

HENNEPIN COUNTY  
MINNESOTA

Bottineau Corridor - Blue Line Extension  
*LRT Housing Inventory*

*July 2017*

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# Executive Summary

The METRO Blue Line Extension Light Rail Transit (LRT) is a proposed 13-mile extension of the current METRO Blue Line. The METRO Blue Line Extension will connect Target Field Station in Minneapolis to the northwest suburbs with eleven stations along the way. The connection at Target Field station links the proposed line to the Northstar Commuter Rail, the METRO Green Line LRT, and the existing METRO Blue Line LRT.

In 2016, Hennepin County's Center of Innovation and Excellence (CIE) was asked by the Bottineau LRT Community Works program to complete a descriptive report detailing the demographic characteristics and the full range of housing opportunities along the line. This housing inventory will complement other efforts by Community Works to plan for the diverse needs of growing populations, the range of household types and the varying population densities along the corridor.

The analysis utilizes data from the Metropolitan Council and the U.S. Census Bureau, which includes the American Community Survey (ACS) and the Decennial Census. Most data are pulled from 2015 ACS 5-year dataset.

## Population and household findings

- Population growth has been fairly static along the corridors. Brooklyn Park had the greatest increase in both population and households. Near North Minneapolis only saw increases in the number of households.
- In general, the median age along the corridor is increasing.
- Race and ethnicity trends mirror national trends, with the suburbs becoming more diverse.
- The geographic origins of the foreign-born populations along the corridor varies considerably, with large populations from Africa, Asia and Latin America.

- Household size progressively increases outside the urban core.
- Real incomes have declined across the corridor.
- Homeowners have higher median household incomes than those who rent.
- Renters are more likely to experience poverty than homeowners.

## Housing findings

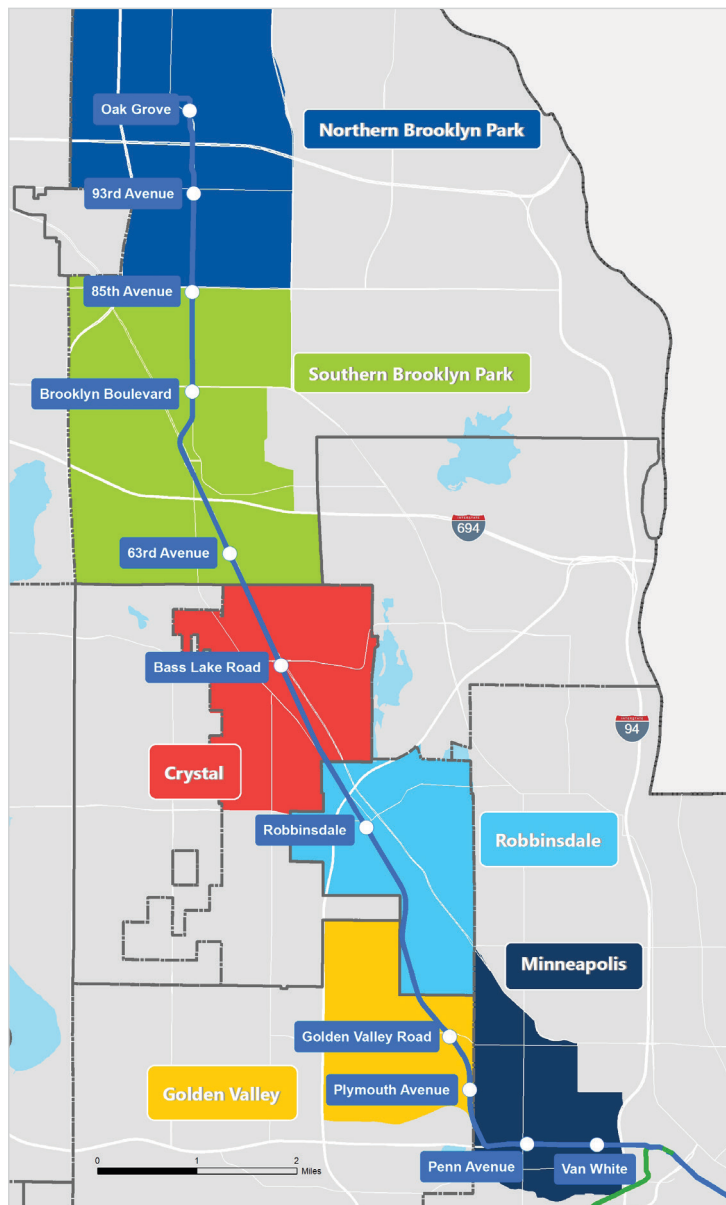
- Rents continue to rise and there is a decline in homeownership. More residents own in suburban areas.
- The growth in housing units has been static along most of the corridor with vacancy rates under 8%.
- Housing units are older in Near North Minneapolis and around formally historic centers. Units gradually become newer as the corridor progresses northwest.
- Renters along the corridor are experiencing greater cost burdens at higher rates than homeowners.
- Homeownership varies significantly by race and ethnicity.
- Homeowners tend to live in single-family detached homes, and the majority hold a mortgage.
- Median home values generally remained stable between 2000 and 2015, except in Near North Minneapolis which experienced an increase at 50%.
- Between 2000 and 2015, most of the corridor saw moderate increases in real median gross rent.
- Most renters live in larger multi-family properties or single family homes compared to other housing options.

# Purpose and Scope

The METRO Blue Line Extension Light Rail Transit (LRT) is a proposed 13-mile extension of the current METRO Blue Line. The METRO Blue Line Extension will connect Target Field Station in Minneapolis to the northwest suburbs. The connection at Target Field station links the proposed line to the Northstar Commuter Rail, the METRO Green Line LRT, and the existing METRO Blue Line LRT.

The Blue Line Extension will pass through Near North Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. The end of the proposed line terminates in northern Brooklyn Park. The proposed line will serve as a connection between the northwest suburbs and Minneapolis. It will connect to express bus routes along the line and include station area park and rides.

## Proposed METRO Blue Line Extension



There are eleven transit stations located along the proposed line:

- Van White Boulevard, Minneapolis
- Penn Avenue, Minneapolis
- Plymouth Avenue, Golden Valley
- Golden Valley Road, Golden Valley
- 42<sup>nd</sup> Avenue, Robbinsdale
- Bass Lake Road, Crystal
- 63<sup>rd</sup> Avenue, Brooklyn Park
- Brooklyn Boulevard, Brooklyn Park
- 85<sup>th</sup> Avenue, Brooklyn Park
- 93<sup>rd</sup> Avenue, Brooklyn Park
- Oak Grove Parkway, Brooklyn Park

## Report overview

Since its creation in 2014, the Hennepin County Bottineau LRT Community Works program has partnered with cities to aid in the holistic planning of an integrative transit system along what is known as the “Bottineau Corridor.”<sup>1</sup> The Bottineau Corridor is defined as the geographic area adjacent to County Road 81 running from North Minneapolis to Brooklyn Park, and then the area adjacent to West Broadway Ave running to the norther border of Brooklyn Park.

In 2016, Hennepin County’s Center of Innovation and Excellence (CIE) was asked by the Bottineau LRT Community Works program to complete a descriptive report detailing the full range of housing opportunities and demographic characteristics along the corridor. This housing inventory will complement other planning efforts by Community Works.

This report compiles data at two geographic levels. First, the use of the ½-mile radius (approximately a 10 minute walk) around each station area reflects planning priorities focusing on land in close proximity to transit.<sup>2</sup> Second, this report uses larger “subareas” created from multiple census tracts. Together, these subareas constitute what this report refers to as the “Bottineau Corridor”. These subareas allow for a deeper and more comprehensive level of analysis. Further details are included in the methodology section.

## Report purpose

Hennepin County’s mission is to *“enhance the health, safety and quality of life of residents and communities in a respected, effect and fiscally responsible way.”* As such this report will provide a tool to help guide future development decisions along the corridor in a way that positively impacts existing communities.

Specifically, this report attempts to provide the housing and demographic data needed to make informed decisions about housing strategies and their impacts on communities along the corridor. Combined with the future gap analysis, this report aims to:

1. aid the development and planning decisions prior to, during, and after the construction of the proposed line;
2. help corridor cities determine effective strategies for creating and sustaining a full range of housing opportunities in light of future transit improvements;
3. help inform comprehensive plans and aid the Metropolitan Council’s transit planning efforts;
4. and provide a baseline for pre-post comparison of the effects of the Blue Line Extension on demographic and housing characteristics once the train is operational.

## Post-housing inventory gap analysis report

Following this housing inventory, a gap analysis will be completed using data compiled and reported herein combined with additional housing variables. The gap analysis will assess potential deficits within the current housing market and suggest solutions. The data that will be collected during this phase will likely move beyond data available from the census and may be purchased from proprietary sources.

# Methodology

The analysis utilizes data from the Metropolitan Council, and the U.S. Census Bureau which includes the American Community Survey (ACS), and the Decennial Census.

- Metropolitan Council data includes a ½ mile radius around each station area. The Metropolitan Council’s data sources include 2015 ACS 5-year estimates, 2014 Local Employment Dynamics (LED) data, and in-house research.
- ACS and Decennial Census data was necessary to supplement the Metropolitan Council’s ½ mile station-area data, as several desired metrics were unavailable. Due to the complexity of transforming raw census data into equivalent ½ mile areas, an alternative approach of grouping census tracts into “subareas” was used to complete the analysis. Table 1 below lists the census tracts used to define each subarea along the proposed corridor.

The census tracts were chosen for their approximation of a 1-mile radius around station areas. Due to the large size of some census tracts, it was impossible to approximate the ½-mile radius used by the Metropolitan Council. Where appropriate, subareas were created out of multiple census tracts to create more comparable areas, to reflect city and/or neighborhood boundaries, and to mitigate the high margins of error (MOE) found in ACS data.

Data was taken from the 2015 ACS 5-year estimates. 2015 ACS 5-year estimates include data collected over a five year period starting in 2011. ACS 1-year estimates, while more current, have much higher MOE and are thus only available for larger geographies. Data from the 2000 and 2010 Decennial Census was used for trend analysis.

**Table 1. Subareas and their census tracts**

Bottineau Corridor subarea	Hennepin County census tracts
Northern Brooklyn Park	268.12
Southern Brooklyn Park	268.07, 268.09, 268.16, 268.18
Crystal	207, 208.01, 208.04, 209.03
Robbinsdale	211, 212, 213, 214
Golden Valley	217
Near North Minneapolis	27, 32, 33, 1020, 1028, 1034, 1041

# Analysis

## Demographics

Understanding current demographic composition and trends along the Bottineau Corridor will allow planners to more accurately predict the demand for housing. The housing along the corridor varies from historic and well-established to new and developing. The demographics outlined below are equally diverse.

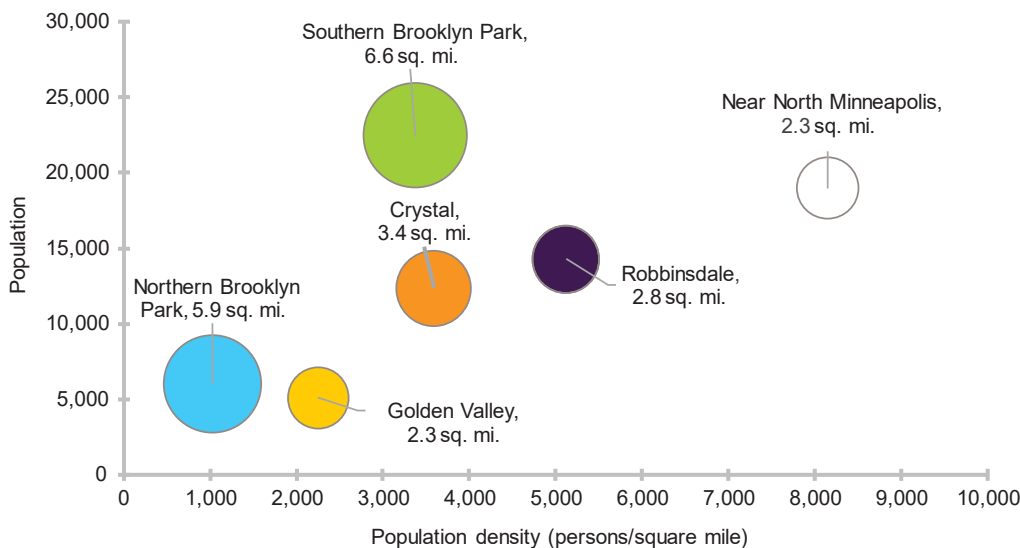
### Population size, density and growth trends

Population density is the average number of people per square mile of land area. The higher the population density, the more likely there will be an increased ridership level for that station.

The land near the northern end of the proposed line is underdeveloped in comparison to other areas. Based on its low population density, residents in this area will initially contribute less towards overall ridership. However, the Brooklyn Park subareas are experiencing fairly rapid population growth that will lead to increased ridership.

This population growth can be in part attributed to the availability of developable land, and to the arrival of several major corporate campuses (such as Target, Olympus and Würth Adams) since 2000. These employers may attract a sizable number of "reverse commuters" who will be taking the line northwards from the urban core.

**Figure 1. Study area size by population and density**



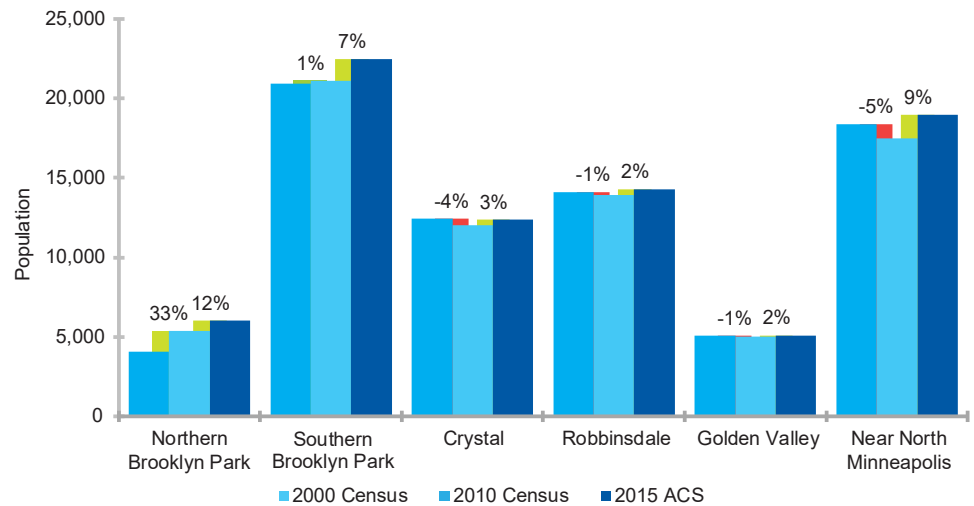
Population density varies substantially between corridor study areas.

