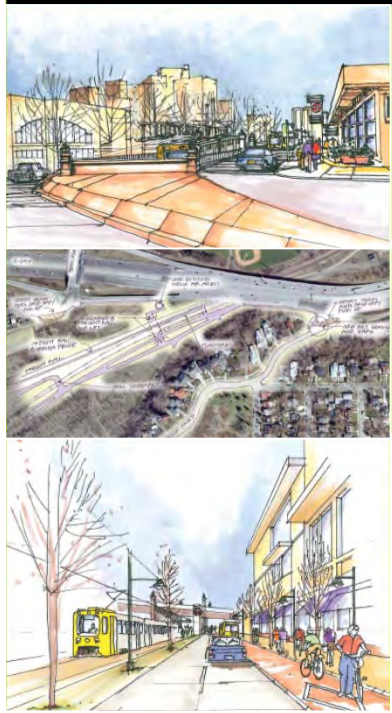


# Southwest LRT Community Works Southwest Corridor-wide Housing Inventory



**March 28, 2013**

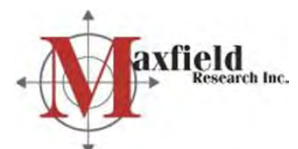
Presented to:

**Hennepin County  
Southwest LRT Community Works Project**

Presented by:

**Maxfield Research, Inc. (team lead)  
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March 28, 2013

Lisa Middag  
Senior Planning Analyst  
Hennepin County Housing  
Community Works & Transit Department  
701 Fourth Avenue South, Suite 400, MCL 608  
Minneapolis, MN 55415

Dear Ms. Middag:

Attached is a final copy of the study *Southwest Corridor-wide Housing Inventory* for Hennepin County and its partners. The housing inventory analysis is the first step of the broader Southwest Corridor Housing Strategy and will provide the framework for future tasks to be completed at a later date.

Data for the project was collected at the corridor level as well as the half-mile, one-mile, and two-mile radius surrounding each station area. In addition to providing detailed analysis on housing conditions, the report provides key findings on demographics, employment, education, commuting trends, housing programs, city policies, financing tools, among other characteristics. Multifamily properties that were profiled in the housing inventory were surveyed between October and December 2012.

We have enjoyed performing this study for you and are available should you have any questions or need additional information.

Sincerely,

MAXFIELD RESEARCH INC.

A handwritten signature in black ink that reads 'Matt Mullins'.

Matt Mullins  
Vice President

A handwritten signature in black ink that reads 'Brian Smith'.

Brian Smith  
Research Analyst

A handwritten signature in black ink that reads 'Amanda Janzen'.

Amanda Janzen  
Research Analyst

Attachment

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**Purpose of Study**

Maxfield Research Inc., was engaged by Hennepin County (on behalf of the Southwest LRT Community Works) to provide a housing inventory for the areas surrounding the 17 proposed transit stations along the Southwest Light Rail Transit Corridor (SWLRT). The corridor extends from Downtown Minneapolis through St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. Housing inventory research was completed corridor-wide and at the half-mile, one-mile, and two-mile radii from each station.

The outcome of the analysis is intended to provide Hennepin County and the Southwest LRT Community Works Project with a baseline housing inventory and demographic/economic profile that will enhance local and regional housing goals and policies as identified in the Corridors of Opportunity (CoO). The Southwest Corridor-wide Housing Inventory will establish the starting point for the broader Southwest Corridor Housing Strategy, while simultaneously providing input to the Southwest Transitional Station Area Action Plans (TSAAP). Future housing strategy tasks include market feasibility and accessibility, gap analysis, and strategy/goals that will be completed at later dates. Future phases will build upon the housing inventory and provide detailed recommendations related to housing strategy and goals.



## Demographics

Extensive demographic research was completed to obtain a full scope of factors that affect each station's demographic and economic compositions. Demographic analysis was compiled corridor-wide and at the half-mile, one-mile, and two-mile radii of each station area.

Demographic highlights include:

- The overall transit corridor (half-mile) experienced growth in population and households of +15% and +16% respectively between 2000 and 2010. Growth is projected to continue through 2017 but at a much lesser rate of +3% for both population and households. This growth rate will likely increase as transit oriented development will likely increase closer to the arrival of the SWLRT.
- In 2010, the Blake Road Station had the highest population with nearly 5,400 persons (half-mile). However the West Lake Station posted the highest number of households (2,685).
- The half-mile corridor population was younger as the largest age cohort for nearly all station areas was ages 25 to 34 years old in 2010. Over 50% of the corridor's population was 35 and under.
- The average corridor-wide household size was only 1.83 persons per household at the half-mile corridor. Only four stations (Penn, 21<sup>st</sup> Street, Louisiana, and Blake) averaged over 2.0 people per household, indicating that there was a high percentage of households living alone and two-person households.
- The majority of households (54%) within a half-mile SWLRT Corridor rented their housing in 2010. The percentage of renters is projected to increase for nearly all of the stations through 2017. This trend started after the housing bust and Great Recession out of necessity for some householders, but has also become a lifestyle choice.
- Minorities accounted for about 27% of the half-mile corridor population in 2010. This compares to about 26% of the Hennepin County population and 21% of the Metro Area population. The largest concentration of the non-white population was within Royalston and Van White station areas in Minneapolis.
- In 2012, the median half-mile corridor household income was \$50,580. Median incomes ranged from \$31,475 (Hopkins Station) to \$131,200 (21<sup>st</sup> Street Station). By 2017, the median household incomes are projected to increase at all stations by an average of about 16% (3.2% annually). Seven of the stations are projected to have income growth from 20% to 30%.

## Employment

Employment growth can fuel household and population growth as people generally desire to live near where they work. Employment data and mobility trends were compiled both corridor-wide and for each individual station area. Key employment findings include:

- SWLRT Corridor communities are home to numerous employment centers as there are approximately 107,200 jobs at the half-mile corridor as of 2010. This accounted for 13% of all Hennepin County jobs and 7% of the Metro Area jobs.
- The Royalston Station had the greatest number of jobs (10,208) within the half-mile corridor due to its proximity to Downtown Minneapolis. The Louisiana Station (8,469 jobs) and the City West Station (7,629 jobs) were the next two station areas with high concentrations of jobs. The 21<sup>st</sup> Street and Penn Stations had the fewest number of jobs within half-mile with 167 and 457 jobs, respectively.
- A higher percentage of workers within half-mile of the SWLRT line compared to the Metro Area had a bachelor's degree or advanced degree (31% compared to 28%). Higher educational attainment also correlated to higher earnings. Approximately 52% of workers earned more than \$3,333 per month within half-mile of the SWLRT line compared to 47% in the Metro Area. The Opus Station had the highest earners with 78% of jobs earning more than \$3,333 per month.
- Most station area residents commute outside of the community they live in. For example, 44% of residents living within half-mile of stations in Minneapolis also worked in Minneapolis; while only 7.1% of residents living within half-mile of stations in Hopkins also worked in Hopkins. Corridor-wide, approximately 31% of all residents within half-mile of the SWLRT work in Minneapolis followed by 7.6% in St. Louis Park.

## Education

Key data points were obtained for all public, private, charter, and post-secondary schools located within the SWLRT Corridor. The following bullet points summarize education findings:

- There are six public school districts that fall along the SWLRT line: Eden Prairie, Edina, Hopkins, Minneapolis, Minnetonka (not in two-mile radius of SWLRT line), and St. Louis Park. There were 38 public schools located at the two-mile corridor of the SWLRT line with a total of 30,014 students as of the 2011-2012 school year.
- The Minneapolis Public School District had the largest enrollment with 31,750 students while the St. Louis Park Public School District had the smallest enrollment with 4,350 students. The Minneapolis Public School District also had the highest percentage of minority students (65%) and free/reduced lunches (64%), but the lowest graduation rate

(47%). Conversely, the Minnetonka Public School District had the lowest percentage of minority students (11%) but the highest graduation rate (95%). The percentage of open enrolled students varies between 9% (Edina) and 15% (Minneapolis).

- In addition to the 38 public schools that fall within two-miles of the SWLRT, there are 28 private schools, 22 charter schools, and four post-secondary schools.
- Students and families who attend to schools within half-mile of the SWLRT will have the greatest opportunity to utilize the SWLRT for their transportation needs. There are four public schools, seven charter schools, and ten private schools located within half-mile of the SWLRT.

### Housing Characteristics

The SWLRT Corridor housing stock was analyzed by corridor, community and station area level; including data on the age of the housing stock, housing structure types, mortgage status, building and demolition permit trends, and relocation trends. Housing characteristics highlights are as follows:

- Emulating the housing market over the past decade, building permit activity in SWLRT Corridor communities was strong between 2000 and 2006 before significantly falling in after the housing bubble burst. About 80% of all new housing units built last decade were constructed between 2000 and 2006.
- Minneapolis accounted for 70% of the new housing units over the past decade among corridor communities. However, most of these units were condominiums constructed between 2005 and 2007.
- Since 2005 there has also been the demolition of 270 single-family units within the two-mile SWLRT Corridor. Two-thirds of the teardowns have been in the Edina portion of the corridor.
- With the exception of the Royalston Station, the age of the housing stock is newer the further southwest from Downtown Minneapolis. About 36% of homes within half-mile of stations in Minneapolis were built before 1940. In comparison, 8.9% of homes within half-mile of stations were built before 1940 in St. Louis Park, 11.3% in Hopkins, 1.8% in Minnetonka, and 0.2% in Eden Prairie.
- Housing type also varies considerably between station areas as the Penn and 21<sup>st</sup> Street Stations in Minneapolis are dominated by single-family detached homes within the half-mile radius (over 80% of stock); whereas there are no single-family homes near the Town Center and Southwest Stations in Eden Prairie.

- Corridor-wide, about 25% of all housing units within the half-mile corridor are single-family units. Over 50% of all housing units in the SWLRT Corridor are located in multifamily structures with over 20 units.
- Most households residing in the SWLRT Corridor tend to stay in the same community or adjacent community when they move. According to the relocation data, about two-thirds of existing householders stay within a SWLRT community when they move.

### **For-Sale Real Estate Market**

The for-sale housing market includes an evaluation of home sales by all SWLRT Corridor cities and within the station areas, an overview of homes for-sale within the station areas, and a review of lender-mediated properties. For-sale highlights include:

- Real estate activity among communities and station areas along the SWLRT Corridor mirrored the Metro Area and national real estate market with strong real estate appreciation between 2000 and 2006 (+59%) before experiencing falling home prices once the housing market bubble burst. However, declining home prices (-17%) between 2005 and 2012 along the SWLRT were not as severe as most communities in the Metro Area.
- Lender-mediated property sales (i.e. foreclosures and short sales) were lower among SWLRT communities compared to the Metro Area (38% among SWLRT communities vs. 50% Metro Area).
- Housing resale prices vary significantly across the SWLRT Corridor. Through 3<sup>rd</sup> Quarter 2012, median resale prices within the half-mile corridor were highest at 21<sup>st</sup> and Penn Stations (\$380,000+) and lowest at the Opus, Southwest, and Mitchell Road Stations (under \$100,000).
- As of the 4<sup>th</sup> Quarter 2012, the median list price for a home within the half-mile SWLRT Corridor was \$348,800 compared to approximately \$200,000 in the Metro Area. The high corridor median list price was inflated based on the price points of homes near the 21<sup>st</sup> Street and Penn Stations in Minneapolis.

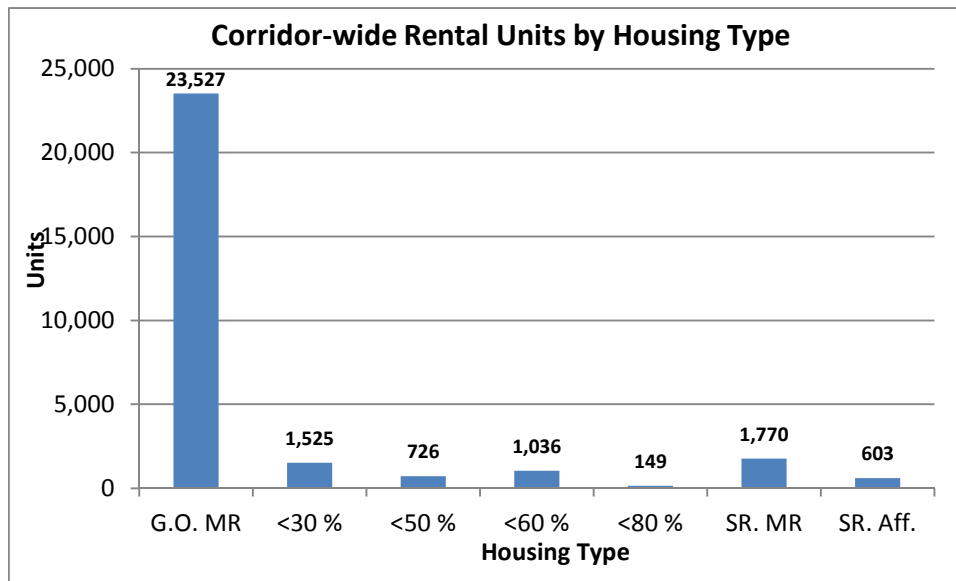
### **Housing Inventory**

The housing inventory analyzed a variety of metrics such as affordability, inventory of rental housing units and condominium units, homestead vs. non-homesteaded properties, naturally occurring affordable housing, and identified housing projects in the development pipeline (i.e. under construction, planned, pending, etc.).

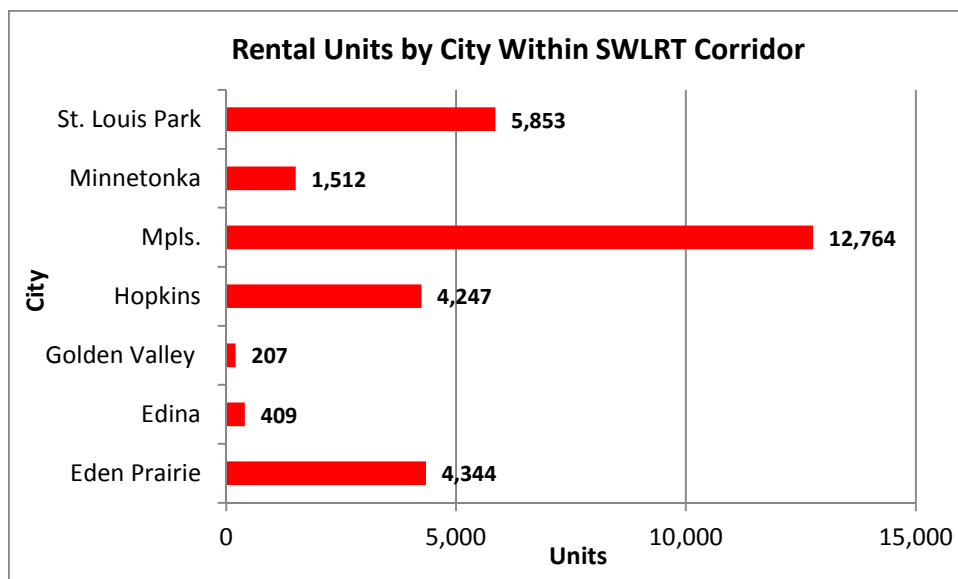
Maxfield Research Inc. identified and surveyed rental properties of 12 or more units along the corridor for both general occupancy and senior (age restricted) housing. Properties were

inventoried within a two-mile radius for the suburban stations and a one-mile radius for the Minneapolis stations. The following bullet points highlight key findings:

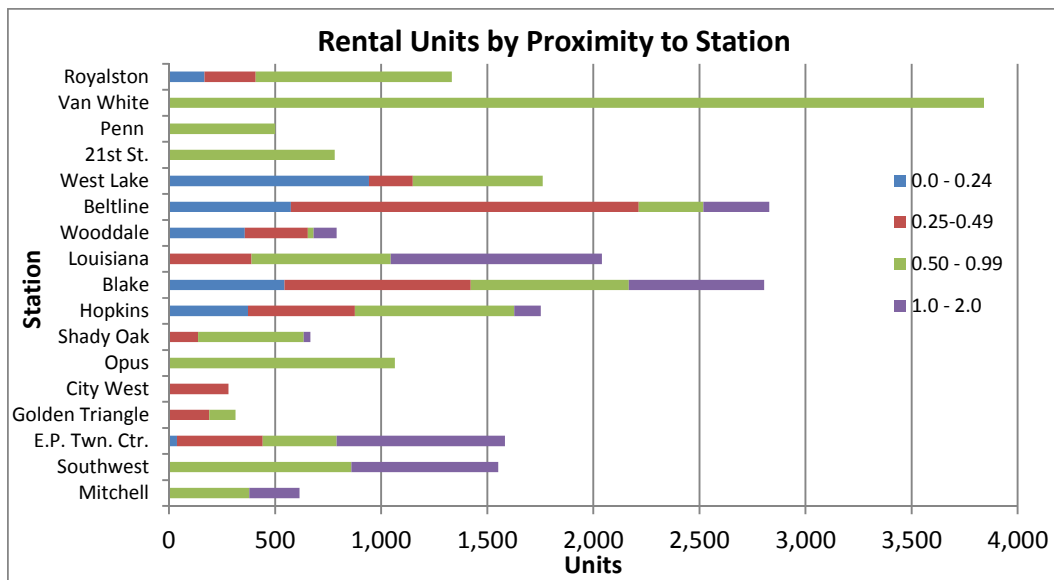
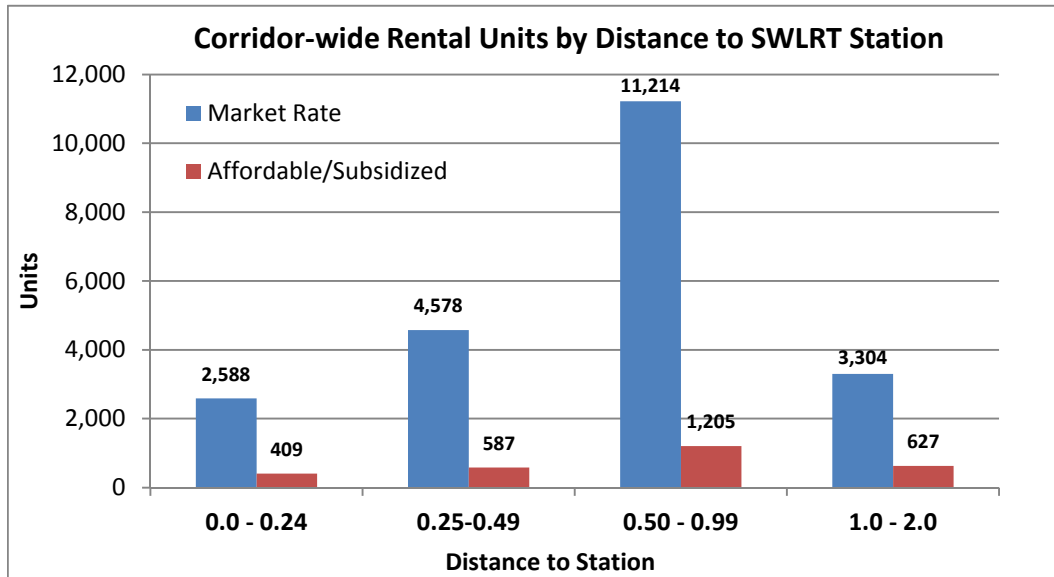
- Corridor-wide, 401 projects were inventoried that encompassed over 29,300 units. Market rate projects (those with no income restrictions) accounted for 80% of the total units. Affordable/subsidized projects represented about 12% of the units, and age-restricted senior projects accounted for 8%.



- About 44% of the total rental units (12,764 units) inventoried are located in the City of Minneapolis. However, over 4,500 of these units are located closer to existing LRT lines. St. Louis Park had the highest rental inventory among the suburban SWLRT communities (5,853 units).



- Only 12% of the units (almost 3,000 units) are located within one-quarter mile of station areas. Furthermore, only five of the seventeen stations have rental units within a quarter-mile of the station. Just over one-half (51%) of the units are located within one-half to one-mile of station areas.



- Housing units that do not have income guidelines yet are more affordable than other units in a community are considered “naturally occurring or “unsubsidized affordable” units. Typically these units have lower values based on a combination of factors such as age of structure/housing stock, location, condition, size, functionally obsolete, school district, etc. A review of market rate rental projects found that 53% of the total units were constructed at least 30 years ago; indicating the rents were more affordable than newer product.

Finally, about two-thirds of market rate projects with available rents were considered affordable to households at 50% to 60% of AMI (households earning between \$29,300 and \$50,340 for a one- or two-bedroom unit).

- Corridor-wide in 2012, non-homesteaded properties accounted for 21.5% of all non-apartment residential units. Minneapolis accounted for 69% of the over 11,000 non-homesteaded properties and about one-half of the non-homesteaded units in Minneapolis were condominiums. Corridor-wide, 11% of single family homes were non-homesteaded.
- As of late 2012, there were 9,700 housing units either under construction, planned, or pending along the SWLRT Corridor. However, the number of units declined to 4,200 after excluding projects closer to other LRT stations. About 70% of the planned product is general-occupancy market rate rental housing; most of which is higher-end renting at over \$1.75 per square foot). Although 80% of the units in the development pipeline are located in Minneapolis, there are several projects under construction or planned in the suburban communities.

### Housing Programs

There are a variety of tools and strategies the communities along the SWLRT Corridor provide that are designed to improve and enhance housing choices and services. Many cities strive to provide programs supporting a wide variety of housing choices across all incomes, housing types, sizes, and price points. Examples of housing programs include first-time homebuyer programs, fix-up funds, rental ordinances, foreclosure prevention, etc. As part of the housing inventory, housing programs were summarized for all SWLRT communities and for Hennepin County. Key housing program findings are as follows:

- The number and type of programs vary significantly from city to city along the SWLRT Corridor. While the Cities of St. Louis Park and Minneapolis offer numerous housing programs (17+); Golden Valley and Edina offer very few.
- There are no housing programs that are offered in all seven communities. However, there are four programs that are offered by five of the seven communities; as identified below:
  - Housing Fair
  - Deferred Loan Program
  - First-Time Home Buyer Program
  - Land Trust
- In addition to the housing programs currently offered by communities, there are a number of programs referred to or administered by third parties. Examples include the Community Action Partnership for Suburban Hennepin County, Minnesota Homeownership Center, Center for Energy and the Environment, Centerpoint Energy, Xcel Energy, among others.



- Additional housing programs implemented by other cities were also identified. Examples included inclusionary zoning, density bonuses, rent-to-own programs, among others.
- Finally, the study provided examples of collaboration programs that could be implemented while addressing common goals and housing issues along the SWLRT Corridor.

### City Policies

Accompanying the data review was the review of plans and policies adopted by the seven jurisdictions (Minneapolis, Golden Valley, St. Louis Park, Hopkins, Edina, Minnetonka and Eden Prairie) that are anticipated to be influenced by the SWLRT line. The following bullet points summarize key city policy findings:

- Corridor cities have adopted polices and land uses which incorporate the future SWLRT, even though it was uncertain if the corridor would be constructed.
- Polices and land use plans identified and incorporated language that supports higher densities along the corridor, utilizing mixed use developments, promote alternative housing other than single-family, and provide opportunities for affordable housing for their elderly and transient workforce.
- Some cities have potential competing interests in their development policies. For example, new development could encroach upon areas the city may be striving to preserve.
- Most of the plans and policies were prepared in the early to mid-2000's as cities were updating their comprehensive plans. As a result, most of the data is sourced to the 2000 census and is outdated. However, the policies established within the updated comprehensive plans do not reflect a specific timeframe but establishes future guidance for each city.

### Financing Tools

The financing tools analysis summarized the current tools, resources, and funding sources which could be used to create affordable housing along the SWLRT Corridor. The following three bullet points are recommended to help mitigate impediments to development along the SWLRT line:

- Address the expensive and cumbersome land acquisition process
- Form a consensus over what TOD in Minnesota should be
- Modify the statutory requirements for establishing TIF districts.

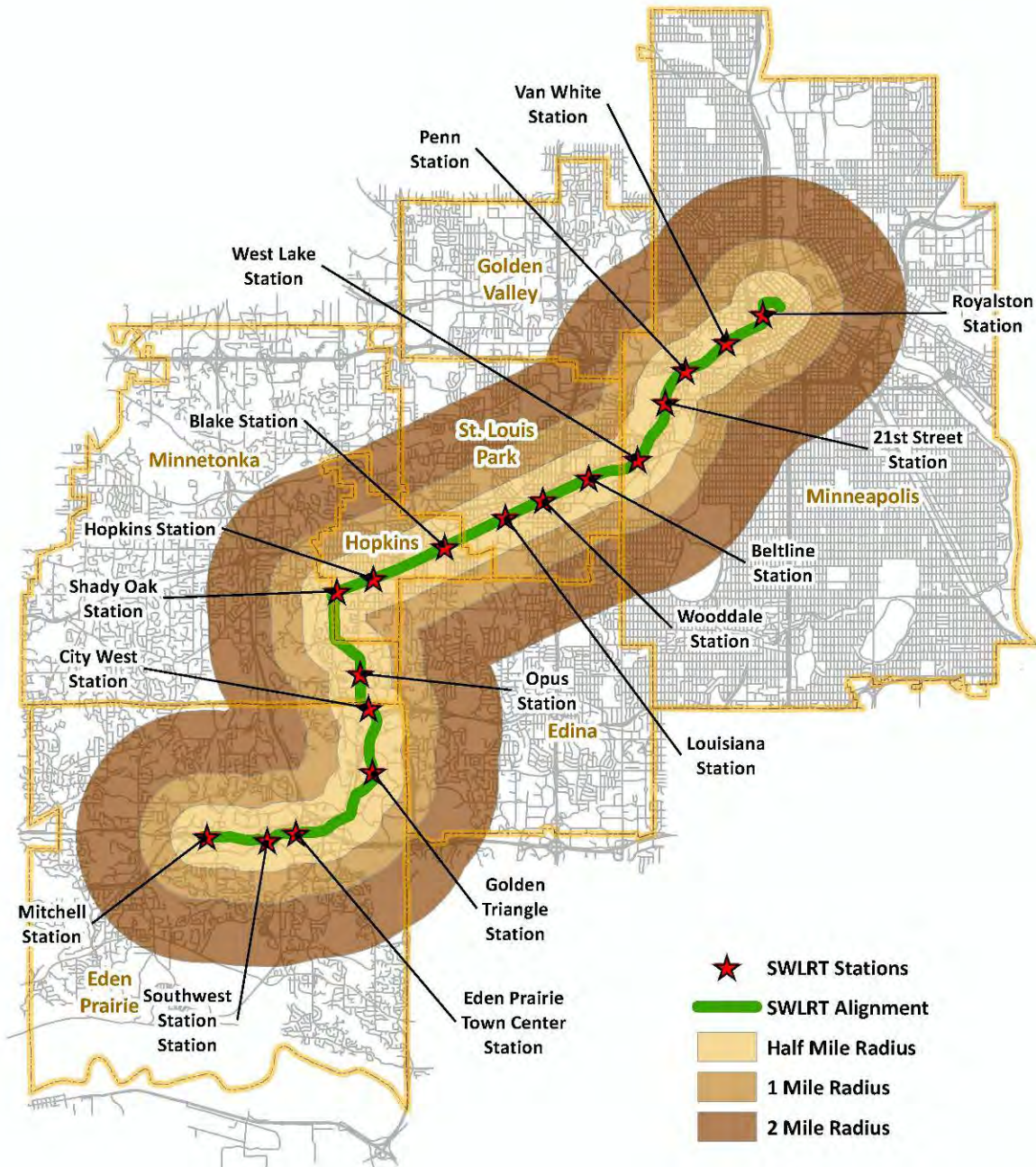
## Introduction/Study Overview

Maxfield Research Inc., together with MFRA and Ehlers and Associates, was engaged by Hennepin County (on behalf of Southwest LRT Community Works) to provide a housing inventory for the areas surrounding the 17 proposed transit stations along the Southwest Light Rail Transit Corridor (SWLRT). The Southwest LRT Community Works Program supports a comprehensive, integrated, collaborative planning approach, across multiple municipalities, where land use planning and LRT engineering inform each other to maximize the public benefit and investment in the Southwest LRT line. The new line will help grow the economy, add jobs, and create opportunities for quality housing and walkable neighborhoods. Hennepin County and partner cities are working together with the Metropolitan Council and others to catalyze actions that will turn new opportunities into realities. The adopted vision for the corridor is to connect people to jobs, housing, shopping and fun.

The SWLRT corridor will extend 15-miles from Minneapolis to Eden Prairie and will connect near Target Field with the Hiawatha (Blue Line), Central Corridor (Green Line), and Northstar commuter rail line. A map of the proposed SWLRT corridor is illustrated on the following page. Although the future stations are subject to change based on future planning, the station areas identified on the map were utilized for purposes of this housing inventory.

The outcome of the analysis is intended to provide Hennepin County and the Southwest LRT Community Works Project with a baseline housing inventory and demographic/economic profile that will enhance local and regional housing goals and policies as identified in the Corridors of Opportunity (CoO). The Southwest Corridor-wide Housing Inventory will establish the starting point for the broader Southwest Corridor Housing Strategy, while simultaneously providing input to the Southwest Transitional Station Area Action Plan (TSAAP). Future housing strategy tasks include market feasibility and accessibility, gap analysis, and strategy/goals that will be completed at later dates.

### Southwest Corridor LRT Station Map



The following chart illustrates the four key tasks that comprise the Southwest Corridor Housing Strategy. This report, the *Southwest Corridor-wide Housing Inventory*, is the first task and does NOT provide station area recommendations or implementation strategies. Future phases will build upon the housing inventory and provide detailed recommendations related to housing strategy and goals.



Please Note: The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the view of the Government.

## Station Area Geographies

As planned, the 15-mile SWLRT corridor will have stations in Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis. However, because the station areas have the ability to draw from a larger geographic area, portions of the housing inventory also include housing analysis within the communities of Edina and Golden Valley. As requested, the Maxfield team has presented housing information within the half-mile and two-mile radius of each station area. In addition, the one-mile radius is also included to provide another benchmark.

Because the station areas encompass both suburban and urban jurisdictions, suburban geographies focus on the two-mile corridor while the urban area of Minneapolis is presented at a the one-mile corridor. This adjustment was implemented as the suburban jurisdictions in less dense communities are more apt to attract transit users and new real estate development from a larger geography than those locations in closer proximity to Downtown Minneapolis. Householders in denser locations have the availability of multiple forms of transportation (i.e. bus, bike, existing LRT lines, etc.) and are generally fully-developed. As a result, most new development in denser neighborhoods will result from redevelopment as few vacant parcels exist. The suburban communities have a greater potential to capitalize on real estate development opportunities beyond the half- or one-mile corridor.

Furthermore, many areas in Minneapolis that would be located within a two-mile radius are located in closer proximity to the existing Central or Hiawatha LRT lines. Therefore, many of these neighborhoods have already received or are in the process of receiving new development/redevelopment as a result of light rail implementation.

Finally, although the two-mile radius provides a larger macro-view of data and housing information, the data can become diluted. Larger buffers around the transit stations result in less relevant data as the geographic area is less concentrated on the neighborhood surrounding each station area. The smaller the geographic area, the better a snapshot of area demographic trends can be portrayed.

## Station Area Overlap

Due to the proposed station areas along the corridor and the data collected at three radii (half-mile, one-mile, and two-mile); there is significant overlap among station areas. The following figure shows the station overlap at each radius for physical station points and the radius of other stations. For example at the two-mile radius, the Louisiana Station overlaps four physical station points and 10 other station radii fall within the radius of the Louisiana Station. Thus, demographic data at the two-mile radius includes partial data from up to 10 other stations.

As illustrated in Figure 1, only two stations overlap one another at the half-mile radius. Generally, most TOD planners agree the appropriate waking distance is within a quarter- to half-mile radius of the transit station. A quarter-mile radius is the approximate distance and

time most pedestrians are willing to walk to a transit station (about a ten-minute walk). According to the American Public Transportation Association (APTA), people within a half-mile radius are five times more likely to walk to a transit stop. Those who live further from the transit node are less likely to consider utilizing mass transit. A variety of factors can affect walking patterns, such as roadways, topography, housing density, employment density, walking patterns, parking availability, climate, etc. Because of these factors, higher density development is generally concentrated within half-mile radius of the transit station.

**Figure 1**  
**STATION OVERLAP**  
**SWLRT STATIONS (1/2-, 1-, AND 2-MILE RADIUS)**

	Physical Stations			Station Radius		
	1/2-mile	1-mile	2-mile	1/2-mile	1-mile	2-mile
Royalston	--	1	2	1	2	5
Van White	--	2	3	2	3	7
Penn	--	2	4	2	4	7
21st Street	--	2	4	1	4	7
West Lake	--	1	4	1	4	8
Beltline	--	2	4	2	4	9
Wooddale	--	2	4	2	4	10
Louisiana	--	1	3	1	3	10
Blake	--	--	4	--	4	9
Hopkins	--	1	3	1	3	8
Shady Oak	--	1	4	1	4	8
Opus	--	1	4	1	4	9
City West	--	2	3	1	3	8
Golden Triangle	--	--	3	--	4	8
E.P. Town Center	1	1	3	1	3	6
Southwest	1	2	3	2	3	5
Mitchell	--	1	2	1	2	5

Sources: Maxfield Research, Inc.

Our team highly recommends focusing housing inventory assessments on the half-mile radius; with secondary emphasis on the one- and two-mile radius.

### Methodology

During the course of the study a number of resources were utilized to obtain information in the analysis. The primary data and information sources include the following:

- U.S. Census Bureau
- Metropolitan Council
- Minnesota Department of Employment and Economic Development (DEED)
- United States Department of Housing and Urban Development (HUD)
- ESRI
- Excensus, LLC

- Regional Multiple Listing Service of Minnesota (MLS)
- Hennepin County
- Cities of Eden Prairie, Edina, Golden Valley, Hopkins, Minneapolis, Minnetonka, and St. Louis Park
- Longitudinal Employer-Household Dynamics (LEHD)
- HousingLink
- Minnesota Department of Education
- Individual school districts
- Phone calls to individual rental properties in the corridor



DEMOGRAPHIC ANALYSIS



## Introduction

Demographic characteristics and trends are an important component in assessing the potential demand for future land uses near each transit station. This section of the report examines key factors related to the demand for future development/redevelopment near each station. Demographic data is analyzed within a half-, one-, and two-mile radius of each transit station. In addition, corridor-wide analysis is presented whenever available.

**It should be noted that all demographic projections are based on pre-transit-oriented development impacts.** Therefore, all projections should be considered “baseline analysis” before transit impacts are realized. Although the SWLRT will not be functioning until 2018, transit impacts will likely occur prior to the initiation of transit. Therefore, it is very likely the five-year growth projections (2017) could be exceeded.

Note: All tables are presented at the end of the *Demographic Analysis* section.

## Demographic Methodology

Our assessment of the various SWLRT Corridor growth trends was compiled by reviewing and cross-referencing multiple data sources; including historic U.S. Census data, projections from ESRI (a national demographics and GIS firm), Excensus, and the American Community Survey (ACS).

### U.S. Census

The U.S. Census is conducted every ten years and is mandated by the U.S. Constitution. The Census counts every resident of the United States and uses the data to determine the number of seats each state has in the U.S. House of Representatives and is also used to distributed federal funds to states, counties, and cities. In addition to the public sectors, private sector business utilizes census data to plan business strategies based on local demographic and economic factors. Nearly 75% of U.S. households completed their census forms by the mail in 2010; the remaining households were counted by census workers by walking neighborhoods.

Demographic data from 2000 and 2010 is sourced to the U.S. Census Bureau.

### American Community Survey (ACS)

The American Community Survey (“ACS”) is an ongoing statistical survey administered by the U.S. Census Bureau that is sent to approximately 3 million addresses annually. The survey gathers data previously contained only in the long form of the decennial census. As a result, the survey is ongoing and provides a more “up-to-date” portrait of demographic, economic, social, and household characteristics every year, not just every ten years. The ACS data in the housing inventory highlights data collected between 2006 and 2010.

The Census Bureau conducts the monthly samples to about 250,000 households across the country. ACS data is collected and presented based on the geographic population of the area; one-year, three-year, and five-year estimates. The following summarizes the population guidelines by single- and multi-year estimates:

- Single-year data. Areas with populations of 65,000 or more
- 3-year estimates. Areas with populations of 20,000 or more
- 5-year estimates. Areas with populations less than 20,000

Although the communities along the SWLRT are located in an urban area and single-year data is available, the reliability and sample size is best at the five-year estimate. As a result, all ACS data outlined in the housing inventory is presented at the five-year estimate.

All ACS surveys are subject to sampling error and uncertainty and should be carefully analyzed for any inconsistencies. The ACS reports margins of errors (MOEs) with estimates for most standard census geographies. The MOE is shown by reliability from low, medium, to high. A review of the MOE for the station area geography's shows reliability ranging from low to high. However, the majority of data points are rated high. Consequently, even a high MOE will have small sampling errors relative to the estimate.

## **ESRI**

Maxfield Research Inc. also collected data from ESRI, a national demographic and GIS firm. ESRI provides demographic estimates from April 1, 2010 (the census base) to July 1, 2012. These estimates are populated from a variety of sources, including: U.S. Census Bureau 2010 counts and county estimates, county-to-county migration data from the Internal Revenue Service, building permits and housing starts, residential postal delivery counts, and finally local data sources that tested well against the 2010 census were also reviewed. In order to measure population and households at the block-level, ESRI uses three primary sources: Experian, the US Postal Service (USPS), and Hanley Wood Market Intelligence.

Maxfield Research compiled numerous demographic points from ESRI and finds their methodologies and projections to be rather accurate in many communities we work in. Demographic data presented for 2012 and 2017 is sourced to ESRI throughout the housing inventory.

## **Excensus LLC**

Excensus demographic data is produced locally in the Twin Cities and covers the 7-County Metro Area. The data set spans from 2004 to 2011 and is based on more than 1.1 million occupied housing units in the Metro Area. The data is unique in that each household record is linked to its individual property parcel using GIS. This helps provide address verification and permits households and housing attributes to be mapped and linked by means of a relational database. All householders and other adults in these households are assigned a unique

identifier which permits tracking of households as they move from location to location within the Metro Area. Principal data sources include the U.S. Postal Service resident file, the Minnesota Department of Public Safety driver's license and vehicle registration files, and the MetroGIS parcel and property ownership records. Use of these data sources in summary form is permitted for research purposes by Minnesota statutes and/or by limited use/non-disclosure agreements between Excensus and the named agencies."

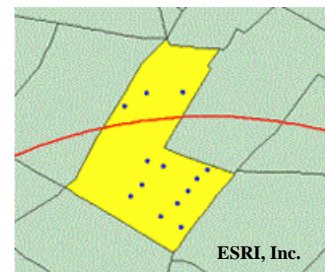
Because Excensus data is based on parcel-level data, demographic data will differ from the 2010 U.S. Census and American Community Survey (ACS). At the 7-County Metro Area, Excensus data household counts run within 1% of the 2010 Census. Generally, the suburban areas have the highest accuracy as Minneapolis and St. Paul tend to run less than the Census counts (mostly due to homeless residents or college students not updating their home addresses). At the Census Block level, Excensus data will be more precise than the 2010 Census. Because the ACS is a rolling one-year, three-year, or five-year sample, Excensus and the ACS could differ more significantly.

Please note that Excensus currently does not allow importing of GIS files, hence corridor-wide assessments are not available at this time.

### **Radii Findings**

For radii demographics, ESRI utilizes Census Block data and calculates the area based on weighted Block Centroid retrieval. The weighted Block Centroid retrieval approach uses Census Block data to better apportion Block Groups that are not exclusively contained within a trade area (i.e. Radius).

Census Blocks are the smallest unit of census geography. They are used to create all other levels of census geography. For example, one or many blocks are aggregated to create a Block Group. Each block group has geographic centroids for each block that makes up that Block Group. The graphic to the right shows Block Centroids within a Block Group as blue dots and illustrates how they are included within the radii.



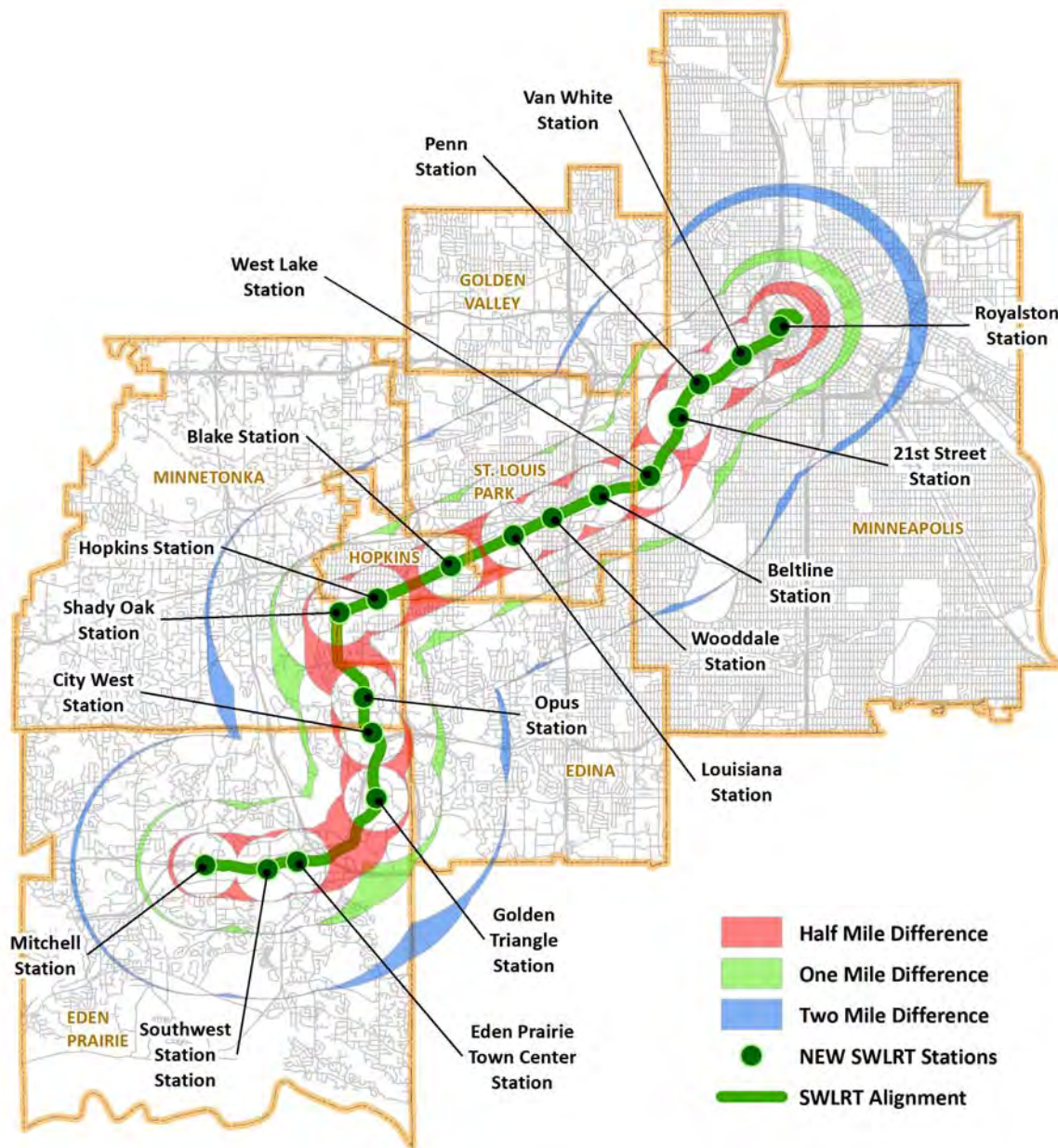
Block centroids within a trade area are used to calculate a weight for the highlighted Block Group. These weights are then used to more accurately gather and aggregate demographic data for rings and other polygons. Thus, for a Block Centroid to be included the radii must pass over the centroid.

### **Station Area vs. Corridor-wide**

It is important to note that station specific data is presented based on radii from the proposed station area. As previously discussed, radii demographics are presented at half-, one-, and a

two-mile radius of each station area. The radius is simply a circle or sphere extending from the center to the perimeter.

The Corridor is a line segment connecting all station areas presented at half-, one-, and two-mile areas. Because of the corridor’s lineal geography, corridor-wide findings will be higher than radii data since there are small pockets within the corridor that are not covered by the radii, especially at the half-mile radius. For example, there are distinguishable areas of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis where there is a gap between half-mile station areas (i.e. there is no overlap between station areas). These gaps are, however, included at the half-mile Corridor-wide level. The map below showcases the geographic differences between radii and corridor-wide buffers.



## Population and Household Growth Trends

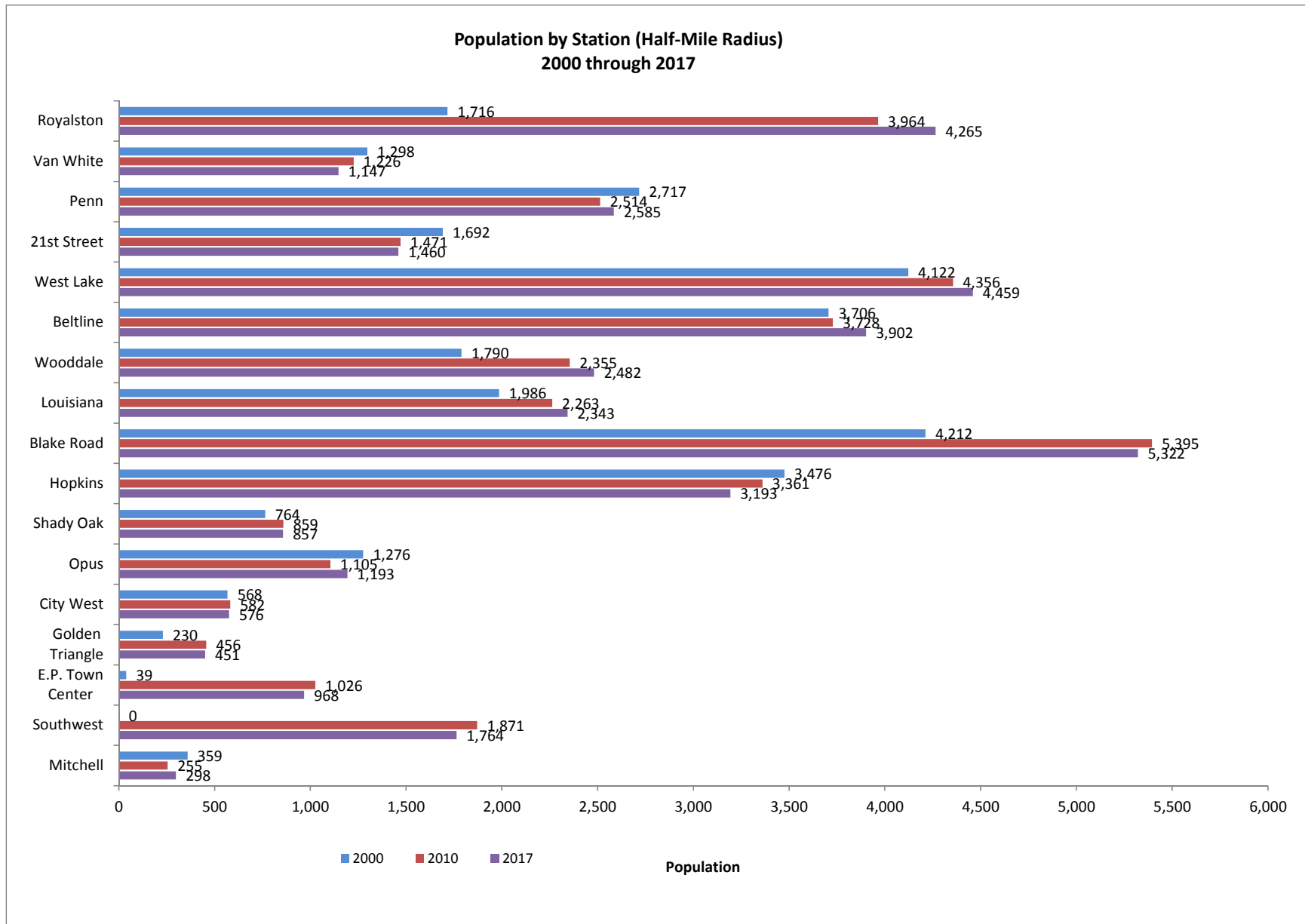
Tables D-1 through D-3 and the following graphics illustrate population and household growth trends from 2000 to 2017. Overall population and household figures are important as they measure growth trends near each transit station. The larger the population and household base, the larger the potential of local users to support transit-oriented development.

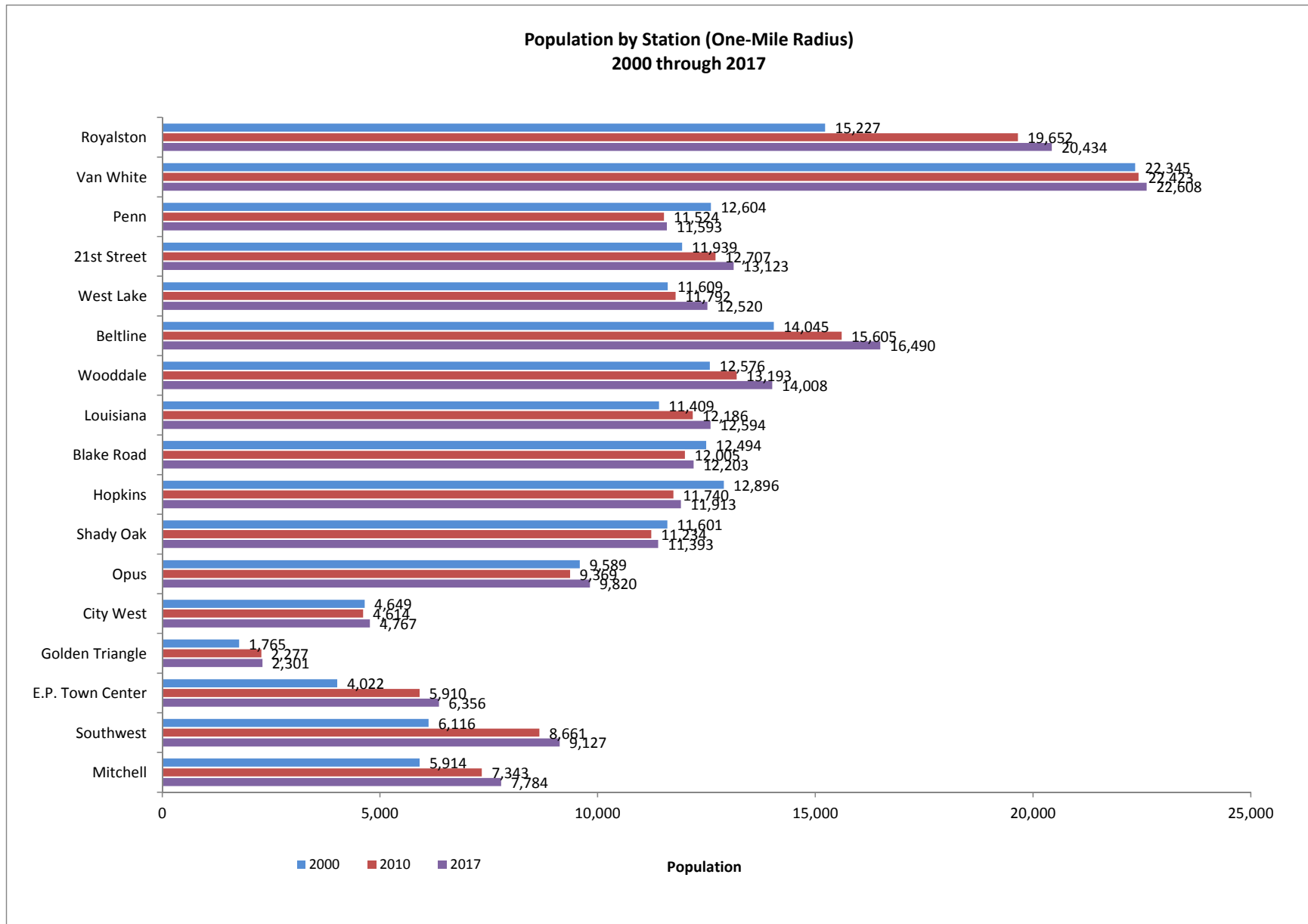
### Half-Mile Radius:

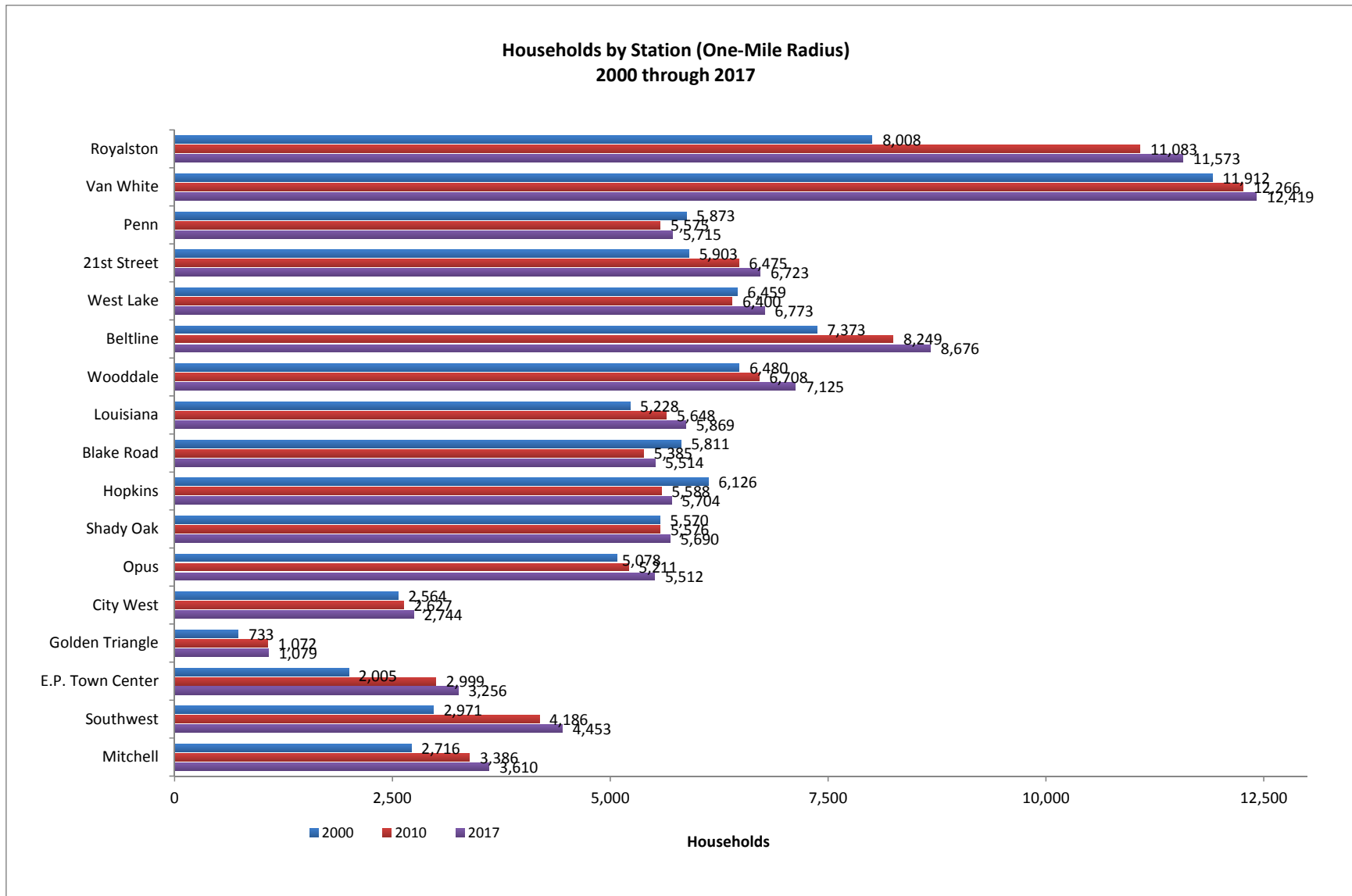
- From 2000 to 2010, the majority of stations observed growth in population and households. Six of the 17 stations lost population and households over the decade. As of 2010, population ranged from 255 people (Mitchell) to 5,395 people (Blake Road) and from 137 households (Mitchell) to 2,685 households (West Lake).
- By 2017, eight station areas are projected to grow in population and households. The stations with the largest projected growth are Royalston (301 people/170 households), Beltline (174 people/102 households), Wooddale (127 people/69 households), and West Lake (103 people/57 households).
- The overall transit corridor experienced growth in population and households of +15% and +16% respectively between 2000 and 2010. Growth is projected to continue through 2017 but at a much lesser rate of +3% for both population and households.

### One-Mile Radius:

- From 2000 to 2010, all but five stations increased in population and three stations in households. As of 2010, population ranged from 2,277 people (Golden Triangle) to 22,423 people (Van White) and from 1,072 households (Golden Triangle) to 12,266 households (Van White).
- All 17 stations are projected to grow in population and households over the next five years. The stations with the largest projected growth are Beltline (885 people/427 households), Wooddale (815 people/417 households), Royalston (782 people/490 households), and West Lake (728 population/373 households).
- The overall transit corridor experienced growth in population and households of +9% and +11% respectively through 2010. Growth is projected to continue to 2017 but at a much lesser rate of roughly 4% for both population and households.









## Age Distribution

The age distribution of the population relates to the type of development, and in particular housing, supportable near each transit station. Younger and older people are more attracted to higher density housing located near urban services and entertainment; middle-aged people (particularly those with children) prefer lower-density single-family homes.

Tables D-4 through D-6 present the age distribution of the station area population in 2000, 2010, 2012, and 2017 within the half-, one-, and two-mile radius of each transit station. Year 2010 data was provided by the U.S. Census while the 2012 estimate and five-year projections are based on ESRI, Inc. The tables show the number of people and the percent of the population in seven age categories. The following are key points from the tables and charts:

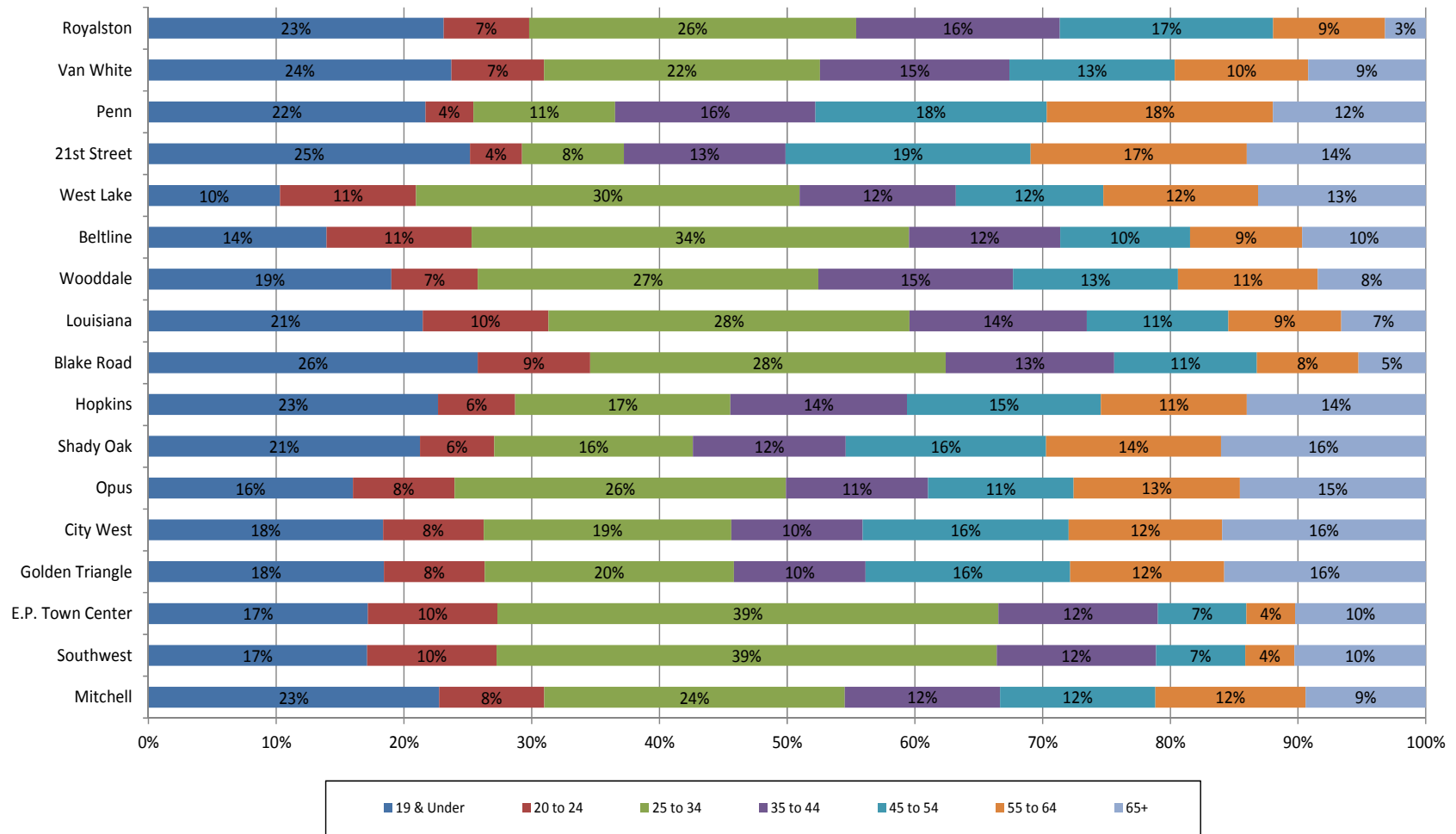
### Half-Mile Radius:

- Those individuals under the age of 19 and ages 25 to 34 were the dominant demographic within a half-mile radius of all transit stations. In 2010, the percentage of people 19 years old and younger comprised between 10% (West Lake) and 26% (Blake Road) of the total population. By 2017, nearly all of the stations are projected to remain relatively stable or decline by 1% or 2% for those 19 and under.
- At most stations, the 25 to 34 age group was the largest demographic, ranging from 11% (Penn) to 39% (E.P. Town Center and Southwest). Households in this age group typically seek entry-level for-sale homes or move-up rentals. Those ages 25 to 34 are projected to increase in percentage of the overall population at each station.
- Older adults and seniors comprise anywhere roughly 15% to 30% of the population along the corridor. These age groups are projected to increase at each station by 2017.

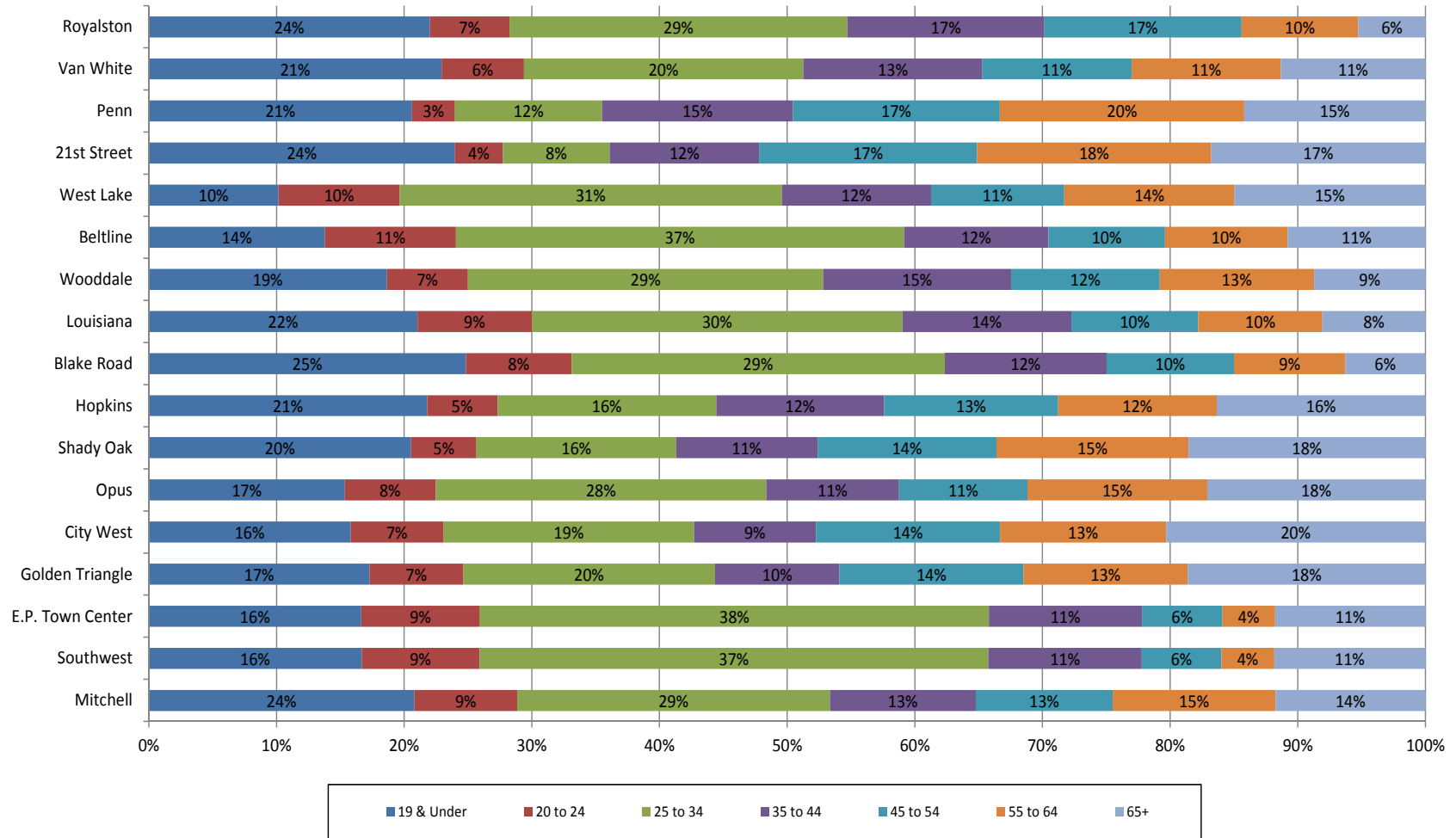
### One-Mile Radius:

- As with the half-mile radius, younger ages dominated the station demographic within a one-mile radius of all transit stations but at slightly lesser percentage. In 2010, the percentage of people 19 years old and younger comprised between 15% (West Lake and Royalston) and 24% (Golden Triangle and Blake Road) of the total population.
- The biggest difference between the half-mile and one-mile radius was that seniors age 65 and over comprised a larger percentage of the population at each station at a one-mile radius. Seniors are the only group projected to significantly increase their percentage of the overall population.

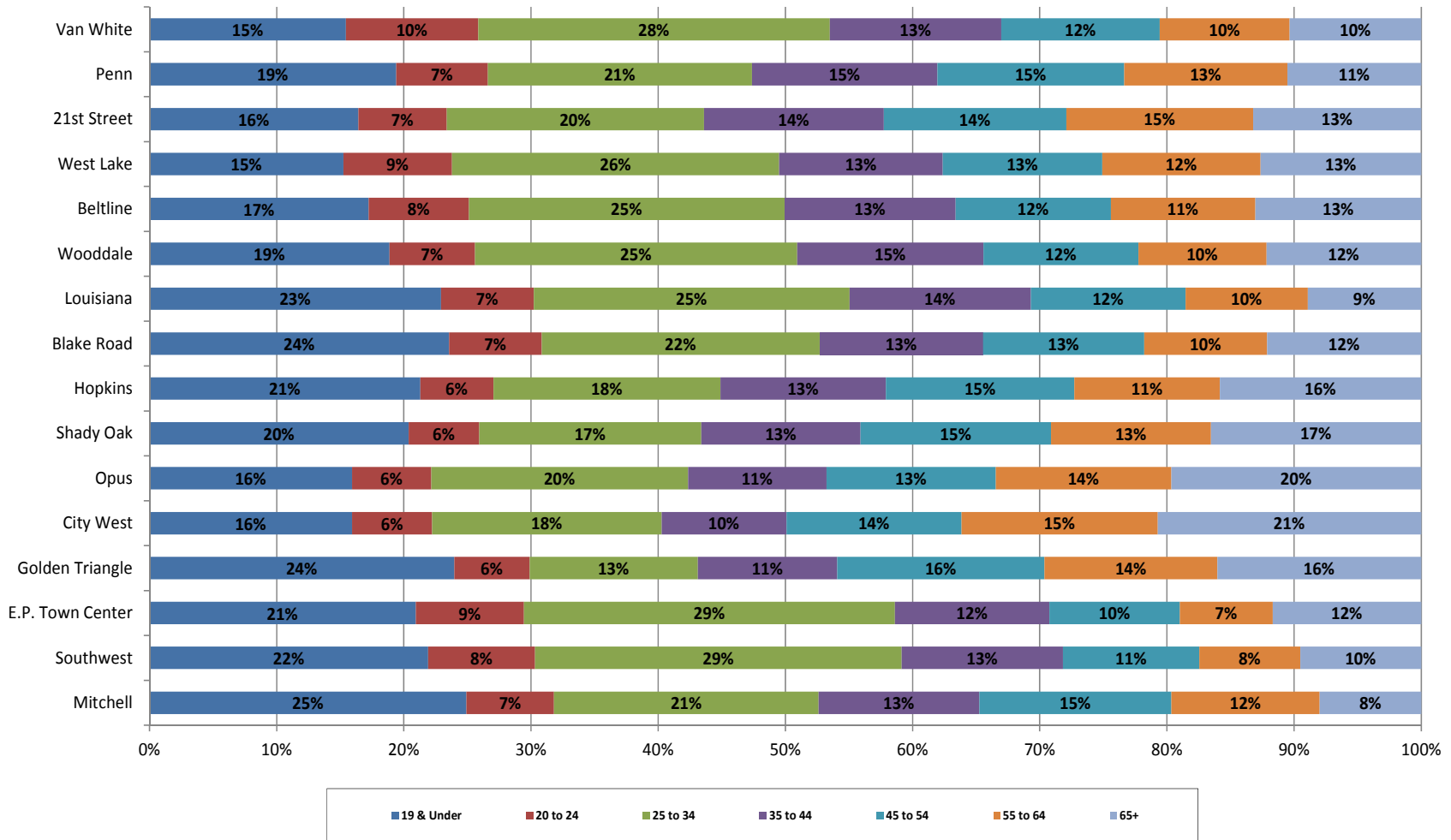
Age Distribution by Station (Half-Mile Radius)  
2010



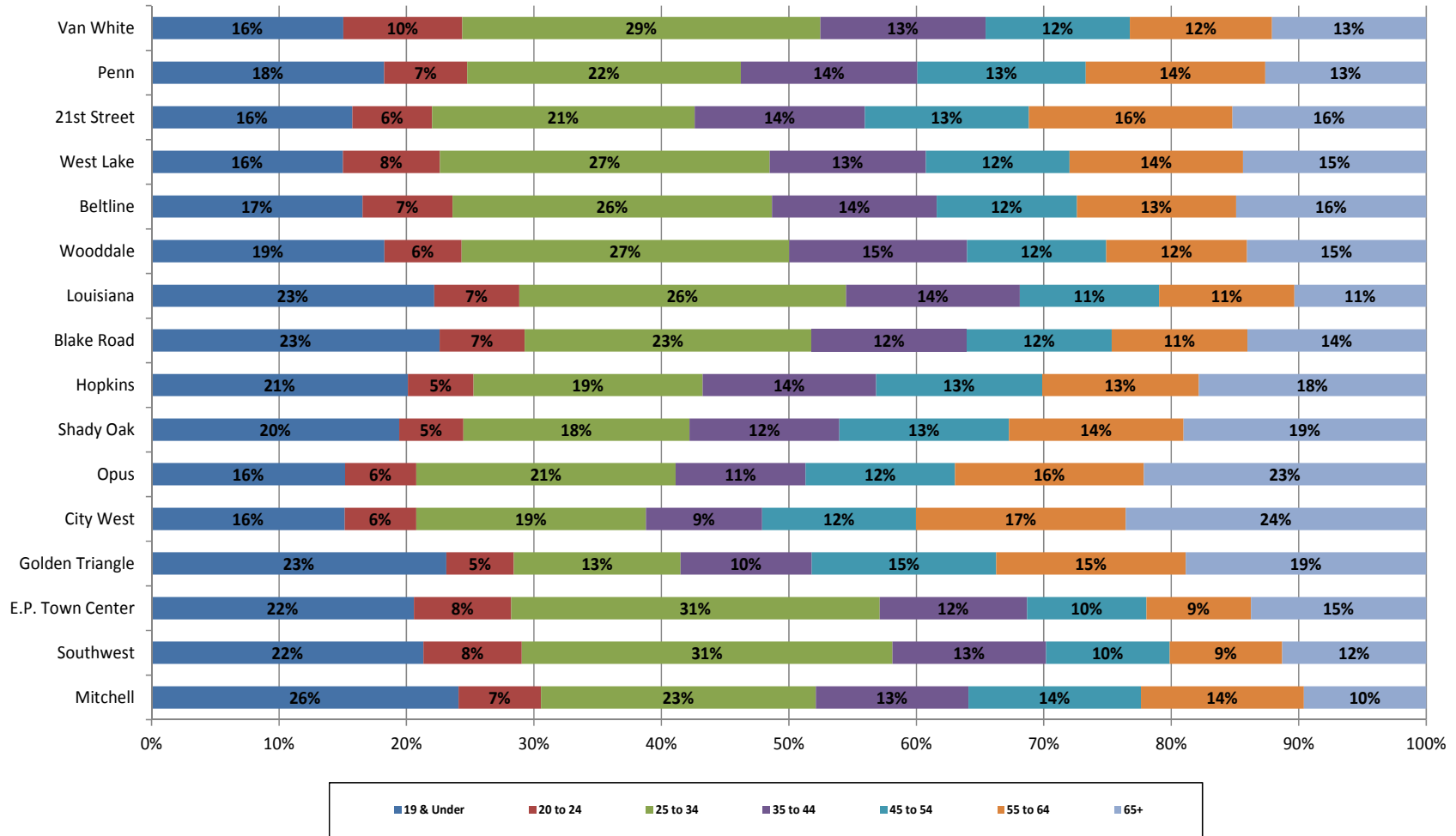
Age Distribution by Station (Half-Mile Radius)  
2017



Age Distribution by Station (One-Mile Radius)  
2010



Age Distribution by Station (One-Mile Radius)  
2017

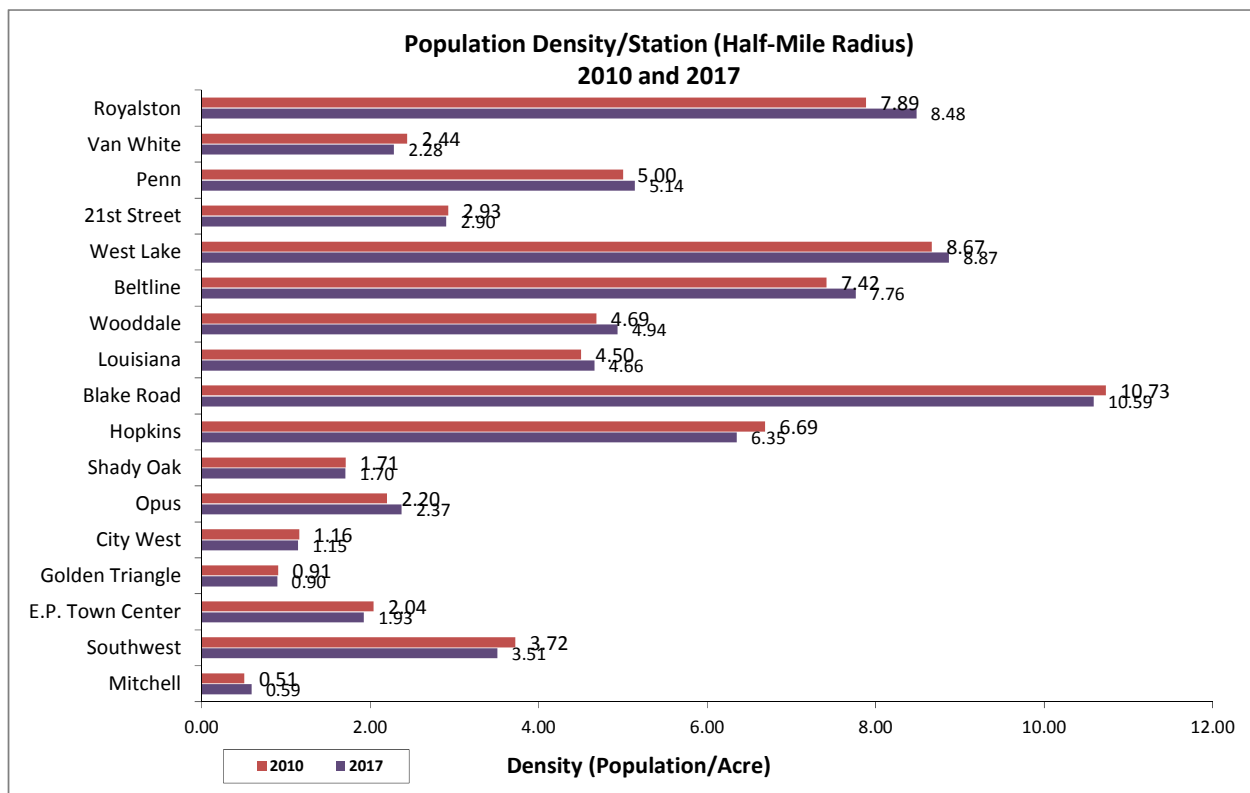


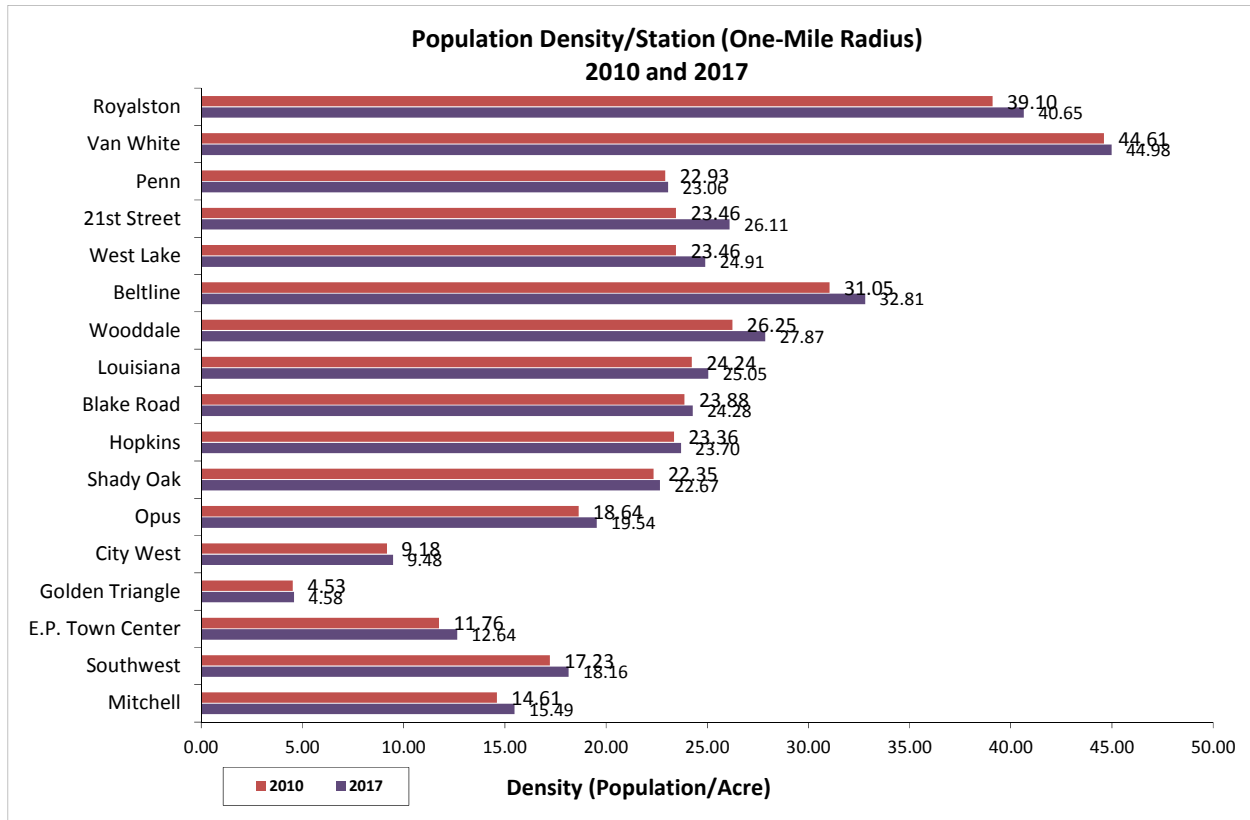
- Mirroring trends observed across the Nation, the aging baby boomer generation is substantially impacting the composition of the population surrounding the transit stations. Born between 1946 and 1965, these individuals comprised the age groups 45 to 54 and 55 to 64 in 2010. In 2010, the percentage of baby boomers consisted of over 10% of the overall population at all but five stations within a half-mile radius and all but two station within the one-mile radius.

### Population Density

Population density is defined as the average number of persons per square mile of land area. Population density is analyzed by dividing the total number of residents by the square mile(s) of land area in the specific geographic area; in this case a half-mile, one-mile, and two-mile radius. Research shows that increased residential density within a one-mile radius can increase potential transit ridership and is more economically viable. Table D-7 shows population density by transit station in 2010, 2012, and 2017.

- As illustrated in the following charts, population density gradually decreases from the urban neighborhoods of Minneapolis to the suburban communities; before increasing again in Eden Prairie where concentrations of multifamily housing exist.





Half-Mile Radius:

- The density in 2010 within a half-mile radius ranged from 325 persons (Mitchell) to 6,869 persons (Blake Road). Density is projected to remain relatively stable through 2017 ranging from 379 persons (Mitchell) to 6,776 persons (Blake Road).
- There are nine stations that are projected to experience slight density decreases between 2010 and 2017. However the largest decline is by 213 people (Hopkins) compared to the largest increase of 383 persons (Royalston).

One-Mile Radius:

- The density within a one-mile radius ranged from 725 persons (Golden Triangle) to 44.61 (Van White) in 7,137 persons. Density is projected to remain relatively stable through 2017 ranging from 732 persons (Mitchell) to 7,196 persons (Van White).
- All of the stations in the one-mile radius are projected to experience slight density increases with the largest increase of 281 people at the Beltline Station.

## Race

The race of the population shows the diversity for each station area. Table D-8 and the charts below present race make up for each station within a half-mile and one-mile radius of each station for 2000, 2010, 2012, and 2017. The table also identifies Hispanic persons which are classified by the Census Bureau as an ethnic group versus a race. The following are key points from the following charts:

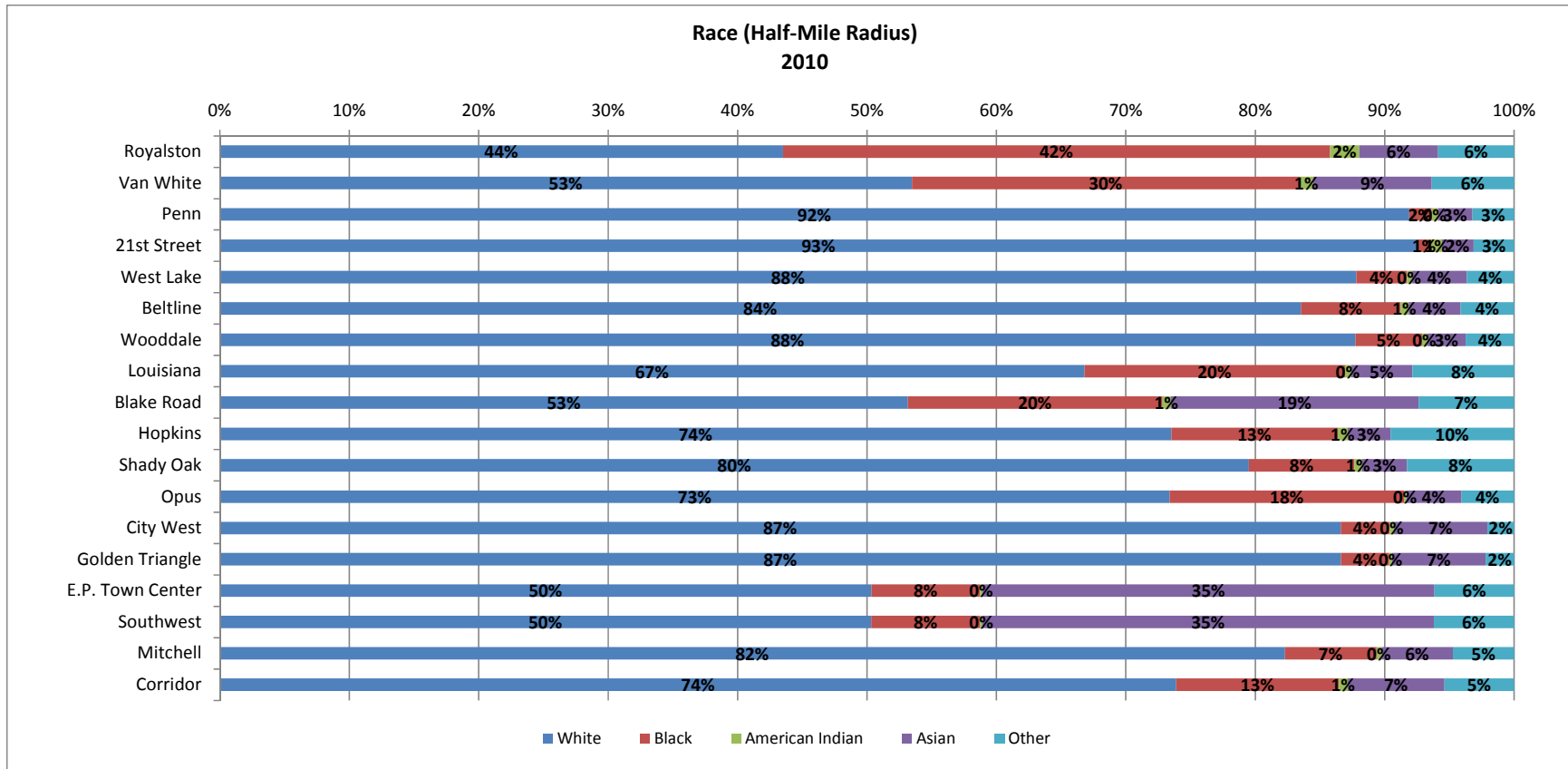
### Half-Mile Radius:

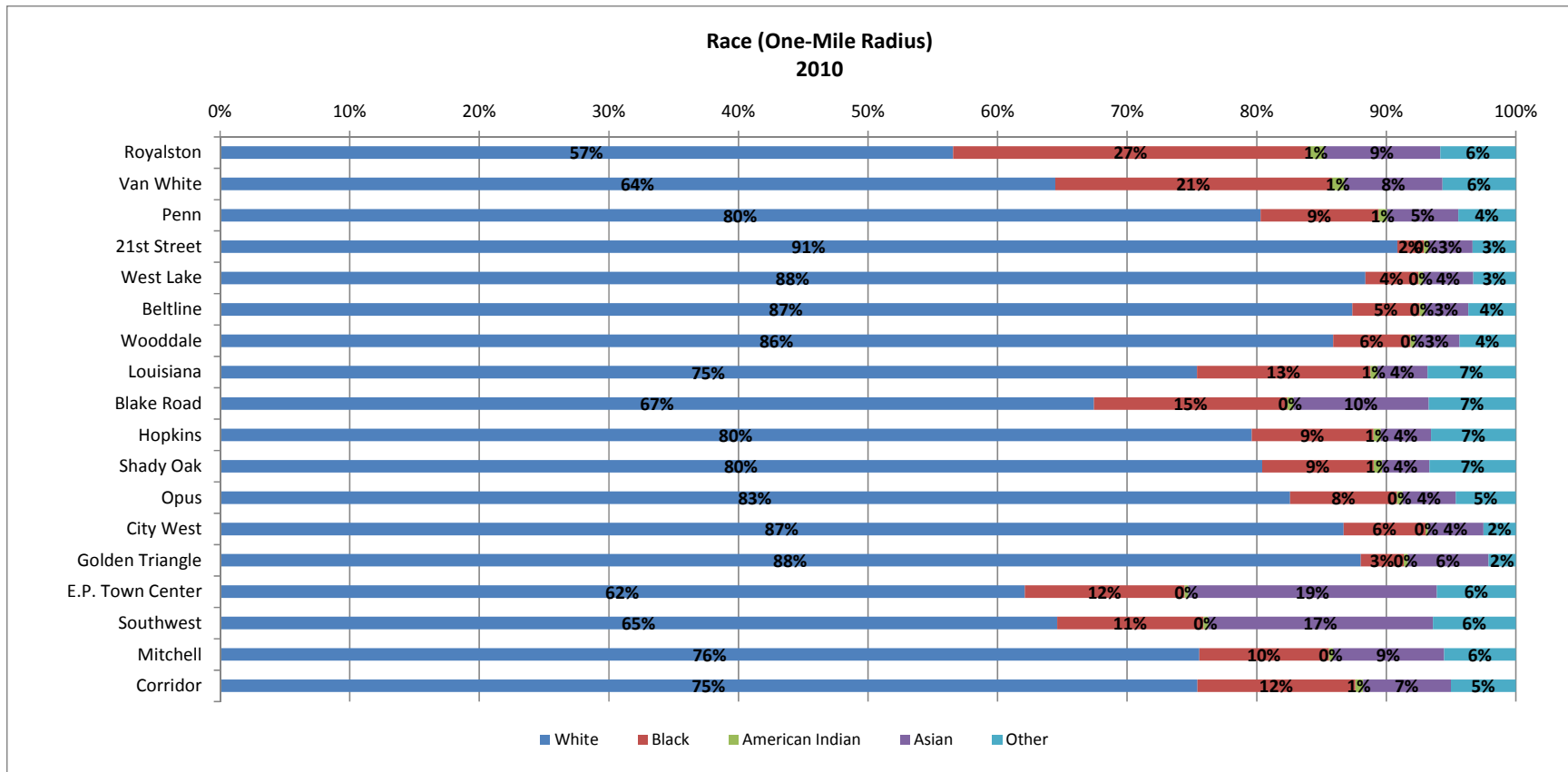
- In 2012, the largest concentration of non-white populations was within the Minneapolis station areas. The second largest race, after White, for the Royalston and Van White Stations was Black or African American.
- In addition to the Minneapolis stations, there were a larger proportion of Black or African American residents in the St. Louis Park area (specifically Louisiana and Blake Road Stations) than around the rest of the stations on the corridor.
- There were large Asian populations in Eden Prairie, specifically at the Eden Prairie Town Center Station and at the Southwest Station. The percentage of Asian residents is predicted to grow between 2012 and 2017.
- Projections for 2017 vary slightly from the current makeup, but the proportion of each race and ethnicity remain fairly stable year-over-year.

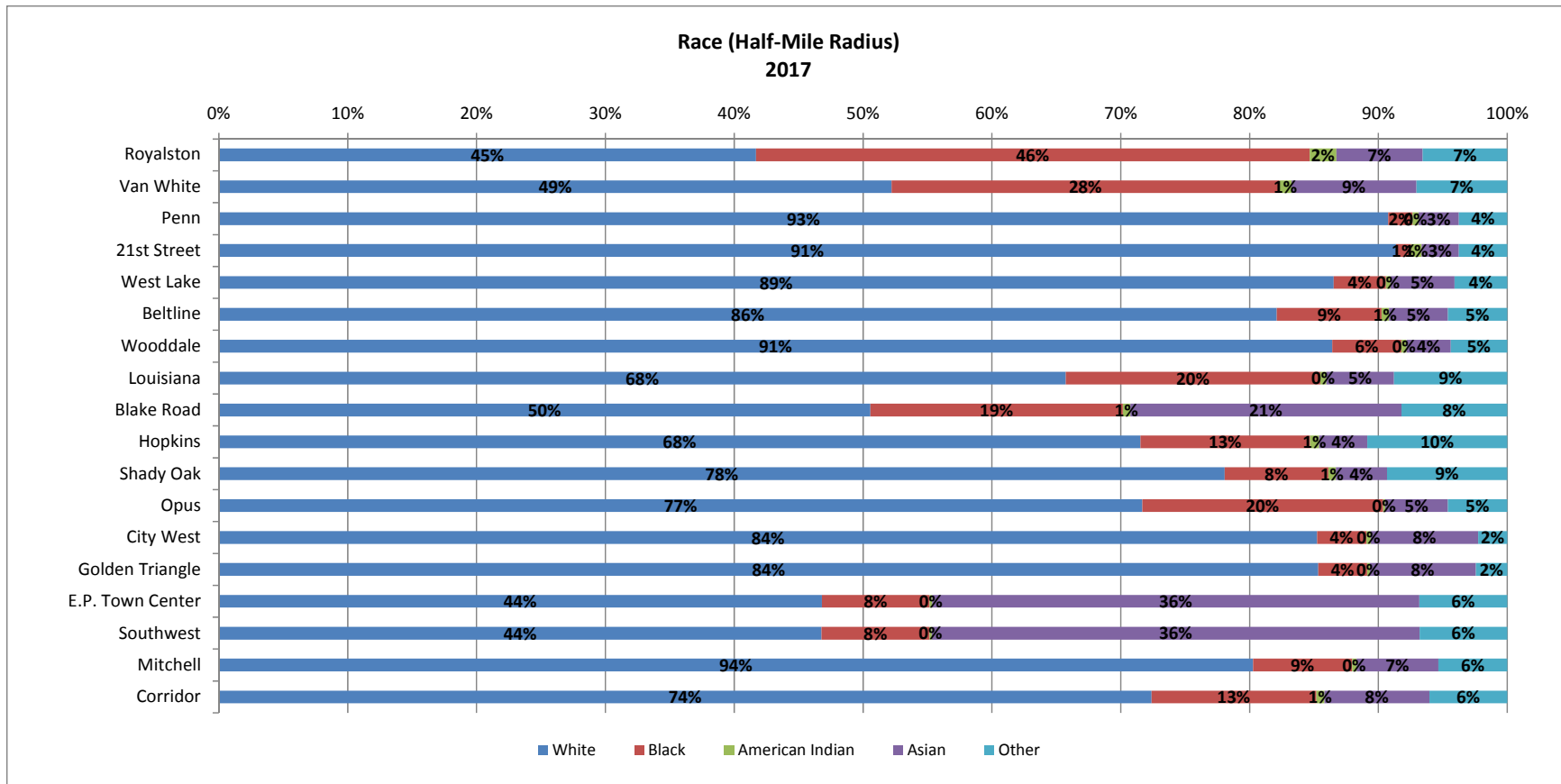
### One-Mile Radius:

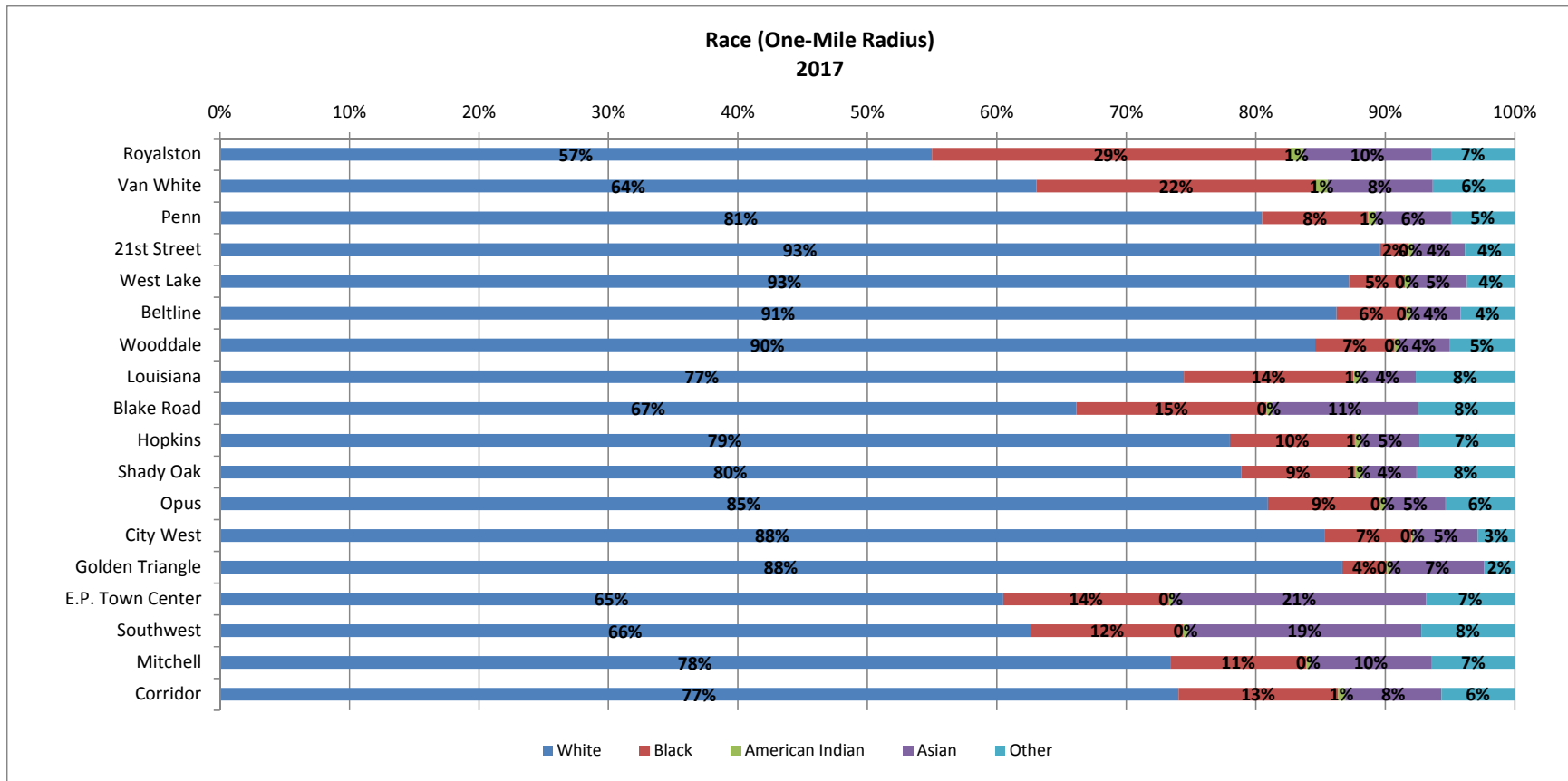
- A smaller percentage of non-white residents lived within one-mile of the corridor (26.4%) compared to the half-mile corridor (24.4%). This shows that a larger proportion of non-white residents lived in closer proximity to the SWLRT Corridor.
- Despite the overall decrease in non-white populations, the highest concentration for Black or African American residents was near the Minneapolis stations and the St. Louis Park stations, while Asian residents comprised over 35% of households in two Eden Prairie station areas.











### Race and Ethnicity by SWLRT Community

Since demographic providers do not break up ethnicity by race, Maxfield Research Inc. obtained race and ethnicity data from the seven communities along the SWLRT from the U.S. Census Bureau. Table D-9 provides data for 2000 and 2010.

The majority of the Hispanic or Latino population self-identified as either Some Other Race or White. It should be noted that one must select their race as well as whether one is of Hispanic or Latino origin. Since people self-identify their racial classification, there may be confusion on the part of some people about what category most accurately describes their races. Some people may choose to self-identify using their ethnicity as their race. Below shows a comparison of the top two races in 2010 among the Hispanic and Latino population.

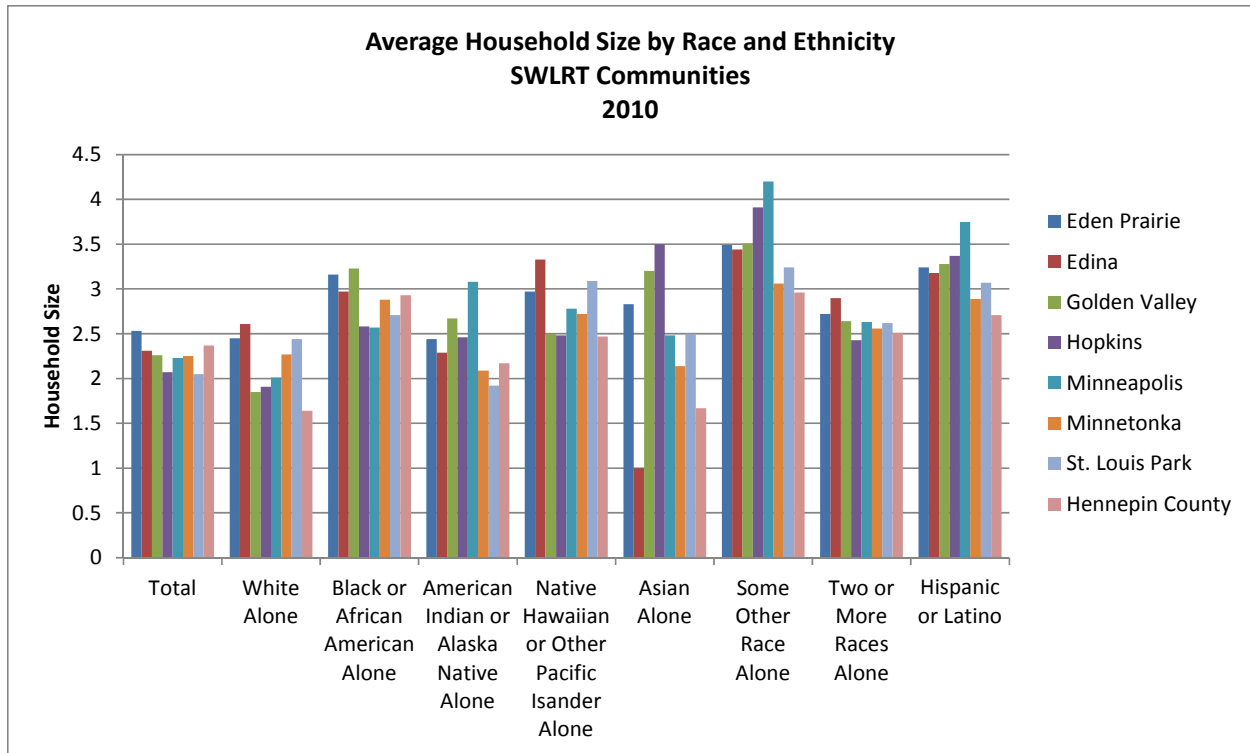
#### Race of the Hispanic or Latino Population

	Some Other	White	Remainder
	Race		
Minneapolis	58.6%	29.0%	12.4%
Golden Valley	33.0%	56.6%	10.4%
Hopkins	50.6%	37.5%	11.9%
St. Louis Park	45.4%	41.3%	13.3%
Edina	36.6%	51.8%	11.6%
Minnetonka	39.8%	47.4%	12.8%
Eden Prairie	45.2%	45.7%	9.1%

### Average Household Size by Type and Race

Table D-10 shows the average household size by type and race for the seven communities along the SWLRT in 2010.

- Overall, Eden Prairie had the largest average household size at 2.53 while St. Louis Park had the smallest at 2.05.
- Asian households in Golden Valley had the largest average household size among all races and communities at 5.0. Conversely, Asian households in Minnetonka had the smallest average household size among all races and communities at 1.67.
- Among all the SWLRT communities, Some Other Race Households had the largest average household size, with all communities having over 3.0 people per household.



### Foreign-Born and Native Population

The U.S. Census Bureau uses the term foreign born to refer to anyone who is not a U.S. citizen at birth. This includes naturalized citizens, lawful permanent residents, temporary migrants (such as foreign students), humanitarian migrants (such as refugees), and undocumented migrants. The term native born refers to anyone born in the United States, or those born abroad of at least one U.S. citizen parent. Information on the foreign and native born population is only available in the American Community Survey (“ACS”). The most recent ACS highlights data collected between 2007 and 2011. Table D-11 shows the foreign-born and native population of the seven communities along the SWLRT.

- Minneapolis has the largest numerical foreign-born population with 56,744 people (14.9%), while Hopkins has the largest percentage of foreign-born residents (14,642 people, 16.5%). Information regarding citizenship of foreign-born residents was only available for Minneapolis and Eden Prairie. In both Minneapolis and Eden Prairie, approximately 36% of the foreign-born population is a naturalized citizen while 65% is not a citizen.

Table D-12 shows the place of birth for the foreign born population. The locations are subdivided by continent and sub-regions.

- In Minneapolis, the foreign-born population from Central America was the largest region-of-birth group, accounting for 24.2% of all foreign born. Eastern Africa was the second largest region-of-birth group, comprising 13,684 people (24.1%).
- Asians comprised the largest foreign-born population in Golden Valley (39.1%), Hopkins (38.6%), St. Louis Park (27.3%), and Eden Prairie (53.6%). The majority were born in either South Central Asia or South Eastern Asia).

Below is a sample of countries within each sub region:

<b>Europe</b>	<b>Examples</b>
Northern Europe	U.K., Ireland, Denmark, Norway, Sweden
Western Europe	Austria, Belgium, France, Germany, Netherlands, Switzerland
Southern Europe	Greece, Italy, Portugal, Spain
Eastern Europe	Albania, Belarus, Bulgaria, Croatia, Hungary, Poland, Romania, Russia, Ukraine, Bosnia, Yugoslavia
<b>Asia</b>	
Eastern Asia	China, Japan, Korea
South Central Asia	Afghanistan, Bangladesh, India, Iran, Pakistan, Nepal, Sri Lanka, Uzbekistan
South Eastern Asia	Cambodia, Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand, Vietnam
Western Asia	Iraq, Israel, Jordan, Kuwait, Lebanon, Saudi Arabia, Syria, Turkey, Armenia
<b>Africa</b>	
Eastern Africa	Eritrea, Ethiopia, Kenya
Middle Africa	Cameroon
Northern Africa	Egypt, Morocco, Sudan
Southern Africa	South Africa
Western Africa	Cape Verde, Ghana, Liberia, Sierra Leone
<b>Oceania</b>	Australia, New Zealand
<b>Americas</b>	
Caribbean	Bahamas, Cuba, Dominica, Dominican Republic, Haiti, Jamaica
Central America	Mexico, Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Panama
South America	Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Peru, Venezuela
North America	Canada

## Excensus Households

The Excensus data shows a distribution of households for each station area that is based on parcel-level data. Overall, within the immediate vicinity of the stations (half-mile radius); there are more households in urban areas than in suburban. As the geography zooms out to a one-mile radius of stations, household counts are slightly more stable throughout the corridor with exceptions for extreme high-density and low-density areas.

Table D-13 and the charts that follow present the number of households per each station in 2004 and 2010 within a half-, one- and two-mile radius of each transit station. Compared to Census Bureau demographic data, Excensus household data is about 10% lower at the half-mile radius and 5% lower at the one- and two-mile radius.

The following are key points from the following charts:

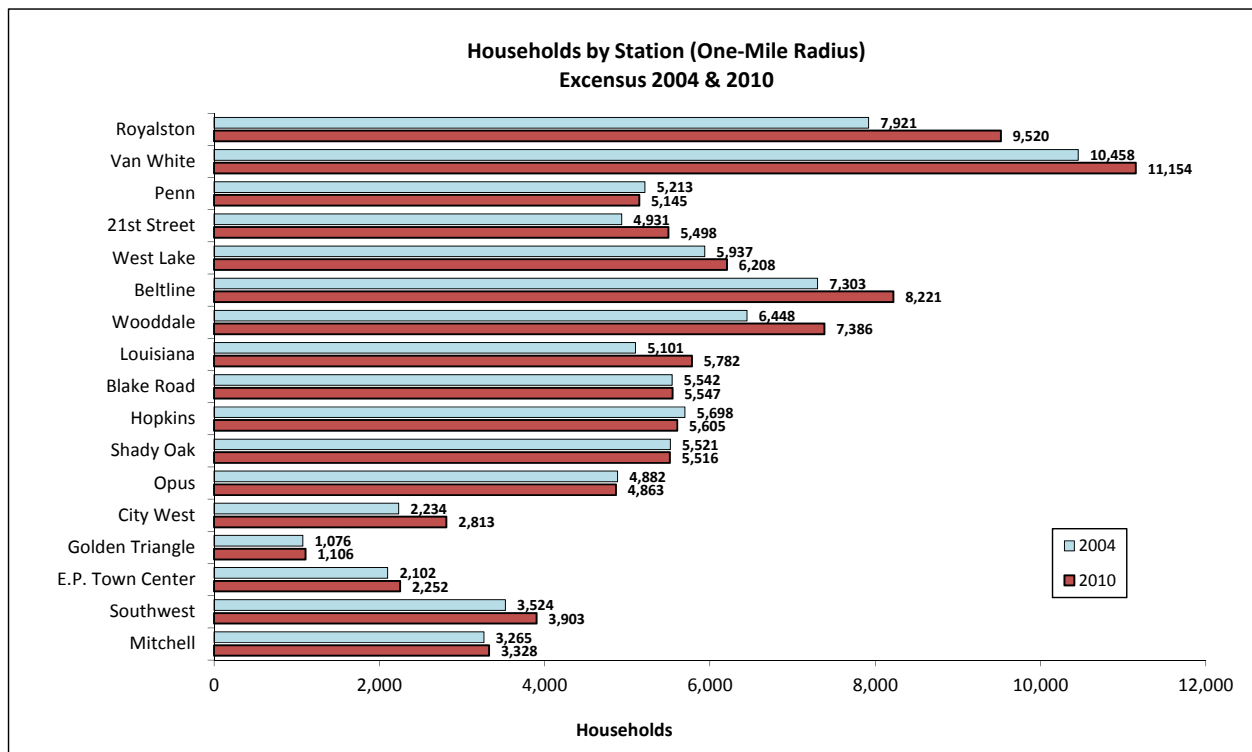
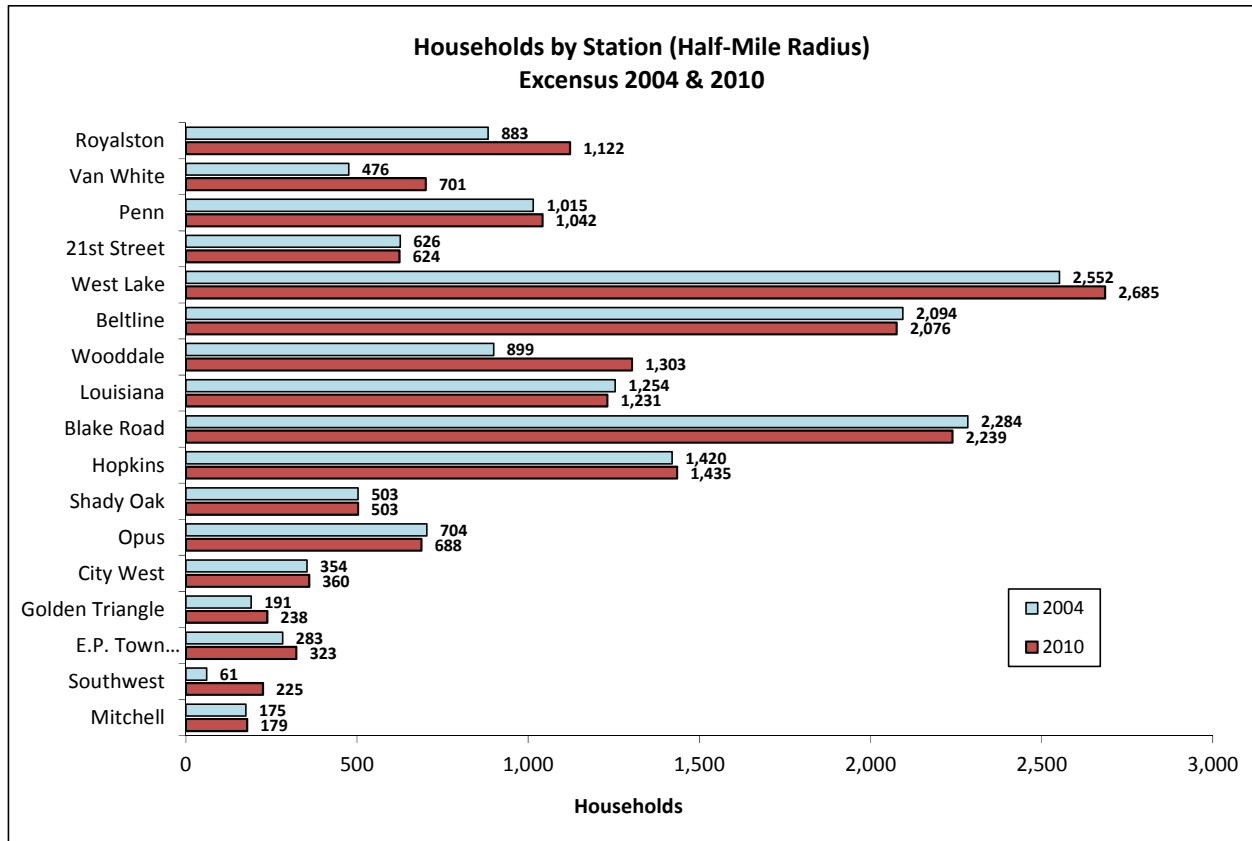
### Half-Mile Radius:

- Within the immediate vicinity of the stations (half-mile), there were fewer households near the Minneapolis stations when compared to St. Louis Park and Hopkins station areas. This is likely due to the fact that the stations are not located within the key residential areas of Downtown Minneapolis and are just outside of the majorly populated areas.
- West Lake Station had the largest number of households and accounted for portions of the Uptown area as well as the real estate development near Lake Calhoun.
- Overall, the number of households declined rapidly moving further southwest of the corridor past the Blake Road and Hopkins Stations. This is due to the lower density of the suburban areas.

### One-Mile Radius:

- When expanding the radius to one-mile, the expected height of households for the Minneapolis stations was evident. There were nearly ten times more households within a one-mile radius of the Van White Station than within a half-mile radius.
- The Beltline Station in St. Louis Park posted the highest number of households among the suburban communities (8,221 households).





## Excensus Household Age Distribution

The Excensus data shows the age distribution of households for each station area along the SWLRT corridor. Overall, there was greater percentage of young families within a half-mile radius of the stations than within a one-mile radius. Expanding out to a one-mile radius of stations, household ages skewed slightly older with a few exceptions.

Table D-14 and D-15 present the households by age per each station in 2004 and 2010 within a half-, one- and two-mile radius of each transit station. The following charts present the findings for 2010.

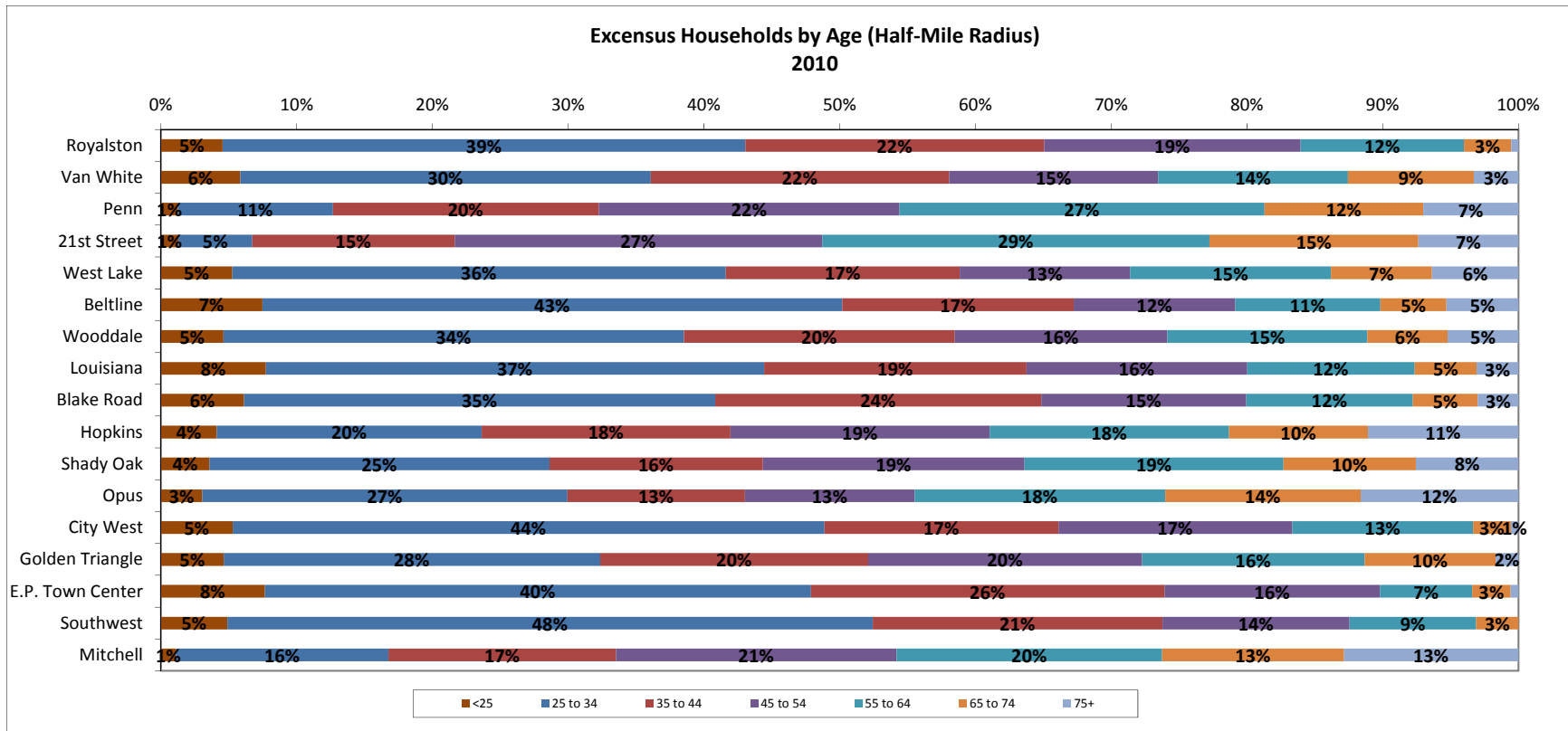
The following are key points from the following charts:

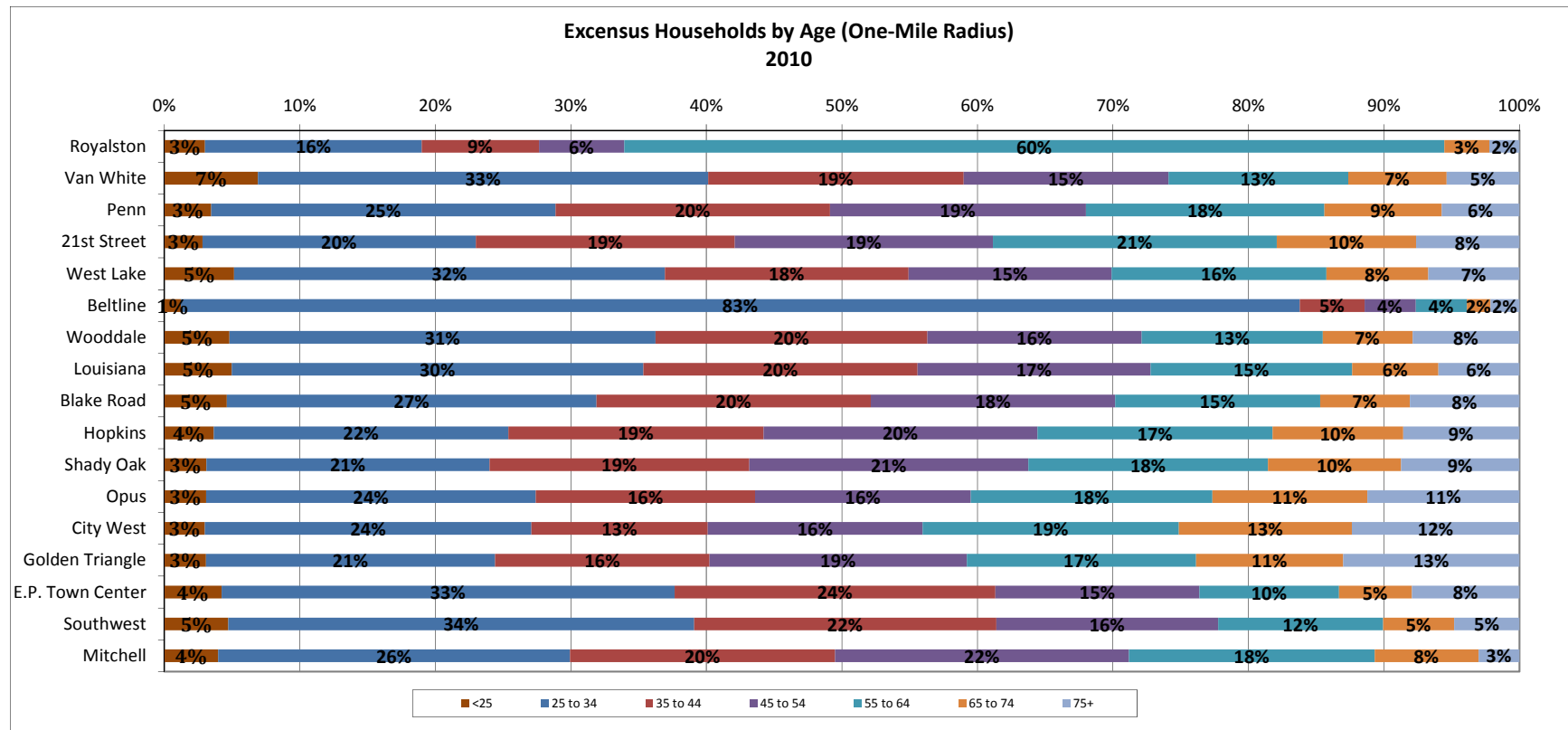
### Half-Mile Radius:

- There was a minimal correlation between densely populated areas and household age distribution. Some of the highly-populated Minneapolis stations realized a younger-skewing household majority, such as Royalston and Van White, while some observed a highly older-skewing household majority such as the Penn and 21<sup>st</sup> Stations.
- Many suburban areas showed large majorities of young families at the following station areas: City West, Eden Prairie Town Center, and Southwest Station.

### One-Mile Radius:

- Expanding to the one-mile radius, all station areas showed an increase in household age except for Beltline, which had a large majority of households in the 25-34 age bracket.
- A one-mile radius also showed significant growth among the Baby Boomer and senior demographics. Younger seniors (ages 65 to 74) were the fastest growing age cohort in the corridor.





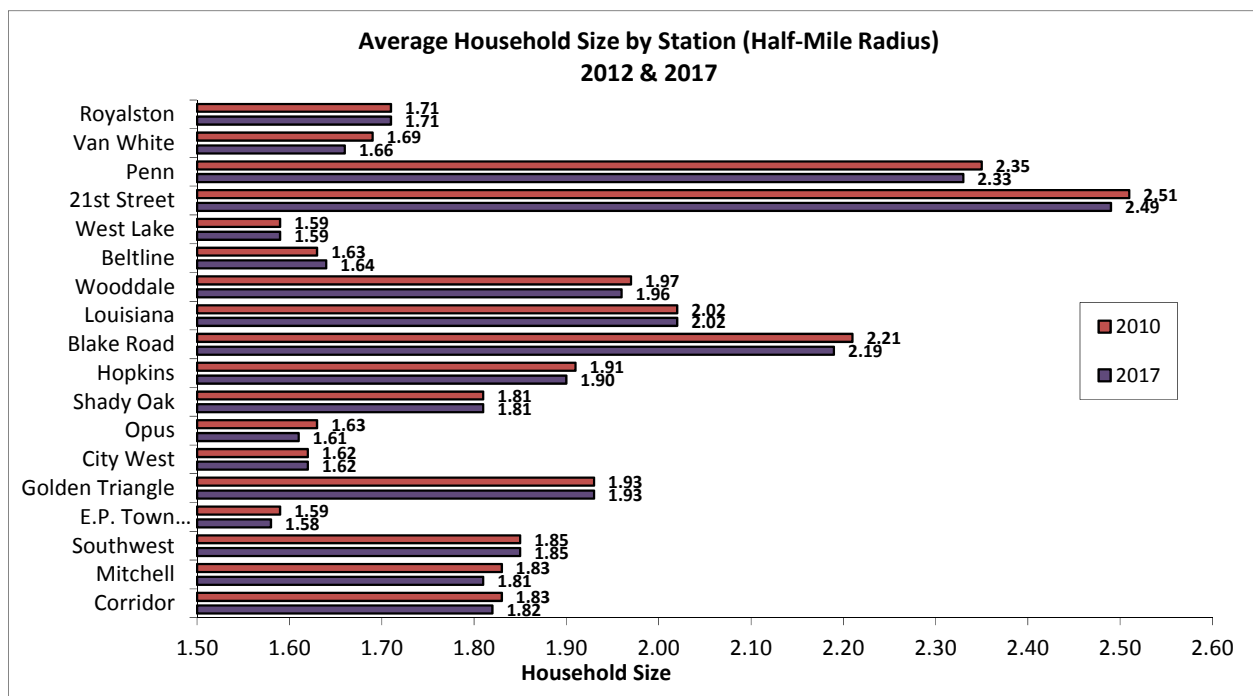
### Household Size

Household size is calculated by dividing the number of persons in households by the number of households (or householders). Nationally, the average number of people per household has been declining for over a century; however, there have been sharp declines starting in the 1960s and 1970s. Persons per household in the U.S. were about 4.5 in 1915 and declined to 3.2 in the 1960s. Over the past 50 years it dropped to 2.57 as of the 2000 Census. However, due to the economic recession this trend has been temporarily halted as renters and laid-off employees “doubled-up” which increased the average U.S. household size to 2.59 as of the 2010 Census.

The declining household size has been caused by many factors, including: aging, higher divorce rates, cohabitation, smaller family sizes, demographic trends in marriage, etc. Most of these changes have resulted from shifts in societal values, the economy, and improvements in health care that have influenced how people organize their lives. Table D-16 and the following charts shows household size within a half-, one- and two-mile radius of each transit station.

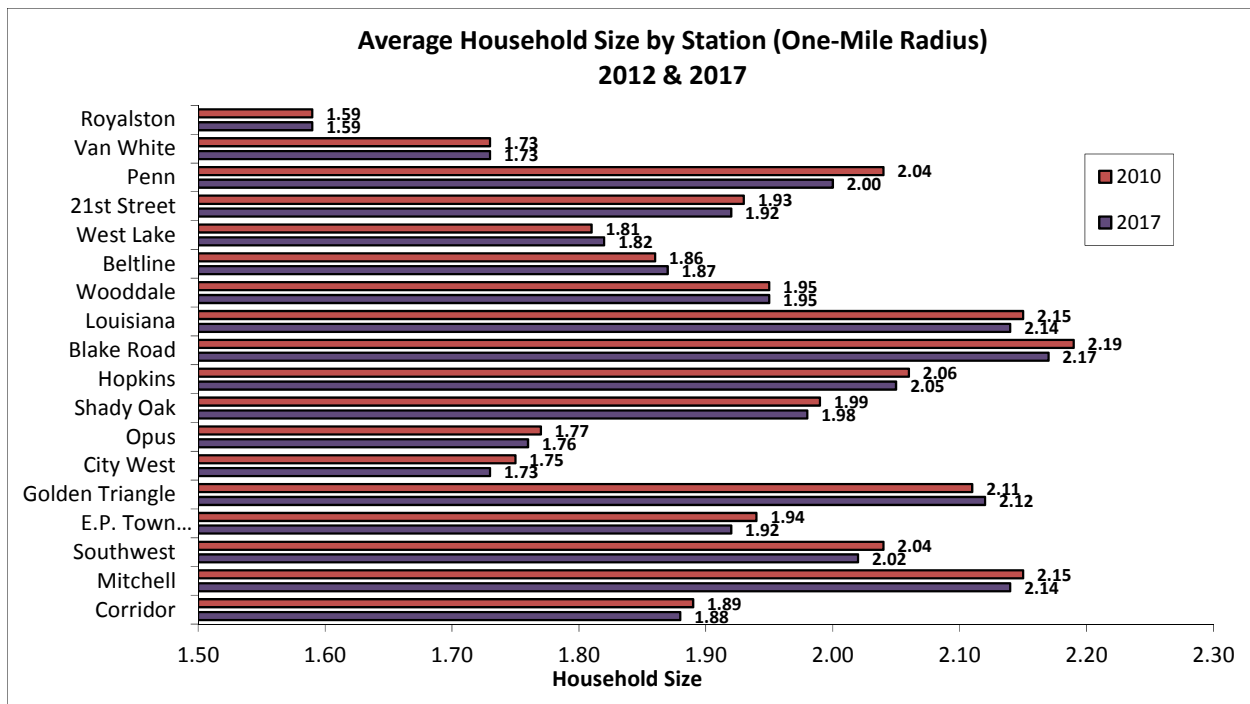
#### Half-Mile Radius:

- In 2010, the average household sizes ranged between 1.59 (West Lake and E.P. Town Center) and 2.51 (21<sup>st</sup> Street). By 2017, the data is projected to remain relatively stable, increasing or decreasing by .01/.02 person per household at each station.
- Overall, only four stations averaged over 2.0 people per household, indicating that the majority of housing was occupied by two person households.



One-Mile Radius:

- In 2010, the average household size ranged between 1.59 (Royalston) and 2.19 (Blake). By 2017, most stations are projected to decline slightly with the Penn Station experiencing the largest drop of 0.4 people per household.
- At a one-mile radius, family size increased with seven stations averaging over 2.0 people per household. Many other stations approached 2.0 people per household, indicating that more families were located within a one-mile radius than a half-mile.

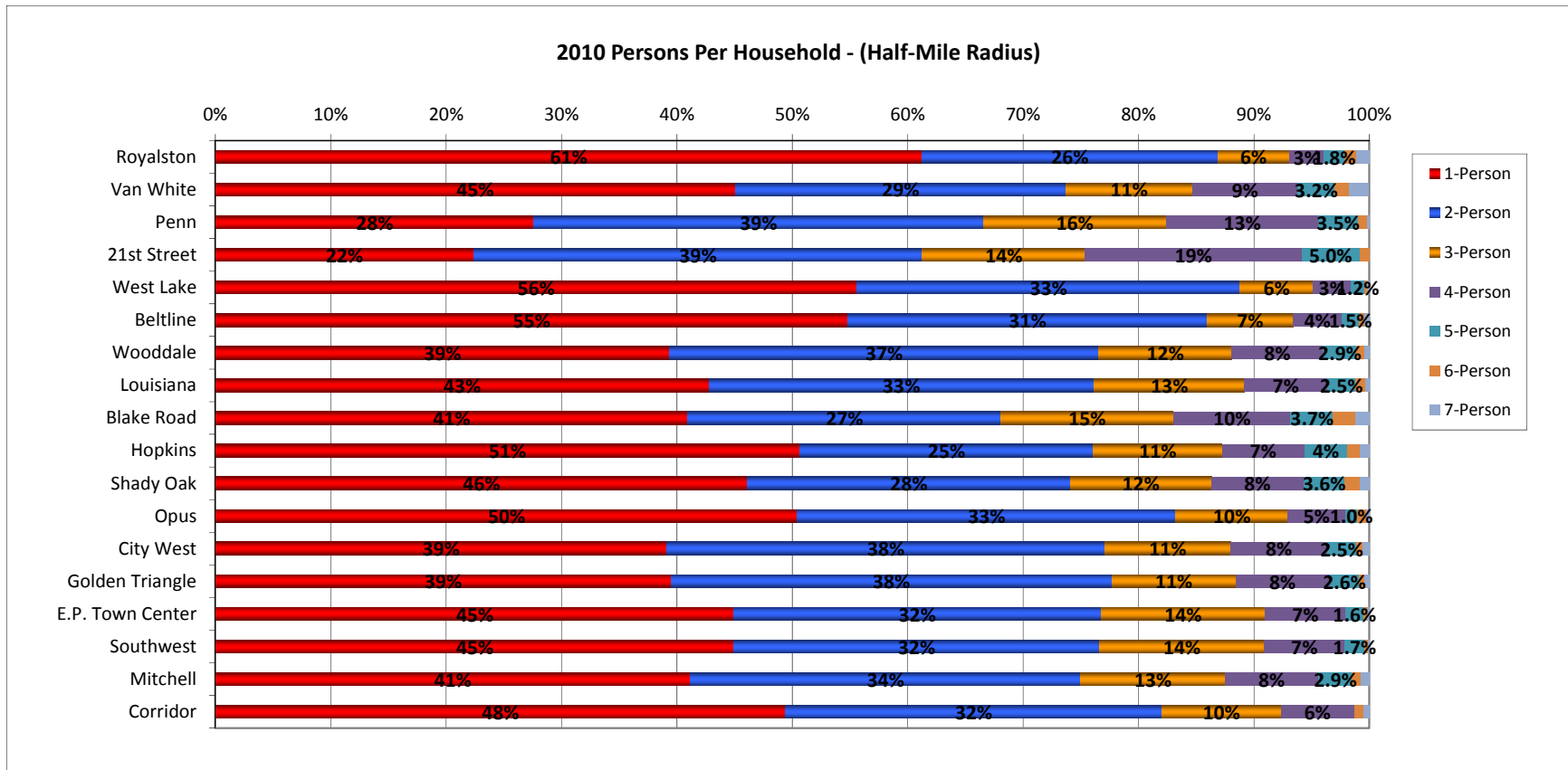


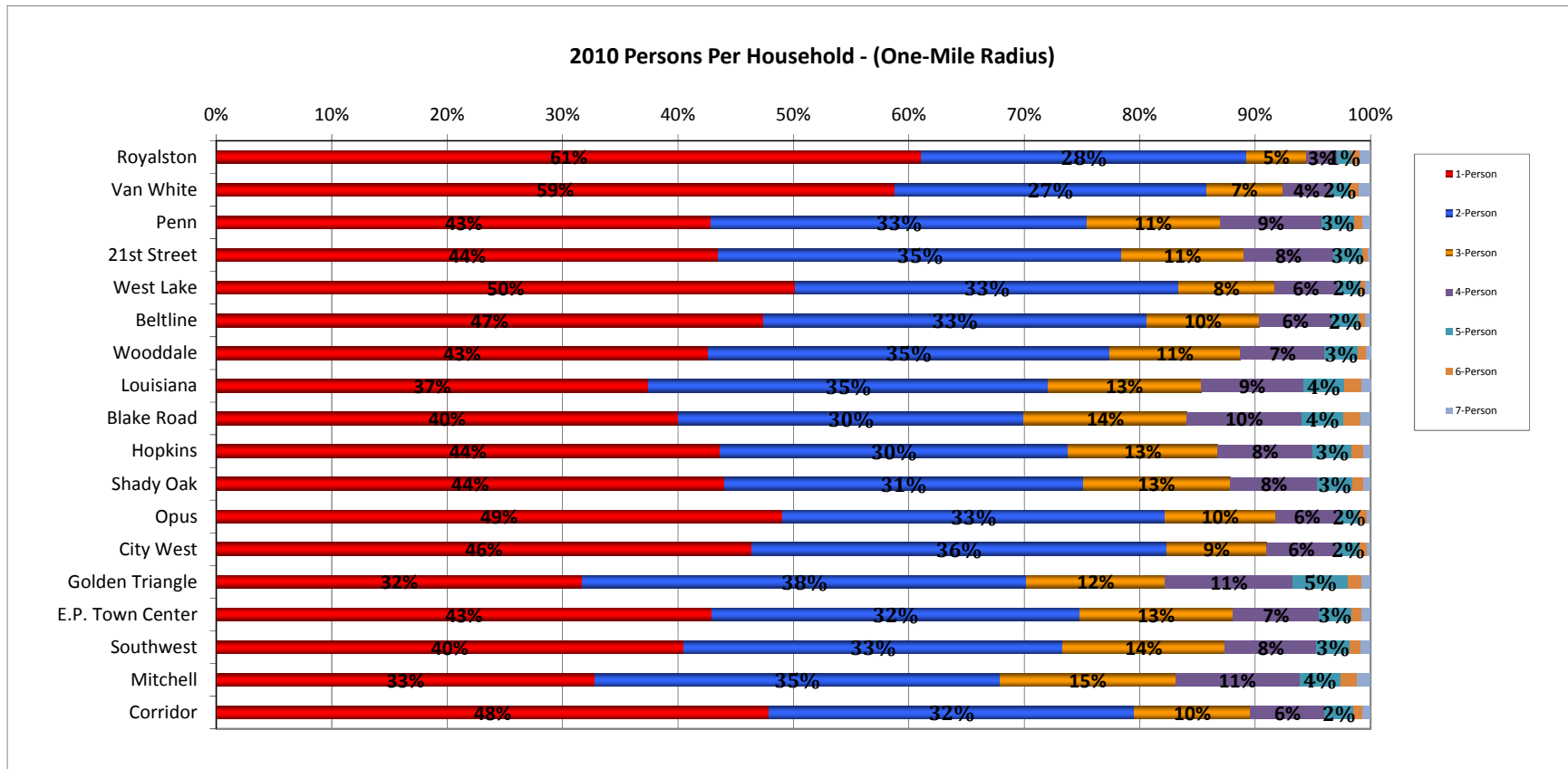
Number of Persons per Household

Tables D-17 through D-19 present data on household size by station area based on the number of persons per household. Household size is presented from 1-person households (live alone) up to 7-person households.

Half Mile Radius:

- Corridor-wide, nearly 50% of households were one-person households in 2010. Another 32% of households were two-person households. Smaller household sizes dominated the household types as only 10% of households had more than four persons.
- The percentage of one-person households ranged from 22% (21<sup>st</sup> Station) to 61% (Royalston).







### One-Mile Radius:

- Persons per household in the one-mile radius mirrored trends in the half-mile radius. The number of one-person households decreased slightly to 48% at the one-mile radius, but was the largest household type.
- Generally, the largest household sizes were located in Eden Prairie and Hopkins where larger family households were more common.

## Household Type

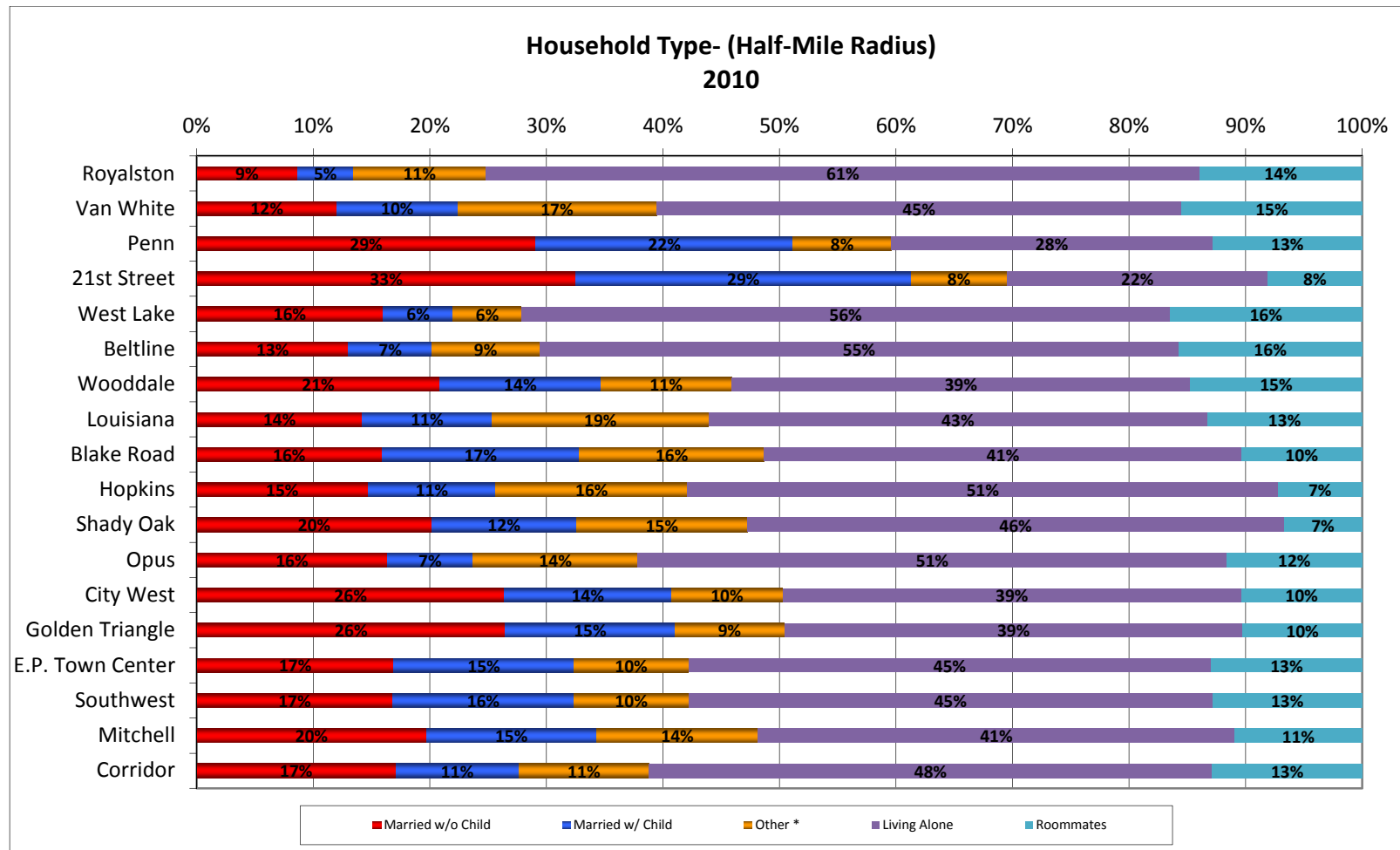
Tables D-20 through D-22 and the following charts show a breakdown of the type of households within a half-, one-, and two-mile radius of each transit station. The data is from the 2010 U.S. Census Bureau and is useful in assessing housing demand since the household composition often dictates the type of housing needed and preferred.

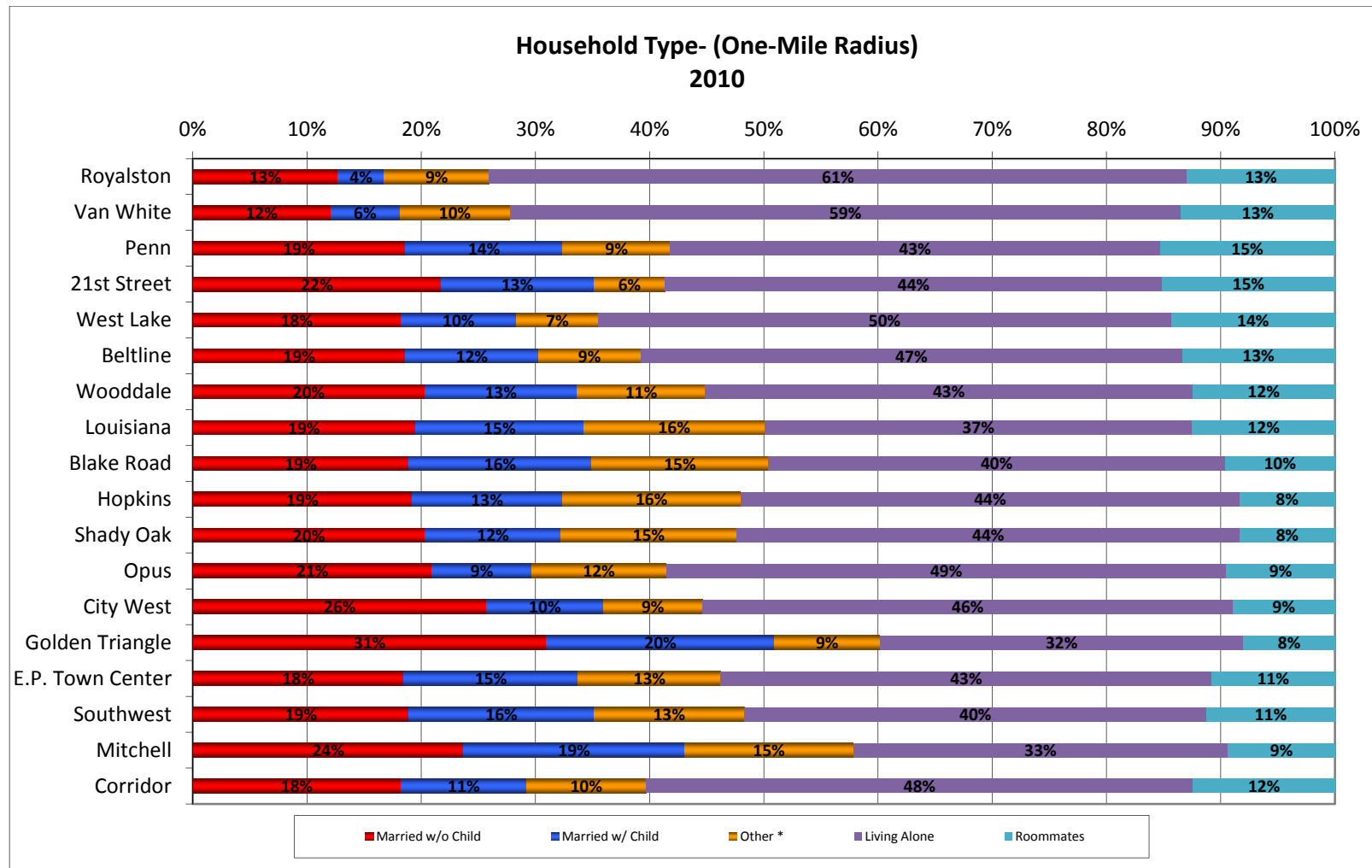
### Half-Mile Radius:

- The largest household type within a half-mile radius of all transit stations were those living alone. In 2010, the percentage of households that lived alone ranged from as low as 22% at 21<sup>st</sup> Street and up to 61% at Royalston.
- The percentage of households occupied by roommates was between 10% and 15% at nearly all the stations.

### One-Mile Radius:

- Expanding out to a one-mile radius, the percentage of family households increased slightly and those living alone decreased. This was due to the larger number of single-family homes being added as the radius expands.
- Overall, the dominant household type for the corridor as a whole was those individuals living alone for both the one- and two-mile radius.





## Household Tenure

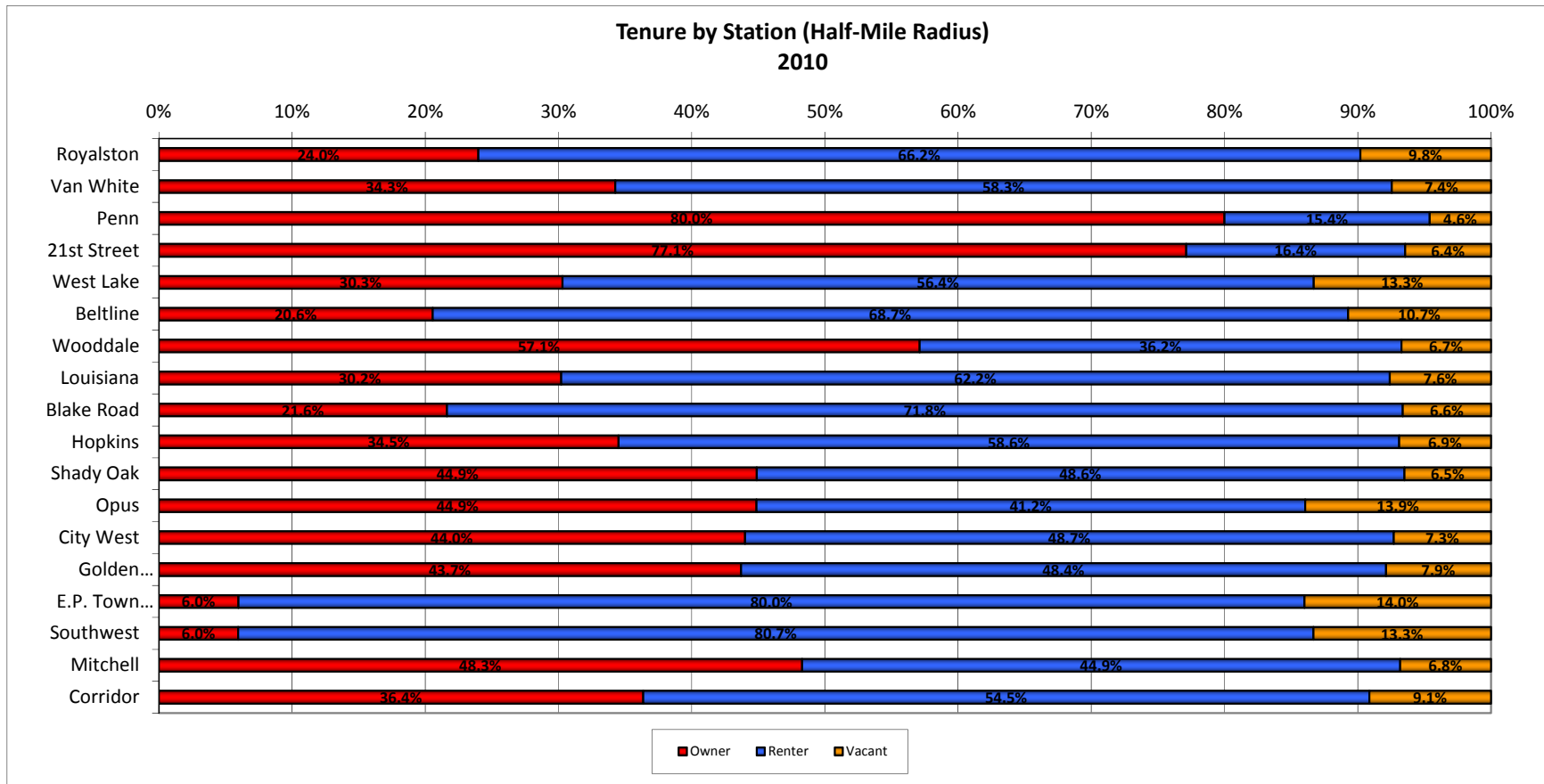
Tables D-23 through D-25 and the following charts show the number of owner, renter, and vacant households within half- and one-mile radius of each transit station. Years 2000 and 2010 data was provided by the U.S. Census while 2012 estimates and 2017 projections were based on data provided by ESRI, Inc. This data is useful in determining demand for certain types of housing since housing preferences change throughout an individual's life cycle. The following are key points from the charts:

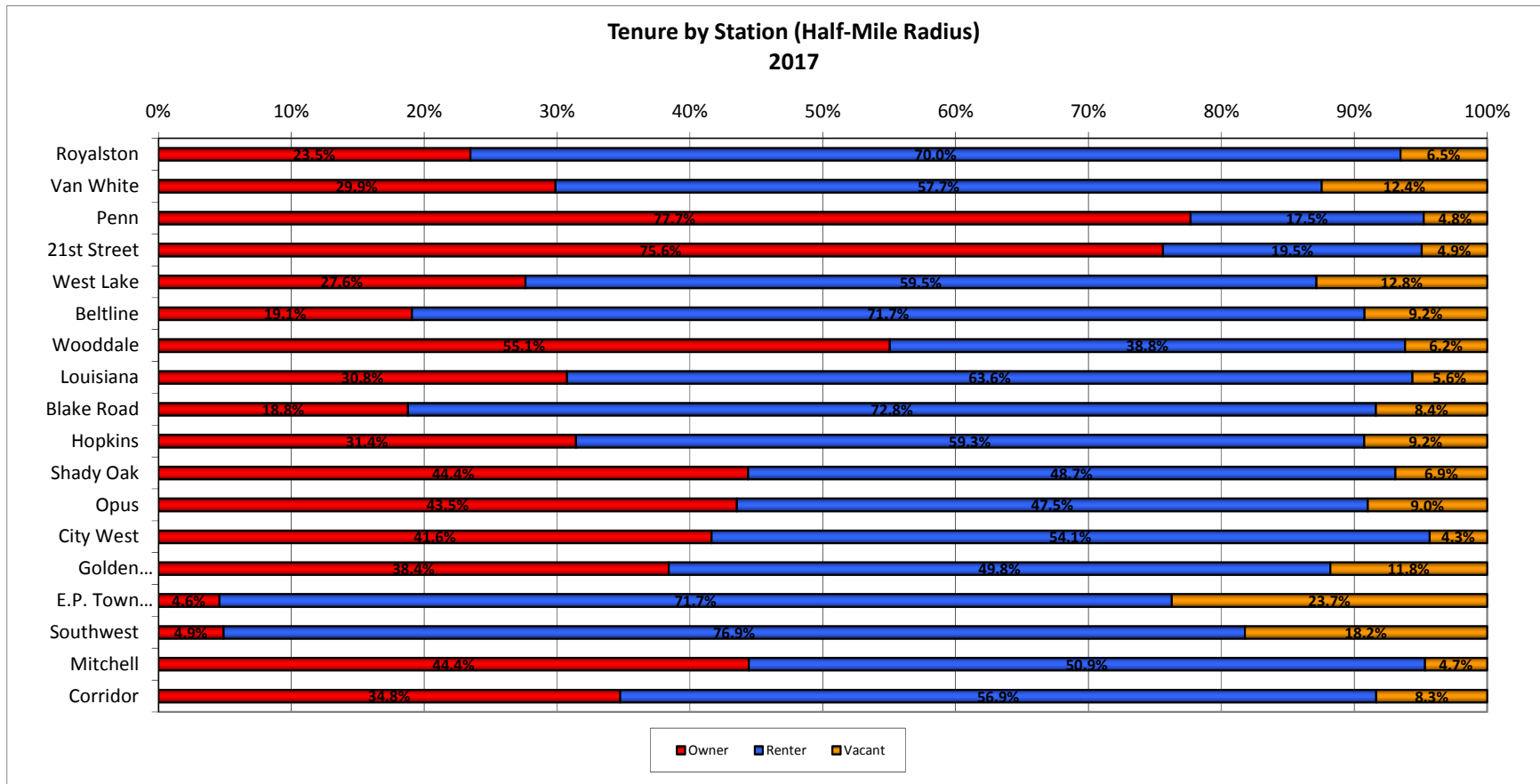
### Half-Mile Radius:

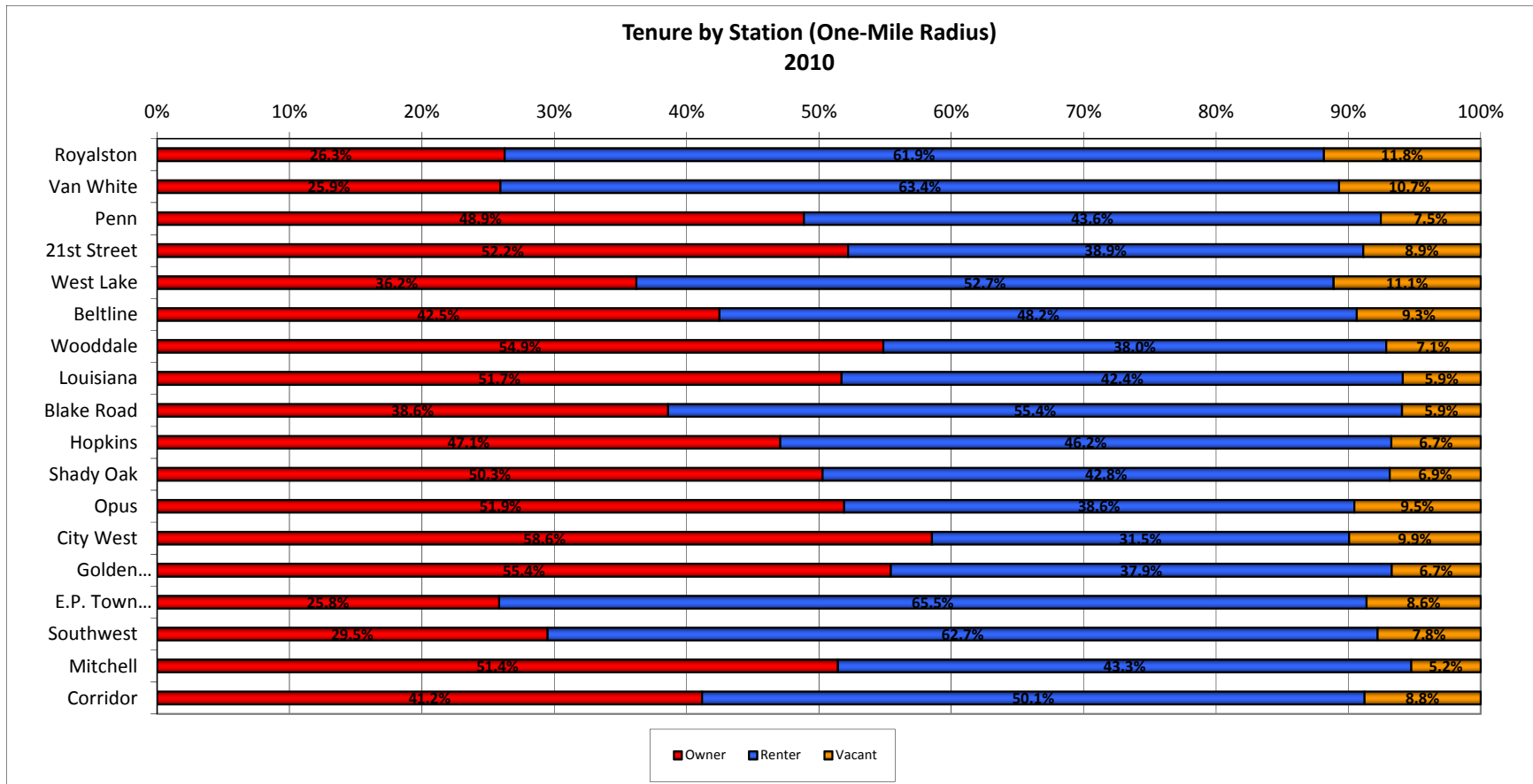
- The majority of households (54%) within a half-mile radius of the transit stations rented their housing in 2010. The corridor as a whole had a slightly higher percentage of renters than homeowners.
- The percentage of renters is projected to increase for nearly all of the stations through 2017. This trend started after the housing bust and Great Recession out of necessity for some householders but has also become a lifestyle choice.

