in the community, but also acknowledges that it must be balanced with strong assessment, planning and appropriate protection of its existing housing stock to ensure neighborhood sustainability and stability in all areas of the community.

New housing stock brings the possibility of adverse impacts to existing single-family and multi-family properties if proactive steps are not taken to protect existing naturally occurring affordable housing (NOAH), single-family neighborhoods, and multi-family properties. The City's policy makers throughout this process discussed and acknowledged that bringing new market-rate, amenity rich housing products could have deleterious affects specifically on existing naturally occurring affordable housing if a plan to protect affordability is not implemented. This is a huge concern as resident stability through access to safe and healthy housing is one of the City's adopted strategic priorities. If proper tools are not in place there are no protections to keep rents reasonable for residents and to maintain reasonably priced for-sale housing as redevelopment takes holds.

One of the positive aspects of the City's identified redevelopment areas is that the land proposed for redevelopment does not contain existing housing. In a fully-development community this is unusual for a large redevelopment area, and is positive because no residents will be displaced as a result of the City's redevelopment aspirations. However, even though residents will not be displaced directly, indirectly, redevelopment could increase the desirability of activities such as flipping single-family homes and converting NOAH multi-family properties for higher-rents.

To address some of these concerns an extensive list of high-level tools have been outlined in Table 4-5 of this Chapter. The City recognizes that this chapter is only the start of an ongoing conversation, and it is the City's policy-makers intent to continue to be proactive, and to collaborate with non-profits and advocate for a broader regional approach to housing affordability. In addition to the tools identified in Table 4-5, the City is also continuing conversations about:

- Viability of a non-discrimination ordinance related to Section 8 acceptance. Adjacent Cities, including Minneapolis, have attempted to include ordinances in their tool-kit addressing this issue. While the issue is currently in court, Brooklyn Center will continue to monitor the process and may consider adoption of a similar ordinance depending on its outcome.

- The City has discussed developing a more formal housing action plan to better understand the needs of its residents. The plan would work to better understand cost-burdened households, eviction rates and policies, home-ownership racial disparities, and gaps in the housing stock.

- Continuing to revise, enhance and modify its policies and ordinance to respond to residents needs. This includes monitoring best-practices in the region, being agile and open to changes and enhancements. As an example of this type of ordinance or policy response the City recently adopted a Tenant Protection Ordinance that is aimed and protecting the City's residents ability to maintain stable, safe housing.

The City's projected housing needs are complex, and are likely to become more complicated as redevelopment occurs. However, the City intends to continue to prioritize discussion and action around creating safe and stable housing throughout the City. The following sections specifically address the new housing expected to be develop in this planning period. The new and redevelopment areas should be considered collectively with the City's existing neighborhoods to ensure an incorporated, integrated approach to the City's neighborhoods is achieved to create a dynamic community for generations to come.

New Housing Opportunities in this Planning Period

Recognizing that the land use plan for Brooklyn Center identifies several key areas that are envisioned for new development or redevelopment, this will result in an opportunity to accommodate more housing and increase the City's number of households. Based on guided residential densities in the development opportunity areas, the City can accommodate the Metropolitan Council's forecasted households as well as meet the allocated affordable units as shown in Table 4-3 above. As indicated in the Land Use Chapter, depending on how the market responds to these redevelopment areas the City could accommodate anywhere between 2,658 and 3,836 new households by 2040 (Chapter 3: Table 3-5, repeated in the following Table 4-4).

Table 4-4. Future Land Use Densities and Projected Acres, Households & Population

Future Land Use	Density (DU/A)	2020 Acres (Res)[b]	HH	Pop[c]	2030 Acres (Res)[b]	HH	Pop[c]
Transit Orient Development	31.01-130 DU/A	9	279	619	26	814	1,807
Neighborhood Mixed-Use	15.01-31 DU/A	13	195	433	19	285	632
Commercial Mixed Use	10.01 – 25 DU/A	8	80	178	15	150	333
High Density Residential	15.01-31 DU/A	212	3,180	7,060	212	3,180	7,060
TOTAL	--	--	**3,734**	**8,290**	--	**4,429**	**9,832**

Source: Metropolitan Council, Thrive 2040 Brooklyn Center 2015 System Statement, SHC.

[a] Acreages assume that some recently redeveloped areas within these land use designations will not experience redevelopment until post-2040 and therefore households are not calculated. Please refer to Map 3-3 that identifies areas planned for change within this planning period.

[b] Note, there are existing households in each of the designations today that would be re-guided for potential redevelopment in the future. This accounts for existing households and those that my potentially develop over the next two years.

[c] Calculation multiplies households by 2.22 persons per household (According to the 2016 ACS (Census), for multi-family units (5+ units in structure)

There are three large districts identified in the City with guided land use that allows for significant potential of new development and redevelopment through 2040. These areas have the potential to greatly expand Brooklyn Center's current housing numbers and choices. Moreover, each opportunity area has the potential to not only provide new forms and types of housing but to catalyze or rejuvenate investment into the City resulting in stronger linkages between neighborhoods and districts that are currently isolated from one another. The following section discusses these areas further.

Future Residential Uses in Planned [Re] Development Opportunity Areas

Transit-Oriented Development (TOD)

Transit-Oriented Development (TOD) is a new land use and redevelopment concept in the City that focuses on existing and planned transit as a major amenity and catalyst for redevelopment. While previous planning efforts have acknowledged the presence of transit in the community, none have embraced it as an opportunity for redevelopment. As this portion of the City redevelops, the location of future transit enhancements has the potential to attract significant new housing development. Therefore, this is where guided densities are the highest. This is purposeful because the area has exceptional visibility and access from Highway 100 and I-94, and will be served by two transit stops (one being a transit hub) for the C-Line Bus Rapid Transit (BRT) and the potential future D-Line BRT. The C-Line BRT is planned to open in 2019 and will mimic the operations of LRT (light rail transit), offering frequent transit service that will connect residents to the larger region. To best support the C-Line, and future D-Line, the City has planned to reinvigorate and re-imagine this central area of the community as a more livable, walkable, and connected neighborhood within the City. In addition, the potential for desirable views of Downtown Minneapolis could result in pressure to build taller structures in this area. Any development of this area should also be seen as an opportunity to support commercial users, improve multi-modal service and access, and allow safe, pleasant, and walkable connections to transit, parks, and other community destinations.

As this area evolves, the desirability of this area as an amenity-rich livable area is likely to improve. As change occurs, the housing within the area is likely to be at market rates adding to a more economically diverse housing stock than is currently available in the community. This would add more housing choices in Brooklyn Center, and it could also support a mix of both market rate and affordable units; provided proper policies are developed to ensure legally binding affordable housing is incorporated into development plans. Communities oftentimes explore policies such as inclusionary zoning as redevelopment accelerates which may become an appropriate consideration in the future, but is likely not to be the best approach given current market conditions. However, in the future if significant increases in the market occur it may warrant further discussion in the City. Regardless of the policy tool (whether regulatory or incentive based) selected, consideration will need to be given to working with any future developer in a possible partnership with the City to help deliver affordable units as part of redevelopment. As described within the Chapter 9: Implementation, the City will continue to explore proper methodology and policies to ensure an economically diverse housing stock is created as housing continues to evolve in the community.