Densely populated Near North Minneapolis has little developable land and will be a major driver of ridership. It is important to note that while Near North Minneapolis has seen a progressive increase in the number of *households*, the *population* has increased only slightly. This suggests a growing demand for housing units with fewer bedrooms.

Subareas between Near North Minneapolis and Brooklyn Park saw virtually no change in total population between 2000 and 2015. These areas are moderately populated with little developable land, although with the advent of the Blue Line Extension there is a possibility for significant redevelopment of existing properties. Like Near North Minneapolis, Golden Valley experienced a much larger growth in households than population.

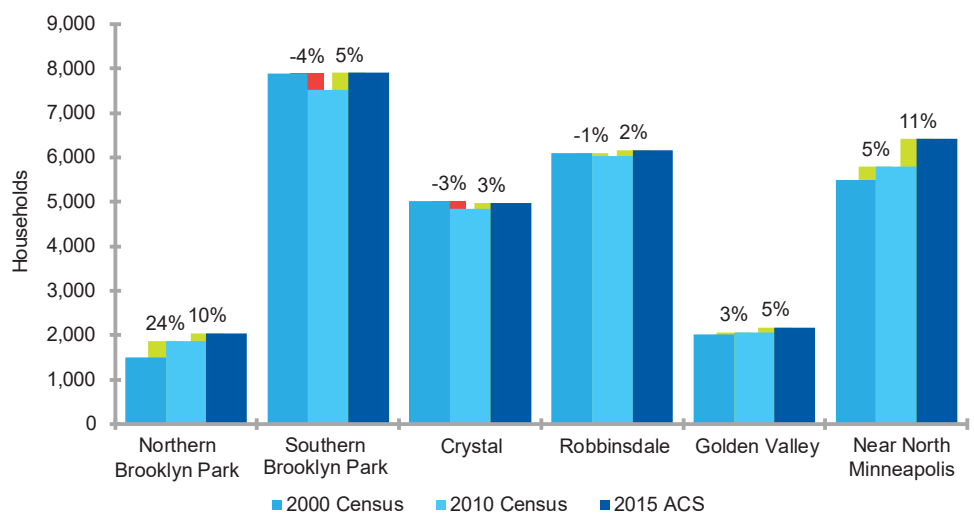
Static population growth within the cities of the corridor; most growth in the Brooklyn Park subareas.

**Figure 2. Population change**



Static number of households in most cities; moderate growth trends in Northern Brooklyn Park and in Near North Minneapolis.

**Figure 3. Household change**



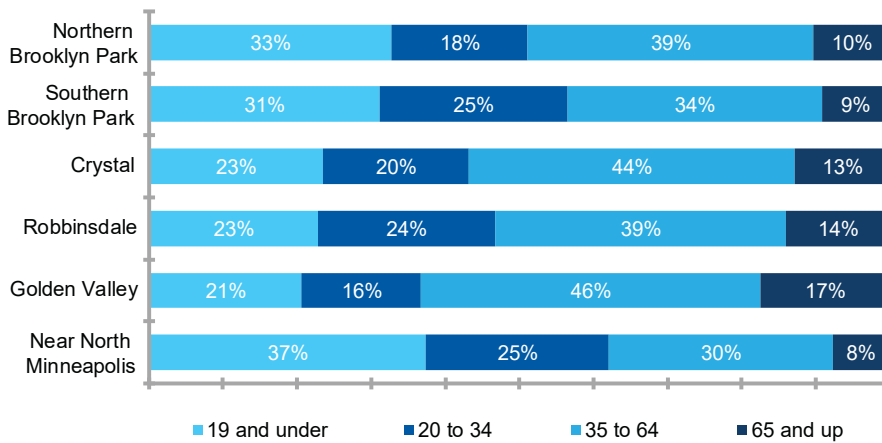


## Age distribution

Age distribution indicates the type of development needed as the housing desires of Millennials (defined as those born between 1981 and 2000), middle-aged individuals and senior individuals are diverse.

Millennials have lived at home longer than previous generations and those who strike out on their own live in areas of higher population density and prefer renting to owning. Those who own likely purchase smaller, entry-level starter-homes.<sup>3</sup>

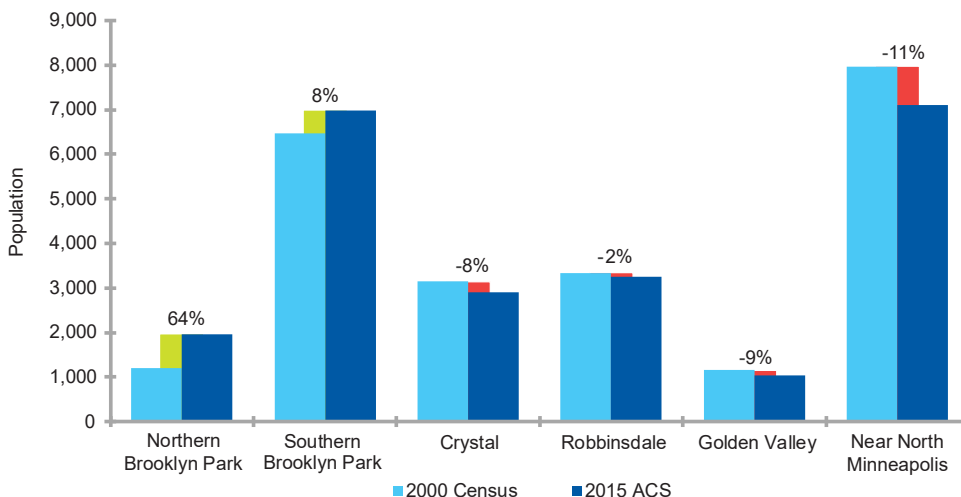
**Figure 4. Age composition, 2015 ACS**



The 35 to 64 age group is the largest age cohort among all subareas except Near North Minneapolis where youth 19 and under are the largest age group.

Middle-aged individuals tend to live in areas of lower density with single-family detached dwellings. There have been large increases in the number of youth 19 and under in Brooklyn Park; all other subareas among the proposed line has seen a decrease in the youth population.

**Figure 5. Change in population age 19 and under**

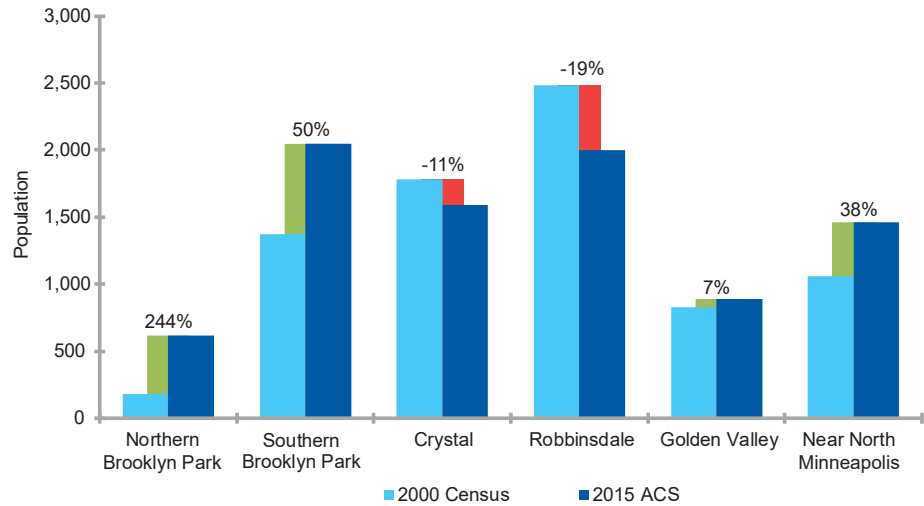


The north end of the proposed line has seen significant increases in the number of youth 19 and under.

Some seniors move back into more urban areas for easier access to services after selling their family homes, while others move to more exurban areas. Subareas with a large elderly population (such as Golden Valley) will experience a large shift in coming years as this population begins to shrink .

Most subareas have seen an increase in the population of persons 65 and older.

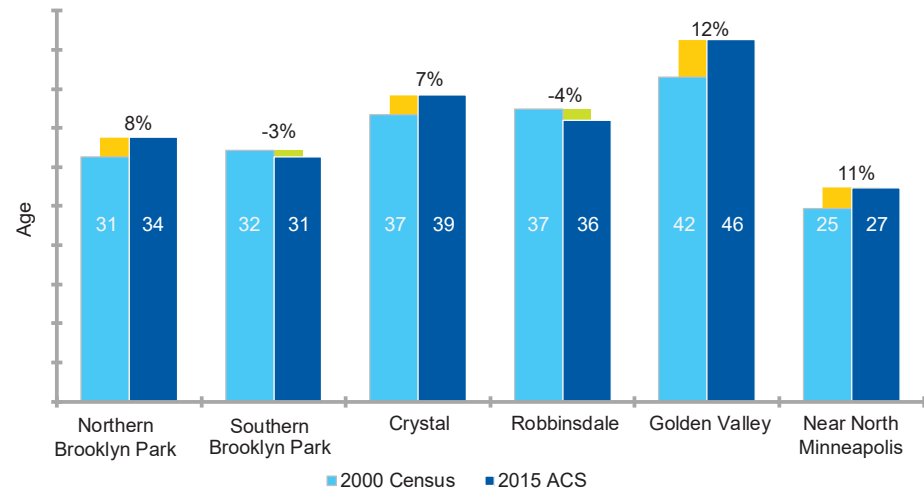
**Figure 6. Change in population age 65+**



These patterns suggests a greater demand for housing that caters to the needs of the elderly population, especially in the Brooklyn Park subareas.

The change in median age varies significantly across subareas.

**Figure 7. Change in median age**

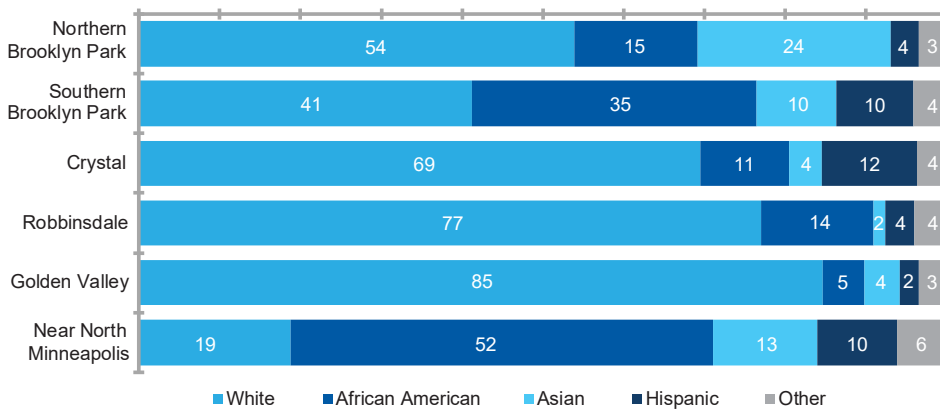


## Race and ethnicity

The racial and ethnic distribution generally follows patterns typical of those found in other metro areas, with majority non-white neighborhoods in the inner core and less diverse suburban areas.

In this case, however, the non-white population steadily increases beyond Golden Valley with the Southern Brooklyn Park subarea reaching non-white majority status. This reality mirrors a national trend of suburbs becoming increasingly non-white. In Hennepin County, this trend is driven in part by increased availability of affordable housing (both naturally occurring and public) and settlement patterns of migrants from Southeast Asian and African countries.

**Figure 8. Percentage of racial and ethnic makeup, 2015 ACS**



Southern Brooklyn Park and Near North Minneapolis have majority non-white populations.

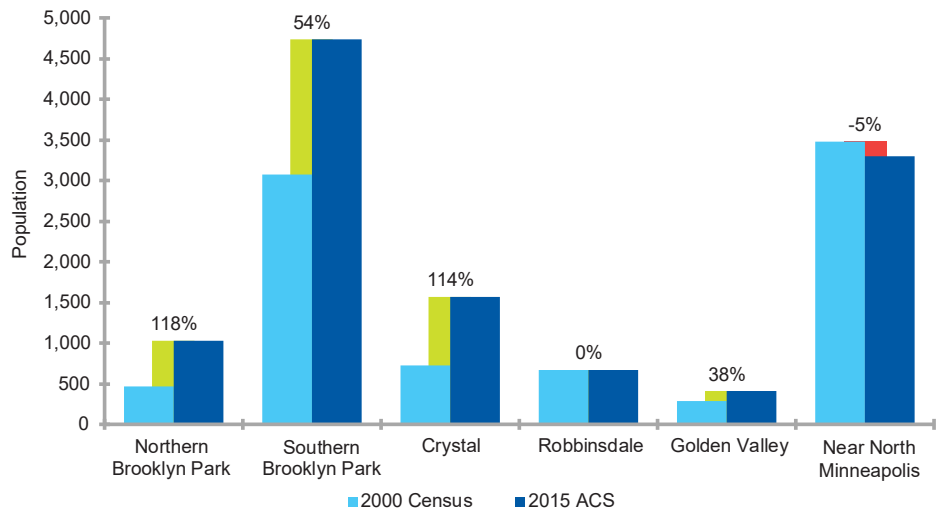
## Foreign-born

Other than Robbinsdale and Near North Minneapolis, the Bottineau Corridor saw significant growth in foreign-born population since 2000. Northern Brooklyn Park, Southern Brooklyn Park and Crystal experienced the largest influx of foreign-born residents. However, the geographic origins of the foreign-born population varies significantly between the three. In Northern Brooklyn Park, 79% of foreign-born residents are from Asia; metro-wide immigration trends suggest that most of these residents are from Southeast Asian countries, such as Vietnam. In Southern Brooklyn Park, 59% of foreign-born residents originated from Africa; again, metro-wide trends suggest most of these residents are from African countries. In Crystal 54% of foreign-born residents are from Latin America.