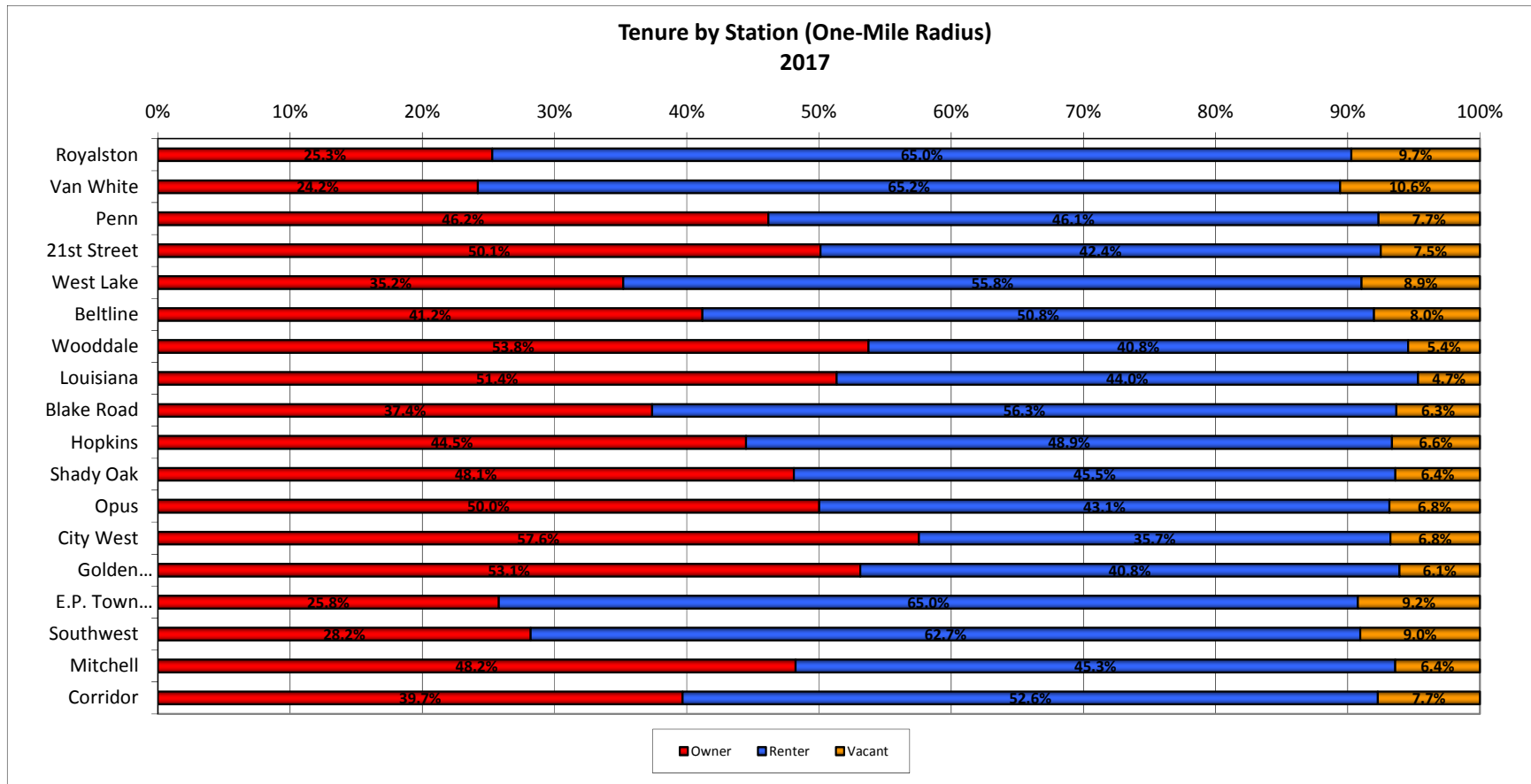
### One-Mile Radius:

- Expanding out to a one-mile radius, the percentage of homeowners increased at the majority of transit stations in 2010.
- By 2017, all but one station will see a percentage increase in renter households and decreases in the overall homeowners.
- Vacant units jumped from 3.1% in 2000 to 6.1% in 2012. Vacant units are projected to increase slightly over the next five years within the one-mile radius, while declining within the ½-mile radius.











## Excensus Household Tenure

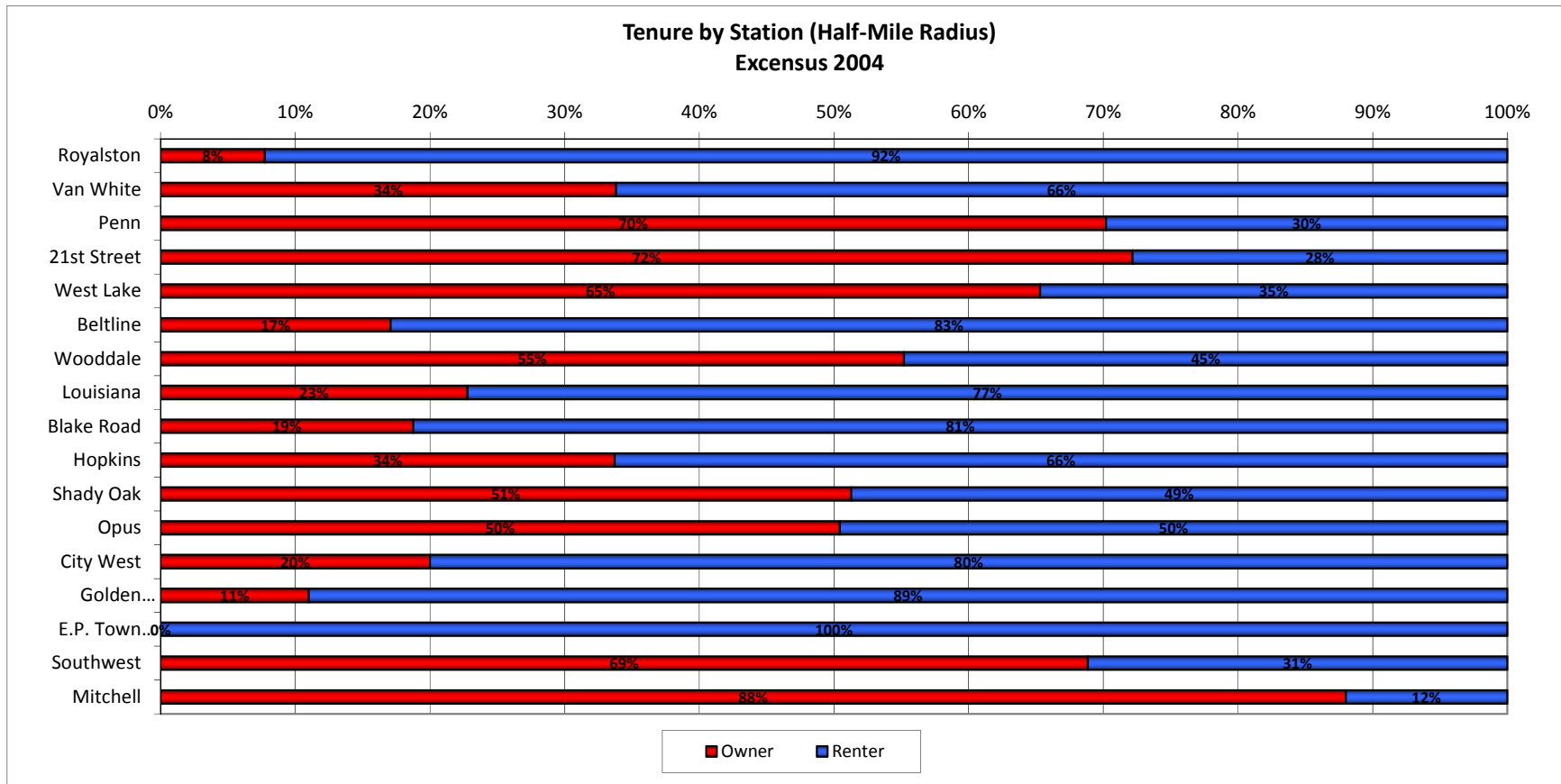
The following charts show the number of owner and renter households within a one-half mile and one-mile radius of each transit station. The data is provided by Excensus for years 2004 and 2010 and is shown in detail on Table D-26. The following are key points from the charts:

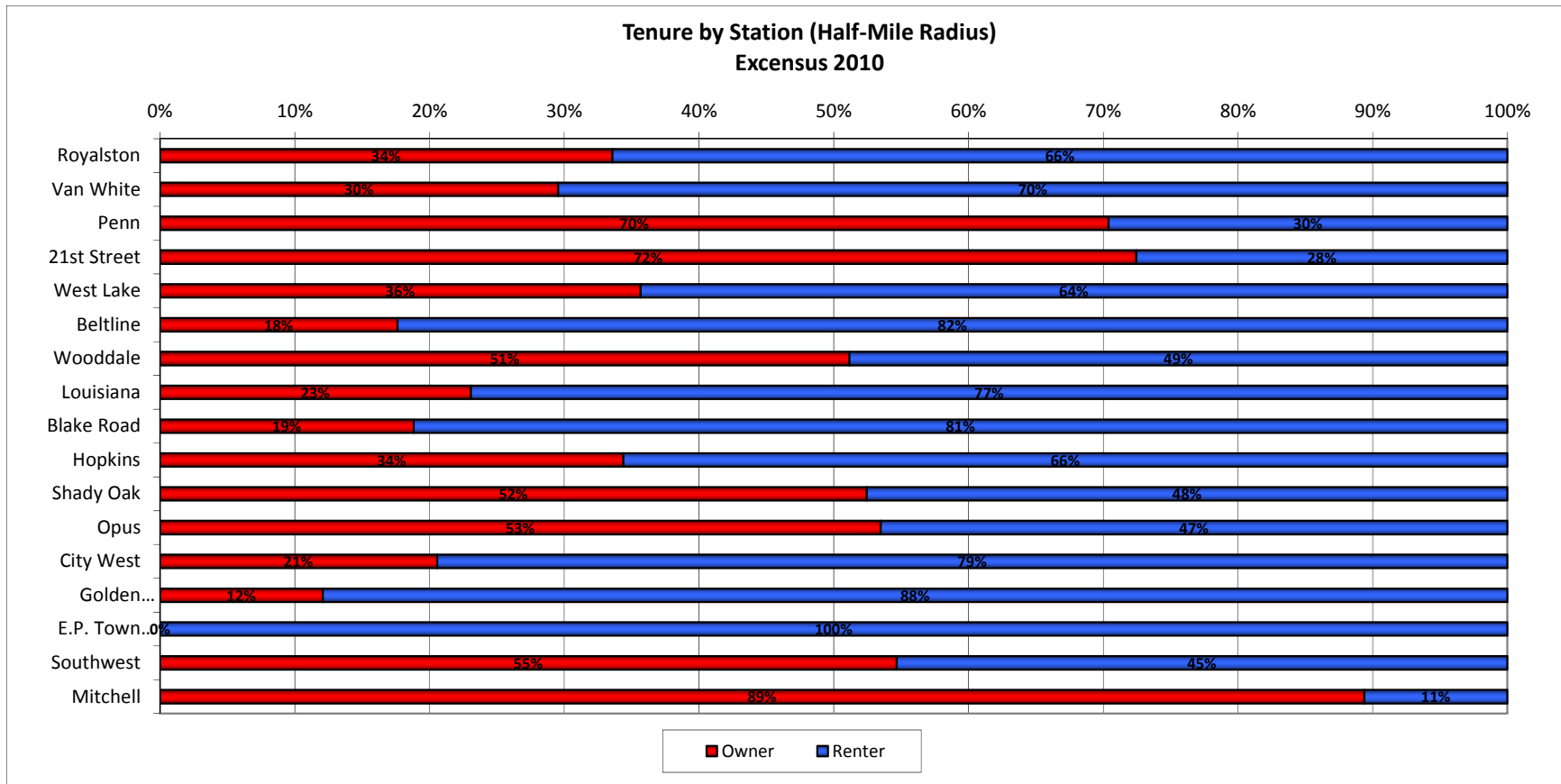
### Half-Mile Radius:

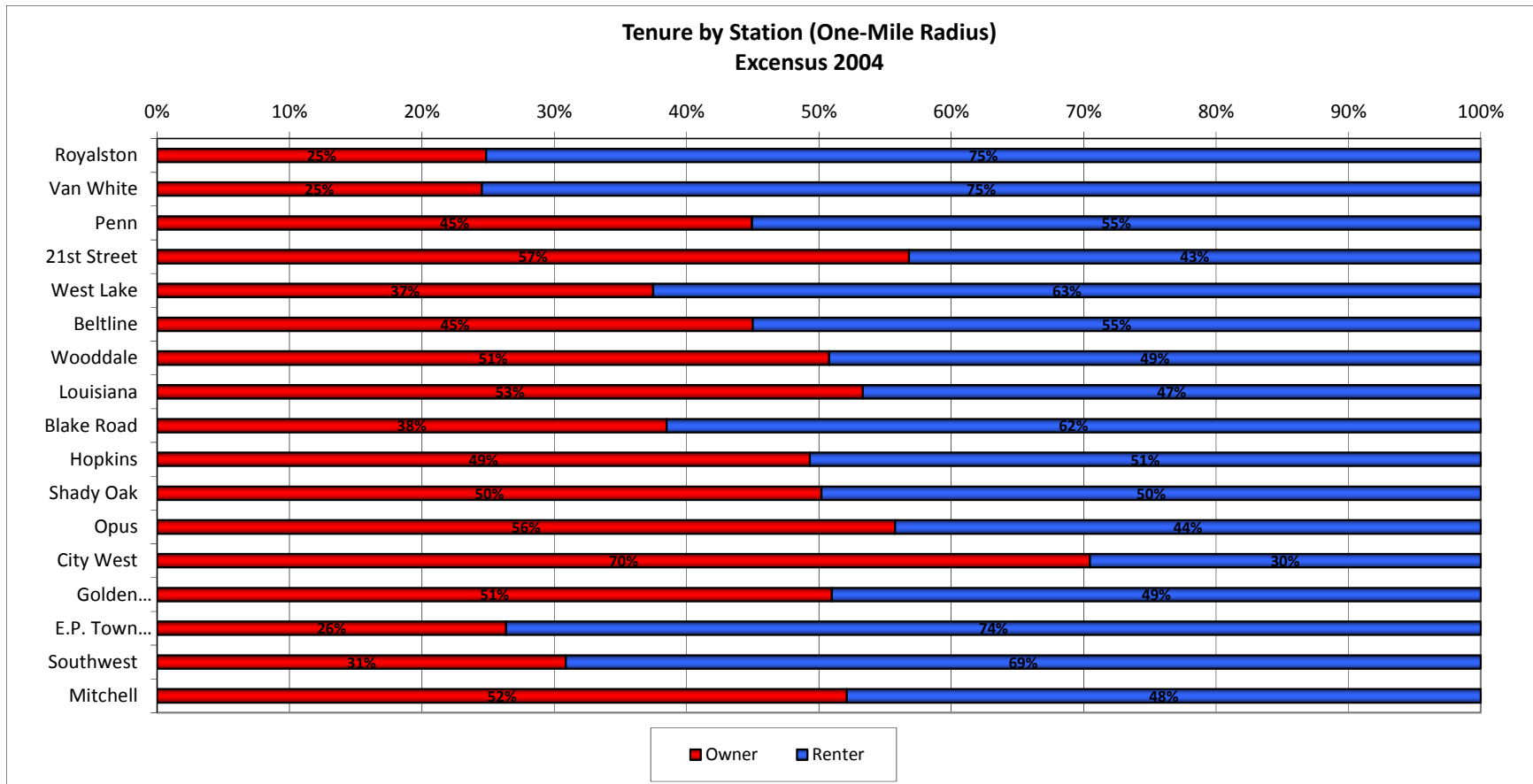
- At the Penn, 21<sup>st</sup> Street, West Lake, Southwest, and Mitchell stations over 65% of the households owned there housing in 2004. By 2010, only the Penn, 21<sup>st</sup> Street, and Mitchell stations remained stable in owner households. The West Lake and Southwest stations observed a significant increase in renter households. West Lake experienced a 30% increase in renter over that period while Southwest shifted to more renter households by 10%.
- By comparison, Royalston Station was the only station to experience a significant change from renter to owner households with growth of 26% by 2010. All other station areas either experienced growth in renters or remained relatively stable with slight shifts in owner or renter (1% to 2% growth).
- The increase in the percentage of renters is reflective of the housing bust and Great Recession. Some households choosing renting out of necessity, a lifestyle choice, and those with fears of ownership due to falling home prices.

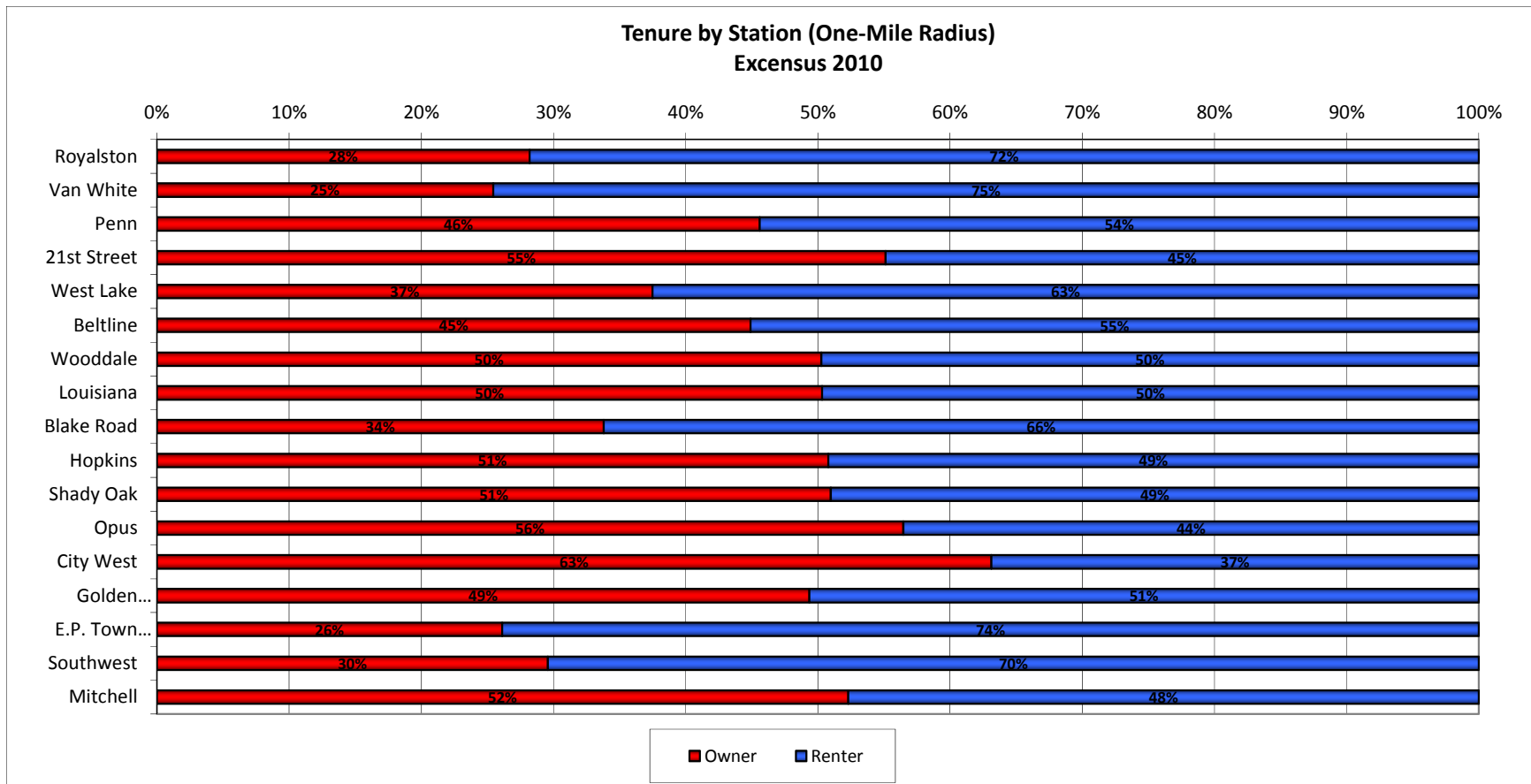
### One-Mile Radius:

- As we expand to a one-mile radius the percentage of homeowners increases at all of transit stations. At least 25% of households are homeowners at one-mile. The stations show more of a 50/50 split in renter versus owner as the radius expands. Stations with a very high percentage of owners at a half-mile such as West Lake and Mitchell have a much higher percentage of renters at the one-mile.
- The majority of stations experienced a percentage increase in renter households from 2004 to 2010.









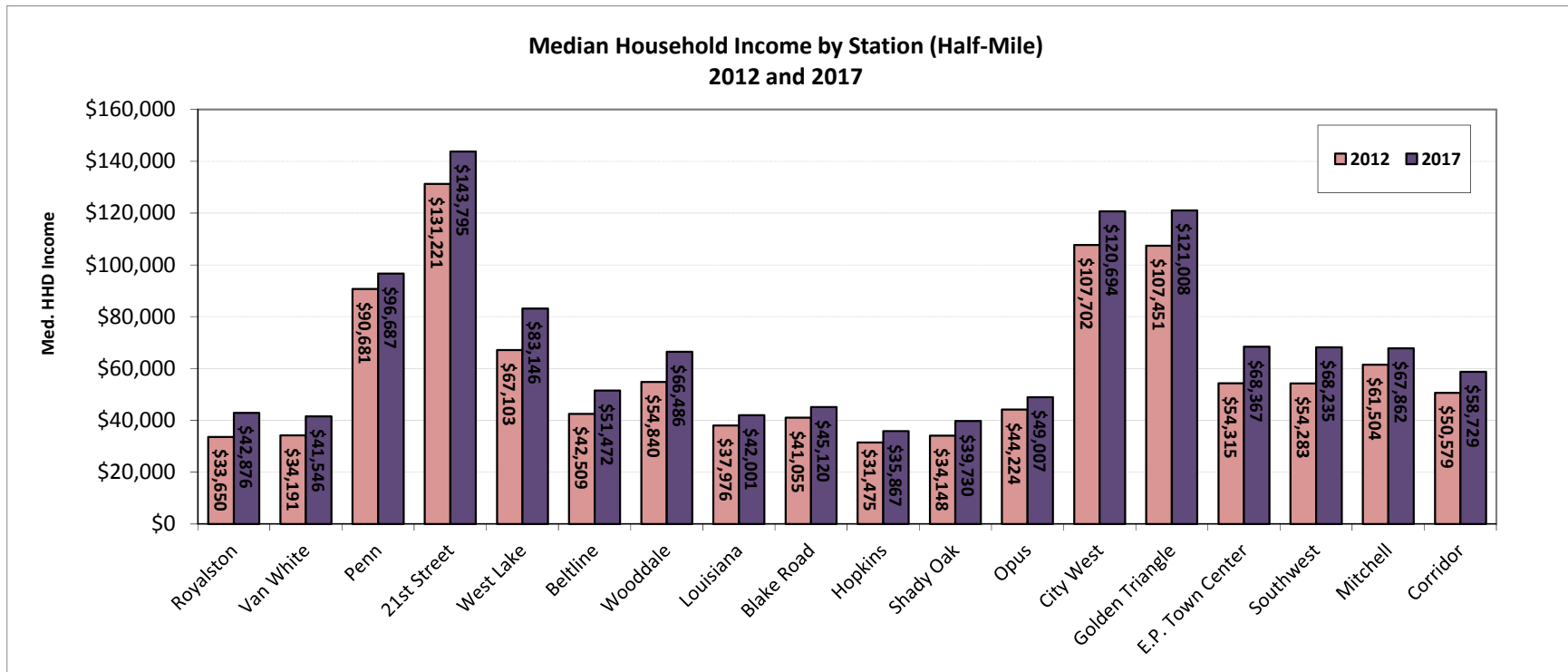
## Household Income

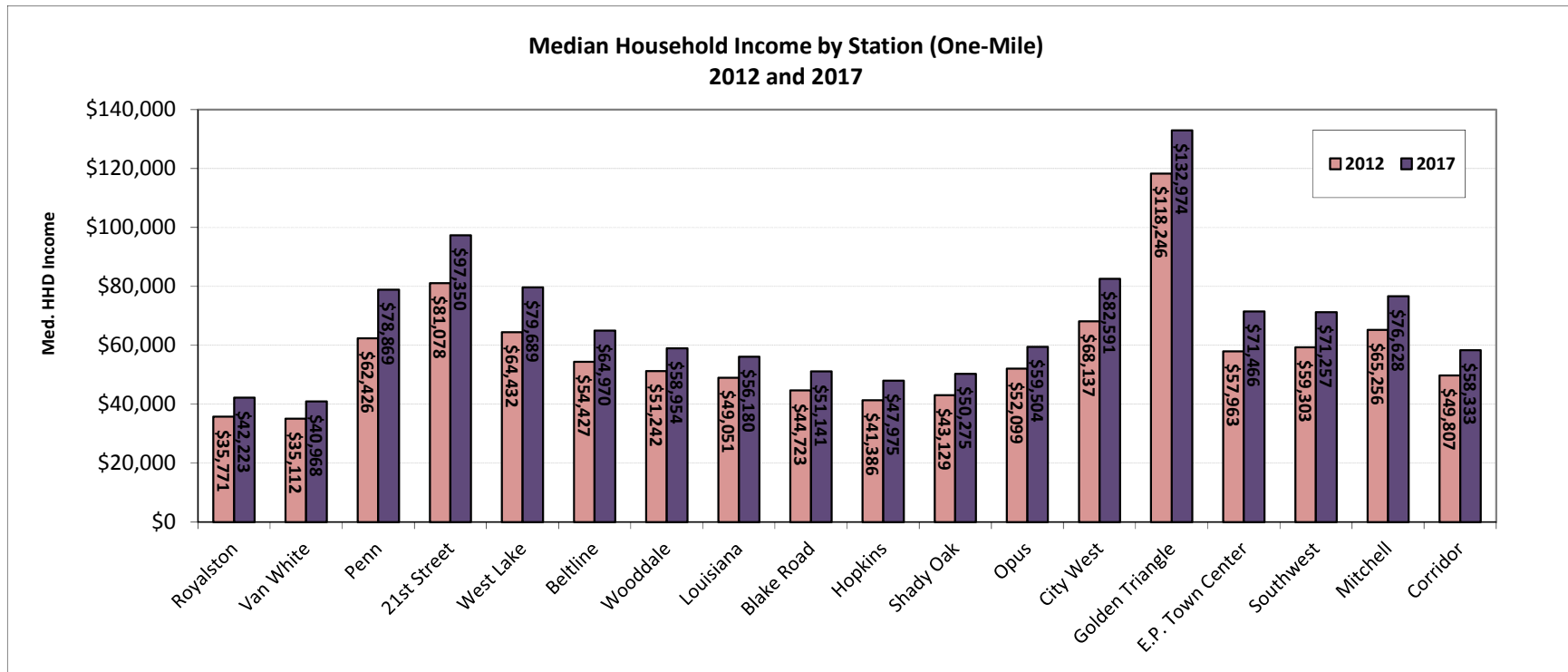
Household income data help ascertain the demand for different types of owned and rented housing based on the size of the market at specific cost levels, and also provides insight into the amount of discretionary dollars that consumers may have to spend on goods and services. In general, housing costs of up to 30% of income are considered affordable by the Department of Housing and Urban Development (HUD). Household income data was compiled by ESRI, Inc. The following charts show household incomes within a half- and one-mile radius of each of the transit stations for 2012 and 2017. Tables D-27 to D-32 break-down median household income by station area at the half-, one-, and two-mile radius.

Housing and transportation rank as the first and second largest expenses in households, respectively. Transportation costs have climbed to a national average of 19% of the household budget. However, transportation costs vary considerably based on where a household lives. Communities that have a large employment base and housing balance and a mix of retail uses within walking or biking distance to public transportation can decrease their transportation costs to less than 10% of their income. Conversely, auto-oriented neighborhoods can spend upwards of 25% of household income on transportation costs. This is especially true for lower-income households which typically spend a higher percentage of their household income on transportation as they have less disposable income. Transit oriented development can increase disposable income by reducing driving costs. Key points from the charts follow:

### Half-Mile Radius:

- In 2012, the median household income ranged between \$31,475 (Hopkins Station) and \$131,221 (21<sup>st</sup> Street Station). By 2017, the median household incomes are projected to increase at all stations by an average of about 16% (3.2% annually). Seven of the stations are projected to have income growth from 20% to 30%.
- Roughly half of stations had household incomes between \$30,000 and \$50,000. Only three stations (21<sup>st</sup> St, City West, and Golden Triangle Stations) had incomes over \$100,000. The remaining stations had median household incomes between \$50,000 and \$70,000.
- Overall, the median incomes for the corridor were about \$50,500 in 2012 increasing to \$58,700 by 2017. Median income for ages 35 to 64 in the corridor were slightly above \$60,000 in 2012 increasing significantly by 2017 to roughly \$75,000.







#### One-Mile Radius:

- Overall, median household incomes were higher at the majority of stations than at the half-mile radius. In 2012, household incomes ranged between \$35,112 (Van White Station) and \$118,246 (Golden Triangle). Household incomes are projected to increase by an average of 16% at all stations with the majority incurring growth between 15% and 20% by 2017.
- Corridor-wide, median incomes were highest for the 45 to 54 age cohort (\$81,162).
- Nearly all of the stations household incomes fell between \$35,000 and \$70,000, while posting a corridor average median income of about \$49,800. Only one station had median household incomes over \$100,000.

### Net Worth

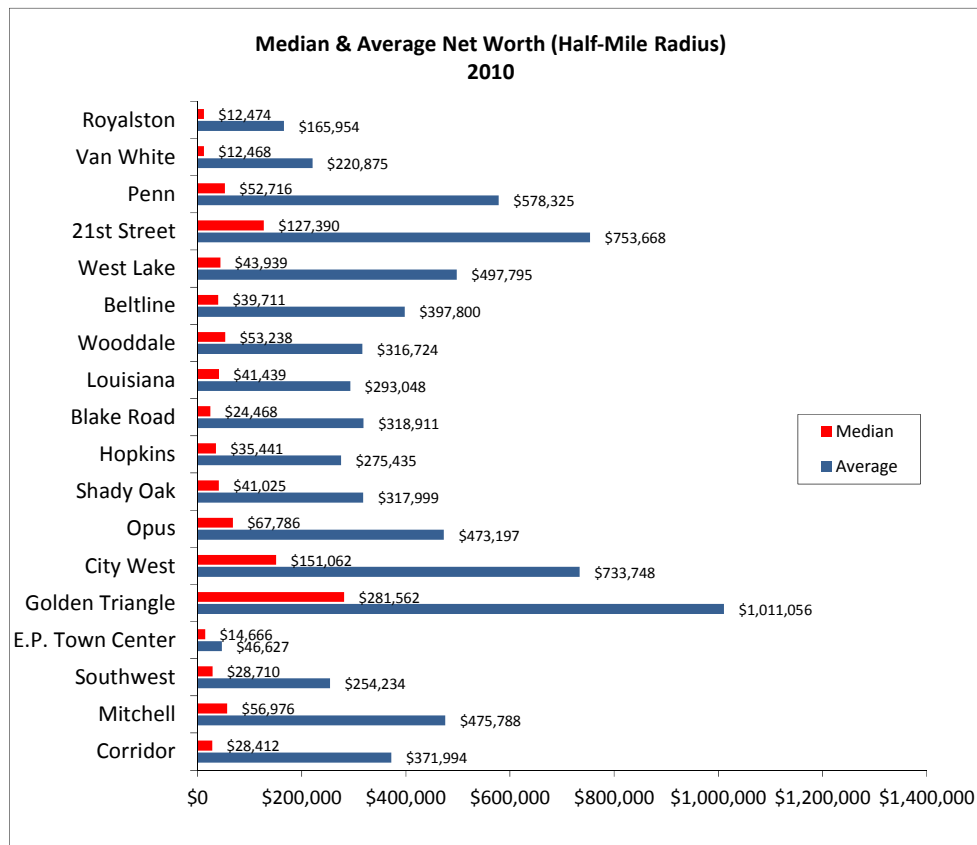
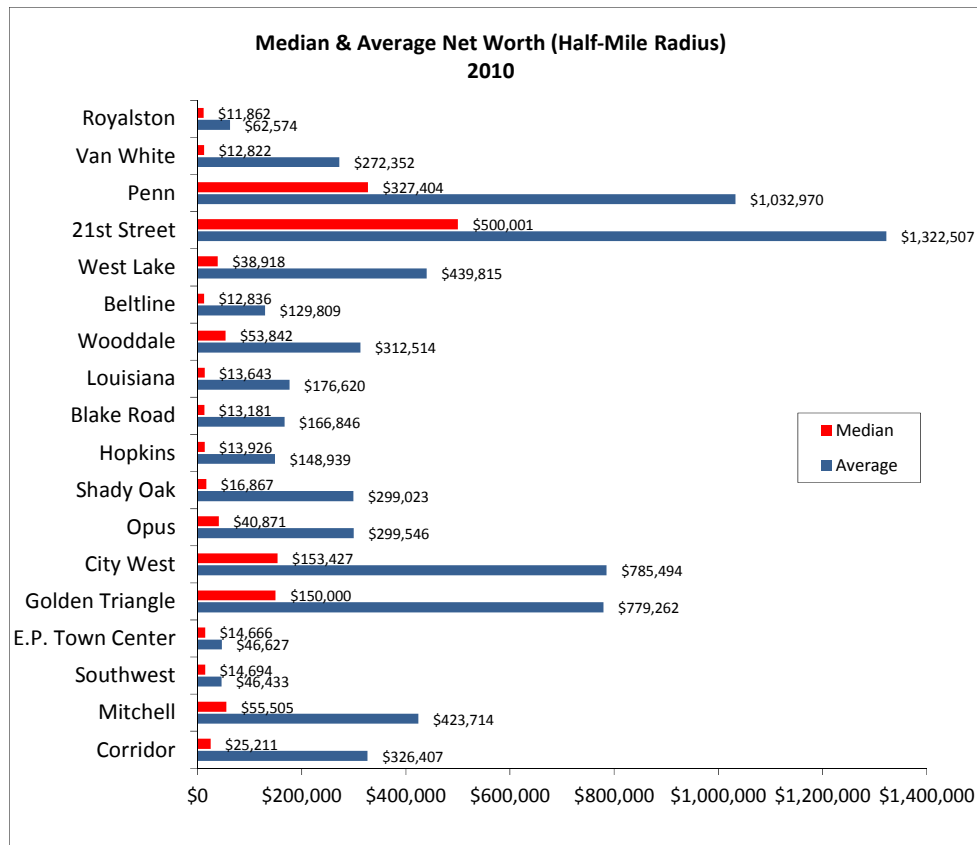
Table D-33 and the following chart shows household net worth within a half-mile and one-mile radii of each proposed SWLRT transit station in 2012. Simply stated, net worth is the difference between assets and liabilities, or the total value of assets after the debt is subtracted. The data was compiled and estimated by ESRI based on the Survey of Consumer Finances and Federal Reserve Board data. The following are key points:

#### Half-Mile Radius:

- Data in the charts was calculated as the total value of a household's wealth less any debts (unsecured or secured by assets). Overall, median net worth varied significantly between transit stations. The median net worth within a half-mile radius ranged from \$11,862 (Royalston Station) to \$500,001 (21<sup>st</sup> Street Station).
- Median net worth is generally a more accurate depiction of wealth than the average figure. A few households with very large net worth can significantly skew the average. Thus, the average net worth was significantly larger at each station than the median net worth and ranged from \$46,433 (Southwest Station) to \$1.3 million (21<sup>st</sup> Street Station) in 2012.

#### One-Mile Radius:

- The median net worth in 2012 within a one-mile radius ranged from \$12,468 (Van White Station) to \$281,562 (Golden Triangle Station). Overall, many stations experienced modest increases in household wealth when compared to the half-mile data.



The SWLRT Corridor had a median net worth of \$25,211 and an average net worth of \$326,407 at a half-mile radius. At a one-mile radius, the net worth increased slightly to a median of \$28,412 and an average of \$371,994. Nearly all station areas had a decline in net worth between 2010 and 2012, mainly due to lost home equity, portfolio losses, and stalled-wages from the Great Recession

Like household income, there is a strong correlation between household age and net worth. Typically net worth increases as a household's age, before peaking between the ages of 55 and 64. Net worth declines as adults age into the senior years. This is likely due to these households spending down assets to support their living costs following retirement.

Households often delay purchasing homes and instead choose to rent until they acquire sufficient net worth to cover the costs of a down payment and closing costs associated with home ownership. This will be especially true in the short-term as tightening lending requirements make mortgages with little or no down payments more difficult to obtain.

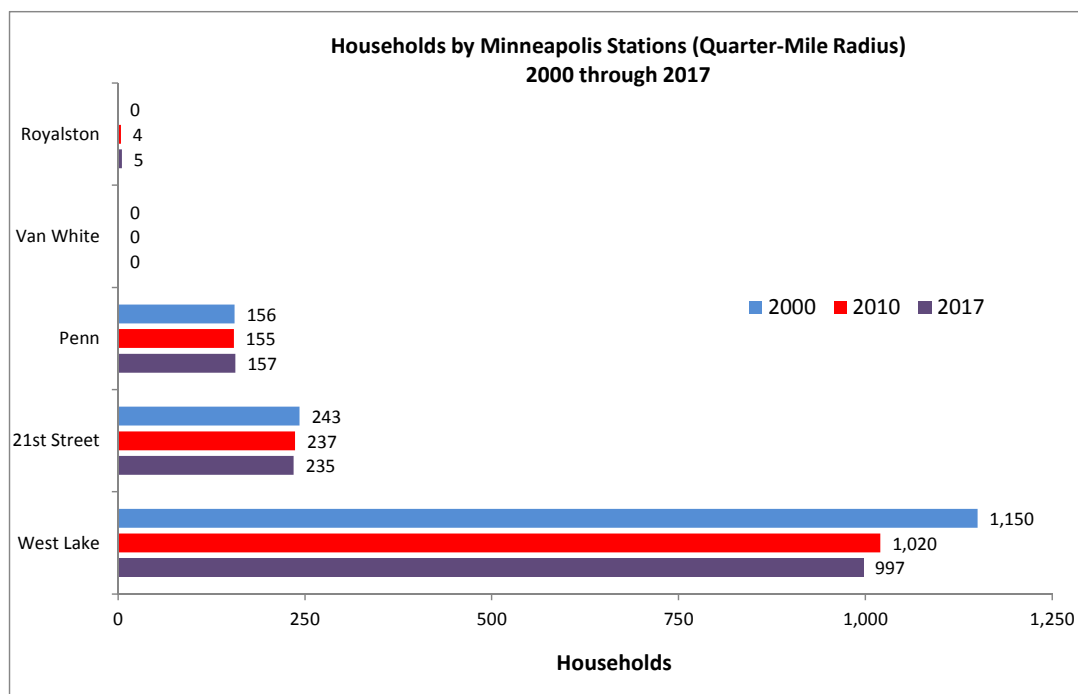
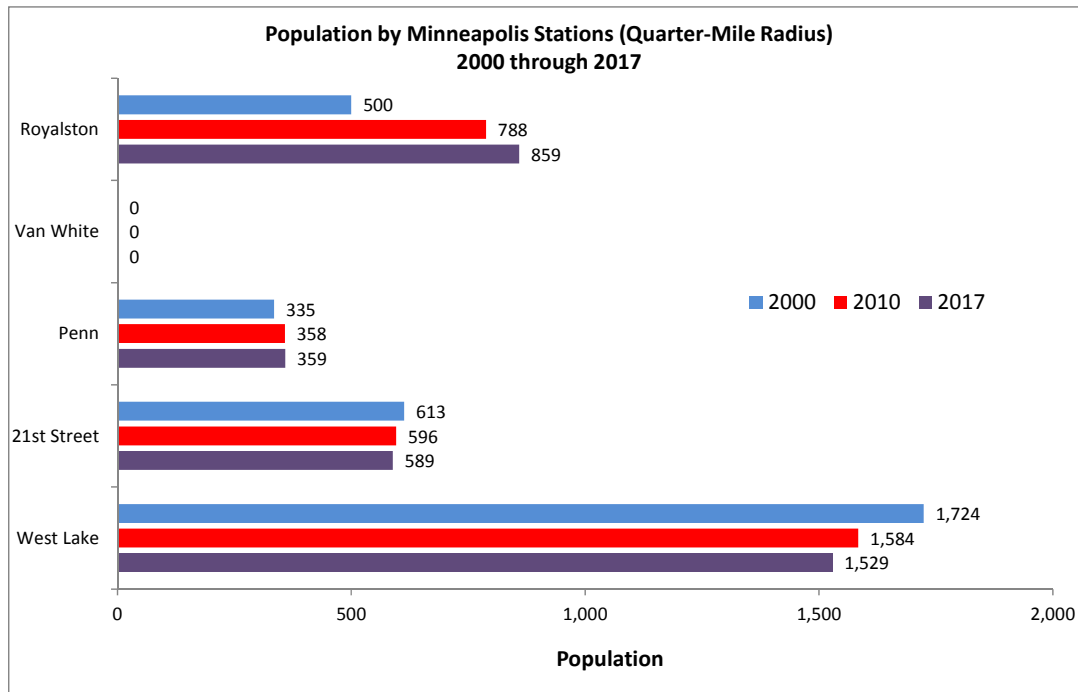
According to data released by the National Association of Realtors in November 2010 (most recent analysis), the average American homeowner has a net worth of about 41 times greater than that of a renter. Research was based on the 2007 Federal Reserve survey that showed the average net worth of a homeowner was above \$200,000, whereas the average net worth of a renter was \$5,000. Over the course of the Great Recession and housing market collapse many homeowners have lost substantial equity, therefore it is now estimated the average net worth of a homeowner in 2010 was somewhere between \$150,000 and \$200,000.

### **Quarter-Mile Analysis (Minneapolis Stations Only)**

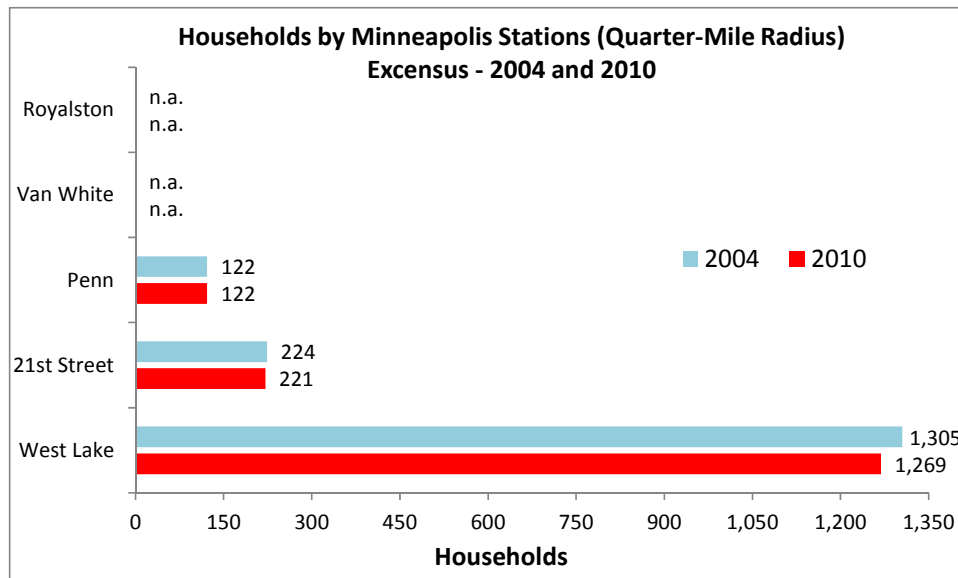
In addition to the analysis for the corridor wide proposed SWLRT stations at a half-, one, and two-mile radius, we have included a snapshot at the five Minneapolis stations within a quarter-mile of each station. The following charts show population and household growth trends for these Minneapolis stations. Year 2000 and 2010 data from the first chart is provided by the Census with 2017 projections from ESRI. The remaining charts contain data provided by Excensus for 2004 and 2010. Tables D-34 through D-37 provides detailed information for each station.

- The Van White Station did not have any population and households within a quarter-mile of the station. The majority of the land around the station is undeveloped and zoned for industrial use.
- The Royalston Station demographic disparity of 788 people and four households in 2010 is due to fact that there is no permanent housing near the station at a quarter-mile. A local homeless shelter is located adjacent to the station along with industrial land use.

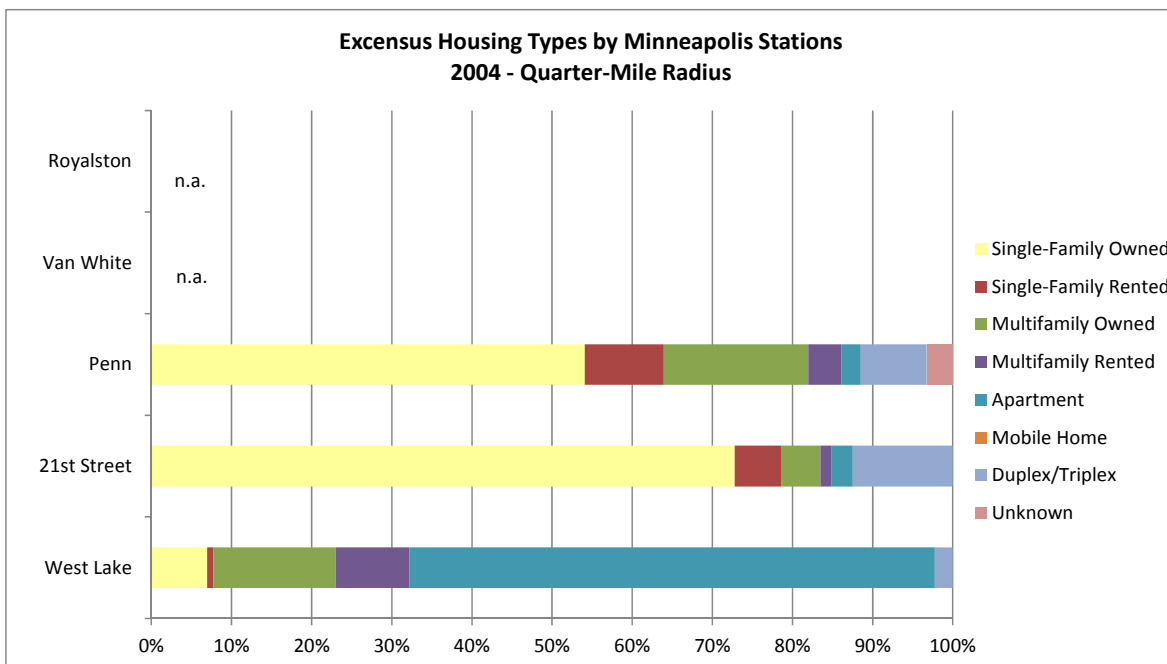
- Of the remaining stations, West Lake and 21<sup>st</sup> Street Stations experienced declines in both population and households from 2000 to 2010. The Penn Station had limited population growth and household decline during the decade. Continued decline or no growth is projected for these three stations through 2017. These stations are in areas that are fully developed with the only opportunity for growth being through in-fill and redevelopment projects.



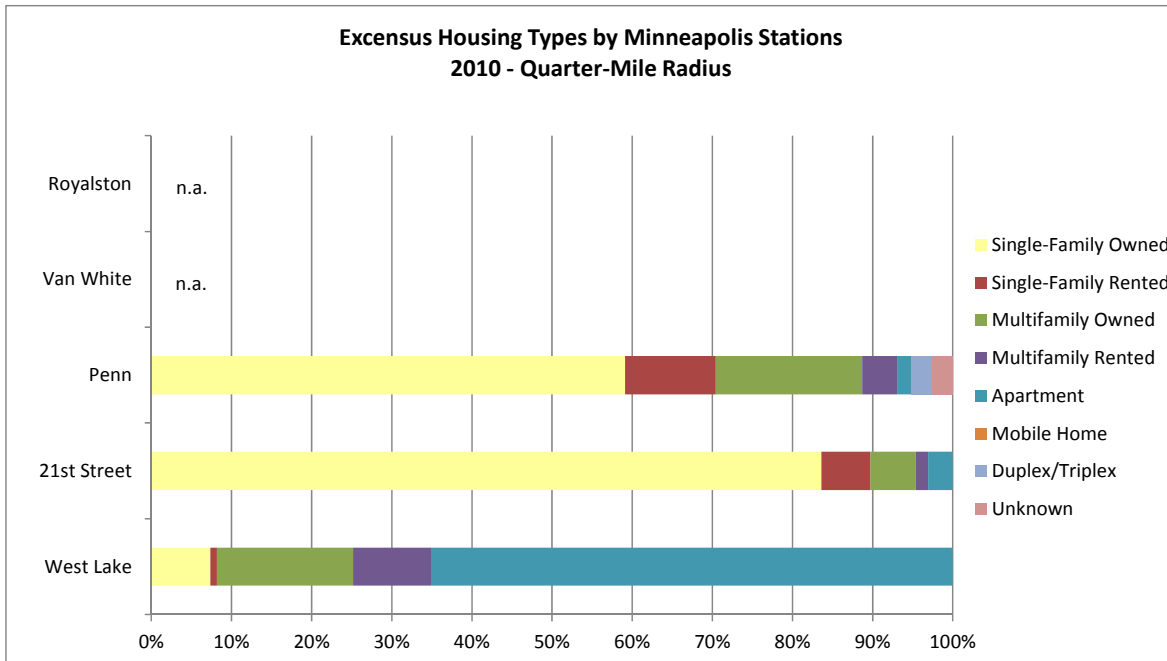
- Excensus data showed similar results as the Census for household growth with all three stations experiencing stagnant or declining growth. There were not enough households to tabulate a report for the Royalston and Van White Stations.



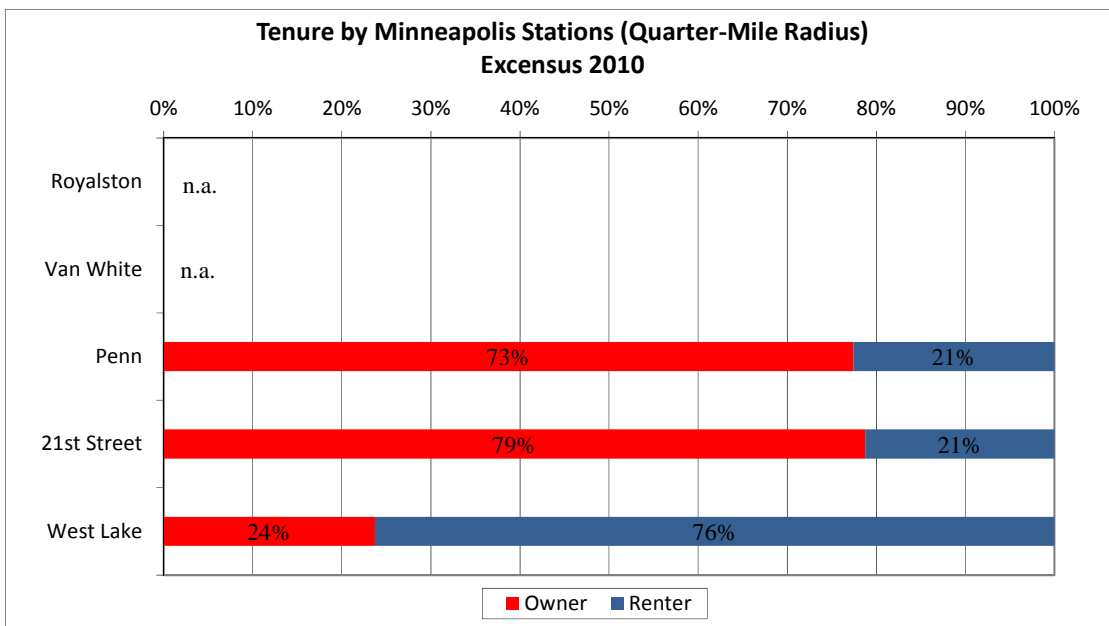
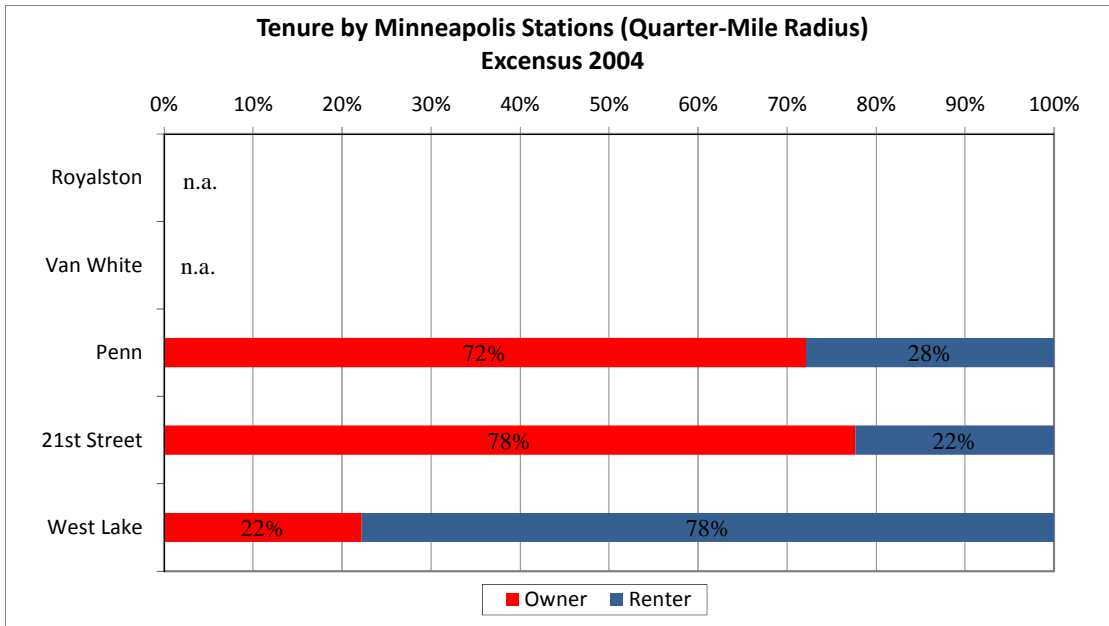
- The dominant household type in 2010 at the Penn and 21<sup>st</sup> Street Stations was owner-occupied housing at 73% and 79%, respectively. The majority of the owned housing was single-family homes consisting of 56% and 74%, respectively. This remained relatively unchanged from 2004 with less than a 5% increase in owner-occupied housing over the period.



- The West Lake Station consisted mainly of rental housing with 76% of the households in 2010. Approximately 63% of these units are apartments, followed by multifamily (9%), duplex/triplex (3%), and single-family (1%). From 2004 to 2010 the only shift was a 3% decline in apartments and a 2% growth in owner-occupied multifamily housing.



- As shown in the previous charts, owner-occupied housing was most prevalent at the Penn and 21<sup>st</sup> Street Stations while renter housing dominated the West Lake Station in 2010. Limited change occurred over the period from 2004 to 2010 (Penn – 1% growth in ownership, 21<sup>st</sup> Street – 1% growth in ownership, and West Lake – 2% increase in rental housing)





DEMOGRAPHIC TABLES



**TABLE D-1  
POPULATION AND HOUSEHOLD GROWTH TRENDS  
SWLRT STATIONS HALF-MILE RADIUS  
2000-2017**

	U.S. Census		Estimate	Projection	Change			
	2000	2010			2000-2010		2010-2017	
			2012	2017	No.	Pct.	No.	Pct.
<b>POPULATION</b>								
Royalston	1,716	3,964	4,064	4,265	2,248	131.0	301	7.6
Van White	1,298	1,226	1,186	1,147	-72	-5.5	-79	-6.4
Penn	2,717	2,514	2,525	2,585	-203	-7.5	71	2.8
21st Street	1,692	1,471	1,460	1,460	-221	-13.1	-11	-0.7
West Lake	4,122	4,356	4,361	4,459	234	5.7	103	2.4
Beltline	3,706	3,728	3,765	3,902	22	0.6	174	4.7
Wooddale	1,790	2,355	2,386	2,482	565	31.6	127	5.4
Louisiana	1,986	2,263	2,279	2,343	277	13.9	80	3.5
Blake Road	4,212	5,395	5,331	5,322	1,183	28.1	-73	-1.4
Hopkins	3,476	3,361	3,275	3,193	-115	-3.3	-168	-5.0
Shady Oak	764	859	853	857	95	12.4	-2	-0.2
Opus	1,276	1,105	1,131	1,193	-171	-13.4	88	8.0
City West	568	582	576	576	14	2.5	-6	-1.0
Golden Triangle	230	456	451	451	226	98.3	-5	-1.1
E.P. Town Center	39	1,026	998	968	987	2530.8	-58	-5.7
Southwest	0	1,871	1,819	1,764	1,871	n.m.	-107	-5.7
Mitchell	359	255	270	298	-104	-29.0	43	16.9
<b>Corridor</b>	<b>42,211</b>	<b>48,455</b>	<b>48,631</b>	<b>49,763</b>	<b>6,244</b>	<b>14.8</b>	<b>1,308</b>	<b>2.7</b>
<b>HOUSEHOLDS</b>								
Royalston	399	1,526	1,580	1,696	1,127	282.5	170	11.1
Van White	445	697	678	663	252	56.6	-34	-4.9
Penn	1,176	1,059	1,066	1,097	-117	-9.9	38	3.6
21st Street	686	581	577	580	-105	-15.3	-1	-0.2
West Lake	2,539	2,685	2,686	2,742	146	5.8	57	2.1
Beltline	2,307	2,271	2,294	2,373	-36	-1.6	102	4.5
Wooddale	891	1,194	1,211	1,263	303	34.0	69	5.8
Louisiana	1,013	1,120	1,128	1,160	107	10.6	40	3.6
Blake Road	2,115	2,443	2,420	2,434	328	15.5	-9	-0.4
Hopkins	1,818	1,756	1,713	1,677	-62	-3.4	-79	-4.5
Shady Oak	445	475	470	472	30	6.7	-3	-0.6
Opus	759	679	696	740	-80	-10.5	61	9.0
City West	318	356	353	353	38	11.9	-3	-0.8
Golden Triangle	87	234	232	232	147	169.0	-2	-0.9
E.P. Town Center	29	633	615	598	604	2082.8	-35	-5.5
Southwest	0	988	960	933	988	n.m.	-55	-5.6
Mitchell	166	137	146	163	-29	-17.5	26	19.0
<b>Corridor</b>	<b>21,916</b>	<b>25,414</b>	<b>25,535</b>	<b>26,242</b>	<b>3,498</b>	<b>16.0</b>	<b>828</b>	<b>3.3</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-2  
POPULATION AND HOUSEHOLD GROWTH TRENDS  
SWLRT STATIONS ONE-MILE RADIUS  
2000-2017**

	U.S. Census		Estimate	Projection	Change			
	2000	2010			2000-2010		2010-2017	
			2012	2017	No.	Pct.	No.	Pct.
<b>POPULATION</b>								
Royalston	15,227	19,652	19,829	20,434	4,425	29.1	782	4.0
Van White	22,345	22,423	22,345	22,608	78	0.3	185	0.8
Penn	12,604	11,524	11,470	11,593	-1,080	-8.6	69	0.6
21st Street	11,939	12,707	12,771	13,123	768	6.4	416	3.3
West Lake	11,609	11,792	12,005	12,520	183	1.6	728	6.2
Beltline	14,045	15,605	15,831	16,490	1,560	11.1	885	5.7
Wooddale	12,576	13,193	13,408	14,008	617	4.9	815	6.2
Louisiana	11,409	12,186	12,257	12,594	777	6.8	408	3.3
Blake Road	12,494	12,005	12,002	12,203	-489	-3.9	198	1.6
Hopkins	12,896	11,740	11,735	11,913	-1,156	-9.0	173	1.5
Shady Oak	11,601	11,234	11,221	11,393	-367	-3.2	159	1.4
Opus	9,589	9,369	9,482	9,820	-220	-2.3	451	4.8
City West	4,649	4,614	4,647	4,767	-35	-0.8	153	3.3
Golden Triangle	1,765	2,277	2,271	2,301	512	29.0	24	1.1
E.P. Town Center	4,022	5,910	6,006	6,356	1,888	46.9	446	7.5
Southwest	6,116	8,661	8,748	9,127	2,545	41.6	466	5.4
Mitchell	5,914	7,343	7,459	7,784	1,429	24.2	441	6.0
<b>Corridor</b>	<b>109,476</b>	<b>119,815</b>	<b>120,794</b>	<b>124,496</b>	<b>10,339</b>	<b>9.4</b>	<b>4,681</b>	<b>3.9</b>
<b>HOUSEHOLDS</b>								
Royalston	8,008	11,083	11,179	11,573	3,075	38.4	490	4.4
Van White	11,912	12,266	12,225	12,419	354	3.0	153	1.2
Penn	5,873	5,575	5,585	5,715	-298	-5.1	140	2.5
21st Street	5,903	6,475	6,520	6,723	572	9.7	248	3.8
West Lake	6,459	6,400	6,506	6,773	-59	-0.9	373	5.8
Beltline	7,373	8,249	8,350	8,676	876	11.9	427	5.2
Wooddale	6,480	6,708	6,817	7,125	228	3.5	417	6.2
Louisiana	5,228	5,648	5,692	5,869	420	8.0	221	3.9
Blake Road	5,811	5,385	5,392	5,514	-426	-7.3	129	2.4
Hopkins	6,126	5,588	5,591	5,704	-538	-8.8	116	2.1
Shady Oak	5,570	5,576	5,578	5,690	6	0.1	114	2.0
Opus	5,078	5,211	5,286	5,512	133	2.6	301	5.8
City West	2,564	2,627	2,653	2,744	63	2.5	117	4.5
Golden Triangle	733	1,072	1,068	1,079	339	46.2	7	0.7
E.P. Town Center	2,005	2,999	3,056	3,256	994	49.6	257	8.6
Southwest	2,971	4,186	4,239	4,453	1,215	40.9	267	6.4
Mitchell	2,716	3,386	3,446	3,610	670	24.7	224	6.6
<b>Corridor</b>	<b>55,266</b>	<b>61,273</b>	<b>61,853</b>	<b>64,005</b>	<b>6,007</b>	<b>10.9</b>	<b>2,732</b>	<b>4.5</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-3  
POPULATION AND HOUSEHOLD GROWTH TRENDS  
SWLRT STATIONS TWO-MILE RADIUS  
2000-2017**

	U.S. Census		Estimate 2012	Projection 2017	Change			
	2000	2010			2000-2010		2010-2017	
					No.	Pct.	No.	Pct.
<b>POPULATION</b>								
Royalston	102,893	103,846	104,932	108,333	953	0.9	4,487	4.3
Van White	90,777	90,501	91,470	94,426	-276	-0.3	3,925	4.3
Penn	78,649	78,420	78,854	80,931	-229	-0.3	2,511	3.2
21st Street	76,145	74,044	74,176	75,718	-2,101	-2.8	1,674	2.3
West Lake	61,203	62,138	62,629	64,529	935	1.5	2,391	3.8
Beltline	51,053	52,511	53,067	54,904	1,458	2.9	2,393	4.6
Wooddale	54,034	55,864	56,332	58,079	1,830	3.4	2,215	4.0
Louisiana	50,579	51,627	52,094	53,766	1,048	2.1	2,139	4.1
Blake Road	47,156	47,032	47,173	48,228	-124	-0.3	1,196	2.5
Hopkins	36,165	37,310	37,494	38,440	1,145	3.2	1,130	3.0
Shady Oak	32,736	33,681	33,878	34,772	945	2.9	1,091	3.2
Opus	24,549	24,630	24,672	25,160	81	0.3	530	2.2
City West	20,666	20,291	20,334	20,737	-375	-1.8	446	2.2
Golden Triangle	15,945	15,994	16,011	16,272	49	0.3	278	1.7
E.P. Town Center	21,640	24,087	24,307	25,018	2,447	11.3	931	3.9
Southwest	22,868	25,426	25,737	26,629	2,558	11.2	1,203	4.7
Mitchell	24,790	26,889	27,220	28,233	2,099	8.5	1,344	5.0
<b>Corridor</b>	<b>281,993</b>	<b>283,463</b>	<b>286,065</b>	<b>294,850</b>	<b>1,470</b>	<b>0.5</b>	<b>11,387</b>	<b>4.0</b>
<b>HOUSEHOLDS</b>								
Royalston	46,873	50,101	50,698	52,615	3,228	6.9	52,615	105.0
Van White	42,372	44,920	45,466	47,176	2,548	6.0	47,176	105.0
Penn	39,207	40,568	40,798	41,985	1,361	3.5	41,985	103.5
21st Street	40,495	40,485	40,585	41,552	-10	0.0	41,552	102.6
West Lake	31,755	32,146	32,403	33,442	391	1.2	33,442	104.0
Beltline	24,809	25,491	25,769	26,705	682	2.7	26,705	104.8
Wooddale	25,356	26,255	26,494	27,383	899	3.5	27,383	104.3
Louisiana	23,344	23,887	24,132	24,985	543	2.3	24,985	104.6
Blake Road	21,771	21,720	21,814	22,377	-51	-0.2	22,377	103.0
Hopkins	16,744	17,466	17,575	18,104	722	4.3	18,104	103.7
Shady Oak	15,239	15,762	15,881	16,390	523	3.4	16,390	104.0
Opus	11,293	11,638	11,682	11,976	345	3.1	11,976	102.9
City West	9,261	9,481	9,533	9,796	220	2.4	9,796	103.3
Golden Triangle	6,977	7,396	7,416	7,581	419	6.0	7,581	102.5
E.P. Town Center	9,172	10,737	10,869	11,249	1,565	17.1	11,249	104.8
Southwest	9,491	11,126	11,296	11,749	1,635	17.2	11,749	105.6
Mitchell	9,848	11,287	11,465	11,952	1,439	14.6	11,952	105.9
<b>Corridor</b>	<b>127,814</b>	<b>132,850</b>	<b>134,163</b>	<b>138,774</b>	<b>5,036</b>	<b>3.9</b>	<b>5,924</b>	<b>4.5</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-4  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS HALF-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>Royalston</b>								
19 & under	371	904	907	939	533	59.0	35	3.9
20 to 24	161	262	272	266	101	38.5	4	1.5
25 to 34	404	1,002	1,045	1,129	598	59.7	127	12.7
35 to 44	402	624	631	658	222	35.6	34	5.4
45 to 54	231	653	655	658	422	64.6	5	0.8
55 to 64	94	343	360	391	249	72.6	48	14.0
65 to 74	35	119	127	154	84	70.6	35	29.4
75+	19	67	67	70	48	71.6	3	4.5
<b>Total</b>	<b>1,717</b>	<b>3,974</b>	<b>4,064</b>	<b>4,265</b>	<b>2,257</b>	<b>56.8</b>	<b>291</b>	<b>7.3</b>
<b>Van White</b>								
19 & under	365	291	276	263	-74	-25.4	-28	-9.6
20 to 24	98	89	86	74	-9	-10.1	-15	-16.9
25 to 34	231	265	258	251	34	12.8	-14	-5.3
35 to 44	233	182	171	161	-51	-28.0	-21	-11.5
45 to 54	189	159	149	134	-30	-18.9	-25	-15.7
55 to 64	91	128	130	134	37	28.9	6	4.7
65 to 74	42	72	75	87	30	41.7	15	20.8
75+	51	41	41	43	-10	-24.4	2	4.9
<b>Total</b>	<b>1,300</b>	<b>1,227</b>	<b>1,186</b>	<b>1,147</b>	<b>-73</b>	<b>-5.9</b>	<b>-80</b>	<b>-6.5</b>
<b>Penn Station</b>								
19 & under	574	545	534	533	-29	-5.3	-12	-2.2
20 to 24	84	94	95	87	10	10.6	-7	-7.4
25 to 34	392	279	286	298	-113	-40.5	19	6.8
35 to 44	535	394	388	386	-141	-35.8	-8	-2.0
45 to 54	580	455	442	419	-125	-27.5	-36	-7.9
55 to 64	586	445	466	495	-141	-31.7	50	11.2
65 to 74	141	193	205	251	52	26.9	58	30.1
75+	127	108	109	116	-19	-17.6	8	7.4
<b>Total</b>	<b>3,019</b>	<b>2,513</b>	<b>2,525</b>	<b>2,585</b>	<b>-506</b>	<b>-20.1</b>	<b>72</b>	<b>2.9</b>
<b>21st Street</b>								
19 & under	388	370	359	350	-18	-4.9	-20	-5.4
20 to 24	48	60	60	55	12	20.0	-5	-8.3
25 to 34	216	117	119	122	-99	-84.6	5	4.3
35 to 44	304	186	179	171	-118	-63.4	-15	-8.1
45 to 54	337	282	271	249	-55	-19.5	-33	-11.7
55 to 64	214	249	259	268	35	14.1	19	7.6
65 to 74	100	122	129	155	22	18.0	33	27.0
75+	80	84	84	90	4	4.8	6	7.1
<b>Total</b>	<b>1,687</b>	<b>1,470</b>	<b>1,460</b>	<b>1,460</b>	<b>-217</b>	<b>-14.8</b>	<b>-10</b>	<b>-0.7</b>

**TABLE D-4  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS HALF-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>West Lake</b>								
19 & under	401	448	441	453	47	10.5	5	1.1
20 to 24	453	465	464	423	12	2.6	-42	-9.0
25 to 34	1,187	1,308	1,309	1,335	121	9.3	27	2.1
35 to 44	609	533	518	521	-76	-14.3	-12	-2.3
45 to 54	532	503	489	465	-29	-5.8	-38	-7.6
55 to 64	310	528	551	595	218	41.3	67	12.7
65 to 74	202	224	238	297	22	9.8	73	32.6
75+	431	348	351	370	-83	-23.9	22	6.3
<b>Total</b>	<b>4,125</b>	<b>4,357</b>	<b>4,361</b>	<b>4,459</b>	<b>232</b>	<b>5.3</b>	<b>102</b>	<b>2.3</b>
<b>Beltline</b>								
19 & under	476	520	517	538	44	8.5	18	3.5
20 to 24	556	423	429	401	-133	-31.4	-22	-5.2
25 to 34	1,157	1,277	1,303	1,369	120	9.4	92	7.2
35 to 44	499	441	431	442	-58	-13.2	1	0.2
45 to 54	338	379	370	356	41	10.8	-23	-6.1
55 to 64	161	327	343	375	166	50.8	48	14.7
65 to 74	162	134	141	174	-28	-20.9	40	29.9
75+	354	227	231	247	-127	-55.9	20	8.8
<b>Total</b>	<b>3,703</b>	<b>3,728</b>	<b>3,765</b>	<b>3,902</b>	<b>25</b>	<b>0.7</b>	<b>174</b>	<b>4.7</b>
<b>Wooddale</b>								
19 & under	382	447	444	455	65	14.5	8	1.8
20 to 24	98	159	163	155	61	38.4	-4	-2.5
25 to 34	427	627	647	679	200	31.9	52	8.3
35 to 44	324	358	351	359	34	9.5	1	0.3
45 to 54	236	304	297	284	68	22.4	-20	-6.6
55 to 64	126	257	271	295	131	51.0	38	14.8
65 to 74	81	107	117	148	26	24.3	41	38.3
75+	114	92	96	107	-22	-23.9	15	16.3
<b>Total</b>	<b>1,788</b>	<b>2,351</b>	<b>2,386</b>	<b>2,482</b>	<b>563</b>	<b>23.9</b>	<b>131</b>	<b>5.6</b>
<b>Louisiana</b>								
19 & under	458	486	482	493	28	5.8	7	1.4
20 to 24	214	223	226	210	9	4.0	-13	-5.8
25 to 34	492	640	652	680	148	23.1	40	6.3
35 to 44	339	314	305	310	-25	-8.0	-4	-1.3
45 to 54	213	251	244	233	38	15.1	-18	-7.2
55 to 64	114	200	210	228	86	43.0	28	14.0
65 to 74	71	85	92	115	14	16.5	30	35.3
75+	86	65	68	74	-21	-32.3	9	13.8
<b>Total</b>	<b>1,987</b>	<b>2,264</b>	<b>2,279</b>	<b>2,343</b>	<b>277</b>	<b>12.2</b>	<b>79</b>	<b>3.5</b>

**TABLE D-4**  
**POPULATION AGE DISTRIBUTION**  
**SWLRT STATIONS HALF-MILE RADIUS**  
**2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>Blake</b>								
19 & under	965	1,390	1,342	1,322	425	30.6	-68	-4.9
20 to 24	582	475	478	440	-107	-22.5	-35	-7.4
25 to 34	1,155	1,501	1,519	1,556	346	23.1	55	3.7
35 to 44	635	712	683	674	77	10.8	-38	-5.3
45 to 54	419	602	575	532	183	30.4	-70	-11.6
55 to 64	193	429	442	464	236	55.0	35	8.2
65 to 74	137	162	170	205	25	15.4	43	26.5
75+	126	123	122	129	-3	-2.4	6	4.9
<b>Total</b>	<b>4,212</b>	<b>5,394</b>	<b>5,331</b>	<b>5,322</b>	<b>1,182</b>	<b>21.9</b>	<b>-72</b>	<b>-1.3</b>
<b>Hopkins</b>								
19 & under	774	762	725	696	-12	-1.6	-66	-8.7
20 to 24	242	203	200	176	-39	-19.2	-27	-13.3
25 to 34	679	566	561	547	-113	-20.0	-19	-3.4
35 to 44	603	465	440	420	-138	-29.7	-45	-9.7
45 to 54	427	510	482	435	83	16.3	-75	-14.7
55 to 64	239	384	390	397	145	37.8	13	3.4
65 to 74	211	223	232	273	12	5.4	50	22.4
75+	301	248	245	249	-53	-21.4	1	0.4
<b>Total</b>	<b>3,476</b>	<b>3,361</b>	<b>3,275</b>	<b>3,193</b>	<b>-115</b>	<b>-3.4</b>	<b>-168</b>	<b>-5.0</b>
<b>Shady Oak</b>								
19 & under	167	183	176	176	16	8.7	-7	-3.8
20 to 24	47	50	49	44	3	6.0	-6	-12.0
25 to 34	139	134	135	134	-5	-3.7	0	0.0
35 to 44	124	103	99	95	-21	-20.4	-8	-7.8
45 to 54	104	135	129	120	31	23.0	-15	-11.1
55 to 64	59	118	123	129	59	50.0	11	9.3
65 to 74	58	70	74	88	12	17.1	18	25.7
75+	68	68	68	71	0	0.0	3	4.4
<b>Total</b>	<b>766</b>	<b>861</b>	<b>853</b>	<b>857</b>	<b>95</b>	<b>11.0</b>	<b>-4</b>	<b>-0.5</b>
<b>Opus</b>								
19 & under	165	177	177	183	12	6.8	6	3.4
20 to 24	110	88	90	85	-22	-25.0	-3	-3.4
25 to 34	299	287	294	309	-12	-4.2	22	7.7
35 to 44	189	123	122	124	-66	-53.7	1	0.8
45 to 54	201	126	124	120	-75	-59.5	-6	-4.8
55 to 64	150	144	153	168	-6	-4.2	24	16.7
65 to 74	100	96	104	130	-4	-4.2	34	35.4
75+	61	65	67	74	4	6.2	9	13.8
<b>Total</b>	<b>1,275</b>	<b>1,106</b>	<b>1,131</b>	<b>1,193</b>	<b>-169</b>	<b>-15.3</b>	<b>87</b>	<b>7.9</b>

**TABLE D-4  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS HALF-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>City West</b>								
19 & under	145	107	104	91	-38	-35.5	-16	-15.0
20 to 24	26	46	46	42	20	43.5	-4	-8.7
25 to 34	89	113	113	113	24	21.2	0	0.0
35 to 44	112	60	57	55	-52	-86.7	-5	-8.3
45 to 54	89	94	90	83	5	5.3	-11	-11.7
55 to 64	40	70	71	75	30	42.9	5	7.1
65 to 74	32	41	43	52	9	22.0	11	26.8
75+	30	52	52	65	22	42.3	13	25.0
<b>Total</b>	<b>563</b>	<b>583</b>	<b>576</b>	<b>576</b>	<b>20</b>	<b>3.4</b>	<b>-7</b>	<b>-1.2</b>
<b>Golden Triangle</b>								
19 & under	65	84	81	78	19	22.6	-6	-7.1
20 to 24	11	36	36	33	25	69.4	-3	-8.3
25 to 34	36	89	89	89	53	59.6	0	0.0
35 to 44	45	47	45	44	2	4.3	-3	-6.4
45 to 54	36	73	70	65	37	50.7	-8	-11.0
55 to 64	15	55	56	58	40	72.7	3	5.5
65 to 74	13	32	34	41	19	59.4	9	28.1
75+	12	40	40	43	28	70.0	3	7.5
<b>Total</b>	<b>233</b>	<b>456</b>	<b>451</b>	<b>451</b>	<b>223</b>	<b>48.9</b>	<b>-5</b>	<b>-1.1</b>
<b>E.P. Town Center</b>								
19 & under	0	176	168	161	176	100.0	-15	-8.5
20 to 24	6	104	102	90	98	94.2	-14	-13.5
25 to 34	14	402	394	386	388	96.5	-16	-4.0
35 to 44	5	128	119	116	123	96.1	-12	-9.4
45 to 54	3	71	68	61	68	95.8	-10	-14.1
55 to 64	0	39	39	40	39	100.0	1	2.6
65 to 74	0	17	19	22	17	100.0	5	29.4
75+	1	88	89	92	87	98.9	4	4.5
<b>Total</b>	<b>29</b>	<b>1,025</b>	<b>998</b>	<b>968</b>	<b>996</b>	<b>97.2</b>	<b>-57</b>	<b>-5.6</b>
<b>Southwest</b>								
19 & under	0	321	305	294	321	100.0	-27	-8.4
20 to 24	0	190	186	163	190	100.0	-27	-14.2
25 to 34	0	734	718	703	734	100.0	-31	-4.2
35 to 44	0	234	217	212	234	100.0	-22	-9.4
45 to 54	0	131	123	110	131	100.0	-21	-16.0
55 to 64	0	72	72	73	72	100.0	1	1.4
65 to 74	0	32	34	39	32	100.0	7	21.9
75+	0	161	164	170	161	100.0	9	5.6
<b>Total</b>	<b>0</b>	<b>1,875</b>	<b>1,819</b>	<b>1,764</b>	<b>1,875</b>	<b>100.0</b>	<b>-111</b>	<b>-5.9</b>

**TABLE D-4**  
**POPULATION AGE DISTRIBUTION**  
**SWLRT STATIONS HALF-MILE RADIUS**  
**2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
<b>Mitchell</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	88	58	57	62	-30	-51.7	4	6.9
20 to 24	41	21	23	24	-20	-95.2	3	14.3
25 to 34	90	60	65	73	-30	-50.0	13	21.7
35 to 44	55	31	32	34	-24	-77.4	3	9.7
45 to 54	39	31	32	32	-8	-25.8	1	3.2
55 to 64	20	30	33	38	10	33.3	8	26.7
65 to 74	13	13	15	20	0	0.0	7	53.8
75+	12	11	13	15	-1	-9.1	4	36.4
<b>Total</b>	<b>358</b>	<b>255</b>	<b>270</b>	<b>298</b>	<b>-103</b>	<b>-40.4</b>	<b>43</b>	<b>16.9</b>
<b>Corridor</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	7,523	8,833	8,686	8,749	1,310	14.8	-84	-1.0
20 to 24	4,000	3,991	4,021	3,716	-9	-0.2	-275	-6.9
25 to 34	10,257	12,447	12,639	13,077	2,190	17.6	630	5.1
35 to 44	6,983	6,530	6,363	6,407	-453	-6.9	-123	-1.9
45 to 54	5,457	6,305	6,133	5,833	848	13.4	-472	-7.5
55 to 64	2,999	5,180	5,422	5,822	2,181	42.1	642	12.4
65 to 74	2,024	2,426	2,591	3,187	402	16.6	761	31.4
75+	2,968	2,741	2,790	2,973	-227	-8.3	232	8.5
<b>Total</b>	<b>42,211</b>	<b>48,453</b>	<b>48,645</b>	<b>49,764</b>	<b>6,242</b>	<b>12.9</b>	<b>1,311</b>	<b>2.7</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.



**TABLE D-5  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS ONE-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>Royalston</b>								
19 & under	2,771	3,035	3,010	3,074	264	8.7	39	1.3
20 to 24	1,556	2,044	2,058	1,907	488	23.9	-137	-6.7
25 to 34	3,480	5,432	5,522	5,741	1,952	35.9	309	5.7
35 to 44	2,501	2,651	2,600	2,650	150	5.7	-1	0.0
45 to 54	1,848	2,450	2,401	2,312	602	24.6	-138	-5.6
55 to 64	1,224	2,005	2,110	2,277	781	39.0	272	13.6
65 to 74	988	1,134	1,212	1,491	146	12.9	357	31.5
75+	858	900	916	982	42	4.7	82	9.1
<b>Total</b>	<b>15,226</b>	<b>19,651</b>	<b>19,829</b>	<b>20,434</b>	<b>4,425</b>	<b>22.5</b>	<b>783</b>	<b>4.0</b>
<b>Van White</b>								
19 & under	4,313	3,771	3,695	3,715	-542	-14.4	-56	-1.5
20 to 24	2,448	2,442	2,438	2,227	-6	-0.2	-215	-8.8
25 to 34	5,433	5,737	5,767	5,890	304	5.3	153	2.7
35 to 44	3,617	3,013	2,918	2,915	-604	-20.0	-98	-3.3
45 to 54	2,745	2,858	2,763	2,616	113	4.0	-242	-8.5
55 to 64	1,584	2,243	2,325	2,458	659	29.4	215	9.6
65 to 74	1,089	1,263	1,332	1,610	174	13.8	347	27.5
75+	1,117	1,097	1,107	1,177	-20	-1.8	80	7.3
<b>Total</b>	<b>22,346</b>	<b>22,424</b>	<b>22,345</b>	<b>22,608</b>	<b>78</b>	<b>0.3</b>	<b>184</b>	<b>0.8</b>
<b>Penn Station</b>								
19 & under	2,593	2,236	2,156	2,116	-357	-16.0	-120	-5.4
20 to 24	910	830	829	756	-80	-9.6	-74	-8.9
25 to 34	2,853	2,394	2,423	2,488	-459	-19.2	94	3.9
35 to 44	2,162	1,679	1,624	1,604	-483	-28.8	-75	-4.5
45 to 54	1,983	1,693	1,634	1,533	-290	-17.1	-160	-9.5
55 to 64	1,030	1,479	1,540	1,632	449	30.4	153	10.3
65 to 74	490	712	757	920	222	31.2	208	29.2
75+	586	500	507	544	-86	-17.2	44	8.8
<b>Total</b>	<b>12,607</b>	<b>11,523</b>	<b>11,470</b>	<b>11,593</b>	<b>-1,084</b>	<b>-9.4</b>	<b>70</b>	<b>0.6</b>
<b>21st Street</b>								
19 & under	1,847	2,086	2,047	2,069	239	11.5	-17	-0.8
20 to 24	861	884	889	820	23	2.6	-64	-7.2
25 to 34	2,807	2,571	2,609	2,702	-236	-9.2	131	5.1
35 to 44	2,017	1,796	1,752	1,753	-221	-12.3	-43	-2.4
45 to 54	2,046	1,824	1,777	1,688	-222	-12.2	-136	-7.5
55 to 64	107	1,867	1,957	2,096	1,760	94.3	229	12.3
65 to 74	583	872	930	1,141	289	33.1	269	30.8
75+	708	807	810	854	99	12.3	47	5.8
<b>Total</b>	<b>10,976</b>	<b>12,707</b>	<b>12,771</b>	<b>13,123</b>	<b>1,731</b>	<b>13.6</b>	<b>416</b>	<b>3.3</b>

**TABLE D-5  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS ONE-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
<b>West Lake</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>Pct.</b>	<b>No.</b>	<b>Pct.</b>
19 & under	1,645	1,800	1,808	1,881	155	8.6	81	4.5
20 to 24	1,145	1,006	1,020	951	-139	-13.8	-55	-5.5
25 to 34	3,012	3,034	3,098	3,240	22	0.7	206	6.8
35 to 44	1,757	1,516	1,499	1,535	-241	-15.9	19	1.3
45 to 54	1,566	1,479	1,461	1,410	-87	-5.9	-69	-4.7
55 to 64	799	1,468	1,559	1,704	669	45.6	236	16.1
65 to 74	570	625	676	849	55	8.8	224	35.8
75+	1,115	865	884	950	-250	-28.9	85	9.8
<b>Total</b>	<b>11,609</b>	<b>11,793</b>	<b>12,005</b>	<b>12,520</b>	<b>184</b>	<b>1.6</b>	<b>727</b>	<b>6.2</b>
<b>Beltline</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>Pct.</b>	<b>No.</b>	<b>Pct.</b>
19 & under	2,391	2,690	2,694	2,814	299	11.1	124	4.6
20 to 24	1,243	1,229	1,244	1,157	-14	-1.1	-72	-5.9
25 to 34	3,418	3,872	3,947	4,108	454	11.7	236	6.1
35 to 44	2,167	2,102	2,071	2,116	-65	-3.1	14	0.7
45 to 54	1,801	1,903	1,871	1,804	102	5.4	-99	-5.2
55 to 64	928	1,773	1,875	2,047	845	47.7	274	15.5
65 to 74	677	792	855	1,073	115	14.5	281	35.5
75+	1,420	1,243	1,274	1,371	-177	-14.2	128	10.3
<b>Total</b>	<b>14,045</b>	<b>15,604</b>	<b>15,831</b>	<b>16,490</b>	<b>1,559</b>	<b>10.0</b>	<b>886</b>	<b>5.7</b>
<b>Wooddale</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>Pct.</b>	<b>No.</b>	<b>Pct.</b>
19 & under	2,473	2,467	2,464	2,558	-6	-0.2	91	3.7
20 to 24	1,000	889	906	850	-111	-12.5	-39	-4.4
25 to 34	3,063	3,349	3,440	3,598	286	8.5	249	7.4
35 to 44	2,118	1,937	1,912	1,956	-181	-9.3	19	1.0
45 to 54	1,487	1,611	1,584	1,530	124	7.7	-81	-5.0
55 to 64	802	1,332	1,412	1,547	530	39.8	215	16.1
65 to 74	591	685	741	936	94	13.7	251	36.6
75+	1,044	924	949	1,033	-120	-13.0	109	11.8
<b>Total</b>	<b>12,578</b>	<b>13,194</b>	<b>13,408</b>	<b>14,008</b>	<b>616</b>	<b>4.7</b>	<b>814</b>	<b>6.2</b>
<b>Louisiana</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>Pct.</b>	<b>No.</b>	<b>Pct.</b>
19 & under	2,650	2,794	2,754	2,785	144	5.2	-9	-0.3
20 to 24	931	888	900	836	-43	-4.8	-52	-5.9
25 to 34	2,579	3,026	3,096	3,219	447	14.8	193	6.4
35 to 44	1,930	1,737	1,695	1,712	-193	-11.1	-25	-1.4
45 to 54	1,343	1,483	1,444	1,373	140	9.4	-110	-7.4
55 to 64	755	1,173	1,230	1,332	418	35.6	159	13.6
65 to 74	551	570	611	763	19	3.3	193	33.9
75+	670	516	527	574	-154	-29.8	58	11.2
<b>Total</b>	<b>11,409</b>	<b>12,187</b>	<b>12,257</b>	<b>12,594</b>	<b>778</b>	<b>6.4</b>	<b>407</b>	<b>3.3</b>

**TABLE D-5  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS ONE-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>Blake</b>								
19 & under	2,719	2,829	2,761	2,759	110	3.9	-70	-2.5
20 to 24	1,201	874	882	813	-327	-37.4	-61	-7.0
25 to 34	2,617	2,623	2,664	2,746	6	0.2	123	4.7
35 to 44	1,994	1,543	1,496	1,486	-451	-29.2	-57	-3.7
45 to 54	1,415	1,521	1,471	1,389	106	7.0	-132	-8.7
55 to 64	809	1,161	1,213	1,299	352	30.3	138	11.9
65 to 74	681	543	581	715	-138	-25.4	172	31.7
75+	1,061	911	934	996	-150	-16.5	85	9.3
<b>Total</b>	<b>12,497</b>	<b>12,005</b>	<b>12,002</b>	<b>12,203</b>	<b>-492</b>	<b>-4.1</b>	<b>198</b>	<b>1.6</b>
<b>Hopkins</b>								
19 & under	2,724	2,501	2,441	2,433	-223	-8.9	-68	-2.7
20 to 24	893	675	680	623	-218	-32.3	-52	-7.7
25 to 34	2,364	2,096	2,129	2,173	-268	-12.8	77	3.7
35 to 44	2,110	1,529	1,480	1,464	-581	-38.0	-65	-4.3
45 to 54	1,612	1,739	1,683	1,577	127	7.3	-162	-9.3
55 to 64	952	1,344	1,397	1,485	392	29.2	141	10.5
65 to 74	757	735	782	952	-22	-3.0	217	29.5
75+	1,485	1,124	1,143	1,206	-361	-32.1	82	7.3
<b>Total</b>	<b>12,897</b>	<b>11,743</b>	<b>11,735</b>	<b>11,913</b>	<b>-1,154</b>	<b>-9.8</b>	<b>170</b>	<b>1.4</b>
<b>Shady Oak</b>								
19 & under	2,333	2,289	2,219	2,215	-44	-1.9	-74	-3.2
20 to 24	811	624	627	572	-187	-30.0	-52	-8.3
25 to 34	2,206	1,961	1,998	2,022	-245	-12.5	61	3.1
35 to 44	1,892	1,408	1,359	1,340	-484	-34.4	-68	-4.8
45 to 54	1,512	1,682	1,625	1,515	170	10.1	-167	-9.9
55 to 64	938	1,412	1,470	1,561	474	33.6	149	10.6
65 to 74	719	832	885	1,075	113	13.6	243	29.2
75+	1,189	1,026	1,038	1,093	-163	-15.9	67	6.5
<b>Total</b>	<b>11,600</b>	<b>11,234</b>	<b>11,221</b>	<b>11,393</b>	<b>-366</b>	<b>-3.3</b>	<b>159</b>	<b>1.4</b>
<b>Opus</b>								
19 & under	1,550	1,492	1,469	1,491	-58	-3.9	-1	-0.1
20 to 24	742	584	593	549	-158	-27.1	-35	-6.0
25 to 34	1,950	1,891	1,932	1,998	-59	-3.1	107	5.7
35 to 44	1,418	1,019	994	1,001	-399	-39.2	-18	-1.8
45 to 54	1,350	1,247	1,218	1,151	-103	-8.3	-96	-7.7
55 to 64	931	1,293	1,359	1,455	362	28.0	162	12.5
65 to 74	711	807	866	1,059	96	11.9	252	31.2
75+	937	1,034	1,051	1,116	97	9.4	82	7.9
<b>Total</b>	<b>9,589</b>	<b>9,367</b>	<b>9,482</b>	<b>9,820</b>	<b>-222</b>	<b>-2.4</b>	<b>453</b>	<b>4.8</b>

**TABLE D-5  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS ONE-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>City West</b>								
19 & under	850	735	720	722	-115	-15.6	-13	-1.8
20 to 24	260	291	293	268	31	10.7	-23	-7.9
25 to 34	732	832	843	859	100	12.0	27	3.2
35 to 44	702	453	439	435	-249	-55.0	-18	-4.0
45 to 54	765	635	617	575	-130	-20.5	-60	-9.4
55 to 64	548	712	743	784	164	23.0	72	10.1
65 to 74	453	467	499	603	14	3.0	136	29.1
75+	337	489	493	521	152	31.1	32	6.5
<b>Total</b>	<b>4,647</b>	<b>4,614</b>	<b>4,647</b>	<b>4,767</b>	<b>-33</b>	<b>-0.7</b>	<b>153</b>	<b>3.3</b>
<b>Golden Triangle</b>								
19 & under	493	546	531	532	53	9.7	-14	-2.6
20 to 24	72	135	135	122	63	46.7	-13	-9.6
25 to 34	188	301	301	301	113	37.5	0	0.0
35 to 44	299	250	244	237	-49	-19.6	-13	-5.2
45 to 54	319	371	357	333	52	14.0	-38	-10.2
55 to 64	185	310	324	342	125	40.3	32	10.3
65 to 74	1,434	187	199	242	-1,247	-666.8	55	29.4
75+	79	178	180	192	99	55.6	14	7.9
<b>Total</b>	<b>3,069</b>	<b>2,278</b>	<b>2,271</b>	<b>2,301</b>	<b>-791</b>	<b>-34.7</b>	<b>23</b>	<b>1.0</b>
<b>E.P. Town Center</b>								
19 & under	925	1,237	1,241	1,308	312	25.2	71	5.7
20 to 24	416	503	513	486	87	17.3	-17	-3.4
25 to 34	1,217	1,724	1,756	1,837	507	29.4	113	6.6
35 to 44	632	717	702	735	85	11.9	18	2.5
45 to 54	418	606	600	595	188	31.0	-11	-1.8
55 to 64	174	432	462	522	258	59.7	90	20.8
65 to 74	98	183	201	262	85	46.4	79	43.2
75+	140	507	531	611	367	72.4	104	20.5
<b>Total</b>	<b>4,020</b>	<b>5,909</b>	<b>6,006</b>	<b>6,356</b>	<b>1,889</b>	<b>32.0</b>	<b>447</b>	<b>7.6</b>
<b>Southwest</b>								
19 & under	1,493	1,898	1,878	1,947	405	21.3	49	2.6
20 to 24	608	729	745	704	121	16.6	-25	-3.4
25 to 34	1,693	2,497	2,546	2,654	804	32.2	157	6.3
35 to 44	1,009	1,098	1,067	1,100	89	8.1	2	0.2
45 to 54	684	929	911	885	245	26.4	-44	-4.7
55 to 64	304	688	728	806	384	55.8	118	17.2
65 to 74	152	272	295	378	120	44.1	106	39.0
75+	172	552	578	653	380	68.8	101	18.3
<b>Total</b>	<b>6,115</b>	<b>8,663</b>	<b>8,748</b>	<b>9,127</b>	<b>2,548</b>	<b>29.4</b>	<b>464</b>	<b>5.4</b>

**TABLE D-5  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS ONE-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
<b>Mitchell</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	1,629	1,830	1,916	1,875	201	11.0	45	2.5
20 to 24	435	506	525	503	71	14.0	-3	-0.6
25 to 34	1,246	1,527	1,585	1,679	281	18.4	152	10.0
35 to 44	1,118	928	912	931	-190	-20.5	3	0.3
45 to 54	810	1,108	1,090	1,054	298	26.9	-54	-4.9
55 to 64	381	857	908	995	476	55.5	138	16.1
65 to 74	169	343	371	468	174	50.7	125	36.4
75+	123	243	152	279	120	49.4	36	14.8
<b>Total</b>	<b>5,911</b>	<b>7,342</b>	<b>7,459</b>	<b>7,784</b>	<b>1,431</b>	<b>19.5</b>	<b>442</b>	<b>6.0</b>
<b>Corridor</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	21,116	22,035	21,761	22,120	919	4.2	85	0.4
20 to 24	9,738	9,965	10,091	9,400	227	2.3	-565	-5.7
25 to 34	24,893	28,692	29,240	30,380	3,799	13.2	1,688	5.9
35 to 44	17,909	15,825	15,467	15,640	-2,084	-13.2	-185	-1.2
45 to 54	14,459	15,663	15,290	14,600	1,204	7.7	-1,063	-6.8
55 to 64	8,303	13,393	14,080	15,185	5,090	38.0	1,792	13.4
65 to 74	5,801	6,797	7,282	8,995	996	14.7	2,198	32.3
75+	7,258	7,444	7,601	8,177	186	2.5	733	9.8
<b>Total</b>	<b>109,477</b>	<b>119,814</b>	<b>120,812</b>	<b>124,497</b>	<b>10,337</b>	<b>8.6</b>	<b>4,683</b>	<b>3.9</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-6  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS TWO-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>Royalston</b>								
19 & under	24,886	21,271	21,102	21,676	-3,615	-17.0	405	1.9
20 to 24	13,847	14,084	14,322	13,601	237	1.7	-483	-3.4
25 to 34	23,440	25,881	26,469	27,800	2,441	9.4	1,919	7.4
35 to 44	15,362	13,148	12,918	13,238	-2,214	-16.8	90	0.7
45 to 54	11,069	11,882	11,656	11,289	813	6.8	-593	-5.0
55 to 64	5,953	9,160	9,659	10,478	3,207	35.0	1,318	14.4
65 to 74	3,888	4,623	4,953	6,119	735	15.9	1,496	32.4
75+	4,445	3,798	3,853	4,132	-647	-17.0	334	8.8
<b>Total</b>	<b>102,890</b>	<b>103,847</b>	<b>104,932</b>	<b>108,333</b>	<b>957</b>	<b>0.9</b>	<b>4,486</b>	<b>4.3</b>
<b>Van White</b>								
19 & under	20,233	17,379	17,257	17,734	-2,854	-16.4	355	2.0
20 to 24	11,226	11,163	11,355	10,733	-63	-0.6	-430	-3.9
25 to 34	22,117	24,071	24,639	25,888	1,954	8.1	1,817	7.5
35 to 44	13,871	12,033	11,820	12,095	-1,838	-15.3	62	0.5
45 to 54	10,198	10,596	10,386	10,042	398	3.8	-554	-5.2
55 to 64	5,363	8,112	8,545	9,245	2,749	33.9	1,133	14.0
65 to 74	3,384	3,964	4,247	5,250	580	14.6	1,286	32.4
75+	3,685	3,183	3,221	3,439	-502	-15.8	256	8.0
<b>Total</b>	<b>90,077</b>	<b>90,501</b>	<b>91,470</b>	<b>94,426</b>	<b>424</b>	<b>0.5</b>	<b>3,925</b>	<b>4.3</b>
<b>Penn Station</b>								
19 & under	15,566	13,891	13,770	14,134	-1,675	-12.1	243	1.7
20 to 24	960	9,626	9,740	9,118	8,666	90.0	-508	-5.3
25 to 34	20,955	21,541	21,886	22,809	586	2.7	1,268	5.9
35 to 44	12,093	10,378	10,133	10,303	-1,715	-16.5	-75	-0.7
45 to 54	9,212	9,235	8,995	8,634	23	0.2	-601	-6.5
55 to 64	4,871	7,279	7,617	8,181	2,408	33.1	902	12.4
65 to 74	3,065	3,507	3,729	4,588	442	12.6	1,081	30.8
75+	3,283	2,964	2,984	3,164	-319	-10.8	200	6.7
<b>Total</b>	<b>70,005</b>	<b>78,421</b>	<b>78,854</b>	<b>80,931</b>	<b>8,416</b>	<b>10.7</b>	<b>2,510</b>	<b>3.2</b>
<b>21st Street</b>								
19 & under	12,667	11,366	11,192	12,392	-1,301	-11.4	1,026	9.0
20 to 24	9,328	8,842	8,907	8,258	-486	-5.5	-584	-6.6
25 to 34	21,647	21,362	21,619	22,393	-285	-1.3	1,031	4.8
35 to 44	11,857	9,936	9,649	9,738	-1,921	-19.3	-198	-2.0
45 to 54	9,075	8,623	8,359	7,956	-452	-5.2	-667	-7.7
55 to 64	4,748	7,212	7,521	8,039	2,464	34.2	827	11.5
65 to 74	3,107	3,496	3,699	4,524	389	11.1	1,028	29.4
75+	3,716	3,206	3,230	2,418	-510	-15.9	-788	-24.6
<b>Total</b>	<b>76,145</b>	<b>74,043</b>	<b>74,176</b>	<b>75,718</b>	<b>-2,102</b>	<b>-2.8</b>	<b>1,675</b>	<b>2.3</b>

**TABLE D-6  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS TWO-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>West Lake</b>								
19 & under	9,787	10,368	10,291	10,556	581	5.6	188	1.8
20 to 24	5,680	5,578	5,637	5,243	-102	-1.8	-335	-6.0
25 to 34	16,445	16,104	16,367	17,017	-341	-2.1	913	5.7
35 to 44	10,196	8,857	8,660	8,757	-1,339	-15.1	-100	-1.1
45 to 54	8,245	7,932	7,747	7,419	-313	-3.9	-513	-6.5
55 to 64	4,145	6,915	7,271	7,863	2,770	40.1	948	13.7
65 to 74	2,637	3,118	3,338	4,134	481	15.4	1,016	32.6
75+	4,070	3,266	3,318	3,540	-804	-24.6	274	8.4
<b>Total</b>	<b>61,205</b>	<b>62,138</b>	<b>62,629</b>	<b>64,529</b>	<b>933</b>	<b>1.5</b>	<b>2,391</b>	<b>3.8</b>
<b>Beltline</b>								
19 & under	10,161	10,749	10,675	10,943	588	5.5	194	1.8
20 to 24	3,432	3,356	3,404	3,170	-76	-2.3	-186	-5.5
25 to 34	11,272	11,326	11,579	12,057	54	0.5	731	6.5
35 to 44	8,896	7,620	7,473	7,554	-1,276	-16.7	-66	-0.9
45 to 54	7,269	7,324	7,176	6,866	55	0.8	-458	-6.3
55 to 64	3,824	6,243	6,583	7,134	2,419	38.7	891	14.3
65 to 74	2,655	2,911	3,134	3,901	256	8.8	990	34.0
75+	3,540	2,982	3,043	3,279	-558	-18.7	297	10.0
<b>Total</b>	<b>51,049</b>	<b>52,511</b>	<b>53,067</b>	<b>54,904</b>	<b>1,462</b>	<b>2.8</b>	<b>2,393</b>	<b>4.6</b>
<b>Wooddale</b>								
19 & under	11,412	12,150	12,025	12,266	738	6.1	116	1.0
20 to 24	3,777	3,419	3,462	3,211	-358	-10.5	-208	-6.1
25 to 34	11,168	11,613	11,862	12,307	445	3.8	694	6.0
35 to 44	9,049	7,788	7,624	7,675	-1,261	-16.2	-113	-1.5
45 to 54	7,222	7,584	7,414	7,070	362	4.8	-514	-6.8
55 to 64	3,916	6,366	6,700	7,241	2,450	38.5	875	13.7
65 to 74	3,085	3,045	3,268	4,046	-40	-1.3	1,001	32.9
75+	4,403	3,898	3,977	4,263	-505	-13.0	365	9.4
<b>Total</b>	<b>54,032</b>	<b>55,863</b>	<b>56,332</b>	<b>58,079</b>	<b>1,831</b>	<b>3.3</b>	<b>2,216</b>	<b>4.0</b>
<b>Louisiana</b>								
19 & under	11,014	11,465	11,341	11,562	451	3.9	97	0.8
20 to 24	3,475	3,090	3,137	2,917	-385	-12.5	-173	-5.6
25 to 34	9,900	10,527	10,771	11,199	627	6.0	672	6.4
35 to 44	8,307	7,048	6,904	6,953	-1,259	-17.9	-95	-1.3
45 to 54	6,600	6,988	6,829	6,514	388	5.6	-474	-6.8
55 to 64	3,685	5,684	5,985	6,469	1,999	35.2	785	13.8
65 to 74	3,037	2,866	3,078	3,810	-171	-6.0	944	32.9
75+	4,566	3,958	4,049	4,342	-608	-15.4	384	9.7
<b>Total</b>	<b>50,584</b>	<b>51,626</b>	<b>52,094</b>	<b>53,766</b>	<b>1,042</b>	<b>2.0</b>	<b>2,140</b>	<b>4.1</b>

**TABLE D-6  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS TWO-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>West Lake</b>								
19 & under	9,787	10,368	10,291	10,556	581	5.6	188	1.8
20 to 24	5,680	5,578	5,637	5,243	-102	-1.8	-335	-6.0
25 to 34	16,445	16,104	16,367	17,017	-341	-2.1	913	5.7
35 to 44	10,196	8,857	8,660	8,757	-1,339	-15.1	-100	-1.1
45 to 54	8,245	7,932	7,747	7,419	-313	-3.9	-513	-6.5
55 to 64	4,145	6,915	7,271	7,863	2,770	40.1	948	13.7
65 to 74	2,637	3,118	3,338	4,134	481	15.4	1,016	32.6
75+	4,070	3,266	3,318	3,540	-804	-24.6	274	8.4
<b>Total</b>	<b>61,205</b>	<b>62,138</b>	<b>62,629</b>	<b>64,529</b>	<b>933</b>	<b>1.5</b>	<b>2,391</b>	<b>3.8</b>
<b>Beltline</b>								
19 & under	10,161	10,749	10,675	10,943	588	5.5	194	1.8
20 to 24	3,432	3,356	3,404	3,170	-76	-2.3	-186	-5.5
25 to 34	11,272	11,326	11,579	12,057	54	0.5	731	6.5
35 to 44	8,896	7,620	7,473	7,554	-1,276	-16.7	-66	-0.9
45 to 54	7,269	7,324	7,176	6,866	55	0.8	-458	-6.3
55 to 64	3,824	6,243	6,583	7,134	2,419	38.7	891	14.3
65 to 74	2,655	2,911	3,134	3,901	256	8.8	990	34.0
75+	3,540	2,982	3,043	3,279	-558	-18.7	297	10.0
<b>Total</b>	<b>51,049</b>	<b>52,511</b>	<b>53,067</b>	<b>54,904</b>	<b>1,462</b>	<b>2.8</b>	<b>2,393</b>	<b>4.6</b>
<b>Wooddale</b>								
19 & under	11,412	12,150	12,025	12,266	738	6.1	116	1.0
20 to 24	3,777	3,419	3,462	3,211	-358	-10.5	-208	-6.1
25 to 34	11,168	11,613	11,862	12,307	445	3.8	694	6.0
35 to 44	9,049	7,788	7,624	7,675	-1,261	-16.2	-113	-1.5
45 to 54	7,222	7,584	7,414	7,070	362	4.8	-514	-6.8
55 to 64	3,916	6,366	6,700	7,241	2,450	38.5	875	13.7
65 to 74	3,085	3,045	3,268	4,046	-40	-1.3	1,001	32.9
75+	4,403	3,898	3,977	4,263	-505	-13.0	365	9.4
<b>Total</b>	<b>54,032</b>	<b>55,863</b>	<b>56,332</b>	<b>58,079</b>	<b>1,831</b>	<b>3.3</b>	<b>2,216</b>	<b>4.0</b>
<b>Louisiana</b>								
19 & under	11,014	11,465	11,341	11,562	451	3.9	97	0.8
20 to 24	3,475	3,090	3,137	2,917	-385	-12.5	-173	-5.6
25 to 34	9,900	10,527	10,771	11,199	627	6.0	672	6.4
35 to 44	8,307	7,048	6,904	6,953	-1,259	-17.9	-95	-1.3
45 to 54	6,600	6,988	6,829	6,514	388	5.6	-474	-6.8
55 to 64	3,685	5,684	5,985	6,469	1,999	35.2	785	13.8
65 to 74	3,037	2,866	3,078	3,810	-171	-6.0	944	32.9
75+	4,566	3,958	4,049	4,342	-608	-15.4	384	9.7
<b>Total</b>	<b>50,584</b>	<b>51,626</b>	<b>52,094</b>	<b>53,766</b>	<b>1,042</b>	<b>2.0</b>	<b>2,140</b>	<b>4.1</b>



**TABLE D-6  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS TWO-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
	No.	No.	No.	No.	No.	Pct.	No.	Pct.
<b>Blake</b>								
19 & under	10,124	10,397	7,237	10,320	273	2.6	-77	-0.7
20 to 24	3,316	2,850	2,882	2,663	-466	-16.4	-187	-6.6
25 to 34	8,765	9,286	9,460	9,751	521	5.6	465	5.0
35 to 44	7,525	6,080	5,911	5,892	-1,445	-23.8	-188	-3.1
45 to 54	6,138	6,499	6,308	5,951	361	5.6	-548	-8.4
55 to 64	3,594	5,358	5,603	5,993	1,764	32.9	635	11.9
65 to 74	3,016	2,804	2,991	3,659	-212	-7.6	855	30.5
75+	4,676	3,757	3,821	4,059	-919	-24.5	302	8.0
<b>Total</b>	<b>47,154</b>	<b>47,031</b>	<b>44,213</b>	<b>48,288</b>	<b>-123</b>	<b>-0.3</b>	<b>1,257</b>	<b>2.7</b>
<b>Hopkins</b>								
19 & under	7,565	8,139	7,979	8,030	574	7.1	-109	-1.3
20 to 24	2,485	2,164	2,187	2,010	-321	-14.8	-154	-7.1
25 to 34	6,161	6,483	6,590	6,766	322	5.0	283	4.4
35 to 44	5,624	4,518	4,390	4,362	-1,106	-24.5	-156	-3.5
45 to 54	5,089	5,307	5,161	4,874	218	4.1	-433	-8.2
55 to 64	3,240	4,745	4,981	5,341	1,505	31.7	596	12.6
65 to 74	2,551	2,588	2,772	3,402	37	1.4	814	31.5
75+	3,449	3,366	3,434	3,655	-83	-2.5	289	8.6
<b>Total</b>	<b>36,164</b>	<b>37,310</b>	<b>37,494</b>	<b>38,440</b>	<b>1,146</b>	<b>3.1</b>	<b>1,130</b>	<b>3.0</b>
<b>Shady Oak</b>								
19 & under	6,885	7,212	7,073	7,118	327	4.5	-94	-1.3
20 to 24	2,097	1,827	1,848	1,699	-270	-14.8	-128	-7.0
25 to 34	5,358	5,601	5,697	5,847	243	4.3	246	4.4
35 to 44	5,208	4,011	3,901	3,880	-1,197	-29.8	-131	-3.3
45 to 54	4,795	5,005	4,868	4,598	210	4.2	-407	-8.1
55 to 64	3,008	4,469	4,693	5,025	1,461	32.7	556	12.4
65 to 74	2,321	2,449	2,627	3,226	128	5.2	777	31.7
75+	3,062	3,107	3,171	3,379	45	1.4	272	8.8
<b>Total</b>	<b>32,734</b>	<b>33,681</b>	<b>33,878</b>	<b>34,772</b>	<b>947</b>	<b>2.8</b>	<b>1,091</b>	<b>3.2</b>
<b>Opus</b>								
19 & under	5,410	5,289	5,161	5,150	-121	-2.3	-139	-2.6
20 to 24	1,401	1,257	1,266	1,155	-144	-11.5	-102	-8.1
25 to 34	3,719	3,543	3,593	3,660	-176	-5.0	117	3.3
35 to 44	3,896	2,864	2,779	2,736	-1,032	-36.0	-128	-4.5
45 to 54	3,833	3,883	3,759	3,519	50	1.3	-364	-9.4
55 to 64	2,530	3,579	3,735	3,962	1,049	29.3	383	10.7
65 to 74	1,852	2,061	2,201	2,676	209	10.1	615	29.8
75+	1,909	2,153	2,178	2,302	244	11.3	149	6.9
<b>Total</b>	<b>24,550</b>	<b>24,629</b>	<b>24,672</b>	<b>25,160</b>	<b>79</b>	<b>0.3</b>	<b>531</b>	<b>2.2</b>

**TABLE D-6  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS TWO-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
<b>City West</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	4,604	4,368	4,263	4,250	-236	-5.4	-118	-2.7
20 to 24	1,143	1,015	1,024	935	-128	-12.6	-80	-7.9
25 to 34	2,912	2,806	2,848	2,909	-106	-3.8	103	3.7
35 to 44	3,158	2,271	2,204	2,165	-887	-39.1	-106	-4.7
45 to 54	3,403	3,177	3,073	2,869	-226	-7.1	-308	-9.7
55 to 64	2,283	3,041	3,171	3,357	758	24.9	316	10.4
65 to 74	1,679	1,758	1,878	2,274	79	4.5	516	29.4
75+	1,485	1,856	1,873	1,978	371	20.0	122	6.6
<b>Total</b>	<b>20,667</b>	<b>20,292</b>	<b>20,334</b>	<b>20,737</b>	<b>-375</b>	<b>-1.8</b>	<b>445</b>	<b>2.2</b>
<b>Golden Triangle</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	3,835	3,479	3,395	3,374	-356	-10.2	-105	-3.0
20 to 24	647	743	747	678	96	12.9	-65	-8.7
25 to 34	1,819	2,009	2,023	2,043	190	9.5	34	1.7
35 to 44	2,368	1,701	1,649	1,606	-667	-39.2	-95	-5.6
45 to 54	2,709	2,392	2,313	2,147	-317	-13.3	-245	-10.2
55 to 64	1,878	2,369	2,467	2,591	491	20.7	222	9.4
65 to 74	1,416	1,491	1,592	1,915	75	5.0	424	28.4
75+	1,270	1,809	1,825	1,918	539	29.8	109	6.0
<b>Total</b>	<b>15,942</b>	<b>15,993</b>	<b>16,011</b>	<b>16,272</b>	<b>51</b>	<b>0.3</b>	<b>279</b>	<b>1.7</b>
<b>E.P. Town Center</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	5,989	5,833	5,755	5,850	-156	-2.7	17	0.3
20 to 24	1,419	1,494	1,527	1,426	75	5.0	-68	-4.6
25 to 34	4,232	4,868	4,970	5,135	636	13.1	267	5.5
35 to 44	3,932	3,083	3,005	3,020	-849	-27.5	-63	-2.0
45 to 54	3,138	3,432	3,347	3,177	294	8.6	-255	-7.4
55 to 64	1,581	2,744	2,884	3,092	1,163	42.4	348	12.7
65 to 74	780	1,258	1,356	1,675	478	38.0	417	33.1
75+	571	1,377	1,463	1,643	806	58.5	266	19.3
<b>Total</b>	<b>21,642</b>	<b>24,089</b>	<b>24,307</b>	<b>25,018</b>	<b>2,447</b>	<b>10.2</b>	<b>929</b>	<b>3.9</b>
<b>Southwest</b>	No.	No.	No.	No.	No.	Pct.	No.	Pct.
19 & under	6,476	6,348	6,285	6,430	-128	-2.0	82	1.3
20 to 24	1,401	1,490	1,530	1,436	89	6.0	-54	-3.6
25 to 34	4,361	4,885	5,001	5,187	524	10.7	302	6.2
35 to 44	4,283	3,267	3,196	3,224	-1,016	-31.1	-43	-1.3
45 to 54	3,323	3,804	3,728	3,565	481	12.6	-239	-6.3
55 to 64	1,692	2,959	3,124	3,376	1,267	42.8	417	14.1
65 to 74	793	1,345	1,456	1,811	552	41.0	466	34.6
75+	536	1,328	1,417	1,600	792	59.6	272	20.5
<b>Total</b>	<b>22,865</b>	<b>25,426</b>	<b>25,737</b>	<b>26,629</b>	<b>2,561</b>	<b>10.1</b>	<b>1,203</b>	<b>4.7</b>

**TABLE D-6  
POPULATION AGE DISTRIBUTION  
SWLRT STATIONS TWO-MILE RADIUS  
2000 to 2017**

	Number of People				Change			
	2000	2010	2012	2017	2000-2010		2010-2017	
<b>Mitchell</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>Pct.</b>	<b>No.</b>	<b>Pct.</b>
19 & under	7,593	7,141	7,085	7,294	-452	-6.3	153	2.1
20 to 24	1,348	1,485	1,527	1,441	137	9.2	-44	-3.0
25 to 34	4,333	4,614	4,733	4,931	281	6.1	317	6.9
35 to 44	5,016	3,501	3,440	3,485	-1,515	-43.3	-16	-0.5
45 to 54	3,656	4,540	4,457	4,286	884	19.5	-254	-5.6
55 to 64	1,628	3,129	3,313	3,609	1,501	48.0	480	15.3
65 to 74	715	1,288	1,399	1,757	573	44.5	469	36.4
75+	497	1,190	1,266	1,430	693	58.2	240	20.2
<b>Total</b>	<b>24,786</b>	<b>26,888</b>	<b>27,220</b>	<b>28,233</b>	<b>2,102</b>	<b>7.8</b>	<b>1,345</b>	<b>5.0</b>
<b>Corridor</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>	<b>Pct.</b>	<b>No.</b>	<b>Pct.</b>
19 & under	65,769	60,551	59,957	61,256	-5,218	-8.6	705	1.2
20 to 24	28,138	28,182	28,768	27,346	44	0.2	-836	-3.0
25 to 34	57,800	60,595	61,895	64,588	2,795	4.6	3,993	6.6
35 to 44	44,856	36,247	35,491	35,923	-8,609	-23.8	-324	-0.9
45 to 54	35,551	36,942	36,101	34,542	1,391	3.8	-2,400	-6.5
55 to 64	19,407	29,995	31,533	33,985	10,588	35.3	3,990	13.3
65 to 74	13,517	15,026	16,104	19,827	1,509	10.0	4,801	32.0
75+	16,957	15,925	16,237	17,384	-1,032	-6.5	1,459	9.2
<b>Total</b>	<b>281,995</b>	<b>283,463</b>	<b>286,086</b>	<b>294,851</b>	<b>1,468</b>	<b>0.5</b>	<b>11,388</b>	<b>4.0</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-7  
POPULATION DENSITY BY STATION  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
2010, 2012, & 2017**

Station	Density 2010			Density 2012			Density 2017		
	1/2-mile	1-mile	2-mile	1/2-mile	1-mile	2-mile	1/2-mile	1-mile	2-mile
Royalston	7.89	39.10	206.60	8.09	39.45	208.76	8.48	40.65	215.52
Van White	2.44	44.61	180.05	2.36	44.45	181.97	2.28	44.98	187.85
Penn	5.00	22.93	156.01	5.02	22.82	156.88	5.14	23.06	161.01
21st Street	2.93	25.28	147.31	2.90	25.41	147.57	2.90	26.11	150.64
West Lake	8.67	23.46	123.62	8.68	23.88	124.60	8.87	24.91	128.38
Beltline	7.42	31.05	104.47	7.49	31.49	105.57	7.76	32.81	109.23
Wooddale	4.69	26.25	111.14	4.75	26.67	112.07	4.94	27.87	115.54
Louisiana	4.50	24.24	102.71	4.53	24.38	103.64	4.66	25.05	106.96
Blake Road	10.73	23.88	93.57	10.61	23.88	93.85	10.59	24.28	95.95
Hopkins	6.69	23.36	74.23	6.52	23.35	74.59	6.35	23.70	76.47
Shady Oak	1.71	22.35	67.01	1.70	22.32	67.40	1.70	22.67	69.18
Opus	2.20	18.64	49.00	2.25	18.86	49.08	2.37	19.54	50.05
City West	1.16	9.18	40.37	1.15	9.24	40.45	1.15	9.48	41.25
Golden Triangle	0.91	4.53	31.82	0.90	4.52	31.85	0.90	4.58	32.37
E.P. Town Center	2.04	11.76	47.92	1.99	11.95	48.36	1.93	12.64	49.77
Southwest	3.72	17.23	50.58	3.62	17.40	51.20	3.51	18.16	52.98
Mitchell	0.51	14.61	53.49	0.54	14.84	54.15	0.59	15.49	56.17

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

TABLE D-8  
RACE AND ETHNICITY  
SWLRT STATIONS HALF- AND ONE-MILE RADIUS  
2000, 2012 & 2017

Station	2000								2010								2012								2017											
	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>								
<b>1/2 Mile Radius</b>																																				
Royalston	654	674	104	147	137	1,716	134	1,725	1,675	90	241	233	3,964	265	1,757	1,718	90	254	245	4,064	280	1,778	1,833	88	286	280	4,265	327								
Van White	631	251	27	309	80	1,298	55	655	367	13	112	78	1,225	62	633	353	13	110	77	1,186	62	599	345	11	111	81	1,147	66								
Penn	2,553	57	4	58	44	2,716	51	2,310	44	12	67	81	2,514	74	2,314	45	12	70	84	2,525	76	2,346	49	12	81	97	2,585	76								
21st Street	1,597	25	6	44	20	1,692	28	1,360	16	12	36	46	1,470	44	1,346	16	12	37	49	1,460	46	1,334	17	12	42	55	1,460	53								
West Lake	3,813	102	9	131	67	4,122	66	3,825	170	16	186	159	4,356	146	3,819	169	16	193	164	4,361	152	3,858	181	16	221	183	4,459	179								
Beltline	3,308	144	22	142	90	3,706	79	3,115	287	23	150	154	3,729	141	3,136	291	23	156	159	3,765	146	3,204	317	23	178	180	3,902	173								
Wooddale	1,652	55	7	35	40	1,789	24	2,067	121	10	70	88	2,356	79	2,089	122	10	73	92	2,386	84	2,145	133	10	85	109	2,482	103								
Louisiana	1,536	200	7	75	169	1,987	188	1,512	455	11	107	178	2,263	163	1,522	451	11	111	184	2,279	170	1,540	463	11	123	206	2,343	194								
Blake Road	3,056	368	53	504	232	4,213	235	2,868	1,061	35	1,033	398	5,395	473	2,804	1,039	34	1,050	404	5,331	481	2,691	1,043	31	1,120	437	5,322	526								
Hopkins	2,803	209	31	127	305	3,475	354	2,470	432	26	111	321	3,360	433	2,394	420	25	112	324	3,275	439	2,284	420	23	119	347	3,193	477								
Shady Oak	636	39	6	24	60	765	69	683	70	5	30	71	859	88	676	68	5	31	73	853	91	669	69	5	34	80	857	100								
Opus	1,152	37	7	49	31	1,276	30	811	200	2	47	45	1,105	43	827	204	20	50	30	1,131	45	855	223	2	58	55	1,193	54								
City West	515	8	0	25	20	568	20	504	22	2	42	12	582	18	497	21	2	43	13	576	19	491	22	2	48	13	576	23								
Golden Triangle	209	3	0	10	8	230	8	395	17	1	33	10	456	14	389	17	1	34	10	451	15	384	17	1	37	11	450	17								
E.P. Town Centre	31	1	0	5	2	39	2	516	86	2	358	63	1,025	56	493	83	2	356	63	997	55	453	81	2	366	66	968	59								
Southwest	0	0	0	0	0	0	0	942	158	3	653	116	1,872	101	899	152	3	650	116	1,820	103	825	148	3	668	120	1,764	110								
Mitchell	297	22	4	23	13	359	9	209	18	1	14	12	254	13	221	20	1	16	12	270	14	240	23	1	19	16	299	18								
<b>Corridor</b>	<b>35,062</b>	<b>2,796</b>	<b>350</b>	<b>2,158</b>	<b>1,845</b>	<b>42,211</b>	<b>1,862</b>	<b>35,809</b>	<b>6,082</b>	<b>330</b>	<b>3,625</b>	<b>2,609</b>	<b>48,455</b>	<b>2,738</b>	<b>35,811</b>	<b>6,090</b>	<b>324</b>	<b>3,716</b>	<b>2,689</b>	<b>48,630</b>	<b>2,827</b>	<b>36,017</b>	<b>6,372</b>	<b>313</b>	<b>4,053</b>	<b>3,007</b>	<b>49,762</b>	<b>3,229</b>								

Station	2000								2010								2012								2017											
	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>	White	Black	Am. Indian	Asian	Other	Total	Hispanic <sup>1</sup>								
<b>1 Mile Radius</b>																																				
Royalston	8,341	4,162	240	1,334	1,151	15,228	1,058	11,109	5,386	235	1,765	1,145	19,640	1,294	11,152	5,425	230	1,828	1,194	19,829	1,337	11,237	5,645	221	2,014	1,319	20,436	1,497								
Van White	14,372	4,385	239	1,972	1,377	22,345	1,149	14,451	4,784	220	1,695	1,272	22,422	1,241	14,345	4,762	212	1,721	1,305	22,345	1,266	14,257	4,882	199	1,838	1,432	22,608	1,410								
Penn	9,959	1,166	72	962	445	12,604	336	9,253	1,049	77	633	512	11,524	444	9,247	992	74	636	521	11,470	451	9,331	949	69	672	572	11,593	506								
21st Street	11,189	235	26	265	224	11,939	205	11,545	261	42	434	426	12,708	373	11,567	262	42	456	444	12,771	391	11,759	288	42	527	507	13,123	469								
West Lake	10,708	312	37	340	212	11,609	194	10,422	483	44	455	388	11,792	374	10,588	489	44	480	404	12,005	395	10,920	538	44	555	463	12,520	478								
Beltline	12,825	481	51	412	277	14,046	196	13,634	813	58	527	573	15,605	530	13,802	820	58	551	600	15,831	556	14,220	889	58	630	693	16,490	668								
Wooddale	11,151	606	43	397	378	12,575	353	11,332	788	45	453	575	13,199	468	11,490	795	45	473	605	13,408	494	11,848	860	45	546	709	14,008	594								
Louisiana	9,691	726	67	377	545	11,406	555	9,187	1,633	63	473	831	12,187	793	9,240	1,611	63	487	856	12,257	817	9,375	1,650	61	545	963	12,594	931								
Blake Road	10,096	863	91	776	668	12,494	687	8,096	1,791	57	1,253	808	12,005	843	8,075	1,762	56	1,281	828	12,002	862	8,071	1,789	53	1,380	910	12,203	963								
Hopkins	11,247	434	68	475	671	12,895	679	9,347	1,104	66	456	768	11,741	857	9,311	1,098	64	473	789	11,735	883	9,291	1,151	61	531	879	11,913	998								
Shady Oak	10,043	411	59	452	636	11,601	627	9,034	968	73	410	749	11,234	830	8,994	959	71	424	773	11,221	856	8,985	1,002	68	473	865	11,393	971								
Opus	8,530	234	32	422	371	9,589	336	7,737	772	41	384	435	9,369	425	7,801	783	39	402	457	9,482	446	7,948	850	39	458	525	9,820	530								
City West	4,283	93	11	154	109	4,650	101	4,000	291	9	198	115	4,613	135	4,015	295	9	207	121	4,647	140	4,068	319	9	235	136	4,767	165								
Golden Triangle	1,636	26	1	60	42	1,765	45	2,005	76	7	142	48	2,276	63	1,993	75	7	147	49	2,271	67	1,995	80	7	165	55	2,302	77								
E.P. Town Centre	3,265	204	26	349	177	4,021	157	3,671	729	17	1,134	360	5,911	303	3,714	744	17	1,153	377	6,005	319	3,845	814	18	1,243	436	6,356	374								
Southwest	5,109	282	35	461	229	6,116	207	5,595	978	31	1,504	554	8,662	524	5,618	993	31	1,529	578	8,749	546	5,715	1,076	31	1,645	659	9,126	628								
Mitchell	5,194	204	29	316	170	5,913	127	5,549	735	22	630	407	7,343	392	5,603	751	22	655	428	7,459	410	5,715	821	21	732	499	7,788	479								
<b>Corridor</b>	<b>88,729</b>	<b>9,870</b>	<b>708</b>	<b>5,639</b>	<b>4,529</b>	<b>109,475</b>	<b>4,012</b>	<b>90,376</b>	<b>14,592</b>	<b>712</b>	<b>8,117</b>	<b>6,017</b>	<b>119,814</b>	<b>5,935</b>	<b>90,819</b>	<b>14,647</b>	<b>704</b>	<b>8,379</b>	<b>6,246</b>	<b>120,795</b>	<b>6,151</b>	<b>92,149</b>	<b>15,363</b>	<b>684</b>	<b>9,254</b>	<b>7,045</b>	<b>124,495</b>	<b>7,068</b>								

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

TABLE D-9 RACE AND ETHNICITY SWLRT CITIES 2000 and 2010														
	Minneapolis		Golden Valley		Hopkins		St. Louis Park		Edina		Minnetonka		Eden Prairie	
	2000													
	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.
<b>White Alone</b>	<b>249,186</b>	<b>65.1%</b>	<b>18,469</b>	<b>91.1%</b>	<b>14,164</b>	<b>82.6%</b>	<b>39,232</b>	<b>88.9%</b>	<b>44,712</b>	<b>94.3%</b>	<b>48,426</b>	<b>94.4%</b>	<b>49,771</b>	<b>81.9%</b>
White Hispanic or Latino	10,106	2.6%	233	1.1%	409	2.4%	633	1.4%	345	0.7%	359	0.7%	541	0.9%
<b>Black or African American Alone</b>	<b>68,818</b>	<b>18.0%</b>	<b>728</b>	<b>3.6%</b>	<b>890</b>	<b>5.2%</b>	<b>1,930</b>	<b>4.4%</b>	<b>546</b>	<b>1.2%</b>	<b>767</b>	<b>1.5%</b>	<b>1,253</b>	<b>2.1%</b>
Black or African American Hispanic or Latino	852	0.2%	8	0.0%	16	0.1%	37	0.1%	19	0.0%	13	0.0%	15	0.0%
<b>American Indian and Alaska Native Alone</b>	<b>8,378</b>	<b>2.2%</b>	<b>59</b>	<b>0.3%</b>	<b>134</b>	<b>0.8%</b>	<b>198</b>	<b>0.4%</b>	<b>62</b>	<b>0.1%</b>	<b>101</b>	<b>0.2%</b>	<b>114</b>	<b>0.2%</b>
American Indian and Alaska Native Hispanic or Latino	689	0.2%	8	0.0%	20	0.1%	16	0.0%	1	0.0%	10	0.0%	13	0.0%
<b>Asian Alone</b>	<b>23,455</b>	<b>6.1%</b>	<b>582</b>	<b>2.9%</b>	<b>1,015</b>	<b>5.9%</b>	<b>1,417</b>	<b>3.2%</b>	<b>1,418</b>	<b>3.0%</b>	<b>1,174</b>	<b>2.3%</b>	<b>2,644</b>	<b>4.3%</b>
Asian Hispanic or Latino	163	0.0%	1	0.0%	7	0.0%	23	0.1%	10	0.0%	4	0.0%	2	0.0%
<b>Native Hawaiian and Other Pacific Islander Alone</b>	<b>289</b>	<b>0.1%</b>	<b>6</b>	<b>0.0%</b>	<b>15</b>	<b>0.1%</b>	<b>25</b>	<b>0.1%</b>	<b>14</b>	<b>0.0%</b>	<b>15</b>	<b>0.0%</b>	<b>17</b>	<b>0.0%</b>
Native Hawaiian and Other Pacific Islander Hispanic or Latino	39	0.0%	1	0.0%	0	0.0%	4	0.0%	3	0.0%	5	0.0%	1	0.0%
<b>Some Other Race Alone</b>	<b>15,798</b>	<b>4.1%</b>	<b>111</b>	<b>0.5%</b>	<b>443</b>	<b>2.6%</b>	<b>563</b>	<b>1.3%</b>	<b>165</b>	<b>0.3%</b>	<b>291</b>	<b>0.6%</b>	<b>276</b>	<b>0.5%</b>
Some Other Race Hispanic or Latino	14,752	3.9%	81	0.4%	410	2.4%	458	1.0%	117	0.2%	201	0.4%	213	0.4%
<b>Two or More Races Alone</b>	<b>16,694</b>	<b>4.4%</b>	<b>326</b>	<b>1.6%</b>	<b>484</b>	<b>2.8%</b>	<b>761</b>	<b>1.7%</b>	<b>508</b>	<b>1.1%</b>	<b>527</b>	<b>1.0%</b>	<b>826</b>	<b>1.4%</b>
Two or More Races Hispanic or Latino	2,574	0.7%	25	0.1%	87	0.5%	123	0.3%	44	0.1%	65	0.1%	77	0.1%
	<b>382,618</b>	<b>100.0%</b>	<b>20,281</b>	<b>100.0%</b>	<b>17,145</b>	<b>100.0%</b>	<b>44,126</b>	<b>100.0%</b>	<b>47,425</b>	<b>100.0%</b>	<b>51,301</b>	<b>100.0%</b>	<b>54,901</b>	<b>100.0%</b>
Total Hispanic or Latino (of any Race)	29,175	7.6%	357	1.8%	949	5.5%	1,294	2.9%	539	1.1%	657	1.3%	862	1.4%
Total Not Hispanic or Latino	353,443	92.4%	19,924	98.2%	16,196	94.5%	42,832	97.1%	46,886	98.9%	50,644	98.7%	54,039	88.9%
	2010													
	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.
<b>White Alone</b>	<b>244,086</b>	<b>63.8%</b>	<b>17,390</b>	<b>85.4%</b>	<b>12,384</b>	<b>70.4%</b>	<b>37,686</b>	<b>83.3%</b>	<b>42,237</b>	<b>88.1%</b>	<b>44,780</b>	<b>90.0%</b>	<b>49,695</b>	<b>81.7%</b>
White Hispanic or Latino	13,436	3.5%	277	1.4%	663	3.8%	941	2.1%	702	1.5%	699	1.4%	1,041	1.7%
<b>Black or African American Alone</b>	<b>71,098</b>	<b>18.6%</b>	<b>1,441</b>	<b>7.1%</b>	<b>2,371</b>	<b>13.5%</b>	<b>3,372</b>	<b>7.5%</b>	<b>1,446</b>	<b>3.0%</b>	<b>1,855</b>	<b>3.7%</b>	<b>3,398</b>	<b>5.6%</b>
Black or African American Hispanic or Latino	1,127	0.3%	29	0.1%	47	0.3%	53	0.1%	22	0.0%	18	0.0%	38	0.1%
<b>American Indian and Alaska Native Alone</b>	<b>7,601</b>	<b>2.0%</b>	<b>85</b>	<b>0.4%</b>	<b>104</b>	<b>0.6%</b>	<b>205</b>	<b>0.5%</b>	<b>94</b>	<b>0.2%</b>	<b>132</b>	<b>0.3%</b>	<b>114</b>	<b>0.2%</b>
American Indian and Alaska Native Hispanic or Latino	1,250	0.3%	13	0.1%	12	0.1%	30	0.1%	16	0.0%	29	0.1%	20	0.0%
<b>Asian Alone</b>	<b>21,553</b>	<b>5.6%</b>	<b>723</b>	<b>3.5%</b>	<b>1,494</b>	<b>8.5%</b>	<b>1,737</b>	<b>3.8%</b>	<b>2,936</b>	<b>6.1%</b>	<b>1,565</b>	<b>3.1%</b>	<b>5,566</b>	<b>9.2%</b>
Asian Hispanic or Latino	154	0.0%	15	0.1%	11	0.1%	3	0.0%	22	0.0%	7	0.0%	15	0.0%
<b>Native Hawaiian and Other Pacific Islander Alone</b>	<b>179</b>	<b>0.0%</b>	<b>4</b>	<b>0.0%</b>	<b>8</b>	<b>0.0%</b>	<b>41</b>	<b>0.1%</b>	<b>16</b>	<b>0.0%</b>	<b>9</b>	<b>0.0%</b>	<b>22</b>	<b>0.0%</b>
Native Hawaiian and Other Pacific Islander Hispanic or Latino	11	0.0%	0	0.0%	2	0.0%	5	0.0%	0	0.0%	1	0.0%	1	0.0%
<b>Some Other Race Alone</b>	<b>21,374</b>	<b>5.6%</b>	<b>176</b>	<b>0.9%</b>	<b>596</b>	<b>3.4%</b>	<b>811</b>	<b>1.8%</b>	<b>332</b>	<b>0.7%</b>	<b>363</b>	<b>0.7%</b>	<b>626</b>	<b>1.0%</b>
Some Other Race Hispanic or Latino	20,412	5.3%	136	0.7%	551	3.1%	696	1.5%	244	0.5%	302	0.6%	535	0.9%
<b>Two or More Races Alone</b>	<b>16,687</b>	<b>4.4%</b>	<b>552</b>	<b>2.7%</b>	<b>634</b>	<b>3.6%</b>	<b>1,398</b>	<b>3.1%</b>	<b>880</b>	<b>1.8%</b>	<b>1,030</b>	<b>2.1%</b>	<b>1,376</b>	<b>2.3%</b>
Two or More Races Hispanic or Latino	3,683	1.0%	68	0.3%	104	0.6%	213	0.5%	95	0.2%	113	0.2%	190	0.3%
<b>TOTAL</b>	<b>382,578</b>	<b>100.0%</b>	<b>20,371</b>	<b>100.0%</b>	<b>17,591</b>	<b>100.0%</b>	<b>45,250</b>	<b>100.0%</b>	<b>47,941</b>	<b>100.0%</b>	<b>49,734</b>	<b>100.0%</b>	<b>60,797</b>	<b>100.0%</b>
Total Hispanic or Latino (of any Race)	40,073	10.5%	538	2.6%	1,390	7.9%	1,941	4.3%	1,101	2.3%	1,169	2.4%	1,840	3.0%
Total Not Hispanic or Latino	342,505	89.5%	19,833	97.4%	16,201	92.1%	43,309	95.7%	46,840	97.7%	48,565	97.6%	58,957	97.0%

Source: U.S. Census; Maxfield Research, Inc.

TABLE D-10  
 AVERAGE HOUSEHOLD SIZE BY OCCUPIED HOUSING TYPE & RACE  
 SWLRT CITIES  
 2010

	Total	White Alone	Black or African American Alone	American Indian or Alaska Native Alone	Native Hawaiian or Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	Two or More Races Alone	Hispanic or Latino	White Alone, not Hispanic or Latino
<b>Eden Prairie</b>										
Total	2.53	2.45	3.16	2.44	2.97	2.83	3.49	2.72	3.24	2.44
Owned Occupied	2.66	2.61	2.97	2.29	3.33	1.00	3.44	2.90	3.18	2.61
Renter Occupied	2.16	1.85	3.23	2.67	2.50	3.20	3.51	2.64	3.28	1.81
<b>Edina</b>										
Total	2.31	2.27	2.88	2.09	2.72	2.14	3.06	2.56	2.89	2.26
Owned Occupied	2.46	2.44	2.71	1.92	3.09	2.50	3.24	2.62	3.07	2.44
Renter Occupied	1.86	1.64	2.93	2.17	2.47	1.67	2.96	2.51	2.71	1.62
<b>Golden Valley</b>										
Total	2.26	2.20	2.65	2.48	2.91	5.00	3.13	2.73	2.83	2.20
Owned Occupied	2.37	2.34	2.81	2.60	3.03	5.00	3.53	2.77	2.80	2.34
Renter Occupied	1.86	1.63	2.55	2.36	2.62	0.00	2.86	2.66	2.88	1.62
<b>Hopkins</b>										
Total	2.07	1.91	2.58	2.46	2.48	3.50	3.91	2.43	3.37	1.87
Owned Occupied	2.3	2.25	2.53	3.80	3.15	3.67	4.43	2.60	3.87	2.23
Renter Occupied	1.92	1.61	2.58	2.28	2.33	3.00	3.83	2.39	3.27	1.55
<b>Minneapolis</b>										
Total	2.23	2.01	2.57	3.08	2.78	2.48	4.20	2.63	3.75	1.97
Owned Occupied	2.33	2.17	2.95	3.40	3.55	2.29	4.98	2.96	4.25	2.14
Renter Occupied	2.13	1.79	2.47	2.99	2.39	2.61	3.93	2.46	3.56	1.72
<b>Minnetonka</b>										
Total	2.25	2.22	2.78	2.41	2.48	1.67	3.26	2.76	2.93	2.22
Owned Occupied	2.4	2.38	2.98	2.70	2.86	1.00	3.56	2.86	2.88	2.38
Renter Occupied	1.86	1.71	2.74	2.15	2.21	3.00	3.08	2.66	2.97	1.69
<b>St. Louis Park</b>										
Total	2.05	1.99	2.39	2.55	2.22	2.91	3.40	2.47	2.86	1.98
Owned Occupied	2.19	2.16	2.52	2.79	2.54	4.50	3.83	2.65	3.12	2.15
Renter Occupied	1.83	1.67	2.38	2.45	2.00	2.56	3.19	2.35	2.71	1.65
<b>Hennepin County</b>										
Total	2.37	2.23	2.72	2.97	3.15	2.86	4.14	2.71	3.71	2.21
Owned Occupied	2.51	2.40	3.19	3.19	3.72	3.27	4.82	3.00	4.09	2.38
Renter Occupied	2.12	1.80	2.58	2.87	2.52	2.52	3.85	2.52	3.51	1.74

Source: U.S. Census, Maxfield Research Inc.

**TABLE D-11  
FOREIGN-BORN AND NATIVE POPULATION  
SWLRT CITIES  
2011**

	Minneapolis		Golden Valley		Hopkins		St. Louis Park		Edina		Minnetonka		Eden Prairie	
	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.
<b>TOTAL</b>	<b>381,833</b>	<b>100.0%</b>	<b>20,314</b>	<b>100.0%</b>	<b>17,531</b>	<b>100.0%</b>	<b>45,043</b>	<b>100.0%</b>	<b>47,790</b>	<b>100.0%</b>	<b>49,766</b>	<b>100.0%</b>	<b>60,024</b>	<b>100.0%</b>
Native	325,089	85.1%	18,588	91.5%	14,642	83.5%	40,624	90.2%	43,298	90.6%	46,459	93.4%	51,188	85.3%
Foreign-Born	56,744	14.9%	1,726	8.5%	2,889	16.5%	4,419	9.8%	4,492	9.4%	3,307	6.6%	8,836	14.7%
Naturalized Citizen	20,301	5.3%	--	--	--	--	--	--	--	--	--	--	3,191	5.3%
Noncitizen	36,443	9.5%	--	--	--	--	--	--	--	--	--	--	5,645	9.4%

Source: U.S. Census - American Community Survey; Maxfield Research, Inc.

**TABLE D-12  
FOREIGN-BORN BY REGION OF BIRTH  
SWLRT CITIES  
2011**

	Minneapolis		Golden Valley		Hopkins		St. Louis Park		Edina		Minnetonka		Eden Prairie	
	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.	Num.	Pct.
<b>Europe</b>	<b>4,444</b>	<b>7.8%</b>	<b>321</b>	<b>18.6%</b>	<b>145</b>	<b>5.0%</b>	<b>1,198</b>	<b>27.1%</b>	<b>1,052</b>	<b>23.4%</b>	<b>1,127</b>	<b>34.1%</b>	<b>1,121</b>	<b>12.7%</b>
Northern Europe	953	1.7%	91	5.3%	15	0.5%	210	4.8%	238	5.3%	132	4.0%	264	3.0%
Western Europe	1,173	2.1%	56	3.2%	20	0.7%	192	4.3%	276	6.1%	134	4.1%	222	2.5%
Southern Europe	461	0.8%	0	0.0%	0	0.0%	21	0.5%	56	1.2%	30	0.9%	129	1.5%
Eastern Europe	1,857	3.3%	174	10.1%	110	3.8%	775	17.5%	482	10.7%	831	25.1%	492	5.6%
Other Europe	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	14	0.2%
<b>Asia</b>	<b>14,450</b>	<b>25.5%</b>	<b>675</b>	<b>39.1%</b>	<b>1,116</b>	<b>38.6%</b>	<b>1,207</b>	<b>27.3%</b>	<b>2,301</b>	<b>51.2%</b>	<b>1,118</b>	<b>33.8%</b>	<b>4,733</b>	<b>53.6%</b>
Eastern Asia	4,890	8.6%	126	7.3%	154	5.3%	247	5.6%	610	13.6%	318	9.6%	927	10.5%
South Central Asia	2,451	4.3%	100	5.8%	711	24.6%	552	12.5%	1,450	32.3%	321	9.7%	2,709	30.7%
South Eastern Asia	6,200	10.9%	395	22.9%	251	8.7%	225	5.1%	176	3.9%	292	8.8%	923	10.4%
Western Asia	861	1.5%	54	3.1%	0	0.0%	183	4.1%	65	1.4%	187	5.7%	174	2.0%
Other Asia	48	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Africa</b>	<b>16,460</b>	<b>29.0%</b>	<b>455</b>	<b>26.4%</b>	<b>810</b>	<b>28.0%</b>	<b>1,124</b>	<b>25.4%</b>	<b>457</b>	<b>10.2%</b>	<b>508</b>	<b>15.4%</b>	<b>1,336</b>	<b>15.1%</b>
Eastern Africa	13,684	24.1%	163	9.4%	693	24.0%	715	16.2%	269	6.0%	397	12.0%	1,026	11.6%
Middle Africa	47	0.1%	0	0.0%	0	0.0%	182	4.1%	0	0.0%	0	0.0%	0	0.0%
Northern Africa	466	0.8%	21	1.2%	19	0.7%	23	0.5%	70	1.6%	0	0.0%	171	1.9%
Southern Africa	68	0.1%	23	1.3%	0	0.0%	8	0.2%	0	0.0%	18	0.5%	82	0.9%
Western Africa	1,813	3.2%	248	14.4%	85	2.9%	130	2.9%	104	2.3%	93	2.8%	31	0.4%
Other Africa	382	0.7%	0	0.0%	13	0.4%	66	1.5%	14	0.3%	0	0.0%	26	0.3%
<b>Oceania</b>	<b>115</b>	<b>0.2%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>19</b>	<b>0.4%</b>	<b>0</b>	<b>0.0%</b>	<b>25</b>	<b>0.8%</b>	<b>13</b>	<b>0.1%</b>
<b>Americas</b>	<b>21,275</b>	<b>37.5%</b>	<b>275</b>	<b>15.9%</b>	<b>818</b>	<b>28.3%</b>	<b>871</b>	<b>19.7%</b>	<b>682</b>	<b>15.2%</b>	<b>529</b>	<b>16.0%</b>	<b>1,633</b>	<b>18.5%</b>
Caribbean	788	1.4%	46	2.7%	151	5.2%	14	0.3%	40	0.9%	48	1.5%	47	0.5%
Central America	13,756	24.2%	105	6.1%	474	16.4%	491	11.1%	186	4.1%	101	3.1%	899	10.2%
South America	5,544	9.8%	49	2.8%	167	5.8%	285	6.4%	216	4.8%	244	7.4%	529	6.0%
North America	1,187	2.1%	75	4.3%	26	0.9%	81	1.8%	240	5.3%	136	4.1%	158	1.8%
<b>TOTAL</b>	<b>56,744</b>	<b>100.0%</b>	<b>1,726</b>	<b>100.0%</b>	<b>2,889</b>	<b>100.0%</b>	<b>4,419</b>	<b>100.0%</b>	<b>4,492</b>	<b>100.0%</b>	<b>3,307</b>	<b>100.0%</b>	<b>8,836</b>	<b>100.0%</b>

Source: U.S. Census - American Community Survey; Maxfield Research, Inc.



**TABLE D-13**  
**EXCENSUS HOUSEHOLDS**  
**SWLRT STATIONS HALF, ONE, AND TWO-MILE RADIUS**  
**2004 & 2010**

	1/2-mile				1-mile				2-mile			
	2004	2010	No.	Pct.	2004	2010	No.	Pct.	2004	2010	No.	Pct.
Royalston	883	1,122	239	27.1%	7,921	9,520	1,599	20.2%	41,838	44,869	3,031	7.2%
Van White	476	701	225	47.3%	10,458	11,154	696	6.7%	38,171	41,319	3,148	8.2%
Penn	1,015	1,042	27	2.7%	5,213	5,145	-68	-1.3%	35,169	37,136	1,967	5.6%
21st Street	626	624	-2	-0.3%	4,931	5,498	567	11.5%	35,478	37,062	1,584	4.5%
West Lake	2,552	2,685	133	5.2%	5,937	6,208	271	4.6%	29,202	30,315	1,113	3.8%
Beltline	2,094	2,076	-18	-0.9%	7,303	8,221	918	12.6%	23,907	25,152	1,245	5.2%
Wooddale	899	1,303	404	44.9%	6,448	7,386	938	14.5%	24,978	26,115	1,137	4.6%
Louisiana	1,254	1,231	-23	-1.8%	5,101	5,782	681	13.4%	22,996	24,102	1,106	4.8%
Blake	2,284	2,239	-45	-2.0%	5,542	5,547	5	0.1%	20,659	21,584	925	4.5%
Hopkins	1,420	1,435	15	1.1%	5,698	5,605	-93	-1.6%	15,893	16,233	340	2.1%
Shady Oak	503	503	0	0.0%	5,521	5,516	-5	-0.1%	15,015	15,016	1	0.0%
Opus	704	688	-16	-2.3%	4,882	4,863	-19	-0.4%	11,195	11,369	174	1.6%
City West	354	360	6	1.7%	2,234	2,813	579	25.9%	9,494	9,706	212	2.2%
Golden Triangle	191	238	47	24.6%	1,076	1,106	30	2.8%	6,631	7,409	778	11.7%
E.P. Town Center	283	353	70	24.7%	2,102	2,252	150	7.1%	10,307	10,803	496	4.8%
Southwest	61	225	164	268.9%	3,524	3,903	379	10.8%	10,886	11,376	490	4.5%
Mitchell	175	179	4	2.3%	3,265	3,348	83	2.5%	10,746	11,055	309	2.9%

Sources: Excensus, Maxfield Research, Inc.

**TABLE D-14**  
**EXCENSUS HOUSEHOLD AGE DISTRIBUTION**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2004**

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>Royalston</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	137	780	4,542
25 to 34	304	2,461	13,570
35 to 44	183	1,587	9,088
45 to 54	164	1,276	6,894
55 to 64	72	1,005	4,555
65 to 74	19	510	1,942
75+	4	302	1,247
<b>Total</b>	<b>883</b>	<b>7,921</b>	<b>41,838</b>

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>West Lake</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	157	315	1,608
25 to 34	870	1,818	8,747
35 to 44	487	1,199	6,591
45 to 54	419	1,036	5,363
55 to 64	310	792	3,637
65 to 74	149	365	1,597
75+	160	412	1,659
<b>Total</b>	<b>2,552</b>	<b>5,937</b>	<b>29,202</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Van White</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	26	951	3,726
25 to 34	124	3,232	12,567
35 to 44	122	2,207	8,387
45 to 54	99	1,787	6,353
55 to 64	64	1,228	4,196
65 to 74	23	628	1,729
75+	18	425	1,213
<b>Total</b>	<b>476</b>	<b>10,458</b>	<b>38,171</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Beltline</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	164	381	926
25 to 34	866	2,180	5,883
35 to 44	396	1,519	5,481
45 to 54	275	1,284	4,858
55 to 64	178	866	3,323
65 to 74	91	425	1,655
75+	124	648	1,781
<b>Total</b>	<b>2,094</b>	<b>7,303</b>	<b>23,907</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Penn Station</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	9	240	3,247
25 to 34	118	1,268	11,650
35 to 44	209	1,211	7,613
45 to 54	300	1,134	5,874
55 to 64	233	808	3,862
65 to 74	77	303	1,673
75+	69	249	1,213
<b>Total</b>	<b>1,015</b>	<b>5,213</b>	<b>35,132</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Wooddale</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	36	343	983
25 to 34	232	1,869	6,098
35 to 44	228	1,472	5,598
45 to 54	192	1,121	5,062
55 to 64	104	723	3,344
65 to 74	46	358	1,787
75+	61	562	2,106
<b>Total</b>	<b>899</b>	<b>6,448</b>	<b>24,978</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>21st Street</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	6	139	2,883
25 to 34	31	964	11,784
35 to 44	127	1,043	7,733
45 to 54	177	1,148	5,952
55 to 64	167	921	3,932
65 to 74	79	383	1,749
75+	39	333	1,445
<b>Total</b>	<b>626</b>	<b>4,931</b>	<b>35,478</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Louisiana</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	132	257	877
25 to 34	435	1,411	5,409
35 to 44	279	1,195	5,022
45 to 54	217	978	4,683
55 to 64	114	595	3,042
65 to 74	38	303	1,763
75+	39	362	2,200
<b>Total</b>	<b>1,254</b>	<b>5,101</b>	<b>22,996</b>

**TABLE D-14**  
**EXCENSUS HOUSEHOLD AGE DISTRIBUTION**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2004**

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>Blake</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	138	301	860
25 to 34	841	1,237	4,643
35 to 44	531	1,272	4,413
45 to 54	384	1,145	4,235
55 to 64	216	805	2,802
65 to 74	93	473	1,708
75+	81	501	1,998
<b>Total</b>	<b>2,284</b>	<b>5,734</b>	<b>20,659</b>

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>City West</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	26	68	358
25 to 34	112	343	1,507
35 to 44	104	363	1,748
45 to 54	75	477	2,066
55 to 64	33	382	1,697
65 to 74	2	346	1,202
75+	2	255	916
<b>Total</b>	<b>354</b>	<b>2,234</b>	<b>9,494</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Hopkins</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	64	265	596
25 to 34	308	1,237	3,097
35 to 44	311	1,272	3,202
45 to 54	275	1,145	3,338
55 to 64	185	805	2,450
65 to 74	124	473	1,594
75+	153	501	1,616
<b>Total</b>	<b>1,420</b>	<b>5,698</b>	<b>15,893</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Golden Triangle</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	42	74	218
25 to 34	49	179	776
35 to 44	31	215	1,085
45 to 54	33	215	1,530
55 to 64	14	135	1,208
65 to 74	15	146	956
75+	7	112	858
<b>Total</b>	<b>191</b>	<b>1,076</b>	<b>6,631</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Shady Oak</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	30	257	401
25 to 34	114	1,172	2,960
35 to 44	106	1,189	2,548
45 to 54	92	1,084	2,938
55 to 64	79	817	2,885
65 to 74	39	476	1,616
75+	43	526	1,667
<b>Total</b>	<b>503</b>	<b>5,521</b>	<b>15,015</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>E.P. Town Center</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	68	173	556
25 to 34	104	730	2,576
35 to 44	53	452	2,410
45 to 54	34	330	2,211
55 to 64	15	184	1,390
65 to 74	6	84	679
75+	3	149	485
<b>Total</b>	<b>283</b>	<b>2,102</b>	<b>10,307</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Opus</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	45	243	387
25 to 34	163	1,090	1,818
35 to 44	112	931	2,168
45 to 54	117	921	2,465
55 to 64	110	746	1,970
65 to 74	95	507	1,301
75+	62	444	1,086
<b>Total</b>	<b>704</b>	<b>4,882</b>	<b>11,195</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Southwest</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	15	262	556
25 to 34	25	1,178	2,578
35 to 44	10	835	2,565
45 to 54	6	632	2,419
55 to 64	4	357	1,522
65 to 74	1	141	734
75+	0	119	512
<b>Total</b>	<b>61</b>	<b>3,524</b>	<b>10,886</b>

**TABLE D-14**  
**EXCENSUS HOUSEHOLD AGE DISTRIBUTION**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2004**

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>Mitchell</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under 25	3	195	428
25 to 34	29	788	2,281
35 to 44	28	797	2,689
45 to 54	36	745	2,729
55 to 64	30	467	1,557
65 to 74	30	197	651
75+	19	76	411
<b>Total</b>	<b>175</b>	<b>3,265</b>	<b>10,746</b>

Source: Excensus; Maxfield Research, Inc.