Commercial Mixed-Use Areas

The Commercial Mixed-Use areas generally surround the TOD area and are contemplated for large-scale redevelopment but are equally as focused on supporting business and office users. These areas are generally within one mile of the transit station that serves as a major hub for regional and local transit services, and therefore new housing will still have opportunities to capitalize on this as an amenity. Slightly less dense than the TOD district, these areas may provide exceptional opportunities to introduce multi-family uses such as town homes, row homes, and small lot single-family uses that could cater to larger families and incorporate more units with three or more bedrooms. As indicated in previous sections of this Chapter, the City's residents expressed a desire to have access to more rental units with more bedrooms and larger square footages. While a detailed market study would likely be needed to confirm the demand for these uses, if we can take the anecdotal information as true, this area has the potential to support those types of uses. As with the TOD district, affordability is likely to become a consideration in any redevelopment within these areas because new construction naturally costs more and as the area redevelops interest and demand is likely to escalate costs. It is therefore important, just as with the redevelopment of the TOD district, that the City evaluate and explore ways to incorporate a range of affordable and market rate opportunities in new developments.

Neighborhood Mixed-Use Areas

The Neighborhood Mixed-Use is a new land use designation that responds to resident and policy-makers desire to incorporate retail and services into the neighborhood fabric. One of the ways the City can accomplish that objective is to create 'nodes' of mixed-uses that include residential uses, but protect key corners for small retailers, shops, or restaurants that create a more vibrant streetscape. The City acknowledges that these areas are less likely to redevelop with any regularity. Therefore, the number of new housing units expected to come on-line in these areas is a little less tangible than in areas with large contiguous redevelopment acres. However, the nodes have the opportunity to provide yet another housing style and type, as these areas are not envisioned for large high-rises or extensive master plans. Instead, these areas are contemplated to have smaller footprints with living units above a small store front or restaurant for example.

HOUSING RESOURCES, STRATEGIES & TOOLS

Table 4-5 outlines a variety of resources, strategies, and tools to implement Brooklyn Center's identified housing needs and stated housing goals. There is a wealth of resources available to assist communities in meeting their goals. The following table should be considered a starting point. As the City's housing needs evolve or become clearer, this set of tools should expand with options.

Table 4-5. Housing Resources, Strategies & Tools

Housing Goal	Tool/ Resource/ Strategy	Description	Affordability Target
Promote a diverse stock that provides opportunities for all income levels	Housing Demand Market Study	Conduct a market study and gaps analysis to track housing demand. This study and report could double as a marketing and promotional piece about housing opportunities.	<30% AMI 51-80% AMI
	HRA/CDA/ EDA	Work with the County HRA and City EDA to protect and enhance existing NOAH in the City. Use Market Studies to help identify opportunities to meet housing needs in the City and evaluate ways to partner with the County and other program providers.	<30% AMI 30-50% AMI 51-80%
	Site Assembly	Consider strategies for assembling sites in high-density or mixed-use districts that would increase appeal to developers.	<30% AMI 51-80% AMI
	CDBG	Work with Hennepin County to use CDBG funds to help low-and moderate-income homeowners with rehabilitation assistance. CDBG funds will also be explored for use to support redevelopment efforts that meet the City's goals towards a diverse housing stock (units and market/ affordable diversity).	<30% AMI 51-80% AMI
	Tax Abatement	Consider tax abatement for large rental project proposals that provide unit and income-mix within a single project. The City is particularly interested in projects with market diversity and units of different size to cater to a larger market (singles, families, multi-generational, etc).	<30% AMI 51-80% AMI
	HOME and Affordable Housing Incentive Fund	Consider application, and utilization, of HOME and Affordable Housing Incentive fund grants to support a diverse housing stock. The City will prioritize projects that include a unit size and income mix that meets the needs of single-person and families in the City.	<30% AMI 30-50% AMI
	Housing Bonds	The City would consider issuing Housing Bonds for projects that include units for large families, particularly in projects with a mix of unit sizes and incomes. However, it should be noted that there are limitations to the city bonding authority and other programs may be more suitable	<30% AMI 51-80% AMI
	Brownfield Clean-up	In potential redevelopment areas, explore EPA and MN DEED grant programs that provide funding and assistance with planning, assessment, and site clean-up.	<30% AMI 30-50% AMI 51-80%
	4D for NOAH Properties	The City will continue use of 4D classification for the purpose of protecting its Naturally Occurring Affordable Housing (NOAH) uses throughout the City.	<30% AMI 30-50% AMI
	Pooled TIF Funds	Explore the use of TIF housing funds to create a revolving loan program to support the rehabilitation of existing single-family and multi-family NOAH properties.	<30% AMI 30-50% AMI 51-80%

Housing Goal	Tool/ Resource/ Strategy	Description	Affordability Target
Identify ways to match housing stock with changing demographic	Housing Coordinator Position	The City would create a position that would serve as a liaison to existing landlords to help them respond to shifting demographics through training and access to city resources. The position could also serve as a resource for tenants to connect to support services in the event of eviction notices, discriminatory practices, and other issues related to housing access. The position would include coordinating housing programs, including home ownership programs, resident financial literacy programs, with the intent to convert Brooklyn Center renters to successful home owners.	<30% AMI 30-50% AMI 51-80%
	Referrals	Review and update reference procedures and training for applicable staff including a plan to maintain our ability to refer residents to any applicable housing programs outside the scope of local services.	<30% AMI 30-50% AMI 51-80%
	Preserve LIHTC properties	The City will monitor expiring LIHTC properties and work to find solutions to protect and preserve these affordable units to meet the needs and demands of the City's residents. The City will approach owners with expiring properties to discuss the possibility of 4d program tax breaks	<30% AMI 30-50% AMI
Explore opportunities to improve City housing policies and ordinance to make more responsive	Expedited Application Process	Streamline the pre-application process in order to minimize unnecessary delay for projects that address our stated housing needs, prior to a formal application submittal	<30% AMI 30-50% AMI 51-80%
	Fair Housing Policy	The City will work to incorporate a Fair Housing policy into its ordinances and policies.	<30% AMI 30-50% AMI 51-80%
	Existing ordinances	The City will continue to operate its Rental Licensing Program, and will periodically review and make enhancements to support the City's residents.	<30% AMI 30-50% AMI 51-80%
	Update the City's Zoning to support new land uses	The City's future land use plan provides opportunities to include high density residential uses in the areas identified for redevelopment. The City will update its zoning ordinance, including prepare new zoning districts, to support the housing needs identified in this Housing chapter.	<30% AMI 51-80%
Maintain existing housing stock in single-family neighborhoods through proper ordinances, incentives and enforcement	Foreclosure Prevention	In established neighborhoods, a rash of foreclosures, especially in close proximity to one another, can have a deleterious effect on the surrounding neighborhood. Be aware of foreclosures and be able to direct homeowners at-risk of foreclosure to resources that can help prevent foreclosures. http://www.hocmn.org/	<30% AMI 30-50% AMI 51-80%
	Low or No Cost Home Loans	Providing low-or no-cost loans to help homeowners repair heating, plumbing, or electrical systems helps preserve existing housing. For example, Minnesota Housing's Rehabilitation Loan and Emergency Loan programs make zero percent, deferred loans that are forgivable if the borrower lives in the home for 30 years. Minnesota Housing's Community Fix Up Program offers lower-cost home improvement loans, often with discounted interest rates, remodeling advising, or home energy services, through a trained lender network.	<30% AMI 30-50% AMI 51-80%
	Home Ownership Program	Work with residents to provide education and programs to make home ownership possible, particularly converting existing renters to home owners through supporting down-payment assistance programs.	30-50% AMI 51-80%
	Code Enforcement	The City will continue to operate a robust code enforcement program that includes both complaint-based enforcement and proactive sweeps.	<30% AMI 30-50% AMI 51-80%
	Vacant Building Program	The City will continue to operate its Vacant Building Program that tracks and monitors vacant properties in the City to ensure adequate upkeep and maintenance.	<30% AMI 30-50% AMI 51-80%
Explore opportunities to incorporate new affordable housing into redevelopment areas	Inclusionary Housing Ordinance	*If* the market strengthens in redevelopment areas to the extent that policies would not deter investment, the City could consider an inclusionary housing ordinance to ensure that affordable housing is a component of any new housing development. Since current market conditions in the City are well below those of adjacent communities, an inclusionary policy may deter short-term investment. The City may want to explore this policy in the future if the market rents rise to levels of at least 80% AMI.	<30% AMI 30-50% AMI 51-80%
	Livable Communities (LCA and LCA LCDA-TOD)	Consider supporting/sponsoring an application to LCDA programs for multi-family rental proposals in areas guided for high density residential and targeted to households of all income levels.	<30% AMI 30-50% AMI 51-80%
	Tax Increment Financing (TIF)	To help meet the need for low-income housing, the City will establish a TIF district in an area guided for TOD and mixed uses.	<30% AMI 30-50% AMI 51-80%