The impact of foreign-born population growth is accentuated when compared to the overall population growth. For example, even as Crystal experienced a population loss of 1% between 2000 and 2015, it experienced a 114% gain in the number of foreign-born residents during the same time period. This pattern holds true for the other subareas along the corridor except for Robbinsdale and Near North Minneapolis.

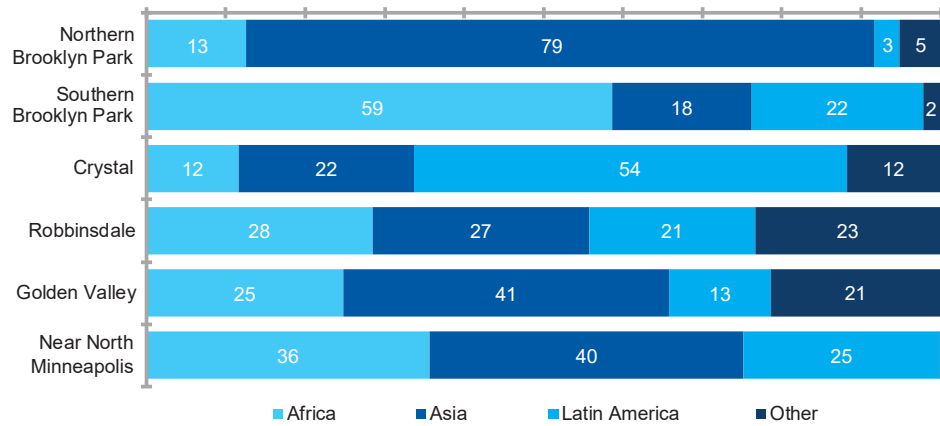
Brooklyn Park and Crystal have seen the greatest influx of foreign-born residents.

**Figure 9. Change in foreign-born residents**



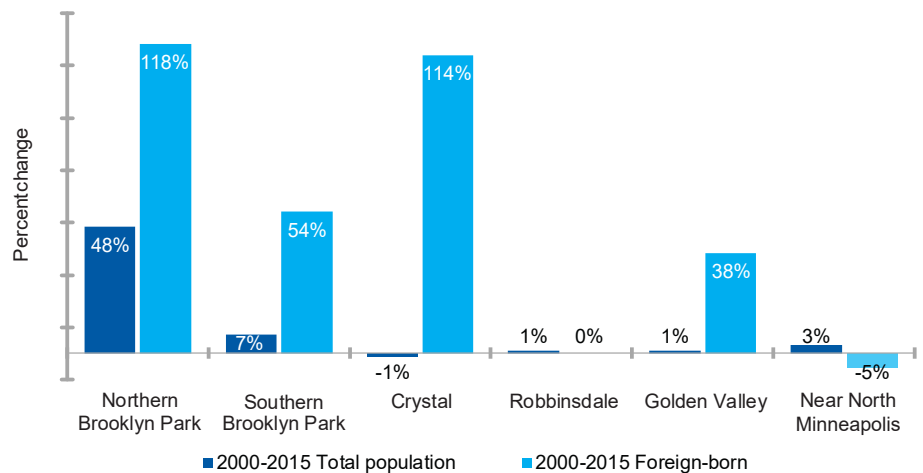
The geographic origins of the foreign-born population varies significantly along the corridor.

**Figure 10. Percentage of origin of foreign-born population, 2015 ACS**



The foreign-born population growth rate far exceeds the total population growth rates in most subareas.

**Figure 11. Change in foreign-born versus total population**

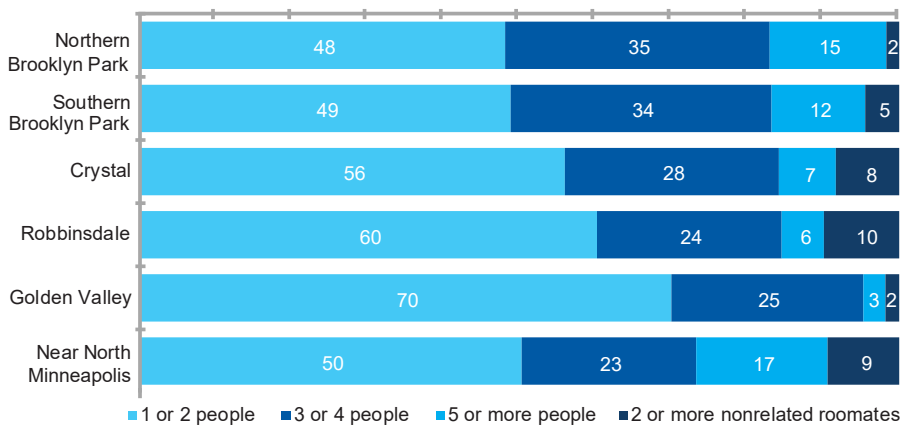


## Household composition

The distribution of married households with children follows a typical urban pattern, with 2<sup>nd</sup> and 3<sup>rd</sup> ring suburban communities having a relatively higher rate of these types of households. The presence of larger households with children in the northern suburbs will likely drive demand for larger homes.

The high percentage of 1-2 person and childless households in Golden Valley is typical of in an area with a relatively older population. There is little developable land in the Golden Valley subarea and much of the existing stock is from the 1940s and 1950s. Considering that 70% of the households in Golden Valley have 2 or less members, there may be unmet demand for housing with fewer bedrooms.

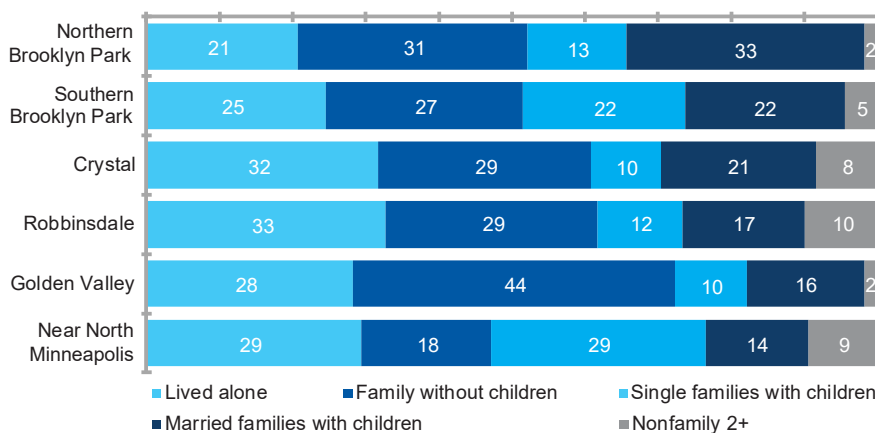
**Figure 12. Percentage of household size, 2015 ACS**



Household size steadily increases from the 1<sup>st</sup> ring suburbs to the 3<sup>rd</sup> ring suburbs, while Near North Minneapolis has the highest rate of households with 5+ people.

Near North Minneapolis is markedly different than the other subareas, with a large percentage of households with 5+ people and a high rate of single families with children. While these numbers show a higher rate of single-parent families, it is also possible that Near North Minneapolis has a higher rate of multi-generational and extended families living in the same home.

**Figure 13. Percentage of household composition, 2015 ACS**



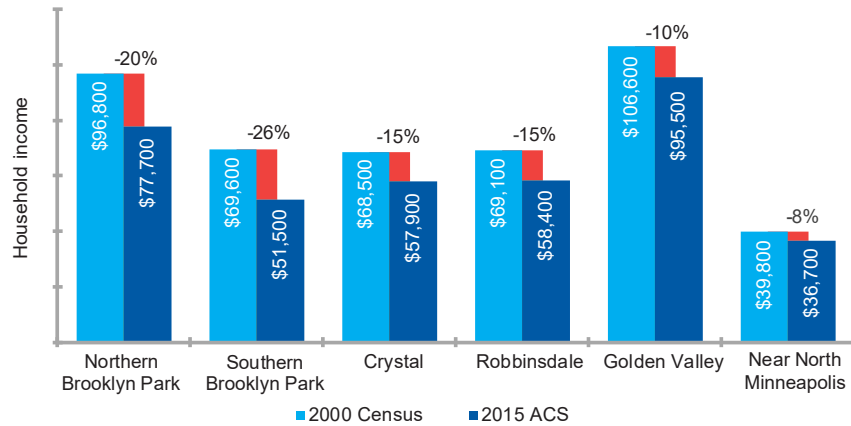
The percentage of families with children increases towards Brooklyn Park; Golden Valley and Near North Minneapolis have many childless and single-parent families, respectively.

## Household income

Real household income has decreased across the corridor since 2000. This mirrors a national trend of flat or falling real wages.<sup>4</sup> Regardless of the causes, falling income combined with higher rental and ownership costs will lead to an increasing gap between the affordability and availability of housing.

Real Household Income has declined across the entire corridor, but by higher rates in Brooklyn Park.

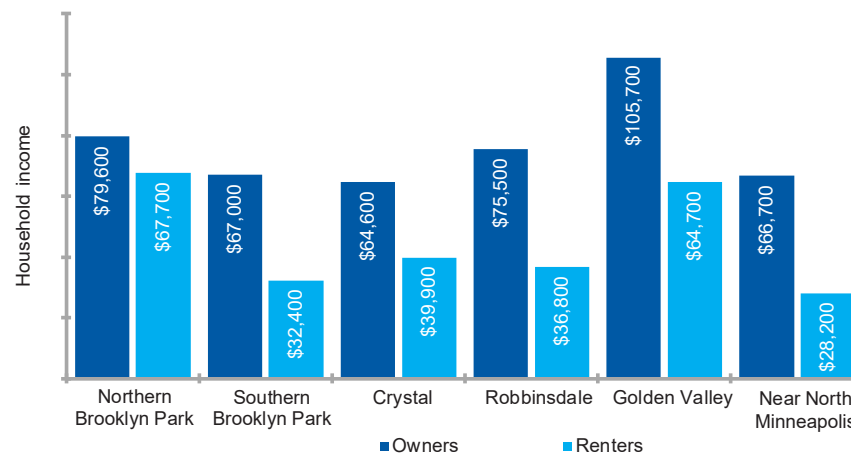
**Figure 14. Change in real median income (2015 dollars)**



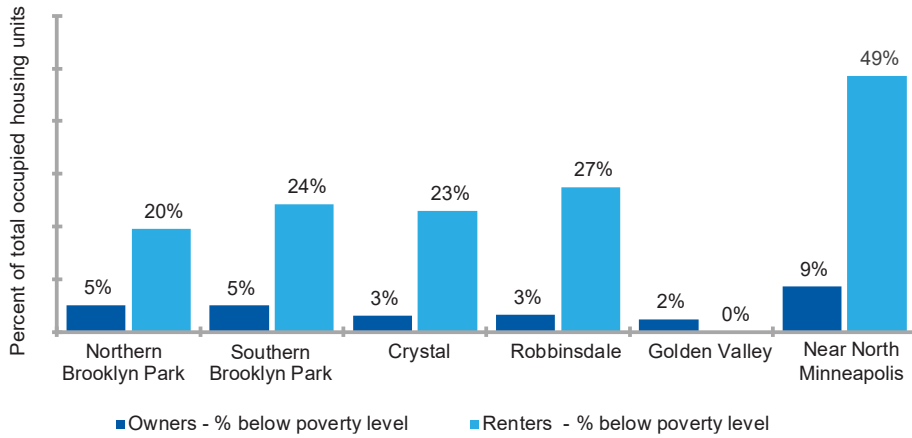
There is a substantial disparity in the median household income of renters versus homeowners. Younger people tend to be both more mobile and less wealthy and thus are more likely to rent than own. Therefore, subareas with a higher population of young adults will likely have a relatively higher rental rate and a lower median income. Impoverished households may have difficulty in receiving a mortgage with a competitive rate, making homeownership more difficult to attain. In the case of subareas with higher rates of poverty, such as Near North Minneapolis, the higher rental rate is likely a factor of both poverty and demographics, among other factors.

Households who own their home have a higher median household income than those who rent.

**Figure 15. Median income by tenure, 2015 ACS**



**Figure 16. Poverty rate by tenure, 2015 ACS**

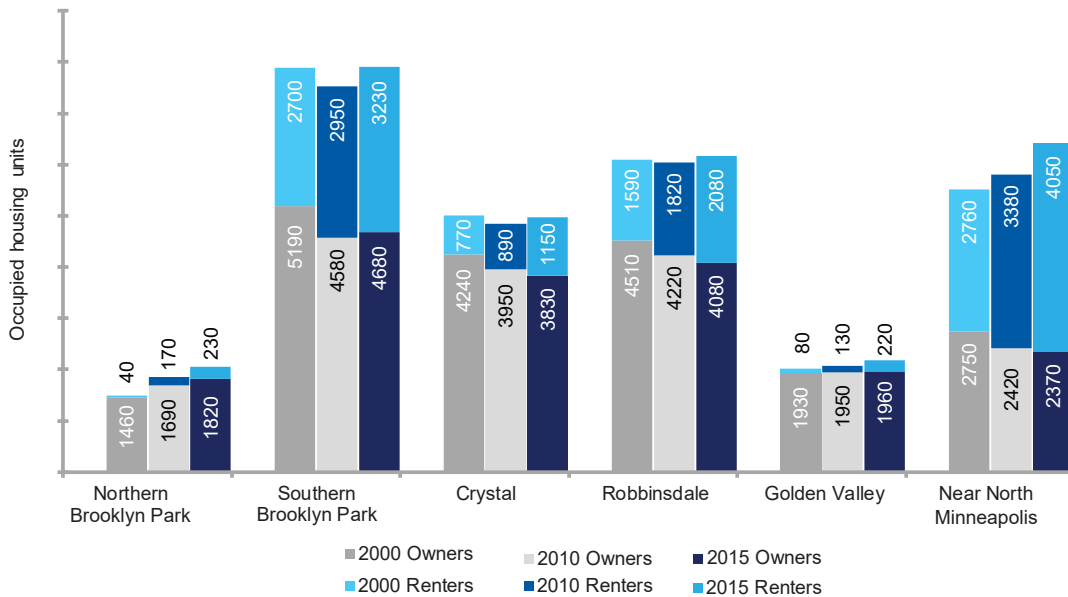


Renters are more likely to experience poverty than homeowners, especially in Near North Minneapolis where almost 50% of renters are experiencing poverty.

