Council Study Session
City Hall Council Chambers
November 25, 2019

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. Inclusion and Diversity

   - It is recommended that the City Council participate in an 1:1 interview as part of the City's Inclusion and Diversity efforts? It is also recommended that the City Council provide direction regarding the most effective approach and schedule for completing the interviews?

3. **Discussion of Work Session Agenda Item as Time Permits**

4. **Adjourn**

Council Study Session

DATE: 11/25/2019

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Dr. Reggie Edwards, Deputy City Manager

SUBJECT: Inclusion and Diversity

Background:

Currently, the City of Brooklyn Center is in the process of taking the steps necessary to further the City's efforts in creating a culture of Inclusion and Diversity. This initiative will address both the workplace, including our employees, as well as our local community and how the City provides services to the wide range of diverse needs by our residents and various other external stakeholders.
As part of this process, the City Council members are asked to participate. Recently the City engaged Mr. Bill Wells, management consultant, to guide and direct the City through this process. We are now at a point where Bill will be conducting 1:1 interviews with various groups, including staff, Council members and Commission leaders, regarding this work. The interviews will take approximately 20-30 minutes and focus on your understanding of how this work will be an integral part of our organization's overall business/operational strategy.
The interviews will provide participants with an opportunity to share their perspectives on this work as well as ask questions. Arrangements for these interviews are currently underway, and we are hopeful of having these completed by mid-December.

Budget Issues:

Is there a consensus of the City Council to participate in the Inclusion and Diversity interviews? If so, what approach and schedule would most effectively for completing the interviews?

Strategic Priorities and Values:

Customer Intimacy , Operational Excellence

CITY COUNCIL MEETING
City Hall Council Chambers
November 25, 2019

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.

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:

- *November 12, 2019 Study Session*
- *November 12, 2019 Regular Session*

b. Approval of Licenses

- Motion to approve the licenses as presented

c. Resolution Approving Hennepin County Healthy Tree Canopy Grant Agreement, Agreement No. PR00001505

- Motion to approve a resolution approving Hennepin County Healthy Tree Canopy Agreement, Agreement No. PR00001505.

d. Resolution Approving Hennepin County Waste Delivery Agreement, Agreement No. A199898

- Motion to approve a resolution approving Hennepin County Waste Delivery Agreement, Agreement No. A199898.

e. Resolution Accepting Work Performed and Authorizing Final Payment, Improvement Project Nos. 2018-14, 2018 Bridge Rehabilitation

- Motion to approve the resolution accepting work performed and authorizing final payment, Improvement Project Nos. 2018-14, 2018 Bridge Rehabilitation.

7. Presentations/Proclamations/Recognitions/Donations

a. McCarthy TH 252 Presentation

- Consider a presentation by Tara and Brendan McCarthy regarding TH 252.

8. Public Hearings

a. Proposed Utility Rates for 2020

- Motion to:

- *Open the public hearing*
- *Take public input*
- *Close the public hearing*

Motion to approve the utility resolutions individually

9. Planning Commission Items

a. Resolution Regarding Recommended Disposition of Planning Commission Application No. 2019-016 for Preliminary and Final Plat and Dedication of Certain Right-of-Way (Located in Vicinity of 55th Avenue North and Brooklyn Boulevard)

- Motion to adopt a resolution approving Planning Commission Application No. 2019-016 for preliminary and final plat approval of the Brooklyn Center EDA First Addition and dedication of certain Right-of-Way (Located in the vicinity of 55th Avenue North and Brooklyn Boulevard) based on the findings of fact and submitted plans, as amended by the conditions of approval in the resolution.

b. Resolution Regarding Disposition of Planning Commission Application No. 2019-017 for Preliminary and Final Plat (located at 5801 Xerxes Avenue North and Commonly Known as the Former Jerry's Foods Site)

*- Motion to adopt a resolution approving Planning Commission Application No. 2019-017 for preliminary and final plat approval of Northway Crossing (*Located at 5801 Xerxes Avenue North and Formerly Known as the Jerry's Foods Site*) based on the findings of fact and submitted plans, as amended by the conditions of approval in the resolution.*

10. Council Consideration Items

a. An Ordinance Amending Chapter 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses - 1st Reading

- Consider an Ordinance Amending Chapters 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses first reading and set the public hearing and second reading

11. Council Report

12. Adjournment

Council Regular Meeting

DATE: 11/25/2019

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:

Strategic Priorities and Values:

Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
11-12-19 Study Session	11/20/2019	Backup Material
11-12-19 Regular Session	11/21/2019	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

STUDY SESSION
NOVEMBER 12, 2019
CITY HALL – COUNCIL CHAMBERS

CALL TO ORDER

The Brooklyn Center City Council met in Study Session called to order by Mayor Mike Elliott at 6:00 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, Director of Community Activities, Recreation and Services Jim Glasoe, City Attorney Troy Gilchrist, and Mary Mullen, TimeSaver Off Site Secretarial, Inc.

CITY COUNCIL DISCUSSION OF AGENDA ITEMS AND QUESTIONS

City Manager Curt Boganey stated City Staff requests that the entirety of the Work Session be delayed until after the Regular Session meeting. He added all meeting participants would be available at that time.

Councilmember Ryan requested the following corrections/additions to the October 28, 2019, Work Session Meeting minutes:

-Page 3 – 1st paragraph, 2nd sentence, replace "Councilmember Ryan" with "Mayor Elliott."

-page 3, 1st paragraph, after the last sentence, add "Councilmember Ryan stated City could and should enforce its Ordinances related to cases of bad conduct, and without discrimination."

MISCELLANEOUS

Mr. Boganey stated Director of Community Activities, Recreation, and Services Jim Glasoe will provide additional information regarding the Economic Development Authority (EDA) Meeting Consent Agenda Item 3b related to Flik International.

Director of Community Activities, Recreation, and Services Jim Glasoe stated the City of Brooklyn Center first entered an agreement with Flik International to provide food service and catering to Earle Brown Heritage Center in 1999. He added the agreement had been extended three times – 2005, 2010 and 2015. He noted City Staff decided to make a Request for Proposals (RFP) in 2019, as it had been several years since an RFP was submitted.

Mr. Glasoe stated Rippe Associates was enlisted to do the RFP, which was sent to 6 companies, including Flik International, and four known leaders in the industry, and all of which have subsidiaries that provide food services. A local firm, Taher Inc., was included in the RFP submission, and information was also posted on the League of Minnesota Cities website.

Mr. Glasoe stated, based upon the recommendation of Rippe Associates as well as an internal evaluation, the determination was made to continue with Flik International. An agreement was crafted with the assistance of City Attorney Troy Gilchrist.

Mr. Glasoe reviewed highlights of the proposed contract with Flik International: a three-year agreement with an additional 3-year renewal based upon performance, contract amount beginning at $100,000, and elimination of a current incentive bonus. He added Flik would make a payment of $250,000 throughout the contract, and two Flik Sales Staff will be moved over to City Staff.

Mayor Elliott stated whether there is any risk involved in having the City take on management responsibility for former Flik employees, specifically in terms of foodservice liability.

Mr. Boganey stated the staff that will transfer from Flik are Sales Staff. He added they would become City employees, and there will be no more or less liability than that which exists for any other City employee. He added the sales employees would be interviewed and selected by City Staff.

Mr. Glasoe confirmed this, adding the existing Flik employees will be able to apply for the open positions and go through the application process.

Mr. Gilchrist stated an indemnification clause prevents the City from incurring liability; in the same way, it would for any other employee. He added the sales jobs are not high-risk positions.

Mr. Boganey stated a significant change in the contract is a revision that allows the City to host its City events without being required to have Flik provide food and services. He added different vendors and foods could be brought in for these events.

Mayor Elliott stated that it is a welcome change.

Councilmember Lawrence-Anderson asked whether there has been any discussion on the proposed pumpkin patch at EBHC. Mr. Glasoe stated City Staff are reviewing all the suggestions that were discussed at the Joint Budget meeting in October 2019.

Mayor Elliott requested clarification regarding Item #9, Personnel, First Aid Procedures. He asked whether that would relate to an emergency in the kitchens.

City Attorney Troy Gilchrist stated this agreement was carried forward from previous versions of the same agreement, and he believes that is a legacy provision. He added the provision pertains to hot foodservice and related emergency procedures and would be focused on employees and not customers.

Mayor Elliott asked whether Flik provides their accounting services, although they are operating out of the EBHC facilities. Mr. Glasoe stated a management fee is paid to Flik to provide those types of services, which are part of a larger business model.

Councilmember Ryan expressed appreciation to City Staff and the City Attorney for all their hard work on this agreement. He added this would save money and improve operations by allowing greater flexibility. He noted the City would have the option to provide their food at future City events to be hosted at EBHC, which is a great improvement.

Mayor Elliott asked whether there is an incentive in the agreement for Flik to reduce their food costs. Mr. Glasoe stated City Staff wants to ensure that Flik does not cut food costs, which could have a negative impact on food quality. He added there are significant savings built into the new contract.

Mayor Elliott asked about the variety of food that Flik can provide. Mr. Glasoe stated this issue was included in the RFP, as additional capacity was required. He added Flik International responded in the RFP that they would provide the option of specialty or cultural cuisine, bringing in an outside firm if necessary.

Mr. Glasoe stated the current Executive Chef has significant capabilities about providing a variety of different types of cuisines. He added if there is q request for a type of cuisine with which he is not familiar, he can engage the services of the outside firm.

ADJOURN STUDY SESSION TO INFORMAL OPEN FORUM WITH CITY COUNCIL

Mayor Elliott adjourned the Study Session at 6:45 p.m.

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
NOVEMBER 12, 2019
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, Community Development Director Meg Beekman, City Clerk Barb Suciu, City Attorney Troy Gilchrist, and Mary Mullen, TimeSaver Off Site Secretarial, Inc.

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

Diane Sannes, 7006 Willow Lane, expressed concerns about blight and darkness at Shingle Creek Crossing. She added multiple streetlights do not have bulbs or are not working. She noted she does not shop at Shingle Creek Crossing because it is too dark. She asked who she can work with on City Staff to address this issue and ensure that the streetlights are corrected.

Ms. Sannes stated this is an important issue related to neighborhood engagement, which is a goal of the City Council. She invited the City Council to join her and other residents every last Saturday of the month, clearing trash and debris at the Metro Transit Center.

Mayor Elliott stated the City should take action on blight and lack of lighting at Shingle Creek Crossing. He added it is a highly visible area of Brooklyn Center. He expressed the importance of improving the look and the safety of Shingle Creek Crossing.

City Manager Curt Boganey agreed to look into these issues and report back to the City Council. He added these issues fall under the Planned Unit Development requirements and approval.

Young Cheng Yang and Khe Mee Yang stated they came to the City Council last year and asked the City to enact Tobacco 21 legislation. They thanked the City Council for supporting that initiative and creating a healthier community.

Ms. Young Cheng Yang stated they visited the State Capitol to speak with representatives, as well as Hennepin County Commissioners, to ask for support for Tobacco 21. She added they are requesting that Brooklyn Center stop the sale of tobacco at their two municipal liquor stores by January 2020. She noted this would send a strong message that the revenue from tobacco sales is less important than the long-term cost of tobacco use.

Ms. Khe Mee Yang stated studies show that smoking costs Minnesotans $593 annually per person. She urged the City Council to consider banning the sale of tobacco products at the City's two liquor stores. She added it makes no sense to profit from a product that will cost more money in the long run and is harmful to residents.

Mayor Elliott thanked the two women for their presentation. He added their dedication to this issue is apparent in the time and effort they have spent talking to elected officials. He noted he learned from their presentation, which clearly articulated the current and future impacts of smoking on the community.

Councilmember Lawrence-Anderson stated she was on the City Council in 2014 when the tobacco ordinance was completely re-written to restrict youth tobacco use, which was the strictest tobacco ordinance in the State of Minnesota. She added she supports the two women and their efforts. She noted the City Council could consider how to pursue the next step.

Mayor Elliott agreed, adding he supports moving away from selling tobacco in the liquor stores.

Mr. Boganey stated City Staff could put together a report outlining advantages and disadvantages related to tobacco sales at the liquor stores. He added the City Council could decide whether to had additional discussion at a Work Session.

Mayor Elliott requested that the Yangs be kept aware of the City's progress on this issue. He thanked them again for the great work they are doing.

Leng Xiong, 5025 65th Avenue, stated he would like to discuss small businesses in Brooklyn Center. He played an audio clip from a conversation he had with a small business owner. He added he goes to the Transit Station and has many audio files from talking to small business owners. He noted the business owner said he is required to sell tobacco products in packs instead of singles, which is an unfair regulation that hurts small businesses. He urged the City Council to help the small business community.

Mayor Elliott asked City Staff to follow up on Mr. Xiong's comments. He stated the City Council often discusses the importance of small businesses and providing infrastructure for small businesses to be successful. He thanked Mr. Xiong for his comments and his passion on this issue.

Mr. Boganey stated Mr. Xiong would be contacted by a member of City Staff to obtain additional comments and ideas and to share what the City is doing to promote and stimulate small business growth.

Councilmember Graves moved, and Councilmember Ryan seconded to close the Informal Open Forum at 7:05 p.m.

Motion passed unanimously.

2. INVOCATION

Councilmember Graves gave an Invocation in honor of Veterans Day, which was celebrated on November 11, 2019. She stressed the importance of addressing the complexity of war and peace, and to honor those that sign up to serve our country and potentially offer the ultimate sacrifice. She offered two quotes for reflection:

> "The willingness with which our young people are likely to serve in any war, no matter how justified, shall be directly proportional to how they perceive the Veterans of earlier wars were treated and appreciated by their nation."
> -President George Washington

> "It's about how we treat our veterans every single day of the year. It's about making sure they have the care they need and the benefits that they deserve. It's about serving all of you as well as you've served the United States of America."
> -President Barack Obama

3. CALL TO ORDER REGULAR BUSINESS MEETING

The Brooklyn Center City Council met in Regular Session called to order by Mayor Mike Elliott at 7:07 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, Community Development Director Meg Beekman, City Clerk Barb Suciu, City Attorney Troy Gilchrist, and Mary Mullen, TimeSaver Off Site Secretarial, Inc.

5. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

6. APPROVAL OF AGENDA AND CONSENT AGENDA

Councilmember Lawrence-Anderson moved, and Councilmember Ryan seconded to approve the Agenda and Consent Agenda, as amended, with amendments to the Work Session minutes of October 28, 2019, and the following consent items were approved:

6a. APPROVAL OF MINUTES

1. September 16, 2019 – City Council/Financial Commission
2. October 28, 2019 – Study Session
3. October 28, 2019 – Regular Session
4. October 28, 2019 – Work Session

6b. LICENSES

MECHANICAL

Walter Mechanical, Inc.	517 W. Travelers Trail Burnsville MN 55337
Midland Heating & Air Conditioning	4804 Park Glen St Louis Park MN 55416
True North HVAC	20142 Twin Parkway NW Nowthen MN 55330
Sunburst Heating & Air Conditioning	1556 Oakways Wayzata MN 55357

SIGN HANGER LICENSE

A-Sign and Screen Printing	708 Lowry Avenue N Minneapolis MN 55411

RENTAL

INITIAL (TYPE IV – one-year license)

5347-5349 Penn Avenue N	Yassin Noor

RENEWAL (TYPE IV – one-year license)

2006 55th Avenue N	Mathias Bingaman (Missing Mitigation Plan)
5321 Colfax Avenue N	Teodoro Llerena-Cooke

RENEWAL (TYPE III – one-year license)

5408 Girard Avenue N	Michaele Gardiner
6749 Humboldt Avenue N	Patrick Nguyen

RENEWAL (TYPE II – two-year license)

1510 69th Avenue N	Marsha Ann Darnell (Met Plan)

RENEWAL (TYPE I – three-year license)

1312 72nd Avenue N	Curtis Cady

6c. RESOLUTION NO. 2019-151 ACCEPTING PUBLIC IMPROVEMENTS FOR CONTINUAL MAINTENANCE FOR CAMDEN AVENUE NORTH

6d. RESOLUTION NO. 2019-152 ESTABLISHING INTEREST RATE FOR 2020 SPECIAL ASSESSMENTS

6e. RESOLUTION NO. 2019-153 DECLARING COSTS TO BE ASSESSED AND CALLING FOR A PUBLIC HEARING ON PROPOSED SPECIAL ASSESSMENTS FOR IMPROVEMENT PROJECT NOS. 2020-01 AND 02, GRANDVIEW NORTH AREA STREET AND STORM DRAINAGE IMPROVEMENTS

6f. RESOLUTION NO. 2019-154 AUTHORIZING AN AMENDMENT/ RENEWAL TO A SITE LEASE AGREEMENT WITH VERIZON WIRELESS (VAW) LLC

6g. RESOLUTION NO. 2019-155 ACCEPTING WORK PERFORMED AND AUTHORIZING FINAL PAYMENT, IMPROVEMENT PROJECT NOS. 2018-01, 02, 03 AND 04, FIREHOUSE PARK AREA STREET, STORM DRAINAGE AND UTILITY IMPROVEMENTS

6h. RESOLUTION NO. 2019-156 ESTABLISHING 2020 STREET AND STORM DRAINAGE SPECIAL ASSESSMENT RATES

6i. RESOLUTION NO. 2019-157 DECLARING A PUBLIC NUISANCE AND ORDERING THE REMOVAL OF DEAD TREES AT CERTAIN PROPERTY AT 4000 AND 4001 72ND AVENUE N, BROOKLYN CENTER, MINNESOTA

Motion passed unanimously.

7. PRESENTATIONS/PROCLAMATIONS/RECOGNITIONS/DONATIONS

7a. PRESIDENTIAL NOMINATION PRIMARY

City Clerk Barb Suciu reviewed the 2020 election schedule, which includes Presidential Nomination Primary (PNP), to be held on March 3, 2020. She added two City Council seats would be open, for which the filing period is May 19-June 2, 2020. She noted the primary election would be held August 11, 2020 and Presidential General Election on November 3, 2020, with absentee voting from September 18 – November 2, 2020.

Ms. Suciu stated the last PNP election was held on April 7, 1992, with 2,301 voters participating in Brooklyn Center. She added voters would be asked to vote for a presidential candidate that they wish to nominate as their party's candidate in the November 2020 State general election.

She noted there would be a large impact on the City's budget as many departments help with the election.

Ms. Suciu stated an emergency weather plan would need to be in place in case there is snow. She added City Staff are working with School District officials to ensure that polling location parking lots and entrances are plowed out first.

Ms. Suciu stated voters would be required to declare a political party when they vote in the PNP, which is private data. She added voters would be given a ballot based on the party they choose. She noted this is a new process, and City Staff is working on increasing voter education and awareness through social media, community engagement, the City website, and a CCX cable tv clip.

Ms. Suciu stated early voting would be available by mail or in person at City Hall, and health care facilities will have direct balloting seven days before Election Day. She added there are two new precincts for 2020, and both will be voting in Constitution Hall in the Community Center.

Councilmember Lawrence-Anderson asked what the budget impact will be. Ms. Suciu stated an election could cost between $40,000-60,000.

Mayor Elliott asked how voters in the two new precincts will be notified about their polling place. Ms. Suciu stated a postcard would be sent out by Hennepin County, and signs will be placed at the old polling place, redirecting voters to the Community Center.

Mayor Elliott stated additional signage at other building entrances would be helpful. He added some voters have indicated they went to a polling location and thought it was closed, but they went to the wrong door. He noted some residents might be new to the community or new voters. Ms. Suciu agreed that additional sandwich board signage could be placed at building entrances, that will direct voters to the correct location.

Councilmember Graves requested clarification regarding the PNP election process, and why it is being used again.

Ms. Suciu stated the 2016 caucuses were not manageable in terms of voter turnout, so State legislation was enacted to put the PNP election in place for 2020.

Councilmember Ryan requested that Ms. Suciu forward the PowerPoint presentation to the Councilmembers, as there it contains valuable dates and information. Ms. Suciu agreed.

Councilmember Graves stated she is concerned about how voters will have to declare their party and receive a ballot based on their declaration. She added she is not familiar with this process, and the types of outcomes that could result from it.

Ms. Suciu stated the Minnesota Caucus had been the process up until now, and the Caucus did not register at the national level. She added the PNP would allow Minnesotans to have more of a voice about picking a candidate for the national ballot in November 2020. She noted election judges would receive special training, and the voter data will remain private.

Councilmember Graves asked whether information about who will be on the ballot will be available before the PNP election so voters can educate themselves. Ms. Suciu stated the State's four political parties' deadline for declaring the candidates that will be on their ballot by December 24, 2019. She added City Staff could do a weekly update once the sample ballots are received. She noted all four parties might not participate.

Councilmember Lawrence-Anderson stated it is helpful to have the ballots on display at the polling places so voters can view them before they go in to vote.

Mayor Elliott asked how voter intimidation at the polls is handled. Ms. Suciu stated election judges are trained with regards to polling place regulations. She added there were no issues in 2018.

Mayor Elliott asked whether there is a dedicated phone line that voters can contact if they have difficulty voting. Ms. Suciu stated City Staff could take complaints by phone at City Hall.

8. PUBLIC HEARINGS

8a. RESOLUTION NO. 2019-158 AUTHORIZING THE ISSUANCE, SALE AND DELIVERY OF ITS CONDUIT MULTIFAMILY HOUSING REVENUE BONDS RELATING TO THE REE XERXES AVENUE WORKFORCE HOUSING PROJECT; ADOPTING AN AMENDED HOUSING PROGRAM PURSUANT TO MINNESOTA STATUTES, CHAPTER 462C; APPROVING THE FORMS OF AND AUTHORIZING THE EXECUTION AND DELIVERY OF THE BONDS AND RELATED DOCUMENTS; PROVIDING FOR THE SECURITY, RIGHTS AND REMEDIES WITH RESPECT TO THE BONDS; AND GRANTING APPROVAL FOR CERTAIN OTHER ACTIONS WITH RESPECT THERETO

Community Development Director Meg Beekman reviewed a resolution related Conduit Multi-Family Housing Revenue Bonds for the workforce and senior housing development project at 5801 Xerxes Avenue North. The workforce housing project will move forward as planned, with senior housing components to be reviewed for approval at a later date. The project is being financed through the City's conduit debt funds, which requires a public hearing. The request includes a Joint Powers Agreement (JPA) with the City of Rochester for up to $7.8 million of recycled bonding authority. The conduit debt does not constitute a lien or encumbrance against the City or any impact on the City's credit rating.

Ms. Beekman stated City Staff recommends City Council approval of the resolution.

Mayor Elliott asked about rental rates for the development. Ian Schwickert, Development Associate representing Real Estate Equities (REE), reviewed rents: $1,047/month for 1-bedroom apartments; $1,150 for 2-bedroom apartments; and $1,450 for 3-bedroom apartments. He stated these rents apply for both the workforce and senior housing components of the development. He added REE plans to close on the senior component in February or March 2020. He noted the rent rates can be adjusted, but only decreased as rents are capped.

Mr. Schwickert stated REE would build the development to market rate standards. He added all the units would be available at affordable rental rates, which is the reason for the requested conduit financing.

Mayor Elliott asked why REE would pursue this type of development instead of focusing on market-rate apartments. Mr. Schwickert stated this type of housing is a safer and better investment for the City and the developer in the long run, as there is an ongoing and increasing need for affordable housing everywhere. He added the workforce portion of the development on December 17, 2019. He noted the construction 15-month timeline would begin in December 2019 with an anticipated end of construction in February or March of 2021.

Councilmember Ryan asked how the affordable rents compare with average rents across the metro area. Mr. Schwickert stated the rents are considerably lower than market rate standards. He added a market study conducted by REE shows 22-25% savings over area market-rate apartments. He noted the transit center is a major component of the location of this development.

Mr. Schwickert stated rents have increased by 5-7% annually in Hennepin County over the past five years. He added that it is a big monthly financial burden for renters. He noted the Department of Housing and Urban Development (HUD) takes its calculations from area median incomes.

Mr. Schwickert stated leases would be set in 2021 when the development is projected to be complete. He added numbers would be based upon 2018 rents. He noted this type of development is a good investment, as projected rents and incomes will go up based on inflation.

Mr. Schwickert stated rents would be calculated at 60% of the Area Median Income (AMI), but compliance factors are also taken into consideration. He added rental applications are reviewed thoroughly through a lengthy process including credit and background checks. He noted this would be a beautifully designed project, and work has begun on a public art component by Jack Becker, the City's public art consultant.

Mayor Elliott asked whether there are concerns regarding run-off. Ms. Beekman stated the developer had received a stormwater grant from the Metropolitan Council that will include infiltration.

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

Motion passed unanimously.

Leng Xiong,5025 65th Avenue, stated he canvassed residents at the transit station, with a median age of 32.7 years, asking people if they knew about this development. He added he talked to 30 people, and no one knew about it. He asked whether the City is using social media for outreach. He noted it is important to reach out to millennials and communicate openly with them.

Mr. Xiong asked whether residents would have to pay triple rent if they do not qualify for affordable housing. Mr. Schwickert stated residents must meet the 60% AMI requirement, or they will not be able to rent an apartment at this development.

Mr. Xiong stated Brooklyn Center should focus on homes and not apartments. He added many people who work in Brooklyn Center do not live here. He noted people need to be educated to start spending money in Brooklyn Center.

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

Motion passed unanimously.

Councilmember Ryan moved, and Councilmember Lawrence-Anderson seconded to adopt RESOLUTION NO. 2019-158 Authorizing the Issuance, Sale and Delivery of its Conduit Multi-Family Housing Revenue Bonds Relating to the REE Xerxes Avenue Workforce Housing Project; Adopting an Amended Housing Program Pursuant to Minnesota Statutes, Chapter 462c; Approving the Forms of and Authorizing the Execution and Delivery of the Bonds and Related Documents; Providing for the Security, Rights and Remedies with Respect to the Bonds; and Granting Approval for Certain Other Actions with Respect Thereto.

Motion passed unanimously.

9. PLANNING COMMISSION ITEMS

-None.

10. COUNCIL CONSIDERATION ITEMS

10A. ORDINANCE NO. 2019-13 AMENDING CHAPTER 11 OF THE CITY CODE OF ORDINANCES REGARDING LIQUOR AND LIQUOR LICENSING - 1ST READING

City Clerk Barb Suciu reviewed the first reading of an Ordinance amending Chapter 11 of the City Code related to 2:00 a.m. optional liquor license, and to set the second reading and public hearing for December 9, 2019.

Ms. Suciu Stated the City Council reviewed an amendment to reinstate 2:00 a.m. liquor license on August 26, 2019. She added the City Council requested additional information including the optional license process in neighboring cities, input from the Police Chief, and how to address any issues that would arise from this amendment. She noted it was the majority consensus of the City Council to move forward with the proposed amendment.

Ms. Suciu stated the City Council took action on October 14, 2019, to amend language related to removal of display of liquor. She added tonight's proposed ordinance amendments had been reviewed by current license holders, and the comments were positive. She noted City Staff recommends City Council approval of the 1st reading regarding liquor and liquor licensing and setting the public hearing for December 19, 2019.

Councilmember Ryan stated he was skeptical about the 2:00 a.m. optional liquor license, but he is ready to support it on the recommendation of the Police Chief, and with the assurance that it is not expected to have a negative impact on public safety.

Councilmember Ryan moved, and Councilmember Lawrence-Anderson seconded to approve First Reading of ORDINANCE NO. 2019-13 Amending Chapter 11 of the City Code of Ordinances Regarding Liquor and Liquor Licensing.

Motion passed unanimously.

11. COUNCIL REPORT

The City Council agreed to forego Council Reports in the interest of time.

12. ADJOURNMENT

Councilmember Lawrence-Anderson moved, and Councilmember Graves seconded adjournment of the City Council meeting at 8:14 p.m.

Motion passed unanimously.

Council Regular Meeting

DATE: 11/25/2019

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.

The liquor license renewals are based on past practices of distance requirements and may require an amendment in the future.

FIREWORKS LICENSES

American Promotional Events dba TNT Fireworks dbs Cub Foods West #31314	3245 Co Rd No 10 Brooklyn Center 55430

FIREWORKS - OUTDOOR DISPLAY

Pyrotecnico Fireworks Inc New Castle PA 16103	Topgolf 6420 Camden Ave N Brooklyn Center 55430

GASOLINE SERVICE STATION LICENSES

Boulevard Enterprises Inc. Christy's Auto Service	5300 Dupont Ave N Brooklyn Center 55430
Brooklyn Center Municipal Garage	6844 Shingle Creek Pkwy Brooklyn Center 55430
Holiday Station Stores LLC	420 66th Ave N Brooklyn Center 55430
Kabalan Co. dba Pump N' Munch	1505 69th Ave N Brooklyn Center 55430
Northern Tier Retail LLC dba Speedway #4058	1901 57th Ave N Brooklyn Center 55430
Northern Tier Retail LLC dba Speedway #3192	6950 Brooklyn Blvd Brooklyn Center 55429

Northern Tier Retail LLC dba Speedway #4160	6545 West River Road Brooklyn Center 55430
YD Holdings LLC dba Holiday Stationstore #3803	5710 Xerxes Ave N Brooklyn Center 55403

LIQUOR - OFF-SALE 3.2 PERCENT MALT LIQUOR

Diamond Lake 1994 LLC dba Cub Foods	3245 County Rd No 10 Brooklyn Center 55429
Kabalan Co. dba Pump N' Munch	1505 69th Ave N Brooklyn Center 55430
Northern Tier Retail LLC dba Speedway #4058	1901 57th Ave N Brooklyn Center 55430
Northern Tier Retail LLC dba Speedway #3192	6950 Brooklyn Blvd Brooklyn Center 55429
Northern Tier Retail LLC dba Speedway #3192	6545 West River Road Brooklyn Center 55430

LIQUOR - ON-SALE 3.2 PERCENT MALT LIQUOR

Bryant Wings LLC dba Wingstop	1180 Shingle Creek Crossing Brooklyn Center 55430
City of Brooklyn Center Centennial Park	6301 Shingle Creek Pkwy Brooklyn Center 55430
City of Brooklyn Center Evergreen Park	7112 Bryant Ave N Brooklyn Center 55430

LIQUOR - ON-SALE INTOXICATING & ON-SALE SUNDAY

Apple Minnesota LLC dba Applebee's Neighborhood Grill & Bar	1400 Shingle Creek Pkwy Brooklyn Center 55430
Brooklyn Hotel Partners LLC dba Embassy Suites	6300 Earle Brown Dr Brooklyn Center 55430
City of Brooklyn Center Centerbrook Golf Course	5500 Lilac Dr Brooklyn Center 55430
Flik International Coporation dba Earle Brown Heritage Center	6155 Earle Brown Dr Brooklyn Center 55430
Jambo Africa LLC dba Jambo Africa Restaurant & Bar	1601 Freeway Blvd Brooklyn Center 55430
Jammin' Wings Inc. dba Jammin' Wings	2590 Freeway Blvd Brooklyn Center 55430
Top Golf USA Brooklyn Center LLC dba Topgolf	5420 Camden Ave Brooklyn Center 55430

LIQUOR - ON-SALE WINE & ON-SALE 3.2 MALT LIQUOR

Brooklyn Center Restaurant Inc. dba 50's Grill	5524 Brooklyn Blvd. Brooklyn Center 55429
Davanni's Inc.	5937 Summit Dr

dba Davanni's Pizza & Hot Hoagies Brooklyn Center 55430

MECHANICAL CONTRACTORS

DeZiel Heating & A/C	1612 3rd Ave NE Buffalo 55313
True North HVAC LLC	20142 Twin Pkwy NW Nowthen 55330
JJJC LLC	7964 Brooklyn Blvd #162 Brooklyn Park 55445
Supreme Heating & Air Conditioning	13624 Crooked Lake Blvd NW Andover 55304

SIGNHANGER LICENSES

Signs by RSG	37464 Jasper St NW Dalbo 55017

TOBACCO

Bleu Ocean Inc dba Cloud 9 Smokeshop	615 66th Ave N Brooklyn Center 55430
Brooklyn Center Municipal #1	5625 Xerxes Ave N Brooklyn Center 55430
Brooklyn Center Municipal #2	6930 Brooklyn Blvd Brooklyn Center 55429
Burr St Market Inc dba Quick Shop	5808 Xerxes Ave N Brooklyn Center 55429
Diamond Lake 1994 LLC dba Cub Foods	3245 Co Rd No 10 Brooklyn Center 55430
Family Dollar #25110	2105 57th Ave N Brooklyn Center 55430
Holiday Stationstores LLC	420 66th Ave N Brooklyn Center 55430
Holiday Stationstores LLC	6890 Shingle Creek Pkwy Brooklyn Center MN 55430
Jammin Wings LLC	2590 Freeway Blvd Brooklyn Center MN 55430
Kabalan Co. dba Pump N' Munch	1505 69th Ave N Brooklyn Center 55430
Leng Ku dba Sun Foods	6350 Brooklyn Blvd Brooklyn Center 55429
Northern Tier Energy/Retail dbs Speedway #3192	6950 Brooklyn Blvd Brooklyn Center 55429
Northern Tier Energy/Retail dba Speedway #4058	1901 57th Ave N Brooklyn Center 55430
Northern Tier Energy/Retail dbs Speedway #4160	6545 West River Rd Brooklyn Center 55430
	6930 Brooklyn Blvd

Premier Tobacco	Brooklyn Center 55429
Royal Tobacco	5625 Xerxes Ave N Brooklyn Center 55430
Two Rivers Investment	6840 Humboldt Ave N Brooklyn Center 55430
Walgreens Company	6390 Brooklyn Blvd Brooklyn Center 55429
Walmart Inc dba Walmart #5625	1200 Shingle Creek Crossing Brooklyn Center 55430
YD Holdings LLC dba Holiday Stationstore #3808	5710 Xerxes Ave N Brooklyn Center 55430

Strategic Priorities and Values:

Safe, Secure, Stable Community, Operational Excellence

ATTACHMENTS:

Description	Upload Date	Type
Rental Criteria	11/13/2019	Backup Material
11-12-19 Rentals	11/20/2019	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 November 25, 2019								
Property Address	Dwelling Type	Renewal or Initial	Owner	Property Code Violations	License Type	PoliceCFS *	Final License Type **	Previous License Type ***
5843 Fremont Ave N	Multi 1 Bldg 7 Units	Initial	Stephanie & Mark Steiner	10	IV	N/A	IV	
5447 4th St	Single	Initial	Infinite Property LLC Xian Lin	0	I	N/A	I	
5614 Bryant Ave N	Single	Initial	Lin Shuang LLC / Xian Lin	1	I	N/A	I	
7136 Halifax Ave N	Single	Initial	Cynthia & David Lehner-Smith	2	I	N/A	I	
5506 Judy La N	Single	Initial	Prosperous Property	1	I	N/A	I	
2918 Mumford Ave N	Single	Initial	Xue Yang	3	II		II	
1304 68th Ln N	Single	Renewal	Crystal Ann Dopp	2	I		I	II
6001 Admiral Pl	Single	Renewal	IH3 Property	8	III	1 valid 12/15/2018 Auto theft	III	II
6125 Dupont Ave N	Single	Renewal	Prosperous Property	1	I		I	I
5228 Ewing Ave N	Single	Renewal	IH3 Property LP	15	IV		IV	II
1513 Humboldt Pl	Single	Renewal	ShoeMiller Properties LLC	4	II		II	II
5524 Knox Ave N	Single	Renewal	Michael Ude	4	II		II	II
7131 Kyle Ave N	Single	Renewal	Philip Littlefield - Missing CPTED, 8 hr Crime Free Housing Class	3	II		IV	IV
4201 Lakeside Ave #214	Single	Renewal	Chester Dryke	0	I		I	II
5913 Washburn Ave N	Single	Renewal	Robert Lindahl	5	II		II	II
* 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 show a previous license type Type 1 = 3 Year Type II = 2 Year Type III = 1 Year Type IV = 6 months								
All properties are current on City utilities and property taxes								

Council Regular Meeting

DATE: 11/25/2019

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

SUBJECT: Resolution Approving Hennepin County Healthy Tree Canopy Grant Agreement, Agreement No. PR00001505

Background:

In July, 2019, Hennepin County solicited grant applications for their Healthy Tree Canopy program. Staff initially submitted a grant application for funding to assist with reforestation needed as a result of the arrival of the Emerald Ash Borer. We were advised by Hennepin County staff that we were not eligible for a reforestation grant since we did not have an electronic (GIS) ash tree inventory that could be uploaded into a county-wide inventory. They further advised that the city could apply for a grant to develop an electronic inventory and subsequently apply for the reforestation grant.

On November 8, 2019, staff was advised that the city was awarded a $5,000 grant to assist with the development of an ash tree inventory in city parks and public right of way. The grant will be used to hire a consultant to inventory ash trees. The grant does require a 25% local match.

Budget Issues:

The total estimated inventory project cost is $6,250. The inventory project will be funding with the $5,000 Healthy Tree Canopy Grant and $1,250 from the Forestry operating budget (45204).

Strategic Priorities and Values:

Enhanced Community Image

ATTACHMENTS:

Description	Upload Date	Type
Resolution	11/18/2019	Cover Memo
Healthy Tree Canopy Grant Contract	11/18/2019	Cover Memo

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION APPROVING HENNEPIN COUNTY HEALTHY TREE CANOPY GRANT AGREEMENT, AGREEMENT NO. PR00001505

WHEREAS, Hennepin County's Healthy Tree Canopy Grant program offers financial assistance to cities in Hennepin County to improve urban forestry; and

WHEREAS, Hennepin County's grant program requires a 25% local match.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, approves a Hennepin County Healthy Tree Canopy Agreement, Agreement No. PR00001505.

BE IT FURTHER RESOLVED that the Mayor and City Manager are to execute the agreement on behalf of the City of Brooklyn Center.

November 25, 2019
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.

Contract No: PR00001505

HEALTHY TREE CANOPY GRANT AGREEMENT

This Agreement is between the COUNTY OF HENNEPIN, STATE OF MINNESOTA, A-2300 Government Center, Minneapolis, Minnesota 55487 (the "COUNTY"), on behalf of the Hennepin County Environment and Energy Department, 701 South Fourth Avenue, Suite 700, Minneapolis, Minnesota 55415 ("DEPARTMENT"), and City of Brooklyn Center, 6844 Shingle Creek Parkway, Brooklyn Center, Minnesota 55430("GRANTEE").

WHEREAS, the Hennepin County Board has established a Healthy Tree Canopy Grant Program to provide awards, which may be in the form of reimbursements ("Tree Grant Funds") to selected eligible community tree projects; and

WHEREAS, the GRANTEE has made an application for an award of Healthy Tree Canopy Grant Program and has been selected for funding of said described project in accordance with the terms of this Agreement;

NOW, THEREFORE, the parties agree as follows:

1. TERM AND COST OF THE AGREEMENT

This Agreement shall commence upon October 22, 2019 and January 1, 2021, unless terminated earlier in accordance with the Default and Cancellation provisions of this Agreement.

The total value of Tree Grant Funds awarded under this Agreement, including all reimbursable expenses, shall not exceed Five Thousand Dollars ($5000.00).

2. GRANT REQUIREMENTS

a. The GRANTEE shall operate its tree canopy enhancement project ("Project"), including the proposed Project budget, as described in the application submitted by the GRANTEE and kept on file with the COUNTY. See attachment A for details regarding the project scope.

b. The GRANTEE shall provide 25 percentage matching funds as described in the project budget and project requirements, as well as provide proof of matching funds before reimbursement.

c. In addition to the obligation to operate the project as described, the GRANTEE shall:

1. Submit to the DEPARTMENT in a format acceptable to the COUNTY a final report by June 1, 2021. The report should include at a minimum:

- Project summary with photos of work completed;
- Results achieved;
- Obstacles/challenges encountered;
- Maintenance strategy; and
- Actual budget expenditures.

The COUNTY shall have full ownership and control of all reports, which includes the right of the COUNTY to use any data and information contained in such project report in any manner the COUNTY determines, including but not limited to case studies or public presentations.

2. Establish a separate accounting mechanism, such as a Project number, activity number, cost center, or fund that will separate Tree Grant Fund expenditures from all other GRANTEE activities.

3. To ensure compliance with the purpose of this grant, comply with COUNTY's request for an audit of Tree Grant Fund Project activities, revenues, or expenditures.

3. AWARD OF GRANT

The COUNTY shall pay all Tree Grant Funds once work is completed to the GRANTEE valued not-to-exceed Five Thousand Dollars ($5000.00). Receipts may be submitted throughout the project timeline on a monthly basis for reimbursement. Incidental expenses such as shipping costs shall be deducted from the final Tree Grant Fund payment. Subject to verification of adequacy of submitted receipts, the COUNTY will disburse the requested amount to the GRANTEE within six (6) weeks after the submission of the receipts. The final request for disbursement must be submitted within three (3) months of the expiration date of this Agreement.

The COUNTY, in its sole discretion, through the DEPARTMENT Director, may adjust the allocation of Tree Grant Funds if actual costs differ in amount from budgeted costs listed in the application. Any such adjustment shall be in writing, shall be signed by the DEPARTMENT Director and the GRANTEE and shall be attached hereto as a supplement. No other terms, conditions or provisions of this Agreement may be changed except in accordance with regular COUNTY contracting procedures as set forth in Section 14 of this Agreement.

4. INDEPENDENT CONTRACTOR

GRANTEE shall select the means, method, and manner of performing the services. Nothing is intended or should be construed as creating or establishing the relationship of a partnership or a joint venture between the parties or as constituting GRANTEE as the agent, representative, or employee of the COUNTY for any purpose. GRANTEE is and

shall remain an independent contractor for all services performed under this Agreement. GRANTEE shall secure at its own expense all personnel required in performing services under this Agreement. Any personnel of GRANTEE or other persons while engaged in the performance of any work or services required by GRANTEE will have no contractual relationship with the COUNTY and will not be considered employees of the COUNTY. The COUNTY shall not be responsible for any claims related to or on behalf of any of GRANTEE's personnel, including without limitation, claims that arise out of employment or alleged employment under the Minnesota Unemployment Insurance Law (Minnesota Statutes Chapter 268) or the Minnesota Workers' Compensation Act (Minnesota Statutes Chapter 176) or claims of discrimination arising out of state, local or federal law, against GRANTEE, its officers, agents, contractors, or employees. Such personnel or other persons shall neither require nor be entitled to any compensation, rights, or benefits of any kind from the COUNTY, including, without limitation, tenure rights, medical and hospital care, sick and vacation leave, workers' compensation, unemployment compensation, disability, severance pay, and retirement benefits.

5. NON-DISCRIMINATION

In accordance with the COUNTY's policies against discrimination, GRANTEE shall not exclude any person from full employment rights nor prohibit participation in or the benefits of, any program, service or activity on the grounds of race, color, creed, religion, age, sex, disability, marital status, sexual orientation, public assistance status, or national origin. No person who is protected by applicable Federal or State laws against discrimination shall be subjected to discrimination.

6. INDEMNIFICATION

GRANTEE shall defend, indemnify, and hold harmless the COUNTY, its officials, officers, agents, volunteers and employees from any liability, claims, causes of action, judgments, damages, losses, costs, or expenses, including reasonable attorney's fees, resulting directly or indirectly from any act or omission of GRANTEE, a subcontractor, anyone directly or indirectly employed by them, and/or anyone for whose acts and/or omissions they may be liable in the performance of the services required by this Agreement, and against all loss by reason of the failure of GRANTEE to perform any obligation under this Agreement. For clarification and not limitation, this obligation to defend, indemnify and hold harmless includes but is not limited to any liability, claims or actions resulting directly or indirectly from alleged infringement of any copyright or any property right of another, the employment or alleged employment of GRANTEE personnel, the unlawful disclosure and/or use of protected data, or other noncompliance with the requirements of the provisions set forth herein.

7. INSURANCE

GRANTEE shall purchase insurance or utilize a self-insurance program sufficient to cover the maximum level of Minnesota tort liability limits under Minnesota Statute, Chapter 466.

8. DUTY TO NOTIFY

GRANTEE shall promptly notify the COUNTY of any claim, action, cause of action or litigation brought against GRANTEE, its employees, officers, agents or subcontractors, which arises out of the provisions contained in this Agreement.

9. DATA

GRANTEE, its officers, agents, owners, partners, employees, volunteers and subcontractors shall, to the extent applicable, abide by the provisions of the Minnesota Government Data Practices Act, Minnesota Statutes, chapter 13 (MGDPA) and all other applicable state and federal laws, rules, regulations and orders relating to data or the privacy or, confidentiality or security of data, which may include the Health Insurance Portability and Accountability Act of 1996 and its implementing regulations (HIPAA). For clarification and not limitation, COUNTY hereby notifies GRANTEE that the requirements of Minnesota Statutes section 13.05, subd. 11, apply to this Agreement. GRANTEE shall promptly notify COUNTY if GRANTEE becomes aware of any potential claims, or facts giving rise to such claims, under the MGDPA or other data or privacy laws, data security, privacy or confidentiality laws, and shall also comply with the other requirements of this Section. If GRANTEE has access to or possession/control of Data (as defined in the DEFAULT AND CANCELLATION/TERMINATION provisions below), GRANTEE shall safeguard and protect the Data in accordance with generally accepted industry standards, all laws, and all applicable COUNTY policies, rules and direction. To the extent of any inconsistency between accepted industry standards and COUNTY policies, rules and directions, GRANTEE shall notify COUNTY of the inconsistency and follow COUNTY direction. GRANTEE shall immediately notify COUNTY of any actual or suspected security breach or unauthorized access to Data, then comply with all responsive directions provided by COUNTY. The foregoing shall not be construed as eliminating, limiting or otherwise modifying GRANTEE's indemnification obligations herein.

Classification of data, including trade secret data, will be determined pursuant to applicable law and, accordingly, merely labeling data as "trade secret" by GRANTEE does not necessarily make the data protected as such under any applicable law.

10. RECORDS – AVAILABILITY/ACCESS

Subject to the requirements of Minnesota Statutes Section 16C.05, Subd. 5, COUNTY, the State Auditor, or any of their authorized representatives, at any time during normal business hours, and as often as they may reasonably deem necessary, shall have access to

and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of GRANTEE and involve transactions relating to this Agreement. GRANTEE shall maintain these materials and allow access during the period of this Agreement and for six (6) years after its termination or cancellation.

11. SUCCESSORS, SUBCONTRACTING AND ASSIGNMENTS

A. GRANTEE binds itself, its partners, successors, assigns and legal representatives to the COUNTY for all covenants, agreements and obligations contained in the contract documents.

B. GRANTEE shall not assign, transfer or pledge this Agreement and/or the services to be performed, whether in whole or in part, nor assign any monies due or to become due to it without the prior written consent of the COUNTY. A consent to assign shall be subject to such conditions and provisions as the COUNTY may deem necessary, accomplished by execution of a form prepared by the COUNTY and signed by GRANTEE, the assignee and the COUNTY. Permission to assign, however, shall under no circumstances relieve GRANTEE of its liabilities and obligations under the Agreement.

C. GRANTEE shall not subcontract this Agreement and/or the services to be performed, whether in whole or in part, without the prior written consent of COUNTY. Permission to subcontract, however, shall under no circumstances relieve GRANTEE of its liabilities and obligations under the Agreement. Further, GRANTEE shall be fully responsible for the acts, omissions, and failure of its subcontractors in the performance of the specified contractual services, and of person(s) directly or indirectly employed by subcontractors. Contracts between GRANTEE and each subcontractor shall require that the subcontractor's services be performed in accordance with this Agreement. GRANTEE shall make contracts between GRANTEE and subcontractors available upon request. For clarification and not limitation of the provisions herein, none of the following constitutes assent by COUNTY to a contract between GRANTEE and a subcontractor, or a waiver or release by COUNTY of GRANTEE's full compliance with the requirements of this Section: (1) COUNTY's request or lack of request for contracts between GRANTEE and subcontractors; (2) COUNTY's review, extent of review or lack of review of any such contracts; or (3) COUNTY's statements or actions or omissions regarding such contracts.

D. GRANTEE shall notify the COUNTY in writing if another person/entity acquires, directly or indirectly, more than 50 percent of the voting power of the shares entitled to vote for directors of GRANTEE. Notice shall be given within ten (10) days of such acquisition and shall specify the name and business address of the acquiring person/entity. The COUNTY reserves the right to require the acquiring

person/entity to promptly become a signatory to this Agreement by amendment or other document so as to help assure the full performance of this Agreement.

12. MERGER AND MODIFICATION

A. The entire Agreement between the parties is contained herein and supersedes all oral agreements and negotiations between the parties relating to the subject matter. All items that are referenced or that are attached are incorporated and made a part of this Agreement. If there is any conflict between the terms of this Agreement and referenced or attached items, the terms of this Agreement shall prevail.

GRANTEE and/or COUNTY are each bound by its own electronic signature(s) on this Agreement, and each agrees and accepts the electronic signature of the other party.

B. Any alterations, variations, modifications, or waivers of provisions of this Agreement shall only be valid when they have been reduced to writing as an amendment to this Agreement signed by the parties. Except as expressly provided, the substantive legal terms contained in this Agreement including but not limited to Indemnification, Insurance, Merger and Modification, Default and Cancellation/Termination or Minnesota Law Governs may not be altered, varied, modified or waived by any change order, implementation plan, scope of work, development specification or other development process or document.

13. DEFAULT AND CANCELLATION

A. If GRANTEE fails to perform any of the provisions of this Agreement or so fails to administer the work as to endanger the performance of the Agreement, it shall be in default. Unless GRANTEE's default is excused by the COUNTY, the COUNTY may upon written notice immediately cancel this Agreement in its entirety. Additionally, failure to comply with the terms of this Agreement shall be just cause for the COUNTY to delay payment until GRANTEE's compliance. In the event of a decision to withhold payment, the COUNTY shall furnish prior written notice to GRANTEE.

B. Upon cancellation or termination of this Agreement, the GRANTEE shall itemize any and all Tree Grant Fund expenditures up to the date of cancellation or termination and return any Tree Grant Funds not yet expended.

C. For purposes of this subsection, "Data" means any data or information, and any copies thereof, created by GRANTEE or acquired by GRANTEE from or through COUNTY pursuant to this Agreement, including but not limited to handwriting, typewriting, printing, photocopying, photographing, facsimile transmitting, and every other means of recording any form of communication or representation,

including electronic media, email, letters, works, pictures, drawings, sounds, videos, or symbols, or combinations thereof.

Upon expiration, cancellation or termination of this Agreement:

1. At the discretion of COUNTY and as specified in writing by the Contract Administrator, GRANTEE shall deliver to the Contract Administrator all Data so specified by COUNTY.

2. COUNTY shall have full ownership and control of all such Data. If COUNTY permits GRANTEE to retain copies of the Data, GRANTEE shall not, without the prior written consent of COUNTY or unless required by law, use any of the Data for any purpose or in any manner whatsoever; shall not assign, license, loan, sell, copyright, patent and/or transfer any or all of such Data; and shall not do anything which in the opinion of COUNTY would affect COUNTY's ownership and/or control of such Data.

3. Except to the extent required by law or as agreed to by COUNTY, GRANTEE shall not retain any Data that are confidential, protected, privileged, not public, nonpublic, or private, as those classifications are determined pursuant to applicable law. In addition, GRANTEE shall, upon COUNTY's request, certify destruction of any Data so specified by COUNTY.

D Notwithstanding any provision of this Agreement to the contrary, GRANTEE shall remain liable to COUNTY for damages sustained by COUNTY by virtue of any breach of this Agreement by GRANTEE. Upon notice to GRANTEE of the claimed breach and the amount of the claimed damage, COUNTY may withhold any payments to GRANTEE for the purpose of set-off until such time as the exact amount of damages due COUNTY from GRANTEE is determined. Following notice from COUNTY of the claimed breach and damage, GRANTEE and COUNTY shall attempt to resolve the dispute in good faith.

E. The above remedies shall be in addition to any other right or remedy available to the COUNTY under this Agreement, law, statute, rule, and/or equity.

F. The COUNTY's failure to insist upon strict performance of any provision or to exercise any right under this Agreement shall not be deemed a relinquishment or waiver of the same, unless consented to in writing. Such consent shall not constitute a general waiver or relinquishment throughout the entire term of the Agreement.

G. This Agreement may be canceled with or without cause by either party upon thirty (30) day written notice.

14. SURVIVAL OF PROVISIONS

Provisions that by their nature are intended to survive the term, cancellation or termination of this Agreement include but are not limited to: GRANT REQUIREMENTS; INDEPENDENT CONTRACTOR; INDEMNIFICATION; INSURANCE; DUTY TO NOTIFY; DATA; RECORDS-AVAILABILITY/ACCESS; DEFAULT AND CANCELLATION; MEDIA OUTREACH; and MINNESOTA LAW GOVERNS.

15. CONTRACT ADMINISTRATION

In order to coordinate the services of GRANTEE with the activities of the Hennepin County Environment and Energy so as to accomplish the purposes of this Agreement, Jennifer Kullgren, Environmentalist, who can be contacted at (612) 596-1175 at Jen.Kullgren@Hennepin.us or successor (Contract Administrator), shall manage this Agreement on behalf of the COUNTY and serve as liaison between the COUNTY and GRANTEE.

Steve Lawrence, who can be contacted at (763) 585-7101 and SLawrence@Ci.Brooklyn-Center.Mn.Us, shall manage this Agreement on behalf of the GRANTEE. GRANTEE may replace such person but shall immediately give written notice to the COUNTY of the name, phone number and email address of such substitute person and of any other subsequent substitute person.

16. COMPLIANCE AND NON-DEBARMENT CERTIFICATION

A. GRANTEE shall comply with all applicable federal, state and local statutes, regulations, rules and ordinances currently in force or later enacted.

B. GRANTEE shall comply with all applicable conditions of the specific referenced grant.

C. GRANTEE certifies that it is not prohibited nor has it hired any business which is prohibited from doing business with either the federal government or the State of Minnesota as a result of debarment or suspension proceedings.

17. RECYCLING

GRANTEE must have or establish a recycling program for at least three recyclable materials, such as, but not limited to, paper, glass, plastic, and metal.

18. NOTICES

Any notice or demand which must be given or made by a party under this Agreement or any statute or ordinance shall be in writing, and shall be sent registered or certified mail. Notices to the COUNTY shall be sent to the County Administrator with a copy to the originating Department at the address given in the opening paragraph of the Agreement. Notice to GRANTEE shall be sent to the address stated in the opening paragraph of the Agreement.

19. MEDIA OUTREACH

GRANTEE shall not use the term "Hennepin County", or any derivative thereof in GRANTEE's advertising, external facing communication and/or marketing, including but not limited to advertisements of any type or form, promotional ads/literature, client lists and/or any other form of outreach, without the written approval of the Hennepin County Environment and Energy Communications Unit, or their designees.

20. MINNESOTA LAWS GOVERN

The Laws of the State of Minnesota shall govern all questions and interpretations concerning the validity and construction of this Agreement and the legal relations between the parties and their performance. The appropriate venue and jurisdiction for any litigation will be those courts located within the County of Hennepin, State of Minnesota. Litigation, however, in the federal courts involving the parties will be in the appropriate federal court within the State of Minnesota. If any provision of this Agreement is held invalid, illegal or unenforceable, the remaining provisions will not be affected.

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COUNTY ADMINISTRATOR APPROVAL

COUNTY OF HENNEPIN
STATE OF MINNESOTA

Reviewed for COUNTY by
the County Attorney's Office:

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By:

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Reviewed for COUNTY by:

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GRANTEE

GRANTEE warrants that the person who executed this Agreement is authorized to do so on behalf of GRANTEE as required by applicable articles, bylaws, resolutions or ordinances.*

By:

{{Sig_es_:signer2:signature}}

{{userstamp2_es_:signer2:stamp}}
{{ ttl_es_:signer2:title}}

* GRANTEE represents and warrants that it has submitted to the COUNTY all applicable documentation (articles, bylaws, resolutions or ordinances) that confirms the signatory's delegation of authority. Documentation is not required for a sole proprietorship.

Council Regular Meeting

DATE: 11/25/2019

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

SUBJECT: Resolution Approving Hennepin County Waste Delivery Agreement, Agreement No. A199898

Background:

In the spring of 2019, the city took delivery of the new mini packer garbage truck. The truck was purchased to collect trash in city parks. In March, 2019, the city and the truck became licensed haulers in Hennepin County which provided the ability to tip municipal solid waste at the Hennepin County Recycling and Transfer Station on Jefferson Highway in Brooklyn Park. As of October 17, 2019, the city has tipped 28.33 tons of solid waste at the Transfer Center.

On October 30, 2019, staff was advised that the city would need to enter into a Waste Delivery Agreement with Hennepin County in order to continue to tip our solid waste at Hennepin County facilities.

Budget Issues:

The new contract rate for tipping municipal solid waste at Hennepin County facilities will increase from $58 per ton to $63 per ton effective January 1, 2020. Refuse disposal is funded in the Park Facilities operating budget (45201).

Strategic Priorities and Values:

Enhanced Community Image

ATTACHMENTS:

Description	Upload Date	Type
Resolution	11/18/2019	Cover Memo
Waste Delivery Agreement	11/18/2019	Cover Memo

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION APPROVING HENNEPIN COUNTY WASTE DELIVERY AGREEMENT, AGREEMENT NO. A199898

WHEREAS, Brooklyn Center is a licensed municipal solid waste hauler in Hennepin County; and

WHEREAS, Hennepin County is requiring the City to enter into a Waste Delivery Agreement in order to continue tipping at Hennepin County facilities.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, approves a Hennepin County Waste Delivery Agreement, Agreement No. A199898.

BE IT FURTHER RESOLVED that the Mayor and City Manager are to execute the agreement on behalf of the City of Brooklyn Center.

November 25, 2019
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.

Contract No. A199898

WASTE DELIVERY AGREEMENT

THIS AGREEMENT is made and entered into by and between the COUNTY OF HENNEPIN, STATE OF MINNESOTA, ("County"), A-2300 Government Center, Minneapolis, Minnesota 55487, on behalf of the Hennepin County Department of Environment & Energy, 701 Fourth Avenue South, Suite 700, Minneapolis, Minnesota 55415, ("County"), and City of Brooklyn Center - Public Works, 6844 Shingle Creek Parkway, Brooklyn Center, MN 55430, ("Hauler").

The parties agree as follows:

I. TERM OF THE AGREEMENT

This Agreement shall be in full force and effect from January 1, 2020 through December 31, 2021.

II. DEFINITIONS

A. **Acceptable Waste** has the meaning given to "mixed municipal solid waste" in Minnesota Statutes, Section 115A.03, Subdivision 21, as it may be amended from time to time, but does not include Unacceptable Waste.

B. **County Board** is the Hennepin County Board of Commissioners.

C. **County Facility** means the Brooklyn Park Transfer Station and Hennepin Energy Recovery Center (HERC) and includes transfer stations that the County has contracted for use.

D. **Hazardous Waste** has the meaning given to it in Minnesota Statutes, Section 115B.03, Subdivision 9, as it may be amended from time to time.

E. **Hennepin County Solid Waste System Operating Manual** is the manual prepared by the Department of Environmental Services which describes the procedures and requirements for all haulers operating in Hennepin County including the use of the County Facilities.