DRAFT Chapter 9: Implementation

Comprehensive Plan 2040

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INTRODUCTION

This chapter is a critical part of the Comprehensive Plan Update process providing a roadmap for the City of next steps and implementation strategies to help bring this Plan to reality. The implementation strategies contained in subsequent sections of this Plan are specific to the chapters, goals and strategies, and feedback heard throughout this planning process.

Throughout this planning process consistent themes and messaging emerged that became the foundation for plan development, including the implementation strategies found in this chapter. At key milestones in this process the City solicited targeted feedback from residents, stakeholders, commission members and the City Council in an effort to establish Brooklyn Center's top priorities for the next 10–20 years. The following top priorities, including those characteristics of the community that are important to maintain, emerged from the planning process (unordered):

- Our location is exceptional but a consistent brand for the community has yet to be recognizable in the region since Brookdale closed. We have an opportunity to reimagine and redevelop this area—we have to design and implement a plan that is innovative, forward thinking and creative.
- Brooklyn Center's population is diverse and will be into the future. The City should embrace its diversity and use it as a differentiator that makes the City a desirable, exciting and vibrant place to live, work, and recreate.
- Creating an economically competitive, accessible and stable business climate is important to developing a stable, vibrant and sustainable community long-term.
- Brooklyn Center's accessible regional location in conjunction with the available redevelopment areas in the center city provide an opportunity to create a dynamic and vibrant sub-regional job center that provides employment opportunities to the City's residents and the larger region.
- Our youth is our future and we need to focus on their needs today, and in the future. We should partner with schools, work-programs, public and private post-secondary institutions to ensure kids have opportunities to work and live in the City as they become adults.
- The City's housing stock is aging and lacks economic diversity. We need to find ways to integrate a range of housing types, sizes, affordability, and market rate into redevelopment to expand the choices available to new and existing residents.

- We need to establish clear standards and regulations for areas designated or identified for redevelopment. It is important to consider massing, setbacks, relationship with existing homes, open spaces, trails, and natural resources.
- We should capitalize on the transit improvements, particularly the C-Line, that could be an amenity to any new development in the center city if designed and planned for appropriately.
- The City should establish and enhance key relationships with partner agencies such as Metropolitan Council, DEED, MnDNR, Three Rivers Park District and Hennepin County to create a more integrated region that provides improved connections within the City and to the region.
- Safety of transit users was repeatedly mentioned particularly for users that would like to use the main transit station in the community. Community members identified concerns such as loitering, lighting, accessibility, and lack of consistency with routes as concerns. This transit 'hub' will likely become busier as the C-Line opens, and it is important for the City to partner with Metro Transit to plan for this station to ensure residents feel comfortable and safe at the station.

Based on these guiding priorities and principles the following implementation strategies were derived. Most chapters' implementation strategies can be found in the following sections with the exception of some the Housing Implementation Strategies that are partially included within the individual chapter for consistency with the Metropolitan Council's checklist.

The following implementation strategies are meant to identify a set of high-level steps and considerations that will help guide the City to achieve the goals and objectives of this Plan. The strategies are not all encompassing, but instead are meant to serve as a guide and roadmap to describe the methods, steps and types of questions the City will tackle throughout this planning period. Just as this list may not include every strategy, Brooklyn Center may not complete every strategy on this list based on market dynamics or other external factors. But generally the City will use the following strategies as a guide to work towards implementing the Vision and Goals that this Plan has established for the City as it continues to evolve and change into 2040.

CAPITAL IMPROVEMENT PLAN

The Capital Improvement Program is a flexible plan based upon long-range physical planning and financial projections, which schedules the major public improvements that may be incurred by the City over the next five years. Flexibility of the Capital Improvement Plan is established through annual review, and revision if necessary. The annual review assures that the program will become a continuing part of the budgetary process and that it will be consistent with changing demands as well as changing patterns in cost and financial resources. Funds are appropriated only for the first year of the program, which is then included in the annual budget. The Capital Improvement Plan serves as a tool for implementing certain aspects of the City's comprehensive plan; therefore, the program describes the overall objectives of City development, the relationship between projects with respect to timing and need, and the City's fiscal capabilities.

The full Capital Improvement Plan is available at Brooklyn Center City Hall and on the City's website. It is also included as an appendix to the Comprehensive Plan. Specific implementation strategies for water, sewer and transportation infrastructure are also described in those chapters.

CHAPTER 3: LAND USE & REDEVELOPMENT

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

Land Use

1. The City will complete a full update of its zoning ordinance to support the modified land use designations identified on the Future Land Use Plan.
    a. The update at a minimum will include a full review of all residential, commercial, and industrial zoning classifications that consider the following:
        i. Setbacks
        ii. Parking
        iii. Height Restrictions
        iv. Coverage
        v. Performance Standards
        vi. Permitted/Un-permitted Uses
        vii. Conditional Uses
        viii. Accessory Structures/Uses
        ix. Fencing/Screening

b. To support the individual zoning district update process, a full review of the City Code as it may pertain to the administration of the Zoning Code will be completed. This process may result in changes and updates or may find that the existing ordinances are adequate. At a minimum, the review will consider the following:

i. Sign Standards
ii. Public Nuisances
iii. Special Use Permit (SUP) will be brought into Compliance with Minnesota State Statute requirements for Conditional Use Permits
iv. Variance process and language will be updated and revised to reflect 'Practical Difficulties' if not already completed.
v. Platting ordinance will be reviewed for platting process compliance and proper reference to revised zoning ordinance.
vi. PUD process and procedures will be reviewed for consistency with the City's stated goals and objectives, particularly as it relates to redevelopment areas identified within this Plan.
vii. Addition of a Shoreland Ordinance to comply with MRCCA requirements.

c. The process to prepare the zoning ordinance update will be led by the City's staff, with support and assistance from a Consultant and input and direction from the City Council.

i. The City may establish a community engagement plan for the Zoning Code update process. This may include a sub-committee or task force to provide feedback and input on key issues throughout the update process to ensure a broad spectrum of perspectives is represented and addressed within the process.