# Housing

## Housing trends

**Figure 17. Change in tenure, 2000 and 2010 Census, 2015 ACS**



Tenure, defined by the U.S. Census Bureau, is the distinction between housing units that are either occupied by an owner or a renter.<sup>5</sup> In Brooklyn Park North and Golden Valley there has been a substantial increase in the number of renters. This may present a challenge to these subareas given the limited number of rental housing available. Land use data suggests a greater possibility of building more rental units in Northern Brooklyn Park given the significant amount of undevelopable land.<sup>5</sup>

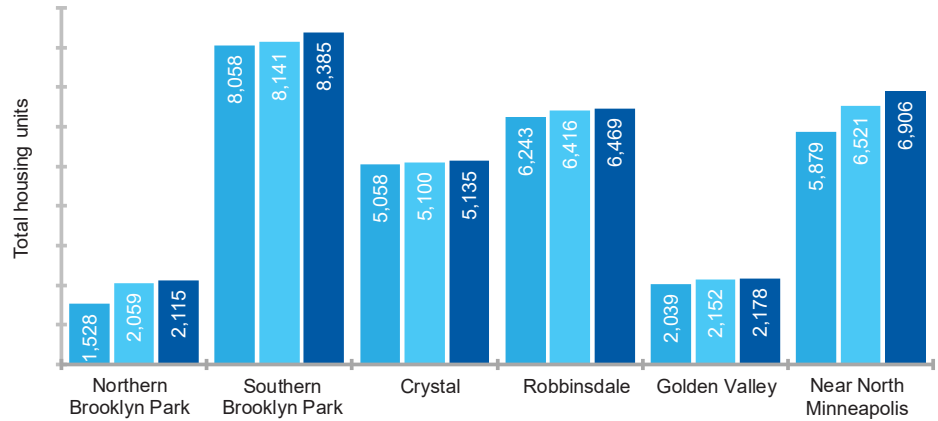
Other than in Northern Brooklyn Park, there has been a decline in homeownership since 2000.

## Housing unit characteristics

Southern Brooklyn Park has the most housing units of any subarea, but has experienced minimal change in total units available. Near North Minneapolis has seen larger increases in the number of units than any other subarea. Northern Brooklyn Park and Golden Valley have the smallest number of housing units which speaks to the vacant land and parks within the subarea boundaries.

The number of available housing units has grown slowly since 2000; Near North Minneapolis saw the largest increase in the number of housing units.

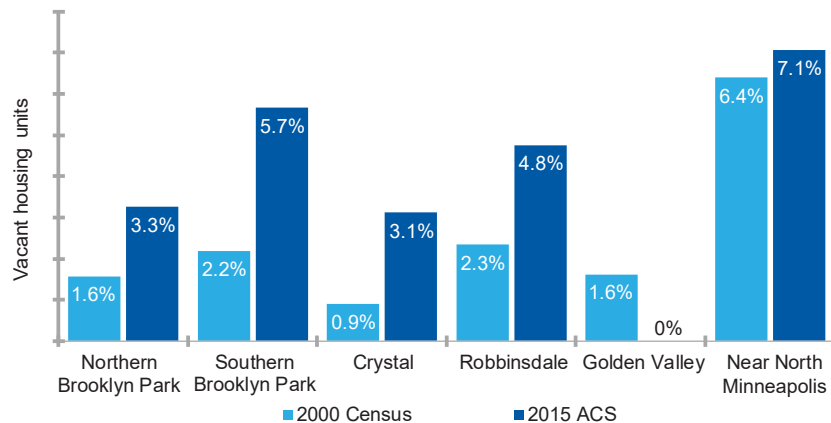
**Figure 18. Change in housing units**



Vacancy data, while relatively unreliable in the ACS sample due to the small number of vacant properties, does show an increase in vacancies between 2000 and 2015 across all subareas but Golden Valley. This data includes unoccupied homes that are on the market.

Overall, vacancy rates are under 8% for all subareas.

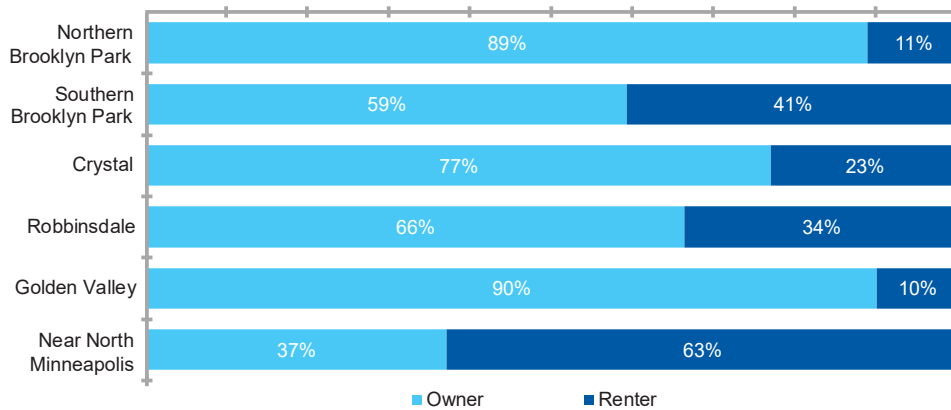
**Figure 19. Change in vacant housing units**



With the exception of the Golden Valley subarea, tenure follows a typical urban pattern with higher rates of renters close to the urban core.



**Figure 20. Tenure type by occupied housing units, 2015 ACS 5-year estimate**



Most subareas have higher rates of owner-occupied units than renter-occupied; Near North Minneapolis is an exception with a significance majority of units being renter-occupied.

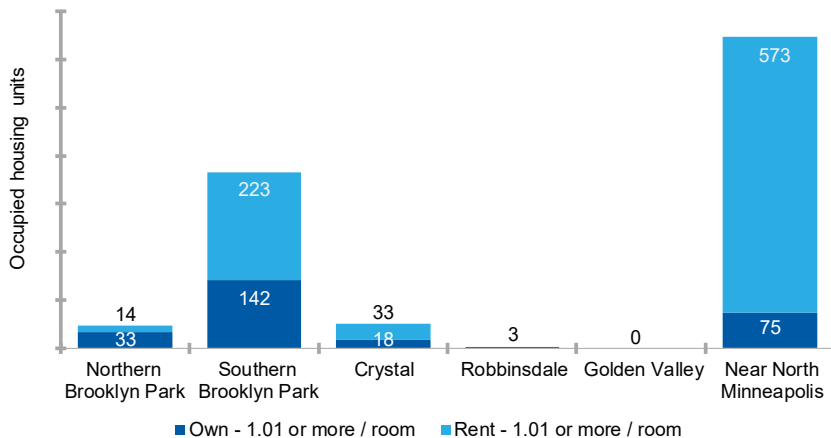
The Department of Housing and Urban Development determines housing to be overcrowded when occupants per room exceeds one. According to HUD:

*“A standard of one person per room is intuitive especially when considering occupancy of the rooms which are pressed into service as sleeping quarters. These non-traditional sleeping quarters may provide a modicum of privacy to the occupant but are likely considered less than ideal by the occupant. A standard of more than one will not address privacy concerns and relative room preferences – e.g., a single person sleeping in a living room will have less privacy compared to a bedroom with a single person.”<sup>7</sup>*

By this definition, Near North Minneapolis and Southern Brooklyn Park subareas have higher rates of overcrowded housing than other subareas along the corridor. Comparing this data to Figures 14 and 20 shows that subareas with higher income and greater rates of homeownership have lower rates of overcrowding.

A majority of overcrowded housing units in the corridor are renter-occupied. This may indicate a need for rental units with higher bedroom counts, particularly in Near North Minneapolis and Southern Brooklyn Park. However, some overcrowding is present in owner-occupied home as well, particularly in Southern Brooklyn Park. This may also suggest a demand for large, affordable, owner-occupied housing.

**Figure 21. Overcrowded housing units, 2015 ACS 5-year estimate**



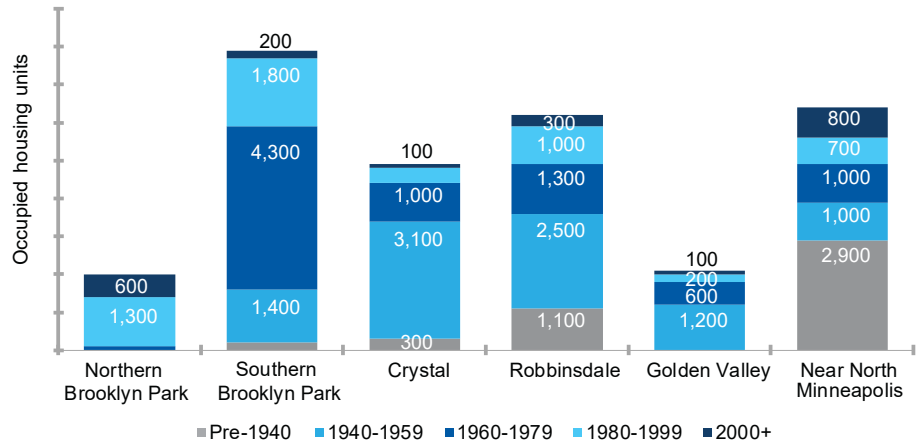
Near North Minneapolis and Southern Brooklyn Park have higher rates of overcrowding compared to the other four subareas.

Housing is aging across the corridor, but increasingly so in Near North Minneapolis, Robbinsdale, and Crystal subareas. The rental housing along the corridor is more diverse in age.

The single-family housing units in Brooklyn Park are much newer than what is found in Minneapolis and Robbinsdale. The multi-family units are for the most part newer than the single-family housing units.

The housing stock along the corridor is older, close to the urban core and becoming progressively newer further into the suburbs.

**Figure 22. Housing units by year built (rounded to nearest 100), 2015 ACS 5-year estimate**

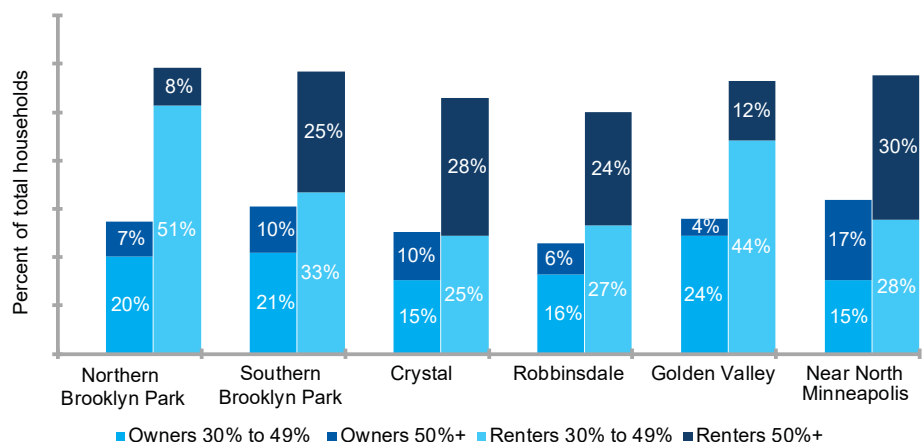


### Housing cost burden

Cost burden occurs when a household spends over 30% of gross income on housing. For renters, the cost burden is doubled that of homeowners along the corridor. Renters in Near North Minneapolis, Brooklyn Park, and Golden Valley subareas have higher rates of cost burden overall. Extreme cost burden occurs when over 50% of a household’s income goes to housing. This is much more prevalent for renters in Near North Minneapolis, Robbinsdale, Crystal, and Southern Brooklyn Park subareas. There are lower rates of extreme cost burden for homeowners along the corridor.

Along the corridor, roughly 25% of owners and 55% of renters are cost burdened.

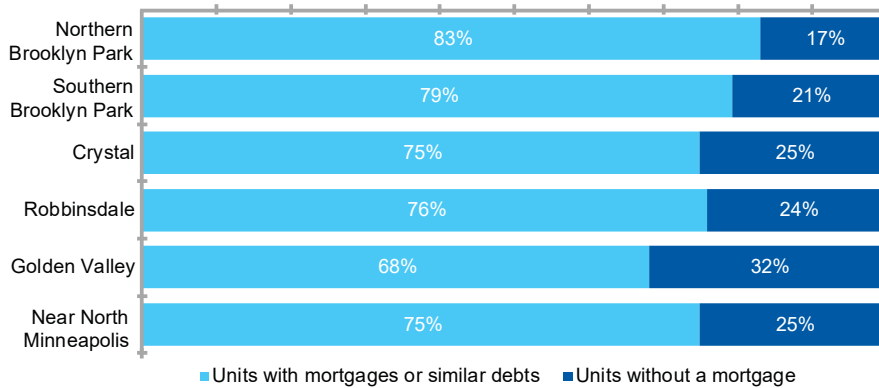
**Figure 23. Housing cost burden by tenure, 2015 ACS 5-year estimate**



## Ownership market

Golden Valley is the only subarea where less than 75% of the homeowners have a mortgage. This may be reflective of the relatively older population in that subarea.

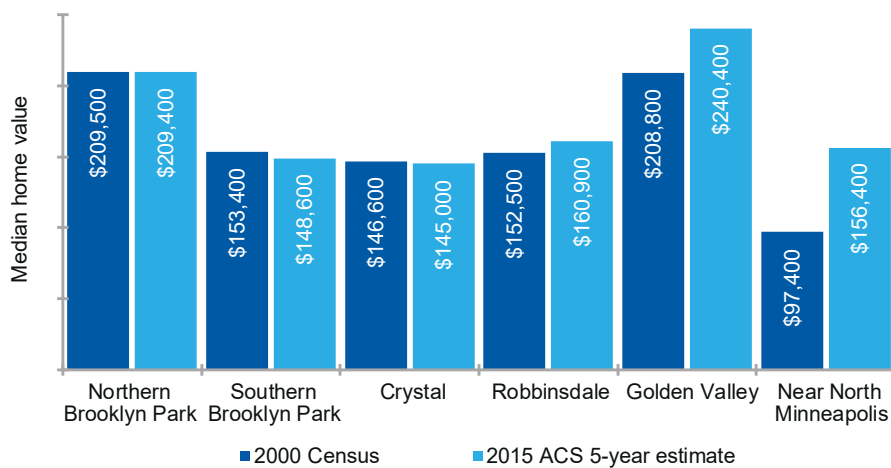
**Figure 24. Homeowner mortgage status, 2015 ACS 5-year estimate**



A majority of homeowners hold a mortgage on their homes corridor-wide.

Changes in real median home value is the greatest in the Near North Minneapolis subarea, where home prices increased by over 60% between 2000 and 2015. This might be concerning for aspiring homeowners given the decline in real median income of 8% during the same time period (Figure 14).