F. **Public Entity** means the state; an office, agency, or institution of the state; the Metropolitan Council; a metropolitan agency; the Metropolitan Mosquito Control District; the legislature; the courts; a county; a statutory or home rule charter city; a town; a school district; another special taxing district; or any other general or special purpose unit of government in the state.

G. **Unacceptable Waste** includes explosives, pathological and biological waste, radioactive materials, ashes, incinerator residue, foundry sand, sewage sludge, cesspool and other human waste, human and animal remains, motor vehicles, major vehicle parts such as transmissions, rear ends, springs and fenders, automobile and small vehicle tires to the extent the air emission criteria applicable to HERC are

violated by their combustion, agricultural and farm machinery and equipment, transformers, trees, liquid wastes, non-burnable construction material, sludges from air or water pollution control facilities or water supply treatment facilities, demolition or other construction debris, Hazardous Waste, any material which if processed at HERC would cause the bottom ash produced at HERC to be classified as Hazardous Waste, and other wastes as may be listed in the "Hennepin County Solid Waste System Operating Manual".

III. REPRESENTATIONS OF HAULER

A. The Hauler is a duly organized corporation, validly existing and properly qualified to do business under the laws of the State of Minnesota, and is licensed to haul waste in Hennepin County. The Hauler is doing business in Minnesota under the name City of Brooklyn Center - Public Works.

B. This Agreement has been duly executed and delivered by the Hauler and constitutes a binding legal obligation of the Hauler that is fully enforceable in accordance with its terms and conditions.

C. The execution, delivery and performance by the Hauler of this Agreement does not and will not conflict with any other agreement or contract to which the Hauler is a party.

IV. REGULATORY COMPLIANCE

The Hauler shall at all times operate its business of collecting, transporting, delivering and disposing of waste in compliance with all applicable federal, state, and local laws, rules, regulations, ordinances and licenses, including but not limited to Hennepin County Ordinances 15 and 17.

V. SCOPE OF SERVICES

A. The Hauler agrees to deliver to County Facilities all tons of Acceptable Waste generated in Hennepin County that the Hauler collects, transports, manages, or disposes or arranges for collection, transportation, management or disposal.

B. The Hauler agrees that it will not mix or deliver Acceptable Waste generated outside the County with Acceptable Waste generated in the County, unless mutually agreed to in writing by the parties.

C. The Hauler agrees not to deliver any Unacceptable Waste to a County Facility.

D. The Hauler agrees that it will not mix any Unacceptable Waste with Acceptable Waste collected in the County.

E. The County may reduce the availability of a County Facility to the Hauler due to maintenance needs or other operating conditions.

F. The Hauler agrees to abide by the conditions of the Hennepin County Solid Waste System Operating Manual.

G. The Hauler agrees to pay all fees established under this Agreement.

VI. RESPONSIBILITY FOR UNACCEPTABLE WASTE

A. If requested by a County Facility operator, the Hauler agrees to reload and dispose of waste deposited on the tipping floor if the waste contains Unacceptable Waste, including Acceptable Waste contaminated by Unacceptable Waste.

B. If the County Facility operator has reason to believe that Unacceptable Waste was delivered by the Hauler, and the Hauler has left the tipping floor, the Hauler agrees to return and remove such Unacceptable Waste and dispose of it in accordance with all applicable federal, state and local laws.

C. The County Facility operator has the right to reject entire or partial loads of Unacceptable Waste. The Hauler shall be provided with documentation specifying the rejection and reasons therefore. All costs of reloading, removal and disposal of Unacceptable Waste shall be borne by the Hauler.

VII. PAYMENT PROCEDURES

A. Payments shall be made in accordance with procedures provided in the Hennepin County Solid Waste System Operating Manual.

B. Subject to Paragraph C. of this Section VII, the Hauler shall pay sixty-three dollars ($63.00) per ton for Acceptable Waste delivered to a County Facility through December 31, 2021.

C. The Hauler will receive the lowest rate given to any hauler who contracts with the County for delivery of Acceptable Waste. The reference to the "lowest rate given to any hauler" shall not include the rate given to haulers, contracted or non-contracted, who deliver loads of source-separated compostable materials, source-separated recyclable materials or other materials collected and disposed of as separate waste streams.

VIII. INDEPENDENT CONTRACTOR

Hauler shall select the means, method, and manner of performing the services. Nothing is intended nor should be construed as creating or establishing the relationship of a partnership or a joint venture between the parties or as constituting Hauler as the agent, representative, or employee of County for any purpose. Hauler is and shall remain an independent contractor for all services performed under this Agreement. Hauler shall secure at its own expense all personnel required in performing services under this Agreement. Hauler's personnel and/or subcontractors engaged to perform any work or services required by this Agreement will have no contractual relationship with County and will not be considered employees of County. County shall not be responsible for any

claims related to or on behalf of any of Hauler's personnel, including without limitation, claims that arise out of employment or alleged employment under the Minnesota Unemployment Insurance Law (Minnesota Statutes Chapter 268) or the Minnesota Workers' Compensation Act (Minnesota Statutes Chapter 176) or claims of discrimination arising out of state, local or federal law, against Hauler, its officers, agents, contractors, or employees. Such personnel or other persons shall neither accrue nor be entitled to any compensation, rights, or benefits of any kind from County, including, without limitation, tenure rights, medical and hospital care, sick and vacation leave, workers' compensation, unemployment compensation, disability, severance pay, and retirement benefits.

IX. NON-DISCRIMINATION

In accordance with the County's policies against discrimination, the Hauler shall not exclude any person from full employment rights nor prohibit participation in or the benefits of any program, service or activity on the grounds of race, color, creed, religion, age, sex, disability, marital status, sexual orientation, public assistance status, or national origin. No person who is protected by applicable federal or state laws against discrimination shall be subjected to discrimination.

X. INDEMNIFICATION

Hauler shall defend, indemnify, and hold harmless County, its present and former officials, officers, agents, volunteers and employees from any liability, claims, causes of action, judgments, damages, losses, costs, or expenses, including reasonable attorney's fees, resulting directly or indirectly from any act or omission of Hauler, a subcontractor, anyone directly or indirectly employed by them, and/or anyone for whose acts and/or omissions they may be liable in the performance of the services required by this Agreement, and against all loss by reason of the failure of Hauler to perform any obligation under this Agreement. For clarification and not limitation, this obligation to defend, indemnify and hold harmless includes but is not limited to any liability, claims or actions resulting directly or indirectly from alleged infringement of any copyright or any property right of another, the employment or alleged employment of Hauler personnel, the unlawful disclosure and/or use of protected data, or other noncompliance with the requirements of the provisions set forth herein.

XI. INSURANCE

The Hauler agrees at all times during the term of this Agreement to have and keep in force the insurance coverage as required by Hennepin County Ordinance Number Seventeen.

XII. DUTY TO NOTIFY

The Hauler shall promptly notify the County of any claim, action, cause of action or litigation brought against Hauler, its employees, officers, agents or subcontractors, which arises out of the services contained in this Agreement. The Hauler shall also notify the County whenever the Hauler has a reasonable basis for believing that the Hauler and/or its employees, officers, agents or subcontractors, and/or the County, might become the

subject of a claim, action, cause of action, criminal arrest, criminal charge or litigation arising out of and/or related to the services contained in this Agreement.

XIII. DATA

Hauler, its officers, agents, owners, partners, employees, volunteers and subcontractors shall, to the extent applicable, abide by the provisions of the Minnesota Government Data Practices Act, Minnesota Statutes, chapter 13 (MGDPA) and all other applicable state and federal laws, rules, regulations and orders relating to data or the privacy, confidentiality or security of data, which may include the Health Insurance Portability and Accountability Act of 1996 and its implementing regulations (HIPAA). For clarification and not limitation, County hereby notifies Hauler that the requirements of Minnesota Statutes section 13.05, subd. 11, apply to this Agreement. Hauler shall promptly notify County if Hauler becomes aware of any potential claims, or facts giving rise to such claims, under the MGDPA or other data, data security, privacy or confidentiality laws, and shall also comply with the other requirements of this Section.

Classification of data, including trade secret data, will be determined pursuant to applicable law and, accordingly, merely labeling data as "trade secret" by Hauler does not necessarily make the data protected as such under any applicable law.

XIV. RECORDS - AVAILABILITY/ACCESS

Subject to the requirements of Minnesota Statutes section 16C.05, subd. 5, the County, the State Auditor, or any of their authorized representatives, at any time during normal business hours, and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of the Hauler and involve transactions relating to this Agreement. The Hauler shall maintain these materials and allow access during the period of this Agreement and for six (6) years after its expiration, cancellation or termination.

XV. SUCCESSORS, SUBCONTRACTING AND ASSIGNMENTS

A. The Hauler binds itself, its partners, successors, assigns and legal representatives to the County for all covenants, agreements and obligations contained in the contract documents.

B. The Hauler shall not assign, transfer or pledge this Agreement and/or the services to be performed, whether in whole or in part, nor assign any monies due or to become due to it without the prior written consent of the County. A consent to assign shall be subject to such conditions and provisions as the County may deem necessary, accomplished by execution of a form prepared by the County and signed by the Hauler, the assignee and the County. Permission to assign, however, shall under no circumstances relieve the Hauler of its liabilities and obligations under the Agreement.

C. The Hauler shall not subcontract this Agreement and/or the services to be performed, whether in whole or in part, without the prior written consent of the County. Permission to subcontract, however, shall under no circumstances relieve the Hauler of its liabilities and obligations under the Agreement. Further, the Hauler shall be fully responsible for the acts, omissions, and failure of its subcontractors in the performance of the specified contractual services, and of person(s) directly or indirectly employed by subcontractors. Contracts between the Hauler and each subcontractor shall require that the subcontractor's services be performed in accordance with this Agreement. The Hauler shall make contracts between the Hauler and subcontractors available upon request. For clarification and not limitation of the provisions herein, none of the following constitutes assent by the County to a contract between the Hauler and a subcontractor, or a waiver or release by the County of the Hauler's full compliance with the requirements of this Section: (1) the County's request or lack of request for contracts between the Hauler and subcontractors; (2) the County's review, extent of review or lack of review of any such contracts; or (3) the County's statements or actions or omissions regarding such contracts.

D. As required by Minnesota Statutes section 471.425, subd. 4a, the Hauler shall pay any subcontractor within ten (10) days of the Hauler's receipt of payment from the County for undisputed services provided by the subcontractor. The Hauler shall pay interest of 1½ percent per month or any part of a month to the subcontractor on any undisputed amount not paid on time to the subcontractor. The minimum monthly interest penalty payment for an unpaid balance of $100.00 or more is $10.00. For an unpaid balance of less than $100.00, the Hauler shall pay the actual penalty due to the subcontractor. A subcontractor who prevails in a civil action to collect interest penalties from a prime contractor must be awarded its costs and disbursements, including any attorney's fees, incurred in bringing the action.

E. The Hauler shall notify the County in writing if another person/entity acquires, directly or indirectly, more than 50 percent of the voting power of the shares entitled to vote for directors of the Hauler. Notice shall be given within ten (10) days of such acquisition and shall specify the name and business address of the acquiring person/entity. The County reserves the right to require the acquiring person/entity to promptly become a signatory to this Agreement by amendment or other document so as to help assure the full performance of this Agreement.

XVI. MERGER AND MODIFICATION

A. The entire Agreement between the parties is contained herein and supersedes all oral agreements and negotiations between the parties relating to the subject matter. All items that are referenced or that are attached are incorporated and made a part of this Agreement. If there is any conflict between the terms of this Agreement and referenced or attached items, the terms of this Agreement shall prevail.

B. Any alterations, variations, modifications, or waivers of provisions of this Agreement shall only be valid when they have been reduced to writing as an

amendment to this Agreement signed by the parties. Except as expressly provided, the substantive legal terms contained in this Agreement including but not limited to Indemnification, Insurance, Merger and Modification, Default and Cancellation/Termination or Minnesota Law Governs may not be altered, varied, modified or waived by any change order, implementation plan, scope of work, development specification or other development process or document.

C. If any provision of this Agreement is held invalid, illegal or unenforceable, the remaining provisions will not be affected.

XVII. DEFAULT AND CANCELLATION/TERMINATION

A. If the Hauler fails to perform any of the provisions of this Agreement, fails to administer the work as to endanger the performance of the Agreement or otherwise breaches or fails to comply with any of the terms of this Agreement, it shall be in default. Unless the Hauler's default is excused in writing by the County, the County may upon written notice immediately cancel or terminate this Agreement in its entirety. Additionally, failure to comply with the terms of this Agreement shall be just cause for the County to delay payment until the Hauler's compliance. In the event of a decision to withhold payment, the County shall furnish prior written notice to the Hauler.

B. Upon cancellation or termination of this Agreement:

1. At the discretion of the County and as specified in writing by the Contract Administrator, the Hauler shall deliver to the Contract Administrator copies of all writings so specified by the County and prepared by the Hauler in accordance with this Agreement. The term "writings" is defined as any of the following that was created by the Hauler pursuant to this Agreement:

   Handwriting, typewriting, printing, photocopying, photographing, facsimile transmitting, and every other means of recording any form of communication or representation, including electronic media, email, letters, works, pictures, drawings, sounds, or symbols, or combinations thereof.

2. The County shall have full ownership and control of all such writings. The Hauler shall have the right to retain copies of the writings. However, the Hauler shall not, without the prior written consent of the County, use these writings for any purpose or in any manner whatsoever; shall not assign, license, loan, sell, copyright, patent and/or transfer any or all of such writings; and shall not do anything which in the opinion of the County would affect the County's ownership and/or control of such writings.

3. Except to the extent required by law or as agreed to by County, Hauler shall not retain any Data that are confidential, protected, privileged, not public, nonpublic, or private, as those classifications are determined pursuant to

applicable law. In addition, Hauler shall, upon County's request, certify destruction of any Data so specified by County.

C. Notwithstanding any provision of this Agreement to the contrary, the Hauler shall remain liable to the County for damages sustained by the County by virtue of any breach of this Agreement by the Hauler. Upon notice to the Hauler of the claimed breach and the amount of the claimed damage, the County may withhold any payments to the Hauler for the purpose of set-off until such time as the exact amount of damages due the County from the Hauler is determined. Following notice from the County of the claimed breach and damage, the Hauler and the County shall attempt to resolve the dispute in good faith.

D. The above remedies shall be in addition to any other right or remedy available to the County under this Agreement, law, statute, rule, and/or equity.

E. The County's failure to insist upon strict performance of any provision or to exercise any right under this Agreement shall not be deemed a relinquishment or waiver of the same, unless consented to in writing. Such consent shall not constitute a general waiver or relinquishment throughout the entire term of the Agreement.

F. This Agreement may be canceled/terminated with or without cause by either party upon ninety (90) day written notice.

XVIII. SURVIVAL OF PROVISIONS

Provisions that by their nature are intended to survive the term, cancellation or termination of this Agreement do survive such term, cancellation or termination. Such provisions include but are not limited to: SERVICES TO BE PROVIDED (as to ownership of property); INDEPENDENT CONTRACTOR; INDEMNIFICATION; INSURANCE; DUTY TO NOTIFY; DATA; RECORDS-AVAILABILITY/ACCESS; DEFAULT AND CANCELLATION/TERMINATION; MEDIA OUTREACH; and MINNESOTA LAW GOVERNS.

XIX. CONTRACT ADMINISTRATION

In order to coordinate the services of the Hauler with the activities of the Department of Environment and Energy so as to accomplish the purposes of this Agreement, David McNary, the Assistant Director of the Department of Environment and Energy shall manage this Agreement on behalf of the County and serve as liaison between the County and the Hauler.

XX. PAPER RECYCLING

The County encourages the Hauler to develop and implement an office paper and newsprint recycling program.

XXI. NOTICES

Unless the parties otherwise agree in writing, any notice or demand which must be given or made by a party under this Agreement or any statute or ordinance shall be in writing, and shall be sent registered or certified mail. Notices to the County shall be sent to the County Administrator with a copy to the originating the County department at the address given in the opening paragraph of this Agreement. Notice to the Hauler shall be sent to the address stated in the opening paragraph of this Agreement or to the address stated in the Hauler's Form W-9 provided to the County

XXII. CONFLICT OF INTEREST

The Hauler affirms that to the best of the Hauler's knowledge, the Hauler's involvement in this Agreement does not result in a conflict of interest with any party or entity which may be affected by the terms of this Agreement. Should any conflict or potential conflict of interest become known to the Hauler, the Hauler shall immediately notify the County of the conflict or potential conflict, specifying the part of this Agreement giving rise to the conflict or potential conflict, and advise the County whether the Hauler will or will not resign from the other engagement or representation.

XXIII. MEDIA OUTREACH

The Hauler shall notify Hennepin County Administration, or their designees, prior to publication, release or occurrence of any Outreach (as defined below). The parties shall coordinate to produce collaborative and mutually acceptable Outreach. For clarification and not limitation, all Outreach shall be approved by the County prior to publication or release. As used herein, the term "Outreach" shall mean all media, social media, news releases, external facing communications, advertising, marketing, promotions, client lists, civic/community events or opportunities and/or other forms of outreach created by, or on behalf of, the Hauler (i) that reference or otherwise use the term "Hennepin County," or any derivative thereof; or (ii) that directly or indirectly relate to, reference or concern the County of Hennepin, this Agreement, the services performed hereunder or the County personnel, including but not limited to the County employees and elected officials.

XXIV. MINNESOTA LAWS GOVERN

The laws of the state of Minnesota shall govern all questions and interpretations concerning the validity and construction of this Agreement and the legal relations between the parties and their performance. The appropriate venue and jurisdiction for any litigation will be those courts located within the County of Hennepin, state of Minnesota. Litigation, however, in the federal courts involving the parties will be in the appropriate federal court within the state of Minnesota.

--The remainder of this page is intentionally blank.—

COUNTY BOARD AUTHORIZATION

Reviewed by the County Attorney's Office

_____
Assistant County Attorney

Date: _____

COUNTY OF HENNEPIN
STATE OF MINNESOTA

By: _____
Chair of Its County Board

ATTEST: _____
Deputy/Clerk of County Board

Date: _____

By: _____
David Hough, County Administrator

Date: _____

By: _____
Assistant County Administrator, Public Works

Date: _____

Recommended for Approval

By: _____
Director, Environment and Energy Department

Date: _____

City of Brooklyn Center - Public Works
The Hauler warrants that the person who executed this Agreement is authorized to do so on behalf of the Hauler as required by applicable articles, bylaws, resolutions or ordinances.*

Printed Name: _____

Signature: _____

Title: _____

Date: _____

*the Hauler shall submit applicable documentation (articles, bylaws, resolutions or ordinances) that confirms the signatory's delegation of authority. This documentation shall be submitted at the time the Hauler returns the Agreement to the County. Documentation is not required for a sole proprietorship.

Council Regular Meeting

DATE: 11/25/2019

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

SUBJECT: Resolution Accepting Work Performed and Authorizing Final Payment, Improvement Project Nos. 2018-14, 2018 Bridge Rehabilitation

Background:

On March 25, 2019, the City Council awarded Improvement Project No. 2018-14 to LS Black Constructors, Inc., of St. Paul, Minnesota for construction of the 2018 Bridge Rehabilitation. LS Black Constructors, Inc. has successfully completed the construction work and is requesting final payment for the project.

Budget Issues:

The original contract amount with LS Black Constructors, Inc. for the project improvements was $164,411.19. The total value of work certified for final payment is $180,603.19. The total project cost including contingencies/administration/engineering/legal is $229,739.47 and was completed 2.0 percent under budget in the amount of $4,671.72. The attached resolution provides a summary of the final amended costs and funding sources for the project.

Strategic Priorities and Values:

Key Transportation Investments

ATTACHMENTS:

Description	Upload Date	Type
Resolution	11/20/2019	Resolution Letter

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ACCEPTING WORK PERFORMED AND AUTHORIZING FINAL PAYMENT, IMPROVEMENT PROJECT NO. 2018-14, 2018 BRIDGE REHABILITATION

WHEREAS, pursuant to a written contract signed with the City of Brooklyn Center, Minnesota, LS Black Constructors, Inc. of St. Paul Minnesota has completed the following improvements in accordance with said contract:

Improvement Project No. 2018-14, 2018 Bridge Rehabilitation

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

1. Final payment shall be made on Improvement Project No. 2018-14, 2018 Bridge Rehabilitation, taking the contractor's receipt in full. The total amount to be paid for said improvements under said contract shall be $180,603.19.

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

COSTS	As Original Award	As Final
Contract	$ 164,411.19	$ 180,603.19
Engineering and Administrative	$ 50,000.00	$ 49,136.28
Contingency	$ 20,000.00	$ 0.00
Subtotal Construction Cost	$ 234,411.19	$ 229,739.47

November 25, 2019
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: 11/25/2019

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Doran M Cote, Public Works Director

SUBJECT: McCarthy TH 252 Presentation

Background:

Tara and Brendan McCarthy have requested the opportunity to present to the City Council regarding TH 252.

Budget Issues:

There are no budgetary issues associated with this item.

Strategic Priorities and Values:

Key Transportation Investments

Council Regular Meeting

DATE: 11/25/2019

TO: City Council
FROM: Curt Boganey, City Manager
THROUGH: N/A
BY: Andrew Splinter, Interim Finance Director

SUBJECT: Proposed Utility Rates for 2020

Background:

At the October 21, 2019 joint work session of the City Council and Financial Commission, staff presented the expected expenditures for operation of the City's utility services for 2020. The expenditures include total direct and indirect costs including depreciation of capital assets and administrative costs. Along with those costs are projections of the revenues needed for 2020 and for the next fifteen years to keep operations running smoothly and fund the infrastructure improvements needed in each of the utility systems. The cash flow analysis for each of the five utilities indicate anticipated rate changes necessary to maintain sufficient cash balances during the construction of the utility improvements associated with the City's 15-year Capital Improvement Plan (CIP).

For 2020, rate increases are proposed Water, Sanitary Sewer and Storm Sewer in order to maintain cash reserves, fund normal operations, pay for debt service and finance infrastructure improvements. Rates for the various utilities for 2020 are shown in comparison to 2019 below:

Fund	Description	2019 Rate	2020 Rate	Change
Water	Base Charge - Residential (quarterly)	$15.52	$16.61	$1.09 / quarter
Consumption Charge - Residential Meters	Tier I (0 - 30 gallons)	$2.59	$2.77	$0.18 / 1,000 gallons
	Tier II (31 - 60 gallons)	3.22	3.45	$0.23 / 1,000 gallons
	Tier III (61 and greater)	4.81	5.15	$0.34 / 1,000 gallons
Consumption Charge - Non-residential	(Per 1,000 gallons)	$3.42	$3.66	$0.24 / 1,000 gallons
Sanitary Sewer	Base Charge (quarterly)	$84.89	$89.14	$4.24 / quarter
Consumption Charge - Non-residential	(Per 1,000 gallons)	$3.58	$3.76	$0.18 / 1,000 gallons
Storm Sewer	Base Charge (quarterly)	$15.07	$15.52	$0.45 /quarter
Street Light	Base Charge (quarterly)	$6.55	$6.55	No change
Recycling	Base Charge (quarterly)	$11.98	$11.98	No change

The quarterly utility bill for a household using 18,000 gallons of water (considered the typical residential user) is shown in comparison to 2019 rates as follows:

Fund	2019 Bill	2020 Bill	$ Change/quarter

Water	$62.14	$66.47	$4.33
Sanitary Sewer	84.89	89.14	4.24
Storm Sewer	15.07	15.52	0.45
Street Light	6.55	6.55	-
Recycling	11.98	11.98	-
Total	$180.63	$189.66	$9.02

City Code sections 11.02 and 11.06 require a notice and hearing prior to the City Council setting new utility rates. The Public Hearing Notice was published in the Brooklyn Center Post on November 9, 2019.

Budget Issues:

The proposed rates would become effective on January 1, 2020.

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Resolution adopting 2020 Recycling Rate	10/28/2019	Resolution Letter
Resolution adopting 2020 Sanitary Sewer Rate	10/28/2019	Resolution Letter
Resolution adopting 2020 Storm Sewer Rate	10/28/2019	Resolution Letter
Resolution adopting 2020 Street Light Rate	10/28/2019	Resolution Letter
Resolution adopting 2020 Water Utility Rate	10/28/2019	Resolution Letter

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ESTABLISHING 2020 RECYCLING RATES AND CHARGES

WHEREAS, the City of Brooklyn Center is a member of the Hennepin Recycling Group (HRG), which is a joint powers group organized pursuant to Minnesota Statutes Section 471.59 (1987); and

WHEREAS, the purpose of the joint powers agreement is to create an organization by which member cities may jointly and cooperatively provide for the efficient and economical collection, recycling and disposal of solid waste within and without their respective corporate boundaries in compliance with the Minnesota Waste Management Act, Minnesota Statutes Chapter 115A (1987); and

WHEREAS, the HRG has established a curbside recycling program for its member cities to meet the requirements of Hennepin County Ordinance No. 13, Solid Waste Source Separation for Hennepin County; and

WHEREAS, the City of Brooklyn Center must establish rates to fund the City's curbside recycling program and the cost for projected reimbursement of recycling charges from the HRG along with other program operating charges; and

WHEREAS, the recycling program includes a bi-annual curbside cleanup; and

WHEREAS, the City Council has reviewed data provided on delinquent utility charges; and

WHEREAS, Brooklyn Center Ordinance No. 89-11 authorizes the City to establish rates for recycling services.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that the recycling charges shall be as follows for all billings issued on or after January 1, 2020:

2020 RECYCLING UTILITY RATE SCHEDULE
Recycling Rates and Charges

Minimum Charge per Household per quarter:	$11.98 per quarter

Charges

Delinquent account, quarterly charge	No Additional Charge
Certification for collection with property taxes (Utility accounts with an outstanding balance owed of $200.00 or greater)	$50.00

November 25, 2019
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.

Member _____ introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ADOPTING 2020 SEWER UTILITY RATES, FEES AND CHARGES

WHEREAS, the City of Brooklyn Center Charter requires that municipal utilities be self-supporting through revenue provided by a uniform schedule of rates, fees and charges; and

WHEREAS, this uniform schedule shall be called the "Public Utility Rate Schedule" and shall be adopted by resolution of the City Council; and

WHEREAS, the City Council has reviewed data provided on delinquent utility charges.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that the following Sewer Utility rates, fees and charges are hereby adopted and shall be effective for all billings issued on or after January 1, 2020.

2020 SEWER UTILITY RATE SCHEDULE
Sewer Rates, Fees and Charges

Base Rate Quarterly Residential
(Minimum quarterly charge)

	Single Family	Apartment	Senior Citizen
Year 2020	$89.14	$62.39	$49.02

Non-Residential Rate

Year 2020 $3.76 per 1,000 Gallons

Fees

SAC Charge set by MCES	Fee Established by MCES

Charges

Delinquent account, quarterly charge	No Additional Charge
Certification for collection with property taxes (Utility accounts with an outstanding balance owed of $200.00 or greater)	$50.00
Line cleaning charge	Labor, materials, equipment and overhead
Sanitary Sewer Connection	Established annually by resolution

November 25, 2019
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.

Member _____ introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ADOPTING 2020 STORM SEWER UTILITY RATES, FEES AND CHARGES

WHEREAS, the City of Brooklyn Center Charter requires that municipal utilities be self-supporting through revenue provided by a uniform schedule of rates, fees and charges; and

WHEREAS, this uniform schedule shall be called the "Public Utility Rate Schedule" and shall be adopted by resolution of the City Council; and

WHEREAS, the City Council has reviewed data provided on delinquent utility charges.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Brooklyn Center that the following Storm Sewer Utility rates and charges are hereby continued and shall be effective for all billings issued on or after January 1, 2020.

2020 STORM SEWER UTILITY RATE SCHEDULE
Storm Sewer Rates and Charges

Quarterly Rates per Acre

	2020 Minimum Quarterly Charge
Base Rate	$ 62.05
Cemeteries and Golf Courses	$ 15.52
Parks	$ 31.02
Single Family, Duplex, Townhouse	$ 15.52/lot
School, Government Buildings	$ 77.57
Multiple Family, Churches	$ 186.13
Commercial, Industrial	$ 310.24
Vacant Land	As Assigned

Charges

Delinquent account, quarterly charge	No Additional Charge
Certification for collection with property taxes (Utility accounts with an outstanding balance owed of $200.00 or greater)	$50.00
Private facility cleaning charge	Labor, materials, equipment and overhead

November 25, 2019
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.

Member introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ADOPTING 2020 STREET LIGHT RATES AND CHARGES

WHEREAS, the City of Brooklyn Center Charter requires that municipal utilities be self-supporting through revenue provided by a uniform schedule of rates, fees and charges; and

WHEREAS, this uniform schedule shall be called the "Public Utility Rate Schedule" and shall be adopted by resolution of the City Council; and

WHEREAS, the City Council has reviewed data provided on delinquent utility charges.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that the following Street Light Utility rates and charges are hereby adopted and shall be effective for all billings issued on or after January 1, 2020.

2020 STREET LIGHT UTILITY RATE SCHEDULE
Street Light Rates and Charges
Quarterly Rates

Customer	2020 Minimum Quarterly Charge
Per Dwelling Unit:	
Single, Double and Multiple Family Residential	$6.55
Per Acre:	
Parks	$10.90
Schools, Government Buildings, Churches	$21.80
Retail and Service-Office	$32.69
Commercial and Industrial	$32.69
Vacant Land and Open Space	As Assigned
Charges	
Delinquent account, quarterly charge	No Additional Charge
Certification for collection with property taxes (Utility accounts with an outstanding balance owed of $200.00 or greater)	$50.00

November 25, 2019
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.

Member _____ introduced the following resolution and moved its adoption:

RESOLUTION NO. _____

RESOLUTION ADOPTING 2020 WATER UTILITY RATES, FEES AND CHARGES

WHEREAS, the City of Brooklyn Center Charter requires that municipal utilities be self-supporting through revenue provided by a uniform schedule of rates, fees and charges; and

WHEREAS, this uniform schedule shall be called the "Public Utility Rate Schedule" and shall be adopted by resolution of the City Council; and

WHEREAS, the City Council has reviewed data provided on delinquent utility charges.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center that the following Water Utility rates, fees and charges are hereby adopted and shall be effective for all billings issued on or after January 1, 2020.

2020 WATER UTILITY RATE SCHEDULE
Water Rates, Fees and Charges

Base Rate

Year 2020 $3.66 per 1,000 Gallons

Quarterly Minimum Rate

Meter Size	2020 Quarterly Minimum Charge
1"	$ 48.27
1 ½"	$ 62.06
2"	$ 120.67
3"	$ 241.36
4"	$ 406.86
6"	$ 930.95
8"	$ 1,763.17
10"	$ 2,350.90

Water Conservation Rate

Meter Size	Base Charge (minimum charge per quarter)
5/8" and 3/4"	$ 16.61

Thousands of Gallons	Consumption Charge (per 1,000 gallons used)
0 to 30	$ 2.77
31 to 60	$ 3.45
61 and greater	$ 5.15

RESOLUTION NO. _____

Fees

Water Meter Charge 5/8" or 3/4"	$149.00
Water Meter Charge Larger than 3/4"	Actual Cost + $2.00

Other Charges

Delinquent account, quarterly charge	No Additional Charge
Certification for collection with property taxes (Utility accounts with an outstanding balance owed of $200.00 or greater)	$50.00
Fire Service Line Charge	$ 12.50 per quarter

November 25, 2019
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: 11/25/2019

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

SUBJECT: Resolution Regarding Recommended Disposition of Planning Commission Application No. 2019-016 for Preliminary and Final Plat and Dedication of Certain Right-of-Way (Located in Vicinity of 55th Avenue North and Brooklyn Boulevard)

Background:

The City of Brooklyn Center ("the Applicant") is requesting review and consideration of preliminary and final plat approval for a re-plat of an assemblage of lands ("the Subject Properties") that comprise part of Auditor's Subdivision No. 216, and a sliver of land that is part of Registered Land Survey No. 0040, Hennepin County, Minnesota. These properties are commonly addressed as: 5401, 5407, 5415, 5455, and 5459 Brooklyn Boulevard. The two remaining properties do not currently possess addresses.

As a portion of the Brooklyn Boulevard Frontage Road was recently re-aligned as part of the Brooklyn Boulevard Phase I reconstruction and modernization project, new City Right-of-Way will also need to be dedicated as part of the plat approval. This re-alignment took place in order to reduce confusion, congestion, and improve vehicle stacking for motorists eastbound on 55th Avenue North. There are no plans to vacate the right-of-way along the former alignment of the Brooklyn Boulevard Frontage Road, as there is underground City infrastructure in currently in place.

Requests for approval of the plat require that a public hearing be scheduled in accordance with Section 15-104 (*Preliminary Plan*) of the Platting Ordinance. An Affidavit of Publication confirmed publication of the public hearing notice in the Brooklyn Center *Sun Post* on October 31, 2019. Mail notices were also sent to neighboring property owners.

On November 14th, the Planning Commission held a public hearing regarding the request for plat approval of the BROOKLYN CENTER EDA FIRST ADDITION. One resident was in attendance at the meeting but clarified during the public hearing that he was hoping to obtain more information on the Brooklyn Boulevard reconstruction and modernization project and complimented the City on the new road alignment near 55th Avenue North and Brooklyn Boulevard, as he lives south of the intersection area. Commissioner Schonning noted that, despite working in the area, he often avoided this particular intersection due to the issues with vehicle stacking on 55th Avenue North, but was pleasantly surprised with the changes to the road alignment.

Following close of the public hearing, the Planning Commission elected to unanimously (5-0) recommend City Council approval of the requested preliminary and final plats for the BROOKLYN CENTER EDA FIRST ADDITION and dedication of certain right-of-way (ROW) for the Subject Properties located in the vicinity of 55th Avenue North and Brooklyn Boulevard, subject to the Applicant complying with the conditions as

outlined in the Planning Commission Report dated November 14, 2019, and associated resolution.

A copy of the Planning Commission Report for Planning Commission Application No. 2019-016, dated November 14, 2019, and the City Council resolution is included with this memorandum.

Budget Issues:

None to consider at this time.

Strategic Priorities and Values:

Safe, Secure, Stable Community, Key Transportation Investments

ATTACHMENTS:

Description	Upload Date	Type
PC Staff Report and Exhibits - Brooklyn Center EDA First Addition	11/19/2019	Backup Material
Resolution-Disposition of Planning Commission Application No. 2019-016, Submitted by the City of Brooklyn Center for Preliminary and Final Plat Approval of the Brooklyn Center EDA First Addition and Dedication of Certain Right-of-Way	11/19/2019	Resolution Letter

Planning Commission Report

Meeting Date: November 14, 2019

- Application Filed: 10/15/2019
- Review Period (60-day) Deadline: 12/14/2019
- Extension Declared: N/A
- Extended Review Period Deadline: N/A

Application No.	2019-016
Applicant:	City of Brooklyn Center
Location:	Vicinity of 55th Avenue North and Brooklyn Boulevard (Affected PIDs: 03-118-21-44-0011, 03-118-21-44-0010, 03-118-21-44-0009, 03-118-21-44-0005, 03-118 21-44-0004, 03-118-21-44-0003, and 03-118-21-42-0024)
Request:	Preliminary/Final Plat of Brooklyn Center EDA First Addition

INTRODUCTION

The City of Brooklyn Center ("the Applicant") is requesting review and consideration of preliminary and final plat approval for a re-plat of an assemblage of lands ("the Subject Property") that comprise part of Auditor's Subdivision No. 216, and a sliver of land that is part of Registered Land Survey No. 0040, Hennepin County, Minnesota. These properties are commonly addressed as: 5401, 5407, 5415, 5455, and 5459 Brooklyn Boulevard. The two remaining properties do not currently possess addresses.

This request is associated with the City's Brooklyn Boulevard Phase I project, which resulted in the re-alignment of the Brooklyn Boulevard frontage road in order to reduce confusion, congestion, and improve vehicle stacking for motorists eastbound on 55th Avenue North. Previously, the alignment of the road only allowed for the stacking of approximately two vehicles before blocking the Brooklyn Boulevard Frontage Road from cross traffic. The new alignment, which was constructed this past year, is intended to allow for additional stacking, which is important due to this area serving as the sole access point to Northport Elementary as well as the main access to a number of residential, multi-residential, and office properties.

Map 1. *Existing Parcels and Former Road Alignment with Overlay of New Road Alignment*

Public Works Director Doran Cote provided an overview of the Brooklyn Boulevard Reconstruction/Modernization project in an email dated October 14, 2019 (Exhibit A). The land contemplated as part of the request for a re-plat includes property previously acquired by the Economic Development Authority of Brooklyn Center and City of Brooklyn Center for the anticipated alterations to the Brooklyn Boulevard Frontage Road, as well as land owned by Robbinsdale School District No. 281.

The intent at this time would be to convey the north portion (0.49 acres) of the Brooklyn Center EDA First Addition to the Robbinsdale School District. The south portion (1.13 acres) would be retained by the Economic Development Authority of Brooklyn Center, with the intent to sell at a later date. The identified 2040 future land use for this area is "Medium Density Residential (5.01-15 dwelling units per acre)." The properties contemplated as part of the re-plat are currently zoned R1 (One Family Residence), R2 (Two Family Residence), and C1 (Service/Office) District.

Requests for approval of the plat require that a public hearing be scheduled in accordance with Section 15-104 (*Preliminary Plan*) of the Platting Ordinance. An Affidavit of Publication confirmed publication of the public hearing notice in the Brooklyn Center *Sun Post* on October 31, 2019 (Exhibit B). Mail notices were also sent to neighboring property owners.

REQUESTS

Preliminary/Final Plat Approval and Dedication of Certain Right-of-Way (ROW)

As part of the City Platting Ordinance requirements, preliminary and final plat approval is required to formally re-plat the aforementioned properties located in the vicinity of 55th Avenue North and Brooklyn Boulevard.

Per Assistant City Engineer Andrew Hogg, in his memorandum dated October 31, 2019 (Exhibit C), the Applicant will ultimately need to provide a working copy of the preliminary plat for the Brooklyn EDA First Addition that identifies all vacated easements, proposed easements, and proposed utilities, as well as submit documentation, including legal descriptions, for any easements. Any proposed easements would need to be dedicated as part of the preliminary and final plat process.

As a portion of the Brooklyn Boulevard Frontage Road was re-aligned as part of the Brooklyn Boulevard Phase I reconstruction and modernization project, new City Right-of-Way will need to be dedicated as part of the plat approval. Regarding the former alignment of the Frontage Road, there are no plans to vacate that portion of City Right-of-Way as there is underground City infrastructure in existence.

Image 1. *New Alignment of 55th Avenue North (Left) and Former Alignment of 55th Avenue North (Right)*

Image 2. *New Alignment of Brooklyn Boulevard Frontage Road (North of 55th Avenue North)*

APPROVAL CONDITIONS

Staff recommends the following conditions be attached to any positive recommendation on the approval of Planning Commission Application No. 2019-016 for Brooklyn Center EDA Addition:

1. Approval of the preliminary and final plats are contingent upon the addressing of comments by Assistant City Engineer Hogg in his memorandum dated October 31, 2019.
2. Final plat and mylar shall be subject to the provisions of Chapter 15 of the City Code of Ordinances (*Platting*).
3. Any comments and/or requirements as provided by Hennepin County.
4. Any comments and/or requirements from the City Attorney's office, and specifically regarding an updated certified abstract of title.
5. The successful recording of said plat (mylar) with Hennepin County.

RECOMMENDATION

Based on the above-noted findings, staff recommends the Planning Commission recommends:

1. *The Planning Commission recommends City Council approval of the requested preliminary and final plat for BROOKLYN CENTER EDA FIRST ADDITION, subject to the Applicant complying with the comments outlined in the Assistant City Engineer's memorandum* October 31, 2019, Chapter 15 of the City Code of Ordinances (*Platting*), any comments provided by Hennepin County, and the successful recording of said plat with Hennepin County.

Attachments

Exhibit A- Planning Commission Application No. 2019-016 submittal documents.
Exhibit B- Affidavit of Publication, published in the Brooklyn Center *Sun Post* on October 31, 2019.
Exhibit C-Memorandum, prepared by Assistant City Engineer Andrew Hogg, dated October 31, 2019.

Exhibit A

For Office Use Only	
Date Received:	
Date Application Complete:	
Letter of Completeness:	
PC App No.	

2019 Planning Commission Application

Applicant Information:

Name: City of Brooklyn Center

Address: 6301 Shingle Creek Parkway

Office Phone: 7635693328 Cell: 7636001587

Email: dcote@ci.brooklyn-center.mn.us FAX: 7635693440

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

Name: Robbinsdale School District, Brooklyn Center EDA and City of Brooklyn Center

Property Owner Address: 6301 Shingle Creek Parkway, Brooklyn Center and 4148 Winnetka Avenue, New Hope

Office Phone: 763.569.3328 Cell: 612..600.1587

Email: dcote@ci.brooklyn-center.mn.us FAX: 763.569.3440

Project Information:

Provide a general description of your project and request(s): Platting of property to accomodate Brooklyn Boulevard frontage road realignment.

Address/Location of Property: 5421 Brooklyn Boulevard

Legal Description of Property: See attached

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: _____

Escrows: All Planning Commission Applications shall be subject to a $1,000 escrow deposit. Costs expended in reviewing and processing an application will be charged against the cash escrow and credited to the City. Charges to the escrow may include attorney and consulting fees and/or mailing and public notice costs. The escrow amount may be reduced or increased by the City Planner on a project by project basis. If at any time a required cash escrow is depleted the applicant shall deposit additional escrow funds as determined by the City. Unused portions of an escrow deposit shall be returned to the Applicant upon successful implementation of an approved application.

Complete/Incomplete Applications: A preliminary meeting with City Staff is required prior to the submission of a Planning Commission Application. No application will be considered complete prior to such meeting. Once an application is submitted, City Staff shall have fifteen (15) business days to determine if the application is complete. An incomplete application will delay process of the request. If incomplete, City Staff will notify the Applicant in writing that the application is incomplete and what information is needed in order to make the application complete. Once an application has been deemed complete it will be placed on the next available Planning Commission agenda.

Meeting Schedule: The deadline for submittal of Planning Commission Applications is outlined in the below schedule. Failure to submit all application materials, fees, and escrows by 4:30 p.m. on the application submittal deadline may delay the review process. Planning Commission meetings are typically held the Thursday following the second Monday of each month at 7:00 p.m. If a recommendation is made by the Planning Commission regarding the application it will typically be placed on the agenda of the next City Council meeting, which are held the fourth Monday of each month at 7:00 p.m. Meetings are held in the City Council Chambers at Brooklyn Center City Hall. Additional meetings and/or work sessions may be scheduled as necessary for the review of an application.

2019 Application Schedule (*subject to change*)

Application Submittal Deadline (30-Days Prior to Meeting)	Planning Commission Meeting Dates	City Council Meeting Dates (for application review)
December 18 (2018)	**January 17**	January 28
January 15	**February 14**	February 25
February 12	**March 14**	March 25
March 12	**April 11**	April 22
April 16	**May 16**	May 28 (Tuesday)
May 14	**June 13**	June 24
June 11	**July 11**	July 22
July 16	**August 15**	August 26
August 13	**September 12**	September 23
September 17	**October 17**	October 28
October 15	**November 14**	November 25
November 12	**December 12**	January 13 (2020)

Note: The above schedule is outlined for those submitting Planning Commission applications and *does not* outline all City Council meetings scheduled. Please access the City of Brooklyn Center's website at www.cityofbrooklyncenter.org to receive up to date meeting dates and notices of any changes made to this schedule. Individuals may also review and download meeting agendas and packets from the city website.

Meeting Attendance: In order for the Planning Commission and City Council to consider any application, the Applicant or a designated representative must be present at the scheduled meeting(s). If not, the matter may be tabled until the next available agenda.

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: 10/1/2019

Applicant Signature (If different than Property Owner) — Date: 10/1/2019

From: Doran Cote
To: Ginny McIntosh
Subject: EDA Addition Narrative
Date: Monday, October 14, 2019 4:36:50 PM

The Brooklyn Boulevard reconstruction/modernization project will improve roadway safety, enhance traffic operations, reduce access points to, and provide improved bicycle and pedestrian facilities for a 1.3-mile segment of the corridor in Brooklyn Center between 49th Avenue and 59th Avenue. More specifically, the project will enhance bicycle and pedestrian travel by adding a trail, improving sidewalks, adding streetscaping and landscaping, and improving the functionality of intersections with modified turn lanes. Several free right turn lanes will be reconfigured to improve sight lines. Brooklyn Boulevard is an "A" Minor Arterial roadway, which serves as a reliever route for TH 100 and serves as an important freight route for the northbound TH 100 to westbound I-94/694 movements. The proposed project also provides a direct connection to the former Brookdale Mall site and surrounding parcels, which is an identified job concentration center, as well as a manufacturing and distribution center. It is also within the one-mile threshold for an educational institution. Existing safety and geometric issues include the 51st Avenue and 55th Avenue intersections and insufficient turn lane configurations at multiple other intersections. The project is located within a Racially Concentrated Area of Poverty and will provide improvements for a range of mode choices to enable low-income populations and people of color to access jobs. The project will improve corridor access to Brooklyn Center Transit Center, a few blocks away from Brooklyn Boulevard, which provides connections to 15 bus routes. The Twin Lakes Regional Trail crosses Brooklyn Boulevard with a substandard trail crossing where the trail becomes a narrow sidewalk with insufficient ramps; the project will install a crosswalk and widen the sidewalk to a trail.

The project will capitalize on recent and anticipated future investments within and adjacent to the project corridor, including:

- Bus Rapid Transit Transitway improvements (Chicago-Fremont and C Line Arterial BRT lines would run on Brooklyn Boulevard and terminate at Brooklyn Center Transit Center) would benefit from improved multimodal connections and streetscaping.
- Brooklyn Blvd/TH 100 bridge redecking (construction completed Fall 2014), which is located within the project area.
- The City of Minneapolis completed resurfacing of Osseo Road (CSAH 152) from 44th Ave to 49th Ave (southern project limits), which added a bike lane.
- Major redevelopment efforts in and around the former Brookdale Mall site (now Shingle Creek Crossing).
- The project will also improve bus stop amenities, relocate problematic (mid-block) bus stops, add streetscaping, a landscaped median, and gateway signage.

Specifically at the 55th Avenue intersection, the project will utilize previously purchased properties near the Northport Elementary School to relocate the frontage road further to the west to reduce confusion, congestion and improve stacking distances for eastbound motorists.

Doran M. Cote, P.E. | Public Works Director | City of Brooklyn Center
6301 Shingle Creek Parkway | Brooklyn Center, MN 55430-2199
www.cityofbrooklyncenter.org | 763.569.3328 | dcote@ci.brooklyn-center.mn.us

BROOKLYN CENTER EDA FIRST ADDITION

Preliminary Plat

Owners:

City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

Economic Development Authority of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

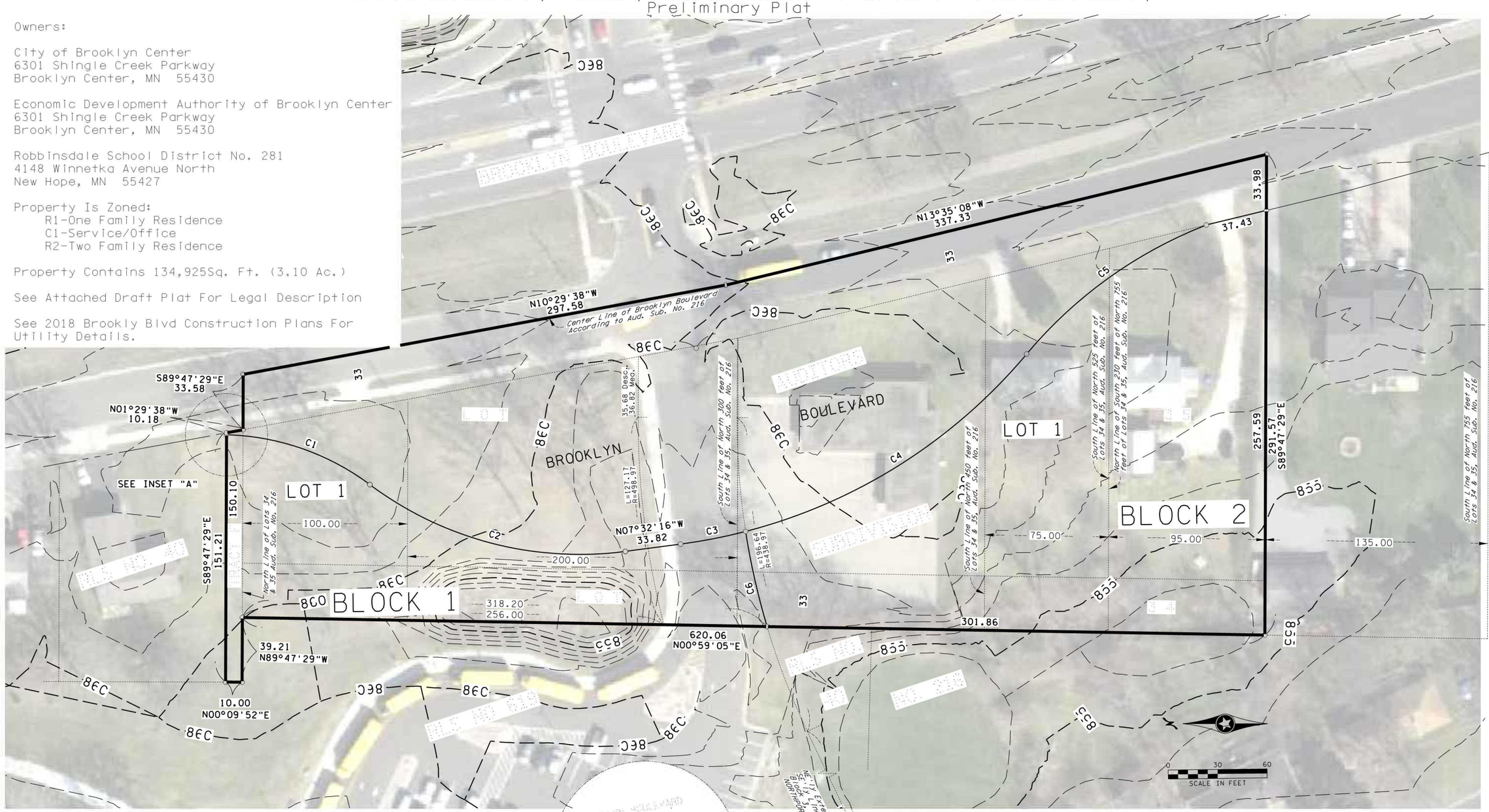
Robbinsdale School District No. 281
4148 Winnetka Avenue North
New Hope, MN 55427

Property Is Zoned:
R1-One Family Residence
C1-Service/Office
R2-Two Family Residence

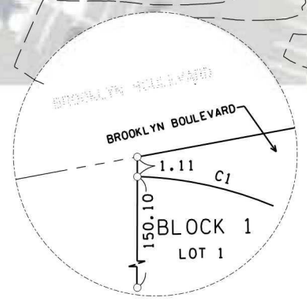
Property Contains 134,925Sq. Ft. (3.10 Ac.)

See Attached Draft Plat For Legal Description

See 2018 Brookly Blvd Construction Plans For Utility Details.



CURVE	LENGTH	RADIUS	DELTA	CH. LENGTH	CH. BEARING
C1	93.54	152.00	35°15'36"	92.07	S19°12'35"W
C2	164.20	212.00	44°22'38"	160.13	S14°39'04"W
C3	40.14	330.00	06°58'08"	40.55	S11°01'20"E
C4	204.82	330.00	35°33'44"	201.55	S32°17'16"E
C5	135.57	270.00	28°46'05"	134.15	S35°41'05"E
C6	59.18	438.97	07°43'27"	59.13	N77°19'16"E



INSET "A"
NOT TO SCALE

NE'ly Extension of the SE'ly Line of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDN.

256.84

SE Corner of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDN.

THE NORTH LINE OF TRACT F, RLS NO. 40 HAS AN ASSUMED BEARING OF S89°47'29"E

○ DENOTES IRON MONUMENT SET 1/2"X14" IRON MONUMENT MARKED LS 16679

SRF Consulting Group, Inc.

BROOKLYN CENTER EDA FIRST ADDITION

KNOW ALL PERSONS BY THESE PRESENTS: That The Economic Development Authority of Brooklyn Center, a body corporate and politic, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to wit:

(Abstract Land)

The North 100 feet of that part of Lot 35, AUDITOR'S SUBDIVISION NO. 216, lying westerly of the center line of Minnesota State Highway No. 152; also the North 100 feet of the East 33 feet of Lot 34, in AUDITOR'S SUBDIVISION NO. 216, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

And

That part of the South 200 feet of the North 300 feet of Lots 34 and 35, AUDITOR'S SUBDIVISION NO. 216, Hennepin County, Minnesota lying north of the following described line: Commencing at a point in the west line of Lot 34 distant 256 feet south from the northwest corner thereof; thence easterly on a curve to the right having a radius 498.97 feet a distance of 127.17 feet; thence easterly on a tangent to said curve distant 35.68 feet to the east line of Lot 35, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

And

The North 95 feet of the South 230 feet of the North 755 feet of Lots 34 and 35, AUDITOR'S SUBDIVISION NO. 216, according to the plat thereof on file or of record in the Office of the County Recorder in and for Hennepin County, Minnesota.

And

The South 150 feet of the North 450 feet of Lots 34 and he South 150 feet of the North 450 feet of Lot 35 as measured on a line parallel with the west line of said Lot 35 all in AUDITOR'S SUBDIVISION NO. 26, Hennepin County, Minnesota EXCEPTING that part lying north of the following described line: Beginning at the point of intersection of southeasterly line of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDITION with the northeasterly line of Northport Drive as platted adjacent to Lots 1 and 2, Block 3, BALFANY'S NORTHPORT 1ST ADDITION; thence running northeasterly along the extension of the southeasterly line of said Lot 1 226.84 feet to the point of beginning of a curve to right having a radius of 438.97 feet and an arc length of 196.64 feet; thence running northeasterly along said curve to the right to its point of intersection with the west line of said Lot 34, said point of intersection being the actual point of beginning of the line to b described; thence continuing northeasterly along the arc of said curve to the end of said curve, said end of curve being a point in the south line of said North 300 feet of said Lots 34 and 35 and there terminating.

And

The South 75 feet of the North 525 feet of Lot 34 and the South 75 feet of the North 525 feet of Lot 35 as measured on a line parallel with the west line of said Lot 35, all in AUDITOR'S SUBDIVISION NO. 216, Hennepin County, Minnesota.

And

And that the City of Brooklyn Center, a Minnesota municipal corporation, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to wit:

(Torrens Land)

Tract F, REGISTERED LAND SURVEY NO. 40, Hennepin County, Minnesota.

And that the Independent School District No. 281, a Municipal Corporation, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to wit:

(Abstract Land)

That part of Lots 34 and 35 lying northerly of the following described line: Commencing at the southeast corner of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDITION; thence northeasterly along the extension of the southeasterly line of said lot distance 256.84 feet; thence northeasterly on a tangential curve to the right having a radius of 438.97 feet a distance of 196.64 feet; thence easterly along tangent to said curve to the east line of Lot 35 and southerly of the following described line: Commencing at a point in the west line of Lot 34 distant 256 feet south from the northwest corner thereof; thence easterly on a curve to the right having a radius 498.97 feet a distance of 127.17 feet; thence easterly on a tangent to said curve a distance of 35.68 feet to the east line of Lot 35, AUDITOR'S SUBDIVISION NO. 216, Hennepin County, Minnesota.

Has caused the same to be surveyed and platted as BROOKLYN CENTER EDA FIRST ADDITION and do hereby dedicate to the public for public use the public ways as created on this plat.

In witness whereof said The Economic Development Authority of Brooklyn Center, a body corporate and politic, has caused these present to be signed by its proper officer this _____ day of _____, 20____.

The Economic Development Authority of Brooklyn Center

_____ it's _____
(Signature)

_____
(Print Name)

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by _____.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____
My Commission Expires _____

In witness whereof said City of Brooklyn Center, a Minnesota municipal corporation, has caused these present to be signed by its proper officer this _____ day of _____, 20____.

The City of Brooklyn Center

_____ it's _____
(Signature)

_____
(Print Name)

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by _____.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____
My Commission Expires _____

In witness whereof said Independent School District No. 281, a Municipal Corporation, has caused these present to be signed by its proper officer this _____ day of _____, 20____.

Independent School District No. 281

_____ it's _____
(Signature)

_____
(Print Name)

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by _____.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____
My Commission Expires _____

I Dean Dusheck do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.1, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20____.

_____
Dean Dusheck, Licensed Land Surveyor
Minnesota License No. 16679

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by Dean Dusheck, Land Surveyor.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____.
My Commission Expires _____

CITY OF BROOKLY CENTER, MINNESOTA

This plat of BROOKLYN CENTER EDA FIRST ADDITION was approved and accepted by the City Council of Brooklyn Center, Minnesota at a regular meeting thereof held this _____ day of _____, 20____. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minnesota Statutes, Section 505.03, Subdivision 2.

_____
Mayor

_____
City Manager

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Sec. 383B.565 (1969), this plat has been approved this _____ day of _____, 20____.

Chris F. Mavis, County Surveyor by _____

HENNEPIN COUNTY BOARD

We do hereby certify that on the _____ day of _____, 20____, the Board of Commissioners of Hennepin County, Minnesota, approved this plat of BROOKLYN CENTER EDA FIRST ADDITION and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2, and pursuant to the Dakota County Contiguous Plat Ordinance.

By: _____
Chair, Hennepin County Board

Attest: _____

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota

I hereby certify that taxes payable in 20____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20____.

Mark V. Chapin, County Auditor by _____ Deputy
Department of Property Taxation and Records

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of BROOKLYN CENTER EDA FIRST ADDITION was filed in this office this _____ day of _____, 20____., at _____ o'clock __.M.