2. The City will continue to support and explore incorporating policies within ordinance updates that address community resiliency and long-term sustainability.

a. As ordinances are updated, the City will explore opportunities to encourage through incentives or regulations energy efficiency in redevelopment and site design.

b. Addressing resiliency with respect to the City infrastructure and PTOS systems can be cost-effective when incorporated into initial site design requirements. The City will explore opportunities to address and incorporate such site design standards into its ordinances, particularly within new zoning districts.

Redevelopment

1. The City will create zoning districts to support the new land use designations identified on the Future Land Use Plan.

    a. At a minimum seven new zoning districts will be developed for consistency with the Transit Oriented Development (TOD), Neighborhood Mixed-Use (N-MU), Commercial Mixed-Use (C-MU), and Business Mixed Use (B-MU) land use designations.

    b. The process to prepare the new zoning districts will be led by Staff and a Consultant with direction from the City Council and City Commissions. The process should be initiated immediately upon adoption of this Comprehensive Plan and should be completed within nine (9) months of its adoption. Each zoning district will address, at a minimum:

        i. Massing and architectural design
        ii. Setbacks
        iii. Height restrictions
        iv. Site design/landscape standards
        v. Permitted, conditionally permitted and not permitted uses
        vi. Accessory structures/uses
        vii. Transition of uses
        viii. Mix of uses
        ix. PUD process or other incentive process
        x. Establishment of how mixed-use will be applied (i.e. through a master plan approach, parcel-by-parcel basis, etc.)

2. The City will develop a process and methodology for tracking the mixed-use and redevelopment projects to achieve the mix of uses as contemplated within this Comprehensive Plan. The ordinances should be developed with graphic representations of the standards to be more user friendly. The process may include exploration of ghost-platting, development of a database/tracking spreadsheet, and the development of 'cheat-sheet' or development reference guides for developers and land owners that describe the mix of uses contemplated and the process to ensure compliance with the ordinance and this Plan.

3. The City will establish guidelines and procedures for the sale of EDA-owned property. This may include creating marketing materials and promoting revised ordinances that highlight the ease of developing in the community.

4. The City will continue to evaluate opportunities for additional land acquisition particularly within proximity to land holdings in the center city that may offer larger redevelopment opportunities.

5. The City will participate as an active partner in any redevelopment effort that includes City financial participation including as the land owner, or TIF, tax abatement, grant partner, etc.

6. What has historically been known as the "Opportunity Site" is re-guided in this Plan to allow for mixed-use development of the site. At the time of this Plan the City is working with a developer on a master plan for the redevelopment that will add a significant number of new households to the community. Understanding that this redevelopment effort is in-progress, the new zoning districts that are created to support the land use designation must be prepared for consistency with the anticipated development. In an effort to minimize duplication of the process, the City will create a minimum of one supporting zoning district that is consistent with the known redevelopment plans. The zoning district will address, at a minimum, the following:

    a. A minimum percentage of a project that must contain commercial, office or retail uses that support and are consistent with any developed housing.

    b. The ordinance development process should consider how to incorporate a range of housing types, including considering incentives and/or standards that encourage the construction of new affordable housing

    c. The ordinance will incorporate architectural and landscape design standards that support the goals and strategies contained within Chapter 2 of this Plan.

    d. The ordinance will incorporate incentives, and where applicable standards, that are focus on sustainable site improvements and resilient infrastructure improvements such as: transit, trail and sidewalk connections, pervious pavers and other innovate landscape products, localized surface water management and other low impact development techniques.

    e. The ordinance will require development that incorporates best practices for creating transit oriented places, including density minimums, parking maximums, pedestrian-oriented design, and accommodates a mix of uses.

CHAPTER 4: HOUSING

The Implementation Strategies that support the Metropolitan Council's checklist to achieve the City's Housing goals and objectives can be found in Chapter 4 of this Plan. The following implementation strategies support those contained within Chapter 4.

1. As part of the zoning ordinance update process the City will evaluate the rules and regulations to ensure that they allow existing and future residents to improve their homes in ways that add value and are desirable, and allow for infill housing that offers a range of housing types and products.

    a. Residential zoning districts should be written to allow for a mix of housing types, with various setbacks and massing standards to allow for diversity within an individual development.

    b. Ordinances should be written to define 'family' consistently with current demographics. This may require additional study to fully understand the greatest needs anticipated in the community over the next planning period.

    c. Setback requirements should reflect existing conditions and allow reasonable expansions and additions to homes.

2. The City will evaluate the housing stock for consistency with current and projected demographics. This includes understanding appropriate mix of bedrooms, unit types, etc., that match the changing needs of the City's residents. The following examples may require additional study:

    a. Unit mix, such as studios, 1-bedrooms, 2-bedrooms, 3 and 3+ Bedrooms

    b. Private entry rental opportunities such as town homes, row homes, etc., versus standard multi-family apartments and condominium development.

3. The City will continue to operate its Rental Licensing Program, which has proven to be highly effective in maintaining the City's rental housing stock.

4. The City will continue to operate a robust code enforcement program that incorporates both complaint-based enforcement and proactive sweeps. The City will continue to engage residents and business owners to ensure code compliance and to provide information in a way that is understandable and clear.

5. The City will continue to operate its Vacant Building Program, which tracts and monitors vacant properties in the City, as well as ensuring adequate upkeep and maintenance.

6. The City will explore programs and policies that promote home ownership in the City.

7. The City will explore programs and policies that provide assistance with single-family housing rehabilitation and maintenance, including low and no-cost loans and grants, project consultation, and other resources. This may include partnerships with outside agencies as well as programs administered by the City.

8. The City will explore polices and ordinances, including incentives and standards, that encourage the construction of new affordable housing.

9. The City will explore partnerships that provide sources of financing and incentives to preserve existing multi-family housing, particularly ways to preserve naturally occurring affordable housing that maintains its affordability.

10. The City will explore programs and policies that encourage landlords to invest in their rental properties.

11. The City will consider creating a housing coordinator position to build relationships with existing landlords and tenants, administer programs, seek funding opportunities, and promote the City's housing goals.

12. The City will consider adopting policies that promote further the goal of providing safe, secure, and stable housing for renters. This may include adopting ordinances and/or policies that protect the rights of renters.

13. The City will consider inclusionary housing policies that ensure that affordable housing is a component of new housing development when the market strengthens to the extent that it would not deter investment.

    a. For example, if market rents rise to levels that are affordable to those making 80% AMI then the City would consider adopting an inclusionary housing policy.

14. The City will consider adopting a public subsidy policy that gives greater consideration to projects that forward the City's housing goals. This includes the option of TIF Housing Set-Aside funds or new TIF Districts that support mixed-income and affordable housing. The City will support grant applications to outside agencies to benefit projects that forward the City's housing goals.

CHAPTER 5: COMMUNITY IMAGE, BUSINESS STABILITY & ECONOMIC COMPETITIVENESS

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City will work to create strategies and supporting resources to incorporate affordable commercial, retail and office space into new redevelopment areas.

2. The City will actively pursue a branding and marketing strategy that leverages the community's diversity as a key asset from which new businesses can be developed.