**Figure 25. Change in real median home value (2015 dollars)**

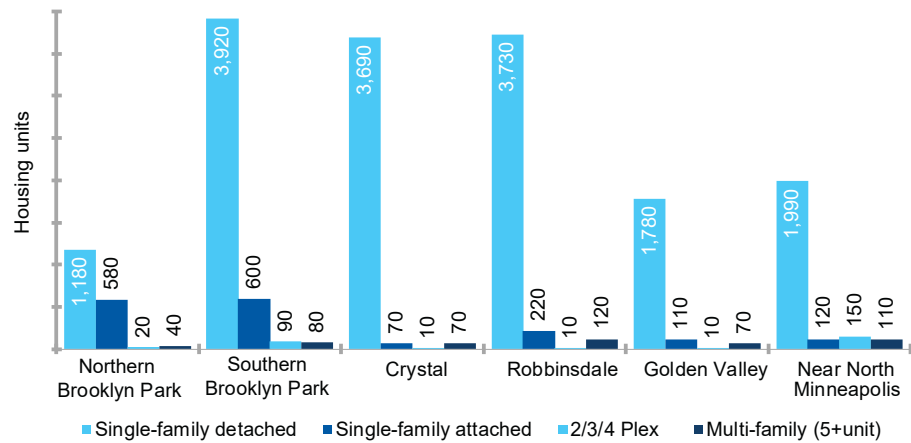


Median home value stayed static along most of the corridor except for in Golden Valley, which saw a small increase in median home value, and Near North Minneapolis which saw a large increase in median home value.

Regardless of subarea, single-family detached homes are the most common type of owner-occupied structure. This speaks to the relatively low density of the Twin Cities metro. There is a greater number of single-family detached units in Brooklyn Park than anywhere else in the corridor, which may reflect a shift towards higher density in newer construction.

Single-family detached homes are favored for ownership along the corridor.

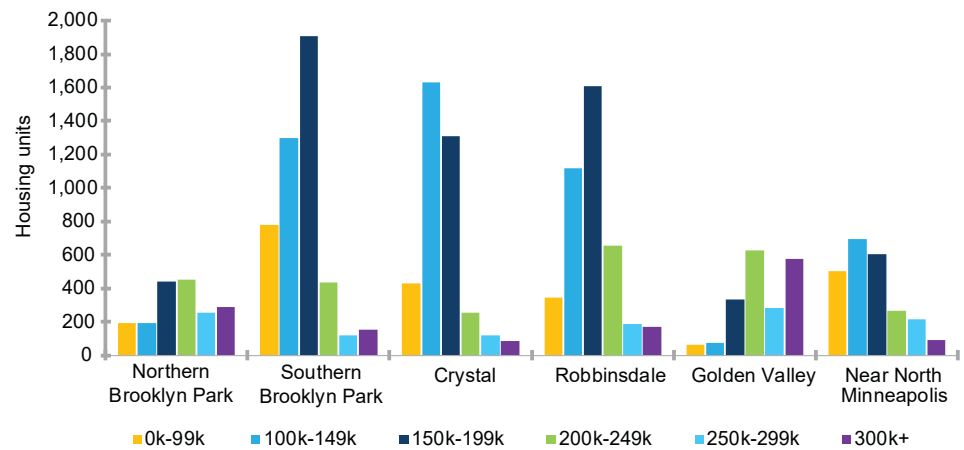
**Figure 26. Owner-occupied housing units by structure type, 2015 ACS 5-year estimate**



There is a shift in the availability of affordable housing from the city to the suburbs. Brooklyn Park South has the highest number of units priced in the \$0-\$99,000 and 150,000-\$199,000 ranges. Crystal has the highest number of units priced in the \$100,000-\$149,000 range. Golden Valley has more housing in higher property value ranges compared to other subareas.

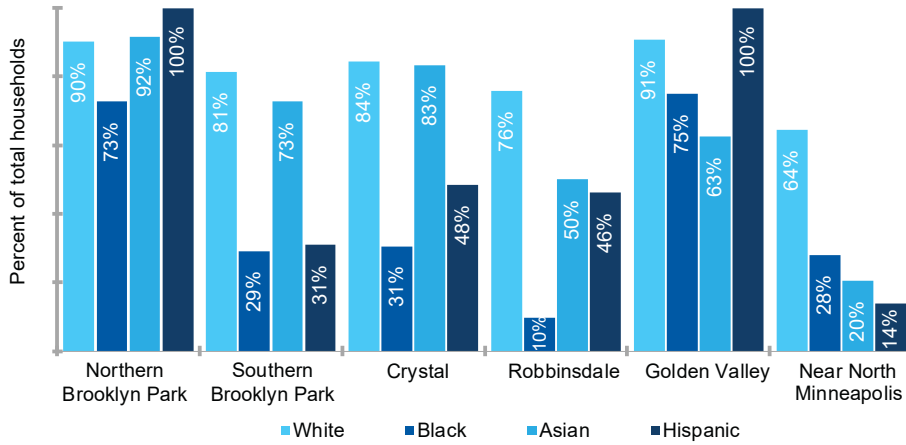
Most of the subareas along the corridor have a large portion of housing in the mid-range valuation of \$100,000-\$199,000.

**Figure 27. Owner-occupied housing units by property value (2015 dollars), 2015 ACS 5-year estimate**



Homeownership varies significantly not only by subarea, but by race and ethnicity as well. In Robbinsdale only 10% of African American families own a home, whereas in Brooklyn Park North, 73% do. White and Asian households have less variance in homeownership between subareas than do Black and Hispanic households.

**Figure 28. Homeownership rate by race/ethnicity, 2015 ACS 5-year estimate**

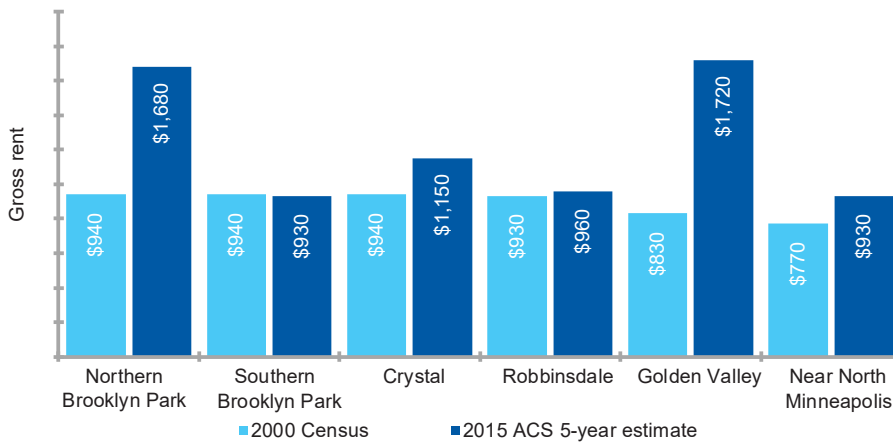


Homeownership varies significantly by race and ethnicity.

## Rental market

Monthly rental prices hover near the \$1000 mark in most areas along the corridor except for Northern Brooklyn Park and Golden Valley where the median gross rent is closer to \$1,700.

**Figure 29. Change in real median gross rent**

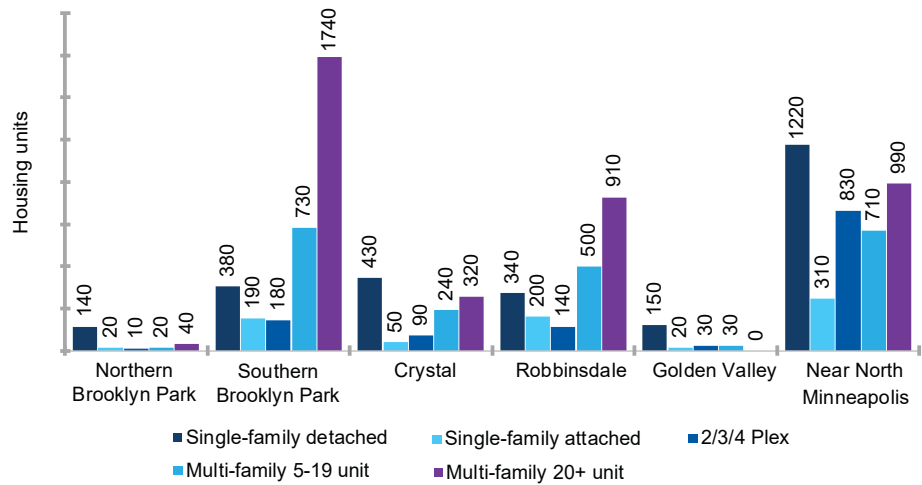


Most rental costs have not increased at substantial rates except for in Northern Brooklyn Park and in Golden Valley where rents have almost doubled.

Unlike homeowners, a vast majority of whom live in single-family detached housing, renters live in a variety of structure types. In Near North Minneapolis both single family detached and larger units are common, while suburban subareas have a much greater percentage of renters living in large, 20+ unit buildings.

With the exception of Near North Minneapolis, a majority of rental units in the subareas are 20+ unit Multi-family properties.

**Figure 30. Renter-occupied housing units by structure type, 2015 ACS 5-year estimate**



## Endnotes

- 1 “Bottineau Corridor” gets its name from County Road 81, which in 2003 was given the honorary name Bottineau Boulevard in remembrance of Pierre Bottineau, a famous frontiersman who helped found the communities of Osseo and Maple Grove in the 1800s.
- 2 Guerra, E., Cervero, R., & Tischler, D. (2012). Half-Mile Circle: Does It Best Represent Transit Station Catchments? *Transportation Research Record: Journal of the Transportation Research Board*, 3(2276), 101-109. doi:10.3141/2276-12
- 3 McDonald, N. C. (2015). Are Millennials Really the “Go-Nowhere” Generation? *Journal of the American Planning Association*, 81(2), 90-103. doi:10.1080/01944363.2015.1057196
- 4 DeSilver, D. (2014, October 9). *For most workers, real wages have barely budged for decades*. Pew Research Center. Retrieved from: <http://www.pewresearch.org/fact-tank/2014/10/09/for-most-workers-real-wages-have-barely-budged-for-decades/>
- 5 U.S. Census Bureau. (2017). *Glossary*. Retrieved from: [https://www.census.gov/glossary/#term\\_Tenure](https://www.census.gov/glossary/#term_Tenure)
- 6 Handy, S. (2005). Smart growth and the transportation-land use connection: what does the research tell us? *International Regional Science Review*, 28(2), 146-167.
- 7 U.S. Department of Housing and Urban Development, Office of Policy Development and Research. (2007). *Measuring Overcrowding in Housing*. Retrieved from U.S. Census Bureau website: [https://www.census.gov/content/dam/Census/programs-surveys/ahs/publications/Measuring\\_Overcrowding\\_in\\_Hsg.pdf](https://www.census.gov/content/dam/Census/programs-surveys/ahs/publications/Measuring_Overcrowding_in_Hsg.pdf)

# Appendix A

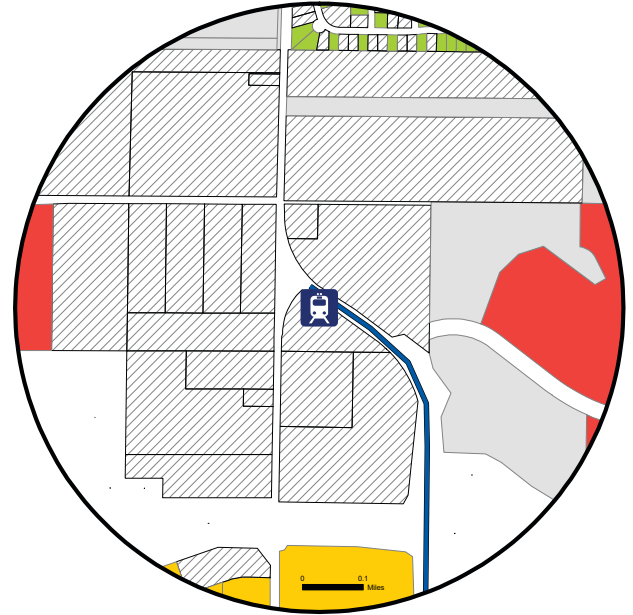
## Bottineau Station Area Housing Profiles





# Oak Grove Parkway

Population: 911  
Households: 309



The Oak Grove Parkway station area will be the northern terminus of the Blue Line Extension. At present, this station area is largely undeveloped, but long-term plans call for extensive transit-oriented development. The Target Northern Campus is to the east of this station. The campus, which underwent a 2014 expansion, is now the workplace for several thousand Target employees.

Minneapolis and Brooklyn Park are common commute destination for working adults, and the vast majority of households own one or more cars. 2% of households do not have access to a vehicle.

Top commute desitnation	
Commute destination	% of workers*
Minneapolis	18%
Brooklyn Park	7%
Mendota Heights	5%
Bloomington	5%
Golden Valley	5%

\* n=73

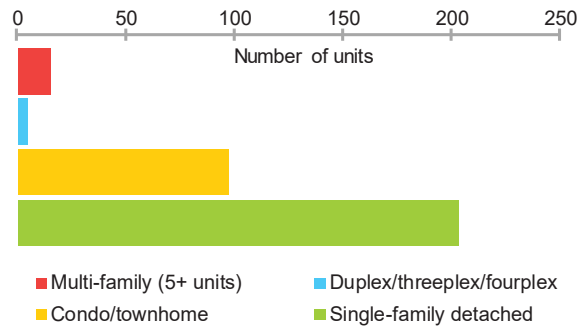
Source: LED 2014

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	65%
Owners spending 30+% on housing	25%
Renters spending < 30% on housing	4%
Renters spending 30+% on housing	7%

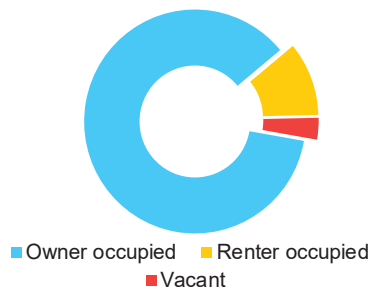
\* Households with known costs

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



**Figure 2. Percentage of housing units by tenure**

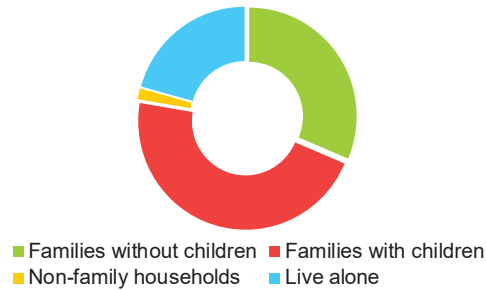


While less popular than single-family attached, condo/townhome structures are more numerous here than in many other station areas.