**TABLE D-15**  
**EXCENSUS HOUSEHOLD AGE DISTRIBUTION**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2010**

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>Royalston</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	51	633	3,560
25 to 34	432	3,360	15,524
35 to 44	247	1,817	8,826
45 to 54	212	1,325	6,833
55 to 64	135	1,217	5,613
65 to 74	39	701	2,800
75+	6	467	1,713
<b>Total</b>	<b>1,122</b>	<b>9,520</b>	<b>44,869</b>

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>West Lake</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	141	319	1,399
25 to 34	976	1,974	9,648
35 to 44	463	1,116	5,949
45 to 54	337	930	4,924
55 to 64	397	984	4,469
65 to 74	200	467	2,106
75+	171	418	1,820
<b>Total</b>	<b>2,685</b>	<b>6,208</b>	<b>30,315</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Van White</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	41	771	2,978
25 to 34	212	3,704	14,585
35 to 44	154	2,105	8,223
45 to 54	108	1,684	6,188
55 to 64	98	1,480	5,165
65 to 74	65	809	2,564
75+	23	601	1,616
<b>Total</b>	<b>701</b>	<b>11,154</b>	<b>41,319</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Beltline</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	155	392	881
25 to 34	887	26,602	6,520
35 to 44	354	1,545	4,994
45 to 54	247	1,214	4,627
55 to 64	222	1,214	4,209
65 to 74	101	563	2,028
75+	110	691	1,893
<b>Total</b>	<b>2,076</b>	<b>32,221</b>	<b>25,152</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Penn Station</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	13	178	2,569
25 to 34	119	1,307	13,339
35 to 44	204	1,042	7,297
45 to 54	231	972	5,430
55 to 64	280	905	4,667
65 to 74	122	446	2,307
75+	73	295	1,527
<b>Total</b>	<b>1,042</b>	<b>5,145</b>	<b>37,136</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Wooddale</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	60	355	965
25 to 34	442	2,322	6,666
35 to 44	260	1,482	5,148
45 to 54	204	1,167	4,780
55 to 64	192	987	4,256
65 to 74	77	490	2,063
75+	68	583	2,237
<b>Total</b>	<b>1,303</b>	<b>7,386</b>	<b>26,115</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>21st Street</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	8	146	2,406
25 to 34	34	1,049	13,184
35 to 44	93	993	7,185
45 to 54	169	990	5,460
55 to 64	178	1,089	4,790
65 to 74	96	534	2,331
75+	46	397	1,706
<b>Total</b>	<b>624</b>	<b>5,198</b>	<b>37,062</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Louisiana</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	95	287	846
25 to 34	452	1,757	5,900
35 to 44	238	1,170	4,649
45 to 54	200	994	4,426
55 to 64	152	860	3,929
65 to 74	56	368	1,957
75+	38	346	2,395
<b>Total</b>	<b>1,231</b>	<b>5,782</b>	<b>24,102</b>

**TABLE D-15  
EXCENSUS HOUSEHOLD AGE DISTRIBUTION  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
2010**

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>Blake</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	137	256	756
25 to 34	777	1,513	5,052
35 to 44	538	1,123	4,018
45 to 54	338	1,000	4,018
55 to 64	275	839	3,642
65 to 74	107	367	1,910
75+	67	449	2,188
<b>Total</b>	<b>2,239</b>	<b>5,547</b>	<b>21,584</b>

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>City West</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	19	84	234
25 to 34	157	678	1,610
35 to 44	62	366	1,482
45 to 54	62	446	1,913
55 to 64	48	532	1,993
65 to 74	10	359	1,260
75+	2	348	1,214
<b>Total</b>	<b>360</b>	<b>2,813</b>	<b>9,706</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Hopkins</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	59	204	475
25 to 34	280	1,219	3,234
35 to 44	263	1,055	2,780
45 to 54	274	1,133	3,120
55 to 64	253	973	3,071
65 to 74	147	540	1,725
75+	159	481	1,828
<b>Total</b>	<b>1,435</b>	<b>5,605</b>	<b>16,233</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Golden Triangle</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	11	34	156
25 to 34	66	236	1,155
35 to 44	47	175	1,069
45 to 54	48	210	1,398
55 to 64	39	187	1,511
65 to 74	23	120	961
75+	4	144	1,159
<b>Total</b>	<b>238</b>	<b>1,106</b>	<b>7,409</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Shady Oak</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	18	171	475
25 to 34	126	1,149	3,234
35 to 44	79	1,055	2,780
45 to 54	97	1,133	3,120
55 to 64	96	973	3,071
65 to 74	49	540	1,725
75+	38	481	1,828
<b>Total</b>	<b>503</b>	<b>5,502</b>	<b>16,233</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>E.P. Town Center</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	27	95	382
25 to 34	142	753	2,647
35 to 44	92	533	2,208
45 to 54	56	339	2,174
55 to 64	24	232	1,784
65 to 74	10	121	885
75+	2	179	723
<b>Total</b>	<b>353</b>	<b>2,252</b>	<b>10,803</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Opus</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	21	150	284
25 to 34	185	1,183	1,909
35 to 44	90	787	1,762
45 to 54	86	774	2,315
55 to 64	127	867	2,339
65 to 74	99	556	1,428
75+	80	546	1,332
<b>Total</b>	<b>688</b>	<b>4,863</b>	<b>11,369</b>

	<b>No.</b>	<b>No.</b>	<b>No.</b>
<b>Southwest</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under Age 25	11	184	389
25 to 34	107	1,342	2,661
35 to 44	48	870	2,296
45 to 54	31	639	2,381
55 to 64	21	475	1,933
65 to 74	7	205	952
75+	0	188	764
<b>Total</b>	<b>225</b>	<b>3,903</b>	<b>11,376</b>

**TABLE D-15**  
**EXCENSUS HOUSEHOLD AGE DISTRIBUTION**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2010**

	<b>1/2-mile</b>	<b>1-mile</b>	<b>2-mile</b>
<b>Mitchell</b>	<b>No.</b>	<b>No.</b>	<b>No.</b>
Under 25	2	133	306
25 to 34	28	869	2,334
35 to 44	30	655	2,227
45 to 54	37	726	2,600
55 to 64	35	607	2,049
65 to 74	24	257	926
75+	23	101	613
<b>Total</b>	<b>179</b>	<b>3,348</b>	<b>11,055</b>

Source: Excensus; Maxfield Research, Inc.

**TABLE D-16  
AVERAGE HOUSEHOLD SIZE  
SWLRT STATIONS HALF- AND ONE-MILE RADIUS  
2000 - 2017**

	U.S. Census		Estimate	Projection
	2000	2010	2012	2017
<b>Half-Mile Radius</b>				
Royalston	1.78	1.71	1.71	1.71
Van White	2.44	1.69	1.68	1.66
Penn	2.28	2.35	2.34	2.33
21st Street	2.44	2.51	2.51	2.49
West Lake	1.56	1.59	1.59	1.59
Beltline	1.60	1.63	1.63	1.64
Wooddale	1.98	1.97	1.97	1.96
Louisiana	1.94	2.02	2.02	2.02
Blake	1.99	2.21	2.20	2.19
Hopkins	1.91	1.91	1.91	1.90
Shady Oak	1.71	1.81	1.81	1.81
Opus	1.68	1.63	1.63	1.61
City West	1.79	1.62	1.62	1.62
Golden Triangle	2.64	1.93	1.93	1.93
E.P. Town Center	1.28	1.59	1.59	1.58
Southwest	0.00	1.85	1.85	1.85
Mitchell	2.13	1.83	1.82	1.81
<b>Corridor</b>	<b>1.84</b>	<b>1.83</b>	<b>1.83</b>	<b>1.82</b>
<b>One-Mile Radius</b>				
Royalston	1.66	1.59	1.59	1.59
Van White	1.75	1.73	1.73	1.73
Penn	2.07	2.04	2.02	2.00
21st Street	1.98	1.93	1.92	1.92
West Lake	1.76	1.81	1.82	1.82
Beltline	1.87	1.86	1.87	1.87
Wooddale	1.92	1.95	1.95	1.95
Louisiana	2.04	2.15	2.14	2.14
Blake	2.11	2.19	2.19	2.17
Hopkins	2.04	2.06	2.06	2.05
Shady Oak	2.03	1.99	1.99	1.98
Opus	1.84	1.77	1.77	1.76
City West	1.81	1.75	1.75	1.73
Golden Triangle	2.41	2.11	2.11	2.12
E.P. Town Center	1.97	1.94	1.93	1.92
Southwest	2.03	2.04	2.03	2.02
Mitchell	2.17	2.15	2.15	2.14
<b>Corridor</b>	<b>1.91</b>	<b>1.89</b>	<b>1.89</b>	<b>1.88</b>



<b>TABLE D-16</b> <b>AVERAGE HOUSEHOLD SIZE</b> <b>SWLRT STATIONS TWO-MILE RADIUS</b> <b>2000 - 2017</b>				
	U.S. Census		Estimate	Projection
	2000	2010	2012	2017
<b>Two-Mile Radius</b>				
Royalston	2.04	1.94	1.94	1.94
Van White	1.97	1.87	1.87	1.87
Penn Station	1.92	1.85	1.85	1.85
21st Street	1.83	1.79	1.90	1.90
West Lake	1.89	1.90	2.04	2.04
Beltline	2.04	2.04	2.04	2.04
Wooddale	2.10	2.10	2.10	2.09
Louisiana	2.13	2.13	2.13	2.12
Blake	2.11	2.13	2.13	2.12
Hopkins	2.11	2.10	2.10	2.09
Shady Oak	2.10	2.11	2.10	2.09
Opus	2.14	2.10	2.10	2.09
City West	2.20	2.12	2.12	2.10
Golden Triangle	2.27	2.14	2.14	2.12
E.P. Town Center	2.34	2.22	2.22	2.21
Southwest	2.39	2.27	2.26	2.25
Mitchell	2.51	2.37	2.36	2.35
<b>Corridor</b>	<b>2.11</b>	<b>2.06</b>	<b>2.05</b>	<b>2.05</b>
Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.				

**TABLE D-17**  
**SIZE OF HOUSEHOLDS**  
**SWLRT STATIONS HALF-MILE RADIUS**  
**2000 and 2010**

Station <i>1/2 Mile Radius</i>	2000							2010						
	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person	7-Person	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person	7-Person
Royalston	278	94	12	5	3	0	7	935	392	94	46	27	16	17
Van White	154	128	62	51	19	13	19	314	200	76	64	22	9	12
Penn	352	438	200	130	43	9	3	292	412	168	139	37	8	2
21st Street	167	274	111	92	30	9	2	130	226	82	109	29	5	0
West Lake	1,424	841	153	82	28	4	5	1,494	892	171	87	32	6	5
Beltline	1,266	739	177	81	27	10	6	1,245	707	170	95	34	11	9
Wooddale	336	314	117	86	29	8	2	470	444	138	94	35	8	5
Louisiana	442	306	139	78	32	11	6	479	374	146	80	28	9	4
Blake Road	875	663	275	193	71	25	13	1,000	663	364	249	90	47	29
Hopkins	903	475	208	129	70	23	11	890	447	196	125	66	19	14
Shady Oak	217	117	53	31	19	5	4	219	133	58	38	17	6	4
Opus	331	307	80	31	7	3	1	343	223	66	34	7	5	2
City West	98	117	35	40	22	3	2	140	136	39	30	9	2	2
Golden Triangle	27	32	10	11	6	1	0	92	89	25	19	6	1	1
E.P. Town Center	13	10	4	2	0	0	0	284	201	90	44	10	2	1
Southwest	0	0	0	0	0	0	0	444	313	141	69	17	3	1
Mitchell	57	61	25	13	7	2	0	56	46	17	11	4	1	1
<b>Corridor</b>	<b>10,435</b>	<b>7,059</b>	<b>2,256</b>	<b>1,391</b>	<b>521</b>	<b>155</b>	<b>97</b>	<b>12,282</b>	<b>8,110</b>	<b>2,559</b>	<b>1,593</b>	<b>557</b>	<b>188</b>	<b>126</b>

**TABLE D-18**  
**SIZE OF HOUSEHOLDS**  
**SWLRT STATIONS ONE-MILE RADIUS**  
**2000 and 2010**

Station <b>1 Mile Radius</b>	2000							2010						
	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person	7-Person	1-Person	2-Person	3-Person	4-Person	5-Person	6-Person	7-Person
Royalston	5,167	1,910	374	224	143	75	115	6,772	3,120	573	294	144	82	98
Van White	7,054	2,945	831	532	262	115	173	7,209	3,314	810	506	208	103	116
Penn	2,491	1,872	715	483	174	65	73	2,391	1,814	640	495	154	43	37
21st Street	2,572	2,061	655	434	136	31	13	2,819	2,261	684	503	163	31	14
West Lake	3,295	2,140	536	331	112	28	17	3,211	2,126	527	356	125	28	26
Beltline	3,443	2,478	734	483	162	49	23	3,909	2,744	799	521	194	45	37
Wooddale	2,830	2,131	770	514	170	49	16	2,860	2,332	762	491	190	48	26
Louisiana	1,852	1,810	787	513	184	56	26	2,117	1,955	747	501	201	82	45
Blake Road	2,366	1,868	773	521	195	58	32	2,155	1,613	760	536	194	80	46
Hopkins	2,487	1,976	826	547	205	57	27	2,440	1,685	725	460	189	55	35
Shady Oak	2,337	1,820	720	442	172	53	25	2,455	1,734	709	424	167	54	34
Opus	2,259	1,842	516	312	112	26	12	2,556	1,730	496	289	91	34	16
City West	1,055	974	250	179	82	17	7	1,219	944	227	160	53	17	7
Golden Triangle	168	286	97	106	56	15	6	341	413	129	119	51	13	8
E.P. Town Center	758	719	272	165	70	17	5	1,288	956	399	223	84	27	23
Southwest	1,037	1,041	430	302	124	29	7	1,695	1,377	587	333	119	40	36
Mitchell	806	926	426	358	157	32	11	1,111	1,189	514	364	121	48	39
<b>Corridor</b>	<b>26,035</b>	<b>17,316</b>	<b>5,740</b>	<b>3,850</b>	<b>1,512</b>	<b>460</b>	<b>352</b>	<b>29,351</b>	<b>19,408</b>	<b>6,120</b>	<b>3,979</b>	<b>1,497</b>	<b>518</b>	<b>400</b>

**TABLE D-19**  
**SIZE OF HOUSEHOLDS**  
**SWLRT STATIONS - TWO-MILE RADIUS**  
**2000 and 2010**

<b>2 Mile Radius</b>	<b>2000</b>							<b>2010</b>						
	<b>1-Person</b>	<b>2-Person</b>	<b>3-Person</b>	<b>4-Person</b>	<b>5-Person</b>	<b>6-Person</b>	<b>7-Person</b>	<b>1-Person</b>	<b>2-Person</b>	<b>3-Person</b>	<b>4-Person</b>	<b>5-Person</b>	<b>6-Person</b>	<b>7-Person</b>
Royalston	24,143	11,984	4,391	2,750	1,566	880	1,158	26,168	13,835	4,341	2,718	1,373	721	944
Van White	22,502	10,916	3,759	2,321	1,305	661	907	24,075	12,415	3,727	2,315	1,123	567	698
Penn	20,177	11,152	3,589	2,176	1,064	461	589	21,293	11,806	3,501	2,189	946	372	461
21st Street	21,037	12,106	3,620	2,128	885	343	376	21,309	12,131	3,505	2,146	842	272	279
West Lake	14,448	10,708	3,402	2,179	723	191	104	14,697	10,606	3,364	2,340	832	176	131
Beltline	10,063	8,508	3,033	2,183	754	187	81	10,402	8,616	3,025	2,265	867	202	114
Wooddale	9,803	8,757	3,266	2,376	828	223	101	10,431	8,738	3,298	2,421	949	269	150
Louisiana	8,783	8,006	3,128	2,300	810	218	98	9,266	7,890	3,124	2,303	906	259	138
Blake Road	8,283	7,438	2,960	2,049	761	193	87	8,421	7,175	2,928	2,014	804	248	132
Hopkins	6,369	5,840	2,198	1,516	591	163	65	6,969	5,702	2,303	1,569	606	209	109
Shady Oak	5,694	5,395	1,971	1,428	549	144	59	6,185	5,259	2,102	1,407	538	172	97
Opus	4,066	4,054	1,424	1,109	481	114	45	4,540	3,983	1,424	1,058	438	132	61
City West	3,063	3,514	1,158	987	413	96	30	3,534	3,379	1,141	899	372	110	45
Golden Triangle	2,145	2,713	848	794	359	91	25	2,646	2,731	853	739	303	85	38
E.P. Town Center	2,662	3,201	1,418	1,231	508	120	31	3,701	3,716	1,522	1,150	410	150	87
Southwest	2,662	3,271	1,502	1,352	549	122	32	3,653	3,843	1,633	1,275	456	170	95
Mitchell	2,548	3,173	1,589	1,661	686	150	43	3,362	3,765	1,802	1,508	565	193	92
<b>Corridor</b>	<b>54,717</b>	<b>39,096</b>	<b>14,694</b>	<b>10,904</b>	<b>4,834</b>	<b>1,828</b>	<b>1,740</b>	<b>58,604</b>	<b>41,007</b>	<b>14,817</b>	<b>10,526</b>	<b>4,554</b>	<b>1,715</b>	<b>1,626</b>

Sources: U.S. Census Bureau; Maxfield Research, Inc.

**TABLE D-20  
HOUSEHOLD TYPE  
SWLRT STATIONS HALF-MILE RADIUS  
2010**

	Total HH's	Family Households			Non-Family Households	
		Married w/o Child	Married w/ Child	Other *	Living Alone	Roommates
Royalston	1,527	132	73	174	935	213
Van White	697	84	72	119	314	108
Penn	1,059	308	234	89	292	136
21st Street	581	189	167	48	130	47
West Lake	2,685	429	162	157	1,494	443
Beltline	2,271	296	162	210	1,245	358
Wooddale	1,194	249	165	134	470	176
Louisiana	1,120	159	125	208	479	149
Blake Road	2,443	388	414	388	1,000	253
Hopkins	1,757	258	193	289	890	127
Shady Oak	476	96	59	70	219	32
Opus	679	111	50	96	343	79
City West	356	94	51	34	140	37
Golden Triangle	234	62	34	22	92	24
E.P. Town Center	633	107	98	62	284	82
Southwest	988	166	154	97	444	127
Mitchell	137	27	20	19	56	15
<b>Corridor</b>	<b>25,414</b>	<b>4,341</b>	<b>2,685</b>	<b>2,836</b>	<b>12,282</b>	<b>3,270</b>

\* Single-parent families, unmarried couples with children.

Sources: U.S. Census Bureau; Maxfield Research Inc.

**TABLE D-21  
HOUSEHOLD TYPE  
SWLRT STATIONS ONE-MILE RADIUS  
2010**

	Total HH's	Family Households			Non-Family Households	
		Married w/o Child	Married w/ Child	Other *	Living Alone	Roommates
Royalston	11,082	1,410	447	1,018	6,772	1,435
Van White	12,266	1,480	744	1,180	7,209	1,653
Penn	5,576	1,037	770	524	2,391	854
21st Street	6,475	1,407	868	402	2,819	979
West Lake	6,400	1,165	649	457	3,211	918
Beltline	8,248	1,536	959	740	3,909	1,104
Wooddale	6,708	1,362	895	754	2,860	837
Louisiana	5,649	1,100	836	891	2,117	705
Blake Road	5,385	1,017	864	832	2,155	517
Hopkins	5,588	1,072	736	873	2,440	467
Shady Oak	5,576	1,134	663	859	2,455	465
Opus	5,211	1,092	454	614	2,556	495
City West	2,627	676	268	229	1,219	235
Golden Triangle	1,072	332	214	99	341	86
E.P. Town Center	2,999	554	458	375	1,288	324
Southwest	4,186	793	678	550	1,695	470
Mitchell	3,385	803	655	499	1,111	317
<b>Corridor</b>	<b>61,273</b>	<b>11,166</b>	<b>6,748</b>	<b>6,405</b>	<b>29,351</b>	<b>7,603</b>

\* Single-parent families, unmarried couples with children.

Sources: U.S. Census Bureau; Maxfield Research Inc.

**TABLE D-22**  
**HOUSEHOLD TYPE**  
**SWLRT STATIONS TWO-MILE RADIUS**  
**2010**

	Total HH's	Family Households			Non-Family Households	
		Married w/o Child	Married w/ Child	Other *	Living Alone	Roommates
Royalston	50,101	5,575	3,303	7,011	26,168	8,044
Van White	44,920	5,119	3,019	5,588	24,075	7,119
Penn	40,569	4,933	3,011	4,318	21,293	7,014
21st Street	40,485	5,211	3,146	3,676	21,309	7,143
West Lake	32,146	5,616	3,913	2,602	14,697	5,318
Beltline	25,491	5,393	4,028	2,566	10,402	3,102
Wooddale	26,255	5,615	4,271	3,100	10,431	2,838
Louisiana	23,887	5,256	4,000	2,963	9,266	2,402
Blake Road	21,721	4,747	3,372	3,095	8,421	2,086
Hopkins	17,466	4,019	2,587	2,417	6,969	1,474
Shady Oak	15,762	3,870	2,391	2,010	6,185	1,306
Opus	11,639	3,036	1,795	1,376	4,540	892
City West	9,480	2,661	1,560	1,014	3,534	711
Golden Triangle	7,396	2,264	1,311	696	2,646	479
E.P. Town Center	10,737	1,605	4,778	2,096	1,344	914
Southwest	11,126	2,881	2,313	1,398	3,653	881
Mitchell	11,287	3,036	2,777	1,296	3,362	816
<b>Corridor</b>	<b>132,850</b>	<b>23,497</b>	<b>16,462</b>	<b>16,728</b>	<b>58,604</b>	<b>17,559</b>

\* Single-parent families, unmarried couples with children.

Sources: U.S. Census Bureau; Maxfield Research Inc.

**TABLE D-23**  
**TENURE BY STATION**  
**SWLRT STATIONS HALF-MILE RADIUS**  
**2000, 2010, 2012 & 2017**

Station	2000				2010				2012				2017			
	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total
<b>1/2 Mile Radius</b>																
Royalston	12	387	59	458	406	1,120	166	1,692	385	1,195	145	1,725	426	1,270	118	1,814
Van White	216	229	45	490	258	439	56	753	230	449	83	762	226	436	94	756
Penn	1,016	160	35	1,211	888	171	51	1,110	868	198	57	1,123	895	202	55	1,152
21st Street	550	136	16	702	479	102	40	621	461	116	35	612	462	119	30	611
West Lake	905	1,634	103	2,642	949	1,766	417	3,132	846	1,841	429	3,116	869	1,873	404	3,146
Beltline	488	1,819	54	2,361	523	1,748	273	2,544	474	1,820	268	2,562	499	1,874	241	2,614
Wooddale	592	298	17	907	731	463	86	1,280	694	517	94	1,305	741	522	83	1,346
Louisiana	378	635	21	1,034	366	754	92	1,212	354	774	85	1,213	378	782	69	1,229
Blake Road	472	1,643	33	2,148	566	1,877	173	2,616	504	1,916	204	2,624	499	1,934	222	2,655
Hopkins	635	1,183	38	1,856	651	1,105	130	1,886	588	1,125	156	1,869	581	1,097	171	1,849
Shady Oak	179	266	9	454	228	247	33	508	219	251	37	507	225	247	35	507
Opus	407	352	43	802	354	325	110	789	336	361	92	789	354	386	73	813
City West	152	166	35	353	169	187	28	384	152	201	20	373	154	200	16	370
Golden Triangle	42	45	8	95	111	123	20	254	100	132	34	266	101	131	31	263
E.P. Town Center	0	29	3	32	44	589	103	736	37	578	169	784	36	562	186	784
Southwest	0	0	0	0	68	920	152	1,140	57	903	181	1,141	56	877	208	1,141
Mitchell	83	83	4	170	71	66	10	147	69	77	8	154	76	87	8	171
<b>Half-Mile Corridor</b>	<b>8,910</b>	<b>13,006</b>	<b>847</b>	<b>22,763</b>	<b>10,170</b>	<b>15,244</b>	<b>2,556</b>	<b>27,970</b>	<b>9,565</b>	<b>15,970</b>	<b>2,512</b>	<b>28,047</b>	<b>9,950</b>	<b>16,292</b>	<b>2,386</b>	<b>28,628</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.



**TABLE D-24**  
**TENURE BY STATION**  
**SWLRT STATIONS ONE-MILE RADIUS**  
**2000, 2010, 2012 & 2017**

Station	2000				2010				2012				2017			
	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total
<b>1 Mile Radius</b>																
Royalston	2,033	5,975	937	8,945	3,301	7,782	1,489	12,572	3,050	8,129	1,377	12,556	3,244	8,329	1,246	12,819
Van White	3,284	6,287	791	10,362	3,563	8,703	1,467	13,733	3,273	8,952	1,500	13,725	3,360	9,059	1,466	13,885
Penn	2,948	2,925	240	6,113	2,947	2,628	455	6,030	2,796	2,789	477	6,062	2,859	2,856	475	6,190
21st Street	3,329	2,574	197	6,100	3,710	2,765	630	7,105	3,545	2,975	587	7,107	3,643	3,080	545	7,268
West Lake	2,606	3,853	206	6,665	2,607	3,793	799	7,199	2,497	4,008	742	7,247	2,619	4,154	665	7,438
Beltline	3,566	3,807	155	7,528	3,867	4,382	850	9,099	3,703	4,647	827	9,177	3,886	4,791	755	9,432
Wooddale	3,511	2,969	110	6,590	3,963	2,745	515	7,223	3,843	2,974	477	7,294	4,050	3,075	408	7,533
Louisiana	3,090	2,138	88	5,316	3,104	2,544	353	6,001	3,000	2,691	327	6,018	3,162	2,707	288	6,157
Blake Road	2,403	3,408	99	5,910	2,211	3,174	340	5,725	2,105	3,288	358	5,751	2,201	3,314	371	5,886
Hopkins	3,011	3,115	141	6,267	2,821	2,767	404	5,992	2,652	2,939	418	6,009	2,719	2,985	406	6,110
Shady Oak	2,845	2,725	140	5,710	3,011	2,565	411	5,987	2,859	2,719	418	5,996	2,924	2,766	388	6,078
Opus	2,744	2,334	273	5,351	2,990	2,221	550	5,761	2,854	2,432	491	5,777	2,960	2,553	404	5,917
City West	1,676	888	174	2,738	1,708	919	290	2,917	1,634	1,019	246	2,899	1,694	1,050	199	2,943
Golden Triangle	484	249	55	788	637	435	77	1,149	598	470	82	1,150	611	469	70	1,150
E.P. Town Center	617	1,388	136	2,141	848	2,151	283	3,282	805	2,252	298	3,355	925	2,330	331	3,586
Southwest	1,220	1,751	169	3,140	1,339	2,847	353	4,539	1,260	2,979	386	4,625	1,381	3,072	443	4,896
Mitchell	1,693	1,023	86	2,802	1,838	1,548	187	3,573	1,762	1,684	223	3,669	1,861	1,749	247	3,857
<b>One-Mile Corridor</b>	<b>24,785</b>	<b>30,481</b>	<b>2,460</b>	<b>57,726</b>	<b>27,654</b>	<b>33,619</b>	<b>5,890</b>	<b>67,163</b>	<b>26,320</b>	<b>35,533</b>	<b>5,714</b>	<b>67,567</b>	<b>27,533</b>	<b>36,472</b>	<b>5,349</b>	<b>69,354</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-25**  
**TENURE BY STATION**  
**SWLRT STATIONS TWO-MILE RADIUS**  
**2000, 2010, 2012 & 2017**

2 Mile Radius	2000				2010				2012				2017			
	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total	Owner	Renter	Vacant	Total
Royalston	12,165	34,708	2,752	49,625	14,383	35,718	6,237	56,338	13,361	37,336	5,932	56,629	14,121	38,494	5,469	58,084
Van White	11,199	31,173	2,475	44,847	13,218	31,702	5,575	50,495	12,287	33,179	5,167	50,633	12,869	34,306	4,669	51,844
Penn	11,696	27,511	1,822	41,029	12,622	27,946	4,545	45,113	11,705	29,094	4,383	45,182	12,101	29,884	4,064	46,049
21st Street	12,784	27,711	1,477	41,972	13,138	27,347	4,029	44,514	12,193	28,392	4,012	44,597	12,556	28,996	3,833	45,385
West Lake	15,259	16,496	737	32,492	15,638	16,508	2,590	34,736	14,894	17,509	2,517	34,920	15,434	18,008	2,324	35,766
Beltline	15,248	9,561	509	25,318	15,293	10,198	1,948	27,439	14,797	10,972	1,826	27,595	15,403	11,302	1,627	28,332
Wooddale	15,292	10,064	505	25,861	15,224	11,031	2,021	28,276	14,730	11,764	1,984	28,478	15,344	12,040	1,818	29,202
Louisiana	14,146	9,198	422	23,766	13,948	9,939	1,663	25,550	13,520	10,612	1,616	25,748	14,122	10,863	1,484	26,469
Blake Road	12,180	9,591	495	22,266	11,933	9,787	1,599	23,319	11,405	10,409	1,595	23,409	11,826	10,551	1,489	23,866
Hopkins	9,532	7,212	457	17,201	9,674	7,792	1,336	18,802	9,313	8,263	1,305	18,881	9,704	8,400	1,218	19,322
Shady Oak	8,948	6,291	426	15,665	9,229	6,533	1,179	16,941	8,890	6,992	1,165	17,047	9,261	7,129	1,084	17,474
Opus	7,108	4,184	428	11,720	7,449	4,189	958	12,596	7,167	4,515	924	12,606	7,370	4,606	829	12,805
City West	6,216	3,045	392	9,653	6,388	3,093	819	10,300	6,147	3,386	772	10,305	6,292	3,504	670	10,466
Golden Triangle	5,110	1,867	299	7,276	5,231	2,165	629	8,025	5,048	2,368	620	8,036	5,177	2,404	549	8,130
E.P. Town Center	5,649	3,523	371	9,543	5,856	4,881	711	11,448	5,616	5,253	769	11,638	5,866	5,383	821	12,070
Southwest	6,128	3,363	354	9,845	6,441	4,685	672	11,798	6,242	5,055	732	12,029	6,544	5,205	779	12,528
Mitchell	6,801	3,047	335	10,183	7,078	4,209	601	11,888	6,937	4,528	634	12,099	7,273	4,678	686	12,637
<b>Two-Mile Corridor</b>	<b>58,160</b>	<b>69,655</b>	<b>4,983</b>	<b>132,798</b>	<b>59,836</b>	<b>73,014</b>	<b>12,328</b>	<b>145,178</b>	<b>57,069</b>	<b>77,094</b>	<b>11,910</b>	<b>146,073</b>	<b>59,476</b>	<b>79,298</b>	<b>11,107</b>	<b>149,881</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-26**  
**EXCENSUS TENURE BY STATION**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2004 & 2010**

Station	2004			2010			Change					
	Owner	Renter	Total	Owner	Renter	Total	No.	Pct.	No.	Pct.	No.	Pct.
<b>1/2 Mile Radius</b>												
Royalston	68	810	878	375	742	1,117	307	451.5%	-68	-8.4%	239	27.2%
Van White	189	370	559	239	570	809	50	26.5%	200	54.1%	250	44.7%
Penn	782	332	1,114	804	338	1,142	22	2.8%	6	1.8%	28	2.5%
21st Street	498	192	690	500	190	690	2	0.4%	-2	-1.0%	0	0.0%
West Lake	887	471	1,358	976	1,761	2,737	89	10.0%	1,290	273.9%	1,379	101.5%
Beltline	371	1,802	2,173	379	1,771	2,150	8	2.2%	-31	-1.7%	-23	-1.1%
Wooddale	531	431	962	700	668	1,368	169	31.8%	237	55.0%	406	42.2%
Louisiana	295	1,000	1,295	293	977	1,270	-2	-0.7%	-23	-2.3%	-25	-1.9%
Blake Road	457	1,979	2,436	450	1,939	2,389	-7	-1.5%	-40	-2.0%	-47	-1.9%
Hopkins	496	975	1,471	510	973	1,483	14	2.8%	-2	-0.2%	12	0.8%
Shady Oak	261	248	509	267	242	509	6	2.3%	-6	-2.4%	0	0.0%
Opus	355	349	704	368	320	688	13	3.7%	-29	-8.3%	-16	-2.3%
City West	70	280	350	73	282	355	3	4.3%	2	0.7%	5	1.4%
Golden Triangle	25	202	227	33	240	273	8	32.0%	38	18.8%	46	20.3%
E.P. Town Center	0	283	283	0	353	353	0	0.0%	70	24.7%	70	24.7%
Southwest	42	19	61	123	102	225	81	192.9%	83	436.8%	164	268.9%
Mitchell	154	21	175	160	19	179	6	3.9%	-2	-9.5%	4	2.3%
<b>1 Mile Radius</b>												
Royalston	2,007	6,068	8,075	2,719	6,927	9,646	712	35.5%	859	10.6%	1,571	57.8%
Van White	2,699	8,304	11,003	2,976	8,724	11,700	277	10.3%	420	5.1%	697	6.3%
Penn	2,593	3,176	5,769	2,616	3,120	5,736	23	0.9%	-56	-1.8%	-33	-0.6%
21st Street	2,979	2,266	5,245	3,058	2,489	5,547	79	2.7%	223	9.8%	302	5.8%
West Lake	2,301	3,838	6,139	2,398	3,998	6,396	97	4.2%	160	4.2%	257	4.2%
Beltline	3,386	4,138	7,524	3,792	4,652	8,444	406	12.0%	514	12.4%	920	12.2%
Wooddale	3,372	3,269	6,641	3,809	3,769	7,578	437	13.0%	500	15.3%	937	14.1%
Louisiana	2,835	2,483	5,318	3,020	2,982	6,002	185	6.5%	499	20.1%	684	12.9%
Blake Road	2,221	3,549	5,770	2,253	4,414	6,667	32	1.4%	865	24.4%	897	15.5%
Hopkins	2,927	3,009	5,936	2,965	2,874	5,839	38	1.3%	-135	-4.5%	-97	-1.6%
Shady Oak	2,857	2,835	5,692	2,897	2,785	5,682	40	1.4%	-50	-1.8%	-10	-0.2%
Opus	2,703	2,145	4,848	2,728	2,104	4,832	25	0.9%	-41	-0.8%	-16	-0.3%
City West	1,599	670	2,269	1,797	1,050	2,847	198	12.4%	380	16.7%	578	25.5%
Golden Triangle	572	550	1,122	568	583	1,151	-4	-0.7%	33	2.9%	29	2.6%
E.P. Town Center	559	1,561	2,120	593	1,678	2,271	34	6.1%	117	5.5%	151	7.1%
Southwest	1,094	2,449	3,543	1,160	2,762	3,922	66	6.0%	313	8.8%	379	10.7%
Mitchell	1,714	1,575	3,289	1,763	1,608	3,371	49	2.9%	33	2.1%	82	2.5%
<b>2 Mile Radius</b>												
Royalston	10,536	31,199	41,735	12,399	32,561	44,960	1,863	17.7%	1,362	3.3%	3,225	26.0%
Van White	10,061	28,037	38,098	11,538	29,655	41,193	1,477	14.7%	1,618	5.8%	3,095	8.1%
Penn	10,275	24,846	35,121	11,242	25,983	37,225	967	9.4%	1,137	4.6%	2,104	6.0%
21st Street	11,093	24,354	35,447	11,764	25,181	36,945	671	6.0%	827	3.4%	1,498	4.2%
West Lake	13,608	15,566	29,174	14,379	16,565	30,944	771	5.7%	999	6.4%	1,770	6.1%
Beltline	14,249	9,642	23,891	14,922	10,184	25,106	673	4.7%	542	5.6%	1,215	5.1%
Wooddale	14,679	10,283	24,962	15,397	10,856	26,253	718	4.9%	573	5.6%	1,291	5.2%
Louisiana	13,662	9,325	22,987	14,341	9,886	24,227	679	5.0%	561	6.0%	1,240	5.4%
Blake Road	11,388	9,210	20,598	11,975	9,542	21,517	587	5.2%	332	3.6%	919	4.5%
Hopkins	9,074	6,759	15,833	9,309	6,865	16,174	235	2.6%	106	1.6%	341	2.2%
Shady Oak	8,957	5,997	14,954	8,957	5,997	14,954	0	0.0%	0	0.0%	0	0.0%
Opus	7,197	3,933	11,130	7,392	3,907	11,299	195	2.7%	-26	-0.2%	169	1.5%
City West	6,247	3,185	9,432	6,426	3,186	9,612	179	2.9%	1	0.0%	180	1.9%
Golden Triangle	5,159	1,460	6,619	5,481	1,653	7,134	322	6.2%	193	2.9%	515	7.8%
E.P. Town Center	5,540	4,756	10,296	5,805	4,964	10,769	265	4.8%	208	2.0%	473	4.6%
Southwest	6,100	4,780	10,880	6,370	4,997	11,367	270	4.4%	217	2.0%	487	4.5%
Mitchell	6,696	4,046	10,742	6,828	4,195	11,023	132	2.0%	149	3.7%	281	2.6%

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-27**  
**ESTIMATED MEDIAN HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2000**

	Age of Householder						
	15-24	25-34	35-44	45-54	55-64	65-74	75+
<b>Half-Mile</b>							
Royalston	\$12,693	\$33,036	\$28,052	\$37,946	\$21,458	\$10,000	\$0
Van White	\$32,500	\$35,965	\$38,722	\$71,523	\$47,404	\$54,378	\$22,111
Penn	\$41,487	\$75,863	\$72,206	\$94,916	\$72,289	\$125,717	\$36,911
21st Street	\$30,969	\$56,439	\$156,775	\$171,860	\$82,267	\$109,976	\$42,500
West Lake	\$31,878	\$56,255	\$69,129	\$97,377	\$88,360	\$67,047	\$35,503
Beltline	\$33,067	\$42,448	\$67,732	\$52,942	\$25,269	\$16,980	\$17,765
Wooddale	\$70,081	\$53,410	\$55,679	\$53,215	\$56,198	\$40,498	\$25,727
Louisiana	\$25,439	\$33,081	\$39,079	\$46,977	\$47,688	\$29,563	\$25,292
Blake Road	\$36,576	\$41,832	\$44,196	\$44,535	\$58,875	\$23,776	\$30,160
Hopkins	\$27,209	\$28,272	\$43,833	\$45,644	\$28,807	\$24,773	\$20,316
Shady Oak	\$26,039	\$32,339	\$46,872	\$45,567	\$36,546	\$23,301	\$18,333
Opus	\$37,500	\$57,417	\$62,122	\$75,217	\$52,163	\$39,323	\$32,756
City West	\$61,770	\$63,931	\$125,000	\$130,184	\$55,279	\$23,436	\$27,621
Golden Triangle	\$61,304	\$63,610	\$136,681	\$137,438	\$54,272	\$23,267	\$27,073
E.P. Town Center	\$37,500	\$63,804	\$75,000	\$32,500	\$0	\$0	\$57,500
Southwest	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mitchell	\$42,288	\$60,945	\$63,269	\$58,147	\$56,946	\$35,912	\$27,500
<b>Corridor</b>	<b>\$28,396</b>	<b>\$50,771</b>	<b>\$60,294</b>	<b>\$63,984</b>	<b>\$60,156</b>	<b>\$42,751</b>	<b>\$30,079</b>
<b>One-Mile</b>							
Royalston	\$13,419	\$40,806	\$37,513	\$38,546	\$26,368	\$19,143	\$14,565
Van White	\$16,762	\$33,687	\$38,853	\$48,984	\$43,545	\$27,347	\$21,545
Penn	\$23,630	\$40,045	\$57,744	\$87,892	\$83,022	\$93,950	\$35,444
21st Street	\$30,534	\$50,254	\$75,158	\$106,178	\$102,949	\$87,876	\$38,828
West Lake	\$32,179	\$51,090	\$73,416	\$82,324	\$79,905	\$43,322	\$26,762
Beltline	\$32,155	\$51,143	\$68,937	\$67,507	\$58,462	\$40,742	\$27,388
Wooddale	\$31,258	\$49,015	\$58,713	\$54,652	\$51,106	\$40,000	\$26,213
Louisiana	\$36,125	\$49,414	\$51,025	\$53,839	\$51,811	\$35,420	\$27,516
Blake Road	\$36,487	\$41,011	\$48,833	\$53,317	\$51,515	\$31,943	\$27,075
Hopkins	\$41,715	\$43,408	\$48,804	\$50,284	\$41,920	\$30,366	\$24,764
Shady Oak	\$32,020	\$44,284	\$46,022	\$50,779	\$44,804	\$31,693	\$23,951
Opus	\$44,449	\$50,809	\$61,586	\$66,487	\$47,006	\$41,033	\$32,566
City West	\$47,886	\$57,556	\$78,953	\$8,671	\$57,903	\$45,000	\$35,337
Golden Triangle	\$62,402	\$68,508	\$132,294	\$134,711	\$114,266	\$56,592	\$30,605
E.P. Town Center	\$36,411	\$56,110	\$59,735	\$71,336	\$48,401	\$62,679	\$27,556
Southwest	\$36,007	\$58,395	\$66,118	\$73,011	\$58,028	\$60,000	\$26,565
Mitchell	\$39,093	\$56,818	\$75,000	\$83,499	\$65,053	\$52,714	\$16,941
<b>Corridor</b>	<b>\$28,396</b>	<b>\$50,771</b>	<b>\$60,294</b>	<b>\$63,984</b>	<b>\$60,156</b>	<b>\$42,751</b>	<b>\$30,079</b>
<b>Two-Mile</b>							
Royalston	\$17,778	\$30,852	\$33,444	\$36,360	\$35,193	\$22,003	\$16,914
Van White	\$19,165	\$32,152	\$35,954	\$39,706	\$39,047	\$27,023	\$19,475
Penn	\$21,513	\$35,247	\$40,166	\$50,980	\$48,883	\$32,628	\$24,481
21st Street	\$24,482	\$37,255	\$45,528	\$55,298	\$52,437	\$33,817	\$24,574
West Lake	\$30,699	\$45,936	\$61,380	\$71,370	\$64,882	\$44,745	\$26,944
Beltline	\$31,457	\$53,421	\$66,607	\$70,670	\$66,948	\$44,067	\$27,926
Wooddale	\$33,312	\$52,995	\$61,802	\$64,595	\$60,265	\$40,936	\$27,299
Louisiana	\$35,356	\$51,024	\$60,545	\$62,282	\$57,212	\$40,487	\$26,861
Blake Road	\$37,264	\$48,504	\$53,973	\$57,870	\$54,234	\$36,962	\$27,207
Hopkins	\$38,347	\$46,851	\$56,194	\$63,061	\$56,410	\$40,219	\$28,712
Shady Oak	\$39,292	\$47,640	\$58,615	\$66,578	\$59,356	\$40,433	\$28,236
Opus	\$45,091	\$50,327	\$66,744	\$76,329	\$61,899	\$42,907	\$30,144
City West	\$48,742	\$53,687	\$75,932	\$89,782	\$73,090	\$49,961	\$36,168
Golden Triangle	\$47,834	\$58,829	\$90,409	\$102,504	\$89,268	\$53,827	\$39,260
E.P. Town Center	\$42,027	\$58,883	\$74,917	\$87,721	\$76,989	\$60,545	\$25,789
Southwest	\$37,477	\$59,248	\$77,301	\$85,950	\$75,151	\$56,228	\$21,759
Mitchell	\$37,703	\$61,920	\$84,476	\$90,431	\$75,123	\$55,415	\$17,623
<b>Corridor</b>	<b>\$28,396</b>	<b>\$50,771</b>	<b>\$60,294</b>	<b>\$63,984</b>	<b>\$60,156</b>	<b>\$42,751</b>	<b>\$30,079</b>

Sources: ESRI; Maxfield Research, Inc.

**TABLE D-28**  
**ESTIMATED MEDIAN HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2012**

	Age of Householder						
	15-24	25-34	35-44	45-54	55-64	65-74	75+
<b>Half-Mile</b>							
Royalston	\$17,972	\$39,607	\$42,049	\$44,330	\$36,586	\$15,486	\$12,188
Van White	\$18,213	\$34,692	\$42,812	\$50,760	\$47,376	\$19,541	\$15,789
Penn	\$69,429	\$76,267	\$99,554	\$103,955	\$103,597	\$84,311	\$44,288
21st Street	\$85,164	\$92,994	\$155,619	\$179,863	\$148,554	\$113,815	\$50,521
West Lake	\$35,186	\$61,688	\$99,212	\$108,029	\$96,429	\$60,822	\$35,788
Beltline	\$21,972	\$47,169	\$56,928	\$58,532	\$47,885	\$36,320	\$18,574
Wooddale	\$43,425	\$56,224	\$64,036	\$62,500	\$57,503	\$43,339	\$35,484
Louisiana	\$26,093	\$39,429	\$40,891	\$41,755	\$42,267	\$36,566	\$29,954
Blake Road	\$26,623	\$39,841	\$45,954	\$52,063	\$47,601	\$37,202	\$26,088
Hopkins	\$21,139	\$35,659	\$38,122	\$37,575	\$31,548	\$29,029	\$19,117
Shady Oak	\$17,575	\$36,691	\$40,547	\$42,070	\$39,554	\$31,472	\$18,843
Opus	\$27,425	\$46,511	\$52,759	\$57,394	\$47,428	\$40,751	\$32,855
City West	\$50,000	\$100,000	\$140,362	\$150,000	\$144,104	\$137,036	\$53,235
Golden Triangle	\$52,758	\$101,075	\$144,765	\$151,898	\$145,498	\$139,198	\$52,943
E.P. Town Center	\$36,966	\$58,257	\$61,658	\$60,973	\$58,333	\$41,176	\$38,541
Southwest	\$36,909	\$58,323	\$62,210	\$61,928	\$60,000	\$43,164	\$38,132
Mitchell	\$56,314	\$57,382	\$75,000	\$81,880	\$66,136	\$55,627	\$37,741
<b>Corridor</b>	<b>\$28,396</b>	<b>\$50,771</b>	<b>\$60,294</b>	<b>\$63,984</b>	<b>\$60,156</b>	<b>\$42,751</b>	<b>\$30,079</b>
<b>One-Mile</b>							
Royalston	\$17,214	\$43,232	\$47,498	\$46,017	\$39,947	\$21,423	\$17,272
Van White	\$17,613	\$36,826	\$45,378	\$48,335	\$50,000	\$27,681	\$20,728
Penn	\$25,075	\$49,912	\$82,932	\$92,005	\$97,089	\$58,500	\$32,707
21st Street	\$37,599	\$62,787	\$110,523	\$129,486	\$119,954	\$74,788	\$38,026
West Lake	\$31,621	\$57,115	\$92,870	\$103,605	\$93,218	\$60,598	\$30,839
Beltline	\$28,253	\$53,795	\$71,525	\$76,838	\$71,653	\$49,416	\$27,455
Wooddale	\$28,520	\$52,995	\$61,879	\$62,812	\$57,697	\$45,743	\$26,532
Louisiana	\$29,150	\$50,133	\$56,478	\$57,978	\$53,870	\$43,409	\$29,936
Blake Road	\$27,423	\$41,960	\$51,622	\$59,658	\$53,336	\$44,356	\$32,686
Hopkins	\$29,208	\$43,202	\$50,130	\$52,125	\$44,493	\$35,719	\$27,628
Shady Oak	\$30,133	\$43,905	\$50,537	\$52,210	\$49,543	\$37,753	\$29,358
Opus	\$37,924	\$51,398	\$59,268	\$67,967	\$62,321	\$48,112	\$35,404
City West	\$40,842	\$63,287	\$93,788	\$109,902	\$95,883	\$61,647	\$35,704
Golden Triangle	\$50,000	\$99,280	\$151,709	\$159,364	\$159,569	\$150,951	\$52,451
E.P. Town Center	\$36,612	\$58,334	\$67,350	\$69,329	\$64,947	\$56,823	\$45,703
Southwest	\$37,129	\$58,854	\$68,640	\$70,898	\$66,713	\$55,731	\$43,829
Mitchell	\$35,228	\$59,875	\$76,938	\$86,215	\$75,000	\$57,619	\$31,229
<b>Corridor</b>	<b>\$24,585</b>	<b>\$48,681</b>	<b>\$61,535</b>	<b>\$67,550</b>	<b>\$62,984</b>	<b>\$44,517</b>	<b>\$29,620</b>
<b>Two-Mile</b>							
Royalston	\$17,896	\$34,797	\$34,560	\$36,156	\$35,679	\$24,226	\$17,246
Van White	\$18,712	\$35,803	\$39,741	\$39,648	\$40,110	\$26,462	\$19,284
Penn	\$20,373	\$37,813	\$45,958	\$49,102	\$51,998	\$31,002	\$25,420
21st Street	\$22,305	\$40,288	\$52,184	\$57,034	\$58,227	\$35,000	\$25,803
West Lake	\$29,374	\$48,974	\$71,534	\$80,634	\$77,850	\$52,242	\$29,404
Beltline	\$30,731	\$54,833	\$77,370	\$84,976	\$77,571	\$55,726	\$29,850
Wooddale	\$28,660	\$52,405	\$69,852	\$77,211	\$67,957	\$52,653	\$30,053
Louisiana	\$27,338	\$51,162	\$66,672	\$74,623	\$64,081	\$51,916	\$29,666
Blake Road	\$29,457	\$48,491	\$60,101	\$66,225	\$58,164	\$45,649	\$30,341
Hopkins	\$30,535	\$47,156	\$60,585	\$72,313	\$64,394	\$48,526	\$33,576
Shady Oak	\$33,154	\$49,965	\$65,522	\$78,495	\$70,120	\$50,744	\$34,742
Opus	\$35,828	\$53,683	\$75,242	\$88,189	\$81,394	\$55,848	\$35,399
City West	\$39,988	\$56,366	\$87,366	\$106,173	\$99,107	\$65,572	\$39,311
Golden Triangle	\$39,472	\$64,152	\$104,894	\$120,410	\$112,059	\$78,468	\$44,540
E.P. Town Center	\$39,430	\$63,736	\$85,616	\$100,601	\$88,713	\$67,557	\$40,695
Southwest	\$38,683	\$63,686	\$86,581	\$102,019	\$90,113	\$67,557	\$40,695
Mitchell	\$39,922	\$65,696	\$95,399	\$110,371	\$100,840	\$72,816	\$41,318
<b>Corridor</b>	<b>\$21,679</b>	<b>\$42,968</b>	<b>\$56,510</b>	<b>\$64,715</b>	<b>\$59,743</b>	<b>\$41,926</b>	<b>\$29,155</b>

Sources: ESRI; Maxfield Research, Inc.

**TABLE D-29**  
**ESTIMATED MEDIAN HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER**  
**SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS**  
**2017**

	Age of Householder						
	15-24	25-34	35-44	45-54	55-64	65-74	75+
<b>Half-Mile</b>							
Royalston	\$18,680	\$51,149	\$51,870	\$52,776	\$47,542	\$15,000	\$12,300
Van White	\$18,191	\$41,015	\$56,981	\$70,215	\$57,719	\$20,580	\$15,554
Penn	\$81,750	\$80,887	\$106,713	\$109,909	\$109,448	\$94,475	\$53,504
21st Street	\$89,441	\$103,330	\$171,158	\$180,933	\$159,434	\$129,878	\$54,211
West Lake	\$38,155	\$76,401	\$112,403	\$122,257	\$110,368	\$82,073	\$41,074
Beltline	\$22,525	\$54,233	\$69,459	\$71,262	\$59,207	\$40,557	\$18,185
Wooddale	\$50,507	\$68,684	\$78,973	\$76,764	\$72,701	\$50,758	\$38,215
Louisiana	\$25,995	\$43,910	\$47,357	\$47,584	\$47,875	\$39,252	\$33,940
Blake Road	\$27,896	\$43,627	\$54,205	\$57,925	\$53,038	\$38,988	\$25,186
Hopkins	\$22,730	\$41,926	\$46,199	\$46,523	\$36,981	\$30,080	\$19,648
Shady Oak	\$18,798	\$42,554	\$53,078	\$54,297	\$48,376	\$33,701	\$19,672
Opus	\$27,809	\$55,430	\$65,538	\$75,000	\$52,418	\$43,471	\$35,397
City West	\$59,763	\$108,716	\$150,000	\$157,555	\$154,396	\$160,228	\$59,254
Golden Triangle	\$59,546	\$110,202	\$152,281	\$156,941	\$156,733	\$162,370	\$59,164
E.P. Town Center	\$42,049	\$75,076	\$76,317	\$76,386	\$76,177	\$50,000	\$50,713
Southwest	\$42,417	\$75,049	\$76,700	\$76,813	\$76,498	\$51,697	\$51,366
Mitchell	\$56,314	\$63,734	\$100,000	\$100,000	\$75,000	\$59,689	\$50,000
<b>Corridor</b>	<b>\$30,874</b>	<b>\$58,425</b>	<b>\$75,694</b>	<b>\$77,490</b>	<b>\$74,100</b>	<b>\$49,058</b>	<b>\$33,307</b>
<b>One-Mile</b>							
Royalston	\$17,061	\$51,664	\$58,890	\$56,648	\$50,205	\$23,155	\$17,506
Van White	\$17,298	\$43,378	\$58,160	\$31,224	\$63,056	\$31,229	\$21,894
Penn	\$25,208	\$62,979	\$97,410	\$104,064	\$106,799	\$73,711	\$35,970
21st Street	\$40,633	\$77,923	\$123,403	\$143,354	\$133,258	\$91,617	\$44,256
West Lake	\$35,390	\$69,447	\$106,225	\$115,166	\$106,438	\$78,437	\$35,256
Beltline	\$30,751	\$62,430	\$83,401	\$86,974	\$84,196	\$58,262	\$28,866
Wooddale	\$31,085	\$61,030	\$76,109	\$76,079	\$69,760	\$52,340	\$27,309
Louisiana	\$30,804	\$57,260	\$69,648	\$68,389	\$63,266	\$49,250	\$32,212
Blake Road	\$28,650	\$47,125	\$63,535	\$71,007	\$64,301	\$49,492	\$35,949
Hopkins	\$31,489	\$50,361	\$59,778	\$62,005	\$52,552	\$38,522	\$30,023
Shady Oak	\$33,044	\$50,791	\$59,671	\$61,331	\$57,052	\$41,283	\$32,618
Opus	\$40,785	\$58,967	\$74,562	\$79,628	\$74,897	\$54,370	\$40,284
City West	\$47,131	\$77,457	\$105,052	\$120,093	\$109,386	\$76,672	\$41,010
Golden Triangle	\$59,830	\$108,841	\$155,012	\$163,395	\$165,795	\$161,368	\$59,689
E.P. Town Center	\$40,225	\$70,725	\$79,674	\$81,205	\$78,818	\$68,327	\$58,158
Southwest	\$41,865	\$69,745	\$80,335	\$82,042	\$78,485	\$64,871	\$54,023
Mitchell	\$39,066	\$68,809	\$88,789	\$96,640	\$85,694	\$68,664	\$34,473
<b>Corridor</b>	<b>\$25,659</b>	<b>\$56,225</b>	<b>\$77,199</b>	<b>\$81,162</b>	<b>\$78,170</b>	<b>\$51,629</b>	<b>\$32,866</b>
<b>Two-Mile</b>							
Royalston	\$17,332	\$39,145	\$45,227	\$42,403	\$42,150	\$26,059	\$17,257
Van White	\$18,288	\$39,920	\$47,843	\$46,663	\$47,860	\$28,423	\$19,638
Penn	\$20,107	\$42,605	\$56,390	\$58,936	\$63,951	\$34,442	\$26,964
21st Street	\$22,435	\$46,315	\$65,752	\$71,090	\$74,564	\$39,775	\$27,477
West Lake	\$31,575	\$56,882	\$84,710	\$91,659	\$90,062	\$62,949	\$31,581
Beltline	\$34,046	\$64,740	\$88,888	\$95,536	\$89,657	\$66,808	\$32,572
Wooddale	\$30,901	\$60,377	\$82,826	\$87,845	\$81,707	\$60,344	\$32,854
Louisiana	\$29,083	\$58,335	\$80,400	\$85,366	\$78,472	\$58,122	\$32,369
Blake Road	\$31,707	\$55,781	\$75,385	\$79,511	\$71,056	\$51,402	\$34,006
Hopkins	\$32,924	\$53,950	\$76,604	\$84,524	\$78,837	\$54,553	\$37,604
Shady Oak	\$36,161	\$57,042	\$80,711	\$89,486	\$83,310	\$57,664	\$39,012
Opus	\$39,375	\$62,842	\$87,275	\$99,053	\$93,332	\$66,614	\$40,516
City West	\$44,331	\$66,157	\$97,258	\$113,458	\$106,655	\$79,353	\$46,383
Golden Triangle	\$44,735	\$77,427	\$111,160	\$128,659	\$121,300	\$91,195	\$55,015
E.P. Town Center	\$46,149	\$76,145	\$96,169	\$107,035	\$100,100	\$81,136	\$50,051
Southwest	\$45,065	\$76,063	\$96,926	\$108,104	\$100,852	\$80,520	\$47,367
Mitchell	\$46,030	\$77,209	\$103,367	\$116,294	\$106,863	\$85,326	\$48,175
<b>Corridor</b>	<b>\$21,683</b>	<b>\$50,125</b>	<b>\$70,574</b>	<b>\$78,117</b>	<b>\$75,168</b>	<b>\$48,188</b>	<b>\$32,376</b>

Sources: ESRI; Maxfield Research, Inc.

**TABLE D-30  
MEDIAN HOUSEHOLD INCOME  
SWLRT STATIONS HALF-MILE RADIUS  
2000-2017**

Station	U.S. Census 2000	Estimate 2012	Projection 2017	Change			
				2000-2012		2012-2017	
				No.	Pct.	No.	Pct.
Royalston	\$30,758	\$33,650	\$42,876	\$2,892	9.4%	\$9,226	27.4%
Van White	\$38,531	\$34,191	\$41,546	-\$4,340	-11.3%	\$7,355	21.5%
Penn	\$80,841	\$90,681	\$96,687	\$9,840	12.2%	\$6,006	6.6%
21st Street	\$98,945	\$131,221	\$143,795	\$32,276	32.6%	\$12,574	9.6%
West Lake	\$56,640	\$67,103	\$83,146	\$10,463	18.5%	\$16,043	23.9%
Beltline	\$38,376	\$42,509	\$51,472	\$4,133	10.8%	\$8,963	21.1%
Wooddale	\$50,375	\$54,840	\$66,486	\$4,465	8.9%	\$11,646	21.2%
Louisiana	\$36,445	\$37,976	\$42,001	\$1,531	4.2%	\$4,025	10.6%
Blake Road	\$40,641	\$41,055	\$45,120	\$414	1.0%	\$4,065	9.9%
Hopkins	\$31,623	\$31,475	\$35,867	-\$148	-0.5%	\$4,392	14.0%
Shady Oak	\$30,702	\$34,148	\$39,730	\$3,446	11.2%	\$5,582	16.3%
Opus	\$53,160	\$44,224	\$49,007	-\$8,936	-16.8%	\$4,783	10.8%
City West	\$75,889	\$107,702	\$120,694	\$31,813	41.9%	\$12,992	12.1%
Golden Triangle	\$78,351	\$107,451	\$121,008	\$29,100	37.1%	\$13,557	12.6%
E.P. Town Center	\$52,087	\$54,315	\$68,367	\$2,228	4.3%	\$14,052	25.9%
Southwest	\$0	\$54,283	\$68,235	\$54,283	n.m.	\$13,952	25.7%
Mitchell	\$56,581	\$61,504	\$58,729	\$4,923	8.7%	\$6,358	10.3%
<b>Corridor</b>	<b>\$46,275</b>	<b>\$50,579</b>	<b>\$58,729</b>	<b>\$4,304</b>	<b>9.3%</b>	<b>\$8,150</b>	<b>16.1%</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-31  
MEDIAN HOUSEHOLD INCOME  
SWLRT STATIONS ONE-MILE RADIUS  
2000-2017**

Station	U.S. Census 2000	Estimate 2012	Projection 2017	Change			
				2000-2010		2010-2017	
				No.	Pct.	No.	Pct.
Royalston	\$31,576	\$35,771	\$42,223	\$4,195	13.3%	\$6,452	18.0%
Van White	\$33,356	\$35,112	\$40,968	\$1,756	5.3%	\$5,856	16.7%
Penn	\$53,585	\$62,426	\$78,869	\$8,841	16.5%	\$16,443	26.3%
21st Street	\$69,076	\$81,078	\$97,350	\$12,002	17.4%	\$16,272	20.1%
West Lake	\$53,801	\$64,432	\$79,689	\$10,631	19.8%	\$15,257	23.7%
Beltline	\$51,081	\$54,427	\$64,970	\$3,346	6.6%	\$10,543	19.4%
Wooddale	\$46,370	\$51,242	\$58,954	\$4,872	10.5%	\$7,712	15.1%
Louisiana	\$46,016	\$49,051	\$56,180	\$3,035	6.6%	\$7,129	14.5%
Blake Road	\$41,936	\$44,723	\$51,141	\$2,787	6.6%	\$6,418	14.4%
Hopkins	\$40,913	\$41,386	\$47,975	\$473	1.2%	\$6,589	15.9%
Shady Oak	\$40,968	\$43,129	\$50,275	\$2,161	5.3%	\$7,146	16.6%
Opus	\$49,663	\$52,099	\$59,504	\$2,436	4.9%	\$7,405	14.2%
City West	\$61,154	\$68,137	\$82,591	\$6,983	11.4%	\$14,454	21.2%
Golden Triangle	\$91,849	\$118,246	\$132,974	\$26,397	28.7%	\$14,728	12.5%
E.P. Town Center	\$55,495	\$57,963	\$71,466	\$2,468	4.4%	\$13,503	23.3%
Southwest	\$59,429	\$59,303	\$71,257	-\$126	n.m.	\$11,954	20.2%
Mitchell	\$63,399	\$65,256	\$76,628	\$1,857	2.9%	\$11,372	17.4%
<b>Corridor</b>	<b>\$45,502</b>	<b>\$49,807</b>	<b>\$58,333</b>	<b>\$4,305</b>	<b>9.5%</b>	<b>\$8,526</b>	<b>17.1%</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.



**TABLE D-32  
MEDIAN HOUSEHOLD INCOME  
SWLRT STATIONS TWO-MILE RADIUS  
2000-2017**

Station	U.S.	Estimate 2012	Projection 2017	Change			
	Census			2000-2010		2010-2017	
	2000			No.	Pct.	No.	Pct.
Royalston	\$28,538	\$30,164	\$34,725	\$1,626	5.7%	\$4,561	15.1%
Van White	\$47,206	\$32,784	\$37,194	-\$14,422	-30.6%	\$4,410	13.5%
Penn	\$70,619	\$37,165	\$42,388	-\$33,454	-47.4%	\$5,223	14.1%
21st Street	\$107,419	\$40,545	\$47,429	-\$66,874	-62.3%	\$6,884	17.0%
West Lake	\$84,506	\$54,300	\$65,719	-\$30,206	-35.7%	\$11,419	21.0%
Beltline	\$54,841	\$60,633	\$74,940	\$5,792	10.6%	\$14,307	23.6%
Wooddale	\$51,471	\$55,578	\$66,111	\$4,107	8.0%	\$10,533	19.0%
Louisiana	\$49,592	\$53,509	\$62,724	\$3,917	7.9%	\$9,215	17.2%
Blake Road	\$46,931	\$50,351	\$57,877	\$3,420	7.3%	\$7,526	14.9%
Hopkins	\$47,829	\$51,469	\$59,966	\$3,640	7.6%	\$8,497	16.5%
Shady Oak	\$49,627	\$54,797	\$65,052	\$5,170	10.4%	\$10,255	18.7%
Opus	\$54,343	\$60,948	\$74,316	\$6,605	12.2%	\$13,368	21.9%
City West	\$61,688	\$70,253	\$81,710	\$8,565	13.9%	\$11,457	16.3%
Golden Triangle	\$71,053	\$83,576	\$95,565	\$12,523	17.6%	\$11,989	14.3%
E.P. Town Center	\$66,015	\$72,895	\$83,489	\$6,880	10.4%	\$10,594	14.5%
Southwest	\$66,199	\$74,686	\$84,442	\$8,487	n.m.	\$9,756	13.1%
Mitchell	\$70,832	\$81,701	\$91,132	\$10,869	15.3%	\$9,431	11.5%
<b>Corridor</b>	<b>\$41,787</b>	<b>\$45,255</b>	<b>\$53,109</b>	<b>\$3,468</b>	<b>8.3%</b>	<b>\$7,854</b>	<b>17.4%</b>

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-33  
NET WORTH  
SWLRT STATIONS HALF- AND ONE-MILE RADIUS  
2010 and 2012**

	2010		2012	
	Median	Average	Median	Average
<b>Half-Mile Radius</b>				
Royalston	\$13,012	\$96,195	\$11,862	\$62,574
Van White	\$26,959	\$407,028	\$12,822	\$272,352
Penn	\$414,451	\$1,123,271	\$327,404	\$1,032,970
21st Street	\$609,816	\$1,536,560	\$500,001	\$1,322,507
West Lake	\$88,369	\$627,890	\$38,918	\$439,815
Beltline	\$13,516	\$207,479	\$12,836	\$129,809
Wooddale	\$122,665	\$253,174	\$53,842	\$312,514
Louisiana	\$16,330	\$175,105	\$13,643	\$176,620
Blake Road	\$13,338	\$240,453	\$13,181	\$166,846
Hopkins	\$14,447	\$144,393	\$13,926	\$148,939
Shady Oak	\$14,256	\$197,931	\$16,867	\$299,023
Opus	\$79,731	\$507,421	\$40,871	\$299,546
City West	\$282,576	\$1,060,106	\$153,427	\$785,494
Golden Triangle	\$284,426	\$1,068,478	\$150,000	\$779,262
E.P. Town Center	\$16,382	\$38,202	\$14,666	\$46,627
Southwest	\$16,409	\$32,801	\$14,694	\$46,433
Mitchell	\$39,244	\$394,798	\$55,505	\$423,714
<b>Corridor</b>	<b>n.a.</b>	<b>n.a.</b>	<b>\$25,211</b>	<b>\$326,407</b>
<b>One-Mile Radius</b>				
Royalston	\$13,780	\$309,219	\$12,474	\$165,954
Van White	\$13,264	\$307,136	\$12,468	\$220,875
Penn	\$78,559	\$655,873	\$52,716	\$578,325
21st Street	\$220,508	\$910,786	\$127,390	\$753,668
West Lake	\$76,675	\$595,055	\$43,939	\$497,795
Beltline	\$83,161	\$409,113	\$39,711	\$397,800
Wooddale	\$80,704	\$253,180	\$53,238	\$316,724
Louisiana	\$83,744	\$295,599	\$41,439	\$293,048
Blake Road	\$28,607	\$320,189	\$24,468	\$318,911
Hopkins	\$42,040	\$333,981	\$35,441	\$275,435
Shady Oak	\$38,853	\$280,596	\$41,025	\$317,999
Opus	\$72,390	\$474,088	\$67,786	\$473,197
City West	\$201,101	\$781,180	\$151,062	\$733,748
Golden Triangle	\$533,057	\$1,384,572	\$281,562	\$1,011,056
E.P. Town Center	\$20,393	\$211,899	\$14,666	\$46,627
Southwest	\$27,165	\$351,946	\$28,710	\$254,234
Mitchell	\$92,530	\$645,769	\$56,976	\$475,788
<b>Corridor</b>	<b>n.a.</b>	<b>n.a.</b>	<b>\$28,412</b>	<b>\$371,994</b>

**TABLE D-33  
NET WORTH  
SWLRT STATIONS TWO-MILE RADIUS  
2010 and 2012**

	2010		2012	
	Median	Average	Median	Average
<b>Two-Mile Radius</b>				
Royalston	\$11,913	\$193,544	\$11,461	\$149,231
Van White	\$12,396	\$245,447	\$11,875	\$184,762
Penn	\$13,447	\$310,847	\$12,686	\$243,680
21st Street	\$14,291	\$332,244	\$13,435	\$273,042
West Lake	\$60,077	\$448,081	\$36,654	\$432,782
Beltline	\$117,861	\$514,095	\$73,552	\$530,309
Wooddale	\$101,437	\$447,522	\$62,081	\$478,916
Louisiana	\$96,929	\$405,719	\$60,601	\$460,614
Blake Road	\$78,545	\$412,481	\$50,832	\$407,767
Hopkins	\$87,008	\$507,688	\$60,256	\$495,608
Shady Oak	\$98,081	\$540,643	\$75,932	\$553,414
Opus	\$138,813	\$668,057	\$112,310	\$684,004
City West	\$202,549	\$817,526	\$160,491	\$804,829
Golden Triangle	\$260,829	\$897,268	\$254,954	\$944,368
E.P. Town Center	\$126,228	\$663,095	\$25,885	\$225,093
Southwest	\$142,302	\$664,674	\$88,976	\$626,090
Mitchell	\$189,650	\$760,794	\$137,112	\$757,031
<b>Corridor</b>	<b>n.a.</b>	<b>n.a.</b>	<b>\$20,906</b>	<b>\$387,966</b>

Data Note: Net Worth is total household wealth minus debt, secured and unsecured. Net worth includes home equity, equity in pension plans, net equity in vehicles, IRAs and Keogh accounts, business equity, interest-earning assets and mutual fund shares, stocks, etc. Examples of secured debt include home mortgages and vehicle loans; examples of unsecured debt include credit card debt, certain bank loans, and other outstanding bills. Forecasts of net worth are based on the Survey of Consumer Finances, Federal Reserve Board.

Sources: ESRI; Maxfield Research, Inc.

**TABLE D-34  
POPULATION AND HOUSEHOLD GROWTH TRENDS  
SWLRT STATIONS QUARTER-MILE RADIUS  
2000-2017**

	U.S. Census		Estimate	Projection	Change			
	2000	2010			2012	2017	2000-2010	
					No.	Pct.	No.	Pct.
<b>POPULATION</b>								
Royalston	500	788	812	859	288	57.6	71	9.0
Van White	0	0	0	0	0	n.m.	0	n.m.
Penn	335	358	356	359	23	6.9	1	0.3
21st Street	613	596	590	589	-17	-2.8	-7	-1.2
West Lake	1,724	1,584	1,552	1,529	-140	-8.1	-55	-3.5
<b>HOUSEHOLDS</b>								
Royalston	0	4	4	5	4	400.0	1	25.0
Van White	0	0	0	0	0	n.m.	0	n.m.
Penn	156	155	155	157	-1	-0.6	2	1.3
21st Street	243	237	235	235	-6	-2.5	-2	-0.8
West Lake	1,150	1,020	996	997	-130	-11.3	-23	-2.3

Sources: U.S. Census Bureau; ESRI; Maxfield Research, Inc.

**TABLE D-35  
EXCENSUS HOUSEHOLDS  
SWLRT STATIONS QUARTER-MILE RADIUS  
2004 & 2010**

	1/2-mile			
	2004	2010	No.	Pct.
Royalston	n.a.	n.a.	n.a.	n.a.
Van White	n.a.	n.a.	n.a.	n.a.
Penn	122	122	0	0.0%
21st Street	224	221	-3	-1.3%
West Lake	1,305	1,269	-36	-2.8%

Sources: Excensus, Maxfield Research, Inc.

**TABLE D-36  
EXCENSUS TENURE BY STATION  
SWLRT STATIONS QUARTER-MILE RADIUS  
2004 & 2010**

Station	2004			2010			Change					
	Owner	Renter	Total	Owner	Renter	Total	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Van White	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Penn	88	34	122	89	33	122	1	1.1%	0	0.0%	0	0.0%
21st Street	174	50	224	174	47	221	0	0.0%	-3	-1.3%	-3	-1.3%
West Lake	290	1,015	1,305	301	968	1,269	11	3.8%	-36	-2.8%	-36	-2.8%

Sources: Excensus; Maxfield Research Inc.

TABLE D-37 EXCENSUS HOUSING TYPES SWLRT STATIONS QUARTER-MILE RADIUS 2004 & 2010									
	Total	Single-Family		Multifamily		Apartment	Mobile Home	Duplex/Triplex	Unknown
		Owned	Rented	Owned	Rented				
<b>2004</b>									
Royalston	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Van White	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Penn	122	66	12	22	5	3	0	10	4
21st Street	224	163	13	11	3	6	0	28	0
West Lake	1,305	91	10	199	120	856	0	29	0
<b>2010</b>									
Royalston	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Van White	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Penn	122	68	13	21	5	2	0	10	3
21st Street	221	163	12	11	3	6	0	26	0
West Lake	1,269	91	10	210	120	805	0	33	0
<b>Change</b>									
Royalston	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Van White	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Penn	0	2	1	-1	0	-1	0	0	-1
21st Street	-3	0	-1	0	0	0	0	-2	0
West Lake	-36	0	0	11	0	-51	0	4	0
Sources: Excensus; Maxfield Research Inc.									

TABLE D-38 DEMOGRAPHIC SUMMARY SWLRT STATIONS HALF-MILE RADIUS																		
	Corridor Total	Royalston	Van White	Penn Ave.	21st St.	West Lake	Belt Line	Wooddale	Louisiana	Blake Road	DT. Hopkins	Shady Oak Road	Opus	City West	Golden Triangle	Town Center	Southwest Station	Mitchell Road
<b>Demographic Summary<sup>1</sup></b>																		
Population	48,500	4,064	1,186	2,525	1,460	4,361	3,765	2,386	2,279	5,331	3,275	853	1,131	576	451	998	1,819	270
Households	25,414	1,580	678	1,066	577	2,686	2,294	1,211	1,128	2,420	1,713	470	696	353	232	615	960	146
HHDS w/children	4,564	247	191	323	215	319	372	299	333	802	482	129	146	85	56	160	251	39
Live Alone HHDS	12,282	935	314	292	130	1,494	1,245	470	479	1,000	890	219	343	140	92	284	444	56
HHD Size	1.83	1.71	1.68	2.34	2.51	1.59	1.63	1.97	2.02	2.20	1.91	1.81	1.63	1.62	1.93	1.59	1.85	1.82
HHD Income	\$50,579	\$42,876	\$41,546	\$96,687	\$143,795	\$83,146	\$51,472	\$66,486	\$42,001	\$45,120	\$35,867	\$39,730	\$49,007	\$120,694	\$121,008	\$68,367	\$68,235	\$0
Average Net Worth	\$326,407	\$62,574	\$272,352	\$1,032,970	\$1,322,507	\$439,815	\$129,809	\$312,514	\$176,620	\$166,846	\$148,939	\$299,023	\$299,546	\$785,494	\$779,262	\$46,627	\$46,433	\$423,714
Median Net Worth	\$25,211	\$11,862	\$12,822	\$327,404	\$500,001	\$38,918	\$12,836	\$53,842	\$13,643	\$13,181	\$13,926	\$16,867	\$40,871	\$153,427	\$150,000	\$14,666	\$14,694	\$55,505
Pct. Minority	26%	60%	49%	11%	11%	15%	20%	15%	38%	52%	36%	28%	30%	16%	17%	53%	53%	22%
<b>Employment Summary<sup>2</sup></b>																		
Total Jobs	107,236	10,208	1,150	513	211	2,426	3,155	2,973	8,469	1,808	5,386	3,058	3,018	7,629	5,649	5,438	2,885	3,080
<b>Jobs by Earnings</b>																		
Less than \$1,250/mo.	20.6%	27.9%	18.3%	30.0%	23.7%	29.7%	21.0%	26.0%	9.4%	25.4%	43.0%	17.3%	7.1%	34.0%	9.0%	14.7%	23.7%	10.2%
\$1,251 - \$3,333/mo.	27.0%	30.3%	23.2%	26.3%	33.6%	34.0%	28.0%	32.9%	37.1%	36.3%	32.4%	33.4%	15.4%	23.0%	26.9%	27.1%	27.9%	19.5%
More than \$3,333/mo.	52.4%	41.9%	58.5%	43.7%	42.7%	36.3%	51.0%	41.1%	53.5%	38.3%	24.6%	49.3%	77.5%	43.0%	64.2%	58.2%	48.5%	70.4%
<b>Worker Educational Attainment</b>																		
Less Than High School	4.6%	6.1%	4.9%	4.1%	2.8%	5.2%	5.5%	4.5%	4.0%	5.7%	4.9%	6.0%	3.7%	3.7%	4.5%	5.1%	4.8%	3.8%
High School or Equivalent, No College	16.5%	16.8%	18.3%	17.2%	12.3%	15.7%	20.2%	18.9%	15.9%	21.5%	19.7%	20.3%	15.0%	14.6%	20.3%	17.5%	16.8%	17.8%
Some College or Associate Degree	24.2%	22.3%	27.9%	18.5%	20.9%	21.1%	26.6%	26.2%	28.4%	23.5%	24.7%	28.7%	27.4%	21.9%	27.4%	25.1%	23.3%	28.5%
Bachelor's Degree or Advanced Degree	30.6%	24.9%	31.3%	31.8%	33.6%	26.8%	26.2%	29.3%	33.4%	23.8%	20.3%	23.9%	40.0%	29.7%	31.3%	26.4%	28.5%	30.7%
Educational Attainment Not Available	24.1%	29.9%	17.5%	28.5%	30.3%	31.1%	21.6%	21.0%	18.3%	25.6%	30.4%	21.0%	13.8%	30.1%	16.5%	26.0%	26.5%	19.2%
<b>Where Station Area Workers Live</b>																		
Living & Employed in Station Area	3.7%	0.3%	0.4%	0.6%	0.0%	1.5%	1.0%	1.3%	0.9%	1.7%	1.5%	0.6%	0.0%	0.1%	0.1%	0.0%	0.3%	0.0%
Employed in Station Area & Living Outside	96.3%	99.7%	99.6%	99.4%	100.0%	98.5%	99.0%	98.7%	99.1%	98.3%	98.5%	99.4%	100.0%	99.9%	99.9%	100.0%	99.7%	100.0%
Minneapolis	14.5%	23.2%	29.1%	27.5%	36.5%	26.3%	14.7%	13.6%	11.7%	10.3%	8.5%	8.3%	8.8%	8.6%	8.9%	7.1%	8.2%	6.9%
St. Louis Park	3.8%	2.5%	3.0%	7.2%	8.1%	6.3%	7.6%	20.2%	8.1%	5.5%	3.4%	3.1%	2.9%	2.8%	2.0%	2.0%	2.4%	2.4%
Hopkins	1.6%	0.8%	0.5%	0.4%	0.0%	1.8%	1.3%	1.7%	2.3%	5.8%	5.8%	4.3%	2.1%	1.5%	1.3%	1.1%	0.9%	1.1%
Minnetonka	3.1%	1.7%	1.9%	1.9%	0.7%	3.0%	3.3%	5.1%	4.6%	5.8%	5.3%	6.5%	5.3%	3.4%	3.2%	3.4%	2.9%	3.0%
Eden Prairie	5.1%	1.8%	1.2%	0.8%	0.7%	2.1%	2.4%	3.2%	3.7%	2.8%	3.1%	4.4%	6.4%	7.2%	7.8%	12.3%	10.7%	9.6%
Other	71.9%	70.1%	64.4%	62.3%	54.1%	60.4%	70.6%	56.2%	69.5%	69.8%	74.0%	73.5%	74.5%	76.5%	76.8%	74.1%	75.4%	77.0%
<b>Place of Work for Station Area Residents</b>																		
Living & Employed in Station Area	16.4%	2.3%	1.1%	0.2%	0.0%	1.6%	1.3%	3.4%	5.5%	1.6%	4.6%	2.9%	0.0%	1.7%	3.0%	4.3%	1.1%	1.0%
Living in Station Area & Working Outside	83.6%	97.7%	98.9%	99.8%	100.0%	98.4%	98.7%	96.6%	94.5%	98.4%	95.4%	97.1%	100.0%	98.3%	97.0%	95.7%	98.9%	99.0%
Minneapolis	31.0%	50.7%	44.4%	46.8%	43.3%	37.5%	32.4%	27.4%	24.3%	25.6%	17.1%	18.8%	9.5%	16.9%	12.0%	17.4%	14.6%	16.4%
St. Louis Park	6.9%	1.9%	4.3%	3.6%	5.3%	5.8%	10.8%	13.9%	14.2%	7.8%	8.8%	9.0%	9.5%	5.4%	6.5%	4.3%	2.8%	5.2%
Hopkins	2.7%	0.3%	0.4%	0.9%	0.7%	0.6%	0.9%	2.1%	1.9%	5.6%	9.4%	7.3%	4.2%	1.8%	2.2%	0.0%	0.5%	1.7%
Minnetonka	6.6%	2.9%	3.2%	2.9%	3.5%	4.5%	4.9%	5.8%	6.4%	6.7%	11.9%	11.9%	10.5%	8.2%	9.8%	4.3%	5.1%	9.5%
Eden Prairie	5.7%	1.4%	2.2%	2.6%	4.7%	3.8%	3.5%	5.4%	5.6%	4.8%	6.0%	6.1%	7.4%	16.6%	15.2%	26.1%	21.0%	13.8%
Other	47.1%	42.7%	45.5%	43.1%	42.5%	47.7%	47.5%	45.4%	47.6%	49.6%	46.9%	46.9%	58.9%	51.1%	54.3%	47.8%	56.1%	53.4%
<b>Housing Summary<sup>3</sup></b>																		
Pct. w/Mortgage	79.2%	95.6%	84.2%	74.7%	70.1%	76.2%	78.8%	83.2%	80.9%	80.9%	71.6%	71.9%	75.1%	77.5%	77.5%	90.9%	89.9%	80.3%
<b>Age of Housing Stock</b>																		
Pre-1940	16.8%	22.2%	48.9%	67.4%	66.5%	19.7%	5.9%	12.9%	11.1%	8.7%	14.4%	6.2%	0.5%	0.0%	0.0%	0.0%	0.0%	1.5%
1940-1959	18.7%	3.6%	16.9%	18.5%	14.5%	18.5%	30.2%	47.1%	41.9%	24.4%	33.6%	36.3%	0.5%	1.1%	1.1%	0.0%	0.0%	2.4%
1960-1979	24.0%	12.6%	24.7%	9.3%	6.9%	34.1%	32.5%	7.4%	23.9%	47.3%	39.6%	33.6%	15.1%	17.5%	17.5%	13.4%	13.6%	43.4%
1980-1999	26.5%	24.1%	4.1%	2.4%	5.8%	23.7%	26.8%	9.4%	12.5%	13.3%	7.0%	13.2%	78.2%	55.5%	55.2%	40.1%	40.4%	51.7%
2000+	14.0%	37.5%	5.4%	2.5%	6.3%	3.9%	4.5%	23.1%	10.6%	6.3%	5.4%	10.7%	5.8%	25.9%	26.1%	46.5%	46.0%	1.0%
<b>Housing Type</b>																		
SF Detached	24.1%	3.2%	27.9%	83.4%	80.8%	17.6%	15.5%	55.4%	32.1%	26.1%	33.0%	34.9%	7.8%	24.2%	24.0%	0.0%	0.0%	14.6%
SF Attached	9.0%	3.0%	5.9%	6.1%	3.3%	5.4%	5.4%	5.8%	12.3%	7.0%	5.3%	8.0%	33.0%	12.6%	12.7%	0.0%	0.0%	22.8%
2 Units	2.5%	0.1%	25.8%	6.7%	9.7%	3.8%	3.5%	1.0%	1.8%	1.5%	1.1%	3.7%	0.0%	0.0%	0.0%	3.5%	3.2%	0.5%
3-4 Units	2.1%	1.1%	5.8%	2.5%	0.0%	0.3%	2.0%	1.6%	2.5%	2.2%	1.2%	0.0%	6.7%	0.0%	0.0%	0.8%	0.9%	4.4%
5-9 Units	5.1%	3.8%	5.2%	0.1%	0.7%	3.8%	3.8%	0.2%	5.4%	2.0%	7.1%	2.7%	5.8%	0.8%	0.7%	0.8%	0.9%	21.8%
10-19 Units	7.2%	3.0%	12.1%	0.0%	1.1%	9.8%	20.8%	2.4%	25.1%	5.9%	9.6%	7.0%	4.2%	0.0%	0.0%	1.7%	1.8%	18.9%
20+ Units	49.9%	85.8%	16.9%	1.2%	4.4%	59.4%	49.0%	33.6%	20.7%	55.3%	41.6%	42.1%	42.5%	62.4%	62.5%	93.1%	93.1%	17.0%
Mobile Home	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Sources:  
<sup>1</sup> ESRI  
<sup>2</sup> U.S. Census Longitudinal Employer-Household Dynamics (LEHD)  
<sup>3</sup> U.S. Census American Community Survey (ACS)

TABLE D-39 DEMOGRAPHIC SUMMARY SWLRT STATIONS ONE-MILE RADIUS																		
	Corridor Total	Royalston	Van White	Penn Ave.	21st. St.	West Lake	Belt Line	Wooddale	Louisiana	Blake Road	DT. Hopkins	Shady Oak Road	Opus	City West	Golden Triangle	Town Center	Southwest Station	Mitchell Road
<b>Demographic Summary<sup>1</sup></b>																		
Population	119,815	19,829	22,345	11,470	12,771	12,005	15,831	13,408	12,257	12,002	11,735	11,221	9,482	4,647	2,271	6,006	8,748	7,459
Households	61,273	11,179	12,225	5,585	6,520	6,506	8,350	6,817	5,692	5,392	5,591	5,578	5,286	2,653	1,068	3,056	4,239	3,446
HHDS w/children	11,019	1,465	1,924	1,294	1,270	1,106	1,699	1,649	1,727	1,696	1,609	1,522	1,068	497	313	833	1,228	1,154
Live Alone HHDS	29,351	6,772	7,209	2,391	2,819	3,211	3,909	2,860	2,117	2,155	2,440	2,455	2,556	1,219	341	1,288	1,695	1,111
HH Size	1.89	1.59	1.73	2.02	1.92	1.82	1.87	1.95	2.14	2.19	2.06	1.99	1.77	1.75	2.11	1.93	2.03	2.15
HH Income	\$49,807	\$35,771	\$35,112	\$62,426	\$81,078	\$64,432	\$54,427	\$51,242	\$49,051	\$44,723	\$41,386	\$43,129	\$52,099	\$68,137	\$118,246	\$57,963	\$59,303	\$65,256
Average Net Worth	\$371,994	\$165,954	\$220,875	\$578,325	\$753,668	\$497,795	\$397,800	\$316,724	\$293,048	\$318,911	\$275,435	\$317,999	\$473,197	\$733,748	\$1,011,056	\$46,627	\$254,234	\$475,788
Median Net Worth	\$28,412	\$12,474	\$12,468	\$52,716	\$127,390	\$43,939	\$39,711	\$53,238	\$41,439	\$24,468	\$35,441	\$41,025	\$67,786	\$151,062	\$281,562	\$14,666	\$28,710	\$56,976
Pct. Minority	25%	47%	39%	22%	12%	15%	16%	37%	29%	37%	26%	26%	21%	16%	15%	41%	40%	29%
<b>Employment Summary<sup>2</sup></b>																		
Total Jobs	243,385	127,398	15,370	4,741	5,867	5,839	9,275	17,804	13,678	6,532	10,994	10,613	29,151	30,219	19,070	13,730	10,450	10,414
<b>Jobs by Earnings</b>																		
Less than \$1,250/mo.	15.8%	12.2%	25.5%	19.9%	23.7%	26.8%	26.6%	18.4%	17.1%	29.3%	31.4%	30.6%	14.7%	14.3%	20.0%	20.3%	20.3%	18.0%
\$1,251 - \$3,333/mo.	24.1%	21.0%	32.6%	31.8%	33.9%	32.7%	52.1%	35.7%	36.7%	36.3%	31.0%	31.7%	20.3%	20.8%	25.1%	25.1%	24.5%	23.7%
More than \$3,333/mo.	60.1%	66.9%	41.9%	48.3%	42.4%	40.5%	21.3%	45.9%	46.2%	34.3%	37.5%	37.7%	65.1%	64.9%	54.9%	54.5%	55.2%	58.3%
<b>Worker Educational Attainment</b>																		
Less Than High School	4.0%	3.5%	6.0%	5.9%	5.3%	5.2%	5.2%	4.3%	4.5%	6.3%	4.7%	5.3%	3.2%	3.3%	4.1%	4.3%	4.6%	4.5%
High School or Equivalent, No College	15.0%	13.7%	17.0%	19.2%	17.2%	17.7%	18.6%	17.2%	16.9%	19.1%	19.1%	19.2%	13.6%	14.2%	16.7%	15.7%	16.6%	16.6%
Some College or Associate Degree	23.5%	22.7%	24.5%	25.4%	23.2%	23.8%	24.4%	26.7%	27.1%	23.7%	25.0%	25.3%	23.0%	23.8%	24.0%	23.5%	24.3%	24.8%
Bachelor's Degree or Advanced Degree	35.2%	38.3%	27.8%	26.2%	26.3%	26.4%	25.3%	30.5%	29.9%	24.8%	24.9%	23.8%	39.6%	39.1%	31.0%	28.8%	27.8%	30.9%
Educational Attainment Not Available	22.4%	21.8%	24.8%	23.4%	28.0%	27.0%	26.6%	21.3%	21.6%	26.0%	26.4%	26.4%	20.2%	19.6%	24.2%	27.8%	27.0%	23.2%
<b>Where Station Area Workers Live</b>																		
Living & Employed in Station Area	8.5%	2.3%	3.4%	2.8%	3.4%	2.7%	3.7%	3.9%	3.4%	3.7%	3.9%	3.7%	1.0%	0.4%	0.3%	1.4%	1.8%	2.7%
Employed in Station Area & Living Outside	91.5%	97.7%	96.6%	97.2%	96.6%	97.3%	96.3%	96.1%	96.6%	96.3%	96.1%	96.3%	99.0%	99.6%	99.7%	98.6%	98.2%	97.3%
Minneapolis	17.3%	21.8%	28.7%	29.9%	27.1%	22.6%	16.2%	13.5%	12.1%	11.0%	9.1%	8.7%	8.7%	8.4%	8.6%	7.6%	7.3%	7.2%
St. Louis Park	3.6%	2.8%	2.7%	4.7%	6.6%	7.2%	10.1%	11.0%	11.2%	8.5%	3.5%	3.3%	2.7%	2.7%	2.4%	2.1%	2.1%	2.1%
Hopkins	1.3%	0.8%	0.6%	0.8%	1.0%	1.7%	2.3%	2.2%	2.5%	5.8%	5.4%	4.7%	1.4%	1.3%	1.1%	1.1%	1.0%	0.0%
Minnetonka	2.9%	1.9%	1.6%	2.3%	3.0%	3.0%	4.4%	4.6%	4.9%	7.0%	5.7%	5.7%	4.1%	3.7%	3.1%	3.3%	3.2%	3.4%
Eden Prairie	4.0%	1.9%	1.5%	1.3%	1.6%	2.2%	2.8%	3.3%	3.2%	2.5%	3.7%	3.8%	5.9%	6.3%	8.1%	12.5%	12.1%	15.8%
Other	70.9%	70.9%	64.8%	61.0%	61.0%	63.4%	65.2%	65.6%	66.4%	65.3%	71.3%	73.8%	77.2%	77.6%	76.7%	73.4%	74.3%	71.4%
<b>Place of Work for Station Area Residents</b>																		
Living & Employed in Station Area	34.6%	32.1%	4.8%	2.2%	3.2%	2.7%	4.2%	8.8%	7.0%	3.6%	6.8%	6.4%	6.4%	6.1%	4.8%	6.5%	4.5%	6.0%
Living in Station Area & Working Outside	65.4%	67.9%	97.8%	97.8%	96.8%	97.3%	95.8%	91.2%	93.0%	96.4%	93.2%	93.6%	93.6%	93.9%	95.2%	93.5%	95.5%	94.0%
Minneapolis	32.7%	50.7%	44.4%	46.8%	43.3%	37.5%	32.4%	27.4%	24.3%	25.6%	17.1%	18.8%	9.5%	16.9%	12.0%	17.4%	14.6%	16.4%
St. Louis Park	6.3%	1.9%	4.3%	3.6%	5.3%	5.8%	10.8%	13.9%	14.2%	7.8%	8.8%	9.0%	9.5%	5.4%	6.5%	4.3%	2.8%	5.2%
Hopkins	2.2%	0.3%	0.4%	0.9%	0.7%	0.6%	0.9%	2.1%	1.9%	5.6%	9.4%	7.3%	4.2%	1.8%	2.2%	0.0%	0.5%	1.7%
Minnetonka	5.7%	2.9%	3.2%	2.9%	3.5%	4.5%	4.9%	5.8%	6.4%	6.7%	11.9%	11.9%	10.5%	8.2%	9.8%	4.3%	5.1%	9.5%
Eden Prairie	5.9%	1.4%	2.2%	2.6%	4.7%	3.8%	3.5%	5.4%	5.6%	4.8%	6.0%	6.1%	7.4%	16.6%	15.2%	26.1%	21.0%	13.8%
Other	47.2%	42.7%	45.5%	43.1%	42.5%	47.7%	47.5%	45.4%	47.6%	49.6%	46.9%	46.9%	58.9%	51.1%	54.3%	47.8%	56.1%	53.4%
<b>Housing Summary<sup>3</sup></b>																		
Pct. w/Mortgage	77.8%	79.4%	75.4%	76.9%	73.3%	75.5%	78.5%	81.5%	81.2%	76.2%	76.3%	76.2%	74.5%	70.5%	75.8%	85.7%	85.4%	84.5%
<b>Age of Housing Stock</b>																		
Pre-1940	21.9%	17.8%	38.6%	61.2%	54.0%	19.4%	12.9%	10.7%	12.3%	8.8%	13.1%	10.7%	2.6%	0.6%	0.0%	1.0%	1.4%	1.5%
1940-1959	18.2%	4.7%	9.8%	15.7%	16.0%	24.2%	33.1%	41.6%	48.9%	35.3%	30.3%	27.9%	3.4%	1.6%	3.2%	1.2%	1.7%	3.1%
1960-1979	24.3%	23.8%	23.9%	14.5%	14.3%	28.5%	25.3%	18.4%	20.2%	33.2%	31.4%	31.1%	32.7%	31.5%	30.1%	16.9%	20.4%	27.3%
1980-1999	25.3%	35.5%	20.8%	7.2%	11.9%	22.4%	17.9%	14.7%	9.6%	17.1%	19.7%	24.6%	53.8%	57.6%	46.8%	52.5%	56.1%	60.9%
2000+	10.4%	18.2%	6.9%	1.5%	3.9%	5.6%	10.7%	14.6%	9.0%	5.6%	5.5%	5.6%	7.5%	8.8%	19.9%	28.4%	20.4%	7.1%
<b>Housing Type</b>																		
SF Detached	27.4%	4.8%	14.2%	41.2%	38.7%	26.6%	36.5%	44.2%	53.7%	40.0%	33.8%	35.5%	13.5%	17.4%	42.3%	9.2%	16.4%	29.3%
SF Attached	8.7%	5.0%	4.4%	5.8%	5.4%	5.2%	5.8%	6.7%	6.7%	9.2%	6.9%	11.9%	21.5%	23.4%	11.7%	15.7%	18.3%	25.5%
2 Units	2.8%	1.7%	4.1%	10.0%	6.5%	3.5%	2.9%	1.5%	1.4%	1.5%	1.9%	2.5%	1.0%	0.0%	0.0%	1.7%	1.8%	2.0%
3-4 Units	2.8%	1.0%	3.0%	5.9%	4.2%	0.7%	0.9%	1.6%	3.0%	1.8%	18.6%	2.5%	6.2%	7.1%	0.0%	2.4%	3.2%	3.7%
5-9 Units	4.8%	2.3%	3.7%	5.8%	6.6%	3.9%	1.8%	1.7%	2.4%	2.8%	10.5%	13.9%	14.4%	3.8%	0.6%	1.3%	5.0%	7.9%
10-19 Units	7.8%	4.5%	9.1%	12.2%	12.2%	11.4%	9.1%	10.0%	8.5%	10.2%	3.8%	4.2%	2.4%	2.0%	0.0%	3.8%	4.2%	5.6%
20+ Units	45.6%	80.5%	61.2%	18.9%	26.1%	48.7%	43.6%	35.1%	24.3%	34.4%	24.1%	29.2%	41.0%	46.2%	45.4%	65.9%	50.9%	26.0%
Mobile Home	0.1%	0.1%	0.2%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sources: <sup>1</sup> ESRI <sup>2</sup> U.S. Census Longitudinal Employer-Household Dynamics (LEHD) <sup>3</sup> U.S. Census American Community Survey (ACS)																		

TABLE D-40 DEMOGRAPHIC SUMMARY SWLRT STATIONS TWO-MILE RADIUS																		
	Corridor Total	Royalston	Van White	Penn Ave.	21st. St.	West Lake	Belt Line	Wooddale	Louisiana	Blake Road	DT. Hopkins	Shady Oak Road	Opus	City West	Golden Triangle	Town Center	Southwest Station	Mitchell Road
<b>Demographic Summary<sup>1</sup></b>																		
Population	283,463	104,932	91,470	78,854	74,176	62,629	53,067	56,332	52,094	47,173	37,494	33,878	24,672	20,334	16,011	24,307	25,737	27,220
Households	132,850	50,698	45,466	40,798	40,585	32,403	25,769	26,494	24,132	21,814	17,575	15,881	11,682	9,533	7,416	10,869	11,296	11,465
HHDS w/children	27,944	10,314	8,607	7,329	6,822	6,515	6,594	7,371	6,963	6,467	5,004	4,401	3,171	2,574	2,007	6,874	3,711	4,073
Live Alone HHDS	58,604	26,168	24,075	21,293	21,309	14,697	10,402	10,431	9,266	8,421	6,969	6,185	4,540	3,534	2,646	3,701	3,653	3,362
HHD Size	2.06	1.94	1.87	1.85	1.90	2.04	2.04	2.10	2.13	2.13	2.10	2.10	2.10	2.12	2.14	2.22	2.26	2.36
HHD Income	\$45,255	\$30,164	\$32,784	\$37,165	\$40,545	\$54,300	\$60,633	\$55,578	\$53,509	\$50,351	\$51,469	\$54,797	\$60,948	\$70,253	\$83,576	\$72,895	\$74,686	\$81,701
Average Net Worth	\$387,966	\$149,231	\$184,762	\$243,680	\$273,042	\$432,782	\$530,309	\$478,916	\$460,614	\$407,767	\$495,608	\$553,414	\$684,004	\$804,829	\$944,368	\$225,093	\$626,090	\$757,091
Median Net Worth	\$20,906	\$11,461	\$11,875	\$12,686	\$13,435	\$36,654	\$73,552	\$62,081	\$60,601	\$50,832	\$60,256	\$75,932	\$112,310	\$160,491	\$254,954	\$25,885	\$88,976	\$137,112
Pct. Minority	30%	49%	47%	39%	31%	17%	16%	21%	22%	26%	26%	23%	19%	17%	17%	29%	28%	25%
<b>Employment Summary<sup>2</sup></b>																		
Total Jobs	344,399	172,813	168,228	107,670	43,983	33,265	43,296	37,681	32,347	33,096	40,819	41,648	51,934	53,952	56,280	36,499	32,071	24,366
<b>Jobs by Earnings</b>																		
Less than \$1,250/mo.	18.5%	15.6%	15.3%	18.3%	29.9%	29.7%	27.4%	25.9%	22.5%	26.1%	17.6%	17.2%	16.8%	13.1%	14.8%	16.6%	17.1%	20.4%
\$1,251 - \$3,333/mo.	26.4%	24.1%	24.4%	25.8%	33.9%	34.8%	33.7%	35.1%	33.6%	34.3%	24.8%	24.1%	23.9%	22.6%	22.9%	24.7%	24.7%	26.6%
More than \$3,333/mo.	55.1%	60.4%	60.3%	55.8%	36.2%	35.4%	39.0%	39.0%	43.9%	39.6%	57.6%	58.8%	59.3%	64.2%	62.3%	58.7%	58.2%	53.1%
<b>Worker Educational Attainment</b>																		
Less Than High School	4.3%	4.1%	4.1%	4.3%	6.2%	5.6%	5.5%	5.2%	4.8%	4.9%	4.0%	3.7%	3.8%	3.6%	3.6%	3.8%	4.0%	4.4%
High School or Equivalent, No College	15.5%	14.7%	14.5%	15.0%	17.5%	17.9%	17.2%	17.9%	18.0%	18.4%	15.8%	15.4%	15.7%	15.2%	14.8%	15.7%	15.7%	16.0%
Some College or Associate Degree	23.7%	23.2%	23.1%	22.5%	22.3%	23.4%	23.5%	24.9%	25.5%	25.7%	24.4%	24.5%	24.4%	24.4%	23.7%	23.9%	23.9%	23.7%
Bachelor's Degree or Advanced Degree	33.1%	35.7%	35.6%	33.3%	24.5%	24.9%	26.1%	26.3%	28.5%	26.9%	35.4%	36.5%	35.5%	37.1%	35.7%	32.0%	31.4%	29.2%
Educational Attainment Not Available	23.3%	22.3%	22.6%	25.0%	29.5%	28.3%	27.7%	25.6%	23.2%	24.1%	20.5%	20.0%	20.6%	19.8%	22.2%	24.6%	24.9%	26.7%
<b>Where Station Area Workers Live</b>																		
Living & Employed in Station Area	16.7%	8.0%	7.9%	7.7%	8.8%	9.7%	7.1%	9.4%	9.8%	8.8%	5.2%	5.1%	2.5%	1.8%	1.4%	5.4%	5.9%	7.3%
Employed in Station Area & Living Outside	83.3%	92.0%	92.1%	92.3%	91.2%	90.3%	92.9%	90.6%	90.2%	91.2%	94.8%	94.9%	97.5%	98.2%	98.6%	94.6%	94.1%	92.7%
<b>Place of Work for Station Area Residents</b>																		
Living & Employed in Station Area	42.6%	31.0%	2.1%	21.7%	10.1%	9.3%	10.9%	11.6%	11.3%	12.0%	11.8%	12.5%	10.9%	10.4%	11.9%	15.6%	15.0%	12.4%
Living in Station Area & Working Outside	57.4%	69.0%	97.9%	78.3%	89.9%	90.7%	89.1%	88.4%	88.7%	88.0%	88.2%	87.5%	89.1%	89.6%	88.1%	84.4%	85.0%	87.6%
<b>Housing Summary<sup>3</sup></b>																		
Pct. w/Mortgage	79.8%	77.8%	77.1%	78.1%	78.3%	77.9%	77.7%	76.2%	73.4%	73.8%	73.5%	73.5%	71.6%	82.2%	82.5%	83.8%	85.4%	84.5%
<b>Age of Housing Stock</b>																		
Pre-1940	28.7%	40.8%	42.3%	44.9%	41.8%	42.4%	27.9%	17.4%	12.7%	9.7%	7.1%	7.0%	5.0%	2.7%	2.0%	1.4%	1.4%	1.6%
1940-1959	17.0%	10.1%	11.4%	14.0%	16.2%	22.0%	32.7%	37.5%	40.5%	36.2%	28.4%	25.5%	17.8%	10.1%	4.0%	1.9%	2.3%	2.7%
1960-1979	25.5%	23.7%	20.8%	21.6%	24.3%	20.1%	20.7%	25.3%	25.0%	29.4%	31.9%	31.1%	33.9%	38.0%	37.2%	25.3%	25.6%	23.6%
1980-1999	21.1%	15.3%	15.8%	13.8%	13.7%	10.3%	12.7%	13.4%	14.4%	17.8%	27.1%	30.7%	37.0%	43.1%	46.1%	56.3%	57.2%	62.4%
2000+	7.8%	10.1%	9.7%	5.7%	4.0%	5.1%	6.0%	6.4%	7.3%	7.0%	5.5%	5.7%	6.3%	6.1%	10.8%	15.1%	13.5%	9.7%
<b>Housing Type</b>																		
SF Detached	32.0%	17.3%	17.1%	20.4%	23.1%	37.7%	50.5%	51.4%	52.8%	46.2%	41.0%	41.1%	38.2%	37.6%	35.6%	30.1%	32.3%	41.2%
SF Attached	8.3%	4.9%	3.9%	3.5%	4.2%	4.4%	5.4%	5.6%	6.0%	7.5%	12.7%	13.6%	15.9%	17.8%	21.8%	25.5%	26.0%	22.4%
2 Units	5.4%	8.0%	5.3%	5.8%	6.1%	5.8%	3.7%	1.9%	1.3%	1.3%	1.4%	1.4%	1.1%	0.8%	0.2%	1.2%	1.5%	1.6%
3-4 Units	3.7%	4.5%	4.7%	5.3%	5.9%	5.7%	1.5%	1.1%	1.2%	2.0%	3.1%	3.1%	3.3%	4.0%	3.0%	1.8%	1.9%	2.1%
5-9 Units	4.5%	4.6%	5.5%	6.3%	6.3%	5.9%	4.0%	2.5%	1.9%	4.8%	6.1%	6.5%	8.2%	9.6%	3.0%	4.3%	4.4%	3.4%
10-19 Units	9.3%	10.6%	13.1%	14.3%	8.9%	13.5%	8.3%	8.3%	7.7%	7.0%	4.5%	3.6%	2.6%	1.5%	1.3%	4.9%	5.1%	4.8%
20+ Units	36.6%	50.0%	50.1%	44.2%	45.3%	27.1%	26.5%	29.2%	29.0%	31.0%	31.0%	30.4%	30.3%	28.7%	34.9%	32.3%	28.8%	24.6%
Mobile Home	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.2%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%
Other	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Sources:  
<sup>1</sup> ESRI  
<sup>2</sup> U.S. Census Longitudinal Employer-Household Dynamics (LEHD)  
<sup>3</sup> U.S. Census American Community Survey (ACS)





**EMPLOYMENT/COMMUTER DATA**

## Introduction

The SWLRT will be a viable mode of transportation to and from work as the line travels through several large employment centers. We examined employment trends along the SWLRT Corridor by reviewing data on employment growth trends, earnings, and commuting patterns. Data is based on Employer-Household Dynamics data from the U.S. Census Bureau. The tables are presented at the end of the *Employment Trends* section.

## Employment Growth Trends

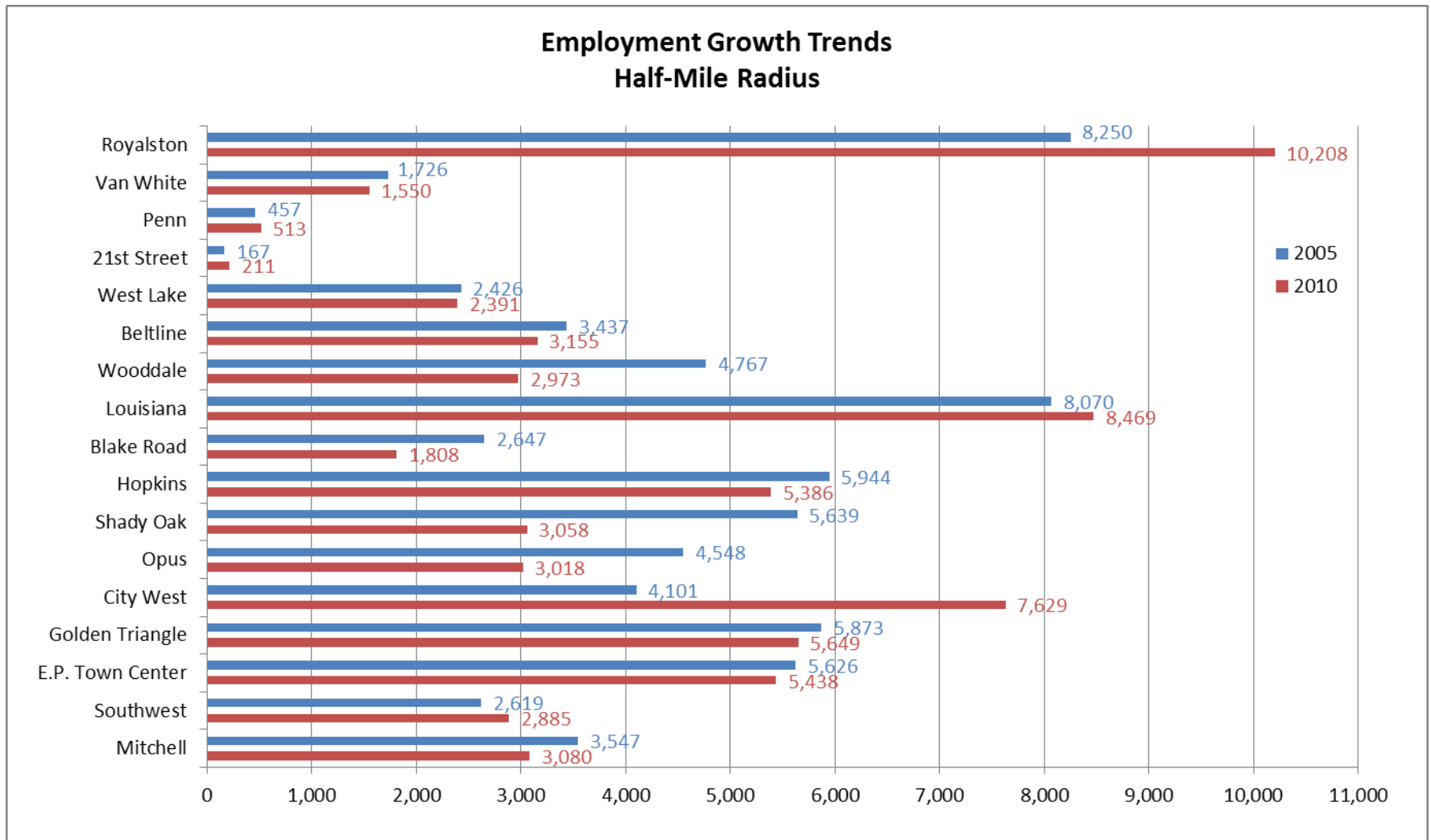
Table E-1 shows employment growth trends in 2005 and 2010. Employment growth can fuel household and population growth as people generally desire to live near where they work. Many find Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie desirable places to live as these communities are in close proximity to numerous employment centers.

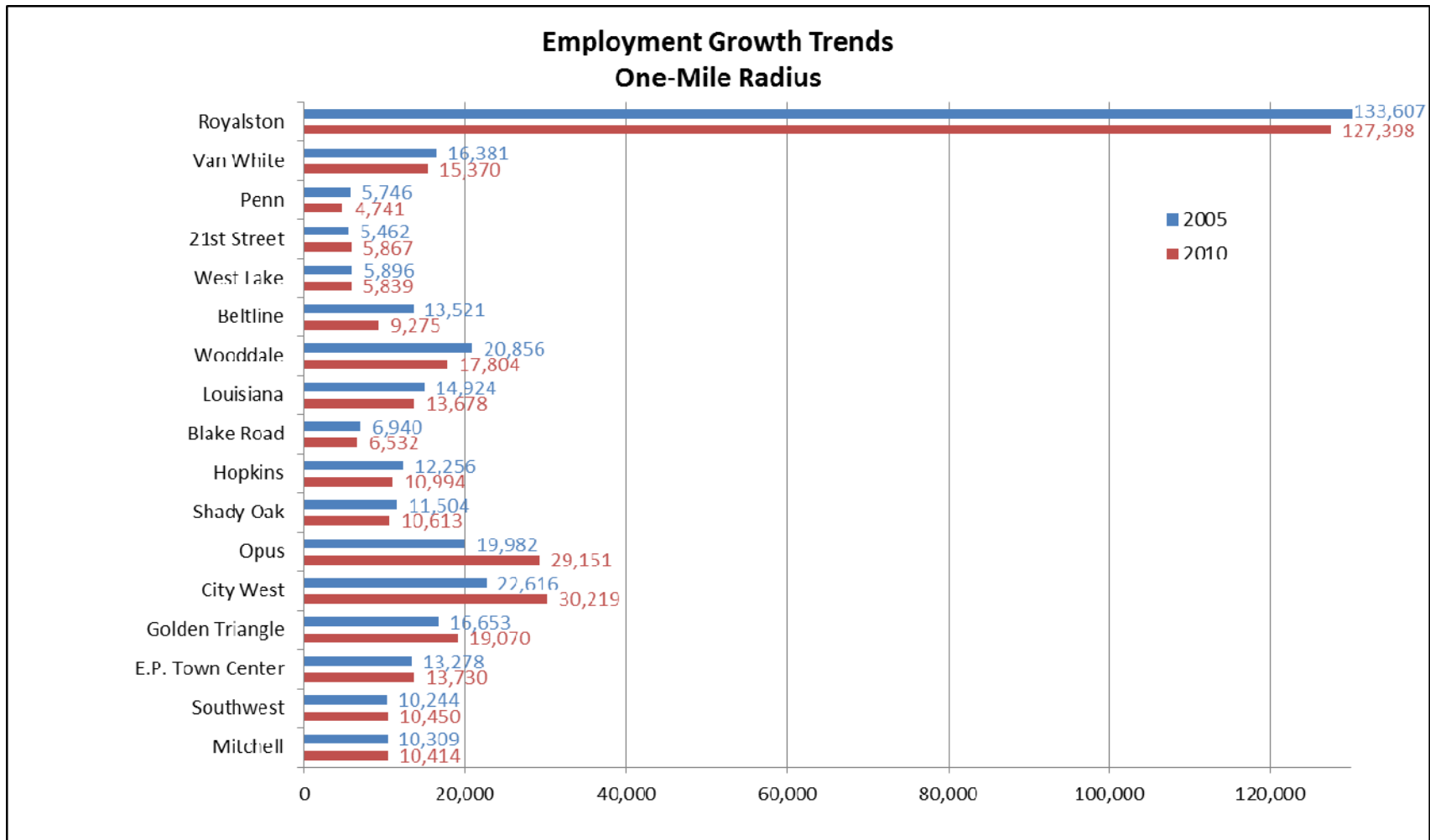
### Half-Mile Radius:

- The Royalston Station had the greatest number of jobs within a half-mile due to its location within Downtown Minneapolis. There were 10,208 jobs within a half-mile in 2010. The Louisiana Station in St. Louis Park had the second largest number of jobs within a half-mile with 8,469 jobs in 2010. Methodist Hospital is a large employer within close proximity to the Louisiana Station.

### One-Mile Radius:

- The Royalston Station also had the greatest number of jobs within one-mile with 127,398 jobs in 2010. However, City West had the second largest number of jobs within one-mile with 30,219 jobs in 2010.
- Although the Royalston Station had the greatest number of jobs within one-mile, approximately -6,200 jobs were lost between 2005 and 2010 due to the Great Recession. Conversely, the Opus Station had the greatest job growth within one-mile. UnitedHealth Group, which is located in the Opus Business Park, constructed two new buildings within the last few years.





## Jobs by NAICS Industry Sector

Table E-2 presents jobs by industry sector. The data is characterized based on the six-digit North American Industry Classification System (NAICS). The NAICS is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.

### Half-Mile Radius:

- Of all the jobs located within half-mile of the entire corridor, Professional, Scientific, and Technical Services accounted for the largest percentage (14.3%). Approximately 32% of all Professional, Scientific, and Technical Service jobs were located within half-mile of the Royalston Station.
- The second largest industry sector was Health Care and Social Assistance (12.4%). Approximately 53% of all Health Care and Social Assistance jobs were located within half-mile of the Louisiana Station where the Park Nicollet Methodist Hospital is located.

### One-Mile Radius:

- Finance and Insurance jobs accounted for the largest percentage (16.2%) of jobs within one-mile of the entire corridor. Approximately 38% of all Finance and Insurance jobs were located within one-mile of the Royalston Station. This can be attributed to the strong Finance sector located near the Central Business District of Downtown Minneapolis.

## Worker Race and Ethnicity

Table E-3 shows the race and ethnicity of the employees working within half- and one-mile of the transit stations in 2010.

### Half-Mile Radius:

- Of all the employees working within a half-mile of the entire corridor, approximately 87.2% were White, 5.8% were Black or African American, 5.3% were Asian, 1.1% were Two or More Races, and less than 1% were American Indian or Native Hawaiian.
- The greatest percentage of minorities worked within a half-mile of the Royalston Station (17.6% of all employees) and the Eden Prairie Town Center Station (17.5%).

- Approximately 97% of all employees working within a half-mile of the entire corridor were not of Hispanic or Latino origin. West Lake Station had the highest percentage of Hispanic or Latino employees at 4.5%.

#### One-Mile Radius:

- Of all the employees working within one-mile of the entire corridor, approximately 86.9% were White, 6.1% were Black or African American, 5.3% were Asian, 1.2% were Two or More Races, and less than 1% were American Indian or Native Hawaiian.
- The greatest percentage of minorities worked within one-mile of the Van White Station (19.4% of all employees) and the Blake Road Station (18.5%).
- Blake Road Station also had the highest percentage of Hispanic or Latino workers (4.4%).

### Employment by Earnings

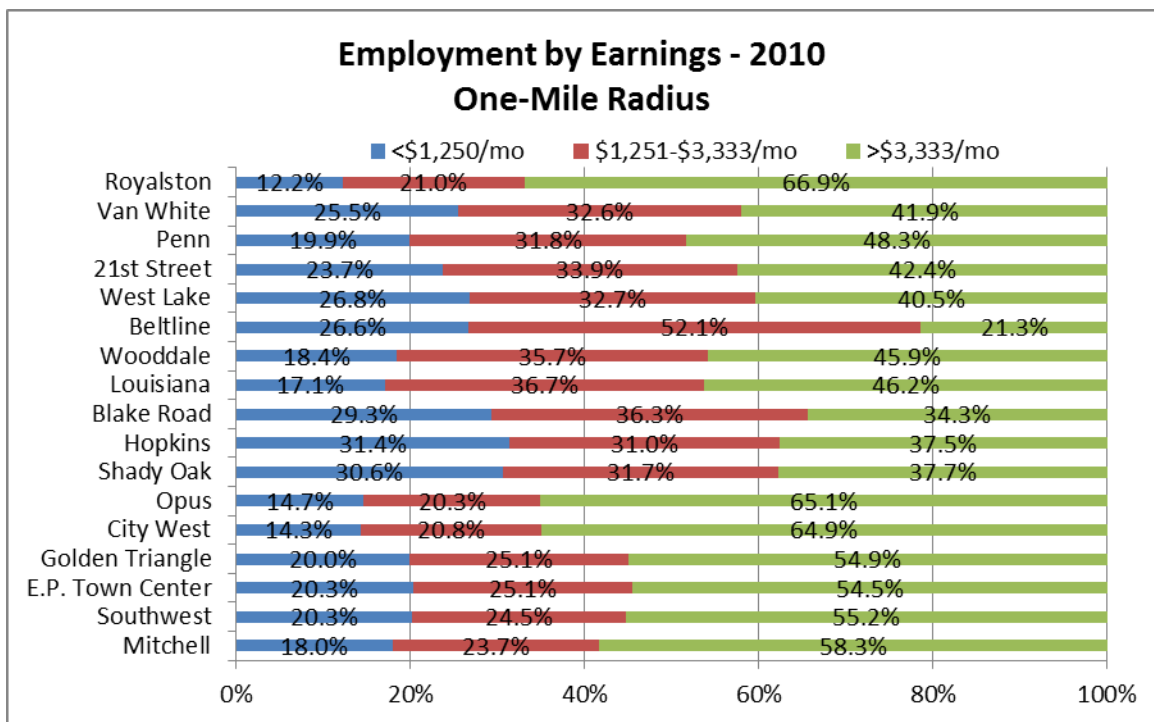
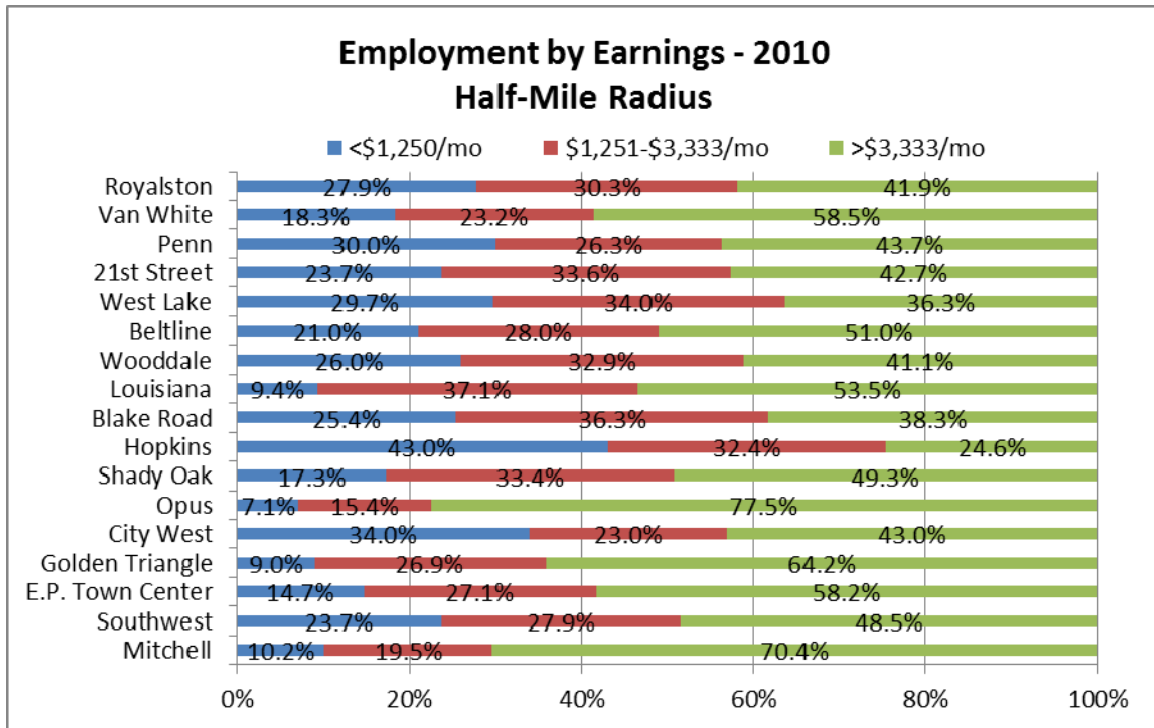
Table E-4 shows employee monthly earnings within three tiers (\$1,250/month or less, \$1,251 to \$3,333, and more than \$3,333/month) in 2005 and 2010. Monthly earnings equate to about \$15,000 per year, \$15,001 to \$40,000, and more than \$40,000.

#### Half-Mile Radius:

- In 2010, employees working within a half-mile of the Opus Station had the greatest percentage of employees earning more than \$3,333 per month (77.5% of all employees). Conversely, approximately 43.0% of employees working within a half-mile of the Hopkins Station earn less than \$1,250 per month.

#### One-Mile Radius:

- Within the one-mile radius, 66.9% of employees near the Royalston Station earn more than \$3,333 per month, 65.1% near the Opus Station, and 64.9% near the City West Station.



## Corridor-Wide Worker Profile Comparison

Table E-5 compares a summary of employee data within the half- and one-mile corridor to Hennepin County and the overall Metro Area.

- Approximately 12.9% of all Hennepin County jobs were located within a half-mile of the SWLRT line in 2010. This percentage increased to 29.2% of jobs within one-mile of the SWLRT line. In comparison, approximately 6.8% of all Metro Area jobs were located within one-mile of the SWLRT line.
- A higher percentage of workers within a half-mile of the SWLRT line compared to the Metro Area had a bachelor's degree or advanced degree (31% compared to 28%). Higher educational attainment also correlated to higher earnings. Approximately 52% of workers earned more than \$3,333 per month within half-mile of the SWLRT line compared to 47% in the Metro Area.
- Professional, Scientific, and Technical Service jobs comprised a larger percentage of jobs within a half-mile of the SWLRT line compared to Hennepin County and the Metro Area. In 2010, approximately 14% of jobs were in the Professional, Scientific, and Technical Service field compared to 9% in Hennepin County and 7% in the Metro Area.
- Professional, Scientific, and Technical Service jobs also comprised 14% of all jobs within one-mile of the SWLRT line. Another large industry sector was Finance and Insurance jobs, which comprised 16% of all jobs within one-mile of the SWLRT line. Only 8% of all jobs in Hennepin County at 6% of jobs in the Metro Area were Finance and Insurance jobs.
- The race and ethnicity composition of workers within a half- and one-mile of the SWLRT were comparable to the Metro Area. Whites comprised 87%, Black or African American comprised 6% and Asians comprised 5% of all employees within half-mile, one-mile and the Metro Area in 2010.

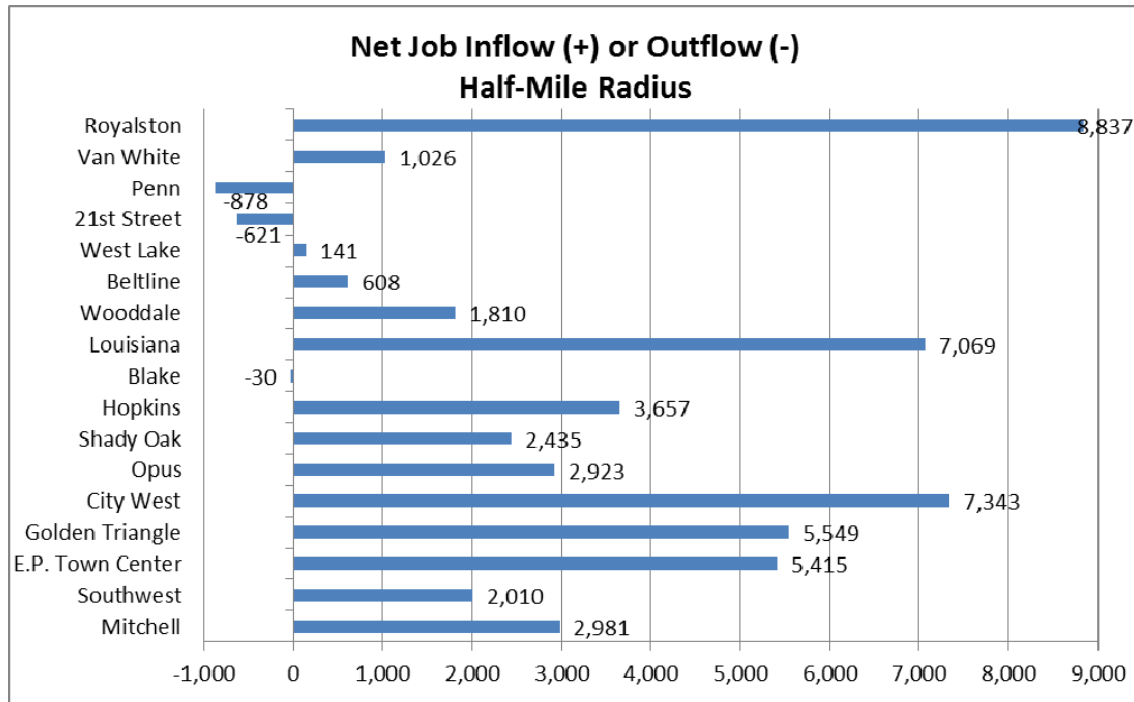
## Commuting Patterns

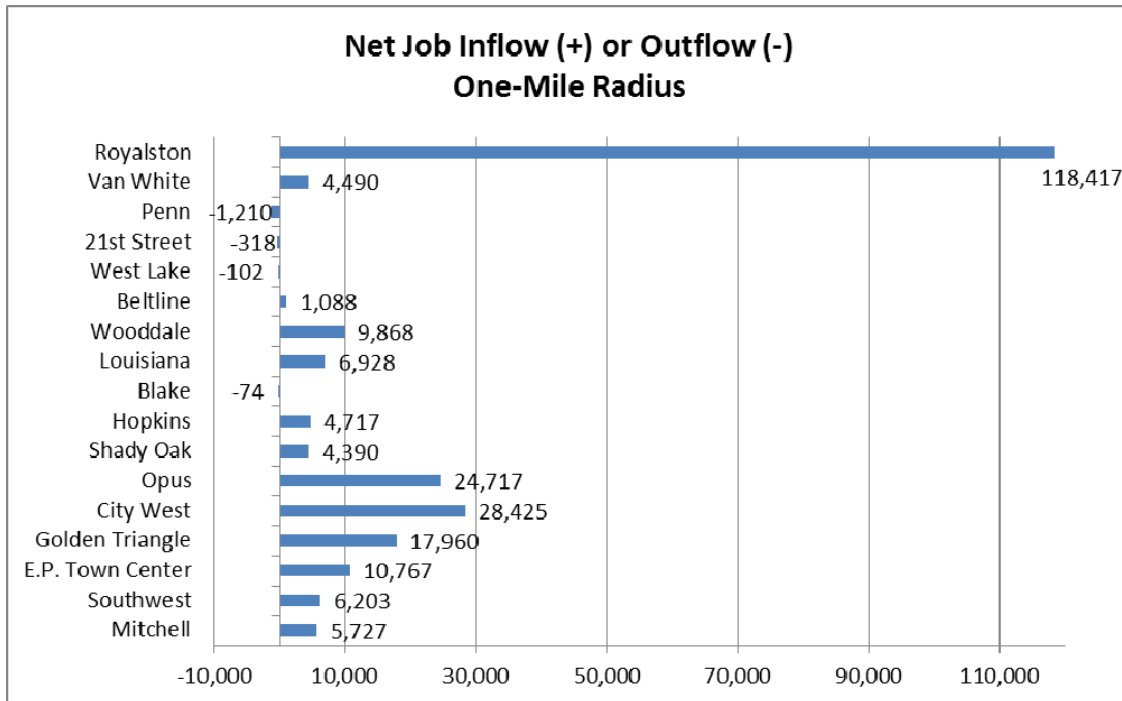
Proximity to employment is often a primary consideration when choosing where to live, since transportation costs often accounts for a large proportion of households' budgets. Tables E-6 through E-8 highlight the commuting patterns of workers and residents within the SWLRT Corridor.



**Inflow/Outflow**

- Of the residents living within one-mile of stations, the Royalston Station had the greatest percentage of residents also working within one-mile of the station (32.1%). The remaining stations all had less than 9% of residents also working within one-mile of the station.
- Royalston Station also had the greatest net job inflow. There were approximately 118,500 workers commuting within one-mile of the Royalston Station. This can be attributed to its location near the Central Business District of Downtown Minneapolis.
- Penn Station had the greatest net job outflow. There were approximately 1,210 more residents living within one-mile of the station than there are employees.





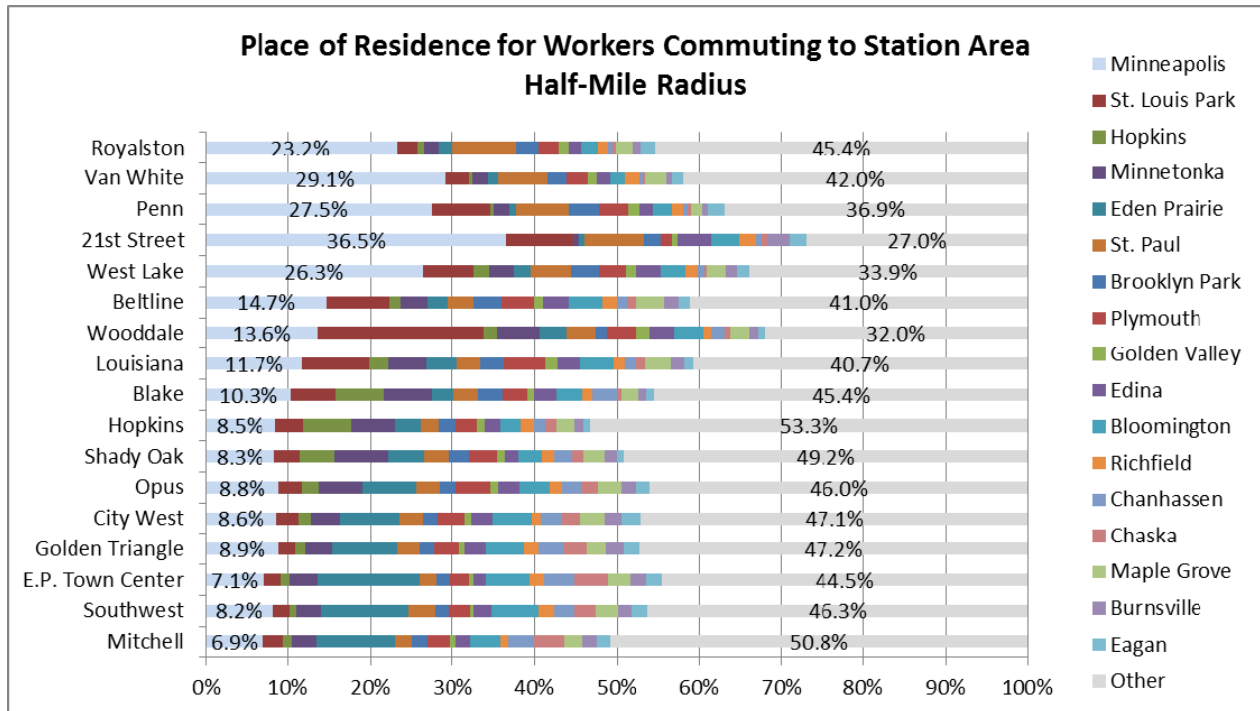
**Place of Residence for Workers Commuting to Station Area**

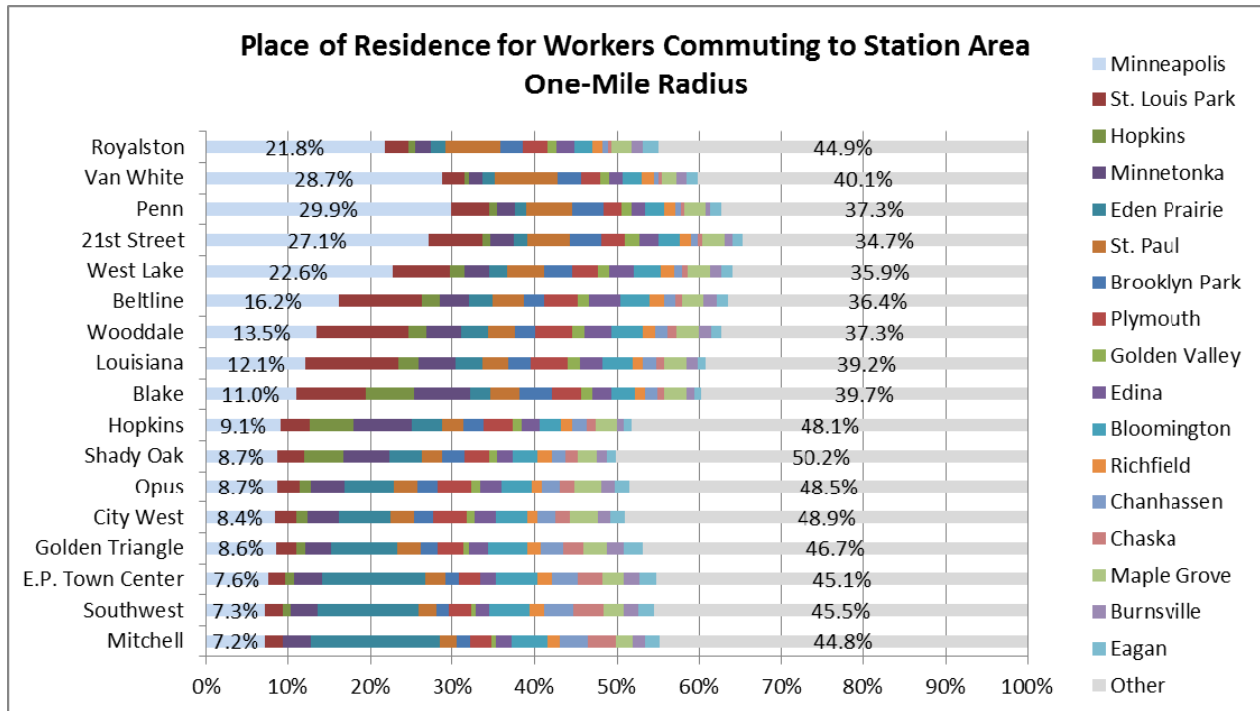
Table E-7 shows where employees live who commute within the SWLRT Corridor in 2010. Data is provided from the Census and includes the cities that the SWLRT travels through as well as 12 surrounding communities.

- Of the workers commuting within a half-mile of stations in Minneapolis, approximately 25% also lived in Minneapolis, 3.4% live in St. Louis Park, 1.9% lived in Minnetonka, 1.7% lived in Eden Prairie, and 0.9% lived in Hopkins. There were also a high percentage of St. Paul residents (7.0%) who commuted within a half-mile of stations in Minneapolis.
- Of the workers commuting within a half-mile of stations in St. Louis Park, approximately 10.6% also lived in St. Louis Park, 12.8% lived in Minneapolis, 4.5% lived in Minnetonka, 3.3% lived in Eden Prairie, and 2.0% lived in Hopkins. There was also a high percentage of Plymouth (4.5%), Bloomington (3.9%), and St. Paul (3.1%) residents who commuted within a half-mile of stations in St. Louis Park.
- Of the workers commuting within a half-mile of stations in Hopkins, approximately 5.8% also lived in Hopkins, 9.0% lived in Minneapolis, 5.5% lived in Minnetonka, 3.9% lived in St. Louis Park, and 3.0% lived in Eden Prairie.
- Of the workers commuting within a half-mile of stations in Minnetonka, approximately 5.9% also lived in Minnetonka, 8.6% lived in Minneapolis, 5.4% lived in Eden Prairie, 3.2% lived in Hopkins, and 3.0% lived in St. Louis Park. There were also a high

percentage of Plymouth residents (3.8%) who commuted within a half-mile of stations in Minnetonka.

- Of the workers commuting within a half-mile of stations in Eden Prairie, approximately 9.4% also lived in Eden Prairie, 7.9% lived in Minneapolis, 3.2% lived in Minnetonka, 2.3% lived in St. Louis Park, and 1.1% lived in Hopkins. There was also a high percentage of Bloomington (4.8%) and Chanhassen (3.0%) residents who commute within a half-mile of stations in Eden Prairie.



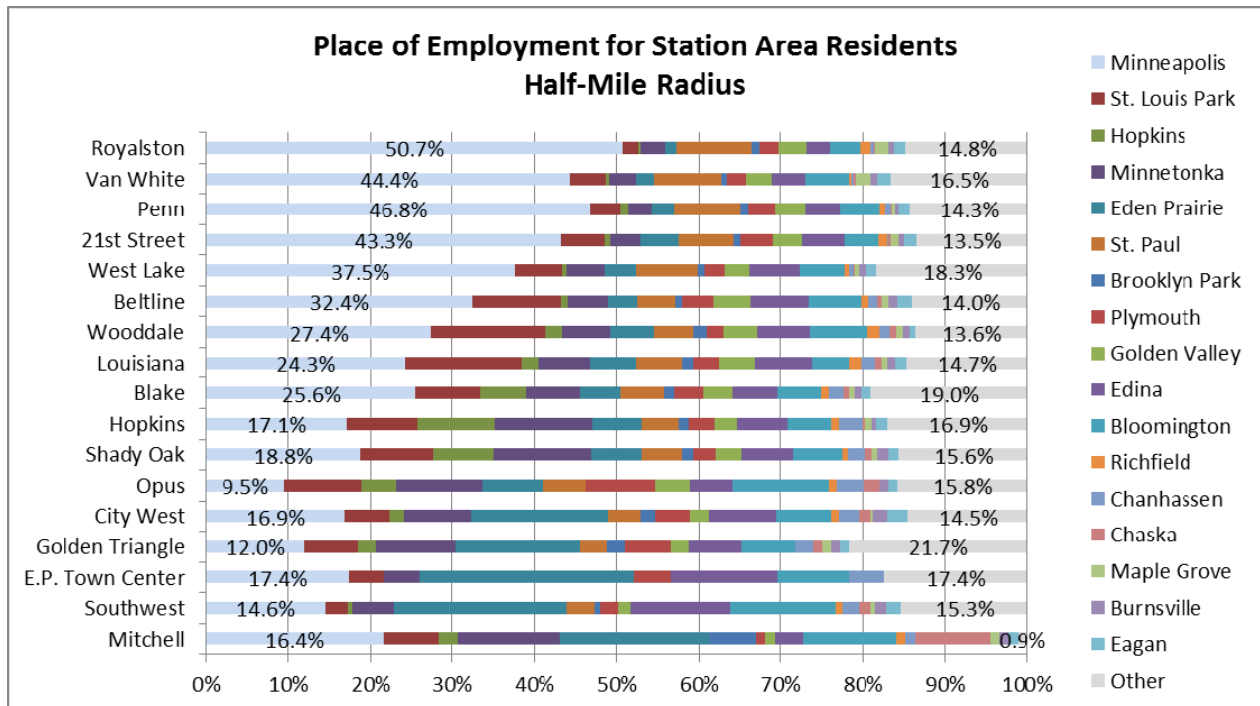


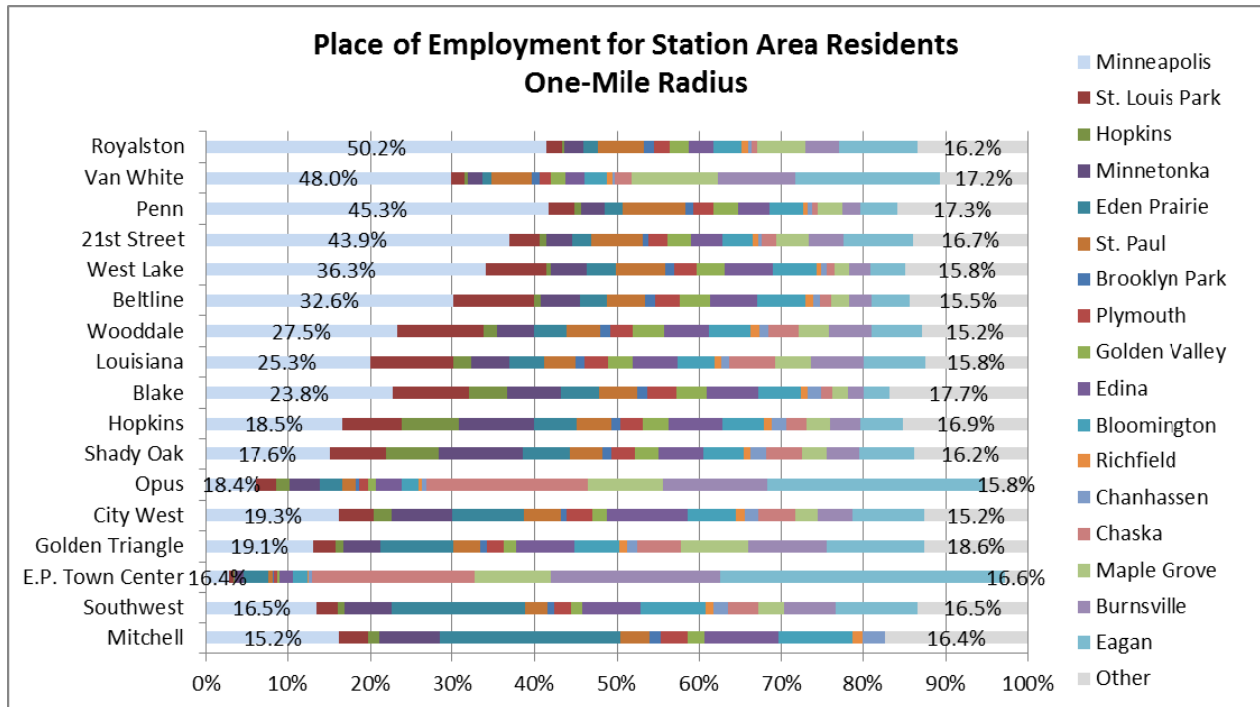
**Place of Employment for Station Area Residents**

Table E-8 shows the work destinations for residents who live within the SWLRT Corridor in 2010. Data is provided from the Census and includes the cities that the SWLRT travels through as well as 12 surrounding communities.

- Of the residents living within a half-mile of stations in Minneapolis, approximately 43.6% also worked in Minneapolis, 4.4% worked in St. Louis Park, 3.6% worked in Minnetonka, 3.0% worked in Eden Prairie, and 0.6% worked in Hopkins. There were also a high percentage of residents living within a half-mile of stations in Minneapolis that commuted to St. Paul (8.0%).
- Of the residents living within a half-mile of stations in St. Louis Park, approximately 29.7% also worked in St. Louis Park, 12.2% worked in Minneapolis, 5.4% worked in Minnetonka, 4.3% worked in Eden Prairie, and 4.4% worked in Hopkins. There were also a proportion of residents living within a half-mile of stations in St. Louis Park that commuted to Edina (6.8%) and Bloomington (6.3%).
- Of the residents living within a half-mile of stations in Hopkins, approximately 7.1% also worked in Hopkins, 22.2% worked in Minneapolis, 8.7% worked in Minnetonka, 8.2% worked in St. Louis Park, and 5.3% worked in Eden Prairie.

- Of the residents living within a half-mile of stations in Minnetonka, approximately 11.8% also worked in Minnetonka, 18.1% worked in Minneapolis, 9.0% worked in St. Louis Park, 6.2% worked in Eden Prairie, and 7.1% worked in Hopkins.
- Of the residents living within half-mile of stations in Eden Prairie, approximately 19.0% also worked in Eden Prairie, 15.2% worked in Minneapolis, 6.5% worked in Minnetonka, 3.9% worked in St. Louis Park, and 0.8% worked in Hopkins. There were also a high percentage of residents living within a half-mile of stations in Eden Prairie that commuted to Bloomington (9.8%).





**EMPLOYMENT/COMMUTER DATA TABLES**

TABLE E-1 EMPLOYMENT GROWTH TRENDS SWLRT STATIONS HALF-MILE RADIUS 2005-2010				
	U.S. Census		Change	
	2005	2010	2005-2010 No.	Pct.
Royalston	8,250	10,208	1,958	0.24
Van White	1,726	1,550	-176	-0.10
Penn	457	513	56	0.12
21st Street	167	211	44	0.26
West Lake	2,426	2,391	-35	-0.01
Beltline	3,437	3,155	-282	-0.08
Wooddale	4,767	2,973	-1,794	-0.38
Louisiana	8,070	8,469	399	0.05
Blake Road	2,647	1,808	-839	-0.32
Hopkins	5,944	5,386	-558	-0.09
Shady Oak	5,639	3,058	-2,581	-0.46
Opus	4,548	3,018	-1,530	-0.34
City West	4,101	7,629	3,528	0.86
Golden Triangle	5,873	5,649	-224	-0.04
E.P. Town Center	5,626	5,438	-188	-0.03
Southwest	2,619	2,885	266	0.10
Mitchell	3,547	3,080	-467	-0.13
<b>Corridor</b>	<b>105,042</b>	<b>107,236</b>	<b>2,194</b>	<b>0.02</b>

Sources: U.S. Census Bureau; Maxfield Research, Inc.



<b>TABLE E-1</b> <b>EMPLOYMENT GROWTH TRENDS</b> <b>SWLRT STATIONS ONE-MILE RADIUS</b> <b>2005-2010</b>				
	U.S. Census		Change 2005-2010	
	2005	2010	No.	Pct.
Royalston	133,607	127,398	-6,209	-0.05
Van White	16,381	15,370	-1,011	-0.06
Penn	5,746	4,741	-1,005	-0.17
21st Street	5,462	5,867	405	0.07
West Lake	5,896	5,839	-57	-0.01
Beltline	13,521	9,275	-4,246	-0.31
Wooddale	20,856	17,804	-3,052	-0.15
Louisiana	14,924	13,678	-1,246	-0.08
Blake Road	6,940	6,532	-408	-0.06
Hopkins	12,256	10,994	-1,262	-0.10
Shady Oak	11,504	10,613	-891	-0.08
Opus	19,982	29,151	9,169	0.46
City West	22,616	30,219	7,603	0.34
Golden Triangle	16,653	19,070	2,417	0.15
E.P. Town Center	13,278	13,730	452	0.03
Southwest	10,244	10,450	206	0.02
Mitchell	10,309	10,414	105	0.01
<b>Corridor</b>	<b>250,242</b>	<b>243,385</b>	<b>-6,857</b>	<b>-0.03</b>

Sources: U.S. Census Bureau; Maxfield Research, Inc.

<b>TABLE E-1</b>				
<b>EMPLOYMENT GROWTH TRENDS</b>				
<b>SWLRT STATIONS TWO-MILE RADIUS</b>				
<b>2005-2010</b>				
	<b>U.S. Census</b>		<b>Change</b>	
	<b>2005</b>	<b>2010</b>	<b>2005-2010</b>	
			<b>No.</b>	<b>Pct.</b>
Royalston	176,446	172,813	-3,633	-0.02
Van White	169,309	168,228	-1,081	-0.01
Penn	107,097	107,670	573	0.01
21st Street	43,655	43,983	328	0.01
West Lake	39,312	33,265	-6,047	-0.15
Beltline	45,898	43,296	-2,602	-0.06
Wooddale	43,477	37,681	-5,796	-0.13
Louisiana	36,846	32,347	-4,499	-0.12
Blake Road	36,260	33,096	-3,164	-0.09
Hopkins	37,324	40,819	3,495	0.09
Shady Oak	38,581	41,648	3,067	0.08
Opus	44,153	51,934	7,781	0.18
City West	47,132	53,952	6,820	0.14
Golden Triangle	49,405	56,280	6,875	0.14
E.P. Town Center	27,048	36,499	9,451	0.35
Southwest	32,105	32,071	-34	0.00
Mitchell	22,705	24,366	1,661	0.07
<b>Corridor</b>	<b>342,962</b>	<b>344,399</b>	<b>1,437</b>	<b>0.00</b>

Sources: U.S. Census Bureau; Maxfield Research, Inc.

Station 1/2 Mile Radius	Royalston	Van White	Penn	21st Street	West Lake	Beltline	Wooddale	Louisiana	Blake Road	Hopkins	Shady Oak	Opus	City West	Golden Triangle	E.P. Town Center	Southwest	Mitchell	Corridor
Agriculture, Forestry, Fishing and Hunting	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	7
Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Utilities	14	246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,962
Construction	166	36	6	0	9	224	105	280	68	234	182	49	12	66	21	12	7	1,721
Manufacturing	526	62	0	0	58	354	189	633	227	194	934	1,018	114	2,677	2,100	382	1,527	12,277
Wholesale Trade	786	237	16	6	108	564	344	472	311	270	610	395	1,252	832	300	252	395	8,622
Retail Trade	1,481	60	17	14	338	208	417	310	217	480	369	35	80	740	606	344	49	7,508
Transportation and Warehousing	716	6	0	0	13	91	1	21	112	69	76	0	30	144	57	59	8	1,816
Information	354	1	3	2	350	85	10	33	1	221	43	298	339	1	121	34	50	3,121
Finance and Insurance	77	12	14	12	210	52	24	22	10	73	20	448	646	72	174	157	6	5,817
Real Estate and Rental and Leasing	62	19	3	3	98	462	70	157	13	94	22	35	169	25	59	21	0	2,093
Professional, Scientific, and Technical Services	1,693	152	190	63	216	242	62	80	43	332	64	320	747	432	310	238	94	15,312
Management of Companies and Enterprises	231	81	32	1	0	4	43	43	0	11	92	6	304	108	60	364	303	2,084
Admin & Support, Waste Mgmt and Remediation	337	44	65	3	160	108	292	288	106	91	42	46	272	103	168	149	299	4,837
Educational Services	170	424	39	38	2	0	1,205	5	405	52	45	1	2	121	4	3	77	3,956
Health Care and Social Assistance	160	14	36	7	340	273	94	5,943	182	2,624	52	99	189	54	707	357	95	13,262
Arts, Entertainment, and Recreation	869	14	6	6	14	19	0	0	9	38	48	0	3,087	135	281	6	2	6,115
Accommodation and Food Services	1,596	9	37	28	446	48	38	22	63	156	19	129	228	39	365	346	101	7,621
Other Services (excluding Public Administration)	945	133	49	28	64	80	79	160	41	293	286	139	158	34	105	159	41	3,514
Public Administration	25	0	0	0	0	341	0	0	0	154	154	0	0	63	0	0	25	1,589

Source: U.S. Census Bureau; Maxfield Research Inc.

Station 1 Mile Radius	Royalston	Van White	Penn	21st Street	West Lake	Beltline	Wooddale	Louisiana	Blake Road	Hopkins	Shady Oak	Opus	City West	Golden Triangle	E.P. Town Center	Southwest	Mitchell	Corridor
Agriculture, Forestry, Fishing and Hunting	0	0	0	0	1	1	0	0	0	0	0	0	3	4	8	8	3	13
Mining, Quarrying, and Oil and Gas Extraction	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4
Utilities	5,963	512	244	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5,968
Construction	1,178	171	66	22	133	264	483	418	129	454	460	99	156	559	51	41	78	3,490
Manufacturing	2,150	275	68	26	290	417	1,001	1,215	1,034	1,066	1,797	2,044	3,384	3,757	3,339	3,341	2,823	16,487
Wholesale Trade	2,377	674	140	88	537	766	1,058	894	544	845	1,138	1,947	1,897	2,932	662	559	1,393	11,153
Retail Trade	4,441	416	216	566	684	1,898	1,995	1,539	1,175	1,375	1,412	539	260	1,408	1,838	1,095	363	14,024
Transportation and Warehousing	1,290	715	4	2	91	102	109	134	135	96	98	35	39	318	64	64	239	2,338
Information	8,373	87	12	354	409	124	153	47	8	238	282	473	429	1,128	875	577	105	13,016
Finance and Insurance	21,167	273	69	227	252	181	267	114	172	108	253	14,923	15,050	512	1,456	355	205	39,365
Real Estate and Rental and Leasing	6,221	342	188	137	567	969	1,117	253	64	202	220	459	384	253	191	197	56	8,914
Professional, Scientific, and Technical Services	25,184	1,896	399	506	422	586	516	218	131	472	470	1,406	1,670	2,579	1,183	652	1,241	33,031
Management of Companies and Enterprises	12,789	486	1,582	1,574	2	5	46	143	184	960	115	366	359	598	631	568	888	17,876
Admin & Support, Waste Mgmt and Remediation	7,407	353	156	280	262	753	992	600	310	173	111	407	476	781	416	352	522	11,213
Educational Services	3,941	1,947	133	169	38	179	1,281	1,221	1,067	484	244	183	50	164	294	173	1,044	9,084
Health Care and Social Assistance	3,429	1,485	358	702	833	1,690	7,437	6,253	857	3,198	2,858	2,185	1,996	130	1,111	1,058	327	20,496
Arts, Entertainment, and Recreation	2,648	1,717	551	127	275	246	73	1	156	90	88	3,090	3,231	3,341	288	290	56	7,756
Accommodation and Food Services	8,386	1,969	243	721	523	499	569	312	190	251	280	582	495	234	1,054	910	339	13,762
Other Services (excluding Public Administration)	3,651	2,047	312	366	179	254	366	316	138	573	633	412	339	288	269	210	145	7,009
Public Administration	6,802	5	0	0	341	341	341	0	238	409	154	1	1	77	0	0	587	8,386

Source: U.S. Census Bureau; Maxfield Research Inc.

**TABLE E-3  
JOBS BY WORKER RACE AND ETHNICITY  
SWLRT STATIONS HALF-MILE RADIUS  
2010**

Station	Royalston	Van White	Penn	21st Street	West Lake	Beltline	Wooddale	Louisiana	Blake Road	Hopkins	Shady Oak	Opus	City West	Golden Triangle	E.P. Town Center	Southwest	Mitchell	Corridor	
<b>1/2 Mile Radius</b>																			
<b>Race</b>																			
White Alone	8,411	1,409	461	183	2,050	2,798	2,731	7,255	1,650	4,748	2,753	2,783	7,018	4,864	4,484	2,536	2,779	93,518	
Black or African American Alone	1,072	78	21	9	211	228	134	561	71	314	93	58	233	143	345	143	116	6,225	
American Indian or Alaska Native Alone	65	6	3	5	9	15	13	36	10	49	15	7	24	15	19	12	11	478	
Asian Alone	509	35	20	9	109	82	68	521	61	196	157	155	277	573	544	165	153	5,733	
Native Hawaiian or Other Pacific Islander Alone	6	1	0	0	5	2	1	3	0	1	2	1	1	2	3	2	1	58	
Two or More Race Groups	145	21	8	5	42	30	26	93	16	78	38	14	76	52	43	27	20	1,224	
<b>Total</b>	<b>10,208</b>	<b>1,550</b>	<b>513</b>	<b>211</b>	<b>2,426</b>	<b>3,155</b>	<b>2,973</b>	<b>8,469</b>	<b>1,808</b>	<b>5,386</b>	<b>3,058</b>	<b>3,018</b>	<b>7,629</b>	<b>5,649</b>	<b>5,438</b>	<b>2,885</b>	<b>3,080</b>	<b>107,236</b>	
<b>Ethnicity</b>																			
Not Hispanic or Latino	9,757	1,525	498	204	2,317	3,069	2,859	8,215	1,749	5,233	2,979	2,960	7,442	5,504	5,292	2,776	3,001	103,877	
Hispanic or Latino	451	25	15	7	109	86	114	254	59	153	79	58	187	145	146	109	79	3,359	
<b>Total</b>	<b>10,208</b>	<b>1,550</b>	<b>513</b>	<b>211</b>	<b>2,426</b>	<b>3,155</b>	<b>2,973</b>	<b>8,469</b>	<b>1,808</b>	<b>5,386</b>	<b>3,058</b>	<b>3,018</b>	<b>7,629</b>	<b>5,649</b>	<b>5,438</b>	<b>2,885</b>	<b>3,080</b>	<b>107,236</b>	

Source: U.S. Census Bureau; Maxfield Research Inc.

**TABLE E-3  
JOBS BY WORKER RACE AND ETHNICITY  
SWLRT STATIONS ONE-MILE RADIUS  
2010**

Station	Royalston	Van White	Penn	21st Street	West Lake	Beltline	Wooddale	Louisiana	Blake Road	Hopkins	Shady Oak	Opus	City West	Golden Triangle	E.P. Town Center	Southwest	Mitchell	Corridor	
<b>One Mile Radius</b>																			
<b>Race</b>																			
White Alone	109,839	12,383	4,018	4,990	5,050	8,211	15,695	11,836	5,321	9,689	9,372	26,097	26,967	17,047	11,931	8,960	9,309	211,481	
Black or African American Alone	8,809	1,806	424	507	475	571	1,016	810	608	677	551	1,087	993	564	649	532	371	14,913	
American Indian or Alaska Native Alone	533	95	28	30	27	47	78	63	35	69	69	99	101	68	43	38	36	1,043	
Asian Alone	6,556	817	196	251	199	301	782	812	485	424	483	1,577	1,860	1,180	976	819	607	12,939	
Native Hawaiian or Other Pacific Islander Alone	76	15	2	7	7	12	14	7	2	3	5	14	14	11	4	4	5	145	
Two or More Race Groups	1,585	254	73	82	81	133	219	150	81	132	133	277	284	200	127	97	86	2,864	
<b>Total</b>	<b>127,398</b>	<b>15,370</b>	<b>4,741</b>	<b>5,867</b>	<b>5,839</b>	<b>9,275</b>	<b>17,804</b>	<b>13,678</b>	<b>6,532</b>	<b>10,994</b>	<b>10,613</b>	<b>29,151</b>	<b>30,219</b>	<b>19,070</b>	<b>13,730</b>	<b>10,450</b>	<b>10,414</b>	<b>243,385</b>	
<b>Ethnicity</b>																			
Not Hispanic or Latino	123,738	14,735	4,597	5,666	5,641	8,920	17,217	13,233	6,244	10,681	10,321	28,597	29,636	18,566	13,317	10,113	10,014	236,292	
Hispanic or Latino	3,660	635	144	201	198	355	587	445	288	313	292	554	583	504	413	337	400	7,093	
<b>Total</b>	<b>127,398</b>	<b>15,370</b>	<b>4,741</b>	<b>5,867</b>	<b>5,839</b>	<b>9,275</b>	<b>17,804</b>	<b>13,678</b>	<b>6,532</b>	<b>10,994</b>	<b>10,613</b>	<b>29,151</b>	<b>30,219</b>	<b>19,070</b>	<b>13,730</b>	<b>10,450</b>	<b>10,414</b>	<b>243,385</b>	

Source: U.S. Census Bureau; Maxfield Research Inc.