Martin McCormick, Registrar of Titles by _____ Deputy

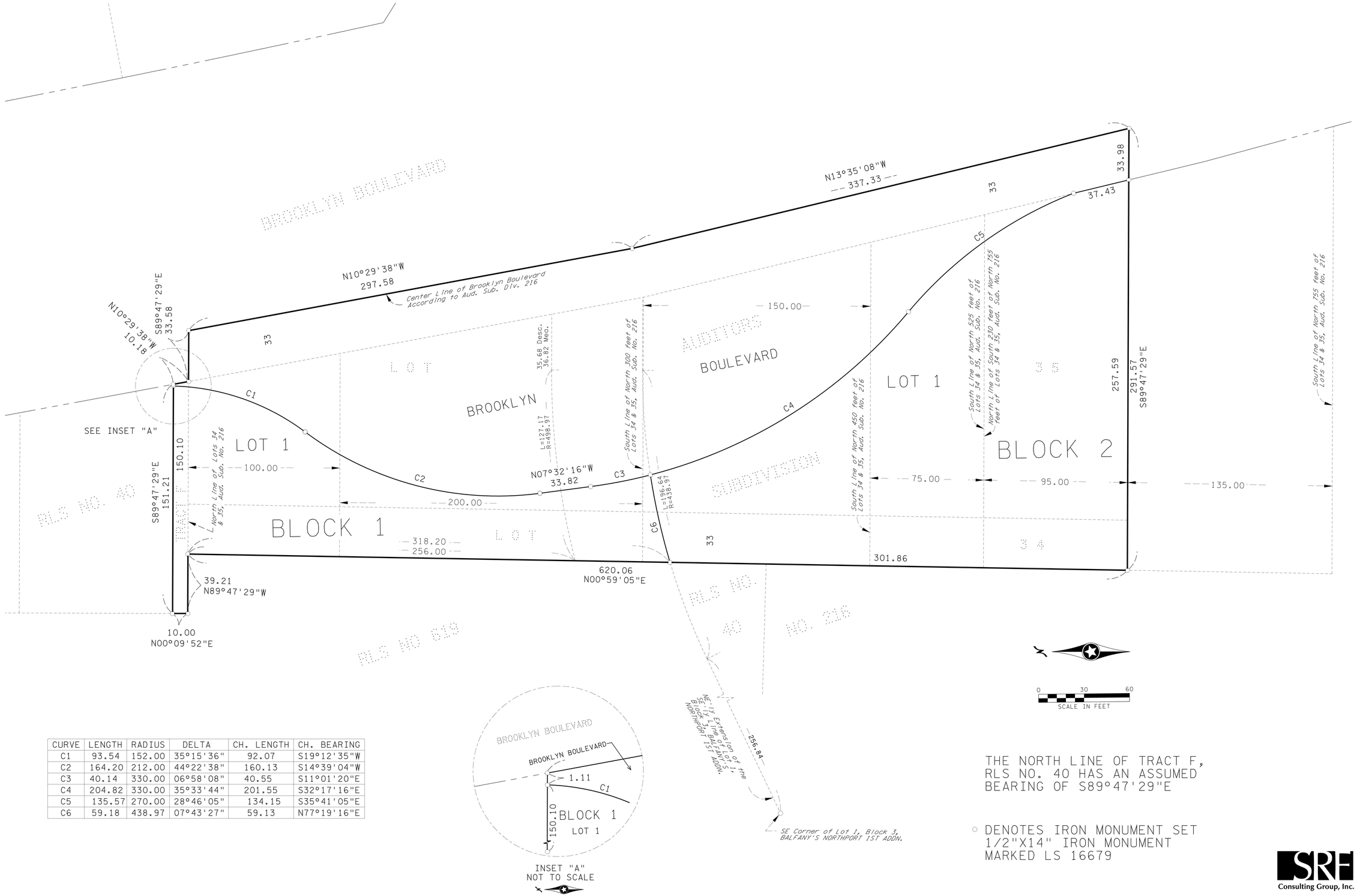
COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of BROOKLY CENTER EDA FIRST ADDITION was recorded this _____ day of _____, 20____., at _____ o'clock __.M.

Martin McCormick, County Recorder by _____ Deputy

SRF Consulting Group, Inc.

BROOKLYN CENTER EDA FIRST ADDITION



CURVE	LENGTH	RADIUS	DELTA	CH. LENGTH	CH. BEARING
C1	93.54	152.00	35°15'36"	92.07	S19°12'35"W
C2	164.20	212.00	44°22'38"	160.13	S14°39'04"W
C3	40.14	330.00	06°58'08"	40.55	S11°01'20"E
C4	204.82	330.00	35°33'44"	201.55	S32°17'16"E
C5	135.57	270.00	28°46'05"	134.15	S35°41'05"E
C6	59.18	438.97	07°43'27"	59.13	N77°19'16"E

INSET "A"
NOT TO SCALE

THE NORTH LINE OF TRACT F, RLS NO. 40 HAS AN ASSUMED BEARING OF S89°47'29"E

○ DENOTES IRON MONUMENT SET 1/2"X14" IRON MONUMENT MARKED LS 16679

SRF Consulting Group, Inc.

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, November 14th, 2019,** 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:

Preliminary & Final Plat for Brooklyn Center EDA First Addition

PETITIONER:

City of Brooklyn Center

PROPERTY OWNERS:

City of Brooklyn Center, Economic Development Authority of Brooklyn Center, and Independent School District No. 281

PROPERTY IDS:

03-118-21-44-0011, 03-118-21-44-0010, 03-118-21-44-0009, 03-118-21-44-0005, 03-118 21-44-0004, 03-118-21-44-0003, and 03-118-21-42-0024

BRIEF STATEMENT OF CONTENTS OF PETITION: The Applicant is requesting review of a proposal to re-plat certain property located around the west side of 55th Avenue North and Brooklyn Boulevard. This request is associated with the Brooklyn Boulevard Phase I project and re-alignment of the Brooklyn Boulevard Frontage Road to reduce confusion, congestion, and improve vehicle stacking for motorists eastbound on 55th Avenue North.

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
October 31, 2019
990620

M E M O R A N D U M

DATE: October 31, 2019

TO: Ginny McIntosh, City Planner and Zoning Administor

FROM: Andrew Hogg. Assistant City Engineering

SUBJECT: Public Works – Preliminary and Final Plat Review for EDA PLAT

Public Works Department staff reviewed the preliminary plat and final plat submittals dated September 9, 2019, for the proposed EDA PLAT and provide the following recommendations:

- Preliminary and Final Plats dated September 9, 2019

Subject to final staff final plat approval, the referenced plans must be revised in accordance with the following comments/revisions.

Preliminary Plat/Final

1. Need working copy of the preliminary plat to show all vacated easements, proposed easements, existing and proposed utilities and provide all easement documents for the City for review.
2. Legal descriptions and easement vacation documents must be obtained for all existing easements. Existing public easements as determined by the City must be vacated, and proposed easements must be dedicated as part of the preliminary and final platting process. The formal vacation document must contain an easement vacation description and depiction exhibit signed by a professional surveyor.
3. An updated certified abstract of title or registered property report must be provided to the City Planner and City Attorney for review at the time of the preliminary plat application (within 30 days of preliminary plat application). Additionally, this will need to stay current and be updated through the approval process as required to maintain and be current within 30 days of the release of final plat.
4. See attached plans with additional redlines

All aforementioned items, comments and recommendations are provided based on the information submitted by the applicant at the time of this review. The preliminary plan (and final plat must be developed and maintained in substantial conformance with the referenced plans, unless modified by the staff recommended conditions above. Subsequent approval of the final plat may require additional modifications based on the City Engineer and other public officials having jurisdiction over approval of the final site plans.

BROOKLYN CENTER EDA FIRST ADDITION

Preliminary Plat

Owners:

City of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

Economic Development Authority of Brooklyn Center
6301 Shingle Creek Parkway
Brooklyn Center, MN 55430

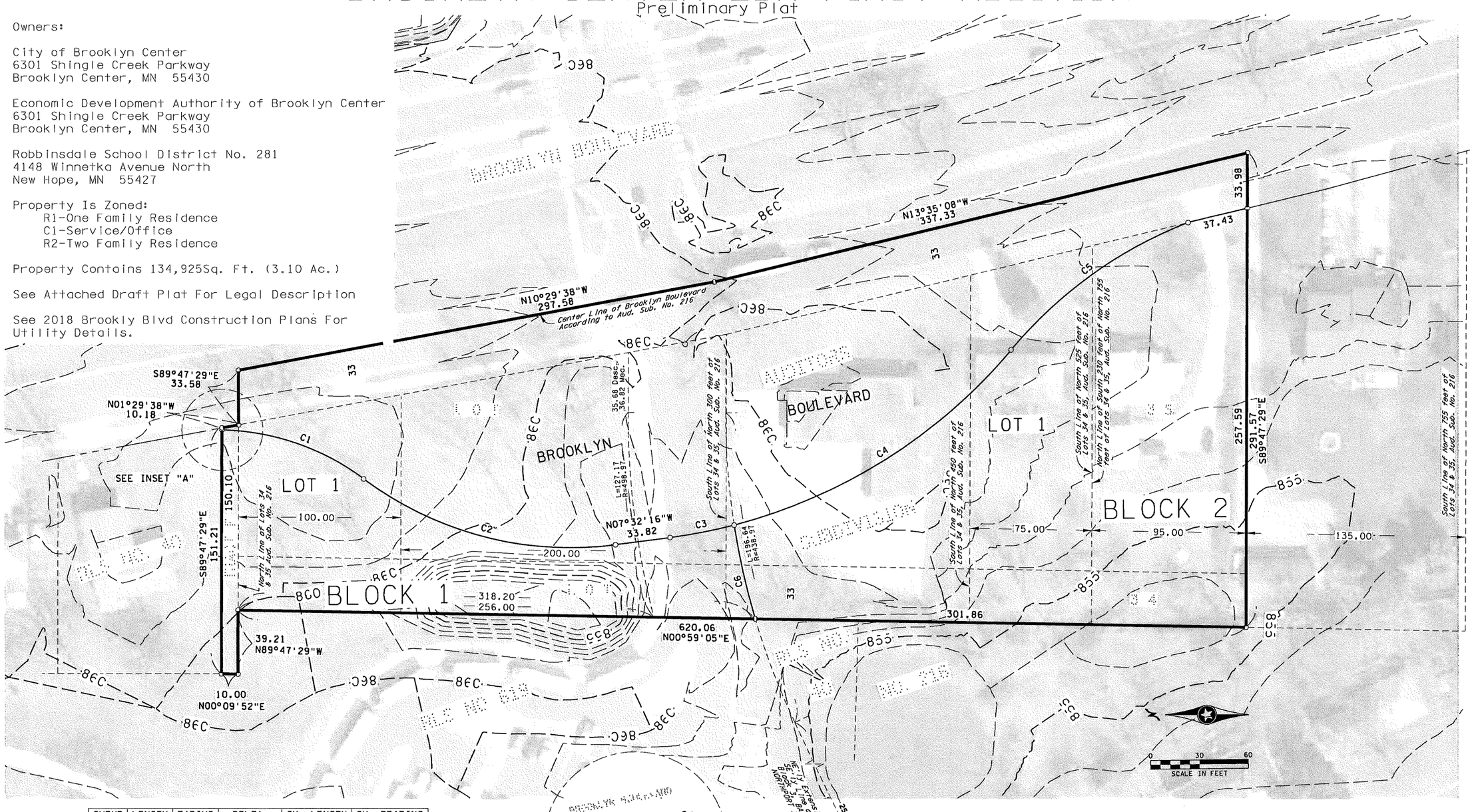
Robbinsdale School District No. 281
4148 Winnetka Avenue North
New Hope, MN 55427

Property Is Zoned:
R1-One Family Residence
C1-Service/Office
R2-Two Family Residence

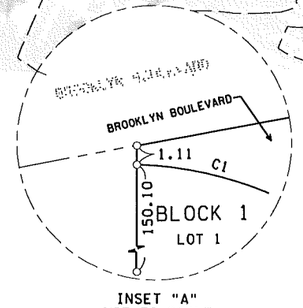
Property Contains 134,925Sq. Ft. (3.10 Ac.)

See Attached Draft Plat For Legal Description

See 2018 Brookly Blvd Construction Plans For Utility Details.



CURVE	LENGTH	RADIUS	DELTA	CH. LENGTH	CH. BEARING
C1	93.54	152.00	35°15'36"	92.07	S19°12'35"W
C2	164.20	212.00	44°22'38"	160.13	S14°39'04"W
C3	40.14	330.00	06°58'08"	40.55	S11°01'20"E
C4	204.82	330.00	35°33'44"	201.55	S32°17'16"E
C5	135.57	270.00	28°46'05"	134.15	S35°41'05"E
C6	59.18	438.97	07°43'27"	59.13	N77°19'16"E



INSET "A"
NOT TO SCALE

NE'LY Extension of the SE'LY Line of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDN.

256.84

SE Corner of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDN.

THE NORTH LINE OF TRACT F, RLS NO. 40 HAS AN ASSUMED BEARING OF S89°47'29"E

○ DENOTES IRON MONUMENT SET 1/2"X14" IRON MONUMENT MARKED LS 16679

SRF Consulting Group, Inc.

BROOKLYN CENTER EDA FIRST ADDITION

KNOW ALL PERSONS BY THESE PRESENTS: That The Economic Development Authority of Brooklyn Center, a body corporate and politic, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to wit:

(Abstract Land)

The North 100 feet of that part of Lot 35, AUDITOR'S SUBDIVISION NO. 216, lying westerly of the center line of Minnesota State Highway No. 152; also the North 100 feet of the East 33 feet of Lot 34, in AUDITOR'S SUBDIVISION NO. 216, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

And

That part of the South 200 feet of the North 300 feet of Lots 34 and 35, AUDITOR'S SUBDIVISION NO. 216, Hennepin County, Minnesota lying north of the following described line: Commencing at a point in the west line of Lot 34 distant 258 feet south from the northwest corner thereof; thence easterly on a curve to the right having a radius 498.97 feet a distance of 127.17 feet; thence easterly on a tangent to said curve distant 35.68 feet to the east line of Lot 35, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

And

The North 95 feet of the South 230 feet of the North 755 feet of Lots 34 and 35, AUDITOR'S SUBDIVISION NO. 216, according to the plat thereof on file or of record in the Office of the County Recorder in and for Hennepin County, Minnesota.

And

The South 150 feet of the North 450 feet of Lots 34 and the South 150 feet of the North 450 feet of Lot 35 as measured on a line parallel with the west line of said Lot 35 all in AUDITOR'S SUBDIVISION NO. 26, Hennepin County, Minnesota EXCEPTING that part lying north of the following described line: Beginning at the point of intersection of southeasterly line of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDITION with the northeasterly line of Northport Drive as platted adjacent to Lots 1 and 2, Block 3, BALFANY'S NORTHPORT 1ST ADDITION; thence running northeasterly along the extension of the southeasterly line of said Lot 1 226.84 feet to the point of beginning of a curve to right having a radius of 438.97 feet and an arc length of 196.64 feet; thence running northeasterly along said curve to the right to its point of intersection with the west line of said Lot 34, said point of intersection being the actual point of beginning of the line to b described; thence continuing northeasterly along the arc of said curve to the end of said curve, said end of curve being a point in the south line of said North 300 feet of said Lots 34 and 35 and there terminating.

And

The South 75 feet of the North 525 feet of Lot 34 and the South 75 feet of the North 525 feet of Lot 35 as measured on a line parallel with the west line of said Lot 35, all in AUDITOR'S SUBDIVISION NO. 216, Hennepin County, Minnesota.

And

And that the City of Brooklyn Center, a Minnesota municipal corporation, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to wit:

(Torrens Land)

Tract F, REGISTERED LAND SURVEY NO. 40, Hennepin County, Minnesota.

And that the Independent School District No. 281, a Municipal Corporation, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to wit:

(Abstract Land)

That part of Lots 34 and 35 lying northerly of the following described line: Commencing at the southeast corner of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDITION; thence northeasterly along the extension of the southeasterly line of said lot distance 258.84 feet; thence northeasterly on a tangential curve to the right having a radius of 438.97 feet a distance of 196.64 feet; thence easterly along tangent to said curve to the east line of Lot 35 and southerly of the following described line: Commencing at a point in the west line of Lot 34 distant 258 feet south from the northwest corner thereof; thence easterly on a curve to the right having a radius 498.97 feet a distance of 127.17 feet; thence easterly on a tangent to said curve a distance of 35.68 feet to the east line of Lot 35, AUDITOR'S SUBDIVISION NO. 216, Hennepin County, Minnesota.

Has caused the same to be surveyed and platted as BROOKLYN CENTER EDA FIRST ADDITION and do hereby dedicate to the public for public use the public ways as created on this plat.

In witness whereof said The Economic Development Authority of Brooklyn Center, a body corporate and politic, has caused these present to be signed by its proper officer this _____ day of _____, 20____.

The Economic Development Authority of Brooklyn Center

_____ It's _____
(Signature)

_____
(Print Name)

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by _____.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____
My Commission Expires _____

In witness whereof said City of Brooklyn Center, a Minnesota municipal corporation, has caused these present to be signed by its proper officer this _____ day of _____, 20____.

The City of Brooklyn Center

_____ it's _____
(Signature)

_____
(Print Name)

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by _____.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____
My Commission Expires _____

In witness whereof said Independent School District No. 281, a Municipal Corporation, has caused these present to be signed by its proper officer this _____ day of _____, 20____.

Independent School District No. 281

_____ it's _____
(Signature)

_____
(Print Name)

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by _____.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____
My Commission Expires _____

I Dean Dusheck do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.1, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20____.

_____
Dean Dusheck, Licensed Land Surveyor
Minnesota License No. 16679

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by Dean Dusheck, Land Surveyor.

_____
(Signature)

_____
(Print Name)
Notary Public, _____ County, _____.
My Commission Expires _____

CITY OF BROOKLY CENTER, MINNESOTA

This plat of BROOKLYN CENTER EDA FIRST ADDITION was approved and accepted by the City Council of Brooklyn Center, Minnesota at a regular meeting thereof held this _____ day of _____, 20____ if applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minnesota Statutes, Section 505.03, Subdivision 2.

_____
Mayor

_____
City Manager

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Sec. 383B.565 (1969), this plat has been approved this _____ day of _____, 20____.

Chris F. Mavis, County Surveyor by _____

HENNEPIN COUNTY BOARD

We do hereby certify that on the _____ day of _____, 20____, the Board of Commissioners of Hennepin County, Minnesota, approved this plat of BROOKLYN CENTER EDA FIRST ADDITION and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2, and pursuant to the Dakota County Contiguous Plat Ordinance.

By: _____
Chair, Hennepin County Board

Attest: _____

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota

I hereby certify that taxes payable in 20____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20____.

Mark V. Chapin, County Auditor by _____ Deputy
Department of Property Taxation and Records

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of BROOKLYN CENTER EDA FIRST ADDITION was filed in this office this _____ day of _____, 20____, at _____ o'clock __.M.

Martin McCormick, Registrar of Titles by _____ Deputy

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of BROOKLY CENTER EDA FIRST ADDITION was recorded this _____ day of _____, 20____, at _____ o'clock __.M.

Martin McCormick, County Recorder by _____ Deputy

SRF Consulting Group, Inc.

BROOKLYN CENTER EDA FIRST ADDITION

Is Existing R/W part of underlying legal descriptions? How is it included?

BROOKLYN BOULEVARD

N10°29'38"W 297.58

Center Line of Brooklyn Boulevard According to Aud. Sub. Dlv. 216

N13°35'08"W 337.33

S89°47'29"E 33.58

N10°29'38"W 10.18

33

33.98

37.43

C5

C1

C4

SEE INSET "A"

LOT 1

BLOCK 1

BROOKLYN

AUDITORS SUBDIVISION

BOULEVARD

LOT

150.00

35.68 Desc.
36.82 Meas.

L=127.17
R=498.97

South Line of North 300 feet of Lots 34 & 35, Aud. Sub. No. 216

South Line of North 325 feet of Lots 34 & 35, Aud. Sub. No. 216

North Line of South 230 feet of North 755 feet of Lots 34 & 35, Aud. Sub. No. 216

South Line of North 450 feet of Lots 34 & 35, Aud. Sub. No. 216

South Line of North 755 feet of Lots 34 & 35, Aud. Sub. No. 216

LOT 1

BLOCK 2

257.59

291.57

S89°47'29"E

Should be Lot 2, Block 1

135.00

95.00

75.00

100.00

200.00

318.20

256.00

NO7°32'16"W 33.82

C2

C3

L=196.64
R=438.97

C6

33

34

301.86

620.06
N00°59'05"E

150.10

S89°47'29"E 151.21

TRACT F

North Line of Lots 34 & 35, Aud. Sub. No. 216

RLS NO. 40

39.21
N89°47'29"W

10.00
N00°09'52"E

RLS NO 619

RLS NO. 40

NO. 216

NE'LY Extension of the SE'LY Line of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDN.

256.84

SE Corner of Lot 1, Block 3, BALFANY'S NORTHPORT 1ST ADDN.

CURVE	LENGTH	RADIUS	DELTA	CH. LENGTH	CH. BEARING
C1	93.54	152.00	35°15'36"	92.07	S19°12'35"W
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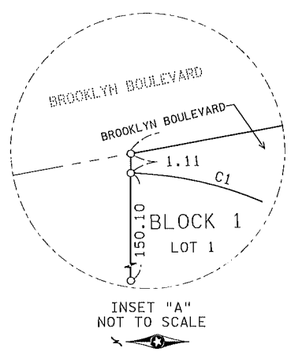


INSET "A"
NOT TO SCALE

0 30 60
SCALE IN FEET

THE NORTH LINE OF TRACT F, RLS NO. 40 HAS AN ASSUMED BEARING OF S89°47'29"E

○ DENOTES IRON MONUMENT SET 1/2"X14" IRON MONUMENT MARKED LS 16679

SRF Consulting Group, Inc.

Member introduced the following resolution and moved its adoption:

RESOLUTION NO.

RESOLUTION REGARDING RECOMMENDED DISPOSITION OF PLANNING COMMISSION APPLICATION NO. 2019-016 SUBMITTED BY THE CITY OF BROOKLYN CENTER, REQUESTING APPROVAL OF THE PRELIMINARY AND FINAL PLAT FOR THE BROOKLYN CENTER EDA FIRST ADDITION AND DEDICATION OF CERTAIN RIGHT-OF-WAY (LOCATED IN VICINITY OF 55TH AVENUE NORTH AND BROOKLYN BOULEVARD FRONTAGE ROAD)

WHEREAS, Planning Commission Application No. 2019-016 was submitted by the City of Brooklyn Center, requesting preliminary and final plat approval to re-plat seven properties with varying ownership by the City of Brooklyn Center, Economic Development Authority of Brooklyn Center, and Robbinsdale School District No. 281, and the dedication of certain right-of-way; and

WHEREAS, the proposed re-plat would encompass approximately 134,925 square feet or 3.1 acres of land that includes a portion of Registered Land Survey No. 0040, Hennepin County, Minnesota; and lands contained within Auditor's Subdivision No. 216, Hennepin County, Minnesota; and

WHEREAS, these requests arose from infrastructure improvements that took place under the Phase I Brooklyn Boulevard reconstruction and modernization project, which resulted in the re-alignment of Brooklyn Boulevard Frontage Road in the vicinity of 55th Avenue North to reduce confusion, congestion, and allow for improved stacking distances for motorists eastbound on 55th Avenue North; and

WHEREAS, the re-aligned Brooklyn Boulevard Frontage Road will require dedication of new City right-of-way; and

WHEREAS, the existing City right-of-way for the former alignment of the Brooklyn Boulevard Frontage Road will remain in place and not be vacated due to the existence of City infrastructure; and

WHEREAS, on November 14, 2019, the Planning Commission of Brooklyn Center, Minnesota held a duly called public hearing, whereby this item was given due consideration, a staff report was presented, and a public hearing was opened to allow for public testimony regarding the plat and right-of-way dedication requests for the BROOKLYN CENTER EDA FIRST ADDITION, which were received and noted for the record; and

WHEREAS, the Planning Commission has determined during its review of the plat, right-of-way dedication, and materials submitted with Planning Commission Application No. 2019-016, that said plat and right-of-way dedication are in general conformance with the City of

RESOLUTION NO.

Brooklyn Center's City Code of Ordinances, and specifically Chapter 15 – Platting.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Brooklyn Center, Minnesota does hereby recommend that Planning Commission Application No. 2019-016, as submitted by the City of Brooklyn Center, and requesting preliminary and final plat approval for the BROOKLYN CENTER EDA FIRST ADDITION and dedication of certain right-of-way, may be approved based upon the following conditions:

1. Address the comments by Assistant City Engineer Hogg in his memorandum dated October 31, 2019;
2. Final plat and associated mylar shall be subject to and must comply with the provisions of Chapter 15 of the City Code of Ordinances (*Platting*);
3. Address any comments and/or requirements as provided by Hennepin County;
4. Address any comments and/or requirements from the City Attorney's office, and specifically regarding an updated certified abstract of title for the affected properties; and
5. The successful recording of said plat (mylar) with Hennepin County.

November 25, 2019
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: 11/25/2019

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

SUBJECT: Resolution Regarding Disposition of Planning Commission Application No. 2019-017 for Preliminary and Final Plat (located at 5801 Xerxes Avenue North and Commonly Known as the Former Jerry's Foods Site)

Background:

Alex Bisanz, on behalf of Real Estate Equities, LLC ("the Applicant") is requesting review and consideration of preliminary and final plat approval to subdivide the Subject Property located at 5801 Xerxes Avenue North into two parcels.

This request is associated with the previously approved Planning Commission Application No. 2019-006, which approved a site and building plan for construction of a five-story, independent senior living apartment building (143 units) and a four-story, workforce apartment building (127 units) on the Subject Property, along with select site improvements. The application also called for the establishment of a Planned Unit Development and removal of the Subject Property from the Central Commerce Overlay District, as multi-family residential uses are currently prohibited from establishment within the District. City Council approved the aforementioned requests under Resolution No. 2019-081 at their meeting on May 28, 2019, with subsequent ordinance amendments occurring thereafter.

Although Planned Unit Developments (PUD) allow for more than one principal building to be located on each platted lot within a PUD per Section 35-355, Subdivision 4.a (*General Standards*), the Applicant has noted that the financing for the aforementioned project requires that each building be located on its own parcel.

Requests for approval of the plat require that a public hearing be scheduled in accordance with Section 15-104 (*Preliminary Plan*) of the Platting Ordinance. An Affidavit of Publication confirmed publication of the public hearing notice in the Brooklyn Center *Sun Post* on October 31, 2019. Mail notices were also sent to neighboring property owners.

On November 14th, the Planning Commission held a public hearing regarding the request for plat approval of NORTHWAY CROSSING. One comment was received by phone prior to the meeting, but it pertained to any restrictions that would prevent children from staying in the proposed senior living apartments and concerns as to whether seniors might be evicted for allowing children to stay in the apartments.

City Planner/Zoning Administrator Ginny McIntosh noted to the caller that the site and building approvals had already been approved by the City but noted that she would bring this concern up during the hearing. Representatives of the Applicant (Real Estate Equities, LLC) were in attendance and did address for the record how the senior building would be structured and the regulations surrounding the allowance of

minors (i.e. children) in the senior living building.

Following close of the public hearing, the Planning Commission reviewed the application and findings of fact, and found the plat to be in compliance with all requirements of the City's zoning and platting standards. After careful consideration, the Planning Commission elected to unanimously (5-0) recommend City Council approval of the requested preliminary and final plats for NORTHWAY CROSSING for the Subject Property located at 5801 Xerxes Avenue North, subject to the Applicant complying with the conditions as outlined in the Planning Commission Report dated November 14, 2019, and associated resolution.

A copy of the Planning Commission Report for Planning Commission Application No. 2019-016, dated November 14, 2019, and the City Council resolution is included with this memorandum.

Budget Issues:

None to consider at this time.

Strategic Priorities and Values:

Targeted Redevelopment

ATTACHMENTS:

Description	Upload Date	Type
PC Staff Report and Exhibits - Northway Crossing (Real Estate Equities, LLC)	11/19/2019	Backup Material
Resolution-Disposition of Planning Commission Application No. 2019-017, Submitted by Real Estate Equities, LLC for Preliminary and Final Plat Approval of Northway Crossing	11/19/2019	Resolution Letter

Planning Commission Report

Meeting Date: November 14, 2019

- Application Filed: 10/15/2019
- Review Period (60-day) Deadline: 12/14/2019
- Extension Declared: N/A
- Extended Review Period Deadline: N/A

Application No.	2019-017
Applicant:	Real Estate Equities, LLC
Location:	5801 Xerxes Avenue North (PID: 03-118-21-14-0024)
Request:	Preliminary/Final Plat of Northway Crossing Addition

INTRODUCTION

Alex Bisanz, on behalf of Real Estate Equities, LLC ("the Applicant") is requesting review and consideration of preliminary and final plat approval to subdivide the Subject Property located at 5801 Xerxes Avenue North into two parcels (refer to Map 1 below).

This request is associated with the previously approved Planning Commission Application No. 2019-006, which approved a site and building plan for construction of a five-story, independent senior living apartment building (143 units) and a four-story, workforce apartment building (127 units) on the Subject Property, along with select site improvements. The application also called for the establishment of a Planned Unit Development and removal of the Subject Property from the Central Commerce Overlay District, as multi-family residential uses are currently prohibited from establishment within the District. City Council approved the aforementioned requests under Resolution No. 2019-081 at their meeting on May 28, 2019, with subsequent ordinance amendments occurring thereafter.

Map 1. *Subject Property Located at 5801 Xerxes Avenue North (2018 Imagery, Hennepin County).*

REQUESTS

Preliminary/Final Plat Approval

As part of the City Platting Ordinance requirements, preliminary and final plat approval is required to

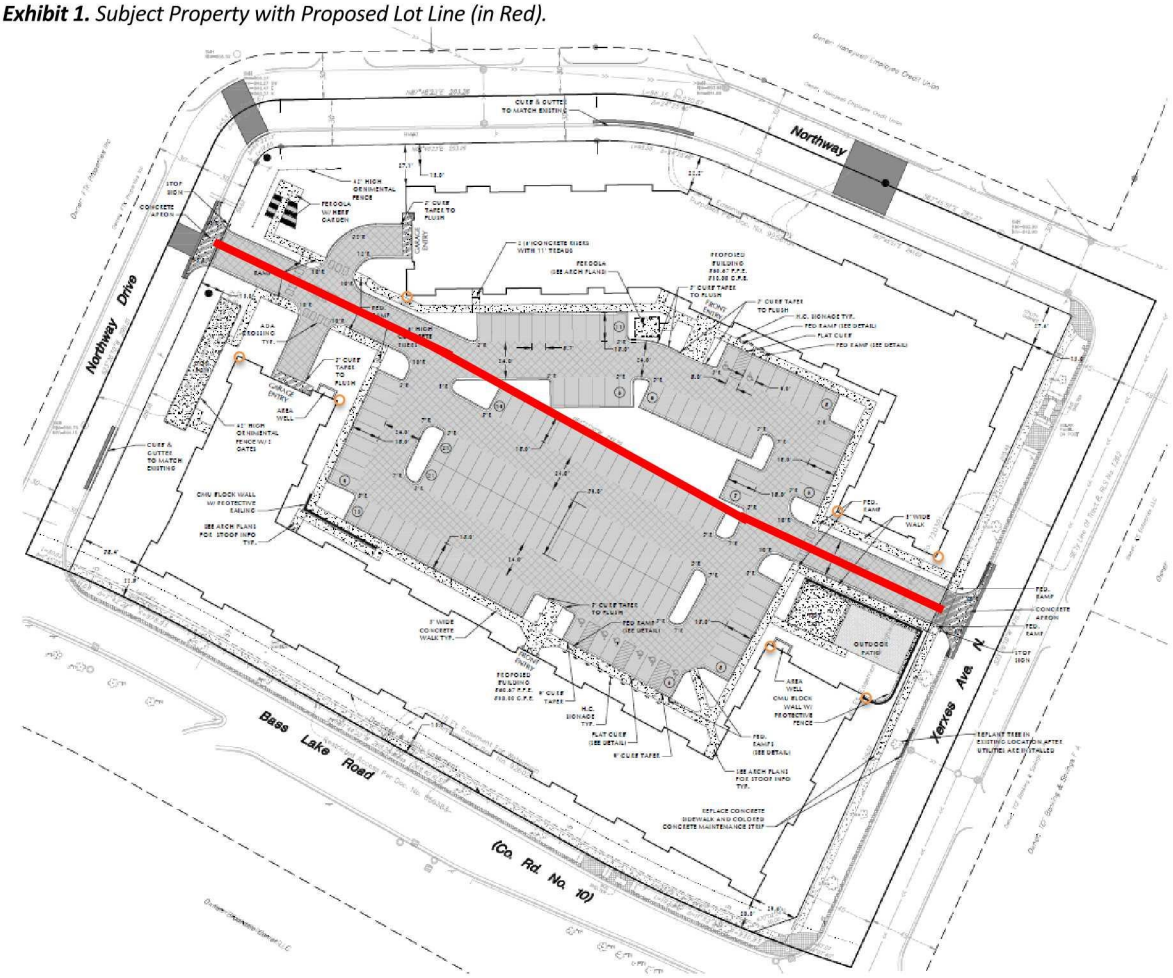
formally subdivide the Subject Property, as outlined in the Applicant's application submittal (Exhibit A).

Although Planned Unit Developments (PUD) allow for more than one principal building to be located on each platted lot within a PUD per Section 35-355, Subdivision 4.a (*General Standards*), the Applicant has noted that the financing for the aforementioned project requires that each building be located on its own parcel.

Requests for approval of the plat require that a public hearing be scheduled in accordance with Section 15-104 (*Preliminary Plan*) of the Platting Ordinance. An Affidavit of Publication confirmed publication of the public hearing notice in the Brooklyn Center *Sun Post* on October 31, 2019 (Exhibit B). Mail notices were also sent to neighboring property owners.

Staff reviewed the preliminary and final plat for consistency with the minimum building setback requirements as outlined in the City's Zoning Code and as approved under Planning Commission Application No. 2019-006. Under the approved PUD, which resulted in a new zoning designation of "Planned Unit Development-Transit Oriented Development (PUD-TOD)," a minimum 15 foot building setback is required along all four sides of the property, but a minimum "rear" building setback was not contemplated. As there are no anticipated changes to the orientation of the either building (refer to Exhibit 1 below), City staff is comfortable proceeding with the request to subdivide the Subject Property so long as minimum setbacks and all ingress/egress, and common parking easements are in place.

Exhibit 1. *Subject Property with Proposed Lot Line (in Red).*



Staff inquired with the City Attorney's office as to whether a PUD Amendment would be necessary given the request to subdivide the Subject Property. Following a review of the City's PUD Ordinance, it was determined that subdivision of the Subject Property would not constitute the need for a PUD Amendment so long as there were no other alterations to plans other than the creation of a new property line, and that said property line met the minimum building setback requirements.

Given the proposed new lot line, the Applicant provided an ingress/egress and parking easement exhibit that outlines the common access points located on the east and west sides of the Subject Property and common surface parking lot (Exhibit A). The Applicant also provided separate exhibits outlining the proposed stormwater, sidewalk, and sanitary sewer easements.

Per Assistant City Engineer Andrew Hogg, in his memorandum dated October 31, 2019 (Exhibit C), the Applicant will ultimately need to provide a working copy of the preliminary plat for the Northway Crossing Addition that identifies all vacated easements, proposed easements, and proposed utilities, as well as submit documentation, including legal descriptions, for any easements.

Any proposed easements would need to be dedicated as part of the preliminary and final plat process. Additionally, Assistant City Engineer Hogg requested that revisions be made to ensure the pedestrian ramps are entirely located within the identified City Right-of-Way. Additionally, a 10-foot Drainage & Utility Easement must be dedicated on the plat. A representative of Loucks, who prepared the attached exhibits (Exhibit A), has been in contact with both Assistant City Engineer Hogg and Hennepin County to address any required changes.

Depending on the timing of closing, and assuming approval of the preliminary and final plat request, the Applicant may also need to address changes to the legal description information for the properties contained in the PUD Agreement that must be recorded as a condition of approval for Planning Commission Application No. 2019-006.

Finally, current property owner, ILEX Group, LLC, informed City staff that the approval to proceed with any subdivision of the Subject Property is contingent upon the Applicant (Real Estate Equities, LLC) successfully closing on the Subject Property located at 5801 Xerxes Avenue North.

APPROVAL CONDITIONS

Staff recommends the following conditions be attached to any positive recommendation on the approval of Planning Commission Application No. 2019-017 for Northway Crossing Addition:

1. Approval of the preliminary and final plats are contingent upon the addressing of comments by Assistant City Engineer Hogg in his memorandum dated October 31, 2019.
2. Final plat and mylar shall be subject to the provisions of Chapter 15 of the City Code of Ordinances (*Platting*).
3. Any comments and/or requirements as provided by Hennepin County.
4. Any comments and/or requirements from the City Attorney's office, and specifically regarding submittal of an updated certified abstract of title.
5. The successful recording of said plat (mylar) with Hennepin County.
    a. Per Current Property Owner, ILEX Group, LLC. requested that the mylar is to be recorded at time of or after scheduled closing of the Subject Property with Real Estate Equities, LLC.

RECOMMENDATION

Based on the above-noted findings, staff recommends the Planning Commission recommends:

1. *The Planning Commission recommends City Council approval of the requested preliminary and final plat for NORTHWAY CROSSING ADDITION, subject to the Applicant complying with the comments outlined in the Assistant City Engineer's memorandum* October 31, 2019, Chapter 15 of the City Code of Ordinances (*Platting*), any comments provided by Hennepin County, and the successful recording of said plat (mylar) with Hennepin County.

Attachments

Exhibit A- Planning Commission Application No. 2019-017 submittal documents.
Exhibit B- Affidavit of Publication, published in the Brooklyn Center *Sun Post* on October 31, 2019.
Exhibit C-Memorandum, prepared by Assistant City Engineer Andrew Hogg, dated October 31, 2019.

Exhibit A

BROOKLYN CENTER AT THE CENTER

For Office Use Only	
Date Received:	
Date Application Complete:	
Letter of Completeness:	
PC App No.	

2019 Planning Commission Application

Applicant Information:

Name: Real Estate Equities, LLC (or affiliate) - Alex Blsanz

Address: 878 Selby Ave, St. Paul, MN

Office Phone: 651-389-3801 Cell:

Email: ablsanz@reeliving.com FAX:

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

Name: ILEX Group

Property Owner Address: 5101 Vernon Ave South, Edina, MN 55436

Office Phone: 612-258-7621 Cell:

Email: darcywin@aol.com FAX:

Project Information:

Provide a general description of your project and request(s): Plat the property into two properties, one lot for the Workforce Housing Building and one lot for the Senior Housing Building Project.

Address/Location of Property: 5801 Xerxes Ave N

Legal Description of Property:

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: $ 600 Escrow Amount: $ 1,000 Receipt No:

Escrows: All Planning Commission Applications shall be subject to a $1,000 escrow deposit. Costs expended in reviewing and processing an application will be charged against the cash escrow and credited to the City. Charges to the escrow may include attorney and consulting fees and/or mailing and public notice costs. The escrow amount may be reduced or increased by the City Planner on a project by project basis. If at any time a required cash escrow is depleted the applicant shall deposit additional escrow funds as determined by the City. Unused portions of an escrow deposit shall be returned to the Applicant upon successful implementation of an approved application.

Complete/Incomplete Applications: A preliminary meeting with City Staff is required prior to the submission of a Planning Commission Application. No application will be considered complete prior to such meeting. Once an application is submitted, City Staff shall have fifteen (15) business days to determine if the application is complete. An incomplete application will delay process of the request. If incomplete, City Staff will notify the Applicant in writing that the application is incomplete and what information is needed in order to make the application complete. Once an application has been deemed complete it will be placed on the next available Planning Commission agenda.

Meeting Schedule: The deadline for submittal of Planning Commission Applications is outlined in the below schedule. Failure to submit all application materials, fees, and escrows by 4:30 p.m. on the application submittal deadline may delay the review process. Planning Commission meetings are typically held the Thursday following the second Monday of each month at 7:00 p.m. If a recommendation is made by the Planning Commission regarding the application it will typically be placed on the agenda of the next City Council meeting, which are held the fourth Monday of each month at 7:00 p.m. Meetings are held in the City Council Chambers at Brooklyn Center City Hall. Additional meetings and/or work sessions may be scheduled as necessary for the review of an application.

2019 Application Schedule *(subject to change)*

Application Submittal Deadline (30-Days Prior to Meeting)	Planning Commission Meeting Dates	City Council Meeting Dates (for application review)
December 18 (2018)	January 17	January 28
January 15	February 14	February 25
February 12	March 14	March 25
March 12	April 11	April 22
April 16	May 16	May 28 (Tuesday)
May 14	June 13	June 24
June 11	July 11	July 22
July 16	August 15	August 26
August 13	September 12	September 23
September 17	October 17	October 28
October 15	November 14	November 25
November 12	December 12	January 13 (2020)

Note: The above schedule is outlined for those submitting Planning Commission applications and *does not* outline all City Council meetings scheduled. Please access the City of Brooklyn Center's website at *www.cityofbrooklyncenter.org* to receive up to date meeting dates and notices of any changes made to this schedule. Individuals may also review and download meeting agendas and packets from the city website.

Meeting Attendance: In order for the Planning Commission and City Council to consider any application, the Applicant or a designated representative must be present at the scheduled meeting(s). If not, the matter may be tabled until the next available agenda.

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.

BGS — 10-15-19

Property Owner Signature (Required) — Date

10-10-19

Applicant Signature (If different than Property Owner) — Date

This document is only effective upon Applicant's closing on the Property.

Escrow Account Form

Site Address: 5801 Xerxes Ave North, Brooklyn Center, MN

Deposit made by: Real Estate Equities

Amount: $ 1,600

Address to send statements: 579 Selby Ave, Saint Paul, MN

Contact Person: Ian Schwickert

Telephone No.: 651-389-3653 Email Address: ischwickert@rreapartments.com

Purpose of Escrow Account: Preliminary and Final Plat Application

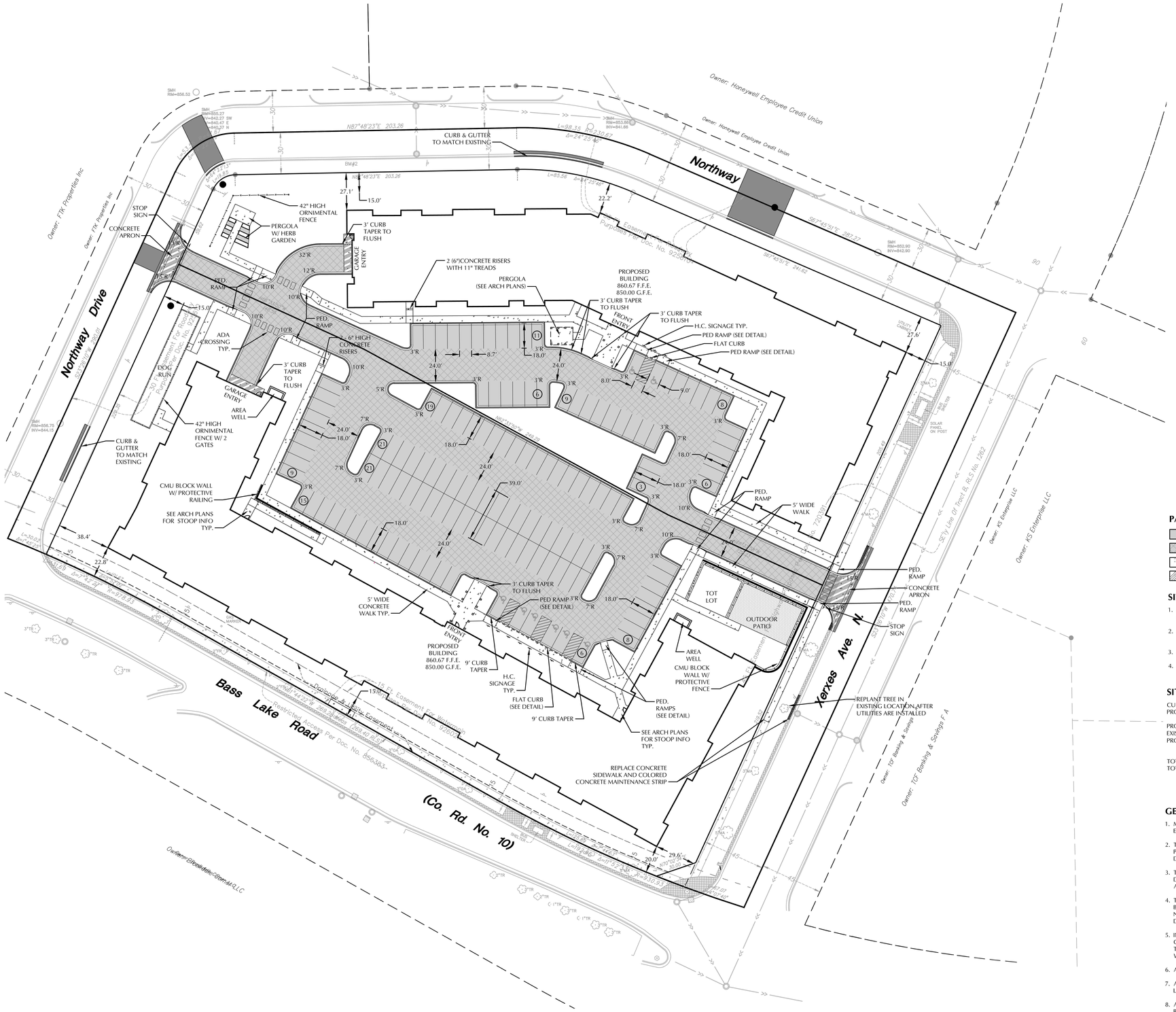
Person/Entity to Release Escrow to *(If different from above)*:

Address to send Escrow Balance to *(If different form above)*:

Brooklyn Center Land Use Applications may be required to maintain a minimum balance escrow account as established by the City, and may require replenishment when balances fall below the minimum balance. Any remaining escrow balance will be released once the review and process of the associated land use application has been completed.

Applicant Signature

10-10-19
Date



0 30 60
SCALE IN FEET

N

PROJECT BENCHMARK

BM#1
In Brooklyn Center, at northeast corner of northbound lane Bridge No. 27040 over Shingle Creek, 1.35 miles southeast along Trunk Hwy 100 fromn the junction of Trunk Hwy100 & I-94, at Trunk Hwy milepoint 14.55, 25.0 feet southeast of northbound Trunk Hwy 100.
ELEVATION = 846.58 FT (NAVD'88)

BM#2
Top nut of hydrant on Northway Drive approx. 250 feet east of Xerxes Avenue N., as shown hereon.
ELEVATION = 857.74 FT (NAVD'88)

LEGEND

EXISTING		PROPOSED
	CATCH BASIN	
	STORM MANHOLE	
	FLARED END SECTION	
	SANITARY MANHOLE	
	HYDRANT	
	GATE VALVE	
	POST INDICATOR VALVE	
	WATER MANHOLE / WELL	
	LIGHT POLE	
	POWER POLE	
	ELECTRIC METER	
	GAS METER	
	TELEPHONE PEDESTAL	
	SIGN	
BM#1	BENCHMARK	
B-1	SOIL BORING	B-1
2	PARKING STALL COUNT	2
	ACCESSIBLE PARKING STALL	
	STORM SEWER	
DT	DRAINTILE	DT
S	SANITARY SEWER	S
FM	FORCEMAIN	FM
I	WATERMAIN	I
SS	SANITARY SEWER SERVICE	SS
W	WATER SERVICE	W
ELE	UNDERGROUND ELECTRIC	ELE
FO	UNDERGROUND FIBER OPTIC	FO
GAS	UNDERGROUND GAS	GAS
TEL	UNDERGROUND TELEPHONE	TEL
OH	OVERHEAD UTILITY	OH
X	FENCE	X
O	CHAIN LINK FENCE	O
	CONCRETE CURB	
	RETAINING WALL	
	CONCRETE	
	NO PARKING	
	BUILDING	
972	CONTOUR	972
972.5	SPOT ELEVATION	972.5
1.0%	DIRECTION OF FLOW	1.0%
	TREE LINE	
PSBL	PARKING SETBACK LINE	PSBL
BSBL	BUILDING SETBACK LINE	BSBL

PAVEMENT LEGEND

- DENOTES LIGHT DUTY BITUMINOUS PAVEMENT
- DENOTES HEAVY DUTY BITUMINOUS PAVEMENT
- DENOTES CONCRETE PAVEMENT
- DENOTES CONCRETE PAVEMENT

SITE NOTES

1. ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL SHEET(S) AND STATE/LOCAL JURISDICTION REQUIREMENTS.
2. ACCESSIBLE PARKING AND ACCESSIBLE ROUTES SHALL BE PROVIDED PER CURRENT ADA STANDARDS AND LOCAL/STATE REQUIREMENTS.
3. ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
4. ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.

SITE DATA

CURRENT ZONING: C2 (COMMERCE) DISTRICT
PROPOSED ZONING: PLANNED UNIT DEVELOPMENT

PROPERTY AREA:	208,896 SF (4.796 AC)
EXISTING IMPERVIOUS AREA:	183,462 SF (4.212 AC) (87.8%)
PROPOSED IMPERVIOUS AREA:	135,156 SF (3.103 AC) (64.7%)

TOTAL ABOVE GROUND PARKING: 142 STALLS PROVIDED
TOTAL UNDERGROUND PARKING: SEE ARCHITECTURAL PLANS

GENERAL NOTES

1. MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
2. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6. ALL CONSTRUCTION PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
7. ALL ENTRANCES AND CONNECTIONS TO CITY STREETS SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND NOTIFICATIONS AS REQUIRED.
8. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

BROOKLYN CENTER APARTMENTS

BROOKLYN CENTER, MN

REAL ESTATE EQUITIES
579 Shelby Ave, St. Paul, MN 55102

LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are instruments of the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD files. Any use of information or reference to any ADA mandated or unmandated revisions, additions, or deletions to these CADD files shall be made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

04/11/19	CHECK SET
04/16/19	CITY SUBMITTAL
09/06/19	CHECK SET
10/02/19	60% SET

PROFESSIONAL SIGNATURE

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PJ Disch - PE
License No. 49933
Date -

QUALITY CONTROL

Loucks Project No.	18650
Project Lead	PJD
Drawn By	DDL
Checked By	PJD
Review Date	09/06/19

SHEET INDEX

C1-1	DEMOLITION PLAN
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPPP
C3-3	SWPPP
C4-1	SANITARY & WATERMAIN
C4-2	STORM SEWER
C8-1	CIVIL DETAILS
L1-1	LANDSCAPE PLAN

SITE PLAN
C2-1

Plotted: 10/15/2019 4:51 PM W:\2018\18650\CADD DATA\CIVIL\..dwg Sheet Files\C2-1

Preliminary Plat Of: NORTHWAY CROSSING

LEGAL DESCRIPTION

Tract B, REGISTERED LAND SURVEY NO. 1262, Hennepin County, Minnesota.

GENERAL NOTES

SURVEYOR:
Loucks
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55330
763-424-5505

OWNER/DEVELOPER:
Real Estate Equities
579 Selby Avenue
St. Paul, MN 55102
651-389-3866

1. Prepared October 10, 2019.
2. The address, if disclosed in documents provided to or obtained by the surveyor, or observed while conducting the fieldwork is 5801 Xerxes Avenue North, Brooklyn Center, Minnesota 55430.
3. The bearings for this survey are based on the Hennepin County Coordinate System NAD 83 (1986 Adjust).
4. Benchmark: In Brooklyn Center, at northeast corner of northbound lane Bridge No. 27040 over Shingle Creek, 1.35 miles southeast along Trunk Hwy 100 fromn the junction of Trunk Hwy100 & I-94, at Trunk Hwy milepoint 14.55, 25.0 feet southeast of northbound Trunk Hwy 100.
   ELEVATION = 846.58 FT (NAVD'88)

   Site Benchmark: Top nut of hydrant on Northway Drive approx. 250 feet east of Xerxes Avenue N., as shown hereon.
   ELEVATION = 857.74 FT (NAVD'88)
5. This property is contained in Zone X (area of minimal flooding) per Flood Insurance Rate Map No. 27053C0212F, Community Panel No. 270151-012-F, effective date of November 4, 2016.
6. The field work was completed on December 19, 2018.

ZONING INFORMATION

Current Zoning: C2 (Commerce District) and (Central Commerce Overlay District)

Any current zoning classification, setback requirements, height and floor space area restrictions, and parking requirements, shown hereon, are per a report or letter provided to the surveyor by City of Brooklyn Center dated January 4, 2019, for the subject property are as follows:

Current Setbacks:
- Front 35 feet
- Corner 20
- Interior 10 feet
- Rear 40 feet
- No height restrictions

Proposed Zoning: PUD (Planned Unit Development)

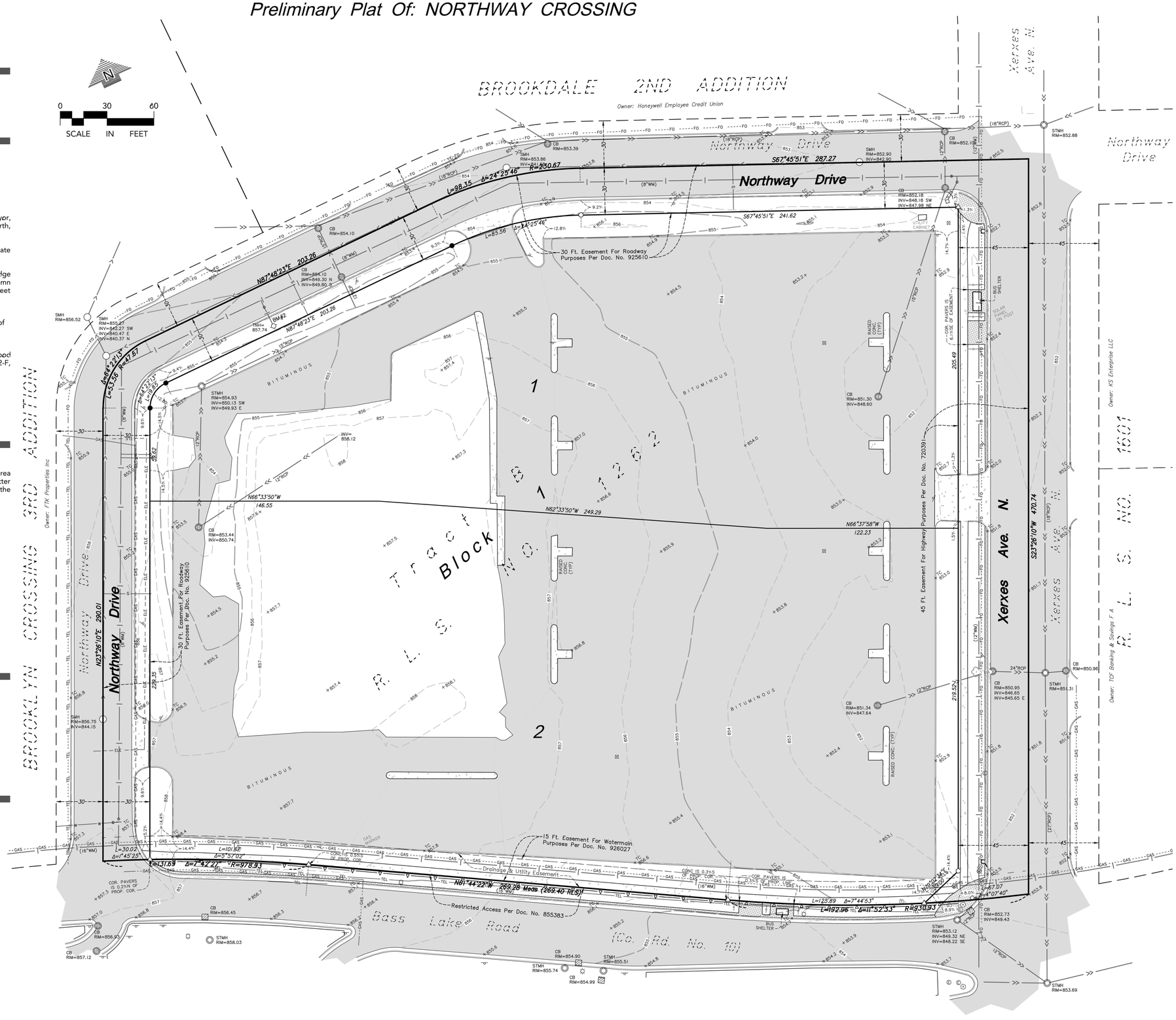
Proposed Setbacks:
- Front 15 feet
- Side 15 feet
- Rear 15 feet
- No height restrictions

SITE DATA

Areas
Proposed Lot 1 = 86,332 +/- square feet or 1.98 +/- acres
Proposed Lot 2 = 122,358 +/- square feet or 2.81 +/- acres
Right of Way = 47,380 +/- square feet or 1.09 +/- acres
Total Plat = 256,070 +/- square feet or 5.88 +/- acres

SURVEY LEGEND

CATCH BASIN	STORM SEWER
STORM MANHOLE	SANITARY SEWER
SANITARY MANHOLE	WATERMAIN
HYDRANT	SANITARY SEWER SERVICE
LIGHT POLE	WATER SERVICE
CLEANOUT	UG ELECTRIC (MAPPED)
CURB STOP	UG GAS (MAPPED)
ELECTRIC MANHOLE	UG FIBER OPTIC (MAPPED)
ELECTRIC TRANSFORMER	UG TELEPHONE (MAPPED)
HAND HOLE	UG TELEPHONE (MARKED)
SIGN	IRON FENCE
TELEPHONE MANHOLE	TRAFFIC SIGNAL
VAULT	CONCRETE CURB
WATER MANHOLE / WELL	CONCRETE
2 X 2 CONCRETE BASE	BITUMINOUS
972.5 SPOT ELEVATION	PAVERS
TC TOP OF CURB	972 CONTOUR
	RESTRICTED ACCESS
	BSBL BUILDING SET-BACK LINE



CADD QUALIFICATION

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SUBMITTAL/REVISIONS

10/15/19 SURVEY ISSUED

PROFESSIONAL SIGNATURE

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Henry D. Nelson - PLS

License No. 17255
Date 10/15/19

QUALITY CONTROL

Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	TRAVIS

VICINITY MAP

PRELIMINARY PLAT
1 of 1

Plotted: 10/15/2019 8:50 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650 PrePlat

Legal Description of NORTHEASTERLY PARCEL
(October 15, 2019)

That part of Tract B, REGISTERED LAND SURVEY NO. 1262, according to the recorded plat thereof, Hennepin County, Minnesota, lying northeasterly of the following described line:

Commencing at the most easterly corner of said Tract B; thence on an assumed bearing of South 23 degrees 26 minutes 10 seconds West along the southeasterly line of said Tract B, a distance of 236.38 feet to the point of beginning of the line to be described; thence North 66 degrees 37 minutes 58 seconds West 167.23 feet; thence thence North 62 degrees 33 minutes 50 seconds West 249.29 feet; thence North 66 degrees 33 minutes 50 seconds West 176.55 feet to the northwesterly line of said Tract B and said line there terminating.

Legal Description of SOUTHWESTERLY PARCEL
(October 15, 2019)

That part of Tract B, REGISTERED LAND SURVEY NO. 1262, according to the recorded plat thereof, Hennepin County, Minnesota, lying southwesterly of the following described line:

Commencing at the most easterly corner of said Tract B; thence on an assumed bearing of South 23 degrees 26 minutes 10 seconds West along the southeasterly line of said Tract B, a distance of 236.38 feet to the point of beginning of the line to be described; thence North 66 degrees 37 minutes 58 seconds West 167.23 feet; thence thence North 62 degrees 33 minutes 50 seconds West 249.29 feet; thence North 66 degrees 33 minutes 50 seconds West 176.55 feet to the northwesterly line of said Tract B and said line there terminating.