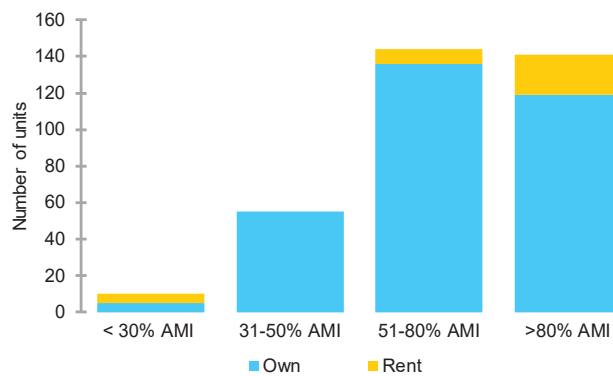
The typical household consist of a family with children, with most households owning a single-family detached house.

Most housing units in the station area are affordable for a typical household; nearly 70% of households pay less than 30% of their income in housing costs, although with a large number of units affordable above 80% of are-median-income housing is generally less affordable than in other station areas.

**Figure 3. Percentage of households by type**

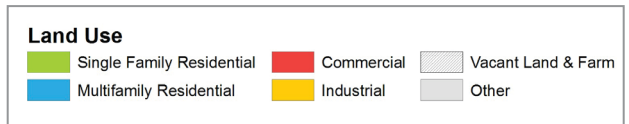
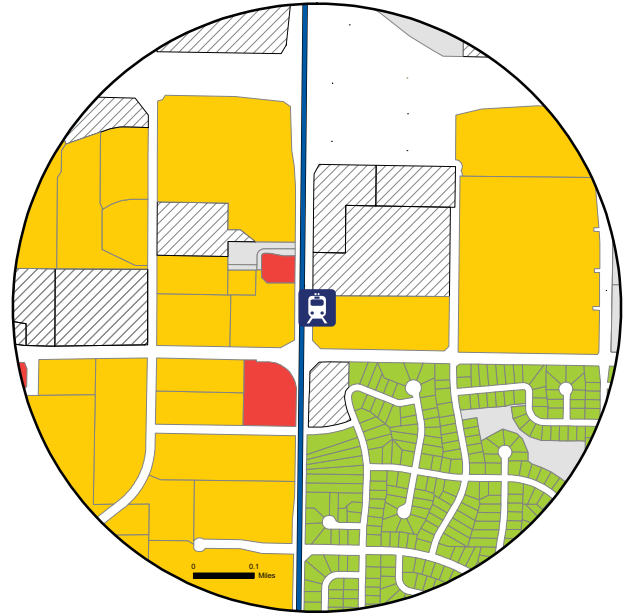


**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



# 93<sup>rd</sup> Avenue

Population: 825  
Households: 280



The 93<sup>rd</sup> Avenue station area is dominated by large light-industrial business parks, vacant land, and farm land. The southeast section of this station area is occupied by a subdivision of single-family homes.

Minneapolis and Brooklyn Park are common commute destination for working adults, and the vast majority of households own one or more cars. 1% of households do not have access to a vehicle.

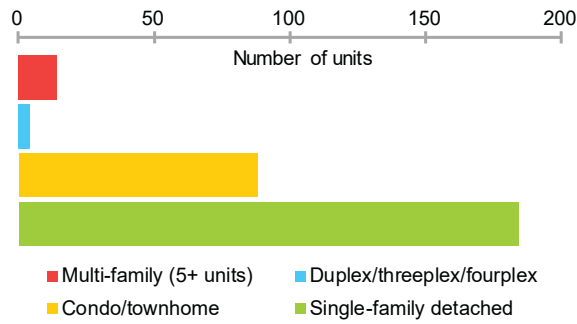
Top commute desitnation	
Commute destination	% of workers*
Minneapolis	24%
Brooklyn Park	11%
Maple Grove	9%
Plymouth	7%
Bloomington	4%
* n=523	

Source: LED 2014

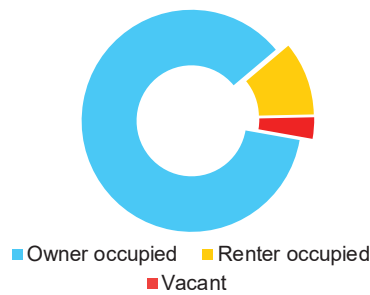
Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	65%
Owners spending 30+% on housing	25%
Renters spending < 30% on housing	4%
Renters spending 30+% on housing	6%
* Households with known costs	

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

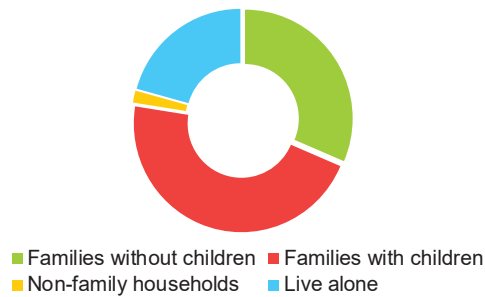
**Figure 1. Housing units by type**



**Figure 2. Percentage of housing units by tenure**



**Figure 3. Percentage of households by type**

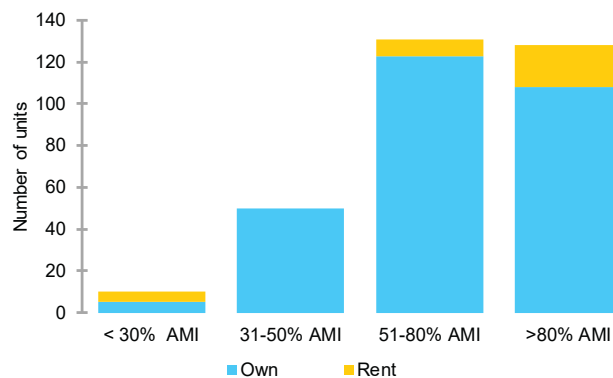


While less popular than single-family attached, condo/townhome structures are more numerous here than in many other station areas.

The typical household consist of a family with children, with most households owning a single-family detached house.

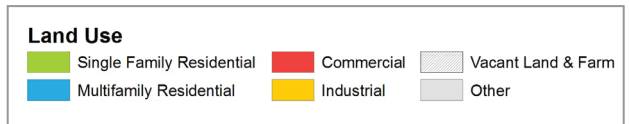
Most housing units in the station area are affordable for a typical household; nearly 70% of households pay less than 30% of their income in housing costs, although with a large number of units affordable above 80% of are-median-income housing is generally less affordable than in other station areas.

**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



# 85<sup>th</sup> Avenue

Population: 3130  
Households: 1041



The 85<sup>th</sup> Avenue station area includes North Hennepin Community College and the new Brooklyn Park Library which opened in 2016. Single-family subdivisions occupy the southern and northeastern sections of the station area. To the northwest is a large multi-family housing development and a light industrial business park.

Minneapolis and Brooklyn Park are common commute destination for working adults, and the vast majority of households own one or more cars. 3% of households do not have access to a vehicle.

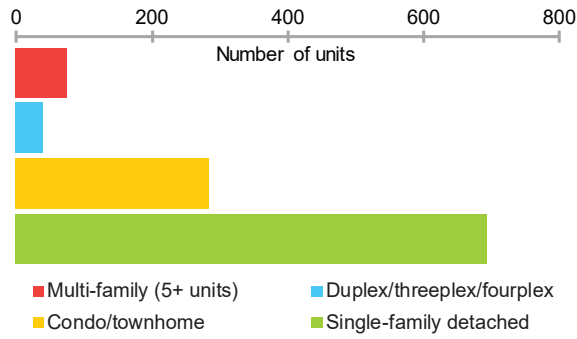
Top commute desitnation	
Commute destination	% of workers*
Minneapolis	22%
Brooklyn Park	10%
Maple Grove	9%
Plymouth	7%
Minnetonka	4%
* n=861	

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	59%
Owners spending 30+% on housing	26%
Renters spending < 30% on housing	6%
Renters spending 30+% on housing	9%
* households with known costs	

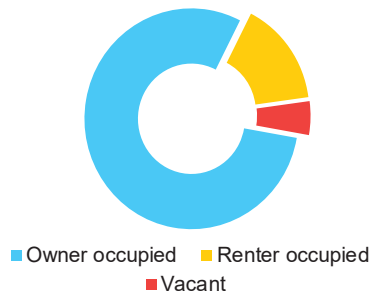
Source: LED 1107

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



**Figure 2. Percentage of housing units by tenure**

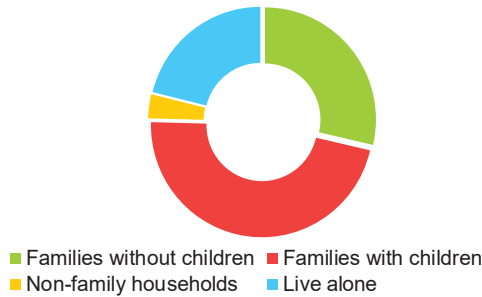


While less popular than single-family attached, condo/townhome structures are more numerous here than in many other station areas.

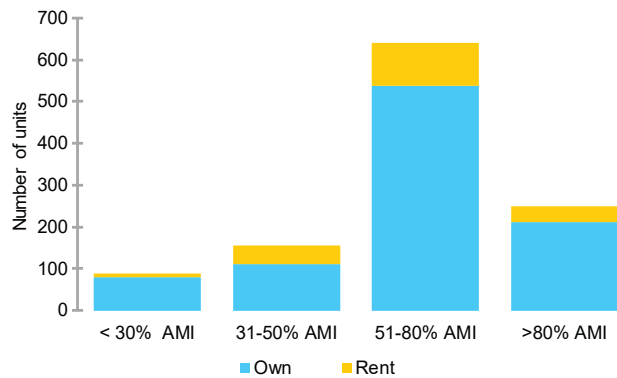
The typical household consist of a family with children, with most households owning a single-family detached house.

Most housing units in the station area are affordable for a typical household; 65% of households pay less than 30% of their income in housing costs and a majority of the housing units are affordable for households making 51-80% of area-median-income.

**Figure 3. Percentage of households by type**

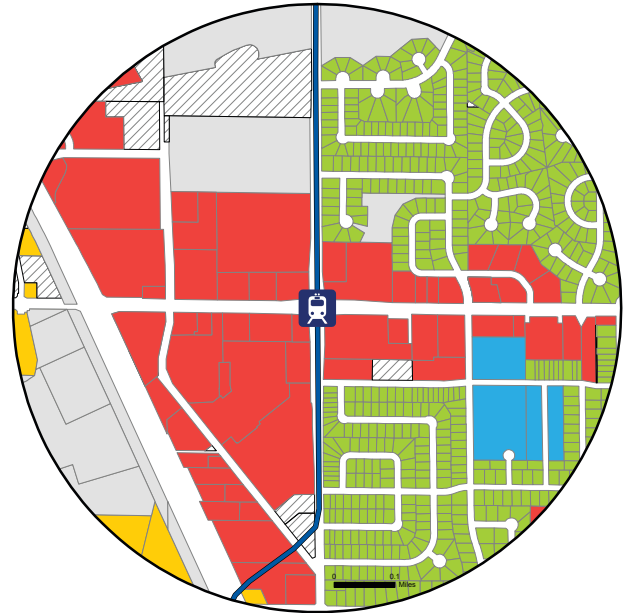


**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



# Brooklyn Boulevard

Population: 2635  
Households: 901



The Starlite Shopping Center and Park Square Shopping Center occupy most of the land just west of the Brooklyn Boulevard station area. The eastern half is predominantly subdivision of single-family housing with several commercial buildings along Brooklyn Boulevard.

Minneapolis and Brooklyn Park are common commute destination for working adults, and nearly 90% of households own one or more cars. 11% of households do not have access to a vehicle.

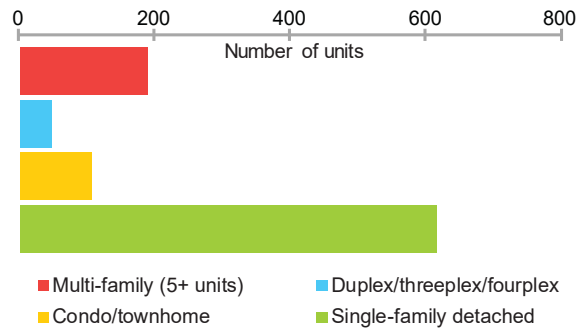
Top commute desitnation	
Commute destination	% of workers*
Minneapolis	23%
Brooklyn Park	9%
Maple Grove	8%
Plymouth	7%
St. Paul	5%
* n=861	

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	52%
Owners spending 30+% on housing	20%
Renters spending < 30% on housing	7%
Renters spending 30+% on housing	21%
* households with known costs	

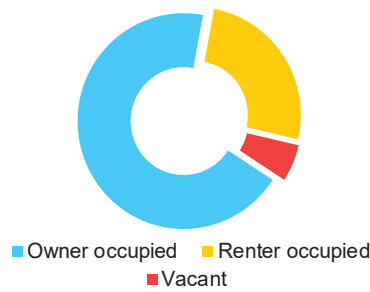
Source: LED 1125

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



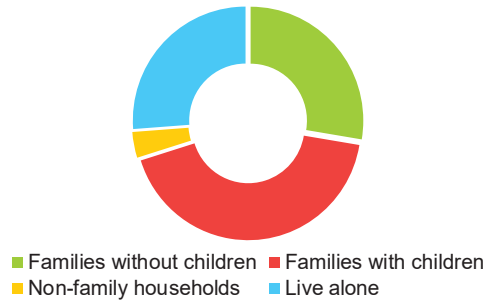
**Figure 2. Percentage of housing units by tenure**



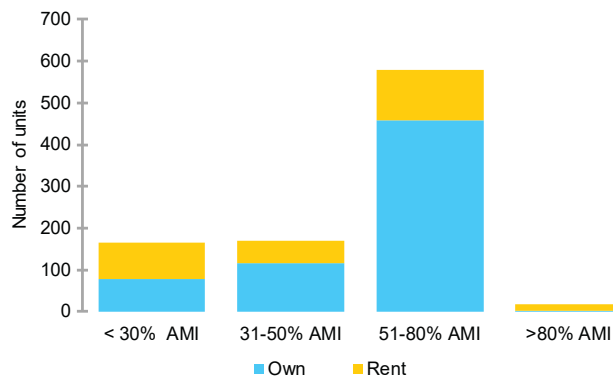
The typical household consist of a family with children, with most households owning a single-family detached house.