TABLE E-4  
 EMPLOYMENT BY EARNINGS  
 SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
 2005 to 2010

	Half-Mile				One-Mile				Two-Mile			
	# of People		Change		# of People		Change		# of People		Change	
	2005	2010	2005-2010		2005	2010	2005-2010		2005	2010	2005-2010	
	No.	No.	No.	Pct.	No.	No.	No.	Pct.	No.	No.	No.	Pct.
<b>Royalston</b>												
\$1,250/mo. or less	2,334	2,844	510	0.22	20,034	15,526	-4,508	-0.23	31,473	26,904	-4,569	-0.15
\$1,251-\$3,333/mo.	2,828	3,090	262	0.09	40,144	26,696	-13,448	-0.33	54,777	41,578	-13,199	-0.24
More than \$3,333/mo.	3,088	4,274	1,186	0.38	73,429	85,176	11,747	0.16	90,196	104,331	14,135	0.16
<b>Total</b>	<b>8,250</b>	<b>10,208</b>	<b>1,958</b>	<b>0.24</b>	<b>133,607</b>	<b>127,398</b>	<b>-6,209</b>	<b>-0.05</b>	<b>176,446</b>	<b>172,813</b>	<b>-3,633</b>	<b>-0.02</b>
<b>Van White</b>												
\$1,250/mo. or less	399	284	-115	-0.29	5,714	3,920	-1,794	-0.31	30,270	25,793	-4,477	-0.15
\$1,251-\$3,333/mo.	615	359	-256	-0.42	5,732	5,004	-728	-0.13	53,596	41,033	-12,563	-0.23
More than \$3,333/mo.	712	907	195	0.27	4,935	6,446	1,511	0.31	85,443	101,402	15,959	0.19
<b>Total</b>	<b>1,726</b>	<b>1,550</b>	<b>-176</b>	<b>-0.10</b>	<b>16,381</b>	<b>15,370</b>	<b>-1,011</b>	<b>-0.06</b>	<b>169,309</b>	<b>168,228</b>	<b>-1,081</b>	<b>-0.01</b>
<b>Penn Station</b>												
\$1,250/mo. or less	178	154	-24	-0.13	1,606	945	-661	-0.41	24,414	19,742	-4,672	-0.19
\$1,251-\$3,333/mo.	112	135	23	0.21	2,792	1,507	-1,285	-0.46	32,856	27,795	-5,061	-0.15
More than \$3,333/mo.	167	224	57	0.34	1,348	2,289	941	0.70	49,827	60,133	10,306	0.21
<b>Total</b>	<b>457</b>	<b>513</b>	<b>56</b>	<b>0.12</b>	<b>5,746</b>	<b>4,741</b>	<b>-1,005</b>	<b>-0.17</b>	<b>107,097</b>	<b>107,670</b>	<b>573</b>	<b>0.01</b>
<b>21st Street</b>												
\$1,250/mo. or less	53	50	-3	-0.06	1,601	1,388	-213	-0.13	14,496	13,132	-1,364	-0.09
\$1,251-\$3,333/mo.	52	71	19	0.37	2,345	1,989	-356	-0.15	15,113	14,924	-189	-0.01
More than \$3,333/mo.	62	90	28	0.45	1,516	2,490	974	0.64	14,046	15,927	1,881	0.13
<b>Total</b>	<b>167</b>	<b>211</b>	<b>44</b>	<b>0.26</b>	<b>5,462</b>	<b>5,867</b>	<b>405</b>	<b>0.07</b>	<b>43,655</b>	<b>43,983</b>	<b>328</b>	<b>0.01</b>
<b>West Lake</b>												
\$1,250/mo. or less	1,051	720	-331	-0.31	1,909	1,566	-343	-0.18	13,778	9,883	-3,895	-0.28
\$1,251-\$3,333/mo.	690	825	135	0.20	1,943	1,911	-32	-0.02	14,029	11,592	-2,437	-0.17
More than \$3,333/mo.	650	881	231	0.36	2,044	2,362	318	0.16	11,505	11,790	285	0.02
<b>Total</b>	<b>2,391</b>	<b>2,426</b>	<b>35</b>	<b>0.01</b>	<b>5,896</b>	<b>5,839</b>	<b>-57</b>	<b>-0.01</b>	<b>39,312</b>	<b>33,265</b>	<b>-6,047</b>	<b>-0.15</b>
<b>Beltline</b>												
\$1,250/mo. or less	848	662	-186	-0.22	4,269	2,468	-1,801	-0.42	13,874	11,852	-2,022	-0.15
\$1,251-\$3,333/mo.	1,182	884	-298	-0.25	7,162	4,828	-2,334	-0.33	15,825	14,575	-1,250	-0.08
More than \$3,333/mo.	1,407	1,609	202	0.14	2,090	1,979	-111	-0.05	16,199	16,869	670	0.04
<b>Total</b>	<b>3,437</b>	<b>3,155</b>	<b>-282</b>	<b>-0.08</b>	<b>13,521</b>	<b>9,275</b>	<b>-4,246</b>	<b>-0.31</b>	<b>45,898</b>	<b>43,296</b>	<b>-2,602</b>	<b>-0.06</b>
<b>Wooddale</b>												
\$1,250/mo. or less	1,810	772	-1,038	-0.57	5,053	3,273	-1,780	-0.35	14,204	9,775	-4,429	-0.31
\$1,251-\$3,333/mo.	1,624	978	-646	-0.40	7,734	6,364	-1,370	-0.18	14,924	13,216	-1,708	-0.11
More than \$3,333/mo.	1,333	1,223	-110	-0.08	8,069	8,167	98	0.01	14,349	14,690	341	0.02
<b>Total</b>	<b>4,767</b>	<b>2,973</b>	<b>-1,794</b>	<b>-0.38</b>	<b>20,856</b>	<b>17,804</b>	<b>-3,052</b>	<b>-0.15</b>	<b>43,477</b>	<b>37,681</b>	<b>-5,796</b>	<b>-0.13</b>
<b>Louisiana</b>												
\$1,250/mo. or less	1,172	793	-379	-0.32	3,583	2,337	-1,246	-0.35	10,245	7,274	-2,971	-0.29
\$1,251-\$3,333/mo.	3,125	3,144	19	0.01	5,487	5,016	-471	-0.09	13,075	10,868	-2,207	-0.17
More than \$3,333/mo.	3,773	4,532	759	0.20	5,854	6,325	471	0.08	13,526	14,205	679	0.05
<b>Total</b>	<b>8,070</b>	<b>8,469</b>	<b>399</b>	<b>0.05</b>	<b>14,924</b>	<b>13,678</b>	<b>-1,246</b>	<b>-0.08</b>	<b>36,846</b>	<b>32,347</b>	<b>-4,499</b>	<b>-0.12</b>
<b>Blake</b>												
\$1,250/mo. or less	1,145	460	-685	-0.60	2,286	1,915	-371	-0.16	11,397	8,631	-2,766	-0.24
\$1,251-\$3,333/mo.	1,019	656	-363	-0.36	2,758	2,374	-384	-0.14	12,602	11,367	-1,235	-0.10
More than \$3,333/mo.	483	692	209	0.43	1,896	2,243	347	0.18	12,261	13,098	837	0.07
<b>Total</b>	<b>2,647</b>	<b>1,808</b>	<b>-839</b>	<b>-0.32</b>	<b>6,940</b>	<b>6,532</b>	<b>-408</b>	<b>-0.06</b>	<b>36,260</b>	<b>33,096</b>	<b>-3,164</b>	<b>-0.09</b>

Sources: U.S. Census Bureau; Maxfield Research, Inc.

TABLE E-4  
EMPLOYMENT BY EARNINGS  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
2005 to 2010

	Half-Mile				One-Mile				Two-Mile			
	# of People		Change		# of People		Change		# of People		Change	
	2005	2010	2005-2010		2005	2010	2005-2010		2005	2010	2005-2010	
	No.	No.	No.	Pct.	No.	No.	No.	Pct.	No.	No.	No.	Pct.
<b>Hopkins</b>												
\$1,250/mo. or less	2,365	2,318	-47	-0.02	4,128	3,456	-672	-0.16	7,819	7,195	-624	-0.08
\$1,251-\$3,333/mo.	1,688	1,743	55	0.03	3,808	3,410	-398	-0.10	12,033	10,120	-1,913	-0.16
More than \$3,333/mo.	1,891	1,325	-566	-0.30	4,320	4,128	-192	-0.04	17,472	23,504	6,032	0.35
<b>Total</b>	<b>5,944</b>	<b>5,386</b>	<b>-558</b>	<b>-0.09</b>	<b>12,256</b>	<b>10,994</b>	<b>-1,262</b>	<b>-0.10</b>	<b>37,324</b>	<b>40,819</b>	<b>3,495</b>	<b>0.09</b>
<b>Shady Oak</b>												
\$1,250/mo. or less	1,926	530	-1,396	-0.72	3,894	3,247	-647	-0.17	7,613	7,156	-457	-0.06
\$1,251-\$3,333/mo.	1,848	1,021	-827	-0.45	3,664	3,367	-297	-0.08	12,111	10,019	-2,092	-0.17
More than \$3,333/mo.	1,865	1,507	-358	-0.19	3,946	3,999	53	0.01	18,857	24,473	5,616	0.30
<b>Total</b>	<b>5,639</b>	<b>3,058</b>	<b>-2,581</b>	<b>-0.46</b>	<b>11,504</b>	<b>10,613</b>	<b>-891</b>	<b>-0.08</b>	<b>38,581</b>	<b>41,648</b>	<b>3,067</b>	<b>0.08</b>
<b>Opus</b>												
\$1,250/mo. or less	269	214	-55	-0.20	1,821	4,278	2,457	1.35	6,682	8,718	2,036	0.30
\$1,251-\$3,333/mo.	1,031	465	-566	-0.55	6,127	5,904	-223	-0.04	13,963	12,414	-1,549	-0.11
More than \$3,333/mo.	3,248	2,339	-909	-0.28	12,034	18,969	6,935	0.58	23,508	30,802	7,294	0.31
<b>Total</b>	<b>4,548</b>	<b>3,018</b>	<b>-1,530</b>	<b>-0.34</b>	<b>19,982</b>	<b>29,151</b>	<b>9,169</b>	<b>0.46</b>	<b>44,153</b>	<b>51,934</b>	<b>7,781</b>	<b>0.18</b>
<b>City West</b>												
\$1,250/mo. or less	523	2,595	2,072	3.96	2,052	4,315	2,263	1.10	5,690	7,091	1,401	0.25
\$1,251-\$3,333/mo.	1,225	1,751	526	0.43	7,320	6,283	-1,037	-0.14	14,896	12,205	-2,691	-0.18
More than \$3,333/mo.	2,353	3,283	930	0.40	13,244	19,621	6,377	0.48	26,546	34,656	8,110	0.31
<b>Total</b>	<b>4,101</b>	<b>7,629</b>	<b>3,528</b>	<b>0.86</b>	<b>22,616</b>	<b>30,219</b>	<b>7,603</b>	<b>0.34</b>	<b>47,132</b>	<b>53,952</b>	<b>6,820</b>	<b>0.14</b>
<b>Golden Triangle</b>												
\$1,250/mo. or less	607	507	-100	-0.16	2,416	3,806	1,390	0.58	6,851	8,332	1,481	0.22
\$1,251-\$3,333/mo.	2,337	1,518	-819	-0.35	5,739	4,786	-953	-0.17	16,615	12,860	-3,755	-0.23
More than \$3,333/mo.	2,929	3,624	695	0.24	8,498	10,478	1,980	0.23	25,939	35,088	9,149	0.35
<b>Total</b>	<b>5,873</b>	<b>5,649</b>	<b>-224</b>	<b>-0.04</b>	<b>16,653</b>	<b>19,070</b>	<b>2,417</b>	<b>0.15</b>	<b>49,405</b>	<b>56,280</b>	<b>6,875</b>	<b>0.14</b>
<b>E.P. Town Center</b>												
\$1,250/mo. or less	889	798	-91	-0.10	2,884	2,794	-90	-0.03	6,564	6,061	-503	-0.08
\$1,251-\$3,333/mo.	2,299	1,473	-826	-0.36	4,639	3,450	-1,189	-0.26	12,304	9,001	-3,303	-0.27
More than \$3,333/mo.	2,438	3,167	729	0.30	5,855	7,486	1,631	0.28	18,180	21,437	3,257	0.18
<b>Total</b>	<b>5,626</b>	<b>5,438</b>	<b>-188</b>	<b>-0.03</b>	<b>13,378</b>	<b>13,730</b>	<b>352</b>	<b>0.03</b>	<b>37,048</b>	<b>36,499</b>	<b>-549</b>	<b>-0.01</b>
<b>Southwest</b>												
\$1,250/mo. or less	495	683	188	0.38	1,817	2,117	300	0.17	5,980	5,480	-500	-0.08
\$1,251-\$3,333/mo.	926	804	-122	-0.13	3,524	2,563	-961	-0.27	10,699	7,916	-2,783	-0.26
More than \$3,333/mo.	1,198	1,398	200	0.17	4,903	5,770	867	0.18	15,426	18,675	3,249	0.21
<b>Total</b>	<b>2,619</b>	<b>2,885</b>	<b>266</b>	<b>0.10</b>	<b>10,244</b>	<b>10,450</b>	<b>206</b>	<b>0.02</b>	<b>32,105</b>	<b>32,071</b>	<b>-34</b>	<b>0.00</b>
<b>Mitchell</b>												
\$1,250/mo. or less	460	313	-147	-0.3	1,819	1,873	54	0.0	4,943	4,959	16	0.0
\$1,251-\$3,333/mo.	798	600	-198	-0.2	3,064	2,472	-592	-0.2	7,696	6,480	-1,216	-0.2
More than \$3,333/mo.	2,289	2,167	-122	-0.1	5,426	6,069	643	0.1	10,066	12,927	2,861	0.3
<b>Total</b>	<b>3,547</b>	<b>3,080</b>	<b>-467</b>	<b>-0.1</b>	<b>10,309</b>	<b>10,414</b>	<b>105</b>	<b>0.0</b>	<b>22,705</b>	<b>24,366</b>	<b>1,661</b>	<b>0.1</b>
<b>Corridor</b>												
\$1,250/mo. or less	23,544	22,083	-1,461	-0.1	45,663	38,498	-7,165	-0.2	69,789	63,725	-6,064	-0.1
\$1,251-\$3,333/mo.	33,625	28,937	-4,688	-0.1	80,424	58,736	-21,688	-0.3	110,707	90,792	-19,915	-0.2
More than \$3,333/mo.	47,873	56,216	8,343	0.2	124,155	146,151	21,996	0.2	162,466	189,822	27,356	0.2
<b>Total</b>	<b>105,042</b>	<b>107,236</b>	<b>2,194</b>	<b>0.0</b>	<b>250,242</b>	<b>243,385</b>	<b>-6,857</b>	<b>0.0</b>	<b>342,962</b>	<b>344,339</b>	<b>1,377</b>	<b>0.0</b>

Sources: U.S. Census Bureau; Maxfield Research, Inc.

**TABLE E-5  
CORRIDOR-WIDE WORKER PROFILE  
CORRIDOR-WIDE HALF- AND ONE-MILE BUFFER  
2010**

Corridor-Wide Worker Profile	Half-Mile		One-Mile		Hennepin County		Metro Area	
	Num	Pct.	Num	Pct.	Num	Pct.	Num	Pct.
<b>Total Jobs</b>								
Total All Jobs	107,236	100%	243,385	100%	834,405	100%	1,566,200	100%
<b>Monthly Earnings</b>								
\$1,250 or Less	22,083	21%	38,498	16%	179,553	22%	359,870	23%
\$1,251 to \$3,333	28,937	27%	58,736	24%	240,173	29%	464,298	30%
More Than \$3,333	56,216	52%	146,151	60%	414,679	50%	742,032	47%
<b>Worker Ages</b>								
Age 29 or Younger	25,827	24%	54,453	22%	205,217	25%	384,595	25%
Age 30 to 54	64,368	60%	150,037	62%	487,359	58%	908,922	58%
Age 55 or Older	17,041	16%	38,895	16%	141,829	17%	273,683	17%
<b>Worker Race and Ethnicity</b>								
<b>Race</b>								
White Alone	93,518	87%	211,481	87%	716,604	86%	1,368,014	87%
Black or African American Alone	6,225	6%	14,913	6%	59,178	7%	93,194	6%
American Indian or Alaska Native Alone	478	0%	1,043	0%	4,535	1%	8,196	1%
Asian Alone	5,733	5%	12,939	5%	43,305	5%	78,017	5%
Native Hawaiian or Other Pacific Islander Alone	58	0%	145	0%	631	0%	1,101	0%
Two or More Race Groups	1,224	1%	2,864	1%	10,152	1%	17,678	1%
<b>Ethnicity</b>								
Not Hispanic or Latino	103,877	97%	236,292	97%	804,638	96%	1,510,577	96%
Hispanic or Latino	3,359	3%	7,093	3%	29,767	4%	55,623	4%
<b>Worker Educational Attainment</b>								
Less Than High School	4,922	5%	9,614	4%	39,042	5%	74,089	5%
High School or Equivalent, No College	17,736	17%	36,389	15%	140,388	17%	276,930	18%
Some College or Associate Degree	25,937	24%	57,224	24%	200,036	24%	384,984	25%
Bachelor's Degree or Advanced Degree	32,814	31%	85,705	35%	249,722	30%	445,602	28%
Educational Attainment Not Available	25,827	24%	54,453	22%	205,217	25%	384,595	25%
<b>Jobs by NAICS Industry Sector</b>								
Agriculture, Forestry, Fishing and Hunting	7	0%	13	0%	665	0%	2,595	0%
Mining, Quarrying, and Oil and Gas Extraction	2	0%	4	0%	213	0%	416	0%
Utilities	5,962	6%	5,968	2%	6,863	1%	8,125	1%
Construction	1,721	2%	3,490	1%	18,642	2%	46,507	3%
Manufacturing	12,277	11%	16,487	7%	71,975	9%	160,590	10%
Wholesale Trade	8,622	8%	11,153	5%	51,584	6%	86,770	6%
Retail Trade	7,508	7%	14,024	6%	76,925	9%	152,341	10%
Transportation and Warehousing	1,816	2%	2,338	1%	13,240	2%	35,661	2%
Information	3,121	3%	13,016	5%	23,119	3%	41,037	3%
Finance and Insurance	5,817	5%	39,365	16%	68,732	8%	97,031	6%
Real Estate and Rental and Leasing	2,093	2%	8,914	4%	20,517	2%	32,046	2%
Professional, Scientific, and Technical Services	15,312	14%	33,031	14%	71,397	9%	104,141	7%
Management of Companies and Enterprises	2,084	2%	17,876	7%	56,819	7%	88,240	6%
Admin & Support, Waste Mgmt and Remediation	4,837	5%	11,213	5%	51,802	6%	90,255	6%
Educational Services	3,956	4%	9,084	4%	68,480	8%	143,082	9%
Health Care and Social Assistance	13,262	12%	20,496	8%	113,667	14%	218,579	14%
Arts, Entertainment, and Recreation	6,115	6%	7,756	3%	13,622	2%	25,965	2%
Accommodation and Food Services	7,621	7%	13,762	6%	60,290	7%	116,833	7%
Other Services (excluding Public Administration)	3,514	3%	7,009	3%	27,149	3%	54,710	3%
Public Administration	1,589	1%	8,386	3%	18,704	2%	61,276	4%

Source: U.S. Census Bureau; Maxfield Research, Inc.



**TABLE E-6  
COMMUTING PATTERNS (INFLOW/OUTFLOW)  
SWLRT STATIONS HALF-MILE RADIUS  
2010**

	Total Employed in Station Area					Total Living in Station Area					Net Job Inflow (+) or Outflow (-)
	Total	Living and Employed in Station Area		Employed in Station Area but Living Outside		Total	Living and Employed in Station Area		Living in Station Area but Employed Outside		
		No.	Pct.	No.	Pct.		No.	Pct.	No.	Pct.	
Royalston	10,208	32	0.3%	10,176	99.7%	1,371	32	2.3%	1,339	97.7%	8,837
Van White	1,550	6	0.4%	1,544	99.6%	524	6	1.1%	518	98.9%	1,026
Penn	513	3	0.6%	510	99.4%	1,391	3	0.2%	1,388	99.8%	-878
21st Street	211	0	0.0%	211	100.0%	832	0	0.0%	832	100.0%	-621
West Lake	2,426	36	1.5%	2,390	98.5%	2,285	36	1.6%	2,249	98.4%	141
Beltline	3,155	33	1.0%	3,122	99.0%	2,547	33	1.3%	2,514	98.7%	608
Wooddale	2,973	39	1.3%	2,934	98.7%	1,163	39	3.4%	1,124	96.6%	1,810
Louisiana	8,469	77	0.9%	8,392	99.1%	1,400	77	5.5%	1,323	94.5%	7,069
Blake	1,808	30	1.7%	1,778	98.3%	1,838	30	1.6%	1,808	98.4%	-30
Hopkins	5,386	79	1.5%	5,307	98.5%	1,729	79	4.6%	1,650	95.4%	3,657
Shady Oak	3,058	18	0.6%	3,040	99.4%	623	18	2.9%	605	97.1%	2,435
Opus	3,018	0	0.0%	3,018	100.0%	95	0	0.0%	95	100.0%	2,923
City West	7,629	5	0.1%	7,624	99.9%	286	5	1.7%	281	98.3%	7,343
Golden Triangle	5,649	3	0.1%	5,646	99.9%	100	3	3.0%	97	97.0%	5,549
E.P. Town Center	5,438	1	0.0%	5,437	100.0%	23	1	4.3%	22	95.7%	5,415
Southwest	2,885	10	0.3%	2,875	99.7%	875	10	1.1%	865	98.9%	2,010
Mitchell	3,080	1	0.0%	3,079	100.0%	99	1	1.0%	98	99.0%	2,981
<b>Corridor</b>	<b>107,236</b>	<b>3,975</b>	<b>3.7%</b>	<b>103,261</b>	<b>96.3%</b>	<b>24,240</b>	<b>3,975</b>	<b>16.4%</b>	<b>20,265</b>	<b>83.6%</b>	<b>82,996</b>

Sources: US Census; Maxfield Research Inc.

**TABLE E-6  
COMMUTING PATTERNS (INFLOW/OUTFLOW)  
SWLRT STATIONS ONE-MILE RADIUS  
2010**

	Total Employed in Station Area					Total Living in Station Area					Net Job Inflow (+) or Outflow (-)
	Total	Living and Employed in Station Area		Employed in Station Area but Living Outside		Total	Living and Employed in Station Area		Living in Station Area but Employed Outside		
		No.	Pct.	No.	Pct.		No.	Pct.	No.	Pct.	
Royalston	127,398	2,885	2.3%	124,513	97.7%	8,981	2,885	32.1%	6,096	67.9%	118,417
Van White	15,370	521	3.4%	14,849	96.6%	10,880	521	4.8%	10,359	95.2%	4,490
Penn	4,741	133	2.8%	4,608	97.2%	5,951	133	2.2%	5,818	97.8%	-1,210
21st Street	5,867	197	3.4%	5,670	96.6%	6,185	197	3.2%	5,988	96.8%	-318
West Lake	5,839	160	2.7%	5,679	97.3%	5,941	160	2.7%	5,781	97.3%	-102
Beltline	9,275	340	3.7%	8,935	96.3%	8,187	340	4.2%	7,847	95.8%	1,088
Wooddale	17,804	697	3.9%	17,107	96.1%	7,936	697	8.8%	7,239	91.2%	9,868
Louisiana	13,678	471	3.4%	13,207	96.6%	6,750	471	7.0%	6,279	93.0%	6,928
Blake	6,532	241	3.7%	6,291	96.3%	6,606	241	3.6%	6,365	96.4%	-74
Hopkins	10,994	429	3.9%	10,565	96.1%	6,277	429	6.8%	5,848	93.2%	4,717
Shady Oak	10,613	397	3.7%	10,216	96.3%	6,223	397	6.4%	5,826	93.6%	4,390
Opus	29,151	284	1.0%	28,867	99.0%	4,434	284	6.4%	4,150	93.6%	24,717
City West	30,219	109	0.4%	30,110	99.6%	1,794	109	6.1%	1,685	93.9%	28,425
Golden Triangle	19,070	53	0.3%	19,017	99.7%	1,110	53	4.8%	1,057	95.2%	17,960
E.P. Town Center	13,730	194	1.4%	13,536	98.6%	2,963	194	6.5%	2,769	93.5%	10,767
Southwest	10,450	193	1.8%	10,257	98.2%	4,247	193	4.5%	4,054	95.5%	6,203
Mitchell	10,414	283	2.7%	10,131	97.3%	4,687	283	6.0%	4,404	94.0%	5,727
<b>Corridor</b>	<b>243,385</b>	<b>20,792</b>	<b>8.5%</b>	<b>222,593</b>	<b>91.5%</b>	<b>60,080</b>	<b>20,792</b>	<b>34.6%</b>	<b>39,288</b>	<b>65.4%</b>	<b>183,305</b>

Sources: US Census; Maxfield Research Inc.

**TABLE E-6  
COMMUTING PATTERNS (INFLOW/OUTFLOW)  
SWLRT STATIONS TWO-MILE RADIUS  
2010**

	Total Employed in Station Area					Total Living in Station Area					Net Job Inflow (+) or Outflow (-)
	Total	Living and Employed in Station Area		Employed in Station Area but Living Outside		Total	Living and Employed in Station Area		Living in Station Area but Employed Outside		
		No.	Pct.	No.	Pct.		No.	Pct.	No.	Pct.	
Royalston	172,813	13,896	8.0%	158,917	92.0%	44,844	13,896	31.0%	30,948	69.0%	127,969
Van White	168,228	13,373	7.9%	154,855	92.1%	41,717	13,373	32.1%	28,344	67.9%	126,511
Penn	107,670	8,330	7.7%	99,340	92.3%	38,430	8,330	21.7%	30,100	78.3%	69,240
21st Street	43,983	3,861	8.8%	40,122	91.2%	38,174	3,861	10.1%	34,313	89.9%	5,809
West Lake	33,265	3,225	9.7%	30,040	90.3%	34,708	3,225	9.3%	31,483	90.7%	-1,443
Beltline	43,234	3,079	7.1%	40,155	92.9%	28,188	3,079	10.9%	25,109	89.1%	15,046
Wooddale	37,681	3,552	9.4%	34,129	90.6%	30,558	3,552	11.6%	27,006	88.4%	7,123
Louisiana	32,347	3,155	9.8%	29,192	90.2%	27,973	3,155	11.3%	24,818	88.7%	4,374
Blake	33,096	2,916	8.8%	30,180	91.2%	24,317	2,916	12.0%	21,401	88.0%	8,779
Hopkins	40,819	2,116	5.2%	38,703	94.8%	17,961	2,116	11.8%	15,845	88.2%	22,858
Shady Oak	41,648	2,104	5.1%	39,544	94.9%	16,846	2,104	12.5%	14,742	87.5%	24,802
Opus	51,934	1,302	2.5%	50,632	97.5%	11,925	1,302	10.9%	10,623	89.1%	40,009
City West	53,952	996	1.8%	52,956	98.2%	9,585	996	10.4%	8,589	89.6%	44,367
Golden Triangle	56,280	777	1.4%	55,503	98.6%	6,530	777	11.9%	5,753	88.1%	49,750
E.P. Town Center	36,499	1,976	5.4%	34,523	94.6%	12,702	1,976	15.6%	10,726	84.4%	23,797
Southwest	32,071	1,889	5.9%	30,182	94.1%	12,573	1,889	15.0%	10,684	85.0%	19,498
Mitchell	24,366	1,772	7.3%	22,594	92.7%	14,236	1,772	12.4%	12,464	87.6%	10,130
<b>Corridor</b>	<b>344,399</b>	<b>57,681</b>	<b>16.7%</b>	<b>286,718</b>	<b>83.3%</b>	<b>135,514</b>	<b>57,681</b>	<b>42.6%</b>	<b>77,833</b>	<b>57.4%</b>	<b>208,885</b>

Sources: US Census; Maxfield Research Inc.

**TABLE E-7  
PLACE OF RESIDENCE FOR WORKERS COMMUTING TO STATION AREA (Where Workers Live)  
SWLRT STATIONS HALF-MILE RADIUS  
2010**

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	2,344	697	142	54	630	464	425	972	196	451	268	267	635	286	445	209	214
St. Louis Park	253	72	37	12	151	240	632	671	104	179	99	87	204	64	128	50	75
Hopkins	79	11	2		43	41	53	193	111	307	138	62	111	41	69	22	33
Minnetonka	174	45	10	1	72	105	161	383	111	283	209	159	253	103	210	73	92
Eden Prairie	178	29	4	1	51	76	100	306	53	163	140	194	536	251	770	271	295
St. Paul	790	144	33	11	116	102	109	240	56	116	92	88	208	87	131	83	62
Brooklyn Park	276	54	19	3	81	108	44	230	56	117	84	62	137	56	109	41	58
Plymouth	241	61	18	2	78	121	112	416	58	138	109	127	251	103	150	69	86
Golden Valley	120	25	8	1	30	38	51	132	16	51	31	27	62	22	34	11	22
Edina	152	40	8	6	75	98	94	223	50	98	53	78	185	81	93	53	54
Bloomington	216	42	12	5	71	127	112	332	60	131	93	112	349	147	325	147	111
Richfield	118	45	7	3	34	55	28	115	23	86	48	44	84	60	112	47	31
Chanhassen	57	12	3	1	20	40	50	122	57	69	67	71	192	95	234	60	98
Chaska	38	7	2	1	5	38	23	87	11	74	44	61	165	90	250	68	112
Maple Grove	210	59	7		57	106	71	256	41	117	85	83	219	77	169	68	64
Burnsville	112	18	4	4	31	56	36	136	17	56	47	53	149	67	131	43	55
Eagan	166	31	10	3	37	45	26	92	19	43	28	54	181	65	118	50	52
Other	4,588	1,007	191	40	812	1,295	1,000	3,370	865	2,833	1,582	1,389	3,485	1,518	2,790	1,175	1,566

Sources: US Census; Maxfield Research Inc.

**TABLE E-7  
PLACE OF RESIDENCE FOR WORKERS COMMUTING TO STATION AREA  
SWLRT STATIONS ONE-MILE RADIUS  
2010**

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	27,565	6,238	1,439	1,394	1,135	1,501	2,411	1,644	707	1,078	909	2,528	2,522	1,643	979	766	668
St. Louis Park	3,510	593	225	339	359	932	1,965	1,517	545	415	343	793	800	459	266	221	196
Hopkins	1,003	135	40	53	84	214	388	340	375	639	486	416	393	212	135	107	
Minnetonka	2,444	347	110	144	150	326	778	630	448	834	590	1,182	1,121	594	429	337	313
Eden Prairie	2,355	328	64	81	109	256	590	434	159	442	398	1,724	1,891	1,540	1,606	1,275	1,462
St. Paul	8,415	1,626	266	266	225	355	574	418	227	307	273	839	850	551	323	233	187
Brooklyn Park	3,535	626	183	200	171	231	425	378	256	301	290	698	673	379	216	175	141
Plymouth	3,752	507	107	151	157	373	806	599	224	408	305	1,251	1,274	614	335	281	239
Golden Valley	1,446	240	62	93	65	127	267	205	83	130	102	289	284	143		55	49
Edina	2,623	367	82	115	156	346	587	371	150	263	192	747	761	430	229	180	186
Bloomington	2,859	522	108	135	165	347	688	514	192	308	315	1,093	1,146	920	644	508	396
Richfield	1,496	322	65	67	79	159	280	172	81	161	175	359	379	309	230	182	135
Chanhassen	791	111	34	42	50	122	268	218	95	196	182	616	632	525	394	371	315
Chaska	486	74	18	29	37	83	178	126	50	133	145	506	537	445	397	383	316
Maple Grove	3,295	406	123	144	135	233	493	369	176	306	244	973	998	547	333	269	194
Burnsville	1,809	244	30	43	68	151	271	180	66	122	126	452	477	419	249	192	140
Eagan	2,379	314	63	65	68	135	216	140	53	110	118	545	573	456	269	199	160
Other	56,827	8,704	1,798	1,789	1,800	3,377	6,644	5,312	2,560	5,708	5,227	14,134	14,660	8,941	5,785	4,778	4,141

Sources: US Census; Maxfield Research Inc.

TABLE E-7  
PLACE OF RESIDENCE FOR WORKERS COMMUTING TO STATION AREA  
SWLRT STATIONS TWO-MILE RADIUS  
2010

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	41,535	41,126	25,317	10,882	7,423	6,507	4,959	4,107	3,572	3,623	3,764	4,543	4,834	4,694	2,758	2,481	1,833
St. Louis Park	4,528	4,700	3,168	1,729	2,332	3,137	3,188	2,968	2,439	1,541	1,359	1,432	1,433	1,383	777	673	514
Hopkins	1,243	1,292	853	397	455	660	843	913	1,272	1,283	1,192	1,016	804	661	371	332	248
Minnetonka	3,135	3,203	1,987	960	924	1,422	1,413	1,517	1,809	2,194	2,354	2,195	2,181	1,997	1,146	1,074	827
Eden Prairie	2,908	2,904	1,794	808	748	1,160	1,047	971	1,114	1,898	2,087	3,008	3,538	4,530	3,853	4,260	3,690
St. Paul	12,044	11,766	6,764	2,569	1,520	1,792	1,337	1,142	1,036	1,156	1,173	1,474	1,581	1,546	913	786	590
Brooklyn Park	4,972	4,838	2,786	1,277	887	1,221	1,129	935	896	1,103	1,095	1,233	1,283	1,124	624	502	376
Plymouth	4,721	4,661	2,821	1,273	984	1,659	1,416	1,284	1,265	1,683	1,810	2,061	2,179	2,011	1,011	828	590
Golden Valley	1,838	1,818	1,112	504	395	566	500	444	419	440	450	471	469		225	188	142
Edina	3,240	3,285	2,047	798	882	1,123	1,124	1,226	1,034	999	1,004	1,336	1,399	1,426	704	581	431
Bloomington	3,874	3,942	2,297	1,130	1,001	1,355	1,260	1,229	1,173	1,286	1,323	1,901	2,132	2,562	1,786	1,544	1,173
Richfield	2,075	2,092	1,306	563	456	573	495	489	492	525	533	719	763	830	608	541	402
Chanhassen	933	967	623	314	291	480	464	452	490	726	759	1,044	1,225	1,385	1,024	1,002	800
Chaska	629	644	429	250	210	335	300	272	329	554	598	888	1,005	1,242	1,006	1,032	847
Maple Grove	4,031	4,007	2,412	1,036	768	1,187	973	861	812	1,245	1,329	1,638	1,769	1,670	883	745	543
Burnsville	2,397	2,410	1,354	527	424	602	508	445	369	476	515	790	892	1,069	727	621	435
Eagan	3,064	3,042	1,765	637	423	574	446	373	330	553	576	846	992	1,142	767	641	433
Other	75,727	73,625	41,885	18,736	12,429	18,881	14,934	12,723	13,783	19,531	20,164	25,365	26,173	27,096	16,543	14,321	10,489

Sources: US Census; Maxfield Research Inc.

TABLE E-8  
PLACE OF EMPLOYMENT FOR STATION AREA RESIDENTS (WHERE WORKERS ARE EMPLOYED)  
SWLRT STATIONS HALF-MILE RADIUS  
2010

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	586	247	657	354	816	826	348	175	659	284	221	9	56	11	4	116	19
St. Louis Park	22	24	51	43	127	276	177	102	201	146	106	9	18	6	1	22	6
Hopkins	4	2	13	6	14	22	27	14	144	156	86	4	6	2		4	2
Minnetonka	34	18	41	29	98	125	73	46	173	198	140	10	27	9	1	41	11
Eden Prairie	16	12	37	38	83	88	68	40	124	100	72	7	55	14	6	167	16
St. Paul	106	46	115	56	163	117	59	40	138	73	57	5	13	3		27	5
Brooklyn Park	11	4	13	6	22	23	23	10	31	20	17		6	2		6	1
Plymouth	26	13	46	32	53	100	25	23	91	54	33	8	14	5	1	17	1
Golden Valley	39	17	51	29	64	114	52	32	94	47	37	4	8	2		12	3
Edina	34	23	60	42	133	177	82	49	140	101	74	5	27	6	3	97	10
Bloomington	42	29	67	35	118	165	88	33	137	87	70	11	22	6	2	102	1
Richfield	16	2	10	8	12	23	20	10	24	16	7	1	3			7	1
Chanhassen	5	1	9	2	10	29	15	13	45	47	25	3	8	2	1	16	8
Chaska	1	2	3	2	5	14	11	6	17	5	10	2	5	1		12	1
Maple Grove	19	10	5	7	10	21	10	5	19	15	9		1	1		4	1
Burnsville	7	5	6	6	21	27	10	7	20	10	15	1	6	1		11	1
Eagan	16	9	19	12	28	44	8	9	31	23	15	1	8	1		14	1
Other	171	92	200	110	397	356	173	106	491	282	184	15	48	20	4	122	28

Sources: US Census; Maxfield Research Inc.

TABLE E-8  
PLACE OF EMPLOYMENT FOR STATION AREA RESIDENTS (WHERE WORKERS ARE EMPLOYED)  
SWLRT STATIONS ONE-MILE RADIUS  
2010

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	4,389	5,685	2,721	2,724	2,227	2,645	2,172	1,665	1,511	1,206	1,082	813	355	212	426	651	662
St. Louis Park	194	330	205	274	473	852	997	859	625	521	498	316	93	45	88	128	146
Hopkins	29	72	48	51	39	78	145	173	306	517	466	216	49	15	30	37	53
Minnetonka	254	319	192	238	284	417	425	394	434	662	728	485	162	74	176	276	307
Eden Prairie	177	223	149	168	232	285	367	351	311	376	415	358	192	145	500	787	898
St. Paul	612	914	493	466	393	411	380	314	313	299	279	207	97	53	88	133	149
Brooklyn Park	133	192	67	53	70	106	114	97	88	83	82	49	16	14	21	43	55
Plymouth	198	262	158	175	181	259	268	228	231	208	214	150	69	33	64	93	131
Golden Valley	243	339	189	203	222	328	355	271	242	222	200	127	39	25	45	68	86
Edina	310	424	253	279	379	500	510	444	422	477	398	402	218	115	248	348	366
Bloomington	367	532	267	276	351	516	476	378	343	360	350	273	129	87	282	385	370
Richfield	88	111	41	45	42	83	99	69	59	72	60	50	22	19	27	45	53
Chanhassen	39	58	33	37	44	75	94	82	110	133	135	76	36	20	50	84	110
Chaska	9	20	11	16	21	39	56	51	39	46	60	56	18	7	28	36	52
Maple Grove	84	93	45	40	41	60	57	41	49	53	42	26	11	11	13	30	38
Burnsville	57	84	33	41	58	74	77	58	51	68	55	36	17	13	29	63	64
Eagan	134	158	68	81	100	126	94	68	85	98	91	75	34	16	49	96	99
Other	1,419	2,032	1,040	1,036	971	1,261	1,202	1,043	1,126	1,102	1,000	695	279	206	430	652	712

Sources: US Census; Maxfield Research Inc.

TABLE E-8  
PLACE OF EMPLOYMENT FOR STATION AREA RESIDENTS (WHERE WORKERS ARE EMPLOYED)  
SWLRT STATIONS TWO-MILE RADIUS  
2010

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	21,137	20,332	17,619	17,278	13,874	9,137	8,653	7,423	5,390	3,647	3,320	2,311	1,931	1,288	1,848	1,864	2,106
St. Louis Park	1,205	1,275	1,466	1,776	2,220	2,627	3,298	3,138	2,483	1,446	1,210	774	594	281	472	473	521
Hopkins	220	244	250	263	332	386	656	709	1,060	1,002	1,024	537	328	105	136	139	164
Minnetonka	1,115	1,188	1,198	1,338	1,458	1,431	1,719	1,673	1,804	1,715	1,866	1,202	879	477	873	890	1,068
Eden Prairie	823	909	897	1,003	1,160	1,131	1,319	1,210	1,201	1,006	1,008	852	798	807	2,490	2,551	2,856
St. Paul	3,741	3,486	3,081	2,970	2,464	1,618	1,538	1,291	1,076	799	743	539	439	304	422	415	468
Brooklyn Park	745	641	557	517	389	350	380	310	220	208	208	140	105	64	132	141	166
Plymouth	996	922	861	895	857	831	1,023	1,000	851	664	615	403	295	184	364	359	452
Golden Valley	1,145	1,128	1,102	1,186	1,142	1,123	1,251	1,184	891	617	573	358	282	152	262	259	342
Edina	1,411	1,519	1,494	1,665	1,928	1,931	2,077	2,028	1,803	1,334	1,265	1,185	1,081	806	1,125	1,111	1,190
Bloomington	2,015	2,011	1,865	2,007	1,911	1,597	1,721	1,588	1,349	1,041	986	780	692	599	1,099	1,107	1,180
Richfield	413	426	380	383	372	303	343	325	276	176	175	136	110	81	148	145	163
Chanhassen	219	216	201	234	273	264	350	344	368	344	328	212	162	121	332	343	447
Chaska	61	65	65	79	99	122	160	160	161	150	150	114	97	58	136	144	190
Maple Grove	418	368	308	303	246	193	217	205	187	145	138	98	84	53	103	104	188
Burnsville	318	295	287	301	286	233	255	235	203	158	153	119	96	79	167	172	188
Eagan	577	584	539	554	529	407	420	383	321	253	243	196	171	152	263	266	279
Other	8,438	7,571	6,644	6,531	5,695	4,578	5,501	4,673	4,204	3,117	2,848	2,001	1,611	1,152	2,078	2,098	2,232

Sources: US Census; Maxfield Research Inc.



EDUCATION

### Education Overview

Minnesota is consistently regarded as one of the top states for education and some of the highest-rated school districts in the state are located along the SWLRT corridor. Of the six school districts that fall along the SWLRT line, 42% of the district students live within two miles of the stations. There is a significant amount of diversity within the schools along the SWLRT.

### Public K – 12 Schools

Tables SC-1 and SC-2 outline characteristics from the school districts that will be served by the future SWLRT Corridor. The SWLRT line serves six school districts which boast 93 individual schools with a total of 68,711 students. There were 30,014 students in 38 schools within the two-mile radius of the SWLRT line as of the 2011-2012 academic school year. The public school districts along the corridor area:

- Eden Prairie Public Schools
- Minnetonka Public Schools
- Edina Public Schools
- Hopkins Public Schools
- Minneapolis Public Schools
- St. Louis Park Public Schools

It should be noted that although the two-mile radius runs into the City of Minnetonka, the Minnetonka School District is not located within the two-mile radius of the SWLRT line.

In the 2011-2012 school year, Minneapolis Public Schools had the highest percentage of minority students (64.1%) and Minnetonka had the lowest (11.1%). The largest minority group for Eden Prairie, Hopkins, Minneapolis, and St. Louis Park was Black/African American while the largest minority group for Edina and Minnetonka was Asian/Pacific Islander.

The National School Lunch Program and School Breakfast Program help schools provide nutritious meals to students each school day. All six school districts have a free or reduced lunch program if annual household income is within guidelines set by the U.S. Department of Agriculture (USDA) each year. The following page shows the income guidelines for Minnesota in the 2011-2012 school year.



## EDUCATION

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Household Size	Federal Poverty	Reduced Price	Free Meals - 130%
	Guidelines	Meals - 185%	Annual
	Annual	Annual	Annual
1	\$10,890	\$20,147	\$14,157
2	\$14,710	\$27,214	\$19,123
3	\$18,530	\$34,281	\$24,089
4	\$22,350	\$41,348	\$29,055
5	\$26,170	\$48,415	\$34,021
6	\$29,990	\$55,482	\$38,987
7	\$33,810	\$62,549	\$43,953
8	\$37,630	\$69,616	\$48,919
For each add'l family member, add	\$3,820	\$7,067	\$4,966

Unsurprisingly due to the urban environment, Minneapolis Public Schools led the area with 64.2% of students taking advantage of the free or reduced lunch program. During the 2011-2012 school year, the participation rates varied greatly from as little as 9.0% of students in Edina up to 39.1% of students in St. Louis Park. Of the 38 schools that fall within the two-mile radius of the SWLRT line, six of the schools have participation rates above 90% and all of these schools are part of the Minneapolis Public School District.

Openly enrolled students made up between 9% and 15% of all students at the schools in these districts. Minneapolis Public Schools had the highest amount of openly enrolled students at 15% and Edina had the lowest at 9% of the total student body.

Student-teacher ratios in the districts ranged from 13:1 (students to teachers) to 17:1. Eden Prairie, Edina, and St. Louis Park all maintained a 17:1 ratio while Minneapolis had a 13:1 balance.

Graduation rates varied greatly from less than 50% of students graduating in four years in Minneapolis Public Schools (47%) to nearly all students in Minnetonka (95%). In all six school districts White students showed the highest four-year graduation rates followed by Asian/Pacific Islanders.

SchoolDigger.com offers detailed profiles of over 120,000 public and private schools in the United States. The profiles include information on student to teacher ratios, test scores, study body makeup, etc. Schools and school districts are also ranked based on average state-administered standardized reading and math test scores. The 2011-2012 SchoolDigger.com rankings of each school district varied greatly along the SWLRT. Some districts, such as Minnetonka, Edina and Eden Prairie, were at the very top of the state while others fell behind to middle or even close to the bottom such as Minneapolis Public Schools. While these rankings were based on numerous factors, it is important to consider that they represent the districts as a whole and not individual schools directly along the corridor.

**EDUCATION**

<b>TABLE SC-1 Public School District Summaries 2011 - 2012</b>												
	Eden Prairie		Minnetonka*		Edina		Hopkins		Minneapolis		St. Louis Park	
	Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct	Num	Pct
<b>Total Enrollment</b>	9,260	100%	8,113	100%	8,244	100%	6,994	100%	31,753	100%	4,347	100%
<b>Students Minority</b>	2,596	28.0%	901	11.1%	1,439	17.5%	2,588	37.0%	20,367	64.1%	1,701	39.1%
<b>Students Free/Reduced Lunches</b>	1,849	20.0%	902	11.1%	739	9.0%	2,489	35.6%	20,391	64.2%	1,703	39.2%
<b>Students Open Enrollment</b>	939	10.1%	777	9.6%	762	9.2%	777	11.1%	4,876	15.4%	518	11.9%
<b>Teacher/Student Ratio</b>	17:1		15:1		17:1		16:1		13:1		17:1	
<b>HS 4-Year Graduation Rate</b>	85%		95%		93%		83%		47%		71%	
<b>Number of Elementary Schools</b>	6		6		6		6		39 <sup>1</sup>		4	
<b>Number of Middle Schools</b>	1		1		2		2		6		1	
<b>Number of High Schools</b>	1		1		1		1		8		1	
<b>Students American Indian</b>	36	0.4%	45	0.6%	26	0.3%	36	0.5%	1,444	4.5%	43	1.0%
<b>Students Asian/Pacific Islander</b>	1,026	11.1%	417	5.1%	683	8.3%	519	7.4%	2,658	8.4%	251	5.8%
<b>Students Hispanic</b>	406	4.4%	233	2.9%	284	3.4%	558	8.0%	5,432	17.1%	414	9.5%
<b>Students Black/African American</b>	1,128	12.2%	206	2.5%	446	5.4%	1,475	21.1%	10,833	34.1%	993	22.8%
<b>Students White</b>	6,664	72.0%	7,212	88.9%	6,805	82.5%	4,406	63.0%	11,386	35.9%	2,646	60.9%
<b>2011 Graduates Total</b>	737	100%	134	100%	568	100%	492	100%	1,249	100%	240	100%
<b>2011 Graduates American Indian</b>	1	0.1%	1	0.7%	1	0.2%	1	0.2%	22	1.8%	0	0.0%
<b>2011 Graduates Asian/Pacific Islander</b>	71	9.6%	3	2.2%	32	5.6%	19	3.9%	181	14.5%	11	4.6%
<b>2011 Graduates Hispanic</b>	15	2.0%	0	0.0%	14	2.5%	25	5.1%	131	10.5%	8	3.3%
<b>2011 Graduates Black/African American</b>	39	5.3%	0	0.0%	31	5.5%	66	13.4%	389	31.1%	45	18.8%
<b>2011 Graduates White</b>	611	82.9%	130	97.0%	490	86.3%	381	77.4%	526	42.1%	176	73.3%
<b>School Digger 2012 Ranking<sup>2</sup></b>	65		10		12		235		351		206	
* Minnetonka School District is not within the two-mile radius of the SW LRT line												
<sup>1</sup> Includes K-8 schools												
<sup>2</sup> Based on 418 Minnesota school districts												
Source: Maxfield Research, MN Department of Education; SchoolDigger.com												

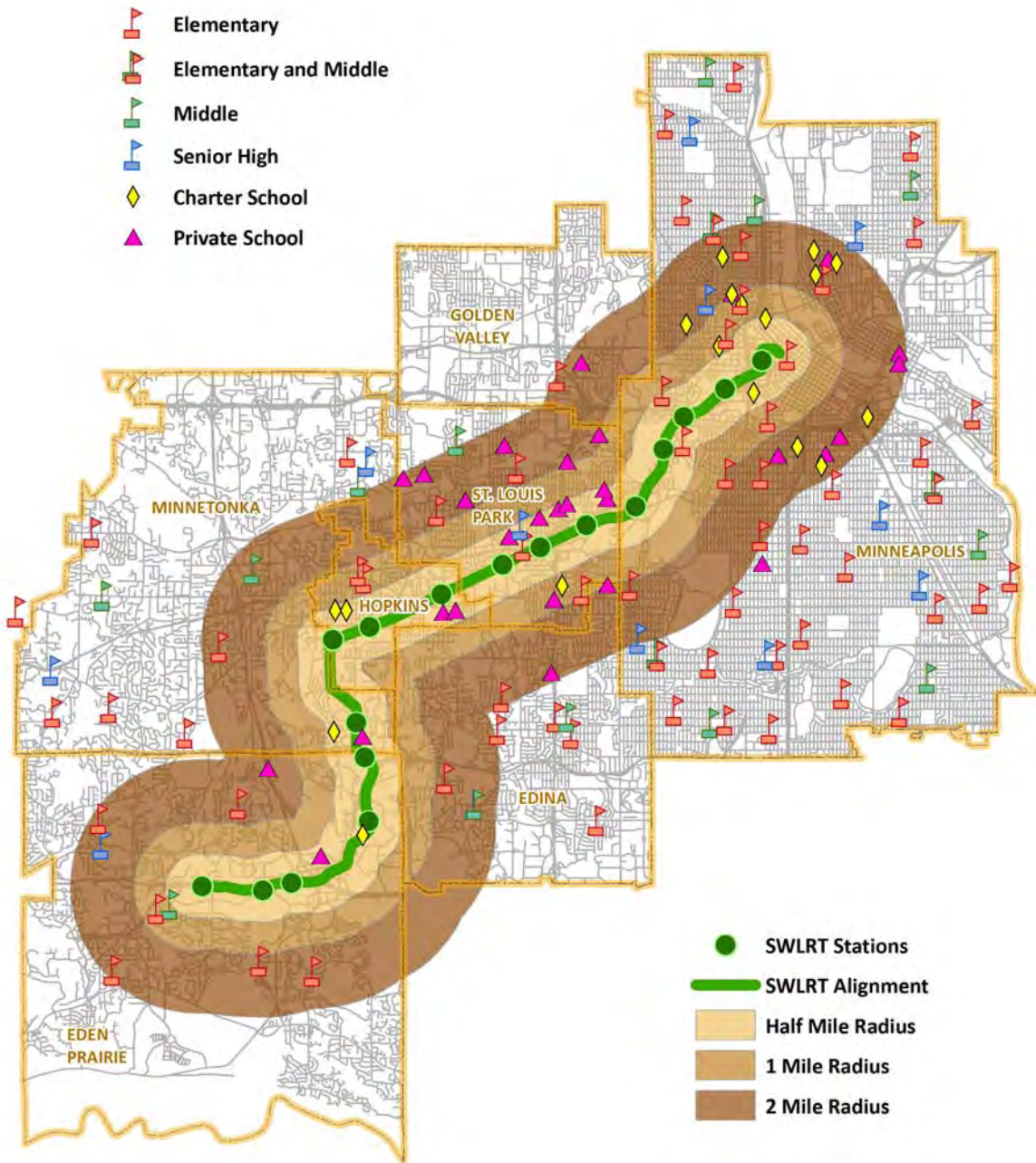
**EDUCATION**

TABLE SC-2 PUBLIC SCHOOLS TWO-MILE RADIUS 2011 - 2012										
District	School Name	Address	Grade Levels	Total Students	Minority		Free/Reduced Lunches		Percent Open Enrollment	
					Num	Pct	Num	Pct	Num	Pct
EDEN PRAIRIE PUBLIC SCHOOL DISTRICT	CEDAR RIDGE ELEMENTARY	8905 BRAXTON DRIVE	KG-05	715	204	29%	136	19%	102	14%
	CENTRAL MIDDLE SCHOOL	8025 SCHOOL ROAD	07-08	1,417	359	25%	269	19%	154	11%
	EAGLE HEIGHTS SPANISH IMMERSION	8104 SCHOOL ROAD	KG-06	810	152	19%	73	9%	51	6%
	EDEN LAKE ELEMENTARY	1200 ANDERSON LAKES PKWY	KG-05	825	324	39%	289	35%	70	8%
	EDEN PRAIRIE SENIOR HIGH	17185 VALLEY VIEW ROAD	09-12	3,092	650	21%	464	15%	285	9%
	FOREST HILLS ELEMENTARY	13708 HOLLY ROAD	KG-05	554	264	48%	194	35%	56	10%
	OAK POINT INTERMEDIATE ELEMENTARY	13400 STARING LAKE PKWY	KG-06	1,305	496	38%	300	23%	144	11%
	PRAIRIE VIEW ELEMENTARY	17255 PETERBORG ROAD	KG-05	542	147	27%	125	23%	77	14%
MINNETONKA PUBLIC SCHOOL DISTRICT	NONE									
EDINA PUBLIC SCHOOL DISTRICT	CREEK VALLEY ELEMENTARY	6401 GLEASON ROAD	KG-05	611	133	22%	53	9%	54	9%
	EDINA SENIOR HIGH	6754 VALLEY VIEW ROAD	10-12	1,925	283	15%	182	9%	172	9%
	HIGHLANDS ELEMENTARY	5505 DONCASTER WAY	KG-05	548	78	14%	25	5%	56	10%
	VALLEY VIEW MIDDLE	6750 VALLEY VIEW ROAD	06-09	1,348	215	16%	103	8%	120	9%
HOPKINS PUBLIC SCHOOL DISTRICT	ALICE SMITH ELEMENTARY	801 MINNETONKA MILLS RD	KG-06	579	280	48%	324	56%	93	16%
	EISENHOWER ELEMENTARY	1001 HIGHWAY 7	KG-06	778	441	57%	358	46%	89	11%
	GLEN LAKE ELEMENTARY	4801 WOODRIDGE ROAD	KG-06	532	118	22%	117	22%	69	13%
	HOPKINS NORTH JUNIOR HIGH	10700 CEDAR LAKE ROAD	07-09	869	349	40%	339	39%	89	10%
	MEADOWBROOK ELEMENTARY	5430 GLENWOOD AVENUE	KG-06	632	173	27%	114	18%	67	11%
MINNEAPOLIS PUBLIC SCHOOL DIST.	ANWATIN MIDDLE SCHOOL*	256 UPTON AVENUE S	06-08	547	446	82%	434	79%	97	18%
	BETHUNE ELEMENTARY	919 EMERSON AVENUE N	PK-05	387	353	91%	383	99%	133	34%
	BRYN MAWR ELEMENTARY*	252 UPTON AVENUE S	PK-05	445	378	85%	361	81%	84	19%
	EMERSON ELEMENTARY	1421 SPRUCE PLACE	PK-05	426	301	71%	329	77%	39	9%
	HALL INTERNATIONAL	1601 ALDRICH AVENUE N	PK-05	415	378	91%	372	90%	110	26%
	HMONG INTERNATIONAL ACADEMY	1501 30TH AVENUE N	PK-08	415	403	97%	382	92%	85	21%
	KENWOOD ELEMENTARY	2013 PENN AVENUE S	KG-05	451	157	35%	150	33%	64	14%
	LAKE HARRIET LOWER ELEMENTARY	4030 CHOWEN AVENUE S	KG-02	402	44	11%	17	4%	25	6%
	LYNDALE ELEMENTARY	312 WEST 34TH ST	PK-05	495	353	71%	374	76%	63	13%
	MARCY OPEN ELEMENTARY	415 4TH AVENUE SE	KG-08	640	287	45%	281	44%	78	12%
	NELLIE STONE JOHNSON ELEMENTARY	807 27TH AVENUE N	PK-08	730	666	91%	711	97%	161	22%
	NORTH SENIOR HIGH	1500 JAMES AVENUE N	09-12	223	210	94%	211	95%	52	23%
	SHERIDAN ELEMENTARY	1201 UNIVERSITY AVE NE	PK-08	648	566	87%	611	94%	118	18%
	SOUTHWEST SENIOR HIGH	3414 W 47TH STREET	09-12	1,723	726	42%	619	36%	182	11%
WHITTIER INTERNATIONAL	315 WEST 26TH ST	KG-05	638	439	69%	407	64%	71	11%	
ST. LOUIS PARK PUBLIC SCHOOL DIST.	AQUILA ELEMENTARY	8500 W 31ST STREET	KG-05	478	246	51%	247	52%	74	15%
	PARK SPANISH IMMERSION ELEMENTARY*	6300 WALKER STREET	KG-05	515	132	26%	132	26%	39	8%
	PETER HOBART ELEMENTARY	6500 W 26TH STREET	KG-05	553	240	43%	240	43%	82	15%
	ST. LOUIS PARK SENIOR HIGH*	6425 W 33RD STREET	09-12	1,370	515	38%	515	38%	156	11%
	ST. LOUIS PARK MIDDLE SCHOOL	2025 TEXAS AVE S	06-08	930	380	41%	380	41%	114	12%
	SUSAN LINDGREN ELEMENTARY	4801 W 41ST STREET	KG-05	501	188	38%	188	38%	188	11%

\* Within half-mile of transit station

Source: Maxfield Research, MN Department of Education

SWLRT Schools



## Private and Charter K – 12 Schools

There are also numerous private and charter schools within the two-mile radius of the SWLRT line which are shown in Tables SC-3 and SC-4.

Private school data was obtained from the National Center for Education Statistics with enrollment numbers as of the 2009-2010 school year, the most recent data available. Private schools are not administered by local, state or national governments; thus, they retain the right to select their students and are funded in whole or in part by charging their students tuition, rather than relying on public funding. There were 28 individual private schools with a total of 7,900 students within the two-mile radius of the SWLRT as of 2010.

Charter School data was obtained from the Minnesota Association of Charter Schools. Charter schools are publicly funded schools, each which functions as its own independent school district, responsible to its organizational sponsor and the Minnesota Department of Education. Minnesota charter schools may employ only fully licensed teachers and their curricula must conform to the Minnesota Academic Standards. They must also adhere to all statewide student testing requirements. Enrollment information was not available for charter schools.

TABLE SC-3 PRIVATE SCHOOLS TWO-MILE RADIUS 2009-2010						
City	School Name	Address	Grade Levels	Total Students	Minority	
					Num	Pct
MINNEAPOLIS	ASCENSION ELEMENTARY SCHOOL	1726 DUPONT AVENUE N	KG-08	264	252	95%
	POPE JOHN PAUL II CATHOLIC SCHOOL	1630 4TH STREET NE	--	90	40	44%
	MINNIAPPLE INTERNATIONAL MONTESSO	1125 5TH STREET SE	PK-KG	6	0	0%
	SECOND FOUNDATION SCHOOL	1219 UNIVERSITY AVENUE SE	KG-12	27	2	7%
	TRINITY FIRST LUTHERAN SCHOOL	1115 E 19TH STREET	PK-08	103	71	69%
	HOPE ACADEMY	2300 CHICAGO AVENUE	KG-10	246	176	72%
	CITY OF LAKES WALDORF SCHOOL	2344 NICOLLET AVENUE	PK-08	258	18	7%
	LAKE COUNTRY SCHOOL	3755 PLEASANT AVENUE	PK-08	244	61	25%
	BRECK SCHOOL	123 OTTAWA AVENUE N	PK-12	1,168	308	26%
EDINA	OUR LADY OF GRACE SCHOOL	5051 EDEN AVENUE	KG-08	674	30	4%
	CALVIN CHRISTIAN SCHOOL	4015 INGLEWOOD AVENUE S	KG-08	267	15	6%
HOPKINS	THE BLAKE SCHOOL*	110 BLAKE ROAD S	PK-12	1,386	259	19%
	ST. JOHN'S CATHOLIC SCHOOL*	1503 BOYCE STREET	PK-06	154	15	10%
EDEN PRAIRIE	THE INTERNATIONAL SCHOOL OF MN	6385 BEACH ROAD	PK-12	544	135	25%
	EDEN PRAIRIE MONTESSORI LEARNING*	7455 MARKET PLACE DRIVE	PK-KG	30	--	--
MINNETONKA	SUNRISE MONTESSORI*	10400 BREN ROAD E	PK-KG	35	--	--
ST. LOUIS PARK	FRENCH ACADEMY	9400 CEDAR LAKE ROAD S	PK-05	87	12	14%
	WESTWOOD EARLY CHILDHOOD CENTER	9001 CEDAR LAKE ROAD S	PK-KG	2	1	50%
	FLAGSHIP ACADEMY	6800 CEDAR LAKE ROAD S	KG-08	8	3	38%
	METROPOLITAN OPEN SCHOOL*	3390 LIBRARY LANE	--	5	5	100%
	GROVES ACADEMY*	3200 HIGHWAY 100 S	02-12	198	42	21%
	LITTLE FLOWER MONTESSORI*	5224 MINNETONKA BLVD	PK-KG	47	--	--
	MINNEAPOLIS JEWISH DAY	4330 CEDAR LAKE ROAD S	KG-06	382	16	4%
	BAIS YAAKOV HIGH SCHOOL*	4221 SUNSET BOULEVARD	09-12	23	0	0%
	BENILDE-ST. MARGARET'S SCHOOL	2501 HIGHWAY 100 S	07-12	1,201	119	10%
	TORAH ACADEMY*	2800 JOPPA AVENUE S	PK-08	199	11	6%
	HOLY FAMILY ACADEMY*	5925 WEST LAKE STREET	KG-06	230	--	--
THE WHOLE LEARNING SCHOOL*	5524 WEST 41ST STREET	03-08	15	--	--	
	TIMOTHY LUTHERAN SCHOOL	7814 MINNETONKA BLVD	08	7	--	--
* Within half-mile of transit station						
Source: Maxfield Research, National Center for Education Statistics						

TABLE SC-4 CHARTER SCHOOLS TWO-MILE RADIUS			
City	School Name	Address	Grade Levels
MINNEAPOLIS	AUGSBURG FAIRVIEW ACADEMY	2504 COLUMBUS AVENUE	09-12
	BEST ACADEMY	1300 OLSON MEMORIAL HWY	KG-08
	CEDAR RIVERSIDE COMMUNITY SCHOOL	1610 SOUTH 6TH STREET	KG-08
	FRASER ACADEMY	1534 6TH STREET NE	KG-05
	HARVEST PREPARATORY SCHOOL	1300 OLSON MEMORIAL HWY	PK-06
	HENNEPIN ELEMENTARY SCHOOL	2123 CLINTON AVENUE	KG-06
	KIPP STAND ACADEMY*	1601 LAUREL AVENUE	05-08
	LINCOLN INTERNATIONAL HIGH SCHOOL	2123 CLINTON AVENUE	09-12
	MASTERY SCHOOL	1300 OLSON MEMORIAL HWY	KG-08
	METRO TECH CAREER ACADEMY	1704 DUPONT AVENUE N	09-12
	MINNEAPOLIS COLLEGE PREPARTORY	2131 12TH AVENUE N	09-12
	MINNESOTA INTERNATIONAL MIDDLE SCHOOL*	277 12TH AVENUE N	05-08
	MINNESOTA INTERNSHIP CENTER	2507 FREMONT AVENUE N	09-12
	NEW CITY SCHOOL	229 13TH AVENUE NE	KG-08
	NEW VISION ACADEMY	1800 2ND STREET NE	PK-08
	TWIN CITIES INTERNATIONAL ELEMENTARY SCHOOL*	277 12TH AVENUE N	KG-04
WOODSON INSTITUTE FOR STUDENT EXCELLENCE	1501 ALDRICH AVENUE N	KG-08	
HOPKINS	MAIN STREET SCHOOL OF PERFORMING ARTS*	1320 MAINSTREET	09-12
	UBAH MEDICAL ACADEMY*	1600 MAINSTREET	09-12
EDEN PRAIRIE	EAGLE RIDGE ACADEMY*	7255 FLYING CLOUD DRIVE	KG-12
MINNETONKA	INTL SPANISH LANGUAGE ACADEMY*	5959 SHADY OAK ROAD	KG-06
ST. LOUIS PARK	QUEST ACADEMY	3946 WOODDALE AVENUE S	05-12
* Within half-mile of transit station			
Source: Maxfield Research, MN Association of Charter Schools			

### Post-Secondary Education

There are four post-secondary two-year colleges within the two-mile radius of the SWLRT line. Hennepin Technical College and Minneapolis Community and Technical College serves 24,324 students combined and are located in Minneapolis and in Eden Prairie, respectively. Dunwoody College of Technology has a smaller number of students (1,068) and offers both two and four-year degree programs. ITT Technical Institute is a technology-oriented college that has 523 students and offers both two and four-year degree programs.

TABLE SC-5 POST-SECONDARY SCHOOLS TWO-MILE RADIUS							
School	Address	City	Type of School	Total Enrollment	Percent Full-Time	Percent Part-Time	Percent Minority
Minneapolis Community and Technical College	1501 Hennepin Ave	Minneapolis	Two-year	14,573	39.7%	60.3%	53.9%
Dunwoody College of Technology	818 Dunwoody Blvd	Minneapolis	Two-year and Four-year options	1,068	N/A	N/A	N/A
Hennepin Technical College	13100 College View Drive	Eden Prairie	Two-year	9,751	39.0%	61.0%	42.2%
ITT Technical Institute	8911 Columbine Road	Eden Prairie	Two-year and Four-year options	523	77.0%	23.0%	33.0%
Source: Maxfield Research, MN Department of Education							



**HOUSING CHARACTERISTICS**



## Introduction

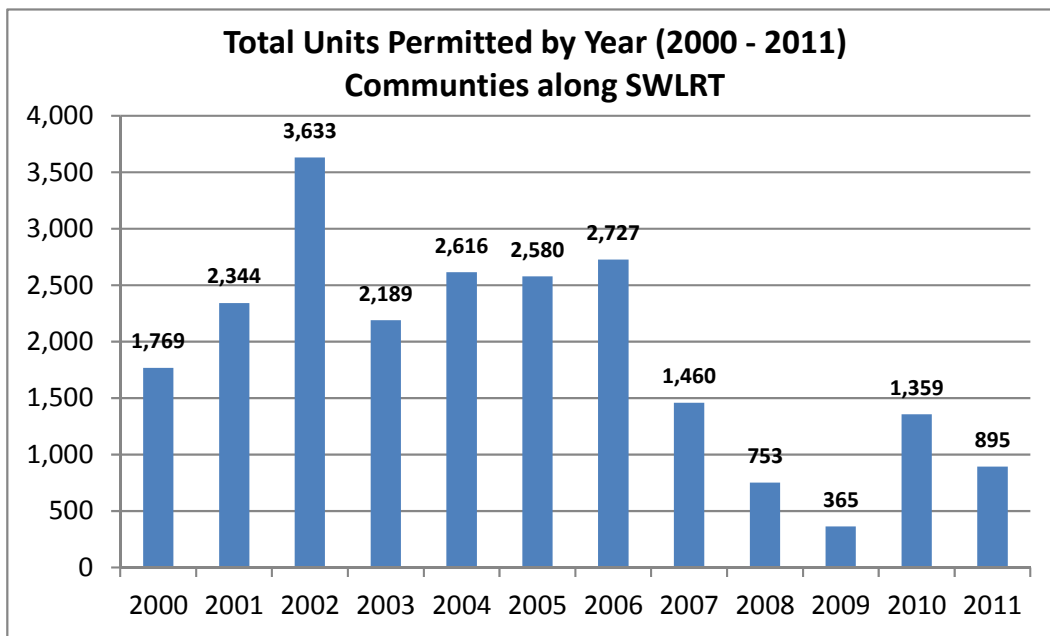
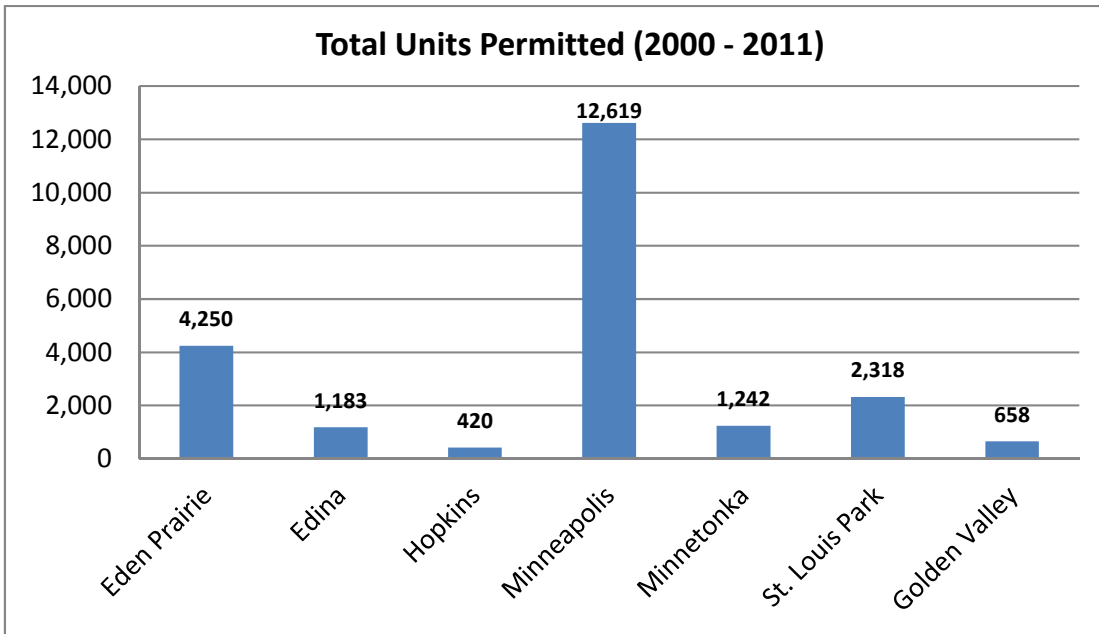
The variety and condition of the housing stock in a community provides the basis for an attractive living environment. Housing functions as a building block for neighborhoods and goods and services. We examined the housing market in the SWLRT Corridor by reviewing data on the age of the existing housing supply; examining residential building trends and demolitions; and reviewing housing data from the American Community Survey that relates to the SWLRT Corridor. The tables are presented at the end of the Housing Characteristics section.

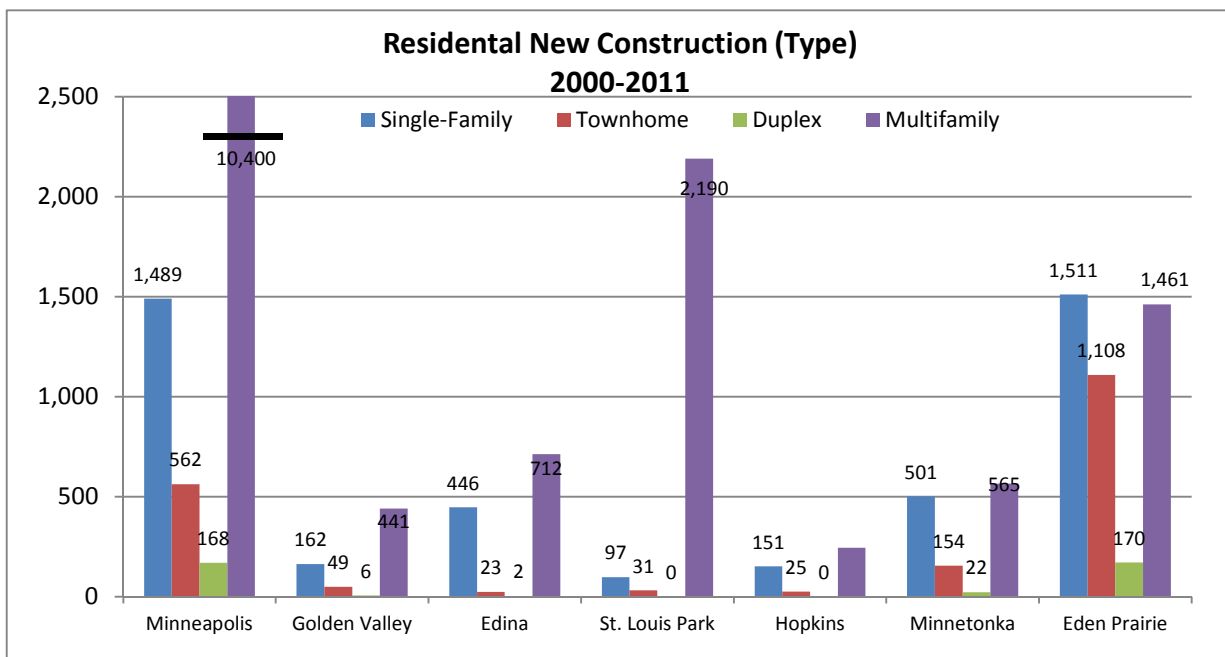
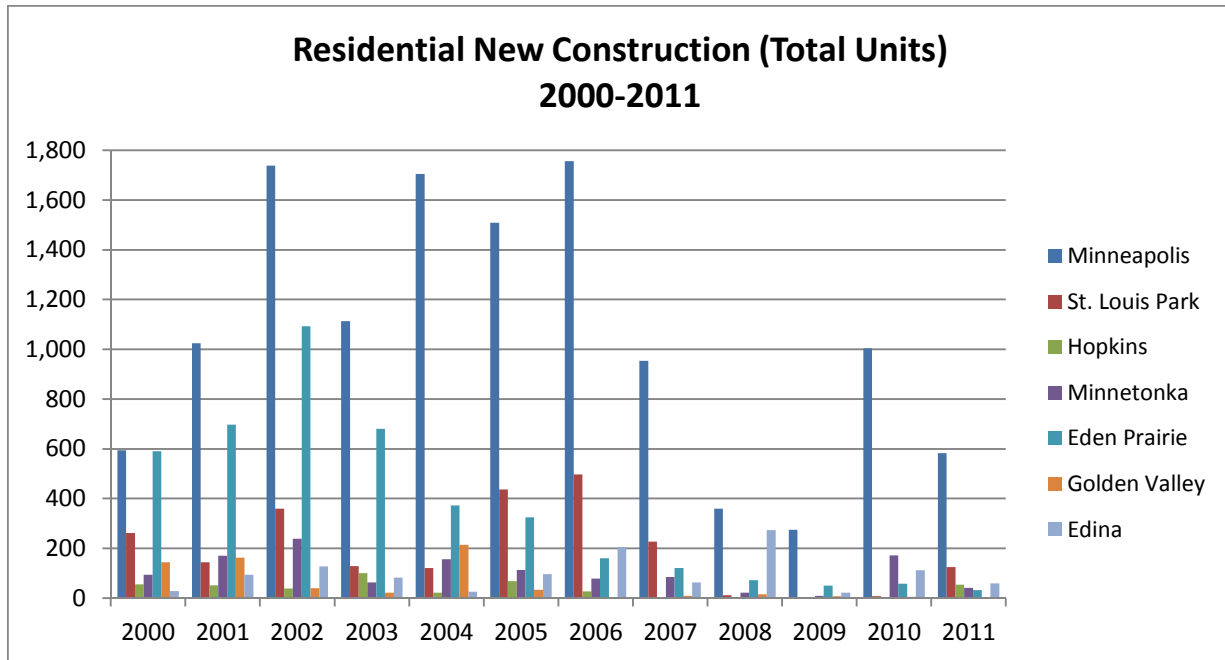
## Residential Construction Trends 2000 to Present

Maxfield Research Inc. obtained building permit data from the seven communities within the two-mile radius of the SWLRT Corridor. Tables HC-1 through HC-7 provide new construction building permit data from 2000 to 2011 and includes permits issued for single-family homes, townhomes, duplexes, and multifamily dwellings of three or more units. Multifamily units include both for-sale (condominium, twinhomes, and townhomes) and rental projects. It should be noted that the aforementioned tables do not include building permits for remodels, additions, etc.

It is important to note that the building permit data presents community-wide findings and includes geography outside the station area two-mile radius. The City of Hopkins and nearly all of St. Louis Park are located within the two-mile corridor. Although the two-mile corridor includes about 25% of City of Minneapolis, the majority of construction activity in Minneapolis has historically been located within the two-mile station area buffer. The following are key points about housing development since 2000.

- The City of Minneapolis consecutively had the most building permits every year from 2000 to 2011. Over the 11-year period, the City of Minneapolis had 12,619 units permitted. Eden Prairie had the second highest number of building permits at 4,250 within the 11-year period.
- The year 2002 had the highest number of units permitted among all seven SWLRT Corridor cities issuing 3,633 permits. The year 2009 had the lowest number of building permits at 365 due to the peak of the Great Recession. However, building permits have increased in 2010 and 2011 with 1,359 and 895 permits (+272% from 2009 to 2010).
- The City of Minneapolis issued the greatest number of multifamily building permits between 2000 and 2011 with 10,400 permits. Approximately 82% of all building units permitted in Minneapolis were for multifamily units. St. Louis Park had 2,190 multifamily building permits (94.5% of all building permits) and Eden Prairie had 1,461 (34.4%).

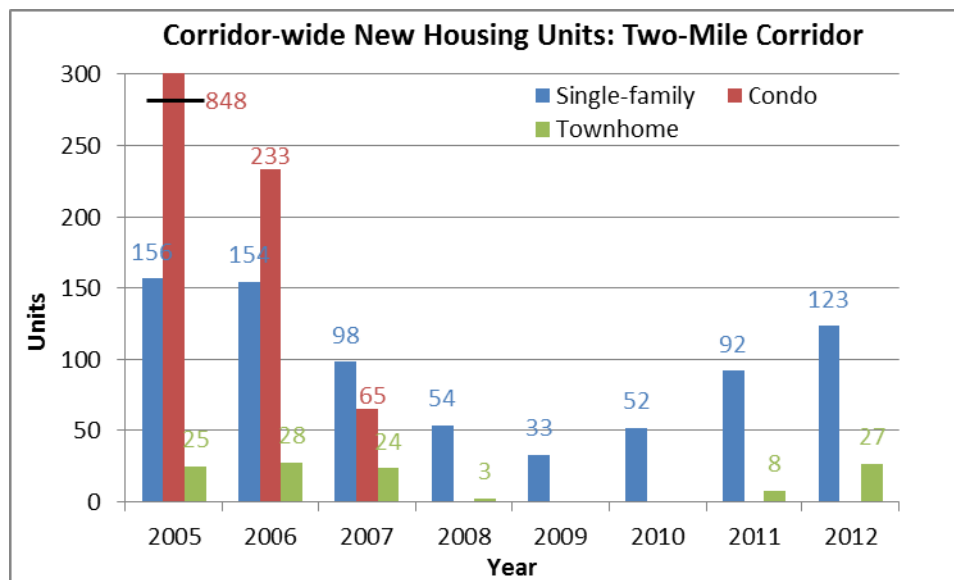


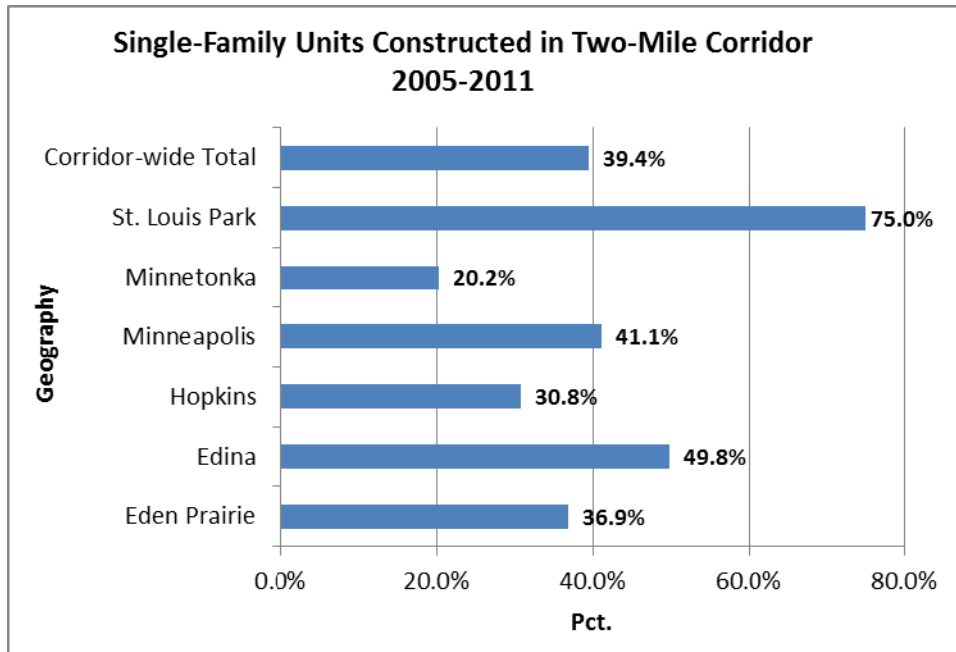
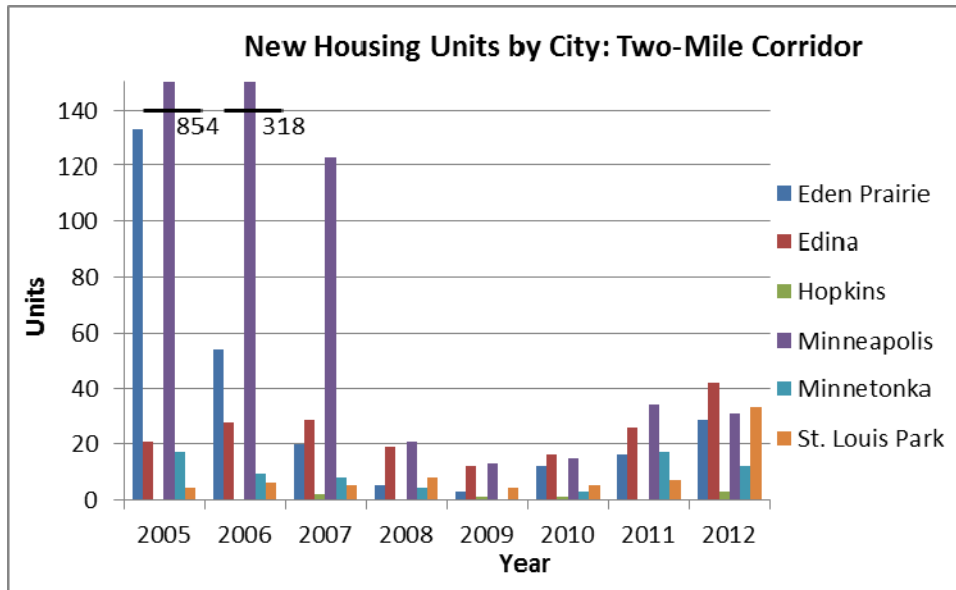


## Residential Construction – Within Two-Mile Corridor

Maxfield Research Inc. collected detailed building permit information from each community along the SWLRT. Based on the address of the building permit, we were able to evaluate new construction activity for only the geography within the two-mile corridor in each community. As a result, building permit findings in Table HC-8 are unlike Tables HC-1 to HC-7 which present community-wide new construction trends. In addition, Table HC-8 does not provide information on new multifamily rental development. Finally, it is important to note that each community collects and categorizes building permit activity differently and the level of detail varies significantly between communities. The subsequent bullet points highlight new construction activity within the two-mile corridor.

- New construction in Minneapolis accounted for about 70% of the total units constructed within the two-mile corridor. However, 75% of units in Minneapolis were condominium units that were built between 2005 and 2007 before the housing bubble burst. No new condo units in the corridor have been issued since 2007.
- Minneapolis also led all communities with the number of single-family permits issued; accounting for 35% of all single-family construction within the corridor. A significant number of these units were constructed in redevelopment areas in North Minneapolis.
- Eden Prairie and Edina together accounted for 50% of all new single-family construction in the two-mile corridor since 2005.
- The vast majority (about 80%) of new single-family construction in Minnetonka has been constructed in locations outside the two-mile corridor.

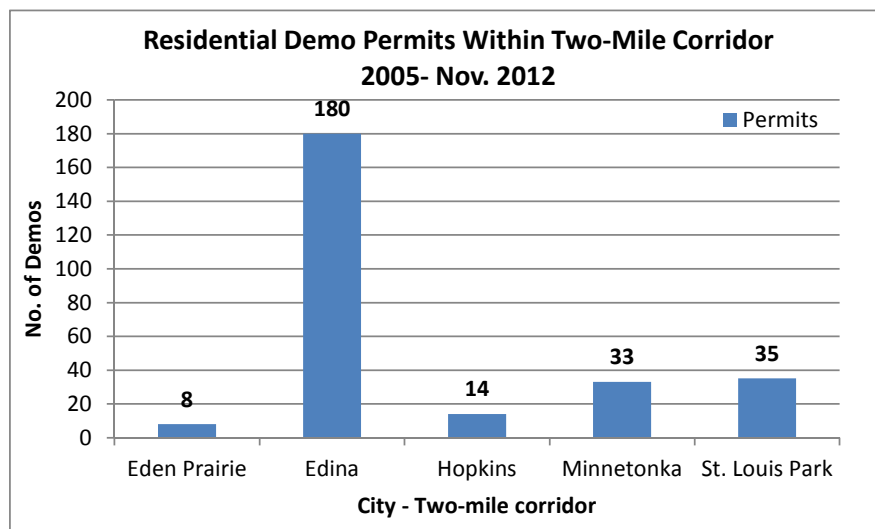
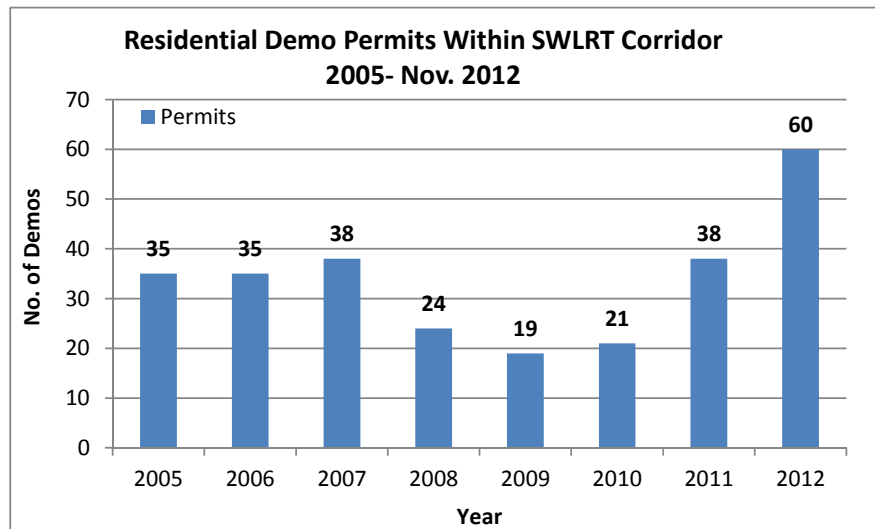




### Demolition Permits – Within Two-Mile Corridor

Table HC-9 illustrates the number of housing units by community within the two-mile corridor that have been demolished. Residential demolition permits were obtained from each community and sorted by the number of permits within the two-mile corridor. Residential demolition permits for the City of Minneapolis were combined with commercial permits and hence are not shown in the following table. Key points follow.

- Over the past eight years, the average number of demolitions in the two-mile corridor has averaged 34 housing units annually. However through November 2012, 60 demolition permits have been issued, the highest on record since 2005.
- Edina accounted for 70% of all demolition permits in 2012 and issued 180 demolition permits since 2005. Teardowns in Edina were at a record high in 2012 and approached 100 units.



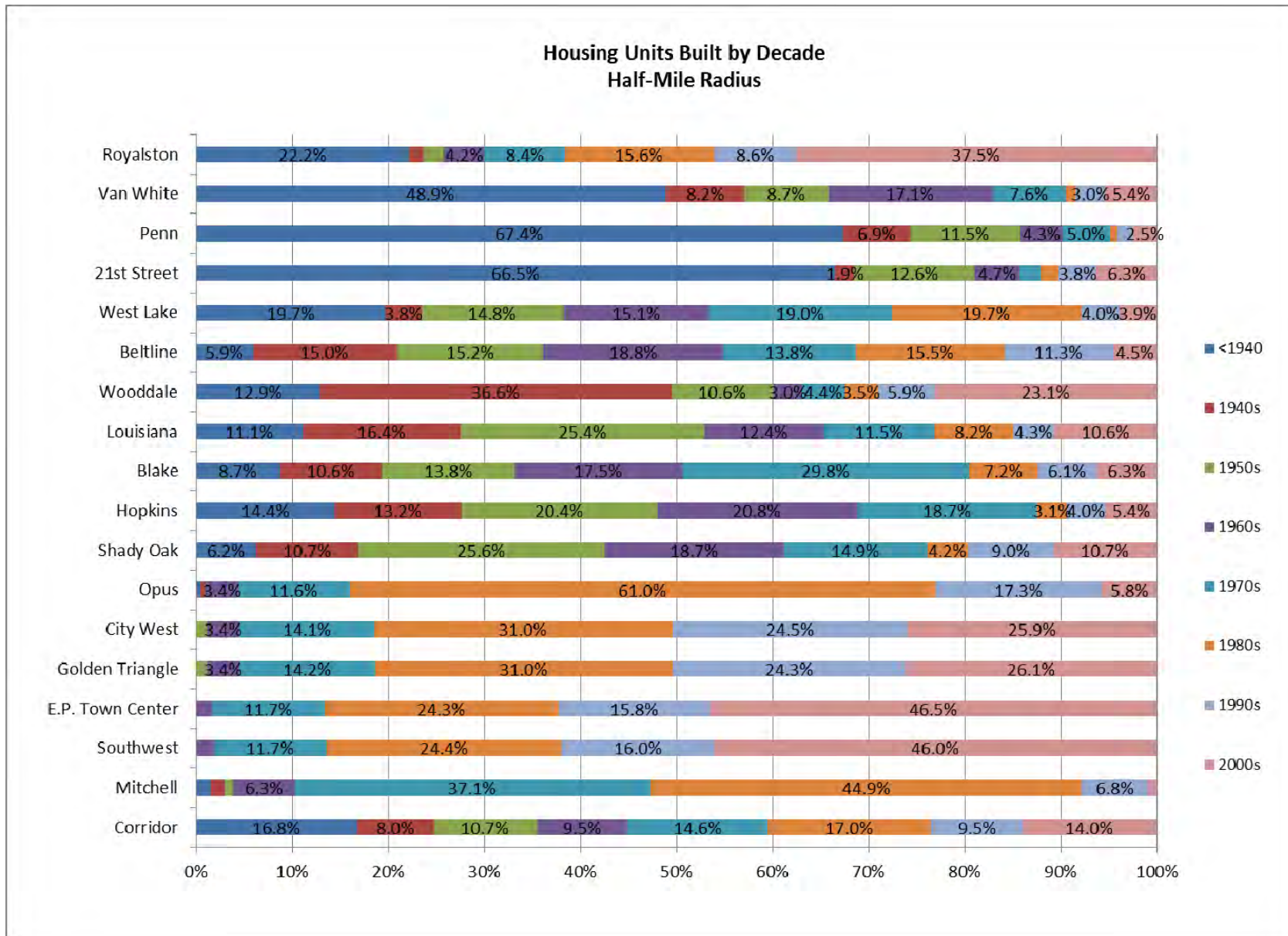
## American Community Survey

The American Community Survey (“ACS”) is an ongoing statistical survey administered by the U.S. Census Bureau that is sent to approximately 3 million addresses annually. The survey gathers data previously contained only in the long form of the decennial census. As a result, the survey is ongoing and provides a more “up-to-date” portrait of demographic, economic, social, and household characteristics every year, not just every ten years. The most recent ACS highlights data collected between 2006 and 2010. Tables HC-10 through HC-21 show key data for each SWLRT station within a half-, one-, and two-mile radius.

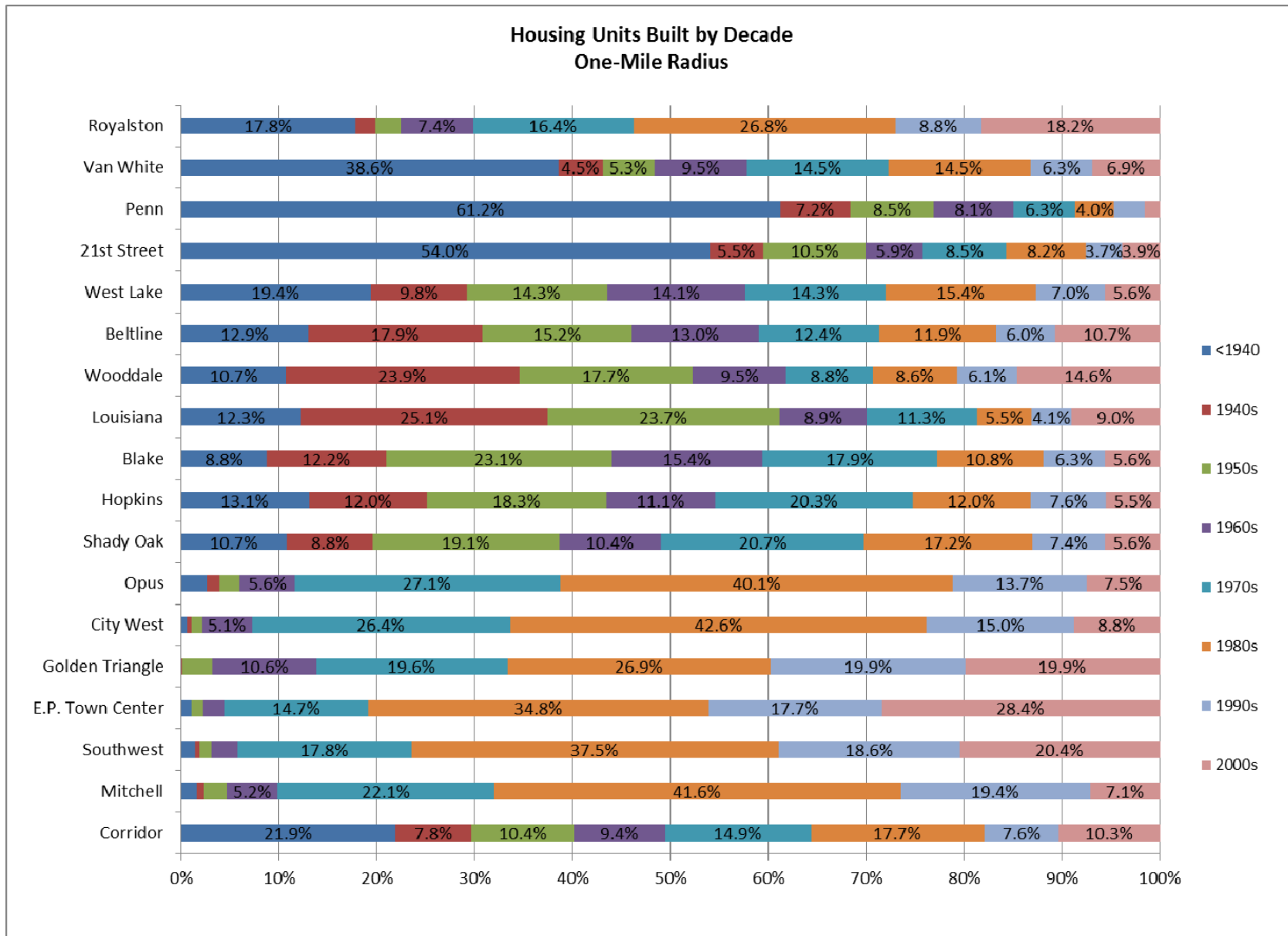
## Age of Housing Stock

The following graphs show the age distribution of the housing stock within the SWLRT Corridor based on data from the U.S. Census Bureau and the American Community Survey. Tables HC-10 through HC-12 include the number of housing units, prior to 1940 and during each decade since.

- The age of the housing stock tends to be newer the further southwest the SWLRT station is located. Overall, homes within half-mile of stations in Minneapolis (Royalston, Van White, Penn, 21<sup>st</sup> Street, and West Lake) are older than homes within half-mile of stations in Eden Prairie (City West, Golden Triangle, E.P. Town Center, Southwest, and Mitchell). Approximately 36.2% of homes within half -mile of stations in Minneapolis were built before 1940. In comparison, 8.9% of homes within half -mile of stations were built before 1940 in St. Louis Park, 11.3% in Hopkins, 1.8% in Minnetonka, and 0.2% in Eden Prairie.
- This trend holds true for homes within one-mile of stations. Approximately 35.5% of homes within one-mile of stations in Minneapolis were built before 1940, 12.0% in St. Louis Park, 11.0% in Hopkins, 5.5% in Minnetonka, and 1.2% in Eden Prairie.
- Conversely, 74.3% of homes within one-mile of stations in Eden Prairie were built after 1980. In comparison, 49.4% of homes within one-mile of station were built after 1980 in Minnetonka, 23.9% in Hopkins, 20.6% in St. Louis Park, and 30.3% in Minneapolis.



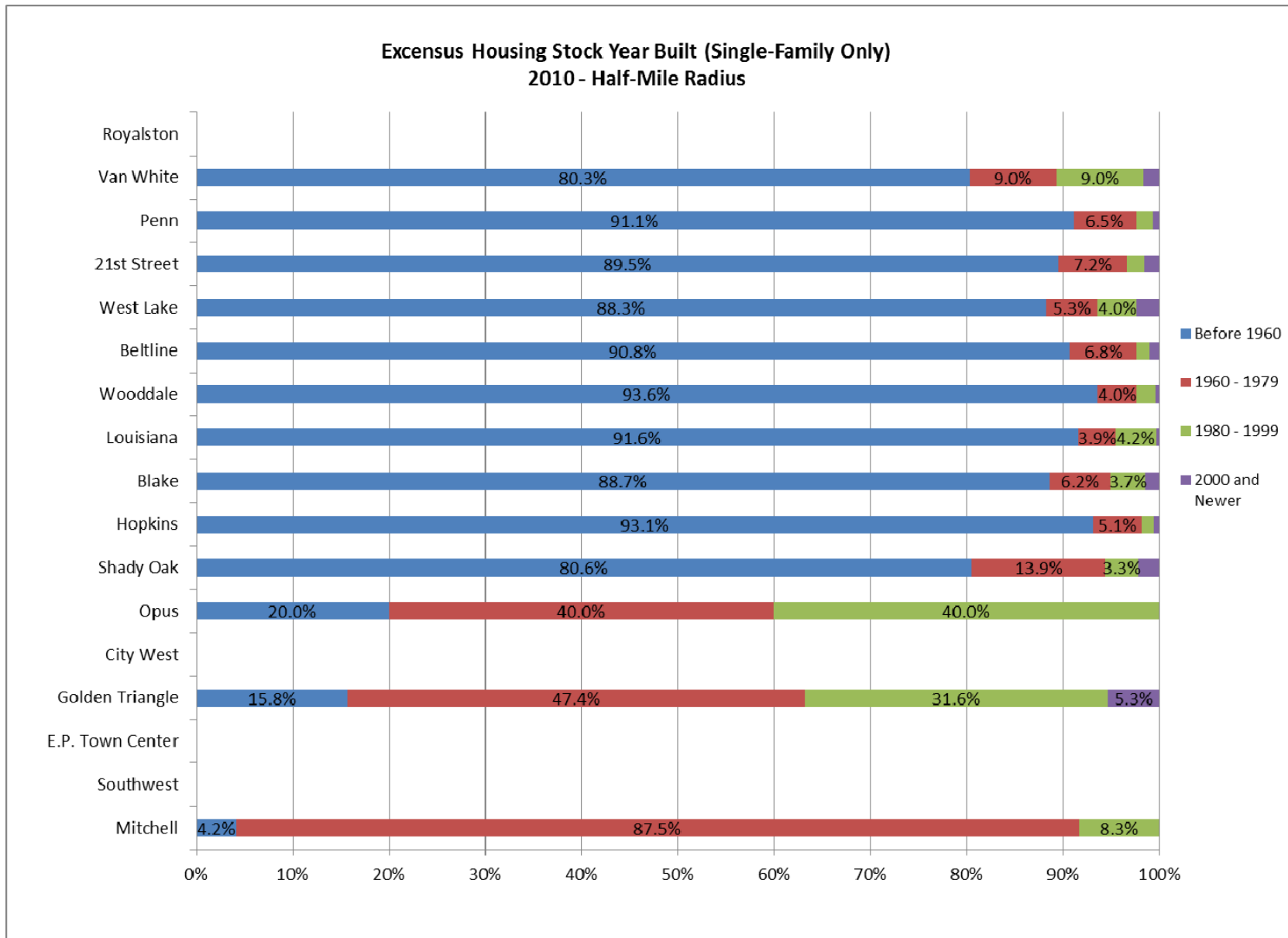




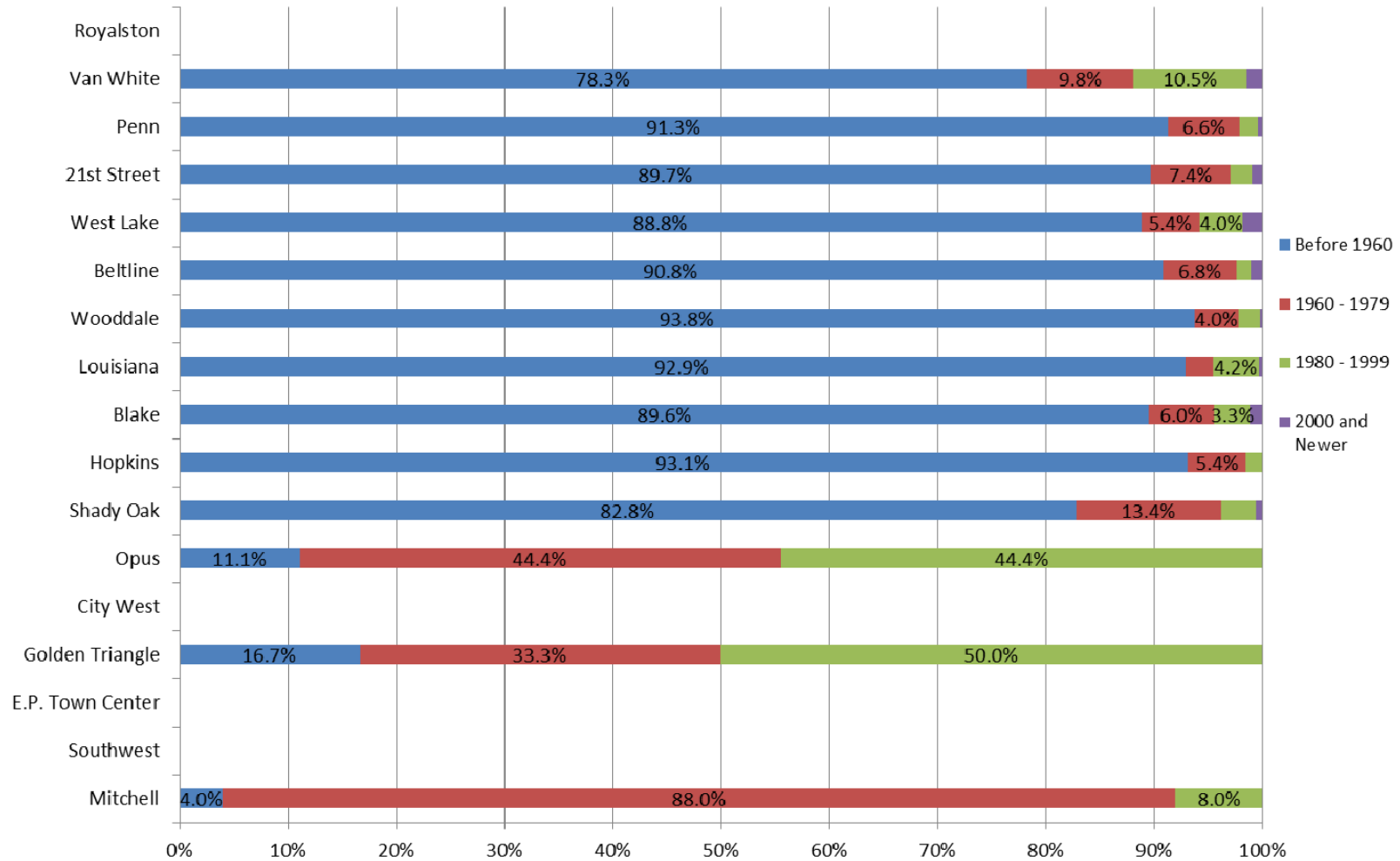
## Excensus Housing Stock by Year Built (Single-Family Only)

The following graphs show the age distribution of the single-family housing stock within the SWLRT Corridor based on data from Excensus for 2010. Tables HC-13 through HC-18 include the number of housing units, prior to 1960 and subsequent 20 year periods along with those built after the year 2000.

- Similar to the American Community Survey data, the age of the housing stock tends to be newer the further southwest the SWLRT station is located. The majority of single-family housing within a half-mile from the Van White Station to the Shady Oak Station (10 total stations) were built before 1960 (90%). Only about 1% of single-family homes at these same stations were built in 2000 or after.
- The stations further southwest on the SWLRT line such as Opus, Golden Triangle, and Mitchell have the majority of housing developed during the years of 1960 to 1979 followed by years 1980 to 1999 within a half-mile. Only the Golden Triangle Station had single-family homes built after 2000.
- The Royalston, City West, Eden Prairie Town Center, and Southwest Stations do not have single-family housing within a half-mile radius.
- The same trends holds true for single-family homes within one-mile of stations. The majority of single-family homes (90%) at the same 10 stations from Van White to Shady Oak were built before 1960.
- Conversely, 61% of homes within one-mile of stations from Opus to Mitchell were built after 1980.
- The Royalston, City West, Eden Prairie Town Center, and Southwest Stations in which no single-family homes were present within a half-mile radius were split at one-mile with 51% of the houses built after 1980. Royalston station had the most new development with 20% of single-family homes built after 2000.



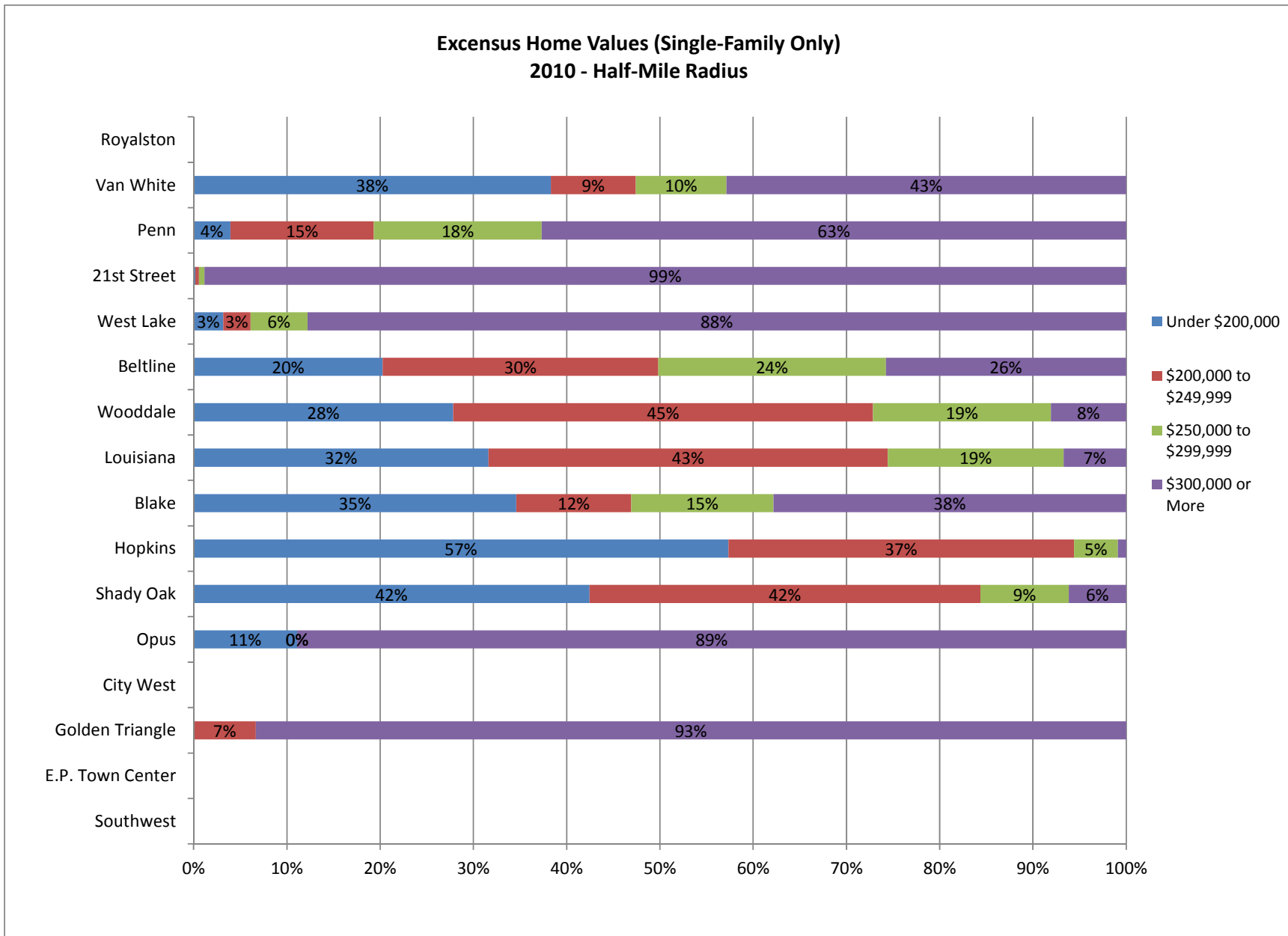
Excensus Housing Stock Year Built (Single-Family Only)  
2004 - Half-Mile Radius



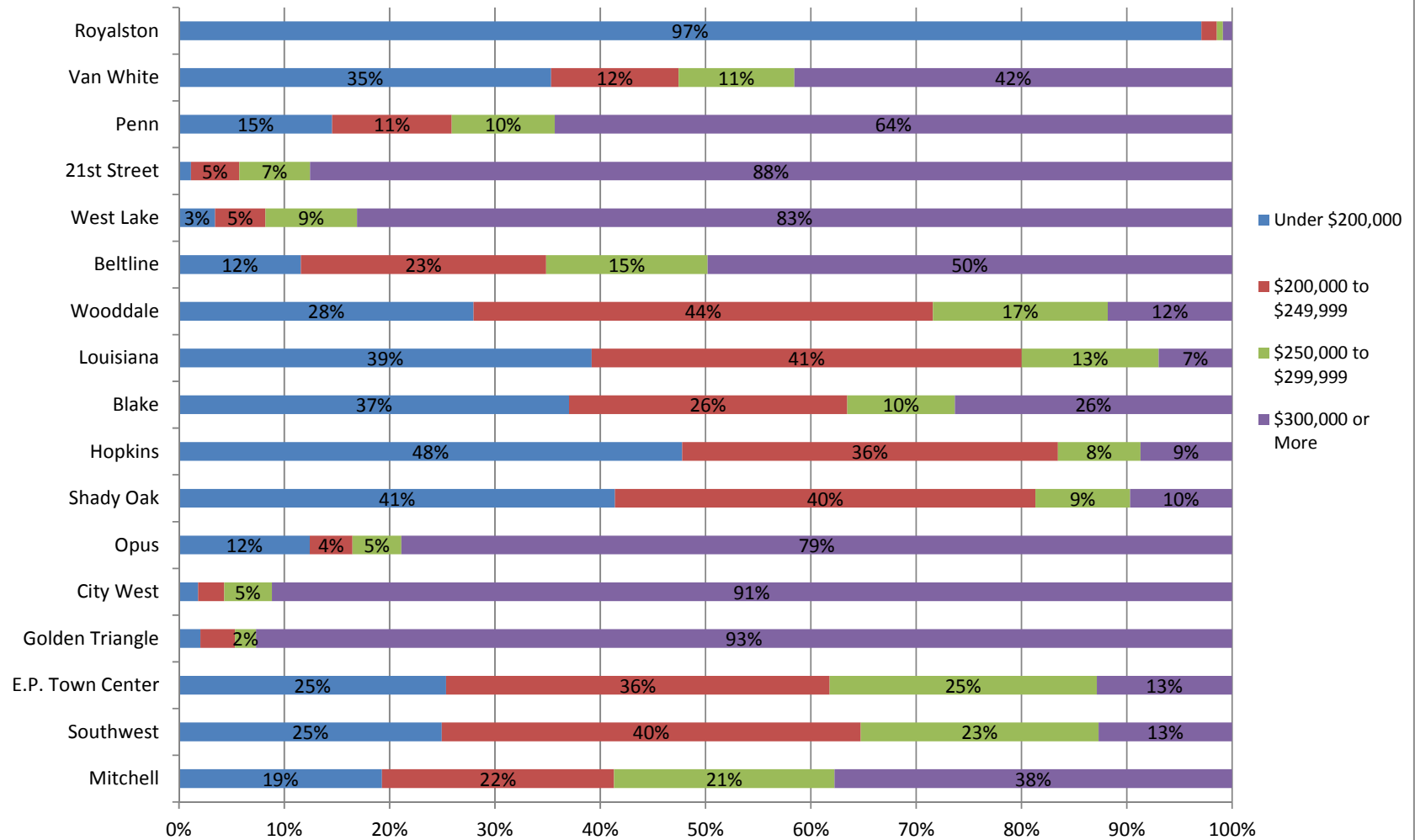
## Excensus Home Values (Single-Family Only)

The following graphs show the home values of the single-family housing stock within the SWLRT Corridor based on data from Excensus for 2004 and 2010. Tables HC-19 through HC-21 include the number of housing units ranging in values under \$200,000, \$200,000 to \$249,999, \$250,000 to \$299,999, and \$300,000 plus.

- There was minimal change in the proportion of home values at each station from 2004 to 2010 at a half-mile radius. The majority of homes at the Penn, 21<sup>st</sup> Street, West Lake, Opus, and Golden Triangle Stations were over \$300,000 (80%) in 2010.
- The Royalston, City West, Eden Prairie Town Center, and Southwest Stations at a half-mile radius do not have any single-family homes.
- The remaining stations provide a good mixture of housing values all over the spectrum.
- At a one-mile radius, values increase with seven stations having the majority of homes valued over \$300,000 (72%).
- The Royalston Station was the only station with a significant percentage of homes under \$200,000 (97%) at a one-mile radius. Most of the stations had mixture of homes values.



Excensus Home Values (Single-Family Only)  
2010 - One-Mile Radius

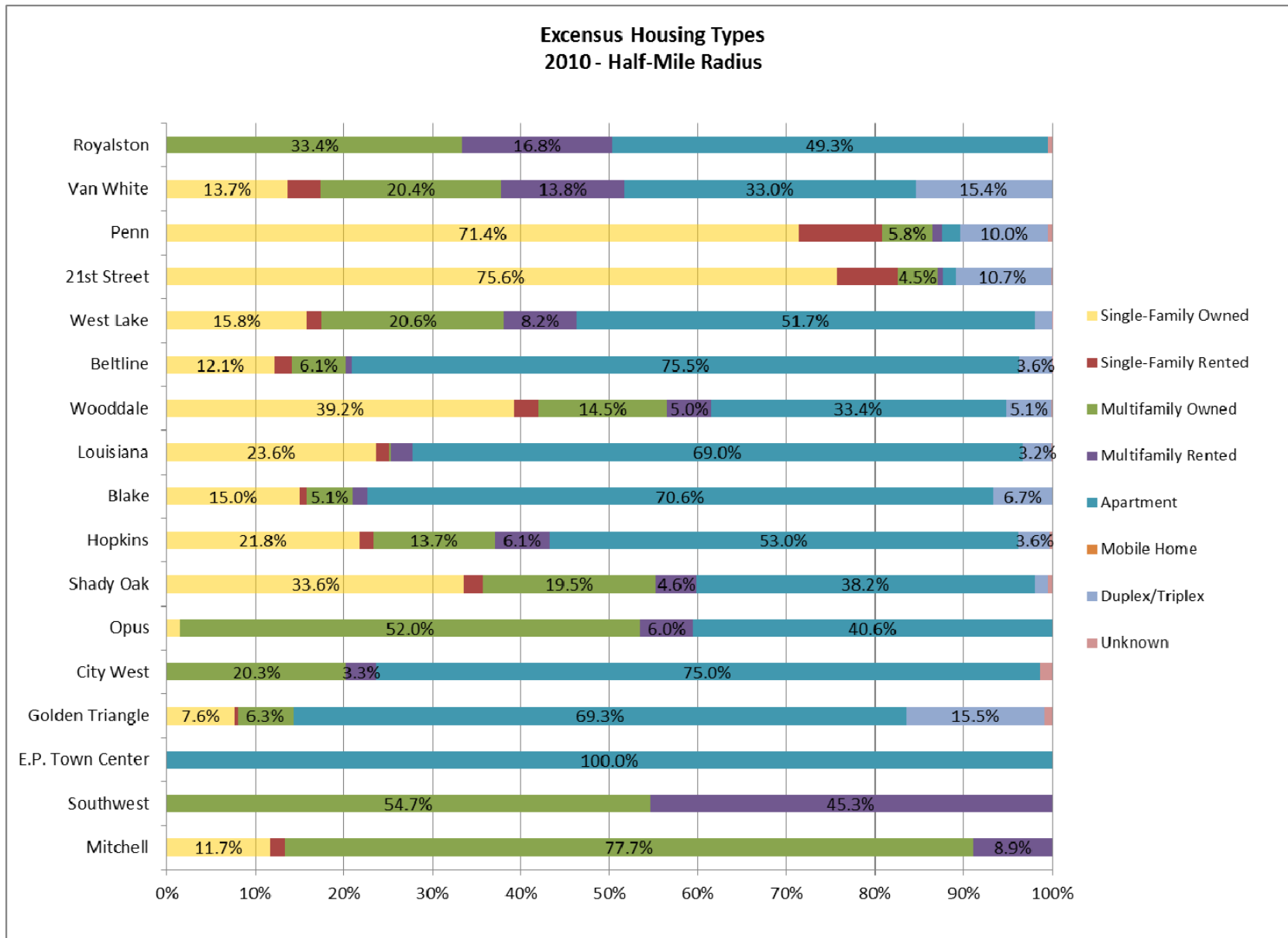


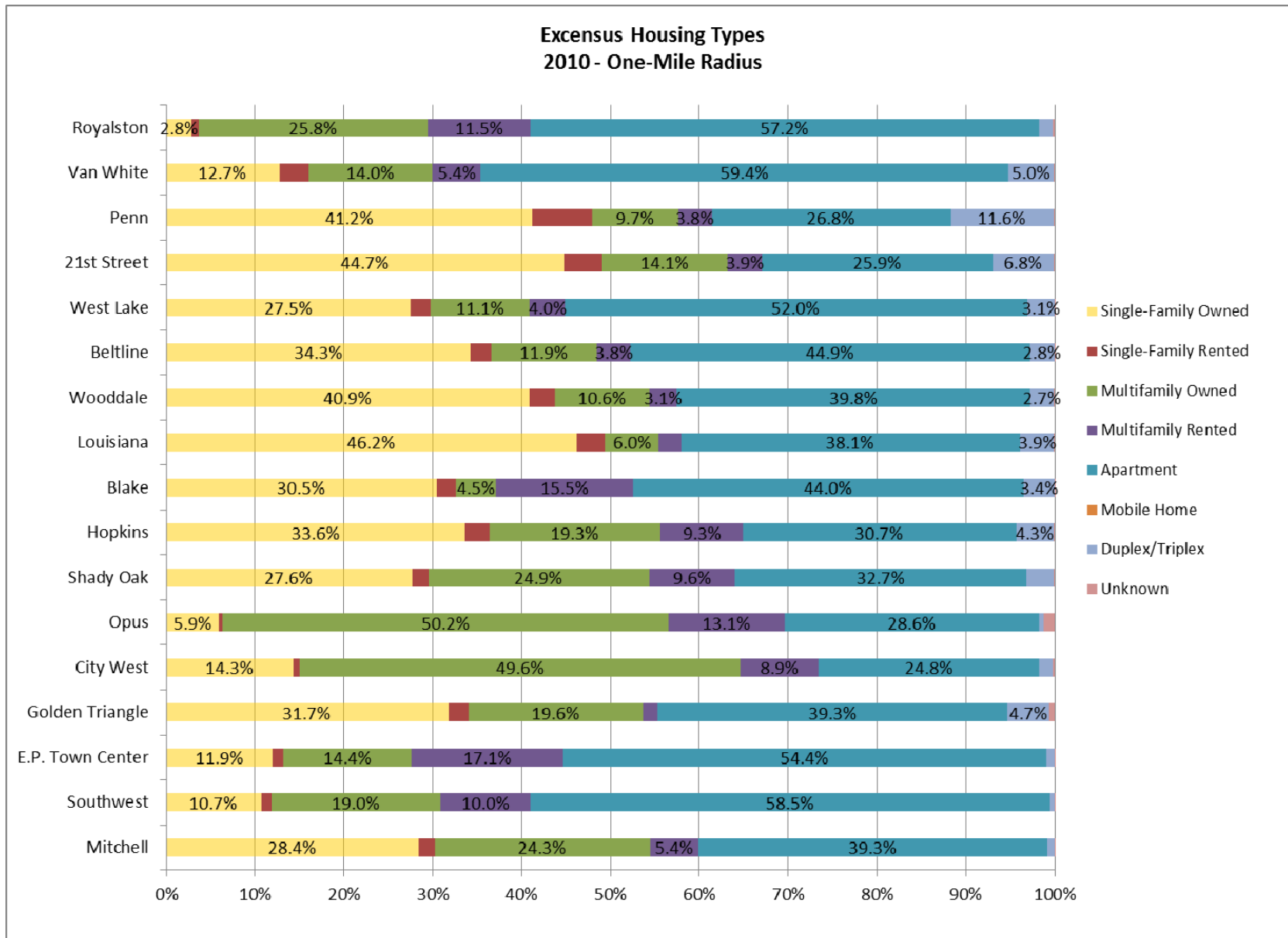
## Excensus Housing Types

Tables HC-22 to HC-27 show the housing stock within half-, one- and two-mile radius of each station by type of structure as of 2004 and 2010. Data is provided by Excensus.

- Penn and 21<sup>st</sup> Street Stations in Minneapolis had the greatest percentage of single-family owned homes within a half-mile radius at 71.4% and 75.6%, respectively. Royalston, City West, Eden Prairie Town Center and Southwest Stations did not have any single-family owned homes within half-mile. This has remained relatively unchanged from 2004 to 2010.
- There are six stations with 75% or more of household consisting of apartments units at a half-mile. Rental style housing is the majority at 10 of the 17 stations within a half-mile.
- Within a half-mile the Penn, Beltline, Wooddale, Blake, and Hopkins Stations experienced a decline in owned single-family from 10% to about 25% without gains in other housing types from 2004 to 2010.
- From 2004 to 2010 within a half-mile, the Royalston Station experienced growth in multifamily owned housing of 25% and 12% in multifamily rental. The West Lake Station experienced the largest proportionate growth of all stations in apartment households of 41%.
- At a one-mile radius, owner and renter households are more evenly split throughout the corridor compared to a half-mile.
- There was minimal change in the proportions of household types from 2004 to 2010 at a one-mile radius. Multifamily rental housing at Blake station was the only household type to experience growth of more than 10% at 14%. This was nearly double the growth of the closest household type at any other station.



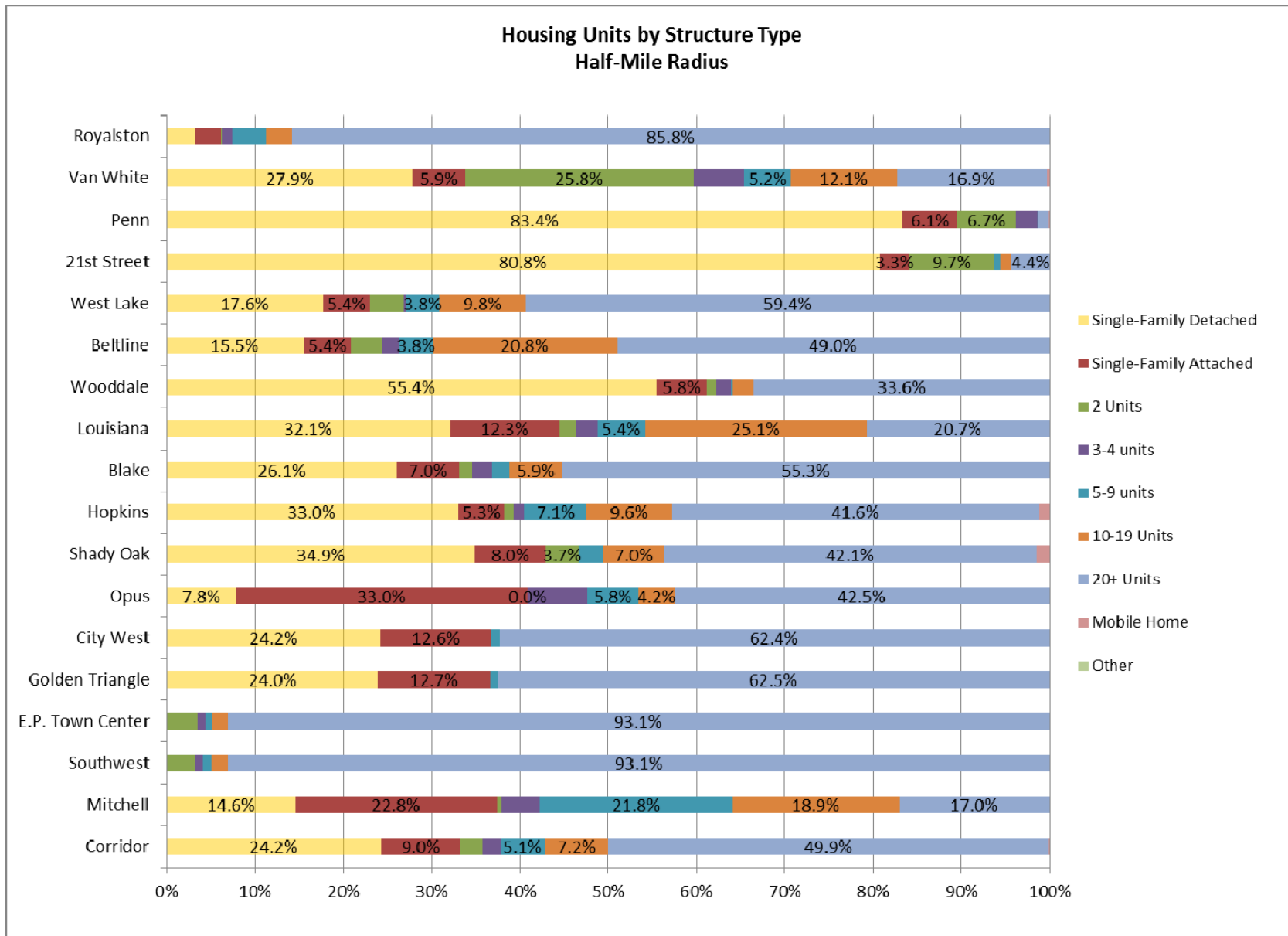


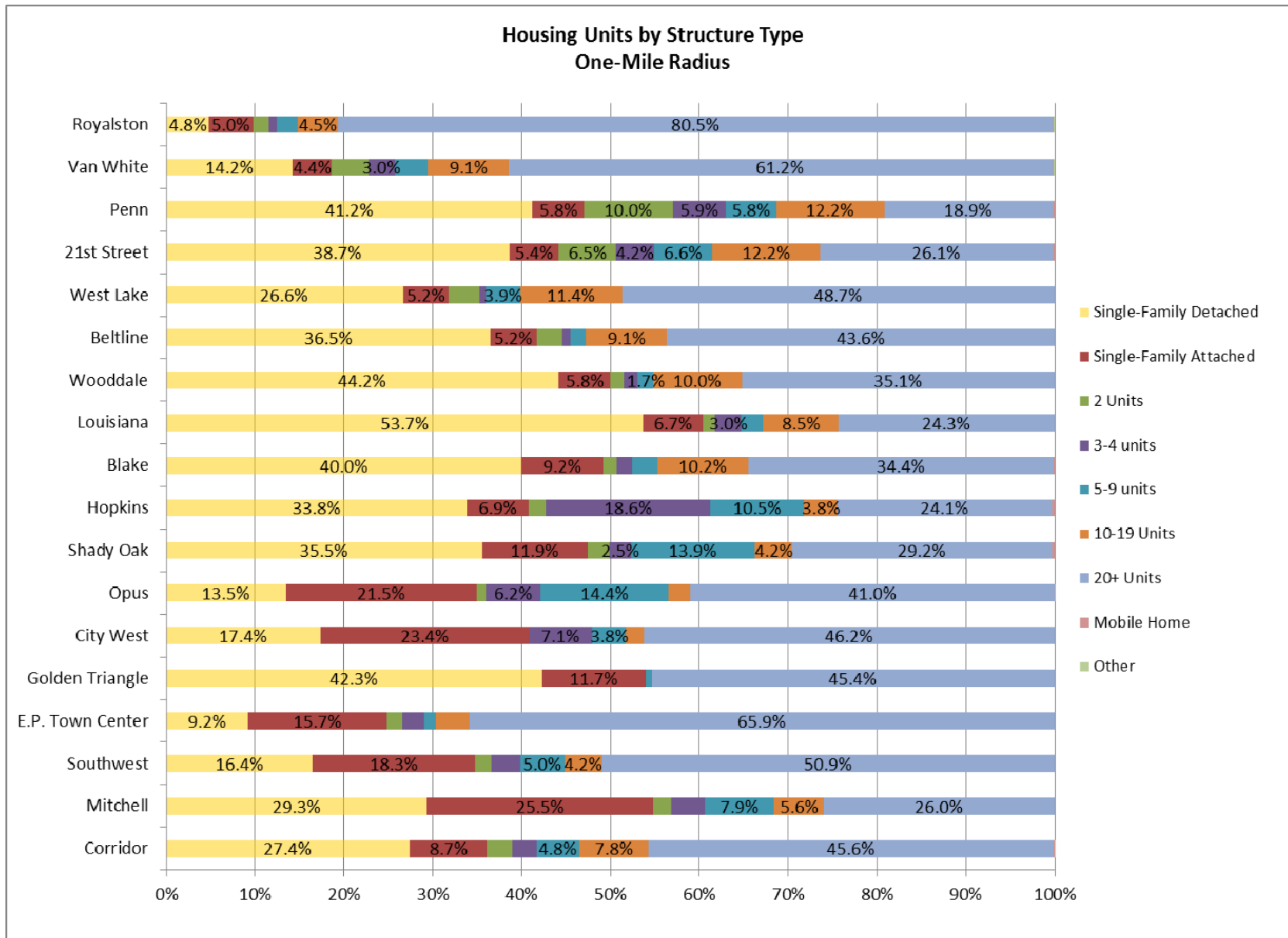


## Housing Units by Structure Type

Tables HC-28 to HC-33 show the housing stock within half-, one- and two-mile radius of each station by type of structure as of 2010.

- Penn and 21<sup>st</sup> Street Stations in Minneapolis had the greatest percentage of single-family detached homes within a half-mile radius at 83.4% and 80.8%, respectively. The Eden Prairie Town Center and Southwest Stations in Eden Prairie did not have any single-family homes (detached or attached) within half-mile.
- Approximately 93% of all housing units within half-mile of the Eden Prairie Town Center and Southwest Stations were multifamily with 20+ units. Royalston Station also had a high percentage of multifamily units with 20+ units (85.8%) due to its location on the fringe of Downtown Minneapolis.
- At the one-mile radius of the Penn and 21<sup>st</sup> Street Stations, the percentage of single-family detached homes decreased from 83.4% and 80.8% to 41.2% and 38.7%, respectively. The Louisiana Station had the greatest percentage of single-family detached homes within a one-mile radius at 53.7%. Royalston and the Eden Prairie Town Center Stations still had the highest percentage of multifamily units with 20+ units at 80.5% and 65.9%, respectively.

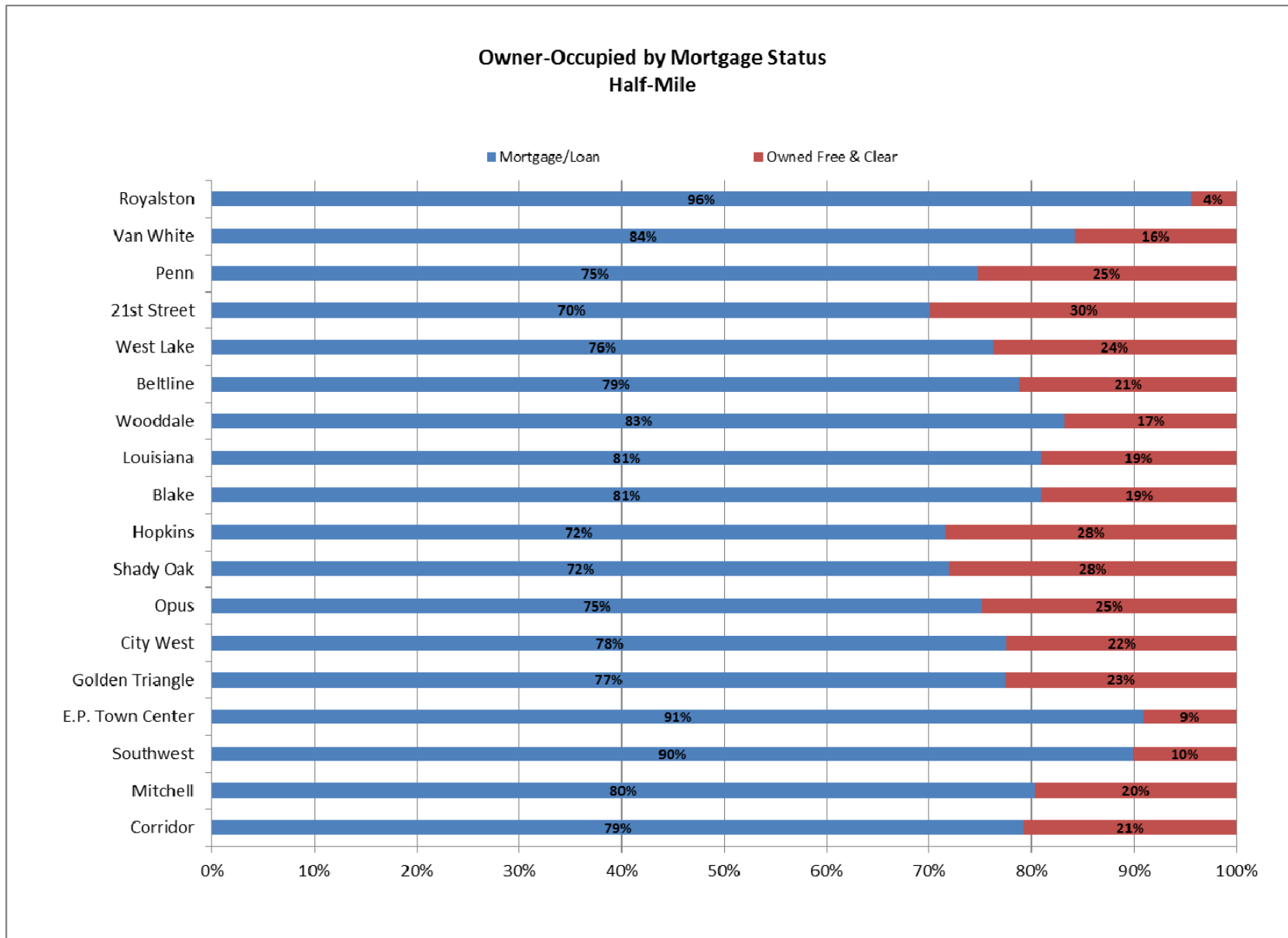


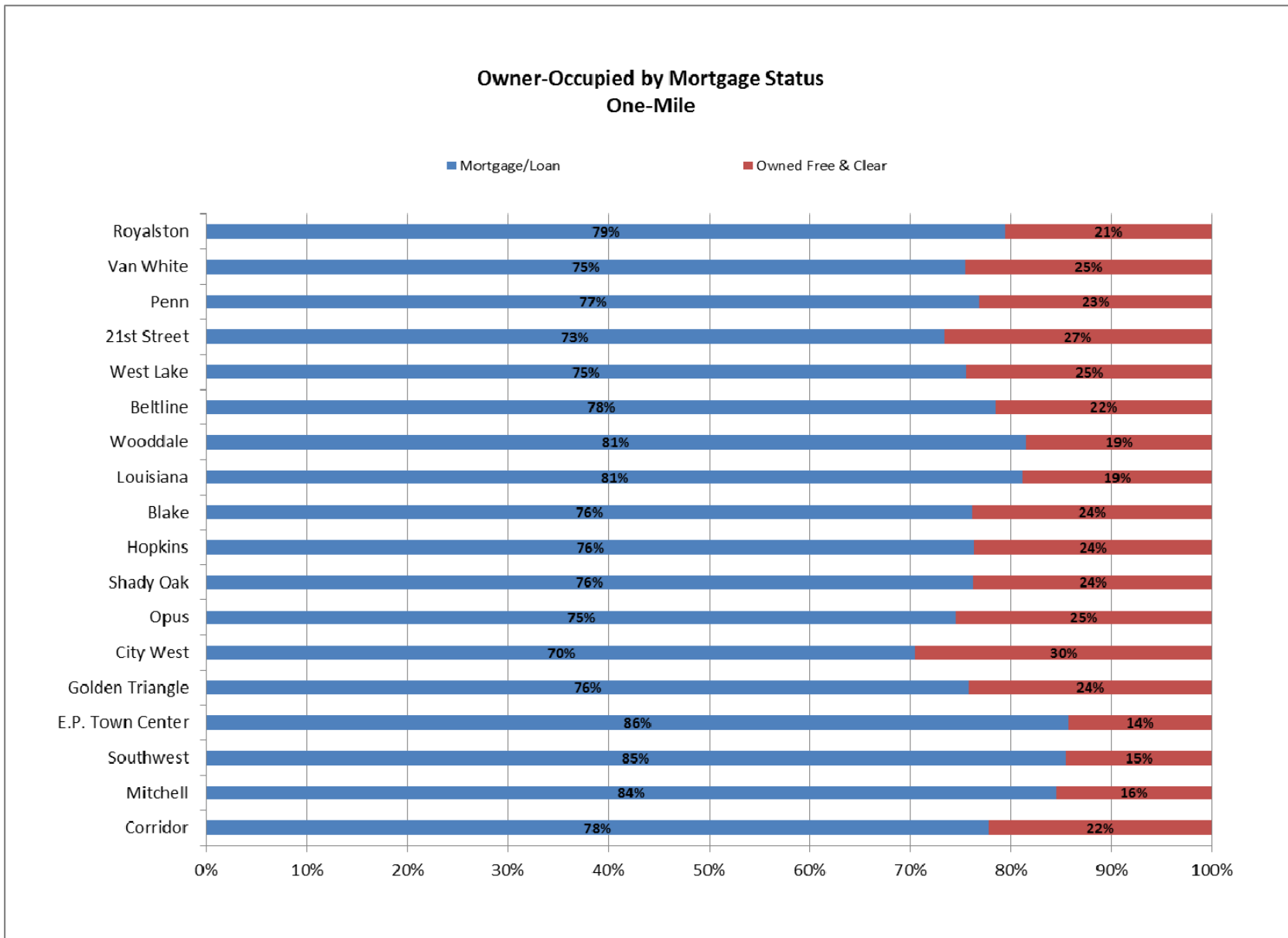


## Owner-Occupied Housing Units by Mortgage Status

Tables HC-34 to HC-36 show mortgage status and average values from the American Community Survey for 2010 (5-Year). Mortgage status provides information on the cost of homeownership when analyzed in conjunction with mortgage payment data. A mortgage refers to all forms of debt where the property is pledged as security for repayment of debt. A housing unit without a mortgage is owned free and clear and is debt free.

- The majority of all owner-occupied homes along the SWLRT had mortgages from a low of 70.1% within a half-mile radius of the 21<sup>st</sup> Street Station to a high of 95.6% of the Royalston Station. This correlated with data on the age of the housing stock as homes near the 21<sup>st</sup> Street Station are older (67.4% built before 1940) and homeowners had more years to pay off their mortgage. Conversely, 37.5% of owner-occupied home within a half-mile radius of the Royalston Station were built after 2000.
- Overall, approximately 79% of homes within a half-mile and 78% of homes within one-mile of all SWLRT stations had a mortgage. This was comparable to the 7-County Metro Area in which approximately 78% of all homes had mortgages.



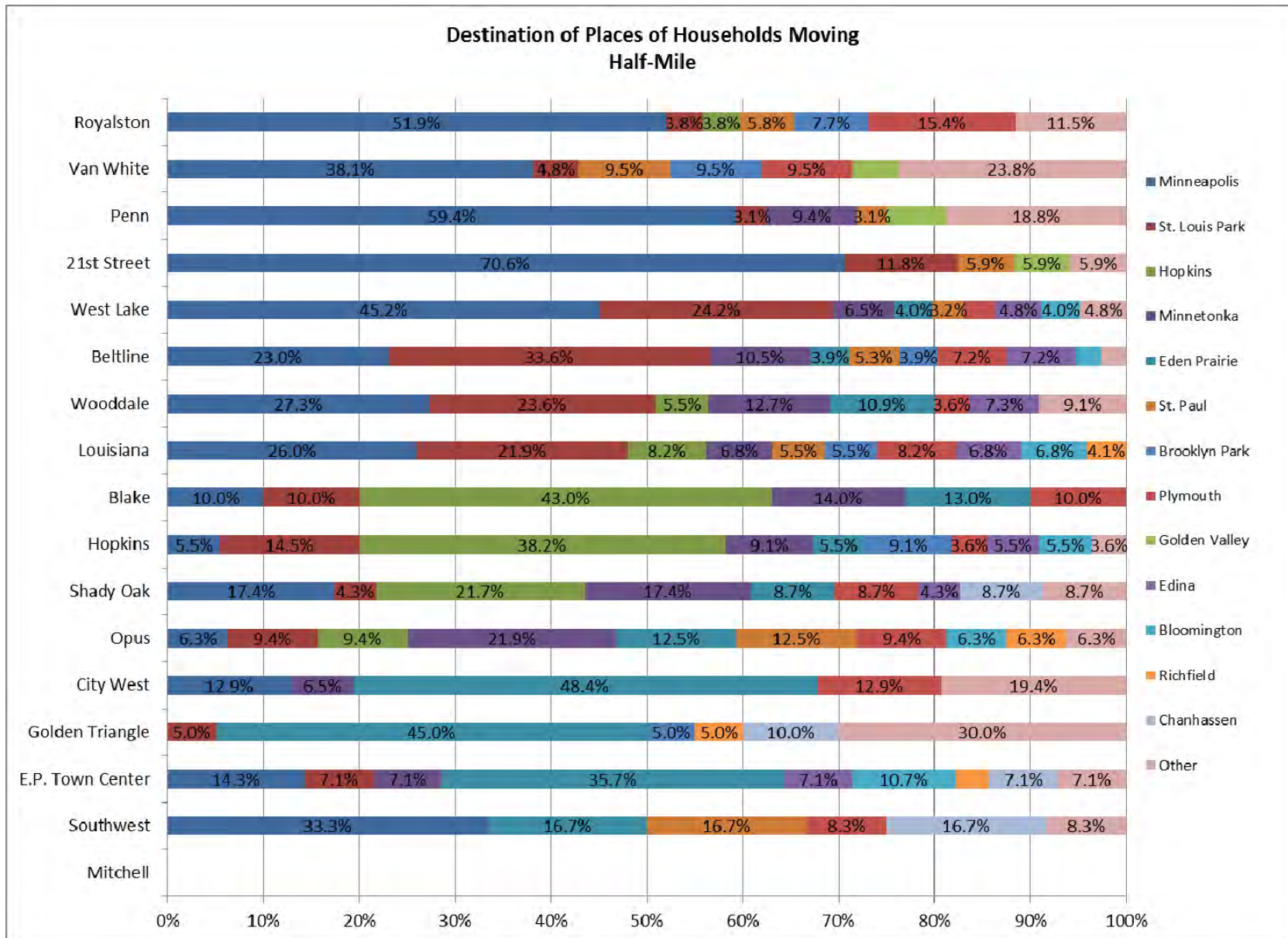


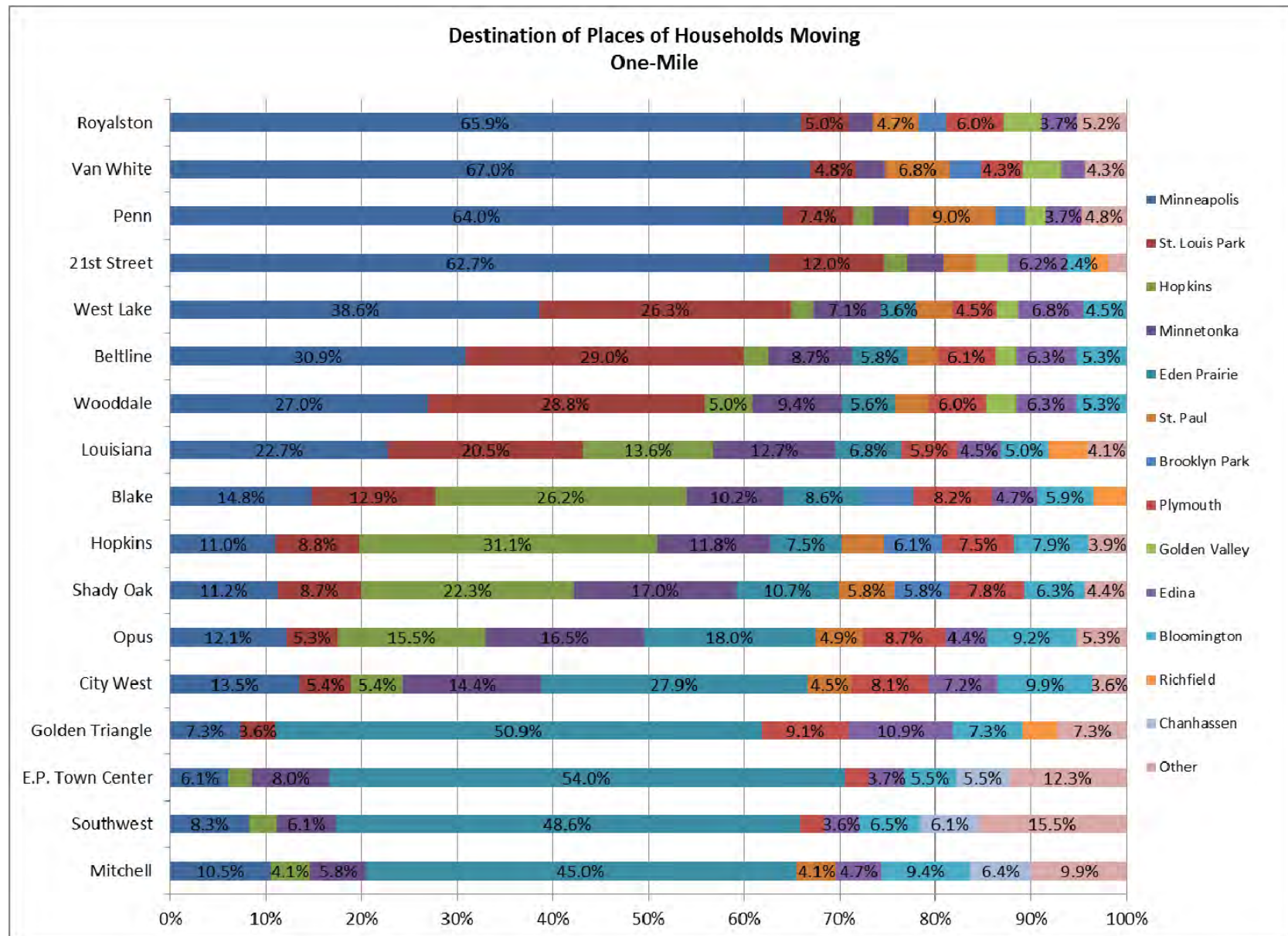


## Destination of Householders Moving Out

Tables HC-37 to HC-39 show where households relocated after moving from the half-, one- or two-mile radius of a transit station in 2010. Data is provided from Excensus and includes the cities that the SWLRT travels through as well as eight surrounding communities.

- Overall, residents tended to stay in the same community when they moved. For instance, about 50% of residents within a half-mile of stations in Minneapolis (Royalston, Van White, Penn, 21<sup>st</sup> Street, and West Lake) stayed in Minneapolis. Approximately 40% of residents within half-mile of stations in Eden Prairie (City West, Golden Triangle, E.P. Town Center, Southwest, and Mitchell) stayed in Eden Prairie.
- Of the residents who lived within a half-mile of stations in St. Louis Park, 28.6% stayed in St. Louis Park and 24.6% moved to Minneapolis.







**HOUSING CHARACTERISTIC TABLES**

<b>TABLE HC-1 RESIDENTIAL CONSTRUCTION CITY OF MINNEAPOLIS ANNUAL UNITS PERMITTED MET COUNCIL 2000 to 2011</b>					
	<b>Units Permitted</b>				<b>Total Housing Units</b>
	<b>Single-Family Homes</b>	<b>Townhome</b>	<b>Duplex</b>	<b>Multifamily (3/5+ units)</b>	
2000	144	85	20	346	595
2001	182	55	8	780	1,025
2002	238	39	2	1,460	1,739
2003	202	126	40	745	1,113
2004	144	118	22	1,422	1,706
2005	164	58	2	1,285	1,509
2006	161	28	37	1,531	1,757
2007	88	33	16	817	954
2008	45	12	21	281	359
2009	30	0	0	245	275
2010	42	0	0	962	1,004
2011	49	8	0	526	583
<b>Total</b>	<b>1,489</b>	<b>562</b>	<b>168</b>	<b>10,400</b>	<b>12,619</b>

Sources: Metropolitan Council; Maxfield Research Inc.

<b>TABLE HC-2</b>						
<b>RESIDENTIAL CONSTRUCTION</b>						
<b>CITY OF ST. LOUIS PARK</b>						
<b>ANNUAL UNITS PERMITTED</b>						
<b>MET COUNCIL</b>						
<b>2000 to 2011</b>						
	<b>Units Permitted</b>					
	Single-Family				Multifamily	Total Housing
	Homes	Townhome	Duplex	(3/5+ units)	Units	
2000	12	4	0	246	262	
2001	14	0	0	130	144	
2002	2	27	0	330	359	
2003	10	0	0	118	128	
2004	7	0	0	113	120	
2005	6	0	0	430	436	
2006	9	0	0	488	497	
2007	7	0	0	220	227	
2008	11	0	0	0	11	
2009	2	0	0	0	2	
2010	8	0	0	0	8	
2011	9	0	0	115	124	
<b>Total</b>	<b>97</b>	<b>31</b>	<b>0</b>	<b>2,190</b>	<b>2,318</b>	

Sources: Metropolitan Council; Maxfield Research Inc.

<b>TABLE HC-3</b>						
<b>RESIDENTIAL CONSTRUCTION</b>						
<b>CITY OF HOPKINS</b>						
<b>ANNUAL UNITS PERMITTED</b>						
<b>MET COUNCIL</b>						
<b>2000 to 2011</b>						
	<b>Units Permitted</b>					
	Single-Family				Multifamily	Total Housing
	Homes	Townhome	Duplex	(3/5+ units)	Units	
2000	55	0	0	0	55	
2001	14	0	0	37	51	
2002	38	0	0	0	38	
2003	27	25	0	48	100	
2004	4	0	0	18	22	
2005	3	0	0	65	68	
2006	3	0	0	23	26	
2007	3	0	0	0	3	
2008	2	0	0	0	2	
2009	1	0	0	0	1	
2010	1	0	0	0	1	
2011	0	0	0	53	53	
<b>Total</b>	<b>151</b>	<b>25</b>	<b>0</b>	<b>244</b>	<b>420</b>	

Sources: Metropolitan Council; Maxfield Research Inc.

<b>TABLE HC-4</b>					
<b>RESIDENTIAL CONSTRUCTION</b>					
<b>CITY OF MINNETONKA</b>					
<b>ANNUAL UNITS PERMITTED</b>					
<b>MET COUNCIL</b>					
<b>2000 to 2011</b>					
	<b>Units Permitted</b>				
	Single-Family		Duplex	Multifamily (3/5+ units)	Total Housing Units
	Homes	Townhome			
2000	51	14	0	29	94
2001	69	35	2	64	170
2002	41	27	0	170	238
2003	42	19	2	0	63
2004	46	50	0	61	157
2005	74	0	0	39	113
2006	54	6	18	0	78
2007	31	2	0	52	85
2008	22	0	0	0	22
2009	9	0	0	0	9
2010	21	1	0	150	172
2011	41	0	0	0	41
<b>Total</b>	<b>501</b>	<b>154</b>	<b>22</b>	<b>565</b>	<b>1,242</b>

Sources: Metropolitan Council; Maxfield Research Inc.

<b>TABLE HC-5</b>					
<b>RESIDENTIAL CONSTRUCTION</b>					
<b>CITY OF EDEN PRAIRIE</b>					
<b>ANNUAL UNITS PERMITTED</b>					
<b>MET COUNCIL</b>					
<b>2000 to 2011</b>					
	<b>Units Permitted</b>				
	Single-Family		Duplex	Multifamily (3/5+ units)	Total Housing Units
	Homes	Townhome			
2000	264	95	38	194	591
2001	237	108	24	328	697
2002	240	175	22	656	1,093
2003	211	228	54	188	681
2004	136	236	0	0	372
2005	106	124	10	85	325
2006	115	26	9	10	160
2007	85	24	11	0	120
2008	33	36	2	0	71
2009	18	32	0	0	50
2010	34	24	0	0	58
2011	32	0	0	0	32
<b>Total</b>	<b>1,511</b>	<b>1,108</b>	<b>170</b>	<b>1,461</b>	<b>4,250</b>

Sources: Metropolitan Council; Maxfield Research Inc.

**TABLE HC-6  
RESIDENTIAL CONSTRUCTION  
CITY OF EDINA  
ANNUAL UNITS PERMITTED  
MET COUNCIL  
2000 to 2011**

	Units Permitted				Total Housing Units
	Single-Family Homes	Townhome	Duplex	Multifamily (3/5+ units)	
	2000	28	0	0	
2001	23	0	0	71	94
2002	27	0	0	100	127
2003	31	0	0	51	82
2004	25	0	0	0	25
2005	45	0	0	51	96
2006	52	23	2	128	205
2007	62	0	0	0	62
2008	38	0	0	235	273
2009	21	0	0	0	21
2010	35	0	0	76	111
2011	59	0	0	0	59
<b>Total</b>	<b>446</b>	<b>23</b>	<b>2</b>	<b>712</b>	<b>1,183</b>

Sources: Metropolitan Council; Maxfield Research Inc.

**TABLE HC-7  
RESIDENTIAL CONSTRUCTION  
CITY OF GOLDEN VALLEY  
ANNUAL UNITS PERMITTED  
MET COUNCIL  
2000 to 2011**

	Units Permitted				Total Housing Units
	Single-Family Homes	Townhome	Duplex	Multifamily (3/5+ units)	
	2000	27	29	0	
2001	16	12	0	135	163
2002	8	6	0	25	39
2003	20	2	0	0	22
2004	15	0	6	193	214
2005	33	0	0	0	33
2006	4	0	0	0	4
2007	9	0	0	0	9
2008	15	0	0	0	15
2009	7	0	0	0	7
2010	5	0	0	0	5
2011	3	0	0	0	3
<b>Total</b>	<b>162</b>	<b>49</b>	<b>6</b>	<b>441</b>	<b>658</b>

Sources: Metropolitan Council; Maxfield Research Inc.