Plotted: 10/15/2019 8:46 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650-EXH-SPLIT

BROOKLYN CENTER APARTMENTS

BROOKLYN CENTER, MN

REAL ESTATE EQUITIES

579 SIBLEY AVENUE
ST. PAUL, MN 55102

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ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

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10/15/19	SURVEY ISSUED

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Timothy D. Nelson - PE

License No.	17255
Date	10/15/19

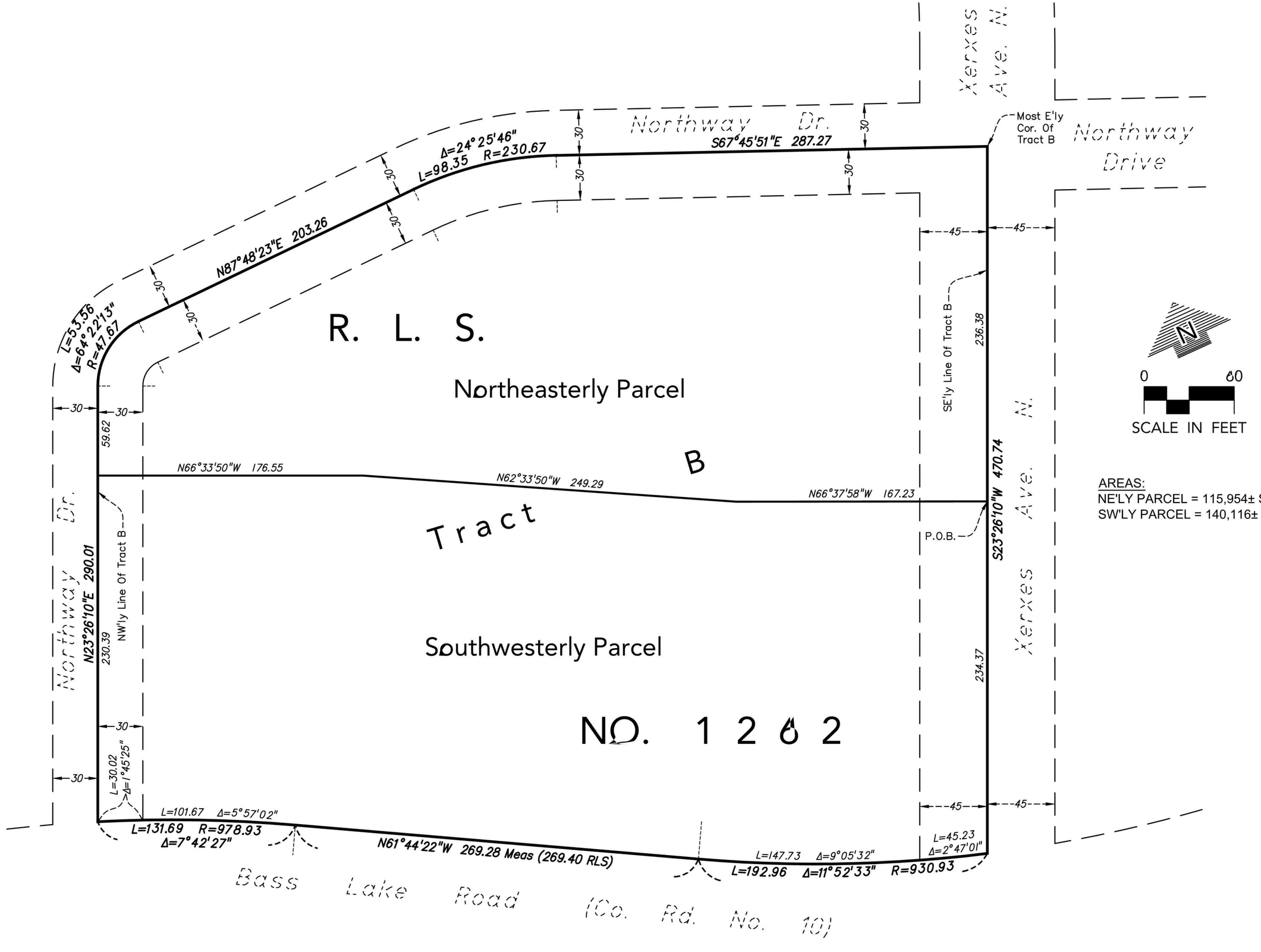
QUALITY CONTROL

Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

VICINITY MAP

LOT SPLIT EXHIBIT

1 of 2



AREAS:
NE'LY PARCEL = 115,954± S.F.
SW'LY PARCEL = 140,116± S.F.

BROOKLYN CENTER APARTMENTS
BROOKLYN CENTER, MN

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10/15/19	SURVEY ISSUED

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Henry D. Nelson - PE

License No.	17255
Date	10/15/19

QUALITY CONTROL

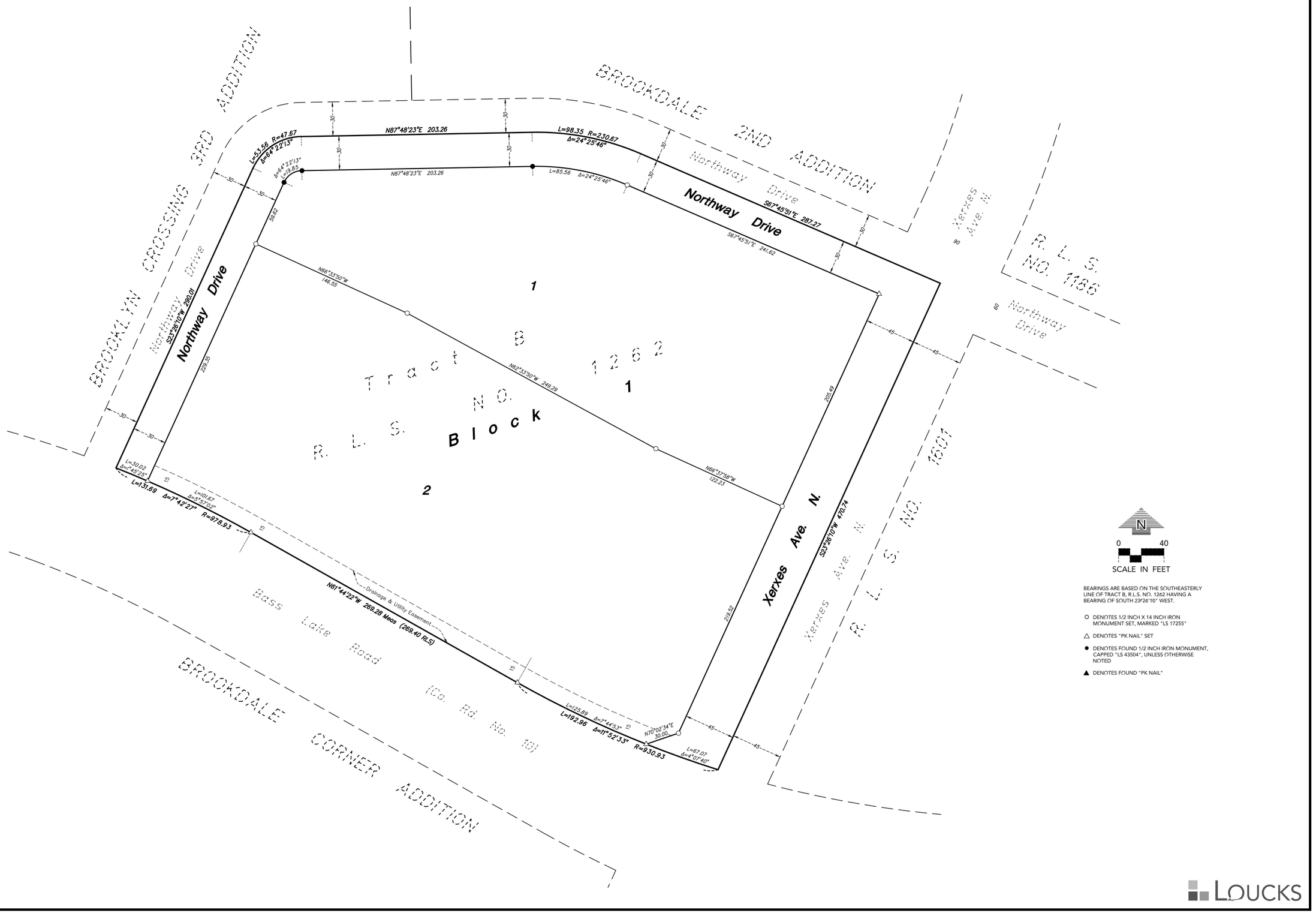
Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

VICINITY MAP

LOT SPLIT EXHIBIT
2 of 2

Plotted: 10/15/2019 8:46 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650-EXH-SPLIT

NORTHWAY CROSSING



BEARINGS ARE BASED ON THE SOUTHEASTERLY LINE OF TRACT B, R.L.S. NO. 1262 HAVING A BEARING OF SOUTH 23°26'10" WEST.

- ○ DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "LS 17255"
- △ DENOTES "PK NAIL" SET
- ● DENOTES FOUND 1/2 INCH IRON MONUMENT, CAPPED "LS 43504", UNLESS OTHERWISE NOTED
- ▲ DENOTES FOUND "PK NAIL"

LOUCKS

NORTHWAY CROSSING

R.T. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That ILEX Group, Inc., a Minnesota corporation, owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

Tract B, REGISTERED LAND SURVEY NO. 1262, Hennepin County, Minnesota.

Has caused the same to be surveyed and platted as NORTHWAY CROSSING, and does hereby dedicate to the public for public use the public way(s), and does also dedicate the drainage and utility easements as created by this plat.

In witness whereof said ILEX Group, Inc., a Minnesota corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

ILEX GROUP, INC.

_____ _____
Signature Printed Name, Title

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____, _____ of ILEX Group, Inc., a Minnesota corporation, on behalf of the corporation.

_____ _____
Signature Printed Name, Notary
Notary Public, _____ County, _____
My Commission Expires _____

SURVEYORS CERTIFICATION

I Henry D. Nelson do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this Plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20_____.

_____
Henry D. Nelson, Licensed Land Surveyor,
Minnesota License No. 17255

STATE OF MINNESOTA
COUNTY OF HENNEPIN

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by Henry D. Nelson.

_____ _____
Signature Printed Name, Notary
Notary Public, Hennepin County, Minnesota
My Commission Expires January 31, 2025

BROOKLN CENTER, MINNESOTA

This plat of NORTHWAY CROSSING was approved and accepted by the City Council of the City of Brooklyn Center, Minnesota, at a regular meeting thereof held this _____ day of _____, 20_____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subdivision 2.

City Council, Brooklyn Center, Minnesota

By: _____, Mayor By: _____, Clerk

RESIDENT AND REAL ESTATE DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in 20_____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20_____.

I hereby certify that taxes payable in 20_____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20_____.

Mark V. Chapin, County Auditor By: _____, Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to Minnesota Statutes Section 383B.565 (1969), this plat has been approved this _____ day of _____, 20_____.

Chris F. Mavis, County Surveyor By: _____, Deputy

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of NORTHWAY CROSSING was filed in this office this _____ day of _____, 20_____, at _____ o'clock _____.M.

Martin McCormick, Registrar of Titles By: _____, Deputy

LOUCKS

Legal Description of a Shared Access Easement
Over Block 1, NORTHWAY CROSSING
(October 15, 2019)

A 26.00 foot strip of land over, under and across that part of Lot 1 and Lot 2, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota, the center line described as follows:

Beginning at the most easterly corner of said Lot 2; thence on an assumed bearing of North 66 degrees 37 minutes 58 seconds West, along the northeasterly line of said Lot 2, a distance of 95.00 feet and said line there terminating.

Together with a 26.00 foot strip of land over, under and across that part of Lot 1 and Lot 2, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota, the center line described as follows:

Beginning at the most northerly corner of said Lot 2; thence on an assumed bearing of South 66 degrees 33 minutes 50 seconds East, along the northeasterly line of said Lot 2, a distance of 125.00 feet and said line there terminating.

Legal Description of a Shared Parking Easement
Over Block 1, NORTHWAY CROSSING
(October 15, 2019)

That part of Lots 1 and 2, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most easterly corner of said Lot 2; thence on an assumed bearing of North 66 degrees 37 minutes 58 seconds West, along the northeasterly line of said Lot 2, a distance of 90.87 feet to the point of beginning; thence South 27 degrees 26 minutes 46 seconds West 132.98 feet; thence North 62 degrees 33 minutes 50 seconds West 296.73 feet; thence North 23 degrees 26 minutes 13 seconds East 149.98 feet; thence South 66 degrees 33 minutes 50 seconds East 14.02 feet; thence North 88 degrees 26 minutes 07 seconds East 152.91 feet; thence South 66 degrees 33 minutes 52 seconds East 152.58 feet; thence South 23 degrees 21 minutes 55 seconds West 102.65 feet to the point of beginning, and there terminating.

Plotted: 10/15/2019 8:36 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650-EXH-ACCESS

BROOKLYN CENTER APARTMENTS
BROOKLYN CENTER, MN

REAL ESTATE EQUITIES
579 SIBLEY AVENUE
ST. PAUL, MN 55102

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SUBMITTAL/REVISIONS

10/15/19	SURVEY ISSUED

PROFESSIONAL SIGNATURE
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.
Timothy D. Nelson - PLS
License No. 17255
Date 10/15/19

QUALITY CONTROL

Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

VICINITY MAP

INGRESS/EGRESS & PARKING EASEMENT EXHIBIT

1 of 2

Northway Dr.

Xerxes Ave. N.

Northway Drive

Northway Drive

S67°45'51"E 287.27

Δ=24°25'46"
L=98.35 R=230.67

N87°48'23"E 203.26

L=85.56
Δ=24°25'46"

241.62

203.15

L=53.56
Δ=64°22'13"
R=47.67

Δ=64°22'13"
L=19.85

NORTHWAY

S66°33'52"E 152.58

N88°26'07"E 152.91

Lot 1

205.49

1

S66°33'50"E
14.02

Line Between Lot 1 & Lot 2, Block 1, NORTHWAY CROSSING

S23°21'55"W 102.65

Most Easterly
Cor. Of Lot 2

S66°33'50"E 146.55

125.00

N62°33'50"W 249.29

95.00

90.87

N66°37'58"W 122.23

Most Northerly
Cor. Of Lot 2

P.O.B. Of
Parking
Easement

N23°26'13"E 149.98

B l o c k

S27°26'46"W 132.98

N. Xerxes Ave.

S23°26'10"W 470.74

Xerxes Ave.

Northway Dr.

Northway Drive

N23°26'10"E 290.01

229.35

219.52

Xerxes Ave.

N62°33'50"W 296.73

Lot 2

CROSSING

L=30.02
Δ=1°45'25"

L=101.67 Δ=5°57'02"

L=131.69 R=978.93
Δ=7°42'27"

N61°44'22"W 269.28 Meas (269.40 RLS)

N70°02'34"E
30.00

L=125.89 Δ=7°44'53"

L=192.96 Δ=11°52'33" R=930.93

L=67.07
Δ=4°07'40"

Bass Lake Road (Co. Rd. No. 10)

30 30 30 30 30 30 30 30 30 30 45 45 45 45

59.63 13 13 13 13 13

0 60
SCALE IN FEET

DENOTES PROPOSED
PARKING EASEMENT

DENOTES PROPOSED
INGRESS & EGRESS
EASEMENT

Plotted: 10/15/2019 8:36 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650-EXH-ACCESS

BROOKLYN CENTER APARTMENTS

BROOKLYN CENTER, MN

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Henry D. Nelson

Henry D. Nelson - PLS

License No. 17255
Date 10/15/19

QUALITY CONTROL

Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

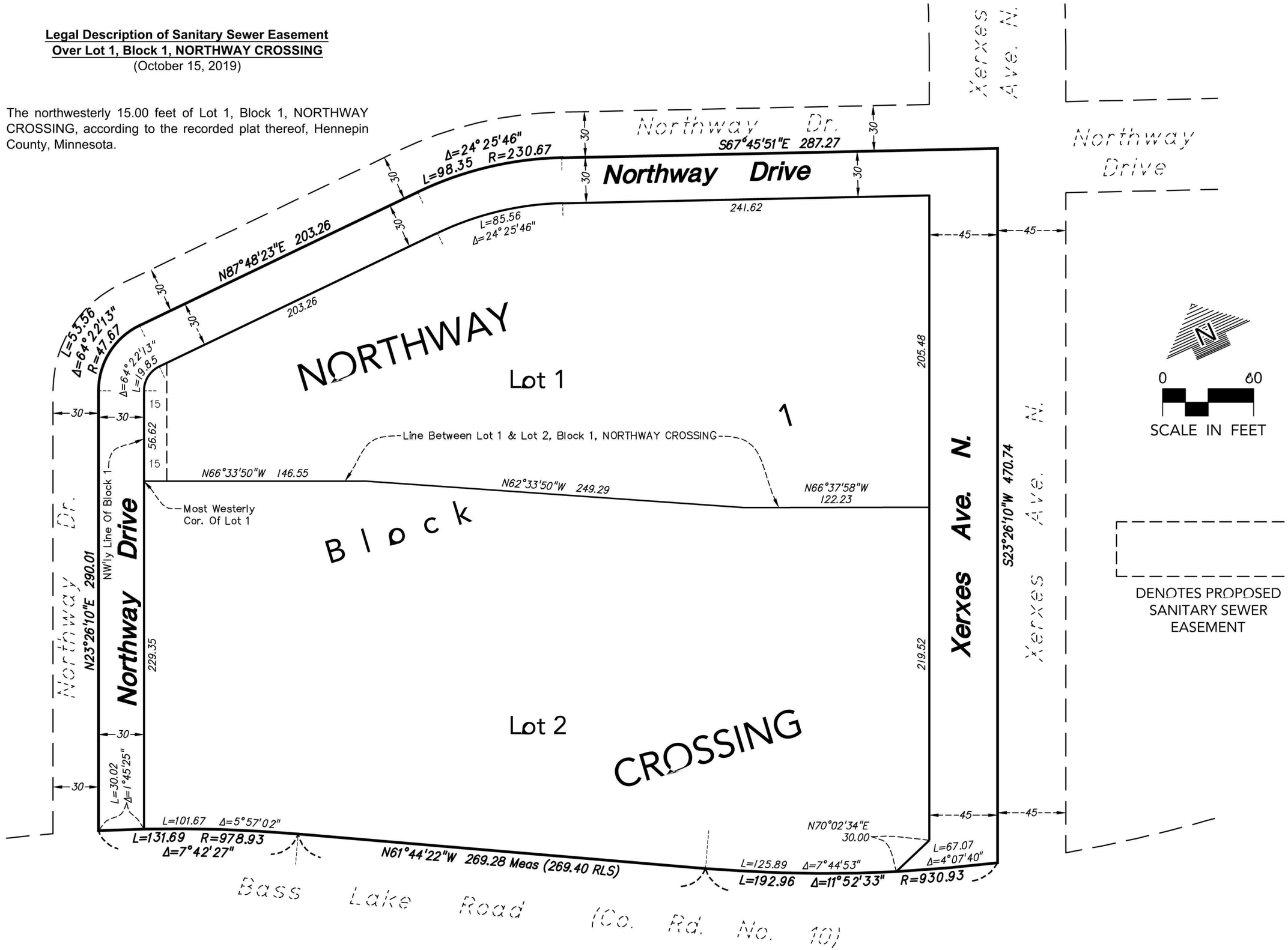
VICINITY MAP

INGRESS/EGRESS & PARKING EASEMENT EXHIBIT

2 of 2

Legal Description of Sanitary Sewer Easement
Over Lot 1, Block 1, NORTHWAY CROSSING
(October 15, 2019)

The northwesterly 15.00 feet of Lot 1, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota.



DENOTES PROPOSED
SANITARY SEWER
EASEMENT

BROOKLYN CENTER APARTMENTS
BROOKLYN CENTER, MN

REAL ESTATE EQUITIES
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Henry D. Nelson

Henry D. Nelson - PE

License No. 17255
Date 10/15/19

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Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

VICINITY MAP

SANITARY SEWER EASEMENT EXHIBIT

1 of 1

Plotted: 10/15/2019 8:49 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650-EXH-SANITARY

Legal Description of Storm Sewer Easement
Over Lot 2, Block 1, NORTHWAY CROSSING
(October 15, 2019

A 20.00 foot wide strip of land over, under and across that part of Lot 2, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota, the northeasterly line of which is described as commencing at the most northerly corner of said Lot 2; thence on an assumed bearing of South 66 degrees 33 minutes 50 seconds East, along the northeasterly line of said Lot 2, a distance of 146.55 feet to the point of beginning of line to be described; thence South 62 degrees 33 minutes 50 seconds East along said northeasterly line, 35.00 feet to Point A, and said line there terminating.

Together with a 104.00 foot wide strip of land over, under and across that part of Lot 2, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota, the northeasterly line of which is described as beginning at the aforementioned Point A; thence continue South 62 degrees 33 minutes 50 seconds East along said northeasterly line, 184.00 feet to Point B, and said line there terminating.

Together with a 20.00 foot wide strip of land over, under and across that part of Lot 2, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota, the northeasterly line of which is described as beginning at the aforementioned Point B; thence continue South 62 degrees 33 minutes 50 seconds East along said northeasterly line, 32.29 feet; thence South 66 degrees 37 minutes 58 seconds East along said northeasterly line, 32.00 feet, and said line there terminating.

Together with a 10.00 foot strip of land over, under and across that part of said Lot 2, the center line of which is described as follows:

Commencing at the most easterly corner of said Lot 2; thence on an assumed bearing of South 23 degrees 26 minutes 10 seconds West, along the southeasterly the of said Lot 2, a distance of 67.00 feet to the point of beginning of the center line to be described; thence North 18 degrees 43 minutes 22 seconds West 15.00 feet; thence North 68 degrees 41 minutes 16 seconds West a distance of 155.00 feet and said centerline there terminating.

Plotted: 10/15/2019 8:39 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650-EXH-STORM

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Henry D. Nelson - PE

License No. 17255
Date 10/15/19

QUALITY CONTROL

Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

VICINITY MAP

STORM SEWER EASEMENT EXHIBIT

Northway Dr.

Xerxes Ave. N.

Northway Drive

S67°45'51"E 287.27

Δ=24°25'46"
L=98.35 R=230.67

Northway Drive

241.62

L=85.56
Δ=24°25'46"

N87°48'23"E 203.26

203.26

L=53.56
Δ=64°22'13"
R=47.67

Δ=64°22'13"
L=19.85

NORTHWAY

Lot 1

1

205.49

Xerxes Ave. N.

S23°26'10"W 470.74

Line Between Lot 1 & Lot 2, Block 1, NORTHWAY CROSSING

Point A

Point B

Most Easterly
Cor. Of Lot 2

S66°33'50"E 146.55

S62°33'50"E 249.29

184.00

S66°37'58"E
122.23

P.O.B.

Most Northerly
Cor. Of Lot 2

35.00

30.29

32.00

67.00

Block

104

104

N68°41'16"W 155.00

15.00

N18°43'22"W

Northway Drive

N23°26'10"E 290.01

229.35

59.62

Lot 2

CROSSING

SE'ly Line Of Lot 2

219.52

L=30.02
Δ=1°45'25"

L=101.67 Δ=5°57'02"

L=131.69 R=978.93
Δ=7°42'27"

N61°44'22"W 269.28 Meas (269.40 RLS)

S70°01'22"W
30.00

L=125.89 Δ=7°44'53"

L=192.96 Δ=11°52'33" R=930.93

L=67.07
Δ=4°07'40"

30 30 30 30 30 30 45 45 45 45

Bass Lake Road (Co. Rd. No. 10)

N

0 60

SCALE IN FEET

DENOTES PROPOSED
STORMWATER EASEMENT

Plotted: 10/15/2019 8:39 AM W:\2018\18650\CADD DATA\SURVEY\..\dwg Sheet Files\18650-EXH-STORM

BROOKLYN CENTER APARTMENTS

BROOKLYN CENTER, MN

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www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are instruments of the Consultant professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

10/15/19	SURVEY ISSUED

PROFESSIONAL SIGNATURE

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Henry D. Nelson - PE

License No.	17255
Date	10/15/19

QUALITY CONTROL

Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

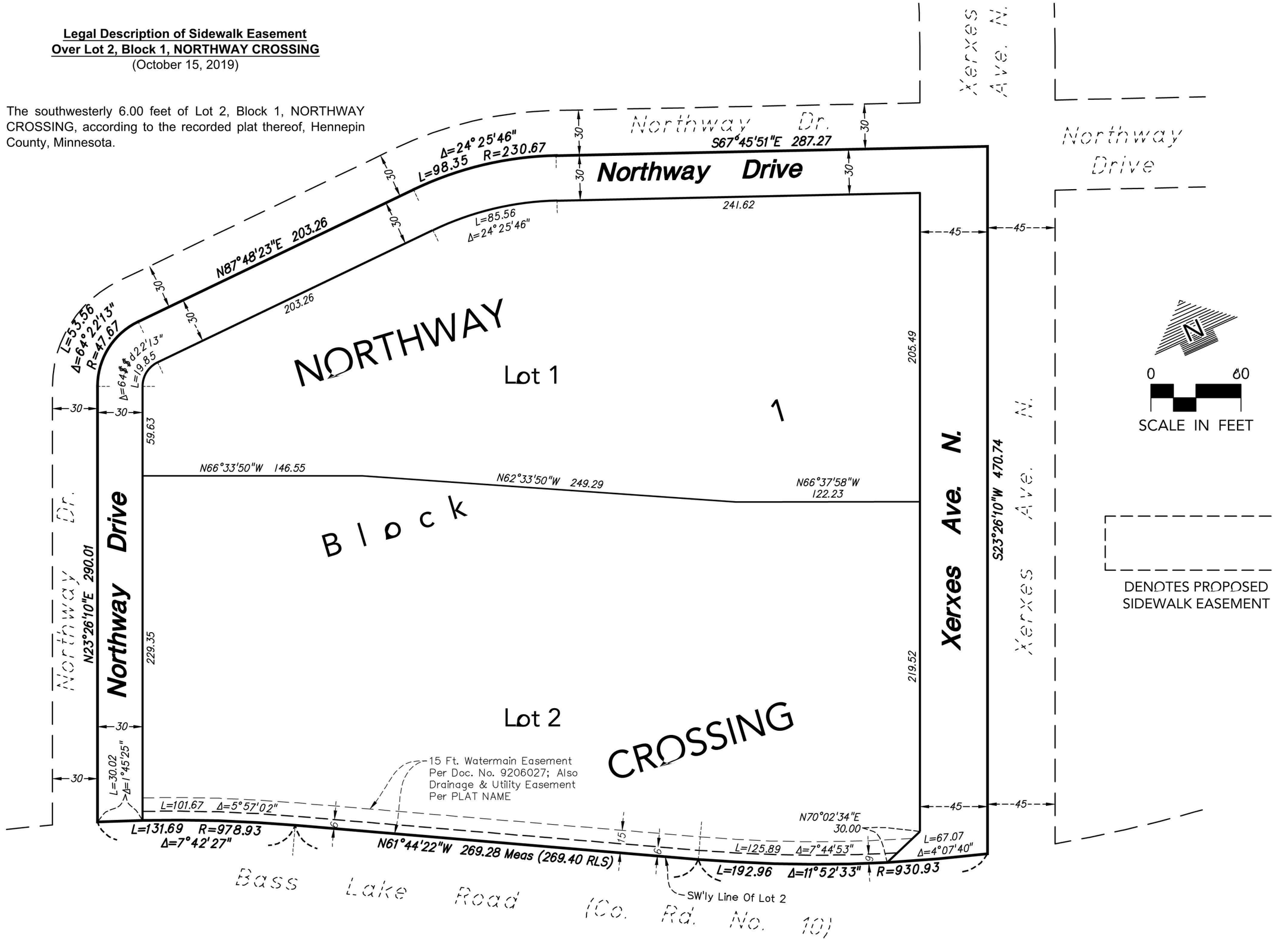
VICINITY MAP

STORM SEWER EASTMENT EXHIBIT

2 of 2

Legal Description of Sidewalk Easement
Over Lot 2, Block 1, NORTHWAY CROSSING
(October 15, 2019)

The southwesterly 6.00 feet of Lot 2, Block 1, NORTHWAY CROSSING, according to the recorded plat thereof, Hennepin County, Minnesota.



Plotted: 10/15/2019 8:53 AM W:\2018\18650\CADD DATA\SURVEY_dwg Sheet Files\18650-EXH-WALK

BROOKLYN CENTER APARTMENTS
BROOKLYN CENTER, MN

REAL ESTATE EQUITIES
579 SIBLEY AVENUE
ST. PAUL, MN 55102

LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

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SUBMITTAL/REVISIONS

10/15/19 SURVEY ISSUED

PROFESSIONAL SIGNATURE

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Henry D. Nelson

Henry D. Nelson - PE

License No. 17255
Date 10/15/19

QUALITY CONTROL

Loucks Project No.	18-650
Project Lead	HDN
Drawn By	SFM
Checked By	HDN
Field Crew	

VICINITY MAP

SIDEWALK EASEMENT EXHIBIT

1 of 1

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, November 14th, 2019**, 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:
Preliminary & Final Plat for Northway Crossing

PETITIONER:
Real Estate Equities, LLC

PROPERTY OWNER:
ILEX Group, Inc.

PROPERTY ADDRESS:
5801 Xerxes Avenue North, Brooklyn Center, MN 55430

PROPERTY ID:
03-118-21-14-0024

LEGAL DESCRIPTION:
Registered Land Survey No. 1262, Hennepin County, Minnesota

BRIEF STATEMENT OF CONTENTS OF PETITION: The Applicant is requesting review of a proposal to subdivide the property into two parcels. This request is associated with a previously approved project to construct a combined total of 270 units of independent senior living and workforce apartments.

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
October 31, 2019
990613

M E M O R A N D U M

DATE: October 31, 2019

TO: Ginny McIntosh, City Planner and Zoning Administor

FROM: Andrew Hogg, Assistant City Engineering

SUBJECT: Public Works – Preliminary and Final Plat Review for NORTHWAY CROSSING ADDITION

Public Works Department staff reviewed the preliminary plat and final plat submittals dated October 15, 2019, for the proposed NORTHWAY CROSSING ADDITION and provide the following recommendations:

- Preliminary and Final Plats dated October 15, 2019

Subject to final staff final plat approval, the referenced plans must be revised in accordance with the following comments/revisions.

Preliminary Plat/Final

1. Need working copy of the preliminary plat to show all vacated easements, proposed easements, existing and proposed utilities and provide all easement documents for the City for review.
2. Legal descriptions and easement vacation documents must be obtained for all existing easements. Existing public easements as determined by the City must be vacated, and proposed easements must be dedicated as part of the preliminary and final platting process. The formal vacation document must contain an easement vacation description and depiction exhibit signed by a professional surveyor.
3. An updated certified abstract of title or registered property report must be provided to the City Planner and City Attorney for review at the time of the preliminary plat application (within 30 days of preliminary plat application). Additionally, this will need to stay current and be updated through the approval process as required to maintain and be current within 30 days of the release of final plat.
4. A 10-ft drainage and utility easement must be dedicated on the plat around the Lots 1 and 2 of Block 1.
5. Fillet corners at Northway Drive & Bass Lake Road and Northway Drive & Xerxes Ave N.
6. See plans for additional redlines

All aforementioned items, comments and recommendations are provided based on the information submitted by the applicant at the time of this review. The preliminary plan (and final plat must be developed and maintained in substantial conformance with the referenced plans, unless modified by the staff recommended conditions above. Subsequent approval of the final plat may require additional modifications based on the City Engineer and other public officials having jurisdiction over approval of the final site plans.

NORTHWAY CROSSING

R.T. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That ILEX Group, Inc., a Minnesota corporation, owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

Tract B, REGISTERED LAND SURVEY NO. 1262, Hennepin County, Minnesota.

Has caused the same to be surveyed and platted as NORTHWAY CROSSING, and does hereby dedicate to the public for public use the public way(s), and does also dedicate the drainage and utility easements as created by this plat.

In witness whereof said ILEX Group, Inc., a Minnesota corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

ILEX GROUP, INC.

_____ _____
Signature Printed Name, Title

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by _____, _____ of ILEX Group, Inc., a Minnesota corporation, on behalf of the corporation.

_____ _____
Signature Printed Name, Notary
Notary Public, _____ County, _____
My Commission Expires _____

SURVEYORS CERTIFICATION

I Henry D. Nelson do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this Plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20_____.

_____
Henry D. Nelson, Licensed Land Surveyor,
Minnesota License No. 17255

STATE OF MINNESOTA
COUNTY OF HENNEPIN

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____, by Henry D. Nelson.

_____ _____
Signature Printed Name, Notary
Notary Public, Hennepin County, Minnesota
My Commission Expires January 31, 2025

BROOKLN CENTER, MINNESOTA

This plat of NORTHWAY CROSSING was approved and accepted by the City Council of the City of Brooklyn Center, Minnesota, at a regular meeting thereof held this _____ day of _____, 20_____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subdivision 2.

City Council, Brooklyn Center, Minnesota

By: _____, Mayor By: _____, Clerk

RESIDENT AND REAL ESTATE DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in 20_____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20_____.

Mark V. Chapin, County Auditor By: _____, Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to Minnesota Statutes Section 383B.565 (1969), this plat has been approved this _____ day of _____, 20_____.

Chris F. Mavis, County Surveyor By: _____, Deputy

REGISTRAR OF TITLES, Hennepin County, Minnesota

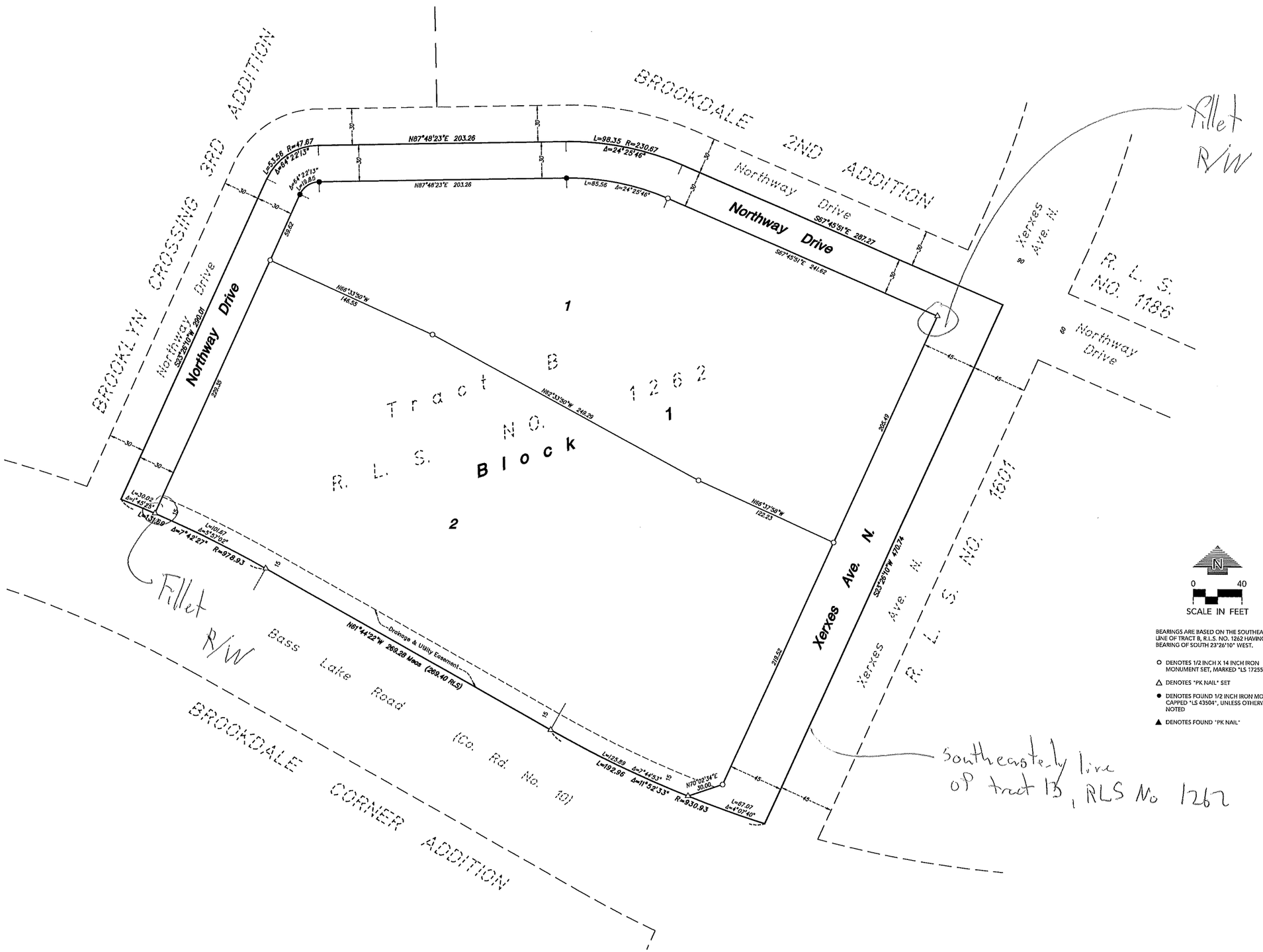
I hereby certify that the within plat of NORTHWAY CROSSING was filed in this office this _____ day of _____, 20_____, at _____ o'clock _____.M.

Martin McCormick, Registrar of Titles By: _____, Deputy

Has this plat been reviewed by County Engineer

LOUCKS

NORTHWAY CROSSING



BEARINGS ARE BASED ON THE SOUTHEASTERLY LINE OF TRACT B, R.L.S. NO. 1262 HAVING A BEARING OF SOUTH 23°26'10" WEST.

- ○ DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "LS 17255"
- △ DENOTES "PK NAIL" SET
- ● DENOTES FOUND 1/2 INCH IRON MONUMENT, CAPPED "LS 43504", UNLESS OTHERWISE NOTED
- ▲ DENOTES FOUND "PK NAIL"

LOUCKS

Member introduced the following resolution and moved its adoption:

RESOLUTION NO.

RESOLUTION REGARDING RECOMMENDED DISPOSITION OF PLANNING COMMISSION APPLICATION NO. 2019-017 SUBMITTED BY REAL ESTATE EQUITIES, LLC, REQUESTING APPROVAL OF THE PRELIMINARY AND FINAL PLAT FOR NORTHWAY CROSSING (LOCATED AT 5801 XERXES AVENUE NORTH AND FORMERLY KNOWN AS JERRY'S FOODS SITE)

WHEREAS, Planning Commission Application No. 2019-017 was submitted by Real Estate Equities, LLC, requesting preliminary and final plat approval to subdivide the property located at 5801 Xerxes Avenue North ("the Subject Property") into two parcels to be known as NORTHWAY CROSSING; and

WHEREAS, the proposed subdivision would result in a "northeasterly parcel" of approximately 115,954-square feet (2.66 acres), and a "southwesterly parcel" of approximately 140,116-square feet (3.22 acres) of what is currently known as Tract B, Registered Land Survey No. 1262, Hennepin County, Minnesota; and

WHEREAS, Planning Commission Application No. 2019-006, which contemplated the construction of a five story, 143-unit independent affordable senior living building and four-story, 127-unit workforce apartment building and re-zoning of the property from C2 (Commerce) District to PUD-TOD (Planned Unit Development-Transit Oriented Development), was approved by City Council on May 28, 2019 under City Council Resolution No. 2019-081 (*Resolution Regarding Disposition of Planning Commission Application No. 2019-006 for Approval of a Planned Unit Development with Zoning Classification of PUD-TOD and Development Site Plan at 5801 Xerxes Avenue N)*; and

WHEREAS, the request for preliminary and final plat approval arose from a requirement that the two multi-family buildings slated for construction on the Subject Property be constructed on separate parcels due to the financing mechanisms being used; and

WHEREAS, the Applicant submitted documentation as part of Planning Commission Application No. 2019-017, outlining the proposed new interior lot line in relation to the approved site plan for the approved five-story, independent senior living building on the northwesterly parcel, and four-story, workforce apartment building on the southwesterly parcel, along with supporting exhibits that outline the proposed easements for ingress/egress, common parking, sidewalk, storm sewer, and sanitary sewer; and

WHEREAS, City staff reviewed the submitted documentation to ensure the approved buildings would meet the minimum required 15-foot building setbacks on all four sides of the existing parcel located at 5801 Xerxes Avenue North, which was outlined as a condition of approval under City Council Resolution No. 2019-081; and that the building orientations and

identified site improvements were still substantially the same; and

WHEREAS, the City Attorney determined that, so long as there were no alterations to the previously approved development plan, including the orientations of the buildings, a PUD Amendment would not be required; and

WHEREAS, current property owner, ILEX Group, LLC, had expressed concerns regarding the subdivision of the Subject Property prior to closing with Real Estate Equities, LLC, and has requested that the recording of any approved subdivision of the Subject Property take place at time of or after the scheduled closing on the Subject Property; and

WHEREAS, on November 14, 2019, the Planning Commission of Brooklyn Center, Minnesota held a duly called public hearing, whereby this item was given due consideration, a staff report was presented, and a public hearing was opened to allow for public testimony regarding the preliminary and final plats for NORTHWAY CROSSING, which were received and noted for the record; and

WHEREAS, the Planning Commission has determined during its review of the plat, and materials submitted with Planning Commission Application No. 2019-017, that said plat is in general conformance with the City of Brooklyn Center's City Code of Ordinances, and specifically Chapter 15 – Platting.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Brooklyn Center, Minnesota does hereby recommend that Planning Commission Application No. 2019-017, as submitted by Real Estate Equities, LLC, and requesting preliminary and final plat approval for NORTHWAY CROSSING, may be approved based upon the following conditions:

1. Conformance with all conditions of approval addressed under City Council Resolution No. 2019-081 for the related PUD and development site plan approvals, as contemplated under Planning Commission Application No. 2019-006;
2. Address the comments by Assistant City Engineer Hogg in his memorandum dated October 31, 2019;
3. Final plat and associated mylar shall be subject to and must comply with the provisions of Chapter 15 of the City Code of Ordinances (*Platting*);
4. The Subject Property remains subject to the agreements required by the City in its previous approvals;
5. Address any comments and/or requirements as provided by Hennepin County;
6. Address any comments and/or requirements from the City Attorney's office, and specifically regarding an updated certified abstract of title for the affected properties; and
7. The successful recording of said plat (mylar) with Hennepin County at the time of or after closing on the Subject Property with current property owner, ILEX Group, LLC.

RESOLUTION NO.

November 25, 2019
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: 11/25/2019

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

SUBJECT: An Ordinance Amending Chapter 23 and 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses - 1st Reading

Background:

At the August 26, 2019, City Council Work session, the City Council was presented a concept of amending the Public Dance Ordinance and license into a Entertainment License and Ordinance. The public dance ordinance is outdated and doesn't address modern day entertainment. Additionally, the proposed Entertainment Ordinance could address antisocial behaviors that might be associated with establishments that cater to nighttime entertainment. The City Council was receptive to the proposed concept.

On October 28, 2019, during the City Council Work session, the City Council was presented a draft Entertainment Ordinance. The draft ordinance was a informed by participation of many staff members of different departments. The proposed ordinance amendment implements regulatory conditions for these establishments. From that draft document, the City Attorney crafted the ordinance amendment that is before you this evening.

At the work session there were concerns regarding the police call condition. That language has been removed and replaced with security conditions. Standard language for renewal, license revocation suspension, or non-renewal, and penalty have been added as well.

For Chapter 35, Zoning Code C2 Commerce District, the Permitted Uses and Special Uses have been amended as well to correlate with the new Entertainment Ordinance.

Staff had met with business owners and reviewed the prior Entertainment Ordinance. A that time, no concerns were expressed. City staff believes by focusing on particular behaviors through the Entertainment Ordinance, it may mitigate or prevent these behaviors and assist businesses with successful operations.

Budget Issues:

There are no budget issues with this item.

ATTACHMENTS:

Description	Upload Date	Type
Ordinance	11/20/2019	Ordinance
power point	11/21/2019	Presentation
Excerpt from October 28 Study Session & Work Session	11/21/2019	Backup Material
Excerpt from August 26 Work Session	11/21/2019	Backup Material

CITY OF BROOKLYN CENTER

Notice is hereby given that a public hearing will be held on the ____ day of _____, 2019, at 7:00 p.m. or as soon thereafter as the matter may be heard at City Hall, 6301 Shingle Creek Parkway, to consider an ordinance related to entertainment licensing.

Auxiliary aids for handicapped persons are available upon request at least 96 hours in advance. Please notify the City Clerk at 763-569-3306 to make arrangements.

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTERS 23 AND 35 OF THE CITY CODE OF ORDINANCES REGARDING ENTERTAINMENT LICENSING AND USES

THE CITY COUNCIL OF THE CITY OF BROOKLYN CENTER DOES ORDAIN AS FOLLOWS:

ARTICLE I. Payment of Property Taxes. Section 23-006.05 of the Brooklyn Center City Code is hereby amended as follows:

Section 23-006.05. PAYMENT OF PROPERTY TAXES REQUIRED. No license shall be granted or renewed for tobacco related products; bowling alleys; ~~public dancing~~ entertainment; filling stations; pawnbrokers; secondhand goods dealers; motor vehicle dealerships; saunas and sauna baths; massage parlors; rap parlors, conversation parlors, adult encounter groups, adult sensitivity groups, escort services, model services, dancing services, or hostess services; hospitality accommodations; or amusement devices for operation on any property on which taxes, assessments, or other financial claims of the state, county, school district, or city are due, delinquent, or unpaid. In the event a suit has been commenced under Minnesota Statutes, Section 278.01 through 278.03, questioning the amount or validity of taxes, the City Council may on application waive strict compliance with this provision; no waiver may be granted, however, for taxes or any portion thereof which remain unpaid for a period exceeding one (1) year after becoming due.

ARTICLE II. Entertainment Licensing. Sections 23-301 through 23-303 of the Brooklyn Center City Code regarding public dancing are hereby deleted in their entirety and are replaced with the following:

ENTERTAINMENT

Section 23-301. LICENSE REQUIRED; EXCEPTIONS.

A. License Required. No business shall hold three or more entertainment events within a calendar year within the City of Brooklyn Center without first obtaining an entertainment license from the City.

B. Exceptions. The requirement to obtain an entertainment license shall not apply to any of the following:

1. A business that conducts no more than two entertainment events in a calendar year;

2. The use of a radio, streaming service, jukebox, or similar system to provide background music in a business;

3. An entertainment event occurring at a private club where admission is not open to the public;

4. A private event conducted on residential property;

5. An entertainment event occurring on public property; or

6. An entertainment event occurring within a school, religious facility, or public facility.

Section 23-302. DEFINITIONS. Except as may otherwise be provided or implied by context, all terms shall be given their commonly accepted definitions. For Sections 23-301 through 23-310, the following definitions shall apply unless the context indicates or requires a different meaning:

A. *Applicant*, means the person seeking an entertainment license from the City on behalf of the business proposing to conduct entertainment events within the City.

B. *Background music*, means soft music intended as an unobtrusive accompaniment to some activity, such as dining in a restaurant.

C. *Business*, means any form of corporation, partnership, association, or other entity conducting any type of business within the City of Brooklyn Center.

D. *Entertainment*, means every form of recorded music, band, dance, performance, show, concert, live entertainment, or other deliberate act intended to amuse or entertain those in attendance.

E. *Entertainment event*, means the providing of entertainment at an indoor event that is open to the public. Each day on which entertainment is provided constitutes a separate event. The term does not include the showing of movies or an event that does not produce or utilize amplified music.

F. *Jukebox*, means a machine that automatically plays a selected musical recording upon the payment of money.

G. *Licensed premises*, means the interior of a building, or portion thereof, identified in an

entertainment license as the area in which a business may conduct entertainment events.

H. *Licensee*, means the business issued an entertainment license by the City.

I. *Open to the public*, means that the general public may attend the event, even if attendance requires the payment of a fee or entry is limited to persons of at least a certain age.

J. *Recorded music*, means the play, use, or operation of any radio, tape, disc player, streaming service, or other machine or device for the production or amplification of music.

Section 23-303. APPLICATION FOR LICENSE. A business desiring a license to conduct entertainment events shall submit an application to the City Clerk for an entertainment license. The application form shall, at a minimum, require the applicant to provide the information required in this Section.

A. The full name, date of birth, and current residential address of the applicant.

B. The full name, business type, principal office address, and mailing address of the business proposing to conduct entertainment events.

C. The full names, dates of birth, residential addresses of all partners or persons interested in the business, including the on-site manager. If the business is a corporation, the state of incorporation, the names, and dates of birth of all officers, directors, and stockholders controlling at least ten (10) percent of the outstanding shares issued.

D. The full name, date of birth, and address of the owner or proprietor of the building for which a license is desired.

E. The applicants' social security number, Federal ID Number, and Minnesota business identification number, as required by Minnesota Statutes, Section 270C.72.

F. A scaled floor plan showing the interior layout, including any dance floors, and a site plan showing the location of the building or buildings, parking layout, any outdoor seating or patio, and the part or portion thereof intended to be used for the entertainment events under the requested license.

G. If the applicant is a tenant of the building in which the entertainment events are to occur, a written letter of approval from the property owner must accompany the application or the renewal documents.

The application shall be signed by the applicant and, if the applicant is a corporation, by an officer of the corporation who shall agree to comply with all provisions of the City Code relating to conducting entertainment events. The applicant shall file the application, the related materials, and the license fee with the City. The City will only process complete applications and any application not made complete by the applicant shall be deemed denied.

Section 23-304. FEES. The City Council shall establish the fees for an entertainment license in the City's Fee Schedule.

Section 23-305. ACTION ON LICENSE APPLICATIONS. Complete applications for an entertainment license shall be forwarded to the City Council for review and a determination of whether to grant the requested license in accordance with this Section.

A. Approval. If the City Council approves the application, it may place such conditions on the entertainment license as it determines are appropriate to address any specific concerns it may identify associated with the licensed premises, the proposed entertainment events, or as may otherwise be needed to protect public health, safety, or welfare.

B. Denial. The City Council may deny the application for any of the following reasons:

1. The applicant failed to provide all required information;

2. The material provided by the applicant contains material omissions or false, fraudulent, or deceptive statements;

3. The licensee had an entertainment license revoked by the City Council within the previous 12 months; or

4. The proposed licensed premises or entertainment events do not comply with any of the applicable requirements including, but not limited to, any uniform codes, parking requirements, or City Code requirements.

Section 23-306. LICENSE CONDITIONS. In addition to the specific conditions the City Council may place on a license, all entertainment licenses shall also be subject to compliance with the conditions and requirements in this Section.

A. Code Compliance. The business and associated uses must comply with the Zoning Code, uniform codes, and all other applicable provisions of the City Code.

B. Legal Compliance. The licensee shall comply with all applicable federal, state, and local laws, rules, regulations, and ordinances related to the business, the licensed premises, and the conducting of the entertainment events.

C. Public Nuisance. The licensee shall maintain, manage, and operate the licensed premises, and conduct the entertainment events, in such a way so that they do not become or constitute a public nuisance under the City Code or state law.

D. Permitting Occupancy (overcrowding). The licensee shall employ such measures as may be required to ensure an attendance at an entertainment event does not exceed the maximum occupancy established for the licensed premises in which the entertainment event is located. The licensee shall post and maintain a sign indicating

the maximum occupancy limit for the licensed premise.

E. Building Standards. The licensed premises must comply with the applicable building standards, including ADA accessibility standards, for stages, dance floors, and ingress/egress spaces.

F. Parking Limitations. The licensee must secure sufficient parking to accommodate the number of people who attend the entertainment events it conducts. Such parking shall, at a minimum, comply with the applicable provisions of the Zoning Code and the uniform fire code. In no case shall parking be allowed to block fire hydrants or emergency access lanes. If a licensee enters into a parking agreement with a neighboring property to secure sufficient parking, such agreement must be in writing and provided at the time of applying for the issuance or renewal of an entertainment license. No parking areas located off of the property containing the licensed premises shall constitute parking for an entertainment event unless such area is subject to an established parking agreement in favor of the licensee, or is on an adjacent property that is owned by the business issued the entertainment license.

G. Security. The licensee shall provide such private security as may be needed to ensure the entertainment events it conducts do not produce disorderly conduct, constitute an unreasonable risk to public safety, or place an undue burden on police resources.

H. Noise or Sound. The sounds generated by an entertainment event shall not be audible from outside the licensed premises after 10 p.m. at a level that unreasonably annoys or disrupts those in the area.

Section 23-307. NOTICES OF NONCOMPLIANCE.

A. First Notice. If the City determines a licensee has violated a condition of an entertainment license, the City shall provide the licensee a written notice of violation. The notice shall identify the specific nature of the violation, the date or dates on which they occurred, and what must be done to correct the violation or avoid future violations.

B. Second Notice. If a second violation occurs within six months from the first notice of violation, the City shall send the licensee a second notice of violation. The second notice shall identify the specific nature of the violation, the date or dates on which they occurred, and require the licensee to attend a license review conference with the City to review the violations and to develop a mitigation plan the licensee shall implement to correct or avoid similar violations.

C. Referral for License Action. If another license violation occurs within six months from the second notice of violation, or if the licensee fails to fully implement the established mitigation plan, the City shall refer the matter to the City Council for review and possible license action under Section 23-309. Notwithstanding the notice of violation procedures set out in this Section, if the City determines a violation

created or poses a significant risk to the public health, safety, or welfare, the City shall refer the license violation to the City Council for possible license action under Section 23-309.

Section 23-308. RENEWAL. Every entertainment license expires on December 31 in the year in which it was issued. Entertainment events shall not be conducted on the licensed premises after expiration, unless the licensee renews the entertainment license prior to expiration. An application to renew an entertainment license shall contain all of the information required for an initial license. The licensee shall update the information on the renewal application as needed to ensure it is current. Complete applications shall be forwarded to the City Council for review and a determination of whether to grant the requested license renewal. The City Council may add to or amend the conditions placed on an entertainment license upon renewal. The City Council may deny the requested license renewal for any of the reasons identified for denying a license in Section 23-305, or for revoking, suspending, or non-renewing a license in Section 23-309.

Section 23-309. LICENSE REVOCATION, SUSPENSION, OR NON-RENEWAL. The City Council may revoke, suspend, or non-renew any entertainment license presented to it by the City for action for any of the reasons set out in this Section. The City shall provide the licensee written notice and an opportunity to be heard at the meeting at which the City Council is to consider the proposed license action.

A. Failure to comply with any of the specific conditions placed on the license or the general conditions contained in Section 23-306.

B. Failure to fully implement the mitigation plan if one is established for the licensed premises.

C. Making materially false, fraudulent, or deceptive statements to the City regarding the licensed premises or the entertainment events.

D. Operating the licensed premises, or conducting the entertainment events, in such a manner as to create or constitute a public nuisance under the City Code or Minnesota Statutes, Sections 609.74 or 609.745.

E. Operating the licensed premise, or conducting the entertainment events, in such a manner as to produce multiple or repeated incidences of disorderly conduct.

F. Failure to pay any civil penalties or fines imposed by the City related to the business, the licensed premises, or the conducting of entertainment events.

Section 23-310. PENALTY. The City Council may impose a civil penalty not to exceed one thousand dollars ($1,000) on any licensee for violating any specific or general condition placed on the entertainment license. A separate penalty may be imposed for each license violation. The City Council shall establish as part of the City's fee schedule the presumptive civil penalties applicable to violations, including multiple violations within a certain period of time. The City shall provide the licensee notice and an opportunity to be heard by the City Council prior to imposing a civil penalty. The civil penalties set out in the fee schedule are the presumed sanctions

for a violation, but the City Council may impose a different penalty as it determines is appropriate under the facts of the particular situation.

ARTICLE III. C2 Commerce District Permitted Uses. Brooklyn Center City Code Section 35-322(1)(b) is hereby amended as follows:

Section 35-322. C2 COMMERCE DISTRICT.

1. Permitted Uses

   b. Eating establishments, ~~provided they do not offer live entertainment and further~~ provided that the category does not permit drive-in eating places and convenience-food restaurants.

ARTICLE IV. C2 Commerce District Special Uses. Brooklyn Center City Code Section 35-322(3)(d) is hereby amended as follows:

3. Special Uses

   a. ~~Eating establishments offering live entertainment; r~~Recreation and amusement places such as motion picture theaters and legitimate theater; sports arenas, bowling alleys, skating rinks, and gymnasiums, all provided they do not abut an R1, R2, or R3 district, including abutment at a street line.

ARTICLE V. Effective Date. This ordinance shall become effective after adoption and upon thirty days following its legal publication.

Adopted this ___ day of _____, 2019.

_____
Mike Elliott, Mayor

ATTEST: _____
City Clerk

Date of Publication _____

Effective Date _____

(Strikeout indicates matter to be deleted, double underline indicates new matter.)

Amendment Public Dance Ordinance to Entertainment Ordinance

City Council Meeting
11/25/19

Policy Background

- At the August 26, 2019, work session staff brought forward the concept of amending the Public Dance Ordinance into a more comprehensive and robust Entertainment Ordinance.
- Amending of the “public dance" ordinance would allow the City to address particular behaviors that may be associated with establishments that cater to nighttime entertainment in an effective way.
- The City Council was supportive of this concept.

Policy Background

- At the October 28, 2019, work session staff presented a draft Entertainment Ordinance. This ordinance implements regulatory conditions for establishment that would have an entertainment license.
- The concerns from the Council was the language regarding police calls. This has been removed and replaced with security conditions. Additionally, standard language for renewal, license revocation, suspension, or non-renewal and penalty have been added.

Policy Background

- Chapter 35 of the Zoning Code regarding C2 Commerce District has amendments for Permitted Uses and Special Uses. The amendment removes the provision of live entertainment as a permitted use and eating establishments offering live entertainment from Special Uses.

2

Policy Background

- Staff believes by focusing on behaviors, particularly antisocial behaviors that may result in police calls and not a focus on the type of establishments or its operations the City may mitigate or prevent antisocial behaviors and assist businesses with operating successfully.

Request of Action

Approve first reading of an Ordinance Amending Chapters 23 and Chapter 35 of the City Code of Ordinances Regarding Entertainment Licensing and Uses and hold the second reading public hearing on December 9, 2019.

Questions?

EXCERPT FROM OCTOBER 28, 2019 STUDY SESSION AND WORK SESSION

STUDY SESSION
ORDINANCE AMENDING THE PUBLIC DANCE ORDINANCE THE ENTERTAINMENT ORDINANCE AND ZONING ORDINANCE

Ms. Suciu reviewed amendments to the existing public dance ordinance, which is proposed to be changed to a comprehensive entertainment ordinance. She added the amendments would allow the City to address anti-social behavior at establishments that cater to late-night entertainment more effectively. Conditions proposed to be added to the licensing process, and restrictions to the number of allowable police calls. Penalties for violations would be written into the fee schedule.

Ms. Suciu stated the amendments would allow City Staff and the Police Department to work together to address behavior rather than focusing on the type of establishment.