Most housing units in the station area are affordable for a typical household; nearly 60% of households pay less than 30% of their income in housing costs and a majority of the housing units are affordable for households making 51-80% of area-median-income. However, households that rent are still more likely to spend more than 30 percent of their income on housing than not.

**Figure 3. Percentage of households by type**



**Figure 4. Affordable units, 2014 Metropolitan Housing Research**





# 63<sup>rd</sup> Avenue

Population: 4300  
Households: 1604



Other than a large O'Reilly Auto Parts Distribution Center, the northern half of the 63<sup>rd</sup> Avenue station area is predominately single-family residential. The southern half features a mix of parkland, light industrial, commercial, and multi-family housing. The land directly adjacent to the future station features a park-and-ride, several multi-family developments, and vacant land.

Minneapolis, Maple Grove, and Brooklyn Park are common commute destination for working adults, and 90% of households own one or more cars. 10% of households do not have access to a vehicle.

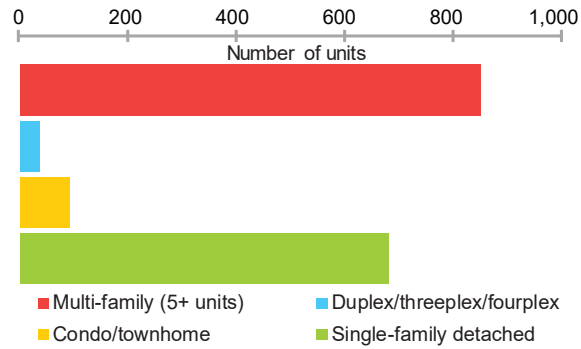
Top commute desitnation	
Commute destination	% of workers*
Minneapolis	19%
Maple Grove	8%
Brooklyn Park	8%
Plymouth	7%
St. Paul	6%
* n=1944	

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	31%
Owners spending 30+% on housing	11%
Renters spending < 30% on housing	24%
Renters spending 30+% on housing	33%
* Households with known costs	

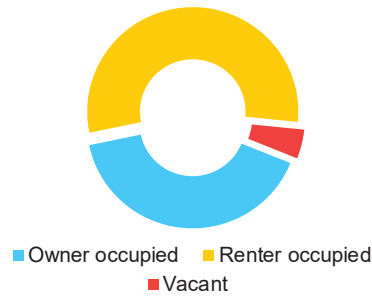
Source: LED 2014

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



**Figure 2. Percentage of housing units by tenure**

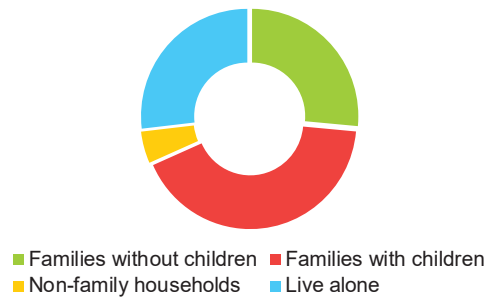


A household is about as likely to live in a single-family detached home as a multi-family apartment, a division also reflected in the roughly even split between owners and renters.

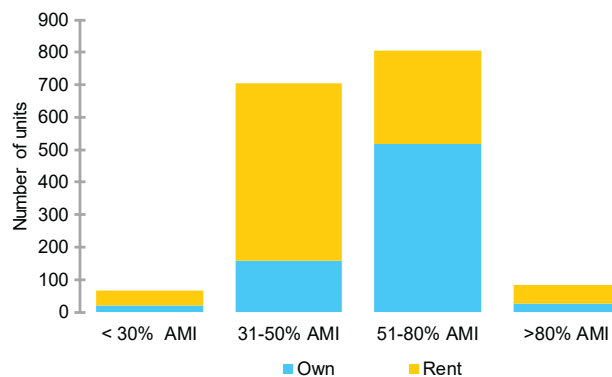
The typical household consist of a family with children.

Most housing units in the station area are affordable for a typical household; 55% of households spend less than 30% of their income on housing costs and a majority of the housing units are affordable for households making 51-80% of area-median-income. However, households that rent are still more likely to spend more than 30% of their income on housing than not.

**Figure 3. Percentage of households by type**

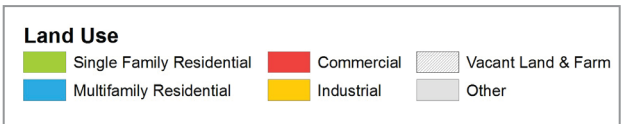


**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



## Bass Lake Road

Population: 2298  
Households: 937



The Crystal Airport occupies the northeast section of the Bass Lake Road station area. The airport is bordered to the west and south by tracts of single-family housing. The southwestern section is dominated by the Crystal Shopping Center. Further south and west is a mix of smaller commercial establishments, light industrial, and multi and single-family housing.

Minneapolis, Plymouth, and Golden Valley are common commute destination for working adults, and over 90% of households owning one or more cars. 9% of households do not have access to a vehicle.

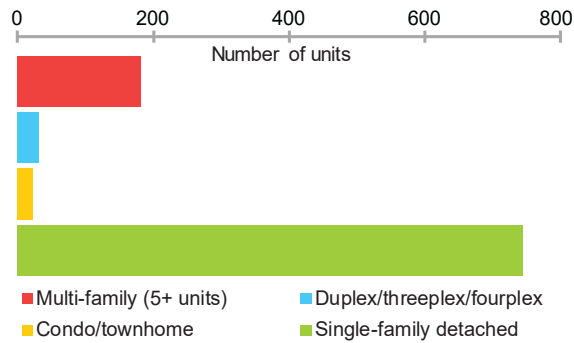
Top commute desitnation	
Commute destination	% of workers*
Minneapolis	20%
Plymouth	7%
Golden Valley	7%
St. Louis Park	5%
New Hope	5%
* n=1118 /	

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	50%
Owners spending 30+% on housing	21%
Renters spending < 30% on housing	13%
Renters spending 30+% on housing	16%
* Households with known costs	

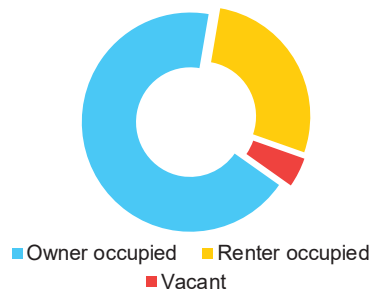
Source: LED 2014

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



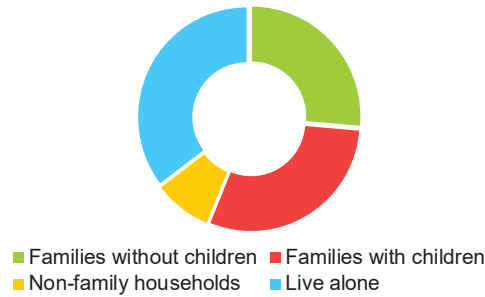
**Figure 2. Percentage of housing units by tenure**



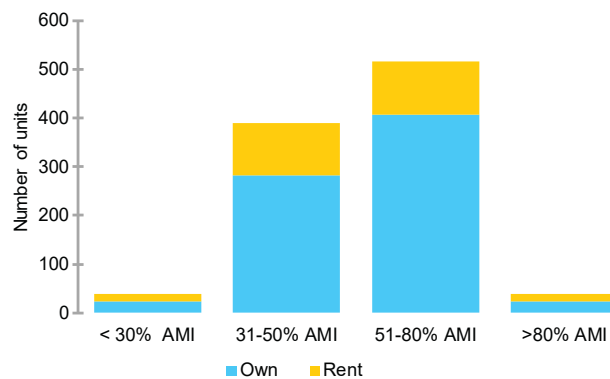
The typical household is a mix between individuals, families with children, and families without children, all of which are more likely to own a single-family detached house than to rent.

Most housing units in the station area are affordable for a typical household; 63% of households pay less than 30% of their income in housing costs and a majority of the housing units are affordable for households making 51-80% of area-median-income. However, households that rent are still more likely to spend more than 30% of their income on housing than not.

**Figure 3. Percentage of households by type**

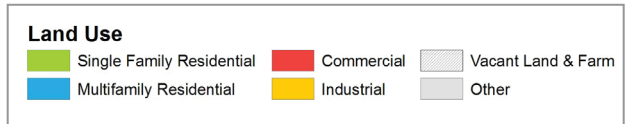


**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



# Robbinsdale

Population: 3574  
Households: 1683



The Robbinsdale station area is adjacent to the Robbinsdale Transit Center and two blocks west of downtown Robbinsdale's main commercial thoroughfare of Broadway Avenue, which includes a mix of small commercial buildings and multi-family housing. Twin Lake borders this station to the north, while the southwest and northeast is mostly single-family housing. A large multi-family housing development lies to the west.

Minneapolis is by far the most common commute destination for working adults, and nearly 80% of households own one or more cars. 19% of households do not have access to a vehicle.

Top commute desitnation	
Commute destination	% of workers*
Minneapolis	29%
Plymouth	6%
Bloomington	5%
Golden Valley	4%
Robbinsdale	4%

\* n=1876

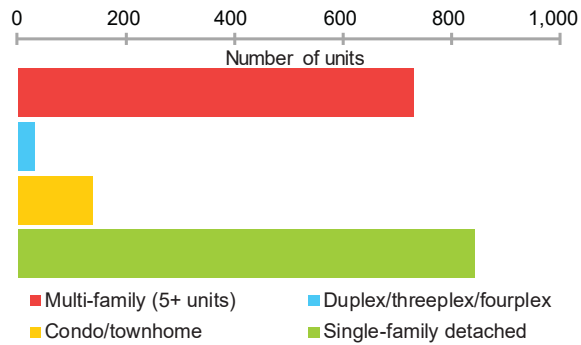
Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	42%
Owners spending 30+% on housing	12%
Renters spending < 30% on housing	21%
Renters spending 30+% on housing	25%

\* Households with known costs

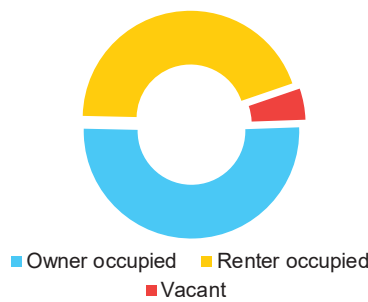
Source: LED 2014

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



**Figure 2. Percentage of housing units by tenure**

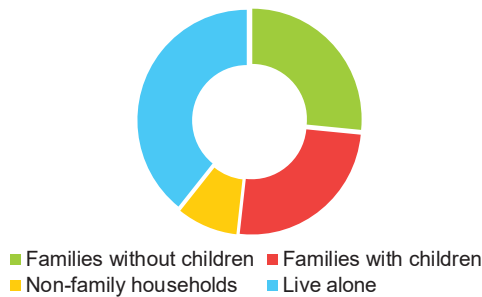


A household is almost equally as likely to live in a single-family detached home as a multi-family apartment, a division also reflected in the near even split between owners and renters.

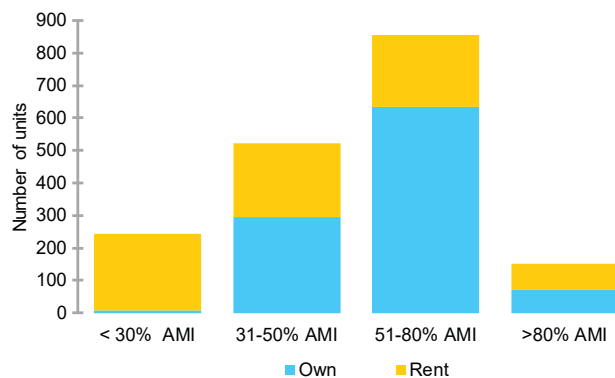
The typical household is mixed between individuals, families with children, and families without children.

Most housing units in the station area are affordable for a typical household; 63% of households spend less than 30% of their income on housing costs and a majority of the housing units are affordable for households making 51-80% of area-median-income. However, households that rent are still more likely to spend more than 30% of their income on housing than not.

**Figure 3. Percentage of households by type**



**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



## Golden Valley Road

Population: 2125  
Households: 798



The Golden Valley Road station area will be in a railroad trench accessible via Golden Valley Road. This station area includes the Theodore Wirth Golf Course to the south. The rest of the station is mostly detached single-family housing with scattered parkland.

Minneapolis is by far the most common commute destination for working adults, and nearly 95% of households own one or more cars. 6% of households do not have access to a vehicle.

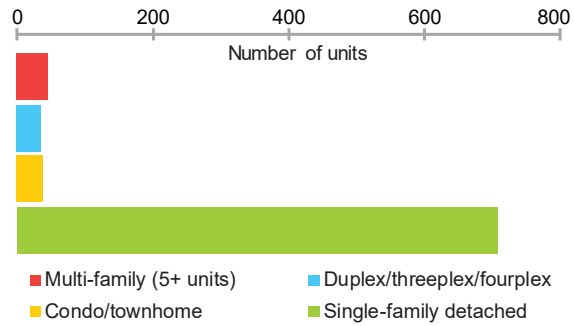
Top commute destination	
Commute destination	% of workers*
Minneapolis	38%
Golden Valley	6%
St. Paul	6%
Bloomington	6%
St. Louis Park	5%
* n=908	

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	54%
Owners spending 30+% on housing	23%
Renters spending < 30% on housing	10%
Renters spending 30+% on housing	13%
* households with known costs	

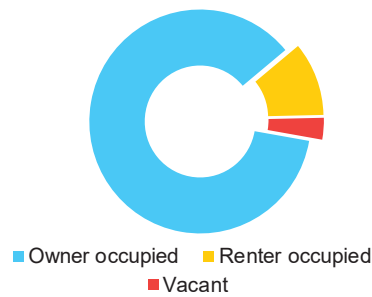
Source: LED 2014

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



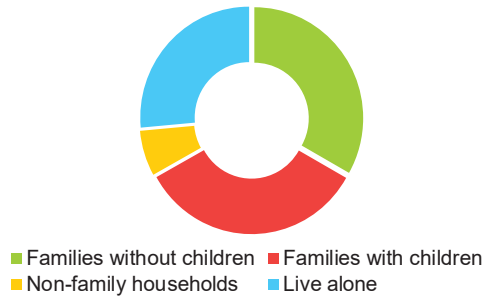
**Figure 2. Percentage of housing units by tenure**



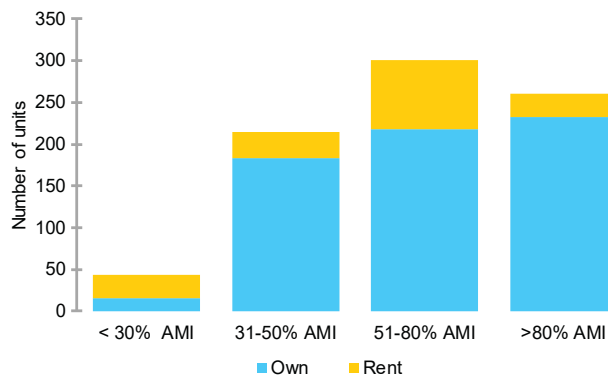
The typical household is a mix between individuals, families with children, and families without children, all of which are likely to own a single family detached house.