3. To promote and support local businesses the City will explore the development of a local procurement policy.

4. The City will form a task force or steering committee to study local entrepreneurial needs, gaps and opportunities of residents. Study and research will focus on:

    a. Identification of barriers to growing or starting a business in the City.

    b. Review of existing ordinances and policies to ensure they support small, start-up and pop-up businesses.

    c. Understand what opportunities exist locally and regionally, and what strategies the City might employ to further support local entrepreneurs.

5. The City will explore the feasibility of a commercial land trust model that promotes perpetually affordable commercial space.

6. The City will review its existing business and industrial zoning district designations and revise and update, as necessary, language and policies to ensure regulations support and incentivize:

    a. Local businesses to stay and grown in the City

    b. New businesses to locate in the community

    c. A mix of land uses that reflect current market needs and desires

7. The City will explore opportunities to enhance partnerships with local secondary and post-secondary education institutions that support school-work opportunities, skills and job training, and matching local companies with young talent.

8. The City will partner with DEED and Hennepin County to offer entrepreneurial resource and support programs such as WomenVenture and Open to Business.

9. The City will create a Business Retention & Expansion Program to work directly with the businesses within the community to ensure that their needs are being met.

10. The City will amend its Business Subsidy Policy to prioritize the creation of livable and high wage jobs.

11. The City will create and fund a revolving loan/grant program to assist property and business owners with expansions, interior buildouts, equipment purchasing, and exterior enhancements.

12. The City will explore other economic development programs, including with outside agencies, which would incentivize business expansion and attraction.

13. The City will explore job training and career pathways programs and policies that would benefit residents.

14. The City will explore options to connect the local workforce to employers.

15. The City will continue to support partnerships that promote workforce readiness and removing barriers for existing residents to access education and workforce training, such as the Brooklynk partnership with Brooklyn Park.

16. The City will explore partnerships and programs that promote financial literacy and wealth creation amongst residents.

17. The City will continue to explore ways to reduce racial disparities that exist as they relate the economic stability of its residents, including access to livable wage jobs, home ownership opportunities, financial literacy and wealth creation, and job pathways training.

CHAPTER 6: PARKS, TRAILS AND OPEN SPACE (PTOS)

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 6 of this Comprehensive Plan Update.

1. The City will continue to prioritize the completion of the PTOS system within redevelopment areas and will work with developers to identify appropriate and reasonable opportunities to enhance and improve access to the system by all residents.

2. Redevelopment projects will be required to provide trail connections that align with the surrounding local and regional trail system that are existing or planned within this Plan.

3. Redevelopment projects will be required to plan for parks and open spaces consistent with this Plan, and the City will work with developers to identify and prioritize improvements to the PTOS system.

4. The City will continue to maintain and manage the existing parks, trails and open space plan consistent with past and current practices. Current management includes:

    a. Annual CIP budgeting and planning to support current park, trail, and open space function.

    b. Continue to support the City's Community Activities, Recreation and Services (CARS) division through appropriate capital investments.

    c. Periodic survey of residents and stakeholders to understand appropriate and needed parks, trails, and open space programming within the system.

    d. Prepare and plan for system improvements that respond to the needs of the community. This includes improvements such as park system component conversions including transitioning baseball fields to multi-purpose fields (example)

5. Brooklyn Center will continue to support opportunities for community gatherings at each of its parks, including, but not limited to the summer markets, pavilion rentals, Brooklyn Center's movie in the parks, and Central Park events that unite the community.

6. The City will continue to complete the sidewalk and trail network consistent with previous planning efforts. This plan acknowledges that trails and sidewalks are a critical component of the Park and Recreation system but are equally as important to the transportation system.

CHAPTER 7: TRANSPORTATION

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City's accessibility to the region, and within the region, is an important differentiator and asset to the community. The City will continue to prioritize roadways as an important part of the transportation network.

2. The City will continue to partner with Hennepin County and MnDOT on planned road reconstruction projects to ensure safety and accessibility of the road system within the City are prioritized.

3. Any roadway reconstruction or improvement will consider the incorporation of a stormwater assessment, and any plans should incorporate and implement the Minnesota Pollution Control Agency's Best Management Practices to improve stormwater quality, recharge local aquifers, and reuse and conserve stormwater where possible.

4. The City will continue to budget for regular maintenance of roadways approximately every five to eight years and include such plan within the City's Capital Improvement Program.

5. Brooklyn Center will plan for completing the Regional Bicycle Transportation Network (RBTN) that is currently planned within the City to connect to other regional and sub-regional job centers. As redevelopment and reconstruction of roadways occurs RBTN segments or gaps will be constructed to help complete the system.

6. Many of the City's residents use Transit, and many more could if service were improved in the City. Currently the City is divided into Transit Market II and Transit Market II, which provides varying levels of services. The following summary of considerations is provided:

    a. The City will work with Metro Transit over this planning period to evaluate the appropriate Transit Market areas for the City per the Metropolitan Council.

        i. The mapping completed for this Plan demonstrates that some of the residents that may benefit most from frequent and reliable transit may be underserved.

        ii. The City is developed with a similar urban grid pattern for the majority of its neighborhoods without much distinction. Therefore, it seems inaccurate to identify some areas as more typical "suburban" development.

    b. The City's Future Land Use Plan has identified the 'central spine' for possible redevelopment in this planning period. The redevelopment pattern contemplated embraces the Transit Station and uses it as an organizing feature.

CHAPTER 8: INFRASTRUCTURE (UTILITIES)

The following list of Implementation Strategies is provided as a guide to implement the goals and strategies identified in Chapter 2 of this Comprehensive Plan Update.

1. The City will continue to plan for water and sewer infrastructure improvements to occur concurrently with any planned roadway improvements and reconstruction projects.

2. The City prepared a full sanitary sewer plan and supportive modeling in conjunction with this Plan update. As redevelopment occurs, the sewer plan will be used to guide proper infrastructure improvements including sizing and capacity recommendations, timing and consideration for future phases of redevelopment.

3. The City prepared an update to its water plan and supportive modeling in conjunction with this Plan update. As redevelopment occurs the water plan will be used to guide proper/necessary infrastructure improvements.

    a. The water supply permit from the DNR will be updated once this Plan and Future Land Use Plan are adopted to reflect projected housing and employment forecasts contained in this Plan.

4. The LSWMP identifies several capital and administrative projects that are incorporated into this implementation plan by reference. The City will properly manage and schedule such improvements to be included within its CIP for on-going planning and action.

5. The City will continue to work with its regional partners, including the Metropolitan Council, on sewer and water infrastructure planning and development so that regional coordination is maintained throughout this planning period.

6. Consideration for how to incorporate sustainable and resilient infrastructure through new development will be addressed at the specific site redevelopment level. This will first be accomplished through the ordinance review, creation and update process and described within previous sections; and will then be implemented through site and redevelopment plan sets and engineering.

    a. The City's Public Works Department and its staff will work collaboratively with the Community Development department to identify potential ordinance revisions that would support the development of an integrated green network that not only supports the PTOS system but the City's infrastructure.

APPENDIX: MISSISSIPPI RIVER CRITICAL CORRIDOR AREA PLAN

The following list of Implementation Strategies is provided as a guide to implement the MRCCA Plan contained within Appendix B of this Plan.