Councilmember Graves requested clarification regarding the fee scale. Ms. Suciu stated the tobacco license violations fee scale was used as a guide.

Mr. Boganey stated the proposed amendments had been presented to local businesses to give them a chance to review and provide feedback on the changes. He added, to the best of his knowledge, there has not been any negative feedback on the proposed changes.

Discussion of this item continued and concluded the October 28, 2019, Work Session.

WORK SESSION

ORDINANCE AMENDING THE PUBLIC DANCE ORDINANCE THE ENTERTAINMENT ORDINANCE AND ZONING ORDINANCE (cont'd)

Mayor/President Elliott asked whether any comments were received from local entertainment businesses regarding this ordinance amendment. Ms. Suciu stated Earle Brown Heritage Center (EBHC) was asked for feedback, as they often have live entertainment. She added other establishments did not have any comments.

Deputy City Manager Reggie Edwards stated entertainment businesses were present at the meeting, including Jammin Wings, Jambo Africa, and EBHC, and they expressed their appreciation of having the meeting and going through all the information.

Councilmember/Commissioner Ryan stated he supports moving ahead with the updated Ordinance. He added he appreciates that it will be called an entertainment ordinance, rather than a dance ordinance. He noted there might be enforcement issues if the City moves forward with 2:00 a.m. liquor license.

Mayor/President Elliott expressed concern regarding police calls in the updated Ordinance, which is not clear. He stated the number of police calls to an establishment should not be a reason to bar them from having a license. He noted he feels adamant that caution should be used concerning this requirement.

Mr. Boganey stated it is a good point, and the updated Ordinance is a little vague in that respect. He added, however, the language is valid and valuable, as there is no indication that having a disproportionate number of police calls would translate into action against an establishment's license. He added the only requirement is that a meeting will be scheduled to discuss strategies for reducing police calls and increasing public safety. He noted the license would only be reviewed if the strategies are not followed or are not successful.

Mayor/President Elliott stated, in terms of police calls, it makes sense to apply this amendment to all businesses in Brooklyn Center, treating businesses of all sizes the same, and not discriminate against small local businesses. He added the City could be open to criticism if businesses are treated differently based on police calls.

Mr. Boganey stated the principle business that would apply for an entertainment license is a restaurant, and the license is an ancillary activity to the principle business. He added there is evidence to suggest that when you add an ancillary activity to the principle business, there can be potentially negative results, which is the reason that additional conditions or requirements are proposed.

Councilmember/Commissioner Ryan stated licensing standards would vary by functionality, and local businesses should be reviewed with functionality in mind.

Mayor/President Elliott stated the amendment related to police calls could disproportionately affect minority businesses.

Councilmember/Commissioner Graves stated businesses would be allowed to meet with City Staff and come up with a mitigation plan to resolve their issues, and it will come before the City Council/EDA. She added she does not believe the amendment sets up small businesses of color to fail, although there may be changes in the case of 2:00 a.m. liquor license. She noted City Staff is doing what they can to provide a solution.

Mayor/President Elliott stated there could be unintended consequences, as there are more Police calls to residences of people with color, and businesses would also be impacted. He added a mitigation plan based on police calls is problematic, and he finds it difficult to support.

Mr. Gilchrist stated the types of circumstances that would constitute the basis for revocation would need to be reviewed if this amendment moves forward. Mayor/President Elliott stated revocation should not be predicated on the number of police calls.

Ms. Suciu stated the proposed language comes from the City of Minneapolis' entertainment ordinance. She added the impact would only be on the ancillary entertainment portion of the business. She noted the initial purpose of the proposed amendment was to separate entertainment from the liquor license so businesses can remain in operation.

Councilmember/Commissioner Ryan stated the City is required to demonstrate a substantive due process, which prohibits discrimination against one type of business or another. He added Police Officers are responsible for due diligence in documenting police calls, and the amendment is appropriate.

Mayor/President Elliott noted communities of color are disproportionately impacted by crime-free Ordinances. He stated he has a hard time moving forward with the section about police calls, and he would like to see his concerns addressed. He added he supports merging the two Ordinances.

Councilmember/Commissioner Graves stated she believes there is enough discretion, and it is not predicated. She added she supports moving forward with the proposed amendment. She noted she is interested in more clarity as a whole throughout the Ordinance.

Mayor/President Elliott stated he would like more information regarding the effect this Ordinance will have on certain communities, concerning police calls.

Mr. Boganey stated the system of licenses is based on the number of police calls.

Mayor/President Elliott stressed the importance of doing due diligence and considering the impact moving forward. He requested that the City Staff provide additional information.

Councilmember/Commissioner Ryan stated there is no quorum.

Mr. Boganey stated City Staff could provide additional analysis.

Mayor/President Elliott requested that the City Council/EDA should schedule a time for a discussion on the housing portion of this issue.

EXCERPT FROM AUGUST 26, 2019
WORKSESSION MINUTES

ORDINANCE AMENDING THE PUBLIC DANCE ORDINANCE TO THE ENTERTAINMENT ORDINANCE

Dr. Edwards reviewed a proposed amendment to the Public Dance Ordinance, which is proposed by a committee of City Staff that worked on this issue. He added the intent is to focus on anti-social behaviors that result in police calls rather than the type of establishment or its operations. He stressed the importance of regulatory policies for mitigating or preventing behaviors. He noted it is assumed that regulating liquor from 1:00 a.m. – 2:00 a.m. would not be sufficient enforcement given the diversity of police calls that are received.

Police Chief Tim Gannon stated there were less of the same types of calls from 2017-18. He added those figures could be provided to the City Council/EDA.

Councilmember/Commissioner Graves stated she is pleased with the recommendation, as it complements the liquor ordinance amendment. She asked whether the new Ordinance will incorporate both live music and public dance.

Mr. Boganey stated the City has a dance permit license process, and under the Zoning Ordinance, anyone providing live entertainment needs a special use permit. He added the intent is to have one process.

Councilmember/Commissioner Butler stated she supports moving forward with City Staff's suggestions. Councilmember/Commissioner Ryan agreed. Councilmember/Commissioner Lawrence-Anderson agreed.

Mayor/President Elliott stressed the importance of considering nearby residents and neighborhoods due to noise.

Council/EDA Work Session
City Hall Council Chambers
November 25, 2019

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. Public Safety Response to Mental Health Calls
2. Council Meetings Discussions
3. Housing Policy Framework Discussion

PENDING LIST FOR FUTURE WORK SESSIONS

1. Pending Items
   - Metro Transit Bus - *(upcoming CC presentation)*
   - Livable Wages - 12/9
   - Freeway Park /Mound Cemetery MOU - 1/13
   - Environmental Sustainability Report - 1/13
   - Food Trucks - 1/27
   - Rental License Update - 1/27
   - Census Update - 1/27
   - Commemoration of 400 years of Slavery Activities - 2/10
   - Use of EDA Owned Property - 3/9
   - Options for Use of Adjacent Space to Liquor Store - 3/9
   - Discussion of Mayor/City Council roles & responsibilities (CommonSense Inc.)

MEMORANDUM - COUNCIL WORK SESSION

DATE: 11/25/2019

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Tim Gannon, Chief of Police

SUBJECT: Public Safety Response to Mental Health Calls

Recommendation:

Background:

The City Council received a presentation on co-responder models from the police department on 6/24/19. At the completion of that presentation the Council expressed wanting further information regarding police specific response to mental health crisis calls. Attached are the specific police policies regarding interacting with those in crisis.

The following is an updated presentation describing what the police department is currently doing, what's been introduced since the June presentation, as well exploring other response protocols not currently utilized.

Policy Issues:

Does the Council require additional information regarding current mental health crisis options or response in Brooklyn Center?

Does the Council believe there is a need to modify our current plans/practices in response to mental health crisis situations in Brooklyn Center?

Does Council wish to provide further direction to the City Manager regarding future mental health crisis response options?

Strategic Priorities and Values:

Safe, Secure, Stable Community

ATTACHMENTS:

Description	Upload Date	Type
Police policy Critical Incident	10/4/2019	Cover Memo
Police policy civil commitments	10/4/2019	Cover Memo
Powerpoint	11/20/2019	Presentation

Crisis Intervention Incidents

436.1 PURPOSE AND SCOPE

This policy provides guidelines for interacting with those who may be experiencing a mental health or emotional crisis. Interaction with such individuals has the potential for miscommunication and violence. It often requires an officer to make difficult judgments about a person's mental state and intent in order to effectively and legally interact with the individual.

436.1.1 DEFINITIONS

Definitions related to this policy include:

Person in crisis - A person whose level of distress or mental health symptoms have exceeded the person's internal ability to manage his/her behavior or emotions. A crisis can be precipitated by any number of things, including an increase in the symptoms of mental illness despite treatment compliance; non-compliance with treatment, including a failure to take prescribed medications appropriately; or any other circumstance or event that causes the person to engage in erratic, disruptive or dangerous behavior that may be accompanied by impaired judgment.

436.2 POLICY

The Brooklyn Center Police Department is committed to providing a consistently high level of service to all members of the community and recognizes that persons in crisis may benefit from intervention. The Department will collaborate, where feasible, with mental health professionals

436.3 SIGNS

Members should be alert to any of the following possible signs of mental health issues or crises:

(a) A known history of mental illness

(b) Threats of or attempted suicide

(c) Loss of memory

(d) Incoherence, disorientation or slow response

(e) Delusions, hallucinations, perceptions unrelated to reality or grandiose ideas

(f) Depression, pronounced feelings of hopelessness or uselessness, extreme sadness or guilt

(g) Social withdrawal

(h) Manic or impulsive behavior, extreme agitation, lack of control

(i) Lack of fear

(j) Anxiety, aggression, rigidity, inflexibility or paranoia

Members should be aware that this list is not exhaustive. The presence or absence of any of these should not be treated as proof of the presence or absence of a mental health issue or crisis.

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436.4 FIRST RESPONDERS

Safety is a priority for first responders. It is important to recognize that individuals under the influence of alcohol, drugs or both may exhibit symptoms that are similar to those of a person in a mental health crisis. These individuals may still present a serious threat to officers; such a threat should be addressed with reasonable tactics. Nothing in this policy shall be construed to limit an officer's authority to use reasonable force when interacting with a person in crisis.

Officers are reminded that mental health issues, mental health crises and unusual behavior alone are not criminal offenses. Individuals may benefit from treatment as opposed to incarceration.

An officer responding to a call involving a person in crisis should:

(a) Promptly assess the situation independent of reported information and make a preliminary determination regarding whether a mental health crisis may be a factor.

(b) Request available backup officers and specialized resources as deemed necessary and, if it is reasonably believed that the person is in a crisis situation use conflict resolution and de-escalation techniques to stabilize the incident as appropriate.

(c) If feasible, and without compromising safety, turn off flashing lights, bright lights or sirens.

(d) Attempt to determine if weapons are present or available.

(e) Take into account the person's mental and emotional state and potential inability to understand commands or to appreciate the consequences of his/her action or inaction, as perceived by the officer.

(f) Secure the scene and clear the immediate area as necessary.

(g) Employ tactics to preserve the safety of all participants.

(h) Determine the nature of any crime.

(i) Request a supervisor, if warranted.

(j) Evaluate any available information that might assist in determining cause or motivation for the person's actions or stated intentions.

436.5 DE-ESCALATION

Officers should consider that taking no action or passively monitoring the situation may be the most reasonable response to a mental health crisis.

Once it is determined that a situation is a mental health crisis and immediate safety concerns have been addressed responding members should be aware of the following considerations and should generally:

- Evaluate safety conditions.
- Introduce themselves and attempt to obtain the person's name.
- Be patient, polite, calm, courteous and avoid overreacting.
- Speak and move slowly and in a non-threatening manner.

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- Moderate the level of direct eye contact.
- If possible remove distractions or disruptive people from the area.
- Demonstrate active listening skills (e.g., summarize the person's verbal communication).

436.6 INCIDENT ORIENTATION

When responding to an incident that may involve mental illness or a mental health crisis, the officer should request that the dispatcher provide critical information as it becomes available. police

436.7 SUPERVISOR RESPONSIBILITIES

When requested responding supervisors should:

(a) Attempt to secure appropriate and sufficient resources.

(b) Closely monitor any use of force, including the use of restraints, and ensure that those subjected to the use of force are provided with timely access to medical care (see the Handcuffing and Restraints Policy).

(c) Ensure that all reports are completed and that incident documentation uses appropriate terminology and language.

436.8 INCIDENT REPORTING

Members engaging in any oral or written communication associated with a mental health crisis should be mindful of the sensitive nature of such communications and should exercise appropriate discretion when referring to or describing persons and circumstances.

Members having contact with a person in crisis should keep related information confidential, except to the extent that revealing information is necessary to conform to department reporting procedures or other official mental health or medical proceedings.

436.8.1 DIVERSION

Individuals who are not being arrested should be processed in accordance with the Civil Commitments Policy.

436.9 NON-SWORN INTERACTION WITH PEOPLE IN CRISIS

Non-sworn members may be required to interact with persons in crisis in an administrative capacity, such records request, and animal control issues.

(a) Members should treat all individuals equally and with dignity and respect.

(b) If a member believes that he/she is interacting with a person in crisis, he/she should proceed patiently and in a calm manner.

(c) Members should be aware and understand that the person may make unusual or bizarre claims or requests.

If a person's behavior makes the member feel unsafe, if the person is or becomes disruptive or violent, or if the person acts in such a manner as to cause the member to believe that the person

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may be harmful to him/herself or others, an officer should be promptly summoned to provide assistance.

436.10 TRAINING

In coordination with the mental health community and appropriate stakeholders, the Department will develop and provide comprehensive education and training to all department members to enable them to effectively interact with persons in crisis.

Additionally, the Training Sergeant will provide officers with in-service training in crisis intervention and mental illness crises as required by Minn. Stat. § 626.8469.

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Civil Commitments

409.1 PURPOSE AND SCOPE

This policy provides guidelines for when officers may place an individual in protective custody and request a 72-hour hold under the Minnesota Commitment and Treatment Act (Minn. Stat. § 253B.05).

409.2 POLICY

It is the policy of the Brooklyn Center Police Department to protect the public and individuals through legal and appropriate use of the 72-hour hold process.

409.3 AUTHORITY

An officer, having probable cause to believe that any individual because of mental illness, chemical dependency, or public intoxication is in danger of injuring him/herself or others if not immediately detained, may take, or cause to be taken, the individual to a treatment facility for a 72-hour evaluation (Minn. Stat. § 253B.05, Subd. 2).

The officer shall make written application for admission of the individual to a treatment facility. The application shall contain the officer's reasons for and circumstances under which the individual was taken into custody. If danger to specific individuals is a basis for the requested emergency hold, the statement must include identifying information for those individuals to the extent reasonably practicable. The officer shall also provide the department contact information for purposes of receiving notice if the individual is released prior to the 72-hour admission or leaves the facility without consent. The facility shall make a copy of the statement available to the individual taken into custody (Minn. Stat. § 253B.05, Subd. 2).

409.3.1 VOLUNTARY EVALUATION

If officers encounter an individual who may qualify for a 72-hour hold, they may inquire as to whether the person desires to voluntarily be evaluated at an appropriate facility. If the individual so desires, the officers should:

(a) Request the appropriate ambulance service. Transport the individual to an appropriate facility that is able to conduct the evaluation and admit the person pursuant to the Minnesota Commitment and Treatment Act.

(b) If at any point the individual changes his/her mind regarding voluntary evaluation, officers should proceed with the application for a 72-hour hold, if appropriate.

(c) Document the circumstances surrounding the individual's desire to pursue voluntary evaluation and/or admission.

409.4 CONSIDERATIONS AND RESPONSIBILITIES

Any officer handling a call involving an individual who may qualify for a 72-hour hold should consider, as time and circumstances reasonably permit:

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(a) Available information that might assist in determining the cause and nature of the individual's action or stated intentions.

(b) When appropriate forward a report to Hennepin County Adult/Child Protection (First Response).

(c) Conflict resolution and de-escalation techniques.

(d) Community or other resources available to assist in dealing with mental health issues.

While these steps are encouraged, nothing in this section is intended to dissuade officers from taking reasonable action to ensure the safety of the officers and others.

409.5 TRANSPORTATION

Absent exigent circumstances or Sergeant/DCO approval, all transports for mental health holds shall be conducted by medical personnel.

Officers may transport intoxicated individuals to a hospital or detox facility unless the individual is in need of immediate medical care.

409.5.1 TYPE OF TRANSPORTATION

When transporting any individual on a Minn. Stat. § 253B.05 admission, and if reasonably practicable, officers should not be in uniform and should not use a vehicle visibly marked as a law enforcement vehicle (Minn. Stat. § 253B.05, Subd. 2(b)).

409.6 TRANSFER TO APPROPRIATE FACILITY

Upon arrival at the facility, the officer will escort the individual into a treatment area designated by a facility staff member. If the individual is not seeking treatment voluntarily, the officer should provide the staff member with the written application for a 72-hour hold and remain present to provide clarification of the grounds for detention, upon request.

Absent exigent circumstances, the transporting officer should not assist facility staff with the admission process, including restraint of the individual. However, if the individual is transported and delivered while restrained, the officer may assist with transferring the individual to facility restraints and will be available to assist during the admission process, if requested. Under normal circumstances, officers will not apply facility-ordered restraints.

409.7 DOCUMENTATION

The officer should complete an application for emergency admission, provide it to the facility staff member assigned to that patient and retain a copy of the application for inclusion in the case report.

The officer should also provide a verbal summary to any evaluating staff member regarding the circumstances leading to the involuntary detention.

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409.8 CRIMINAL OFFENSES

Officers investigating an individual who is suspected of committing a minor criminal offense and who is being taken into custody for purposes of a 72-hour hold should resolve the criminal matter by issuing a warning or a citation, as appropriate.

When an individual who may qualify for a 72-hour hold has committed a serious criminal offense that would normally result in an arrest and transfer to a jail facility, the officer should:

(a) Arrest the individual when there is probable cause to do so.

(b) Notify the appropriate supervisor of the facts supporting the arrest and the facts that would support the 72-hour hold.

(c) Facilitate the individual's transfer to jail.

(d) Thoroughly document in the related reports the circumstances that indicate the individual may qualify for a 72-hour hold.

In the supervisor's judgment, the individual may instead be arrested or booked and transported to the appropriate mental health facility. The supervisor should consider the seriousness of the offense, the treatment options available, the ability of this department to regain custody of the individual, department resources (e.g., posting a guard) and other relevant factors in making this decision.

409.9 FIREARMS AND OTHER WEAPONS

Whenever an individual is taken into custody for a 72-hour hold, the handling officers should seek to determine if the individual owns or has access to any firearm or other deadly weapon. Officers should consider whether it is appropriate and consistent with current search and seizure law under the circumstances to seize any such firearms or other dangerous weapons (e.g., safekeeping, evidence, consent).

Officers are cautioned that a search warrant may be needed before seizing weapons or entering a residence or other place to search unless lawful warrantless entry has already been made (e.g., exigent circumstances, consent).

The handling officers should further advise the individual of the procedure for the return of any firearm or other weapon that has been taken into custody.

409.10 TRAINING

This department will endeavor to provide department-approved training on interaction with mentally disabled persons, 72-hour holds and crisis intervention.

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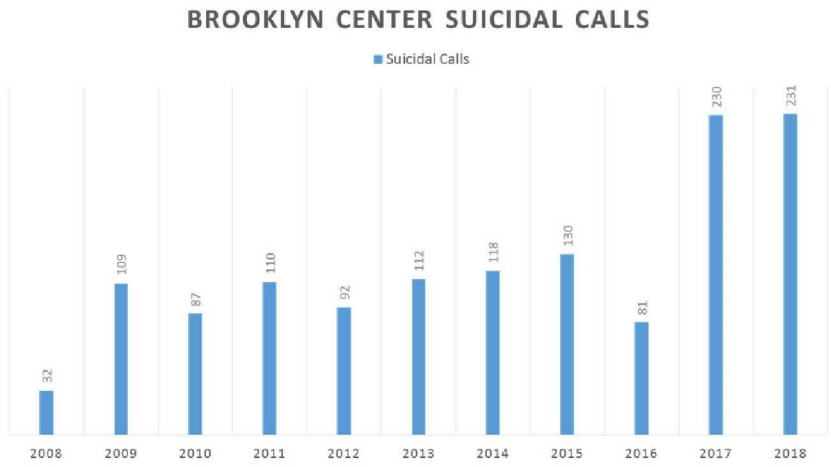
Mental health crisis call response

City Council, November 25, 2019
Tim Gannon, Police Chief

DEFINITIONS

- C.I.T – Crisis Intervention Team; C.I.T Officers respond to mental health calls trained to uses de-escalation techniques if necessary and assess if referral to services or transport for mental health evaluation is appropriate.
- C.O.P.E – Community Outreach Psychiatric Emergencies. This is a Hennepin County program with Crisis responders.

"suicidal call type ended in October 2016. Now welfare or mental etc...



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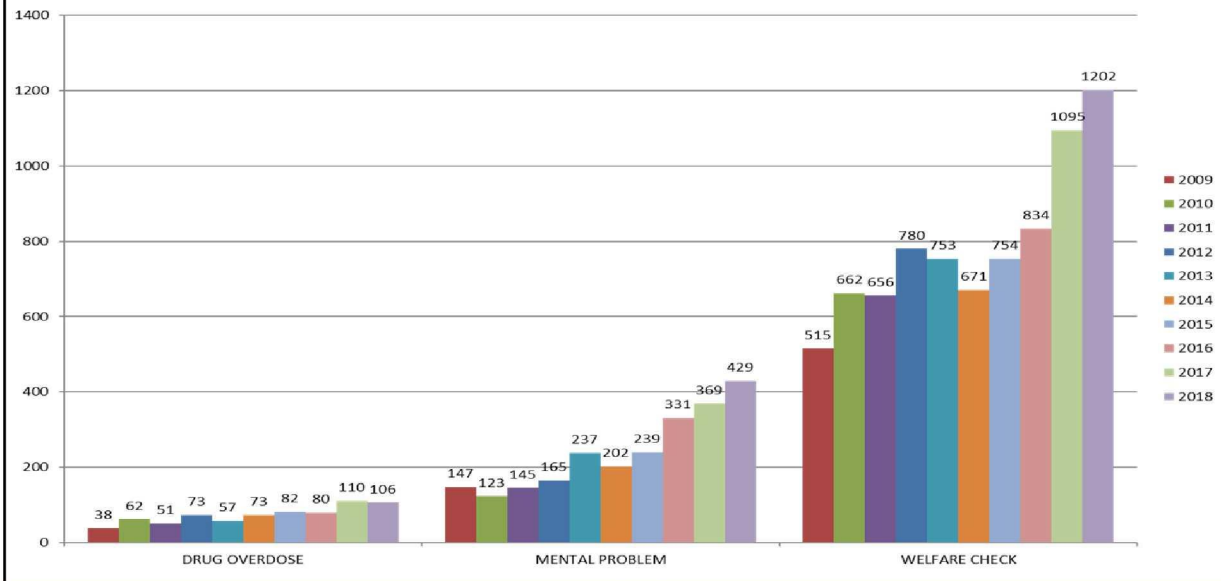

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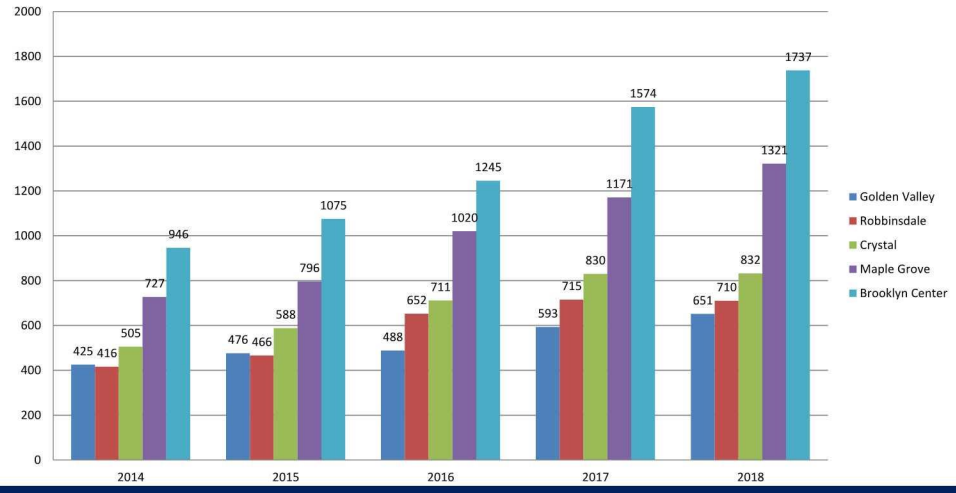
Mental Health Related Calls – Nearby Cities

Includes call types (mental problem, welfare check & drug overdose)



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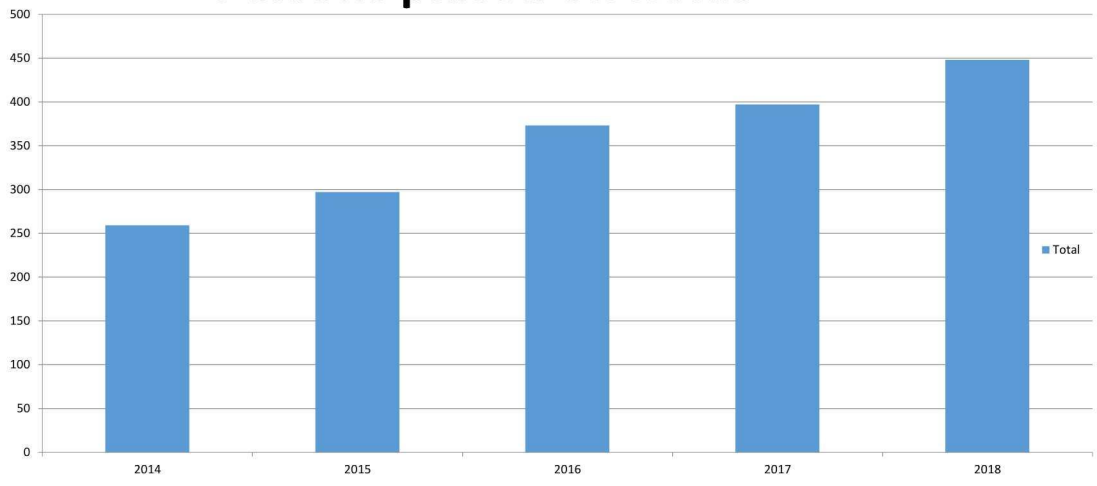
Persons placed on Holds



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Brooklyn Center Initiatives

- 25 Sworn Officers have been trained in C.I.T, most in past two years and the department has committed to train all patrol officers. Multiple BC officers have a passion and coach other officers in C.I.T courses.
- The Crisis Negotiator Team consists of a patrol Sergeant, Detective & 4 patrol officers trained in advanced negotiator techniques. The unit has been revamped and they now train a minimum of 8 hours a month & attend regional hospital/law enforcement mental health meetings.
- As of January 2019 the department began a monthly in-depth online training consisting of blocks on persuasion/de-escalation, 3 blocks on mental health, autism, mental health holds etc.
- May of 2019 the department began utilizing a more comprehensive hold form that will help doctors better understand the suicidal individuals mental health issue.
- First line supervisors have been trained on latest court cases & best practices in dealing with individuals in crisis.

Brooklyn Center Initiatives updated

- We have a signed contract with *Vitals Aware services* to provide officers with a notification app.
- We have contacted COPE and gained clarity around what services they can provide within Hennepin County. Currently they are involved in a pilot program with Minneapolis Police. That is a co-responder model with limited day time hours.
- A conversation with Hennepin Behavior Health involving social workers working alongside police officers has been explored.
- The entire department completed a PATROL online lesson plan titled “Serving those with Autism Spectrum Disorder”. That was a scheduled training for September. That is the fifth mental health related course training the department has received this year.
- CIT training continues as priority Core training mandate.
- In December, I will be participating in a executive forum discussing Police response to suicide calls.

Embedded Social worker Program

- Master social worker designated by Hennepin County Behavior Health.
- Currently: Brooklyn Park, Bloomington, Hopkins-St. Louis park, and Plymouth-Minnetonka are piloting the program.
- Funding is 60% by City and 40% by County for social worker's salary.
- The assigned SW is dedicated to the assigned city with no additional case load.
- The SW has increased flexibility to work with individuals that may not have received services otherwise.
- Each city is implementing the program slightly differently because of needs and records systems.
- Programming does follow a case management model as opposed to co-responder. Field visits are a component of the program to provide after care.
- City's are reporting success as measured by less return calls and more effective problem solving by SW who can access resources and data bases police officers cannot.

Questions?

MEMORANDUM - COUNCIL WORK SESSION

DATE: 11/25/2019

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Mike Elliott, Mayor

SUBJECT: Council Meetings Discussions

Recommendation:

Council direction is requested regarding the request of the Mayor to consider the following:

1. Change the packet delivery day provide the Council with addition time to review the Council Packet before the meeting day.
2. Add one additional meeting day per month devoted the review of work session items. The intended purpose of this change is to shorten the length of regular meeting time and to allow sufficient time to discus and deliberate on work session items.

Background:

Several months ago Mayor Elliott suggested that actions needed to be taken to reduce the length of time committed to City Council/EDA Meetings. In addition, the Mayor expressed concern that there was not sufficient time between packet delivery on Thursday evening and Monday when most meetings are held. He expressed a desire to have at least five days to review the packet before the meeting for this review.

The Mayor asked that staff review this issue to determine what the practical implications would be if we made these changes.

I have had several meetings with staff about these proposed changes and below are my findings:

Additional Review Time

Based on my staff review I believe that the least difficult and most efficient way to provide additional days for review would be to change the Council normal meeting day from Monday to some later day in the week perhaps Tuesday or Wednesday. It is my understanding that several Councils meet on Tuesday and probably fewer on Wednesday. Under this scenario the packet preparation process would not change. Packets would be electronically delivered Thursday and the Council would have additional time to review and prepare for the meeting.

The alternative to changing the meeting day would require modifications to the preparation process. The effect on the process would vary depending on the number of additional days required by the City Council.

Impacts we would to consider depending on the number of days added would include the following:

1. Changes to the Planning Commission schedule
2. The 60 day rule for planning decisions
3. Mandated requirements related to public assessments
4. City policies regarding notices and public hearings for ordinance approvals
5. Staffing schedules.

I do not provide this list of considerations to suggest that the current process cannot be changed. I am suggesting the impacts can not be easily determined until we have Council direction regarding the number of additional days required.

Additional Meeting Day for Work Sessions

After reviewing this item with staff it is my view that adding one additional day each month devoted to work sessions is likely to have minimal effect from a staff perspective. It this change resulted in shorter duration time for regular meetings staff would see this change as a likely benefit. It may also provide some logistical advantages as well. I do hasten to add that there are some work session items that will be time-sensitive so we suggest that if this change is adopted, a provision allowing time-sensitive work session items to proceed on regular meeting dates.

Policy Issues:

Does the Council require additional information in order to provide direction?

Does the Council require additional time to review Council Packets? If so how much lead time does the Council require?

Is the Council willing to consider changing Council meeting dates to allow for more packet review time in advance of meetings?

Is the Council willing to consider adding one additional monthly meeting dedicated to Work Session discussion items?

Strategic Priorities and Values:

Operational Excellence

MEMORANDUM - COUNCIL WORK SESSION

DATE: 11/25/2019

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: N/A

BY: Meg Beekman, Community Development Director

SUBJECT: Housing Policy Framework Discussion

Recommendation:

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

Background:

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).

The current work being undertaken to update the City's Zoning Code is an example of an implementation strategy identified to support the City's housing goals.

Staff has developed a proposed framework for the purpose of moving forward the City's housing goals and addressing the implementation strategies within the 2040 Comprehensive Plan. The framework lays out a path to review the City's existing housing policies and the creation of new policies with the purpose of addressing the City's housing priorities.

The first step in the framework is to complete a housing study and gaps analysis of the city's existing housing stock. Similar to the background report that was done ahead of the start of the work on the 2040 Comprehensive Plan, the purpose of the housing study is to create a baseline and deep dive on the collection

of data around housing in the City. This information will help identify priorities and feed data to the rest of the work done moving forward. The study would identify gaps in the City's future housing demand, as well as provide a context and evaluation of regional market trends affecting Brooklyn Center's housing market.

Issue Identification

Changing demographics and shifting market trends have lead to an entirely different housing market throughout the region and within Brooklyn Center than existed ten years ago. Brooklyn Center, once hit hardest by the great recession, now is experiencing a market correction that is driven by rising home prices throughout the region, and home values are now increasing at some of the highest rates in Hennepin County. A shortage of rental housing throughout the region, combined with record high construction costs, both of which are projected to continue into the next planning cycle, are driving vacancy rates to record lows and pushing rents up. This is causing all sorts of ripple effects that combined are making it harder and harder for low and moderate income families to find and keep, safe, stable, and affordable rental housing.

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.

In order to address issues related to housing, the framework plan which staff is recommending is attempting to take a comprehensive review of the City's housing policy approach, with an emphasis in key focus areas based on priorities 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

Housing Policy Framework

Staff is recommending the following framework to review and address the highest priority housing issues in the City. As part of this work, staff would recommend the creation of a Housing Task Force to provide guidance and input to the work. The Housing Task Force would provide recommendations to the Housing Commission, which would also be part of this work, as well as the City Council. The purpose of the Housing Task Force is to not only deepen the community engagement, but also provide for the opportunity to invite subject matter experts to the table in specific areas of housing policy to provide added insight to the process.

It may also be valuable to create subject specific Housing Task Forces, over time, as each housing area is addressed. 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.

Staff has identified 4 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.

<u>Fair Housing Policy</u>
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.

Housing Study and Impact Assessment

As was mentioned above, staff is recommending moving forward with a housing study and gaps analysis in the near-term. Because issues around the impact of significant development on the city's existing housing, particularly around displacement and gentrification, has 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 written, would fall short of identifying recommended policy outcomes; however, it would assist with providing an informed basis from which policy decisions can be made. The outcome of the study would allow us to identify priorities and set strategies that will inform the City's housing policy approach.

Measures to Mitigate and Prevent Displacement

As rents increase, low and moderate income renters find it harder and harder to maintain stable housing. Displacement, the involuntary loss of one's housing, is a problem that creates ripple effects throughout the community. Brooklyn Center is a community that has experienced under-investment for many years. As vacant and underdeveloped lots see reinvestment, adjacent parcels, which have experienced artificial devaluation, will inevitably experience a market correction, causing their values to increase. The extent of this ripple effect is not immediately known, and is dependent on a number of outside factors, unique to each situation. However, if the City wants to maintain and preserve a supply of affordable housing and prevent displacement, this must be done with intention.

Out of the housing study will come data that will assist with putting together a housing policy plan around the prevention and mitigation of displacement of in the community. Any approach will need to by a multi-faceted one that addresses, among other areas, the preservation of existing rental housing, tenant protection, as well as the creation of new legally-binding affordable housing.

While the Opportunity Site has caused this topic to rise to the forefront of discussion, the Opportunity Site is not the cause of gentrification in the community. The market is. The City's location in the region and market trends that reach far beyond the City's boarders will continue to affect the investment interest and property values in the community. That is why any approach to mitigating and preventing displacement needs to be city-wide.

Tenant Protection

Nearly one third of the City's housing units are in multi-family residential buildings. 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
- Engage stakeholders such as Homeline, Housing Justice Center, ACER, etc

The City staff have met with ACER staff, 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.

Single Family Housing Stabilization:

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

A review of the City's single family housing policy approach will look at the programs and resources available to single family home owners, identify if additional or different programs or resources would be appropriate, explore additional funding sources to support additional programs, and seek out ways to increase awareness of the availability of resources to home owners.

Recently the American Planning Association published their Housing Policy Guide, which lays out the organizations policy positions around housing and makes recommendations for specific policies at the federal, state, and local level. The guide specifically addresses topics related to all of the areas addressed in this framework and is attached to this memo.

Tentative Time Line

1. Winter 2019 Fair Housing Policy
2. Winter 2019 Housing Study and Impact Assessment
3. Spring 2020-Summer 2020 Housing Policy Plan focused on measures to prevent and mitigate displacement
4. Summer 2020-Winter 2020 Tenant Protections
5. Winter 2020-Spring 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. Staff also recommends forming a task force to review and make recommendations for the creation of a housing policy

plan focused on displacement issues.

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
American Planning Association - Housing Policy Guide	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

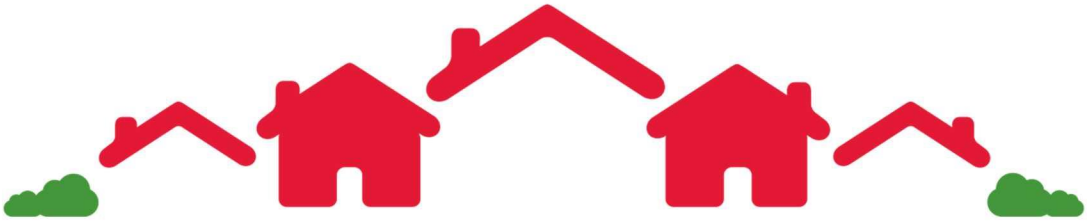
Metro Area - $1,001

(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)



City of Brooklyn Center | Community Development Department | www.cityofbrooklyncenter.org
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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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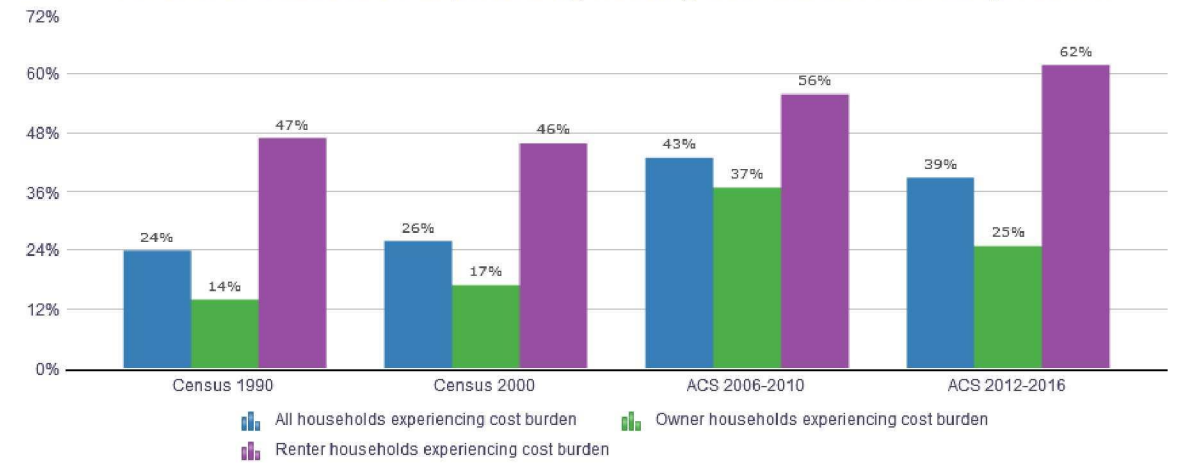
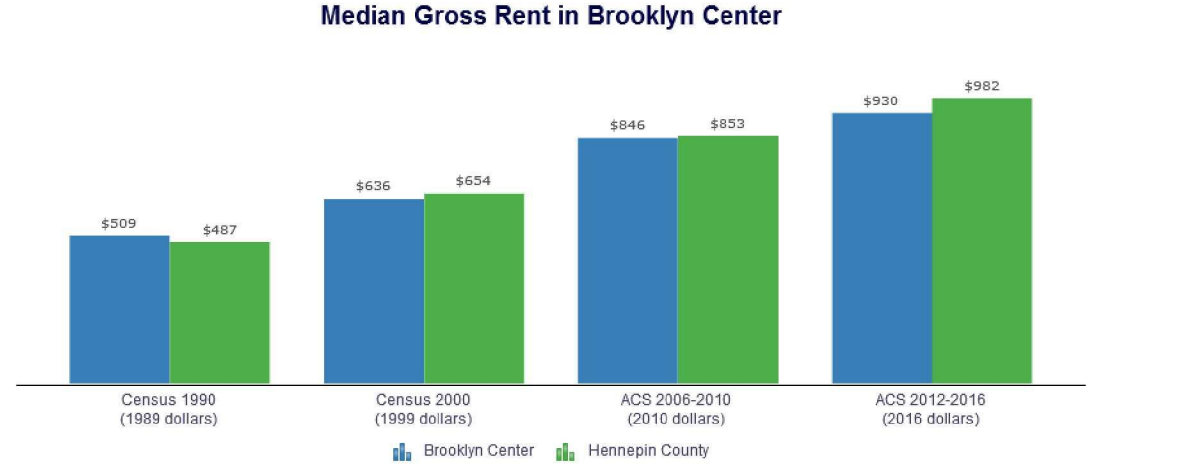
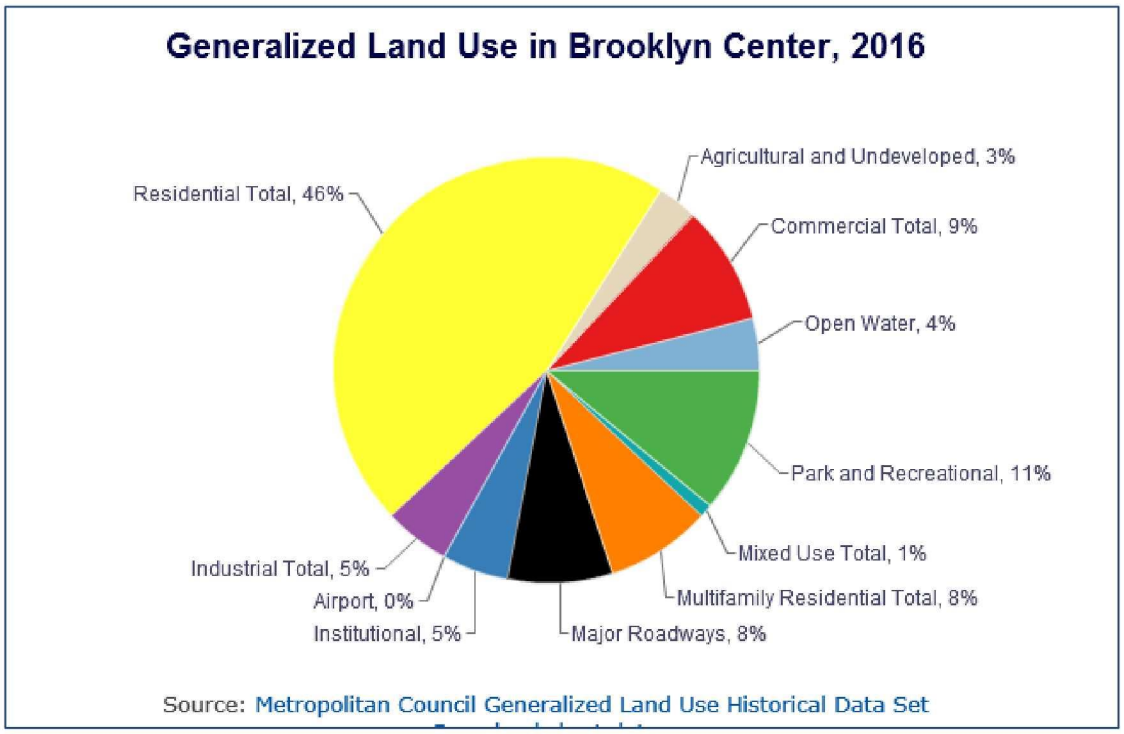


Source: U.S. Census Bureau Decennial Census and American Community Survey.
Households experience housing cost burden when their housing costs are 30% or more of their gross income. For renters, housing costs include rent and utilities; for owners, housing costs include mortgage principal and interest, 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

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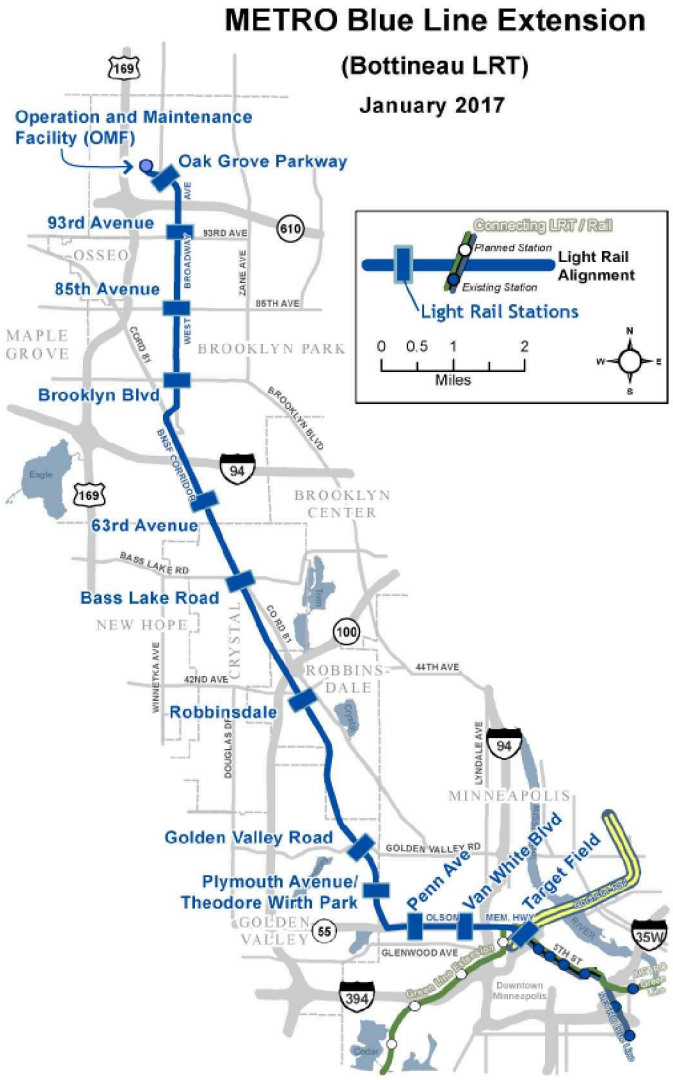
INTRODUCTION

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.

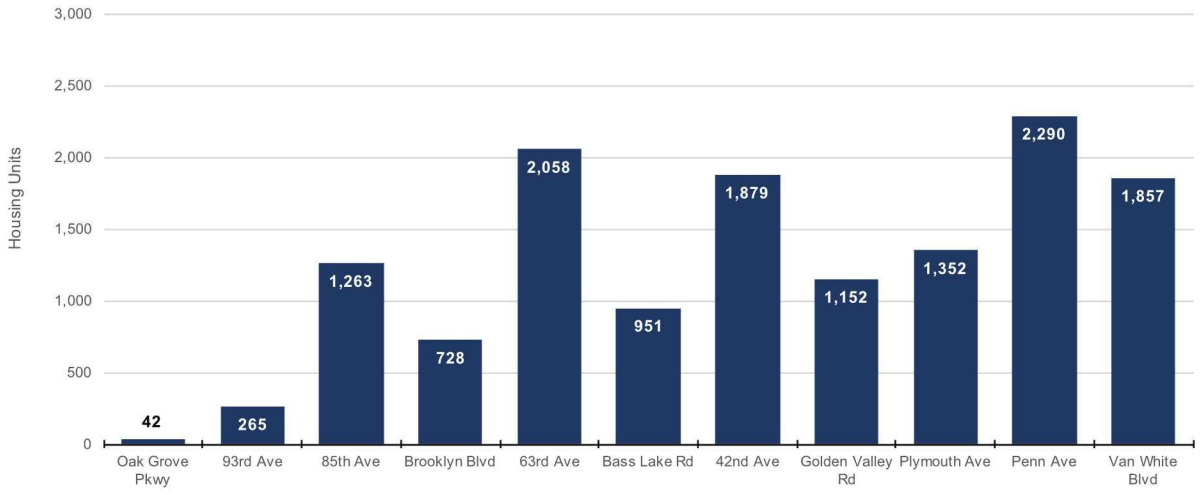
CHARACTERISTICS OF THE HOUSING STOCK

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

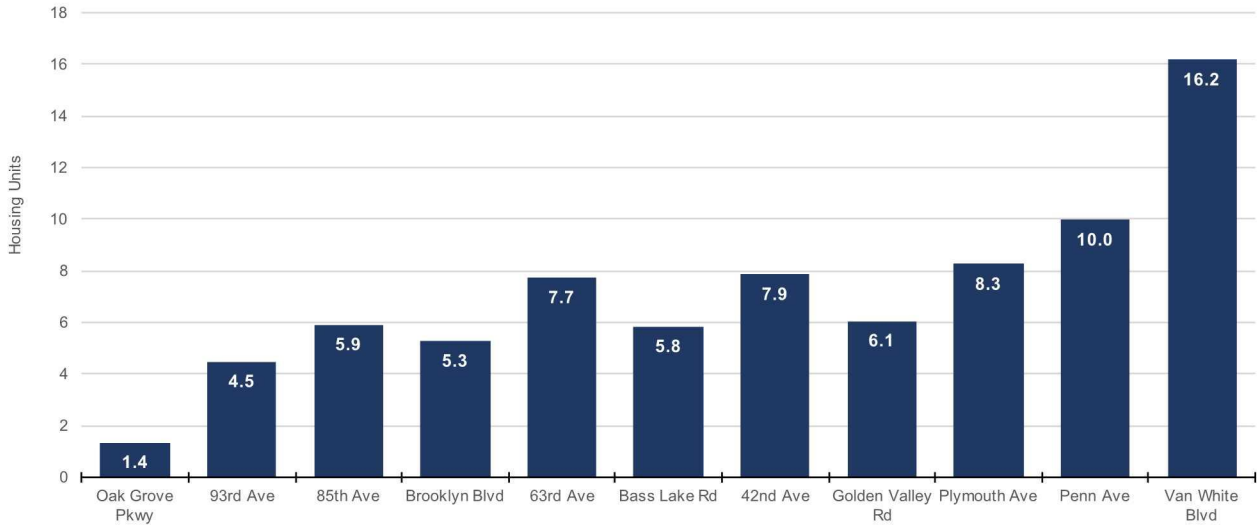
1. The 42nd Ave Station Area noted on all figures has been renamed to "Robbinsdale Station Area" or "Robbinsdale" station. The Station name change has been updated and noted within the text, tables and maps of this report.

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

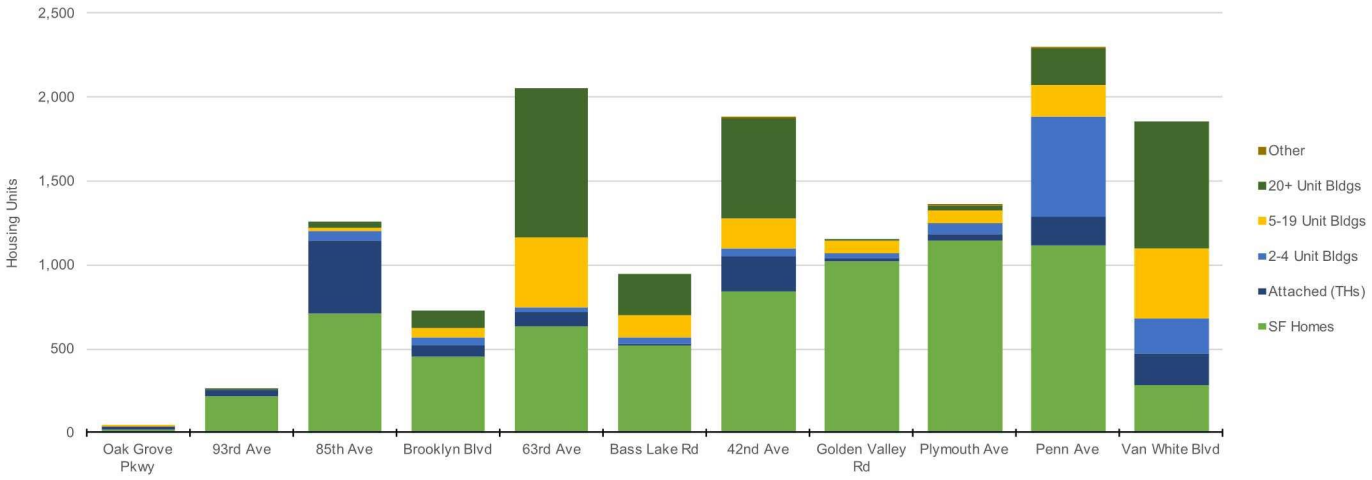
Housing is not monolithic. It often comes in a variety of shapes, sizes, and structure types. The number of housing units in a given building is a basic way to differentiate housing types.

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)



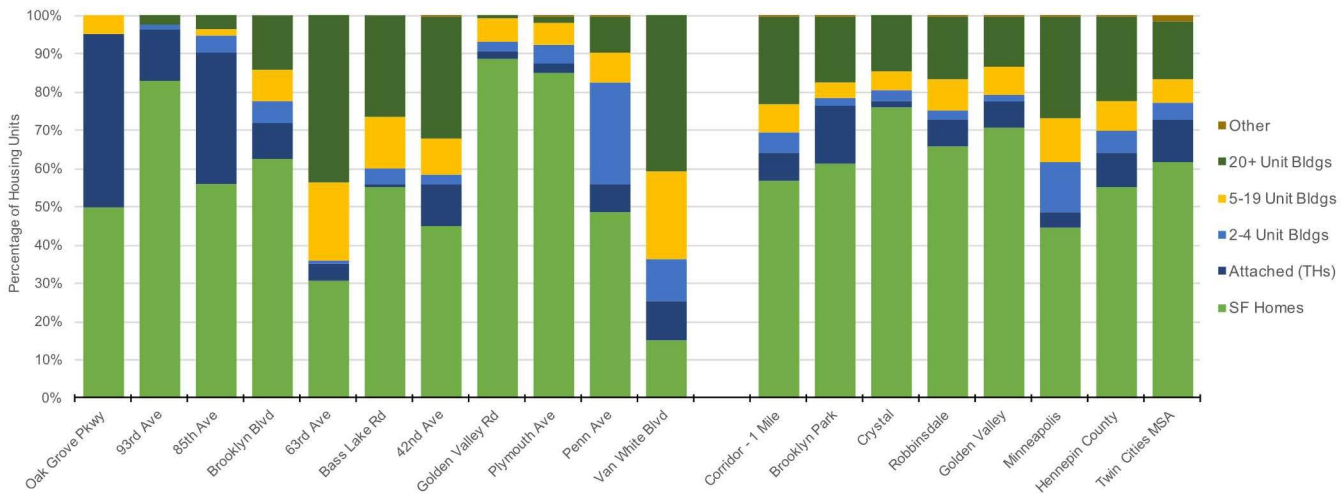
Source: US Census, ACS 2011-2015 Estimate

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

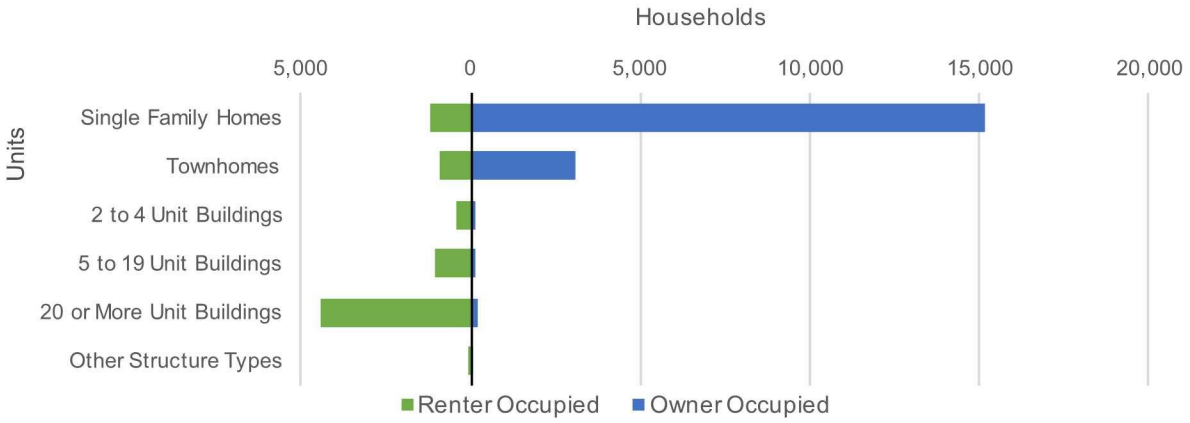
Household Tenure by Structure Type

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.