Most housing units in the station area are affordable for a typical household; 64% of households spend less than 30% of their income on housing costs and a majority of the housing units are affordable for households making 51-80% of area-median-income. However, households that rent are still more likely to spend more than 30% of their income on housing than not.

**Figure 3. Percentage of households by type**



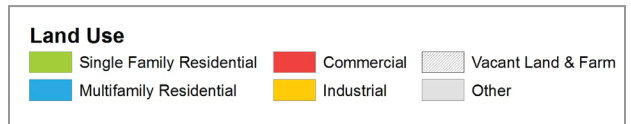
**Figure 4. Affordable units, 2014 Metropolitan Housing Research**





# Plymouth Avenue

Population: 2595  
Households: 809



The Plymouth Avenue station area will be in a railroad trench accessible via Plymouth Avenue. The western half of this station area is occupied by the Theodore Wirth Golf Course, while the eastern half is mostly single-family housing.

Minneapolis is by far the most common commute destination for working adults, and approximately 85% of households own one or more cars. 14% of households do not have access to a vehicle.

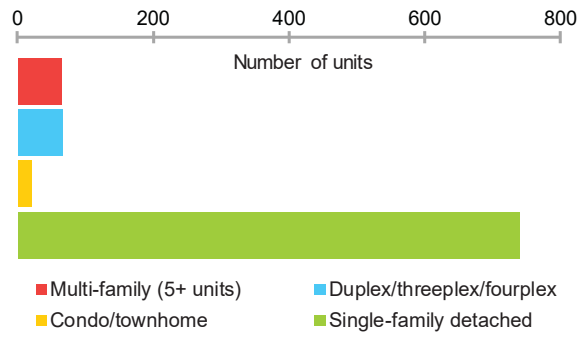
Top commute destination	
Commute destination	% of workers*
Minneapolis	39%
St. Paul	9%
Bloomington	6%
Golden Valley	4%
Plymouth	4%
* n=169	

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	39%
Owners spending 30+% on housing	18%
Renters spending < 30% on housing	20%
Renters spending 30+% on housing	23%
* households with known costs	

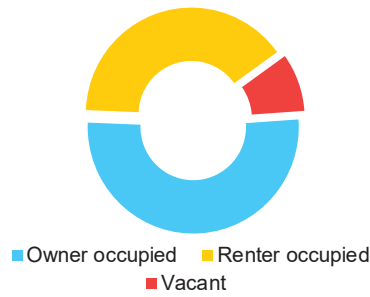
Source: LED 1000

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



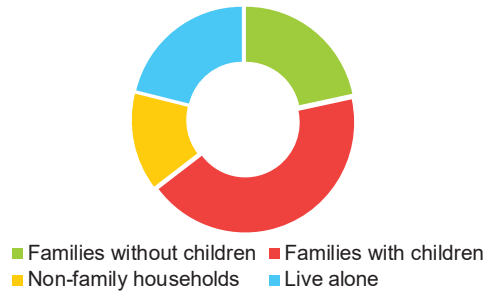
**Figure 2. Percentage of housing units by tenure**



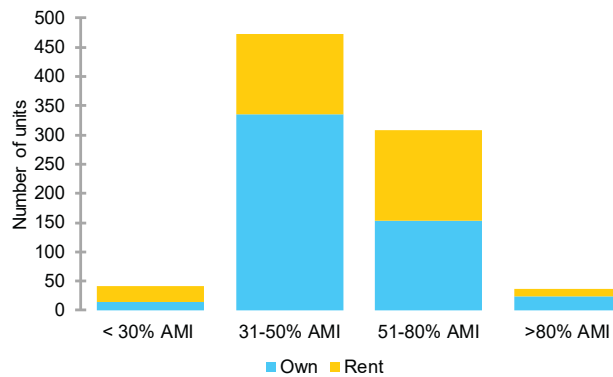
The typical household consist of a family with children that either owns or rents a single-family detached house.

Most housing units in the station area are affordable for a typical household; nearly 60% of households pay less than 30% of their income in housing costs and a majority of the housing units are affordable for those making 31-50% of area-medi-an-income. However, households that rent are still more likely to spend more than 30% of their income on housing than not.

**Figure 3. Percentage of households by type**



**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



# Penn Avenue

Population: 5183  
Households: 1729



The northwest segment of the Penn Avenue station area is predominantly single-family housing, while the eastern and southern sections of this station include a mixture of small commercial establishments, and single and multi-family housing. Theodore Worth Park occupies the southwest corner of the station area. There are several schools in the Penn Avenue station area including Minneapolis College Preparatory School, Harrison Education Center and River Bend Education Center.

Minneapolis is by far most common commute destination for working adults, many of whom use alternative commuting methods as nearly 30% of households do not own a car. 26% of households do not have access to a vehicle.

Top commute desitnation	
Commute destination	% of workers*
Minneapolis	41%
St. Paul	10%
Bloomington	7%
Plymouth	3%
Golden Valley	3%

\* n=1850

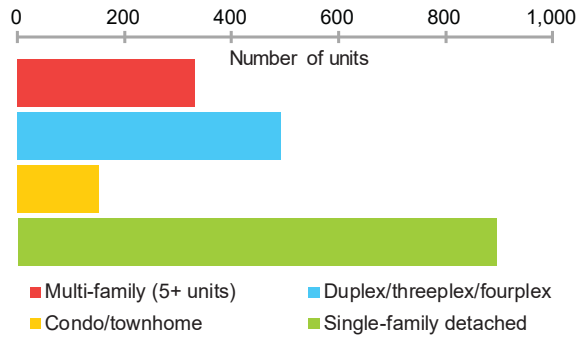
Source: LED 2014

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	25%
Owners spending 30+% on housing	12%
Renters spending < 30% on housing	26%
Renters spending 30+% on housing	37%

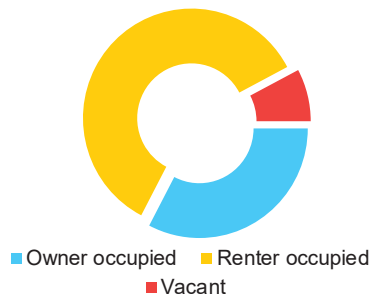
\* households with known costs

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



**Figure 2. Percentage of housing units by tenure**

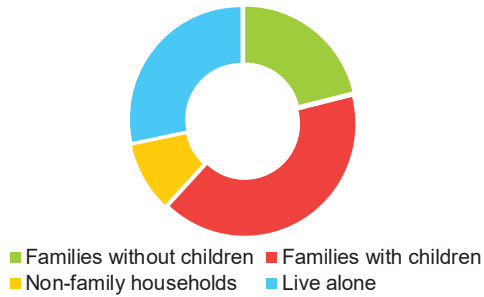


While less popular than single-family attached, duplex/triplex/fourplex structures are more numerous here than in any other station area.

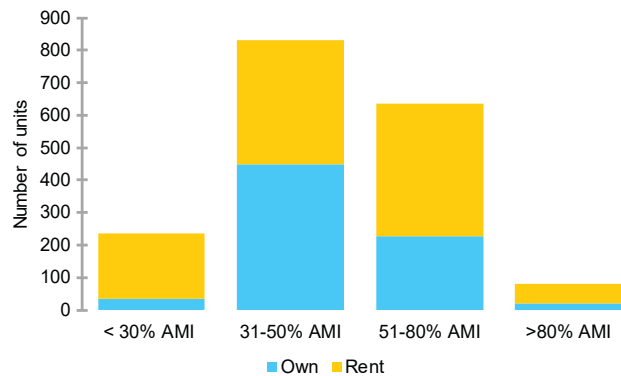
The typical household consist of a family with children, the majority of households rent, and single-family detached is the most common housing type.

While a majority of the housing units are affordable for those making 31-50% of area-median-income, approximate half of all households spend more than 30% of their income on housing costs.

**Figure 3. Percentage of households by type**

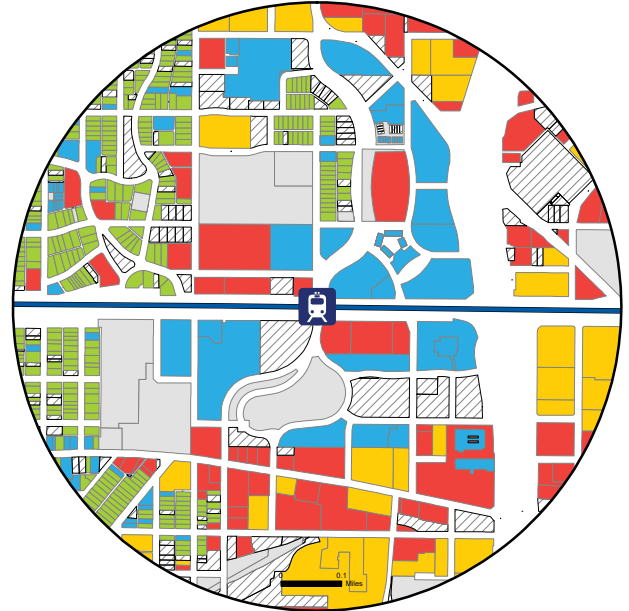


**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



# Van White Boulevard

Population: 3486  
Households: 1296



The Van White station is surrounded by Heritage Park, a subsidized multi-family housing development. The western half of the station area includes a mix of single and smaller multi-family housing and religious institutions. The east side of the station area is occupied by Interstate 94. There is a large number of educational institutions in the area, including the Donald M. Fraser Early Childhood Family Development Center, Harrison Education Center, River Bend Education Center, Bethune Community School, Harvest Preparatory School, and Summit OIC vocational training center.

Minneapolis is by far the most common commute destination for working adults, many of whom use alternative commuting methods as over 30% of households do not own a car. 31% of households do not have access to a vehicle.

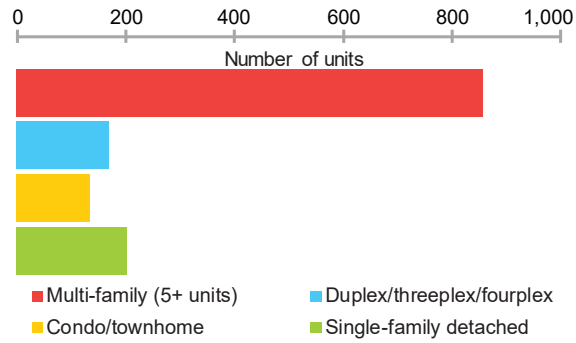
Top commute desitnation	
Commute destination	% of workers*
Minneapolis	47%
St. Paul	9%
Bloomington	6%
St. Louis Park	4%
Edina	3%
* n=882	

Housing cost burden	
% of income spent on housing	% of all households*
Owners spending < 30% on housing	14%
Owners spending 30+% on housing	6%
Renters spending < 30% on housing	32%
Renters spending 30+% on housing	49%
* households with known costs	

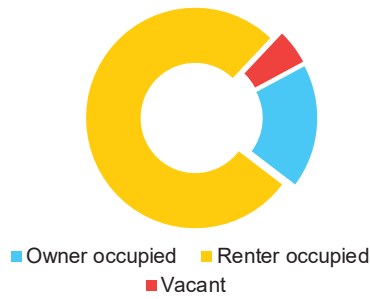
Source: LED 2014

Unless otherwise notes, all data are from the ACS 2011-2015 5 year estimates

**Figure 1. Housing units by type**



**Figure 2. Percentage of housing units by tenure**

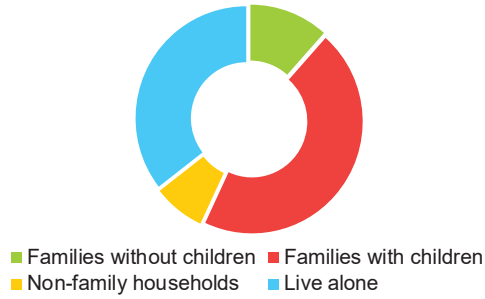


The vast majority of these households are renters in multi-family buildings.

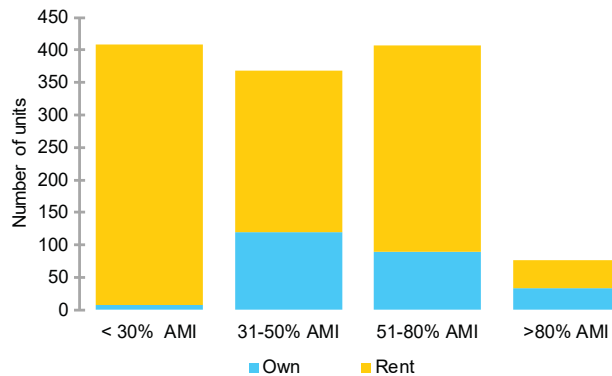
The majority of households consist either of families with children or one individual.

Despite numerous publicly-subsidized housing units, the slight majority of households spend more than 30 percent of their income on housing costs.

**Figure 3. Percentage of households by type**



**Figure 4. Affordable units, 2014 Metropolitan Housing Research**



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# Acknowledgements

## **Sponsors**

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If you would like more information about the Blue Line Extension project visit:  
<http://www.hennepin.us/residents/transportation/bottineau-community-works>

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