TABLE HC-8  
NEW CONSTRUCTION BUILDING PERMITS  
TWO-MILE CORRIDOR  
2005 to 2012

	2005	2006	2007	2008	2009	2010	2011	2012 <sup>1</sup>	Total
<b>Eden Prairie</b>									
Single-family	46	54	20	5	3	12	16	29	185
Condo	87								87
Townhome									0
<b>Total</b>	<b>133</b>	<b>54</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>12</b>	<b>16</b>	<b>29</b>	<b>272</b>
<b>Edina</b>									
Single-family	21	28	29	19	12	16	26	42	193
Condo									0
Townhome									0
<b>Total</b>	<b>21</b>	<b>28</b>	<b>29</b>	<b>19</b>	<b>12</b>	<b>16</b>	<b>26</b>	<b>42</b>	<b>193</b>
<b>Hopkins</b>									
Single-family			2		1	1		3	7
Condo									0
Townhome									0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>7</b>
<b>Minneapolis</b>									
Single-family	71	59	36	18	13	15	26	26	264
Condo	761	233	65						1,059
Townhome	22	26	22	3			8	5	86
<b>Total</b>	<b>854</b>	<b>318</b>	<b>123</b>	<b>21</b>	<b>13</b>	<b>15</b>	<b>34</b>	<b>31</b>	<b>1,409</b>
<b>Minnnetonka</b>									
Single-family	14	7	6	4	0	3	17	12	63
Condo									0
Townhome	3	2	2						7
<b>Total</b>	<b>17</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>12</b>	<b>70</b>
<b>St. Louis Park</b>									
Single-family	4	6	5	8	4	5	7	11	50
Condo									0
Townhome								22	22
<b>Total</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>33</b>	<b>72</b>
<b>Corridor-wide Total</b>									
Single-family	156	154	98	54	33	52	92	123	762
Condo	848	233	65	0	0	0	0	0	1,146
Townhome	25	28	24	3	0	0	8	27	115
<b>Total</b>	<b>1,029</b>	<b>415</b>	<b>187</b>	<b>57</b>	<b>33</b>	<b>52</b>	<b>100</b>	<b>150</b>	<b>2,023</b>

<sup>1</sup> Through Nov. 2012

Note: Building permits for Townhomes and Condos reflect total units. In addition, some Minneapolis units were eliminated due to incomplete or missing information regarding type of construction.

Source: Maxfield Research Inc.

**TABLE HC-9**  
**DEMOLITION PERMITS**  
**TWO-MILE CORRIDOR**  
**2005 to November 2012**

<b>Year</b>	<b>Eden Prairie</b>	<b>Edina</b>	<b>Hopkins</b>	<b>Minnetonka</b>	<b>St. Louis Park</b>	<b>Total</b>
2005	3	24	--	7	1	35
2006	1	24	--	8	2	35
2007	1	28	4	3	2	38
2008	--	15	2	3	4	24
2009	--	9	1	4	5	19
2010	--	13	--	2	6	21
2011	2	24	4	3	5	38
2012	1	43	3	3	10	60
<b>Total</b>	<b>8</b>	<b>180</b>	<b>14</b>	<b>33</b>	<b>35</b>	<b>270</b>

Note: Includes the demolition of residential units only (i.e. single-family, duplex, towhome, condo, etc.).  
 Minneapolis is not included due to lack of discrepancies between residential and commercial demolition

Sources: Individual city building permit departments, Maxfield Research Inc.

**TABLE HC-10**  
**AGE OF HOUSING STOCK (OCCUPIED HOUSING UNITS)**  
**SWLRT STATIONS HALF-MILE RADIUS**  
**2005-2010**

	Total Units	Year Structure Built																	
		<1940		1940s		1950s		1960s		1970s		1980s		1990s		2000 to 2004		2005 or later	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	1,485	329	22.2%	22	1.5%	32	2.2%	63	4.2%	124	8.4%	231	15.6%	127	8.6%	257	17.3%	300	20.2%
Van White	538	263	48.9%	44	8.2%	47	8.7%	92	17.1%	41	7.6%	6	1.1%	16	3.0%	22	4.1%	7	1.3%
Penn	1,180	795	67.4%	82	6.9%	136	11.5%	51	4.3%	59	5.0%	9	0.8%	19	1.6%	15	1.3%	14	1.2%
21st Street	729	485	66.5%	14	1.9%	92	12.6%	34	4.7%	16	2.2%	14	1.9%	28	3.8%	28	3.8%	18	2.5%
West Lake	2,703	533	19.7%	102	3.8%	399	14.8%	409	15.1%	514	19.0%	533	19.7%	107	4.0%	63	2.3%	43	1.6%
Beltline	2,447	145	5.9%	367	15.0%	373	15.2%	459	18.8%	337	13.8%	379	15.5%	276	11.3%	72	2.9%	39	1.6%
Wooddale	1,222	158	12.9%	447	36.6%	129	10.6%	37	3.0%	54	4.4%	43	3.5%	72	5.9%	77	6.3%	205	16.8%
Louisiana	1,137	126	11.1%	187	16.4%	289	25.4%	141	12.4%	131	11.5%	93	8.2%	49	4.3%	55	4.8%	66	5.8%
Blake	2,092	183	8.7%	222	10.6%	289	13.8%	366	17.5%	623	29.8%	150	7.2%	128	6.1%	131	6.3%	0	0.0%
Hopkins	1,691	244	14.4%	223	13.2%	345	20.4%	352	20.8%	317	18.7%	52	3.1%	67	4.0%	91	5.4%	0	0.0%
Shady Oak	402	25	6.2%	43	10.7%	103	25.6%	75	18.7%	60	14.9%	17	4.2%	36	9.0%	43	10.7%	0	0.0%
Opus	817	4	0.5%	4	0.5%	0	0.0%	28	3.4%	95	11.6%	498	61.0%	141	17.3%	22	2.7%	25	3.1%
City West	355	0	0.0%	0	0.0%	4	1.1%	12	3.4%	50	14.1%	110	31.0%	87	24.5%	81	22.8%	11	3.1%
Golden Triangle	268	0	0.0%	0	0.0%	3	1.1%	9	3.4%	38	14.2%	83	31.0%	65	24.3%	61	22.8%	9	3.4%
E.P. Town Center	596	0	0.0%	0	0.0%	0	0.0%	10	1.7%	70	11.7%	145	24.3%	94	15.8%	212	35.6%	65	10.9%
Southwest	213	0	0.0%	0	0.0%	0	0.0%	4	1.9%	25	11.7%	52	24.4%	34	16.0%	74	34.7%	24	11.3%
Mitchell	205	3	1.5%	3	1.5%	2	1.0%	13	6.3%	76	37.1%	92	44.9%	14	6.8%	2	1.0%	0	0.0%
<b>Corridor</b>	<b>26,752</b>	<b>4,490</b>	<b>16.8%</b>	<b>2,135</b>	<b>8.0%</b>	<b>2,864</b>	<b>10.7%</b>	<b>2,531</b>	<b>9.5%</b>	<b>3,895</b>	<b>14.6%</b>	<b>4,559</b>	<b>17.0%</b>	<b>2,543</b>	<b>9.5%</b>	<b>2,541</b>	<b>9.5%</b>	<b>1,194</b>	<b>4.5%</b>

Sources: U.S. Census Bureau - American Community Survey; Maxfield Research Inc.

**TABLE HC-11**  
**AGE OF HOUSING STOCK (OCCUPIED HOUSING UNITS)**  
**SWLRT STATIONS ONE-MILE RADIUS**  
**2005-2010**

	Total Units	Year Structure Built																	
		<1940		1940s		1950s		1960s		1970s		1980s		1990s		2000 to 2004		2005 or later	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	12,047	2,143	17.8%	245	2.0%	318	2.6%	887	7.4%	1,975	16.4%	3,224	26.8%	1,057	8.8%	1,489	12.4%	709	5.9%
Van White	14,643	5,645	38.6%	660	4.5%	771	5.3%	1,386	9.5%	2,120	14.5%	2,123	14.5%	926	6.3%	622	4.2%	390	2.7%
Penn	6,364	3,894	61.2%	458	7.2%	541	8.5%	516	8.1%	404	6.3%	253	4.0%	203	3.2%	59	0.9%	36	0.6%
21st Street	6,372	3,439	54.0%	351	5.5%	666	10.5%	373	5.9%	540	8.5%	520	8.2%	236	3.7%	165	2.6%	82	1.3%
West Lake	6,863	1,328	19.4%	674	9.8%	984	14.3%	971	14.1%	982	14.3%	1,055	15.4%	483	7.0%	223	3.2%	163	2.4%
Beltline	8,308	1,075	12.9%	1,483	17.9%	1,266	15.2%	1,076	13.0%	1,027	12.4%	991	11.9%	497	6.0%	401	4.8%	492	5.9%
Wooddale	7,544	805	10.7%	1,800	23.9%	1,339	17.7%	718	9.5%	667	8.8%	651	8.6%	461	6.1%	485	6.4%	618	8.2%
Louisiana	5,707	701	12.3%	1,435	25.1%	1,353	23.7%	509	8.9%	643	11.3%	316	5.5%	234	4.1%	196	3.4%	320	5.6%
Blake	5,965	522	8.8%	725	12.2%	1,379	23.1%	916	15.4%	1,067	17.9%	643	10.8%	376	6.3%	332	5.6%	5	0.1%
Hopkins	6,265	819	13.1%	753	12.0%	1,148	18.3%	697	11.1%	1,269	20.3%	753	12.0%	479	7.6%	334	5.3%	13	0.2%
Shady Oak	5,678	610	10.7%	502	8.8%	1,083	19.1%	590	10.4%	1,178	20.7%	977	17.2%	420	7.4%	302	5.3%	16	0.3%
Opus	5,384	140	2.6%	71	1.3%	111	2.1%	302	5.6%	1,460	27.1%	2,161	40.1%	736	13.7%	321	6.0%	82	1.5%
City West	2,754	16	0.6%	12	0.4%	31	1.1%	140	5.1%	727	26.4%	1,172	42.6%	414	15.0%	184	6.7%	58	2.1%
Golden Triangle	936	0	0.0%	1	0.1%	29	3.1%	99	10.6%	183	19.6%	252	26.9%	186	19.9%	164	17.5%	22	2.4%
E.P. Town Center	2,792	28	1.0%	0	0.0%	34	1.2%	61	2.2%	411	14.7%	971	34.8%	494	17.7%	635	22.7%	158	5.7%
Southwest	3,811	54	1.4%	16	0.4%	48	1.3%	101	2.7%	677	17.8%	1,430	37.5%	707	18.6%	622	16.3%	156	4.1%
Mitchell	3,179	49	1.5%	26	0.8%	72	2.3%	166	5.2%	703	22.1%	1,321	41.6%	616	19.4%	198	6.2%	28	0.9%
<b>Corridor</b>	<b>64,484</b>	<b>14,092</b>	<b>21.9%</b>	<b>5,055</b>	<b>7.8%</b>	<b>6,692</b>	<b>10.4%</b>	<b>6,041</b>	<b>9.4%</b>	<b>9,611</b>	<b>14.9%</b>	<b>11,408</b>	<b>17.7%</b>	<b>4,918</b>	<b>7.6%</b>	<b>4,426</b>	<b>6.9%</b>	<b>2,241</b>	<b>3.5%</b>

Sources: U.S. Census Bureau - American Community Survey; Maxfield Research Inc.

**TABLE HC-12**  
**AGE OF HOUSING STOCK (OCCUPIED HOUSING UNITS)**  
**SWLRT STATIONS TWO-MILE RADIUS**  
**2005-2010**

	Total Units	Year Structure Built																	
		<1940		1940s		1950s		1960s		1970s		1980s		1990s		2000 to 2004		2005 or later	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	56,021	22,835	40.8%	2,264	4.0%	3,399	6.1%	5,380	9.6%	7,922	14.1%	6,196	11.1%	2,384	4.3%	3,866	6.9%	1,775	3.2%
Van White	50,639	21,425	42.3%	2,132	4.2%	3,617	7.1%	4,653	9.2%	5,900	11.7%	5,900	11.7%	2,112	4.2%	3,339	6.6%	1,561	3.1%
Penn	44,785	20,125	44.9%	2,385	5.3%	3,889	8.7%	4,172	9.3%	5,499	12.3%	4,543	10.1%	1,622	3.6%	1,608	3.6%	942	2.1%
21st Street	44,605	18,651	41.8%	2,884	6.5%	4,338	9.7%	4,931	11.1%	5,896	13.2%	4,446	10.0%	1,663	3.7%	1,098	2.5%	698	1.6%
West Lake	34,459	14,616	42.4%	3,406	9.9%	4,178	12.1%	3,286	9.5%	3,645	10.6%	2,477	7.2%	1,089	3.2%	934	2.7%	828	2.4%
Beltline	26,587	7,423	27.9%	3,824	14.4%	4,858	18.3%	2,715	10.2%	2,793	10.5%	2,235	8.4%	1,134	4.3%	844	3.2%	761	2.9%
Wooddale	26,682	4,648	17.4%	4,160	15.6%	5,840	21.9%	3,421	12.8%	3,338	12.5%	2,347	8.8%	1,217	4.6%	972	3.6%	739	2.8%
Louisiana	24,525	3,119	12.7%	4,135	16.9%	5,803	23.7%	3,181	13.0%	2,962	12.1%	2,229	9.1%	1,297	5.3%	1,112	4.5%	687	2.8%
Blake	22,629	2,200	9.7%	3,153	13.9%	5,029	22.2%	3,020	13.3%	3,623	16.0%	2,547	11.3%	1,470	6.5%	1,140	5.0%	447	2.0%
Hopkins	17,337	1,226	7.1%	1,479	8.5%	3,447	19.9%	2,047	11.8%	3,489	20.1%	3,193	18.4%	1,504	8.7%	818	4.7%	134	0.8%
Shady Oak	15,755	1,097	7.0%	1,132	7.2%	2,887	18.3%	1,893	12.0%	3,009	19.1%	3,317	21.1%	1,519	9.6%	773	4.9%	128	0.8%
Opus	11,683	586	5.0%	613	5.2%	1,465	12.5%	1,206	10.3%	2,754	23.6%	2,895	24.8%	1,432	12.3%	616	5.3%	116	1.0%
City West	9,697	264	2.7%	190	2.0%	785	8.1%	1,135	11.7%	2,554	26.3%	2,857	29.5%	1,321	13.6%	483	5.0%	108	1.1%
Golden Triangle	8,193	160	2.0%	67	0.8%	264	3.2%	790	9.6%	2,255	27.5%	2,702	33.0%	1,071	13.1%	627	7.7%	257	3.1%
E.P. Town Center	11,237	161	1.4%	65	0.6%	150	1.3%	498	4.4%	2,340	20.8%	3,977	35.4%	2,352	20.9%	1,263	11.2%	431	3.8%
Southwest	11,557	157	1.4%	74	0.6%	196	1.7%	576	5.0%	2,385	20.6%	4,177	36.1%	2,434	21.1%	1,150	10.0%	408	3.5%
Mitchell	11,296	177	1.6%	52	0.5%	249	2.2%	644	5.7%	2,027	17.9%	4,102	36.3%	2,950	26.1%	854	7.6%	241	2.1%
<b>Corridor</b>	<b>142,839</b>	<b>40,930</b>	<b>28.7%</b>	<b>8,869</b>	<b>6.2%</b>	<b>15,375</b>	<b>10.8%</b>	<b>14,666</b>	<b>10.3%</b>	<b>21,696</b>	<b>15.2%</b>	<b>20,056</b>	<b>14.0%</b>	<b>10,111</b>	<b>7.1%</b>	<b>7,627</b>	<b>5.3%</b>	<b>3,509</b>	<b>2.5%</b>

Sources: U.S. Census Bureau - American Community Survey; Maxfield Research Inc.

TABLE HC-13 EXCENSUS HOUSING STOCK YEAR BUILT (SINGLE-FAMILY ONLY) SWLRT STATIONS HALF-MILE RADIUS 2004									
	Total Units	Year Structure Built							
		<1960		1960 to 1979		1980-1999		2000 or Newer	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Van White	143	112	78.3%	14	9.8%	15	10.5%	2	1.4%
Penn	803	733	91.3%	53	6.6%	14	1.7%	3	0.4%
21st Street	516	463	89.7%	38	7.4%	10	1.9%	5	1.0%
West Lake	448	398	88.8%	24	5.4%	18	4.0%	8	1.8%
Beltline	294	267	90.8%	20	6.8%	4	1.4%	3	1.0%
Wooddale	546	512	93.8%	22	4.0%	11	2.0%	1	0.2%
Louisiana	309	287	92.9%	8	2.6%	13	4.2%	1	0.3%
Blake	364	326	89.6%	22	6.0%	12	3.3%	4	1.1%
Hopkins	333	310	93.1%	18	5.4%	5	1.5%	0	0.0%
Shady Oak	186	154	82.8%	25	13.4%	6	3.2%	1	0.5%
Opus	9	1	11.1%	4	44.4%	4	44.4%	0	0.0%
City West	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Golden Triangle	12	2	16.7%	4	33.3%	6	50.0%	0	0.0%
E.P. Town Center	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Southwest	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Mitchell	25	1	4.0%	22	88.0%	2	8.0%	0	0.0%

Sources: Excensus; Maxfield Research Inc.

TABLE HC-14 EXCENSUS HOUSING STOCK YEAR BUILT (SINGLE-FAMILY ONLY) SWLRT STATIONS ONE-MILE RADIUS 2004									
	Total Units	Year Structure Built							
		<1960		1960 to 1979		1980-1999		2000 or Newer	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	297	112	37.7%	102	34.3%	62	20.9%	21	7.1%
Van White	1,755	1,520	86.6%	120	6.8%	88	5.0%	27	1.5%
Penn	2,443	2,223	91.0%	135	5.5%	64	2.6%	21	0.9%
21st Street	2,542	2,321	91.3%	135	5.3%	62	2.4%	24	0.9%
West Lake	1,805	1,625	90.0%	115	6.4%	45	2.5%	20	1.1%
Beltline	2,991	2,782	93.0%	160	5.3%	39	1.3%	10	0.3%
Wooddale	3,245	3,098	95.5%	110	3.4%	28	0.9%	9	0.3%
Louisiana	2,887	2,748	95.2%	99	3.4%	36	1.2%	4	0.1%
Blake	2,080	1,787	85.9%	205	9.9%	73	3.5%	15	0.7%
Hopkins	2,032	1,727	85.0%	193	9.5%	92	4.5%	20	1.0%
Shady Oak	1,604	1,246	77.7%	274	17.1%	74	4.6%	10	0.6%
Opus	309	34	11.0%	148	47.9%	111	35.9%	16	5.2%
City West	429	42	9.8%	120	28.0%	240	55.9%	27	6.3%
Golden Triangle	390	33	8.5%	265	67.9%	82	21.0%	10	2.6%
E.P. Town Center	284	5	1.8%	133	46.8%	146	51.4%	0	0.0%
Southwest	466	8	1.7%	165	35.4%	291	62.4%	2	0.4%
Mitchell	1,020	19	1.9%	383	37.5%	616	60.4%	2	0.2%

Sources: Excensus; Maxfield Research Inc.

TABLE HC-15 EXCENSUS HOUSING STOCK YEAR BUILT (SINGLE-FAMILY ONLY) SWLRT STATIONS TWO-MILE RADIUS 2004									
	Total Units	Year Structure Built							
		<1960		1960 to 1979		1980-1999		2000 or Newer	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	7,323	5,972	81.6%	591	8.1%	474	6.5%	286	3.9%
Van White	6,947	5,873	84.5%	473	6.8%	385	5.5%	216	3.1%
Penn	7,868	6,795	86.4%	578	7.3%	330	4.2%	165	2.1%
21st Street	8,534	7,514	88.0%	638	7.5%	289	3.4%	93	1.1%
West Lake	11,743	10,728	91.4%	720	6.1%	224	1.9%	71	0.6%
Beltline	13,086	11,906	91.0%	874	6.7%	237	1.8%	69	0.5%
Wooddale	13,600	12,219	89.8%	1,041	7.7%	268	2.0%	72	0.5%
Louisiana	12,798	11,311	88.4%	1,096	8.6%	313	2.4%	78	0.6%
Blake	9,976	8,240	82.6%	1,191	11.9%	456	4.6%	89	0.9%
Hopkins	6,576	4,525	68.8%	1,354	20.6%	608	9.2%	89	1.4%
Shady Oak	6,077	3,855	63.4%	1,381	22.7%	689	11.3%	152	2.5%
Opus	4,325	1,855	42.9%	1,453	33.6%	903	20.9%	114	2.6%
City West	3,358	663	19.7%	1,681	50.1%	911	27.1%	103	3.1%
Golden Triangle	3,312	233	7.0%	1,969	59.5%	1,048	31.6%	62	1.9%
E.P. Town Center	3,352	92	2.7%	1,212	36.2%	1,973	58.9%	75	2.2%
Southwest	3,936	98	2.5%	1,409	35.8%	2,356	59.9%	73	1.9%
Mitchell	5,033	182	3.6%	1,554	30.9%	3,253	64.6%	44	0.9%

Sources: Excensus; Maxfield Research Inc.



TABLE HC-16 EXCENSUS HOUSING STOCK YEAR BUILT (SINGLE-FAMILY ONLY) SWLRT STATIONS HALF-MILE RADIUS 2010									
	Total Units	Year Structure Built							
		<1960		1960 to 1979		1980-1999		2000 or Newer	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Van White	122	98	80.3%	11	9.0%	11	9.0%	2	1.6%
Penn	842	767	91.1%	55	6.5%	14	1.7%	6	0.7%
21st Street	515	461	89.5%	37	7.2%	9	1.7%	8	1.6%
West Lake	470	415	88.3%	25	5.3%	19	4.0%	11	2.3%
Beltline	293	266	90.8%	20	6.8%	4	1.4%	3	1.0%
Wooddale	547	512	93.6%	22	4.0%	11	2.0%	2	0.4%
Louisiana	309	283	91.6%	12	3.9%	13	4.2%	1	0.3%
Blake	354	314	88.7%	22	6.2%	13	3.7%	5	1.4%
Hopkins	335	312	93.1%	17	5.1%	4	1.2%	2	0.6%
Shady Oak	180	145	80.6%	25	13.9%	6	3.3%	4	2.2%
Opus	10	2	20.0%	4	40.0%	4	40.0%	0	0.0%
City West	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Golden Triangle	19	3	15.8%	9	47.4%	6	31.6%	1	5.3%
E.P. Town Center	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Southwest	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Mitchell	24	1	4.2%	21	87.5%	2	8.3%	0	0.0%

Sources: Excensus; Maxfield Research Inc.

TABLE HC-17 EXCENSUS HOUSING STOCK YEAR BUILT (SINGLE-FAMILY ONLY) SWLRT STATIONS ONE-MILE RADIUS 2004 & 2010									
	Total Units	Year Structure Built							
		<1960		1960 to 1979		1980-1999		2000 or Newer	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	352	112	31.8%	106	30.1%	65	18.5%	69	19.6%
Van White	1,784	1,496	83.9%	115	6.4%	90	5.0%	83	4.7%
Penn	2,467	2,230	90.4%	139	5.6%	62	2.5%	36	1.5%
21st Street	2,550	2,315	90.8%	135	5.3%	61	2.4%	39	1.5%
West Lake	1,846	1,644	89.1%	124	6.7%	42	2.3%	36	2.0%
Beltline	3,010	2,790	92.7%	160	5.3%	39	1.3%	21	0.7%
Wooddale	3,229	3,080	95.4%	103	3.2%	27	0.8%	19	0.6%
Louisiana	2,857	2,701	94.5%	105	3.7%	38	1.3%	13	0.5%
Blake	2,102	1,800	85.6%	207	9.8%	72	3.4%	23	1.1%
Hopkins	2,037	1,731	85.0%	190	9.3%	88	4.3%	28	1.4%
Shady Oak	1,628	1,269	77.9%	267	16.4%	73	4.5%	19	1.2%
Opus	299	33	11.0%	127	42.5%	110	36.8%	29	9.7%
City West	423	39	9.2%	107	25.3%	234	55.3%	43	10.2%
Golden Triangle	376	28	7.4%	250	66.5%	80	21.3%	18	4.8%
E.P. Town Center	297	6	2.0%	133	44.8%	157	52.9%	1	0.3%
Southwest	463	9	1.9%	167	36.1%	284	61.3%	3	0.6%
Mitchell	1,011	19	1.9%	381	37.7%	608	60.1%	3	0.3%

Sources: Excensus; Maxfield Research Inc.

TABLE HC-18 EXCENSUS HOUSING STOCK YEAR BUILT (SINGLE-FAMILY ONLY) SWLRT STATIONS TWO-MILE RADIUS 2010									
	Total Units	Year Structure Built							
		<1960		1960 to 1979		1980-1999		2000 or Newer	
		No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Royalston	7,382	5,876	0.0%	592	0.0%	464	0.0%	450	0.0%
Van White	1,784	1,496	83.9%	115	6.4%	90	5.0%	83	4.7%
Penn	7,933	6,725	84.8%	580	7.3%	341	4.3%	287	3.6%
21st Street	8,559	7,481	87.4%	636	7.4%	281	3.3%	161	1.9%
West Lake	11,959	10,828	90.5%	736	6.2%	218	1.8%	177	1.5%
Beltline	13,214	11,935	90.3%	872	6.6%	232	1.8%	175	1.3%
Wooddale	13,700	12,212	89.1%	1,034	7.5%	267	1.9%	187	1.4%
Louisiana	12,862	11,267	87.6%	1,101	8.6%	323	2.5%	171	1.3%
Blake	10,077	8,262	82.0%	1,181	11.7%	455	4.5%	179	1.8%
Hopkins	6,643	4,540	68.3%	1,340	20.2%	612	9.2%	151	2.3%
Shady Oak	6,060	3,854	63.6%	1,366	22.5%	686	11.3%	154	2.5%
Opus	4,387	1,865	42.5%	1,440	32.8%	901	20.5%	181	4.1%
City West	3,434	679	19.8%	1,685	49.1%	906	26.4%	164	4.8%
Golden Triangle	2,979	220	7.4%	1,627	54.6%	1,028	34.5%	104	3.5%
E.P. Town Center	3,499	88	2.5%	1,242	35.5%	2,027	57.9%	142	4.1%
Southwest	3,997	98	2.5%	1,403	35.1%	2,350	58.8%	146	3.7%
Mitchell	5,095	179	3.5%	1,546	30.3%	3,259	64.0%	111	2.2%

Sources: Excensus; Maxfield Research Inc.

TABLE HC-19 EXCENSUS HOME VALUES (SINGLE-FAMILY ONLY) SWLRT STATIONS HALF-MILE RADIUS 2004 & 2010															
	Year Structure Built														
	Total Units			Under \$200,000			\$200,000 to \$249,999			\$250,000 to \$299,999			\$300,000 or More		
	2004	2010	Change	2004	2010	Change	2004	2010	Change	2004	2010	Change	2004	2010	Change
No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.	
Royalston	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.
Van White	143	154	7.7%	68	59	-13.2%	14	14	0.0%	12	15	25.0%	49	66	34.7%
Penn	803	812	1.1%	29	32	10.3%	118	125	5.9%	136	146	7.4%	520	509	-2.1%
21st Street	516	519	0.6%	1	1	0.0%	2	2	0.0%	4	3	-25.0%	509	513	0.8%
West Lake	448	442	-1.3%	16	14	-12.5%	14	13	-7.1%	31	27	-12.9%	387	388	0.3%
Beltline	294	291	-1.0%	60	59	-1.7%	87	86	-1.1%	71	71	0.0%	76	75	-1.3%
Wooddale	546	571	4.6%	153	159	3.9%	244	257	5.3%	104	109	4.8%	45	46	2.2%
Louisiana	309	313	1.3%	99	99	0.0%	131	134	2.3%	58	59	1.7%	21	21	0.0%
Blake	364	341	-6.3%	120	118	-1.7%	34	42	23.5%	47	52	10.6%	163	129	-20.9%
Hopkins	333	340	2.1%	192	195	1.6%	125	126	0.8%	13	16	23.1%	3	3	0.0%
Shady Oak	186	179	-3.8%	84	76	-9.5%	77	75	-2.6%	15	17	13.3%	10	11	10.0%
Opus	9	9	0.0%	1	1	0.0%	0	0	n.m.	0	0	n.m.	8	8	0.0%
City West	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.
Golden Triangle	12	15	25.0%	0	0	n.m.	1	1	0.0%	0	0	n.m.	11	14	27.3%
E.P. Town Center	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.
Southwest	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.	0	0	n.m.
Mitchell	25	18	-28.0%	14	10	-28.6%	8	7	-12.5%	2	1	-50.0%	1	0	#####

Sources: Excensus; Maxfield Research Inc.

TABLE HC-20 EXCENSUS HOME VALUES (SINGLE-FAMILY ONLY) SWLRT STATIONS ONE-MILE RADIUS 2004 & 2010															
	Year Structure Built														
	Total Units			Under \$200,000			\$200,000 to \$249,999			\$250,000 to \$299,999			\$300,000 or More		
	2004	2010	Change	2004	2010	Change	2004	2010	Change	2004	2010	Change	2004	2010	Change
	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.
Royalston	300	341	13.7%	297	331	11.4%	1	5	#####	0	2	#####	2	3	50.0%
Van White	1,755	1,811	3.2%	606	640	5.6%	214	219	2.3%	195	199	2.1%	740	753	1.8%
Penn	2,443	2,475	1.3%	352	360	2.3%	278	281	1.1%	240	242	0.8%	1573	1,592	1.2%
21st Street	2,542	2,575	1.3%	29	29	0.0%	117	118	0.9%	173	173	0.0%	2,223	2,255	1.4%
West Lake	1,805	1,805	0.0%	64	62	-3.1%	87	86	-1.1%	157	157	0.0%	1,497	1,500	0.2%
Beltline	2,991	3,001	0.3%	350	347	-0.9%	695	699	0.6%	460	460	0.0%	1,486	1,495	0.6%
Wooddale	3,245	3,269	0.7%	911	914	0.3%	1,421	1,426	0.4%	541	543	0.4%	372	386	3.8%
Louisiana	2,887	2,908	0.7%	1,133	1,139	0.5%	1,185	1,188	0.3%	376	378	0.5%	193	203	5.2%
Blake	2,080	2,088	0.4%	770	773	0.4%	550	552	0.4%	212	213	0.5%	548	550	0.4%
Hopkins	2,032	2,043	0.5%	973	976	0.3%	731	729	-0.3%	155	160	3.2%	173	178	2.9%
Shady Oak	1,604	1,611	0.4%	669	667	-0.3%	641	643	0.3%	142	145	2.1%	152	156	2.6%
Opus	309	322	4.2%	40	40	0.0%	13	13	0.0%	15	15	0.0%	241	254	5.4%
City West	429	443	3.3%	8	8	0.0%	11	11	0.0%	20	20	0.0%	390	404	3.6%
Golden Triangle	390	396	1.5%	8	8	0.0%	14	13	-7.1%	8	8	0.0%	360	367	1.9%
E.P. Town Center	284	280	-1.4%	72	71	-1.4%	105	102	-2.9%	72	71	-1.4%	35	36	2.9%
Southwest	466	465	-0.2%	118	116	-1.7%	184	185	0.5%	106	105	-0.9%	58	59	1.7%
Mitchell	1,020	1,017	-0.3%	198	196	-1.0%	223	224	0.4%	214	213	-0.5%	385	384	-0.3%

Sources: Excensus; Maxfield Research Inc.

TABLE HC-21 EXCENSUS HOME VALUES (SINGLE-FAMILY ONLY) SWLRT STATIONS TWO-MILE RADIUS 2004 & 2010																		
	Year Structure Built																	
	2004			2010			Change			2004			2010			Change		
	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.	No.	No.	Pct.			
Royalston	7,323	7,335	0.2%	4,990	4,957	-0.7%	584	604	3.4%	362	368	1.7%	1,387	1,406	1.4%			
Van White	6,917	6,983	1.0%	3,363	3,376	0.4%	529	538	1.7%	451	459	1.8%	2,574	2,610	1.4%			
Penn	7,868	7,936	0.9%	2,418	2,437	0.8%	642	650	1.2%	715	721	0.8%	4,093	4,128	0.9%			
21st Street	8,534	8,589	0.6%	1,468	1,464	-0.3%	1,102	1,106	0.4%	1,124	1,130	0.5%	4,840	4,889	1.0%			
West Lake	11,743	11,845	0.9%	1,077	1,076	-0.1%	2,116	2,116	0.0%	1,792	1,799	0.4%	6,758	6,854	1.4%			
Beltline	13,086	13,190	0.8%	2,169	2,177	0.4%	3,180	3,184	0.1%	1,541	1,543	0.1%	6,196	6,286	1.5%			
Wooddale	13,600	12,717	-6.5%	2,872	2,884	0.4%	3,723	2,729	-26.7%	1,739	1,740	0.1%	5,266	5,364	1.9%			
Louisiana	12,798	12,905	0.8%	3,031	3,046	0.5%	3,914	3,917	0.1%	1,756	1,761	0.3%	4,097	4,181	2.1%			
Blake	9,976	10,066	0.9%	3,180	3,191	0.3%	2,979	2,980	0.0%	1,089	1,097	0.7%	2,728	2,798	2.6%			
Hopkins	6,576	6,637	0.9%	1,682	1,682	0.0%	1,762	1,764	0.1%	754	758	0.5%	2,378	2,433	2.3%			
Shady Oak	6,077	6,077	0.0%	1,269	1,269	0.0%	1,817	1,817	0.0%	849	849	0.0%	2,142	2,142	0.0%			
Opus	4,325	4,380	1.3%	670	668	-0.3%	774	772	-0.3%	324	325	n.m.	2,557	2,615	2.3%			
City West	3,358	3,406	1.4%	220	219	-0.5%	201	196	-2.5%	184	184	0.0%	2,753	2,807	2.0%			
Golden Triangle	3,039	3,075	1.2%	100	100	0.0%	220	218	-0.9%	246	244	-0.8%	2,473	2,513	1.6%			
E.P. Town Center	3,352	3,405	1.6%	294	290	-1.4%	770	768	-0.3%	773	769	-0.5%	1,515	1,578	4.2%			
Southwest	3,936	3,996	1.5%	352	349	-0.9%	878	876	-0.2%	895	891	-0.4%	1,811	1,880	3.8%			
Mitchell	5,033	5,091	1.2%	447	442	-1.1%	1,113	1,110	-0.3%	1,071	1,070	-0.1%	2,402	2,469	2.8%			

Sources: Excensus; Maxfield Research Inc.

**TABLE HC-22**  
**EXCENSUS HOUSING TYPES**  
**SWLRT STATIONS HALF-MILE RADIUS**  
**2004**

	Total	Single-Family		Multifamily		Apartment	Mobile Home	Duplex/Triplex	Unknown
		Owned	Rented	Owned	Rented				
Royalston	883	0	0	68	40	770	0	0	5
Van White	476	113	30	76	81	91	0	84	1
Penn	1,015	716	87	66	11	22	0	106	7
21st Street	626	470	46	28	6	10	0	65	1
West Lake	1,311	400	48	487	196	133	0	47	0
Beltline	2,094	252	42	119	13	1,587	0	80	1
Wooddale	899	507	39	24	15	247	0	65	2
Louisiana	1,254	291	18	4	30	868	0	42	1
Blake	2,284	341	23	116	40	1,612	0	152	0
Hopkins	1,420	308	25	188	88	758	0	52	1
Shady Oak	503	174	12	87	25	197	0	7	1
Opus	704	9	0	346	42	307	0	0	0
City West	354	0	0	70	11	269	0	0	4
Golden Triangle	191	11	1	14	1	126	0	37	1
E.P. Town Center	283	0	0	0	0	283	0	0	0
Southwest	61	0	0	42	15	4	0	0	0
Mitchell	175	21	4	133	17	0	0	0	0

Sources: Excensus; Maxfield Research Inc.

**TABLE HC-23**  
**EXCENSUS HOUSING TYPES**  
**SWLRT STATIONS ONE-MILE RADIUS**  
**2004**

	Total	Single-Family		Multifamily		Apartment	Mobile Home	Duplex/Triplex	Unknown
		Owned	Rented	Owned	Rented				
Royalston	7,921	217	83	1,790	810	4,871	0	132	18
Van White	10,458	1,394	361	1,305	534	6,287	0	561	16
Penn	5,213	2,105	338	488	212	1,492	0	567	11
21st Street	4,931	2,316	226	663	180	1,214	0	323	9
West Lake	5,937	1,658	147	643	235	3,046	0	205	3
Beltline	7,303	2,789	202	597	198	3,288	0	225	4
Wooddale	6,448	3,031	214	341	102	2,553	0	200	7
Louisiana	5,101	2,701	186	134	86	1,765	0	223	6
Blake	5,542	1,938	142	283	100	2,851	0	228	0
Hopkins	5,698	1,872	160	1,055	563	1,804	0	241	3
Shady Oak	5,521	1,493	111	1,364	578	1,798	0	174	3
Opus	4,882	287	22	2,416	678	1,399	0	23	57
City West	2,234	408	21	1,191	201	366	0	41	6
Golden Triangle	1,076	360	30	212	21	395	0	52	6
E.P. Town Center	2,102	254	30	305	321	1,170	0	20	2
Southwest	3,524	419	47	675	347	2,015	0	20	1
Mitchell	3,265	957	63	757	104	1,356	0	26	2

Sources: Excensus; Maxfield Research Inc.

	Total	Single-Family		Multifamily		Apartment	Mobile Home	Duplex/Triplex	Unknown
		Owned	Rented	Owned	Rented				
Royalston	41,838	5,283	2,040	5,253	2,404	23,071	0	3,684	103
Van White	38,171	5,353	1,594	4,708	2,332	21,397	0	2,714	73
Penn	35,169	6,520	1,348	3,755	1,657	19,255	0	2,586	48
21st Street	35,478	7,452	1,082	3,641	1,607	18,947	0	2,718	31
West Lake	29,202	10,721	1,022	2,887	1,056	11,213	0	2,275	28
Beltline	23,907	12,162	924	2,087	724	7,044	0	950	16
Wooddale	24,978	12,711	889	1,968	561	8,119	0	714	16
Louisiana	22,996	11,971	827	1,691	378	7,493	0	627	9
Blake	20,599	9,276	700	2,112	801	7,067	0	642	1
Hopkins	15,893	6,123	453	2,951	860	4,971	0	475	60
Shady Oak	15,015	5,679	398	3,278	850	4,394	0	355	61
Opus	11,195	3,996	329	3,201	869	2,552	0	183	65
City West	9,494	3,125	233	3,122	847	1,986	0	119	62
Golden Triangle	6,931	2,844	195	2,315	654	826	0	85	12
E.P. Town Center	10,307	3,158	194	2,382	627	3,856	0	79	11
Southwest	10,886	3,721	215	2,379	615	3,859	0	91	6
Mitchell	10,746	4,772	261	1,924	524	3,203	0	58	4

Sources: Excensus; Maxfield Research Inc.

	Total	Single-Family		Multifamily		Apartment	Mobile Home	Duplex/Triplex	Unknown
		Owned	Rented	Owned	Rented				
Royalston	1,122	0	0	375	189	553	0	0	5
Van White	701	96	26	143	97	231	0	108	0
Penn	1,042	744	98	60	10	22	0	104	4
21st Street	624	472	43	28	4	9	0	67	1
West Lake	2,685	424	46	552	221	1,388	0	53	1
Beltline	2,076	252	41	127	13	1,567	0	75	1
Wooddale	1,303	511	36	189	65	435	0	66	1
Louisiana	1,231	291	18	2	30	849	0	40	1
Blake	2,239	335	19	115	40	1,580	0	150	0
Hopkins	1,435	313	22	197	88	761	0	51	3
Shady Oak	503	169	11	98	23	192	0	8	2
Opus	688	10	0	358	41	279	0	0	0
City West	360	0	0	73	12	270	0	0	5
Golden Triangle	238	18	1	15	0	165	0	37	2
E.P. Town Center	353	0	0	0	0	353	0	0	0
Southwest	225	0	0	123	102	0	0	0	0
Mitchell	179	21	3	139	16	0	0	0	0

Sources: Excensus; Maxfield Research Inc.



**TABLE HC-26**  
**EXCENSUS HOUSING TYPES**  
**SWLRT STATIONS ONE-MILE RADIUS**  
**2010**

	Total	Single-Family		Multifamily		Apartment	Mobile Home	Duplex/Triplex	Unknown
		Owned	Rented	Owned	Rented				
Royalston	9,520	267	85	2,452	1,098	5,448	0	148	22
Van White	11,154	1,418	366	1,558	607	6,627	0	562	16
Penn	5,145	2,119	348	497	198	1,380	0	597	6
21st Street	5,198	2,326	224	732	205	1,348	0	356	7
West Lake	6,208	1,706	140	692	248	3,228	0	191	3
Beltline	8,221	2,816	194	976	311	3,693	0	227	4
Wooddale	7,386	3,023	206	786	228	2,941	0	197	5
Louisiana	5,782	2,671	186	349	147	2,201	0	224	4
Blake	6,447	1,964	138	289	999	2,835	0	221	1
Hopkins	5,605	1,885	152	1,080	522	1,722	0	239	5
Shady Oak	5,516	1,525	103	1,372	532	1,806	0	172	6
Opus	4,863	287	22	2,441	636	1,392	0	27	58
City West	2,813	403	20	1,394	249	699	0	41	7
Golden Triangle	1,106	351	25	217	19	435	0	52	7
E.P. Town Center	2,252	269	28	324	385	1,225	0	20	1
Southwest	3,903	417	46	743	392	2,284	0	20	1
Mitchell	3,348	950	61	813	181	1,316	0	25	2

Sources: Excensus; Maxfield Research Inc.

**TABLE HC-27**  
**EXCENSUS HOUSING TYPES**  
**SWLRT STATIONS TWO-MILE RADIUS**  
**2010**

	Total	Single-Family		Multifamily		Apartment	Mobile Home	Duplex/Triplex	Unknown
		Owned	Rented	Owned	Rented				
Royalston	44,869	5,433	1,949	6,974	3,220	23,384	0	3,798	111
Van White	41,319	5,465	1,555	6,406	3,207	21,841	0	2,771	74
Penn	37,136	6,613	1,320	4,639	2,008	19,834	0	2,674	48
21st Street	37,062	7,492	1,067	4,258	1,831	19,548	0	2,837	29
West Lake	30,315	10,963	996	3,459	1,224	11,394	0	2,256	23
Beltline	25,152	12,304	910	2,654	885	7,433	0	952	14
Wooddale	26,115	12,818	880	2,496	674	8,534	0	700	13
Louisiana	24,102	12,028	834	2,009	446	8,171	0	607	7
Blake	21,584	9,384	693	2,620	882	7,315	0	630	60
Hopkins	16,233	6,193	450	3,115	878	5,071	0	465	61
Shady Oak	15,016	5,657	403	3,278	850	4,413	0	355	60
Opus	11,369	4,059	328	3,333	856	2,546	0	180	67
City West	9,706	3,204	230	3,249	833	2,011	0	116	63
Golden Triangle	7,409	2,798	181	2,618	431	1,232	0	85	64
E.P. Town Center	10,803	3,312	187	2,599	723	3,887	0	87	8
Southwest	11,376	3,790	207	2,585	710	3,991	0	89	4
Mitchell	11,055	4,839	256	2,013	586	3,295	0	59	7

Sources: Excensus; Maxfield Research Inc.

TABLE HC-28 HOUSING UNITS BY STRUCTURE TYPE SWLRT STATIONS HALF-MILE RADIUS 2000										
	Total	Single-Family		Multifamily						
		Detached	Attached	2 Units	3-4 Units	5-9 Units	10-19 Units	20+ Units	Mobile Home	Other
Royalston	434	12	6	15	8	11	16	366	0	0
Van White	480	188	27	96	55	19	64	28	3	0
Penn	1,174	918	54	123	55	13	6	5	0	0
21st Street	672	466	16	97	26	22	7	38	0	0
West Lake	2,662	523	149	90	31	104	232	1,533	0	0
Beltline	2,371	414	95	51	33	142	451	1,178	0	7
Wooddale	899	598	15	59	14	9	64	140	0	0
Louisiana	1,051	360	136	31	12	101	252	159	0	0
Blake	2,126	488	155	62	32	28	154	1,207	0	0
Hopkins	1,854	540	111	92	2	148	220	741	0	0
Shady Oak	461	150	43	16	0	15	42	194	1	0
Opus	817	38	239	5	56	86	14	379	0	0
City West	358	127	39	0	5	22	0	165	0	0
Golden Triangle	96	35	10	0	1	6	0	44	0	0
E.P. Town Center	32	0	0	0	0	0	0	32	0	0
Southwest	0	0	0	0	0	0	0	0	0	0
Mitchell	169	23	37	2	23	19	27	38	0	0
<b>Corridor</b>	<b>22,741</b>	<b>6,012</b>	<b>2,088</b>	<b>806</b>	<b>623</b>	<b>1,409</b>	<b>1,781</b>	<b>10,008</b>	<b>7</b>	<b>7</b>

Sources: U.S. Census Bureau; Maxfield Research Inc.

TABLE HC-29										
HOUSING UNITS BY STRUCTURE TYPE										
SWLRT STATIONS ONE-MILE RADIUS										
2000										
	Total	Single-Family		Multifamily						
		Detached	Attached	2 Units	3-4 Units	5-9 Units	10-19 Units	20+ Units	Mobile Home	Other
Royalston	8,940	407	241	290	149	186	372	7,276	19	0
Van White	12,688	1,896	340	706	396	415	1,068	7,853	14	0
Penn	6,076	2,475	290	678	382	343	584	1,319	5	0
21st Street	6,111	2,465	302	440	294	364	627	1,619	0	0
West Lake	6,691	1,962	296	201	93	286	684	3,162	0	7
Beltline	7,523	3,080	322	201	76	245	705	2,887	0	7
Wooddale	6,619	3,285	325	162	69	261	732	1,774	2	9
Louisiana	5,318	3,044	323	154	42	216	464	1,074	0	1
Blake	4,615	2,223	599	150	59	223	154	1,207	0	0
Hopkins	6,262	2,325	644	258	158	711	317	1,848	1	0
Shady Oak	5,696	1,841	725	188	191	749	297	1,696	9	0
Opus	5,382	673	1,141	30	362	835	97	2,244	0	0
City West	2,760	555	584	15	160	196	35	1,215	0	0
Golden Triangle	792	425	85	12	6	32	0	232	0	0
E.P. Town Center	2,175	251	427	15	48	57	50	1,327	0	0
Southwest	3,182	586	655	17	140	128	88	1,564	4	0
Mitchell	2,809	933	777	19	171	159	111	639	0	0
<b>Corridor</b>	<b>57,795</b>	<b>16,876</b>	<b>4,649</b>	<b>2,120</b>	<b>1,728</b>	<b>3,015</b>	<b>4,364</b>	<b>24,981</b>	<b>52</b>	<b>10</b>

Sources: U.S. Census Bureau; Maxfield Research Inc.

TABLE HC-30										
HOUSING UNITS BY STRUCTURE TYPE										
SWLRT STATIONS TWO-MILE RADIUS										
2000										
	Total	Single-Family		Multifamily						
		Detached	Attached	2 Units	3-4 Units	5-9 Units	10-19 Units	20+ Units	Mobile Home	Other
Royalston	49,546	8,023	1,687	5,232	2,651	2,314	5,875	23,652	102	10
Van White	44,914	7,315	1,238	3,610	2,382	2,476	6,191	21,598	94	10
Penn	38,098	8,169	1,122	3,253	2,357	2,565	2,910	17,660	52	10
21st Street	41,967	8,767	1,320	3,074	2,431	2,619	6,357	17,359	23	17
West Lake	32,461	12,475	1,060	2,407	1,751	2,090	4,406	8,250	11	11
Beltline	25,307	13,319	1,139	1,006	461	1,127	2,064	6,166	12	13
Wooddale	25,860	13,759	1,243	647	239	736	2,121	7,089	13	13
Louisiana	23,755	12,956	1,296	458	195	607	1,860	6,358	12	13
Blake	22,311	10,303	1,788	556	310	1,142	1,531	6,673	3	5
Hopkins	17,179	6,714	2,242	417	435	1,141	731	5,490	9	0
Shady Oak	15,638	6,138	2,159	370	438	1,100	540	4,884	9	0
Opus	11,683	4,350	1,835	201	431	1,057	338	3,463	8	0
City West	9,645	3,590	1,696	71	431	1,008	141	2,705	3	0
Golden Triangle	7,264	2,942	1,359	43	258	369	78	2,210	5	0
E.P. Town Center	9,542	3,291	2,251	24	349	509	333	2,766	19	0
Southwest	9,830	3,631	2,395	37	364	512	362	2,510	19	0
Mitchell	10,205	4,562	2,300	41	312	357	340	2,280	13	0
<b>Corridor</b>	<b>132,827</b>	<b>43,292</b>	<b>9,569</b>	<b>9,025</b>	<b>5,507</b>	<b>6,469</b>	<b>12,769</b>	<b>46,001</b>	<b>169</b>	<b>26</b>

Sources: U.S. Census Bureau; Maxfield Research Inc.

	Total	Single-Family		Multifamily						
		Detached	Attached	2 Units	3-4 Units	5-9 Units	10-19 Units	20+ Units	Mobile Home	Other
Royalston	1,483	47	45	1	17	56	45	1,272	0	0
Van White	538	150	32	139	31	28	65	91	2	0
Penn	1,181	985	72	79	29	1	0	14	1	0
21st Street	723	584	24	70	0	5	8	32	0	0
West Lake	2,703	477	145	102	8	102	264	1,605	0	0
Beltline	2,448	379	131	86	48	94	510	1,200	0	0
Wooddale	1,222	677	71	12	20	3	29	410	0	0
Louisiana	1,139	366	140	21	28	62	286	236	0	0
Blake	2,094	547	146	31	47	42	124	1,157	0	0
Hopkins	1,693	558	89	18	20	120	163	705	20	0
Shady Oak	401	140	32	15	0	11	28	169	6	0
Opus	817	64	270	0	55	47	34	347	0	0
City West	356	86	45	0	0	3	0	222	0	0
Golden Triangle	267	64	34	0	0	2	0	167	0	0
E.P. Town Center	597	0	0	21	5	5	10	556	0	0
Southwest	217	0	0	7	2	2	4	202	0	0
Mitchell	206	30	47	1	9	45	39	35	0	0
<b>Corridor</b>	<b>26,751</b>	<b>6,483</b>	<b>2,397</b>	<b>668</b>	<b>549</b>	<b>1,365</b>	<b>1,917</b>	<b>13,341</b>	<b>30</b>	<b>1</b>

Sources: U.S. Census Bureau; Maxfield Research Inc.

	Total	Single-Family		Multifamily						
		Detached	Attached	2 Units	3-4 Units	5-9 Units	10-19 Units	20+ Units	Mobile Home	Other
Royalston	12,043	573	601	209	118	282	541	9,697	9	13
Van White	14,642	2,077	646	606	445	542	1,328	8,960	22	16
Penn	6,364	2,623	370	635	377	366	774	1,203	16	0
21st Street	6,371	2,464	347	414	269	419	779	1,665	14	0
West Lake	6,863	1,828	354	240	50	266	785	3,340	0	0
Beltline	8,310	3,033	430	238	77	147	759	3,626	0	0
Wooddale	7,545	3,333	438	114	121	131	756	2,652	0	0
Louisiana	5,708	3,063	384	78	171	139	484	1,389	0	0
Blake	5,966	2,386	548	92	105	168	611	2,052	4	0
Hopkins	7,525	2,546	521	146	1,396	790	289	1,810	27	0
Shady Oak	5,681	2,019	674	140	142	788	241	1,657	20	0
Opus	5,382	726	1,156	56	331	776	131	2,205	1	0
City West	2,755	479	646	0	195	106	55	1,274	0	0
Golden Triangle	937	396	110	0	0	6	0	425	0	0
E.P. Town Center	2,791	257	437	48	68	37	106	1,838	0	0
Southwest	3,812	627	699	70	123	191	160	1,942	0	0
Mitchell	3,178	932	809	65	119	250	177	826	0	0
<b>Corridor</b>	<b>64,486</b>	<b>17,654</b>	<b>5,639</b>	<b>1,811</b>	<b>1,794</b>	<b>3,072</b>	<b>5,025</b>	<b>29,418</b>	<b>57</b>	<b>16</b>

Sources: U.S. Census Bureau; Maxfield Research Inc.

	Total	Single-Family		Multifamily						
		Detached	Attached	2 Units	3-4 Units	5-9 Units	10-19 Units	20+ Units	Mobile Home	Other
Royalston	56,021	9,672	2,757	4,459	2,548	2,555	5,911	28,001	85	33
Van White	50,636	8,655	1,985	2,707	2,396	2,765	6,640	25,392	69	27
Penn	44,787	9,136	1,588	2,576	2,387	2,819	6,384	19,796	74	27
21st Street	41,605	9,605	1,734	2,551	2,445	2,610	3,721	18,855	62	22
West Lake	34,459	12,992	1,499	1,986	1,947	2,026	4,636	9,345	28	0
Beltline	26,588	13,422	1,444	994	411	1,059	2,216	7,042	0	0
Wooddale	26,683	13,727	1,489	509	302	664	2,210	7,782	0	0
Louisiana	24,525	12,950	1,468	313	303	478	1,896	7,115	2	0
Blake	22,629	10,454	1,692	304	454	1,091	1,576	7,026	32	0
Hopkins	17,336	7,103	2,199	247	544	1,052	783	5,376	32	0
Shady Oak	15,754	6,478	2,149	222	492	1,026	561	4,794	32	0
Opus	11,682	4,462	1,862	132	389	961	308	3,536	32	0
City West	9,698	3,644	1,722	80	384	934	143	2,779	12	0
Golden Triangle	8,194	2,915	1,789	14	247	244	122	2,863	0	0
E.P. Town Center	11,236	3,381	2,861	139	199	483	547	3,626	0	0
Southwest	11,556	3,733	3,010	177	214	504	588	3,330	0	0
Mitchell	11,295	4,655	2,525	181	232	389	540	2,773	0	0
<b>Corridor</b>	<b>142,841</b>	<b>45,681</b>	<b>11,860</b>	<b>7,728</b>	<b>5,257</b>	<b>6,416</b>	<b>13,339</b>	<b>52,309</b>	<b>165</b>	<b>86</b>

Sources: U.S. Census Bureau; Maxfield Research Inc.

TABLE HC-34 OWNER-OCCUPIED BY MORTGAGE STATUS SWLRT STATIONS HALF-MILE RADIUS 2010					
	Total	Mortgage/Loan		Owned Free & Clear	
	Units	No.	Pct.	No.	Pct.
Royalston	405	387	95.6%	18	4.4%
Van White	259	218	84.2%	41	15.8%
Penn	888	663	74.7%	225	25.3%
21st Street	478	335	70.1%	143	29.9%
West Lake	919	700	76.2%	219	23.8%
Beltline	523	412	78.8%	111	21.2%
Wooddale	732	609	83.2%	123	16.8%
Louisiana	366	296	80.9%	70	19.1%
Blake	566	458	80.9%	108	19.1%
Hopkins	651	466	71.6%	185	28.4%
Shady Oak	228	164	71.9%	64	28.1%
Opus	354	266	75.1%	88	24.9%
City West	169	131	77.5%	38	22.5%
Golden Triangle	111	86	77.5%	25	22.5%
E.P. Town Center	44	40	90.9%	4	9.1%
Southwest	69	62	89.9%	7	10.1%
Mitchell	71	57	80.3%	14	19.7%
<b>Corridor</b>	<b>10,170</b>	<b>8,056</b>	<b>79.2%</b>	<b>2,114</b>	<b>20.8%</b>
Sources: US Census; Maxfield Research Inc.					

TABLE HC-35 OWNER-OCCUPIED BY MORTGAGE STATUS SWLRT STATIONS ONE-MILE RADIUS 2010					
	Total	Mortgage/Loan		Owned Free & Clear	
	Units	No.	Pct.	No.	Pct.
Royalston	3,301	2,621	79.4%	680	20.6%
Van White	3,563	2,688	75.4%	875	24.6%
Penn	2,947	2,266	76.9%	681	23.1%
21st Street	3,709	2,719	73.3%	990	26.7%
West Lake	2,606	1,967	75.5%	639	24.5%
Beltline	3,867	3,035	78.5%	832	21.5%
Wooddale	3,962	3,228	81.5%	734	18.5%
Louisiana	3,104	2,519	81.2%	585	18.8%
Blake	2,211	1,684	76.2%	527	23.8%
Hopkins	2,821	2,153	76.3%	668	23.7%
Shady Oak	3,011	2,295	76.2%	716	23.8%
Opus	2,990	2,229	74.5%	761	25.5%
City West	1,708	1,204	70.5%	504	29.5%
Golden Triangle	637	483	75.8%	154	24.2%
E.P. Town Center	848	727	85.7%	121	14.3%
Southwest	1,339	1,144	85.4%	195	14.6%
Mitchell	1,838	1,553	84.5%	285	15.5%
<b>Corridor</b>	<b>27,654</b>	<b>21,508</b>	<b>77.8%</b>	<b>6,146</b>	<b>22.2%</b>
Sources: US Census; Maxfield Research Inc.					

TABLE HC-36 OWNER-OCCUPIED BY MORTGAGE STATUS SWLRT STATIONS TWO-MILE RADIUS 2010					
	Total	Mortgage/Loan		Owned Free & Clear	
	Units	No.	Pct.	No.	Pct.
Royalston	14,382	11,480	79.8%	2,902	20.2%
Van White	13,217	10,530	79.7%	2,687	20.3%
Penn	12,622	9,815	77.8%	2,807	22.2%
21st Street	13,138	10,128	77.1%	3,010	22.9%
West Lake	15,638	12,218	78.1%	3,420	21.9%
Beltline	15,293	11,977	78.3%	3,316	21.7%
Wooddale	15,224	11,854	77.9%	3,370	22.1%
Louisiana	13,948	10,844	77.7%	3,104	22.3%
Blake	11,933	9,094	76.2%	2,839	23.8%
Hopkins	9,674	7,103	73.4%	2,571	26.6%
Shady Oak	9,229	6,809	73.8%	2,420	26.2%
Opus	7,449	5,472	73.5%	1,977	26.5%
City West	6,388	4,692	73.5%	1,696	26.5%
Golden Triangle	5,231	3,743	71.6%	1,488	28.4%
E.P. Town Center	5,856	4,813	82.2%	1,043	17.8%
Southwest	6,442	5,315	82.5%	1,127	17.5%
Mitchell	7,078	5,931	83.8%	1,147	16.2%
<b>Corridor</b>	<b>59,836</b>	<b>46,522</b>	<b>77.7%</b>	<b>13,314</b>	<b>22.3%</b>
Sources: US Census; Maxfield Research Inc.					



**TABLE HC-37**  
**DESTINATION PLACES OF HOUSEHOLDS MOVING OUT**  
**SWLRT STATIONS HALF-MILE RADIUS**  
**2010**

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	27	8	19	12	56	35	15	19	10	3	4	2	4		4	4	
St. Louis Park	2	1	1	2	30	51	13	16	10	8	1	3		1	2		
Hopkins	2						3	6	43	21	5	3					
Minnetonka			3		8	16	7	5	14	5	4	7	2		2		
Eden Prairie					5	6	6		13	3	2	4	15	9	10	2	
St. Paul	3	2	1	1	4	8		4				4					2
Brooklyn Park	4	2				6		4		5				1			
Plymouth	8	2			4	11	2	6	10	2	2	3	4				1
Golden Valley		1	2	1													
Edina					6	11	4	5		3	1						2
Bloomington					5	4		5		3		2					3
Richfield								3				2					1
Chanhassen											2			2	2		2
Other	6	5	6	1	6	4	5			2	2	2	6	6	2		1

Sources: Excensus; Maxfield Research Inc.

**TABLE HC-38**  
**DESTINATION PLACES OF HOUSEHOLDS MOVING OUT**  
**SWLRT STATIONS ONE-MILE RADIUS**  
**2010**

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	251	294	121	131	119	117	86	50	38	25	23	25	15	4	10	23	18
St. Louis Park	19	21	14	25	81	110	92	45	33	20	18	11	6	2			
Hopkins			4	5	7	10	16	30	67	71	46	32	6		4	8	7
Minnetonka	10	13	7	8	22	33	30	28	26	27	35	34	16		13	17	10
Eden Prairie					11	22	18	15	22	17	22	37	31	28	88	135	77
St. Paul	18	30	17	7	12	12	11			10	12	10	5				7
Brooklyn Park	11	14	6						13	14	12						
Plymouth	23	19			14	23	19	13	21	17	16	18	9	5	4	7	
Golden Valley	15	18	4	7	7	8	10										
Edina	14	11	7	13	21	24	20	10	12			9	8	6	6	10	8
Bloomington				5	14	20	17	11	15	18	13	19	11	4	9	18	16
Richfield				4				9	9					2			
Chanhassen															9	17	11
Other	20	19	9	4				9		9	9	11	4	4	20	43	17

Sources: Excensus; Maxfield Research Inc.

TABLE HC-39  
 DESTINATION PLACES OF HOUSEHOLDS MOVING OUT  
 SWLRT STATIONS TWO-MILE RADIUS  
 2010

City	STATION																
	Royalston	Van White	Penn	21st St.	W. Lake	Beltline	Wooddale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Tri	E.P.	SW	Mitchell
Minneapolis	1,303	1,245	1,123	1,085	727	345	226	163	108	68	63	43	34	23	41	44	41
St. Louis Park	74	87	125	170	195	213	239	219	134	53		23	19	11			
Hopkins						33	81	97	146	141	130	62	40	12			
Minnetonka	43	43	47	64	66	73	90	98	97	91	86	51	42	24	35	38	37
Eden Prairie					42	40	57	61	63	56	57	61	70	65	269	280	251
St. Paul	144	112	100	97	58	29	28			22			11				
Brooklyn Park	62	53	46	40				27	33			15					
Plymouth	49	46	42	51	48	52	72	70	62	48		27	24	12	19	19	17
Golden Valley	41	36	34	38	31	26											
Edina	41	51	52	60	85	89	86	83	69	37		46	50	32	23	23	22
Bloomington	39	35	38	43	42	41	52	47	44	38		29	30	21	41	41	34
Richfield	36	35	36	39	27		28		29								
Chanhassen														11	34	39	35
Other								27		23		16	16	6	85	88	80

Sources: Excensus; Maxfield Research Inc.



**FOR-SALE HOUSING**

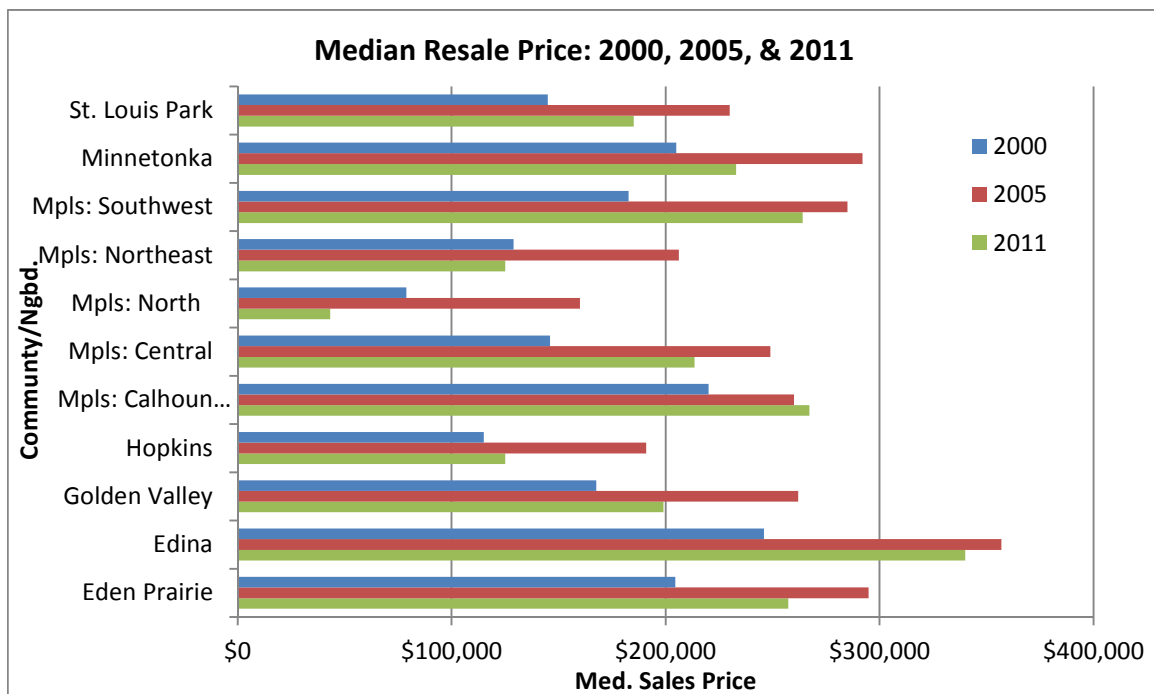
## Introduction

This section provides an overview of the for-sale housing market situation for the communities and Minneapolis neighborhoods along the Southwest Corridor. The for-sale analysis includes an evaluation of home resales by community and radii, an overview of active homes for-sale, and lender-mediated sales activity trends.

## Home Resales by Community

Table FS-1 presents summary data for resales of single-family and multifamily housing units for the communities within a two-mile radius of each station. The table shows the median sales price from 2000 to 2011 according to the Regional Multiple Listing Service (MLS). It should be noted that the city-wide comparison is larger than the geographic portion of the community within a specific transit site radius. The following are key points from Table FS-1.

- Between 2000 and 2006 all communities and neighborhoods experienced rapid appreciation in median sales price during the real estate boom. However, after the housing market plateaued in late 2005 through early 2007, most communities started to experience sliding housing values as the housing market bubble burst. Combined, the communities averaged an appreciation of nearly +59% between 2000 and 2006, while averaging declines of -23% between 2007 and 2011. Over the eleven year time period, only North and Northeast Minneapolis experienced median sales price declines.



**TABLE FS-1**  
**MEDIAN SALES PRICE BY COMMUNITY**  
**SWLRT COMMUNITIES**  
**2000 to 2011**

	YEAR												PCT. CHANGE		
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	00'-06'	07'-11'	00'-11'
<b>Median Sales Price</b>															
Eden Prairie	\$204,500	\$220,000	\$239,000	\$254,750	\$282,796	\$294,900	\$288,780	\$315,000	\$280,000	\$250,000	\$264,800	\$257,360	41.2%	-18.3%	25.8%
Edina	\$245,950	\$269,000	\$285,000	\$295,500	\$322,700	\$357,000	\$389,500	\$376,500	\$389,450	\$323,950	\$339,000	\$340,000	58.4%	-9.7%	38.2%
Golden Valley	\$167,500	\$192,350	\$214,950	\$225,900	\$249,450	\$262,000	\$267,900	\$272,500	\$263,000	\$220,000	\$235,500	\$199,000	59.9%	-27.0%	18.8%
Hopkins	\$115,000	\$141,200	\$154,250	\$175,000	\$178,450	\$190,950	\$205,900	\$205,150	\$169,000	\$160,000	\$148,000	\$125,000	79.0%	-39.1%	8.7%
Minneapolis															
Calhoun Isles	\$220,000	\$248,700	\$292,000	\$287,900	\$262,500	\$260,000	\$263,500	\$282,375	\$290,000	\$273,500	\$315,000	\$267,261	19.8%	-5.4%	21.5%
Central	\$146,000	\$176,000	\$240,250	\$219,000	\$256,500	\$249,000	\$270,050	\$270,275	\$254,950	\$236,825	\$225,000	\$213,500	85.0%	-21.0%	46.2%
North	\$78,900	\$102,900	\$123,150	\$139,900	\$149,900	\$159,900	\$150,000	\$80,000	\$35,725	\$36,700	\$55,000	\$43,183	90.1%	-46.0%	-45.3%
Northeast	\$129,000	\$146,000	\$163,000	\$179,950	\$195,650	\$206,125	\$210,000	\$192,000	\$164,850	\$150,000	\$151,500	\$125,000	62.8%	-34.9%	-3.1%
Southwest	\$182,700	\$210,000	\$238,000	\$257,500	\$268,500	\$285,000	\$287,000	\$309,000	\$275,000	\$260,000	\$276,000	\$264,000	57.1%	-14.6%	44.5%
Minnetonka	\$204,900	\$224,900	\$240,000	\$255,000	\$281,400	\$292,000	\$270,000	\$287,000	\$265,900	\$245,000	\$265,713	\$233,000	31.8%	-18.8%	13.7%
St. Louis Park	\$145,000	\$164,800	\$184,950	\$199,000	\$215,300	\$230,000	\$233,000	\$234,000	\$227,000	\$212,500	\$213,250	\$185,000	60.7%	-20.9%	27.6%

Sources: NorthstarMLS, Maxfield Research Inc.

- The deterioration of sales values in communities along the SWLRT corridor is not as severe as many other communities throughout the Twin Cities Metro Area. Minneapolis and inner-ring suburban communities fared much better than the ex-urban and 3<sup>rd</sup>/4<sup>th</sup> ring suburban communities.
- Over the course of the last decade, the Southwest and Central neighborhoods in Minneapolis posted the highest appreciation (+44.5% and +46.2% respectively)

## Home Resales by Station Area

Table FS-2 presents home resale data by station area within half- and one-mile radius from 2005 through October 2012. The data was obtained from the Regional Multiple Listing Services of Minnesota (MLS) and shows annual number of sales, median and average pricing, average days of market, and cumulative days on market. It should be noted that cumulative days on market were not calculated until 2006. Furthermore, in many cases the same transaction could be included in multiple station areas given the overlap between station areas. The following are key points observed from our analysis of this data.

- Between 2005 and 2012, only four station areas within the half-mile radius posted median sales price increases. Royalston, West Lake, Beltline, and Blake Road exhibited slight appreciation. Combined, the 17 stations averaged a median sales price decline of about -17%.
- At a one-mile radius, the Penn, 21<sup>st</sup> Street, and West Lake Stations were the only areas with positive appreciation since 2005. The aforementioned station areas are located in high-demand neighborhoods that maintained housing values during the housing downturn. Like the half-mile radius, the median sales price across all stations decreased by -17% over the same time frame.
- The Royalston Station had the most resales in 2005 at both the half-mile and one-mile radius. The high number of transactions was due in part to condominium development in the North Loop and the Summerfield development in North Minneapolis.
- Generally, transaction activity for both radii is highest in the denser locations from Minneapolis to Minnetonka before decreasing in Eden Prairie. Many of the areas surrounding the Eden Prairie station locations are more commercial oriented and hence have fewer households.
- The median resale price was highest at the 21<sup>st</sup> Street Station in both 2005 (\$843,750) and 2012 (\$695,000) within the half-mile radius.

TABLE FS-2  
HOME RESALE VALUES  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
2005 to 3rd Quarter 2012

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Royalston (1/2-Mile)</b>					
2005	170	\$279,242	\$249,000	57	--
2006	148	\$307,345	\$279,250	103	--
2007	101	\$274,600	\$255,000	99	165
2008	113	\$268,588	\$231,287	70	200
2009	72	\$240,830	\$224,950	82	223
2010	57	\$271,060	\$210,000	96	267
2011	50	\$282,547	\$221,500	75	229
2012*	48	\$309,123	\$268,950	59	95

% Change 05'-11'      1%      -11%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Royalston (1-Mile)</b>					
2005	661	\$296,754	\$260,919	86	--
2006	462	\$312,990	\$269,950	97	--
2007	326	\$315,774	\$256,000	86	163
2008	299	\$285,907	\$227,495	82	192
2009	282	\$272,924	\$225,000	78	178
2010	250	\$261,553	\$205,500	103	187
2011	270	\$245,433	\$199,000	98	193
2012*	269	\$270,196	\$217,500	78	126

% Change 05'-11'      -17%      -24%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>21st Street (1/2-Mile)</b>					
2005	22	\$993,131	\$843,750	67	--
2006	20	\$950,240	\$857,500	71	--
2007	26	\$992,298	\$861,125	103	152
2008	28	\$858,076	\$785,000	66	121
2009	20	\$833,375	\$740,000	71	178
2010	20	\$926,123	\$732,500	146	232
2011	19	\$870,287	\$625,000	149	237
2012*	24	\$800,857	\$695,000	81	252

% Change 05'-11'      -12%      -26%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>21st Street (1-Mile)</b>					
2005	207	\$618,688	\$415,900	71	--
2006	206	\$673,721	\$572,500	74	--
2007	223	\$600,238	\$423,120	70	160
2008	147	\$616,767	\$515,200	85	159
2009	148	\$597,231	\$450,500	103	193
2010	130	\$602,623	\$452,500	116	192
2011	164	\$483,092	\$422,500	111	210
2012*	201	\$502,511	\$425,000	90	188

% Change 05'-11'      -22%      2%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Van White (1/2 Mile)</b>					
2005	18	\$437,833	\$218,950	48	--
2006	60	\$334,279	\$246,398	59	--
2007	16	\$607,356	\$295,950	44	195
2008	12	\$628,367	\$300,000	155	206
2009	20	\$218,580	\$185,725	62	169
2010	10	\$514,390	\$159,950	77	181
2011	35	\$295,147	\$146,750	137	259
2012*	24	\$351,358	\$200,500	103	188

% Change 05'-11'      -33%      -33%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Van White (1-Mile)</b>					
2005	315	\$332,968	\$245,312	87	--
2006	455	\$349,737	\$278,500	83	--
2007	453	\$351,225	\$258,903	75	157
2008	233	\$302,925	\$200,000	105	184
2009	259	\$257,845	\$182,900	88	184
2010	193	\$298,573	\$188,500	102	187
2011	206	\$242,514	\$168,000	114	208
2012*	211	\$286,128	\$200,000	98	179

% Change 05'-11'      -27%      -32%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>West Lake (1/2-Mile)</b>					
2005	84	\$343,139	\$264,363	45	--
2006	80	\$382,649	\$272,500	70	--
2007	118	\$354,172	\$280,560	64	155
2008	56	\$388,979	\$310,000	79	150
2009	53	\$392,083	\$375,000	109	190
2010	51	\$360,979	\$315,000	99	150
2011	67	\$307,276	\$267,000	93	175
2012*	97	\$337,952	\$278,000	80	178

% Change 05'-11'      -10%      1%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>West Lake (1-Mile)</b>					
2005	179	\$399,528	\$308,000	46	--
2006	180	\$426,764	\$339,000	66	--
2007	210	\$449,200	\$349,800	62	129
2008	135	\$462,733	\$350,000	72	124
2009	128	\$429,800	\$378,450	91	190
2010	125	\$456,058	\$380,000	89	177
2011	133	\$407,387	\$350,000	87	168
2012*	178	\$411,645	\$327,250	80	159

% Change 05'-11'      2%      14%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Penn (1/2-Mile)</b>					
2005	49	\$588,240	\$392,000	81	--
2006	43	\$650,186	\$410,000	82	--
2007	45	\$664,957	\$545,000	49	143
2008	37	\$581,686	\$444,000	96	163
2009	38	\$537,132	\$292,500	114	221
2010	43	\$594,091	\$437,000	90	165
2011	34	\$468,501	\$339,950	127	212
2012*	40	\$489,083	\$379,950	99	187

% Change 05'-11'      -20%      -13%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Penn (1-Mile)</b>					
2005	208	\$523,559	\$333,100	65	--
2006	247	\$499,750	\$311,000	64	--
2007	162	\$584,506	\$366,250	73	157
2008	160	\$499,461	\$339,250	90	163
2009	166	\$445,870	\$260,000	88	183
2010	134	\$499,156	\$306,000	100	192
2011	143	\$427,184	\$280,000	115	195
2012*	157	\$462,874	\$358,500	105	208

% Change 05'-11'      -18%      -16%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Beltline (1/2-Mile)</b>					
2005	39	\$230,898	\$218,000	47	--
2006	37	\$262,949	\$262,000	55	--
2007	18	\$223,831	\$223,875	62	114
2008	28	\$271,984	\$250,975	82	127
2009	33	\$264,509	\$237,000	86	241
2010	27	\$246,867	\$258,000	78	247
2011	16	\$205,127	\$211,500	84	170
2012*	18	\$242,285	\$222,125	68	130

% Change 05'-11'      -11%      -3%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Beltline (1-Mile)</b>					
2005	259	\$295,664	\$263,725	53	--
2006	259	\$332,639	\$295,950	65	--
2007	232	\$334,223	\$287,250	72	113
2008	191	\$322,115	\$270,000	73	115
2009	186	\$323,847	\$277,250	77	138
2010	170	\$338,169	\$270,000	85	162
2011	191	\$270,710	\$239,300	88	153
2012*	209	\$308,838	\$258,000	68	114

% Change 05'-11'      -8%      -9%

CONTINUED

TABLE FS-2 (Con't)  
HOME RESALE VALUES  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
2005 to 3rd Quarter 2012

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Wooddale (1/2-Mile)</b>					
2005	52	\$261,921	\$249,950	77	--
2006	46	\$272,282	\$266,000	55	--
2007	54	\$248,816	\$249,900	89	98
2008	37	\$246,240	\$238,000	73	103
2009	27	\$204,878	\$222,000	87	130
2010	25	\$200,217	\$209,000	88	138
2011	31	\$180,794	\$165,900	110	175
2012*	35	\$183,642	\$183,900	50	61

% Change 05'-11'      -31%      -34%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Wooddale (1-Mile)</b>					
2005	252	\$250,464	\$239,350	66	--
2006	256	\$249,733	\$237,329	62	--
2007	237	\$259,313	\$244,400	75	93
2008	214	\$247,654	\$236,000	75	117
2009	224	\$223,431	\$218,950	69	117
2010	245	\$223,624	\$215,750	78	137
2011	206	\$205,151	\$200,000	76	138
2012*	210	\$216,643	\$212,250	54	93

% Change 05'-11'      -18%      -16%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Hopkins (1/2-Mile)</b>					
2005	24	\$219,749	\$209,670	116	--
2006	47	\$236,239	\$225,000	63	--
2007	39	\$259,361	\$230,500	46	105
2008	17	\$199,041	\$210,000	75	121
2009	29	\$169,923	\$165,000	52	111
2010	24	\$166,097	\$181,250	81	93
2011	23	\$126,711	\$110,000	91	169
2012*	19	\$174,083	\$180,000	87	173

% Change 05'-11'      -42%      -48%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Hopkins (1-Mile)</b>					
2005	265	\$201,136	\$191,900	70	--
2006	222	\$207,696	\$205,930	66	--
2007	220	\$206,488	\$203,000	61	121
2008	143	\$171,392	\$165,000	73	130
2009	165	\$154,069	\$150,000	72	125
2010	165	\$161,969	\$150,000	77	120
2011	134	\$156,668	\$126,250	96	159
2012*	154	\$178,473	\$170,000	74	131

% Change 05'-11'      -22%      -34%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Louisiana (1/2 Mile)</b>					
2005	24	\$258,131	\$243,500	46	--
2006	18	\$247,810	\$232,250	63	--
2007	13	\$210,796	\$227,000	37	75
2008	18	\$226,408	\$224,975	61	101
2009	18	\$183,372	\$188,500	72	133
2010	12	\$176,129	\$176,250	67	115
2011	29	\$119,754	\$82,501	63	88
2012*	13	\$191,904	\$199,500	67	74

% Change 05'-11'      -54%      -66%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Louisiana (1-Mile)</b>					
2005	198	\$253,472	\$236,700	56	--
2006	192	\$256,686	\$230,000	60	--
2007	194	\$247,135	\$232,200	79	91
2008	159	\$239,310	\$230,000	76	110
2009	151	\$202,525	\$200,000	76	132
2010	108	\$203,210	\$203,500	80	143
2011	157	\$182,625	\$165,900	73	136
2012*	175	\$201,705	\$190,000	48	81

% Change 05'-11'      -28%      -30%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Shaky Oak Road (1/2-Mile)</b>					
2005	26	\$195,629	\$189,250	61	--
2006	26	\$171,559	\$141,400	76	--
2007	21	\$204,151	\$207,500	47	113
2008	10	\$185,630	\$174,950	79	141
2009	18	\$167,129	\$169,000	80	169
2010	11	\$145,900	\$140,000	73	101
2011	9	\$149,111	\$165,000	88	155
2012*	15	\$154,093	\$159,000	83	98

% Change 05'-11'      -24%      -13%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Shady Oak Road (1-Mile)</b>					
2005	236	\$182,456	\$169,250	70	--
2006	204	\$187,086	\$188,000	68	--
2007	197	\$190,594	\$192,900	63	117
2008	133	\$169,710	\$158,500	71	131
2009	166	\$149,371	\$125,570	69	132
2010	160	\$143,998	\$140,000	67	113
2011	153	\$125,894	\$108,000	72	127
2012*	163	\$158,881	\$150,000	67	115

% Change 05'-11'      -31%      -36%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Blake Road (1/2-Mile)</b>					
2005	28	\$337,941	\$291,950	54	--
2006	24	\$349,721	\$270,000	52	--
2007	25	\$301,780	\$264,000	64	143
2008	18	\$299,222	\$260,750	108	161
2009	24	\$236,883	\$187,500	93	151
2010	21	\$306,857	\$220,000	102	200
2011	16	\$277,240	\$257,500	82	188
2012*	21	\$313,821	\$295,000	59	142

% Change 05'-11'      -18%      -12%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Blake Road (1-Mile)</b>					
2005	126	\$325,562	\$242,000	66	--
2006	102	\$387,372	\$258,750	66	--
2007	116	\$323,000	\$255,750	63	124
2008	72	\$289,729	\$230,400	75	119
2009	88	\$319,253	\$198,200	72	117
2010	73	\$313,896	\$205,000	85	146
2011	92	\$244,639	\$173,500	75	131
2012*	96	\$261,197	\$210,550	65	128

% Change 05'-11'      -25%      -28%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Opus (1/2-Mile)</b>					
2005	27	\$175,464	\$145,000	141	--
2006	88	\$209,175	\$193,807	94	--
2007	42	\$208,732	\$192,400	56	130
2008	14	\$153,486	\$132,750	122	185
2009	23	\$129,886	\$123,900	68	180
2010	19	\$122,874	\$113,000	70	121
2011	21	\$109,345	\$94,000	94	182
2012*	13	\$102,427	\$60,000	91	152

% Change 05'-11'      -38%      -35%

Year	No. of Sales	Average Price	Median Price	DOM (Avg.)	
				Trad.	CDOM
<b>Opus (1-Mile)</b>					
2005	296	\$200,304	\$162,250	71	--
2006	355	\$200,426	\$185,720	80	--
2007	248	\$225,791	\$180,500	66	206
2008	166	\$179,424	\$150,000	82	162
2009	187	\$140,741	\$110,000	85	187
2010	176	\$130,694	\$113,500	75	148
2011	166	\$148,187	\$105,000	97	174
2012*	182	\$164,829	\$100,000	77	145

% Change 05'-11'      -26%      -35%

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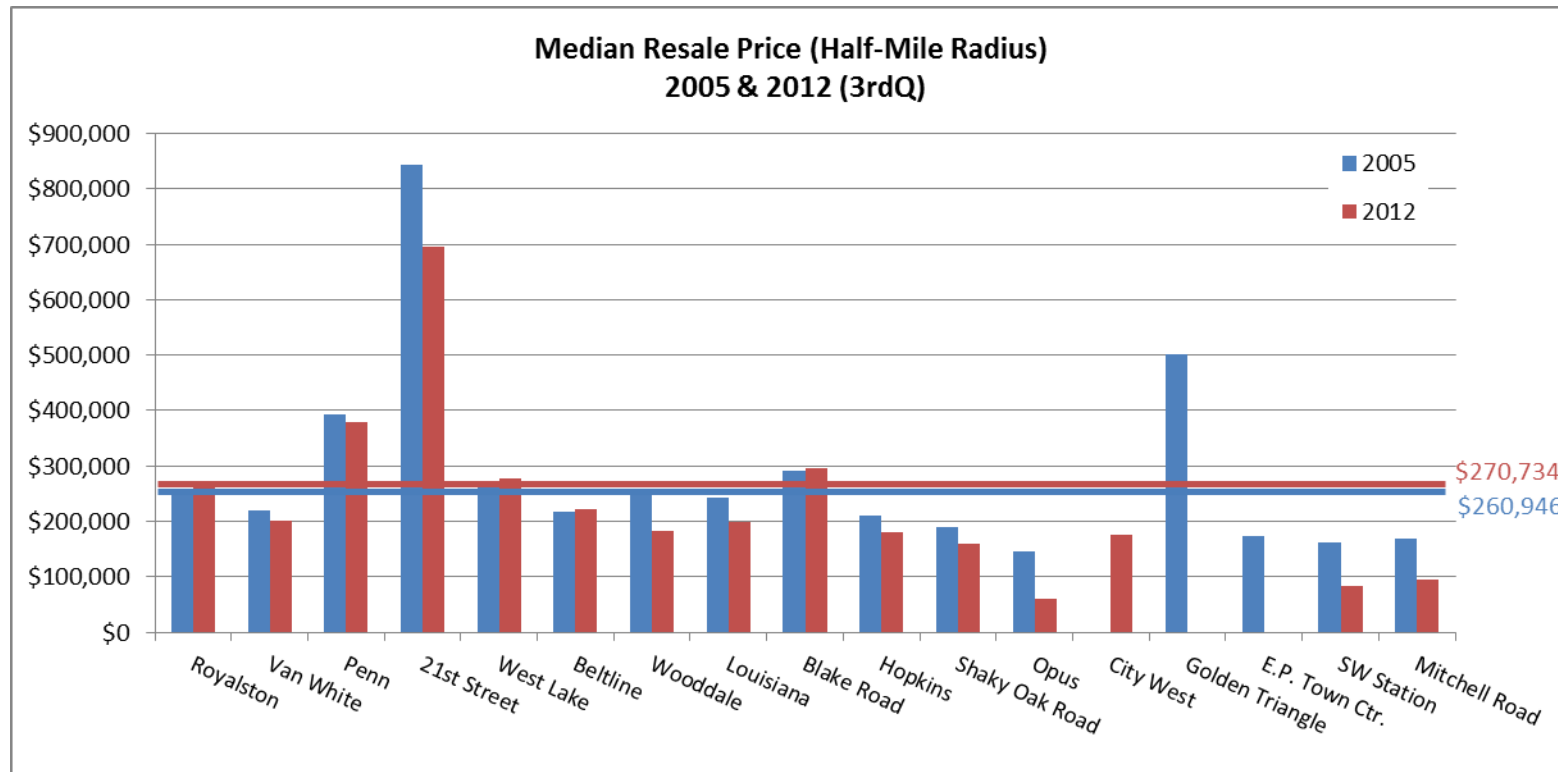
TABLE FS-2 (Con't)  
HOME RESALE VALUES  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
2005 to 3rd Quarter 2012

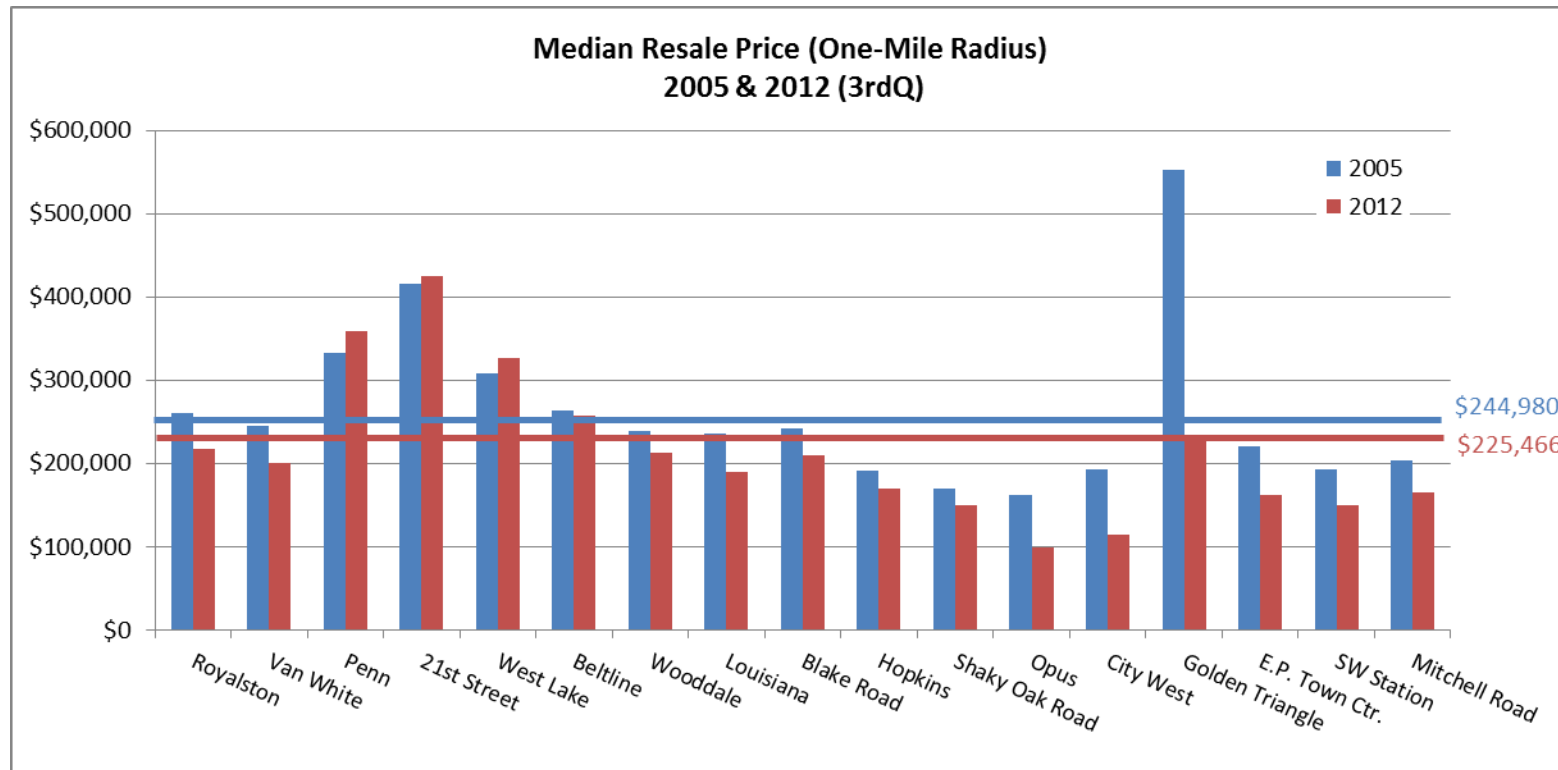
Year	No. of Sales	Average Price	Median Price	DOM (Avg.) Trad.	CDOM	Year	No. of Sales	Average Price	Median Price	DOM (Avg.) Trad.	CDOM	Year	No. of Sales	Average Price	Median Price	DOM (Avg.) Trad.	CDOM
<b>City West (1/2-Mile)</b>						<b>Golden Triangle (1/2 Mile)</b>						<b>Eden Prairie Town Center (1/2-Mile)</b>					
2005	0	--	--	--	--	2005	2	\$501,250	\$501,250	37	--	2005	13	\$175,546	\$173,900	111	--
2006	28	\$236,620	\$231,150	38	--	2006	0	--	--	--	--	2006	34	\$178,431	\$169,950	27	--
2007	19	\$232,296	\$232,500	12	--	2007	0	--	--	--	--	2007	8	\$170,244	\$172,700	47	--
2008	24	\$217,708	\$215,075	44	110	2008	1	\$577,500	\$577,500	102	102	2008	1	\$139,900	\$139,900	35	--
2009	11	\$198,355	\$199,900	65	192	2009	0	--	--	--	--	2009	0	--	--	--	--
2010	5	\$206,780	\$208,000	49	194	2010	0	--	--	--	--	2010	0	--	--	--	--
2011	4	\$155,000	\$155,500	67	88	2011	1	\$560,000	\$560,000	47	72	2011	0	--	--	--	--
2012*	7	\$178,843	\$176,000	110	110	2012*	0	--	--	--	--	2012*	0	--	--	--	--
<b>% Change 05'-11'</b>		n/a		n/a		<b>% Change 05'-11'</b>		12%		12%		<b>% Change 05'-11'</b>		n/a		n/a	
<b>City West (1-Mile)</b>						<b>Golden Triangle (1-Mile)</b>						<b>Eden Prairie Town Center (1-Mile)</b>					
2005	151	\$263,640	\$192,300	70	--	2005	19	\$726,289	\$552,500	86	--	2005	70	\$237,660	\$220,106	83	--
2006	248	\$228,312	\$202,369	79	--	2006	44	\$354,383	\$252,775	51	--	2006	80	\$217,516	\$200,000	66	--
2007	154	\$261,494	\$215,750	56	285	2007	28	\$365,947	\$236,025	51	204	2007	45	\$230,611	\$205,000	92	141
2008	101	\$233,030	\$189,000	81	167	2008	35	\$396,283	\$224,450	48	115	2008	55	\$184,397	\$139,900	70	112
2009	134	\$178,921	\$129,950	75	181	2009	27	\$495,551	\$390,000	70	145	2009	31	\$156,644	\$136,125	67	129
2010	101	\$183,637	\$127,500	85	165	2010	17	\$504,621	\$445,000	82	228	2010	30	\$157,677	\$129,500	102	184
2011	104	\$198,295	\$115,000	96	178	2011	21	\$633,119	\$545,000	62	134	2011	21	\$179,666	\$116,094	100	170
2012*	114	\$200,242	\$115,000	84	155	2012*	16	\$348,066	\$230,600	125	169	2012*	30	\$183,300	\$162,450	53	132
<b>% Change 05'-11'</b>		-25%		-40%		<b>% Change 05'-11'</b>		-13%		-1%		<b>% Change 05'-11'</b>		-24%		-47%	
<b>Southwest Station (1/2-Mile)</b>						<b>Mitchell Road (1/2-Mile)</b>						<b>Corridor-Wide<sup>1</sup> (1/2-Mile)</b>					
2005	30	\$168,263	\$161,900	98	--	2005	56	\$183,042	\$169,900	52	--	2005	664	\$311,463	\$260,946	66	--
2006	41	\$178,795	\$170,000	58	--	2006	9	\$181,909	\$168,683	74	--	2006	749	\$312,226	\$263,456	73	--
2007	18	\$173,689	\$170,700	82	127	2007	9	\$178,461	\$168,900	78	144	2007	572	\$343,347	\$296,163	68	133
2008	8	\$139,175	\$146,500	133	161	2008	8	\$174,170	\$150,000	43	163	2008	430	\$342,437	\$291,881	79	154
2009	7	\$106,482	\$102,000	54	142	2009	13	\$164,812	\$175,000	73	120	2009	406	\$292,635	\$254,368	84	182
2010	12	\$95,378	\$95,000	98	183	2010	5	\$125,100	\$130,000	90	90	2010	342	\$333,423	\$271,545	91	179
2011	6	\$113,065	\$115,550	139	139	2011	7	\$116,554	\$110,000	114	166	2011	368	\$281,336	\$220,672	100	188
2012*	6	\$95,000	\$84,000	35	96	2012*	7	\$116,129	\$94,900	90	170	2012*	387	\$321,175	\$270,734	77	149
<b>% Change 05'-11'</b>		-33%		-29%		<b>% Change 05'-11'</b>		-36%		-35%		<b>% Change 05'-11'</b>		-10%		-15%	
<b>Southwest Station (1-Mile)</b>						<b>Mitchell Road (1-Mile)</b>						<b>Corridor-Wide<sup>1</sup> (1-Mile)</b>					
2005	176	\$204,808	\$192,650	63	--	2005	182	\$228,539	\$203,438	63	--	2005	3,800	\$301,043	\$244,980	70	--
2006	131	\$210,875	\$202,000	59	--	2006	123	\$254,823	\$220,810	68	--	2006	3,766	\$314,834	\$264,497	73	--
2007	88	\$211,941	\$189,950	74	112	2007	105	\$236,485	\$205,000	70	119	2007	3,238	\$325,101	\$260,003	71	146
2008	69	\$193,859	\$179,000	70	117	2008	77	\$209,454	\$189,000	66	109	2008	2,389	\$299,902	\$242,041	80	145
2009	72	\$173,985	\$169,275	64	113	2009	94	\$197,280	\$172,275	58	120	2009	2,508	\$271,110	\$216,930	79	156
2010	47	\$161,681	\$139,900	84	152	2010	67	\$171,978	\$139,900	78	135	2010	2,191	\$276,645	\$218,251	88	159
2011	54	\$160,369	\$142,500	88	134	2011	80	\$205,833	\$155,500	86	144	2011	2,295	\$254,266	\$204,785	92	167
2012*	63	\$153,941	\$149,900	70	142	2012*	85	\$204,426	\$165,000	70	134	2012*	2,513	\$276,471	\$225,466	76	139
<b>% Change 05'-11'</b>		-22%		-26%		<b>% Change 05'-11'</b>		-10%		-24%		<b>% Change 05'-11'</b>		-16%		-16%	

\* January through October 2012

<sup>1</sup> Summary of all station area radii. As such there is some slight overlap at the half-mile radius. Greater overlap exists at the one-mile radius.

Sources: Northstar MLS, Maxfield Research Inc.





- The median sales resale price of home within the half-mile corridor was about \$270,700 through the 3<sup>rd</sup> Quarter 2012. This represents a gain of about \$50,000 from 2011, or appreciation of +18%. At the one-mile corridor, the median sales price increased from \$204,785 in 2011 to \$225,466 (+10%).
- At the half-mile corridor, only five of the station areas in 3<sup>rd</sup> Quarter 2012 had median resale values higher than the corridor-wide median. Furthermore, four of the five stations are located in Minneapolis.

## Active Listings

To more closely examine the market for available owner-occupied housing along the SWLRT Corridor, Maxfield Research reviewed the current supply of homes on the market (listed for sale). Table FS-3 shows currently listed homes for sale within half- and one-mile radius of the proposed station areas. The table is distributed into eight price ranges and includes single-family, townhomes, condominiums, and cooperative listings. The data was provided by the Regional Multiple Listing Services of Minnesota and is based on active listings in October 2012. MLS listings generally account for the vast majority of all residential sale listings in a given area.

- Across the Metro Area, listings have been down about 30% year-over-year between 2011 and 2012. Many would-be sellers continued to hold off a move in fear of lost equity their home has in today's market. However, supply is starting to slowly increase in late 2012 as the market has shown improvement.
- The Penn and 21<sup>st</sup> Street Stations in Minneapolis have the highest price points among all station areas, posting a median list price of \$1.12 million and \$1.495 million respectively within half-mile radius.
- The lowest median list price at the half-mile radius is at the Mitchell Road Station in Eden Prairie, which is also the southernmost station (\$108,900). The Hopkins, Shady Oak, Opus, City West, and Southwest Stations all have median list prices ranging from \$164,500 to \$184,200.
- In nearly every station area, the average list price is higher than the median list price. This results from a portion of high-end homes skewing the numbers upward. Therefore, the median list price is a more accurate portrayal of listing activity near the subject station.
- At the half-mile radius, the number of active listings varies from zero at the Eden Prairie Station to 31 at the West Lake Station. Combined, the average station area has only about nine active listings.

TABLE FS-3  
ACTIVE LISTINGS  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
4th Quarter 2012

Price Range	Royalston Station				Van White Station				Penn Station				21st Street Station			
	1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
< \$99,999	0	0.0%	6	7.1%	0	0.0%	11	11.8%	0	0.0%	5	6.8%	0	0.0%	1	1.3%
\$100,000 to \$149,999	0	0.0%	6	7.1%	1	16.7%	10	10.8%	0	0.0%	2	2.7%	0	0.0%	3	3.8%
\$150,000 to \$199,999	2	13.3%	7	8.2%	0	0.0%	8	8.6%	0	0.0%	5	6.8%	0	0.0%	4	5.1%
\$200,000 to \$249,999	4	26.7%	15	17.6%	0	0.0%	9	9.7%	0	0.0%	4	5.5%	0	0.0%	3	3.8%
\$250,000 to \$299,999	5	33.3%	15	17.6%	1	16.7%	11	11.8%	2	12.5%	3	4.1%	0	0.0%	7	8.9%
\$300,000 to \$399,999	2	13.3%	12	14.1%	0	0.0%	7	7.5%	0	0.0%	4	5.5%	0	0.0%	7	8.9%
\$400,000 to \$499,999	2	13.3%	6	7.1%	2	33.3%	4	4.3%	2	12.5%	4	5.5%	1	10.0%	7	8.9%
\$500k+		0.0%	18	21.2%	2	33.3%	33	35.5%	12	75.0%	46	63.0%	9	90.0%	47	59.5%
	15	100.0%	85	100.0%	6	100.0%	93	100.0%	16	100.0%	73	100.0%	10	100.0%	79	100.0%
Minimum	\$164,900		\$35,000		\$139,900		\$35,000		\$269,900		\$69,900		\$499,000		\$69,900	
Maximum	\$689,900		\$1,695,000		\$2,395,000		\$6,500,000		\$6,500,000		\$6,500,000		\$3,350,000		\$6,500,000	
Median	\$289,900		\$277,400		\$449,900		\$289,900		\$1,122,500		\$849,900		\$1,495,000		\$649,500	
Average	\$331,818		\$380,835		\$661,343		\$679,370		\$1,471,988		\$1,123,684		\$1,652,960		\$994,992	

Price Range	West Lake Station				Beltline Station				Wooddale Station				Louisiana Station			
	1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
< \$99,999	0	0.0%	0	0.0%	0	0.0%	5	5.4%	1	7.7%	6	8.2%	0	0.0%	2	2.5%
\$100,000 to \$149,999	5	16.1%	6	7.1%	1	11.1%	4	4.3%	1	7.7%	2	2.7%	0	0.0%	3	3.8%
\$150,000 to \$199,999	5	16.1%	7	8.2%	1	11.1%	10	10.8%	3	23.1%	15	20.5%	5	62.5%	17	21.5%
\$200,000 to \$249,999	2	6.5%	6	7.1%	2	22.2%	8	8.6%	2	15.4%	13	17.8%	2	25.0%	11	13.9%
\$250,000 to \$299,999	6	19.4%	7	8.2%	0	0.0%	8	8.6%	3	23.1%	8	11.0%	0	0.0%	7	8.9%
\$300,000 to \$399,999	4	12.9%	9	10.6%	5	55.6%	8	8.6%	2	15.4%	5	6.8%	1	12.5%	3	3.8%
\$400,000 to \$499,999	3	9.7%	6	7.1%	0	0.0%	5	5.4%	1	7.7%	1	1.4%	0	0.0%	1	1.3%
\$500k+	6	19.4%	20	23.5%	0	0.0%	11	11.8%	0	0.0%	1	1.4%	0	0.0%	0	0.0%
	31	100.0%	61	71.8%	9	100.0%	59	63.4%	13	100.0%	51	69.9%	8	100.0%	44	55.7%
Minimum	\$104,000		\$104,000		\$143,900		\$82,500		\$95,000		\$80,000		\$155,000		\$80,000	
Maximum	\$1,595,000		\$3,350,000		\$389,900		\$1,595,000		\$499,000		\$589,900		\$319,000		\$499,000	
Median	\$289,900		\$369,900		\$319,000		\$267,000		\$244,900		\$214,900		\$189,900		\$202,450	
Average	\$395,895		\$590,875		\$284,833		\$382,863		\$249,115		\$224,402		\$207,625		\$218,468	

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TABLE FS-3 (Con't)  
ACTIVE LISTINGS  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
4th Quarter 2012

Price Range	Blake Road Station				Hopkins Station				Shady Oak Road Station				Opus Station			
	1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
< \$99,999	0	0.0%	0	0.0%	3	20.0%	10	19.6%	1	11.1%	11	28.2%	0	0.0%	8	15.7%
\$100,000 to \$149,999	0	0.0%	3	7.5%	3	20.0%	5	9.8%	3	33.3%	5	12.8%	1	25.0%	10	19.6%
\$150,000 to \$199,999	1	8.3%	8	20.0%	4	26.7%	11	21.6%	4	44.4%	12	30.8%	1	25.0%	8	15.7%
\$200,000 to \$249,999	4	33.3%	6	15.0%	3	20.0%	9	17.6%	0	0.0%	3	7.7%	2	50.0%	4	7.8%
\$250,000 to \$299,999	1	8.3%	3	7.5%	1	6.7%	4	7.8%	1	11.1%	5	12.8%	0	0.0%	1	2.0%
\$300,000 to \$399,999	1	8.3%	5	12.5%	1	6.7%	2	3.9%	0	0.0%	2	5.1%	0	0.0%	2	3.9%
\$400,000 to \$499,999	3	25.0%	4	10.0%	0	0.0%	1	2.0%	0	0.0%	0	0.0%	0	0.0%	4	7.8%
\$500k+	2	16.7%	11	27.5%	0	0.0%	9	17.6%	0	0.0%	1	2.6%	0	0.0%	14	27.5%
	12	100.0%	40	100.0%	15	100.0%	51	100.0%	9	100.0%	39	100.0%	4	100.0%	51	100.0%
Minimum	\$190,000		\$109,900		\$45,000		\$29,900		\$99,900		\$29,900		\$119,900		\$29,900	
Maximum	\$759,000		\$3,300,000		\$359,900		\$2,995,000		\$274,990		\$699,900		\$214,900		\$1,570,000	
Median	\$274,450		\$307,000		\$167,000		\$199,500		\$164,500		\$169,500		\$184,200		\$182,900	
Average	\$343,770		\$584,850		\$177,653		\$345,025		\$159,364		\$177,851		\$175,800		\$387,864	

Price Range	City West Station				Golden Triangle Station				Eden Prairie Town Center Station				Southwest Station			
	1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile		1/2-Mile		1-Mile	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
< \$99,999	0	0.0%	2	5.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	11.1%
\$100,000 to \$149,999	0	0.0%	9	23.1%	0	0.0%	0	0.0%	0	0.0%	1	14.3%	0	0.0%	3	33.3%
\$150,000 to \$199,999	1	100.0%	6	15.4%	0	0.0%	1	9.1%	0	0.0%	2	28.6%	1	100.0%	4	44.4%
\$200,000 to \$249,999	0	0.0%	3	7.7%	0	0.0%	0	0.0%	0	0.0%	2	28.6%	0	0.0%	0	0.0%
\$250,000 to \$299,999	0	0.0%	1	2.6%	0	0.0%	0	0.0%	0	0.0%	2	28.6%	0	0.0%	1	11.1%
\$300,000 to \$399,999	0	0.0%	4	10.3%	0	0.0%	2	18.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
\$400,000 to \$499,999	0	0.0%	2	5.1%	0	0.0%	1	9.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
\$500k+	0	0.0%	12	30.8%	1	100.0%	7	63.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	1	100.0%	39	100.0%	1	100.0%	11	100.0%	0	0.0%	7	100.0%	1	100.0%	9	100.0%
Minimum	\$172,900		\$61,900		\$669,000		\$172,900		--		\$100,000		\$170,000		\$82,900	
Maximum	\$172,900		\$1,495,000		\$669,000		\$2,750,000		--		\$265,000		\$170,000		\$265,000	
Median	\$172,900		\$249,000		\$669,000		\$669,000		--		\$219,900		\$170,000		\$150,000	
Average	\$172,900		\$424,174		\$669,000		\$920,836		--		\$207,100		\$170,000		\$156,900	

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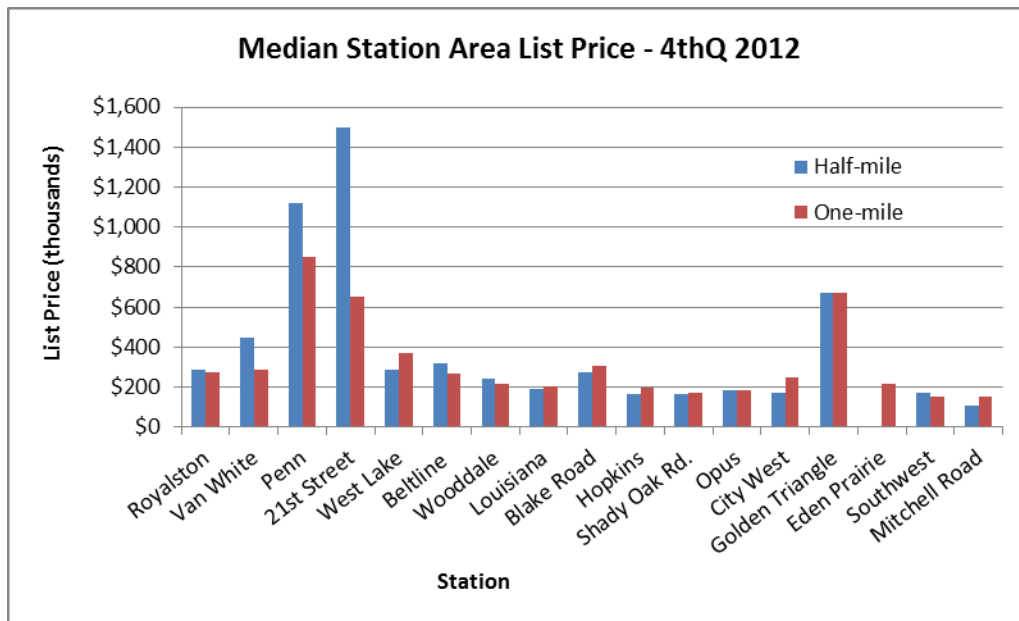
TABLE FS-3 (Con't)  
ACTIVE LISTINGS  
SWLRT STATIONS HALF-, ONE-, AND TWO-MILE RADIUS  
4th Quarter 2012

Price Range	Mitchell Road Station				Corridor Summary <sup>1</sup>			
	1/2-Mile		1-Mile		1/2-Mile		1-Mile	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
< \$99,999	1	50.0%	2	9.5%	6	3.9%	70	8.6%
\$100,000 to \$149,999	1	50.0%	8	38.1%	16	10.5%	80	9.8%
\$150,000 to \$199,999	0	0.0%	4	19.0%	28	18.3%	129	15.9%
\$200,000 to \$249,999	0	0.0%	0	0.0%	21	13.7%	96	11.8%
\$250,000 to \$299,999	0	0.0%	3	14.3%	20	13.1%	86	10.6%
\$300,000 to \$399,999	0	0.0%	3	14.3%	16	10.5%	75	9.2%
\$400,000 to \$499,999	0	0.0%	0	0.0%	14	9.2%	46	5.7%
\$500k+	0	0.0%	1	4.8%	32	20.9%	231	28.4%
	2	100.0%	21	100.0%	153	100.0%	813	100.0%
Minimum	\$82,900		\$82,900		\$45,000		\$29,900	
Maximum	\$134,900		\$599,900		\$6,500,000		\$6,500,000	
Median	\$108,900		\$150,000		\$429,830		\$348,807	
Average	\$108,900		\$202,952		\$515,815		\$537,981	

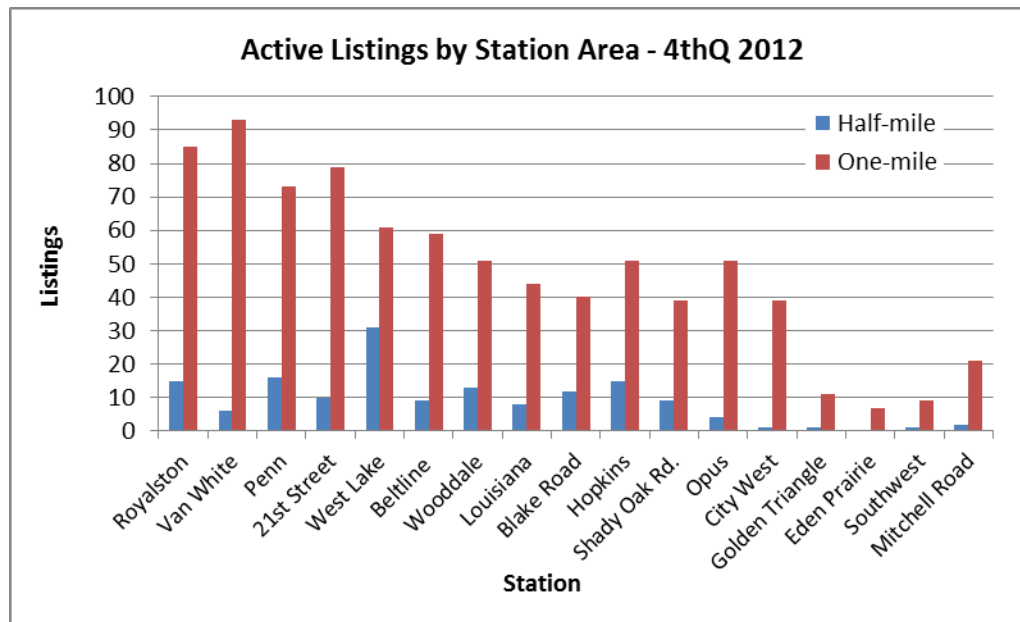
<sup>1</sup> Summary of all station area radii. As such there is some slight overlap at the half-mile radius. Greater overlap exists at the one-mile radius.

Sources: Regional Multiple Listing Service of MN; Maxfield Research Inc.

- The number of active listings increases exponentially when accounting for the one-mile radius. The station areas with the highest number of listings are all located in Minneapolis.
- Throughout most of 2012, the sales price versus original list price has been averaging about 90%. However, in late 2012 the ratio has improved to about 94% indicating an improvement in the for-sale market. A “normal” market would typically have about a 95% to 97% sold price to list price ratio. This ratio has also been lower in outlying and exurban areas as lender-mediated properties have accounted for a higher percentage of total transactions.
- The median list price for all station areas is \$429,830 at the half-mile radius and \$348,807 at the one-mile radius. However, the pricing does not reflect overlap between some station areas; most notably the Minneapolis stations that skew the pricing upward.







## Lender-Mediated Properties

Tables FS-4 and FS-5 identify lender-mediated real estate sales activity on a community-wide basis for the seven communities along the SWLRT corridor. Lender-mediated transactions (foreclosures and short sales) are different from traditional sales because a third party (often the lender) is involved in the transaction; either acting as the seller in the case of foreclosures, or as an intermediary with approval powers in the case of a short sale.

Foreclosures are properties in which the financial institutions or lender has taken possession of the home from the owner due to non-payment of mortgage obligations/default by the borrower. In a short sale, the lender(s) and the home owner work together and attempt to sell the home prior to foreclosure. Because the net proceeds from the sale are not enough to cover the sellers' mortgage obligations, the difference is forgiven by the lender, or other arrangements are made with the lender to settle the remainder of the debt. In either circumstance, lenders want to move the debt off their books and will hence discount the asking price.

Lender-mediated property information is an important metric when reviewing the health of real estate markets. After the real estate bust and ensuing Great Recession, lender-mediated homes increased substantially as an overall market share of the for-sale inventory (about 40% of all Metro Area closed sales in December 2012 were lender-mediated, although they represent a smaller portion of the overall homes for-sale). The higher market share resulted in significantly downward pricing on aggregate sales price figures, giving the impression that the entire housing market was losing considerable value. However, real estate sales data shows stark differences between traditional and lender-mediated transactions.

Table FS-4 illustrates the percentage of transactions from each community between 2008 and 2011 that have sold via a foreclosure or short sale. It should be noted that the Minneapolis Association of Realtors did not track lender-mediated transaction activity prior to 2008. The Metro Area median sales price peaked at \$230,000 in 2006; however, lender-mediated transactions were not tracked between 2006 and 2008. Key points from the table follow.

- As illustrated in the table, all but one community or neighborhood experienced an increase in lender-mediated sales activity over the four year period. North Minneapolis was the only sector that decreased (from 71.8% to 66.3%). However, it was still the highest among all communities/neighborhoods along the SWLRT and the neighborhood with the highest rate of foreclosures in the City of Minneapolis.
- Across the Metro Area, lender-mediated sales accounted for a higher percentage of transactions annually between 2008 and 2011. Metro Area distressed sales increased from 31.7% in 2008 to 50% in 2011.
- Although lender-mediated activity has increased in the communities along the SWLRT line, the percentages were lower than Metro Area averages. Combined, the communities/neighborhoods along the SWLRT corridor posted lender-mediated sales activity of about 38% of total transactions.

	2008	2009	2010	2011
Eden Prairie	15.7%	25.5%	28.1%	35.4%
Edina	8.1%	12.1%	13.3%	17.0%
Golden Valley	13.7%	28.6%	25.6%	39.3%
Hopkins	32.2%	43.4%	45.6%	50.6%
Minneapolis				
Calhoun Isles	13.5%	19.9%	22.0%	28.9%
Central	9.9%	17.7%	19.5%	35.0%
North	71.8%	77.5%	64.0%	66.3%
Northeast	30.2%	39.2%	30.3%	48.8%
Southwest	12.0%	18.3%	12.4%	23.2%
Minnnetonka	14.7%	30.0%	22.8%	32.5%
St. Louis Park	14.0%	17.5%	20.0%	39.7%
Twin Cities Region	31.7%	43.0%	39.9%	50.0%

Sources: Northstar MLS, Maxfield Research Inc.

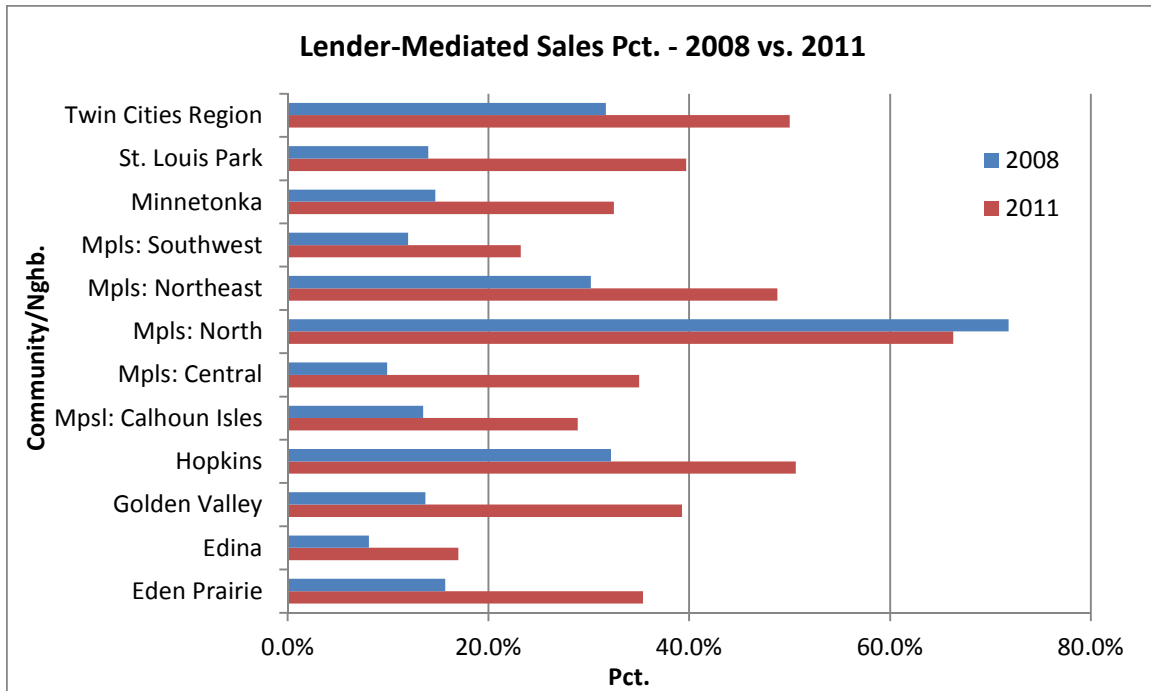


Table FS-5 shows median sales price by community/neighborhood by transaction type (i.e. traditional, foreclosures, and short sales) for sales activity between November and October 2009 to 2012.

- Across the Metro Area, properties under foreclosure have sold for a 45% discount compared to traditional sales over the past year. Similarly, short sales have experienced discounts of about 38%.
- Year-to-date, Edina and Minneapolis Southwest have posted the highest percentage of traditional sales compared to lender-mediated sales. Traditional sales have accounted for over 80% of transaction activity.
- Hopkins had the highest price gap between traditional and lender-mediated sales among all the communities. Lender-mediated properties have been averaging sales prices of about 60% lower than traditional sales. The high spread was contributed to a number of older condominium buildings that have been heavily discounted.

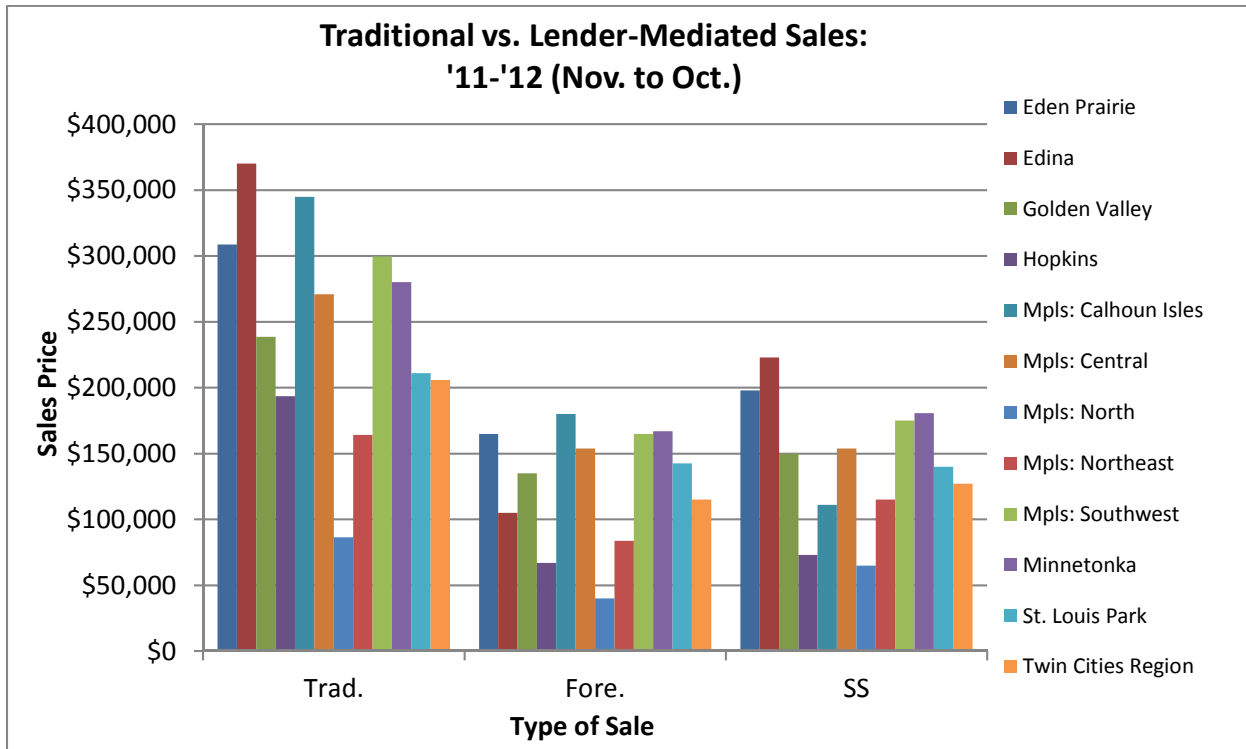


TABLE FS-5 LENDER-MEDIATED REAL ESTATE ACTIVITY SWLRT COMMUNITIES 2009 to 2012 (November to October)									
	Traditional (Nov. to Oct.)			Foreclosures (Nov. to Oct.)			Short Sales (Nov. to Oct.)		
	'09-'10	'10-'11	'11-'12	'09-'10	'10-'11	'11-'12	'09-'10	'10-'11	'11-'12
<b>Median Sales Price</b>									
Eden Prairie	\$299,723	\$341,250	\$308,750	\$199,000	\$155,000	\$165,000	\$207,500	\$197,500	\$198,000
Edina	\$365,000	\$384,335	\$370,000	\$159,000	\$204,000	\$105,000	\$288,400	\$262,000	\$223,000
Golden Valley	\$261,000	\$240,000	\$238,700	\$160,000	\$145,000	\$135,000	\$174,450	\$214,000	\$150,000
Hopkins	\$205,250	\$222,500	\$193,500	\$80,000	\$72,600	\$66,850	\$140,000	\$55,000	\$73,000
Minneapolis									
Calhoun Isles	\$360,000	\$348,600	\$345,000	\$186,050	\$150,000	\$180,000	\$157,325	\$235,000	\$111,000
Central	\$265,000	\$259,450	\$271,000	\$195,500	\$168,000	\$153,950	\$190,000	\$170,000	\$153,950
North	\$114,900	\$91,000	\$86,500	\$38,000	\$33,000	\$39,950	\$69,000	\$65,000	\$65,000
Northeast	\$181,500	\$156,000	\$164,000	\$109,500	\$73,000	\$83,800	\$145,000	\$125,000	\$115,000
Southwest	\$291,500	\$299,900	\$299,500	\$171,512	\$135,500	\$165,000	\$205,000	\$188,000	\$175,000
Minnetonka	\$289,625	\$265,000	\$280,000	\$171,898	\$151,005	\$167,000	\$249,500	\$225,000	\$180,500
St. Louis Park	\$229,500	\$220,000	\$211,000	\$160,000	\$127,886	\$142,563	\$180,000	\$145,000	\$140,000
Twin Cities Region	\$215,000	\$204,900	\$205,900	\$128,000	\$110,000	\$115,000	\$150,000	\$135,000	\$127,000
<b>Transactions</b>									
Eden Prairie	462	485	636	153	196	190	74	77	72
Edina	554	569	806	73	87	75	33	36	37
Golden Valley	137	162	221	45	75	57	16	23	21
Hopkins	89	80	120	67	62	65	32	17	17
Minneapolis									
Calhoun Isles	229	206	329	43	68	72	21	18	19
Central	333	281	419	82	110	82	35	52	46
North	146	124	127	227	208	157	48	32	35
Northeast	216	212	284	131	158	123	49	35	42
Southwest	529	516	754	89	109	101	41	41	49
Minnetonka	419	419	588	122	148	132	50	58	62
St. Louis Park	415	383	559	103	220	154	51	43	63
Twin Cities Region	20,880	20,174	27,706	13,380	15,447	14,233	5,462	4,889	5,454
<b>Percent of Transactions</b>									
Eden Prairie	67.1%	64.0%	70.8%	22.2%	25.9%	21.2%	10.7%	10.2%	8.0%
Edina	83.9%	82.2%	87.8%	11.1%	12.6%	8.2%	5.0%	5.2%	4.0%
Golden Valley	69.2%	62.3%	73.9%	22.7%	28.8%	19.1%	8.1%	8.8%	7.0%
Hopkins	47.3%	50.3%	59.4%	35.6%	39.0%	32.2%	17.0%	10.7%	8.4%
Minneapolis									
Calhoun Isles	78.2%	70.5%	78.3%	14.7%	23.3%	17.1%	7.2%	6.2%	4.5%
Central	74.0%	63.4%	76.6%	18.2%	24.8%	15.0%	7.8%	11.7%	8.4%
North	34.7%	34.1%	39.8%	53.9%	57.1%	49.2%	11.4%	8.8%	11.0%
Northeast	54.5%	52.3%	63.3%	33.1%	39.0%	27.4%	12.4%	8.6%	9.4%
Southwest	80.3%	77.5%	83.4%	13.5%	16.4%	11.2%	6.2%	6.2%	5.4%
Minnetonka	70.9%	67.0%	75.2%	20.6%	23.7%	16.9%	8.5%	9.3%	7.9%
St. Louis Park	72.9%	59.3%	72.0%	18.1%	34.1%	19.8%	9.0%	6.7%	8.1%
Twin Cities Region	52.6%	49.8%	58.5%	33.7%	38.1%	30.0%	13.8%	12.1%	11.5%
Note: Sales Activity from November to October									
Sources: Northstar MLS, Maxfield Research Inc.									



**HOUSING INVENTORY**

## Introduction

One of the key components of the Southwest Corridor-wide Housing Inventory is the inventory of housing products along the corridor. The following section presents an overview of housing units within the two-mile corridor of the suburban station areas and the one-mile corridor of the Minneapolis stations. In addition, housing affordability is discussed based on the demographic/economic characteristics and housing stock along the SWLRT Corridor. The following bullet points outline various components incorporated into the housing inventory:

- Housing affordability calculations
- Inventory of multifamily rental properties (12+ units)
- Inventory of condominium properties
- Homesteaded vs. non-homesteaded property overview
- Rental ordinance
- Planned and proposed housing developments

## Housing Affordability

Affordable housing is a term that has various definitions according to different people and is a product of supply and demand. According to the U.S. Department of Housing and Urban Development (HUD), the definition of affordability is for a household to pay no more than 30% of its annual income on housing (including utilities). Families who pay more than 30% of their income for housing (either rent or mortgage) are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.

Generally, housing that is income-restricted to households earning at or below 80% of Area Median Income (AMI) is considered affordable. However, many individual properties have income restrictions set anywhere from 30% to 80% of AMI. Rent is not based on income but instead is a contract amount that is affordable to households within the specific income restriction segment. Housing that is income-restricted to households earning between 80% and 120% AMI is referred to as moderate-income housing, or workforce housing. Figure 1 below summarizes income ranges by definition.

**FIGURE 1**  
**AREA MEDIAN INCOME (AMI) DEFINITIONS**

Definition	AMI Range
Extremely Low Income	0% - 30%
Very Low Income	31% - 50%
Low Income	51% - 80%
Moderate Income   Workforce Housing	80% - 120%

Note: Metro Area 4-person AMI = \$83,900 (2012)

Table HI-1 shows the maximum allowable incomes by household size to qualify for affordable housing and maximum gross rents that can be charged by bedroom size in Hennepin County. These incomes are published and revised annually by the Department of Housing and Urban Development (HUD) and also published separately by the Minnesota Housing Finance Agency (MHFA) based on the date the project was placed into service. Fair market rent is the amount needed to pay gross monthly rent at modest rental housing in a given area. This table is used as a basis for determining the payment standard amount used to calculate the maximum monthly subsidy for families at financially assisted housing.

<b>TABLE HI-1</b>								
<b>MHFA/HUD INCOME AND RENT LIMITS</b>								
<b>HENNEPIN COUNTY - 2012</b>								
<b>Income Limits by Household Size</b>								
	<b>1 pph</b>	<b>2 pph</b>	<b>3 pph</b>	<b>4 pph</b>	<b>5 pph</b>	<b>6 pph</b>	<b>7 pph</b>	<b>8 pph</b>
30% of median	\$17,650	\$20,150	\$22,650	\$25,150	\$27,200	\$29,200	\$31,200	\$33,200
50% of median	\$29,400	\$33,600	\$37,800	\$41,950	\$5,350	\$48,700	\$52,050	\$55,400
60% of median	\$35,280	\$40,320	\$45,360	\$50,340	\$54,420	\$58,440	\$62,460	\$66,480
80% of median	\$45,500	\$52,000	\$58,500	\$65,000	\$70,200	\$75,400	\$80,600	\$85,800
100% of median	\$58,700	\$67,100	\$75,500	\$83,900	\$90,600	\$97,300	\$104,000	\$110,700
120% of median	\$70,440	\$80,520	\$90,600	\$100,680	\$108,720	\$116,760	\$124,800	\$132,840
<b>Maximum Gross Rent</b>								
	<b>EFF</b>	<b>1BR</b>	<b>2BR</b>	<b>3BR</b>	<b>4BR</b>			
30% of median	\$441	\$503	\$566	\$628	\$680			
50% of median	\$735	\$787	\$945	\$1,091	\$1,217			
60% of median	\$882	\$945	\$1,134	\$1,309	\$1,461			
80% of median	\$1,137	\$1,299	\$1,462	\$1,624	\$1,754			
100% of median	\$1,467	\$1,677	\$1,887	\$2,097	\$2,265			
120% of median	\$1,761	\$2,013	\$2,265	\$2,517	\$2,718			
<b>Fair Market Rent</b>								
	<b>EFF</b>	<b>1BR</b>	<b>2BR</b>	<b>3BR</b>	<b>4BR</b>			
Fair Market Rent	\$632	\$745	\$904	\$1,183	\$1,330			

Sources: MHFA, HUD, Maxfield Research Inc.

Table HI-2 shows the maximum rents by household size and AMI based on income limits illustrated in Table HI-1. The rents on Table HI-2 are based on HUD's allocation that monthly rents should not exceed 30% of income. In addition, the table reflects maximum household size based on HUD guidelines of number of persons per unit. For each additional bedroom, the maximum household size increases by two persons.



***Naturally-Occurring Affordable Housing (i.e. Unsubsidized Affordable)***

Although affordable housing is typically associated with an income-restricted property, there are other housing units in communities that indirectly provide affordable housing. Housing units that were not developed or designated with income guidelines (i.e. assisted) yet are more affordable than other units in a community are considered “naturally-occurring” or “unsubsidized affordable” units. This rental supply is available through the private market, versus assisted housing programs through various governmental agencies. Property values on these units are lower based on a combination of factors, such as: age of structure/housing stock, location, condition, size, functionally obsolete, school district, etc.

According to the *Joint Center for Housing Studies of Harvard University*, the privately unsubsidized housing stock supplies three times as many low-cost affordable units than assisted projects nationwide. Unlike assisted rental developments, most unsubsidized affordable units are scattered across small properties (one to four unit structures) or in older multifamily structures. Many of these older developments are vulnerable to redevelopment due to their age, modest rents, and deferred maintenance.

Because many of these projects have affordable rents, project-based and private housing markets cannot be easily separated. Some household’s income-qualify for both market rate and project-based affordable housing. Therefore, it is important to recognize the naturally-occurring affordable housing stock to quantify the proportion of renters that might be eligible for housing assistance based on income. Tables HI-4 and HI-5 address market rate housing projects with rents that are affordable to households at various area median incomes.

**TABLE HI-2  
INCOME LIMITS BASED ON MAXIMUM HOUSEHOLD SIZE & AMI  
HENNEPIN COUNTY - 2012**

Unit Type <sup>1</sup>	HHD Size		Max. Rent Based on Household Size (@30% of Income)											
	Min	Max	30%		50%		60%		80%		100%		120%	
			Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Studio	1	1	\$441 - \$441		\$735 - \$735		\$882 - \$882		\$1,138 - \$1,138		\$1,468 - \$1,468		\$1,761 - \$1,761	
1BR	1	2	\$441 - \$504		\$735 - \$840		\$882 - \$1,008		\$1,138 - \$1,300		\$1,468 - \$1,678		\$1,761 - \$2,013	
2BR	2	4	\$504 - \$629		\$840 - \$1,049		\$1,008 - \$1,259		\$1,300 - \$1,625		\$1,678 - \$2,098		\$2,013 - \$2,517	
3BR	3	6	\$566 - \$730		\$945 - \$1,218		\$1,134 - \$1,461		\$1,463 - \$1,885		\$1,888 - \$2,433		\$2,265 - \$2,919	
4BR	4	8	\$629 - \$830		\$1,049 - \$1,385		\$1,259 - \$1,662		\$1,625 - \$2,145		\$2,098 - \$2,768		\$2,517 - \$3,321	

<sup>1</sup> One-bedroom plus den and two-bedroom plus den units are classified as 1BR and 2BR units, respectively. To be classified as a bedroom, a den must have a window and closet.

Note: 4-person Hennepin County AMI is \$83,900 (2012)

Sources: HUD, MHFA, Maxfield Research Inc.

### ***Household Income Distribution***

The estimated distribution of household incomes across the proposed SWLRT station areas is shown in Table HI-3 at the half- and one-mile radius. The data was estimated by Maxfield Research Inc. based on income trends provided by ESRI. The data helps ascertain the demand for different housing products based on the size of the market at specific cost levels. The Department of Housing and Urban Development defines affordable housing costs as 30% of a household's adjusted gross income. As such, the maximum gross monthly housing cost is presented for each income range. Key points from the table follow.

- Corridor-wide at the half-mile, 12% of households would be eligible for subsidized housing (incomes less than \$15,000). Another 10.5% could also qualify for subsidized or affordable housing, but some could also afford rents at older market rate rentals. At the one-mile radius, the number of households that are candidates for subsidized housing increases to 14%.
- About 40% of the households within the half- and one-mile radius of Royalston and Van White Stations have incomes of less than \$25,000. These households would all be candidates for subsidized or affordable housing projects.
- Corridor-wide, about 50% of households at both the half- and one-mile corridor have household incomes of over \$50,000. These households would all be able to afford monthly housing costs of at least \$1,250.
- The \$50,000 to \$75,000 income bracket has the most households among both corridor areas, accounting from 16% to 18% of total households.
- The wealthiest stations areas include the Penn Station, 21<sup>st</sup> Street Station, and West Lake Station in Minneapolis and the Golden Triangle and City West Stations in Eden Prairie. Over one-third of all households in these station areas boast incomes of over \$100,000.

**TABLE HI-3**  
**AFFORDABLE HOUSING COSTS BY INCOME RANGE**  
**SWLRT STATIONS HALF- AND ONE-MILE RADIUS**  
**2012**

1/2 Mile 2012 Income	Max. Aff. Hsg. Costs	Royalston			Van White			Penn			21st Street			West Lake			Beltline		
		No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.
<\$15,000	\$375	422	26.7%	100.0%	171	25.2%	100.0%	42	3.9%	100.0%	34	5.9%	100.0%	198	7.4%	100.0%	356	15.5%	100.0%
\$15k to \$24.9k	\$625	236	14.9%	73.3%	118	17.4%	74.8%	38	3.6%	96.1%	18	3.1%	94.1%	233	8.7%	92.6%	324	14.1%	84.5%
\$25k to \$34.9k	\$875	148	9.4%	58.4%	54	8.0%	57.4%	38	3.6%	92.5%	11	1.9%	91.0%	258	9.6%	84.0%	289	12.6%	70.4%
\$35k to \$49.9k	\$1,250	132	8.4%	49.0%	75	11.0%	49.5%	113	10.6%	88.9%	39	6.7%	89.1%	363	13.5%	74.3%	309	13.5%	57.8%
\$50k to \$74.9k	\$1,875	320	20.3%	40.6%	79	11.6%	38.4%	172	16.2%	78.3%	53	9.2%	82.4%	387	14.4%	60.8%	474	20.7%	44.3%
\$75k to \$99.9k	\$2,500	148	9.4%	20.4%	48	7.1%	26.8%	186	17.5%	62.2%	73	12.6%	73.2%	291	10.8%	46.4%	192	8.4%	23.7%
\$100k to \$149.9k	\$3,750	105	6.6%	11.0%	44	6.5%	19.7%	170	16.0%	44.7%	87	15.1%	60.6%	372	13.8%	35.6%	215	9.4%	15.3%
\$150k to \$199.9k	\$5,000	42	2.7%	4.4%	43	6.3%	13.3%	111	10.4%	28.7%	64	11.1%	45.5%	200	7.4%	21.7%	71	3.1%	5.9%
\$200,000k +	\$5,000+	27	1.7%	1.7%	47	6.9%	6.9%	195	18.3%	18.3%	199	34.4%	34.4%	384	14.3%	14.3%	65	2.8%	2.8%
		1,580	100.0%		679	100.0%		1,065	100.0%		578	100.0%		2,686	100.0%		2,295	100.0%	

1 Mile 2012 Income	Max. Aff. Hsg. Costs	Royalston			Van White			Penn			21st Street			West Lake			Beltline		
		No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.
<\$15,000	\$375	3,045	27.2%	100.0%	3,004	24.6%	100.0%	609	10.9%	100.0%	369	5.7%	100.0%	546	8.4%	100.0%	730	8.7%	100.0%
\$15k to \$24.9k	\$625	1,471	13.2%	72.8%	1,656	13.5%	75.4%	515	9.2%	89.1%	482	7.4%	94.3%	590	9.1%	91.6%	860	10.3%	91.3%
\$25k to \$34.9k	\$875	982	8.8%	59.6%	1,436	11.7%	61.9%	549	9.8%	79.9%	467	7.2%	86.9%	615	9.5%	82.5%	1,017	12.2%	81.0%
\$35k to \$49.9k	\$1,250	1,333	11.9%	50.8%	1,555	12.7%	50.1%	701	12.6%	70.0%	786	12.1%	79.8%	821	12.6%	73.1%	1,186	14.2%	68.8%
\$50k to \$74.9k	\$1,875	1,690	15.1%	38.9%	1,448	11.8%	37.4%	723	12.9%	57.5%	841	12.9%	67.7%	1,031	15.8%	60.5%	1,558	18.7%	54.6%
\$75k to \$99.9k	\$2,500	797	7.1%	23.8%	817	6.7%	25.6%	610	10.9%	44.5%	742	11.4%	54.8%	694	10.7%	44.6%	1,030	12.3%	35.9%
\$100k to \$149.9k	\$3,750	723	6.5%	16.7%	945	7.7%	18.9%	712	12.7%	33.6%	904	13.9%	43.5%	911	14.0%	34.0%	1,108	13.3%	23.6%
\$150k to \$199.9k	\$5,000	542	4.8%	10.2%	561	4.6%	11.2%	440	7.9%	20.9%	716	11.0%	29.6%	491	7.5%	20.0%	355	4.3%	10.3%
\$200,000k +	\$5,000+	597	5.3%	5.3%	802	6.6%	6.6%	726	13.0%	13.0%	1,214	18.6%	18.6%	807	12.4%	12.4%	506	6.1%	6.1%
		11,180	100.0%		12,224	100.0%		5,585	100.0%		6,521	100.0%		6,506	100.0%		8,350	100.0%	

Sources: ESRI, Maxfield Research Inc.

TABLE HI-3 (CON'T)  
 AFFORDABLE HOUSING COSTS BY INCOME RANGE  
 SWLRT STATIONS HALF- AND ONE-MILE RADIUS  
 2012

1/2 Mile 2012 Income	Max. Aff. Hsg. Costs	Wooddale			Louisiana			Blake			Hopkins			Shady Oak Road			Opus		
		No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.
<\$15,000	\$375	49	4.0%	100.0%	131	11.6%	100.0%	299	12.4%	100.0%	401	23.4%	100.0%	115	24.5%	100.0%	68	9.8%	100.0%
\$15k to \$24.9k	\$625	109	9.0%	96.0%	148	13.1%	88.4%	302	12.5%	87.6%	239	14.0%	76.6%	63	13.4%	75.5%	63	9.1%	90.2%
\$25k to \$34.9k	\$875	148	12.2%	87.0%	219	19.4%	75.2%	336	13.9%	75.2%	301	17.6%	62.6%	61	13.0%	62.1%	82	11.8%	81.2%
\$35k to \$49.9k	\$1,250	230	19.0%	74.7%	240	21.3%	55.8%	541	22.4%	61.3%	241	14.1%	45.1%	63	13.4%	49.1%	190	27.3%	69.4%
\$50k to \$74.9k	\$1,875	256	21.1%	55.7%	177	15.7%	34.5%	428	17.7%	38.9%	261	15.2%	31.0%	60	12.8%	35.7%	112	16.1%	42.1%
\$75k to \$99.9k	\$2,500	182	15.0%	34.6%	77	6.8%	18.8%	194	8.0%	21.2%	134	7.8%	15.8%	43	9.1%	23.0%	84	12.1%	26.0%
\$100k to \$149.9k	\$3,750	171	14.1%	19.6%	78	6.9%	12.0%	148	6.1%	13.2%	77	4.5%	7.9%	45	9.6%	13.8%	69	9.9%	13.9%
\$150k to \$199.9k	\$5,000	33	2.7%	5.5%	25	2.2%	5.1%	63	2.6%	7.1%	26	1.5%	3.4%	2	0.4%	4.3%	4	0.6%	4.0%
\$200,000k +	\$5,000+	33	2.7%	2.7%	32	2.8%	2.8%	108	4.5%	4.5%	33	1.9%	1.9%	18	3.8%	3.8%	24	3.4%	3.4%
		1,211	100.0%		1,127	100.0%		2,419	100.0%		1,713	100.0%		470	100.0%		696	100.0%	

1 Mile 2012 Income	Max. Aff. Hsg. Costs	Wooddale			Louisiana			Blake			Hopkins			Shady Oak Road			Opus		
		No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.
<\$15,000	\$375	564	8.3%	100.0%	516	9.1%	100.0%	622	11.5%	100.0%	784	14.0%	100.0%	771	13.8%	100.0%	459	8.7%	100.0%
\$15k to \$24.9k	\$625	680	10.0%	91.7%	581	10.2%	90.9%	566	10.5%	88.5%	650	11.6%	86.0%	609	10.9%	86.2%	419	7.9%	91.3%
\$25k to \$34.9k	\$875	875	12.8%	81.8%	706	12.4%	80.7%	745	13.8%	78.0%	869	15.5%	74.4%	815	14.6%	75.3%	633	12.0%	83.4%
\$35k to \$49.9k	\$1,250	1,173	17.2%	68.9%	1,093	19.2%	68.3%	1,052	19.5%	64.2%	962	17.2%	58.8%	951	17.0%	60.7%	1,002	19.0%	71.4%
\$50k to \$74.9k	\$1,875	1,507	22.1%	51.7%	1,199	21.1%	49.1%	955	17.7%	44.6%	1,005	18.0%	41.6%	1,079	19.3%	43.6%	1,049	19.8%	52.5%
\$75k to \$99.9k	\$2,500	925	13.6%	29.6%	676	11.9%	28.1%	480	8.9%	26.9%	537	9.6%	23.7%	617	11.1%	24.3%	598	11.3%	32.6%
\$100k to \$149.9k	\$3,750	779	11.4%	16.0%	569	10.0%	16.2%	462	8.6%	18.0%	361	6.5%	14.1%	455	8.2%	13.2%	535	10.1%	21.3%
\$150k to \$199.9k	\$5,000	183	2.7%	4.6%	164	2.9%	6.2%	192	3.6%	9.5%	148	2.6%	7.6%	99	1.8%	5.1%	259	4.9%	11.2%
\$200,000k +	\$5,000+	132	1.9%	1.9%	188	3.3%	3.3%	318	5.9%	5.9%	277	5.0%	5.0%	183	3.3%	3.3%	333	6.3%	6.3%
		6,818	100.0%		5,692	100.0%		5,392	100.0%		5,593	100.0%		5,579	100.0%		5,287	100.0%	

Sources: ESRI, Maxfield Research Inc.

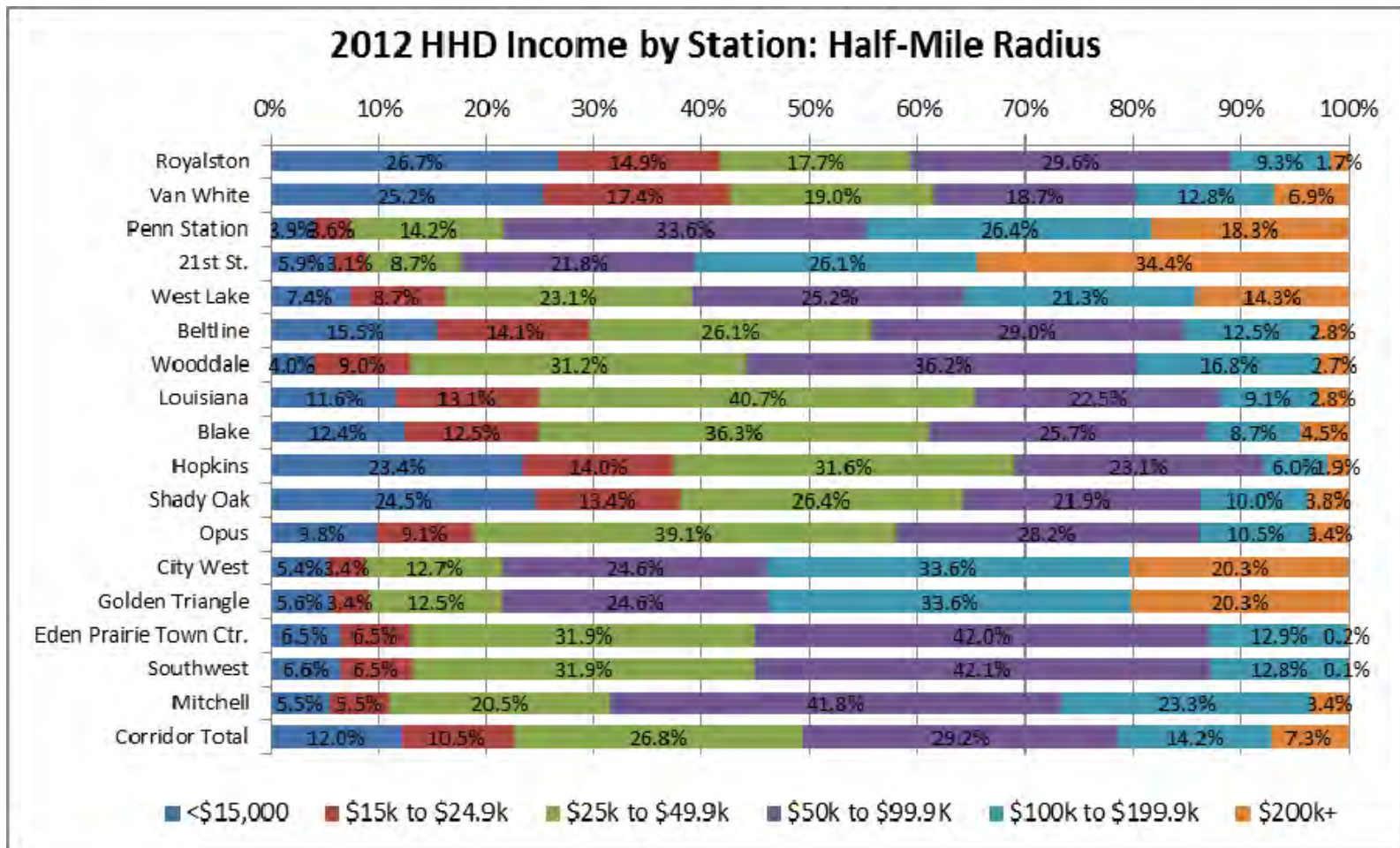
TABLE HI-3 (CON'T)  
 AFFORDABLE HOUSING COSTS BY INCOME RANGE  
 SWLRT STATIONS HALF- AND ONE-MILE RADIUS  
 2012

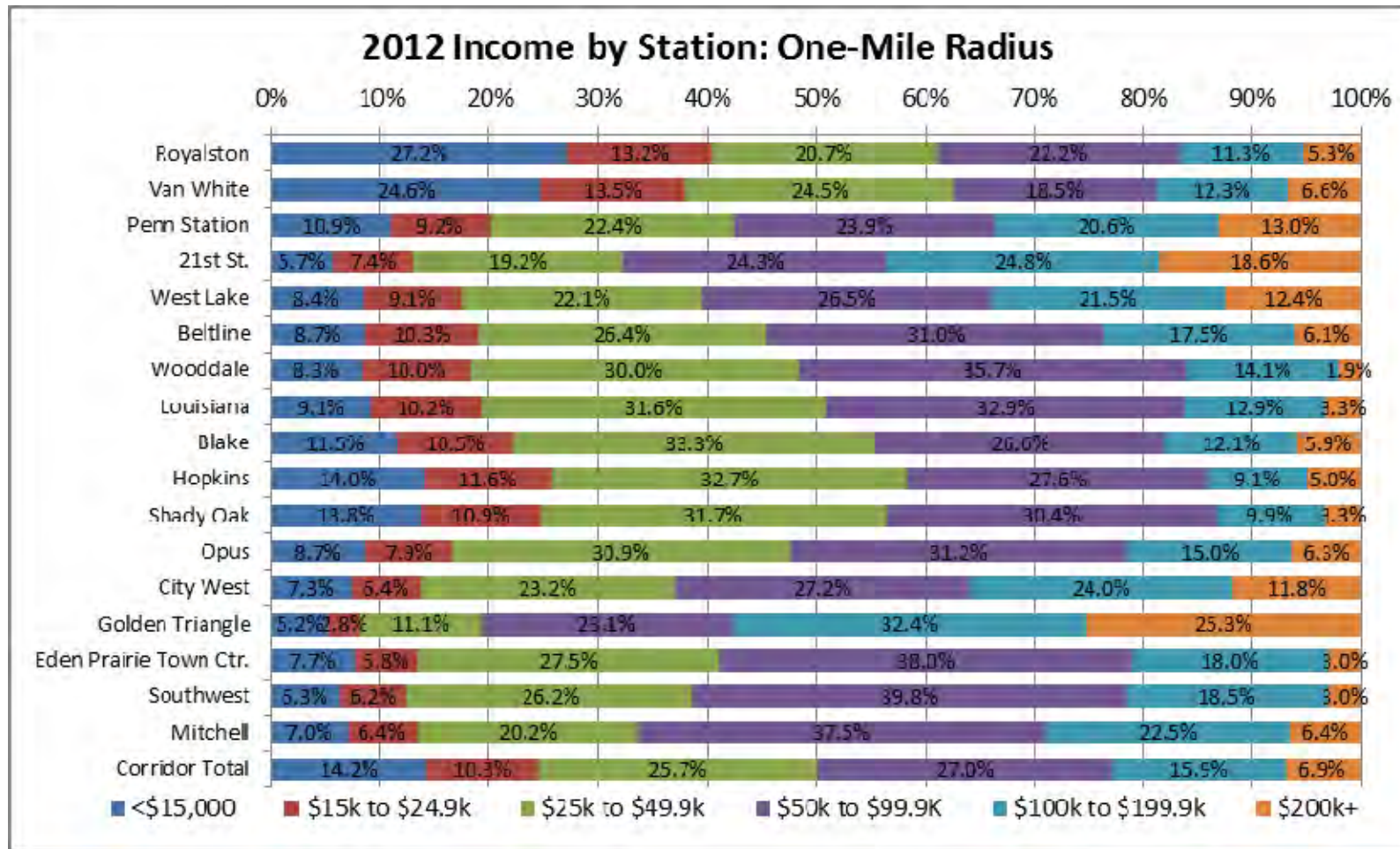
1/2 Mile 2012 Income	Max. Aff. Hsg. Costs	City West			Golden Triangle			Eden Prairie			Southwest			Mitchell			Corridor Wide		
		No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.
<\$15,000	\$375	19	5.4%	100.0%	13	5.6%	100.0%	40	6.5%	100.0%	63	6.6%	100.0%	8	5.5%	100.0%	3,067	12.0%	100.0%
\$15k to \$24.9k	\$625	12	3.4%	94.6%	8	3.4%	94.4%	40	6.5%	93.5%	62	6.5%	93.4%	8	5.5%	94.5%	2,684	10.5%	88.0%
\$25k to \$34.9k	\$875	16	4.5%	91.2%	10	4.3%	90.9%	113	18.4%	87.0%	176	18.4%	87.0%	10	6.8%	89.0%	2,950	11.6%	77.5%
\$35k to \$49.9k	\$1,250	29	8.2%	86.7%	19	8.2%	86.6%	83	13.5%	68.6%	130	13.6%	68.6%	20	13.7%	82.2%	3,904	15.3%	65.9%
\$50k to \$74.9k	\$1,875	58	16.4%	78.5%	38	16.4%	78.4%	127	20.7%	55.0%	198	20.7%	55.0%	46	31.5%	68.5%	4,657	18.2%	50.6%
\$75k to \$99.9k	\$2,500	29	8.2%	62.1%	19	8.2%	62.1%	131	21.3%	34.4%	205	21.4%	34.3%	15	10.3%	37.0%	2,797	11.0%	32.4%
\$100k to \$149.9k	\$3,750	65	18.4%	54.0%	43	18.5%	53.9%	78	12.7%	13.0%	121	12.6%	12.9%	30	20.5%	26.7%	2,463	9.6%	21.4%
\$150k to \$199.9k	\$5,000	54	15.3%	35.6%	35	15.1%	35.3%	1	0.2%	0.3%	2	0.2%	0.3%	4	2.7%	6.2%	1,162	4.6%	11.8%
\$200,000k +	\$5,000+	72	20.3%	20.3%	47	20.3%	20.3%	1	0.2%	0.2%	1	0.1%	0.1%	5	3.4%	3.4%	1,852	7.3%	7.3%
		354	100.0%		232	100.0%		614	100.0%		958	100.0%		146	100.0%		25,536	100.0%	

1 Mile 2012 Income	Max. Aff. Hsg. Costs	City West			Golden Triangle			Eden Prairie			Southwest			Mitchell			Corridor Wide		
		No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.	No.	Pct.	Cum. Pct.
<\$15,000	\$375	195	7.3%	100.0%	56	5.2%	100.0%	235	7.7%	100.0%	266	6.3%	100.0%	240	7.0%	100.0%	8,764	14.2%	100.0%
\$15k to \$24.9k	\$625	171	6.4%	92.7%	30	2.8%	94.8%	178	5.8%	92.3%	262	6.2%	93.7%	222	6.4%	93.0%	6,344	10.3%	85.8%
\$25k to \$34.9k	\$875	219	8.3%	86.2%	45	4.2%	91.9%	366	12.0%	86.5%	485	11.4%	87.5%	262	7.6%	86.6%	6,868	11.1%	75.6%
\$35k to \$49.9k	\$1,250	396	14.9%	78.0%	74	6.9%	87.7%	474	15.5%	74.5%	626	14.8%	76.1%	433	12.6%	79.0%	9,037	14.6%	64.5%
\$50k to \$74.9k	\$1,875	438	16.5%	63.0%	151	14.1%	80.8%	658	21.5%	59.0%	1,001	23.6%	61.3%	803	23.3%	66.4%	10,380	16.8%	49.9%
\$75k to \$99.9k	\$2,500	284	10.7%	46.5%	96	9.0%	66.7%	504	16.5%	37.5%	688	16.2%	37.7%	488	14.2%	43.1%	6,331	10.2%	33.1%
\$100k to \$149.9k	\$3,750	386	14.5%	35.8%	180	16.9%	57.7%	454	14.9%	21.0%	665	15.7%	21.5%	614	17.8%	28.9%	6,698	10.8%	22.8%
\$150k to \$199.9k	\$5,000	251	9.5%	21.3%	166	15.5%	40.8%	96	3.1%	6.1%	118	2.8%	5.8%	162	4.7%	11.1%	3,136	5.1%	12.0%
\$200,000k +	\$5,000+	314	11.8%	11.8%	270	25.3%	25.3%	91	3.0%	3.0%	129	3.0%	3.0%	221	6.4%	6.4%	4,296	6.9%	6.9%
		2,654	100.0%		1,068	100.0%		3,056	100.0%		4,240	100.0%		3,445	100.0%		61,854	100.0%	

Sources: ESRI, Maxfield Research Inc.