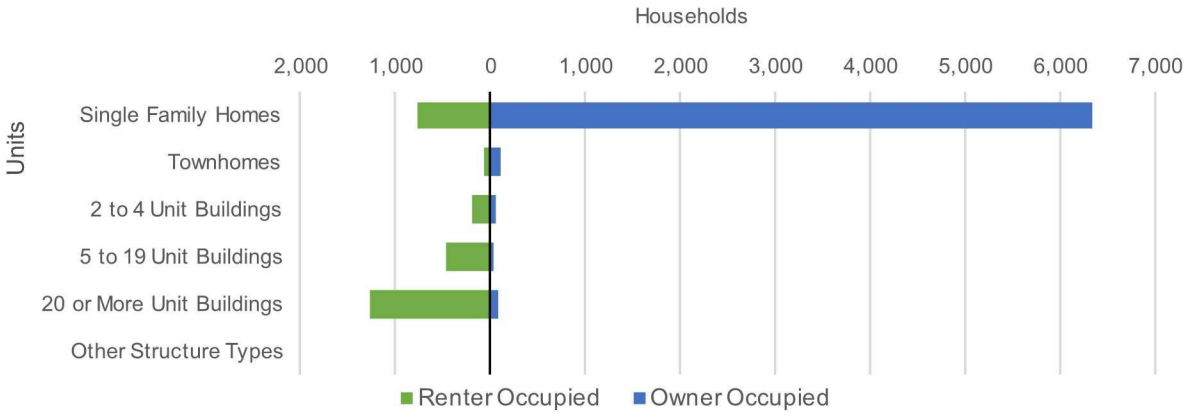
It corroborates the fact that the vast majority of owned housing are single-family homes. However, single-family homes represent a significant portion of rented housing as well. Small to medium size structures are generally rented, though outside the Corridor it is more common to find owned units in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

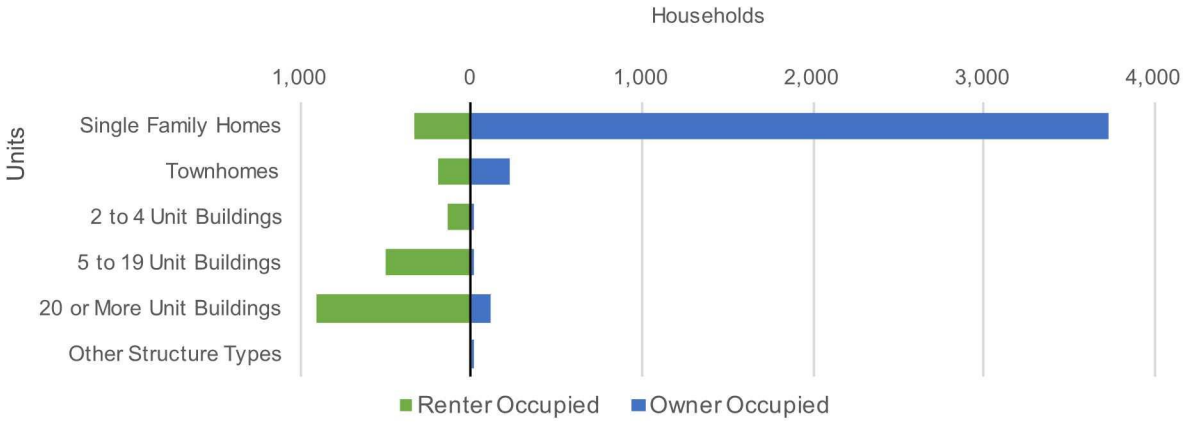
CITY OF BROOKLYN PARK



CITY OF CRYSTAL

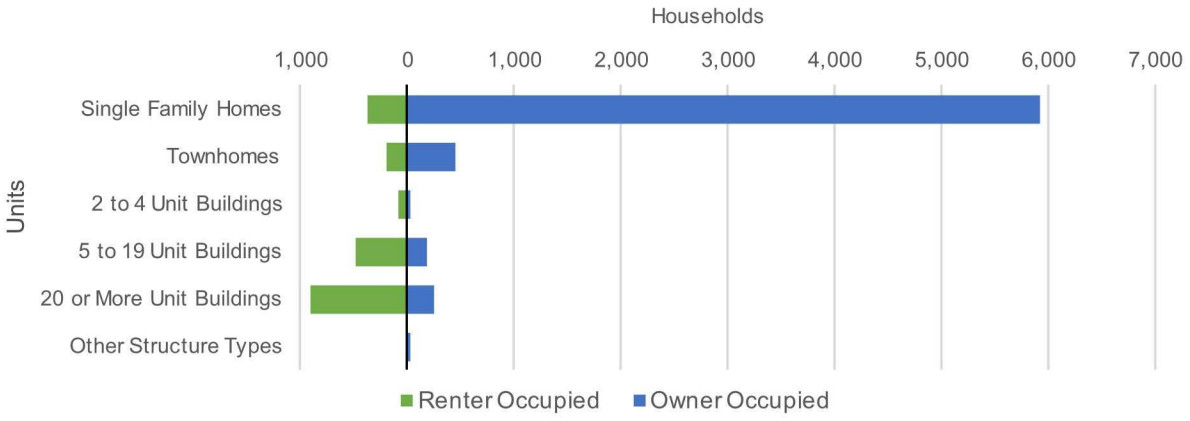


CITY OF ROBBINSDALE

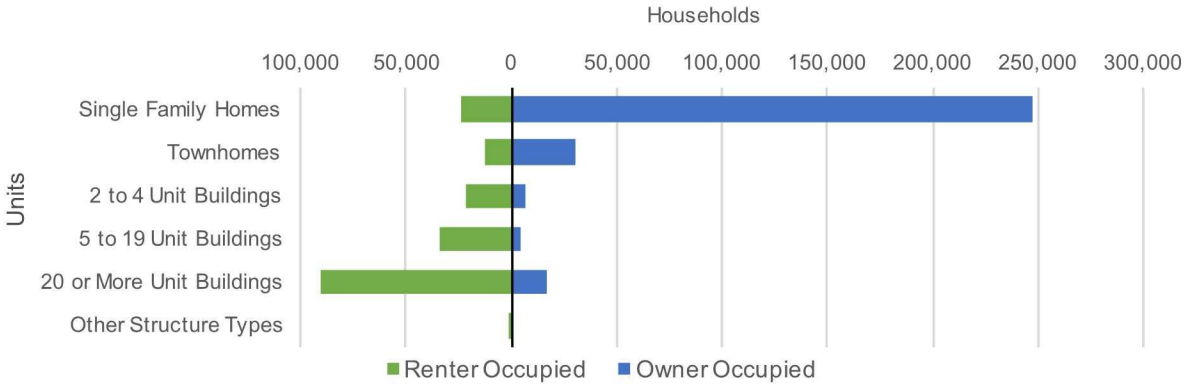


Sources: US Census; Tangible Consulting Services

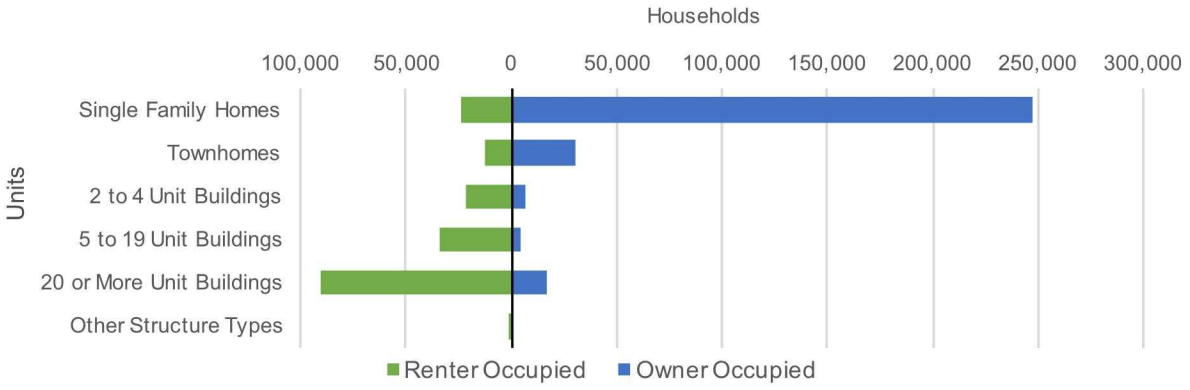
CITY OF GOLDEN VALLEY



HENNEPIN COUNTY



TWIN CITIES MSA



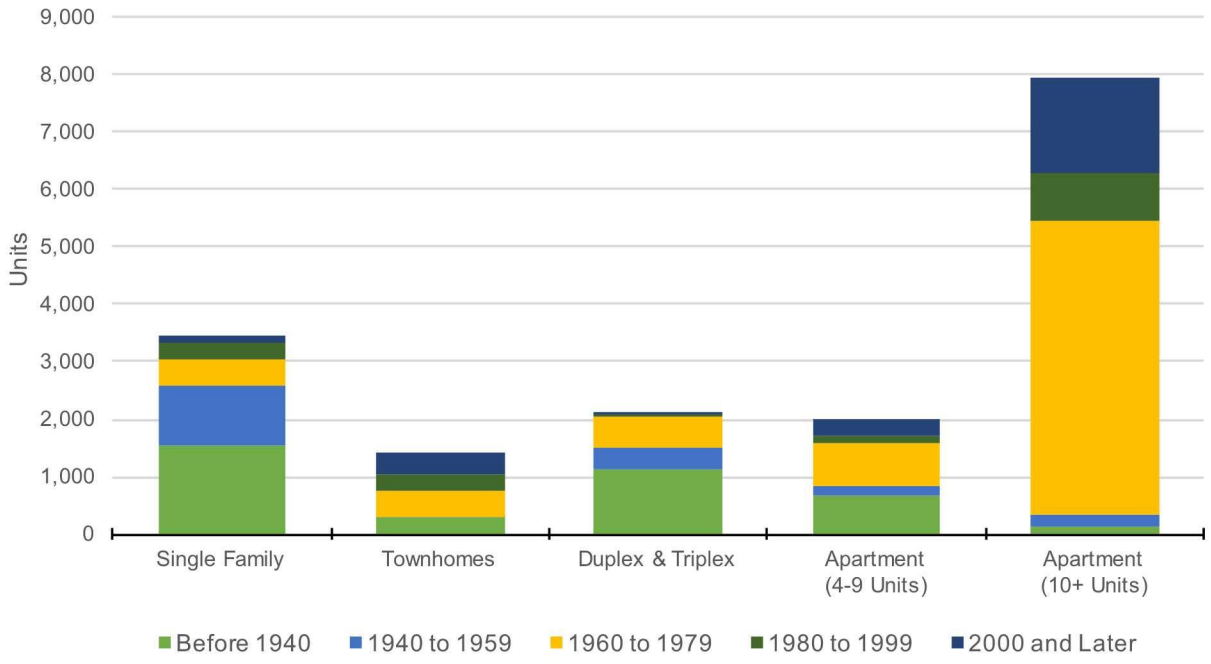
Sources: US Census; Tangible Consulting Services

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

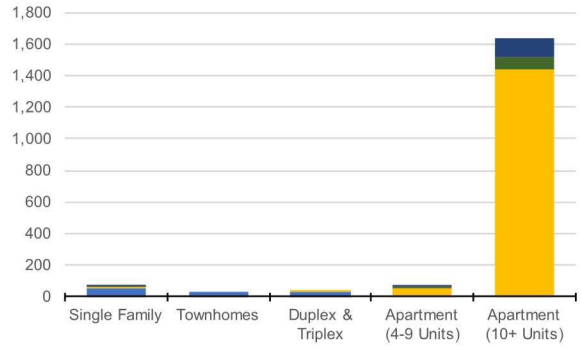
Figure 7 on the following two pages is a series of charts that highlights the age and size of rental properties within one mile of each station area. The age and type of rental housing differs significantly from station area to station area. In the Brooklyn Boulevard and 63rd Avenue station areas, there 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.

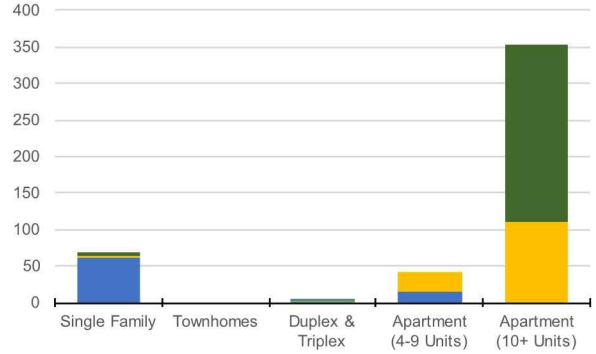
Figure 7: Rental Housing by Units in Structure and Year Built (1-Mile Radius)

Sources: CoStar; Tangible Consulting Services

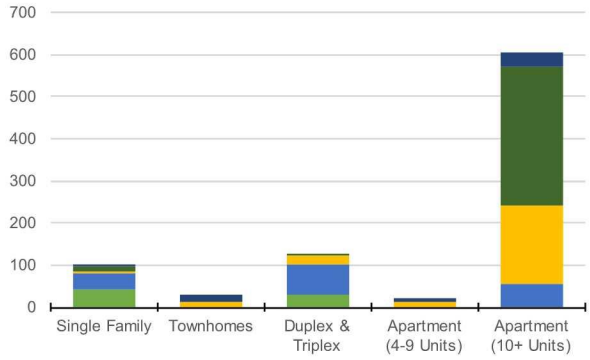
63RD AVENUE



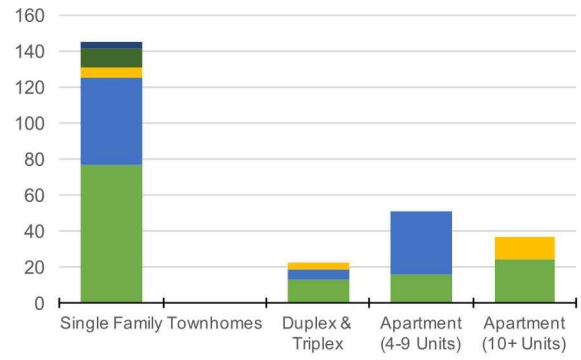
BASS LAKE ROAD



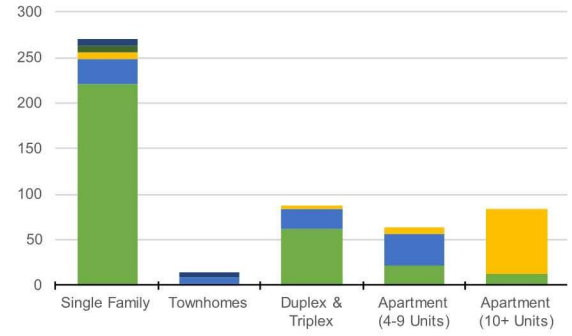
ROBBINSDALE



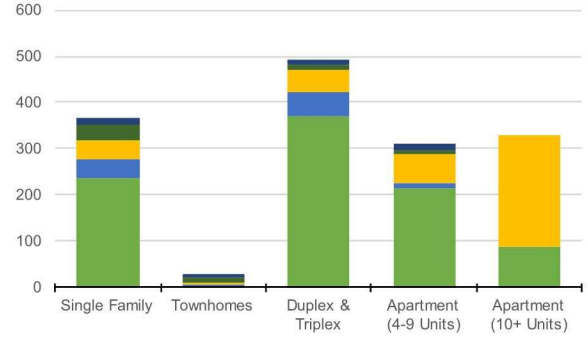
GOLDEN VALLEY ROAD



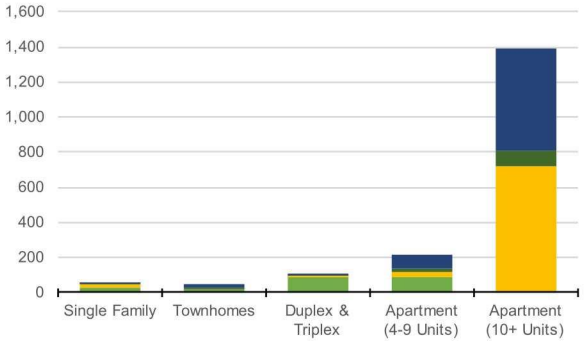
PLYMOUTH AVENUE



PENN AVENUE



VAN WHITE BOULEVARD



Sources: CoStar; Tangible Consulting Services

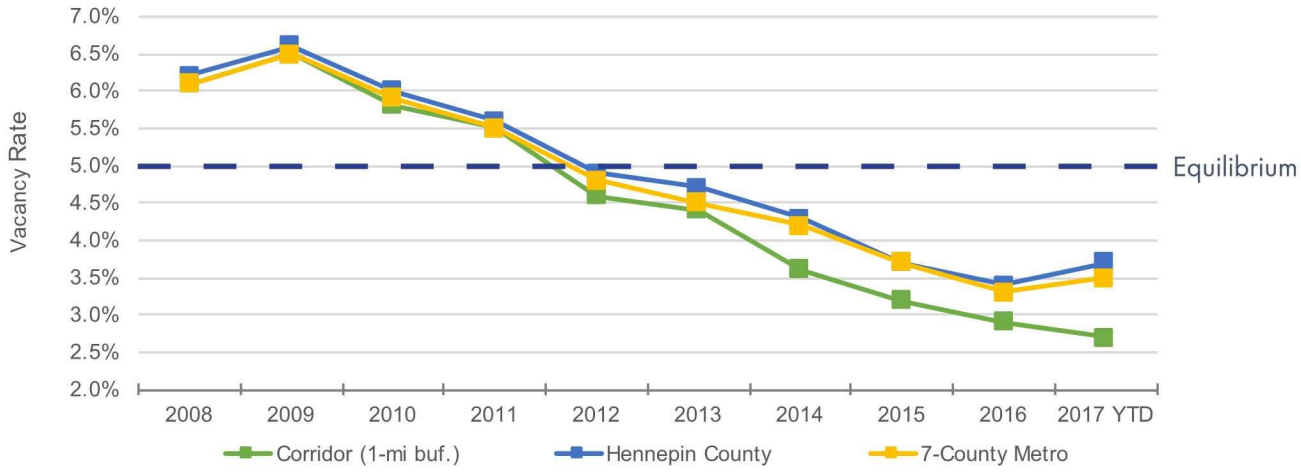
Vacancy Trends

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

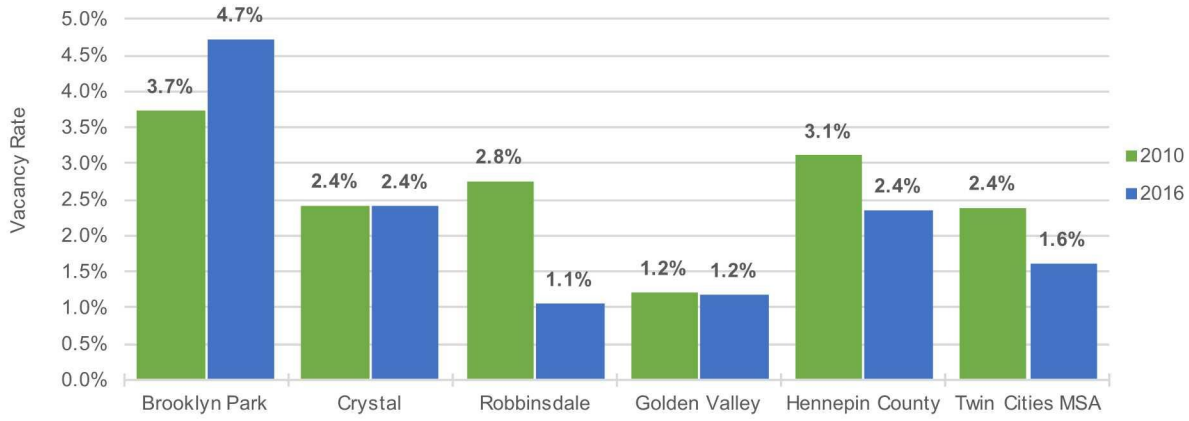


Sources: CoStar; Perkins+Will

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

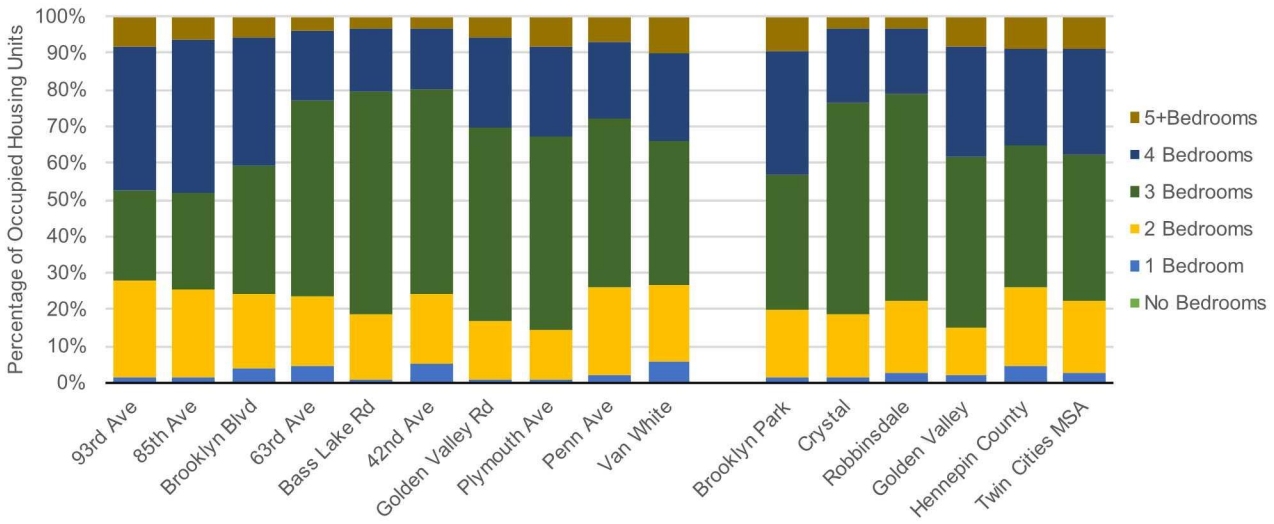
Bedroom Analysis

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.

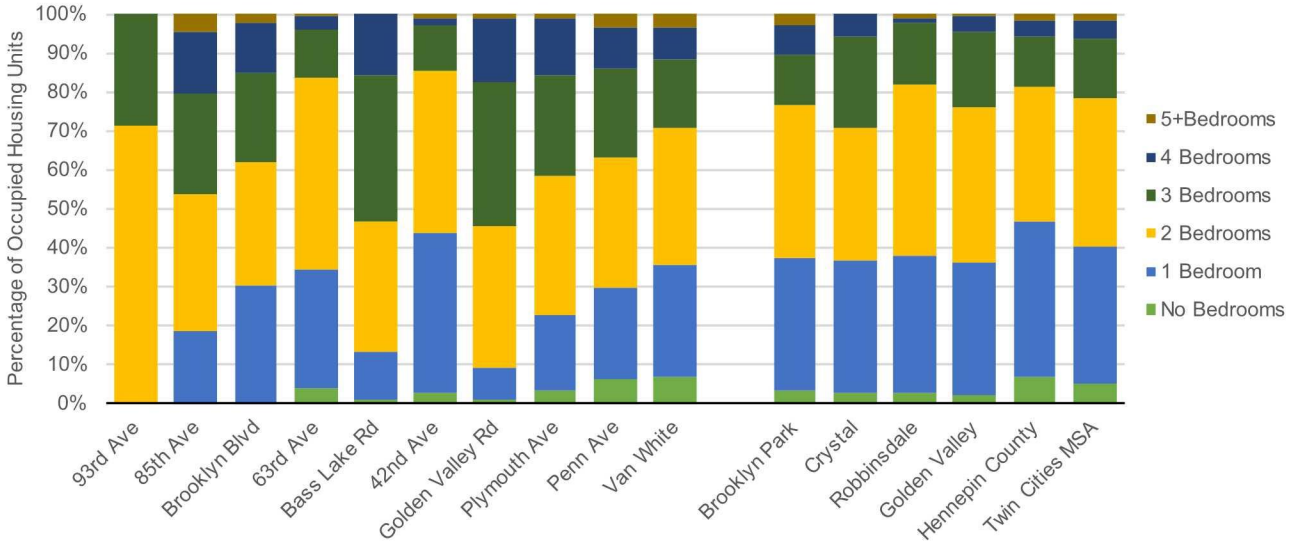
Figure 10: Bedrooms per Housing Unit - Owner-Occupied Housing (1/2-Mile Radius)



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)

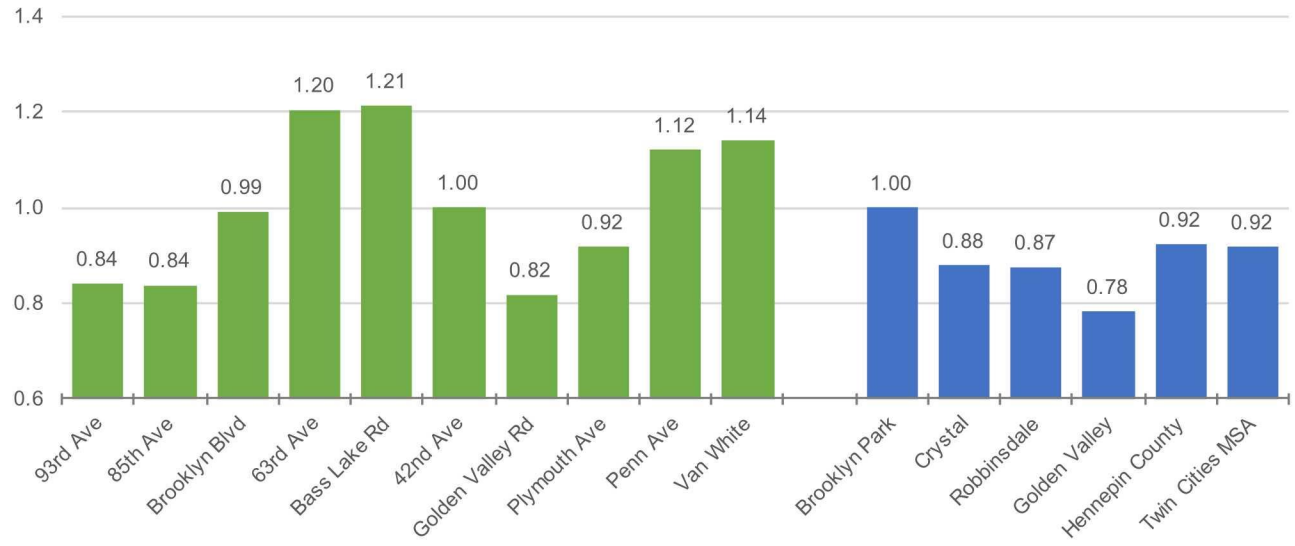


Sources: U.S. Census Bureau, ACS 2011-2015 Estimate;Tangible Consulting Services

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.

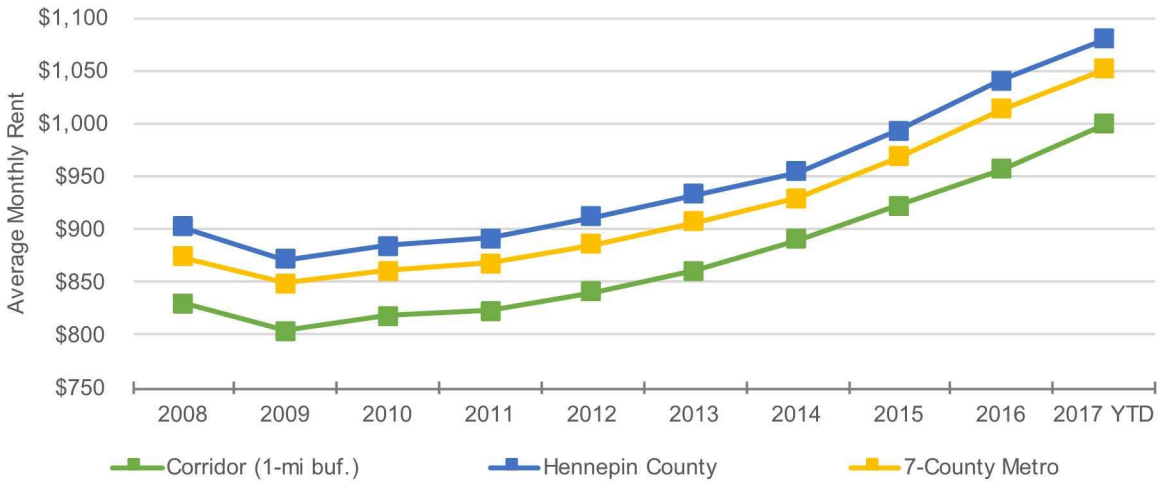
Pricing Trends: Market Rate Rental Housing

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

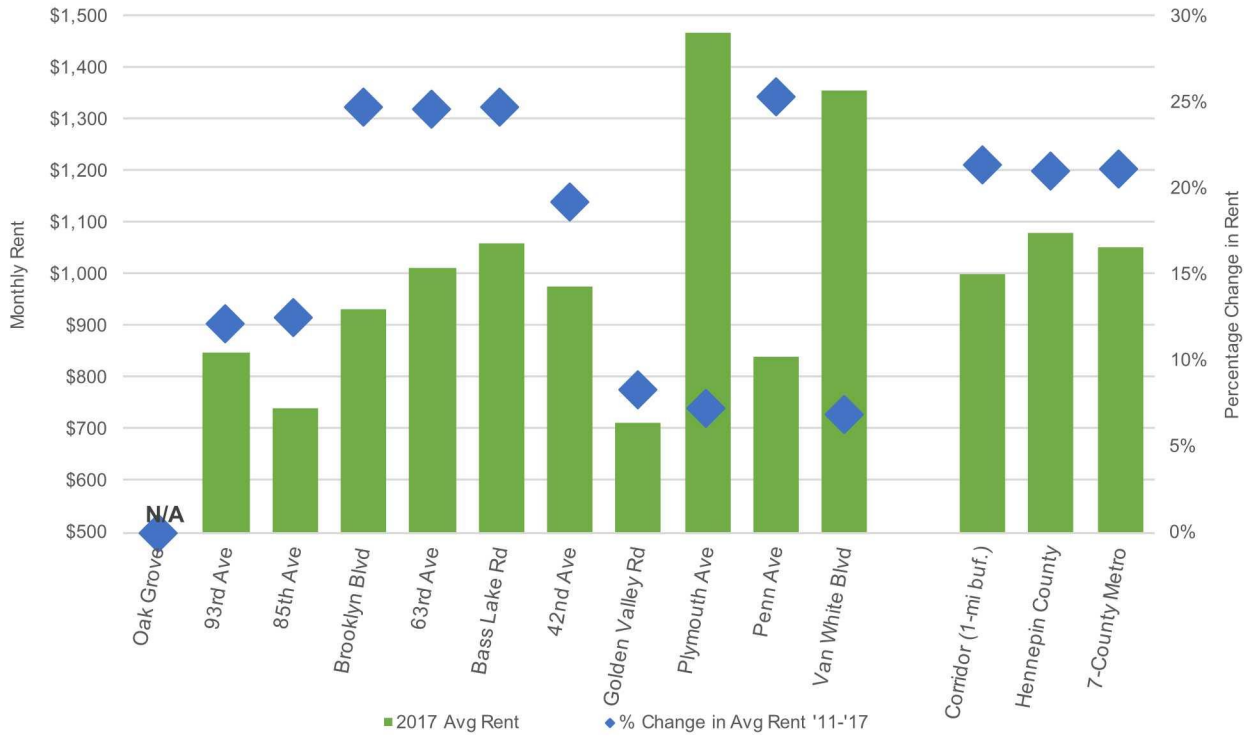


Sources: CoStar; Perkins+Will

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.

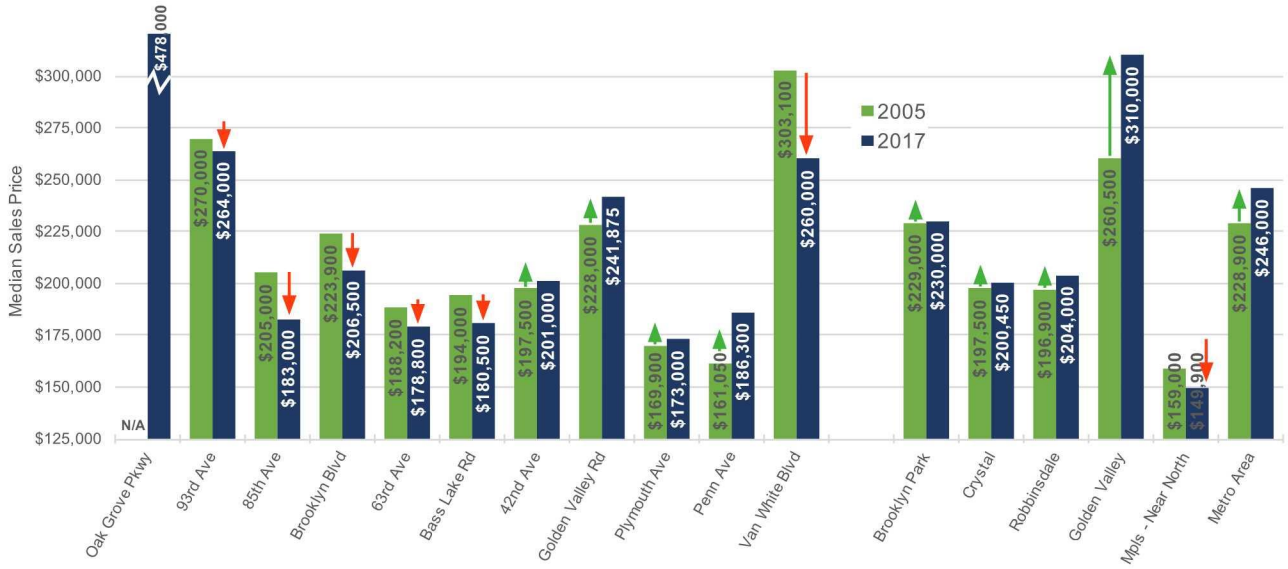
Home pricing can be influenced by the number of sales in a given area. The fewer the number of sales, the more the median sales price can wildly fluctuate. The station areas with the most number of recorded home sales in 2017 are Robbinsdale and 85th Avenue.

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.

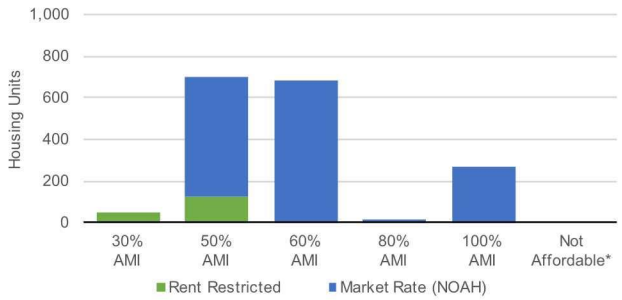
Based on the above definitions, Figure 17 breaks out units that have some level of rent or income restriction versus those that have no restrictions (i.e., market rate). In the case of market rate units that meet some level of affordability, these are commonly referred to as naturally occurring affordable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

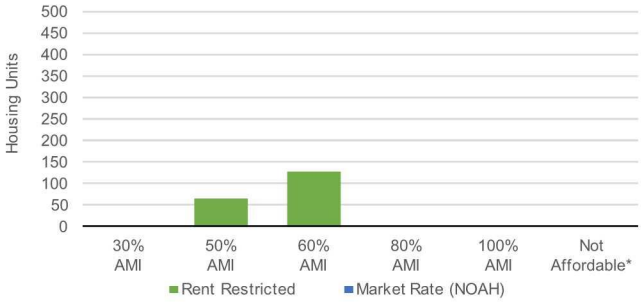
All of the rental housing along the Bottineau Corridor meets some level of affordability with over 80% of the units affordable to households with incomes at or below 60% of AMI. In Brooklyn Park and Robbinsdale very few of the rental units have a restriction. Almost all of the rental housing are naturally 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)

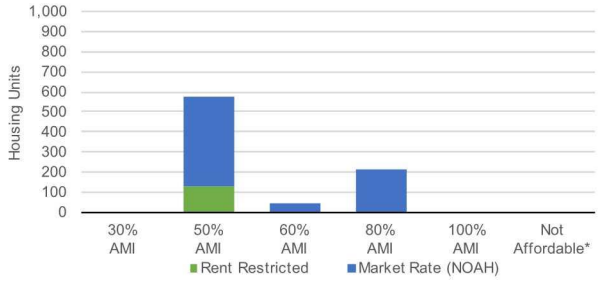
BROOKLYN PARK (WITHIN 1-MILE OF CORRIDOR)



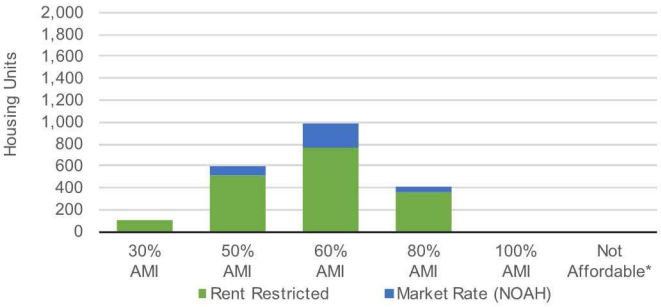
CRYSTAL (WITHIN 1 MILE OF CORRIDOR)



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.

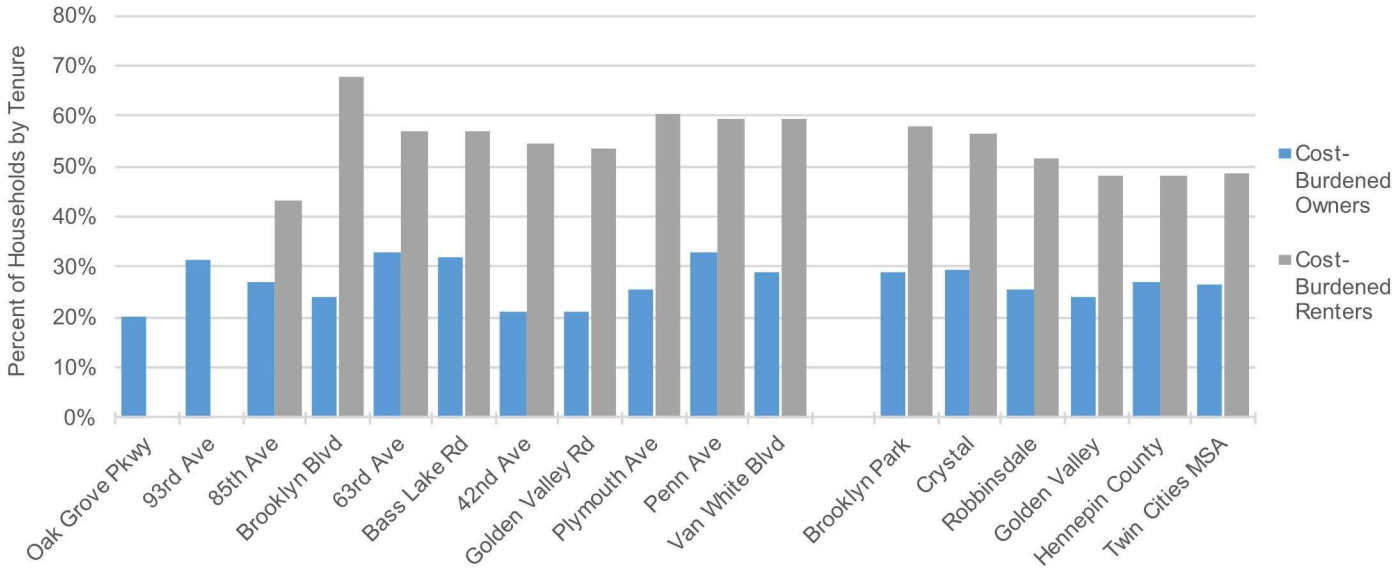
Cost Burden

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)



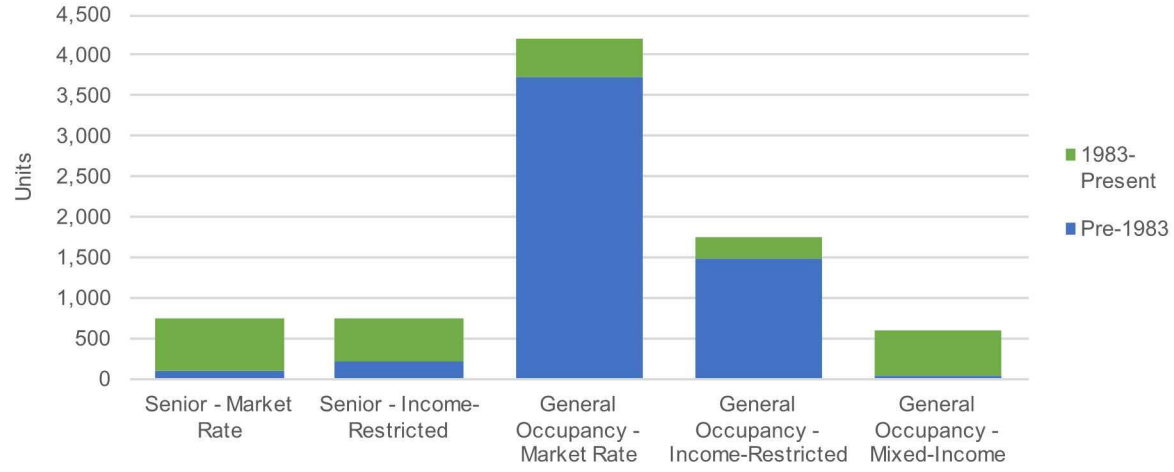
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

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.

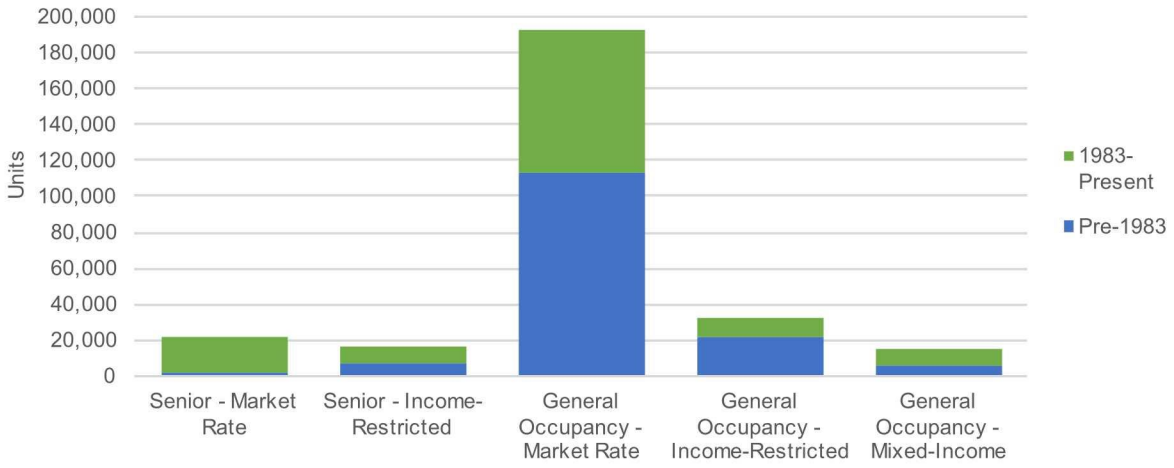
Nearly 50% of the rental units in the Corridor have some type of restriction. Of these, more than half have been built since 1983. The vast majority of general-occupancy rental units without any restrictions were built before 1983 and are more than 35 years old. This is in contrast to other parts of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

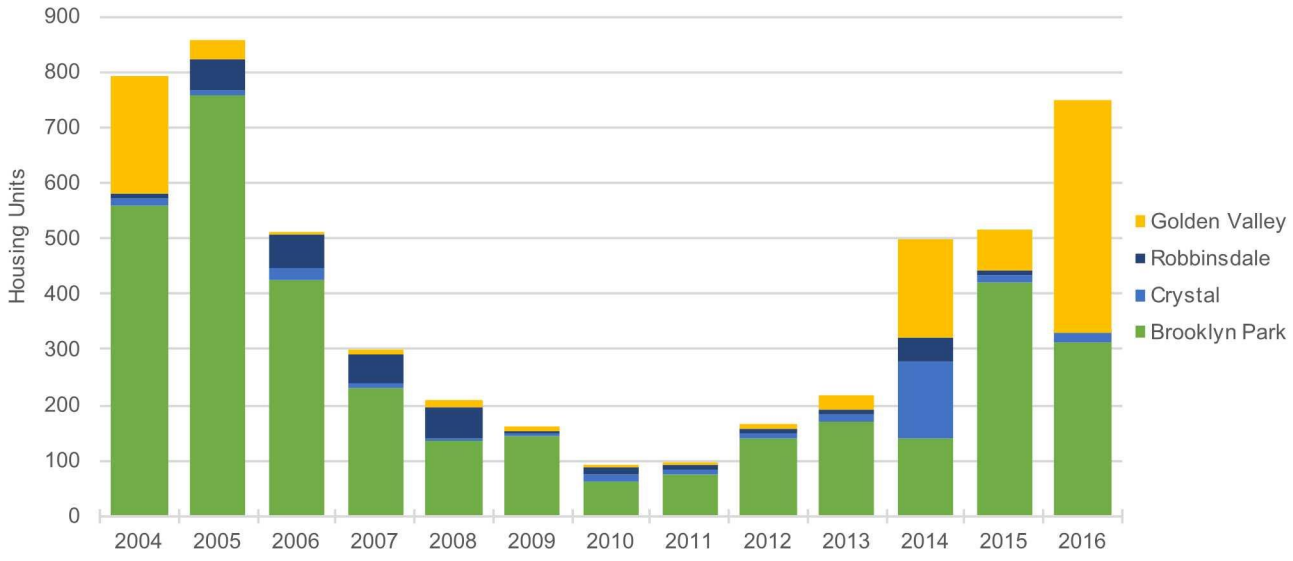
Development Trends

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.

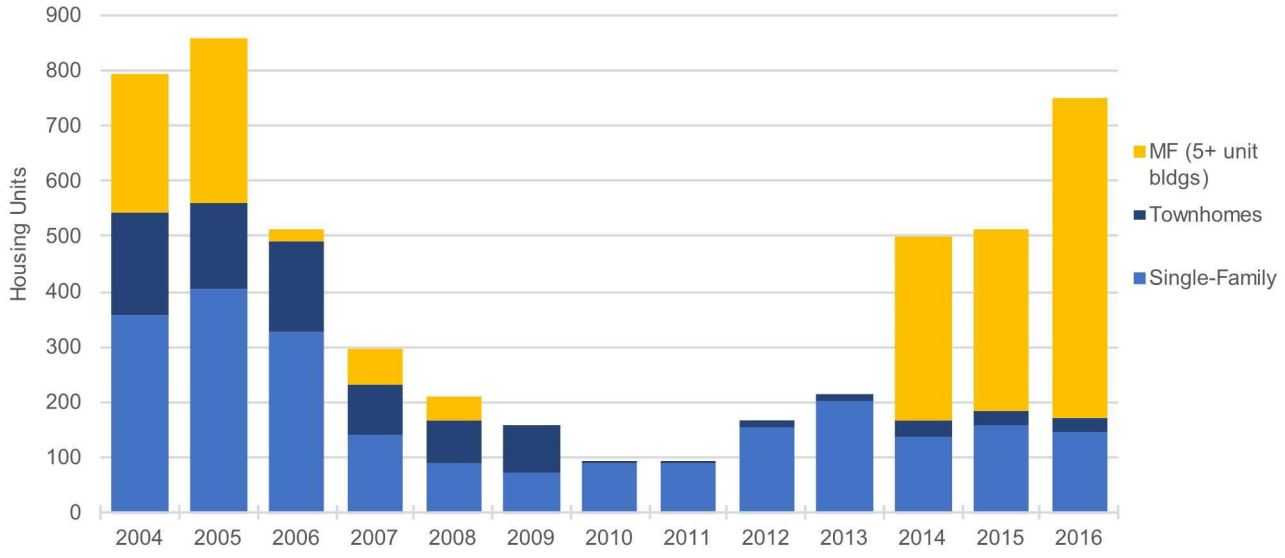
From the Figures 21 and 22, it is evident how much the housing bust from the late 2000s slowed new construction. At the bust's nadir, less than 100 new units were constructed annually compared to 850 units during the peak in 2005. Although not quite to the pre-bust levels, housing construction is adding 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

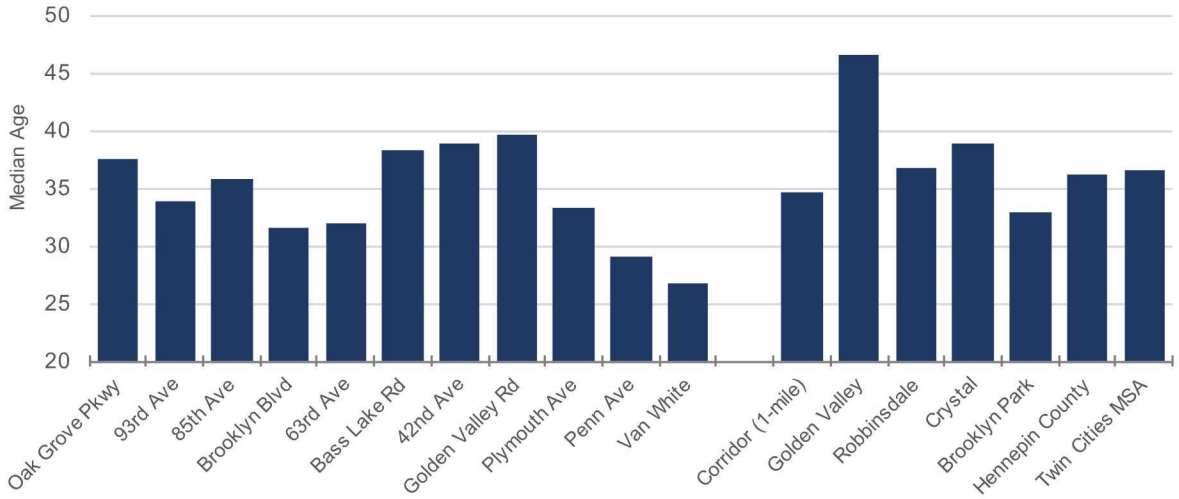
The age profile of the population has a direct impact on housing needs. Figure 23 depicts the current median age of the population in each station area, in each community along the Corridor, Hennepin County, and the Twin Cities metro area. Figure 24 depicts the recent and anticipated future trend with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

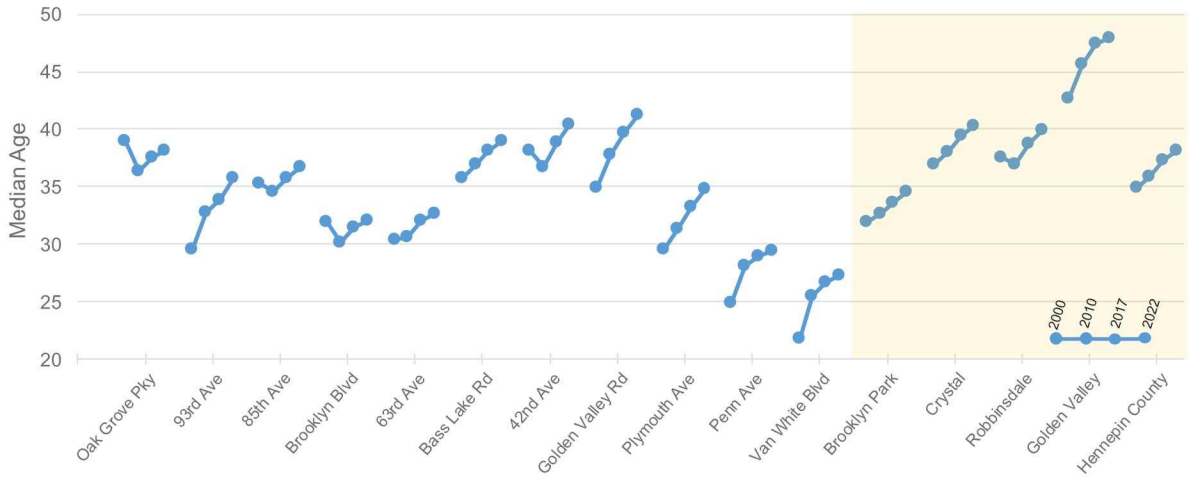
Although several station areas experienced a drop in the median age from 2000 to 2010, despite continued aging of the County as a whole, all of the stations are expected to increase their median age in the foreseeable future. An aging population within the station areas will increase demand for certain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

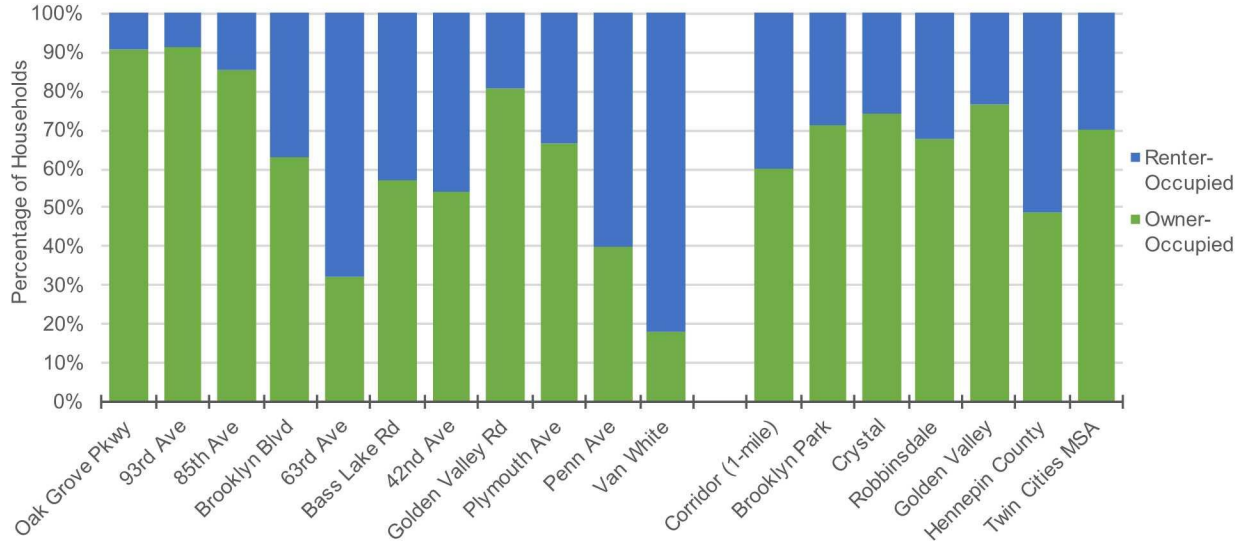
Figure 25 presents data on the breakdown between owners and renters while Figure 26 presents data on recent and anticipated changes in the homeownership rate. There is wide variation in tenure from station area to station area. Some station areas, such as those at the north end of the Corridor, mostly 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.

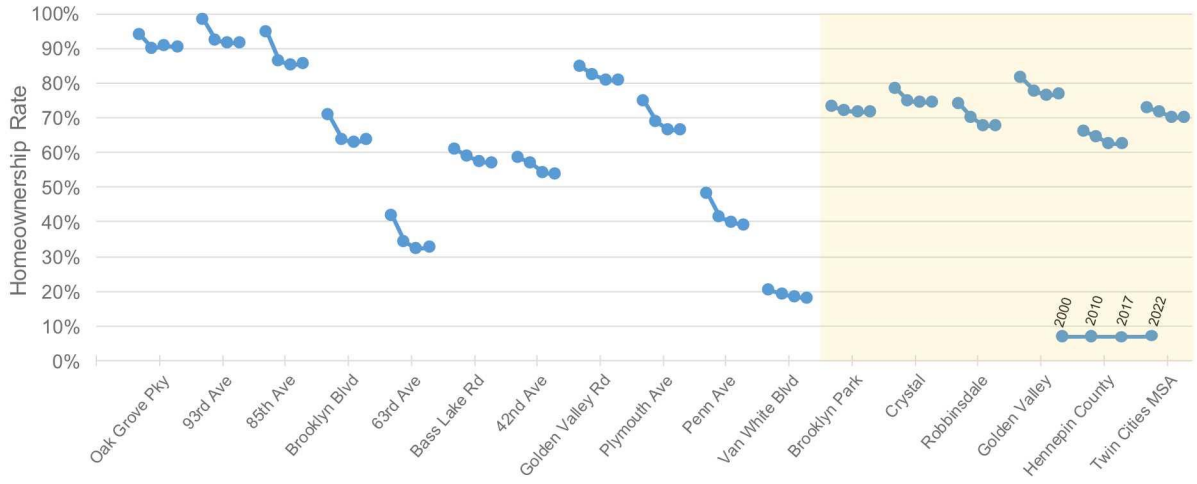
If these trends persist or become deeply established, the demand for rental housing could remain high for many years. These trends, however, are difficult to predict because of the large impact Federal policies have on homeownership. For instance, if the Federal government revamps Fannie Mae and Freddie 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)



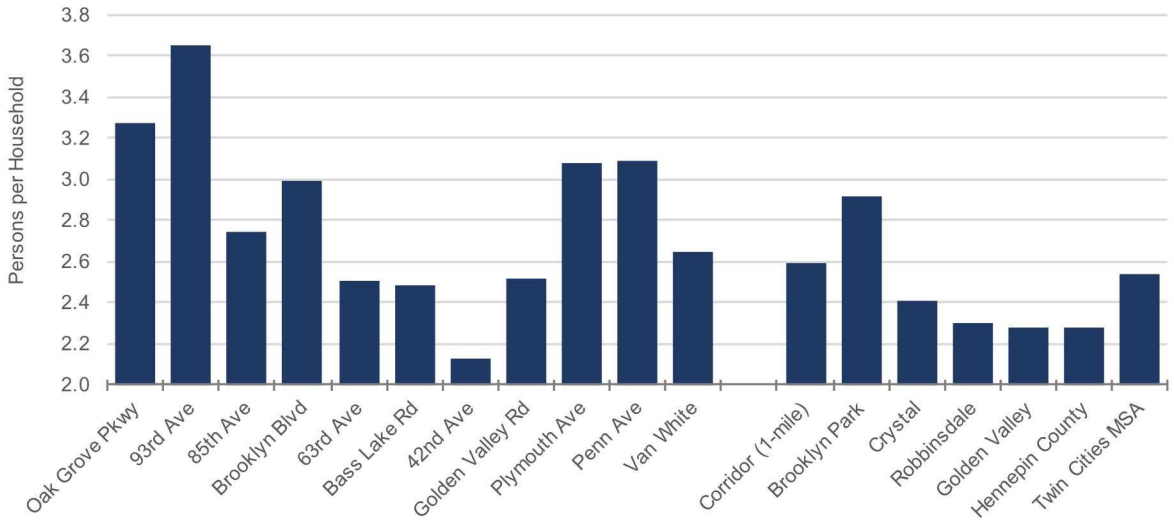
Sources: U.S. Census Bureau; Esri; Tangible Consulting Services; Perkins+Will

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.

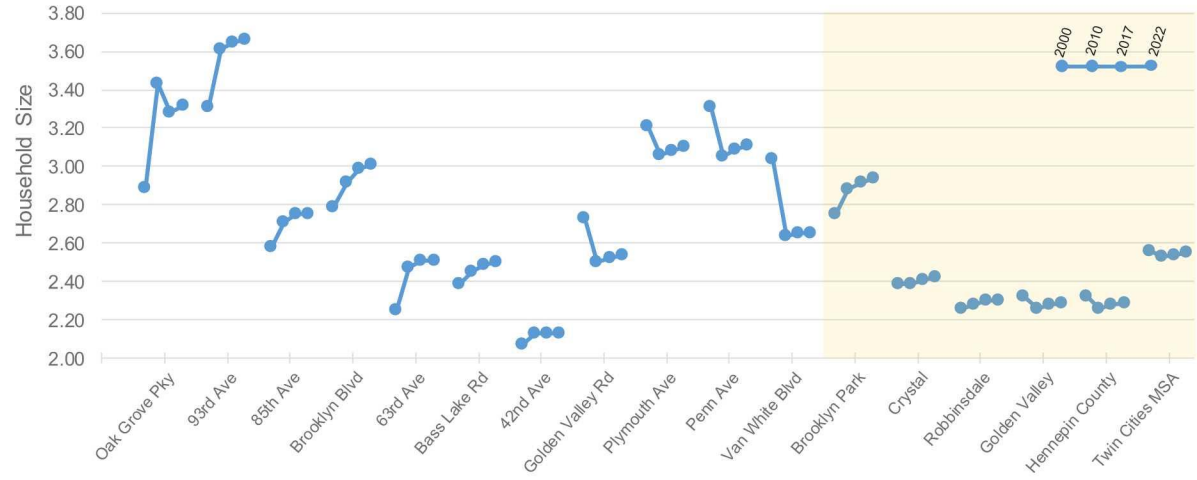
Exceptions are station areas where the aging of the population has yet to result in a turnover to younger households (e.g., Golden Valley Road) or areas with a high number of larger apartment units that can support families (e.g., Van White Boulevard).