1. The City will develop ordinances to support the Minnesota Department of Natural Resources (MnDNR) requirements to regulate property contained within the MRCCA overlay designations.

    a. At a minimum the City will develop a shoreland ordinance for properties that abut the Mississippi River and will structure the ordinance to comply with MnDNR requirements.

    b. The City will work collaboratively with the MnDNR to establish appropriate setback and height standards based on specific parcel locations and potential redevelopment.

        i. The City may seek flexibility from the MnDNR's standard requirements, particularly on sites identified for redevelopment. The City will work with the MnDNR to identify appropriate standards.

    c. The City will engage residents during the ordinance development to provide education about the MRCCA standard requirements and ordinance development process.

        i. The public engagement process will also solicit feedback regarding specific standards development include appropriate setbacks, height, coverage requirements, etc.

CITY OF
BLOOMINGTON
MINNESOTA

Fair Housing Policy

1. Purpose and Vision

Title VIII of the Civil Rights Act establishes federal policy for providing fair housing throughout the United States. The intent of Title VIII is to assure equal housing opportunities for all citizens. Furthermore, the City of Bloomington, as a recipient of federal community development funds under Title I of the Housing and Community Development Act of 1974, is obligated to certify that it will affirmatively further fair housing.

The City of Bloomington strives to advance its commitment to inclusion and equity by developing this Fair Housing Policy to further the goal of creating a vibrant, safe, and healthy community where all residents will thrive.

2. Policy Statement

It is the policy and commitment of the City of Bloomington to ensure that fair and equal housing opportunities are available to all persons in all housing opportunities and development activities funded by the City regardless of race, color, religion, sex, sexual orientation, marital status, status with regard to public assistance, creed, familial status, national origin, or disability. This is done through external policies to provide meaningful access to all constituents as well as fair housing information and referral services; and through internal practices and procedures that promote fair housing and support the City's equity and inclusion goals.

3. External Practices

a. Intake and Referral

The City of Bloomington has designated the Staff Liaison to the Human Rights Commission as the responsible authority for the intake and referral of all fair housing complaints. At a minimum the Staff Liaison will be trained in state and federal fair housing laws, the complaint process for filing discrimination complaints, and the state and federal agencies that handle complaints. The date, time, and nature of the fair housing complaint and the referrals and information given will be fully documented. The Human Rights Commission will advise the City Council on City programs and policies affecting fair housing and raise issues and concerns where appropriate.

b. Meaningful Access

i. **Online Information**. The City of Bloomington will continue to display information about fair housing prominently on its website. The website will continue to include links to various fair housing resources, including the Department of Housing and Urban Development, Minnesota Department of Human Rights, Mid-Minnesota Legal Aid, and others as well as links to state and federal fair housing complaint forms. In addition, the City will post the following documents on its website:

1. Reasonable Accommodation Policy;
2. Limited English Proficiency (LEP) Policy;
3. Americans with Disabilities Act (ADA) Policy regarding access to City services; and
4. The State of Minnesota's Olmstead Plan.

ii. **In-Person Information**. The City of Bloomington will provide in-person fair housing information including:

1. A list of fair housing enforcement agencies;
2. Frequently asked questions regarding fair housing law; and
3. Fair housing complaint forms for enforcement agencies

c. **Languages**. The City of Bloomington is committed to providing information in the native language of its residents. The City of Bloomington will provide information in languages other than English as described in its LEP Policy.

4. **Internal Practices**

The City of Bloomington commits to the following steps to promote awareness and competency regarding fair housing issues in all of its government functions.

a. **Staff and Officials Training**. The City will continue to train its staff and officials on fair housing considerations.

b. **Housing Analysis**. The City will review its housing periodically to examine the affordability of both rental and owner-occupied housing to inform future City actions.

c. **Code Analysis**. The City will review its municipal code periodically, with specific focus on ordinances related to zoning, building, and occupancy standards, to identify any potential for disparate impact or treatment.

d. **Project Planning and Analysis**. City planning functions and development review will consider housing issues, including whether potential projects may perpetuate segregation or lead to displacement of protected classes.

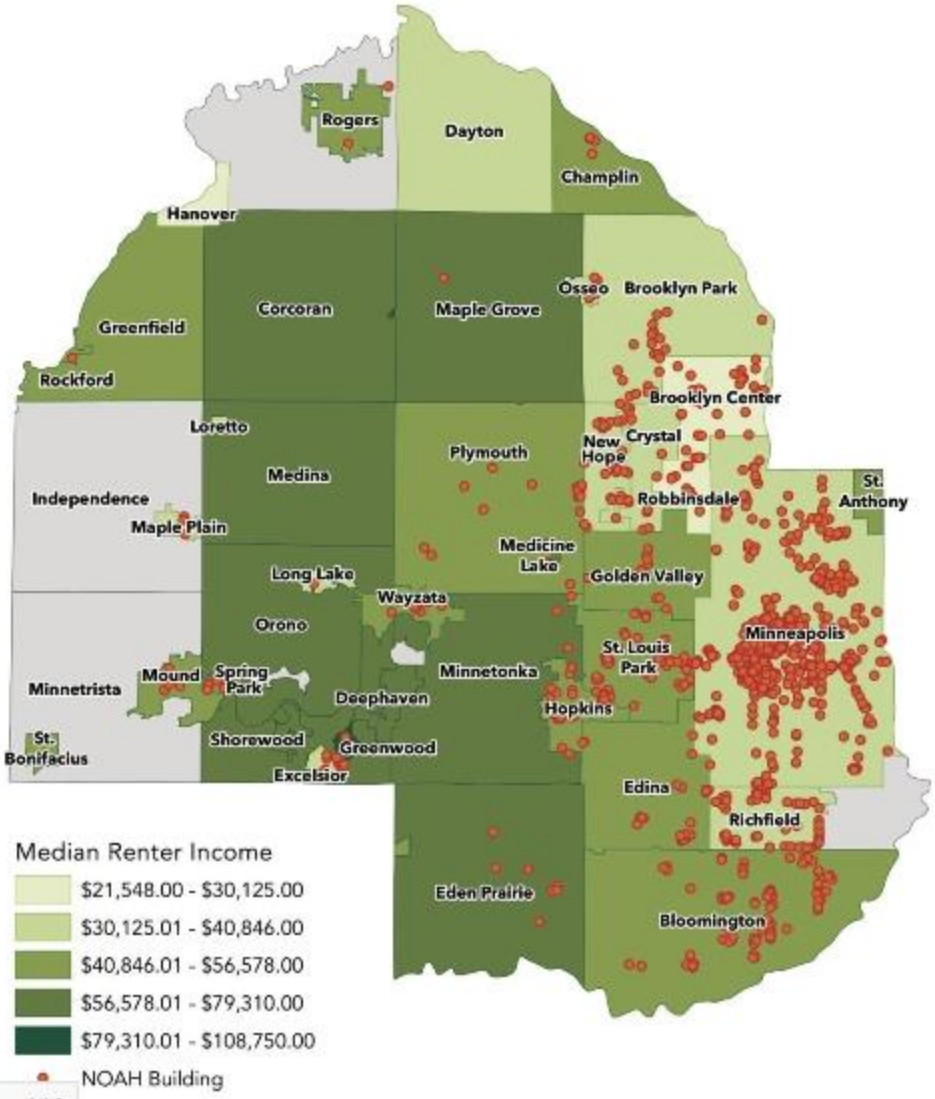
e. **Community Engagement**. The City will seek input from underrepresented populations in the community. Conversations regarding fair housing, development, zoning, and land use changes may be facilitated by the City.

f. **Affirmatively Furthering Fair Housing.** As a recipient of federal funds, the City agrees to participate in the Regional Analysis of Impediments, as organized by the regional Fair Housing Implementation Council (FHIC), an ad hoc coalition of Community Development Block Grant (CDBG) entitlement jurisdictions and

others working together to affirmatively further fair housing. The City will review the recommendations from the analysis for potential integration into City planning documents, including the Consolidated Plan, the Comprehensive Plan, and other related documents.