### ***Ownership Affordability***

This past year (2012), housing affordability for householders seeking to purchase a new home has been at an all-time high. This is based on the relationship between median home price, median family income, and average mortgage rates. Because of falling home prices since the housing bust and record-low interest rates, today's households have favorable purchasing power in today's real estate market.

The Minneapolis Association of Realtors utilizes methodologies administered by the National Association of Realtors to determine the Housing Affordability Index (HAI). The HAI formula assumes buyers have equity for a down payment (20% down), good to excellent credit, and that monthly principle and interest (P&I) payments cannot exceed 25% of the median family income. The Metro Area HAI was at historic highs in 2012 as households earning the median family income had twice the purchasing power then in 2006 at the height of the real estate boom. Again, the HAI index is based on strict guidelines that not all households meet (i.e. lender underwriting standards, length of employment, etc.). Some households who would not have been able to afford to buy a home last decade may consider homeownership given today's circumstances. Consequently, affordability will decrease once the for-sale market stabilizes and appreciation returns.

At the same time, rental affordability has been diminishing due to historic low vacancy rates which have led to rising rents for tenants. Because the Metro Area rental market is tight and there is high demand, landlords will likely continue to increase rents until new product is delivered to the market.

Table HI-4 shows the median sales price of a home within the half- and one-mile radius of each station area (see Table FS-2) and the minimum household income needed to afford to purchase a home. Prior to the Great Recession and housing bust, a household could afford to purchase a home of about three times their gross income. However, due to record low mortgage rates today and depressed pricing, affordability has increased and the purchasing power is higher (from 3.0 to 3.5 times gross income). Finally, the number of income-qualified households is estimated for each station area.

- The percentage of income-qualified households varies considerably from station-to-station. Over 80% of households within the half-mile radius can afford a median priced home within the Opus, City West, Southwest, and Mitchell Stations. At the same time, only 20% of households surrounding the Blake Station can afford to buy a median priced home.
- When combining all station areas, just over 50% of households are income-qualified to purchase a home within half- and one-mile of the station areas.
- Housing generally becomes more affordable as the station areas move southwest from Minneapolis to Eden Prairie. At the one-mile radius, about 30% to 40% of households

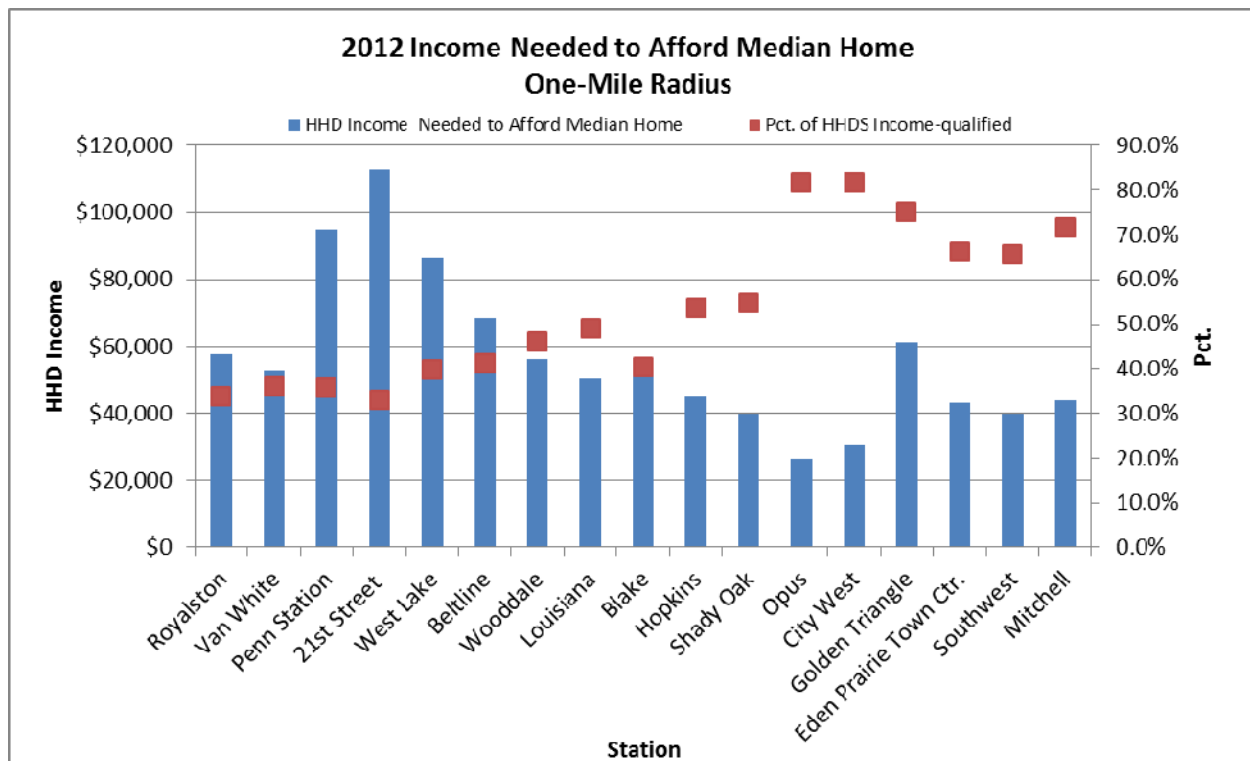
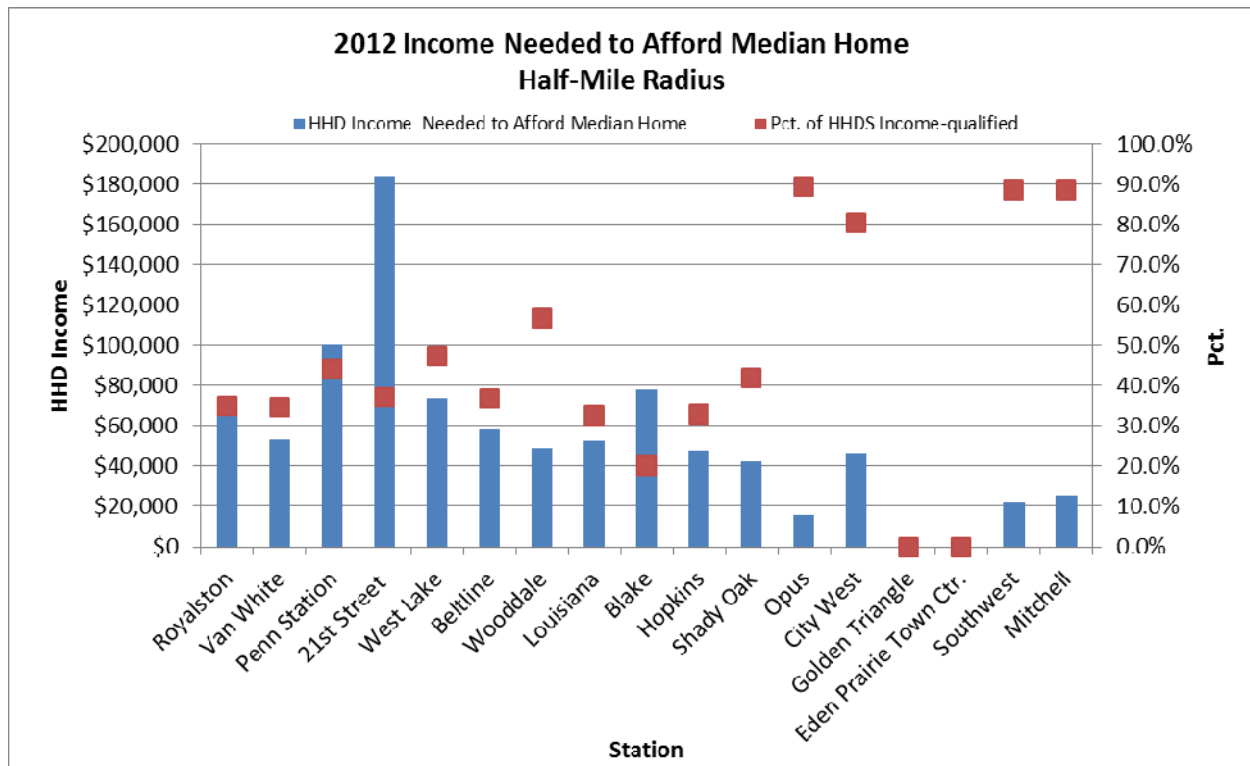
can afford a median priced home among the five Minneapolis Stations. However, as the line moves southwest the percentage of income-qualified householders gradually increases.

- Within the one-mile radius, the minimum income required to purchase a median priced home ranges from approximately \$26,500 (Opus Station) to \$112,700 (21<sup>st</sup> Street Station). There are seven stations where an income of less than \$50,000 would be sufficient to afford housing near a station area.

Station Name	Half-Mile Corridor			One-Mile Corridor		
	Median Sales Price	HHD Income Needed to Afford Median Home	Pct. of HHDS Income-qualified	Median Sales Price	HHD Income Needed to Afford Median Home	Pct. of HHDS Income-qualified
Royalston	\$268,950	\$71,340	35.0%	\$217,500	\$57,692	33.8%
Van White	\$200,500	\$53,183	34.8%	\$200,000	\$53,050	35.9%
Penn Station	\$379,950	\$100,782	44.2%	\$358,500	\$95,093	35.7%
21st Street	\$695,000	\$184,350	37.1%	\$425,000	\$112,732	33.0%
West Lake	\$278,000	\$73,740	47.4%	\$327,250	\$86,804	39.9%
Beltline	\$222,125	\$58,919	36.9%	\$258,000	\$68,435	41.2%
Wooddale	\$183,900	\$48,780	56.9%	\$212,250	\$56,300	46.2%
Louisiana	\$199,500	\$52,918	32.5%	\$190,000	\$50,398	49.0%
Blake	\$295,000	\$78,249	20.2%	\$210,550	\$55,849	40.3%
Hopkins	\$180,000	\$47,745	32.8%	\$170,000	\$45,093	53.7%
Shady Oak	\$159,000	\$42,175	42.0%	\$150,000	\$39,788	54.9%
Opus	\$60,000	\$15,915	89.4%	\$100,000	\$26,525	81.6%
City West	\$176,000	\$46,684	80.5%	\$115,000	\$30,504	81.6%
Golden Triangle	--	--	--	\$230,600	\$61,167	75.2%
Eden Prairie Town Ctr.	--	--	--	\$162,450	\$43,090	66.2%
Southwest	\$84,000	\$22,281	88.6%	\$149,900	\$39,761	65.7%
Mitchell	\$94,900	\$25,172	88.7%	\$165,000	\$43,767	71.7%

Note: Affordability has been adjusted to account for today's historic low interest rates (3.5% 30-year fixed)

Source: Maxfield Research Inc.



## Multifamily Rental Housing Inventory

Maxfield Research Inc. identified and surveyed larger rental properties of 12 or more units along the SWLRT Corridor. Rental properties are classified into two groups, general occupancy (all ages) and senior (age restricted). In addition, all general occupancy rental projects are identified as either market rate (those without income restrictions) or income-restricted (those receiving tax credits for affordable projects or subsidies for Section 8).

Because many of the market rate properties are older, these properties indirectly serve as affordable housing (i.e. naturally occurring affordable housing). In order to address these projects, all properties with identified monthly rents include an income threshold needed to afford the rent (based on 30% allocation of income to housing) and the have been adjusted by unit/household size to reflect the area median income needed to afford the rent (ranging from 30% AMI to 120% AMI).

Table HI-5 inventories all suburban developments within the two-mile buffer of the transit stations while Table HI-6 inventories all projects in Minneapolis within a one-mile buffer of the transit stations. Table HI-7 through HI-11 summarize Tables HI-5 and HI-6 by community, units by station areas, distance to station areas, vacancy rates, and age of rental buildings.

The housing inventory tables are presented by community and by the proximity to the nearest SWLRT transit station. As illustrated in Figure 1 in the *Purpose and Scope* Section of the report, there is station area overlap at all stations when considering the one- and two-mile corridor areas. The following multifamily rental properties are presented based on the closest stations, not for how many station area radii they could encompass.

### ***Multifamily Rental Housing Inventory***

Tables HI-5 and HI-6 show multifamily rental properties (12 units or greater) within the identified areas along the SWLRT Corridor. The aforementioned tables were assembled by reviewing a number of sources and cross-referenced. Data sources include the following: Maxfield Research Inc. database, HUD, MHFA, HousingLink, Hennepin County tax records, community rental licenses and apartment lists (if available), and through individual property websites and rental housing search engines. Maxfield Research telephoned each property to obtain information regarding the project's rents, vacancies, income guidelines (if any), and target markets. Although we were able to collect information on the majority of the rental complexes, we were unable to acquire information on all projects. In most cases, the smaller properties that lack on-site property management were the most difficult to reach.

TABLE HI-5  
MULTI-FAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
RENTAL PROPERTIES WITHIN 2-MILE BUFFER OF SUBURBAN STATION AREAS  
DECEMBER 2012

Property Name	Address	Nearest Station	Station Distance (miles)	GO/SR	SR HSG Type			Year Built	Total Units	Vac.	Vac. Rate	Status <sup>1</sup>	Unit Mix Range		Sq. Ft. Range	
					AA	Ind	AL MC						Min	Max	Min	Max
<b>Eden Prairie</b>																
Bay Point Lake	11185 Anderson Lakes Pkwy	E.P. Twn. Ctr.	1.48	GO				1986	114	4	3.5%	1	1BR - 2BR+	700	-	1,440
Bluffs at Nine Mile Creek	7475 Flying Cloud Drive	Golden Triangle	0.41	GO				2004	188	3	1.6%	1	studio - 3BR	586	-	1,634
Briarhill	7021 Woodland Drive	Golden Triangle	0.41	GO				1974	126	10	7.9%	1	1BR - 3BR	1,000	-	1,717
Broadmoor	635 Prairie	E.P. Twn. Ctr.	0.69	GO				1980	235	0	0.0%	1	studio - 2BR	370	-	802
Burning Tree West	14017 Chestnut	Mitchell	0.79	GO				1980	64	-	-	2	1BR - 2BR	760	-	1,132
Colony at Eden Prairie	431 Prairie Center Dr	E.P. Twn. Ctr.	0.93	SR		x	x	2001	142	-	-	2	studio - 2BR+	415	-	946
Columbine Townhomes	8601 Columbine Road	SW Station	0.88	GO				1996	32	-	-	2	-	-	-	
Eden Commons	11605 Wilder Dr	E.P. Twn. Ctr.	1.01	GO				1985	196	3	1.5%	1	1BR - 2BR	628	-	1,032
Eden Place	13000 Garden Lane	SW Station	1.00	GO				1987	508	34	6.7%	1	studio - 3BR	552	-	1,430
Edendale Retirement	16700 Main Street	Mitchell	1.25	SR		x		1983	61	0	0.0%	2	1BR	-	540	
Edenglen Apartments	13670 Valley View Rd	SW Station	0.63	GO				1985	70	2	2.9%	1	1BR - 3BR	733	-	1,250
Edenvale Apartments	13700 Valley View Rd	Mitchell	0.64	GO				1984	174	4	2.3%	1	1BR - 3BR	733	-	1,250
Elim Shores	7900 Timber Lakes Drive	Mitchell	1.11	SR		x		1989	64	-	-	2	1BR - 2BR	590	-	1,118
Fountain Place	8564 Magnolia Trail	SW Station	0.81	GO				1989	492	10	2.0%	1	1BR - 2BR/D	744	-	1,581
Granite Place Apartments	11011 Anderson Lakes Pkwy	E.P. Twn. Ctr.	1.65	GO				1978	84	-	-	2	studio - 3BR	500	-	1,400
Lake Place Apartments & THs	11445 Anderson Lakes Pkwy	E.P. Twn. Ctr.	1.38	GO				1989	153	8	5.2%	1	1BR - 3BR	760	-	2,336
Lincoln Parc	12100 Singletree Ln	E.P. Twn. Ctr.	0.41	GO				2001	186	6	3.2%	1	1BR - 3BR	876	-	1,634
Park at City West	6426 City W.Pkw	City West	0.31	GO				1988	280	10	3.6%	1	studio - 2BR	540	-	1,094
Prairie Meadows	11205 WestWinds Drive	E.P. Twn. Ctr.	1.36	GO				1977	168	1	0.6%	1	1BR - 3BR	573	-	869
Preserve Place	11100 Anderson Lakes Pkwy	E.P. Twn. Ctr.	1.55	GO				1989	77	3	3.9%	1	1BR - 3BR	800	-	1,200
Purgatory Creek Townhomes	7459 Mitchell Road	Mitchell	0.58	GO				1999	32	2	6.3%	1	2 BR - 4BR	1,000	-	1,245
Quail Ridge	7365 Howard Ln.	Mitchell	0.73	GO				1986	108	2	1.9%	1	1BR - 2BR	750	-	1,050
Summit Place	8501 Flying Cloud Drive	SW Station	0.84	SR		x	x	2003	265	10	3.8%	1	EFF - 3BR	450	-	1,629
Sterling Ponds	16315 Wagner Way	Mitchell	1.01	GO				1990	56	1	1.8%	1	1BR - 2BR	781	-	1,015
Sterling Ponds 55+	16355 Wagner Way	Mitchell	1.03	SR		x		1990	56	1	1.8%	1	1BR - 2BR	634	-	935
Tanager Creek Townhomes	6502 Kingfisher	SW Station	1.79	GO				1986	185	-	-	2	2BR - 3BR	1,150	-	1,584
Water Tower Apartments	12300 Singletree Ln	E.P. Twn. Ctr.	0.33	GO				2004	228	18	7.9%	1	1BR - 3BR	726	-	1,529
<b>Edina</b>																
Interlachen Manor	5220 Interlachen Blvd	Louisiana	1.57	GO				1967	17	2	11.8%	1	1BR - 2BR/D	780	-	1,360
Oaks Lincoln Apartments	5200 Lincoln Dr	Hopkins	0.88	GO				1990	201	8	4.0%	1	studio - 3BR	505	-	1,519
Vernon Terrace	5250 Vernon Ave S	Louisiana	1.84	SR		x		1988	162	-	-	2	1BR - 2BR+	654	-	1,499
Woodhaven/Summit Point of Edina	5010 Summit Avenue	Louisiana	1.62	SR		x	x	1986	29	0	0.0%	1	1BR	-	740	
<b>Golden Valley</b>																
Laurel Estates	5610 Laurel Ave	21st St.	2.01	GO				1980	65	0	0.0%	1	1BR - 3BR	962	-	1,535
South Wirth	501 Theodore Wirth Pkwy	Penn	1.41	GO				1986	60	0	0.0%	1	1BR - 2BR	1,008	-	2,237
Sunrise Senior Living	4950 Olson Memorial Hwy	Penn	1.95	SR		x	x	2004	82	-	-	2	studio - 2BR	342	-	600
<b>Hopkins</b>																
Auburn North	400-446 Van Buren Place	Blake	0.50	GO				1905	102	-	-	2	-	-	-	-
Auburn South	701 Oak Park Ln	Blake	0.30	GO				1982	34	-	-	2	-	-	-	-
Brentwood Apartments	615 Robinwood Ln	Hopkins	1.08	GO				1953	86	2	2.3%	1	studio - 2BR	200	-	1,092
Brentwood Park Townhomes	1301 Highway 7	Hopkins	0.92	GO				1948	140	6	4.3%	1	-	2BR	-	1,092
Cambridge Towers	1301 Cambridge	Blake	0.45	GO				1973	109	2	1.8%	1	studio - 2BR	520	-	1,100
Central Park Manor	1510 Mainstreet	Shady Oak	0.48	GO				1980	109	10	9.2%	1	1BR - 2BR	660	-	900
Chapel View	605 Minnetonka Mills Road	Hopkins	0.68	SR		x		1985	56	2	3.6%	1	studios - 2BR	420	-	840
Char Lin Apartments	114 12th Ave.	Hopkins	0.49	GO				1970	30	-	-	2	studios - 2BR	600	-	900
Citigables & Townhomes	1117 1st St S	Hopkins	0.27	GO				1988	14	-	-	2	-	-	-	
Creek Point	1045 Hiawatha	Blake	0.28	GO				1984	101	17	16.8%	1	studio - 2BR	530	-	1,150
Creekview Apartments	434 Blake Road N	Blake	0.30	GO				1979	37	1	2.7%	1	1BR	-	700	
Creekwood Estates	1328 Lake Street NE	Blake	0.30	GO				1968	180	2	1.1%	1	1BR - 3BR	670	-	1,085
Dow Towers	22 5th Ave S	Hopkins	0.28	GO				1972	76	0	0.0%	1	1BR - 1BR	500	-	500
Goldcrest	34 12th Ave	Hopkins	0.41	SR		x		1970	46	2	4.3%	1	1BR - 2BR	815	-	1,253
Golden Apartments	529 17th Ave N	Hopkins	1.10	GO				1963	23	-	-	2	-	-	-	
Greenfield Apartments	920 Feltl Court	Shady Oak	0.66	GO				1987	324	3	0.9%	1	1BR - 3BR	806	-	1,316
Hiawatha Court	1105 Hiawatha Ave	Blake	0.28	GO				1962	60	0	0.0%	1	1BR - 2BR	500	-	700
Hopkins Park Plaza	10 5th Ave N	Hopkins	0.33	GO				1960	111	2	1.8%	1	studio	-	280 - 400	
Hopkins Village Senior Apts	9 7th Ave S	Hopkins	0.24	SR		x		1971	161	0	0.0%	1	1BR - 2BR	600	-	800
Knollwood Apartments	1210 Cambridge St	Blake	0.44	GO				-	68	-	-	4	1BR - 2BR	710	-	-
Knollwood Towers East	320 Blake Rd N	Blake	0.16	GO				1969	129	-	-	2	studio - 1BR	440	-	575
Knollwood Towers West	1010 Lake St.	Blake	0.26	GO				1970	187	11	5.9%	1	studio - 2BR	510	-	980

CONTINUED

TABLE HI-5 (Con't)  
MULTI-FAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
RENTAL PROPERTIES WITHIN 2-MILE BUFFER OF SUBURBAN STATION AREAS  
DECEMBER 2012

Property Name	Nearest Station	Station Distance (miles)	Income Restricted (IR)	Type of I.R.	Project Based Units (by Affordability)			Primary Funder	Exp. Date	Rent Range		Min. Income Needed to Afford <sup>1</sup>	Market Rate Affordability by AMI <sup>2</sup>				
					Mkt	<30 %	<50 %			<60 %	Min		Max	30%	50%	60%	80%
<b>Eden Prairie</b>																	
Bay Point Lake	E.P. Twn. Ctr.	1.48	No		114					\$770 - \$1,170	\$30,800 - \$46,800		x	x			
Bluffs at Nine Mile Creek	Golden Triangle	0.41	Yes		125	63		HUD/MHFA	9/1/2047	\$686 - \$2,300	\$27,440 - \$92,000		x				x
Briarhill	Golden Triangle	0.41	Yes	Sec. 8	2	124		HUD	6/30/2015	\$754 - \$1,623	\$30,160 - \$64,920						
Broadmoor	E.P. Twn. Ctr.	0.69	No		235					\$599 - \$895	\$23,960 - \$35,800		x				
Burning Tree West	Mitchell	0.79	No		64					\$765 - \$900	\$30,600 - \$36,000		x				
Colony at Eden Prairie	E.P. Twn. Ctr.	0.93	Yes		114	28				\$2,825 - \$4,425	\$42,375 - \$66,375						
Columbine Townhomes	SW Station	0.88	Yes	Sec. 42	0	32		MHFA									
Eden Commons	E.P. Twn. Ctr.	1.01	No		196					\$860 - \$1,210	\$34,400 - \$48,400						x
Eden Place	SW Station	1.00	No		508					\$1,015 - \$1,500	\$40,600 - \$60,000						x
Edendale Retirement	Mitchell	1.25	Yes	Sec. 8	0	61		HUD	2026 & 2041	30% AGI							
Edenglen Apartments	SW Station	0.63	No		70					\$835 - \$1,415	\$33,400 - \$56,600		x	x			
Edenvale Apartments	Mitchell	0.64	No		174			MHFA/HUD	1/1/2045	\$900 - \$1,390	\$36,000 - \$55,600						x
Elim Shores	Mitchell	1.11	No		64					\$1,100 - \$1,935	\$33,000 - \$58,050						
Fountain Place	SW Station	0.81	No		492					\$855 - \$1,350	\$34,200 - \$54,000		x	x			
Granite Place Apartments	E.P. Twn. Ctr.	1.65	No		84					\$750 - \$1,350	\$30,000 - \$54,000		x	x			
Lake Place Apartments & THs	E.P. Twn. Ctr.	1.38	No		153					\$925 - \$1,700	\$37,000 - \$68,000		x		x		
Lincoln Parc	E.P. Twn. Ctr.	0.41	Yes		148	38		HUD I	3/1/2051	\$1,005 - \$1,525	\$40,200 - \$61,000		x	x			
Park at City West	City West	0.31	No		280					\$940 - \$1,335	\$37,600 - \$53,400						x
Prairie Meadows	E.P. Twn. Ctr.	1.36	Yes	Sec. 8	0	168		HUD	11/1/1991	\$826 - \$1,048	\$33,040 - \$41,920						
Preserve Place	E.P. Twn. Ctr.	1.55	No		77					\$820 - \$1,300	\$32,800 - \$52,000		x	x			
Purgatory Creek Townhomes	Mitchell	0.58	Yes	Sec. 42	0	32		HUD I		\$777 - \$987	\$31,080 - \$39,480						
Quail Ridge	Mitchell	0.73	No		108					\$750 - \$1,100	\$30,000 - \$44,000		x	x			
Summit Place	SW Station	0.84	Yes	Sec. 42	222	43				\$800 - \$4,036	\$24,000 - \$60,540						
Sterling Ponds	Mitchell	1.01	No		56			MHFA		\$885 - \$1,155	\$35,400 - \$46,200						x
Sterling Ponds 55+	Mitchell	1.03	Yes	Sec. 42	11	45				\$799 - \$1,030	\$31,960 - \$41,200						
Tanager Creek Townhomes	SW Station	1.79	No		185			HUD	6/1/2046	\$1,190 - \$1,835	\$47,600 - \$73,400				x	x	
Water Tower Apartments	E.P. Twn. Ctr.	0.33	No		228					\$1,035 - \$2,150	\$41,400 - \$86,000				x		x
0																	
<b>Edina</b>																	
Interlachen Manor	Louisiana	1.57	No		17					\$820 - \$1,110	\$32,800 - \$44,400		x	x			
Oaks Lincoln Apartments	Hopkins	0.88	No		201					\$750 - \$1,550	\$30,000 - \$62,000		x			x	
Vernon Terrace	Louisiana	1.84	No		162					\$1,227 - \$2,542	\$36,810 - \$76,260						
Woodhaven/Summit Point of Edina	Louisiana	1.62	Yes	Sec. 202	0	29		HUD	2/12/2027	\$832 -	\$33,280 -						
<b>Golden Valley</b>																	
Laurel Estates	21st St.	2.01	No		65					\$925 - \$1,525	\$37,000 - \$61,000				x	x	
South Wirth	Penn	1.41	No		60					\$1,200 - \$2,600	\$48,000 - \$104,000					x	x
Sunrise Senior Living	Penn	1.95	No		82					-	-						
<b>Hopkins</b>																	
Auburn North	Blake	0.50	No		102			HUD I	6/1/2046	-	-						
Auburn South	Blake	0.30	No		34					-	-						
Brentwood Apartments	Hopkins	1.08	No		86					\$575 - \$1,300	\$23,000 - \$52,000		x				x
Brentwood Park Townhomes	Hopkins	0.92	No		140					-	\$1,300						x
Cambridge Towers	Blake	0.45	No		109					\$671 - \$970	\$26,840 - \$38,800		x				
Central Park Manor	Shady Oak	0.48	No		109					\$745 - \$875	\$29,800 - \$35,000		x				
Chapel View	Hopkins	0.68	No		56					\$782 - \$1,259	\$23,460 - \$37,770						
Char Lin Apartments	Hopkins	0.49	No		30					-	-						
Citigables & Townhomes	Hopkins	0.27	No		14					-	-						
Creek Point	Blake	0.28	No		101					\$665 - \$939	\$26,600 - \$37,560		x				
Creekview Apartments	Blake	0.30	No		37					\$645 -	\$25,800 -		x				
Creekwood Estates	Blake	0.30	No		180					\$765 - \$1,185	\$30,600 - \$47,400		x				
Dow Towers	Hopkins	0.28	Yes		0	76		PH		\$25 - \$602	\$24,080						
Goldcrest	Hopkins	0.41	No		46					\$815 - \$945	\$24,450 - \$28,350						
Golden Apartments	Hopkins	1.10	No		23					-	-						
Greenfield Apartments	Shady Oak	0.66	No		324					\$920 - \$1,515	\$36,800 - \$60,600				x	x	
Hiawatha Court	Blake	0.28	No	Vch.	60					\$595 - \$705	\$23,800 - \$28,200		x	x			
Hopkins Park Plaza	Hopkins	0.33	No		111					\$797 - \$884	\$31,880 - \$35,360				x		
Hopkins Village Senior Apts	Hopkins	0.24	Yes	Sec 8/Sec 42	0	161		HUD	9/1/2024	\$552 - \$706	\$16,560 - \$21,180						
Knollwood Apartments	Blake	0.44	No		68					\$639 -	\$25,560 -				x		
Knollwood Towers East	Blake	0.16	No		129					\$586 - \$704	\$23,440 - \$28,160		x				
Knollwood Towers West	Blake	0.26	No		187					\$666 - \$1,035	\$26,640 - \$41,400		x	x			

CONTINUED

TABLE HI-5 (Con't)														
MULTI-FAMILY RENTAL DEVELOPMENTS (12+ UNITS)														
RENTAL PROPERTIES WITHIN 2-MILE BUFFER OF SUBURBAN STATION AREAS														
DECEMBER 2012														
Property Name	Address	Nearest Station	Station Distance (miles)	GO/SR	SR HSG Type AA Ind AL MC	Year Built	Total Units	Vacant	Vacancy Rate	Status*	Unit Mix Range		Sq. Ft. Range	
											Min	Max	Min	Max
<b>Hopkins (Con't)</b>														
Lamplighter Apartments	28 6th Av S	Hopkins	0.23	GO		1960	24	2	8.3%	1	1BR - 2BR	700 - 850		
Loon Apartments	57 6th Ave S	Hopkins	0.19	GO		1960	12	0	0.0%	2	1BR - 2BR	700 - 850		
Mark I Apartments	1221 Mainstreet	Hopkins	0.39	GO		1955	11	0	0.0%	1	studios - 1BR	450 - 450		
Mayview Apartments	130 12th Ave S	Hopkins	0.30	GO		1989	16	-	-	2	-	-		
Oakridge Apartments	640 Oakridge	Hopkins	0.98	GO		1972	83	-	-	2	1BR - 2BR	788 - 1,275		
Parkside	129 13th Ave S	Shady Oak	0.34	GO		1958	28	0	0.0%	1	studios - 2BR	500 - 800		
Plantation, The	500 Cambridge	Blake	0.58	GO		1989	63	-	-	3	studios - 3BR	300 - 1,700		
Plaza View Apartments	1321 Division St	Blake	0.51	GO		1967	12	-	-	2	-	-		
Ramsgate	700 Cambridge St	Blake	0.54	GO		1971	360	10	2.8%	1	1BR - 2BR	750 - 1,084		
Raspberry Woods	993 Woodhill Court	Shady Oak	0.61	GO		1998	64	3	4.7%	1	1BR - 2BR	891 - 1,357		
Raspberry Ridge Co-Op	27 14th Ave N	Hopkins	0.52	GO		1924	101	0	0.0%	2	1BR - 3BR	-		
RIZ Apartments	110 11th Ave S	Hopkins	0.25	GO		1968	20	-	-	2	1BR -	656 -		
Rosewood West	460 5th Ave.	Hopkins	0.81	GO		1976	155	1	0.6%	1	1BR - 2BR	901 - 1,115		
Royal Apartments	134 11th Ave S	Hopkins	0.25	GO		1971	35	0	0.0%	1	studio - 2BR	600 -		
Second Street Station	1015 2nd Street NE	Blake	0.10	GO		1970	150	0	0.0%	1	1BR -	650 - 700		
Sonoma Apartments	44 5th Ave S	Hopkins	0.26	GO		1993	24	-	-	4	1BR - 2BR	-		
St. Therese Southwest	1011 Feltl Court	Opus	0.67	SR	x	1987	227	-	-	2	1BR - 2BR/D	640 - 1,765		
Terraces of St. Therese Southwest (AL)	901 Feltl Court	Opus	0.68	SR	x	2003	61	-	-	2	Studio - 2BR	300 - 793		
Terraces of St. Therese Southwest (MC)	901 Feltl Court	Opus	0.68	SR	x	2003	25	-	-	2	Studio - 2BR	346 - 793		
Town Terrace	19 5th Ave S	Hopkins	0.28	GO		1963	108	-	-	2	1BR - 2BR	618 - 977		
Trailside	335 17th Ave N	Hopkins	0.89	GO		1958	16	1	6.3%	1	1BR - 3BR	650 - 1,200		
Valley Park Condos	9th Ave S	Hopkins	0.21	GO		-	176	-	-	4	-	-		
Viking-Hopkins Apartments	105 13th Ave	Hopkins	0.36	GO		1962	12	-	-	2	-	-		
Villager Apartments	601 17th Ave.	Hopkins	1.13	GO		1965	16	-	-	2	-	-		
Westside Village	101 Blake Road N	Blake	0.08	GO		1972	165	2	1.2%	1	2BR - 3BR	950 - 1,255		
Westside Village II	97 Blake Road N	Blake	0.10	GO		1985	100	10	10.0%	1	studio - 2BR	520 - 1,061		
<b>Minnetonka</b>														
Belgrove	10100 Minnetonka Blvd	Blake	1.53	GO		1969	30	-	-	4	1BR - 2BR	710 - 1,000		
Brier Creek	10641 Greenbrier Road	Blake	2.09	GO		1986	192	1	0.5%	1	studio - 2BR	490 - 1,129		
Chasewood Gates	6100 Chasewood Pkwy	Opus	0.96	GO		1988	250	7	2.8%	1	1BR - 2BR	715 - 1,072		
Claremont	10745 Smetana Road	Opus	0.60	GO		1992	321	35	10.9%	1	EFF - 2BR	422 - 1,200		
Deer Ridge	5190 Nolan Dr	Shady Oak	0.63	GO		1996	110	8	7.3%	1	2BR+ - 3BR	1,400 - 2,000		
Elmbrooke Townhomes	5420 Smetana Dr	Opus	0.59	GO		1985	46	-	-	2	2BR - 3BR	-		
Knollwood Oaks	10213 W 34th St	Blake	1.47	GO		1966	12	-	-	2	-	-		
Minnetonka Hills	2828 Jordan Ave S	Blake	1.83	GO		1988	241	11	4.6%	1	1BR - 3BR	767 - 1,250		
Minnetonka Mills Townhomes	11330 Minnetonka Mills Road	Shady Oak	1.15	GO		1997	31	-	-	2	-	-		
South Hampton	5400 Smetana Drive	Opus	0.63	GO		1988	115	6	5.2%	1	1BR - 3BR	739 - 1,252		
Waterstone Place	9700 Waterstone Pl	Blake	1.51	GO		2003	164	4	2.4%	1	studio - 2BR	582 - 1,345		
<b>St. Louis Park</b>														
4405 Highway 7	4405 Highway 7	Beltline	0.31	GO		1960	11	0	0.0%	1	1BR - 2BR	581 - 730		
4411 Minnetonka Blvd.	4411 Mtka Blvd	Beltline	0.34	GO		1963	14	0	0.0%	1	2BR	870 - 880		
8216 W 31ST ST	8216 W 31st St	Louisiana	1.20	GO		1960	17	-	-	4	-	-		
Aquila Court	8225 30 1/2 St.	Louisiana	1.27	GO		1960	36	-	-	2	2BR - 3BR	750 - 1,200		
Aquila Park	8224 W 301/2 St	Louisiana	1.36	GO		1963	189	5	2.6%	1	studio - 3BR	437 - 1,350		
Avana on Seven	7450 Highway 7	Louisiana	0.41	GO		-	100	11	11.0%	1	1BR - 3BR	630 - 1,760		
Camerta	5600 Camerata Way	Beltline	0.34	GO		2008	220	-	-	2	studio - 2BR/D	515 - 1,305		
Cedar Commons Apartments	6730 Walker St.	Louisiana	0.30	GO		-	89	-	-	4	1BR - 2BR/D	-		
Cityscape	5707 Highway 7	Wooddale	0.23	GO		1990	156	4	2.6%	1	1BR - 2BR	860 - 1,270		
Colonial Terrace	5621 35 Mtka.	Beltline	0.34	GO		1965	54	1	1.9%	1	studio - 2BR	450 - 1,000		
Colorado Court	1410 Colorado	Beltline	1.99	GO		1975	42	-	-	4	-	-		
Courtyard	2524 Hwy. 100	Beltline	0.99	GO		1966	151	3	2.0%	1	1BR - 2BR	550 - 950		
Edge of Uptown	4725 Minnetonka	Beltline	0.33	GO		1968	134	4	3.0%	1	studio - 2BR	346 - 1,191		
Ellipse on Excelsior	3912 Excelsior Blvd.	Beltline	0.55	GO		2010	132	0	0.0%	1	studio - 2BR	634 - 1,864		
Excelsior on Grand	Excelsior Blvd. & Grand Way	Beltline	0.43	GO		1995	338	5	1.5%	1	studio - 2BR ph	554 - 2,200		
Hamilton House	2400 Nevada Ave. S.	Wooddale	1.77	GO		1976	108	0	0.0%	1	1BR	-		
Harmony Vista	5650 36th St. W.	Wooddale	0.18	GO		2008	74	-	-	2	1BR - 2BR	706 - 1,417		
Inglewood Trails	3200 Inglewood	Beltline	0.39	GO		1999	124	2	1.6%	1	1BR - 2BR	760 - 1,378		
Joppa Lane I & II	2888 Joppa Ave.	West Lake	0.51	GO		1965-1986	144	3	2.1%	1	1BR - 2BR	750 - 1,500		
Knollwood Estates	3528 Aquila	Blake	0.81	GO		1964	36	-	-	3	1BR - 2BR	750 - 1,000		
Knollwood Place	3630 Phillips Parkway	Blake	0.81	SR	x	1988	153	6	3.9%	1	1BR - 2BR	580 - 970		

CONTINUED

TABLE HI-5 (Con't)																			
MULTI-FAMILY RENTAL DEVELOPMENTS (12+ UNITS)																			
RENTAL PROPERTIES WITHIN 2-MILE BUFFER OF SUBURBAN STATION AREAS																			
DECEMBER 2012																			
Property Name	Nearest Station	Station Distance (miles)	Income Restricted (IR)	Type of I.R.	Project Based Units (by Affordability)			Primary Funder	Exp. Date	Rent Range		Min. Income Needed to Afford	Market Rate Affordability by AMI						
					Mkt	<30 %	<50 %			<60 %	Min		Max	30%	50%	60%	80%	100%	120%
<b>Hopkins (Con't)</b>																			
Lampighter Apartments	Hopkins	0.23	No		24					\$639 - \$799	\$25,560 - \$31,960								
Loon Apartments	Hopkins	0.19	No		12					\$470 - \$510	\$18,800 - \$20,400	x							
Mark I Apartments	Hopkins	0.39	No		11					\$550 - \$600	\$22,000 - \$24,000			x					
Mayview Apartments	Hopkins	0.30	No		16					-	-								
Oakridge Apartments	Hopkins	0.98	No		83					\$825 - \$1,085	\$33,000 - \$43,400		x	x					
Parkside	Shady Oak	0.34	No		28					\$555 - \$745	\$22,200 - \$29,800		x						
Plantation, The	Blake	0.58	No		63					\$775 - \$1,425	\$31,000 - \$57,000			x					
Plaza View Apartments	Blake	0.51	No		12					-	-								
Ramsgate	Blake	0.54	No	Vch.	360					\$810 - \$1,060	\$32,400 - \$42,400		x	x					
Rasberry Woods	Shady Oak	0.61	No		64					\$1,250 - \$1,520	\$50,000 - \$60,800								x
Raspberry Ridge Co-Op	Hopkins	0.52	Yes	Sec. 8	0	101		HUD	6/13/1996	30% AGI	-	-							
RIZ Apartments	Hopkins	0.25	No		20					\$650 -	\$26,000 -			x					
Rosewood West	Hopkins	0.81	No		155					\$805 - \$995	\$32,200 - \$39,800			x					
Royal Apartments	Hopkins	0.25	No		35					\$550 - \$685	\$22,000 - \$27,400			x					
Second Street Station	Blake	0.10	No		150					\$799 -	\$31,960 -			x					
Sonoma Appartments	Hopkins	0.26	Yes	Sec. 8	0	24		HUD	2013	-	-								
St. Therese Southwest	Opus	0.67	No		227			HUD I	10/1/2044	-	-								
Terraces of St. Therese Southwest (AL)	Opus	0.68	No		61			HUD I	8/1/2044	-	-								
Terraces of St. Therese Southwest (MC)	Opus	0.68	No		25			HUD I	8/1/2044	-	-								
Town Terrace	Hopkins	0.28	No		108					\$699 - \$849	\$27,960 - \$33,960			x					
Trailside	Hopkins	0.89	No		16					\$655 - \$1,000	\$26,200 - \$40,000			x					
Valley Park Condos	Hopkins	0.21	No		176					-	-								
Viking-Hopkins Apartments	Hopkins	0.36	No		12					-	-								
Villager Apartments	Hopkins	1.13	Yes	Sec. 42	0	16		MHFA	9/20/2000	-	-								
Westside Village	Blake	0.08	No	Vch.	155	10				\$920 - \$1,300	\$36,800 - \$52,000		x	x					
Westside Village II	Blake	0.10	No		100					\$700 - \$970	\$28,000 - \$38,800			x					
<b>Minnetonka</b>																			
Belgrove	Blake	1.53	No		30					\$750 - \$950	\$30,000 - \$38,000		x	x					
Brier Creek	Blake	2.09	No		192					\$799 - \$1,100	\$31,960 - \$44,000			x					
Chasewood Gates	Opus	0.96	No		250					\$875 - \$1,395	\$35,000 - \$55,800			x	x				
Claremont	Opus	0.60	No		321					\$829 - \$1,325	\$33,160 - \$53,000			x	x				
Deer Ridge	Shady Oak	0.63	No		110					\$1,400 - \$1,999	\$56,000 - \$79,960				x			x	
Elmbrooke Townhomes	Opus	0.59	No		0	46		HUD		-	-								
Knollwood Oaks	Blake	1.47	No		12					-	-								
Minnetonka Hills	Blake	1.83	No		241					\$880 - \$1,570	\$35,200 - \$62,800				x			x	
Minnetonka Mills Townhomes	Shady Oak	1.15	Yes	Sec. 42	0	3	28	MHFA	4/21/1996	-	-								
South Hampton	Opus	0.63	No		115					\$925 - \$1,040	\$37,000 - \$41,600		x	x					
Waterstone Place	Blake	1.51	No		164					\$925 - \$1,650	\$37,000 - \$66,000				x			x	
<b>St. Louis Park</b>																			
4405 Highway 7	Beltline	0.31	No		11					\$625 - \$725	\$25,000 - \$29,000	x		x					
4411 Minnetonka Blvd.	Beltline	0.34	No		14					\$776 - \$780	\$31,040 - \$31,200			x					
8216 W 31ST ST	Louisiana	1.20	Yes	Sec. 42	0		17	MHFA		-	-								
Aquila Court	Louisiana	1.27	No		36					\$809 - \$1,150	\$32,360 - \$46,000			x	x				
Aquila Park	Louisiana	1.36	No		189					\$646 - \$1,149	\$25,840 - \$45,960			x	x				
Avana on Seven	Louisiana	0.41	No		100					\$1,005 - \$1,905	\$40,200 - \$76,200				x				x
Camerta	Beltline	0.34	No		220					\$940 - \$2,000	\$37,600 - \$80,000				x				x
Cedar Commons Apartments	Louisiana	0.30	Yes	Sec. 42	0	89		MHFA		-	-								
Cityscape	Wooddale	0.23	No		156					\$1,140 - \$1,605	\$45,600 - \$64,200								x
Colonial Terrace	Beltline	0.34	No		54					\$600 - \$900	\$24,000 - \$36,000			x					
Colorado Court	Beltline	1.99	No		42					-	-								
Courtyard	Beltline	0.99	No		151					\$690 - \$835	\$27,600 - \$33,400			x					
Edge of Uptown	Beltline	0.33	No		134					\$650 - \$1,500	\$26,000 - \$60,000			x					x
Ellipse on Excelsior	Beltline	0.55	No		132			HUD I	2051	\$1,125 - \$3,200	\$45,000 - \$128,000			x					
Excelsior on Grand	Beltline	0.43	No	Sec. 8	320	18		HUD I	2044	\$1,025 - \$3,815	\$41,000 - \$152,600								
Hamilton House	Wooddale	1.77	Yes	Sec. 8	0	108		MHFA		-	-								
Harmony Vista	Wooddale	0.18	No		74					\$1,265 - \$2,090	\$50,600 - \$83,600								x
Inglewood Trails	Beltline	0.39	No		124					\$1,186 - \$1,598	\$47,440 - \$63,920								x
Joppa Lane I & II	West Lake	0.51	No		144					\$790 - \$1,350	\$31,600 - \$54,000			x					x
Knollwood Estates	Blake	0.81	No		36					\$675 - \$840	\$27,000 - \$33,600			x					
Knollwood Place	Blake	0.81	No	EW	153					\$1,391 - \$2,185	\$55,640 - \$87,400								

CONTINUED



TABLE HI-5 (Con't)  
 MULTI-FAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
 RENTAL PROPERTIES WITHIN 2-MILE BUFFER OF SUBURBAN STATION AREAS  
 DECEMBER 2012

Property Name	Address	Nearest Station	Station Distance (miles)	GO/SR	SR HSG Type				Year Built	Total Units	Vacant	Vacancy Rate	Status <sup>1</sup>	Unit Mix Range		Sq. Ft. Range	
					AA	Ind	AL	MC						Min	Max	Min	Max
<b>St. Louis Park (Con't)</b>																	
Lou Park Apartments	1351 Hampshire	Beltline	2.18	GO					1977	107	-	-	2	studio - 2BR	500 - 1,050		
Lousiana Court	2711-2759 Lousiana	Louisiana	1.36	GO					1965-1973	120	0	0.0%	1	1BR - 3BR	595 - 1,360		
Lousiana Oaks	7201 Walker St.	Louisiana	0.37	GO					2001	200	2	1.0%	1	1BR - 3BR	742 - 1,412		
Lynn Plaza	3612-24 Lynn	Beltline	0.44	GO					1959	44	0	0.0%	1	studio - 2BR	475 - 895		
Meadowbrook Manor & TH	6860 Excelsior	Louisiana	0.51	GO					1955/56	556	5	0.9%	1	studios - 2BR th	425 - 950		
Menorah Plaza	4925 Minnetonka Blvd.	Beltline	0.35	SR	x	x			1981	151	14	9.3%	1	1BR - 2BR	570 - 784		
Menorah West Apartments	3600 Phillips Parkway	Blake	0.82	SR	x				1986	45	1	2.2%	1	1BR -	550 -		
Minikahda Court	3504 Minikahda	Beltline	0.46	GO					1950	125	4	3.2%	1	studio - 2BR	450 - 680		
Oak Park Village Apartments	7267 Oak Park Village Drive	Louisiana	0.81	GO					1978	100	-	-	3	1BR - 3BR	630 - 1,760		
Park Glen Townhomes	4410 Park Glen Road	Beltline	0.15	GO					-	34	0	0.0%	3	-	-		
Park Embassey	4450 Mtka Blvd	Beltline	0.34	GO					1962	107	0	0.0%	1	1BR - 2BR	700 - 1,200		
Park Glen Apartments	4501 Park Glen	Beltline	0.11	GO					1987	290	4	1.4%	1	studio - 2BR	520 - 1,220		
Park Place Apartments	4505 W 36 1/2	Beltline	0.48	GO					1968	66	-	-	2	studio - 2BR	500 - 1,000		
Park Towers	4820 Hwy 7	Beltline	0.15	GO					1962	142	9	6.3%	1	studio - 3BR	600 - 1,200		
Park Trails	4531 W 36 1/2	Beltline	0.47	GO					1960	120	2	1.7%	1	studio - 2BR	400 - 850		
Park Villa	4320 W 36 1/2	Beltline	0.54	GO					1962	21	0	0.0%	1	1BR - 2BR	550 - 820		
Park West Apartments	1425 Colorado	Beltline	1.98	GO					1972	60	1	1.7%	1	1BR - 2BR	700 - 900		
Parkshore Place	3663 Park Center Boulevard	Wooddale	0.47	SR	x				1988	207	0	0.0%	1	1BR - 2BR	634 - 1,029		
Parkwood Shores (AL)	3633 Park Center Boulevard	Wooddale	0.47	SR		x			2001	68	4	5.9%	1	studio - 2BR	430 - 902		
Parkwood Shores (MC)	3633 Park Center Boulevard	Wooddale	0.47	SR			x		2002	23	0	0.0%	1	studio - 2BR	430 - 902		
Rhode Island Chateau	2727 Rhode Island	Louisiana	1.43	GO					1968	107	2	1.9%	1	1BR - 2BR	750 - 1,200		
Roitenberg Family Assisted Living (AL)	3610 Phillips Parkway	Blake	0.82	SR		x			2002	52	6	11.5%	1	studio - 2BR	450 - 800		
Roitenberg Family Assisted Living (MC)	3610 Phillips Parkway	Blake	0.82	SR			x		2002	24	1	4.2%	1	studio -	350 -		
Royal Park	3100 Virginia	Louisiana	1.18	GO					1962	108	5	4.6%	1	studio - 2BR	430 - 1,100		
Royal Terrace	8217 W 30 1/2	Louisiana	1.26	GO					1960	18	0	0.0%	1	2BR -	900 -		
Somerset Oaks	7400 Oak Park	Louisiana	1.36	GO					1984	100	1	1.0%	1	1BR - 2BR	812 - 1,514		
Tamarind	2300 Ridge Dr	Beltline	1.40	GO					1986	102	0	0.0%	1	1BR - 2BR	672 - 920		
The Hamilton	6211 Hamilton	Wooddale	0.23	GO					1965	14	-	-	4	-	-		
Uptown West	3100 Raleigh	Beltline	0.28	GO					1955	120	7	5.8%	1	studio - 1BR	445 - 698		
Villa Capri	3043 Inglewood	Beltline	0.42	GO					1968	12	0	0.0%	1	2BR -	1,200 -		
Virginia Apartments	3109 Virginia	Louisiana	1.18	GO					1961	11	-	-	2	2BR - 3BR	750 - 900		
Virginia Court Apartments	3035 Virginia	Louisiana	1.18	GO					1962	23	-	-	2	1BR - 2BR	750 - 900		
Virginia Terrace	8201 W 30 1/2	Louisiana	1.26	GO					1965	12	-	-	2	studio - 2BR	600 - 950		
Walden Woods	4301 Park Glen	Beltline	0.20	GO					1988	108	4	3.7%	1	studio - 2BR	510 - 1,092		
West Lake Estate	5700 W Lake St	Wooddale	0.61	GO					1969	27	0	0.0%	1	1BR -	750 -		
Westwood Chateau	2242 Nevada South	Louisiana	1.36	GO					1968	46	0	0.0%	1	1BR - 2BR	700 - 850		
Tower Light on Wooddale Ave.*	3601 Wooddale Ave.	Wooddale	0.07	SR	x	x	x		2012	113	76	67.3%	2	studio - 2BR	468 - 1085		

<sup>1</sup> Status: is summarized as follows:  
 1: Obtained information  
 2: Left message with property  
 3: Difficult or would not participate  
 4: No contact info. available  
 5: Property no longer a rental unit  
 \*Status: New Facility (opened in November)

<sup>1</sup> Based on a 30% allocation of income to housing for general-occupancy. Senior housing projects were excluded from the calculation.  
<sup>2</sup> Market rate housing that has rents that could be classified as "unsubsidized affordable" units based on the monthly rents and adjusted for household size.

Source: Maxfield Research Inc.

TABLE HI-5 (Con't)  
 MULTI-FAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
 RENTAL PROPERTIES WITHIN 2-MILE BUFFER OF SUBURBAN STATION AREAS  
 DECEMBER 2012

Property Name	Nearest Station	Station Distance (miles)	Income Restricted (IR)	Type of I.R.	Project Based Units (by Affordability)			Primary Funder	Exp. Date	Rent Range		Min. Income Needed to Afford	Market Rate Affordability by AMI														
					Mkt	<30 %	<50 %			<60 %	Min		Max	30%	50%	60%	80%	100%	120%								
<b>St. Louis Park (Con't)</b>																											
Lou Park Apartments	Beltline	2.18	No		75	32		HUD		\$725 - \$1,028	\$29,000 - \$41,120		x														
Louisiana Court	Louisiana	1.36	Yes	Sec. 42	0	120		MHFA	2000	\$620 - \$1,030	\$24,800 - \$41,200																
Louisiana Oaks	Louisiana	0.37	No		200					\$1,075 - \$1,820	\$43,000 - \$72,800			x													
Lynn Plaza	Beltline	0.44	No		44					\$575 - \$795	\$23,000 - \$31,800		x														
Meadowbrook Manor & TH	Louisiana	0.51	No		556					\$525 - \$850	\$21,000 - \$34,000		x														
Menorah Plaza	Beltline	0.35	Yes	Sec. 8	0	151		HUD I	2034	-	-																
Menorah West Apartments	Blake	0.82	Yes	Sec. 8	0	45		HUD I	2035	-	-																
Minikahda Court	Beltline	0.46	No		125					\$690 - \$940	\$27,600 - \$37,600		x														
Oak Park Village Apartments	Louisiana	0.81	Yes	Sec. 8	0	100		HUD		\$1,005 - \$1,905	\$40,200 - \$76,200																
Park Glen Townhomes	Beltline	0.15	No	Sec. 42	20		14	MHFA		-	-																
Park Embassy	Beltline	0.34	No		107					\$750 - \$950	\$30,000 - \$38,000		x														
Park Glen Apartments	Beltline	0.11	No		290					\$875 - \$1,760	\$35,000 - \$70,400				x												
Park Place Apartments	Beltline	0.48	No	Vch.	66					\$550 - \$760	\$22,000 - \$30,400		x														
Park Towers	Beltline	0.15	No		142					\$805 - \$1,590	\$32,200 - \$63,600				x												
Park Trails	Beltline	0.47	No		120					\$599 - \$849	\$23,960 - \$33,960		x														
Park Villa	Beltline	0.54	No		21					\$705 - \$926	\$28,200 - \$37,040		x														
Park West Apartments	Beltline	1.98	No		60					\$699 - \$799	\$27,960 - \$31,960		x														
Parkshore Place	Wooddale	0.47	No		207					\$1,406 - \$2,135	\$42,180 - \$64,050																
Parkwood Shores (AL)	Wooddale	0.47	No		68					\$2,769 - \$3,714	\$41,535 - \$55,710																
Parkwood Shores (MC)	Wooddale	0.47	No		23					\$2,260 - \$4,250	\$33,900 - \$63,750																
Rhode Island Chateau	Louisiana	1.43	No		107					\$795 - \$1,042	\$31,800 - \$41,680		x		x												
Roitenberg Family Assisted Living (AL)	Blake	0.82	No		52					\$2,400 - \$4,300	\$36,000 - \$64,500																
Roitenberg Family Assisted Living (MC)	Blake	0.82	No		24					\$5,400 -	\$81,000 -																
Royal Park	Louisiana	1.18	No		108					\$619 - \$837	\$24,760 - \$33,480				x												
Royal Terrace	Louisiana	1.26	No		18					\$699 - \$729	\$27,960 - \$29,160		x														
Somerset Oaks	Louisiana	1.36	No		100					\$915 - \$1,595	\$36,600 - \$63,800				x												
Tamarind	Beltline	1.40	No		102					\$795 - \$995	\$31,800 - \$39,800				x												
The Hamilton	Wooddale	0.23	No		14					-	-																
Uptown West	Beltline	0.28	No		120					\$585 - \$760	\$23,400 - \$30,400		x														
Villa Capri	Beltline	0.42	No	Vch.	11	1				\$1,125 - \$1,255	\$45,000 - \$50,200																
Virginia Apartments	Louisiana	1.18	No		11					\$819 - \$1,150	\$32,760 - \$46,000		x		x												
Virginia Court Apartments	Louisiana	1.18	No		23					\$699 - \$819	\$27,960 - \$32,760		x														
Virginia Terrace	Louisiana	1.26	No		12					\$599 - \$819	\$23,960 - \$32,760		x														
Walden Woods	Beltline	0.20	No		108					\$746 - \$1,310	\$29,840 - \$52,400		x														
West Lake Estate	Wooddale	0.61	No		27					\$775 -	\$31,000 -		x														
Westwood Chateau	Louisiana	1.36	No		46					\$675 - \$795	\$27,000 - \$31,800		x		x												
Tower Light on Wooddale Ave.*	Wooddale	0.07	No		113			HUD I	2053	\$1,440 - \$6,000	\$57,600 - \$90,000																

<sup>1</sup> Status: is summarized as follows:  
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<sup>2</sup> Based on a 30% allocation of income to housing for general-occupancy. Senior housing projects were excluded from the calculation.  
<sup>3</sup> Market rate housing that has rents that could be classified as "unsubsidized affordable" units based on the monthly rents and adjusted for household size.

Source: Maxfield Research Inc.

TABLE HI-6  
MULTIFAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
RENTAL PROPERTIES WITHIN 1-MILE BUFFER OF MINNEAPOLIS STATION AREAS  
2012

Property Name	Address	Zip Code	Nearest Station	Station Distance (miles)	GO/SR	SR HSG Type				Year Built	Total Units	Vac.	Vac. Rate	Status <sup>1</sup>	Unit Mix		Sq.Ft. Range	
						AA	Ind	AL	MC						Min	Max	Min	Max
Be @Calhoun Greenway	3121 CHOWEN AVE S	55416	West Lake Station	0.07	GO					1971	204	8	4%	1	EFF - 2BR	494 - 1,180		
Calhoun Greenway Apts	3140 CHOWEN AVE S	55416	West Lake Station	0.10	GO					1973	150	6	4%	1	EFF - 3BR	315 - 1,300		
3701 Lake St	3701 LAKE ST W	55416	West Lake Station	0.13	GO					1964	18	0	0%	1	EFF - 1BR	400 - 500		
Calhoun Towers Apts	3430 LIST PL	55416	West Lake Station	0.16	GO					1962	108	0	0%	1	EFF - 3BR	550 - 1,990		
Lakewood Isles	3031 EWING AVE S	55416	West Lake Station	0.18	GO					1972	181	0	0%	1	EFF - 3BR	500 - 1,300		
3028 EWING AVE S	3028 EWING AVE S	55416	West Lake Station	0.18	GO					1960	46	-	-	2	-	-		
3050 EWING AVE S	3050 EWING AVE S	55416	West Lake Station	0.19	GO					1961	30	-	-	2	-	-		
West Calhoun Apts	3146 CALHOUN BLVD W	55416	West Lake Station	0.20	GO					1951	62	1	2%	1	EFF - 1BR	350 - 600		
Greenway Commons	3811 31ST ST W	55416	West Lake Station	0.22	GO					1970	18	0	0%	1	1BR - 2BR	450 - 650		
3620 32ND ST W	3620 32ND ST W	55416	West Lake Station	0.22	GO					1964	27	-	-	2	-	-		
3708 32ND ST W	3708 32ND ST W	55416	West Lake Station	0.24	GO					1966	27	-	-	2	-	-		
3720 32ND ST W	3720 32ND ST W	55416	West Lake Station	0.24	GO					1966	27	-	-	2	-	-		
Calhoun West Apts	3029 FRANCE AVE S	55416	West Lake Station	0.24	GO					1960	45	-	-	2	-	-		
3026 LAKE ST W	3026 LAKE ST W	55416	West Lake Station	0.33	GO					1931	17	-	-	2	-	-		
Dean Terrace	2932 DEAN PKWY	55416	West Lake Station	0.38	GO					1939	34	-	-	2	-	-		
2920 Dean Pkwy	2920 DEAN PKWY	55416	West Lake Station	0.38	GO					1953	55	-	-	2	-	-		
2601 SUNSET BLVD	2601 SUNSET BLVD	55416	West Lake Station	0.41	GO					1961	18	-	-	2	-	-		
2901 DEAN PKWY	2901 DEAN PKWY	55416	West Lake Station	0.41	GO					1926	25	-	-	5	-	-		
2730 Lake St	2730 LAKE ST W	55416	West Lake Station	0.48	GO					1945	57	55	4%	1	1BR - 4BR	-		
Calhoun Beach Club Apts	2900 THOMAS AVE S	55416	West Lake Station	0.53	GO					1999	275	11	4%	1	1BR - 4BR	531 - 3,335		
Calhoun Shores Apts	3101 CALHOUN PKWY E	55408	West Lake Station	0.91	GO					1964	42	0	0%	1	1BR - 2BR	800 - 1,250		
Calhoun Terrace Apts	2893 KNOX AVE S	55408	West Lake Station	0.93	GO					1959	97	4	4%	1	EFF - 2BR	325 - 980		
3033 James	3033 JAMES AVE S	55408	West Lake Station	1.01	GO					1968	14	0	0%	1	EFF - 2BR	620 - 825		
Irving Place Apartments	3030 IRVING AVE S	55408	West Lake Station	1.07	GO					1967	40	-	-	2	-	-		
Opportunity Housing-Lamoreaux	706 1ST AVE N	55403	Warehouse District	0.18	GO					2003	73	1	1%	1	EFF - EFF	-		
200 3RD ST N	200 3RD ST N	55401	Warehouse District	0.20	GO					1905	20	-	-	2	-	-		
Stage Apartments	814 HENNEPIN AVE	55403	Warehouse District	0.28	GO					1910	32	-	-	2	-	-		
LaSalle Apartments	30 9TH ST S	55402	Warehouse District	0.32	GO					1918	122	3	3%	2	EFF - 1BR+D	400 - 1,000		
123 2ND ST N	123 2ND ST N	55401	Warehouse District	0.33	GO					1915	39	-	-	2	-	-		
Yale Place Apts	1212 YALE PL	55403	Warehouse District	0.58	GO					1915	48	0	0%	1	EFF - 1BR	400 - 550		
1618 GLENWOOD AVE N	1618 GLENWOOD AVE N	55405	Van White Station	0.52	GO					1961	12	-	-	2	-	-		
1707 Glenwood	1707 GLENWOOD AVE N	55405	Van White Station	0.55	GO					1962	26	1	4%	1	1BR - 2BR	700 - 1,000		
Olson Townhomes	461 GIRARD TER	55405	Van White Station	0.55	GO					1970	92	0	0%	1	1BR - 3BR	800 - 1,030		
1814 GLENWOOD AVE N	1814 GLENWOOD AVE N	55405	Van White Station	0.59	GO					1922	16	-	-	2	-	-		
Park Plaza Apts	525 HUMBOLDT AVE N	55405	Van White Station	0.59	GO					1964	51	-	-	2	-	-		
807 DOUGLAS AVE	807 DOUGLAS AVE	55403	Van White Station	0.63	GO					1912	14	-	-	2	-	-		
1907 GLENWOOD AVE N	1907 GLENWOOD AVE N	55405	Van White Station	0.63	GO					1960	12	-	-	2	-	-		
803 Douglas	803 DOUGLAS AVE	55403	Van White Station	0.63	GO					2001	13	-	-	2	-	-		
Kenwood Gables Apartments	728 DOUGLAS AVE	55403	Van White Station	0.64	GO					1989	101	1	1%	1	EFF - Pent	503 - 1,559		
Park Plaza Apts	1315 OLSON MEMORIAL HW	55405	Van White Station	0.65	GO					1964	32	-	-	2	-	-		
The Greystone Apartments	1785 BRYANT AVE S	55403	Van White Station	0.67	GO					1924	26	0	0%	1	EFF - 2BR	670 - 925		
1770 Hennepin	1770 HENNEPIN AVE	55403	Van White Station	0.68	GO					1904	26	0	0%	1	EFF - 1BR	250 - 600		
900 SUMMIT AVE	900 SUMMIT AVE	55403	Van White Station	0.68	GO					1929	36	-	-	2	-	-		
901 SUMMIT AVE	901 SUMMIT AVE	55403	Van White Station	0.68	GO					1912	34	-	-	2	-	-		
Lowry Hill District Apts	1786 HENNEPIN AVE	55403	Van White Station	0.69	GO					1909	56	0	0%	1	EFF - 3BR	600 - 1,500		
Kenwood Apartments Senior Housing	821 SUMMIT AVE	55403	Van White Station	0.70	SR		x	x		2010	154	0	0%	1	1BR - 3BR	600 - 1,500		
2021 GLENWOOD AVE N	2021 GLENWOOD AVE N	55405	Van White Station	0.70	GO					1961	17	-	-	2	-	-		
1810 BRYANT AVE S	1810 BRYANT AVE S	55403	Van White Station	0.72	GO					1912	39	-	-	2	-	-		
2105 GLENWOOD AVE N	2105 GLENWOOD AVE N	55405	Van White Station	0.73	GO					1960	14	-	-	2	-	-		
Eitel Building City Apts	1367 WILLOW ST	55403	Van White Station	0.73	GO					1912	212	6	3%	2	EFF - 2BR+D	548 - 1,286		
315 15TH ST W	315 15TH ST W	55403	Van White Station	0.74	GO					1902	28	-	-	2	-	-		
303 15th St	303 15TH ST W	55403	Van White Station	0.74	GO					1903	28	0	0%	1	1BR - 3BR	700 - 1,250		
1917 EMERSON AVE S	1917 EMERSON AVE S	55403	Van White Station	0.74	GO					1913	15	-	-	3	-	-		
1907 COLFAX AVE S	1907 COLFAX AVE S	55403	Van White Station	0.75	GO					1962	21	-	-	2	-	-		
1919 DUPONT AVE S	1919 DUPONT AVE S	55403	Van White Station	0.75	GO					1912	21	-	-	2	-	-		
1910 COLFAX AVE S	1910 COLFAX AVE S	55403	Van White Station	0.75	GO					1962	18	-	-	2	-	-		
1917 COLFAX AVE S	1917 COLFAX AVE S	55403	Van White Station	0.76	GO					1906	15	-	-	2	-	-		
333 Oak Grove St Apts	333 OAK GROVE ST	55403	Van White Station	0.77	GO					1967	54	-	-	3	-	-		
Park Terrace Apartments	330 OAK GROVE ST	55403	Van White Station	0.78	GO						196	-	-	3	EFF - 1BR	320 - 495		

CONTINUED



TABLE HI-6 (Continued)  
 MULTIFAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
 RENTAL PROPERTIES WITHIN 1-MILE BUFFER OF MINNEAPOLIS STATION AREAS  
 2012

Property Name	Address	Zip Code	Nearest Station	Station Distance (miles)	GO/SR	SR HSG Type				Year Built	Total Units	Vac.	Vac. Rate	Status*	Unit Mix		Sq.Ft. Range	
						AA	Ind	AL	MC						Min	Max	Min	Max
Park 2 Apts	225 15TH ST W	55403	Van White Station	0.79	GO					1911	50	2	4%	1	EFF - EFF	485 - 485		
Spruce Place Apartments	1365 SPRUCE PL	55403	Van White Station	0.79	GO					1912	44	1	2%	1	EFF - 1BR	400 - 575		
1908 HENNEPIN AVE	1908 HENNEPIN AVE	55403	Van White Station	0.79	GO					1914	24	-	-	2	-	-	-	-
316 Oak Grove on the Park	316 OAK GROVE ST	55403	Van White Station	0.79	GO					1950	100	-	-	2	-	-	-	-
306 Oak Grove St	306 OAK GROVE ST	55403	Van White Station	0.80	GO					1920	27	0	0%	1	EFF - 1BR	450 - 600		
1935 BRYANT AVE S	1935 BRYANT AVE S	55403	Van White Station	0.80	GO					1910	36	-	-	2	-	-	-	-
PPL Northside Recap	610 LOGAN AVE N	55411	Van White Station	0.80	GO					1920	62	1	2%	1	EFF - 3BR	320 - 1100		
1400 SPRUCE PL	1400 SPRUCE PL	55403	Van White Station	0.81	GO					1903	42	-	-	2	-	-	-	-
322 Clifton	322 CLIFTON AVE	55403	Van White Station	0.81	GO					1964	22	1	5%	1	EFF - 1BR	300 - 525		
214 15th St	214 15TH ST W	55403	Van White Station	0.82	GO					1959	35	0	0%	1	EFF - 1BR	400 - 700		
Park Apartments	209 15TH ST W	55403	Van White Station	0.83	GO					1910	13	0	0%	1	2BR - 2BR	-	-	-
1937 ALDRICH AVE S	1937 ALDRICH AVE S	55403	Van White Station	0.83	GO					1911	18	-	-	2	-	-	-	-
Park Apartments	205 15TH ST W	55403	Van White Station	0.83	GO					1916	25	1	4%	1	1BR - 1BR	-	-	-
Park Apartments	201 15TH ST W	55403	Van White Station	0.84	GO					1914	28	2	7%	1	EFF - 1BR	-	-	-
233 OAK GROVE ST	233 OAK GROVE ST	55403	Van White Station	0.85	GO					1919	26	-	-	2	1BR - 2BR	662 - 769		
Belmont Apts	1000 FRANKLIN AVE W	55405	Van White Station	0.85	GO					1919	87	1	1%	1	EFF 2BR	425 - 725		
The Park Apartments	1511 SPRUCE PL	55403	Van White Station	0.86	GO					1909	33	3	11%	1	EFF - EFF	-	-	-
Loring Manor Apts	1512 SPRUCE PL	55403	Van White Station	0.86	GO					1919	32	1	3%	1	EFF - 1BR	400 - 625		
Oak Grove Apt Hotel	230 OAK GROVE ST	55403	Van White Station	0.86	GO					1920	129	2	2%	1	EFF - 1BR	425 - 650		
The Park Apartments	1515 SPRUCE PL	55403	Van White Station	0.86	GO					1916	31	2	7%	1	EFF - EFF	-	-	-
227 OAK GROVE ST	227 OAK GROVE ST	55403	Van White Station	0.86	GO					1919	26	-	-	2	1BR - 1BR	662 - 662		
Loring Manor Apts	1518 SPRUCE PL	55403	Van White Station	0.86	GO					1920	32	2	6%	1	EFF - 1BR	400 - 625		
902 W Franklin Apts	902 FRANKLIN AVE W	55405	Van White Station	0.86	GO					1908	26	0	0%	1	1BR - 2BR	400 - 800		
Lowry Hill East	905 FRANKLIN AVE W	55405	Van White Station	0.86	GO					1902	47	-	-	2	-	-	-	-
218 OAK GROVE ST	218 OAK GROVE ST	55403	Van White Station	0.87	GO					1918	25	-	-	2	-	-	-	-
Oak Grove Towers	215 OAK GROVE ST	55403	Van White Station	0.87	GO					1974	228	0	0%	1	1BR - 2BR	626 - 710		
KMS Management	214 OAK GROVE ST	55403	Van White Station	0.87	GO					1918	26	0	0%	1	EFF - 1BR	300 - 700		
Bryant Towers	2001 BRYANT AVE S	55405	Van White Station	0.87	GO					1965	55	1	2%	2	EFF - 2BR	-	-	-
Ridgewood Court Apartments	601 RIDGEWOOD AVE	55403	Van White Station	0.88	GO					1924	34	0	0%	1	1BR - 2BR	-	-	-
800 FRANKLIN AVE W	800 FRANKLIN AVE W	55405	Van White Station	0.88	GO					1961	15	-	-	2	-	-	-	-
2009 BRYANT AVE S	2009 BRYANT AVE S	55405	Van White Station	0.88	GO					1959	14	-	-	2	-	-	-	-
200 OAK GROVE ST	200 OAK GROVE ST	55403	Van White Station	0.88	GO					1926	40	-	-	2	-	-	-	-
2003 ALDRICH AVE S	2003 ALDRICH AVE S	55405	Van White Station	0.89	GO					1923	25	-	-	4	-	-	-	-
712 FRANKLIN AVE W	712 FRANKLIN AVE W	55405	Van White Station	0.90	GO					1911	13	-	-	2	-	-	-	-
2012 Aldrich	2012 ALDRICH AVE S	55405	Van White Station	0.90	GO					1969	20	2	10%	1	EFF - 1BR	500 - 650		
507 Ridgewood	507 RIDGEWOOD AVE	55403	Van White Station	0.90	GO					1972	27	0	0%	1	EFF - 2BR	400 - 800		
441 RIDGEWOOD AVE	441 RIDGEWOOD AVE	55403	Van White Station	0.92	GO					1965	36	1	3%	1	EFF - 1BR	400 - 600		
Twin Court Apartments	610 FRANKLIN AVE W	55405	Van White Station	0.92	GO					1924	45	-	-	2	-	-	-	-
2100 BRYANT AVE S	2100 BRYANT AVE S	55405	Van White Station	0.92	GO					1963	24	-	-	2	-	-	-	-
Scott Rentals	2101 BRYANT AVE S	55405	Van White Station	0.92	GO					1971	33	0	0%	1	1BR - 2BR	675 - 800		
Kewanis Court	600 FRANKLIN AVE W	55405	Van White Station	0.92	GO					1923	29	0	0%	1	EFF - 2BR	450 - 900		
2100 Aldrich	2100 ALDRICH AVE S	55405	Van White Station	0.94	GO					1971	22	0	0%	1	EFF - 2BR	400 - 800		
2002 GARFIELD AVE S	2002 GARFIELD AVE S	55405	Van White Station	0.94	GO					1974	18	-	-	2	-	-	-	-
125 Oak Grove	125 OAK GROVE ST	55403	Van White Station	0.94	GO					1912	64	1	2%	1	EFF - 1BR	260 - 750		
2012 Garfield	2012 GARFIELD AVE S	55405	Van White Station	0.94	GO					1915	21	0	0%	1	1BR - 1BR	600 - 600		
116 Oak Grove	116 OAK GROVE ST	55403	Van White Station	0.95	GO					1910	48	-	-	2	-	-	-	-
2020 GARFIELD AVE S	2020 GARFIELD AVE S	55405	Van White Station	0.95	GO					1915	19	1	5%	2	1BR - 1BR	400 - 400		
2120 Aldrich	2120 ALDRICH AVE S	55405	Van White Station	0.95	GO					1928	28	0	0%	1	EFF - 1BR	-	-	-
Excelsior Properties	501 FRANKLIN AVE W	55405	Van White Station	0.95	GO					1909	34	1	3%	1	EFF - 1BR	-	-	-
Garfield Court	2101 GARFIELD AVE S	55405	Van White Station	0.98	GO					1920	37	0	0%	1	EFF - 2BR	370 - 670		
Kleinman Properties	2121 GARFIELD AVE S	55405	Van White Station	0.99	GO					1970	26	0	0%	1	1BR - 2BR	600 - 750		
2124 GARFIELD AVE S	2124 GARFIELD AVE S	55405	Van White Station	0.99	GO					1916	16	-	-	2	-	-	-	-
Ridgewood Arches Apts	229 RIDGEWOOD AVE	55403	Van White Station	0.99	GO					1964	28	2	7%	1	1BR - 1BR	525 - 620		
Bryant Apartments	2200 BRYANT AVE S	55405	Van White Station	0.99	GO					1965	35	0	0%	1	EFF - 1BR	-	-	-
2205 BRYANT AVE S	2205 BRYANT AVE S	55405	Van White Station	1.00	GO					1956	13	-	-	2	-	-	-	-
Park apartments	2209 BRYANT AVE S	55405	Van White Station	1.00	GO					1967	14	0	0%	1	EFF - 1BR	-	-	-
2103 HARRIET AVE S	2103 HARRIET AVE S	55405	Van White Station	1.01	GO					1921	21	-	-	2	-	-	-	-
Coyle Apts	1801 LASALLE AVE	55403	Van White Station	1.02	GO					1918	130	0	0%	1	EFF - EFF	-	-	-
Franklin Villa Apts	305 FRANKLIN AVE W	55404	Van White Station	1.02	GO					1967	72	0	0%	1	EFF - 2BR	385 - 770		
West Franklin Apts	242 FRANKLIN AVE W	55404	Van White Station	1.02	GO					1961	34	2	6%	1	EFF - 3BR	370 - 1,100		
1822 LASALLE AVE	1822 LASALLE AVE	55403	Van White Station	1.03	GO					1918	21	-	-	2	-	-	-	-
1827 LaSalle	1827 LASALLE AVE	55403	Van White Station	1.03	GO					1961	30	0	0%	1	EFF - 2BR	-	-	-
2300 ALDRICH AVE S	2300 ALDRICH AVE S	55405	Van White Station	1.06	GO					1966	20	-	-	2	-	-	-	-
2310 Aldrich	2310 ALDRICH AVE S	55405	Van White Station	1.06	GO					1967	28	0	0%	1	EFF - 2BR	350 - 900		

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TABLE HI-6 (Con't)																				
MULTIFAMILY RENTAL DEVELOPMENTS (12+ UNITS)																				
RENTAL PROPERTIES WITHIN 1-MILE BUFFER OF MINNEAPOLIS STATION AREAS																				
2012																				
Property Name	Nearest Station	Station Distance (miles)	Income Restricted (IR)	Type of I.R.	Mkt	Units (by Affordability)				Primary Funder	Exp. Date	Rent Range		Min. Income Needed to Afford	Market Rate Affordability by AMI					
						<30 %	<50 %	<60 %	<80 %			Min	Max		30%	50%	60%	80%	100%	120%
Park 2 Apts	Van White Station	0.79	N		50							\$605 - \$635	\$24,200 - \$25,400			x				
Spruce Place Apartments	Van White Station	0.79	N		44							\$525 - \$675	\$21,000 - \$27,000	x		x				
1908 HENNEPIN AVE	Van White Station	0.79	N		24							-	-							
316 Oak Grove on the Park	Van White Station	0.79	N		100							-	-							
306 Oak Grove St	Van White Station	0.80	N		27							\$645 - \$925	\$25,800 - \$37,000			x		x		
1935 BRYANT AVE S	Van White Station	0.80	N		36							-	-							
PPL Northside Recap	Van White Station	0.80	Y	Sec. 42/ Vch.	0	20	42		CPED	2040	\$400 - \$910	\$16,000 - \$36,400								
1400 SPRUCE PL	Van White Station	0.81	N		42							-	-							
322 Clifton	Van White Station	0.81	N		22							\$595 - \$805	\$23,800 - \$32,200			x				
214 15th St	Van White Station	0.82	N		35							\$650 - \$825	\$26,000 - \$33,000			x				
Park Apartments	Van White Station	0.83	N		13							\$1,100 - \$1,100	\$44,000 - \$44,000							x
1937 ALDRICH AVE S	Van White Station	0.83	N		18							-	-							
Park Apartments	Van White Station	0.83	N		25							\$650 - \$795	\$26,000 - \$31,800			x				
Park Apartments	Van White Station	0.84	N		28							\$650 - \$850	\$26,000 - \$34,000			x		x		
233 OAK GROVE ST	Van White Station	0.85	N		26							-	-							
Belmont Apts	Van White Station	0.85	Y	Sec. 42	52			35	MHFA			625 - 825	\$25,000 - \$33,000			x				
The Park Apartments	Van White Station	0.86	N		33							\$525 - \$575	\$21,000 - \$23,000			x				
Loring Manor Apts	Van White Station	0.86	N		32							\$575 - \$695	\$23,000 - \$27,800			x		x		
Oak Grove Apt Hotel	Van White Station	0.86	N		129							\$625 - \$800	\$25,000 - \$32,000			x		x		
The Park Apartments	Van White Station	0.86	N		31							\$525 - \$695	\$21,000 - \$27,800			x		x		
227 OAK GROVE ST	Van White Station	0.86	N		26							-	-							
Loring Manor Apts	Van White Station	0.86	N		32							\$575 - \$695	\$23,000 - \$27,800			x				
902 W Franklin Apts	Van White Station	0.86	N		26							\$720 - \$1,100	\$28,800 - \$44,000			x		x		
Lowry Hill East	Van White Station	0.86	N		47							-	-							
218 OAK GROVE ST	Van White Station	0.87	N		25							-	-							
Oak Grove Towers	Van White Station	0.87	N		228							\$850 - \$1,225	\$34,000 - \$49,000			x		x		
KMS Management	Van White Station	0.87	N		26							\$535 - \$730	\$21,400 - \$29,200			x		x		
Bryant Towers	Van White Station	0.87	N		55							\$675 - \$915	\$27,000 - \$36,600			x				
Ridgewood Court Apartments	Van White Station	0.88	N		34							\$700 - \$950	\$28,000 - \$38,000			x				
800 FRANKLIN AVE W	Van White Station	0.88	N		15							-	-							
2009 BRYANT AVE S	Van White Station	0.88	N		14							-	-							
200 OAK GROVE ST	Van White Station	0.88	N		40							-	-							
2003 ALDRICH AVE S	Van White Station	0.89	N		25							-	-							
712 FRANKLIN AVE W	Van White Station	0.90	N		13							-	-							
2012 Aldrich	Van White Station	0.90	N		20							\$575 - \$745	\$23,000 - \$29,800			x		x		
507 Ridgewood	Van White Station	0.90	N		27							\$625 - \$995	\$25,000 - \$39,800			x				
441 RIDGEWOOD AVE	Van White Station	0.92	N		36							\$550 - \$650	\$22,000 - \$26,000			x		x		
Twin Court Apartments	Van White Station	0.92	N		45							-	-							
2100 BRYANT AVE S	Van White Station	0.92	N		24							-	-							
Scott Rentals	Van White Station	0.92	N		33							\$755 - \$920	\$30,200 - \$36,800			x				
Kewanis Court	Van White Station	0.92	N		29							\$675 - \$900	\$27,000 - \$36,000			x				
2100 Aldrich	Van White Station	0.94	N		22							\$625 - \$975	\$25,000 - \$39,000			x				
2002 GARFIELD AVE S	Van White Station	0.94	N		18							-	-							
125 Oak Grove	Van White Station	0.94	N		64							\$585 - \$835	\$23,400 - \$33,400			x		x		
2012 Garfield	Van White Station	0.94	N		21							\$600 - \$695	\$24,000 - \$27,800			x				
116 Oak Grove	Van White Station	0.95	N		48							-	-							
2020 GARFIELD AVE S	Van White Station	0.95	N		19							\$695 - \$895	\$27,800 - \$35,800			x		x		
2120 Aldrich	Van White Station	0.95	N		28							\$600 - \$750	\$24,000 - \$30,000			x				
Excelsior Properties	Van White Station	0.95	N		34							\$525 - \$600	\$21,000 - \$24,000			x				
Garfield Court	Van White Station	0.98	N		37							\$575 - \$865	\$23,000 - \$34,600			x		x		
Kleinman Properties	Van White Station	0.99	N		26							\$710 - \$875	\$28,400 - \$35,000			x				
2124 GARFIELD AVE S	Van White Station	0.99	N		16							-	-							
Ridgewood Arches Apts	Van White Station	0.99	N		28							\$820 - \$935	\$32,800 - \$37,400			x		x		
Bryant Apartments	Van White Station	0.99	N		35							\$595 - \$750	\$23,800 - \$30,000			x		x		
2205 BRYANT AVE S	Van White Station	1.00	N		13							-	-							
Park apartments	Van White Station	1.00	N		14							\$550 - \$700	\$22,000 - \$28,000			x		x		
2103 HARRIET AVE S	Van White Station	1.01	N		21							-	-							
Coyle Apts	Van White Station	1.02	Y	Sec. 42	0	26	104		MHFA			\$433 - \$441	\$17,320 - \$17,640							
Franklin Villa Apts	Van White Station	1.02	N		72							\$585 - \$875	\$23,400 - \$35,000			x		x		
West Franklin Apts	Van White Station	1.02	N		34							\$540 - \$1,175	\$21,600 - \$47,000			x			x	
1822 LASALLE AVE	Van White Station	1.03	N		21							-	-							
1827 LaSalle	Van White Station	1.03	N		30							\$525 - \$725	\$21,000 - \$29,000			x		x		
2300 ALDRICH AVE S	Van White Station	1.06	N		20							-	-							
2310 Aldrich	Van White Station	1.06	N		28							\$545 - \$900	\$21,800 - \$36,000			x		x		

CONTINUED

TABLE HI-6 (Continued)  
MULTIFAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
RENTAL PROPERTIES WITHIN 1-MILE BUFFER OF MINNEAPOLIS STATION AREAS  
2012

Property Name	Address	Zip Code	Nearest Station	Station Distance (miles)	GO/SR	SR HSG Type				Year Built	Total Units	Vac.	Vac. Rate	Status <sup>1</sup>	Unit Mix		Sq.Ft. Range	
						AA	Ind	At	MC						Min	Max	Min	Max
400 3RD AVE N	400 3RD AVE N	55401	Target Field Station	0.13	GO					1885	15	-	-	2	-	-	-	-
Mill City Apartments	625 2ND ST N	55401	Target Field Station	0.37	GO					2000	43	1	2%	1	EFF - 2BR	-	505 - 1,015	
Heritage Landing	415 1ST ST N	55401	Target Field Station	0.41	GO					2000	229	2	1%	1	1BR - Pent	-	720 - 2,685	
Riverwalk Apartments	50 4TH AVE N	55401	Target Field Station	0.55	GO					1900	96	0	0%	1	1BR - 2BR	-	500 - 1,000	
Housing for Chronic Alcoholics	173 GLENWOOD AVE N	55405	Royalston Station	0.21	GO					1900	80	1	1%	1	1BR - 1BR	-	140 - 160	
The Evergreen	177 GLENWOOD AVE N	55405	Royalston Station	0.23	GO					1999	88	1	1%	1	1BR - 1BR	-	140 - 160	
Hope Harbor	53 GLENWOOD AVE N	55403	Royalston Station	0.26	GO					2001	96	1	1%	1	1BR - 1BR	-	-	
1302 Linden Apartments	1302 LINDEN AVE	55403	Royalston Station	0.37	GO					1916	42	5	12%	1	EFF - 1BR	-	320 - 650	
1225 HAWTHORNE AVE	1225 HAWTHORNE AVE	55403	Royalston Station	0.43	GO					1887	67	-	-	2	EFF - 1BR	-	234 - 606	
Hawthorne AVE Apts	1501 HAWTHORNE AVE	55403	Royalston Station	0.44	GO					1900	35	2	6%	1	EFF - EFF	-	-	
Jeremiah program apts	1510 LAUREL AVE	55403	Royalston Station	0.51	GO					1997	39	1	3%	1	2BR - 3BR	-	-	
Wilson Park Tower	1400 LAUREL AVE	55403	Royalston Station	0.52	GO					1991	204	10	5%	1	1BR - 2BR	-	616 - 1,001	
Loring Park City Apts	1301 HARMON PL	55403	Royalston Station	0.57	GO					2002	162	-	-	2	EFF - 3BR	-	571 - 1,778	
The Haverhill Apts	32 SPRUCE PL	55403	Royalston Station	0.61	GO					1900	68	1	2%	1	EFF - 2BR	-	330 - 780	
Rooth Manor Senior Housing	1421 VALL PL	55403	Royalston Station	0.67	SR					2010	156	0	0%	1	1BR - 1BR	-	565 - 565	
City View Apts	1146 EMERSON AVE N	55411	Royalston Station	0.75	GO					1972	93	-	-	4	-	-	-	
Cecil Newman Apts	704 FREMONT AVE N	55411	Royalston Station	0.78	GO					1966	64	1	2%	1	2BR - 3BR	-	-	
Plymouth Avenue Townhomes	1500 PLYMOUTH AVE N	55411	Royalston Station	1.07	GO					1974	140	4	3%	1	1BR - 3BR	-	-	
1929 FREMONT AVE S	1929 FREMONT AVE S	55403	Penn Station	0.70	GO					1916	26	-	-	2	-	-	-	
1933 FREMONT AVE S	1933 FREMONT AVE S	55403	Penn Station	0.70	GO					1916	26	4	15%	3	-	-	-	
2309 IRVING AVE S	2309 IRVING AVE S	55405	Penn Station	0.73	GO					1918	13	-	-	2	1BR - 2BR	-	-	
2315 IRVING AVE S	2315 IRVING AVE S	55405	Penn Station	0.73	GO					1918	13	-	-	2	1BR - 2BR	-	-	
1924 EMERSON AVE S	1924 EMERSON AVE S	55403	Penn Station	0.75	GO					1953	16	-	-	2	-	-	-	
1928 EMERSON AVE S	1928 EMERSON AVE S	55403	Penn Station	0.75	GO					1912	13	-	-	2	-	-	-	
Bellefonte Isles	2212 GIRARD AVE S	55405	Penn Station	0.77	GO					1923	26	0	0%	1	1BR - 2BR	-	-	
2222 GIRARD AVE S	2222 GIRARD AVE S	55405	Penn Station	0.77	GO					1916	13	-	-	2	1BR - 1BR	-	-	
1200 FRANKLIN AVE W	1200 FRANKLIN AVE W	55405	Penn Station	0.78	GO					1908	17	-	-	2	-	-	-	
Urban Vintage Apartments	1117 FRANKLIN AVE W	55405	Penn Station	0.83	GO					1912	33	-	-	2	EFF - 2BR	-	-	
2118 DUPONT AVE S	2118 DUPONT AVE S	55405	Penn Station	0.88	GO					1912	13	-	-	2	1BR - 1BR	-	-	
2409 Fremont	2409 FREMONT AVE S	55405	Penn Station	0.90	GO					1915	13	1	8%	1	EFF - 1BR	-	1,000 - 1,000	
2107 HENNEPIN AVE	2107 HENNEPIN AVE	55405	Penn Station	0.91	GO					1913	13	-	-	2	-	-	-	
2121 HENNEPIN AVE	2121 HENNEPIN AVE	55405	Penn Station	0.91	GO					1913	23	-	-	2	-	-	-	
1215 24TH ST W	1215 24TH ST W	55405	Penn Station	0.92	GO					1913	13	-	-	2	-	-	-	
Colonial Apts	2315 DUPONT AVE S	55405	Penn Station	0.96	GO					1910	25	0	0%	1	2BR - 2BR	-	800 - 800	
461 GIRARD TER	461 GIRARD TER	55405	Penn Station	0.97	GO					1969	41	-	-	2	-	-	-	
2429 EMERSON AVE S	2429 EMERSON AVE S	55405	Penn Station	0.98	GO					1910	14	-	-	2	-	-	-	
2437 EMERSON AVE S	2437 EMERSON AVE S	55405	Penn Station	0.98	GO					1912	13	-	-	2	-	-	-	
2315 COLFAX AVE S	2315 COLFAX AVE S	55405	Penn Station	1.00	GO					1959	24	-	-	2	-	-	-	
2420 DUPONT AVE S	2420 DUPONT AVE S	55405	Penn Station	1.00	GO					1963	18	-	-	2	-	-	-	
2434 Dupont	2434 DUPONT AVE S	55405	Penn Station	1.01	GO					1929	20	0	0%	1	EFF - 1BR	-	-	
2500 EMERSON AVE S	2500 EMERSON AVE S	55405	Penn Station	1.03	GO					1922	19	-	-	2	-	-	-	
2300 Bryant	2300 BRYANT AVE S	55405	Penn Station	1.04	GO					1961	18	0	0%	1	1BR - 1BR	-	-	
2324 BRYANT AVE S	2324 BRYANT AVE S	55405	Penn Station	1.05	GO					1971	14	-	-	2	-	-	-	
2446 Colfax	2446 COLFAX AVE S	55405	Penn Station	1.06	GO					1930	23	0	0%	1	EFF - 2BR	-	-	
The Metro Apts	818 MARQUETTE AVE	55402	Nicollet Mall	0.26	GO					2001	112	0	0%	1	EFF - 2BR	-	610 - 1,036	
Churchill Apartments	128 2ND AVE S	55401	Nicollet Mall	0.38	GO					1981	360	7	2%	1	1BR - 2BR	-	710 - 1,200	
Rivergate Apartments	115 2ND AVE S	55401	Nicollet Mall	0.39	GO					1975	269	-	-	3	1BR - 2BR	-	530 - 720	
Symphony Place	1117 MARQUETTE AVE	55403	Nicollet Mall	0.49	GO					1983	250	9	4%	1	1BR - 2BR	-	718 - 1,188	
Opp Housing-Continental Hotel	66 12TH ST S	55403	Nicollet Mall	0.56	GO					1910	70	3	4%	1	EFF - EFF	-	-	
Marquette Place Apts	1314 MARQUETTE AVE	55403	Nicollet Mall	0.64	GO					1985	240	16	7%	1	1BR - 2BR	-	753 - 1,286	
Loring Towers Apts	15 GRANT ST E	55403	Nicollet Mall	0.71	GO					1971	230	-	-	2	-	-	-	
Loring 100 Apts	1355 NICOLLET AVE	55403	Nicollet Mall	0.73	GO					1982	107	0	0%	1	1BR - 1BR	-	-	
Nicollet Towers	1350 NICOLLET MALL	55403	Nicollet Mall	0.73	GO					1978	306	0	0%	1	1 BR - 2 BR	-	1070 - 1360	
Maryland Apts	1346 LASALLE AVE	55403	Nicollet Mall	0.75	GO					1902	79	0	0%	1	1BR - 2BR	-	-	
Stradford Flats	1408 1ST AVE S	55403	Nicollet Mall	0.75	GO					1910	62	0	0%	1	EFF - 1BR	-	320 - 800	
110 Grant	110 GRANT ST W	55403	Nicollet Mall	0.77	GO					1985	321	17	5%	1	1BR - 2BRTH	-	595 - 1,414	
Brentwood Apts	117 GRANT ST W	55403	Nicollet Mall	0.77	GO					1916	32	1	3%	1	EFF - 1BR	-	330 - 500	
Brentwood Apts	121 GRANT ST W	55403	Nicollet Mall	0.77	GO					1916	32	1	3%	1	EFF - 1BR	-	330 - 500	
Brentwood Apts	125 GRANT ST W	55403	Nicollet Mall	0.77	GO					1916	32	1	3%	1	EFF - 1BR	-	330 - 500	
Kensington Apartments	21 14TH ST W	55403	Nicollet Mall	0.79	GO					1916	35	3	9%	1	EFF - EFF	-	-	
Cromwell Commons	10 15TH ST E	55403	Nicollet Mall	0.82	GO					1900	18	0	0%	1	EFF - 1BR	-	320 - 800	
Commodore Apartments	1417 LASALLE AVE	55403	Nicollet Mall	0.83	GO					1924	40	-	-	2	-	-	-	
1425 LASALLE AVE	1425 LASALLE AVE	55403	Nicollet Mall	0.84	GO					1914	41	-	-	2	-	-	-	
The Parkway	1501 LASALLE AVE	55403	Nicollet Mall	0.89	GO					1919	70	0	0%	1	EFF - 2BR	-	290 - 590	
Buckingham Apts	1500 LASALLE AVE	55403	Nicollet Mall	0.89	GO					1920	128	-	-	2	-	-	-	
Park Apartments	115 15TH ST W	55403	Nicollet Mall	0.89	GO					1900	24	2	8%	1	1BR - 2BR	-	-	
1522 LaSalle	1522 LASALLE AVE	55403	Nicollet Mall	0.90	GO					1968	30	0	0%	1	EFF - 1BR	-	-	
1525 LASALLE AVE	1525 LASALLE AVE	55403	Nicollet Mall	0.90	GO					1916	32	-	-	2	-	-	-	
Lasalle Commons	1517 LASALLE AVE	55403	Nicollet Mall	0.90	GO					1914	63	0	0%	1	EFF - 1BR	-	350 - 575	
1530 LASALLE AVE	1530 LASALLE AVE	55403	Nicollet Mall	0.91	GO					1919	26	-	-	2	-	-	-	
1536 LASALLE AVE	1536 LASALLE AVE	55403	Nicollet Mall	0.91	GO					1919	25	-	-	2	-	-	-	
14 OAK GROVE ST	14 OAK GROVE ST	55403	Nicollet Mall	0.95	GO					1914	25	-	-	2	-	-	-	

CONTINUED

TABLE HI-6 (Con't)  
MULTIFAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
RENTAL PROPERTIES WITHIN 1-MILE BUFFER OF MINNEAPOLIS STATION AREAS  
2012

Property Name	Nearest Station	Station Distance (miles)	Income Restricted (IR)	Type of I.R.	Units (by Affordability)				Primary Funder	Exp. Date	Rent Range		Min. Income Needed to Afford	Market Rate Affordability by AMI						
					Mkt	<30 %	<50 %	<60 %			<80 %	Min		Max	30%	50%	60%	80%	100%	120%
400 3RD AVE N	Target Field Station	0.13	N		15						-	-	-							
Mill City Apartments	Target Field Station	0.37	N		43						\$1,045 - \$1,695	\$41,800 - \$67,800						x	x	
Heritage Landing	Target Field Station	0.41	Y	Sec. 8	194	35			HUD	2045	\$1,350 - \$4,895	\$54,000 - \$195,800							x	
Riverwalk Apartments	Target Field Station	0.55	N		96						\$865 - \$1,270	\$34,600 - \$50,800						x		
Housing for Chronic Alcoholics	Royalston Station	0.21	Y	Sec. 42	0			80	MHFA	2011	-	-	-							
The Evergreen	Royalston Station	0.23	Y	Sec. 42	0			88	MHFA	2029	-	-	-							
Hope Harbor	Royalston Station	0.26	Y	Sec. 42	0	48	48		MHFA/HUD	2004	-	-	-							
1302 Linden Apartments	Royalston Station	0.37	N		42						\$550 - \$725	\$22,000 - \$29,000	x	x						
1225 HAWTHORNE AVE	Royalston Station	0.43	N		67						\$505 - \$725	\$20,200 - \$29,000	x	x						
Hawthorne Ave Apts	Royalston Station	0.44	Y	Sec. 42	0	17	18		MHFA	2035	\$440 - \$525	\$17,600 - \$21,000								
Jeremiah program apts	Royalston Station	0.51	Y	Sec. 42	18	14	7		MHFA	2032	\$100 - \$500	\$4,000 - \$20,000	x							
Wilson Park Tower	Royalston Station	0.52	N	Vch.	184	20					\$1,040 - \$1,785	\$41,600 - \$71,400					x		x	
Loring Park City Apts	Royalston Station	0.57	N		162						\$1,020 - \$2,461	\$40,800 - \$98,440						x		x
The Haverhill Apts	Royalston Station	0.61	N		68						\$587 - \$903	\$23,480 - \$36,120	x	x						
Booth Manor Senior Housing	Royalston Station	0.67	Y	Sec. 8	56			100	HUD	2014	\$565 - \$565	\$16,950 - \$16,950								
City View Apts	Royalston Station	0.75	N		93						-	-	-							
Cecil Newman Apts	Royalston Station	0.78	Y	Sec. 8	0			64	HUD		\$700 - \$900	\$28,000 - \$36,000								
Plymouth Avenue Townhomes	Royalston Station	1.07	Y	Sec. 8	4			136	HUD	2014	\$700 - \$1,000	\$28,000 - \$40,000								
1929 FREMONT AVE S	Penn Station	0.70	N		26						-	-	-							
1933 FREMONT AVE S	Penn Station	0.70	N		26						-	-	-							
2309 IRVING AVE S	Penn Station	0.73	N		13						-	-	-							
2315 IRVING AVE S	Penn Station	0.73	N		13						-	-	-							
1924 EMERSON AVE S	Penn Station	0.75	N		16						-	-	-							
1928 EMERSON AVE S	Penn Station	0.75	N		13						-	-	-							
Bellefonte Isles	Penn Station	0.77	N		26						\$695 - \$1,150	\$27,800 - \$46,000		x	x					
2222 GIRARD AVE S	Penn Station	0.77	N		13						-	-	-							
1200 FRANKLIN AVE W	Penn Station	0.78	N		17						-	-	-							
Urban Vintage Apartments	Penn Station	0.83	N		33						-	-	-							
2118 DUPONT AVE S	Penn Station	0.88	N		13						-	-	-							
2409 Fremont	Penn Station	0.90	N		13						\$825 - \$950	\$33,000 - \$38,000					x			
2107 HENNEPIN AVE	Penn Station	0.91	N		13						-	-	-							
2121 HENNEPIN AVE	Penn Station	0.91	N		23						-	-	-							
1215 24TH ST W	Penn Station	0.92	N		13						-	-	-							
Colonial Apts	Penn Station	0.96	N		25						\$1,095 - \$1,095	\$43,800 - \$43,800					x			
461 GIRARD TER	Penn Station	0.97	N		41						-	-	-							
2429 EMERSON AVE S	Penn Station	0.98	N		14						-	-	-							
2437 EMERSON AVE S	Penn Station	0.98	N		13						-	-	-							
2315 COLFAX AVE S	Penn Station	1.00	N		24						-	-	-							
2420 DUPONT AVE S	Penn Station	1.00	N		18						-	-	-							
2434 Dupont	Penn Station	1.01	N		20						\$650 - \$780	\$26,000 - \$31,200					x			
2500 EMERSON AVE S	Penn Station	1.03	N		19						-	-	-							
2300 Bryant	Penn Station	1.04	N		18						\$700 - \$735	\$28,000 - \$29,400					x			
2324 BRYANT AVE S	Penn Station	1.05	N		14						-	-	-							
2446 Colfax	Penn Station	1.06	N		23						\$600 - \$970	\$24,000 - \$38,800					x			
The Metro Apts	Nicollet Mall	0.26	N		112						\$1,005 - \$1,760	\$40,200 - \$70,400						x	x	
Churchill Apartments	Nicollet Mall	0.38	N		360						\$1,165 - \$1,730	\$46,600 - \$69,200						x	x	
Rivergate Apartments	Nicollet Mall	0.39	N		269						\$830 - \$1,110	\$33,200 - \$44,400					x			
Symphony Place	Nicollet Mall	0.49	N		250						\$1,165 - \$2,035	\$46,600 - \$81,400						x	x	
Opp Housing-Continental Hotel	Nicollet Mall	0.56	Y	Sec. 42	42			28	MHFA		\$433 - \$441	\$17,320 - \$17,640	x							
Marquette Place Apts	Nicollet Mall	0.64	N		240						\$1,480 - \$2,617	\$59,200 - \$104,680							x	x
Loring Towers Apts	Nicollet Mall	0.71	Y	Sec. 8	0			230	HUD	2023	-	-	-							
Loring 100 Apts	Nicollet Mall	0.73	Y	Sec. 9	0				HUD	2012	-	-	-							
Nicollet Towers	Nicollet Mall	0.73	Y	Sec. 8	0	306			HUD	1996	-	-	-							
Maryland Apts	Nicollet Mall	0.75	Y	Sec. 8	0	79			HUD	2011	-	-	-							
Stradford Flats	Nicollet Mall	0.75	Y	Sec. 42	0			62	MHFA	2023	\$699 - \$743	\$27,960 - \$29,720								
110 Grant	Nicollet Mall	0.77	N		321						\$1,055 - \$2,410	\$42,200 - \$96,400						x		x
Brentwood Apts	Nicollet Mall	0.77	N		32						\$586 - \$719	\$23,440 - \$28,760	x	x						
Brentwood Apts	Nicollet Mall	0.77	N		32						\$586 - \$719	\$23,440 - \$28,760	x	x						
Brentwood Apts	Nicollet Mall	0.77	N		32						\$586 - \$719	\$23,440 - \$28,760	x	x						
Kensington Apartments	Nicollet Mall	0.79	Y	Sec. 42	0			35	MHFA		-	-	-							
Cromwell Commons	Nicollet Mall	0.82	Y	Sec. 42	0			18	MHFA		\$605 - \$655	\$24,200 - \$26,200								
Commodore Apartments	Nicollet Mall	0.83	N		40						-	-	-							
1425 LASALLE AVE	Nicollet Mall	0.84	N		41						-	-	-							
The Parkway	Nicollet Mall	0.89	N		70						\$490 - \$850	\$19,600 - \$34,000	x	x						
Buckingham Apts	Nicollet Mall	0.89	N		128						-	-	-							
Park Apartments	Nicollet Mall	0.89	N		24						\$895 - \$1,150	\$35,800 - \$46,000					x			
1522 LaSalle	Nicollet Mall	0.90	N		30						\$595 - \$795	\$23,800 - \$31,800	x	x						
1525 LASALLE AVE	Nicollet Mall	0.90	N		32						-	-	-							
Lasalle Commons	Nicollet Mall	0.90	Y	Sec. 42	38			25	MHFA		\$410 - \$595	\$16,400 - \$23,800	x							
1530 LASALLE AVE	Nicollet Mall	0.91	N		26						-	-	-							
1536 LASALLE AVE	Nicollet Mall	0.91	N		25						-	-	-							
14 OAK GROVE ST	Nicollet Mall	0.95	N		25						-	-	-							

CONTINUED



TABLE HI-6 (Continued)  
 MULTIFAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
 RENTAL PROPERTIES WITHIN 1-MILE BUFFER OF MINNEAPOLIS STATION AREAS  
 2012

Property Name	Address	Zip Code	Nearest Station	Station Distance (miles)	GO/SR	SR HSG Type				Year Built	Total Units	Vac.	Vac. Rate	Status <sup>1</sup>	Unit Mix		Sq.Ft. Range	
						AA	Ind	AL	MC						Min	Max	Min	Max
2216 GARFIELD AVE S	2216 GARFIELD AVE S	55405	Lake Street Station	1.03	GO					1923	26	0	0%	1	1BR - 1BR	400 - 400		
2312 LYNDALE AVE S	2312 LYNDALE AVE S	55405	Lake Street Station	1.03	GO					1922	25	-	-	2	-	-	-	-
2309 LYNDALE AVE S	2309 LYNDALE AVE S	55405	Lake Street Station	1.03	GO					2006	13	-	-	2	-	-	-	-
2308 Lyndale	2308 LYNDALE AVE S	55405	Lake Street Station	1.03	GO					1969	18	0	0%	1	EFF - 2BR	400 - 800		
2321 ALDRICH AVE S	2321 ALDRICH AVE S	55405	Lake Street Station	1.07	GO					1974	39	-	-	2	-	-	-	-
2509 DUPONT AVE S	2509 DUPONT AVE S	55405	Lake Street Station	1.08	GO					1965	33	-	-	2	-	-	-	-
Paige Hall	727 5TH AVE S	55415	Government Plaza	0.21	GO					1928	69	2	3%	1	EFF - 2BR	-	-	-
213 9TH ST S	213 9TH ST S	55402	Government Plaza	0.32	GO					1900	25	-	-	2	-	-	-	-
The Roselle	910 PORTLAND AVE S	55404	Government Plaza	0.38	GO					1900	67	4	6%	1	EFF - 1BR	300 - 650		
Adams Apartments	500 10TH ST S	55404	Government Plaza	0.41	GO					1901	75	3	4%	1	EFF - 1BR	350 - 500		
Grant Commons	1300 PORTLAND AVE S	55404	Government Plaza	0.51	GO					1984	85	-	-	2	-	-	540 - 900	
Archdale Apartments	1600 1ST AVE S	55403	Government Plaza	0.84	GO					1919	30	0	0%	1	EFF - 1BR	350 - 406		
1700 STEVENS AVE S	1700 STEVENS AVE S	55403	Government Plaza	0.87	GO					1920	25	-	-	2	-	-	-	-
1706 STEVENS AVE S	1706 STEVENS AVE S	55403	Government Plaza	0.87	GO					1919	32	-	-	2	-	-	-	-
Mill District City Apts	225 PORTLAND AVE S	55415	Downtown East / Metrodomi	0.25	GO					2010	175	4	2%	1	EFF - 3BR	495 - 1,402		
610 8th St	610 8TH ST S	55404	Downtown East / Metrodomi	0.29	GO					1900	40	0	0%	1	EFF - 1BR	400 - 550		
Adirondack Apartments	608 9TH ST S	55404	Downtown East / Metrodomi	0.37	GO					1915	36	-	-	2	-	-	-	-
2601 HUMBOLDT AVE S	2601 HUMBOLDT AVE S	55408	21st Street Station	0.89	GO					1913	13	-	-	2	-	-	-	-
2700 HUMBOLDT AVE S	2700 HUMBOLDT AVE S	55408	21st Street Station	0.92	GO					1960	14	-	-	2	-	-	-	-
2728 HUMBOLDT AVE S	2728 HUMBOLDT AVE S	55408	21st Street Station	0.92	GO					1917	26	-	-	4	1BR - 3BR	800 - 1,200		
2725 HUMBOLDT AVE S	2725 HUMBOLDT AVE S	55408	21st Street Station	0.92	GO					1960	18	-	-	2	-	-	-	-
2609 Hennepin	2609 HENNEPIN AVE	55408	21st Street Station	0.96	GO					1909	20	0	0%	1	EFF - 2BR	-	-	-
2878 HOLMES AVE S	2878 HOLMES AVE S	55408	21st Street Station	0.96	GO					1915	13	-	-	2	-	-	-	-
2870 HOLMES AVE S	2870 HOLMES AVE S	55408	21st Street Station	0.96	GO					1915	25	-	-	2	-	-	-	-
2616 HENNEPIN AVE	2616 HENNEPIN AVE	55408	21st Street Station	0.96	GO					1910	14	-	-	2	-	-	-	-
2528 HENNEPIN AVE	2528 HENNEPIN AVE	55405	21st Street Station	0.96	GO					1926	20	-	-	2	-	-	-	-
2877 HOLMES AVE S	2877 HOLMES AVE S	55408	21st Street Station	0.96	GO					1916	13	-	-	2	-	-	-	-
2873 HOLMES AVE S	2873 HOLMES AVE S	55408	21st Street Station	0.96	GO					1916	13	-	-	2	-	-	-	-
2883 HOLMES AVE S	2883 HOLMES AVE S	55408	21st Street Station	0.96	GO					1916	14	-	-	2	-	-	-	-
2832 HUMBOLDT AVE S	2832 HUMBOLDT AVE S	55408	21st Street Station	0.96	GO					1962	18	-	-	2	-	-	-	-
2880 James	2880 JAMES AVE S	55408	21st Street Station	0.97	GO					1920	25	0	0%	1	EFF - 1BR	400 - 590		
2886 JAMES AVE S	2886 JAMES AVE S	55408	21st Street Station	0.97	GO					1921	28	-	-	4	-	-	-	-
2885 JAMES AVE S	2885 JAMES AVE S	55408	21st Street Station	0.97	GO					1930	21	-	-	2	-	-	-	-
2896 James	2896 JAMES AVE S	55408	21st Street Station	0.98	GO					1920	26	0	0%	1	EFF - 1BR	400 - 590		
2633 GIRARD AVE S	2633 GIRARD AVE S	55408	21st Street Station	0.99	GO					1922	35	-	-	2	-	-	-	-
2716 HENNEPIN AVE	2716 HENNEPIN AVE	55408	21st Street Station	0.99	GO					1910	13	-	-	2	-	-	-	-
1419 27TH ST W	1419 27TH ST W	55408	21st Street Station	0.99	GO					1922	13	-	-	2	-	-	-	-
2901 JAMES AVE S	2901 JAMES AVE S	55408	21st Street Station	0.99	GO					1914	13	-	-	2	-	-	-	-
2871 Irving	2871 IRVING AVE S	55408	21st Street Station	1.00	GO					1916	20	0	0%	1	1BR - 1BR	600 - 800		
2875 Irving	2875 IRVING AVE S	55408	21st Street Station	1.00	GO					1916	19	0	0%	1	1BR - 1BR	600 - 800		
1619 LAGOON AVE	1619 LAGOON AVE	55408	21st Street Station	1.01	GO					1916	23	-	-	2	-	-	-	-
2601 Fremont	2601 FREMONT AVE S	55408	21st Street Station	1.02	GO					1925	13	0	0%	1	1BR - 4BR	800 - 2,400		
2609 FREMONT AVE S	2609 FREMONT AVE S	55408	21st Street Station	1.02	GO					1922	16	-	-	2	-	-	-	-
2610 FREMONT AVE S	2610 FREMONT AVE S	55408	21st Street Station	1.02	GO					1929	26	-	-	2	-	-	-	-
2626 FREMONT AVE S	2626 FREMONT AVE S	55408	21st Street Station	1.02	GO					1968	20	-	-	2	-	-	-	-
2726 GIRARD AVE S	2726 GIRARD AVE S	55408	21st Street Station	1.03	GO					1922	19	-	-	2	-	-	-	-
2636 FREMONT AVE S	2636 FREMONT AVE S	55408	21st Street Station	1.03	GO					1973	20	-	-	2	-	-	-	-
2514 EMERSON AVE S	2514 EMERSON AVE S	55405	21st Street Station	1.04	GO					18	-	-	-	2	-	-	-	-
2870 HUMBOLDT AVE S	2870 HUMBOLDT AVE S	55408	21st Street Station	1.04	GO					1915	14	-	-	2	-	-	-	-
2871 HUMBOLDT AVE S	2871 HUMBOLDT AVE S	55408	21st Street Station	1.04	GO					1915	26	-	-	2	-	-	-	-
2876 HUMBOLDT AVE S	2876 HUMBOLDT AVE S	55408	21st Street Station	1.04	GO					1916	20	-	-	2	-	-	-	-
1325 27TH ST W	1325 27TH ST W	55408	21st Street Station	1.05	GO					1916	43	-	-	2	-	-	-	-
Girard Terrace Apts	2800 GIRARD AVE S	55408	21st Street Station	1.08	GO					1968	48	0	0%	1	1BR - 2BR	550 - 850		
2801 GIRARD AVE S	2801 GIRARD AVE S	55408	21st Street Station	1.08	GO					1966	15	-	-	2	-	-	-	-
1456 Lagoon	1456 LAGOON AVE	55408	21st Street Station	1.11	GO					1929	27	0	0%	1	EFF - 1BR	400 - 680		

<sup>1</sup> Status: is summarized as follows:  
 1: Obtained information  
 2: Left message with property  
 3: Difficult or would not participate  
 4: No contact info. available  
 5: Property no longer a rental unit

<sup>2</sup> Based on a 30% allocation of income to housing for general-occupancy. Senior housing projects were excluded from the calculation.  
<sup>3</sup> Market rate housing that has rents that could be classified as "unsubsidized affordable" units based on the monthly rents and adjusted for household size.

Source: Maxfield Research Inc.

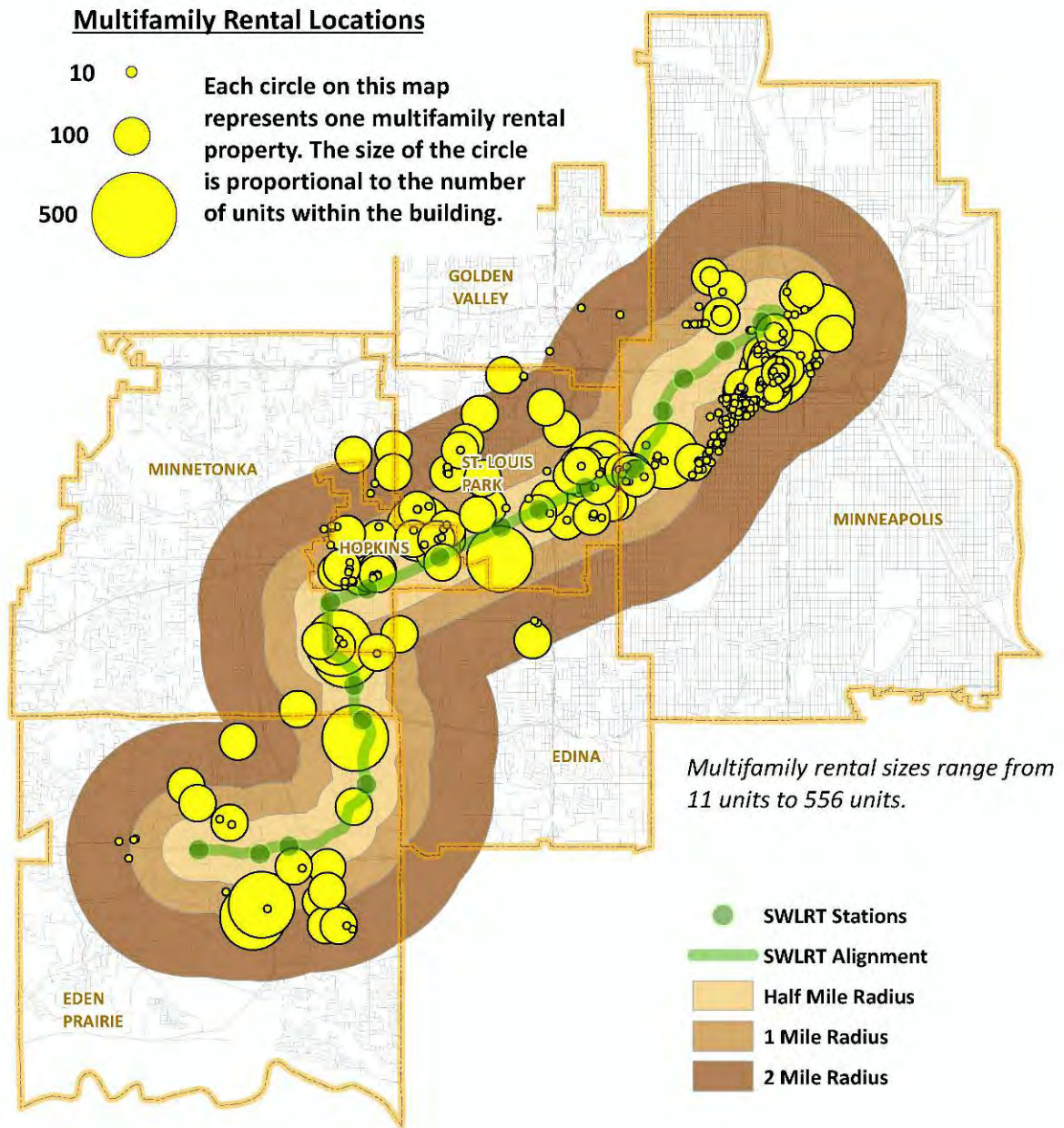
TABLE HI-6 (Con't)  
 MULTIFAMILY RENTAL DEVELOPMENTS (12+ UNITS)  
 RENTAL PROPERTIES WITHIN 1-MILE BUFFER OF MINNEAPOLIS STATION AREAS  
 2012

Property Name	Nearest Station	Station Distance (miles)	Income Restricted (IR)	Type of I.R.	Mkt	Units (by Affordability)				Primary Funder	Exp. Date	Rent Range		Min. Income Needed to Afford	Market Rate Affordability by AMI				
						<30 %	<50 %	<60 %	<80 %			30%	50%		60%	80%	100%	120%	
2216 GARFIELD AVE S	Lake Street Station	1.03	N		26							\$750 - \$950	\$30,000 - \$38,000		x				
2312 LYNDALE AVE S	Lake Street Station	1.03	N		25							-	-						
2309 LYNDALE AVE S	Lake Street Station	1.03	N		13							-	-						
2308 Lyndale	Lake Street Station	1.03	N		18							\$625 - \$995	\$25,000 - \$39,800		x				
2321 ALDRICH AVE S	Lake Street Station	1.07	N		39							-	-						
2509 DUPONT AVE S	Lake Street Station	1.08	N		33							-	-						
Paige Hall	Government Plaza	0.21	Y	Sec. 42	0	35	34			MHFA	2035	\$434 - \$655	\$17,360 - \$26,200						
213 9TH ST S	Government Plaza	0.32	N		25							-	-						
The Roselle	Government Plaza	0.38	N		67							\$520 - \$649	\$20,800 - \$25,960		x		x		
Adams Apartments	Government Plaza	0.41	Y	Sec. 42	45			30		MHFA		\$371 - \$618	\$14,840 - \$24,720		x		x		
Grant Commons	Government Plaza	0.51	Y	Sec. 42	26		17		42	CPEd	2012	715 - 1000	\$28,600 - \$40,000						
Archdale Apartments	Government Plaza	0.84	Y	Sec. 42	0			30		MHFA	2037	\$605 - \$819	\$24,200 - \$32,760						
1700 STEVENS AVE S	Government Plaza	0.87	N		25							-	-						
1706 STEVENS AVE S	Government Plaza	0.87	N		32							-	-						
Mill District City Apts	Downtown East / Metrodor	0.25	N		175							\$1,070 - \$2,675	\$42,800 - \$107,000				x		x
610 8th St	Downtown East / Metrodor	0.29	N	Vch.	35	5						\$400 - \$600	\$16,000 - \$24,000		x				
Adirondack Apartments	Downtown East / Metrodor	0.37	N		36							-	-						
2601 HUMBOLDT AVE S	21st Street Station	0.89	N		13							-	-						
2700 HUMBOLDT AVE S	21st Street Station	0.92	N		14							-	-						
2728 HUMBOLDT AVE S	21st Street Station	0.92	N		26							\$845 - \$1,200	\$33,800 - \$48,000		x		x		
2725 HUMBOLDT AVE S	21st Street Station	0.92	N		18							-	-						
2609 Hennepin	21st Street Station	0.96	N		20							\$650 - \$1,200	\$26,000 - \$48,000		x		x		
2878 HOLMES AVE S	21st Street Station	0.96	N		13							-	-						
2870 HOLMES AVE S	21st Street Station	0.96	N		25							-	-						
2616 HENNEPIN AVE	21st Street Station	0.96	N		14							-	-						
2528 HENNEPIN AVE	21st Street Station	0.96	N		20							-	-						
2877 HOLMES AVE S	21st Street Station	0.96	N		13							-	-						
2873 HOLMES AVE S	21st Street Station	0.96	N		13							-	-						
2883 HOLMES AVE S	21st Street Station	0.96	N		14							-	-						
2832 HUMBOLDT AVE S	21st Street Station	0.96	N		18							-	-						
2880 James	21st Street Station	0.97	N		25							\$655 - \$840	\$26,200 - \$33,600		x				
2886 JAMES AVE S	21st Street Station	0.97	N		28							-	-						
2885 JAMES AVE S	21st Street Station	0.97	N		21							-	-						
2896 James	21st Street Station	0.98	N		26							\$660 - \$860	\$26,400 - \$34,400		x		x		
2633 GIRARD AVE S	21st Street Station	0.99	N		35							-	-						
2716 HENNEPIN AVE	21st Street Station	0.99	N		13							-	-						
1419 27TH ST W	21st Street Station	0.99	N		13							-	-						
2901 JAMES AVE S	21st Street Station	0.99	N		13							-	-						
2871 Irving	21st Street Station	1.00	N		20							\$750 - \$950	\$30,000 - \$38,000		x		x		
2875 Irving	21st Street Station	1.00	N		19							\$750 - \$950	\$30,000 - \$38,000		x		x		
1619 LAGOON AVE	21st Street Station	1.01	N		23							-	-						
2601 Fremont	21st Street Station	1.02	N	Vch.	11	2						\$900 - \$2,400	\$36,000 - \$96,000				x		x
2609 FREMONT AVE S	21st Street Station	1.02	N		16							-	-						
2610 FREMONT AVE S	21st Street Station	1.02	N		26							-	-						
2626 FREMONT AVE S	21st Street Station	1.02	N		20							-	-						
2726 GIRARD AVE S	21st Street Station	1.03	N		19							-	-						
2636 FREMONT AVE S	21st Street Station	1.03	N		20							-	-						
2514 EMERSON AVE S	21st Street Station	1.04	N		18							-	-						
2870 HUMBOLDT AVE S	21st Street Station	1.04	N		14							-	-						
2871 HUMBOLDT AVE S	21st Street Station	1.04	N		26							-	-						
2876 HUMBOLDT AVE S	21st Street Station	1.04	N		20							-	-						
1325 27TH ST W	21st Street Station	1.05	N		43							-	-						
Girard Terrace Apts	21st Street Station	1.08	N		48							\$755 - \$900	\$30,200 - \$36,000		x				
2801 GIRARD AVE S	21st Street Station	1.08	N		15							-	-						
1456 Lagoon	21st Street Station	1.11	N		27							\$680 - \$905	\$27,200 - \$36,200		x				

<sup>1</sup> Status: is summarized as follows:  
 1: Obtained information  
 2: Left message with property  
 3: Difficult or would not participate  
 4: No contact info. available  
 5: Property no longer a rental unit

<sup>2</sup> Based on a 30% allocation of income to housing for general-occupancy. Senior housing projects were excluded from the calculation.  
<sup>3</sup> Market rate housing that has rents that could be classified as "unsubsidized affordable" units based on the monthly rents and adjusted for household size.

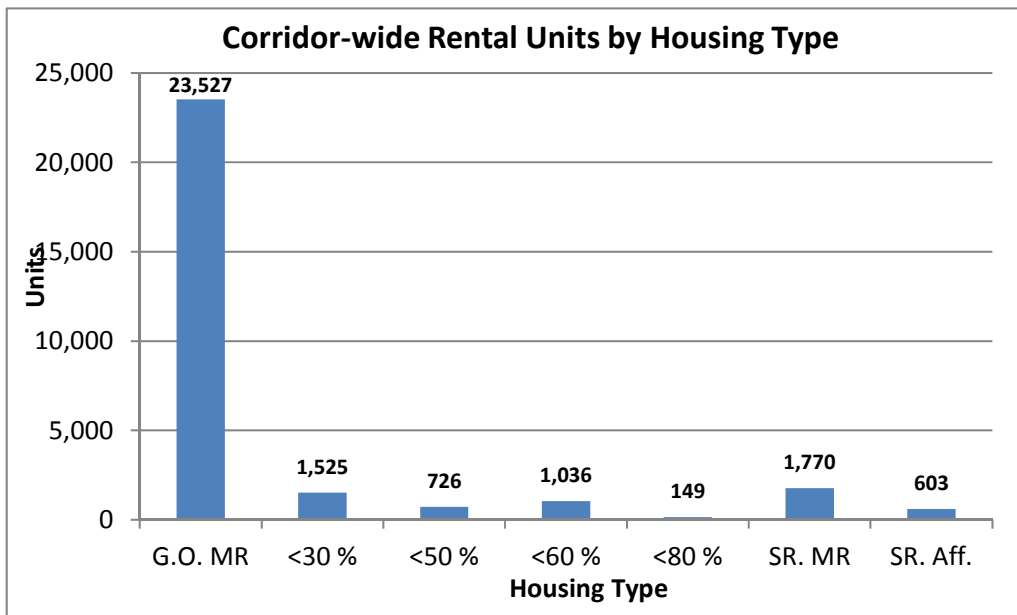
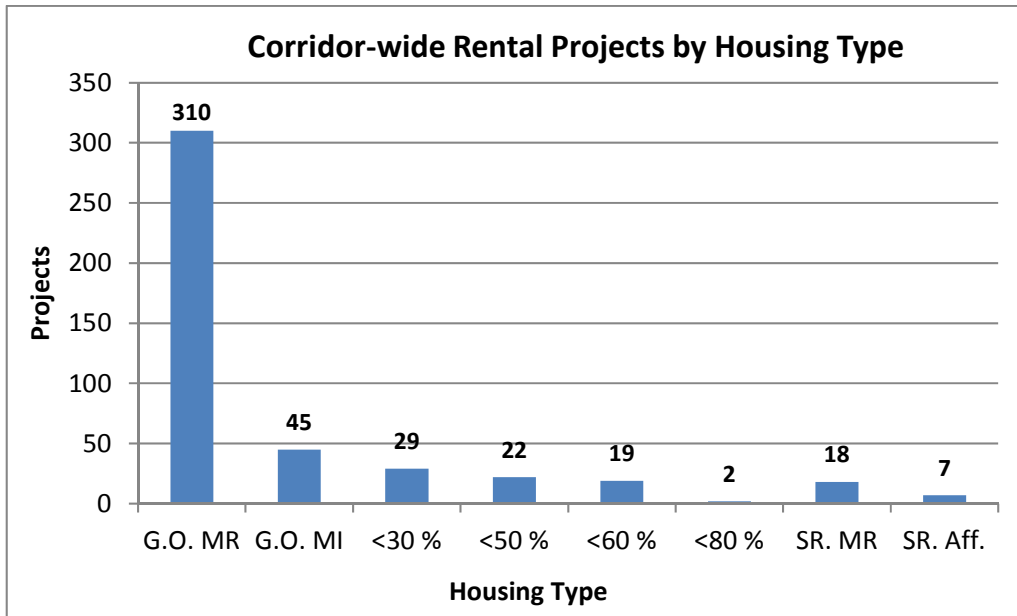
Source: Maxfield Research Inc.



### *Summary of Multifamily Rental Projects by Community*

Table HI-7 recaps Tables HI-5 and HI-6 by each SWLRT Corridor community and housing type by the number of projects and total units. All summary table data is based on **project based affordability** and does not include unsubsidized affordable housing (i.e. naturally occurring affordable housing). Key findings from table follow.

- Due to a number of projects in Minneapolis with multiple affordability qualifications, the total number of projects in Minneapolis is inflated. The actual number of rental projects inventoried within the one-mile corridor is 250 vs. 301. The number of units by affordability accurately summarizes the Minneapolis rental housing stock near the station areas. Unit counts accurately portray the number and percentage of units by affordability guidelines.
- Corridor-wide, nearly 70% of the rental projects are market rate buildings. Combined these properties consist of over 23,500 units and comprise 80% of all units inventoried in the corridor. Although market rate properties dominate the property types, a number of these projects are older and indirectly serve as affordable housing. Older housing stock in Minneapolis, St. Louis Park, and Hopkins is likely to cater to a wide range of household incomes.
- Affordable/subsidized projects represent 17.5% of the rental projects, but account for only 14% of the total units. There are 1,525 subsidized units (Section 8 or Public Housing) and 1,911 affordable units between 50% and 80% AMI.
- There are over 2,300 senior housing units along the SWLRT Corridor. The vast majority of these units (75%) have significant monthly fees, especially if health care services are included.
- Projects in Minneapolis represent 44% of the total SWLRT Corridor units. There are over 12,700 rental housing units within the one-mile corridor of the transit stations in Minneapolis compared to about 16,570 rental units within the two-mile corridor of all the suburban stations.
- St. Louis Park, boasting over 5,850 units, has the most rental housing among the suburban communities along the corridor. St. Louis Park also offers a variety of senior housing options across a wide-range of incomes. Golden Valley and Edina have the fewest rental units with just over 600 combined units.



**TABLE HI-7  
SUMMARY OF MULTIFAMILY RENTAL PROJECTS & UNITS BY COMMUNITY (12+ UNIT PROJECTS)  
SWLRT TWO-MILE CORRIDOR  
2012**

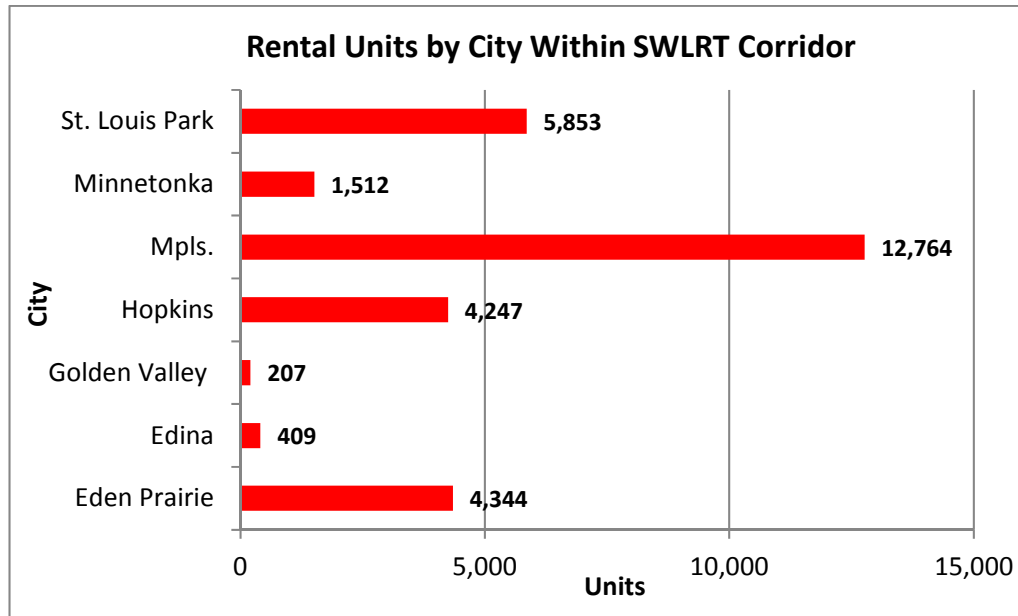
	<b>Eden Prairie</b>	<b>Edina</b>	<b>Golden Valley</b>	<b>Hopkins</b>	<b>Minneapolis<sup>1</sup></b>	<b>Minnetonka</b>	<b>St. Louis Park</b>	<b>Total</b>
<b>Project Type<sup>2</sup></b>								
G.O. Market Rate	12	2	2	35	209	9	40	309
G.O. Mixed Income <sup>3</sup>	-	-	-	3	39	-	3	45
G.O. <30 %	4	-	-	2	20	-	3	29
G.O. <50 %	5	-	-	2	13	1	1	22
G.O. <60 %	1	-	-	-	15	1	2	19
G.O. <80 %	-	-	-	-	2	-	-	2
Senior Market Rate	3	1	1	5	1	-	7	18
Senior Aff./Subs.	2	1	-	1	1	-	2	7
<b>Total</b>	<b>27</b>	<b>4</b>	<b>3</b>	<b>48</b>	<b>300</b>	<b>11</b>	<b>58</b>	<b>451</b>
<b>Units</b>								
G.O. Market Rate	3,299	218	125	3,444	10,456	1,435	4,550	23,527
G.O. <30 %	292	-	-	187	696	3	347	1,525
G.O. <50 %	165	-	-	40	386	46	89	726
G.O. <60 %	-	-	-	-	977	28	31	1,036
G.O. <80 %	-	-	-	-	149	-	-	149
Senior Market Rate	471	162	82	415	-	-	640	1,770
Senior Aff./Subs.	117	29	-	161	100	-	196	603
<b>Total</b>	<b>4,344</b>	<b>409</b>	<b>207</b>	<b>4,247</b>	<b>12,764</b>	<b>1,512</b>	<b>5,853</b>	<b>29,336</b>

<sup>1</sup> Minneapolis totals are within a 1-mile buffer. There are 250 properties in Minneapolis; however due multiple affordability levels in some projects the actual number is overstated. However, the unit counts are accurately distributed by project-based affordability.

<sup>2</sup> Project-based multifamily rental housing among projects with 12 or more units. General-occupancy (GO) projects are open to households of all ages. Affordable/subsidized G.O. projects range from 30% AMI to 80%AMI and are project based. Market rate projects have no income restrictions.

<sup>3</sup> Mixed Income is a Market Rate project that also has a portion of affordable units set aside (typically accepting housing vouchers)

Source: Maxfield Research Inc.



**Summary by Proximity to Station**

Table HI-8 summarizes inventoried rental housing units by station by affordability based on the proximity to the closest station. It is important to note that although a number of rental properties in Minneapolis are located within one-mile of the SWLRT Corridor, a number of these projects are closer to other existing stations (i.e. Target Field, Warehouse District, Nicollet Mall, etc.) and are identified in Figure 2 below. Key takeaways from Table HI-8 follow.

Station	Projects	Units
Downtown East / Metrodome	3	251
Target Field Station	4	383
Lake Street Station	6	154
Warehouse District	6	334
Government Plaza	8	408
Nicollet Mall	28	3,059

- There are nearly 21,684 market rate units located within the SWLRT Corridor, accounting for 89% of the total units.
- Among the 2,800+ affordable units, half are Section 8 or Public Housing units targeting households at 30% of less of AMI.
- The number of units in proximity to station areas varies considerably from over 3,800 at the Van White Station to only 280 at the City West Station in Eden Prairie.

- The Beltline Station and Blake Road Station both have over 2,800 units in their respective station areas.
- Among all the station areas the Royalston Station has the highest percentage of affordable units (48%) when compared to the total number of units surrounding the station areas.
- Approximately 4,500 inventoried rental units (see Figure 2) are located in closer proximity to other existing station areas in Downtown Minneapolis.

Station	Units (Project Based)				Total
	Market Rate	<30 %	<50 %	<60 %	
Royalston <sup>1</sup>	694	99	73	468	<b>1,334</b>
Van White <sup>1</sup>	3,475	111	221	35	<b>3,842</b>
Penn Station <sup>1</sup>	500	0	0	0	<b>500</b>
21st Street <sup>1</sup>	780	2	0	0	<b>782</b>
West Lake <sup>1</sup>	1,719	8	18	16	<b>1,761</b>
Beltline	2,613	202	0	14	<b>2,829</b>
Wooddale	682	108	0	0	<b>790</b>
Louisiana	1,685	249	89	17	<b>2,040</b>
Blake	2,751	55	0	0	<b>2,806</b>
Hopkins	1,375	338	40	0	<b>1,753</b>
Shady Oak	635	3	0	28	<b>666</b>
Opus	1,065	0		0	<b>1,065</b>
City West	280	0	0	0	<b>280</b>
Golden Triangle	127	0	63	124	<b>314</b>
Eden Prairie Twn. Ctr.	1,349	196	38	0	<b>1,583</b>
Southwest	1,477	0	75	0	<b>1,552</b>
Mitchell	477	61	32	45	<b>615</b>
<b>Total</b>	<b>21,684</b>	<b>1,432</b>	<b>649</b>	<b>747</b>	<b>24,512</b>

<sup>1</sup> Units within 1-mile buffer. Includes only inventoried properties nearest to SWLRT stations (i.e. excludes properties closer to other transit stations)

Source: Maxfield Research Inc.



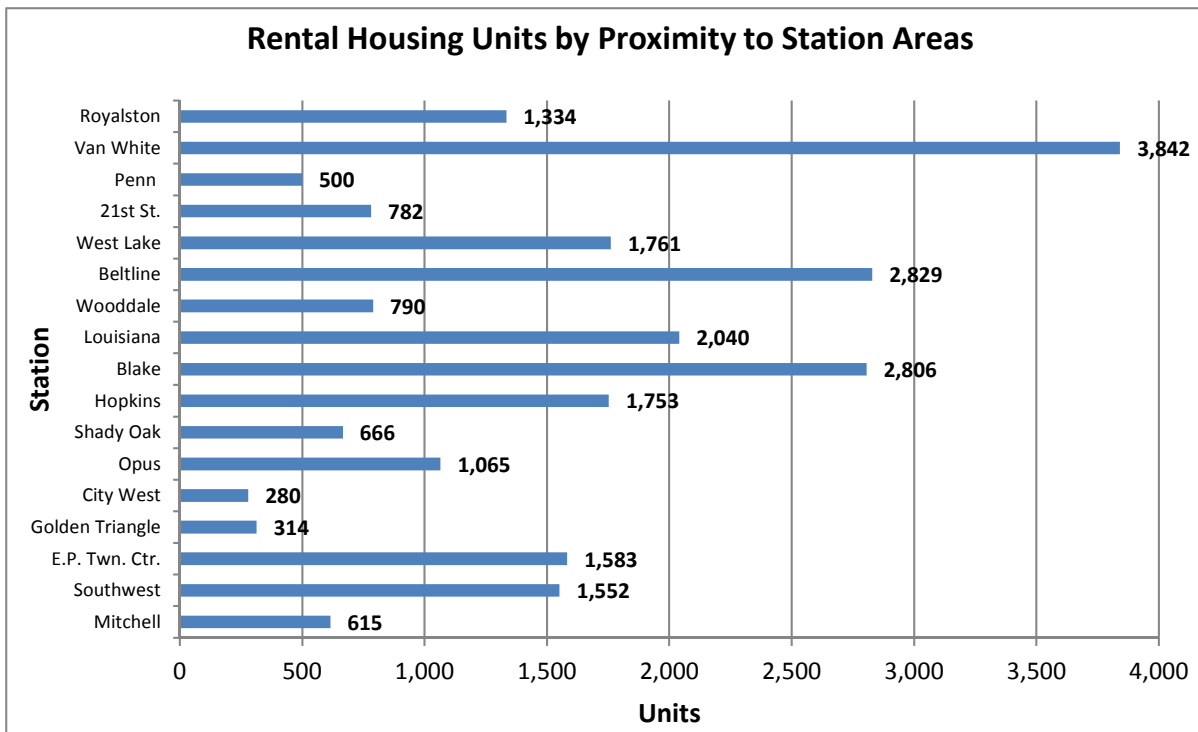
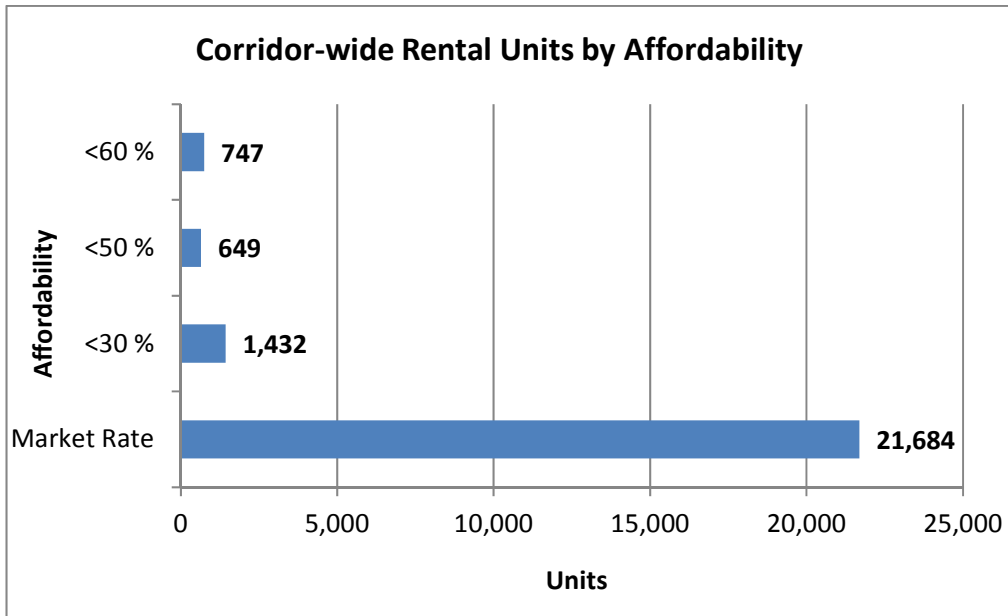
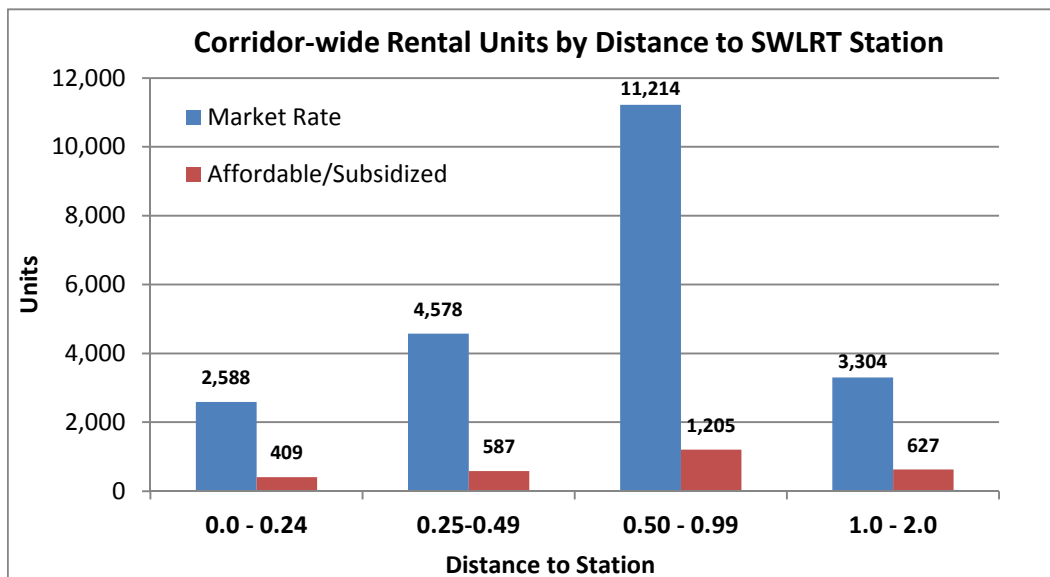


Table HI-9 presents rental housing products based on affordability and the distance to the nearest station. Inventoried projects are summarized based on the lineal proximity of the project to the station as follows: 0.0 to 0.24 miles, 0.25 miles to 0.49 miles, 0.50 miles to 0.99 miles, and 1.0 mile to 2.0 miles. The subsequent bullet points recap Table HI-9 findings.

- Corridor-wide, only 12% of all rental units are located less than a quarter-mile from the proposed stations. About 21% of the rental units are located between 0.25 and 0.49 miles from the stations. Hence, one-third of the units are located within half-mile of the stations. About 50% of the units are located between half- and one-mile, while only 16% are located between one- and two-miles from the station.
- Only seven stations have rental housing units located within a quarter-mile of the station areas. Six of the seventeen stations have no rental housing units located within half-mile of the station areas. The Beltline Station has the most rental housing within the half-mile corridor, featuring 2,214 units. The West Lake and Blake Station have over 1,100 units within the same geography.
- As previously addressed, the majority of inventoried rental units within the two-mile corridor are located between the half- and one-mile corridors of station areas (about 50%). Only two stations have no rental product within the half- to one-mile corridor (City West and Golden Triangle). Combined, approximately 84% of the total rental housing stock is located within one-mile of the stations.

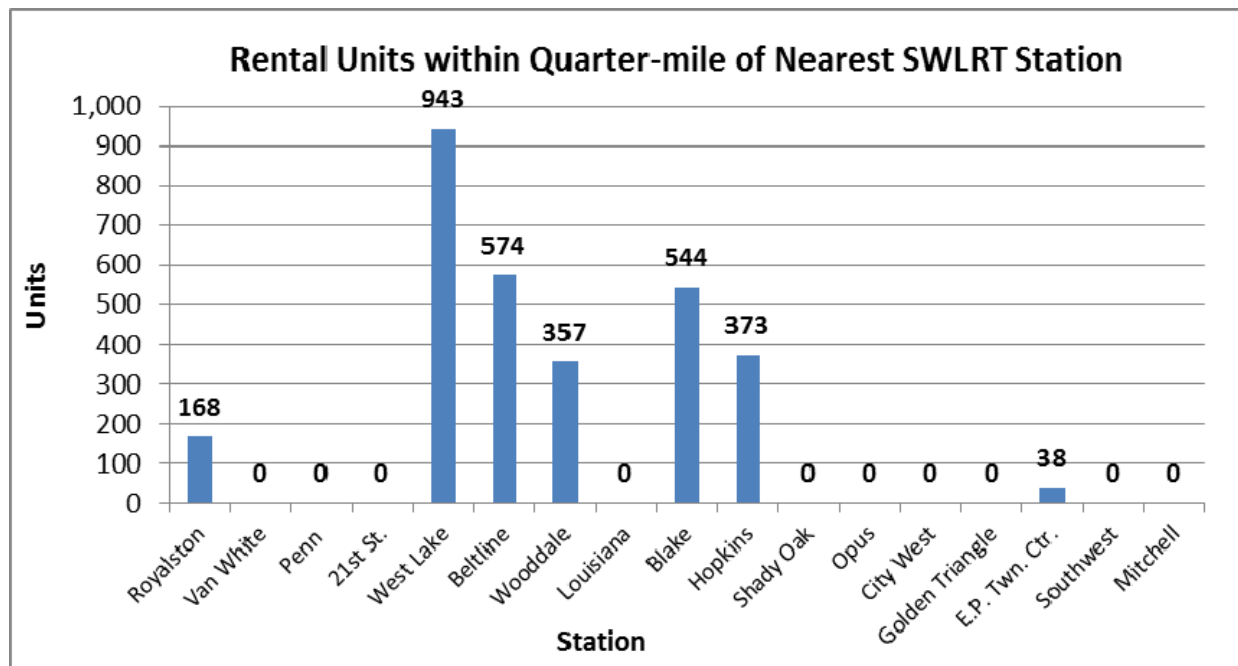
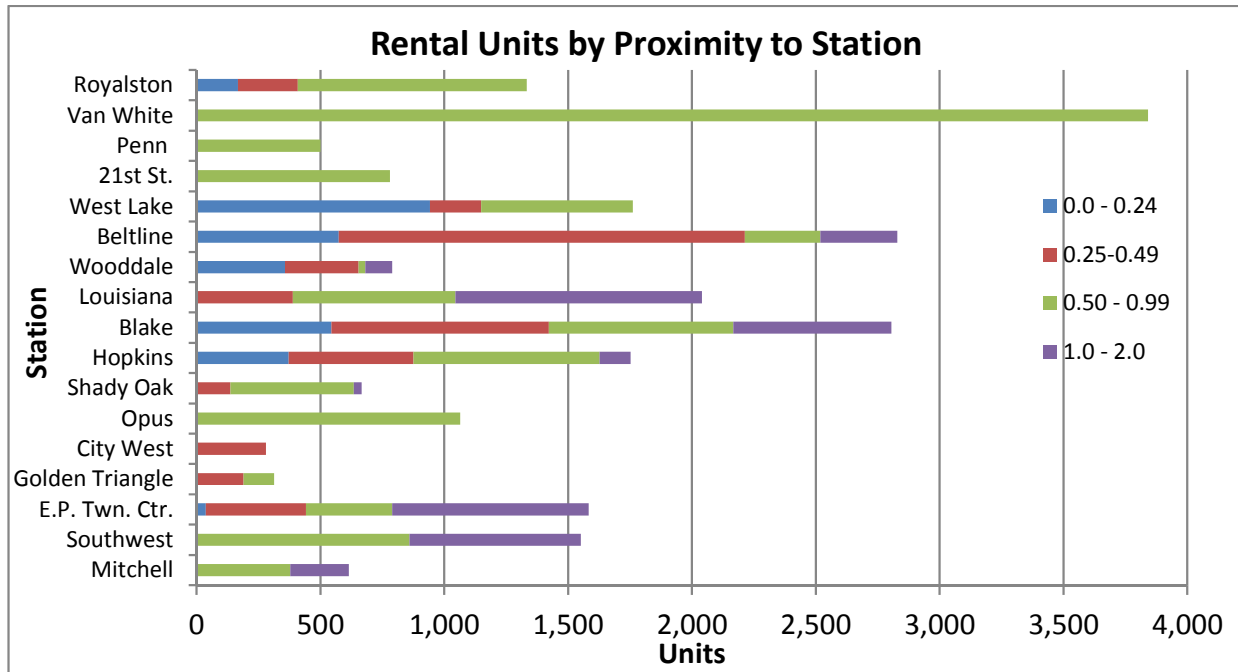


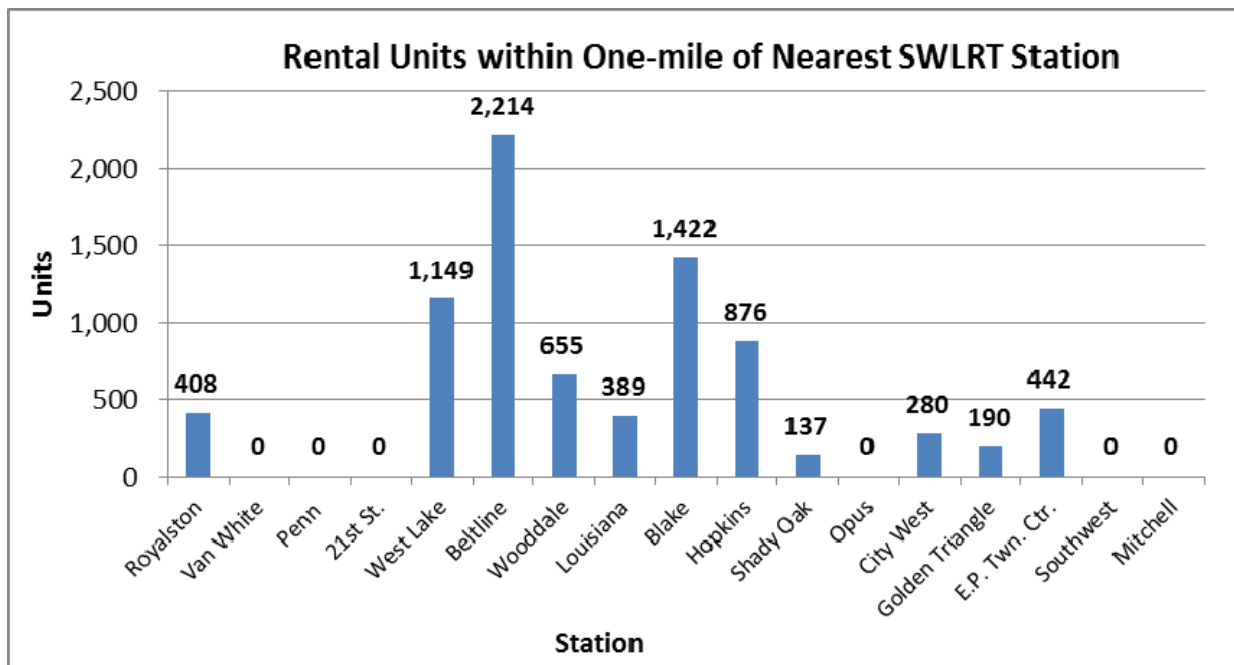
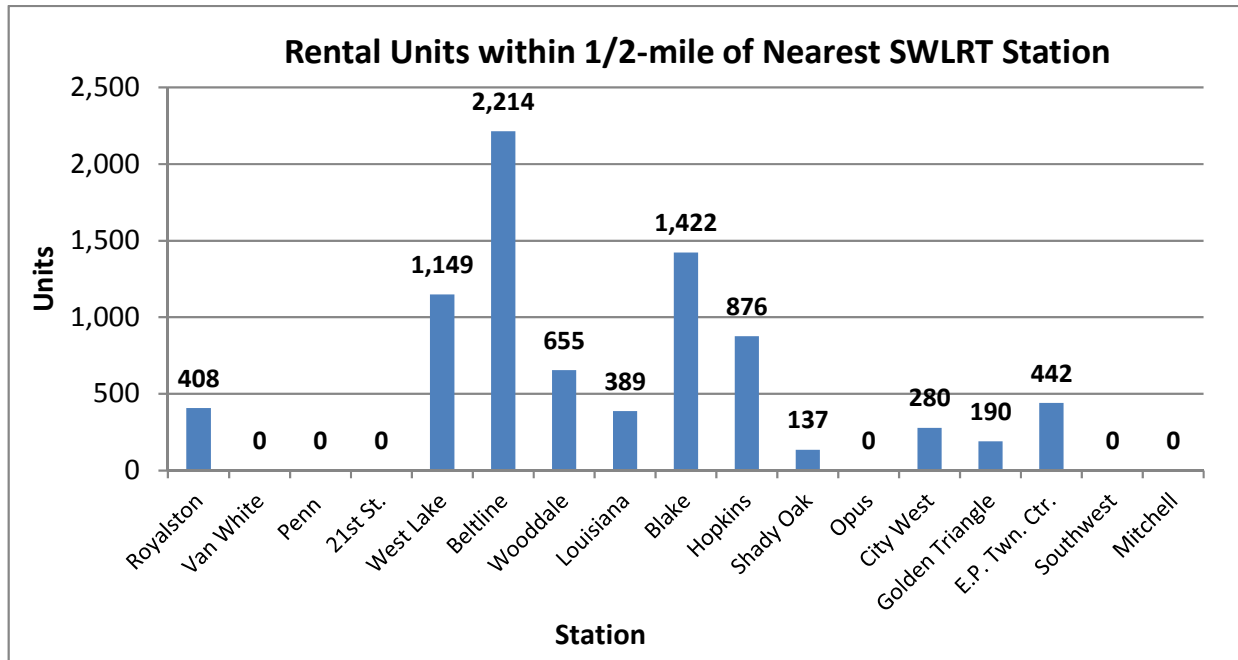
**TABLE HI-9  
SUMMARY OF MULTIFAMILY RENTAL UNITS BY AFFORDABILITY AND DISTANCE (12+ UNITS)  
RENTAL PROJECTS BASED ON CLOSEST PROXIMITY TO STATION  
2012**

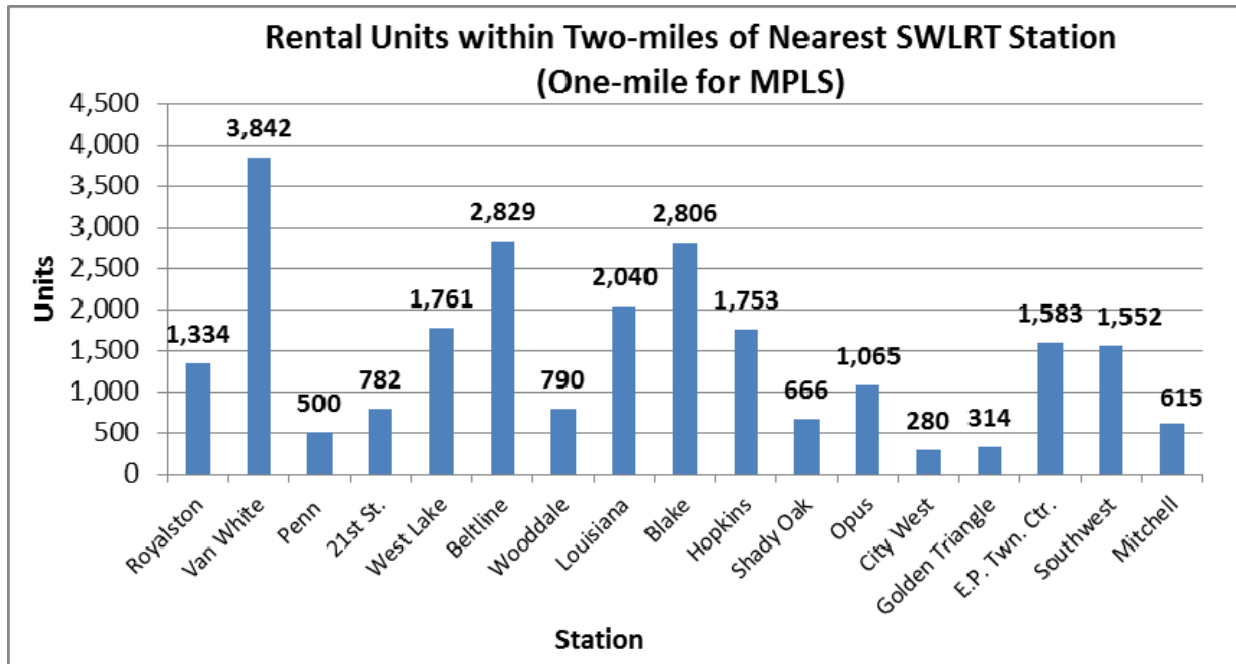
Station	Market Rate				Affordable/Subsidized				Total			
	0.0 - 0.24	0.25-0.49	0.50 - 0.99	1.0 - 2.0	0.0 - 0.24	0.25-0.49	0.50 - 0.99	1.0 - 2.0	0.0 - 0.24	0.25-0.49	0.50 - 0.99	1.0 - 2.0
Royalston <sup>1</sup>	0	109	585	0	168	131	341	0	168	240	926	0
Van White <sup>1</sup>	0	0	3,475	0	0	0	367	0	0	0	3,842	0
Penn Station <sup>1</sup>	0	0	500	0	0	0	0	0	0	0	500	0
21st Street <sup>1</sup>	0	0	780	0	0	0	2	0	0	0	782	0
West Lake <sup>1</sup>	925	200	594	0	18	6	18	0	943	206	612	0
Beltline	560	1,470	304	279	14	170	0	32	574	1,640	304	311
Wooddale	357	298	27	0	0	0	0	108	357	298	27	108
Louisiana	0	300	556	829	0	89	100	166	0	389	656	995
Blake	534	878	700	639	10	0	45	0	544	878	745	639
Hopkins	212	403	651	109	161	100	101	16	373	503	752	125
Shady Oak	0	137	498	0	0	0	0	31	0	137	498	31
Opus	0	0	1,065	0	0	0	0	0	0	0	1,065	0
City West	0	280	0	0	0	0	0	0	0	280	0	0
Golden Triangle	0	127	0	0	0	63	124	0	0	190	124	0
Eden Prairie Twn. Ctr.	0	376	349	624	38	28	0	168	38	404	349	792
Southwest	0	0	784	693	0	0	75	0	0	0	859	693
Mitchell	0	0	346	131	0	0	32	106	0	0	378	237
<b>Total</b>	<b>2,588</b>	<b>4,578</b>	<b>11,214</b>	<b>3,304</b>	<b>409</b>	<b>587</b>	<b>1,205</b>	<b>627</b>	<b>2,997</b>	<b>5,165</b>	<b>12,419</b>	<b>3,931</b>

<sup>1</sup> Minneapolis properties were inventoried up to the 1-mile buffer. Includes only Minneapolis properties closest to SWLRT stations (i.e. excludes properties closer to existing stations)

Source: Maxfield Research Inc.