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

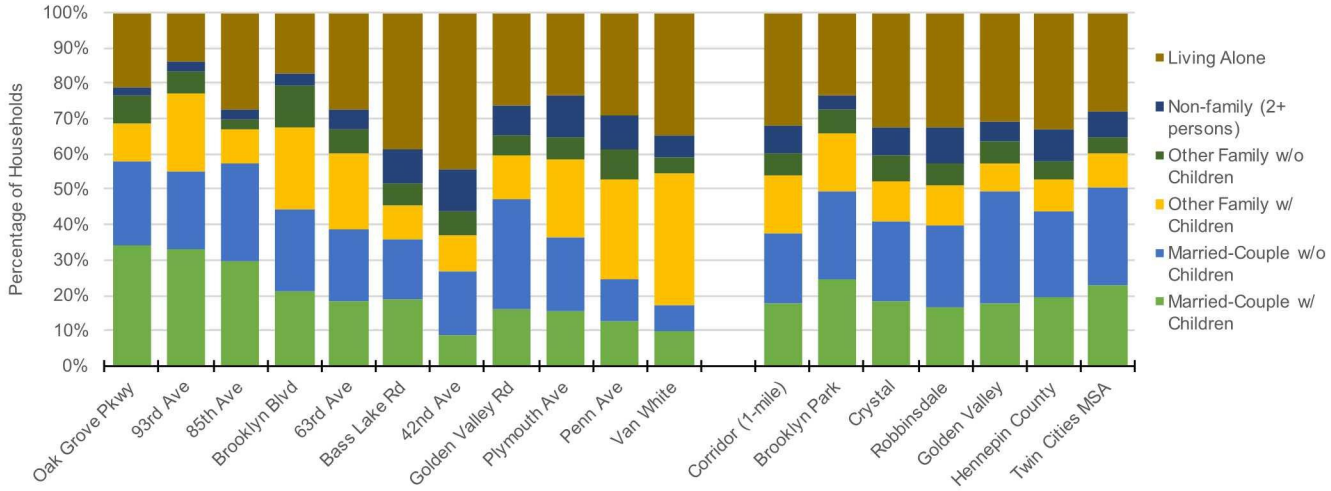
Related to household size is household type. Changes in household type can place pressure on the types of rental units needed in a community. For example, increasing numbers of renter households with children will place greater demand for units with three or more bedrooms, not to mention amenities such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

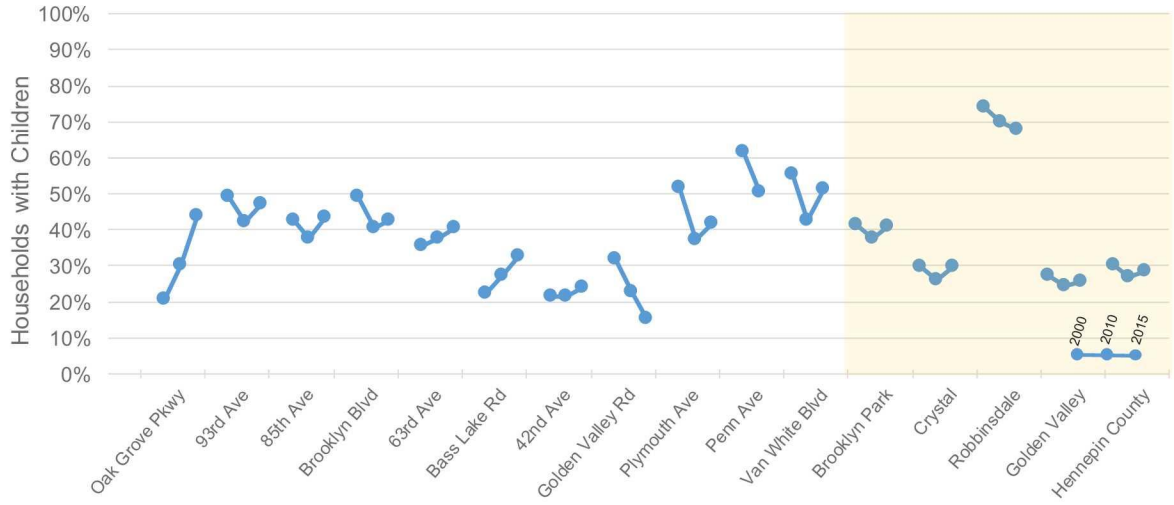
Recent trends indicate that the proportion of households with children is increasing across the metro area and within most of the station areas. Single-person households, which have different housing needs than households with children, are starting to stabilize after a large increase between 2000 and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

Figure 29: Household Type by Station Area (1/2-Mile Radius)



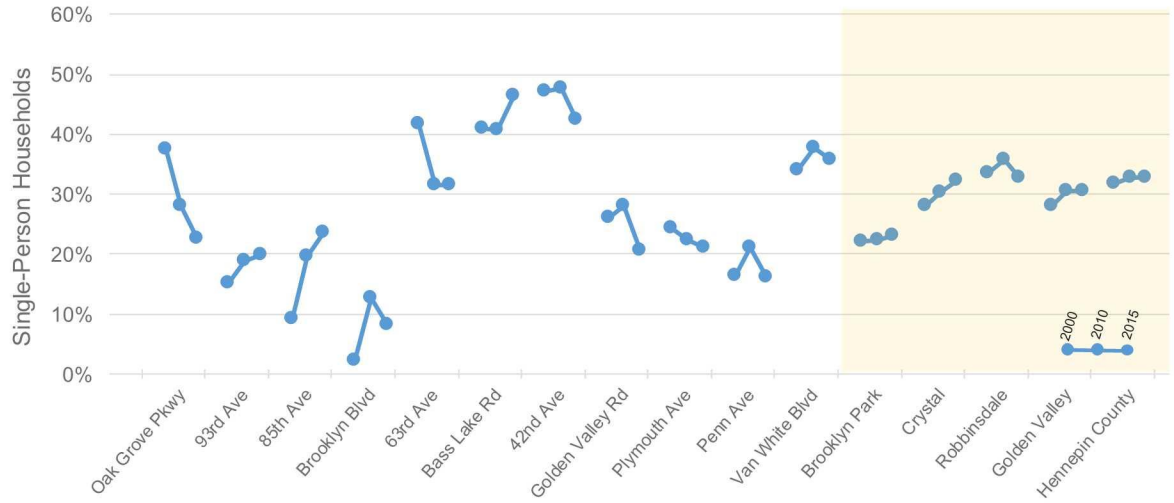
Sources: U.S. Census Bureau, ACS 2011-2015 Estimate; Esri;Tangible Consulting Services

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)



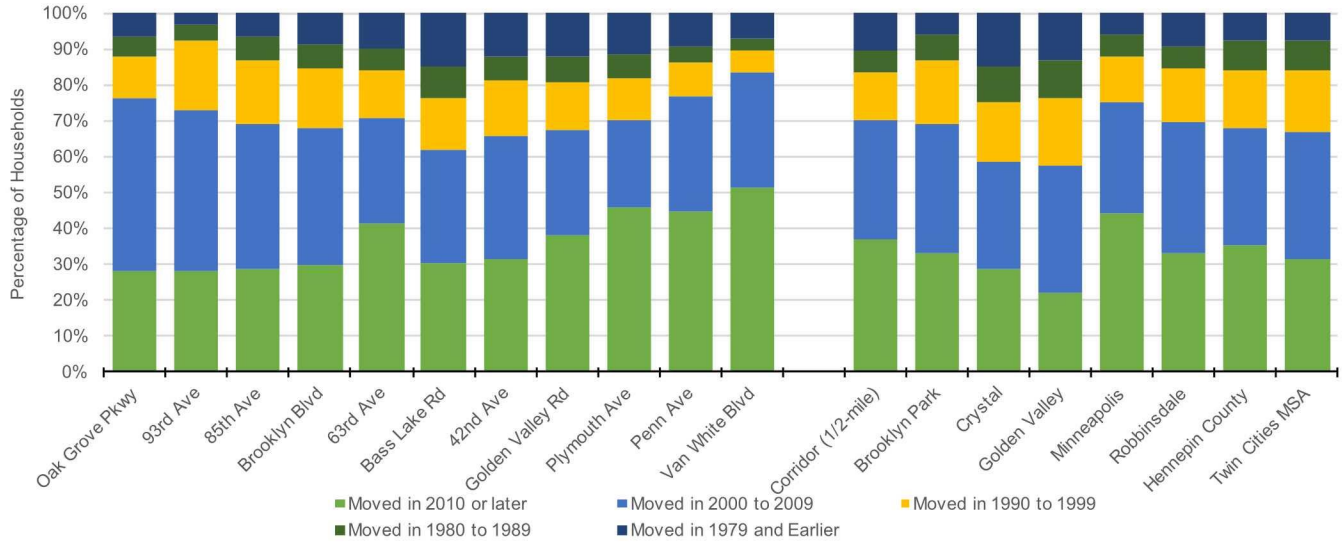
Sources: U.S. Census Bureau; Tangible Consulting Services; Perkins+Will

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.

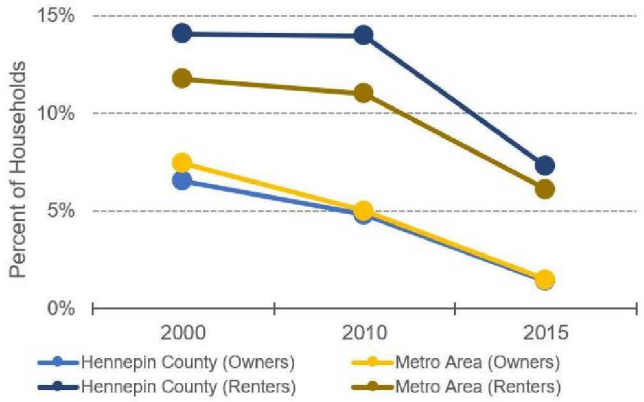
Figure 32: Year Householder Moved into Dwelling Unit by Station Area (1/2-Mile Radius)



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

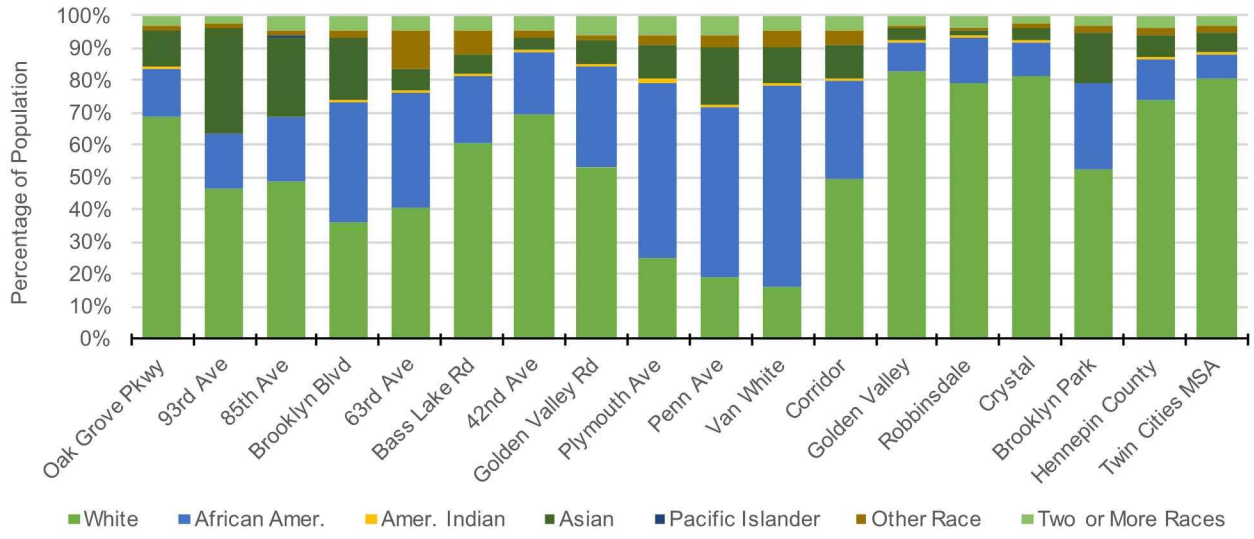


Sources: US Census; Perkins+Will

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.

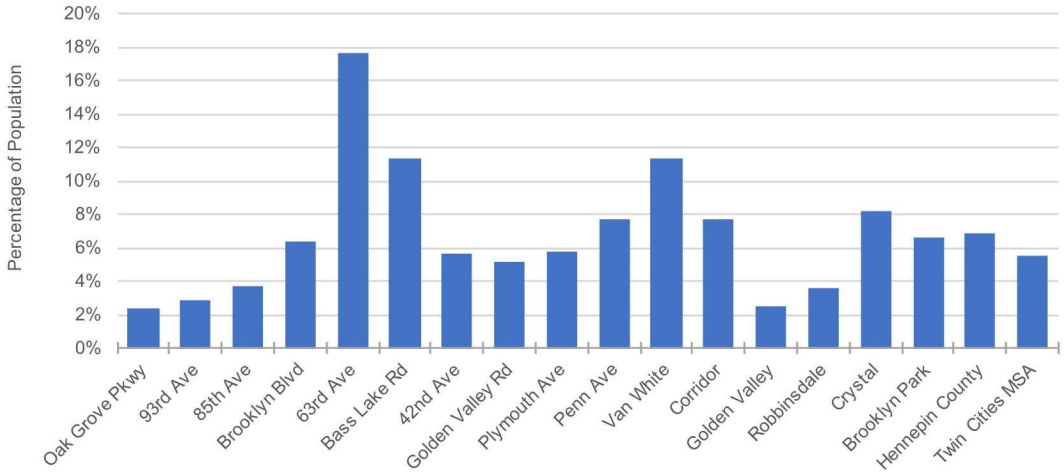
Figure 34: Race and Ethnicity by Station Area (1/2-Mile Radius)



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.

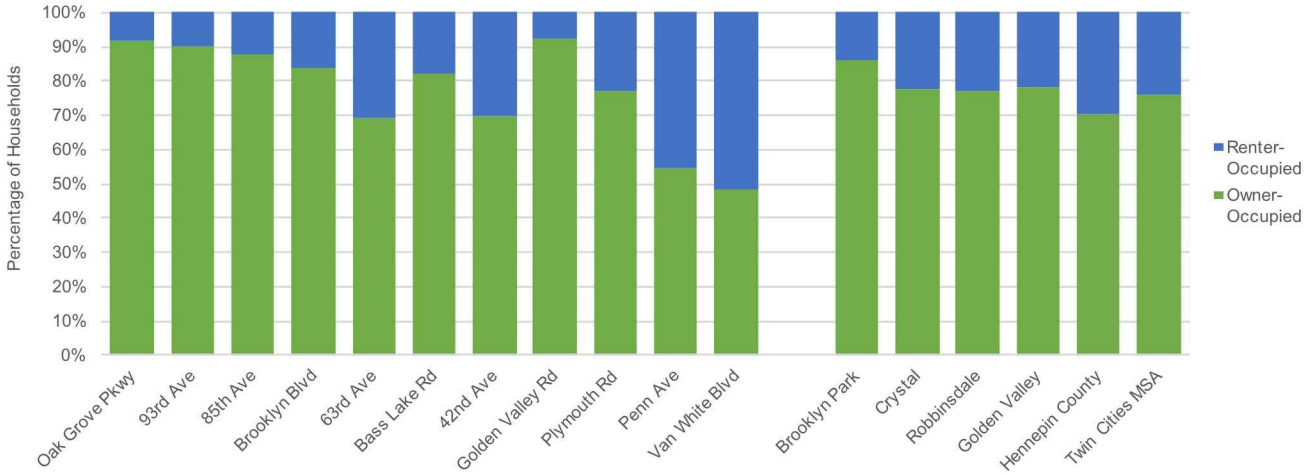
Figure 35: Hispanic Origin by Station Area (1/2-Mile Radius)



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

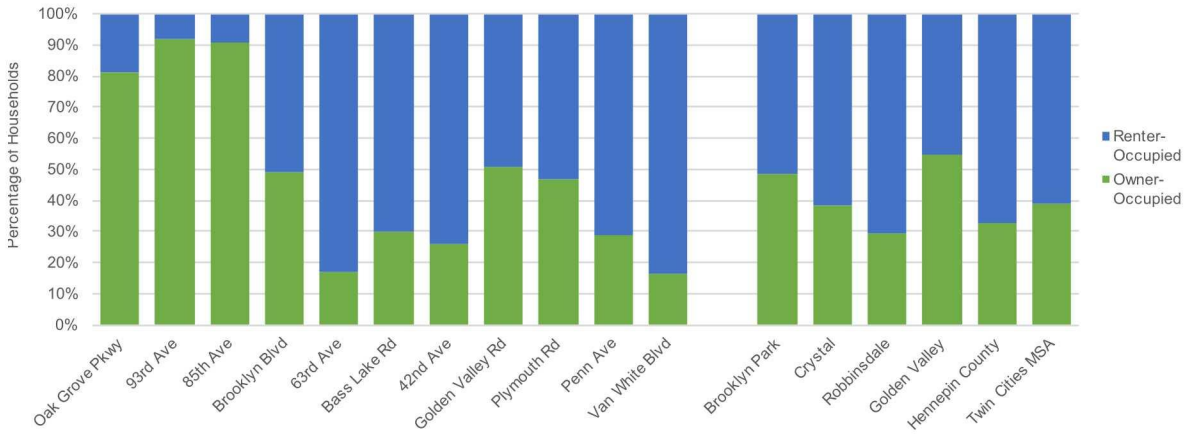
Critical housing gaps are often correlated with race or ethnicity. Figures 36 and 37 highlight the stark differences in the rate of homeownership throughout the corridor between white households and households of color. Only in station areas where there is an almost complete lack of rental housing (e.g., 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

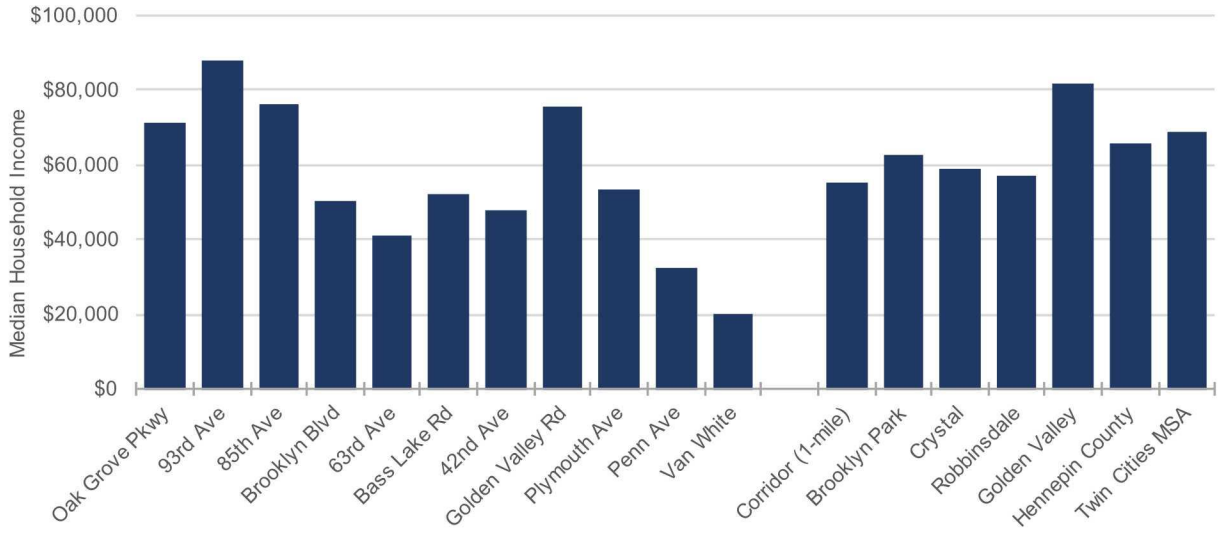
Household income is important to track because it is strongly correlated with age and also directly affects the spending power of area residents and their ability to afford housing. Figures 36 and 37 display data on median household incomes for each station area, the Corridor, each city along the Corridor,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

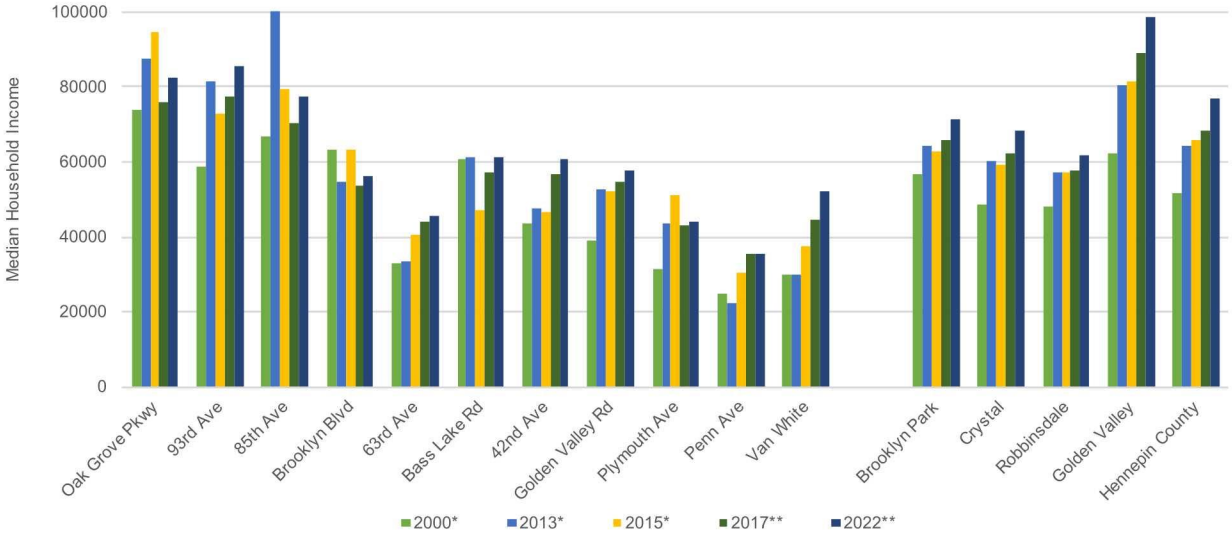
Because homeownership often has a significant financial barrier to entry, rental housing tends to have a larger proportion of lower-income households, though many middle- and higher-income households choose to rent as well. Furthermore, households at the two ends of the age spectrum, younger and older 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.

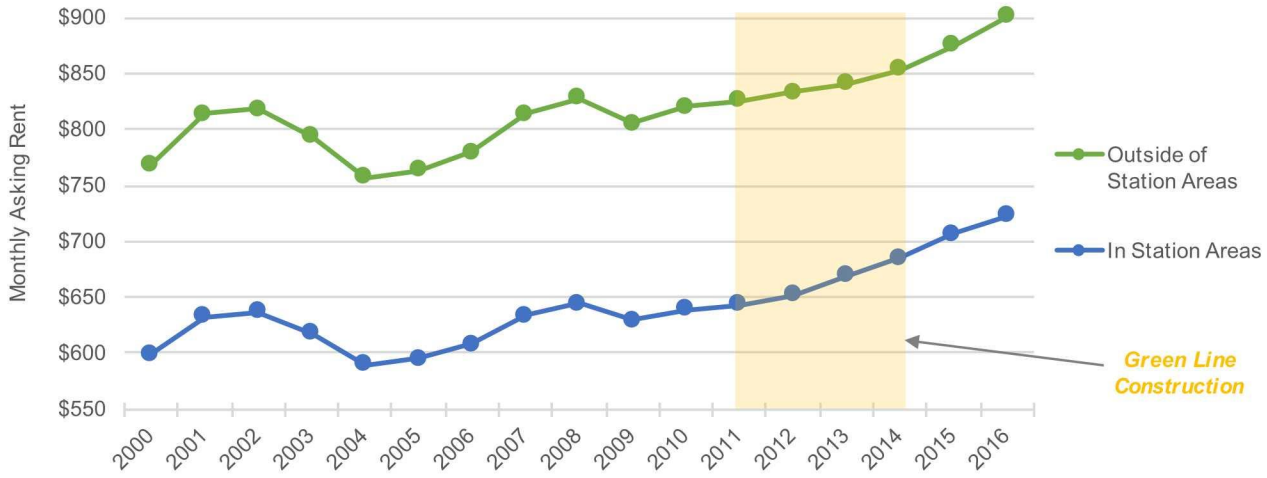
There is a local organization that has done some work in this area. Twin Cities LISC (Local Initiatives Support Coalition) has been working with Minneapolis and St. Paul neighborhoods to set goals and monitor change relative to development in the Green Line station areas. The initiative is called "The 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.

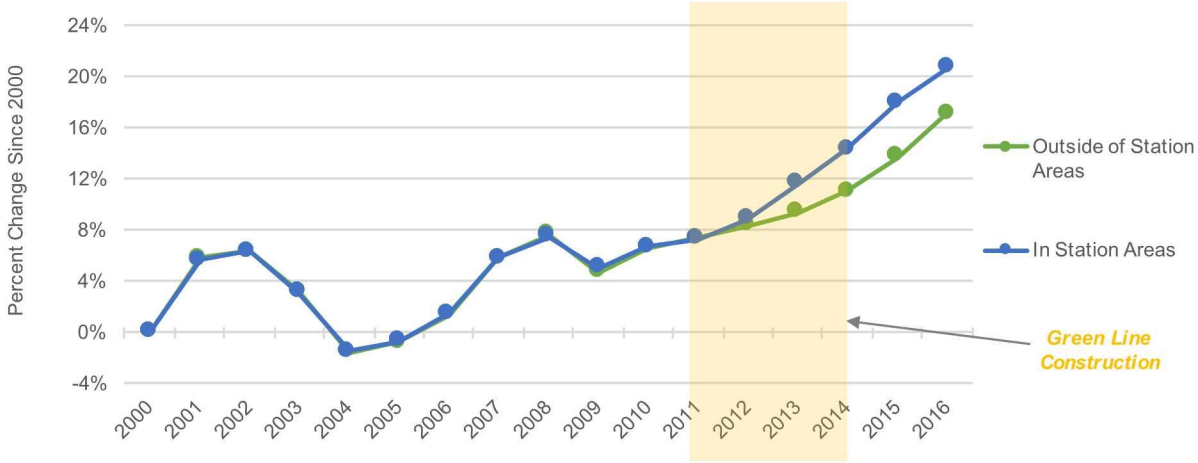
Figure 40: Average Asking Rent Central Corridor (Green Line LRT) Submarkets



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:

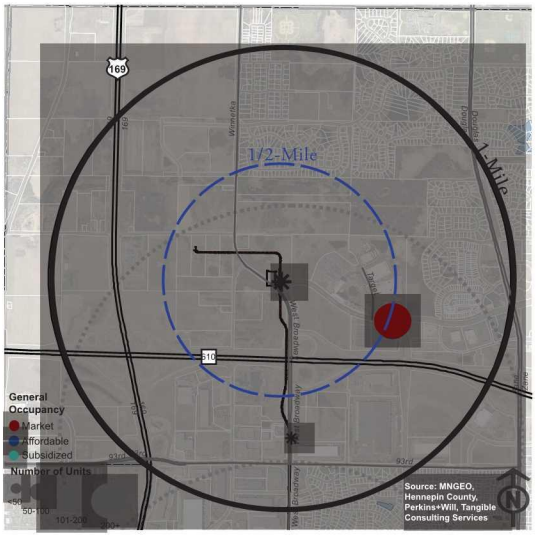
- Map of existing general-occupancy (i.e., non-senior or age-restricted) multifamily properties with 10 or more units.
- Map of existing senior or age-restricted multifamily properties.
- Summary of demographic and housing statistics presented previously in the report. For comparison purposes, Hennepin 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.

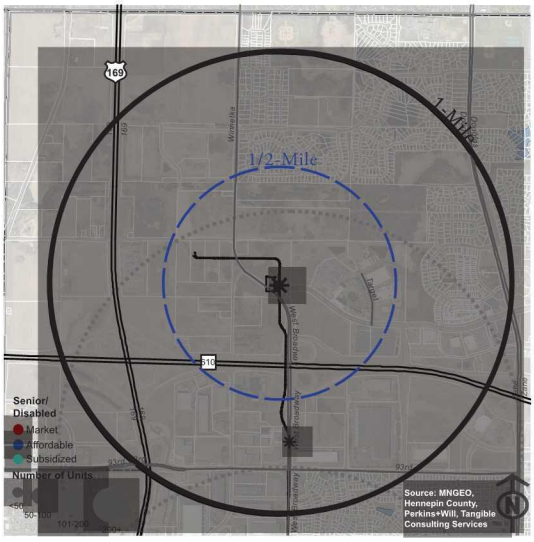
- List of most appropriate new housing types that would best address current gaps and future demand.

- 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)

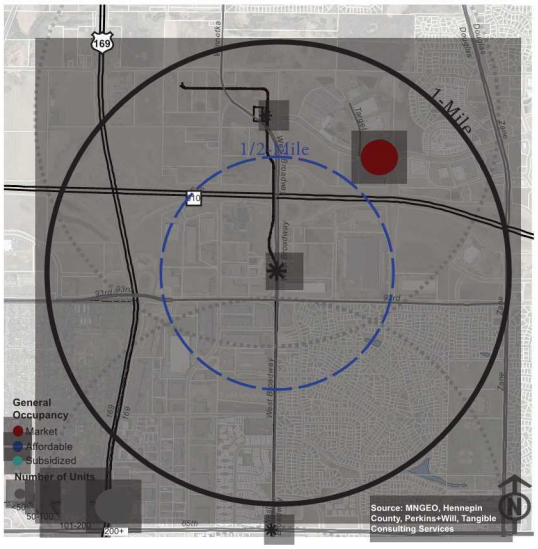
Housing Gaps Analysis

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.

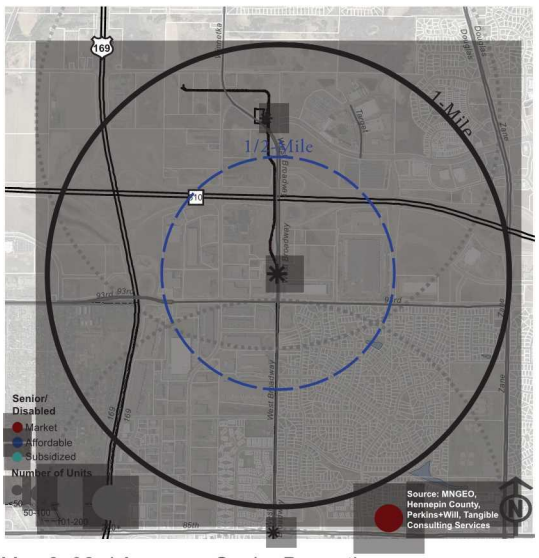
The timing of development will be highly dependent on the introduction of new infrastructure into the station area. Given the rapid absorption of the 610 West apartments, which are located east of the station area just beyond its ½-mile radius, the market for market rate, transit-oriented development 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.

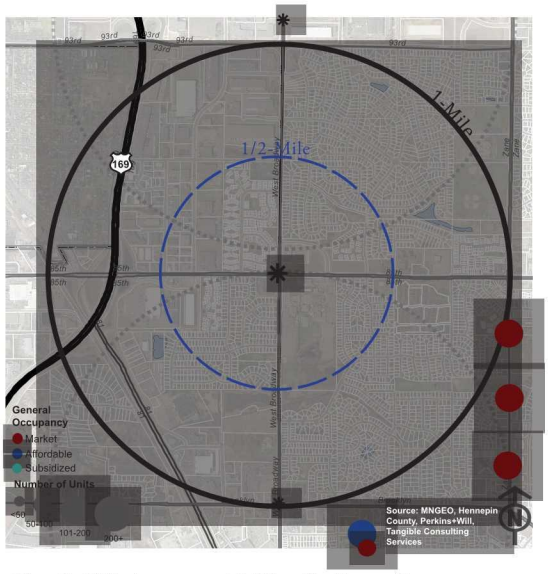
Adding new housing is the most likely path to addressing any housing gaps in the station area. However, near-term opportunities for new housing development are limited. The undeveloped portions of the station area are guided for industry and are currently being rapidly developed. Nevertheless, some non-residential 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.

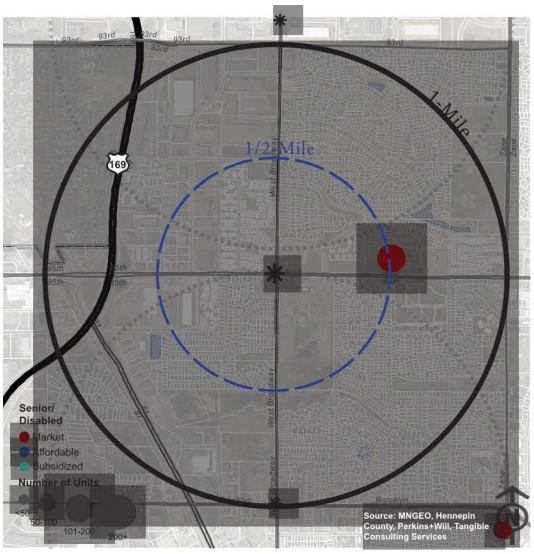
Senior housing will also be a likely need in the future as there currently are few senior housing options in the vicinity today[6]. As residents of the existing residential neighborhoods to the south and east continue to age, there will likely be a need for senior housing at some point in the future.

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.

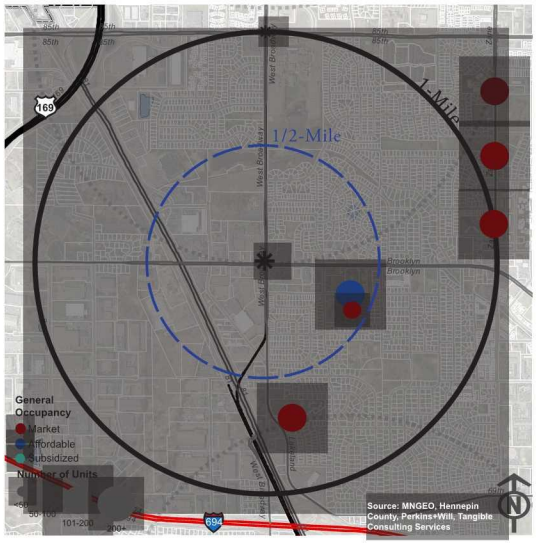
There are two sites with strong development potential. One site is vacant and owned by North Hennepin Community College, which has identified the site as housing in their most recent campus plan. The other is an existing strip retail center that would front the station and is currently for –sale. The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

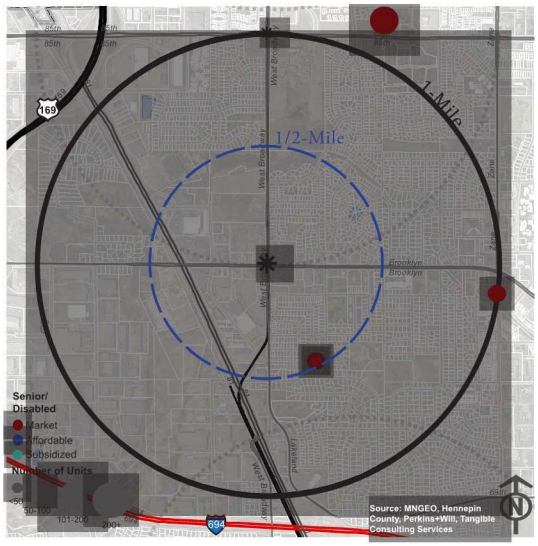
Although townhomes are plentiful in the station area, rental townhomes are a good way to provide larger unit types to households that are unable to access homeownership. If such a development is professionally managed this would potentially mitigate some of the landlord issues that come with the renting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

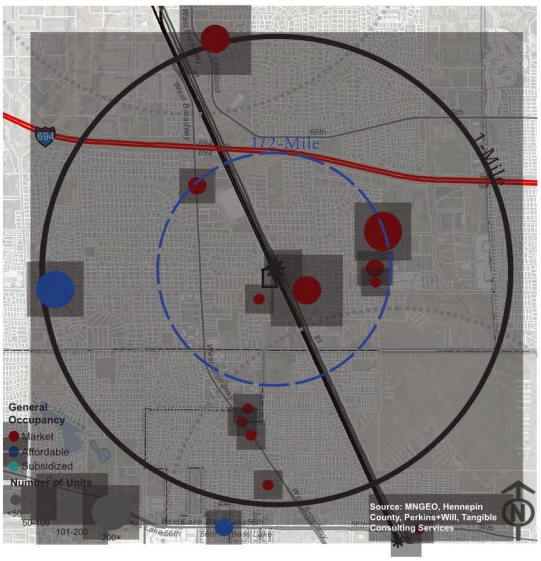
The Brooklyn Boulevard station area is also an area mentioned by representatives of several community-based organizations and housing advocates as having a concentration of rental housing that is in poor condition or in need of updating. Although such units may meet the City's maintenance codes, the 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.

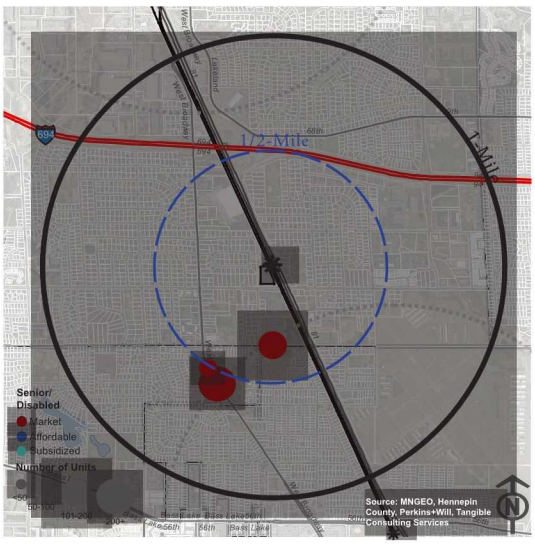
The median age of single-family homes in the station area is nearing 50 years. This is the point in the age of house in which routine maintenance of important systems (e.g., roof, HVAC, plumbing, windows, etc.) is critical or else a house will fall into serious disrepair quickly. Well-maintained older 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)

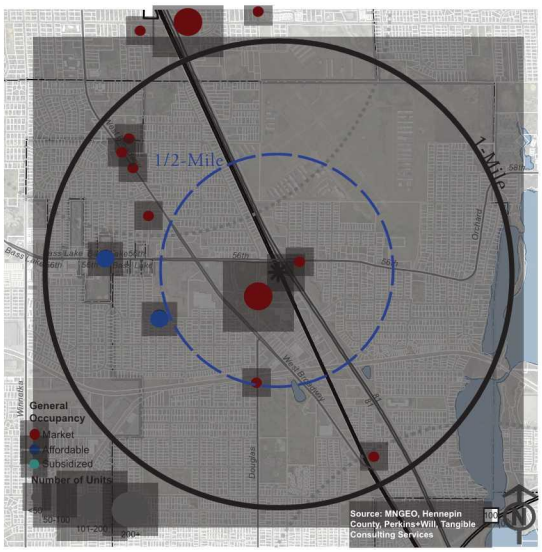
The 63rd Avenue station area mostly consists of residential uses with a mix of rental apartments, single-family homes, and senior housing. With the exception of one identified site, most of the station area is expected to take many years to transition from its current low-density character to a higher-density, 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)

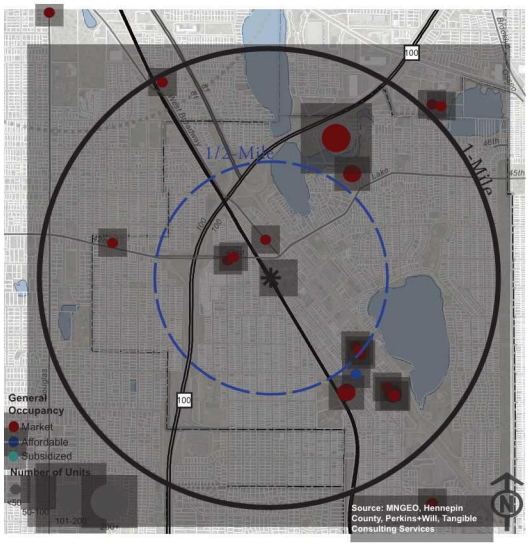
A great deal of new investment beyond the LRT is planned for the Bass Lake Road station area; Becker Park will be reconstructed and Bass Lake Road will receive a new streetscape. These investments have the potential to significantly change the perception of the station area.

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.

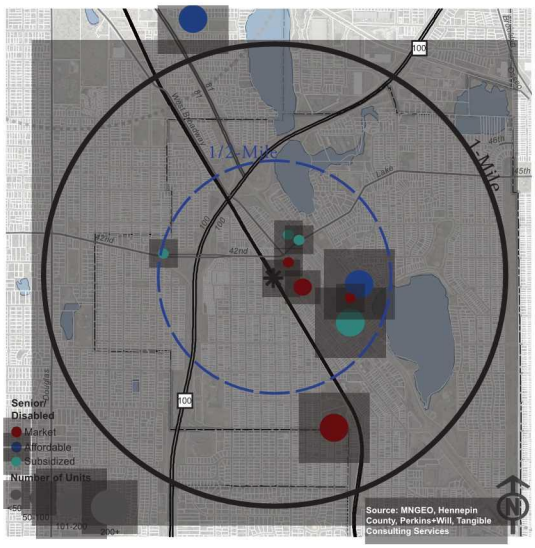
With several potential redevelopment areas within a few blocks of the station, the Bass Lake Road station area could accommodate most of Crystal's projected household growth through 2040. In order to truly leverage all this investment and accommodate the Met Council's forecasted household growth, this 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)

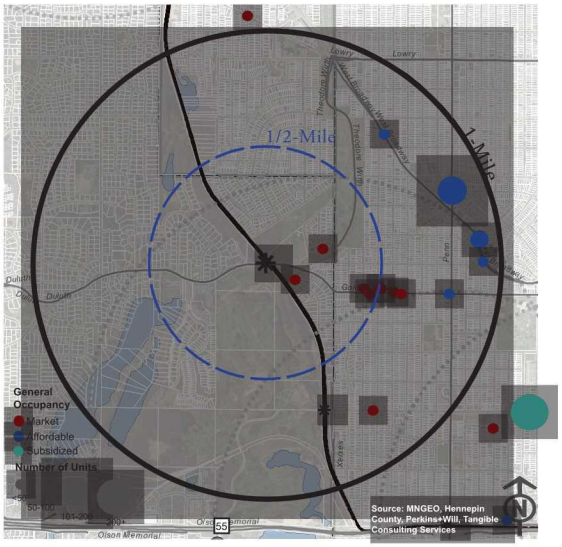
The Robbinsdale station area has the greatest mixing of uses of any station area along the Corridor. In recent decades there has been substantial multifamily development both in the core and around the periphery of what is considered downtown Robbinsdale. However, almost all of this development has been 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.

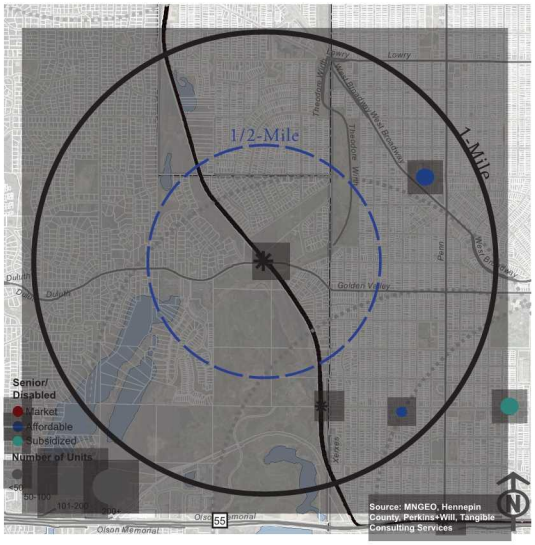
Market rate rental apartments will satisfy most of the future housing gaps in the Robbinsdale station area. Given the existing pedestrian scale of the station area, demand for this product will only accelerate. Therefore, consideration should be given to promoting mixed-income developments. In many cases,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

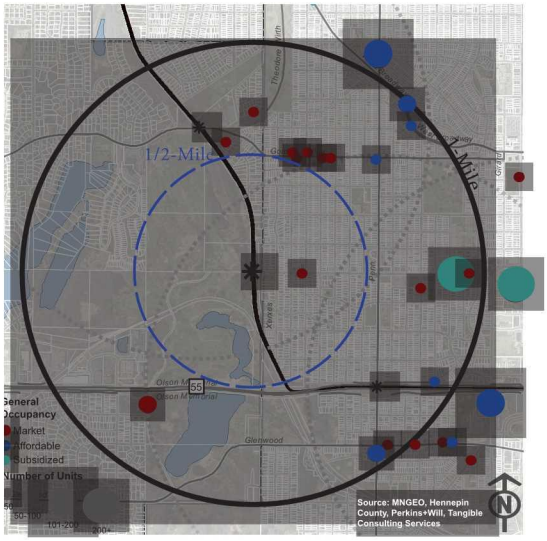
- Senior housing (market rate and affordable)
- Affordable rental apartments (<30% AMI; 31-50% AMI; 51%-80% AMI)

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

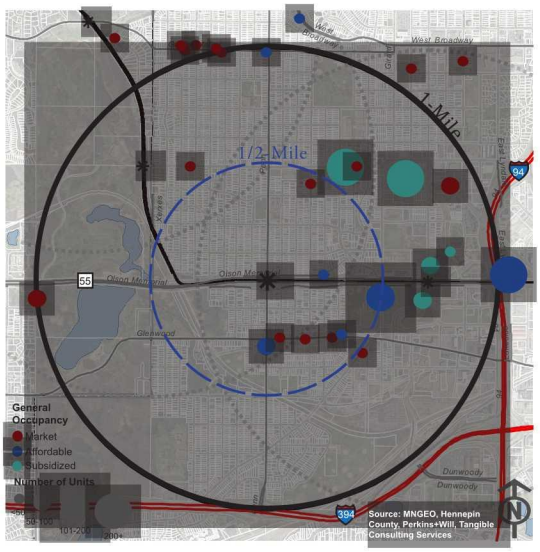
Small-scale infill development on small urban lots, such as:

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

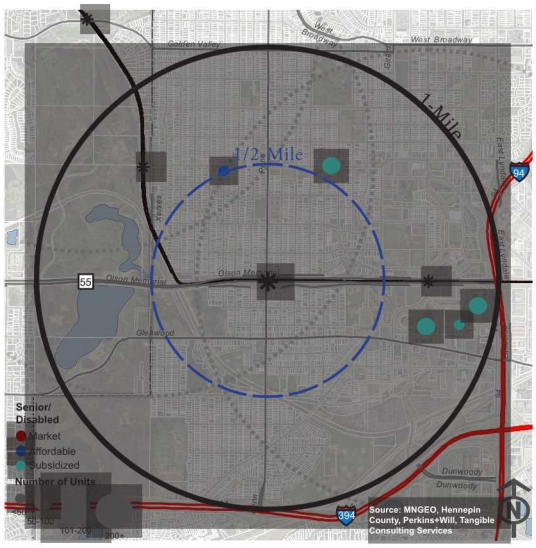
Due its proximity to Theodore Wirth Park and its prevalence of detached, single-family homes, the Plymouth Avenue station area is not envisioned to change significantly through redevelopment in the coming years. Therefore, addressing its housing gaps will not be achieved through significant, large-scale 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)

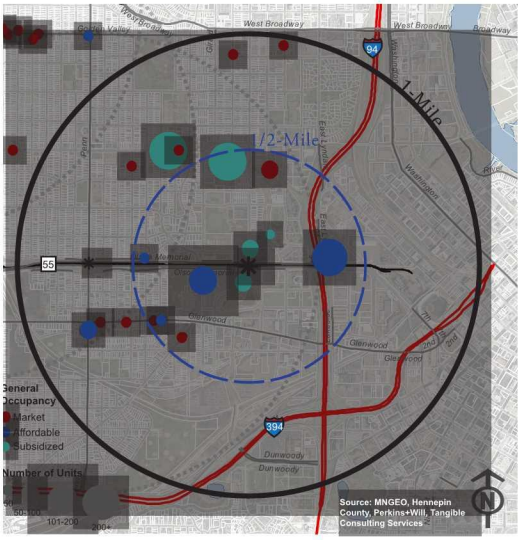
The Penn Avenue station area has the highest population and number of households of any station area along the Bottineau Corridor. This is attributable to the overwhelmingly residential character of the station area and its mix of all types of housing from single-family homes to small multifamily properties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

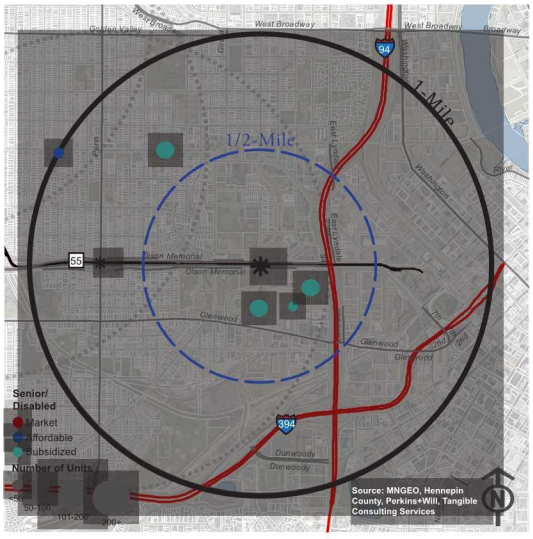
Given the rich diversity of housing options already in place, promoting accessory dwelling units may be a low impact path to maintaining affordability and helping existing residents remain in the community (also see discussion under Plymouth Avenue station area). Other possibilities to be explored may 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**
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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
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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.

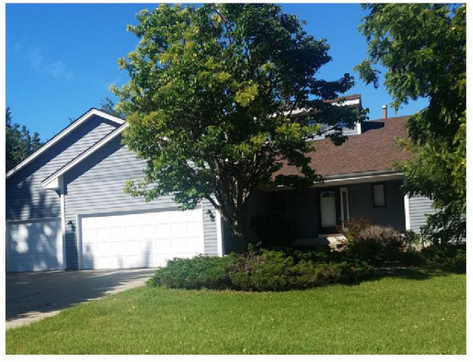
Even though the mall is now gone, it continues to have lasting effects on the existing housing types and neighborhoods and will influence future housing as described in subsequent sections of this Chapter. For example, in the decades that the mall and regional retail center was operational much of Brooklyn 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.

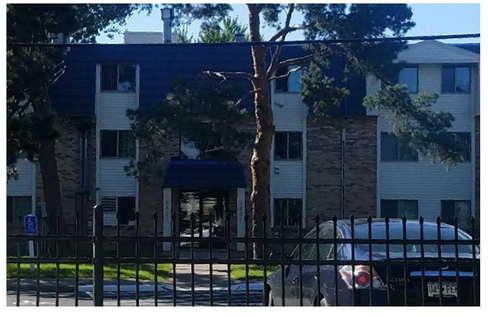
Existing Single-family Neighborhood Perspectives Described in this Planning Process

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

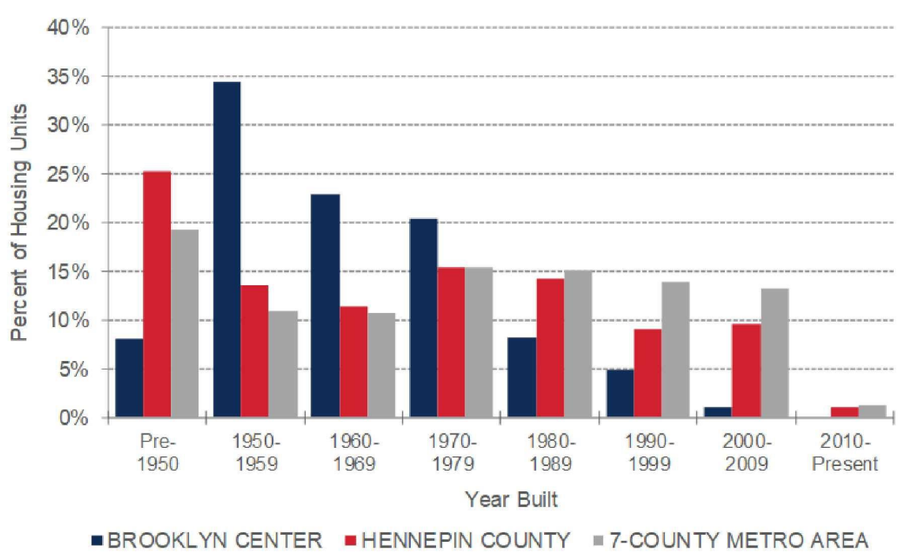
The age of the housing stock is an important characteristic of the community particularly as it relates to potential structural obsolescence and other limiting factors which correlate to housing values. As described earlier, much of Brooklyn Center's single-family housing stock was developed post-World 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.

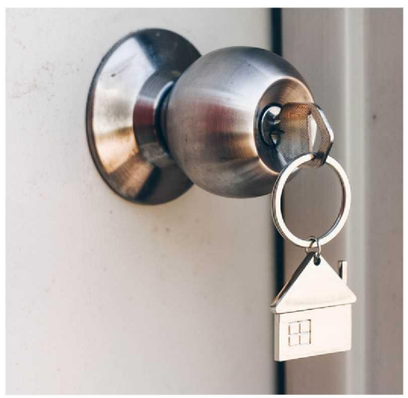
$186,125

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

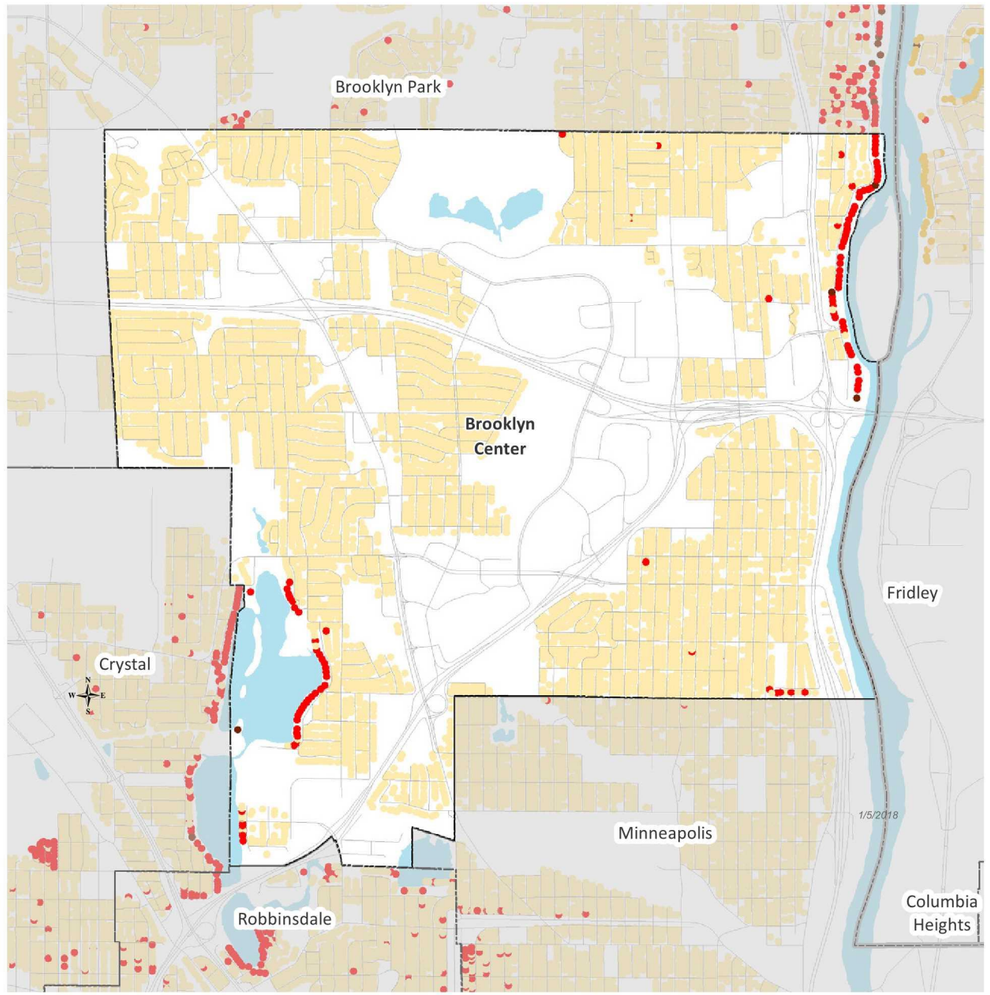


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Table 4-2. Existing Housing Assessment

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

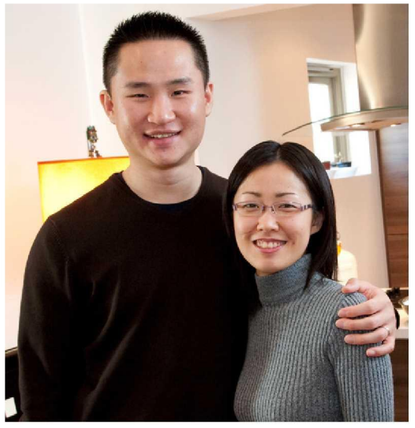
The age profile of a community has important ramifications on demand for housing, goods and services, and social cohesion. Tables and figures illustrating the City's age distribution are presented in the Background Report in the Appendix. Unlike the broader region, in which the population continues to 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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BROOKLYNCENTER.ORG

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.

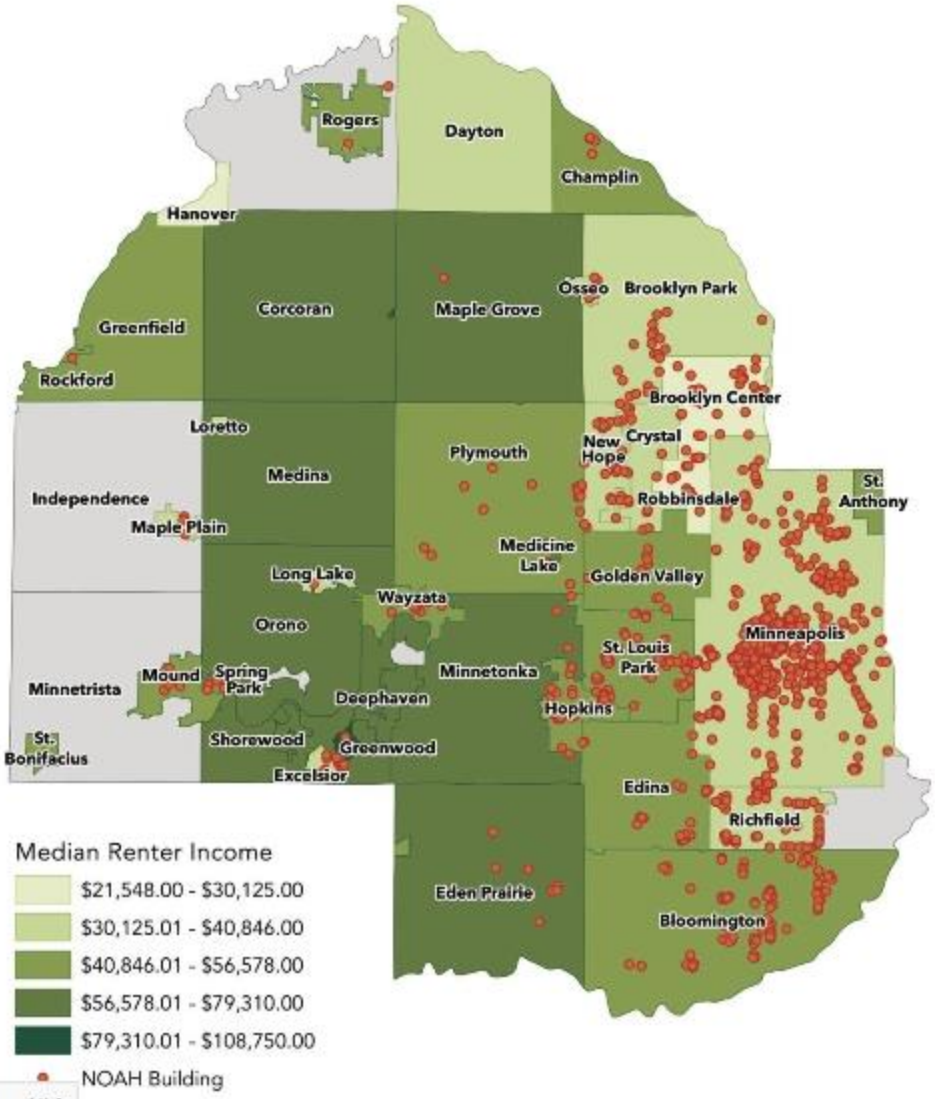
e. **Community Engagement**. The City will seek input from underrepresented populations in the community. Conversations regarding fair housing, development, zoning, and land use changes may be facilitated by the City.