Adopted by the City Council on August 6, 2018

BUILDINGS WITH UNITS AFFORDABLE TO HOUSEHOLDS EARNING UNDER 60% OF AMI



MEMORANDUM - COUNCIL WORK SESSION

DATE: 3/9/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Meg Beekman, Community Development Director

SUBJECT: Opportunity Site Update (30 minutes)

Background:

In accordance with the proposed timeline, a draft plan has been prepared for the Opportunity Site, incorporating community input from the first phase of engagement as well as ongoing conversations and input from the Working Committee.

The Working Committee has not reviewed this draft, but will do so at their next meeting. The purpose of this update and discussion is to provide the City Council with an opportunity to review the direction of the master plan draft and to provide any feedback and comments ahead of the next phase of community engagement work.

Attached to the memo is an executive summary of the draft master plan. A full copy of the draft master plan is being compiled and will be emailed out to the City Council ahead of the meeting. At the work session staff and the consultant team will go over highlights from the draft master plan and discuss any changes from the past version. City Council will have an opportunity to provide feedback on the work that has been done to date and direction on next steps for the roll out of the draft plan for community engagement.

The draft master plan contains significantly more content than previous versions of the plan. It breaks the plan into five categories or chapters; Vision; Public Realm; Access and Connectivity; Buildings and Development; and Implementation. Some elements are identified as placeholders since additional technical analysis and community input are needed in order to understand greater detail.

For example, the implementation section identifies targets, or goals, for the development. These include among others, affordable housing targets which are described as a range of overall affordability for the entire development. The implementation section identifies a path for developing a more detailed housing implementation plan, which will require more community input, a housing study, as well as a financial feasibility analysis to determine the final target percentage and specific affordability bands (ie; 30% AMI, 50% AMI, and 60% AMI). The final version of the master plan will contain the final target numbers, while this draft version contains placeholders and language which describes how the final targets will be identified.

Internally, staff and the consultant team debated if more technical and feasibility analysis should be completed before a draft master plan was made public. In the end it was decided that it was better to move forward with creating a draft plan with the information that was available in order to allow more community input into the process and to shape the feasibility work, rather than to wait until the plan was more fully formed to gather community input.

The next steps will be to present the draft master plan to the Working Committee for feedback and review. This input will assist with completing the community engagement products, such as the Meeting-in-a-Box tool, posters, and other handouts which are being prepared. The City has entered into contracts to assist with this next phase of engagement with ACER, Jude Nnadi, and the Organization for Liberians in Minnesota (OLM), and is negotiating a second contract for engagement with the Brooklyn Bridge Alliance. The focus of these contracts is to assist with reaching historically underrepresented and difficult to reach groups in the community, such as renters, youth, immigrant communities, West African communities, and African American communities. Staff is also reaching out to organizations to assist with engaging Lao/Hmong communities as well as Latinx communities. In addition, once the engagement tools are completed, community facilitators will be enrolled to conduct community conversations throughout the community on the topic of the draft plan and to solicit discussions and collect survey information on behalf of the city.

With the draft plan, Ehlers will begin work on a high level financial analysis which will look at the financial feasibility of the plan, along with identifying any funding gaps. Staff has asked them to provide high level analysis that will include reviewing the impact of including a certain percentage of mixed income housing as part of the development as well to see the affect that may have on the feasibility. A traffic study and stormwater analysis will also begin to identify any issues or impacts associated with the plan related to these items.

The input from the community engagement, along with the technical analysis work will be used to revise and shape the plan to ensure that it minimizes impacts and maximizes benefits to the community, infrastructure, and environment.

Policy Issues:

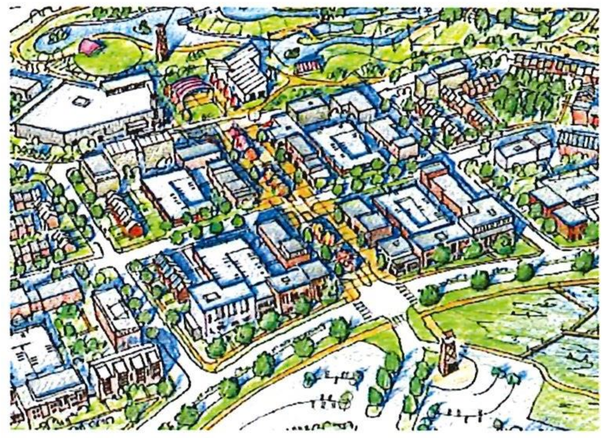
- Is the City Council comfortable with the direction the draft master plan is heading?
- Are there areas or elements of the draft master plan which the City Council has concerns about, or would like to see altered?
- Is the City Council comfortable with staff proceeding with the roll out of the draft master plan for community engagement and input?

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
Executive Summary	1/8/2020	Executive Summary



Executive Summary

Background

Purpose

Brooklyn Center is a **city of the future.** The population is rich with diversity from around the world.

Brooklyn Center also brings strengths from its past. Its location is accessible and connected. And people still value its stock of affordable housing with convenient access to shopping and services.

Transitioning from the past to the future means transitioning spaces and places built for a previous era, that no longer meet current needs. It also means addressing past and current practices that excluded some people from benefitting from progress and opportunity, particularly people of color.

Redevelopment of the Opportunity Site is a **once in a generation opportunity** for Brooklyn Center to seize control of its future - to grow and change on it's own terms; and to celebrate all that is special about the community. Rather than re-branding a community through redevelopment, Brooklyn Center wants to grow in such a way that the existing character is strengthened, not pushed aside for the sake of attracting new development.

Brooklyn Center is a fully built out city. As such it relies heavily on redevelopment to grow, to enhance it's revenues, which enables it to invest in necessary services, infrastructure, and amenities which are essential to improving the quality of life of its residents.

This project is also important because it presents an opportunity for the City to **change the way** it has done development in the past. With land control and a strong position in the market, Brooklyn Center can define the public benefits of redevelopment **- on its own terms.**

The Opportunity Site

Planning Process Goals

- Defined timeline to take advantage of development opportunity
- Consistent with city goals and principles
- Process is grounded in data and best practices
- Provides direct access and benefits for city residents
- Authentic engagement to connect people with decision making
- Meaningful opportunities for the public to influence outcomes
- Transparency in decision making

Community Values Expressed in the Plan

- Diversity and inclusivity
- Affordability
- Health and Wellness
- Fiscal Responsibility
- Flexibility
- Community Pride
- Environmental Sustainability
- Local Benefit
- Counteracting Displacement

Public Engagement and Community Input

Throughout 2019, the project had over 1000 direct engagements with residents and community stakeholders. While participants were not asked to identify themselves directly, around 40% of participants were estimated to be people of color. By comparison, approximately 57% of the total population in Brooklyn Center, and 45% of the adult (18+) population, are people of color.