**Vacancy Rates**

Table HI-10 summarizes rental properties by product type and affordability by City within the SWLRT Corridor. As previously discussed, vacancies were unavailable for all properties; hence the following table summarizes vacancies among 60% of the total inventoried units identified in Tables HI-5 and HI-6.

Metro Area vacancies continue to be very low (about 2.7%), down substantially from over 7% as of 4<sup>th</sup> Quarter 2009. Generally, a 5% vacancy factor is considered equilibrium in the industry, indicating pent-up demand. Low vacancy rates have enabled property owners to increase rents. Metro wide, rents are up by nearly 3% over last year (4<sup>th</sup> Quarter 2011 to 4<sup>th</sup> Quarter 2012). As Table HI-10 indicates, nearly all of the communities along the SWLRT posted vacancy rates at or below 5% for both market rate and affordable/subsidized rental projects. Vacancy rates will continue to remain low as rental demand remains strong in today’s economy. However, we do expect vacancy rates to slowly increase as new product is delivered in the marketplace and the for-sale market continues to rebound.

**TABLE HI-10  
VACANCY RATE  
SWLRT COMMUNITIES  
December 2012**

	General-Occupancy		Senior	
	Market Rate	Aff/Subs.	Market Rate	Aff/Subs.
Eden Prairie	3.5%	4.0%	-	3.1%
Edina	4.6%	-	-	0.0%
Golden Valley	0.0%	-	-	-
Hopkins	3.7%	1.6%	3.9%	0.0%
Minneapolis <sup>1</sup>	2.5%	1.4%	0.0%	0.0%
Minnetonka	5.2%	-	-	-
St. Louis Park	2.2%	0.9%	3.2%*	7.7%

<sup>1</sup> 1-mile buffer in Minneapolis

\*Excludes Tower Light property which is in its initial lease-up period

Note: vacancy rate applies to only those properties that shared vacancy information.

Source: Maxfield Research Inc.

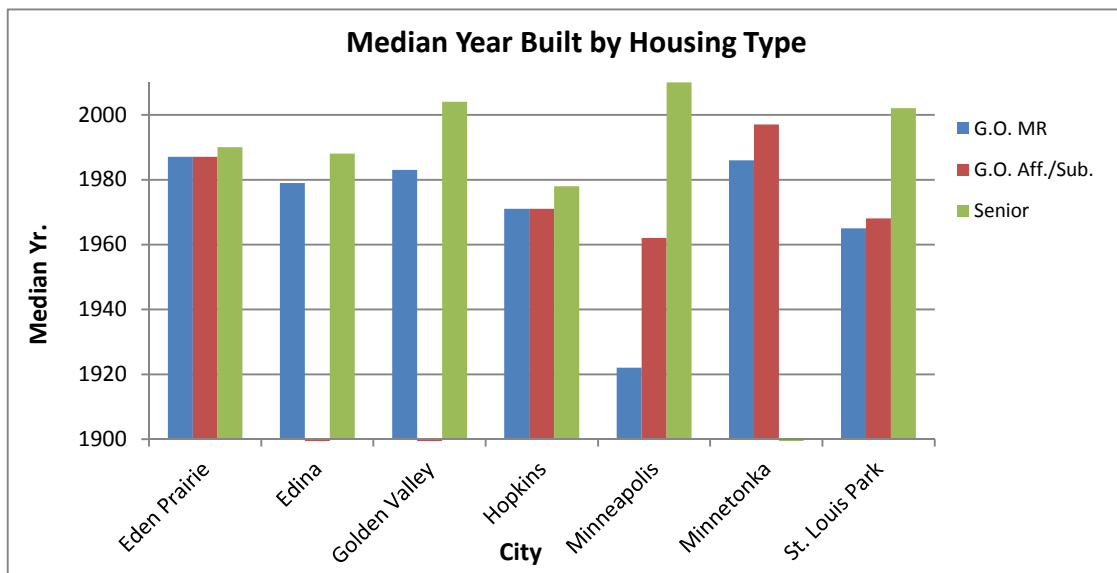
**Age of Rental Housing Stock**

Table HI-11 displays information on the age of the inventoried rental housing stock by community and housing type. Following the development trends concentrated in the central City of Minneapolis, the age of rental product transitions from older to newer based on the distance from Minneapolis. The median year constructed in Minneapolis is 1922 (91 years old) compared to 1987 in Eden Prairie (26 years old). Senior housing products are newer regardless of community; as senior housing is still a relatively new concept over the past two decades.

	Market Rate		Affordable/Subs.		Senior Housing	
	Avg.	Median	Avg.	Median	Avg.	Median
Eden Prairie	1988	1987	1987	1987	1993	1990
Edina	1979	1979	-	-	1988	1988
Golden Valley	1983	1983	-	-	2004	2004
Hopkins	1973	1971	1968	1971	1978	1978
Minneapolis <sup>1</sup>	1935	1922	1949	1962	2010	2010
Minnetonka	1985	1987	1997	1997	-	-
St. Louis Park	1969	1965	1971	1968	1999	2002

<sup>1</sup> One-mile buffer in Minneapolis

Source: Maxfield Research Inc.





Multifamily housing, whether for-sale or rental units, must meet the accessibility requirements of the Fair Housing Act when they are located in a building of four or more units. Although the Fair Housing Act was passed in 1988 it was not until 1991 that HUD issued the Fair Housing Act Accessibility Guidelines.

In addition to accessibility guidelines established at the federal level, most municipalities have adopted the International Building Code (IBC) where accessibility requirements can also be found. The IBC is updated on a three-year cycle and allows for modifications by local governing bodies. According to Chapter 11 of the IBC, 2% of Type A dwelling units in multifamily structures must be accessible.

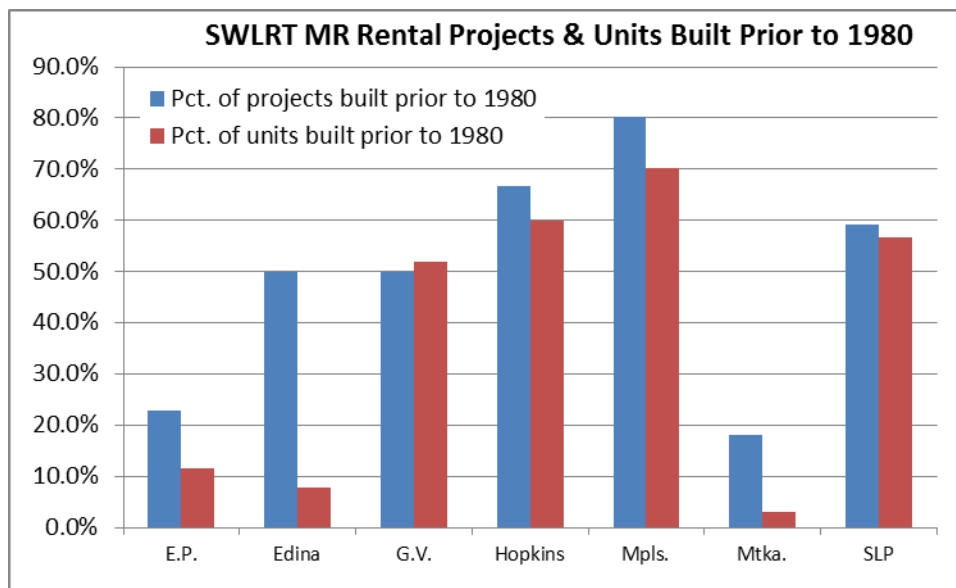
Since these building codes have been only around for about two decades, the majority of buildings inventoried in Tables HI-4 to HI-5 were constructed prior to 1991. Hence, many of the properties would not meet accessibility requirements if they were built today.

#### Naturally-occurring Affordable Housing (by age of structure)

As previously stated earlier in the Housing Inventory section of this report, naturally-occurring affordable housing does not have income guidelines but have lower rents based on a number of factors, including age of the housing structure. Table HI-12 summarizes all market rate rental projects that were inventoried in Tables HI-5 and HI-6 based on the age of structure. For purposes of our analysis, rental units built prior to 1980 (33 years old in 2013) are likely to have rent structures that are considered affordable.

Table HI-12 shows that about 71% of the market rate projects and 53% of the units were constructed prior to 1980. In fact, about 80% of the market rate product in Minneapolis was built at least three decades ago. Because of the high percentage of the rental housing stock that is older, this housing is able to offer more affordable rents than newer rental product.

<b>TABLE HI-12</b> <b>SUMMARY OF MARKET RATE GENERAL-OCCUPANCY MULTIFAMILY RENTAL PROJECTS</b> <b>PROJECTS/UNITS BUILT PRIOR TO 1980</b> <b>SWLRT COMMUNITIES</b> <b>2012</b>				
	<b>MR Projects</b> <b>1980 or older</b>	<b>MR Units</b> <b>1980 or older</b>	<b>Pct. of Projects</b> <b>1980 or older</b>	<b>Pct. of Units</b> <b>1980 or older</b>
<b>Market Rate ("MR")</b>				
Eden Prairie	5	385	22.7%	11.7%
Edina	1	17	50.0%	7.8%
Golden Valley	1	65	50.0%	52.0%
Hopkins	28	2,063	66.7%	59.9%
Minneapolis <sup>1</sup>	199	7,338	80.2%	70.2%
Minnetonka	2	42	18.2%	2.9%
St. Louis Park	29	2,579	59.2%	56.7%
<b>Total</b>	<b>265</b>	<b>12,489</b>	<b>70.5%</b>	<b>53.1%</b>
<sup>1</sup> Minneapolis is for one-mile buffer				
Source: Maxfield Research Inc.				



Naturally-occurring Affordable Housing (by market rate rents)

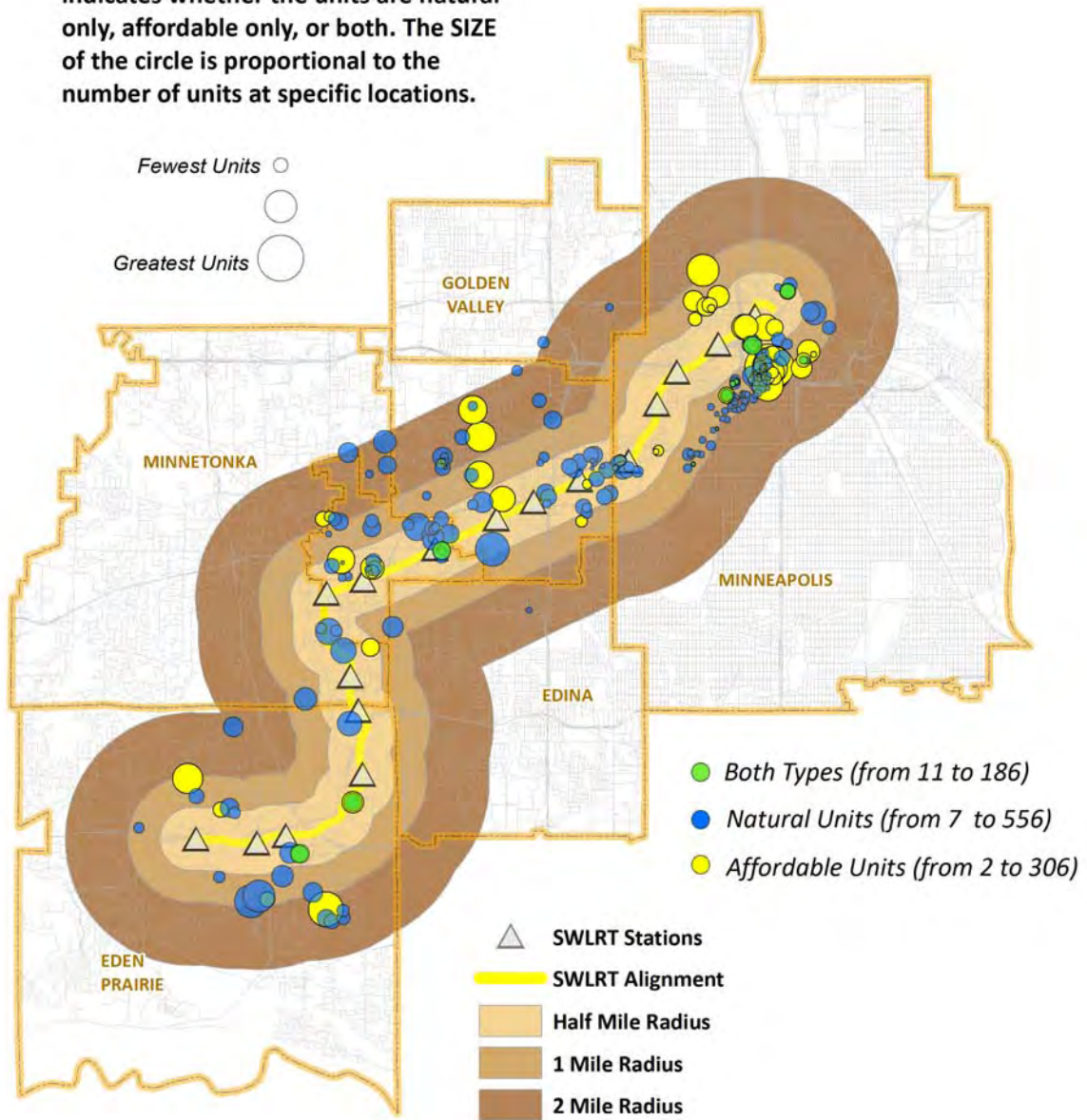
In addition to breaking-out market rate rental units by age of structure, Maxfield Research Inc. also estimated the number of naturally-occurring affordable housing units that are generated from market rate projects. Table HI-13 demonstrates that the vast majority of market rate rental projects have units that are considered affordable based on quoted monthly rents, household size, and a 30% allocation of income to housing (see Table HI-2). It should be noted that Table HI-13 includes only those projects from Tables HI-5 and HI-6 where market rate rents were obtained.

<b>TABLE HI-13</b>						
<b>SUMMARY OF MARKET RATE GENERAL-OCCUPANCY MULTIFAMILY RENTAL PROJECTS</b>						
<b>SWLRT COMMUNITIES</b>						
<b>2012</b>						
	<b>Projects w/ Rent info.</b>	<b>Units w/ Rent and 50%-80% AMI</b>				<b>MR Units &gt; 80% AMI</b>
		<b>50%</b>	<b>60%</b>	<b>80%</b>	<b>Total</b>	
<b>Market Rate ("MR")</b>						
Eden Prairie	12	728	1,186	725	2,639	176
Edina	2	108	9	101	218	0
Golden Valley	2	0	32	63	95	30
Hopkins	26	1,673	361	409	2,443	0
Minneapolis <sup>1</sup>	89	1,969	1,100	1,008	4,077	1,372
Minnetonka	8	72	752	544	1,368	55
St.Louis Park	38	2,217	773	731	3,721	342
<b>Total</b>	<b>177</b>	<b>6,767</b>	<b>4,213</b>	<b>3,581</b>	<b>14,561</b>	<b>1,975</b>
Note: Market rate projects only; excludes affordable/subsidized and senior housing projects.						
<sup>1</sup> Minneapolis is for one-mile buffer						
Source: Maxfield Research Inc.						

According to Table HI-13, two-thirds of the inventoried market rate units are affordable to households at 50% to 60% of AMI. In addition, another 22% of the units would be affordable to households earning 80% of AMI. Only 12% of the inventoried rental units with available rents require incomes of greater than 80% AMI.

### Naturally-Occurring Affordable Housing

Each circle on this map represents one multi-family building. The COLOR indicates whether the units are natural only, affordable only, or both. The SIZE of the circle is proportional to the number of units at specific locations.



## Condominium Developments

Table HI-14 illustrates all condominium properties by community located along the Southwest LRT Corridor. The table depicts all condominium projects within two-miles of the suburban stations and within one-mile of the various Minneapolis station areas. There is only one property each in Bloomington and Golden Valley that falls within the two-mile radius. Other communities have more properties located in close proximity to the various station areas. Table HI-14 presents data on condominium project address, year built or converted, number of units, unit mix range, pricing range, the estimated number of non-homesteaded units, and the proximity to the nearest proposed station. All pricing is based on 2012 Hennepin County total market values. Table HI-15 summarizes the project data from Table HI-14 by community. Finally, Table HI-16 summarizes the number of condominium units based on distance to the closest station.

Total units within the one-mile corridor for Minneapolis and the two-mile corridor for the suburban corridor communities is 18,729 among 371 properties. The average estimated market value for these properties along the Corridor ranges from \$111,908 in Hopkins to a high of \$351,654 in Minneapolis. The overall average among the communities is \$209,296.

Most developments located in St. Louis Park, Hopkins, Minnetonka and Eden Prairie are medium to large size developments. In Minneapolis, property sizes range from 2 to more than 300 units. There are a number of units located in older buildings that have been converted either from rentals to condominiums or have been converted from single-family homes to condominium ownership. Most of the single-family homes converted to condominium ownership are located in the Kenwood and Lakes of the Isles area and are priced at the upper end of the market. Units converted from rentals are generally smaller in size and are priced in the low to middle range of the market.

Some properties offer very affordable pricing and others are priced at the upper end of the market. Estimated market values for some condominiums are below \$100,000. Most of these units however, are one-bedroom or at the most two-bedroom units. At a price of \$100,000 or less, these units would be affordable to a household earning roughly \$35,000 per year or slightly less, with a 10% down payment. Some units priced at less than \$70,000 would be affordable to a household earning roughly \$25,000 per year.

Finally, a significant number of condominiums within the corridor are non-homesteaded. About 28% of all condominium units inventoried are non-homesteaded; most of which became rental units after the housing bust. Multifamily for-sale housing values experienced substantial losses of value after a run-up of prices during the first-half of last decade.

TABLE HI-14  
 MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS  
 December 2012

Project Name	Project Address	Nearest Station	Distance (in miles)	Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated % Non-Homestead
<b>EDEN PRAIRIE</b>									
Regency Parc	6430-6576 Regency Lane	City West Station	0.40	1995	86	3BR	\$187,700 - \$199,100	2007	13%
Staring Lake Village	Crimson Clover Lane/Terra Verde Trail	Eden Prairie Town Center Station	0.04	1996-1997	216	2BR, 3BR	\$90,000 - \$123,300	new	52%
Hartford Commons Condos	Prestwick Blvd./Townsend Drive	Eden Prairie Town Center Station	0.04	2002-2005	317	2BR, 3BR	\$165,200 - \$251,000	new	86%
Castle Ridge Retirement Ctr.	635 Prairie Center Drive	Eden Prairie Town Center Station	0.57	1982	17	1BR, 2BR	\$6,500 - \$87,500	new	17%
Eden Lake Condos	8500-8579 Cardiff Lane	Eden Prairie Town Center Station	0.89	1994	40	3BR	\$108,500 - \$115,600	new	34%
Eden Hills	8500 Franlo Road	Eden Prairie Town Center Station	0.89	1996	36	1BR, 2BR, 3BR	\$188,000 - \$277,000	new	5%
Hartford Place Courthomes	10182-11039 Lexington Drive	Eden Prairie Town Center Station	1.19	1995	112	2BR, 3BR	\$138,800 - \$165,900	new	4%
Lake Eden Carriage Homes	8771-8865 Jasmine Lane	Eden Prairie Town Center Station	1.25	1982	64	2BR, 3BR	\$104,400 - \$117,400	new	3%
Preserve Manor Homes	11144-11200 Westwind Drive	Eden Prairie Town Center Station	1.36	1984	32	2BR	\$111,100 - \$127,200	new	6%
The Preserve Condo	11160 Anderson Lakes Pkwy.	Eden Prairie Town Center Station	1.50	1982	63	1BR, 2BR, 3BR	\$88,800 - \$119,100	new	10%
Ironwood in the Preserve	8651 Basswood	Eden Prairie Town Center Station	1.54	1986	43	2BR	\$133,700 - \$297,700	new	6%
Neill Lake Townhomes	8954-9052 Neill Lake Road	Eden Prairie Town Center Station	1.67	1979	70	2BR	\$132,400 - \$144,000	new	13%
Ridgewoods Condo	8928-8952 Neill Lake Road	Eden Prairie Town Center Station	1.69	1975	34	1BR, 2BR	\$86,700 - \$132,600	new	7%
Summerhill of Eden Prairie	7610 Smetana Lane	Golden Triangle Station	0.72	2001	48	2BR, 3BR	\$172,000 - \$210,900	new	3%
Realife Coop of Eden Prairie	10785 Valley View Road	Golden Triangle Station	0.72	1998	93	1BR, 2BR, 3BR	\$80,000 - \$133,800	new	4%
Mitchell Village Coach Homes	Erwin Court and Wilson Drive	Mitchell Station	0.24	1997	123	2BR	\$162,000 - \$190,100	new	19%
Fairway Woods II	14307-14339 Fairway Drive	Mitchell Station	0.42	1974	20	2BR, 3BR	\$119,500 - \$142,400	new	3%
Fairway Woods I	14302-14340 Fairway Drive	Mitchell Station	0.42	1973	20	2BR, 3BR	\$119,500 - \$142,900	new	4%
Fairway Woods	14341-14483 Fairway Drive	Mitchell Station	0.44	1985	118	2BR, 3BR	\$106,100 - \$126,600	new	4%
Village Greens Condo	7189-7255 Amber Court	Mitchell Station	0.76	1984-1986	121	2BR, 3BR	\$118,200 - \$170,700	new	21%
Golf Vista Edgewood	7280-7294 Vista Court	Mitchell Station	0.80	1979	8	2BR	\$108,300 - \$115,000	new	1%
Golf Vista Dunway	7264-7278 Vista Court	Mitchell Station	0.80	1979-1980	8	2BR	\$108,800 - \$115,000	new	0%
Golf Vista Cedarwood	7248-7262 Vista Court	Mitchell Station	0.82	1980	8	2BR	\$109,400 - \$115,600	new	0%
Golf Vista Arwood	7216-7230 Vista Court	Mitchell Station	0.83	1980	8	2BR	\$109,400 - \$115,600	new	0%
Golf Vista Briarwood	7232-7246 Vista Court	Mitchell Station	0.84	1980	8	2BR	\$109,400 - \$115,600	new	0%
Townhomes of North	7909-8026 Timber Lake Drive	Mitchell Station	1.12	1983-1992	44	2BR, 3BR	\$133,000 - \$209,800	new	6%
Raven Ridge	7021-7037 Edenvale Blvd.	Mitchell Station	1.13	1982	8	2BR	\$119,600 - \$125,300	new	1%
Cinnamon Ridge Condo	15101-15200 Lesley Lane	Mitchell Station	1.37	1985-1987	44	1BR, 2BR, 3BR	\$113,900 - \$132,300	new	4%
Edenvale Glen Condos	15154-15264 Lesley Lane	Mitchell Station	1.41	1991-1992	34	1BR, 2BR, 3BR	\$128,100 - \$132,300	new	2%
Hawthorne Ridge Carriage Homes	Kimball Dr./Cobblestone Way	Mitchell Station	1.62	1996	192	2BR, 3BR	\$135,800 - \$156,400	new	32%
Park Place	7223-7287 Hunters Run	Mitchell Station	1.83	1985	56	2BR, 3BR	\$107,300 - \$127,700	new	4%
Valley Pond	17460-17591 Pond Circle	Mitchell Station	1.96	1983	31	2BR	\$124,400 - \$124,400	new	5%
Southwest Station Condos	13560-13580 Technology Drive	Southwest Station	0.41	2003	237	1BR, 2BR, 3BR	\$67,800 - \$159,000	new	60%
Valley View Condo	13300-13601 Zenith Lane	Southwest Station	0.45	1985	112	1BR, 2BR, 3BR	\$92,700 - \$111,100	new	21%
Pinebrook Carriage Homes	13463-13610 Carmody Drive	Southwest Station	0.70	1993-1994	184	2BR	\$131,200 - \$161,000	new	25%
Williams Place	12693 College View Drive	Southwest Station	1.55	2004	48	1BR, 2BR, 3BR	\$129,200 - \$148,800	new	8%

CONTINUED

TABLE HI-14 (Con't)  
 MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS  
 December 2012

Project Name	Project Address	Nearest Station	Distance (in miles)	Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated % Non-Homestead
<b>EDINA</b>									
Burgundy Place	4900 77th Street	Golden Triangle Station	2.82	2009	36	1BR, 2BR, 3BR	\$175,000 - \$500,000	new	50%
Edina Morningside	4360 France Avenue South	Beltline Station	1.51	1982	8	2BR	\$191,700 - \$255,800	new	0%
Edina West	6075-6115 Lincoln Drive	City West Station	0.60	1975	156	1BR, 2BR, 3BR	\$59,900 - \$227,000	new	27%
Manor Homes of Edina	6800-6997 Langford Drive	City West Station	0.78	1981	143	1BR, 2BR	\$98,000 - \$168,000	new	22%
Parkwood View Condo	5725 Blake Road	City West Station	1.58	1966	20	1BR, 2BR, 3BR	\$109,300 - \$129,300	new	7%
Fountain Woods	6650-6710 Eden Prairie Road	City West Station	1.59	1972	157	EFF, 1BR, 2BR, 3BR	\$48,500 - \$193,100	new	36%
Fountain Woods II	6670-6730 Eden Prairie Road	City West Station	1.59	1972	153	EFF, 1BR, 2BR, 3BR	\$36,300 - \$133,400	1984	50%
Terraces of Edina	7719 Shaughnessy Road	Golden Triangle Station	2.07	1984	45	1BR+Den, 2BR+Den	n/a - n/a	new	35%
Lewis Ridge	7230-7250 Lewis Ridge Pkwy	Golden Triangle Station	2.17	1985	97	2BR, 3BR	\$130,000 - \$540,000	new	15%
Edina Highpointe	5501 Village Drive	Golden Triangle Station	2.26	1984	16	2BR, 3BR	\$259,900 - \$425,000	new	25%
Le Chatagnier	7200 Cahill Road	Golden Triangle Station	2.29	1984	33	2BR, 3BR	\$110,000 - \$210,000	new	25%
Dewey Hill	5501 Dewey Hill Road	Golden Triangle Station	2.30	1982	174	1BR+Den/2BR+Den	\$140,000 - \$355,000	new	28%
Windwood of Edina	7500-7520 Cahill Road	Golden Triangle Station	2.36	1972	202	1BR, 2BR, 3BR	\$76,800 - \$235,000	1978	27%
Brookside Court	4350-4370 Brookside Court	Louisiana Station	1.25	1965	125	1BR, 2BR, 3BR	\$78,400 - \$211,500	new	12%
Brookside III	4360 Brookside Court	Louisiana Station	1.26	1965	60	1BR, 2BR	\$76,800 - \$235,000	2008	11%
Edina Brookside	4380 Brookside Court	Louisiana Station	1.27	1965	41	1BR, 2BR	\$65,600 - \$119,500	new	7%
Grandview Square	5225 Grandview Square	Louisiana Station	1.98	2003	169	1BR, 2BR, 3BR	\$244,000 - \$410,000	new	24%
Whitehall Condo	6105 Eden Prairie Road	Opus Station	1.68	1975	21	1BR, 2BR, 3BR	\$286,200 - \$394,300	new	7%
Parkwood Manor Condo	6005 Eden Prairie Road	Opus Station	1.77	1963	19	2BR	\$87,200 - \$154,300	new	7%
<b>BLOOMINGTON</b>									
Friendship Village	8100 Highwood Drive	Golden Triangle Station	1.73	1979-1998	311	EFF, 1BR, 2BR, 3BR	\$56,400 - \$641,500	new	40%
<b>GOLDEN VALLEY</b>									
Laurel Hill Condos	5901-6051 Laurel Avenue	21st Street Station	2.16	1982-1984	113	1BR+Den, 2BR+Den	\$140,000 - \$250,000	new	25%
<b>HOPKINS</b>									
Marketplace Lofts	750 Main Street	Hopkins Station	0.26	2003	46	1BR, 2BR, 3BR	\$119,000 - \$311,000	new	15%
Citigables	32 11th Avenue South	Hopkins Station	0.30	1989	48	2BR	\$137,000 - \$150,000	new	10%
Westbrooke North Condo	900 6th Street South	Hopkins Station	0.38	1967	88	1BR, 2BR	\$29,000 - \$38,000	1982	80%
Elmwood Townhomes	601 8th Avenue South	Hopkins Station	0.39	1973	10	2BR	\$65,000 - \$65,000	new	100%
Raspberry Ridge Cooperative	26 Renaissance Court	Hopkins Station	0.51	1924	101	1BR, 2BR	\$55,000 - \$65,000	1980	2%
Peace Valley	706 9th Avenue South	Hopkins Station	0.53	1984	32	1BR, 2BR	\$65,000 - \$80,000	new	16%
Oak Ridge Place	555 Oakridge Place	Hopkins Station	0.93	2005	18	1BR, 2BR, 3BR	\$100,000 - \$556,000	new	22%
The Summit	1502 5th Street North	Hopkins Station	1.05	2006	62	1BR, 2BR	\$97,000 - \$170,000	new	16%
Oak Ridge Lofts	1505 5th Street North	Hopkins Station	1.06	2006	23	1BR, 2BR	\$136,000 - \$220,000	new	78%
Westbrooke Park Condo	711 11th Avenue South	Shady Oak Station	0.46	1968	168	1BR, 2BR	\$28,000 - \$45,500	1984	68%
Westbrooke West Condo	920 9th Avenue South	Shady Oak Station	0.63	1969	174	1BR, 2BR	\$28,000 - \$45,500	1983	57%
Westbrooke Condo	922 Westbrooke Way	Shady Oak Station	0.69	1971	318	1BR, 2BR	\$0 - \$80,800	1981	73%
<b>CONTINUED</b>									

TABLE HI-14 (Con't)  
 MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS  
 December 2012

Project Name	Project Address	Nearest Station	Distance		Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated %
			(in miles)							Non-Homestead
<b>MINNEAPOLIS (WITHIN ONE MILE OF STATION AREAS)</b>										
Kenilworth	2400-2408 Thomas Lane	21st Street Station	0.14		1988	5	3BR	\$664,000 - \$754,500	new	20%
2434 West 22nd Street	2434 West 22nd Street	21st Street Station	0.15		1909	2	2BR	\$177,500 - \$201,500	1997	100%
Santa Fe Condos	2407-2409 21st Street West	21st Street Station	0.16		1950	2	3BR	\$330,000 - \$425,000	2000	0%
Stone Cliff	2424 22nd Street West	21st Street Station	0.17		1928	2	2BR	\$320,000 - \$320,000	1995	50%
Sheridan Avenue South	1979-1981 Sheridan Avenue South	21st Street Station	0.21		1963	2	3BR	\$304,000 - \$356,500	2010	0%
Penn Place	2130-2132 Penn Avenue South	21st Street Station	0.31		1923	2	3BR	\$490,000 - \$495,000	1993	0%
Penn Manor	2030 Penn Avenue South	21st Street Station	0.33		1900	2	2BR	\$220,000 - \$228,000	2002	50%
Island Park	2101 Newton Avenue South	21st Street Station	0.43		1910	5	2BR	\$212,500 - \$253,500	1994	20%
Drew Place Townhomes	1900-1904 Drew Avenue South	21st Street Station	0.58		1994	3	3BR	\$460,000 - \$525,000	new	0%
Cedar Woods Court	1621-1643 Cedar Lake Parkway	21st Street Station	0.58		1985	11	3BR	\$320,000 - \$402,000	new	9%
Drew Avenue Place Condos	2128-2130 Drew Avenue South	21st Street Station	0.59		1952	2	2BR	\$243,500 - \$320,500	2004	100%
2637 Lake of the Isles Parkway	2637-2639 Lake of the Isles Parkway	21st Street Station	0.66		1911	2	3BR	\$750,000 - \$820,000	1985	0%
1636 Condo Association	1636 26th Street West	21st Street Station	0.73		1910	2	3BR	\$579,500 - \$831,000	2003	50%
2829 East Lake of the Isles Parkway	2829 East Lake of the Isles Parkway	21st Street Station	0.83		1922	2	3BR	\$610,000 - \$655,000	2002	0%
2833 East Isles Condo	2833 East Lake of the Isles Parkway	21st Street Station	0.83		1922	2	3BR	\$470,000 - \$515,000	1987	0%
Forbes-Finch Condo	1514-1516 25th Street West	21st Street Station	0.84		1905	2	2BR	\$460,000 - \$500,000	2006	0%
Goodwin Condos	2725-2727 Irving Avenue South	21st Street Station	0.86		1961	2	3BR	\$447,500 - \$469,500	2004	0%
Claridge Condos	2517-2519 Humboldt Avenue South	21st Street Station	0.87		1922	36	1BR, 2BR	\$163,500 - \$339,000	2005	33%
Humboldt Isles Condos	2536-2538 Humboldt Avenue South	21st Street Station	0.87		1908	7	2BR	\$264,000 - \$291,400	1996	14%
Nessa Condos	2606 Humboldt Avenue South	21st Street Station	0.89		1907	13	2BR	\$121,500 - \$222,000	1995	31%
Paddington Condos	2621 Humboldt Avenue South	21st Street Station	0.89		1910	7	2BR	\$164,700 - \$320,000	2003	32%
Humboldt Flats Condos	2635 Humboldt Avenue South	21st Street Station	0.90		1908	3	2BR	\$320,000 - \$505,000	2006	0%
Two Plus Two Condos	2637-2641 Humboldt Avenue South	21st Street Station	0.90		1903	4	2BR, 3BR	\$306,500 - \$616,800	n/a	25%
2501 Girard Avenue South	2501 Girard Avenue South	21st Street Station	0.91		1917	7	2BR	\$184,000 - \$277,000	1997	14%
2509 Girard Avenue South	2509 Girard Avenue South	21st Street Station	0.91		1909	4	1BR	\$160,000 - \$162,500	2007	100%
2706 Humboldt Avenue South	2706 Humboldt Avenue South	21st Street Station	0.92		1963	13	2BR	\$1,500 - \$179,000	2005	54%
Vermont Condos	2716 Humboldt Avenue South	21st Street Station	0.92		1926	14	2BR	\$120,000 - \$175,000	1989	57%
Illyricun Condo	2719 Humboldt Avenue South	21st Street Station	0.92		1913	7	2BR	\$150,000 - \$350,000	1986	14%
East Isles Citihomes	2724-2726 Humboldt Ave. S.	21st Street Station	0.92		1981	6	3BR	\$276,000 - \$351,000	new	0%
East Isles Citihomes	2724-2726 Humboldt Avenue South	21st Street Station	0.92		1981	6	2BR	\$276,000 - \$351,000	new	17%
Irving Avenue Condos	2845 Irving Avenue South	21st Street Station	0.93		1912	4	2BR	\$318,500 - \$341,500	2006	25%
2867 James Avenue South	2867 James Avenue South	21st Street Station	0.96		1915	4	2BR	\$245,000 - \$245,000	1988	25%
Kenwood Isles Citihomes	2818-2867 Kenwood Isles Drive	21st Street Station	0.96		1985	41	2BR, 3BR	\$289,000 - \$360,000	new	22%
The James Condo	2891 James Avenue South	21st Street Station	0.98		1913	4	3BR	\$187,500 - \$187,500	2001	25%
2895 James Avenue South	2895 James Avenue South	21st Street Station	0.98		1915	4	2BR	\$243,500 - \$287,500	2004	25%
2881 Irving Avenue South	2881 Irving Avenue South	21st Street Station	1.01		1916	1	1BR	\$89,000 - \$171,000	2006	100%
2717 Girard Avenue South	2717 Girard Avenue South	21st Street Station	1.02		1903	4	2BR	\$154,500 - \$175,500	2008	25%
Wilhite Apartments	2733 Girard Avenue South	21st Street Station	1.03		1923	16	1BR	\$102,000 - \$102,000	1986	44%
Girard Apartments	2739 Girard Avenue South	21st Street Station	1.03		1923	18	1BR	\$102,000 - \$102,000	1991	44%
Kenwood Isles Condos	1425 28th Street West	21st Street Station	1.04		1986	128	1BR, 2BR	\$63,000 - \$295,000	new	16%
1508 West Lake Street	1508 West Lake Street	21st Street Station	1.10		1912	8	1BR, 2BR	\$105,000 - \$186,000	2004	63%
3014 Holmes Avenue South	3014 Holmes Avenue South	21st Street Station	1.17		1926	10	1BR, 2BR	\$62,000 - \$103,000	n/a	100%

CONTINUED



TABLE HI-14 (Con't)  
 MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS  
 December 2012

Project Name	Project Address	Nearest Station	Distance (in miles)	Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated % Non-Homestead
<b>MINNEAPOLIS (WITHIN ONE MILE OF STATION AREAS)</b>									
American Trio Lofts	250 Park Avenue South	Downtown East / Metrodome	0.17	1907	90	1BR, 2BR	\$137,500 - \$338,000	2006	52%
Tower Lofts	700 Washington Avenue South	Downtown East / Metrodome	0.20	1920	133	1BR, 2BR, 3BR	\$123,500 - \$645,000	2005	55%
607 South Washington Avenue	607 Washington Avenue South	Downtown East / Metrodome	0.22	2004	30	2BR	\$198,500 - \$371,500	new	33%
Park Avenue Lofts	200 Park Avenue	Downtown East / Metrodome	0.23	2004	37	2BR, 3BR	\$252,000 - \$887,500	new	22%
Stone Arch Lofts	600 2nd Street South	Downtown East / Metrodome	0.30	1999	36	2BR, 3BR	\$261,000 - \$1,805,000	new	28%
Metropolitan Lofts	545 2nd Street South	Downtown East / Metrodome	0.32	2002	36	2BR, 3BR	\$305,000 - \$481,500	new	36%
Whitney Historic Residences	150 Portland Avenue South	Downtown East / Metrodome	0.34	1900	27	2BR, 3BR	\$221,000 - \$2,400,000	2007	59%
North Star Lofts	117 Portland Avenue South	Downtown East / Metrodome	0.35	1927	36	2BR, 3BR	\$282,000 - \$1,541,000	1999	33%
Rappahanock Flats	9th Street/8th Avenue	Downtown East / Metrodome	0.81	1900	41	1BR, 2BR	\$113,500 - \$143,000	1982	58%
City Heights	431 7th Street South	Government Plaza	0.18	1982	52	1BR, 2BR	\$62,000 - \$121,500	2004	67%
Centre Village	433 7th Street South	Government Plaza	0.18	1985	234	EFF, 1BR, 2BR	\$77,500 - \$234,000	new	48%
Sexton Lofts	521 7th Street South	Government Plaza	0.21	1926	122	1BR, 2BR	\$83,700 - \$243,900	2006	90%
Security Warehouse/5th Avenue	404 Washington Avenue South	Government Plaza	0.25	1903/2005	190	1BR, 2BR, 3BR	\$171,000 - \$719,500	2005	36%
Lennox Condominiums	519-525 South 9th Street	Government Plaza	0.34	1900	24	1BR, 2BR	\$223,500 - \$238,500	2010	71%
The Carlyle	100 3rd Avenue South	Government Plaza	0.39	2006	249	1BR, 2BR, 3BR	\$222,000 - \$1,990,000	new	44%
Riverwest	401 1st Street South	Government Plaza	0.39	1989	412	1BR, 2BR	\$129,500 - \$740,500	2005	35%
Skyscape Condos	929 Portland Avenue South	Government Plaza	0.39	2006	250	1BR, 2BR, 3BR	\$143,000 - \$866,500	new	49%
The Ivy Residences	201 11th Street South	Government Plaza	0.48	2007	92	1BR, 2BR, 3BR	\$91,500 - \$669,500	new	97%
Grant Park	500 Grant Street E	Government Plaza	0.50	2003	327	1BR, 2BR, 3BR	\$179,000 - \$698,000	new	42%
La Rive Condo	110 Bank Street SE	Government Plaza	0.78	1986	117	1BR, 2BR, 3BR	\$146,500 - \$799,000	new	21%
Lourdes Square Townhomes	120-180 Bank Street SE	Government Plaza	0.79	1994	40	2BR, 3BR, 4BR	\$421,500 - \$1,065,500	new	10%
Falls/Pinnacle	20 2nd Street NE	Government Plaza	0.85	1983	253	EFF, 1BR, 2BR, 3BR	\$52,500 - \$450,500	2005	48%
Mauna Loa	1705-1707 Stevens Avenue South	Government Plaza	0.87	1913	21	1BR	\$102,500 - \$115,000	1982	43%
1715 Stevens Avenue South	1715 Stevens Avenue South	Government Plaza	0.88	1920	14	1BR	\$71,000 - \$105,000	1984	36%
Groveland Hill I	45-47 Groveland Avenue	Government Plaza	1.07	2007	2	3BR	\$1,475,000 - \$1,612,500	new	100%
Inntowne	22 & 26 Oak Grove	Royalston Station	0.93	1915	51	1BR, 2BR	\$26,500 - \$70,500	1988	100%
2300 Lyndale Avenue South	2300 Lyndale Avenue South	Van White Station	1.33	1910	4	2BR	\$138,500 - \$145,900	1986	75%
Six Quebec	601 Marquette Avenue South	Nicollet Mall	0.09	1949	22	1BR, 2BR, 3BR	\$39,000 - \$1,230,500	2004	68%
The Crossings	121 Washington Avenue S.	Nicollet Mall	0.24	1982	294	1BR, 2BR, 3BR	\$101,000 - \$407,500	new	35%
River Towers	15-19 1st Street South	Nicollet Mall	0.39	1965	480	EFF, 1BR, 2BR, 3BR	\$0 - \$465,500	1985	39%
1200 on the Mall	1200 Nicollet Avenue	Nicollet Mall	0.55	1978	136	EFF, 1BR, 2BR, 3BR	\$89,500 - \$456,500	new	21%
Village Brownstones	101 Main Street NE	Nicollet Mall	0.82	2005	12	3BR	\$1,061,500 - \$1,247,500	new	33%
Village Lofts of St. Anthony	100 2nd Street NE	Nicollet Mall	0.89	2002	109	1BR, 2BR, 3BR	\$183,500 - \$1,149,000	new	27%
RiverPark Townhomes	100-118 3rd Street NE	Nicollet Mall	0.90	1985	33	2BR, 3BR	\$215,500 - \$278,500	new	9%
1524 LaSalle Cooperative	1524 LaSalle Avenue South	Nicollet Mall	0.90	1919	26	1BR, 2BR	\$35,000 - \$48,100	n/a	100%
Kenwood Park	1728-1730 Kenwood Parkway	Penn Station	0.12	1975	2	3BR	\$335,000 - \$390,000	1997	50%
Mount Curve View Condo	11220-1128 Kenwood Parkway	Penn Station	0.25	1993	4	3BR	\$750,000 - \$1,085,000	1993	0%
Flagler Condos	1812-1814 Mount Curve Avenue	Penn Station	0.30	1954	2	3BR	\$335,000 - \$445,000	2002	0%
Peter Dorsey Condo	1808-1810 Mount Curve Avenue	Penn Station	0.30	1954	2	3BR	\$355,000 - \$375,000	n/a	50%
Magistrate Condos	1812-1814 Logan Avenue South	Penn Station	0.33	1914	4	3BR	\$665,000 - \$1,496,000	1992	50%
Cedar Lake Townhomes	1042 Cedar View Drive	Penn Station	0.36	1975	41	2BR, 3BR	\$218,000 - \$370,000	new	7%
James Place Condo	1766 James Avenue South	Penn Station	0.40	1922	2	3BR	\$380,000 - \$445,000	2009	0%
900 Lincoln	1819-1827 Lincoln Avenue	Penn Station	0.40	1987	7	2BR	\$418,000 - \$489,500	new	14%
1770 James Avenue South	1770 James Avenue South	Penn Station	0.40	1922	2	3BR	\$465,000 - \$495,000	2000	50%
1771 James Avenue South	1771 James Avenue South	Penn Station	0.40	1922	2	3BR	\$345,000 - \$370,000	2000	50%
Douglas Irving Condo	1512-1517 Irving Avenue South	Penn Station	0.43	1950	2	2BR	\$322,500 - \$322,500	1993	0%
1716 Irving Avenue South	1716-1718 Irving Avenue South	Penn Station	0.44	1923	2	2BR	\$338,000 - \$349,000	1994	0%

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TABLE HI-14 (Con't)									
MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS									
December 2012									
Project Name	Project Address	Nearest Station	Distance (in miles)	Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated %
									Non-Homestead
<b>MINNEAPOLIS (WITHIN ONE MILE OF STATION AREAS)</b>									
Hawkins Place	1514-1516 Humboldt Avenue South	Penn Station	0.50	1900	2	2BR	\$450,000 - \$510,000	2002	0%
1721-1723 Humboldt Avenue South	1721-1723 Humboldt Avenue South	Penn Station	0.50	1925	2	3BR	\$489,500 - \$563,500	2006	0%
Fairbanks Condo	1727-1729 Humboldt Avenue South	Penn Station	0.50	1925	2	2BR	\$400,000 - \$415,000	1991	0%
Kenwood Oaks	1766 Humboldt Avenue South	Penn Station	0.52	1919	2	3BR	\$345,000 - \$380,300	2003	0%
1770 Humboldt Avenue South	1770 Humboldt Avenue South	Penn Station	0.52	1919	2	1BR, 2BR	\$300,000 - \$360,000	2004	100%
Goodrich Farms Condos	1819-1821 Humboldt Avenue South	Penn Station	0.54	1906	2	3BR	\$630,000 - \$650,000	1998	0%
1408 Douglas Avenue Condo	1408 Douglas Avenue	Penn Station	0.56	1925	2	3BR	\$270,000 - \$298,300	1994	50%
1766 Girard Avenue South	1766 Girard Avenue South	Penn Station	0.59	1903	4	2BR	\$314,000 - \$461,500	2002	25%
Girard at Summit	1788-1790 Girard Avenue South	Penn Station	0.59	1959	2	3BR	\$408,500 - \$534,500	2011	0%
Kenyon Condos	2000 Irving Avenue South	Penn Station	0.59	1906	3	3BR	\$803,000 - \$926,500	1999	100%
Lowry Gardens	1800-1802 Girard Avenue South	Penn Station	0.60	1909	3	2BR	\$475,000 - \$550,000	1994	0%
DesignMark	1929-1931 Girard Avenue South	Penn Station	0.65	1953	2	2BR	\$341,500 - \$367,000	1998	0%
Girard and Girard Condos	1935-1937 Girard Avenue South	Penn Station	0.65	1952	2	3BR	\$309,000 - \$317,600	1999	50%
1801 Fremont Avenue South	1801 Fremont Avenue South	Penn Station	0.66	1906	2	2BR	\$368,500 - \$415,000	2007	0%
2215 Irving Avenue South	2215 Irving Avenue South	Penn Station	0.68	1927	2	3BR	\$364,500 - \$364,500	2001	0%
Irvisles Condo	2225 Irving Avenue South	Penn Station	0.68	1922	2	2BR	\$470,000 - \$475,000	1990	0%
1909 Fremont Avenue South	1909 Fremont Avenue South	Penn Station	0.69	1909	3	2BR	\$320,000 - \$339,500	2008	0%
1909 Fremont Avenue South	1909-1911 Fremont Avenue South	Penn Station	0.69	1909	3	2BR	\$320,000 - \$339,500	2008	0%
1945 Fremont Avenue South	1945 Fremont Avenue South	Penn Station	0.70	1913	7	2BR	\$154,000 - \$285,500	2006	29%
2301 Irving Avenue South	2301 Irving Avenue South	Penn Station	0.72	1923	2	2BR	\$404,000 - \$451,500	n/a	100%
2308 Humboldt Avenue South	2308 Humboldt Avenue South	Penn Station	0.76	1912	2	3BR	\$504,500 - \$605,000	1999	50%
2011 Emerson Avenue South	2011 Emerson Avenue South	Penn Station	0.80	1908	6	2BR	\$118,500 - \$238,000	2006	17%
The Venetia Condos	2300 Girard Avenue South	Penn Station	0.80	1916	13	2BR	\$92,500 - \$185,500	2007	15%
2212 Fremont Avenue South	2212 Fremont Avenue South	Penn Station	0.82	1900	2	3BR	\$270,000 - \$340,000	n/a	0%
East Isles Condos	2112 Emerson Avenue South	Penn Station	0.82	1918	4	2BR	\$215,000 - \$215,000	2004	25%
East Isles Condos	2112 Emerson Avenue South	Penn Station	0.82	1911	4	2BR	\$215,000 - \$215,000	2005	0%
Girard Place Condos	2400 Girard Avenue South	Penn Station	0.86	1900	3	3BR	\$230,000 - \$365,000	2001	33%
Ansonia Condos	2407 Girard Avenue South	Penn Station	0.86	1913	6	2BR	\$200,000 - \$285,000	1991	0%
White Apple	2421 Girard Avenue South	Penn Station	0.87	1908	3	2BR	\$207,500 - \$263,000	2004	33%
Lowry Hill Place	2417 Emerson Avenue South	Penn Station	0.97	1907	19	1BR, 2BR	\$144,000 - \$215,000	1981	26%
2317 Bryant Avenue Condo	2317 Bryant Avenue South	Penn Station	1.05	1910	6	2BR	\$195,000 - \$195,000	1994	0%
Newcastle Flats	1112 25th Street West	Penn Station	1.06	1911	14	2BR	\$107,500 - \$169,000	n/a	57%
International Market Square	290 Market Street	Royalston Station	0.31	1900	96	1BR, 2BR, 3BR	\$136,500 - \$621,000	2006	32%
Heritage Park Addn	900-908 10th Avenue North	Royalston Station	0.42	2006	5	2BR	\$266,000 - \$292,000	new	40%
Big Sky	21 15th Street North	Royalston Station	0.46	2005	3	2BR	\$295,000 - \$295,000	new	33%
Bellevue	1227 Hennepin Avenue	Royalston Station	0.48	1900	16	1BR, 2BR	\$150,500 - \$299,000	1990	38%
Sumnerfield	907 8th Avenue North	Royalston Station	0.53	2005	18	1BR, 2BR	\$0 - \$135,500	new	78%
Heritage Park 4th Addn	716-726 Van White Memorial Boulevard	Royalston Station	0.55	2005	6	2BR	\$266,000 - \$292,000	new	100%
Wellington Condos	1303-1311 Yale Place	Royalston Station	0.64	1900	26	1BR, 2BR	\$43,000 - \$170,000	1996	42%
Greenway Gables	1-43 Greenway Gables	Royalston Station	0.66	1978	43	2BR, 3BR, 4BR	\$280,000 - \$502,000	new	7%
Boardwalk CitiHomes	1301-1323 Boardwalk Avenue	Royalston Station	0.81	1982	29	2BR, 3BR	\$101,000 - \$116,000	new	14%
Bookmen Lofts	525 3rd Street North	Target Field Station	0.18	1915	57	1BR, 2BR, 3BR	\$129,000 - \$512,500	1915	39%
Bookmen Stacks	345 6th Street North	Target Field Station	0.19	2005	45	1BR, 2BR, 3BR	\$142,000 - \$765,500	new	40%
710 Lofts	710 4th Street North	Target Field Station	0.24	2007	268	1BR, 2BR	\$152,000 - \$813,500	new	42%
Harvester Lofts	618 Washington Avenue North	Target Field Station	0.29	2007	42	1BR, 2BR, 3BR	\$167,500 - \$799,000	new	50%
Herschel Lofts	748 3rd Street North	Target Field Station	0.31	1915	46	1BR, 2BR	\$168,000 - \$269,500	2007	30%
SOHO Lofts	718 Washington Avenue North	Target Field Station	0.33	1922	24	1BR, 2BR	\$120,000 - \$310,000	2007	33%
Rock Island Lofts	111 4th Avenue N.	Target Field Station	0.40	1916	63	2BR, 3BR	\$212,500 - \$931,500	2006	25%

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TABLE HI-14 (Con't)									
MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS									
December 2012									
Project Name	Project Address	Nearest Station	Distance (in miles)	Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated %
									Non-Homestead
<b>MINNEAPOLIS (WITHIN ONE MILE OF STATION AREAS)</b>									
Riverwalk	400 1st Street North	Target Field Station	0.41	1900	76	1BR, 2BR	\$118,000 - \$216,000	2005	36%
Lindsay Lofts	408 1st Street North	Target Field Station	0.41	2001	52	1BR, 2BR	\$269,000 - \$443,500	new	33%
801 Washington Lofts	801 Washington Avenue North	Target Field Station	0.42	1913	61	1BR, 2BR, 3BR	\$169,000 - \$717,500	2002	30%
Bassett Creek Lofts	901 3rd Street North	Target Field Station	0.44	1917	32	1BR, 2BR	\$145,000 - \$407,500	2004	38%
918 Lofts	918 3rd Street North	Target Field Station	0.45	1923	30	1BR, 2BR	\$126,500 - \$318,500	2004	37%
The Itasca	702-716 1st Street North	Target Field Station	0.48	1900	63	1BR, 2BR, 3BR	\$154,500 - \$634,000	1983	38%
Landings Townhomes	401-608 River Street	Target Field Station	0.49	1997	58	2BR, 3BR, 4BR	\$576,000 - \$2,209,500	new	22%
Renaissance on the River	1-57 4th Avenue North	Target Field Station	0.56	2000	87	2BR, 3BR	\$297,000 - \$521,500	2000	16%
Park Place Cithomes	1802 New York Avenue	Target Field Station	1.08	1982	33	2BR, 3BR	\$101,500 - \$117,500	new	30%
311 Kenwood Condo	311 Kenwood Condo	Van White Station	0.39	1966	39	1BR, 2BR	\$141,500 - \$158,500	2005	90%
301 Kenwood Parkway	301 Kenwood Parkway	Van White Station	0.39	2002	13	1BR, 2BR, 3BR	\$150,000 - \$4,204,000	new	62%
Groveland Terrace	50 Groveland Terrace	Van White Station	0.47	1966	129	1BR, 2BR, 3BR	\$70,000 - \$418,000	2006	44%
Glenwood Villas I	1611 Glenwood Avenue	Van White Station	0.51	1982	6	2BR	\$82,000 - \$84,500	new	66%
Mount Curve Place	1200 Mount Curve	Van White Station	0.52	1976	29	3BR	\$635,000 - \$1,400,000	new	21%
1221 Mount Curve Avenue	1221-1223 Mount Curve Avenue	Van White Station	0.52	1914	2	3BR	\$525,000 - \$560,000	2005	50%
Douglas Dupont	1100/1724 Dupont Avenue South	Van White Station	0.54	2008	2	3BR	\$390,000 - \$415,000	n/a	50%
Summit House	400/410 Groveland Avenue	Van White Station	0.54	1967/1968	297	1BR, 2BR, PH	\$88,500 - \$325,000	1981	15%
1720-1722 Emerson Avenue South	1720-1722 Emerson Avenue South	Van White Station	0.56	1961	2	2BR	\$276,000 - \$435,000	2004	50%
912 Mount Curve Condo	912-914 Mount Curve	Van White Station	0.57	1909	2	3BR	\$585,000 - \$705,000	1998	0%
Douglas Place	1220-1222 Douglas Avenue South	Van White Station	0.58	1916	2	2BR	\$339,000 - \$370,500	1996	0%
Lowry Flats	1308 Douglas Avenue	Van White Station	0.58	1913	2	2BR	\$296,000 - \$309,000	1992	0%
Fremont Flats	1775 Fremont Avenue South	Van White Station	0.60	1906	2	2BR, 3BR	\$305,000 - \$671,000	1999	50%
818 Mount Curve Condo	818-820 Mount Curve	Van White Station	0.61	1900	2	3BR	\$495,000 - \$525,000	1989	50%
Corner Gardens Condo	1769 Dupont Avenue South	Van White Station	0.61	1926	2	3BR	\$805,000 - \$805,000	1999	50%
Mellum Heights Condo	806-808 Mount Curve	Van White Station	0.62	1894	2	3BR	\$475,000 - \$585,000	1995	0%
Douglas Avenue Condos	901-905 Douglas Avenue	Van White Station	0.62	1900	2	3BR	\$340,000 - \$850,000	n/a	0%
Lowry Hill Park	821 Douglas Avenue	Van White Station	0.63	1963	22	2BR	\$119,500 - \$200,500	2005	59%
Mount Curve Condo	1770 Bryant Avenue South	Van White Station	0.66	1968	67	1BR, 2BR	\$93,500 - \$203,000	2004	45%
Park Mansion Condos	419 Oak Grove Street	Van White Station	0.67	1892	2	3BR	\$480,000 - \$520,000	2005	0%
510 Groveland Cooperative	510 Groveland Avenue	Van White Station	0.68	1927	37	1BR, 2BR, 3BR	\$84,000 - \$860,000	n/a	19%
The Embassy	816-824 Summit Avenue	Van White Station	0.70	1989	6	2BR	\$299,000 - \$309,000	1990	0%
Bassett Creek Townhomes	2201-2211 2nd Avenue North	Van White Station	0.72	1982	4	2BR	\$98,500 - \$108,500	1999	25%
Morgan Manor	501 Morgan Avenue North	Van White Station	0.72	1966	5	1BR	\$83,500 - \$85,500	1998	0%
Kenwood Hills Condominiums	1901 Emerson Ave. S.	Van White Station	0.73	1964	32	1BR, 2BR	\$119,000 - \$200,000	1984	47%
1910 Emerson Townhomes	1910 Emerson Avenue South	Van White Station	0.74	2007	12	2BR	\$114,000 - \$150,900	new	42%
1912 Emerson Avenue South	1912 Emerson Avenue South	Van White Station	0.74	1906	3	2BR	\$214,000 - \$309,000	2004	100%
Lincoln-Lowry Hill Condo	900-922 Lincoln Avenue	Van White Station	0.75	1989	18	2BR	\$195,000 - \$255,000	new	22%
Dupont Plaza of Lowry Hill	1912 Dupont Avenue S.	Van White Station	0.75	1960	32	1BR, 2BR	\$67,500 - \$148,500	1987	22%
Kenwood Estates Condos	1913-1925 Dupont Avenue South	Van White Station	0.75	1912	17	1BR, 2BR	\$85,500 - \$295,500	1995	41%
Mecays Addn.	1920-1950 Dupont Avenue South	Van White Station	0.75	1900	25	1BR, 2BR	\$309,000 - \$385,000	n/a	8%
Loring Way	210 West Grant Street	Van White Station	0.76	1979	181	1BR, 2BR, 3BR	\$130,000 - \$378,500	new	27%
1401 Willow Condos	1401 Willow Street	Van White Station	0.77	1907	8	1BR	\$113,000 - \$135,000	n/a	100%
301 Oak Grove	301 Oak Grove Avenue	Van White Station	0.80	2006	59	1BR, 2BR	\$171,000 - \$330,000	new	39%
Ripley Gardens	300-312 Queen Avenue North	Van White Station	0.81	2007	8	3BR	\$133,000 - \$141,000	new	0%
Aldrich Point	1928-1934 Aldrich Avenue South	Van White Station	0.82	1910	47	EFF, 1BR, 2BR	\$50,000 - \$150,000	2006	53%
301 Clifton Place	301 Clifton Avenue	Van White Station	0.83	2003	44	1BR, 2BR, 3BR	\$145,000 - \$368,000	new	27%
The Groveland	317 Groveland Avenue	Van White Station	0.84	2006	129	1BR, 2BR, 3BR	\$138,500 - \$835,000	new	33%
South Aldrich Condos	2007 Aldrich Avenue South	Van White Station	0.89	1900	13	1BR	\$80,000 - \$101,600	n/a	8%

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TABLE HI-14 (Con't)  
 MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS  
 December 2012

Project Name	Project Address	Nearest Station	Distance	Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated %
			(in miles)						Non-Homestead
<b>MINNEAPOLIS (WITHIN ONE MILE OF STATION AREAS)</b>									
Oak Park Townhomes	816-910 Logan Avenue North	Van White Station	0.90	1980	10	2BR	\$80,000 - \$88,000	new	50%
Historic Ridgewood Condos	522 Ridgewood Avenue	Van White Station	0.90	1925	12	2BR	\$4,000 - \$111,000	2004	67%
Ridgewood 520 Condo	520 Ridgewood Avenue	Van White Station	0.90	1971	22	EFF, 1BR	\$11,000 - \$121,500	2005	64%
Ridgewood 500 Condo	500 Ridgewood Avenue	Van White Station	0.91	1966	16	EFF, 1BR	\$74,000 - \$92,500	2005	88%
440 Ridgewood Condo	440 Ridgewood Avenue	Van White Station	0.92	1963	12	1BR, 2BR	\$57,000 - \$98,000	2005	56%
415 Ridgewood Hills	415 Ridgewood Avenue	Van White Station	0.92	1959	11	1BR	\$77,500 - \$108,000	1983	36%
401 Ridgewood Hills	411 Ridgewood Avenue	Van White Station	0.92	1960	11	1BR	\$80,000 - \$113,500	1983	45%
Garfield House	2017-2019 Garfield Avenue South	Van White Station	0.95	1914	2	2BR	\$161,500 - \$171,000	2004	50%
504 West Franklin	504 West Franklin	Van White Station	0.95	1960/1979	17	1BR, 2BR	\$96,500 - \$181,000	1990	29%
Groveland Avenue Townhomes	212-222 Groveland Avenue	Van White Station	0.95	1985	6	2BR	\$266,000 - \$292,000	new	17%
Ridgewood Estate	307 Ridgewood Avenue	Van White Station	0.95	1900	5	2BR	\$227,500 - \$378,000	2003	60%
1926 Pleasant	1926 Pleasant Avenue South	Van White Station	0.97	1917	9	1BR, 2BR	\$148,000 - \$358,500	2004	66%
2100 Garfield Avenue Condo	2100 Garfield Avenue South	Van White Station	0.98	1907	2	2BR	\$152,000 - \$213,500	2005	100%
2112 Garfield Avenue South	2112 Garfield Avenue South	Van White Station	0.99	1961	17	1BR	\$65,000 - \$65,000	1961	53%
Lowry Ridge Townhomes	223-300 Ridgewood Avenue	Van White Station	1.00	1999	32	2BR, 3BR	\$316,500 - \$425,500	new	24%
Lowry Hill East	2212 Aldrich Avenue South	Van White Station	1.02	1968	17	1BR	\$87,500 - \$90,500	1997	71%
1800 LaSalle Avenue	1800 LaSalle Avenue	Van White Station	1.02	1961	18	EFF, 1BR	\$82,500 - \$118,000	2005	50%
Franklin Hill	232 West Franklin Ave.	Van White Station	1.04	1982	24	1BR, 2BR, 3BR	\$110,000 - \$177,500	new	17%
Riverstation Condos	560-645 1st Avenue North	Warehouse District	0.07	1998-2002	347	1BR, 2BR	\$139,000 - \$234,000	new	42%
Studio One Lofts	311 1st Avenue North	Warehouse District	0.15	1884	11	2BR	\$126,500 - \$185,500	2001	100%
Whitney Square	210 2nd Street North	Warehouse District	0.35	1896	32	1BR, 2BR	\$133,500 - \$238,500	2002	78%
212 Lofts	212 1st Street North	Warehouse District	0.43	2005	55	1BR, 2BR	\$229,000 - \$355,000	new	35%
Kenosha Condominiums	1204 Harmon Place	Warehouse District	0.54	1895	42	EFF, 1BR, 2BR (Comrr	\$67,000 - \$246,000	1985	57%
Loring Green East	1201 Yale Place	Warehouse District	0.57	1982	189	1BR, 2BR, 3BR	\$107,000 - \$893,000	new	23%
Loring Green West	1235 Yale Place	Warehouse District	0.59	1981	144	1BR, 2BR, 3BR	\$123,000 - \$447,500	new	17%
1225 LaSalle	1225 LaSalle Avenue	Warehouse District	0.63	1978	134	EFF, 1BR, 2BR, 3BR	\$89,500 - \$456,500	new	28%
West Island	33-51 Island Avenue West	Warehouse District	0.65	1984	10	2BR	\$201,500 - \$400,500	new	10%
Grove Street Flats	2-16 Grove Street	Warehouse District	0.65	1877	18	1BR, 2BR, 3BR	\$171,000 - \$365,500	1984	17%
Mid-River Townhomes	107-113 Island Avenue	Warehouse District	0.83	1890	22	2BR, 3BR	\$107,500 - \$169,000	n/a	100%
City Lakes Townhomes	3500-3504 St. Louis Avenue	West Lake Station	0.09	1987	3	2BR	\$332,500 - \$425,000	new	0%
The Lakes Cithomes	3002-3068 Lake Shore Drive	West Lake Station	0.11	1984	83	1BR, 2BR, 3+Den	\$140,500 - \$339,000	new	28%
Drew Place Condos	2936 Drew Avenue South	West Lake Station	0.14	1922	2	1BR	\$100,000 - \$166,500	2007	50%
Loop Calhoun	3104-3116 Lake Street West	West Lake Station	0.14	2007	123	1BR, 2BR, 3BR	\$186,500 - \$737,800	new	55%
Calhoun Lake Homes	3100-3144 Excelsior Boulevard	West Lake Station	0.15	1938	67	EFF, 1BR, 2BR	\$100,000 - \$256,500	1985	51%
Calhoun Place	3131 Excelsior Boulevard	West Lake Station	0.17	1987	109	EFF, 1BR, 2BR, PH	\$128,500 - \$584,500	2003	40%
List Place	3400 List Place	West Lake Station	0.17	1926	5	2BR	\$190,000 - \$225,000	2005	60%
Condos at Lake Calhoun	3150 Excelsior Boulevard	West Lake Station	0.18	1966	55	EFF, 1BR, 2BR	\$118,000 - \$214,500	2005	62%
The Chateau	3810 31st Street West	West Lake Station	0.22	2006	12	2BR	\$223,500 - \$223,500	new	67%
Calhoun Isles	3140 Dean Court	West Lake Station	0.25	1981	140	1BR, 2BR, 3BR, PH	\$124,400 - \$1,509,000	new	12%
Minnikhada Cottages	3802-3818 W. 32nd St.	West Lake Station	0.26	1996	10	2BR, 3BR	\$345,500 - \$365,500	new	0%
Calhoun Gardens	3150 West Calhoun Parkway	West Lake Station	0.29	1980	20	1BR, 2BR, 3BR	\$280,000 - \$1,300,000	new	26%
3200 West Calhoun Parkway	3200 West Calhoun Parkway	West Lake Station	0.30	1970	22	2BR, 3BR	\$324,000 - \$1,172,500	new	18%
3220 West Calhoun Parkway	3220 West Calhoun Parkway	West Lake Station	0.30	1980	12	2BR, 3BR	\$515,000 - \$660,000	new	17%
Cedar Lake Shores	3307 St. Paul Avenue	West Lake Station	0.35	1984-86	62	2BR, 3BR, 4BR	\$375,000 - \$565,000	new	11%
Lake Point Condominiums	2950 Dean Parkway	West Lake Station	0.37	1978	106	1BR, 2BR, 3BR	\$188,000 - \$884,000	new	24%

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TABLE HI-14 (Con't)  
 MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS  
 December 2012

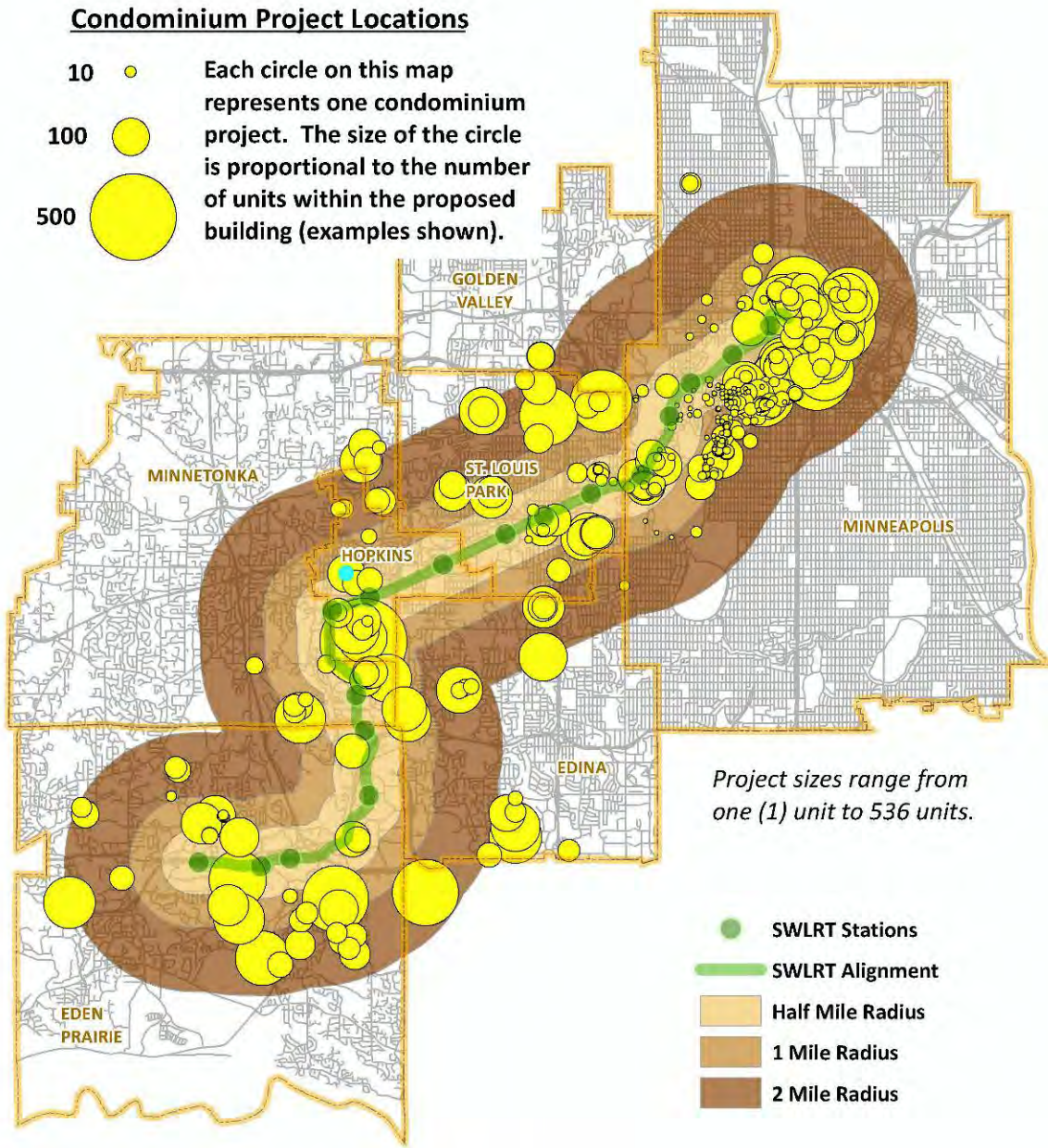
Project Name	Project Address	Nearest Station	Distance		Year Built	No. of Units	Unit Types	Estimated Price Range**	Estimated %	
			(in miles)						Converted	Non-Homestead
<b>MINNEAPOLIS (WITHIN ONE MILE OF STATION AREAS)</b>										
Kenilworth-Midtown	2816 Xerxes Avenue South	West Lake Station	0.37		1924	6	EFF, 1BR	\$75,000 - \$170,000	n/a	83%
Calhoun Ambassador	2928 Dean Parkway	West Lake Station	0.38		1960	41	1BR, 2BR	\$89,000 - \$273,000	1986	71%
Walton Hills Condo	2820-2822 Cedar Lake Parkway	West Lake Station	0.48		1962	2	2BR	\$215,000 - \$252,000	1989	0%
Kenwood Condo	2713-2719 28th Street West	West Lake Station	0.55		1953	4	2BR	\$318,500 - \$446,500	1996	25%
Abbott Place	3601-3603 Abbott Avenue South	West Lake Station	0.73		1999	2	3BR	\$705,000 - \$735,000	2004	50%
Zenith South	3600 Zenith Avenue South	West Lake Station	0.74		1954	2	2BR	\$366,000 - \$377,000	2010	100%
3033 East Calhoun Parkway	3033 East Calhoun Parkway	West Lake Station	0.88		1973	9	2BR	\$182,500 - \$283,500	new	44%
Calhoun Lake Condos	3102-3142 East Calhoun Boulevard	West Lake Station	0.91		1938	67	1BR, 2BR	\$100,500 - \$256,500	1984	51%
Calhoun-Xerxes Condo	3712-3714 Calhoun Parkway West	West Lake Station	0.91		1959	2	3BR	\$443,000 - \$457,500	2001	50%
The Edgewater	1805 West Lake Street	West Lake Station	0.92		2005	22	2BR, 3BR	\$369,000 - \$1,749,000	new	59%
The Isles Condominiums	2885 Knox Ave. S.	West Lake Station	0.93		1985	56	1BR, 2BR	\$125,000 - \$365,000	new	16%
3037 Knox Condo	3037 Knox Avenue South	West Lake Station	0.94		1915	5	2BR	\$215,500 - \$356,500	2006	100%
3016 James Avenue South	3016 James Avenue South	West Lake Station	1.01		1928	7	2BR	\$113,000 - \$256,000	2007	50%
3012 James Avenue South	3012 James Avenue South	West Lake Station	1.01		1928	5	2BR	\$156,500 - \$214,000	n/a	100%
3021 James Avenue South	3021 James Avenue South	West Lake Station	1.01		1930	11	2BR	\$50,000 - \$140,000	2008	82%
Thomas Condos	3800-3804 Thomas Avenue South	West Lake Station	1.08		1952	2	2BR	\$440,500 - \$428,000	2005	0%
3024 Humboldt Avenue South	3024 Humboldt Avenue South	West Lake Station	1.13		1924	5	2BR	\$69,500 - \$132,000	n/a	83%
<b>MINNETONKA</b>										
Seven Oaks Condo	3412 Oak Ridge Road	Blake Station	1.36		1971	59	1BR, 2BR, 3BR	\$65,800 - \$200,000	1979	10%
Oak Ridge Manor Homes	10113 West 34th Street	Blake Station	1.42		1970	44	1BR, 2BR	\$44,100 - \$72,200	1979	5%
Greenbrier Condos	9200-11030 Cove Drive	Blake Station	1.81	1999-2000		14	2BR, 3BR	\$262,900 - \$314,400	new	1%
Autumnwood Villas	2699-2808 Autumnwood Lane	Blake Station	2.04	1992-1993		56	2BR, 3BR	\$145,100 - \$182,100	new	7%
The Ponds at Greenbrier	10441-10551 Greenbrier Road	Blake Station	2.05	1982		130	1BR, 2BR, 3BR	\$82,600 - \$127,300	new	17%
Greenbrier Village 6	10501 Cedar Lake Road	Blake Station	2.20	1975		79	1BR, 2BR, 3BR	\$75,700 - \$125,600	new	15%
West Oaks Condominiums	3531 Oakton Drive	Hopkins Station	1.43	1984		27	2BR	\$121,400 - \$378,900	new	6%
West Oaks Townhomes	3601-3671 Oakton Drive	Hopkins Station	1.43	1984		19	2BR, 3BR, 4BR	\$400,100 - \$556,900	new	2%
Opus Condos I	5697 Green Circle Drive	Opus Station	0.27	1983		72	1BR, 2BR	\$75,000 - \$127,000	new	8%
Opus Condos V	5645 Green Circle Drive	Opus Station	0.35	1984		48	1BR, 2BR	\$75,000 - \$127,000	new	5%
Opus Condos IV	5643 Green Circle Drive	Opus Station	0.35	1984		48	1BR, 2BR	\$75,000 - \$122,000	new	6%
Opus Condos II	5627 Green Circle Drive	Opus Station	0.38	1983		72	1BR, 2BR, 3BR	\$75,000 - \$137,000	new	10%
Opus Condos III	5607 Green Circle Drive	Opus Station	0.40	1983		72	1BR, 2BR, 3BR	\$75,000 - \$127,000	new	16%
Cloud 9 Skylofts	5601 Smetana Drive	Opus Station	0.53	1986		164	1BR, 2BR, 3BR	\$90,100 - \$280,600	2006	51%
Beachside Court	5500-5457 Pompano Drive	Opus Station	0.59	1984-1986		24	2BR	\$142,200 - \$165,500	new	1%
Chasewood Villas	5978-6030 Chasewood Parkway	Opus Station	0.74	1989		188	2BR	\$110,100 - \$153,600	2008	50%
Vista Townhomes	11710 Vista Drive	Opus Station	0.79	1986		17	2BR, 3BR	\$250,000 - \$350,000	new	0%
Brentwood Townhomes	5952 Bren Circle	Opus Station	0.88	1994		39	2BR, 3BR	\$225,000 - \$280,000	new	0%
Brenwood Condos II	5985 Rowland Road	Opus Station	0.98	1995		35	1BR, 2BR, 3BR	\$148,200 - \$226,300	new	7%
Brenwood Condos I	6085 Rowland Road	Opus Station	0.99	1988		36	1BR, 2BR, 3BR	\$103,600 - \$171,900	new	2%
Lake Forest Townhomes	5441-5483 Rowland Road	Shady Oak Station	1.49	1989		22	1BR, 2BR	\$98,900 - \$147,500	new	2%
<b>CONTINUED</b>										

TABLE HI-14 (Con't)  
 MULTIFAMILY CONDOMINIUM DEVELOPMENTS WITHIN 2-MILES OF STATION AREAS  
 December 2012

Project Name	Project Address	Nearest Station	Distance		Year Built	No. of Units	Unit Types	Estimated Price Range**	Converted	Estimated %
			(in miles)							Non-Homestead
<b>ST. LOUIS PARK</b>										
South Cedar Trails	4401-4561 Cedar Lake Road	21st Street Station	1.07		1977	32	1BR, 2BR, 3BR	\$132,700 - \$151,100	1977	31%
Cedar Trails	4400-4654 Cedar Lake Road	21st Street Station	1.07		1973	273	0BR, 1BR, 2BR	\$5,000 - \$95,600	1994	33%
Cedar Trails West	4801-4861 Cedar Lake Road	21st Street Station	1.26		1977	46	1BR, 2BR	\$137,600 - \$156,500	1997	13%
Condos at Excelsior	5707 Grand Way	Beltline Station	0.34		2004	123	1BR, 2BR, 3BR	\$176,300 - \$444,200	new	36%
Sunset Ridge	2010-2260 Sunset Drive	Beltline Station	0.34		1984	240	1BR, 2BR, 3BR	\$90,000 - \$127,800	new	25%
Natchez Place	4626 Minnetonka Boulevard	Beltline Station	0.34		1987	26	2BR	\$107,100 - \$185,300	new	31%
3023 Lynn	3023 Lynn Avenue South	Beltline Station	0.35		1966	12	1BR, 2BR	\$111,700 - \$161,200	2004	8%
Fern Hill Place	3000 Raleigh Avenue South	Beltline Station	0.38		2001	30	1BR, 2BR, 3BR	\$127,100 - \$231,100	new	27%
Monterey Cooperative	2925 Monterey Avenue South	Beltline Station	0.39		1992	8	2BR	\$60,700 - \$159,700	new	13%
Inglewood Boutique Condos	3125 Inglewood Avenue South	Beltline Station	0.39		2007	6	2BR, 3BR	\$189,100 - \$336,000	new	16%
Monterey West	2901-2913 Monterey Avenue	Beltline Station	0.40		1996	7	2BR	\$156,600 - \$245,900	new	0%
Westmoreland	4530 Park Commons Drive	Beltline Station	0.61		1966	72	1BR, 2BR	\$57,000 - \$122,500	1982	39%
Lofts of Excelsior	4525 Park Commons Drive	Beltline Station	0.61		2006	86	1BR, 2BR, 3BR	\$159,400 - \$277,900	new	7%
Grand Condos	4730 Park Commons Drive	Beltline Station	0.68		2007	96	1BR, 2BR, 3BR	\$199,500 - \$610,500	new	25%
Sungate	2551-2671 Alabama Avenue South	Beltline Station	1.23		1970	60	1BR, 2BR	\$115,600 - \$167,100	1983	12%
Pointe West Commons	5970 16th Street West	Beltline Station	1.83		2002	86	2BR, 3BR	\$210,600 - \$258,000	new	17%
Pond View	1400 Dakota Avenue South	Beltline Station	2.04		1983	30	1BR, 2BR	\$69,800 - \$117,300	2004	27%
Lynnwood	4516 Highway 7	Blake Station	0.59		1965	11	1BR, 2BR	\$91,200 - \$140,000	1982	0%
Murphy's Ridge	6300 Cambridge Avenue South	Louisiana Station	0.32		1898	4	2BR	\$144,600 - \$144,600	new	100%
Greensboro	7412 2nd Street N.	Louisiana Station	0.51		1970	134	1BR, 2BR	\$66,000 - \$91,900	1975	31%
3300 on the Park	3300 Louisiana Avenue South	Louisiana Station	0.63		1980	132	1BR, 2BR, 3BR	\$4,700 - \$159,300	new	17%
West Oaks	3251 Louisiana Avenue South	Louisiana Station	0.68		2007	74	2BR, 3BR	\$137,500 - \$224,200	new	23%
Wynnwood	3200 Virginia Avenue South	Louisiana Station	1.12		1969	55	1BR, 2BR	\$82,500 - \$134,300	1991	15%
Aquila Commons	8200 73rd Street W.	Louisiana Station	1.36		2007	104	1BR, 2BR	\$132,800 - \$221,600	new	18%
Village in the Park	3600 Wooddale Avenue South	Wooddale Station	0.07		2006	60	1BR, 2BR,	\$150,700 - \$221,000	new	20%
Village in the Park-Lofts	3640 Wooddale Avenue South	Wooddale Station	0.09		2006	60	1BR, 2BR,	\$158,700 - \$210,100	new	20%
Village in the Park-Urban	3712 Wooddale Avenue South	Wooddale Station	0.16		2005	77	2BR, 3BR	\$243,900 - \$520,800	new	17%
Harmony Vista	5650 36th Street West	Wooddale Station	0.18		2007	74	1BR, 2BR	\$93,300 - \$186,700	new	100%
6222 West 35th	6222 West 35th Street	Wooddale Station	0.20		1969	11	1BR, 2BR	\$94,000 - \$116,700	2003	36%
Oxford Commons	5911 Oxford Street	Wooddale Station	0.21		1965	12	1BR, 2BR	\$78,200 - \$103,100	2003	25%
Wolfe Lake	4860 Park Commons Drive	Wooddale Station	0.69		1971	129	1BR, 2BR, 3BR	\$73,200 - \$135,500	1991	15%
Brookside Lofts	4132 Vernon Avenue South	Wooddale Station	0.92		2006	41	2BR, 3BR	\$147,500 - \$265,600	new	7%
Monterey Place	4550 Monterey Boulevard	Wooddale Station	1.13		1986	30	2BR	\$197,600 - \$231,000	new	23%
Westwood Villa	2200 Nevada Avenue South	Wooddale Station	1.85		1971	66	1BR, 2BR	\$69,400 - \$111,300	1993	12%

\*\* Based on 2012 Hennepin County tax records

Source: Maxfield Research Inc.

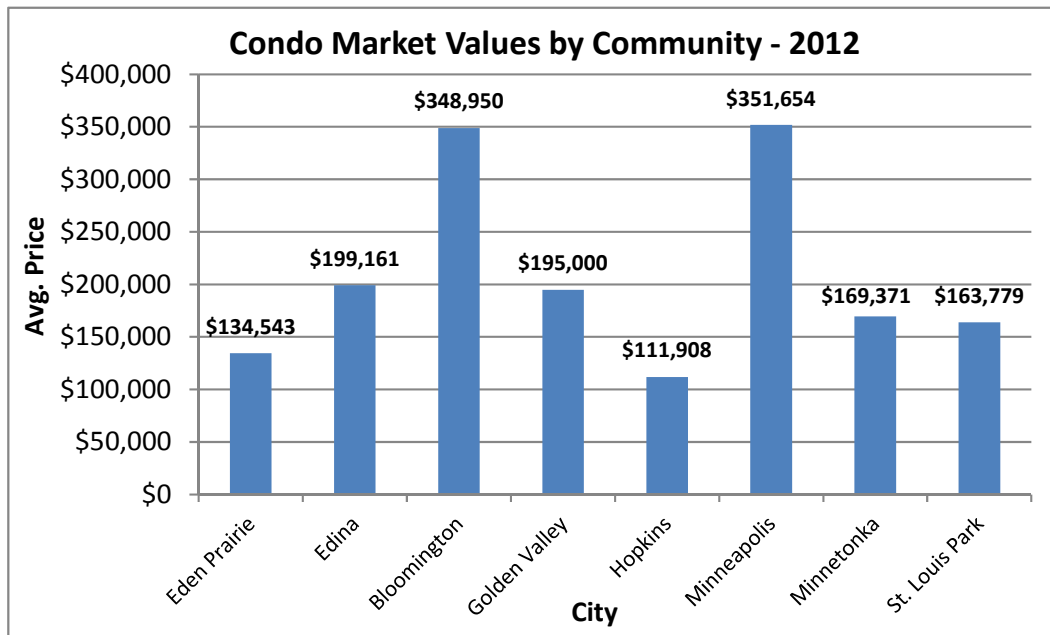


<b>TABLE HI-15</b> <b>SUMMARY OF CONDOMINIUM PROPERTIES</b> <b>SWLRT COMMUNITIES</b> <b>December 2012</b>					
Community <sup>1</sup>	# of Properties	# of Units	Price Range <sup>2</sup>	Average Price	Average % Non-Homestead
Eden Prairie	36	2,703	\$6,500 - \$297,700	\$134,543	16%
Edina	19	1,675	\$36,300 - \$540,000	\$199,161	22%
Bloomington	1	311	\$56,400 - \$641,500	\$348,950	40%
Golden Valley	1	113	\$140,000 - \$250,000	\$195,000	25%
Hopkins	12	1,088	\$0 - \$556,000	\$111,908	45%
Minneapolis	247	9,567	\$0 - \$4,204,000	\$351,654	37%
Minnetonka	21	1,265	\$44,100 - \$556,900	\$169,371	11%
St. Louis Park	34	1,307	\$4,700 - \$610,500	\$163,779	25%
<b>Total/Average</b>	<b>371</b>	<b>18,029</b>		<b>\$263,030</b>	<b>28%</b>

<sup>1</sup> Properties withing 2-mile buffer of suburban stations and 1-mile buffer of Minneapolis stations

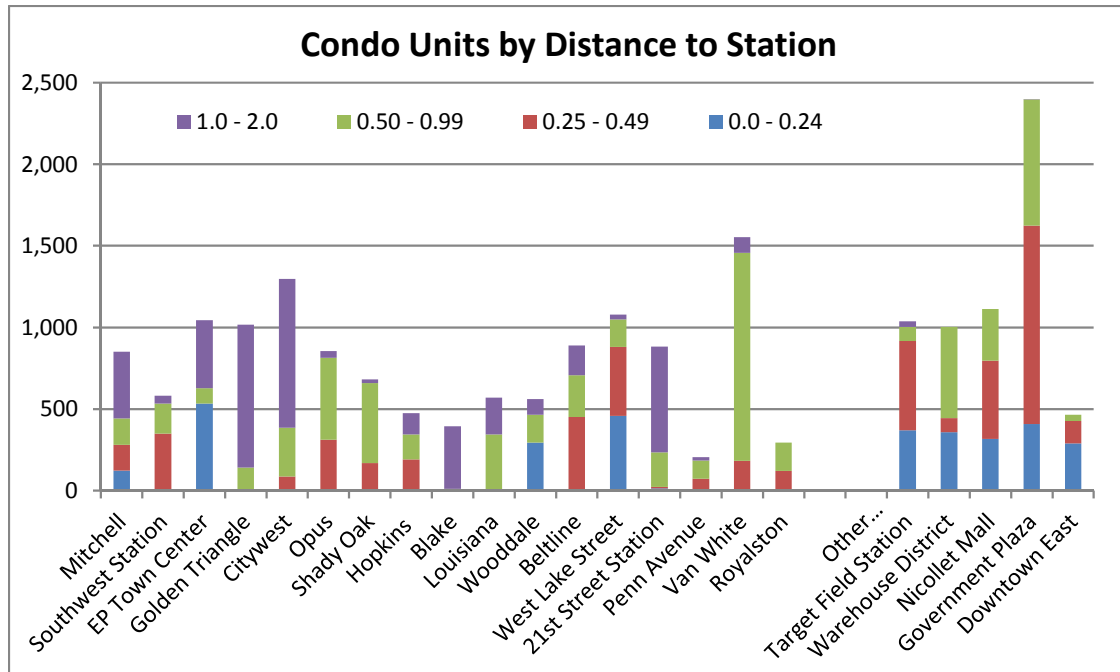
<sup>2</sup> Pricing based on Estimated Market Value per 2012 Hennepin County tax records

Source: Maxfield Research Inc.





<b>TABLE HI-16</b>				
<b>NUMBER OF CONDO UNITS BY DISTANCE TO STATION</b>				
<b>SWLRT STATIONS TWO-MILE RADIUS</b>				
	<b>Miles from Station</b>			
	<b>0.0 - 0.24</b>	<b>0.25 - 0.49</b>	<b>0.50 - 0.99</b>	<b>1.0 - 2.0</b>
Mitchell	123	158	161	409
Southwest Station	0	349	184	48
EP Town Center	533	0	93	418
Golden Triangle	0	0	141	877
Citywest	0	86	299	914
Opus	0	312	503	40
Shady Oak	0	168	492	22
Hopkins	0	192	151	131
Blake	0	0	11	382
Louisiana	0	4	340	226
Wooddale	294	0	170	96
Beltline	0	452	254	184
West Lake Street	459	421	169	30
21st Street Station	13	9	212	649
Penn Avenue	2	70	113	20
Van White	0	181	1,277	95
Royalston	0	120	173	0
<b>Other Minneapolis Stations</b>				
Target Field Station	370	547	87	33
Warehouse District	358	87	559	0
Nicollet Mall	316	480	316	0
Government Plaza	408	1,217	772	2
Downtown East	290	135	41	0
Sources: Maxfield Research Inc.; MFRA				



## Homestead Exclusion

The State of Minnesota provides owner-occupied and qualified relative properties a reduction in their property taxes. The Homestead Market Value Exclusion Program has two main benefits for qualifying homeowners:

- It reduces the Taxable Market Value of the property (for properties valued under \$414,000 only), thereby lowering taxes, and
- It is one of the qualifying factors for homeowners to receive the State of Minnesota Property Tax Refund.

To be eligible to receive the Homestead Exclusion, the following three requirements must apply:

1. Be one of the owners or a qualifying relative of one of the owners of the property
2. Occupy the property as your primary residence
3. Be a Minnesota resident

The State of Minnesota also allows properties preferential homestead property tax treatment if the property is occupied by a relative of the owner. For purposes of "Relative Homestead," the relative includes a parent, stepparent, child, stepchild, grandparent, grandchild, brother, sister, uncle, aunt, nephew or niece. The relationship may be either by blood or marriage.

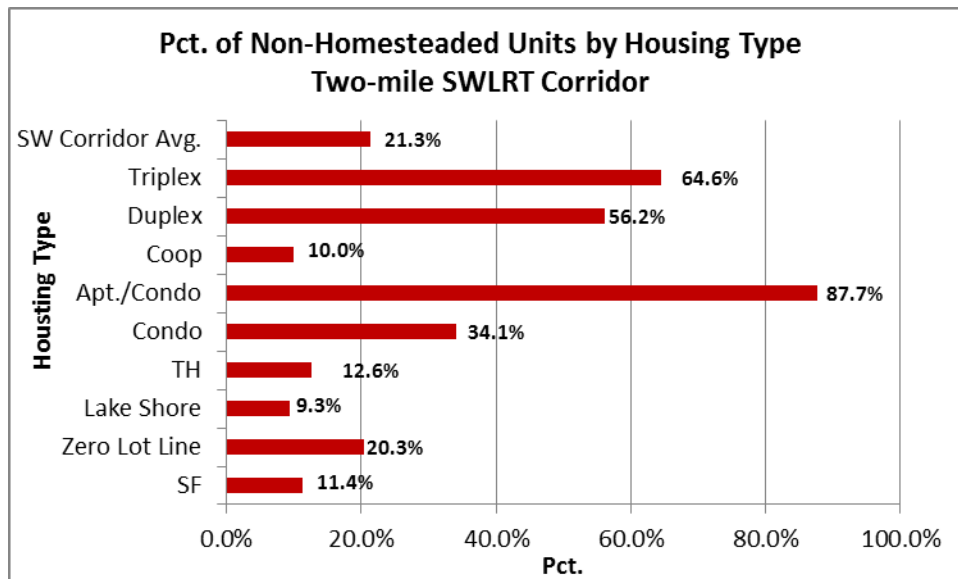
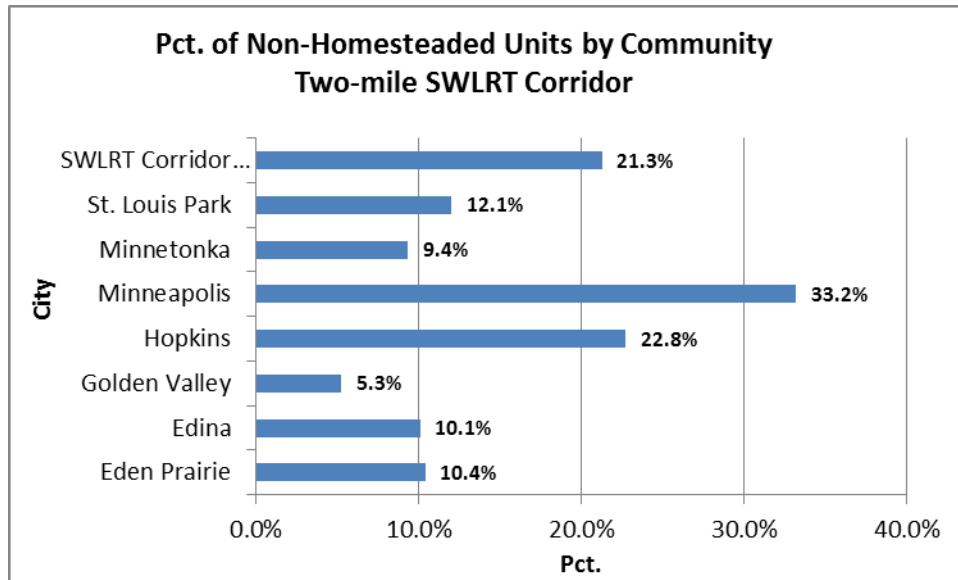
A property that is non-homesteaded has higher property taxes and does not qualify for the Minnesota property tax refund. Simply put, homesteaded properties are typically owner-occupied and non-homesteaded properties are typically renter-occupied. In most cases, the median and average assessed values are higher for homesteaded properties than for non-homesteaded properties. This indicates that homesteaded properties are a combination of larger, better-maintained, or more recently-updated than non-homesteaded properties.

Since a non-homesteaded property is not always a primary residence, many non-homesteaded housing units are either second/vacation homes or investment rental property. Although not all non-homesteaded properties are investment related, the majority in Hennepin County are likely rental properties.

Table HI-17 inventories all non-homesteaded properties by housing types and community within the two-mile corridor of the proposed transit stations. The table provides insight on the number of non-homesteaded properties that could potentially be investment properties and functioning as rental property. The table is based on 2012 Hennepin County tax records and does not include the market value portion of the garage for condominium units. Depending on the type of garage parking the condominium project offers, market values tend to range from about \$4,000 to \$15,000 per parking stall. Therefore, condominium market values are understated by about 5% for many condo units. Key findings from the table follow.

- Corridor-wide, non-homesteaded properties accounted for 21.3% of all non-apartment residential units. Non-homesteaded unit percentages varied considerably by housing type; ranging from about 9% of lakeshore properties to 88% of condo-conversion units. About 11% of single-family housing homes were non-homesteaded.
- Numerically, condominiums accounted for 45% of all non-homesteaded properties through the two-mile corridor. Although only 11% of single-family units were non-homesteaded, they accounted for nearly 30% of the non-homesteaded units in the corridor.
- Lakeshore properties accounted for only 1.2% of the total parcels, but they had the highest market values in the corridor with a median market value of over \$785,000.
- With over 11,000 non-homesteaded properties, Minneapolis accounted for 69% of the total non-homesteaded properties in the corridor. About 50% of the non-homesteaded units in Minneapolis were condominiums.
- The average assessed value of a housing type is typically higher than the median assessed value because high-valued properties disproportionately skew the average upward, while only having a minimal effect on the median value.
- The median market value of non-homesteaded property in the corridor was \$166,400. However, values range from about \$97,600 in Hopkins to \$414,000 in Edina.

- Non-homesteaded properties as a percentage of all housing units ranged from 5% in Golden Valley to 33% in Minneapolis. Hopkins had the second highest proportion of non-homesteaded properties, representing about 23% of the properties.



**TABLE HI-17**  
**NON-HOMESTEADED PROPERTIES**  
**SWLRT COMMUNITIES**  
**December 2012**

Community	Housing Type									Total/Avg.
	Single-family	Zero Lot Line	Lake Shore	Townhome	Condo	Apt./Condo	Coop	Duplex	Triplex	
<b>Eden Prairie</b>										
Total Parcels	5,960	490	242	1,424	2,540	13	143	51	7	<b>10,870</b>
Pct. Non-Homesteaded	4.1%	19.0%	8.7%	10.7%	22.4%	100.0%	4.9%	56.9%	100.0%	<b>10.4%</b>
No. Non-Homesteaded	244	93	21	152	568	13	7	29	7	<b>1,134</b>
Avg. Market Value	\$353,675	\$169,662	\$1,048,143	\$190,330	\$136,623	\$56,231	\$144,057	\$299,562	\$549,857	<b>\$215,956</b>
Median Market Value	\$290,950	\$160,500	\$783,700	\$163,500	\$121,950	\$53,400	\$119,700	\$292,300	\$519,000	<b>\$185,306</b>
<b>Edina</b>										
Total Parcels	5,273	237	523	218	1,072			73		<b>7,396</b>
Pct. Non-Homesteaded	6.8%	18.6%	11.3%	6.9%	20.6%			67.1%		<b>10.1%</b>
No. Non-Homesteaded	359	44	59	15	221			49		<b>747</b>
Avg. Market Value	\$748,598	\$252,489	\$1,055,271	\$260,667	\$130,305			\$301,900		<b>\$521,577</b>
Median Market Value	\$581,700	\$235,550	\$843,400	\$243,300	\$100,100			\$295,500		<b>\$413,931</b>
<b>Golden Valley</b>										
Total Parcels	919			26				4		<b>949</b>
Pct. Non-Homesteaded	5.1%			3.8%				50.0%		<b>5.3%</b>
No. Non-Homesteaded	47			1				2		<b>50</b>
Avg. Market Value	\$364,340			\$570,000				\$166,500		<b>\$360,540</b>
Median Market Value	\$311,000			\$570,000				\$16,650		<b>\$304,406</b>
<b>Hopkins</b>										
Total Parcels	2,344	9		584	1,194	10	102	220	8	<b>4,471</b>
Pct. Non-Homesteaded	7.8%	0.0%		17.8%	47.4%	100.0%	2.0%	65.9%	87.5%	<b>22.8%</b>
No. Non-Homesteaded	184			104	566	10	2	145	7	<b>1,018</b>
Avg. Market Value	\$219,984			\$152,409	\$55,078	\$60,000	\$55,000	\$190,193	\$242,286	<b>\$115,408</b>
Median Market Value	\$179,000			\$101,000	\$45,500	\$60,000	\$55,000	\$189,000	\$290,000	<b>\$97,582</b>
<b>Minneapolis</b>										
Total Parcels	13,845	67		620	13,238	123	1,056	4,092	532	<b>33,573</b>
Pct. Non-Homesteaded	21.7%	38.8%		18.7%	39.3%	85.4%	11.5%	54.7%	64.3%	<b>33.2%</b>
No. Non-Homesteaded	3,009	26		116	5,205	105	121	2,239	342	<b>11,163</b>
Avg. Market Value	\$212,611	\$142,269		\$334,810	\$212,695	\$88,280	\$104,282	\$183,136	\$282,317	<b>\$207,636</b>
Median Market Value	\$110,500	\$107,750		\$260,500	\$166,000	\$76,000	\$84,100	\$157,500	\$262,250	<b>\$151,396</b>

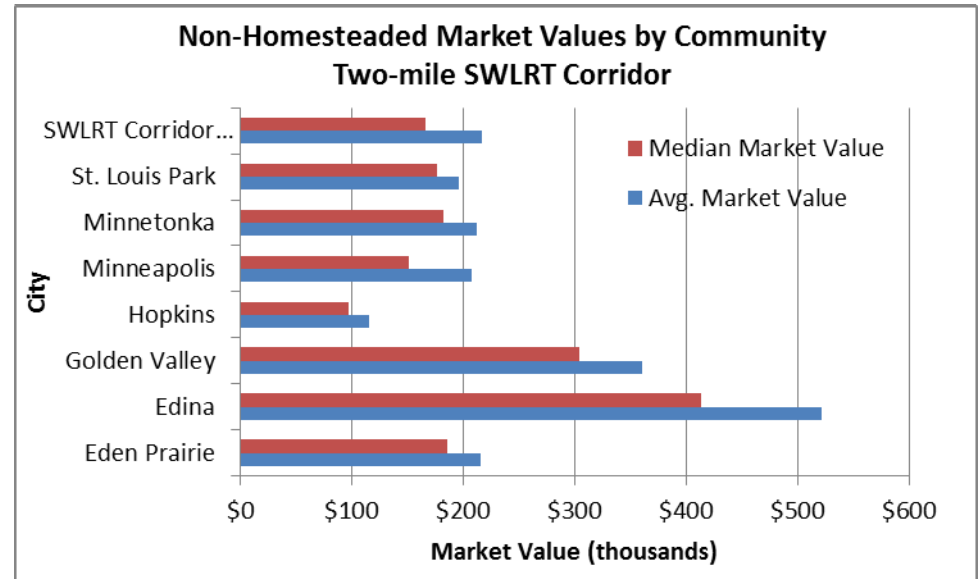
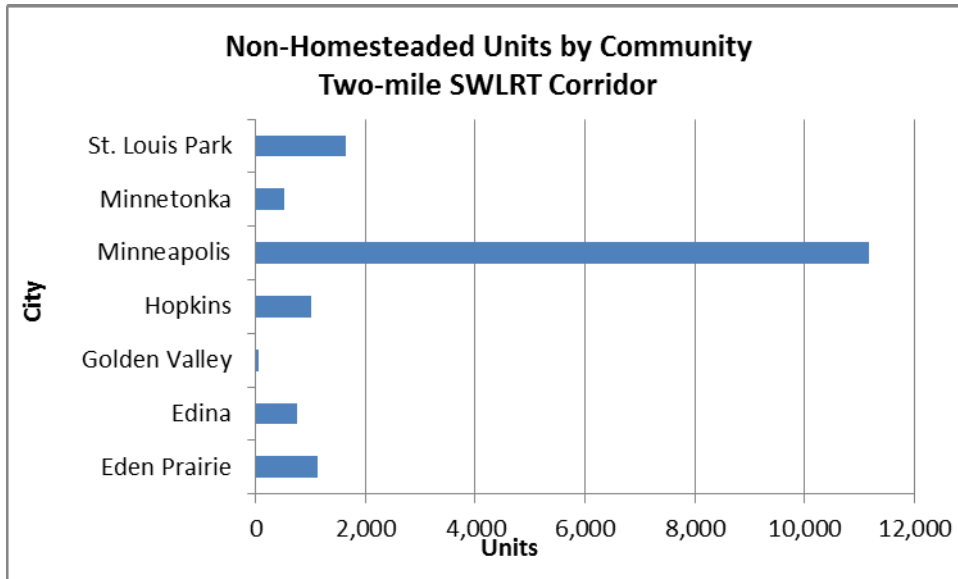
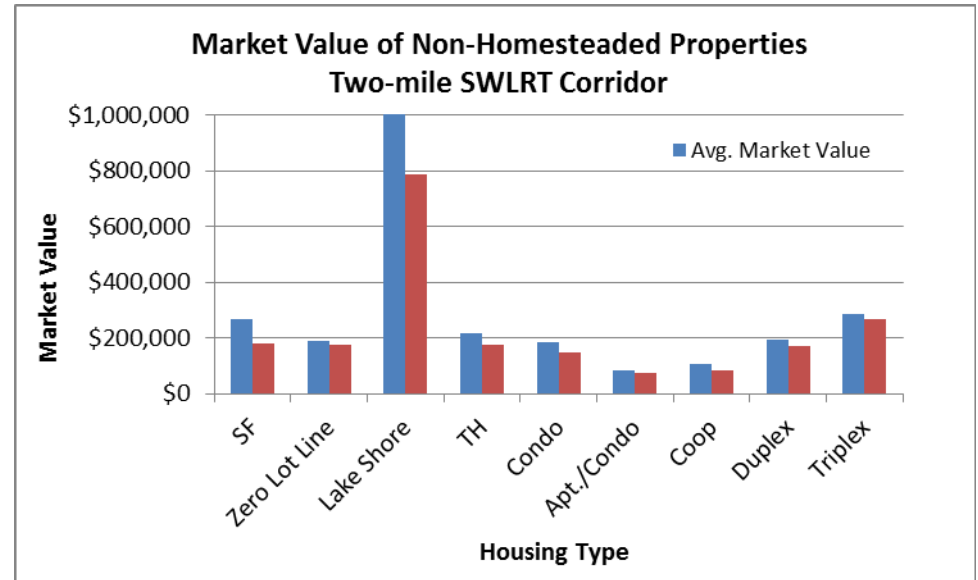
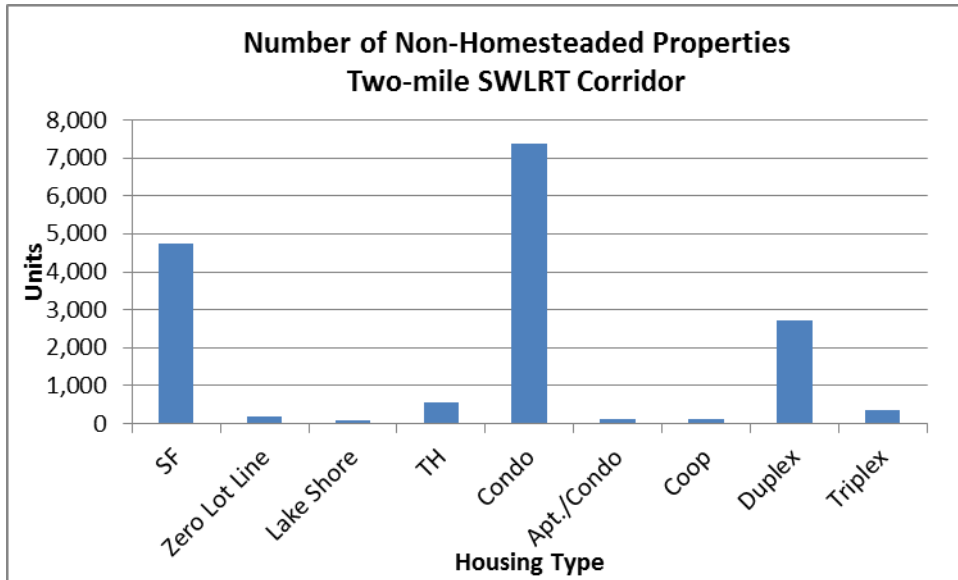
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TABLE HI-17 (Con't)  
 NON-HOMESTEADED PROPERTIES  
 SWLRT COMMUNITIES  
 December 2012

Community	Housing Type									Total/Avg.
	Single-family	Zero Lot Line	Lake Shore	Townhome	Condo	Apt./Condo	Coop	Duplex	Triplex	
<b>Minnetonka</b>										
Total Parcels	3,262	18		919	1,259		45	17	4	5,524
Pct. Non-Homesteaded	6.4%	16.7%		7.6%	17.7%		11.1%	41.2%	0.0%	9.4%
No. Non-Homesteaded	209	3		70	223		5	7		517
Avg. Market Value	\$299,688	\$189,200		\$241,530	\$123,653		\$59,600	\$253,571		\$212,296
Median Market Value	\$248,200	\$161,900		\$195,600	\$118,800		\$60,600	\$231,000		\$182,715
<b>St. Louis Park</b>										
Total Parcels	10,056	30	179	673	2,324		10	369	2	13,643
Pct. Non-Homesteaded	6.8%	23.3%	4.5%	15.3%	25.8%		10.0%	65.6%	50.0%	12.1%
No. Non-Homesteaded	683	7	8	103	600		1	242	1	1,645
Avg. Market Value	\$229,256	\$174,371	\$546,263	\$148,320	\$143,029		\$131,700	\$242,847	\$309,000	\$196,034
Median Market Value	\$201,800	\$185,600	\$373,700	\$147,300	\$122,200		\$131,700	\$241,900	\$309,000	\$176,043
<b>SWLRT Corridor Total</b>										
Total Parcels	41,659	851	944	4,464	21,627	146	1,356	4,826	553	76,426
Pct. Non-Homesteaded	11.4%	20.3%	9.3%	12.6%	34.1%	87.7%	10.0%	56.2%	64.6%	21.3%
No. Non-Homesteaded	4,735	173	88	561	7,383	128	136	2,713	357	16,274
Avg. Market Value	\$268,555	\$187,140	\$1,007,297	\$214,408	\$183,942	\$82,816	\$104,163	\$192,398	\$286,853	\$216,302
Median Market Value	\$179,424	\$172,700	\$786,453	\$175,860	\$146,415	\$72,455	\$84,990	\$170,731	\$267,959	\$166,400

Note: Condominium market values do not include garages for most properties. Most garages have a market value ranging from about \$4,000 to \$15,000. Market values are based on 2012 market values per Hennepin County tax records.

Sources: Hennepin County tax records, Maxfield Research Inc.



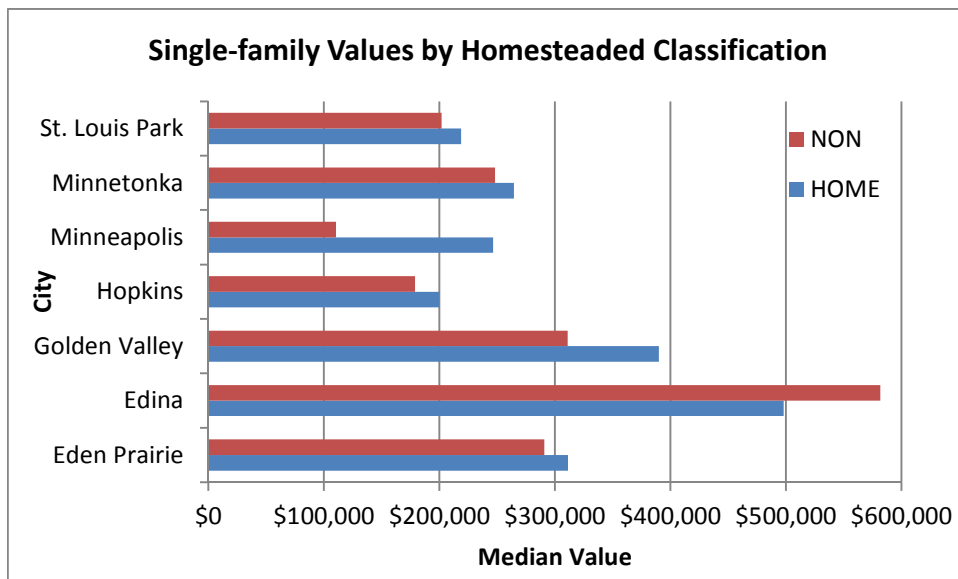
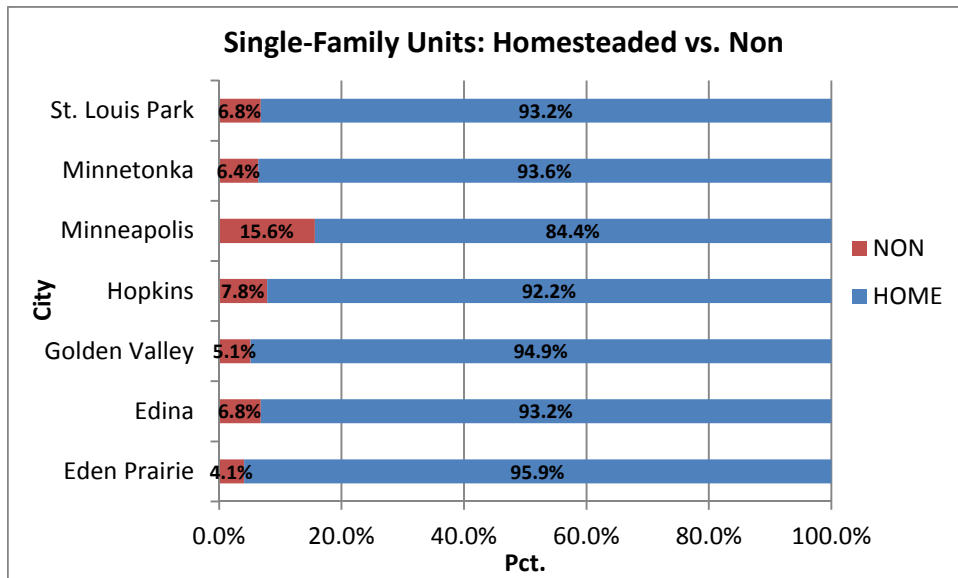
### Single-Family Homestead and Non-Homesteaded Property

Table HI-18 above inventoried all housing types by homestead status. Table HI-19 breaks out single-family properties based on homestead status and estimated market values within the two-mile corridor. Table HI-20 estimates the minimum monthly rent likely required to cash flow a single-family rental unit and estimates the percentage of corridor-wide households that can afford the monthly rent. We do emphasize however, that not all non-homesteaded homes are utilized as investment real estate for the property owners. The following bullet points summarize key points from the tables.

- Homesteaded market values were higher in each community except Edina. On average, homesteaded values were about +13% higher than non-homesteaded properties. Median non-homesteaded values ranged from \$110,000 in Hopkins to \$581,700 in Edina.
- Within the two-mile corridor, just over 9% of the single-family properties were non-homesteaded. Non-homesteaded percentages ranged from 4% in Eden Prairie to 15.6% in Minneapolis. Excluding Minneapolis, the average percentage of non-homesteaded units in the suburban communities was 6%.
- Edina, Golden Valley, and Eden Prairie had the highest market values for both homesteaded and non-homesteaded single-family properties. Median values in these communities were approximately \$300,000 or higher.
- Although homesteaded properties in Minneapolis accounted for about 29% of all single-family properties within the corridor, non-homesteaded properties in Minneapolis made up over 50% of corridor's non-homesteaded single-family inventory.
- Based on median market values of non-homesteaded single-family homes, monthly rents would probably range from \$805 in Minneapolis to \$4,240 in Edina. The number of income-qualified households within the corridor that can afford these rents ranges from 9% of households in Edina to 75% of households in Minneapolis.
- Compared to the other communities within the two-mile SWLRT Corridor, single-family property market values in Minneapolis vary significantly between homesteaded and non-homesteaded homes. In Minneapolis, non-homesteaded properties have a median value 55% lower than homesteaded properties. In all other SWLRT communities, non-homesteaded properties are valued within 10% to 20% of homesteaded properties.
- There is a direct correlation between median single-family market values and rental affordability. The higher the market value of the home, the fewer households that are income-qualified. This relationship is exhibited Edina, Eden Prairie, Golden Valley, and Minnetonka that all have higher market values, resulting in single-family rentals that



would not be affordable to most households (see Table HI-19; less than one-third of households would income-qualify).



<b>TABLE HI-18</b> <b>HOMESTEADED VS. NON-HOMESTEADED SINGLE-FAMILY PROPERTIES</b> <b>SWLRT COMMUNITIES</b> <b>2012</b>						
	Homesteaded			Non-Homesteaded		
	Units	Average	Median	Units	Average	Median
Eden Prairie	5,716	\$344,863	\$311,300	244	\$353,675	\$290,950
Edina	4,914	\$588,462	\$498,000	359	\$748,598	\$581,700
Golden Valley	872	\$408,287	\$390,000	47	\$364,340	\$311,000
Hopkins	2,160	\$260,217	\$200,000	184	\$219,984	\$179,000
Minneapolis	10,836	\$332,782	\$246,500	2,009	\$212,611	\$110,500
Minnetonka	3,053	\$304,861	\$264,600	209	\$299,688	\$248,200
St. Louis Park	9,373	\$255,468	\$218,900	683	\$229,256	\$201,800

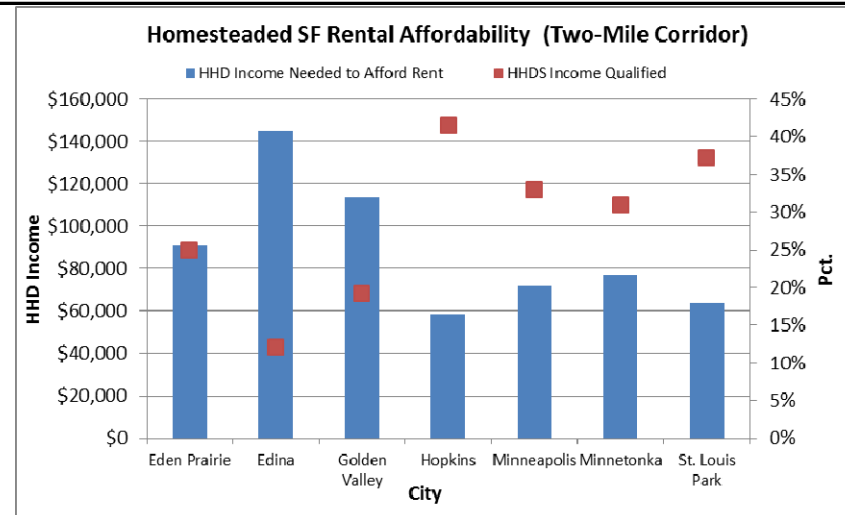
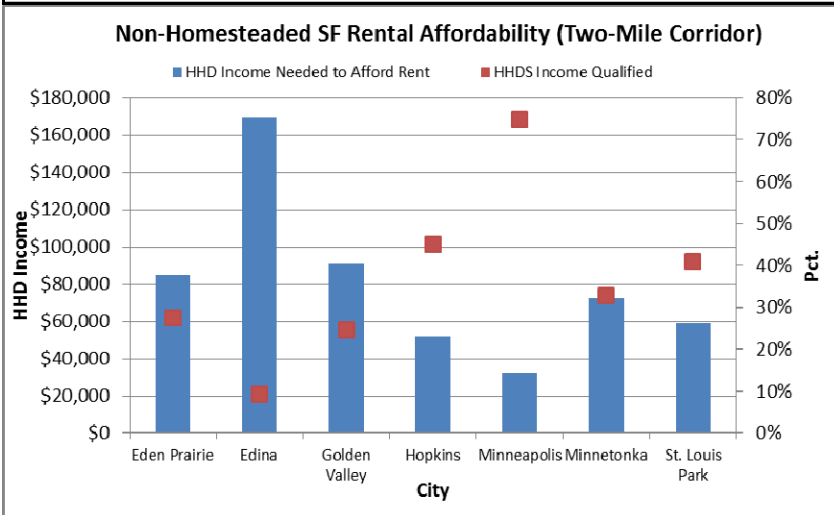
Source: Maxfield Research Inc.

**TABLE HI-19**  
**PERCENT OF HOUSEHOLDS THAT CAN AFFORD SINGLE-FAMILY RENTALS**  
**TWO-MILE CORRIDOR**

City	HOMESTEADED				NON-HOMESTEADED			
	Median Mkt. Val.	Min. Monthly Rent to Cash Flow <sup>1</sup>	HHD Income Needed to Afford Rent <sup>2</sup>	Pct. Of HHDS Income Qualified <sup>3</sup>	Median Mkt. Val.	Min. Monthly Rent to Cash Flow <sup>1</sup>	HHD Income Needed to Afford Rent <sup>2</sup>	Pct. Of HHDS Income Qualified <sup>3</sup>
Eden Prairie	\$311,300	\$2,269	\$90,760	25%	\$290,950	\$2,121	\$84,840	28%
Edina	\$498,000	\$3,630	\$145,200	12%	\$581,700	\$4,240	\$169,600	9%
Golden Valley	\$390,000	\$2,843	\$113,720	19%	\$311,000	\$2,267	\$90,680	25%
Hopkins	\$200,000	\$1,458	\$58,320	42%	\$179,000	\$1,305	\$52,200	45%
Minneapolis	\$246,500	\$1,797	\$71,880	33%	\$110,500	\$805	\$32,200	75%
Minnetonka	\$264,600	\$1,929	\$77,160	31%	\$248,200	\$1,809	\$72,360	33%
St. Louis Park	\$218,900	\$1,596	\$63,840	37%	\$201,800	\$1,471	\$58,840	41%

<sup>1</sup> Cash flow assumes a 10% profit margin on single-family rental property  
<sup>2</sup> Affordability based on 30% allocation of income to housing  
<sup>3</sup> Based on percentage of corridor-wide income qualified households in 2012

Source: Maxfield Research Inc.



### Single-Family Rental Housing Trends

The housing crisis and recession highlighted a shift from homeownership to renting. In particular, the single-family rental housing market has gained market share since the housing bust. The high number of foreclosures pushed people out of their homes and forced householders into the rental market. Because many homeowners lost their property to foreclosure, they are unable to buy and many of these households are seeking single-family rentals vs. traditional multifamily units.

Single-family rental investment is one of the fast growing real estate asset classes today. This has been led by mostly individual investors, but recently private equity/hedge fund firms, real estate investment trusts (REITs), and other large investors are purchasing significant portfolios of foreclosed homes at discounts and renting them out to tenants. In fact, many of these companies are renting the home back to the former owner in many circumstances. However, many single-family rental units will not stay rental forever. Tenure switching will eventually revert back to ownership when the housing market stabilizes and home values begin appreciating again.

According to the Census Bureau, the homeownership rate in the U.S. has fallen from 69% in 2004 to 66% in 2012. This decrease is significant as every 1% point drop in the homeownership rate represents a change in the living situation of over 1 million households. The change from ownership to rental is highly dependent on the local economy and the areas hit hardest by the recession and housing bust. In submarkets with high foreclosure rates, the transfer from owner to renter is higher. The Census Bureau also reports that the single-family rental market was the fastest growing sector among all rental properties between 2005 and 2010.

Locally, the Twin Cities Metro Area is ranked at the bottom nationally among MSAs for the renter market share of single-family housing. According to the American Community Survey (2005 to 2010), the renter market share of single-family renter-occupied housing is about 23%. Most of these properties are located in the exurban communities that experienced the brunt of the foreclosure crisis. Although the number of foreclosures in the Metro Area and across the country is decreasing, foreclosures are expected to command a significant market share through 2015. Because of this epidemic, the single-family rental market is expected to maintain strong in the coming years as many former home-owners will desire single-family rental options.

Licensed Rental Ordinance

The communities of Eden Prairie, Hopkins, Minneapolis, and St. Louis Park have city ordinances that require the licensing of rental properties in the community. Although the rental ordinances vary from community to community, in general they are designed to ensure all rental properties meet local building and fire safety codes. These ordinances require that all landlords or owners register all rental housing units in their community, from single-family homes to traditional multifamily apartment buildings. Most Cities require renewal of permits annually with periodic inspections by the City or a licensed inspector.

Table HI-20 exhibits the number of rental licenses granted by housing type within the two-mile SWLRT Corridor for Hopkins, Minneapolis, and St. Louis Park. Eden Prairie data includes all single-family, duplex, townhome, and condominium properties and was not segregated by property type. Consequently, although these communities have a rental ordinance in place, many previously owner-occupied properties are unaccounted for after they transition from owner to renter. Compared to non-homesteaded data from Table HI-17, the number of non-homesteaded single-family properties that are licensed is estimated to be about 60%. Consequently, there could potentially be upwards of 40% of the non-homesteaded single-family rental housing stock that is unlicensed by city code rental ordinances.

<b>TABLE HI-20</b>				
<b>LICENSED RENTALS BY CITIES WITH RENTAL ORDINANCE</b>				
<b>2012</b>				
<b>Housing Type</b>	<b>Community</b>			
	<b>Eden Prairie<sup>1</sup></b>	<b>Hopkins<sup>2</sup></b>	<b>Minneapolis<sup>2</sup></b>	<b>St. Louis Park<sup>2</sup></b>
Single-Family		141	1,784	237
Duplex		190	3,119	70
Triplex		-	458	-
Townhome		159	41	31
Condominium/Coop		547	2,173	151
	877	1,037	7,575	489
<sup>1</sup> Denotes properties within the entire community (unable to break-out by type)				
<sup>2</sup> Denotes properties only within the 2-mile radius				
Note: Eden Prairie does not break-out by unit type				
Source: City permit records, Maxfield Research Inc.				

## Planned and Proposed Housing Projects

Maxfield Research interviewed planning staff members in communities along the SWLRT Corridor in order to identify housing developments under construction, planned, or pending. Tables HI-21 to HI-23 inventory and summarize the number of housing units by product type that are either under construction, or are planned to move forward. It should be noted all projects are located within the two-mile corridor in each community and we have not included tentative or speculative developments. Finally, the projects are identified by proximity to the nearest transit station. Consequently, a number of projects in Minneapolis will be located closer to existing stations along the Hiawatha or Central Corridor lines.

## Multifamily Rental Boom

Across the Twin Cities Metro Area, the multifamily housing market continues to be the leading preferred real estate asset class. Developers consistently enter the apartment sector as it continues to be the one real estate product where demand justifies new construction. Demand has been driven by a variety of factors, including: the bursting of the housing bubble and a stagnant for-sale market, strict underwriting criteria for buyers, strong demographics, low vacancy rates, increasing rents, decline in homeownership rates, and finally, favorable lender interest and borrowing rates. Combined, these factors have fueled the apartment rush locally and nationally.

As of late 2012, Maxfield Research has inventoried over 30 apartment developments under construction that will open between late 2012 and 2014. Combined, these projects account for over 4,600 units. In addition, there are more than 10,500 units planned throughout the Metro Area. Through the 3<sup>rd</sup> Quarter 2012, there have been nearly 1,400 new units already brought to the market this year and another 495 units in 4<sup>th</sup> Quarter 2012. Just over 50% of all new units in 2012 are located in Minneapolis. The majority of the planned developments are located in Minneapolis, St. Paul, and first-ring suburban communities.

The following three tables highlight the development boom that is occurring in many areas within the two-mile SWLRT Corridor. Key findings from the tables follow.

- Combined, there are 9,725 units either under construction or planned/proposed within the two-mile corridor. Nearly 50% of the units are already under construction. As such, nearly 50% of all rental units under construction across the Metro Area are located within the SWLRT Corridor.
- There are a total of 68 housing development projects inventoried across all communities within the corridor. The Minneapolis portion encompasses 54 projects, or 79% of all housing developments. Based on the number of units, Minneapolis accounts for approximately 80% of the corridor total.

- St. Louis Park has five market rate rental projects all under construction. Combined, these projects have 491 units and are categorized as “luxury” rental housing units.
- About 12% of the total units across the corridor are considered affordable housing units. All of the affordable housing is also concentrated in Minneapolis.
- General-occupancy market rate rental housing comprises 71% of the housing product in the corridor. Affordable/subsidized housing is the 2<sup>nd</sup> largest housing type with about 12% of the product. Single-family housing makes up less than 1% of the housing development pipeline.

TABLE HI-21  
HOUSING DEVELOPMENT PIPELINE  
SWLRT STATIONS - TWO-MILE RADIUS  
4th Quarter 2012

Municipality/ Project Name/Address	Nearest Station Distance (miles)	Developer	Status	Projected Occupancy	Total Units	Project Type	Affordability	Public Financing	Comments
<b>Eden Prairie</b>									
<i>Mitchell Crossing</i> 7687 Mitchell Road	0.31 miles Mitchell Station	Eden Prairie Development LLC Scott Carlson	Pending Approvals Dec. 4th CC	Spring 2014	192	General-Occupancy Rental	Market Rate	None	3-acre site, zoned commercial, former senior & condo site
<i>Presbyterian Homes Concept</i> Hwy 212 & Prairie Center Dr.	0.64 miles EP Town Center Station	Presbyterian Homes	City Approvals On Hold	On Hold	447	Senior Hi-Rise Campus	Market Rate; portion could be affordable	Met Council Grant	City approvals, unknown when or if project will move forward
<i>Hennepin Village/Eden Prairie Woods</i> 1012 & 9737 Eden Prairie Rd.	1.03 miles Mitchell Station	Toll Brothers	Under Construction	2012+	51	Single family lots	Market Rate	None	\$650k+
<i>Notting Hill</i> 15640 Pioneer Trail	1.65 miles Mitchell Station	SK Partners	Under Construction	2011+	20	Single family lots	Market Rate	None	\$450K - \$650k Few lots remaining
<i>Enclave at Old Shady Oak Rd.</i> Coteau Trail	0.56 miles City West Station	SKV Development	Under Construction	2012+	11	Single family lots	Market Rate	None	\$850k - \$1.5M
<b>Golden Valley</b>									
<i>Colonnade Apartments</i> Xenia and I-394	1.97 miles 21st St Station	Trammel Crow Co.	Planned	2015	173	General-Occupancy Rental	Market Rate (Luxury)	None	
<i>3.9.4 Apartments</i> Turners Crossroad	1.94 miles 21st St Station	Global One Commercial	Planned	Phase I: early 2015	308	General-Occupancy Rental	Market Rate (Luxury)	None	Two Phases
<i>3.9.4 Senior Apartments</i> Turners Crossroad	1.94 miles 21st St Station	Global One Commercial	Planned	early 2015	118	Senior Housing - Assisted Living & Memory Care	Market Rate	None	
<b>Hopkins</b>									
<i>Gallery Flats</i> 815 1st St. S.	0.14 miles Hopkins Station	Klodt Inc.	Approved	June 2014	163	General-Occupancy Rental	Market Rate	TOD grant from Hennepin County	4,000 sf retail Start construction in spring 2013
<b>Minneapolis</b>									
<i>Vue</i> 401 Oak Grove	0.68 miles Van White Station	Greco	Under Construction	January 2013	119	General-Occupancy Rental	Market Rate (Luxury)		start construction in Dec. 2011
<i>Emanuel Housing</i> 822 3rd Street S	0.12 Downtown East/Metrodome Station*	RS Eden	Under Construction	Spring 2013	101	General-Occupancy Rental	Affordable/Supportive	LIHTC; Hennepin County grant	sober living; 11 units reserved for veterans
<i>Track 29 Apartments</i> 28th Street and Bryant Avenue S	1.34 miles 21st St Station	Phoenix Development Co.	Under Construction	Spring 2013	198	General-Occupancy Rental	Market Rate (Luxury)		
<i>Mill &amp; Main</i> 501 Main Street SE	0.97 miles Target Field Station*	Doran Companies	Under Construction	June 2013 Phase I	375	General-Occupancy Rental	Market Rate (Luxury)	\$671,000 grant from DEED for cleanup	Phase I: 180 units Phase II: 195 units, planned
<i>Elan Uptown</i> 28th Street and Dupont Avenue S	1.23 miles 21st St Station	Greystar Development	Under Construction	July 2013 Phase I	590	General-Occupancy Rental	Market Rate (Luxury)		Phase I: 203 units Phase II: 387 units, planned
<i>430 Oak Grove</i> 430 Oak Grove	0.61 miles Van White Station	Kraus-Anderson	Under Construction	Summer 2013	75	General-Occupancy Rental	Market Rate (Luxury)	\$500,000 grant from DEED for abatement of asbestos/lead	repositioned 1924 office bldg.
<i>Soo Line Apartments</i> 101 5th Street S	1.01 miles Downtown East/Metrodome Station*	Village Green	Under Construction	Summer 2013	255	General-Occupancy Rental	Market Rate (Luxury)		11,100 sf retail
<i>222 Hennepin</i> 222 Hennepin Avenue S	0.90 miles Government Plaza Station*	Excelsior Group	Under Construction	Summer 2013	286	General-Occupancy Rental	Market Rate (Luxury)	\$437,000 from DEED for demolition and cleanup	mixed use with Whole Foods on 1st floor
<i>Third North</i> 800 3rd Street N	1.22 miles Downtown East/Metrodome Station*	Schafer Richardson	Under Construction	Summer 2013	204	General-Occupancy Rental	Market Rate (Luxury)		
<i>Stone Arch II</i> 520 2nd Street SE	0.78 miles Downtown East/Metrodome Station*	Second Street Holdings LLC	Under Construction	September 2013	91	General-Occupancy Rental	Affordable	\$100,000 loan & \$300,000 grant from Henn County for TOD	
<i>Dock Street Apartments</i> 333 Washington Avenue S	0.24 miles Government Plaza Station*	Hines Interests	Under Construction	Fall 2013	185	General-Occupancy Rental	Market Rate (Luxury)		3,300 sf commercial
<i>Abbott Apartments</i> 110 E. 18th Street	0.93 Government Plaza Station*	Gateway Commons	Under Construction	December 2013	123	General-Occupancy Rental	Market Rate/Affordable	\$1.26 mil in TIF \$875,000 loan from Mpls Affordable Housing Trust Fund	98 market rate units 25 affordable units
<i>Stonebridge Lofts</i> 110 12th Avenue S	0.37 miles West Bank Station	Shamrock Development Inc.	Under Construction	January 2014	166	Condominium	Market Rate		
<i>LaSalle Village</i> 1368 LaSalle Avenue	0.84 miles Van White Station	Magellan Development Corp	Under Construction	Summer 2014	354	General-Occupancy Rental	Market Rate (Luxury)		36-story high rise

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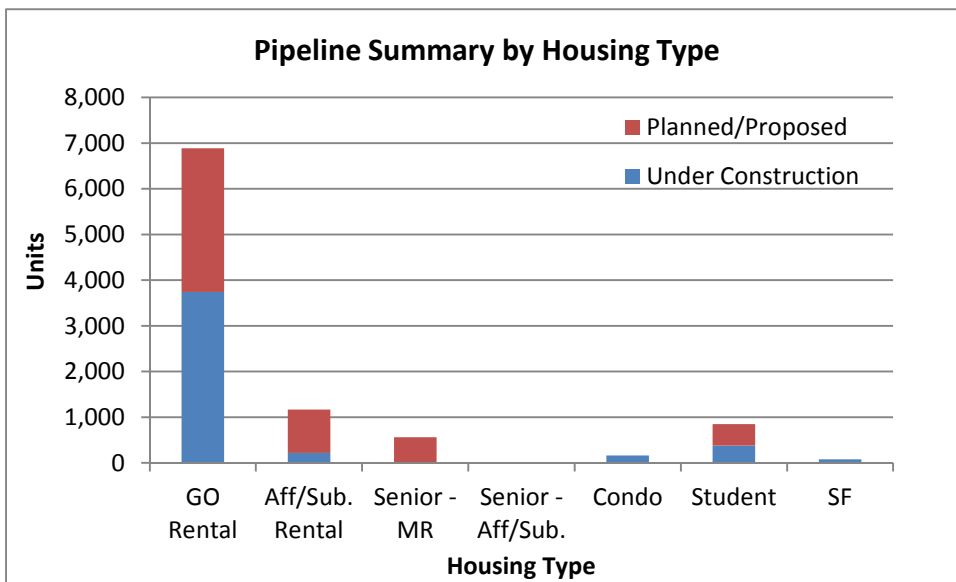
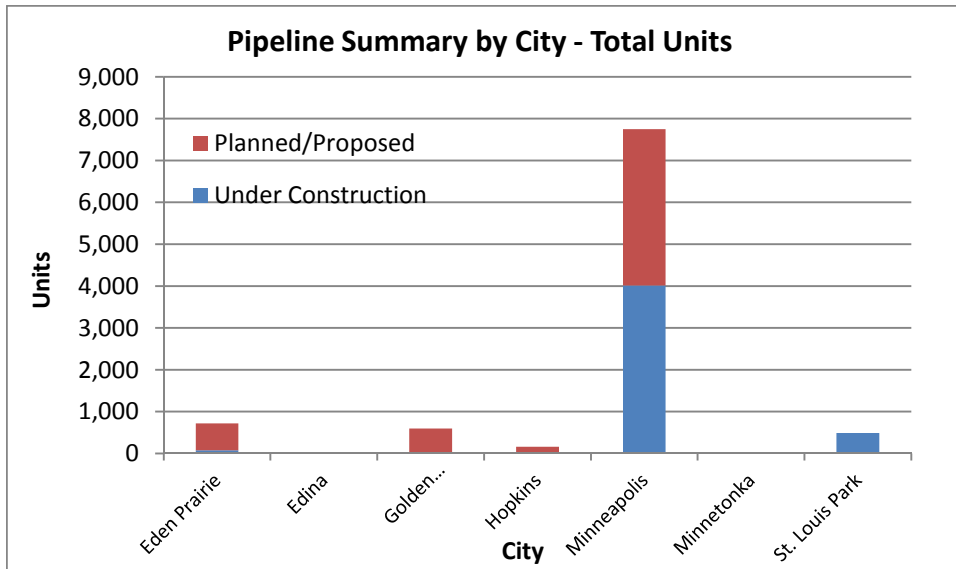
TABLE HI-21 (Con't)  
HOUSING DEVELOPMENT PIPELINE  
SWLRT STATIONS - TWO-MILE RADIUS  
4th Quarter 2012

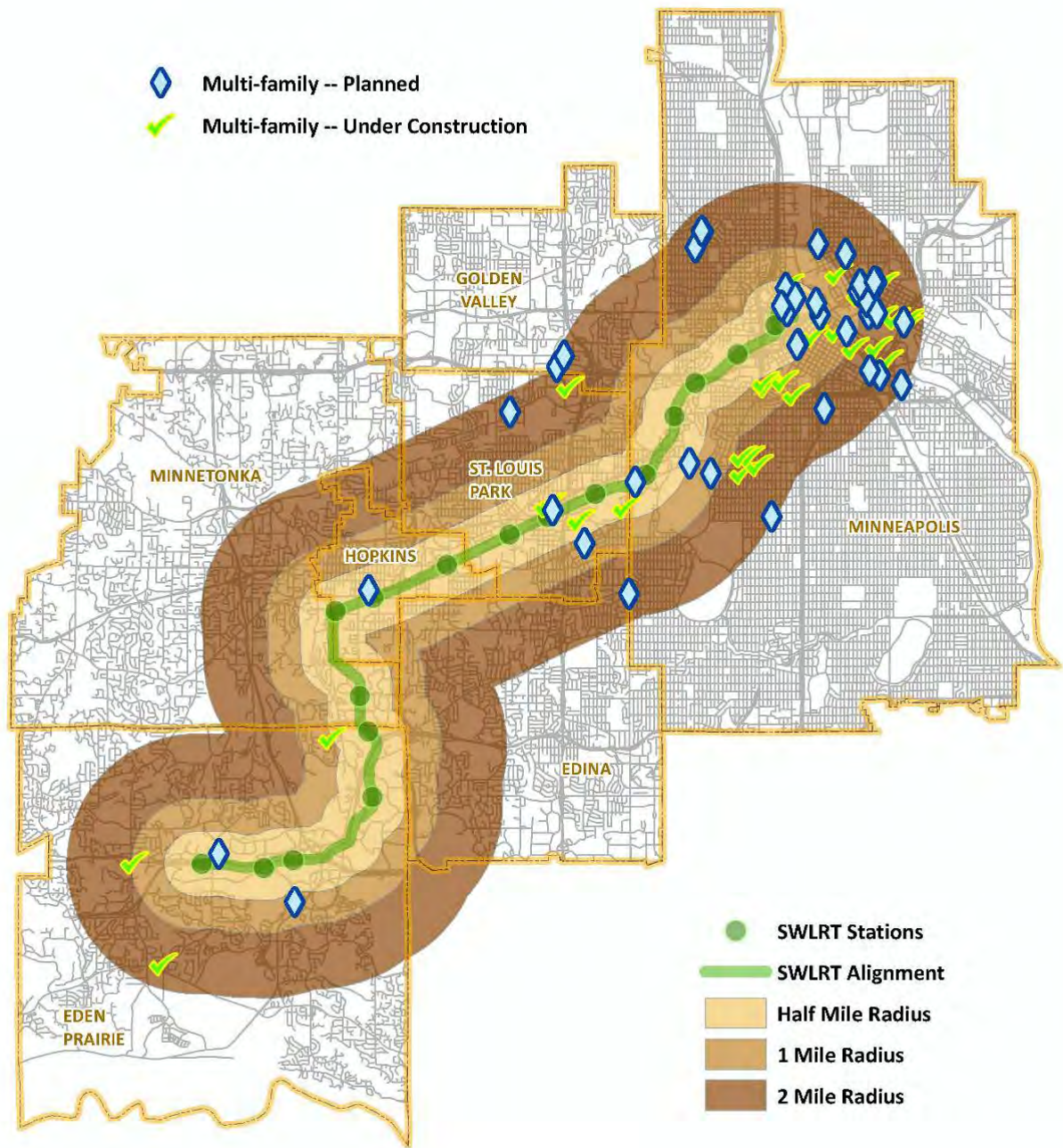
Municipality/ Project Name/Address	Nearest Station Distance (miles)	Developer	Status	Projected Occupancy	Total Units	Project Type	Affordability	Public Financing	Comments
<b>Nicollet Residences</b> Nicollet Mall and 5th Street	0.04 miles Nicollet Mall Station*	Opus	Under Construction	Summer 2014	250	General-Occupancy Rental	Market Rate (Luxury)		25,000 sf commercial
<b>City Walk Uptown</b> Lake Street and Lagoon Avenue	1.37 miles 21st St Station	Clark Gassen	Under Construction	2014	92	General-Occupancy Rental	Market Rate (Luxury)		23,800 sf retail/restaurant
<b>2900 Lyndale Avenue</b> 2900 Lyndale Avenue S	1.51 miles 21st St Station	Greco	Under Construction	2014	171	General-Occupancy Rental	Market Rate (Luxury)		9,000 sf commercial
<b>The Knoll</b> 1101 University Avenue SE	0.63 miles East Bank Station*	Doran	Under Construction	August 2013	101	Student-Oriented Rental	Market Rate	\$173,400 grant from Met Council for cleanup	
<b>1800 Apartments</b> 1810 Washington Avenue S	0.11 miles West Bank Station*	Solhem and TE Miller	Under Construction	August 2013	214	Student-Oriented Rental	Market Rate		
<b>The Elysian</b> 401 8th Avenue SE	0.75 miles West Bank Station*	CPM	Under Construction	August 2013	56	Student-Oriented Rental	Market Rate		4,630 sf for Andrew Riverside Presbyterian Church
<b>The Cluster on 4th</b> 1011 4th Street NE	0.70 miles East Bank Station*	Lupe Development Partners	Under Construction	Fall 2013	12	Student-Oriented Rental	Market Rate		townhome-style units
<b>815 2nd Street Apartments</b> 815 2nd Street N	0.51 miles Target Field Station*	Solhem and TE Miller	Under Construction	Winter 2013	137	General-Occupancy Rental	Market Rate		
<b>Velo</b> 103 2nd Street N	0.33 Warehouse District Station*	Opus	Planned		106	General-Occupancy Rental	Market Rate		located on Merit Printing site
<b>The Mendoza</b> 600 5th Street N	0.14 miles Target Field Station*	Michael Development	Planned		78	General-Occupancy Rental	Market Rate	\$565,000 from Henn County for TOD	
<b>Brunsfeld Place</b> 915 Washington Avenue N	0.47 miles Target Field Station*	Brunsfeld Place LLC	Planned		50	General-Occupancy Rental	Market Rate		
<b>Junction Flats</b> 643 5th Street N	0.26 miles Target Field Station*	Tammell Crow	Planned		182	General-Occupancy Rental	Market Rate		
<b>Jackson Building</b> 300 Washington Avenue N	0.31 miles Target Field Station*	Wayzata Properties	Proposed		70	General-Occupancy Rental	Market Rate		rehab of warehouse building
<b>A Mill Artists Lofts</b> 301 Main Street SE	0.68 miles Downtown East/Metrodome Station*	Dominium	Planned		255	General-Occupancy Rental	Affordable	\$1.4 million in grants \$55 million in revenue bonds \$46 million in tax credits	
<b>708 Central</b> 708 Central Avenue NE	1.18 miles Downtown East/Metrodome Station*	Nolan	Planned		105	General-Occupancy Rental	Market Rate	\$600,000 grant from DEED for demolition	rehab of warehouse building
<b>Corner Apartments</b> 24 University Avenue	0.95 miles Government Plaza Station*	Dan Hunt Associates	Planned		55	General-Occupancy Rental	Market Rate		
<b>City Place Lofts</b> 730 Hennepin Avenue	0.24 miles Warehouse District Station*	Everwood Development	Planned		55	General-Occupancy Rental	Affordable		anticipated construction Jan. 2013
<b>TBD (Ceresota Mill Building)</b> 155 5th Avenue S	0.33 miles Government Plaza Station*	Ross Rworsky	Planned		117	General-Occupancy Rental	Market Rate		anticipated construction Jan. 2013
<b>Grain Belt Terrace</b> 1219 Marshall Street NE	1.20 miles Target Field Station*	Everwood Development	Planned	January 2014	149	General-Occupancy Rental	Market Rate		anticipated construction Jan. 2013
<b>Five15 on the Park</b> 515 15th Avenue S	0.24 miles West Bank Station*	Fine Associates	Planned		260	General-Occupancy Rental	Market Rate/Affordable	\$1.2 mil from Mpls Affordable Housin \$760,000 from Henn Co for TOD	60 market rate units 200 affordable units
<b>South Quarter Phase IV</b> Franklin Avenue and Portland Avenue	0.93 Government Plaza Station*	Aeon and Hope Community	Planned		90	General-Occupancy Rental	Affordable	\$1.33 mil in LIHTC	affordable at 30% to 50% AMI
<b>Commons at Penn Avenue</b> Golden Valley Road and Penn Avenue	1.72 miles Royalston Station	Building Blocks	Planned	June 2014	45	General-Occupancy Rental	Affordable	\$1.125 mil from Mpls Affordable Housing Trust Fund	affordable at 50% AMI
<b>West Broadway Curve</b> 2022 W Broadway Avenue	1.83 miles Royalston Station	CommonBond Communities	Planned		53	General-Occupancy Rental	Affordable	\$750,000 from Mpls Affordable Housing Trust Fund	30 units at 50% AMI, 15 units at 60% AMI and 5 units at 80% AMI

CONTINUED

TABLE HI-21 (Con't)  
HOUSING DEVELOPMENT PIPELINE  
SWLRT STATIONS - TWO-MILE RADIUS  
4th Quarter 2012

Municipality/ Project Name/Address	Nearest Station Distance (miles)	Developer	Status	Projected Occupancy	Total Units	Project Type	Affordability	Public Financing	Comments
<b>Be@Calhoun</b> 3129 Ewing Avenue S	0.19 miles West Lake Station	Bigos Management	Planned		185	General-Occupancy Rental	Market Rate	\$226,500 from Met Council for clean up	
<b>TBD</b> 3535 Grand Avenue S	2.04 miles West Lake Station	CPM	Planned		30	General-Occupancy Rental	Market Rate/Affordable		20% affordable
<b>Sunnyside Flats</b> 45th Street and France Avenue	1.61 miles Beltline Station	Carlston Real Estate	Planned		62	General-Occupancy Rental	Market Rate		5,900 sf of commercial
<b>The 155</b> 155 University Avenue SE	0.84 miles Downtown East/Metrodome Station*	Labor Temple Association	Planned		81	General-Occupancy Rental	Market Rate		
<b>TBD (Superior Plating Site)</b> 315 1st Avenue NE	1.05 miles Government Plaza Station*	Greystar	Proposed		600	General-Occupancy Rental	Market Rate		
<b>TBD (Totinos Pizza Site)</b> 1st Avenue NE and Central Avenue	1.17 miles Downtown East/Metrodome Station*	Schafer Richardson	Proposed		100	General-Occupancy Rental	Market Rate		
<b>The Venue</b> 800 Hennepin Avenue	0.26 miles Warehouse District Station*	Turnstone Group	Proposed		137	General-Occupancy Rental	Market Rate		
<b>Mill City Quarter</b> 300 2nd Street S	0.76 miles Downtown East/Metrodome Station*	Lupe Development Partners	Proposed		260-280	General-Occupancy Rental/Senior	Affordable		Phase I: 130-150 affordable units Phase II: 130 senior units
<b>Plymouth Building</b> 12 6th Street S	0.31 miles West Bank Station*	Continental Property Group	Proposed		205	General-Occupancy Rental	Market Rate		
<b>The Reserve</b> 321 1st Street N	0.42 miles Target Field Station*	Sherman Associates	Proposed		140	General-Occupancy Rental	Market Rate		site of failed condos
<b>The Cameron</b> 746 4th Street N	1.27 miles Target Field Station*	Schafer Richardson	Proposed		44	General-Occupancy Rental	Affordable		rehab of warehouse building
<b>TBD</b> Lake Street and James Avenue	1.01 miles West Lake Station	CPM	Proposed		60	General-Occupancy Rental	Market Rate		
<b>University Technology Enterprise Center (UTEK)</b> 1313 5th Street SE	0.36 miles West Bank Station*	GEM Realty Capital Inc	Planned		317	Student-Oriented Rental	Market Rate		40,665 sf of commercial
<b>The Bridges</b> 950 University Avenue SE	0.71 miles West Bank Station*	Doran	Proposed		150	Student-Oriented Rental	Market Rate		
<b>TBD</b> 2201 W Broadway Avenue	1.84 miles Royalston Station	Lupe Development Partners	Proposed		75	General-Occupancy Rental	Affordable		
<b>TBD</b> 2262 W Lake Street	0.70 miles West Lake Station	Bigos Management	Proposed		150-170	General-Occupancy Rental	Market Rate		
<b>St. Louis Park</b>									
<b>36 Park Apartments</b>	0.46 miles Beltline Station	E. J. Plesko & Associates	Under Construction	March 2013	192	General-Occupancy Rental	Market Rate	None	Former senior site
<b>Adagio Building</b> 5655 35th St. W.	0.21 miles Wooddale Station	Dunbar Development	Under Construction	Spring 2013	100	General-Occupancy Rental	Market Rate	Larger development received \$6.75M of TIF in 2008. Also rec'd. Met Council grant	Originally planned for condos
<b>Ellipse II (e2)</b> Excelsior Blvd./west of France	0.52 miles Beltline Station	Badar Development/ Steven Scott Mgt.	Under Construction	July 2013	58	General-Occupancy Rental	Market Rate	\$1.5M from Henn. Co, DEED, and Met Council. Also received TIF	Former hotel site, developer purchased from city. Site was contaminated
<b>Flats at West End</b> 5310 16th Ave.	1.67 miles 21st St Station	Excelsior Group	Under Construction	Spring 2013	119	General-Occupancy Rental	Market Rate		Adjacent to West End
<b>Medley Row</b> 5650 W 35th St	0.16 miles Wooddale Station	Dunbar Development	Under Construction	Spring 2013	22	General-Occupancy Rental	Market Rate	Larger development received \$6.75M of TIF in 2008. Also rec'd. Met Council grant	Rental Townhomes
* Denotes projects that are closer to existing stations along the Hiawatha or Central Corridor lines.									
Sources: Interviews with community staff, Maxfield Research Inc.									





	Eden Prairie	Edina	Golden Valley	Hopkins	Minneapolis	Minnetonka	St. Louis Park	Subtotal
<b>General-Occupancy Rental</b>								
Under Construction					3,252		491	3,743
Planned/Proposed	192		481	163	2,313			3,149
<b>Subtotal</b>	<b>192</b>	<b>0</b>	<b>481</b>	<b>163</b>	<b>5,565</b>	<b>0</b>	<b>491</b>	<b>6,892</b>
<b>Affordable/Subsidized Rental</b>								
Under Construction					217			217
Planned/Proposed					953			953
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,170</b>	<b>0</b>	<b>0</b>	<b>1,170</b>
<b>Senior Housing - Market Rate</b>								
Under Construction								0
Planned/Proposed	447		118					565
<b>Subtotal</b>	<b>447</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>565</b>
<b>Senior Housing - Aff./Subs.</b>								
Under Construction								0
Planned/Proposed								0
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Condominium Housing</b>								
Under Construction					166			166
Planned/Proposed								0
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>166</b>
<b>Student Housing</b>								
Under Construction					383			383
Planned/Proposed					467			467
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850</b>	<b>0</b>	<b>0</b>	<b>850</b>
<b>Single Family Housing</b>								
Under Construction	82							82
Planned/Proposed								0
<b>Subtotal</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
<b>Total</b>								
Under Construction	82	0	0	0	4,018	0	491	4,591
Planned/Proposed	639	0	599	163	3,733	0	0	5,134
<b>Subtotal</b>	<b>721</b>	<b>0</b>	<b>599</b>	<b>163</b>	<b>7,751</b>	<b>0</b>	<b>491</b>	<b>9,725</b>

Source: Maxfield Research Inc.