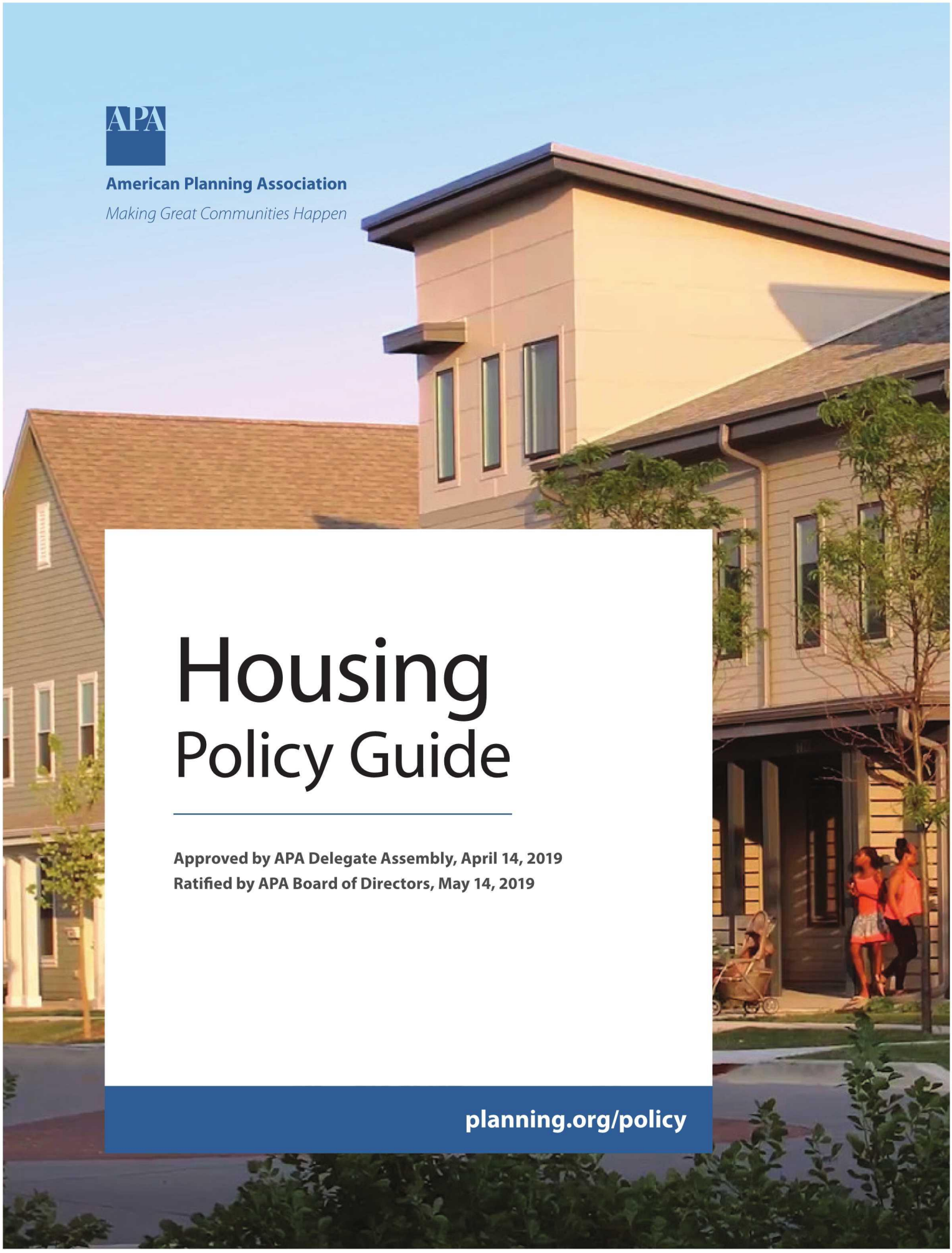
f. **Affirmatively Furthering Fair Housing.** As a recipient of federal funds, the City agrees to participate in the Regional Analysis of Impediments, as organized by the regional Fair Housing Implementation Council (FHIC), an ad hoc coalition of Community Development Block Grant (CDBG) entitlement jurisdictions 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





American Planning Association

Making Great Communities Happen

Housing
Policy Guide

Approved by APA Delegate Assembly, April 14, 2019
Ratified by APA Board of Directors, May 14, 2019

planning.org/policy

The American Planning Association advocates for public policies that create just, healthy, and prosperous communities that expand opportunity for all through good planning. APA's advocacy is based on adopted positions and principles contained in policy guides. These guides address the critical policy issues confronting planners and communities by identifying solutions for local, state, and federal policy makers. Policy guides are led by the APA Legislative and Policy Committee, ratified by the APA Board of Directors, and developed through the careful and extensive involvement of planners across the country. APA policy guides articulate and advance the principles of good planning in law and regulation.

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Cover: Westlawn Gardens in Milwaukee, recipient of a 2018 APA National Planning Excellence Award, created 250 new affordable housing options in a community where they were needed most. Born out of a master-planning process, Westlawn Gardens is an example of the type of housing options possible when planners, community members, and public and private partners work together to create a shared vision.

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Introduction

> ***"In order for communities to function, there must be an adequate supply of housing in proximity to employment, public transportation, and community facilities, such as public schools. The housing stock must include affordable and accessible for sale and rental units, not only to meet social equity goals, but in order to ensure community viability. The development of a diverse and affordable housing stock must be carried out without sacrificing sound regulations that are in place to protect the environment and public health."***
>
> ***— Housing Policy Guide, 2006***

While the goals of the 2006 Housing Policy Guide remain as valid as ever, progress has been mixed over the past 13 years. Many of the same challenges remain and some, particularly housing availability and affordability, have worsened. Many desirable communities are out of reach for those earning an average wage and too many Americans must spend an inordinate amount of their income on housing expenses. In addition, the long-term adverse effects of discriminatory financial lending practices and exclusionary zoning—including redlining—continue to impact the social, cultural, ethnographic, and economic diversity of our urban, exurban, and suburban regions in ways that negatively impact low-income and minority households disproportionately.

Emerging Trends

1. Inventory and conditions

The nation's housing supply has continued to rise from 122.7 million units in 2004 to 134.1 million in 2016 but at a slower rate than previous years. While housing stock keeps ahead of overall household growth, it fails to meet the needs of changing socioeconomic characteristics of the population.

Housing starts have slowed, with an average of 0.8 million units built annually from 2010 through 2016 compared to a 1.1 million average previously. The percentages of unit types in the national housing supply varied slightly: The number of single-unit structures rose from 67 percent to 67.4 percent; multiunit structures were constant at 26 percent; and mobile homes declined from seven to 6.3 percent.

According to the U.S. Census Bureau's Characteristics of New Single-Family Houses Completed, the average size of single-family homes constructed nationally declined during the Great Recession from a high of 2,528 square feet in 2008 to a low of 2,402 in 2009, then steadily increased to 2,637 square feet in 2016. Beyond increased space, most of these new homes contain additional amenities such as multiple bathrooms.

The national average single-family home price was $356,160 in 2016, increasing 34 percent over a five-year period. While there are variations in household income, cost burden is measured as not paying more than 30 percent on housing costs. For an average owner not to be cost burdened, their income would have to be $103,200 annually to have afforded the "average" single-family home constructed in 2016. Renters can face an even higher burden.

Average home lot sizes decreased from a high of 18,871 square feet in 2009 to a low of 15,167 in 2013, rising the following years to 16,381 in 2015 and dropping to 15,641 in 2016. The National Association of Home Builders/Wells Fargo Housing Market Index found that the percentage of builders reporting a low or very-low supply of lots in their markets rose to 64 percent in 2017 from nine percent in 2009.

National annual average multifamily housing construction more than doubled from 2010 (155,000 units) to 2016 (358,000 units). Newly constructed units, unless subsidized as affordable housing, had higher sales and rental prices consistent with increased pricing of the newly constructed single-family homes. The deviation of construction and land cost increases and stagnating incomes put much of the newly constructed multifamily dwelling units beyond the reach of even those of median income.

According to the *State of the Nation's Housing 2018*, there are four primary impediments to stronger housing construction. The first is a deficient supply of skilled workers. The second is a rise in cost of building materials. Third is the depletion of developable lots and fourth, the impact of land-use regulations and zoning on the density and type of construction. Productivity gains in housing construction have lagged against other industries, an additional impediment to the market.

Lowered vacancy rates from 2010 to 2016, 2.4 to 1.8 percent in owner-occupied housing and 7.8 to 6.2 percent in rental housing, signal a tightening of the housing market. Vacancy rates are lowest in lower-cost housing, relaxing as the price of units increase.

Overcrowded conditions are reported slightly higher in the 2016 American Community Survey data, rising from 3.4 to 3.9 percent. The survey shows 3.3 percent of households live with more than one person per room while 1.2 million households or 1.1 percent live with more than 1.5 persons per room.

The National Housing Preservation Database indicates that of the nearly 4.7 million publicly supported rental homes, more than 10 percent with affordability restrictions will expire in the next five years. With more than 8.1 million extremely low-income households spending more than half of their income on rent, there is a shortage of approximately 7.4 million homes affordable to the extremely low-income households in need.

There has been an uptick in a loss of older housing inventory. A Hudson Institute analysis found that about 60 percent of low-cost units in 1985 were lost from the U.S. housing stock by 2013 through a combination of permanent removals (27 percent), conversions to other uses (18 percent), and upgrading to higher rents (12 percent). Moreover, just under a third of affordable rentals in 2013 had been low-cost units in 1985, underscoring the importance of affordable housing preservation.

2. Affordability

Perhaps the most significant economic trend of the last 12 years is the widening gap between the highest earners and the average wage. Those at the top of the income curve have seen their earnings increase while the majority has experienced stagnation or reduction. This has directly affected the housing supply, which is steadily bifurcating into strong or weaker markets while the middle range is shrinking.

Over 41 million households in the United States (approximately 35 percent) are described as cost burdened, meaning these households are spending more than 30 percent of their income on housing expenses. The numbers are increasingly dire for those households that earn roughly a minimum wage income. Assume the breadwinner in a household earns $10 per hour at a full-time job; this equates to an annual household income of $20,000 per year. This income cohort represents 15 percent of U.S. households and more than 80 percent of these low-income households are cost burdened.

Further complicating the issue is the fact that wages have not increased proportionally to housing costs. After adjusting for inflation,

wages are only 10 percent higher in 2017 than they were in 1973 (with annual real wage growth just below 0.2 percent). During that same period, the cost of housing increased almost 30 percent nationally and at significantly higher percentages in markets such as New York City, Los Angeles, San Francisco, Seattle, and Washington, D.C. According to the ***State of the Nation's Housing 2018*** report by the Joint Center for Housing Studies of Harvard University, "In 1988, when the first *State of the Nation's Housing* report highlighted historically high homeownership costs, the national home price-to-income ratio was 3.2, with just one metro posting a ratio above 6.0. In 2017, the national price-to-income ratio stood at 4.2, and 22 metros had ratios above 6.0." As a rule of thumb, most banks consider a home price-to-income ratio in the 3.0–3.5 range generally financeable (assuming minimal outstanding debt obligations for car loans, student loans, credit cards, etc.).

As the cost per square foot to build housing continues to increase, a greater number of units built by the private market have moved to higher rent or for-sale units while losing lower rent or for sale units. With the average cost per square foot for new construction in the $150 to $300 range (geography dependent), it is impossible to build a new 1,500-square-foot single-family house that is affordable to households earning the U.S. median income of $57,652 (in 2017) without a public subsidy in the form of land, money, or both. Unfortunately, many of the state and federal programs are limited to assisting only those households at 60 percent area median income (AMI) or less. The reality is that housing is often unaffordable to households earning up to 120 percent AMI (and higher in many markets). A tiered approach to the provision of subsidies and economic incentives, especially at the local level, is necessary to ensure the construction and preservation of a wide range of affordable housing types in our nation's communities.

Scaling back the size of newly constructed housing offers some cost savings provided the minimum buildable lot size is reduced accordingly to realize a savings on land acquisition. Homes in the 900- to 1,200-square-foot range are becoming more commonplace, but the trend in America is still toward larger houses. According to the U.S. Census, the size of the average single-family house increased from 1,535 square feet in 1975 to 2,169 square feet in 2010—an increase of 41 percent.

3. Housing Location

There is an increasing disconnect between job location and housing supply, placing greater demands on our transportation system and causing a greater proportion of time and income to be spent on commuting.

Long Commutes. Driven in part by the search for affordable housing, rising commute times are an issue both regionally and nationwide, adding even more expenses to full-time workers. Brookings Institution research found that between 2000 and 2012, more Americans took on outsized commutes: The number of jobs within the typical commute distance for residents in a major metro area fell by seven percent nationwide. The 2015 American Community Survey found that the country's average commute rose to 26.4 minutes in 2015, and the number of Americans who live in one county and work in another soared from 23.5 million to 40.1 million between 1990 and 2014, a 71 percent increase. More time behind the wheel or on a bus or train is taking more money from the working poor.

The census data shows the longest commutes are also the fastest growing. The number of workers who are over the age of 16 grew by roughly 1.7 percent from 2014 to 2015 (a total of 148.3 million workers). But the number of workers with 45-minute commutes grew even faster (3.5 percent). The number with hour-long commutes grew even faster than that (5.1 percent). And workers with extreme commutes—90 minutes or more—grew by the fastest rate of all (eight percent). At the other end of the spectrum, the number of workers with commutes less than 10 minutes actually shrank.

But research increasingly finds that for many, longer drives are a direct result of a dearth of housing near jobs, especially in increasingly expensive downtown districts. Our dreary national commute reflects larger choices about zoning, housing development, and infrastructure investments which add to the affordability crisis that has gotten worse over the last decade, especially for the poor and the middle class.

The median commute distance for those earning $15,000 a year or less has jumped from 12 to 21 miles between 2006 and 2013. There's also a pronounced racial dimension to the increase in commuting time: Brookings Institution research found that as more lower-income urban Americans are pushed to suburban areas due to rising rents, the number of jobs near the typical Hispanic (17 percent decline) and black (14 percent decline) resident in major metro areas declined much more steeply than for white residents (six percent decline).

Production. Nationally, the number of households grew by 11.2 million between 2005 and 2015, while only 9.9 million new housing units were constructed during the same period. Only 10 of the nation's 50 largest metros have produced enough new housing to keep pace with job growth in recent years. Job growth tends to be centered in the counties containing a core city while a greater share of housing units is added to the surrounding suburbs—leading to heightened levels of undersupply in the core cities.

There is a strong correlation between the number of jobs and rent growth from 2005 to 2015. Real estate values plummeted following the Great Recession and construction came to a near halt across the country, with the number of new housing units permitted to be constructed dropping to the lowest level on record in May 2009. Since then, the housing market and the overall economy have recovered, but new construction continues to lag. The number of companies building homes dropped by 50 percent from 2007 to 2012, and the construction industry is currently facing a serious labor shortage. The resulting lack of new construction is contributing to rising rents, which are creating an affordability crisis in many parts of the country.

In the postrecession period, most large metros areas are lacking in housing supply but are high in demand. When we focus on the postrecession period from 2010 to 2015, only 10 of the 50 largest metros added fewer than two jobs per residential building permit.

Cost/Income. Out of 30 metro areas that increased economic productivity, average wages, and standard of living since 2010, only 11 were able to distribute that growth across income groups.

4. Housing Needs for All

Over the past 12 years, home design has evolved to building homes that accommodate the changing demographics of our nation. More housing is being developed for a mix of life stages and at a range of price points, including extended families and caretakers, those who may need first-floor living and zero-step entries, larger families, and single-person households. A diversity of housing types accommodates all needs.

Universal Design and Visitability Principles. Creating a range of housing options for residents in a community is one way for older adults to not only remain in their homes, but also remain in their communities. Over the past decade, builders have implemented more Universal Design and Visitability elements in housing design as standard rather than as an option. The principles emphasize the design of buildings and environments that are accessible to all people, regardless of age, disability, or other factors.

Aging in Community. According to AARP's Public Policy Institute, the vast majority of people age 50 and older want to stay in their homes and communities for as long as possible. However, Fannie Mae's research anticipates that aging baby boomers will trigger an exodus in the housing market. Fannie Mae states: "The beginning of a mass exodus looms on the horizon, fueling fears of a 'generational housing bubble.'" Such a scenario "would reverberate through the housing market and economy." Fannie Mae's report states that "the number of homeowners who reach age 65 by the year 2026 will drop by 10.5 million to 11.9 million, more than the loss of 9.2 million in that age bracket from 2006 to 2016." A broader range of housing options benefits a broader range of people and households, including accessory dwelling units and smaller rental homes. Community planning should incorporate access to amenities such as parks, trails, and transportation networks near existing housing for older populations.

Cost Burden. Housing and transportation are the two biggest expenses in a typical U.S. household. Statistics suggest that the combination of housing affordability and affordable transportation is an issue for more than two-thirds of Americans, with the nation's lowest-income households absorbing the greatest costs. Access to alternative modes of affordable transportation, particularly transit, is critical to these households.

Future Home Owners. More than 32 percent of Americans age 18 to 35 currently reside with their family. There may be a number of reasons for this. The first is the lack of a range of housing options in regions throughout the United States. The second is the increased economic instability of young adults due to increased personal debt burden and, in some locations, lack of access to job growth opportunities. These two issues combined present barriers to future home ownership and economic stability.

Impacts of Immigration. For decades, immigration has affected communities throughout the United States. According to Joint Center for Housing Studies data, immigrants currently make up 20 percent of renter households and 12 percent of home owners. From 2006 through 2016, these households have been shown to stabilize both urban and rural communities that might have otherwise lost populations.

Sustainable Design. In the past few years, efforts to create more sustainable homes have increased. There has been progress in the use of cleaner fuels and renewable energy for home heating. From 2010 to 2016 electric heat increased from 34.2 percent of the market to 37.7; solar increased from 1.26 to 1.82 percent. Utility gas/bottled/LP gas decreased from 63.1 percent to 62.5; however, fuel oil/kerosene increased from 15.6 to 16.1 percent and use of wood from 9.3 to 10.3 percent.

Increased interest in carbon reduction leads to greater focus on energy efficiency of lighting, plug loads, HVAC systems, and water-saving devices as well as improved building codes. While there is considerable variation in state policies, most encourage use of the measures cited above.

This factor and carbon reduction strategies in all other sectors is reflected in the steady decline of annual per capita energy use (300 million BTU) and CO_2 emissions (15.8 metric tons of CO_2) in 2017, lower than any year after 1970.

Clear indications of the energy market transformation is the rapid increase in the number of passive house and net-zero building projects in the country. Projects exist in states with more stringent building codes such as California and Florida, but are gaining traction in other states and localities that are committed to reducing greenhouse gases substantially by 2030 and 2050.

A passive house combines a high level of comfort with very low energy consumption through an efficient envelope requiring less heating and cooling. The number of passive house projects certified or in construction rose from 25 in 2011 to 350 in 2016, providing approximately 3,000 housing units. Net-zero buildings, very efficient buildings with solar and batteries that produce as much energy as they use, are increasing as states adopt more stringent energy codes. Currently the Net-Zero Energy Coalition estimates there are more than 5,000 NZE single-family homes and 7,000 NZE multifamily units nationwide. For example, by 2020 all new buildings in California will meet these standards, producing 100,000 NZE homes annually.

Homelessness. In 2017, the U.S. Department of Housing and Urban Development (HUD) reported that 553,742 people experienced homelessness in the United States on a single night. Two-thirds of the homeless were located in transitional housing or emergency shelters, with the remaining third in unsheltered locations. Thirty-three percent of the homeless were in families with children; the remaining 67 percent were single individuals. Most of the families were in sheltered situations.

From 2016 to 2017, there was an overall increase in the homeless population of one percent, consisting of a rise in homeless individuals counterbalanced by a five percent decline in the number of homeless families. This is the first reported increase in national homelessness in seven years. The increase occurred in major cities, with a decrease in the homeless in smaller towns and statewide. Across the nation there was an increase in the persons experiencing homelessness who were

unsheltered. On a particular night in January 2017, approximately 24 percent of those experiencing homelessness were chronically homeless, a decline of five percent from 2007. However, the share of unsheltered chronically homeless increased from 65 percent to 69 percent.

Approximately half of the homeless are located in one of five states: California (25 percent), New York (16 percent), Florida (six percent), and Texas and Washington (four percent). There are also wide variances by state in the percentage of homeless unsheltered, ranging from a high of 77.8 percent in California to a low of 6.9 percent in Iowa.

Policy Positions

POSITION 1 Modernize state and local laws to ensure housing opportunities are available, accessible, and affordable to all.

Position 1A The American Planning Association and its Chapters and Divisions support the modernization of state planning laws to ensure that state enabling statutes for zoning promote local planning efforts and provide housing resources to solve our most pressing affordability challenges. State involvement and resources are needed to ensure consistency and universal participation among municipalities. States should require binding comprehensive plans or a specific community-wide housing plan that both understand current and future housing trends and actively plan for the availability and affordability of housing. Further, states should not prohibit jurisdictions from establishing inclusionary housing and zoning programs and related rules and regulations aimed at creating and preserving housing. Mandates, funding, technical assistance, or other incentives may be used. Further, states should designate a single agency to oversee housing policy, support local planning, and achieve key production and affordability goals.

Position 1B The American Planning Association and its Chapters and Divisions support the modernization of local zoning bylaws and ordinances to increase housing production, while taking local context and conditions into account. While challenging to confront and, ultimately, amend or dismantle exclusionary zoning, rules, and practices, planners must take the lead in modernizing zoning. Local jurisdictions should adopt bylaws or ordinances, policies, and incentives that facilitate a range of housing types and densities and that serve a diversity of housing needs. Local jurisdictions should review and modernize bylaws and ordinances and planners need resources to make updates happen and to ensure adequate public engagement occurs.

Updates to bylaws and ordinances should address mixed use and multifamily development, including affordability. Updates should also include rezoning for higher densities where there may be existing lower densities. Local jurisdictions should consider reducing or eliminating minimum lot-size requirements, reducing minimum dwelling unit requirements, allowing greater height and density and reducing or eliminating off-street minimum parking requirements, and they should specifically identify and eliminate or minimize regulatory obstacles to the establishment of accessory dwelling units, whether attached to or detached from the principal dwelling unit. Local jurisdictions should also allow for and encourage adaptive reuse and use conversions to encourage housing production. Local jurisdictions should also research and analyze, and as part of any zoning amendment, preempt all restrictive covenants and barriers to fair housing and access to housing choice, including barriers to on-street, overnight parking.

Location should be addressed without compromising equity or resiliency. Local jurisdictions should consider incorporating into bylaws and ordinances transit-oriented development principles and principles that address the importance of housing location in relation to access and proximity to schools, jobs, parks, transportation, and other critical amenities and resources. States should consider moving to a Housing + Transportation Index when determining affordability.

Position 1C The American Planning Association and its Chapters and Divisions support a better regional location balance for jobs, schools, and housing. Planners should support a regional fair-share distribution of housing, in general, and affordable housing, in particular, in proximity to employment opportunities. Planners recognize that housing markets closely align with labor markets, and function on a regional scale. Addressing any misalignment between them calls for interjurisdictional dialogue and cooperation. Local jurisdictions should amend zoning and regulations to encourage better balance of jobs and housing, including an increase of mixed uses in downtown and commercial areas, and establishing home occupation standards that have a low regulatory burden.

Position 1D The American Planning Association and its Chapters and Divisions recognize and support ongoing and expanded efforts to build market-rate and workforce housing in rural locations. Aging demographics and declining wages, combined with an older unmaintained housing stock, contribute to the need to ensure an equitable supply of safe housing in these areas. State, county, and local planners must ensure that resources, including capital, are directed to housing efforts in these locations, including funding for utilities and infrastructure, such as water and wastewater systems and roads, particularly in areas with lower-income populations.

Position 1E The American Planning Association and its Chapters and Divisions emphasize the importance of having an adequate supply of housing, and especially affordable housing, in economic development strategies. State and local jurisdictions should engage with business leaders to provide public messaging on the importance of housing and housing development to meet the needs of economic growth. Examples of potential strategies include: preserving existing mixed-income, multifamily housing stock near major employers and transit hubs in order to create housing opportunities in close proximity

to new suburban, exurban, and rural employment and service centers; performing housing impact studies, in conjunction with large employers, to analyze the availability of affordable housing for their workforce in proximity to work locations; encouraging employers to invest in their workforce and neighborhoods by supporting employer-assisted housing programs; and supporting transportation and transit improvements to increase job access and tracking and managing impacts from short-term rentals.

Position 1F The American Planning Association and its Chapters and Divisions support inclusionary growth to ensure fair opportunities to access affordable housing and economic prosperity, while addressing the negative effects of gentrification. Fair share increases opportunity such as access and proximity to jobs, accredited schools, community centers, and mobility options. State should remove barriers and create enabling legislation to allow local jurisdictions to adopt inclusionary growth and related requirements which may: mandate a minimum percentage of affordable units in a development are set aside in exchange for greater density, allow for a prorated number of affordable units that may be provided off-site, allow for payment to a dedicated fund for use by other developers, and require a diversity of housing unit sizes, including housing units with at least three bedrooms in support of families and households that include caregivers.

Position 1G The American Planning Association and its Chapters and Divisions should eliminate barriers to affordable and multifamily housing development and exclusionary zoning, rules, and practices, especially in areas where such development is supported by the necessary transportation, social, cultural, utility, and economic infrastructure. Local jurisdictions should allow multifamily, mixed-income housing as a by-right use and reduce permitting barriers that create development uncertainty, increase the cost of land and development, and stimulate opposition. Local jurisdictions should streamline approval processes that coincide with identified housing needs and demand and establish higher thresholds that are subject to special permit reviews.

Position 1H The American Planning Association and its Chapters and Divisions support "enabling design"—design that enables residents of varying levels of physical ability to live in all multifamily housing and single-family residential, and recommends requiring its use in housing assisted with federal subsidies.

Position 1I The American Planning Association and its Chapters and Divisions should work to transform the community engagement process relative to multifamily and mixed-income housing preservation and development. Local jurisdictions should move to active implementation of housing policy and development and build public support for housing affordability. Local jurisdictions should consider developing outreach and engagement strategies to establish a framework and guide dialogue with the public and key stakeholders about housing need, demand, and trends, as well as the consequences of inaction. Local jurisdictions should be inclusive and responsive to a broad range of constituents, while promoting best practices and educating the public with attention to ensuring all populations have access to information in a variety of formats.

Position 1J The American Planning Association and its Chapters and Divisions support efforts to combat housing discrimination and support efforts that foster racial and economic integration. This includes support for the inclusive goals of the National Housing Act of 1949 and the Fair Housing Act of 1968, specifically including the latter's objective of affirmatively furthering fair housing. It also includes support for the adoption of federal and state laws that would prohibit and provide additional protections against housing discrimination based on the source of income/ receiving public assistance and other protected classes, including but not limited to additional protections for ancestry, age, gender identity, genetic information, marital status, sexual orientation, and veteran/ military history. Finally, APA supports the dismantling of exclusionary land use and zoning practice and policies that contribute to and continue historic patterns of segregation, which includes discriminatory definitions of family in local zoning and ordinances.

Position 1K The American Planning Association and its Chapters and Divisions support better understanding of the variations in acceptable housing occupancy standards across cultures to encourage and support flexibility in housing occupancy standards while ensuring safe, humane, and reasonable standards of living. Housing occupancy varies across different sociocultural groups including different preferences for multigenerational and larger households.

Position 1L The American Planning Association and its Chapters and Divisions have a special responsibility to establish affordable, accessible and available housing as core values in states and localities. Engagement of community leaders, elected officials, and the public in support of these core values can lay the groundwork for modernization of state enabling statutes and reform of local plans and codes that may inhibit housing affordability and availability. Effective engagement can also diminish concerns regarding increased density and new housing forms in existing neighborhoods.

POSITION 2 Preserve existing housing to maintain the quality and overall supply of affordable housing.

Position 2A The American Planning Association and its Chapters and Divisions recognize that preservation of the existing affordable housing stock is critical for protecting older owner-occupied and renter-occupied housing. These types of housing units are often the dominant building fabric and largest source of naturally occurring affordable housing for many inner-ring neighborhoods. Communities should develop plans for substandard and abandoned housing and identify properties that risk falling into substandard conditions. Local jurisdictions should ensure that comprehensive housing plan policy

recommendations support the preservation of existing housing stock as a key component of those plans. Incentivizing and/or mandating the preservation of existing affordable housing is also often the most sustainable way a municipality can ensure housing provision. The only exception to this position would be in the case of existing housing that is substandard, the removal of which would give way to higher-density multifamily developments.

Position 2B The American Planning Association and its Chapters and Divisions support the preservation of existing affordable housing. In order to stem the loss of existing affordable units in gentrifying neighborhoods due to permanent removal, conversion to other uses, and rent increases, local jurisdictions should support the preservation or replacement of these units. Planners and local policy makers should consider a package of incentives to ensure some level of affordability remains associated with these units. Planners should encourage models to preserve affordable housing units, such as low-equity cooperatives and community land trusts. Local jurisdictions should consider the impact of redevelopment proposals on existing neighborhoods, particularly with regard to the potential for residential displacement of low- to middle-income households. Planners should encourage adoption of inclusionary zoning and regulatory measures that proactively preserve housing that is affordable to low- and very-low income households along current and future transit corridors, downtowns, and village or community centers. This ensures that transit-dependent populations in developing or redeveloping areas will have continued access to amenities such as jobs, schools, health care, and goods and services.

Position 2C The American Planning Association and its Chapters and Divisions support monitoring of existing affordable housing units in state and local jurisdictions. Many communities nationwide have successfully used inclusionary zoning as a means to ensure that a specified percent of new market units developed are rent- or sale-restricted for households earning less than 100 percent of Area Median Income. Planners should ensure that units remain affordable through the term of their deed restriction.

Position 2D The American Planning Association and its Chapters and Divisions support options for older adults to age in community. Local jurisdictions should encourage the maintenance and modernization of existing housing by providing or identifying options for financial assistance from loan and grant programs, home modification programs for people with disabilities, and weatherization and home energy assistance programs.

Position 2E The American Planning Association and its Chapters and Divisions support options for public education on home ownership, maintenance, and repair. First-time home owners should understand the benefits and responsibility of home ownership.

POSITION 3 Encourage environmental sustainability and resiliency as critical elements of housing availability and affordability.

Position 3A: The American Planning Association and its Chapters and Divisions encourage sustainability, resiliency, and energy and water efficiency in the housing sector. States and local jurisdictions should investigate opportunities to amend zoning and building requirements to increase production of net-zero and passive homes, and homes with water harvesting and gray water systems. Planners should work with the developers to educate energy end users about choosing renewable energy, water conservation and reuse, and sustainable lifestyles.

Position 3B The American Planning Association and its Chapters and Divisions encourage additional housing to be located in walkable, transit-rich areas to support broader low-carbon emission choices and goals.

Position 3C The American Planning Association and its Chapters and Divisions encourage the siting and design of housing away from flood-prone areas and areas prone to natural disasters and hazards, incorporating green infrastructure into future development. Planners should encourage compact development and mixed use housing to reduce impacts on watersheds and environmentally sensitive areas and in areas prone to natural disasters and hazards.

Position 3D The American Planning Association and its Chapters and Divisions should work to ensure that environmental sustainability and resilience are incorporated into the design and construction of all housing typologies.

POSITION 4 Ensure that public and private finance keeps pace and innovates to support increased housing availability and affordability.

Position 4A The American Planning Association and its Chapters and Divisions support increased financial resources from the federal government to support the preservation and production of housing. Planners should advocate for the continued reauthorization and increased funding for federal housing programs, such as the HOME Investment Partnerships Program, the Community Development Block Grant, Housing Choice Vouchers, and the Native American Housing and Self-Determination Act funding. Planners should support the continued allocation of funds to the National Housing Trust Fund from the profits of Fannie Mae and Freddie Mac. Planners should support increases to the Low-Income Housing Tax Credit Program and reforms to simplify that program. Planners should support the preservation and modernization of federally assisted housing for older residents, including

Section 202 Supportive Housing for the Elderly and the U.S. Department of Agriculture 515 and 521 programs. Finally, planners should support full federal funding for public housing capital and administrative funds.

Position 4B The American Planning Association and its Chapters and Divisions support reforms to private financial resources to support the preservation and production of housing. Lending institutions often have inflexible standards or periods of restricted lending. Planners should encourage lending institutions to support mixed use and other nontraditional development formats while avoiding risky lending practices and lax regulation. Lenders also can support housing affordability by reducing requirements for parking spaces. Planners should advocate for reforms to the Community Reinvestment Act to ensure fair lending practices and greater investment in lower-income communities. Lenders must address historic patterns of discrimination practices, particularly against mortgage applicants who are black and Hispanic to ensure that the opportunity of home ownership is available to all.

Position 4C The American Planning Association and its Chapters and Divisions support the establishment and growth of creative and flexible housing programs, such as the Rental Assistance Demonstration Program (recapitalization of public housing) and the Moving to Work Program (flexible use of housing choice vouchers). As much as possible, planners should seek to use regulatory tools to leverage the power of private capital to create affordable housing, and significant gains can be made through robust inclusionary zoning incentives in areas where the market supports new housing development.

Position 4D The American Planning Association and its Chapters and Divisions should support the continued role of the federal government in ensuring access to residential mortgage capital support to the housing market either indirectly through existing government sponsored enterprises (Fannie Mae and Freddie Mac), or through some other similar mechanism that also provides ongoing market stability. Planners should support the Duty to Serve program of the Federal Housing Finance Agency as a means of providing access to mortgage financing for low-income home purchasers, including purchasers of manufactured housing. Planners should support the establishment and use of innovative approaches that create home ownership opportunities, such as shared-equity home ownership, resident-owned manufactured housing communities, life-cycle underwriting, and portable and assumable mortgages. Planners should support changes to the mortgage interest tax deduction that directly benefit low- and moderate-income home owners.

Position 4E The American Planning Association and its Chapters and Divisions support increased coordination among existing federal planning programs, such as the Consolidated Plan required for HUD funds, with state and local plans. Planners should support the alignment of funding cycles among different programs and matching regulatory requirements to simplify developer compliance and to expedite both reviews and approvals of funding applications. Unified application processes will reduce developer regulatory burdens and increase program utility to improve the efficiency of funds deployed. Planners should advocate to their federal representatives the importance of restoring and increasing HUD funding. Further, planners should advocate for federal representatives to address the impacts of recent tax reform on a range of tax credits and related financing tools for housing.

Position 4F The American Planning Association and its Chapters and Divisions support innovations to government assessment and tax policies. State and local jurisdictions should work together to create reforms to tax assessment policies, creating model frameworks and local assessment categories. Planners should educate assessors and others engaged in local tax policy setting with affordable housing assessment policies. At the federal level, planners should support the establishment of a project-based low-income renters' tax credit, to be administered at the state level to maximize coordination with other programs such as the Low-Income Housing Tax Credit. Planners should also support the establishment of a middle-income housing tax credit.

Position 4G The American Planning Association and its Chapters and Divisions should support the establishment of programs at the state and local levels to provide financing for or subsidize development of accessory dwelling units that are targeted for occupancy by lower-income households, including those with Housing Choice (Section 8) and Veterans Affairs Supportive Housing Vouchers, or that have below-market rents.

Position 4H The American Planning Association and its Chapters and Divisions continue to support the federal Low Income Housing Tax Credit program that provides equity for new and rehab housing developments directed at households earning below 60 percent or 50 percent of Area Median Income. Planners should support the ongoing reform of the associated Qualified Allocation Plans that are a requirement for each state for the allocation of these tax credits. In particular, states should consider the inclusion of criteria that ensure equal representation for rural and urban housing as well as additional locational preferences.

Position 4I The American Planning Association and its Chapters and Divisions support the ongoing creation and funding of Housing Trust Funds (HTFs) around the country, specifically and solely for the purpose of housing-related expenditures. Whether these funds are established at the local, county, or state level, they are designed to receive ongoing sources of public funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes. Planners support funding HTFs via direct allocation from general funds (budgetary line items) as well as the issuance of housing bonds at both the local and state level. Planners should prioritize dedicated funding streams to fund HTFs when possible in addition to annual allocations from general funds. Dedicated funding streams prevent volatile changes in funding based on an administration's political views. All HTF funds should be limited to expenditures related to creating or preserving affordable housing; use of these funds should not be directed to other projects or budget items.

Position 4J The American Planning Association and its Chapters and Divisions support the cultivation of partnerships to best utilize the full

range of available resources to develop affordable housing. Local jurisdictions should seek to pair potential partners to broaden community involvement in the production of affordable housing. Organizations and individuals that are not typically involved in housing production, such as arts groups, medical associations, or education coalitions, should be sought out for potential partnerships in addition to nonprofit community foundations.

POSITION 5 Support funding and program flexibility to provide services, shelters, and permanent supportive housing for people experiencing homelessness, veterans, immigrants, and the formerly incarcerated.

Position 5A The American Planning Association and its Chapters and Divisions support continued reauthorization and full funding of federal programs that directly benefit America's homeless population, including the HUD Continuum of Care Homeless Assistance and Emergency Solutions Grant Programs, and also continued funding of the National Housing Trust Fund, which is used to produce new housing that targets extremely low-income people. Planners should also support the creative and flexible use of other federal, state, and local housing resources that are used to establish and operate shelters and permanent supportive housing for people experiencing homelessness, including but not limited to veterans, immigrants, and the formerly incarcerated.

Related Policy Guides

In addition to housing, APA has recently or is currently issuing guides on topics as diverse as social equity, water, food policy, and autonomous vehicles. Almost no topic stands completely apart from the others and housing touches upon every other topic. A sampling of relevant Policy Guides includes the following:

Equity

The Planning for Equity Policy Guide, adopted in 2019, is a comprehensive assessment of the growing disparities in income, opportunity, mobility and choice. Specific to housing, the Policy Guide cites the principal goal of the National Housing Act of 1949 as "realization as soon as feasible of the goal of a decent home and suitable living environment for every American family" and examines where we, as a nation, have fallen short.

Public Health

The Healthy Communities Policy Guide, adopted in October 2017, defines healthy communities as "places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live to their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstances." The Policy Guide emphasizes neighborhood design that is conducive to walking and bicycling.

Sustainability

The Sustainability Policy Framework, adopted in January 2016, is intended to supersede the Planning for Sustainability Policy Guide adopted in 2000. Among the key elements of the Framework is the goal to "ensure that all elements of the built environment, including land use, transportation, housing, energy, and infrastructure, work together to provide sustainable, green places for living, working, and recreation, with a high quality of life" and specifically that local development codes include "provisions for a variety of housing types (e.g., accessory dwelling units, cohousing, multiplexes, row houses, and mixed use buildings) for neighborhood residents of all ages, with different incomes, needs, and physical abilities."

Water

The Water Policy Guide, second update adopted July 2016, stressed the need to evolve from planning for hazard mitigation and flood control to considering the supply, demand, and quality of our drinking water. The recommendations for integrated resource management include community land-use planning that seeks to achieve development that results in sustainable land-use patterns coupled with the efficient use of scarce and/or oversubscribed water supplies. Beyond the obvious recommendations to avoid or minimize housing construction within flood hazard areas, the Policy Guide emphasizes the need to consider proximity to water supply and to incorporate sustainable design practices to reduce water demand.

Aging in Community

Implementing housing policies is critical to advancing the Aging in Community Policy Guide, adopted in April 2014. The guide states that planners should aim to "provide a range of affordable and accessible housing options. Promote housing development of differing sizes and costs. Better utilize existing housing resources, and advance universal design and visitability standards to promote accessibility in new housing."

Surface Transportation

The Surface Transportation Policy Guide, adopted in 2019, emphasizes the role of transportation in mitigating the effects of climate change, how data can be leveraged to make equitable and effective transit decisions, and transportation revenue amid a changing policy landscape. The location of housing relative to job sites is undoubtedly the single most important factor in assessing transportation needs.

Please refer directly to these closely allied policy guides for additional information on these topics: http://planning.org/policy.

MEMORANDUM - COUNCIL WORK SESSION

DATE: 11/25/2019

TO: City Council

FROM: Curt Boganey, City Manager

THROUGH: Dr. Reggie Edwards, Deputy City Manager

BY:

SUBJECT: Pending Items

Recommendation:

- Metro Transit Bus - *(upcoming CC presentation)*
- Livable Wages - 12/9
- Freeway Park /Mound Cemetery MOU - 1/13
- Environmental Sustainability Report - 1/13
- Food Trucks - 1/27
- Rental License Update - 1/27
- Census Update - 1/27
- Commemoration of 400 years of Slavery Activities - 2/10
- Use of EDA Owned Property - 3/9
- Options for Use of Adjacent Space to Liquor Store - 3/9
- Discussion of Mayor/City Council roles & responsibilities (CommonSense Inc.)

Background:

Strategic Priorities and Values:

Operational Excellence

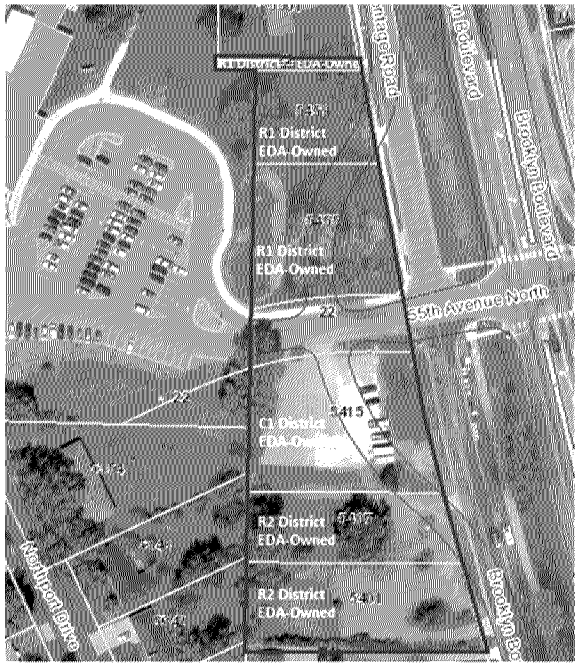
City of Brooklyn Center

REQUEST:

Preliminary and Final Plat for Brooklyn Center EDA First Addition | City ROW Dedication

Background & Request

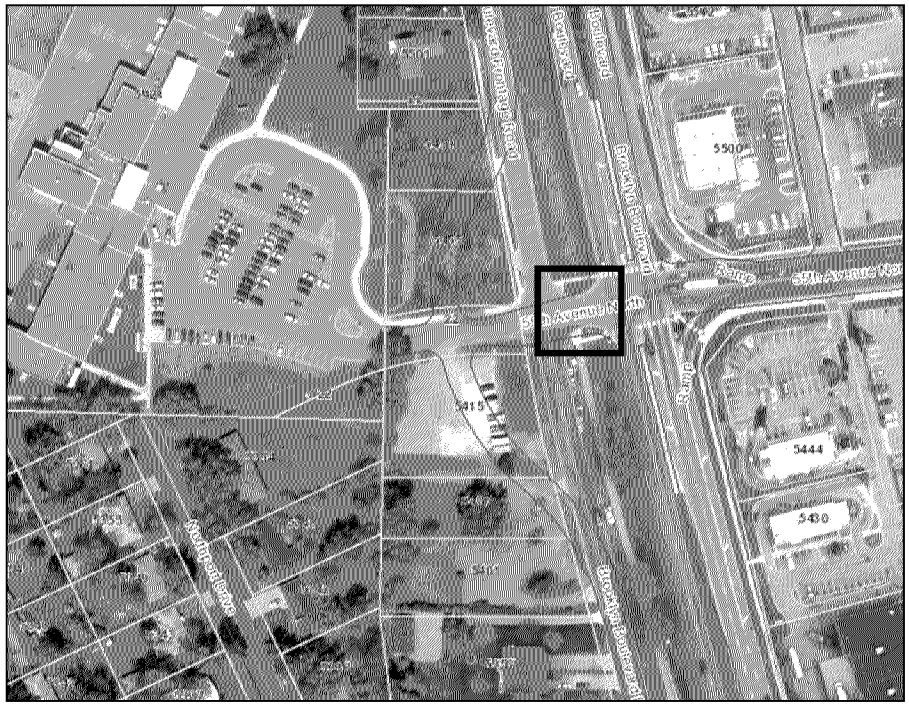
- Applicant is requesting preliminary and final plat approval for BROOKLYN CENTER EDA FIRST ADDITION.
  - Located in vicinity of 55th Avenue North and Brooklyn Boulevard Frontage Road
  - Comprises 7 properties
    - 5401, 5407, 5415, 5455, and 5459 Brooklyn Boulevard
    - Two properties do not possess addresses
  - Ownership is by the City of Brooklyn Center, EDA, and Robbinsdale School District No. 281



Background & Request (Cont.)

- Request associated with Brooklyn Boulevard Phase I reconstruction and modernization project
  - Re-alignment of Frontage Road to “reduce confusion, congestion, and improve vehicle stacking for motorists eastbound on 55th Avenue North”
  - Previous alignment only allowed for stacking of approximately 2 vehicles eastbound on 55th Avenue North
    - New alignment allows for additional vehicle stacking on 55th without blocking cross-traffic on Frontage Road

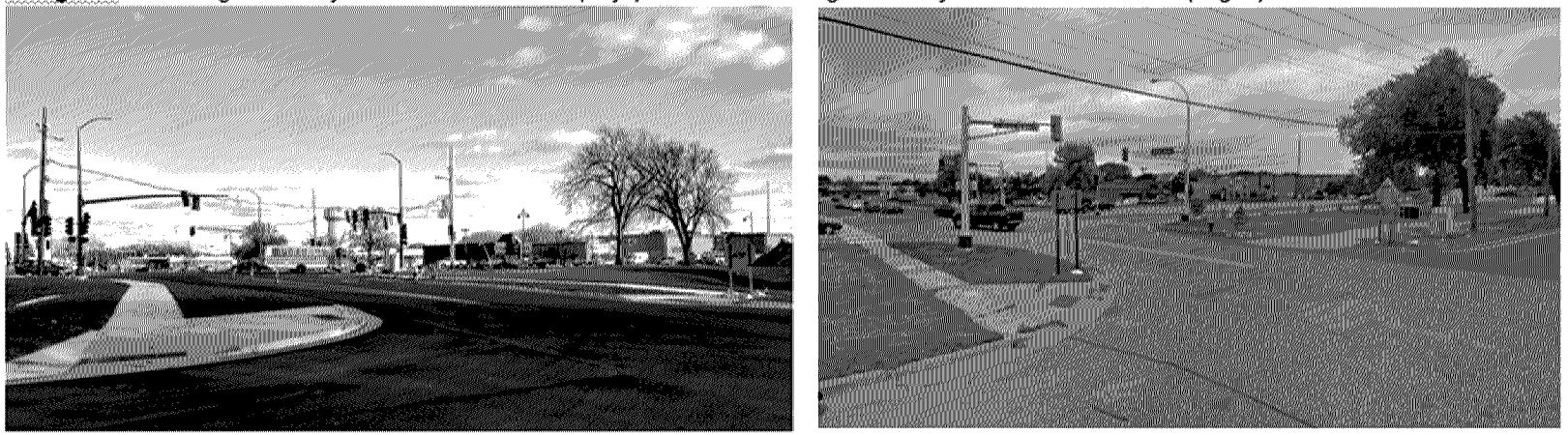
Area of Review



Previous Stacking Area for Eastbound Traffic on 55th Avenue North

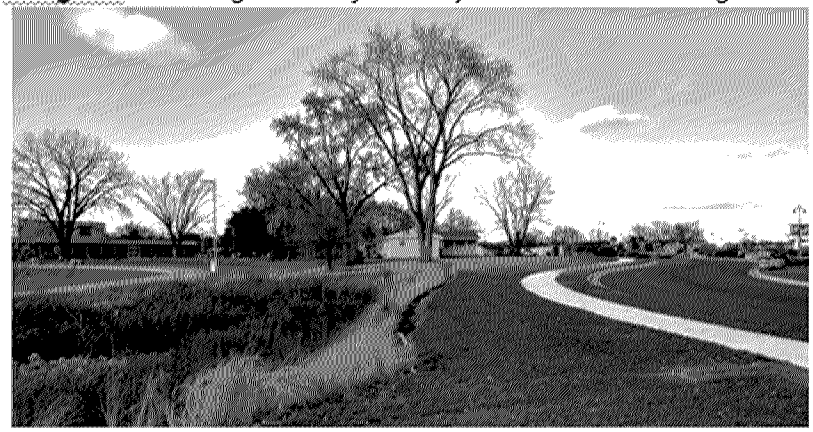
Area of Review

Image 1. *New Alignment of 55th Avenue North (Left) and Former Alignment of 55th Avenue North (Right)*



Area of Review

Image 2. *New Alignment of Brooklyn Boulevard Frontage Road (North of 55th Avenue North)*



Plat and City ROW Dedication

- Assistant City Engineer Andrew Hogg provided a review on October 31, 2019.
  - A working copy of the preliminary plat will need to be provided that identifies all easements (vacated/proposed), utilities, legal descriptions, etc.
- The submitted plat would result in dedication of new City ROW as Frontage Road was re-aligned.
  - No plans to vacate existing City ROW as there is existing underground infrastructure in place.

Notification

- **Note:** Platting requests require that a public hearing be scheduled.

- An Affidavit of Publication was received, confirming publication of public hearing notice in Brooklyn Center *Sun Post* on October 31, 2019.
- Mail notices were also sent out to property owners in accordance with Section 15-104 (*Preliminary Plan*) of Brooklyn Center Platting Ordinance.

Summary

- A public hearing was held on November 14, 2019 at the Planning Commission meeting.
  - One resident was present—
    - Hoped to learn more about Brooklyn Boulevard reconstruction and modernization project
    - Lives south of project area and complimented the City on the new road alignment near 55th Avenue North and Brooklyn Boulevard
- Commissioner Schonning works in area and often avoided intersection due to stacking issues
  - Pleasantly surprised with changes to alignment
- Following close of public hearing, Planning Commission elected to unanimously (5-0) **recommend** City Council approval of requested plats and dedication of ROW.

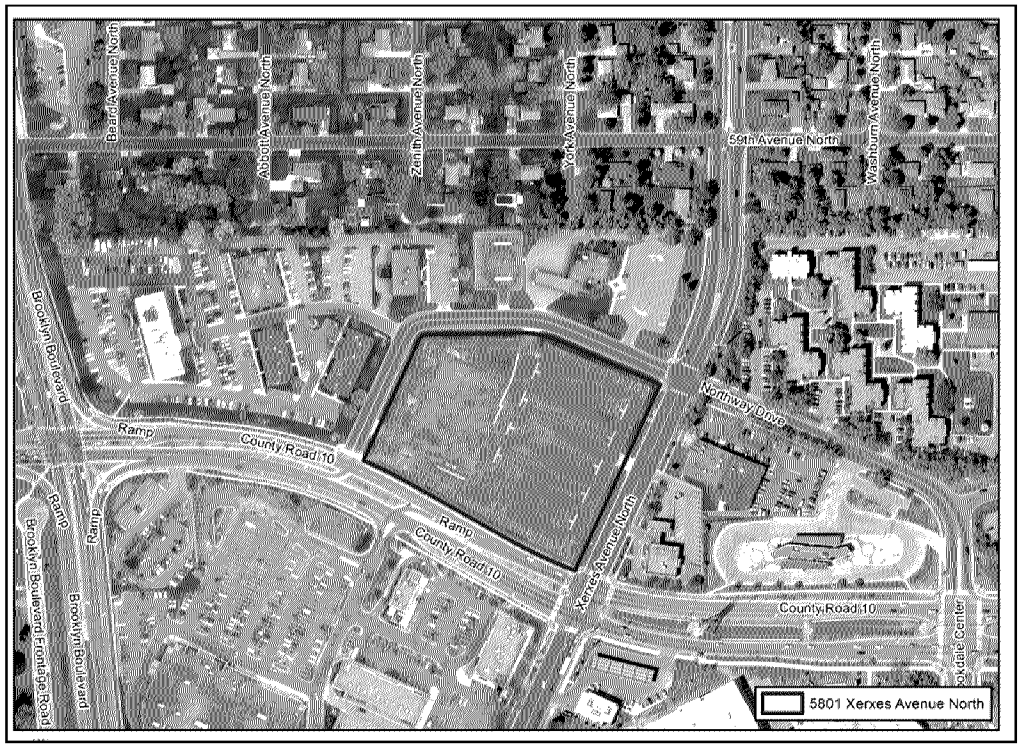
Approval Conditions

1) Approval of the preliminary and final plats are contingent upon the addressing of comments by Assistant City Engineer Hogg in his memorandum dated October 31, 2019.
2) Final plat and associated mylar shall be subject to the provisions of Chapter 15 of the City Code of Ordinances (*Platting*).
3) Any comments and/or requirements as provided by Hennepin County.
4) Any comments and/or requirements from the City Attorney's office, and specifically regarding an updated certified abstract of title for the affected properties.
5) The successful recording of said plat (mylar) with Hennepin County.

Recommendation

- *Motion to adopt a resolution approving Planning Commission Application No. 2019-016 for preliminary and final plat approval of the Brooklyn Center EDA First Addition and dedication of certain Right-of-Way (Located in the vicinity of 55th Avenue North and Brooklyn Boulevard) based on the findings of fact and submitted plans, as amended by the conditions of approval in the resolution.*

Real Estate Equities, LLC

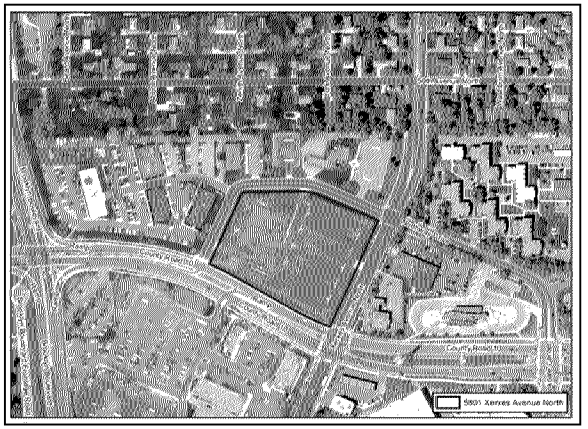


REQUEST:

Preliminary and Final Plat for Northway Crossing

Background & Request

- Applicant is requesting preliminary and final plat approval for NORTHWAY CROSSING
  - Property, located at 5801 Xerxes Avenue North, is under consideration for subdivision into two parcels
    - Known as “Northeasterly Parcel” and “Southwesterly Parcel”
      - Northeasterly Parcel: 115,954 SF | 2.66 acres
      - Southwesterly Parcel: 140,116 SF | 3.22 acres



Background & Request (Cont.)

- Subject Property recently received approval for construction of (PC Application No. 2019-006 | CC Resolution No. 2019-081):
  - 5-story, independent affordable senior living apartments (NE Parcel)
  - 4-story, workforce apartments (SW Parcel)
- Subject Property was re-zoned from C2 (Commerce) District to PUD-TOD (Planned Unit Development-Transit Oriented Development)
- Subject Property removed from Central Commerce Overlay District

Plat Review

- PUDs allow for more than one principal building to be located on each platted locat within a PUD
  - Applicant has noted that financing for project requires each building to be located on its own parcel
  - No plans to alter building setbacks or site approved under PC Application No. 2019-006
  - Only change is creation of new lot line
    - Applicant submitted exhibits outlining shared access/parking easements, etc.
- City Staff worked with City Attorney to determine need to amend PUD
  - **No need to amend PUD so long as site/building orientation remains substantially the same and meets conditions of approval under CC Resolution No. 2019-081.**

Plat Review (Cont.)

- Assistant City Engineer Andrew Hogg provided a review on October 31, 2019, who noted a working copy of the preliminary plat will need to be provided that identifies all easements (vacated/proposed), utilities, legal descriptions, etc.
  - A 10-Foot Drainage and Utility Easement is required around plat on Lots 1 and 2 of Block 1
  - Revisions to ensure pedestrian ramps are entirely located in identified City ROW
- Loucks has been in contact with Hennepin County and Assistant City Engineer to address changes.

Notification

- **Note:** Platting requests require that a public hearing be scheduled.

- An Affidavit of Publication was received, confirming publication of public hearing notice in Brooklyn Center *Sun Post* on October 31, 2019.
- Mail notices were also sent out to property owners in accordance with Section 15-104 (*Preliminary Plan*) of Brooklyn Center Platting Ordinance.

Summary

- A public hearing was held on November 14, 2019 at the Planning Commission meeting.
  - No residents present at meeting
  - One resident called prior to meeting—inquired about restrictions on the independent senior building that would prevent children from staying at the apartments.
- Representatives of Applicant were present at meeting and addressed for record regulations surrounding allowance of minors (i.e. children) in senior building as well as other questions from Commissioners.
- Following close of public hearing, Planning Commission elected to unanimously (5-0) **recommend** City Council approval of preliminary/final plats.

Approval Conditions

- Conformance with all conditions of approval addressed under City Council Resolution No. 2019-081 for related PUD and development site plan approvals (PC Application No. 2019-006);
- Address comments by Assistant City Engineer Hogg in his memorandum dated October 31, 2019;
- Final plat and associated mylar subject to and must comply with the provisions of Chapter 15 of the City Code of Ordinances (*Platting*);
- Subject Property remains subject to the agreements required by the City in its previous approvals;
- Address comments and/or requirements as provided by Hennepin County, and City Attorney's office (e.g. updated certified abstract of title for property); and
- The successful recording of said plat (mylar) with Hennepin County at the time of or after closing on the Subject Property with current property owner, ILEX Group, LLC.

Recommendation

Motion to adopt a resolution approving Planning Commission No. 2019-017 for preliminary and final plat approval of Northway Crossing (Located at 5801 Xerxes Avenue North and Formerly Known as the Jerry's Foods Site) based on the findings of fact and submitted plans, as amended by the conditions of approval in the resolution.