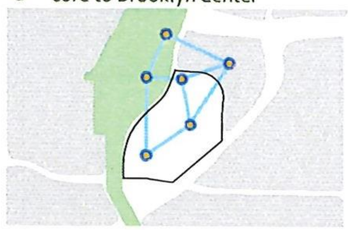
The Plan for a New Downtown Brooklyn Center

Concepts that Organize The Site

1 Trail and park connections to the expansive regional system

2 A spine to organize neighborhoods

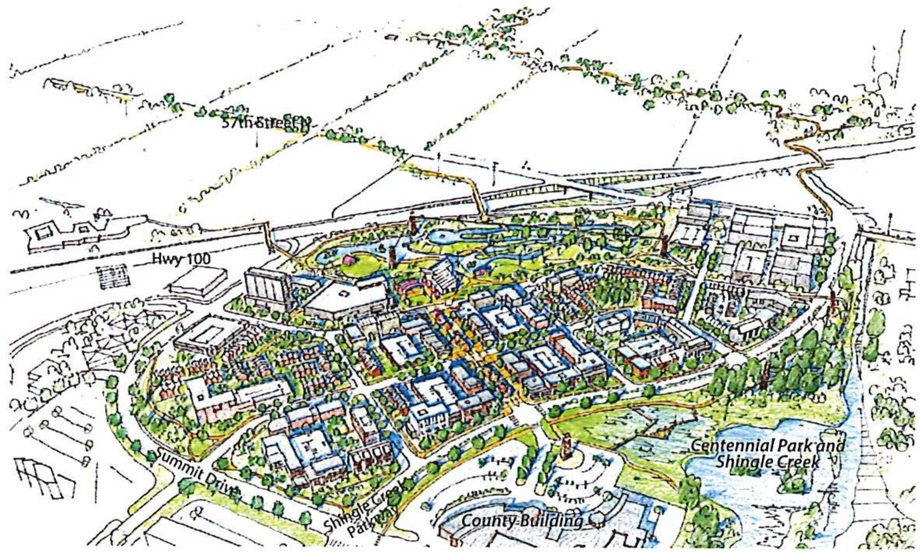
3 Community Anchors to create a core to Brooklyn Center



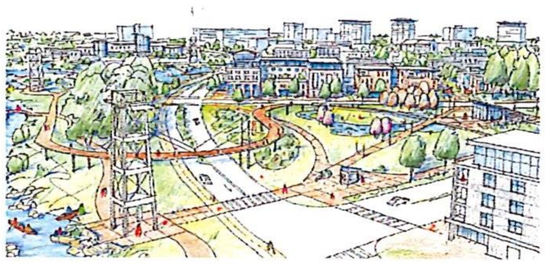
4 Local connections to make it easy to get to Downtown

Downtown Brooklyn Center...

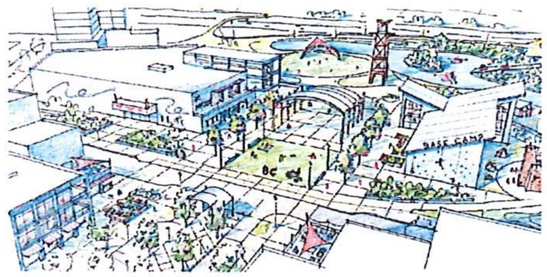
- Will be a place that represents ***all of what Brooklyn Center is*** and can become.
- People will choose to invest their time and energies in Downtown Brooklyn Center as much ***for what it is*** as for what it is near.
- Will contain a ***mix of uses*** that appeal to both current and future residents, entrepreneurs, and visitors of Brooklyn Center.
- Will have a significant amount of new medium and high density housing that helps diversify the City's housing stock - ***allowing residents to stay*** in Brooklyn Center and also attracting new residents.
- Will be a place that ***nurtures local businesses*** while also attracting new businesses that appeal locally and regionally.
- Will ***generate value to the City*** by leveraging its irreplaceable assets - proximity to the Park and civic buildings, centrality to the City and it's people, and access to the region.



Main Street



Three Rivers Mini Park and an integrated Centennial Park



BC Plaza

Garden Street

Expected Outcomes of the Plan

Public Realm

Downtown Brooklyn Center will feature a system of open spaces, streets, trails and pedestrian areas that promotes healthy living, gathering, social mixing, and environmental responsibility

- An inclusive, accessible, welcoming and dynamic public realm that becomes a social and gathering center for the entire City.
- An "inside out" City that attracts people to spend time outside together throughout all seasons of the year.
- Recreational and leisure activities for all ages and abilities
- Connecting to and leveraging the potential of Centennial Park
- A green and active stormwater system that provides health, recreational, and environmental benefits to all

Shingle Creek, Centennial Park and a new Three Rivers Mini Park

Access and Connectivity

Downtown Brooklyn Center will have a transportation system that encourages walking and biking, is well connected to the region and reduces the need to own a car by providing safe, affordable, convenient and accessible options.

- Prioritizing pedestrians to create a walkable community
- Creating a safe and connected bicycle network
- Ensuring vehicular access to Downtown from throughout the City and the region.
- Establishing a network of streets that enables people to get round easily without the use of a car if they choose.

Earle Brown Parkway and a new recreational attraction

Housing & Economic Development

Downtown Brooklyn Center will feature building and development patterns that are compact, sustainable, and mixed - creating nodes and neighborhoods for people to live and enjoy at any stage of life

- Life-long neighborhoods for new and existing residents of Brooklyn Center to call home.
- Centers and Nodes that combine uses to become places to gather, a focus for local economic development and designed to evolve over time
- Spaces that create opportunities for local entrepreneurs and small businesses in the Downtown
- A range of buildings, development types, and land uses on a simple block pattern

Neighborhoods for new and existing residents of Brooklyn Center

Next Steps

FOCUS AREA 1 | Complete Environmental and Systems Planning

Private Sector

- City and lender required reports – environmental, survey, traffic, and geotechnical
- Plan development for submittal

Public Sector

- Report and analysis over and above developer baseline – AUAR
- TIF district determination

Community Partnership

- Traffic analysis related to Highway 100 ramps
- District stormwater approach with Shingle Creek
- Regional park and trail connectivity
- City Hall determination
- District energy/on-site generation concept

FOCUS AREA 2 | Establish Developer Agreement for Opportunity Site (Phase 1)

Private Sector

- City and lender required reports – environmental, survey, traffic, and geotechnical
- Construction for phase one development

Public Sector

- Public finance strategy
- Developer Agreement
- Infrastructure plans and construction for phase one needs – roads, utilities, lighting, public realm

Community Partnership

- District systems planning and improvements – stormwater, trails, transit
- Sustainable energy systems development – scope dependent on earlier planning

MEMORANDUM - COUNCIL WORK SESSION

DATE: 3/9/2020

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: Dr. Reggie Edwards, Deputy City Manager

BY: Barb Suciu, City Clerk

SUBJECT: Pending Items

Recommendation:

- Commemoration of 400 years of Slavery Activities -3/23
- Livable Wages -3/23
- Use of EDA Owned Property -3/23
- Food Trucks - 3/23
- Strategic Plans for years 2018-2020 and 2021-2023 - 3/23
- Discussion of Mayor/City Council roles & responsibilities (CommonSense Inc.)

Background:

Strategic Priorities and Values:

Operational Excellence