Table HI-23 identifies projects in the development pipeline outlined in Table HI-21 based on the proximity to the proposed SWLRT stations. It is important to note that the distance from the housing development to the transit station is the lineal distance and does not account for drive-time, geographic barriers, etc. Key points follow.

- Table HI-23 inventories over 4,200 housing units where the nearest transit station would be along the SWLRT corridor. Based on the total number of projects under construction or planned/proposed (9,725 units), about half of the units identified would in closer proximity to another existing station area. Many of the proposed projects in Minneapolis will be located closer to the Hiawatha or Central Avenue Corridor even though they are within the two-mile SWLRT Corridor.

TABLE HI-23  
 HOUSING DEVELOPMENT PIPELINE IN PROXIMITY TO PROPOSED STATIONS  
 SWLRT STATIONS TWO-MILE RADIUS  
 4TH QUARTER 2012

Community/Distance to Station (miles)	Proposed Station																Corridor Total	
	Royal-ston	Van White	Penn Station	21st St.	West Lake	Beltline	Wood-dale	Louisiana	Blake	Hopkins	Shady Oak	Opus	City West	Golden Triangle	E.P. Town Ctr.	South-west		Mitchell
<b>Eden Prairie</b>																		
0.0 to 0.50																	192	192
0.51 to 1.00														11		447	71	529
1.01 to 2.0																		0
																		721
<b>Golden Valley</b>																		
0.0 to 0.50																		0
0.51 to 1.00																		0
1.01 to 2.0				599														599
																		599
<b>Hopkins</b>																		
0.0 to 0.50										163								163
0.51 to 1.00																		0
1.01 to 2.0																		0
																		163
<b>Minneapolis</b>																		
0.0 to 0.50							185											185
0.51 to 1.00		548					150											698
1.01 to 2.0	173		1,051			62	90											1,376
																		2,259
<b>St. Louis Park</b>																		
0.0 to 0.50							192	122										314
0.51 to 1.00							58											58
1.01 to 2.0				119														119
																		491
<b>Corridor Totals</b>																		
0.0 to 0.50	0	0	0	0	185	192	122	0	0	163	0	0	0	0	0	0	192	854
0.51 to 1.00	0	548	0	0	150	58	0	0	0	0	0	0	11	0	447	0	71	1,285
1.01 to 2.0	173	0	1,051	718	90	62	0	0	0	0	0	0	0	0	0	0	0	2,094
Sum: 0.0 to 2.0	173	548	1,051	718	425	312	122	0	0	163	0	0	11	0	447	0	263	4,233

**Note:** Projects are based on lineal distance to nearest station. Most Minneapolis stations are in closer proximity to existing stations along the Hiawatha or Central Corridor lines and as such are not accounted for on this table.

Source: Maxfield Research Inc.

- Although the majority of housing projects in the pipeline in Minneapolis will be located closer to other transit lines; Minneapolis still boasts over 50% of the units along the SWLRT corridor with over 2,250 units. Eden Prairie accounts for the second highest unit count among the communities with about 720 units.
- The majority of the planned projects (50%) are located from 1.0 to 2.0 miles from the proposed transit stations. Approximately 20% of the units are located less than 0.50 miles from the transit stations.



**CITY POLICIES**



## City Policy Overview

The following section provides information and summaries of plans and policies adopted by the seven jurisdictions (Minneapolis, Golden Valley, St. Louis Park, Hopkins, Edina, Minnetonka and Eden Prairie) that are anticipated to be influenced by the SWLRT line. The plans and policies outlined herein are a summary of those documents identified by either project team members or city representatives as being germane to the Southwest Corridor-wide Housing Inventory.

Table CP-1 on the following page summarizes the following 15 studies that were reviewed as part of this analysis:

- The Minneapolis Plan for Sustainable Growth (City of Minneapolis Comprehensive Plan)
- Midtown Greenway Land Use Development Plan (City of Minneapolis)
- Downtown East Land Use Development Plan (City of Minneapolis)
- Bassett Creek Valley Master Plan (City of Minneapolis)
- Lyn-Lake Small Area Plan (City of Minneapolis)
- City of Golden Valley Comprehensive Plan
- City of St. Louis Park Comprehensive Plan
- Semi-Annual Housing Program Report 6-2012 (City of St. Louis Park)
- City of Hopkins Comprehensive Plan
- City of Edina Comprehensive Plan
- Grandview Heights Small Area Plan (City of Edina)
- City of Minnetonka Comprehensive Plan
- City of Eden Prairie Comprehensive Plan
- Major Center Area Study 2006 (City of Eden Prairie)
- Strategic Plan for Housing and Economic Development 2021-2018 (City of Eden Prairie)

	CITY/PLANS												
	EDEN PRAIRIE Strategic Plan Major Center Areas Plan	MINNETONKA	EDINA Grandview Heights Plan	HOPKINS	ST. LOUIS PARK Semi-annual housing study	GOLDEN VALLEY	MINNEAPOLIS Midtown Plan Bassett Creek Plan Lyn Lake Plan North Loop Plan						
Developed Community per Met Council	X	—	X	X	X	X	X	—	X				
Predominant Existing Housing Type	mixed	—	SF	SF	Mixed	SF	—	SF	Mixed	Mixed	Mixed	Mixed	Mixed
High Density Housing	X	X	X	X	X	X	X	X	X	X	X	X	X
-- Near Transit	X	X	X	X	—	X	X	—	X	X	—	X	X
Senior Housing	X	—	X	X	X	X	—	X	1	—	X	X	—
-- Near Transit	X	—	X	—	X	X	—	X	X	—	X	X	—
Mixed Use	X	X	X	X	X	X	—	X	X	X	X	X	X
-- Near Transit	X	X	X	X	X	X	—	X	X	X	—	X	X
References transit for Future Development	X	X	X	X	X	X	—	X	X	X	X	X	X
References the SWLRT	X	X	X	—	—	X	2	—	X	—	—	X	—
References infill for future development	X	X	X	X	X	X	X	X	X	X	X	X	X
Affordable Goals	X	—	X	—	—	X	—	X	—	—	—	—	—
Planning Tools supporting density (i.e. PUDs, design guidelines, density bonuses, etc)	X	X	X	X	X	X	—	X	X	X	X	—	X
Housing Restrictions [preserve industrial, compete with a downtown, maintain existing character, design restrictions (e.g. height, units, etc), redevelopment away from SWLRT]	—	—	—	3	—	4	5	—	6	—	7	8	9

**Key**

- 1 Little reference to Senior needs, but does note life-cycle housing needs
- 2 Not referenced in Comprehensive Plan, but noted in the Vision, 18-month guide (adopted in 2007)
- 3 High density and redevelopment areas are away from transit
- 4 Compete with downtown / preserve Industrial
- 5 Protect Industrial / promote single-family in the limited redevelopment areas
- 6 Most of affordable housing is in the City's NW corner away from transit
- 7 Redevelop as single-family and retention of housing stock / 3 to 4 story height restriction
- 8 Affordable housing will be an issue
- 9 Encourages medium density development

Source: MFRA, Individual city plans & policies

### City of Minneapolis

In 2008, the City of Minneapolis Comprehensive Plan (also referred to as The Minneapolis Plan for Sustainable Growth) was created in conjunction with the Metropolitan Land Planning Act requiring governments in the seven-County metropolitan area to review their Comprehensive Plan every 10 years. The City has 81 diverse neighborhoods, each with housing at varying densities and price-points. To provide a more detailed policy direction for land use and development, the City has adopted several small area plans and master plans throughout the City to build upon polices established in the comprehensive plan. For the Housing Study, the following items were reviewed: Community Data Profile; Land Use, and Housing. Also included in our review were the Power Point Overview of the Comprehensive Plan and the master plans of key neighborhoods.

**City of Golden Valley**

In 2008, Golden Valley updated their 1998 Comprehensive Plan in conjunction with the Metropolitan Land Planning Act that requires local governments in the seven-County metropolitan area to review their Comprehensive Plan every 10 years. The Plan reflects the City's vision for future growth in the next 30 years and the implementation strategies to support that vision. Golden Valley will uphold standards of development that will foster urban style and suburban tranquility for years to come. For the Housing Study, the following items were reviewed: Community Background; Land Use; Special Planning Districts and Housing.

**City of St. Louis Park**

In 2009 St. Louis Park updated their 1998 Comprehensive Plan in conjunction with the Metropolitan Land Planning Act that requires local governments in the seven-County metropolitan area to review their Comprehensive Plan every 10 years. The Plan reflects the City's vision for creating and maintaining a very "livable community" that reflects "Our Community of Choice for a Lifetime." For the Housing Study, the following items were included: Land Use Plan; Economic Development and Redevelopment; and Housing Plan by Neighborhood, and the Semi Annual Housing Program Report from June of 2012.

**City of Hopkins**

Hopkins adopted their most recent update to their Comprehensive Plan in 2009. This update was in conformance with the Metropolitan Land Planning Act that requires local governments in the seven-County metropolitan area to review their Comprehensive Plan every 10 years. The Plan reflects the City's vision for future growth in the next 30 years and the implementation strategies to support that vision. For the Housing Study the following items were included: Community Demographics; Land Use and Development; Housing and Implementation.

**City of Edina**

In 2008, Edina updated their 1998 Comprehensive Plan in conjunction with the Metropolitan Land Planning Act that requires local governments in the seven-County metropolitan area to review their Comprehensive Plan every 10 years. The Plan reflects the City's vision for future growth in the next 30 years and the implementation strategies to be followed in support of that vision. In preparing the plan, Edina recognizes that a key attribute to their community success has been their interest in proactively preparing for the future. For the Housing Study, the following items were reviewed: Community Profile; Land Use and Community Design; Housing and Implementation. In conjunction to their Comprehensive Plan, the City also prepared a small area plan for Grandview Heights (completed in December 2011) that is reflective of the goals established in their Comprehensive Plan; this study was also reviewed.

### **City of Minnetonka**

In 2008, Minnetonka updated their 1998 Comprehensive Plan in conjunction with the Metropolitan Land Planning Act that requires local governments in the seven-County metropolitan area to review their Comprehensive Plan every 10 years. The Plan reflects the City's vision for future growth in the next 30 years and the implementation strategies to support that vision. In preparing their plan, Minnetonka developed "Growth Strategy Themes" that have evolved from continuous urbanization which now include the use of "Special Purpose Village Areas" and "Regional Growth Centers and Corridors" to assist in future development, increasing diversity in housing types, and improving community connectivity. For the Housing Study, the following items in the Minnetonka Comprehensive Plan were reviewed: Regional Setting and Demographics; Overall Policies and Growth Patterns, 2030 Land Use Plan; and Housing Plan.

### **City of Eden Prairie**

In October 2009, Eden Prairie updated their 1998 Comprehensive Plan in conjunction with the Metropolitan Land Planning Act that requires local governments in the seven-County metropolitan area to review their Comprehensive Plan every 10 years. The Plan encapsulates the City's vision for future growth in the next 30 years and the implementation strategies to support that vision. As part of their 2030 Comprehensive Plan Update, the City assembled a Housing Focus Group to assist in identifying housing issues with a focus on the need for senior housing. Their work is identified in the policies and goals established within the Plan. For the Housing Study, the following items were reviewed: Land Use Element; Housing Element; and Redevelopment and Economic Development.

## **City Policy Conclusions**

### **City of Minneapolis**

The Minneapolis plan was based on 2000 US Census and the 2006 American Community Survey plus data from the State Demographer. The City is forecasted to have a population of 435,000 by 2030, an increase of over 52,000 per this report. At the time of the Plan, there were 175,695 housing units in the City with a median housing unit age of 64 years. The City encourages development of housing that is environmentally sustainable and supports higher densities with new development. Mixing of uses such as housing with office and commercial is encouraged in areas well-connected by transit. The City established several housing policies to accommodate their vision including:

- Grow by increasing the supply of housing. This policy supports the development of new medium and high density housing in appropriate locations. The plan recognizes the benefits of increased density, but acknowledges that location matters. New housing

that is located on the City's transit corridors or in centers of activity provides the greatest benefit and creates the least amount of disruption.

- Increase housing that is affordable to low and moderate income households.
- Foster complete communities by preserving and increasing high quality housing opportunities suitable for all ages and household types. This includes providing and maintaining moderate and high density residential areas, as well areas predominantly developed with single and two-family structures.
- The City's housing policies are supported by the land use policies which look at preserving the stability and diversity of the City neighborhoods while allowing for increased density and promoting mixed-use development along transit corridors.

*Midtown Greenway Land Use Development Plan, February 23, 2007*

The Midtown Greenway ties much of the City together as it passes through 10 neighborhoods. The primary purpose of the plan is to provide clear policy direction for land use and development along the Midtown Greenway. The Plan evaluates the long-term viability of existing land uses along the corridor, identifies proposed future land uses and establishes a series of guidelines for new development. The Plan was created within the framework and guidance of the 2005 Minneapolis Plan, which was later updated in 2008 as the Minneapolis Plan for Sustainable Growth. Through the community process, twelve principles of greenway-supportive development were established that support the community's vision for the greenway. The Greenway also plays an important role for housing growth in the City. The 2005 Minneapolis plan designated the Greenway itself (plus other sites as within the corridor) as "Major Housing Sites." These areas are characterized as having available land and being appropriate locations for redevelopment with higher density housing types.

*Bassett Creek Valley Master Plan, March 8, 2000*

The Bassett Creek Valley Master Plan was developed as a 20-year vision for the area, proposing future land uses and identifying potential areas for redevelopment. Based on the visioning elements, the committees developed overarching design principles for the area. One principal was to develop design standards encouraging small-scale unobtrusive development which limited building height to 3 or 4 stories. The land use plan calls for future redevelopment of the land west of a planned new boulevard with residential units (up to 500) via a broad variety of housing types; this would be highly dependent on the occurrence of several anticipated land use changes. The plan recognizes potential negatives of new housing including that it may displace exiting businesses and remove houses. Retention of the existing housing stock is important to provide continuity between old, new and affordable housing.

*Lyn-Lake Small Area Plan, June 26, 2009*

The Plan outlines a long-range vision of approximately 10-15 years for land use and development in the Lyn-Lake area. The plan builds on existing land use policies in the Minneapolis Plan for Sustainable Growth and the Midtown Greenway Land Use and Development Plan. One of the principals guiding the plan is to support dense development which includes housing options for a variety of incomes and lifestyles. Demographically, the neighborhood is dominated by a younger population group which in part contributes to almost 2/3 of the population in this area having an income of less than \$50,000 a year. The demographic trends will likely result in the continued demand for high density rental housing. While transition to higher density residential development is called for in the surrounding area, some industrial uses and single-family homes will likely remain. This plan follows the guidance in the Minneapolis Plan for Sustainable Growth and thus slightly alters the densities found in the Midtown Greenway plan. This Plan designates more developments as mixed-use in the areas along West Lake Street (non-fronting parcels) and the Activity Center boundary to 28<sup>th</sup> Street West. The plan notes that the availability of affordable housing will continue to be an issue.

*Downtown East/North Loop Master Plan, October 2003*

The primary objective of the Master plan is to encourage renewed interest in living, working, and shopping in Downtown Minneapolis. The Master Plan proposes a vision that aims to integrate transportation and land use planning to create “complete” neighborhoods and capitalize on the introduction of transit to concentrate high density, mixed use development within walking distance of transit stations. The study notes that in the next 20 years, most of the anticipated growth in this sector will be in entertainment, retailing, restaurants and nightlife, as well as neighborhood-based retail services. Light rail transit will not make or break the development market, but public policies and ordinances will have an influence on the kind of development to occur. The housing forecast for the area anticipates an increase of 4,000 to 5,000 people in the next twenty years, but the consultant team feels that a population of 10,000 is needed for critical mass, and that with proper policies, this can be obtained. A new mixed -use zoning designation is identified for adoption to match the proposed land uses of “Complete Communities,” and a preference for mid-to high density mixed use developments in a collection of new neighborhood clusters is expressed.

**City of Golden Valley**

The demographics data used in the 2008 Plan originated from the 2000 Census, so there were/are concerns about its applicability today. Golden Valley is designated as a “developed” community by the Metropolitan Council and is projected to have modest growth by 2030 (experiencing an increase of population to 1,300 people and upwards of 600 new households). The City also anticipates an increase in seniors as more baby-boomers enter retirement age, and the need to track housing quality/maintenance given that 67% of their homes were constructed before 1970. The homes are mostly owner occupied; over 80% are owned with

71% of those homes in the form of single-family. Given the changing lifestyle trends and housing needs identified by Golden Valley, the City has planned for higher housing growth in the coming years. The focus will be on providing multi-family housing development along major transportation corridors. The City has created a Special Planning District, specifically the 394 District, which supports higher density housing within mixed use developments to facilitate life-cycle housing options for low to moderate income families. The 394 Mixed Use District was adopted in December of 2007 and consists of 200 acres. Twenty-five percent of the district is specifically allocated for residential development at a density between 5 and 11.9 units per acre. To address their housing needs and concerns, the City adopted the following objectives:

- Strive for at least 10% of the City’s housing supply to be designed or dedicated exclusively for seniors.
- Push for affordable units in developments containing 30 or more units.

### **City of St. Louis Park**

#### *Semi-Annual Housing Programs Report—June 2012*

St. Louis Park is a developed community that is expected to see modest residential growth of 9% and substantial job growth of 29% between the years of 2000 to 2030. The City is expecting a growth of around 2,000 households by 2030. The City has identified several planned and potential redevelopment sites to accommodate their future housing growth which will consist mostly of medium to high density or mixed use housing. The City’s planned redevelopment areas have sufficient land designated to accommodate at minimum 650 units with the potential of more than 1,600 units. Although the City’s housing stock is well diversified, they have discovered that they have an aging housing stock with two-thirds of all homes built between 1940 and 1970, and that they are losing residents who are looking for “move-up” or larger homes (1,500 square feet, 3 bedroom 2 bath). The housing needs typically expressed by City residents include “move-up” homes and housing choices for empty nesters. To meet their future land use and housing needs, the City has adopted goals and strategies including:

- Establish target numbers of different housing types to ensure life-cycle housing options are available;
- Ratio of owner/rental housing should be approximately 60% owner-occupied and 40% rental;
- Consider a broader range of housing types and densities within and adjacent to low density neighborhoods (where appropriate);
- Due to limited land, a priority is placed on the creation and maintenance of detached, owner-occupied single-family homes;

- Promote and facilitate construction of larger family size homes;
- Promote higher density housing near transit corridor and employment centers;
- Protect planned industrial areas from encroachment by other uses;
- Encourage and support the appropriate expansion of industrial businesses;
- Pursue redevelopment of future transitway stations areas as transit-oriented mixed-use;
- Continue to enhance Park Commons as the City’s primary “town center;”

In general, the 2030 land use plan is patterned toward a greater integration of complimentary land uses specifically in the areas of neighborhood commercial corridor nodes, LRT Stations, Industrial and Business Parks, Town Center-Park Commons and neighborhoods. The City has adopted a “Plan by Neighborhood” plan that identifies the 35 Neighborhoods grouped into 7 “Neighborhood Planning Areas” (NPA), which are the backbone of the City. The NPA’s were established to more efficiently facilitate neighborhood input and identify common neighborhood issues and opportunities. The City has a full time Community Liaison position focused on the coordination of neighborhood programs, organizations and activities.

#### *Semi-Annual Housing Programs Report—June 2012*

The report summarizes the housing matrix with the following bullet points and highlights:

- The City is experiencing a multi-family construction boom: over 400 apartment units are under construction with 58 more proposed;
- 22 rental homes are being constructed;
- 6 new large single-family homes are being built, 5 were teardowns/rebuild;
- Owner occupancy is remaining relatively stable;
- Rental of duplexes remain strong and reflect a strong rental market;
- 17% of single-family homes are now categorized as large homes;
- 39% of the housing stock is considered affordable.



## City of Hopkins

The planning horizon for the Comprehensive Plan is the year 2030, and the demographics data used for the preparation is from the 2000 census. The Metropolitan Council anticipates a pattern of minor population growth from the present to 2030 with a majority of the growth occurring via redevelopment initiatives along key corridors including the SWLRT station sites. Regarding housing, the City sets out goals to protect and maintain their older single-family neighborhoods, take advantage of redevelopment opportunities to provide new housing choices, and encourage owner-occupied housing where feasible but continue to accommodate affordable housing and remain open to new housing types as redevelopment occurs. The City's Land Use plan supports their housing goals by creating Planning Districts and a Mixed-Use category to accommodate a variety of land uses along the SWLRT station sites. The Mixed Use Districts assumes development at 60% residential with a minimum threshold of 30-plus units per acre. The City has conducted past studies looking at development near their station sites; the "East Hopkins Land Use and Market Study" and the "County's Station Area Planning study" both independently examine potential development scenarios at the proposed station sites. A key component of the City's land use plan is to protect their downtown character and economic viability.

## City of Edina

### Comprehensive Plan

For Edina we learn that the planning horizon for the Comprehensive Plan is the year 2030 and the demographics data used for the preparation is from the 2000 census. The Plan notes that Edina is predominantly developed with over 60% of homes being single-family and 76% of all homes being owner occupied and in good condition. Importantly, the City recognizes that there is a housing affordability problem within the City with lower and moderate income workers being priced out of the housing market. This has created a workforce that has 85% of workers commuting into the City. The Plan also notes that the most significant future change in housing will be to serve the aging population. In 2030, 35% of the City's population is projected to be over 65 years in age. The City's ability to accommodate their older population is relative to their ability to supply housing and transportation needs as reflected in the following housing goal established by the City:

*Promote increased housing opportunities and a diversity of housing by utilizing mixed use development and promoting alternative transit modes.*

The basic theme to Edina's future land use plan is to preserve existing low-density neighborhoods and focus on areas where change is expected through redevelopment or infill development with compatible uses to meet the changing needs of the residents. The future land use plan has identified potential growth areas mostly within the SE quadrant of the City. The City recognizes that the land use plans outlined may need to be changed to meet market and ownership conditions.

### Grandview Heights Small Area Plan

The Grandview Heights Small Area plan examined redevelopment opportunities near the intersection of Highway 100 and 50<sup>th</sup> Street South in the City of Edina. The plan recommends (consistent with the Comprehensive Plan) that the district evolve into a well-defined mixed-use center. The vision identified for the area is not completely consistent with current zoning regulations, so ordinance changes may be necessary. Specifically, the designs and site plans being contemplated will likely require the adoption of a form-based code to regulate building form and parking. The plan recognizes that through the redevelopment, a range of housing types and choices to address multiple markets (including seniors, teens, singles, etc.) will be an important component to ensure the vision is achieved.

### **City of Minnetonka**

The Regional Setting and Demographics are outlined by the City in a comprehensive review of past studies and the demographics of Minnetonka and surrounding communities. The data used was from past census bureaus, past comprehensive plans and forecasting numbers provided by the Metropolitan Council. Minnetonka is considered a “developed area” according to the Metropolitan Council 2030 Development Framework. The City is 98% developed with expected moderate growth. The demographics show that the City is dominated by quality single family-homes on large lots in an area of high land values. As a result, few single-family homes are affordable to moderate income families. A mixture of housing types is needed to maintain and attract families, seniors and housing for employees of local businesses. This is specifically needed for the aging senior population which requires a multiple of lifestyle & housing needs. The City expects most of its future (new) housing will result from redevelopment and has accordingly established redevelopment policies that include:

- Encouragement of redevelopment projects that include mixed income housing (including affordable units) while balancing density and the preservation of natural resources.
- Pursuit of redevelopment opportunities that incorporate higher density housing and development intensity near transit hubs and corridors that allows access to employment and services.
- Providing incentives or other reinvestment techniques to encourage the redevelopment or rehabilitation of buildings and/or land uses.

The City recognizes that the limited amount of land available for development creates difficulties to implement broad based housing strategies, and that each redevelopment opportunity will have a unique set of land use features and planning and policy implications. Based on this, the City has created several tools when considering future development

including updating ordinances, providing density bonuses, allowing for PUD cluster designs, by-right Mixed Use development, and utilizing TOD design when adjacent transit areas.

## City of Eden Prairie

### Comprehensive Plan

Eden Prairie is now largely developed with only 3% of the City consisting of vacant developable land. Development of housing in Eden Prairie over the years has resulted in an even mix of single-family and multi-family units that are largely owner-occupied. The plan acknowledges that in the late 2000s, housing construction had shifted toward multi-family homes, and that future growth will occur in the form of redevelopment. The City identified two specific areas for redevelopment to occur: the Major Center Area and the Golden Triangle Area. Housing opportunities within the two areas will consist of higher densities serving a variety of housing types intended to support an economically diverse population. In the Major Center Area (specifically the Town Center), 3,683 units are proposed on 48 acres at densities up to 75 units per acre. In the Golden Triangle, 2,680 units are proposed on 144 acres with densities between 10-40 units per acre. Both areas will also allow mixed uses with a combination of primarily commercial and office. The SWLRT was incorporated into the planning of the two Areas with transit supportive uses and densities programmed within ½ mile of the SWLRT stations in both districts. As part of the Comprehensive Plan, the City has adopted six housing goals:

- Promote and encourage lifecycle housing for all age groups, household sizes and income levels.
- Promote new affordable housing units.
- Lower development costs for low and moderate income, elderly and special needs residents.
- Work in partnership with the private and public sector to help finance demonstration projects.
- Promote the reinvestment in older housing stock and neighborhoods.
- Promote the location of new housing with convenient access to basic services (including transit).

### Eden Prairie Major Center Area Study

The original Major Center PUD plan was created in 1973 and was updated in 2005. The revised study incorporated recent trends and influences to formulate a vision for the next 25 years such as the success of the Eden Prairie Center, increased land values, the coming SWLRT line, and regional trends like increased road congestion and a metro-wide desire for higher density mixed use development for aging baby boomers. The Major Center Area (MCA) consists of 1,200 acres of land allowing for virtually all land use types. It is the City's primary destination for shopping and entertainment and is intended to be a regional draw for shoppers given the Eden Prairie Center. The addition of higher density housing and offices will also promote its vitality. The future land use plan for MCA includes a "Town Center" area and additional multi-family housing.

### Strategic Plan For Housing And Economic Development 2012-2018

This plan is an update to the 2005 Strategic Plan and was developed to prioritize the City's current projects and identify implementation strategies and funding sources for the next seven years. The plan incorporates various policies and strategies from the 2008 Comprehensive Plan Update. The Plan highlights the five SWLRT station areas, and lists the projects associated with each station along with timelines, strategies and potential funding sources. Also included are the Housing projects planned for the upcoming years and the key policy priorities the City has established such as affordable housing programs and allocation of available funding sources. The plan includes the following notes for the five Station Area Plans:

- **City West Station:** located on the new United Health Group campus, this station will provide a direct connection to this major employer for all commuters as far away as St. Paul. Retail and restaurant opportunities will likely be enhanced to serve employees and commuters at this station.
- **Golden Triangle Station:** serving the Golden Triangle business park, this station provides mass-transit to an area containing in excess of 20,000 jobs. Two-hundred acres of nearby land is guided for sustainably designed, mixed use development containing over 2600 housing units and up to 700,000 square feet of additional retail and office space (all within a 10 minute walk of the station).
- **Town Center Station:** This station is anticipated to serve mostly walkers and bicyclists from existing and planned land uses in the Town Center area which includes a wide variety of retail, restaurants, apartments and other businesses. Further development in and around Town Center will add to this station's user base.
- **Southwest Station:** this station is highlighted by a major express bus park-and-ride and its proximity to over 3000 medical and office jobs within a short walking distance. The City is seeking to maintain and enhance the existing mix of residential and commercial uses within a 10 minute walk of this site.

- **Mitchell Station:** Mitchell station will be the western most station and will include a major park and ride facility. Most of the surrounding land is developed for office and industrial uses, but the City envisions more office and high-density residential will be constructed with the opening of SWLRT.

## Impact to Housing Policies along the SWLRT Corridor

### City of Minneapolis

The City of Minneapolis has adopted many studies that take into account the potential development of new transit lines and how that may impact their proposed growth. Throughout each plan, the City remains generally consistent on their policies on how to address future development. The City realizes that higher density housing will be needed and is supportive of utilizing mixed-use developments to accommodate the varying housing and retail needs associated with transit. Although the plans identified the need for a variety of housing types, there was limited language specific to senior housing and warnings that affordable housing may be an issue.

### City of Golden Valley

Although the SWLRT corridor does not include the City of Golden Valley, the City will be influenced by its construction. The City's 394 Special Planning District is well situated to compliment the SWLRT as a potential destination for new development along the corridor's periphery. SWLRT will also benefit the City in that senior and affordable units constructed within the 394 Special District will have significantly improved access to mass transit as compared to other areas of the City.

### City of St. Louis Park

The SWLRT could provide St. Louis Park the means to accommodate the housing and transportation needs for people filling the increase job opportunities forecasted for 2030. The goals of the land use plan to prepare for each transit site and allow more flexible housing—plus the creation of a new Business Park classification—will promote new housing and business opportunities along the corridor. The City's comprehensive plan includes several land use goals that may create a competing conflict with the limited redevelopment land available as the City looks to protect industrial land, add larger homes, add new housing types next to low density homes and promote redevelopment. However, the City has established a monitoring process and the "Plan by Neighborhood" chapter enables them to adjust their needs appropriately.

### City of Hopkins

The City of Hopkins has been an advocate of the SWLRT project and has appropriately planned for the potential development and redevelopment along the corridor and station areas. They

recognize that limited development space is available and redevelopment will have to occur at higher than current densities (a sentiment reflected in their Comprehensive Plan). However, potential conflict may occur as new development could encroach upon some areas the City is striving to preserve such as single-family neighborhoods, vibrant industrial areas, and the downtown.

### **City of Edina**

The SWLRT can benefit the City of Edina by creating a transportation option that the City is seeking for their aging population and the workforce that is commuting to the City. However, the City's land use plan has concentrated the higher density housing in the SE quadrant of the City, away from any proposed SWLRT transit station. The City's support of small area planning, as demonstrated by the Grandview Heights plan, could allow for future developments to establish themselves closer to the transit lines. Such developments would need to provide a mixed of uses that include the affordable housing options that the City is seeking. The Grandview Heights Plan created a well-defined mixed use center that supports many of the City goals, but its implementation will require revisions to the City's zoning codes. The City has supported mixed-use development in the zoning codes by recently amending the ordinances to allow residential uses in a commercial district.

### **City of Minnetonka**

The City of Minnetonka has developed planning strategies and housing policies that are proactive and reflective to the potential development that may occur with the construction of the SWLRT corridor. The tools and strategies that they have installed will provide additional housing to accommodate their residential needs and support the needs of future users of the SWLRT. Per their Comprehensive Plan, the City has adopted several actions that support their housing goals which include: a resolution that recommends that 10%-20% of units in new multi-family housing development be sold at an affordable price as set by the Metropolitan Council, a new Southwest Light Rail Transit Overlay District, and a policy that increases the pooling fund in TIF districts if used for the development of affordable units.

### **City of Eden Prairie**

The City of Eden Prairie has developed planning strategies and housing policies that are proactive and reflective of the potential development that may occur in conjunction with the coming SWLRT corridor. The City has planned for a population and housing that exceeds the Metropolitan Council 2030 forecasts. By preparing for the higher projections, they are well positioned to accommodate any future growth that may be associated with the construction of the SWLRT. With the addition of 6,600 new jobs by United Health Group, the City may need housing to serve young professionals that are looking for high amenity housing adjacent the SWLRT corridor.



HOUSING PROGRAMS

## Housing Program Overview

There are a variety of tools and strategies the communities along the SWLRT line provide that are designed to improve and enhance housing choices and services. Because the federal government has been decentralizing housing policy for decades, state and local governments increasingly help finance housing programs. The following section summarizes housing programs and policies currently being implemented by the Cities of Eden Prairie, Edina, Golden Valley, Hopkins, Minneapolis, Minnetonka, and St. Louis Park.

The availability of housing programs and strategies depends on a variety of factors for each community, such as: funding mechanisms, comprehensive plans, political will, local housing market challenges and opportunities, land constraints/availability, age of housing stock, etc. Many cities strive to provide programs supporting a wide variety of housing choices across all incomes, housing types, sizes, and price points. Table HP-1 on the following pages summarizes these policies and programs by community.

It is important to note that programs and program names vary from community to community and no two communities offer the same combination of programs. As a result, each community may administer and fund programs differently. Table HP-1 identifies programs using the following acronyms:

**AC:** Program is administered by the individual community

**AP:** Program is administered by city, but the city partners with a 3<sup>rd</sup> party organization.

**AN:** Program is administered through individual neighborhood organizations

**R:** Program is referred to a 3<sup>rd</sup> party organization.

Table HP-2 summarizes all of the housing programs by community and the administration type. The following bullet points highlight key findings from Table HP-1 and HP-2.

- The number and type of programs vary significantly from city to city along the SWLRT Corridor. While the Cities of St. Louis Park and Minneapolis offer numerous housing programs (17+); Golden Valley and Edina offer very few.
- There is no housing program that is offered in all seven communities. However, there are four programs that are offered by five of the seven communities; as identified below:
  - Housing Fair
  - Deferred Loan Program
  - First-Time Home Buyer Program
  - Land Trust



TABLE HP-1 HOUSING PROGRAMS BY CITY November/December 2012								
Housing Program	Program Overview	COMMUNITY						
		Eden Prairie	Edina	Golden Valley	Hopkins	Minneapolis	Minnetonka	St. Louis Park
<b>Architectural Design Services</b>	City partners with local architects to provide design consultation with homeowners. Homeowner pays a small fee for service, while City absorbs the majority of the cost. No income restriction.	--	--	--	--	--	--	AP
<b>Community Energy Services</b>	Energy conservation program for all homeowners, regardless of income. Partnership with City, Centerpoint Energy, Xcel Energy, and the Center for Energy and the Environment (CEE) to conduct home energy audit for discounted rate.	--	--	--	--	AP	--	AP
<b>Community Fix-up Funds</b>	Home improvement loan that can be used for most home improvement projects. Loan amounts up to \$35k with terms up to 20 years. Program is operated through MN Housing and is subject to income guidelines.	--	--	--	--	--	--	AP
<b>Corridor Housing Program</b>	Program where city provides a funding source to acquire sites for multifamily housing development on or near community, commercial, or transit corridors. Funds can also be utilized to assemble larger redevelopment sites for new mixed-income and ownership multifamily housing. At least 20% of the units need to be affordable.	--	--	--	--	AC	--	--
<b>Deferred Loans/Home Rehab Loans/ Code Abatement Loans</b>	Deferred loan program to homeowners with qualified incomes. Designed to provide needed maintenance, energy efficiency improvements, code violation improvements. Some cities forgive the loan after a specified period of time, others require repayment at time the home is sold or in 30 years.	AP	AP	--	--	AP	AP	AP
<b>First-Time Home Buyers</b>	Below market-rate mortgage loans for first-time homebuyers, or those who have not owned a home in the past three years. Financial assistance may also be available for down payment, closing costs, and principle reduction. Usually subject to income guidelines, purchase price limits, and eligible property. Some cities partner with a 3rd party.	AP	AP	--	--	AP	AP	AP
<b>Foreclosure Incentives</b>	Forgivable loan to income-eligible homebuyers purchasing a foreclosed or vacant home in a designated neighborhood. Loan can be applied to down payment or closing costs.	--	--	--	--	AP	--	AP
<b>Foreclosure Prevention</b>	Counseling and financial assistance to homeowners and renters facing possible foreclosure. Typically partnered with a 3rd party such as the MN Homeownership Center or Community Action Partnership for Suburban Hennepin.	--	--	--	--	--	R	R
<b>Key</b> AC = Administered by City AP = Administered by City, but partnered with another organization. City typically provides funds to the 3rd party organization. AN = Administered by individual neighborhood groups R = Referred to another party								

CONTINUED

TABLE HP-1 (Cont.) HOUSING PROGRAMS BY CITY November/December 2012								
Housing Program	Program Overview	COMMUNITY						
		Eden Prairie	Edina	Golden Valley	Hopkins	Minneapolis	Minnetonka	St. Louis Park
<b>Green Homes Program</b>	Provides new green constructed homes in North Minneapolis on city-owned vacant lots. Buyers must meet income restrictions. City collaborates with multiple organizations with a goal to build 100 green homes in five years.	--	--	--	--	AP	--	--
<b>Green Remodeling Program</b>	Program offers technical and financial assistance to homeowners. City matches utility rebates for energy efficiency improvements and may offer reduced interest rate loans on green certified remodeling projects.	--	--	--	--	--	--	AP
<b>H.O.M.E. Program</b>	Persons 60 and over receive homemaker and maintenance services. Typical services include house cleaning, grocery shopping, yard work/lawn care, and other misc. maintenance requests.	AP	AP	--	--	--	R	--
<b>Home Buyer Education/Counseling</b>	Targeted to low to moderate-income individuals and/or 1st time homebuyers. Step-by-step instruction, workshops, and expert advice on the home buying process, including financial planning, budgeting, and assistance with mortgage loan approval.	AP	--	--	--	AP	R	--
<b>Home Energy Loans</b>	Loans for home improvements (up to \$10k) that increase energy efficiency (i.e. replacing windows, insulation, furnace, etc.). No income limit in most cases and financed through 3rd party.	--	--	--	--	--	--	AP
<b>Home Improvement Area (HIA)</b>	HIAs allow a townhome or condo association low interest loans to finance improvements to common areas. Unit owners repay the loan through fees imposed on the property, usually through property taxes. Typically a "last resort" financing tool when associations are unable to obtain traditional financing due to the loss of equity from the real estate market or deferred maintenance on older properties.	AC	--	--	AC	--	AC	AC
<b>Home Sale Point of Sale</b>	City ordinance requiring an inspection prior to the sale or transfer of residential real estate. The inspection is intended to prevent adverse conditions and meet minimum building codes. Sellers are responsible for incurring any costs for the inspection. Depending on the community, evaluations are completed by city inspectors or 3rd party licensed inspectors.	--	--	AC	AC	AC	--	AC
<b>Housing Fair</b>	Free seminars and advice for homeowners related to remodeling and home improvements. Most housing fairs offer educational seminars and "ask the expert" consulting services. Exhibitors include architects, landscapers, building contractors, home products, city inspectors, financial services, among others.	--	--	AP	AP	AN	AP	AP
<b>Key</b> AC = Administered by City AP = Administered by City, but partnered with another organization. City typically provides funds to the 3rd party organization. AN = Administered by individual neighborhood groups R = Referred to another party								
<b>CONTINUED</b>								

TABLE HP-1 (Cont.) HOUSING PROGRAMS BY CITY November/December 2012								
Housing Program	Program Overview	COMMUNITY						
		Eden Prairie	Edina	Golden Valley	Hopkins	Minneapolis	Minnetonka	St. Louis Park
<b>Housing Replacement Tax Increment Financing (TIF)</b>	Tool that reimburses some of the costs incurred by the city in acquiring blighted properties and preparing for redevelopment. The program has an emphasis on providing affordable housing.	--	--	--	--	AP	--	--
<b>Land Trust</b>	Utilizing a long-term 99-year ground lease, housing is affordable as the land is owned by a non-profit organization. Subject to income limits and targeted to workforce families with low-to-moderate incomes. If the family chooses to sell their home, the selling price is lower as land is excluded.	AP	AP	--	--	AP	R	R
<b>Live Where You Work</b>	Program designed to promote homeownership in the same community where employees work. City provides a grant to eligible employees to purchase a home near their workplace. Employers can also contribute or match the city's contribution. Participants must obtain a first mortgage through participating lenders. The grant can be allocated towards down payment assistance, closing costs, and gap financing. Some restrictions apply (i.e. length of employment, income, home buyer education, etc.)	--	--	--	--	AN	--	AC
<b>Move-up Loans</b>	Designed to keep residents in the community vs. selling and moving to another community. Low interest loan designed to keep existing homeowners to stay in their home through remodeling or additions. Usually subject to income guidelines and deferred payment of loan until home is sold. Loans may be forgiven if resident lives in the home after 30 years.	--	--	--	--	--	--	AP
<b>Nonprofit Development Assistance</b>	Encourages the development of affordable multifamily housing, including rental and ownership housing projects. Provides funding to offset administrative costs to non-profit developers up to \$30k per development.	--	--	--	--	AC	--	--
<b>Public Housing</b>	Public housing offers affordable rental housing for eligible low-income families, the elderly, and persons with disabilities. Public housing comes in a variety of types and sizes; from single-family scattered rentals to high-rise apartments. HUD administers Federal aid to local housing agencies (HAs) that manage the housing for low-income residents at rents they can afford.	--	--	--	AC	AC	AP	AC
<b>Realtor Forum</b>	Typically administered by City with partnership by local school board. Inform local Realtors about school district news, current development projects, and other marketing factors related to real estate in the community. In addition, Realtors usually receive CE credits.	AC	--	--	--	--	--	AC

**Key**  
 AC = Administered by City  
 AP = Administered by City, but partnered with another organization. City typically provides funds to the 3rd party organization.  
 AN = Administered by individual neighborhood groups  
 R = Referred to another party

CONTINUED

TABLE HP-1 (Cont.) HOUSING PROGRAMS BY CITY November/December 2012								
Housing Program	Program Overview	COMMUNITY						
		Eden Prairie	Edina	Golden Valley	Hopkins	Minneapolis	Minnetonka	St. Louis Park
<b>Rental Collaboration</b>	City organizes regular meetings with owners, property managers, and other stakeholders operating in the rental housing industry. Collaborative, informational meetings that includes city staff, updates on economic development and real estate development, and updates from the local police, fire department, and building inspection departments.	AC	--	--	AC	--	AC	AC
<b>Remodeling Advisor</b>	Typically a City partners with 3rd party such as the Center for Energy & Environment (CEE) to provide expert advise to homeowners. Remodeling advisors can help evaluate home improvement projects, review bids, building codes, zoning, etc.	--	--	--	--	--	--	AP
<b>Remodeling Handbook</b>	Planbook to assist homeowners in renovating older housing stock in first-ring suburban communities. Collaboration with a number of inner-ring communities. Available in electronic PDF.	--	--	AP	AP	--	--	AP
<b>Remodeling Tours</b>	City-driven home remodeling tour intended to promote the enhancement of the housing stock through home renovations/additions. Homeowners open their homes to the public to showcase home improvements.	--	--	--	--	--	--	AC
<b>Rental License</b>	City implemented program licensing rental properties in the community. Designed to ensure all rental properties meet local building and fire safety codes. Typically enforced by the fire marshal or building inspection department. Many cities require annual license renewal.	AC	--	--	AC	AC	--	AC
<b>Reverse Mortgage Counseling</b>	Homeowners 62 and over receive counseling that allows the homeowner to receive a loan against the home for up-front cash. Typically partnered with a 3rd party organization such as the Community Action for Suburban Hennepin.	--	--	--	--	--	R	R
<b>Senior Housing Regeneration Program</b>	Partnership between multiple organizations that assists seniors transitioning to alternative housing options such as senior housing, condominiums, townhomes, etc.	--	--	--	--	AP	--	--
<b>Vacant Housing Recycling Program</b>	Partnership between city and neighborhoods designed to remove blighted properties and provide matching funds for the acquisition and disposition of residential properties. City will then sell lot intended for new home construction.	--	--	--	--	AP	--	--
<b>Key</b> AC = Administered by City AP = Administered by City, but partnered with another organization. City typically provides funds to the 3rd party organization. AN = Administered by individual neighborhood groups R = Referred to another party								
Source: Maxfield Research Inc., Interviews with City staff								

- There are a number of housing programs that are referred to 3<sup>rd</sup> party organizations that are not identified on Table HP-1. Some of the more common 3<sup>rd</sup> party referral organizations include the Community Action Partnership for Suburban Hennepin County, Minnesota Homeownership Center, Center for Energy and the Environment, Centerpoint Energy, Xcel Energy, among numerous others.

Program Type	COMMUNITY						
	Eden Prairie	Edina	Golden Valley	Hopkins	Minneapolis	Minnetonka	St. Louis Park
AC = Administered by City	4	--	1	5	5	2	8
AP = Administered by City, but partnered with another organization	5	4	2	2	10	4	12
AN = Administered by individual neighborhood groups	--	--	--	--	2	--	--
R = Referred to another party	--	--	--	--	--	5	3
<b>Summary</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>17</b>	<b>11</b>	<b>23</b>

Source: Maxfield Research Inc., Interviews with City staff

### Future Collaboration

As illustrated in Tables HP-1 and HP-2, there are a number of housing programs that are offered by multiple cities. Since most housing challenges do not stop at municipal boundaries, there may be opportunities to increase collaboration among communities while realizing efficiencies. By addressing housing concerns at the corridor-wide level, municipalities can work together by pooling resources and creating economies of scale. A “one stop shop” could be created bringing together the public and the private sector to help navigate the housing development process while addressing common goals and housing issues that will enhance the SWLRT Corridor.

The following two links highlight documents on jurisdictional collaboration.

#### ***Suburban Housing Collaboration - Chicago***

[http://www.metroplanning.org/uploads/cms/documents/pnv\\_nov2011\\_spotl\\_web\\_small.pdf](http://www.metroplanning.org/uploads/cms/documents/pnv_nov2011_spotl_web_small.pdf)

#### ***Cross-Jurisdiction Collaboration - Accenture***

[http://www.accenture.com/SiteCollectionDocuments/PDF/Accenture\\_Cross-Jurisdiction\\_Collaboration\\_Innovative\\_Operating\\_Models\\_for\\_Governments\\_and\\_Institutions\\_Full\\_Report.pdf](http://www.accenture.com/SiteCollectionDocuments/PDF/Accenture_Cross-Jurisdiction_Collaboration_Innovative_Operating_Models_for_Governments_and_Institutions_Full_Report.pdf)

## Other Housing Programs

Table HP-1 identifies programs already being implemented by communities along the SWLRT corridor. The following bullet points identify other housing programs that are employed in other cities throughout the State of Minnesota designed to aid and improve housing. The following is a sampling of other potential programs that are not currently available along the SWLRT corridor.

- Inclusionary Housing – Inclusionary housing policies and programs rely on private sector housing developers to create affordable housing as they develop market rate projects. Inclusionary zoning encourages or mandates the inclusion of a set proportion of affordable housing units in each new market rate housing development above a certain size. These programs are popular approaches for local and state governments to encourage the development of affordable housing.
- Density Bonuses - Since the cost of land is a significant barrier to housing affordability, increasing densities can result in lower housing costs by reducing the land cost per unit. Local governments can offer density bonuses as a way to encourage higher-density residential development while also promoting an affordable housing component.
- Construction Management Services – Assist homeowners regarding local building codes, reviewing contractor bids, etc. Typically provided as a service by the building department or third party (such as the Center of Energy and Environment or the Greater Metropolitan Housing Corporation).
- Historic Preservation – Encourage residents to preserve historic housing stock in neighborhoods with homes with character through restoring and preserving architectural and building characteristics. Typically funded with low interest rates on loans for preservation construction costs.
- Mobile Home Improvements – Offer low or no-interest loans to mobile home owners for rehabilitation. Establish income-guidelines based on family size and annual gross incomes.
- Rent to Own – Income-eligible families rent for a specified length of time with the end-goal of buying a home. The City or HRA saves a portion of the monthly rent that will be allocated for a down payment on a future house.
- Land Banking – Land Banking is a program of acquiring land with the purpose of developing at a later date. After a holding period, the land can be sold to a developer (often at a price lower than market) with the purpose of developing affordable housing.

- Infill Lots – The City or HRA purchase blighted or substandard housing units from willing sellers. After the home has been removed, the vacant land is placed into the program for future housing redevelopment. Future purchasers can be builders or the future owner-occupant who has a contract with a builder. Typically all construction must be completed within an allocated time-frame (one year in most cases).
- Lot Subdivisions – The City, HRA, or EDA act as the land developer and bring a new subdivision to the market. The governmental agency purchases the raw land, provides all infrastructure, and markets the lots to builders and home buyers. Many programs target a mix of market rate and affordable lots. Incentives can be provided on numerous levels, such as: household size credit, down payment assistance, waivers of assessments, rebate programs, etc.
- Rental-to-Owner Neighborhood Programs – Program targeted to neighborhoods where former owner-occupied homes have been converted to rental units (popular in college communities). Program where the property is converted from rental back to owner-occupied housing and transferred from non-homestead to homestead. Deferred loans may be offered to repair the home; typically no income requirement.
- Home-Building Trades Partnerships – Partnership between local Technical Colleges or High Schools that offer building trades programs. Affordability is gained through reduced labor costs provided by the school. New housing production serves as the “classroom” for future trades people to gain experience in the construction industry.
- Transfer of Development Rights – Transfer of Development Rights (TDR) is a program that shifts the development potential of one site to another site or different location, even a different community. TDR programs allow landowners to sever development rights from properties in government-designated low-density areas, and sell them to purchasers who want to increase the density of development in areas that local governments have selected as higher density areas.
- Waiver or Reduction of Development Fees – Many communities impose a variety of fees on developers, including impact fees, utility and connection fees, park land dedication fees, etc. Fees vary widely from municipality to municipality, but can account for a sizable portion for the costs of housing. To help facilitate affordable housing, some communities waive or reduce these fees and pass the cost savings onto the housing consumer.

## Hennepin County Housing Programs

In addition to the community-led housing programs inventoried in Table HP-1, the following bullet points summarize programs administered through Hennepin County Housing Development and Finance and Hennepin County Housing, Community Works and Transit Department. Many of these programs can be viewed at the following URL:

<http://www.hennepin.us/portal/site/HennepinUS/menuitem.c821986e7144921df8735443fbe06498/?vgnextoid=6b6971e99b812210VgnVCM100000c80f4689RCRD>

- Community Development Block Grant (CDBG): Hennepin County is the entitlement recipient of HUD CDBG funds for all suburban communities except Bloomington, Eden Prairie, Minnetonka, and Plymouth. Under the terms of the current Joint Cooperation Agreement, the cities of Edina, Hopkins, and St. Louis Park receive a direct allocation amount from the county for implementation consistent with the county's 5-Year Consolidated Plan. Golden Valley is eligible for CDBG funds through the Consolidated Pool RFP.
- HOME Investment Partnerships Program (HOME): Hennepin County is the entitlement recipient of HUD HOME funding for all of suburban Hennepin County. Funds are awarded to projects based on an annual RFP process.
- Lead Hazard Control: Hennepin County receives competitive HUD Lead Hazard Control funding for all of Hennepin County. Funds are awarded to property owners on a first come, first serve basis through an application process.
- Healthy Homes Program: Hennepin County receives competitive HUD Healthy Homes funding for suburban Hennepin County. Funds are awarded to property owners on a first come, first serve basis through an application process.
- Deferred and Emergency Rehab Loan Program: the Hennepin County Housing and Redevelopment Authority (HCHRA) receives competitive Minnesota Housing funding for Deferred and Emergency Rehab loans in suburban Hennepin County. Funds are awarded to property owners on a first come, first serve basis through an application process.
- Affordable Housing Incentive Fund (AHIF): The HCHRA funds and administers the Affordable Housing Incentive Fund (AHIF) to support the preservation and creation of affordable housing units in Hennepin County. Funds are awarded to projects based on an annual RFP process.



- Transit Oriented Development (TOD) program: The HCHRA funds and administers the Transit Oriented Development (TOD) program to support development (including housing) on or near Hennepin County transit corridors. Funds are awarded to projects based on an annual RFP process.
- Conduit Debt Financing: The HCHRA has the ability to issue conduit debt financing (i.e. tax exempt revenue bonds) in Hennepin County. Projects are considered on a case by case basis, and only with municipal support.

### Other Resources

#### ***Minnesota Housing Finance Agency (MHFA)***

The Minnesota Housing Finance Agency (MHFA) has assembled a matrix of housing programs and finance mechanisms that follows Table HP-1 on the following page. The document can also be accessed via the Internet at:

[http://www.mnhousing.gov/idc/groups/public/documents/document/mhfa\\_005882.pdf](http://www.mnhousing.gov/idc/groups/public/documents/document/mhfa_005882.pdf)

#### ***Minnesota Home Ownership Center***

We also recommended reviewing resources from the Minnesota Home Ownership Center. In particular, we suggest reviewing the document “Home Rehab and Repair Matrix.”

<http://www.hocmn.org/en/index.cfm>



Multifamily Housing Resource Summary

	<u>LOW AND MODERATE INCOME RENTAL PROGRAM (LMIR)</u>	<u>FLEXIBLE FINANCING for CAPITAL COSTS (FFCC)</u>	<u>HOUSING TAX CREDIT PROGRAM (HTC)</u>
<b>Financing Type</b>	<b>Amortizing First Mortgage Loan</b>	<b>Deferred Loan</b>	<b>Tax Credit</b>
<b>Program Description</b>	Mortgage funds for new construction/substantial rehabilitation of rental housing or acquisition and rehabilitation of existing rental housing, or refinance/debt-restructure.	Only available with a LMIR Loan. See the LMIR Summary.	Provides Tax Credits to reduce federal income tax liability for qualifying property owners who agree to rent to low and moderate income tenants.
<b>Type of Housing</b>	Rental housing development involving new construction, substantial rehabilitation or acquisition with substantial rehabilitation. Minimum development size twenty units.	Rental housing development involving new construction, substantial rehabilitation or acquisition with substantial rehabilitation. Minimum development size twenty units.	Rental housing development involving new construction, substantial rehabilitation or acquisition with substantial rehabilitation.
<b>Eligible Applicant</b>	Limited dividend or non-profit sponsor	Limited dividend or non-profit sponsor	Non-profit and for-profit sponsor, Partnership, Limited liability entity, and Community Development Organizations
<b>Tenant Income Limits and Eligibility Requirements</b>	40% @ 60% AMI; or 20% @ 50% AMI; and 25% unrestricted; Balance up to 100% AMI	40% @ 60% AMI; or 20% @ 50% AMI; and 25% unrestricted; Balance up to 100% AMI	50% AMI or 60% AMI
<b>Rent Restrictions</b>	40% of Units @ 60% AMI; or 20% of Units @ 50% AMI; and Balance of Units @ Minnesota Housing determined "Market"	40% of Units @ 60% AMI; or 20% of Units @ 50% AMI; and Balance of Units @ Minnesota Housing determined "Market"	40% of Units @ 60% AMI; or 20% of Units @ 50% AMI; Priority for affordable at 50% and 30% AMI
<b>Term</b>	> 30 year fully amortizing loan	Tied to LMIR loan with a balloon maturity	30 years for compliance
<b>Interest Rate</b>	> 30 Year Fixed Rate. For current rates visit <a href="http://www.mnhousing.gov/consumers/rates/index.aspx">http://www.mnhousing.gov/consumers/rates/index.aspx</a> , under Multifamily Division > Balloon options may be available	0-1% interest rate	N/A
<b>Funding Availability</b>	RFP or open pipeline (based on funding availability)	RFP or open pipeline (based on funding availability)	<ul style="list-style-type: none"> <li>Two competitions each year for Minnesota Housing volume cap</li> <li>Open pipeline for non-competitive 4% tax credits in conjunction with tax-exempt bonds</li> </ul>
<b>Agency Limits</b>	\$2 million minimum on TE Bond loans, \$350,000 minimum for all others	None beyond funding availability, but subject to documented need.	\$1,000,000 maximum annual credit limit per development
<b>For More Info Call</b>	Julie LaSota 651-296-9827 <a href="mailto:julie.lasota@state.mn.us">julie.lasota@state.mn.us</a>  Ted Tulashe 651-297-3119 <a href="mailto:Ted.tulashe@state.mn.us">Ted.tulashe@state.mn.us</a>	OR  Julie LaSota 651-296-9827 <a href="mailto:julie.lasota@state.mn.us">julie.lasota@state.mn.us</a>  Ted Tulashe 651-297-3119 <a href="mailto:Ted.tulashe@state.mn.us">Ted.tulashe@state.mn.us</a>	OR  Kasey Kier 651-284-0078 <a href="mailto:Kasey.kier@state.mn.us">Kasey.kier@state.mn.us</a>  Robert Porter 651-297-5142 <a href="mailto:robert.porter@state.mn.us">robert.porter@state.mn.us</a>



Multifamily Housing Resource Summary

	<u>PRESERVATION AFFORDABLE RENTAL INVESTMENT FUND (PARIF)</u>	<u>HOUSING TRUST FUND (HTF) CAPITAL</u>	<u>HOUSING TRUST FUND (HTF) AND ENDING LONG-TERM HOMELESSNESS INITIATIVE FUND (ELHIF) OPERATING SUBSIDY</u>
<b>Financing Type</b>	Deferred Loan	Deferred Loan	Grant
<b>Program Description</b>	Loans for acquisition/rehabilitation, debt restructuring or equity takeout.	Development, construction, acquisition, preservation, and rehabilitation of low-income rental housing. Priority is given for developments serving households experiencing LTH.	Operating Subsidies are available to fund two forms of operating expenses: <ul style="list-style-type: none"> <li>• <b>Unique Costs</b> of supportive housing developments that are critical to both the economic viability of the building and households being served.</li> <li>• <b>Revenue Shortfall</b> to reduce the difference between costs of operating and the rents that tenants are charged.</li> </ul>
<b>Type of Housing</b>	Existing rental housing with documented risk of losing project-based federal assistance (i.e., Section 8, Section 236 Interest Reduction Contract, Rural Development 515, etc.), as well as existing supportive housing developments.	Emergency shelters, transitional housing, permanent rental, or permanent supportive housing.	Permanent affordable rental housing with Agency capital financing. Funding priority for permanent supportive housing.
<b>Eligible Applicant</b>	Limited dividend and non-profit sponsor (preference to non-profit or local government)	Non-profit, for-profit, limited-dividend entity, cooperative housing corporation, city, joint powers board established by two or more cities, public housing agency, tribal housing corp. or natural person. PSHL developments must be owned by a qualified non-profit, government or tribal entity.	Owner of a housing development that is funded or is applying for a loan from the Agency to develop or rehab affordable or supportive rental housing.
<b>Tenant Income Limits and Eligibility Requirements</b>	Subject to federal guidelines of assistance being preserved, generally 50% - 80% AMI	60% of Twin Cities Metropolitan AMI with a priority for proposals at 30% of Twin Cities Metropolitan AMI. An additional priority for developments serving households experiencing long-term homelessness (LTH).	60% of Twin Cities Metropolitan AMI with a priority for proposals at 30% of Twin Cities Metropolitan AMI. An additional priority for developments serving households experiencing LTH.
<b>Rent Restrictions</b>	Restrictions per the federal assistance being preserved.	Affordable at 60% of Twin Cities AMI with a priority for proposals to the extent that rent paid by tenants does not exceed 30% of 30% of AMI.	Affordable at 60% of Twin Cities AMI with a priority for proposals affordable at 30% of Twin Cities AMI. An additional priority for developments serving households experiencing LTH.
<b>Term</b>	Up to 30 years, or Co-terminus with federal assistance being preserved.	30 years	Up to 2 years.
<b>Interest Rate</b>	0-1% interest rate	0% - 1% interest rate	Not applicable
<b>Funding Availability</b>	RFP and open pipeline (based on funding availability)	No funding currently available	DHS & ELHIF funding available for 2012 RFP
<b>Agency Limits</b>	No set minimum, but subject to documented need.	None beyond funding availability	Up to \$500 for singles; \$524 for families
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Multifamily Housing Resource Summary

	<u>HOUSING TRUST FUND (HTF) AND ENDING LONG-TERM HOMELESSNESS INITIATIVE FUND (ELHIF) RENTAL ASSISTANCE</u>	<u>ENDING LONG-TERM HOMELESSNESS INITIATIVE FUND (ELHIF)</u>	<u>ECONOMIC DEVELOPMENT AND HOUSING CHALLENGE PROGRAM (EDHC)</u>
Financing Type	Grant	Deferred Loan and Grant	Deferred Loan
Program Description	Rental assistance is available in two forms: <ul style="list-style-type: none"> <li>• Tenant-based rental assistance program funds</li> <li>• Sponsor-based rental assistance program funds</li> </ul>	Funds for tenant and sponsor-based rental assistance, operating subsidies, acquisition, rehabilitation, development or construction for permanent supportive housing for households experiencing long-term homelessness.	Provides loans for housing which will support economic development activities or job creation / retention. Fifty percent of funding must be awarded to proposals with a financial or in-kind contribution from non-state resources.
Type of Housing	Rental housing	Permanent supportive rental housing units deemed for households experiencing long-term homelessness. Refer to the ending long-term homelessness <u>business plan</u> for more information.	Rental housing for new construction, acquisition / rehabilitation of multifamily housing with a minimum of four units.
Eligible Applicant	Non-profit organization, for-profit, limited-dividend entity, cooperative housing corporation, city, joint powers board established by two or more cities, public housing agency, tribal housing corporation or natural person.	Non-profit organizations, for-profit, limited-dividend entity, cooperative housing corporation, city, joint powers board established by two or more cities, public housing agency, tribal housing corporation or natural person.	Non-profit organization, cities, public housing agencies, an Indian tribal housing corporation, a natural person, a private developer, and a joint powers board established by two or more cities.
Tenant Income Limits and Eligibility Requirements	60% of Twin Cities Metropolitan AMI with a priority for proposals at 30% of Twin Cities Metropolitan AMI. An additional priority for proposals serving households experiencing LTH.	60% of Twin Cities Metropolitan AMI with a priority for proposals at 30% of Twin Cities Metropolitan AMI. Tenant must meet the MHFA definition of persons experiencing long-term homelessness.	80% of the greater of statewide or AMI
Rent Restrictions	Affordable at 60% of Twin Cities AMI with a priority for proposals affordable at 30% of Twin Cities AMI. An additional priority for proposals serving households experiencing LTH.	Affordable at 60% of Twin Cities AMI with a priority for proposals affordable at 30% of Twin Cities AMI.	Affordability based on wage levels. May be further restricted based on other sources of funding.
Term	Initial 18-24 months; subject to annual renewal, based on performance and available funds.	Capital: 30 years Operating Subsidy: Up to 10 years RA: Initial 24 months; subject to annual review	30 years
Interest Rate	Not applicable	Capital: 0-1% interest rate Operating Subsidy: n/a-grant Rental Assistance: n/a-grant	0% - 1% interest rate
Funding Availability	No funding currently available	No funding currently available	RFP
Agency Limits	None beyond funding availability	None beyond funding availability	None beyond funding availability
For More Info Call	Elaine Vollbrecht 651-296-9953 <a href="mailto:elaine.vollbrecht@state.mn.us">elaine.vollbrecht@state.mn.us</a> OR  Joel Salzer 651-296-9828 <a href="mailto:joel.salzer@state.mn.us">joel.salzer@state.mn.us</a>	Joel Salzer 651-296-9828 <a href="mailto:joel.salzer@state.mn.us">joel.salzer@state.mn.us</a>	Kasey Kier 651-284-0078 <a href="mailto:Kasey.kier@state.mn.us">Kasey.kier@state.mn.us</a>



Multifamily Housing Resource Summary

	<u>HOUSING OPPORTUNITIES FOR PERSONS WITH AIDS PROGRAM (HOPWA)</u>	<u>PUBLICLY OWNED HOUSING PROGRAM</u>	<u>501(c)(3) BONDS</u>
Financing Type	Deferred Loan and Grant	Deferred Loan	Deferred Loan
Program Description	Provides funds to be used in Greater Minnesota for emergency assistance for persons and families living with HIV/AIDS. For additional eligible activities, refer to HOPWA program information at <a href="http://www.budhrs.info/">http://www.budhrs.info/</a>	Provides funds for new construction, acquisition, and/or rehabilitation. Reserves, operating expenses, and certain capital costs <b>cannot</b> be financed with general obligation bonds.	Development, construction, acquisition, preservation, and rehabilitation of low-income rental housing primarily for long-term homeless households. At least 90% of the units financed with 501(c)(3) Bonds must serve long-term homeless households and those at significant risk of long-term homelessness. The remaining 10% can serve homeless households or those at risk of homelessness.
Type of Housing	Emergency housing assistance	Permanent supportive rental housing for persons experiencing long-term homelessness who have been without a permanent residence for at least 12 months or on at least four occasions in the last three years, transitional housing for low and moderate income households or a publicly owned emergency shelter	Permanent supportive rental housing units deemed for households experiencing long-term homelessness. For more information, please refer to the <i>Business Plan for Ending Long-Term Homelessness In Minnesota</i> .
Eligible Applicant	Limited profit and non-profit entity, units of local government, public housing authorities, and/or community based organization.	Local government units as defined in Minnesota Statute, section 462C.02, subdivision 6.	Tax-exempt organizations as defined under Section 501(c)(3) of the Internal Revenue Code. Additionally, governmental entities (excluding the federal government) and Indian Tribes are eligible.
Tenant Income Limits and Eligibility Requirements	80% of AMI, adjusted for family size. Household must include at least one person who is living with HIV/AIDS.	50% of the greater of the statewide or AMI.	60% of Twin Cities Metropolitan AMI with a priority for proposals at 30% of Twin Cities Metropolitan AMI, adjusted for household sizes of five or more.
Rent Restrictions	Not applicable	Affordable to the population served. Maximum rent is 50% of the greater of the statewide or AMI.	Affordable at 60% of Twin Cities AMI with a priority for proposals where rent paid by tenants does not exceed 30% of 30% of the AMI as determined by HUD.
Term	Not applicable	20 years forgivable	30 years
Interest Rate	0% interest rate	0% interest rate	0% interest rate
Funding Availability	Annual	RFP and open pipeline (No funding currently available)	RFP and open pipeline (no funds currently)
Agency Limits	None beyond funding availability	None beyond funding availability	None beyond funding availability
For More Info Call	Elaine Vollbrecht 651-296-9953 <a href="mailto:elaine.vollbrecht@state.mn.us">elaine.vollbrecht@state.mn.us</a>	Jonathan Stanley 651-284-3178 <a href="mailto:Jonathan.Stanley@state.mn.us">Jonathan.Stanley@state.mn.us</a>	Jonathan Stanley 651-284-3178 <a href="mailto:Jonathan.Stanley@state.mn.us">Jonathan.Stanley@state.mn.us</a>



Multifamily Housing Resource Summary

Financing Type	<u>RENTAL REHABILITATION LOAN PROGRAM</u> Amortizing Loan	<u>Rental Rehabilitation Deferred Loan Pilot (RRDL)</u> Deferred Loan	HOME Affordable Rental Preservation Deferred Loan
Program Description	Funds for rehabilitation loans for existing rental properties utilizing authorized local lenders.	Provides deferred loans to rehabilitate affordable rental housing through a network of local administrators.	Federal HOME funds for the rehabilitation of existing rental properties.
Type of Housing	Existing rental housing	Existing smaller residential rental housing development outside the 7 county metro area.	Existing rental housing
Eligible Applicant	Private individual, corporation, partnership, non-profit organization and community housing development organization.	Non-profit organization, cities, public housing agencies, an Indian tribal housing corporation, a natural person, a private developer, and a joint powers board established by two or more cities.	Private individual, corporation, partnership, non-profit organization, community housing development organization
Tenant Income Limits and Eligibility Requirements	80% of state wide median income	80% of the greater of statewide or AMI - not adjusted for family size.	At least 90% of HOME units must be occupied by households with annual incomes no greater than 60% of area median income as adjusted for family size (AMI) at the time of occupancy or the time funds are invested, whichever is later.
Rent Restrictions	None	Affordable to workforce - Lesser of 30% of DEED average local wage or 80% AMI at initial occupancy.	On an ongoing basis, at least 20% of households must have incomes not exceeding 50% of AMI; no households may have incomes greater than the low income limit for the household size. At least 20% of units @ LOW HOME Rent Limits; up to 80% of remaining units @ the HIGH HOME Rent Limits.
Term	1 - 15 years	10 years up to the remaining term of current mortgage.	Deferred until the earlier of: 30 years or the occurrence of one or more of the following: <ul style="list-style-type: none"> <li>failure of the owner to accept a renewal or extension of federal rental assistance</li> <li>failure of the federal government to offer to renew or extend federal rental assistance due to actions of the owner or condition of the property</li> <li>an event of default described in the HOME mortgage or related documents, including the Declaration of Covenants, Conditions and Restrictions (The HOME Declaration).</li> </ul> The loan term may be adjusted based on requirements and conditions of the federal assistance or other funding sources.
Interest Rate	6% interest rate	0% interest rate	0% interest rate
Funding Availability	Open pipeline	Funding available from local administrators, Spring 2012	Annual (Open Pipeline and RFP)
Agency Limits	\$25,000 for 1 or 2 units; or \$10,000/unit up to a maximum of \$100,000	\$35,000 / unit for 1 or 2 units; or \$25,000/unit up to a maximum of \$300,000	Minimum HOME investment \$1,000 per unit.
For More Info Call	Susan Haugen 651-296-9848 <a href="mailto:Susan.haugen@state.mn.us">Susan.haugen@state.mn.us</a>  Lori Speckmeier 651-296-9538 <a href="mailto:Lori.Speckmeier@state.mn.us">Lori.Speckmeier@state.mn.us</a>	OR	Susan Haugen 651-296-9848 <a href="mailto:Susan.haugen@state.mn.us">Susan.haugen@state.mn.us</a>  Lori Speckmeier 651-296-9538 <a href="mailto:Lori.Speckmeier@state.mn.us">Lori.Speckmeier@state.mn.us</a>
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Multifamily Housing Resource Summary

	<u>BRIDGES</u>	<u>FAMILY HOMELESSNESS PREVENTION AND ASSISTANCE PROGRAM (FHPAP)</u>	<u>NON-PROFIT CAPACITY BUILDING REVOLVING LOAN PROGRAM</u>
Financing Type	Grant	Grant	Short Term Pre-Development Loan
Program Description	Grants to local housing agencies provide rental assistance for persons with a serious mental illness waiting for a permanent housing subsidy.	A flexible grant program designed to assist families, youth, and single adults who are homeless or are at risk of homelessness.	Funds for predevelopment costs in conjunction with the development of low and moderate-income housing.
Type of Housing	Rental housing	Short-term rent, mortgage, and utility assistance with case management to renters and homeowners (existing housing stock).	Low and Moderate income housing
Eligible Applicant	Housing Agencies, Housing and Redevelopment Authorities with an adult mental health initiative as co-applicant.	In the 7-county metro area: a county government. In the non-metro area a county, a group of contiguous counties acting together, or a community based non-profit with sponsoring resolutions from each county board.	Non-profit, tribal council and local units of government.
Tenant Income Limits and Eligibility Requirements	50% of the AMI to households with at least one adult member with serious mental illness.	Families, single adults and youth at imminent risk of losing housing or homeless and lacking sufficient resources to maintain or obtain housing. Eligibility criteria are established locally.	80% of State Median Income
Rent Restrictions	FMR or payment standard	None	N/A
Term	2 year	2 year	2 years or initial loan closing, whichever occurs first
Interest Rate	Not applicable	Not applicable	Set by administrator
Funding Availability	RFP Issued every two years	RFP issued every two years	Available through administrators (MHP, GMHC, LISC Twin Cities and LISC Duluth).
Agency Limits	None beyond funding availability	None beyond funding availability.	Varies by administrator
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		OR	Julie LaSota 651-296-9827 <a href="mailto:julie.lasota@state.mn.us">julie.lasota@state.mn.us</a>



Multifamily Housing Resource Summary

	DEPARTMENT OF HUMAN SERVICES ADULT MENTAL HEALTH DIVISION (HDS-AMHD)	<u>FAMILY HOUSING FUND</u>  <u>FAMILY HOUSING FUND WEB SITE</u>	<u>GREATER MN HOUSING FUND</u>  <u>GREATER MN WEB SITE</u>
Financing Type	Grant	Deferred Loan	Deferred Loan
Program Description	Housing with Supports for Adults with Serious Mental Illness (HSASMI) - Funds for housing supports (front desk coverage, building maintenance, tenant coordinator, etc.), that cannot be funded through other revenue sources, which increase the range of housing opportunities for adults with serious mental illness.	Funds for the seven-county Twin Cities metropolitan area. Priority will be given to preservation projects, long-term homeless projects, and new construction projects with an emphasis on transit oriented design development. Selection criteria and funding priorities are further defined in the 2012 Funding Partner Program Guide.	Funds for outside the seven-county twin cities metropolitan area. Loans for new construction, preservation of federally assisted developments in high need areas and/or rehabilitation of existing affordable housing units. Rehabilitation developments are also eligible under the supportive housing program.
Type of Housing	See HTF operating subsidy program	New construction, acquisition/rehabilitation of multifamily housing.	Affordable rental housing and supportive housing developments. Funding is targeted for projects that serve families with children.
Eligible Applicant	See HTF operating subsidy program	For-profit, non-profit, cities, housing and redevelopment authorities or limited dividend.	For-profit and non-profit developer and local government agency.
Tenant Income Limits and Eligibility Requirements	Same as HTF Operating Subsidy Program; and, a portion of the supportive housing units must house adults, 18 years or older, who currently have, or at any time during the past year had, a diagnosable mental behavioral or emotional disorder of sufficient duration to meet diagnostic criteria and resulted in functional impairment which substantially interferes with or limits one or more major life activities. Excludes substance use disorders, and developmental disorders, unless they co-occur with another diagnosable serious mental illness.	60% of AMI	*= 80% of Statewide median income. *For supportive housing, priority given to projects at 60% or less of statewide median income. *For preservation and rehabilitation projects priority given to projects serving households at 50% or less of statewide median income.
Rent Restrictions	See HTF operating subsidy program	60% of AMI	Affordable to targeted population
Term	1 to 2 years	30 years	Coterminous with first mortgage
Interest Rate	N/A	0% - 1% interest rate	0% -1% interest rate
Funding Availability	RFP and open pipeline	No funding currently available	No funding currently available
Agency Limits	None Beyond Availability	None beyond funding availability	None beyond funding availability
For More Info Call	Gary M. Travis (651)431-2252 <a href="mailto:Gary.M.Travis@state.mn.us">Gary.M.Travis@state.mn.us</a> Susan Haugen (651)296-9848 <a href="mailto:susan.haugen@state.mn.us">susan.haugen@state.mn.us</a>	OR  Angie Skildum 612-375-9644 <a href="mailto:angie@fhfund.org">angie@fhfund.org</a>	Amy McCulloch 651-221-1997 <a href="mailto:amcculloch@gmhf.com">amcculloch@gmhf.com</a>





Multifamily Housing Resource Summary

	<a href="#">LHIA METROPOLITAN COUNCIL</a> <a href="#">MET COUNCIL WEB SITE</a>	<a href="#">SAINT PAUL PUBLIC HOUSING AGENCY (PHA) PROJECT BASED VOUCHER PROGRAM</a> <a href="#">SAINT PAUL PHA WEB SITE</a>	<a href="#">METROPOLITAN HOUSING AND REDEVELOPMENT AUTHORITY (METRO HRA) PROJECT BASED VOUCHER PROGRAM</a> <a href="#">METRO HRA WEB SITE</a>	<a href="#">DEPT. OF EMPLOYMENT AND ECONOMIC DEVELOPMENT (DEED) SMALL CITIES DEVELOPMENT PROGRAM (SCDP)</a> <a href="#">DEED WEB SITE</a>
Financing Type	Grant	Project Based Vouchers	Project Based Vouchers	Grant
Program Description	Funds for the seven-county twin cities metropolitan area. Grants may only be awarded to cities, which in turn pass the fund through to assist affordable housing developments.	Section 8 Project -Based Voucher Rental Assistance Program (PBV)	Section 8 Project -Based Voucher Rental Assistance Program (PBV)	Provides financial assistance to assist communities in addressing critical housing, economic, and public facilities need.
Type of Housing	Grants to fund financial gaps in proposals for new construction, acquisition/rehabilitation, demolition, or improvement of multifamily.	Rental housing - Rehabilitation, New Construction or Designated Existing Housing	Rental housing - Rehabilitation, New Construction or Designated Existing Housing	Rental Housing - Rehabilitation and New Construction
Eligible Applicant	Cities, counties, housing and redevelopment authorities, or economic development agencies participating in the Local Housing Incentives Account Program. Non-profit and for-profit developers/agencies may apply if they are partnering with or have the support of a participating entity.	Owners, developers or other ownership teams who agree to rehabilitate, construct or designate existing housing units within the city limits of St. Paul for occupancy by tenants eligible for Section 8 Project-Based Voucher Rental Assistance.	Owners, developers or other ownership teams who agree to rehabilitate, construct or designate existing housing units within Anoka, Ramsey, Hennepin, Washington and Carver Counties, excluding the cities of St. Paul, Minneapolis, St. Louis Park, Plymouth, Richfield and Bloomington for occupancy by tenants eligible for Section 8 Project-Based Voucher Rental Assistance	Local units of government (i.e. cities, counties, townships) in non-entitlement communities.
Tenant Income Limits and Eligibility Requirements	Proposals must have a significant component of the project serving households with incomes at or below 60 percent of Area Median Income (AMI).	Very low-income limits	Very low-income limits.	At least 51% of the units being developed must be occupied by low to moderate income households, defined as households whose income does not exceed 80% of the area median income, adjusted for family size.
Rent Restrictions	Priority for use of 50% of funds for rental proposals serving incomes at 30% of median income. Remaining funds targeted to rents at or below 60% of median income.	Minneapolis/St. Paul metropolitan FMRs	Minneapolis/St. Paul metropolitan FMRs	Rehabilitation - FMR or Section 8/voucher "payment standard". New construction - FMR or Section 8/voucher "payment standard" or rent affordable to households at 60% of AMI. See link above.
Term	Funds from this account are awarded as grants that must be matched by a dollar-for-dollar expenditure on affordable housing activities by the eligible applicant receiving the funds.	Housing Assistance Payments Contract with the St. Paul PHA for a minimum of one year and maximum of 15 years.	Housing Assistance Payments Contract with the Metro HRA for a minimum of one year and maximum of 10 years.	See link above.
Interest Rate	N/A	N/A	N/A	Based on Grantee Program Guidelines
Funding Availability	RFP	No funding currently available	No funding currently available	RFP (for rental housing)
Agency Limits	None beyond funding availability	Up to 25% of units in a building (4+ units) can be assisted under the PBV Program. Buildings for elderly, disabled or families receiving supportive services can be up to 100% PBV assisted.	Up to 25% of units in a building (4+ units) can be assisted under the PBV Program. Buildings for elderly, disabled or families receiving supportive services can be up to 100% PBV assisted.	The maximum grant award for a Single Purpose project is \$600,000. The maximum grant award for a Comprehensive project is \$1.4 million.
For More Info Call	Linda Milashius 651-602-1541 <a href="mailto:Linda.milashius@metc.state.mn.us">Linda.milashius@metc.state.mn.us</a>	Sandra Borndale 651-298-5080 <a href="mailto:Sandra.borndale@stpaulpha.org">Sandra.borndale@stpaulpha.org</a>	Tern Smith 651-602-1187 <a href="mailto:terri.smith@metc.state.mn.us">terri.smith@metc.state.mn.us</a>	Christine Schieber 651-259-7461 or toll-free: 800-657-3858 <a href="mailto:christine.schieber@state.mn.us">christine.schieber@state.mn.us</a>



**FINANCING TOOLS**

## Financing Tools

This section offers a menu of resources, including potential funding sources, which could be used to create affordable housing along the SWLRT. This list draws from local to national resources and case studies.

The resources are broken into six categories:

1. Financial Assistance for TOD Sites
2. Financing Tools for Development and Redevelopment
3. Financial Assistance for Housing Development
4. Financial Assistance for Housing in Specific Communities / Neighborhoods
5. Other TOD and Housing Resources
6. Programs / Case Studies from Outside Minnesota

The Financial Assistance for TOD Sites section provides an overview of funding resources that exist for communities along the SWLRT. These resources include grants and loans for both public and private entities.

The Financing Tools for Development and Redevelopment section provides a summary of financing tools which could be implemented by communities for development and redevelopment, including housing development. While some grant resources are available, the section also provides several tools that allow communities to use taxes to facilitate development efforts.

Like the above section, the Financial Assistance for Housing Development provides an overview of funding resources specifically for housing development. These resources include local and national assistance.

The Financial Assistance for Housing in Specific Communities / Neighborhoods section provides a summary of resources, including loans and down payment assistance programs, for specific communities or neighborhoods in the communities along the SWLRT line.

The Other TOD and Housing Resources and Programs / Case Studies from Outside Minnesota sections provide mostly non-finance related resources to assist with housing and/or TOD development. These resources are both local and national. The section also includes web links to case studies of TOD projects outside the State.

In addition to the resources provided in Table HT-1, an analysis titled “New and Enhanced Tools to Promote Effective Transit Oriented Development: A case study for Minnesota” was completed for Hennepin County, Community Works, and Transit Department in December 2012. This analysis evaluates current market conditions for TOD and identifies existing tools, enhancement to tools, and new tools which would encourage private investment in the SWLRT corridor. The report uses the planned Shady Oak Station as a case study for the challenges and

opportunities for development along the SWLRT line and offers recommendations for policy changes that will assist the line's sponsors with maximizing ridership, housing choices, services, and employment opportunities.

The analysis identifies the challenges with establishing tax increment financing (TIF) districts as one of the issues for funding redevelopment along the SWLRT corridor. It identifies potential legislative changes that if enacted could make TIF a more viable funding mechanism. Legislation is being drafted, and the Family Housing Fund has hired a lobbyist to work on legislative changes.

The Center for Transit-Oriented Development (CTOD) completed a study titled "Affordable Housing near Transit/National Case Studies and Strategies" dated July 15, 2011, for the Central Corridor Funders Collaborative. This document provides best practices, research, and tools to support market-based TOD. Copies of the document can be obtained from Gretchen Nicholls, Twin Cities LISC at 651-649-1109.

### Recommendations

The following is a list of recommendations, including policy changes, to help mitigate impediments to development along LRT lines. Many of these are detailed in the analysis titled "New and Enhanced Tools to Promote Effective Transit Oriented Development: A case study for Minnesota".

**Address the expensive and cumbersome land acquisition process.** Land is the largest cost of each piece of the TOD equation, and land acquisition for large scale redevelopment will be too expensive and/or cumbersome for a profit motivate private developer without some form of public intervention. Options to address this challenge may include narrowly targeted eminent domain with restrictions as to the use and area for eminent domain. Another option is to fund a large and low cost land bank with a capitalization of at minimum \$50 million.

The TOD Acquisition Fund, Urban Land Conservancy, Enterprise Community Partners, the City and County of Denver and other investors partner to acquire properties in transit corridors with the goal of creating and preserving affordable housing. The Fund purchases and holds sites for up to five years along transit corridors. The Seattle Housing Levy, Acquisition and Opportunity Loan Program, administered by the Seattle Office of Housing, provides short-term loans to assist with building or land acquisition for affordable housing. The program is funded through a voter approved seven-year tax on property values.

**Form a consensus over what TOD in Minnesota should be.** There exists a lack of consensus over what TOD in Minnesota should be, including appropriate levels of density, types of development, and amount of affordable housing. Options to address this issue may include establishing an RFP process for TOD projects similar to the "Super RFP" process for affordable housing. This process would create a partnership with interested parties, which clearly

identifies the funders' priorities for where and what types of housing are constructed using the most valuable funding sources.

In addition, modifying the process for other funding opportunities, such as increasing the scoring for TOD rental housing developments in Minnesota Housing Finance Agency (MHFA)'s allocation of low-income housing tax credit application and in state law governing allocations of tax-exempt bonds, or changing the state law for tax-exempt private activity bonds under Chapter 474A to prioritize the use of housing bonds and the associated 4% tax credits to be used in the TIAs, could provide additional assistance for housing development.

**Modify the statutory requirements for establishing TIF districts.** Tax Increment financing (TIF) remains a major funding source for redevelopment and TOD, but qualifications for redevelopment TIF districts are often subject to challenge due to a lack of clarity in the existing law. Authorizing cities and counties to work cooperatively to establish a single "value capture" zone within half miles of the station area, as a hybrid of a redevelopment TIF district and a property tax abatement area, would provide an additional tool to assist with financing development. Other options may include creating a TOD TIF district, or allowing cash from existing TIF districts to be spent on TOD projects.

The Beltline Affordable Housing Trust Fund, administered by the Atlanta Development Authority, provides grants to developers to create and preserve affordable housing within the designated transit loop. The program is funded with City general funds as well as tax increment revenues.

The TOD Property Tax Abatement Program, administered by the Portland Development Commission, reduces operating costs of TOD projects by offering a 10-year maximum property tax exemption for projects on vacant or underutilized sites along transit corridors whose design and features encourage building occupants to use public transit.

As referenced in the analysis titled "New and Enhanced Tools to Promote Effective Transit Oriented Development", **it is better to focus on this station site as a redevelopment area rather than solely as TOD for purposes of financing options. The challenges and the economics are the same between redevelopment and TOD.** Minnesota cities and counties are well-versed with the challenges, and benefits, of redevelopment. But Minnesota tools are inadequate for today's economics and pale in comparison to other parts of the county. Other states have local sales taxes, tax abatement for all property taxes, and/or significant cash balances to fund acquisition and site preparations. Some of these programs are detailed in Reconnecting America's 2010 Inventory of TOD Programs. Given the financial condition of the State of Minnesota and most municipalities, it is unlikely that we can reproduce these tools on a large scale here. There can be modifications to redevelopment tools that can be targeted specifically to TOD areas.



**FINANCING TOOLS TABLES**

TABLE FT-1 HOUSING TOOLS			
Program / Tool	Entity	Funding Limits	Contact
<b>Financial Assistance for TOD Sites</b>			
<b>Corridors of Opportunity Local Implementation Capacity Grants:</b> Grants for pre-development activities and planning for the development of high-density residential and commercial centers designated that maximize transit, walking and biking	Corridors of Opportunity and Metropolitan Council	Up to \$714,750 for site-specific pre-development activities; Up to \$238,250 for general pre-development activities	Susan Hoyt susan.hoyt.metc.state.mn.us 651-602-1330
<b>Hennepin County Corridors of Opportunity Challenge Fund:</b> Grants to municipalities for project sites along Central, Southwest and Bottineau transit corridors. Funds may be used for acquisition, demolition and infrastructure for projects that support transit-supportive patterns of development.	Hennepin County	Up to \$400,000	Patricia Fitzgerald patricia.fitzgerald@co.hennepin.mn.us 612-543-0864
<b>High Density Corridor Housing Program:</b> Nominations for city acquisition, relocation, demolition and property management of sites for mixed-income multifamily housing development on or near community, commercial and transit corridors, as defined in the Minneapolis Plan.	City of Minneapolis	No maximum. Up to 50% of eligible costs.	Theresa Cunningham theresa.cunningham@minneapolismn.gov 612-673-5237
<b>Housing / TOD Loan Program:</b> Low cost loans for developers exclusively for TOD and single/small multi-family preservation projects along Hiawatha, Central and Southwest LRT lines, with priority for certain station areas.	Corridors of Opportunity	Up to \$1.5M line of credit with interest only payments; Up to \$3M in loans to developers	Kate Speed (TOD projects), Twin Cities LISC 651-265-2284 kspeed@lisc.org  Judy Jandro (Preservation), Twin Cities Community Land Bank  Judy.jandro@tcclandbank.org 612-238-8212
<b>Livable Communities Transit-Oriented Development Grants:</b> Grants to municipalities and public entities for development/redevelopment projects near rail transit, commuter rail and high-frequency bus transit stations. Funds may be used for site assembly, site preparation and infrastructure for qualifying development/redevelopment projects that link housing, jobs and services and that use infrastructure and regional facilities efficiently. Funds may also be used for environmental site investigation or cleanup of contamination.	Metropolitan Council	Up to \$100K for pre-development or environmental site investigation; Up to \$1M for site preparation and infrastructure; Up to \$2M for site acquisition	<a href="http://www.metrocouncil.org/services/livcomm.htm">http://www.metrocouncil.org/services/livcomm.htm</a> Paul Burns paul.burns@metc.state.mn.us 651-602-1106
<b>Minneapolis Capital Acquisition Revolving Fund:</b> Nominations for city acquisition, demolition and holding costs or financing for developers for the same activities for redevelopment sites located on commercial and transit corridors and at commercial nodes for mixed commercial and residential use.	City of Minneapolis	Up to \$500K subject to funding balance and development cost	Kelly Hoffman kelly.hoffman@minneapolismn.gov 612-673-5079
<b>Regional Solicitation of Federal Transportation Projects:</b> Grants to states and local governments and qualifying non-profits with a public sponsor from the Surface Transportation Program (STP), the Congestion Mitigation/Air Quality Improvement Program (CMAQ), the Transportation Enhancements Program (TE) may be used for construction and reconstruction of bikeways and walkways including right-of-way acquisition, facilities for pedestrians and bicycles and landscaping or streetscape improvements integral to TOD.	Transportation Advisory Board / Metropolitan Council	TBD	Kevin Roggenbuck kevin.roggenbuck@metc.state.mn.us 651-602-1728
<b>Transit-Oriented Development Program:</b> Grants or loans for acquisition, public improvements and site preparation	Hennepin County	No maximum	Patricia Fitzgerald patricia.fitzgerald@co.hennepin.mn.us 612-543-0864

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TABLE FT-1 (Con't)			
HOUSING TOOLS			
Program / Tool	Entity	Funding Limits	Contact
<b>Financing Tools for Development and Redevelopment</b>			
<b>EDA Tax Levy:</b> Authorities may to levy up to 0.01813% of the City's taxable market value to assist with economic development projects.	Cities / County / EDAs	Up to 0.01813% of taxable market value	Minnesota Statute 469.090-469.1081
<b>Housing and Redevelopment Authority (HRA) Owned Housing / Bonds:</b> Authorities may issue general obligation bonds as a financing tool for housing for the elderly or for families with incomes less than 80% of median income. Public hearings must be held on the issuance of the bonds.	HRAs /EDAs using HRA powers	Greater of 0.5% of the taxable market value or \$3M, if a general obligation is pledged; <b>No maximum if</b>	Minnesota Statute 469.034
<b>HRA Tax Levy:</b> Authorities may levy up to 0.0185% of the City's taxable market value to assist with development projects.	Cities / County / HRAs /EDAs using HRA powers	Up to 0.0185% of taxable market value	Minnesota Statute 469.001-469.047
<b>Livable Communities Demonstration Account (LCDA):</b> Grants to municipalities and public entities for site assembly and public infrastructure for qualifying development and redevelopment projects that link housing, jobs and services and that use infrastructure and regional facilities efficiently. Development grants provide funding for basic public infrastructure and site assembly to support development that will be completed within two years of the grant award. Pre-Development grants will assist cities with activities such as detailed redevelopment designs and economic feasibility analysis to prepare projects to compete for grants in the Development category.	Metropolitan Council	Up to \$100K for pre-development; No maximum for development grants.	<a href="http://www.metrocouncil.org/services/livcomm.htm">http://www.metrocouncil.org/services/livcomm.htm</a> Linda Milashius linda.milashius@metc.state.mn.us 651-602-1541
<b>Real Estate Financing:</b> Grants to non-profit developers for feasibility studies. Recoverable grants to non-profit developers for pre-development. Loans to developers for acquisition, pre-development, bridge and line of credit financing.	Local Initiatives Support Corporation (LISC)	\$5,000 - \$10K grants; \$25K - \$50K recoverable grants; Up to \$2.5M in loans	Kate Speed 651-265-2284 kspeed@lisc.org
<b>Redevelopment Grant Program:</b> Grants to municipalities and public entities for land acquisition, site preparation and costs necessary for adaptive reuse of buildings, including remedial activities	Minnesota Department of Employment & Economic Development	No maximum. Up to 50% of eligible costs.	Meredith Udoibok meredith.udoibok@state.mn.us 651-259-7454
<b>Tax Base Revitalization Account (TBRA):</b> Grants to municipalities and public entities for environmental site investigation or clean-up of contamination including remedial activities associated with adaptive reuse of buildings for redevelopment projects.	Metropolitan Council	Up to \$50K for investigation; Up to \$2.5M for clean-up	<a href="http://www.metrocouncil.org/services/livcomm.htm">http://www.metrocouncil.org/services/livcomm.htm</a> Marcus Martin marcus.martin@metc.state.mn.us 651-602-1054
<b>Tax Increment Financing - Redevelopment TIF District:</b> Authorities may establish a TIF district to capture the increase in taxes from all three main taxing jurisdictions for up to 26 years. The district must qualify with a minimum of 70% of the District occupied and more than 50% of the buildings must be structurally substandard to a degree requiring substantial renovation or clearance. Funds must be used to correct conditions that qualified the area as a redevelopment district.	Cities / EDAs / HRAs	No maximum	Minnesota Statutes 469.001-469.047 and 469.174-469.1799
<b>Tax Increment Financing - Renewal and Renovation TIF District:</b> Authorities may establish a TIF district to capture the increase in taxes from all three main taxing jurisdictions for up to 16 years. The district must qualify with a minimum of 70% of the District occupied and 20% of the buildings must be structurally substandard and 30% of the buildings must require substantial renovation. Funds must be used to correct conditions that qualified the area as a renewal and renovation district.	Cities / EDAs / HRAs	No maximum	Minnesota Statutes 469.001-469.047 and 469.174-469.1799
<b>Tax Abatement:</b> Taxing jurisdictions may establish an abatement area to capture all or a portion of the taxes from a specific taxing jurisdiction for a maximum of 20 years, depending on the number of entities participating. A public hearing is required. There are limited restrictions on the use of funds and no income restrictions if used for housing.	Cities and County	Greater of 10% of the entity's net tax capacity or \$200,000	Minnesota Statutes 469.1813-469.1815

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TABLE FT-1 (Con't) HOUSING TOOLS			
Program / Tool	Entity	Funding Limits	Contact
<b>Financial Assistance for Housing Development</b>			
<b>Affordable Multifamily Housing:</b> Deferred and amortizing loans and tax credits for applicants depending on the financing type used. Funding may be used for pre-development, new construction or substantial rehabilitation costs for developing affordable housing.	Minnesota Housing	Varies by funding type	Kasey Kier kasey.kier@state.mn.us 651-284-0078
<b>City of Lakes Housing Land Trust:</b> Assistance with affordable homeownership to persons earning less than 80% of median income by removing the cost of land from the housing price. The Community Land Trust retains ownership of the land and provides long-term ground leases to homebuyers to secure their rights to use the land.	City of Lakes Community Land Trust		clclt.org/ Staci Horwitz staci.clclt.org 612-721-7556
<b>West Hennepin Affordable Housing Land Trust:</b> Assistance with affordable homeownership to persons with low to moderate income by removing the cost of land from the housing price. The Community Land Trust retains ownership of the land and provides long-term ground leases to homebuyers to secure their rights to use the land.	Homes within Reach		www.homeswithinreach.org 952-401-7071
<b>Community Activity-Set Aside Program (CASA):</b> Loans to low to moderate income Minnesotans buy their first home. These low interest, fixed rate loans are available to eligible homebuyers through participating lenders in several communities around Minnesota. Homebuyer education is required for all borrowers receiving a CASA loan. This is considered a “special mortgage” in that it is a lien against your home. When you sell or refinance, the “special mortgage” must be repaid. You are required to have \$1,000 of your own funds into the transaction.	Minnesota Housing Financing Agency and approved lenders	Up to \$4,500 in down payment and closing cost assistance	651-296-8215
<b>HOME HELP:</b> Federally funded loans for qualified first time home buyers that lends \$7,000 in interest-free funds for a down payment and closing costs; 70 percent of the loan is forgiven after six years. The goal of this down payment assistance program is to make housing more affordable by lowering the borrower’s housing debt ratio to 30 percent.	Minnesota Housing Financing Agency and approved lenders	\$7,000 in interest-free funds	<a href="http://www.mnhousing.gov/partner/loans/MHFA_003407.aspx">http://www.mnhousing.gov/partner/loans/MHFA_003407.aspx</a>
<b>Homeownership Assistance Fund (HAF):</b> Interest-free, deferred loans to help first-time home buyers with down payment and closing costs. Home buyers interested in the HAF should contact a Minnesota Housing participating lender prior to signing a purchase agreement. Participating lenders determine eligibility, which generally includes households earning from 60 - 80 percent or less of area median income, depending on other qualifications.	Minnesota Housing Financing Agency and approved lenders	\$5,000 in interest-free, deferred loan	<a href="http://www.mnhousing.gov/partner/loans/MHFA_003407.aspx">http://www.mnhousing.gov/partner/loans/MHFA_003407.aspx</a>
<b>Housing Improvement Area (HIA) / Special Service District:</b> Cities are authorized to establish HIAs as a finance tool for private housing improvements. An HIA is a defined area within a city where housing improvements are made and the cost of the improvements are paid in whole or in part from fees imposed on the properties within the area. The City must receive a petition from at least 50% of the homeowners requesting that the City hold a public hearing on the proposed fees to be imposed and adopt an ordinance to create the HIA. If within 45 days of adoption of the ordinance, if 45% or more of the residents file an objection, the ordinance does not become effective.	Cities	No maximum	Minnesota Statute 428A.11- 428A.21
<i>This authority is set to sunset on June 30, 2013, so unless the legislature extends it, it will go away.</i>			
<b>CONTINUED</b>			

TABLE HT-1 (Con't) HOUSING TOOLS			
Program / Tool	Entity	Funding Limits	Contact
<b>Financial Assistance for Housing Development</b>			
<b>Housing Tax Credits:</b> Ten year reduction in tax liability to owners and investors in eligible affordable rental housing units produced as a result of new construction, rehabilitation, or acquisition with rehabilitation.	Minnesota Housing Financing Agency and Hennepin County		<a href="http://www.mnhousing.gov/housing/tax-credits/index.htm">http://www.mnhousing.gov/housing/tax-credits/index.htm</a>  Kayla Schuchman kayla.schuchman@state.mn.us 651-296-3705 Dollie Crowther dollie.crowther@ci.minneapolis.mn.us 612-673-5263
<b>Housing Trust Fund:</b> Deferred loans without interest for the development, construction, acquisition, preservation and rehabilitation of low income rental housing, limited equity cooperative housing and homes for ownership.	Minnesota Housing Finance Agency		<a href="http://www.leg.state.mn.us/docs/2002webarchive/statetreasurer/treasops/hous-tf/index.htm">http://www.leg.state.mn.us/docs/2002webarchive/statetreasurer/treasops/hous-tf/index.htm</a>
<b>Local Housing Incentive Account (LHIA):</b> Grants to municipalities and public entities for site acquisition, site preparation and construction or rehabilitation or affordable housing.	Metropolitan Council and Minnesota Housing	No maximum.	<a href="http://www.metrocouncil.org/services/livcomm.htm">http://www.metrocouncil.org/services/livcomm.htm</a> Linda Milashius linda.milashius@metc.state.mn.us
<b>Section 8 Housing:</b> Rent subsidies to families with low income in the form of Housing Choice Vouchers and Project Based Units through the U.S. Department of Housing and Urban Development (HUD)	Minneapolis Public Housing Authority (MPHA) / Minnesota Housing Finance Agency		<a href="http://www.mphaonline.org/assisted-living-minneapolis-twin-cities-housing/section-8-housing-minneapolis-twin-cities-metro/">http://www.mphaonline.org/assisted-living-minneapolis-twin-cities-housing/section-8-housing-minneapolis-twin-cities-metro/</a> 612-342-1480 <a href="http://www.mnhousing.gov/consumers/renters/assistance/index.htm">http://www.mnhousing.gov/consumers/renters/assistance/index.htm</a>
<b>TakeCredit!! First Time Home Buyer Mortgage Credit Certificate (MCC) Program:</b> Federal income tax credit of 20% toward the amount of taxes owed. Purchaser must be a first-time homebuyers. Income restrictions and purchase price ceilings apply.	Participating lenders	20% federal income tax credit	<a href="http://www.cityliving.org">www.cityliving.org</a>
<b>Tax Increment Financing - Housing TIF District (Owner Occupied):</b> Authorities may establish a TIF district to capture the increase in taxes from all three main taxing jurisdictions for up to 26 years. For owner occupied developments, 95% of the units must be sold to persons at or below 100% or 115% of median income, depending on the size of the family. Affordability requirements apply only to the first owner.	Cities / EDAs / HRAs	No maximum	Minnesota Statutes 469.001-469.047 and 469.174-469.1799
<b>Tax Increment Financing - Housing TIF District (Rental):</b> Authorities may establish a TIF district to capture the increase in taxes from all three main taxing jurisdictions for up to 26 years. For rental housing developments, the City has two options: 20% of the units must be for people at or below 50% of median income; or 40% of the units must be for people at or below 60% of median income. The development must maintain the affordability component for the duration of the TIF district.	Cities / EDAs / HRAs	No maximum	Minnesota Statutes 469.001-469.047 and 469.174-469.1799
<b>CONTINUED</b>			

TABLE FT-1 (Con't)			
HOUSING TOOLS			
Program / Tool	Entity	Funding Limits	Contact
<b>Financial Assistance for Housing in Specific Communities/Neighborhoods</b>			
<b>Audubon Park Multi-Unit Improvement Program</b> - Neighborhood Revitalization Program (NRP) funds available to property owners of the Audubon neighborhood to make improvements to their properties and to assist with down payments for owner-occupied 2-4 unit properties in the neighborhood. Borrow up to \$5,000 at 0%, \$2,500 of which can be used for down payment assistance, to buy and/or make improvements to an owner-occupied 2-4 unit property in the Audubon Park neighborhood.	Audubon Neighborhood Association / Center for Energy and Environment	Up to \$5,000	<a href="http://mncee.org/Find-Programs-Financing/Audubon--Multi-Unit-Improvement-Program---Matching/">http://mncee.org/Find-Programs-Financing/Audubon--Multi-Unit-Improvement-Program---Matching/</a> (612) 335-5858
<b>Central Home Buyer Assistance Loan:</b> Down payment and closing cost assistance is available for 1 to 2 unit properties in the Central Neighborhood. The property can be owner-occupied or a rental property. Properties must be rehabilitated if required by the City to comply with zoning and code requirements. The loan is 0% interest deferred. The entire amount is forgiven if the borrower continues to own the property for 5 years following the close of the loan.		Up to \$5,000 for a standard purchase or \$10,000 for a vacant home purchase	HousingResource Center South 612-722-7141
<b>Down Payment Assistance Deferred Loans (Willard Hay and Near North neighborhoods)</b> - Deferred loans available for down payment and closing cost assistance for buyers in the Willard Hay and Near North neighborhoods. Interest rate is 2%, but loan repayment is forgiven after 7 years of continued ownership and residency. Buyers must intend to owner-occupy a single-family home, duplex, townhome, or condominium.	Neighborhood Housing Services of Minneapolis	Up to \$5,000	612-521-3581
<b>Harrison Neighborhood Entry Cost Assistance Deferred Loan:</b> Loans to aid potential homebuyers with closing cost and/or down payment assistance. Loan has a 3% interest rate. Annual household income must be less than 75% of HUD median Family Income. Owner-occupied, 1-4 unit residential structures located in the Harrison neighborhood are eligible, however; owner occupants of condominiums, town houses or co-operatively owned units are not eligible. Maximum repayment term is 5 years. Loan is forgiven 20% a year. If the borrower remains in their home for 5 years, maintains homestead status, and completes the required post-purchase counseling, the loan will be completely forgiven.		Up to \$4K	<a href="http://mncee.org/Find-Programs-Financing/Harrison--Entry-Cost-Assistance-Deferred-Loan/">http://mncee.org/Find-Programs-Financing/Harrison--Entry-Cost-Assistance-Deferred-Loan/</a>
<b>Harrison Neighborhood Purchase/Rehab Subsidy Deferred Loans:</b> A 2% interest loan is available to applicants purchasing or rehabbing a home in the Harrison neighborhood. There are no income limits and applicants need not be first time homebuyers. Loan funds must be matched on a 1:1 ratio and properties must be owner-occupied. Maximum repayment term is 5 years. Loan is forgiven at 20% per year. If the borrower remains in their home for 5 years, maintains homestead status, and completes the required post-purchase counseling, the loan will be completely forgiven.		Between \$5K - \$15K	<a href="http://www.mncee.org">http://www.mncee.org</a> (612) 335-5858
<b>Hawthorne Advantage (Hawthorne neighborhood):</b> Down payment assistance up to 3% of the sales price, and an additional \$1,000 if you are purchasing a foreclosed property. This assistance program may be used in conjunction with the Minneapolis Advantage or other downpayment assistance funds.	Hawthorne Community Council	Up to \$4,000 for a non-foreclosed property or \$5,000 if purchasing a foreclosed property	<a href="http://hawthornecommunitycouncil.org/">http://hawthornecommunitycouncil.org/</a> <a href="http://mncee.org/Find-Programs-Financing/-Hawthorne-Advantage---Homebuyers-Assistance-Prog/">http://mncee.org/Find-Programs-Financing/-Hawthorne-Advantage---Homebuyers-Assistance-Prog/</a> Jeff Skrenes jskrenes@hawthornecommunity.org 612-529-6033 x204
<b>Home Ownership Works (HOW):</b> Offers first-time homebuyers the opportunity to purchase homes -- either remodeled, older homes, or newly built homes -- located in Minneapolis. Homebuyers must have incomes below 80% of the metropolitan median income and complete two Home Buyer Workshops.	Minneapolis Community Planning and Economic Development (CPED)		Erin Green 612-721-7556 ext. 12

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TABLE FT-1 (Con't)				
HOUSING TOOLS				
Program / Tool	Entity	Funding Limits	Contact	
<b>Financial Assistance for Housing in Specific Communities/Neighborhoods</b>				
<b>Humboldt Greenway Gap Financing (in the Shingle Creek and Lind-Bohanon neighborhoods) -</b> Gap financing (funding to bridge the gap between the purchase price and mortgage level the household is qualified for) toward the purchase of a Humboldt Greenway new construction home. Income limits apply.		Up to \$44K	<a href="http://www.livemsp.org/humboldt-greenway-gap-financing-in-the-shingle-creek-and-lind-bohanon-neighborhoods">http://www.livemsp.org/humboldt-greenway-gap-financing-in-the-shingle-creek-and-lind-bohanon-neighborhoods</a>  <a href="http://www.housingresourcecenter.org">www.housingresourcecenter.org</a> HousingResource Center - Northwest 612-588-3033	
<b>Minneapolis Low Income Public Housing:</b> Public housing for eligible individuals and families in the City of Minneapolis. Units include studio to six bedrooms. Most units are located in high-rise apartment buildings, but larger units are located in townhouse and single family homes. Households may not have income exceeding 80% of the area median income. Families generally pay 30% of their monthly adjusted gross income for rent and utilities.	Minneapolis Public Housing Authority (MPHA)		<a href="http://www.mphaonline.org/assisted-living-minneapolis-twin-cities-housing/low-income-public-housing/">http://www.mphaonline.org/assisted-living-minneapolis-twin-cities-housing/low-income-public-housing/</a> (612) 342-1400	
<b>Lyndale Neighborhood Home Buyers Assistance Program:</b> Down payment, closing cost or housing rehabilitation assistance to first time homebuyers in the Lyndale Neighborhood. There is no income limit with this program and buyers are allowed to use this funding to purchase single family homes, owner-occupied duplexes, condominiums and town homes.	Lyndale Neighborhood Association / Center for Energy and Environment	Up to \$2,500	<a href="http://www.lyndale.org/">http://www.lyndale.org/</a> <a href="http://mncee.org/Find-Programs-Financing/Lyndale--Homebuyer-s-Assistance-Deferred-Loan-Prog/">http://mncee.org/Find-Programs-Financing/Lyndale--Homebuyer-s-Assistance-Deferred-Loan-Prog/</a>	
<b>McKinley Homebuyer Assistance Program:</b> Down payment and closing cost assistance is available for homebuyers in the McKinley Neighborhood. The loan is forgivable if the buyer occupies the home for at least 5 years. Single-family homes, duplexes, condominiums, and town homes are eligible	McKinley Community Organization / Greater Metropolitan Housing Corporation	Up to \$4,000	<a href="http://www.gmhchousing.org/down-payment-assistance">http://www.gmhchousing.org/down-payment-assistance</a>  HousingResource Center North 612-588-3033	
<b>Minneapolis Advantage Program (MAP):</b> Loans at 0%, which are forgiven over 5 years, as long as they buyer stays in the home. Funds can be used to pay for closing costs, down payment, or even small repairs to the home. Funding is limited and income eligibility requirements apply. Loans will be given on a first come, first serve basis and are for purchasing homes in eligible neighborhoods. Properties must be either a single-family detached home or duplex that is in foreclosure, was a foreclosed property that has been purchased by a non-profit for the purposes of selling it to an owner-occupant, or is on the City's vacant and boarded list.	Greater Metropolitan Housing Corporation	\$5K loan that is forgivable	<a href="http://www.minneapolismn.gov/cped/housing/cped_minneapolis_advantage_nsp_mortgage_assistance">http://www.minneapolismn.gov/cped/housing/cped_minneapolis_advantage_nsp_mortgage_assistance</a> 612-588-3033	
<b>Minneapolis Advantage Wells:</b> No interest deferred loan available for households whose income is at or below 100% area median income, purchasing a single-family home in an eligible neighborhood. The funds can be used to bring the housing ratio (principal, interest, taxes, homeowner's insurance and mortgage insurance, if any) to 25%. Eligible neighborhoods: Audubon Park, Bancroft, Beltrami, Bottineau, Bryant, Camden Industrial, Central, Cleveland, Columbia Park, Corcoran, East Phillips, Field (limited area, see map), Folwell, Harrison, Hawthorne, Holland, Humboldt Industrial, Jordan, Lind-Bohanon, Logan Park, Lyndale (limited area, see map), Marshall Terrace, McKinley, Midtown Phillips, Near-North, Northeast Park, Phillips West, Powderhorn Park, Regina, Sheridan, Shingle Creek, Standish, Sumner-Glenwood, Ventura Village, Victory, Waite Park, Webber-Camden, Willard-Hay, Windom Park, Victory.	Greater Metropolitan Housing Corporation	Up to \$5,000	<a href="http://www.gmhchousing.org/down-payment-assistance">http://www.gmhchousing.org/down-payment-assistance</a>  HousingResource Center North 612-588-3033 HousingResource Center South 612-722-7141	
CONTINUED				

TABLE FT-1 (Con't) HOUSING TOOLS			
Program / Tool	Entity	Funding Limits	Contact
<b>Financial Assistance for Housing in Specific Communities/Neighborhoods</b>			
<b>Minneapolis Affordable Housing Trust Fund (AHTF):</b> Loans to developers for the production and preservation or stabilization of affordable and mixed-income rental housing projects in Minneapolis.	City of Minneapolis	Up to \$25K per affordable unit	Matt Goldstein matt.goldstein@minneapolismn.gov 612-673-5075
<b>Minneapolis Phillips Partnership Down Payment Assistance Program:</b> Interest-free downpayment assistance for the purchase of homes in the Phillips neighborhood. Loan may be forgiven after 5 years.		\$10K	
<b>Harrison Neighborhood Purchase/Rehab Subsidy Deferred Loans:</b> A 2% interest loan is available to applicants purchasing or rehabbing a home in the Harrison neighborhood. There are no income limits and applicants need not be first time homebuyers. Loan funds must be matched on a 1:1 ratio and properties must be owner-occupied. Maximum repayment term is 5 years. Loan is forgiven at 20% per year. If the borrower remains in their home for 5 years, maintains homestead status, and completes the required post-purchase counseling, the loan will be completely forgiven.		Between \$5K - \$15K	<a href="http://www.mncee.org">http://www.mncee.org</a> (612) 335-5858
<b>Sheridan Homebuyer Assistance Program :</b> Deferred, interest free loans that may be forgiven after 6 years. Maximum income of \$67,200.		Up to \$5,000	
<b>University District Partnership Alliance: Como Neighborhood -</b> Neighborhood Revitalization Program (NRP) and home inspection grants available to property owners of the Como neighborhood.	University District Partnership Alliance / Southeast Como	Up to \$25K in NRP loans; Up to \$150 in home inspection grants	<a href="http://www.housingresourcecenter.org/">http://www.housingresourcecenter.org/</a> <a href="http://www.secomo.org">www.secomo.org</a> 612-676-1731
<b>University District Partnership Alliance: Marcy-Holmes -</b> Loans at 2.5% for up to 10 years for home improvements for a 1-4 unit, owner-occupied or absentee-owned residential structures located in the Marcy-Holmes neighborhood.	University District Partnership Alliance / Center for Energy and Environment	Up to \$20K	<a href="http://mncee.org/Find-Programs-Financing/Marcy-Holmes--4--">http://mncee.org/Find-Programs-Financing/Marcy-Holmes--4--</a> Low-Interest-Loan/ Brenda Yaritz byaritz@mncee.org 612-355-5891
<b>University District Partnership Alliance: Prospect Park -</b> Loans at 4.0% to property owners of the of the Prospect Park Neighborhood to make home improvements. Program funds may only be used for improvement projects started after the homeowner has received approval and they have closed on their loan.	University District Partnership Alliance / Prospect Park East River Road Improvement Association (PPERRIA)	Up to \$10K	<a href="http://mncee.org/Find-Programs-Financing/Prospect-Park--">http://mncee.org/Find-Programs-Financing/Prospect-Park--</a> Low-Interest-Loan/ Jim Hasnik jhasnik@mncee.org 612-355-5885
<b>Ventura Village Homebuyer Program:</b> Down payment or closing cost assistance for owner occupied properties in the Ventura Village neighborhood. Applicants do not have to be first time homebuyers and there are no income limits. The loan term is 5 years and if ownership is transferred during those 5 years, the loan must be repaid. After the fifth anniversary of the closing date, the loan will be forgiven.	Greater Metropolitan Housing Corporation	\$5,000	<a href="http://www.gmhchousing.org/wp-content/uploads/2012/02/Ventura-Village-Homebuyer-NRP-Application.pdf">http://www.gmhchousing.org/wp-content/uploads/2012/02/Ventura-Village-Homebuyer-NRP-Application.pdf</a> HousingResource Center South 612-722-7141
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TABLE FT-1 (Con't)				
HOUSING TOOLS				
Program / Tool	Entity	Funding Limits	Contact	
<b>Other Transit-Oriented Development and Housing Resources</b>				
<b>HousingPolicy.org – Minnesota:</b> A policy toolbox developed by Urban Land Institute - Minnesota (ULI MN) and the Regional Council of Mayors (RCM) as part of their Housing Initiative. The site provides easy access to principles and best practices related to the preservation and production of a full range of housing choices. The Minnesota site expands on the national framework by including categories focused on supporting connected livable communities and talking about a full range of housing choices.			<a href="http://www.housingpolicy.org/toolbox/strategy/expand_development_opportunities_MN.html">http://www.housingpolicy.org/toolbox/strategy/expand_development_opportunities_MN.html</a>	
<b>Live MSP:</b> An initiative to celebrate city living and promote the neighborhoods of Minneapolis and Saint Paul as a housing choice. The goal is to recruit new and retain current residents in all of the cities’ neighborhoods to reduce vacancy rates; increase resource bases; enhance city vitality; and improve environmental outcomes by encouraging walkable and transit-rich neighborhoods.			<a href="http://www.livemsp.org/down-payment-and-closing-cost-assistance-programs">http://www.livemsp.org/down-payment-and-closing-cost-assistance-programs</a>	
<b>Minnesota Housing Finance Agency (MHFA):</b> The State’s affordable housing bank, offering products and services to help buy and fix up homes. MHFA supports the development and preservation of affordable rental housing by offering financing and on-going asset management of affordable rental housing developments.			<a href="http://www.mnhousing.gov">www.mnhousing.gov</a> 651-296-8215	
<b>Minnesota Housing Partnership:</b> An array of resources that help local organizations, businesses, communities, and elected officials in Minnesota create homes for all. Resources include: Housing policy and advocacy and expertise on State and Federal legislation; Customized technical assistance; Information with analysis to build public understanding of housing issues; and Training for affordable housing providers.			<a href="http://mhponline.org">mhponline.org</a>	
<b>Mixed-Income Transit-Oriented Development Action Guide:</b> A tool for local jurisdictions working to foster mixed-income transit-oriented development (TOD) around planned transit stations. The goal of this guide is to help practitioners identify the most appropriate and effective planning tools for achieving MITOD in their transit station area, and ultimately to facilitate the development of mixed-income communities across the United States.			<a href="http://www.mitod.org/home.php">http://www.mitod.org/home.php</a>	
<b>New and Enhanced Tools to Promote Effective Transit Oriented Development: A case study for Minnesota:</b> An evaluation of market conditions for transit oriented development and tools to encourage private investment in the Southwest Light Rail Transit corridor in Minnesota, using the planned Shady Oak station as a case study for the challenges and opportunities for development.	Hennepin County Housing, Community Works and Transit Department			
<b>Reconnecting America:</b> A national nonprofit that advises civic and community leaders on how to overcome community development challenges to create better communities for all. Reconnecting America develops research and innovative public policy, while also building on-the-ground partnerships and convening players needed to accelerate decision-making. Provides resources and nation-wide case studies for transit-oriented development.			<a href="http://reconnectingamerica.org/what-we-do/technical-assistance/">http://reconnectingamerica.org/what-we-do/technical-assistance/</a>	
<b>Southwest LTR Development Authorities Survey:</b> A survey of the various development authorities and their use in communities along the Southwest LRT.				
<b>CONTINUED</b>				

TABLE FT-1 (Con't) HOUSING TOOLS			
Program / Tool	Entity	Funding Limits	Contact
<b>Programs / Case Studies from Outside Minnesota</b>			
<b>Preserving Affordable Housing Near Transit: Case Studies from Atlanta, Denver, Seattle and Washington, D.C. 2010:</b> Find out how four U.S. cities are addressing preservation in their current transit-expansion plans, and read about tools and strategies used to preserve affordable housing in transit-rich communities.	Enterprise, National Housing Trust and Reconnecting America		<a href="http://www.enterprisecommunity.com/solutions-and-innovation/transit-oriented-development/best-practices-and-reports">http://www.enterprisecommunity.com/solutions-and-innovation/transit-oriented-development/best-practices-and-reports</a> <a href="http://www.practitionerresources.org/cache/documents/674/67410.pdf">http://www.practitionerresources.org/cache/documents/674/67410.pdf</a>
<b>Making Affordable Housing at Transit a Reality:</b> Good Jobs, Strong Communities and Enterprise researched transit agency approaches to affordability in joint development in 24 cities in the U.S.	FRESC		<a href="http://www.enterprisecommunity.com/solutions-and-innovation/transit-oriented-development/best-practices-and-reports">http://www.enterprisecommunity.com/solutions-and-innovation/transit-oriented-development/best-practices-and-reports</a> <a href="http://www.practitionerresources.org/cache/documents/673/67359.pdf">http://www.practitionerresources.org/cache/documents/673/67359.pdf</a>
<b>The Case for Mixed-Income Transit-Oriented Development in the Denver Region:</b> This study reviews the demand for housing near transit; explores the benefits of mixed-income, transit-oriented neighborhoods; analyzes the barriers to creating such communities; offers an array of tools for overcoming those barriers; and applies those tools in the context of four planned transit station areas in metro Denver.	Center for Transit Oriented Development		<a href="http://www.enterprisecommunity.com/solutions-and-innovation/transit-oriented-development/best-practices-and-reports">http://www.enterprisecommunity.com/solutions-and-innovation/transit-oriented-development/best-practices-and-reports</a> <a href="http://www.practitionerresources.org/cache/documents/673/67330.pdf">http://www.practitionerresources.org/cache/documents/673/67330.pdf</a>
<b>2010 Inventory of TOD Programs: A National Review of State, Regional and Local Programs that Fund Transit-Oriented Development Plans and Projects:</b> Resource for planners and policy-makers who are creating new TOD programs in their own jurisdiction and who will benefit from learning the essential facts about other programs that operate at similar scales and contexts.	Reconnecting America		<a href="http://www.reconnectingamerica.org/assets/Uploads/2010_inventory_of_tod_programs.pdf">http://www.reconnectingamerica.org/assets/Uploads/2010_inventory_of_tod_programs.pdf</a>
Source: Ehlers			



**ACRONYMS**



## List of Acronyms

ACS – American Community Survey  
APTA – American Public Transportation Association  
CTOD – The Center for Transit-Oriented Development  
CDBG – Community Development Block Grant  
CoO – Corridors of Opportunity  
DEED – Minnesota Department of Employment and Economic Development  
GO – General Occupancy  
HAI – Housing Affordability Index  
HCHRA – Hennepin County Housing and Redevelopment Authority  
HUD – United States Department of Housing and Urban Development  
IBC – International Building Code  
LEHD – Longitudinal Employer-Household Dynamics  
LRT – Light Rail Transit  
MCA – Major Center Area  
MHFA – Minnesota Housing Finance Agency  
MLS – Multiple Listing Service of Minnesota  
NAICS – North American Industry Classification System  
NPA – Neighborhood Planning Area  
PUD – Planned Unit Development  
SR - Senior  
SWLRT – Southwest Light Rail Transit  
TIF – Tax Increment Financing  
TOD – Transit Oriented Development  
TSAAP – Southwest Transitional Station Area Action Plan

## Definitions

**Active adult (or independent living without services available)** – Active Adult properties are similar to a general-occupancy apartment building, in that they offer virtually no services but have age-restrictions (typically 55 or 62 or older). Organized activities and occasionally a transportation program are usually all that are available at these properties. Because of the lack of services, active adult properties typically do not command the rent premiums of more service-enriched senior housing.

**Adjusted Gross Income “AGI”** – Income from taxable sources (including wages, interest, capital gains, income from retirement accounts, etc.) adjusted to account for specific deductions (i.e. contributions to retirement accounts, unreimbursed business and medical expenses, alimony, etc.).

**Affordable housing** – Housing that is income-restricted to households earning at or below 80% AMI, though individual properties can have income-restrictions set at 40%, 50%, 60% or 80% AMI. Rent is not based on income but instead is a contract amount that is affordable to households within the specific income restriction segment.

**Area Median Income “AMI”** – AMI is the midpoint in the income distribution within a specific geographic area. By definition, 50% of households earn less than the median income and 50% earn more. The U.S. Department of Housing and Urban Development (HUD) calculates AMI annually and adjustments are made for family size.

**Assisted Living** – Assisted Living properties come in a variety of forms, but the target market for most is generally the same: very frail seniors, typically age 80 or older (but can be much younger, depending on their particular health situation), who are in need of extensive support services and personal care assistance. Absent an assisted living option, these seniors would otherwise need to move to a nursing facility. At a minimum, assisted living properties include two meals per day and weekly housekeeping in the monthly fee, with the availability of a third meal and personal care (either included in the monthly fee or for an additional cost). Assisted living properties also have either staff on duty 24 hours per day or at least 24-hour emergency response.

**Building Permit** – Building permits track housing starts and the number of housing units authorized to be built by the local governing authority. Most jurisdictions require building permits for new construction, major renovations, as well as other building improvements. Building permits ensure that all the work meets applicable building and safety rules and is typically required to be completed by a licensed professional. Once the building is complete and meets the inspector’s satisfaction, the jurisdiction will issue a “CO” or “Certificate of Occupancy.” Building permits are a key barometer for the health of the housing market and are often a leading indicator in the rest of the economy as it has a major impact on consumer spending.

**Charter School** – A school that is publicly funded, but functions as its own independent school district. It is responsible to its organizational sponsor and the Minnesota Department of Education. Minnesota charter schools may employ only fully licensed teachers and their curricula must conform to the Minnesota Academic Standards. They must also adhere to all statewide student testing requirements. Enrollment information was not available for charter schools.

**Commutershed vs. Laborshed** – Commutershed refers to where workers who live within a defined geographic area are employed. Laborshed refers to where workers who are employed in a defined geographic area live.

**Congregate (or independent living with services available)** – Congregate properties offer support services such as meals and/or housekeeping, either on an optional basis or a limited amount included in the rents. These properties typically dedicate a larger share of the overall

building area to common areas, in part, because the units are smaller than in adult housing and in part to encourage socialization among residents. Congregate properties attract a slightly older target market than adult housing, typically seniors age 75 or older. Rents are also above those of the active adult buildings, even excluding the services.

**Fair market rent** - The amount needed to pay gross monthly rent at modest rental housing in a given area. This figure is used as a basis for determining the payment standard amount used to calculate the maximum monthly subsidy for families on at financially assisted housing. The following are fair market rents in Hennepin County as defined by the Minnesota Housing Finance Agency (MHFA):

Fair Market Rent					
EFF	1BR	2BR	3BR	4BR	
Fair Market Rent	\$632	\$745	\$904	\$1,183	\$1,330

**Foreclosure** – A legal process in which a lender or financial institute attempts to recover the balance of a loan from a borrower who has stopped making payments to the lender by using the sale of the house as collateral for the loan.

**Foreign Born vs. Native Born** – Foreign born refers to anyone who is not a U.S. citizen at birth. This includes naturalized citizens, lawful permanent residents, temporary migrants (such as foreign students), humanitarian migrants (such as refugees), and undocumented migrants. The term native born refers to anyone born in the United States, or those born abroad of at least one U.S. citizen parent.

**Free/Reduced Lunch Program** – The National School Lunch Program and School Breakfast Program help schools provide nutritious meals to students each school day. Students at a participating school qualify for free or reduced-price school meals if annual household income is within guidelines set by the U.S. Department of Agriculture (USDA) each year. The income guidelines for Minnesota in the 2011-2012 school year are:

Household Size	Federal Poverty	Reduced Price	Free Meals - 130%
	Guidelines	Meals - 185%	Annual
	Annual	Annual	Annual
1	\$10,890	\$20,147	\$14,157
2	\$14,710	\$27,214	\$19,123
3	\$18,530	\$34,281	\$24,089
4	\$22,350	\$41,348	\$29,055
5	\$26,170	\$48,415	\$34,021
6	\$29,990	\$55,482	\$38,987
7	\$33,810	\$62,549	\$43,953
8	\$37,630	\$69,616	\$48,919
For each add'l family member, add	\$3,820	\$7,067	\$4,966

**Household** – All persons who occupy a housing unit, including occupants of a single-family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

**Housing Choice Voucher Program** – The federal government's major program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. A family that is issued a housing voucher is responsible for finding a suitable housing unit of the family's choice where the owner agrees to rent under the program. Housing choice vouchers are administered locally by public housing agencies. They receive federal funds from the U.S. Department of Housing and Urban Development (HUD) to administer the voucher program. A housing subsidy is paid to the landlord directly by the public housing agency on behalf of the participating family. The family then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program.

**Income-qualifications** – Incomes required by households in order to qualify for various housing products. The following are income qualifications by income level for residents of Hennepin County as defined by the Minnesota Housing Finance Agency (MHFA):

	Income Limits by Household Size							
	1 pph	2 pph	3 pph	4 pph	5 pph	6 pph	7 pph	8 pph
30% of median	\$17,650	\$20,150	\$22,650	\$25,150	\$27,200	\$29,200	\$31,200	\$33,200
50% of median	\$29,400	\$33,600	\$37,800	\$41,950	\$5,350	\$48,700	\$52,050	\$55,400
60% of median	\$35,280	\$40,320	\$45,360	\$50,340	\$54,420	\$58,440	\$62,460	\$66,480
80% of median	\$45,500	\$52,000	\$58,500	\$65,000	\$70,200	\$75,400	\$80,600	\$85,800
100% of median	\$58,700	\$67,100	\$75,500	\$83,900	\$90,600	\$97,300	\$104,000	\$110,700
120% of median	\$70,440	\$80,520	\$90,600	\$100,680	\$108,720	\$116,760	\$124,800	\$132,840

**Inflow/Outflow** – The Inflow/Outflow Analysis generates results showing the count and characteristics of worker flows in to, out of, and within the defined geographic area.

**Market rate rental housing** – Housing that does not have any income-restrictions. Some properties will have income guidelines, which are minimum annual incomes required in order to reside at the property.

**Maximum gross rent** – The maximum gross rent that affordable housing properties are able to charge based on income-restrictions. The following are maximum gross rents by income level in Hennepin County as defined by the Minnesota Housing Finance Agency (MHFA):

	Maximum Gross Rent				
	EFF	1BR	2BR	3BR	4BR
30% of median	\$441	\$503	\$566	\$628	\$680
50% of median	\$735	\$787	\$945	\$1,091	\$1,217
60% of median	\$882	\$945	\$1,134	\$1,309	\$1,461
80% of median	\$1,137	\$1,299	\$1,462	\$1,624	\$1,754
100% of median	\$1,467	\$1,677	\$1,887	\$2,097	\$2,265
120% of median	\$1,761	\$2,013	\$2,265	\$2,517	\$2,718

**Memory Care** – Memory Care properties, designed specifically for persons suffering from Alzheimer’s disease or other dementias, is one of the newest trends in senior housing. Properties consist mostly of suite-style or studio units or occasionally one-bedroom apartment-style units, and large amounts of communal areas for activities and programming. In addition, staff typically undergoes specialized training in the care of this population. Because of the greater amount of individualized personal care required by residents, staffing ratios are much higher than traditional assisted living and thus, the costs of care are also higher. Unlike conventional assisted living, however, which deals almost exclusively with widows or widowers, a higher proportion of persons afflicted with Alzheimer’s disease are in two-person households. That means the decision to move a spouse into a memory care facility involves the caregiver’s concern of incurring the costs of health care at a special facility while continuing to maintain their home.

**Naturally Occurring Affordable Housing** – Although affordable housing is typically associated with an income-restricted property, there are other housing units in communities that indirectly provide affordable housing. Housing units that were not developed or designated with income guidelines (i.e. assisted) yet are more affordable than other units in a community are considered “naturally-occurring” or “unsubsidized affordable” units. This rental supply is available through the private market, versus assisted housing programs through various governmental agencies. Property values on these units are lower based on a combination of factors, such as: age of structure/housing stock, location, condition, size, functionally obsolete, school district, etc.

**Net Income** – Income earned after payroll withholdings such as state and federal income taxes, social security, as well as retirement savings and health insurance.

**Net Worth** – The difference between assets and liabilities, or the total value of assets after the debt is subtracted.

**Population** – All people living in a geographic area.

**Population Density** – The population of an area divided by the number of square miles of land area.

**Project-Based Section 8** – A federal government program that provides rental housing for very low-income families, the elderly, and the disabled in privately owned and managed rental units. The owner reserves some or all of the units in a building in return for a Federal government guarantee to make up the difference between the tenant's contribution and the rent. A tenant who leaves a subsidized project will lose access to the project-based subsidy.

**Senior Housing** – The term “senior housing” refers to any housing development that is restricted to people age 55 or older. Today, senior housing includes an entire spectrum of housing alternatives. Maxfield Research Inc. classifies senior housing into four categories based on the level of support services. The four categories are: Active Adult, Congregate, Assisted Living and Memory Care.

**Short Sale** – A sale of real estate in which the net proceeds from selling the property do not cover the sellers’ mortgage obligations. The difference is forgiven by the lender, or other arrangements are made with the lender to settle the remainder of the debt.

**Subsidized housing** – Housing that is income-restricted to households earning at or below 30% AMI. Rent is generally based on income, with the household contributing 30% of their adjusted gross income toward rent. Also referred to as extremely low income housing.

**Turnover** – A measure of movement of residents into and out of a geographic location.

**Workforce housing** – Housing that is income-restricted to households earning between 80% and 120% AMI. Also referred to as moderate-income housing.



**STATION PROFILES**

# Royalston Station

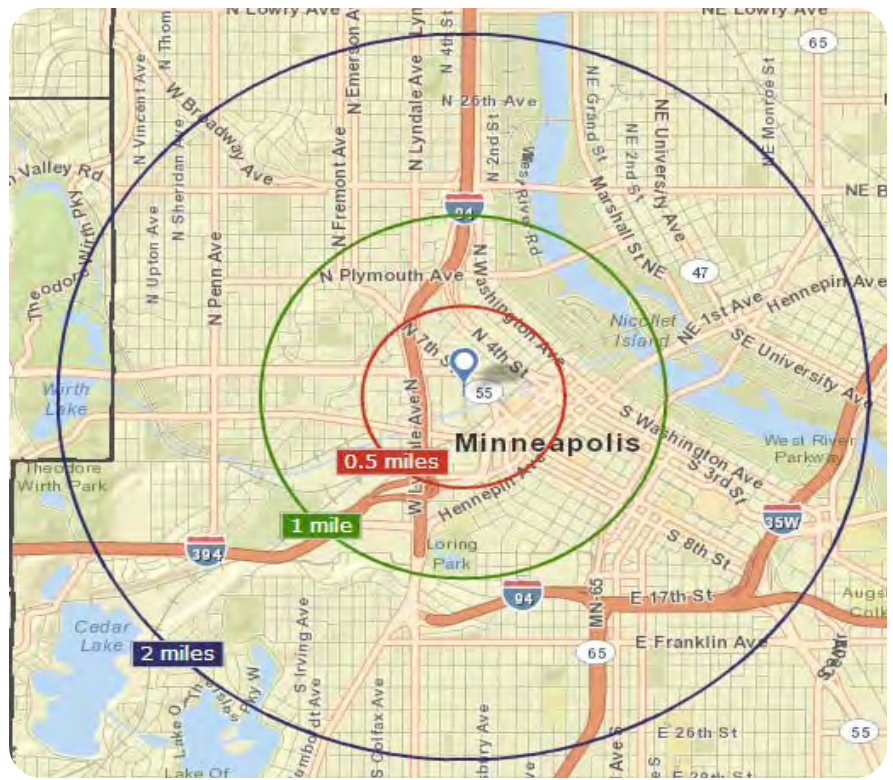
Minneapolis

## Neighborhoods Served

- Downtown
- North Loop
- Warehouse District
- St. Anthony West

## Major Landmarks

- Target Field
- Metrodome/New Stadium
- Nicollet Mall
- Guthrie Theater



**Royalston Station** is located in the City of Minneapolis near the intersection of North 7<sup>th</sup> Street and Olson Memorial Highway. This station will serve neighborhoods centered around Downtown Minneapolis and will provide transportation to downtown landmarks such as Target Field and Nicollet Mall. This station will serve a large number of people with over 4,000 in the immediate vicinity (half-mile radius) and over 100,000 within two-miles. Household incomes are lower than other stations but there is a large amount of single people living in the vicinity. The Royalston Station serves the largest share of minority populations of all of the stations. The majority of the housing units in one- and two-mile radii are within large apartment buildings with 20+ units.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	4,064	19,829	104,932
<b>Households</b>	1,580	11,179	50,698
<b>Med HHD Income</b>	\$42,876	\$35,771	\$30,164
<b>Avg HHD Size</b>	1.71	1.59	1.94
<b>Pct. Minority</b>	60%	47%	49%
<b>Total Jobs</b>	10,208	127,398	172,813

## Education Information

School District

Post-Secondary (2 miles)

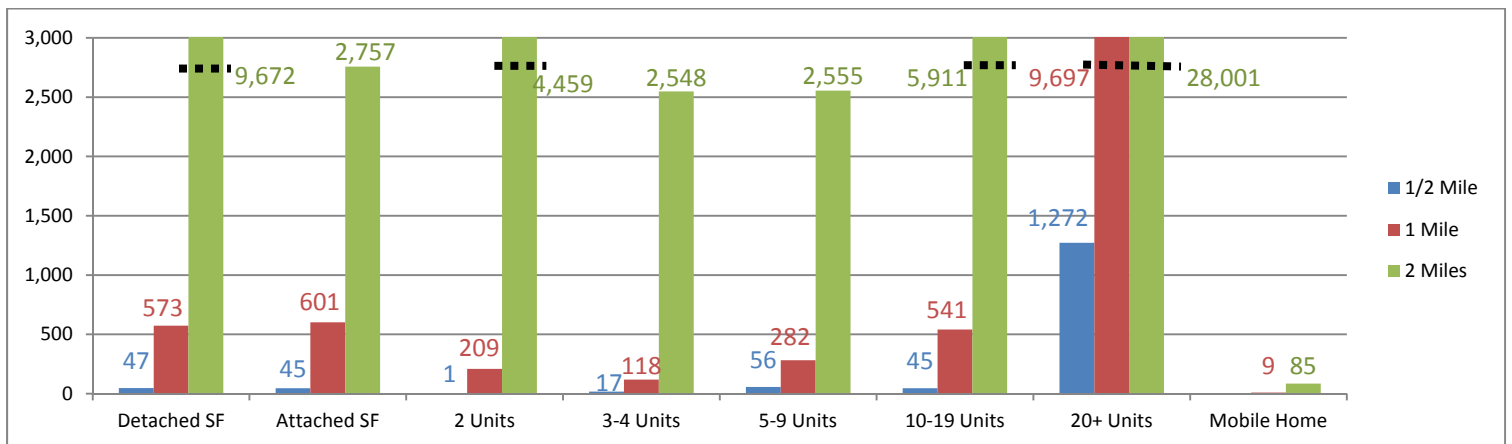


Education Attainment (2 miles)

Some HS: 8% High School: 8% Some College: 18%

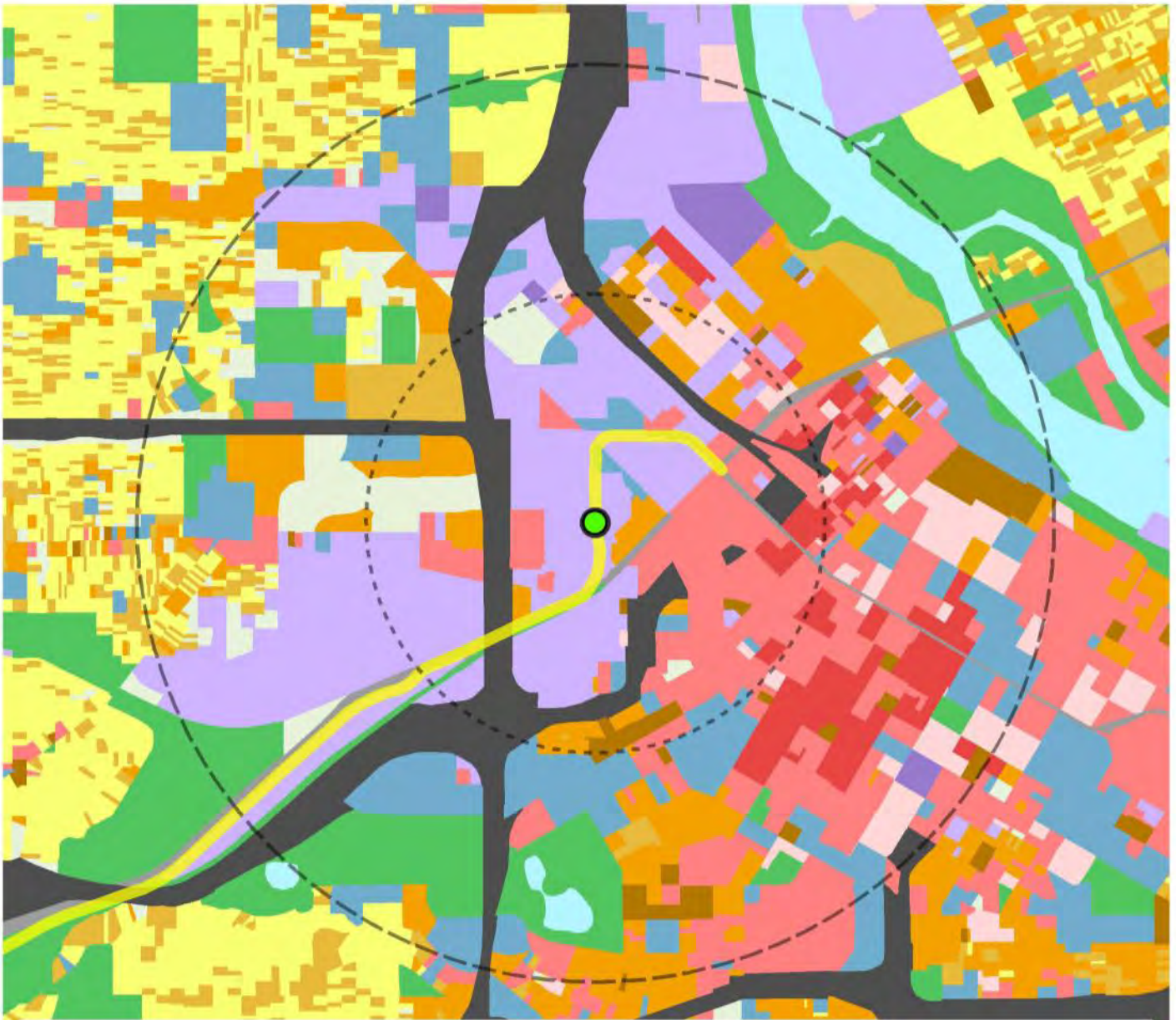
Associates: 5% Bachelors: 26% Masters/Prof/PhD: 15%

## Housing Units by Structure Type – 2010

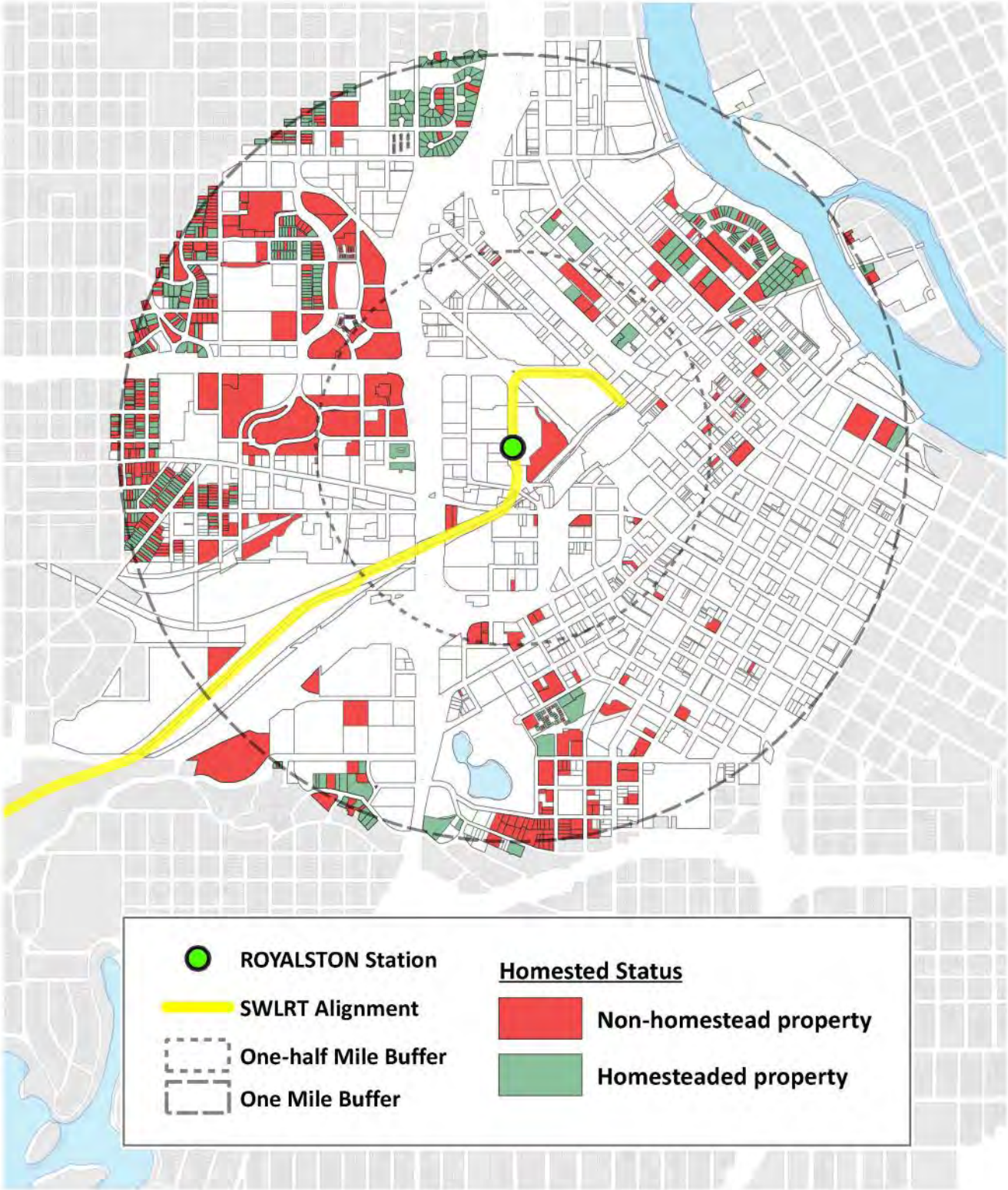




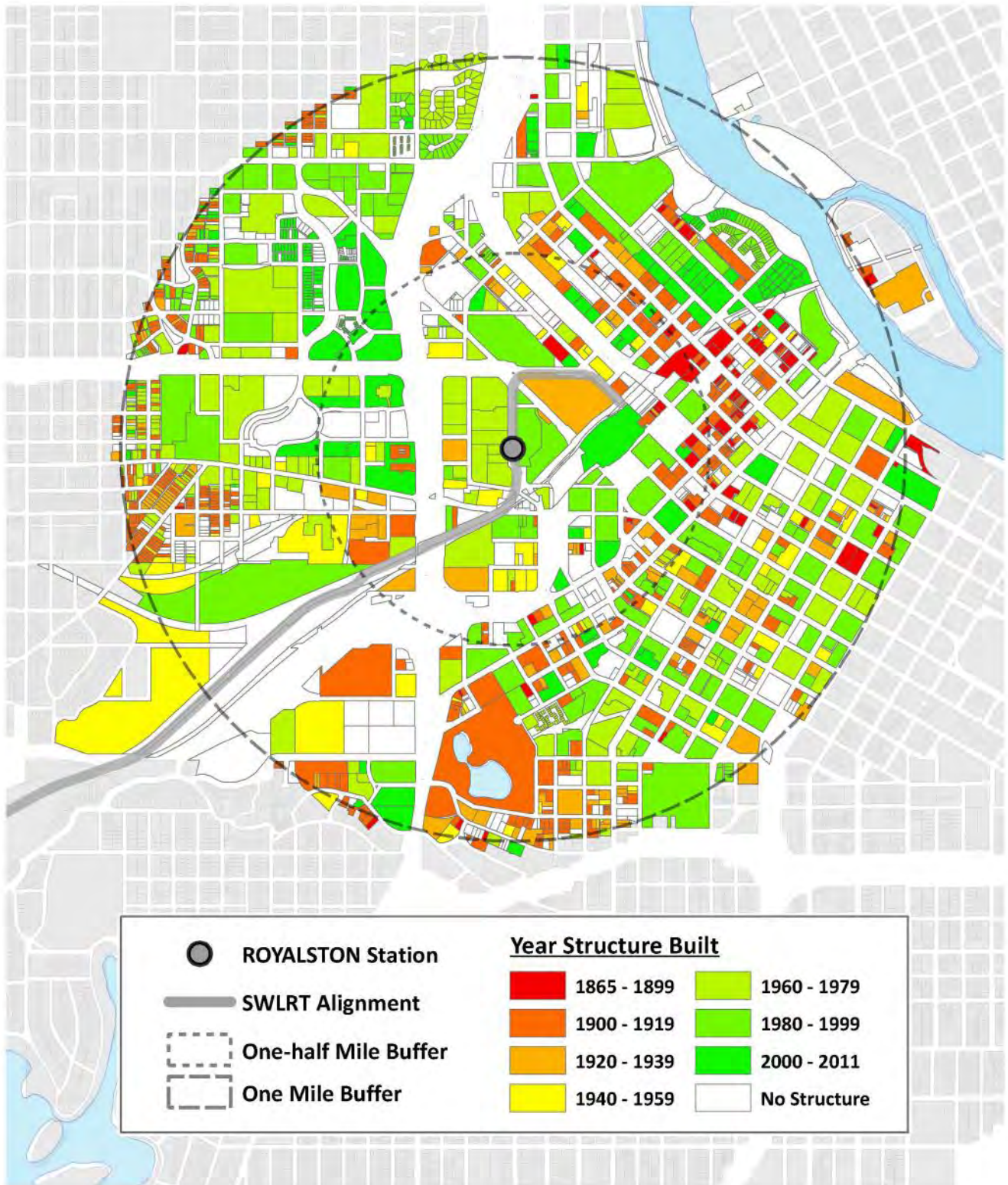
# Royalston Station: Land Use



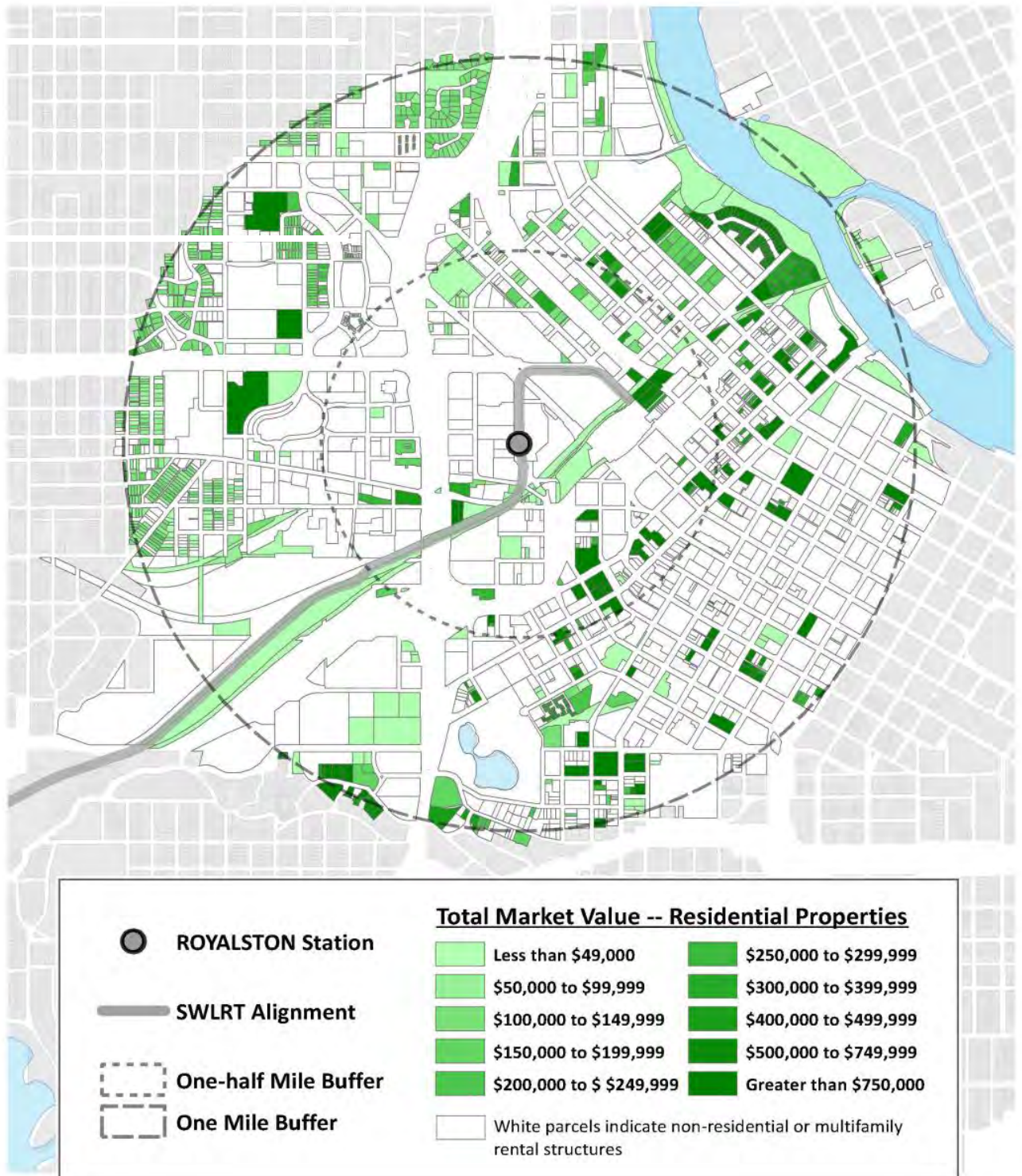
# Royalston Station: Homestead Status



# Royalston Station: Year Structure Built



# Royalston Station: Market Value



# Van White Station

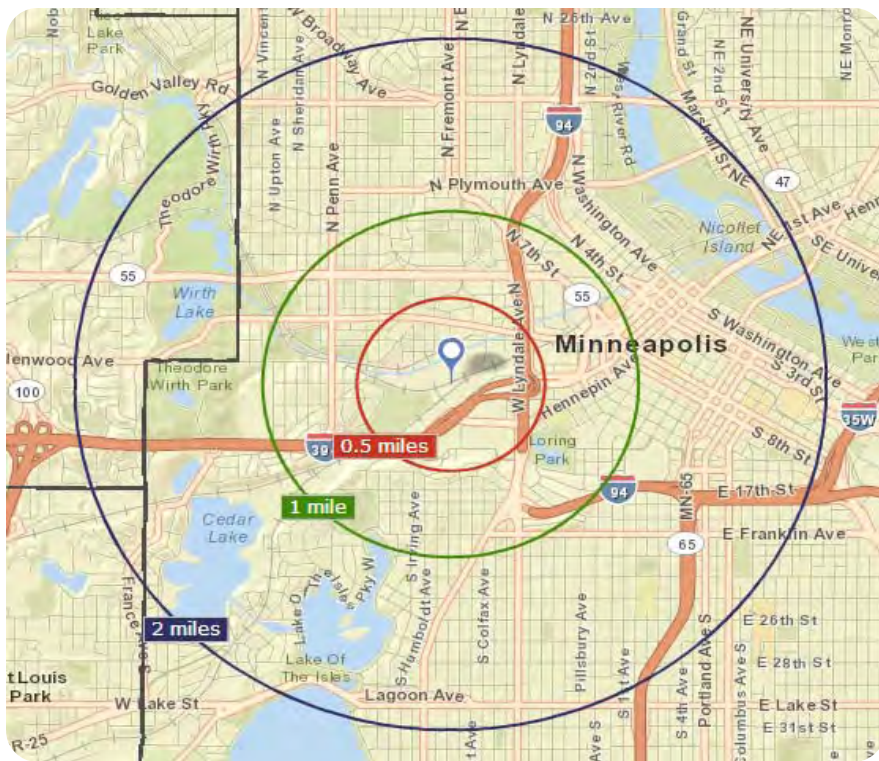
Minneapolis

## Neighborhoods Served

- Bryn Mawr
- Harrison
- Lowry Hill
- Kenwood

## Major Landmarks

- Walker Art Center
- Dunwoody College of Technology
- Loring Park



**Van White Station** is located in the City of Minneapolis near the intersection of I-394 and I-94. This station will serve the Bryn Mawr, Harrison, Lowry Hill, and Kenwood neighborhoods and is located near several major landmarks including the Walker Art Center and Dunwoody College of Technology. The immediate vicinity (half-mile radius) has just over 1,000 people. When expanded to a two-mile radius, the station serves almost 100,000 people. Household incomes are lower than other stations but there is a significant percentage of single people living in the vicinity. The Van White Station serves a large non-white minority population as well. The majority of the housing units in one- and two-mile radii are within large apartment buildings with 20+ units.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	1,186	22,608	91,470
<b>Households</b>	678	12,225	45,466
<b>Med HHD Income</b>	\$34,191	\$35,112	\$32,784
<b>Avg HHD Size</b>	1.68	1.73	1.87
<b>Pct. Minority</b>	49%	39%	47%
<b>Total Jobs</b>	1,150	15,370	168,228

## Education Information

School District



MINNEAPOLIS PUBLIC SCHOOLS  
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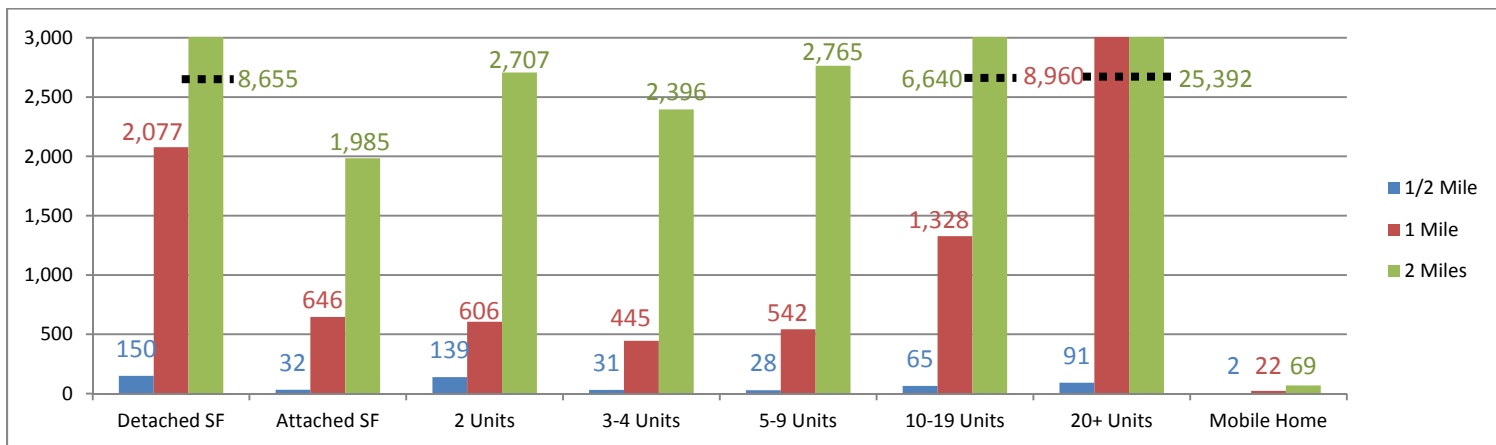
Post-Secondary (2 miles)



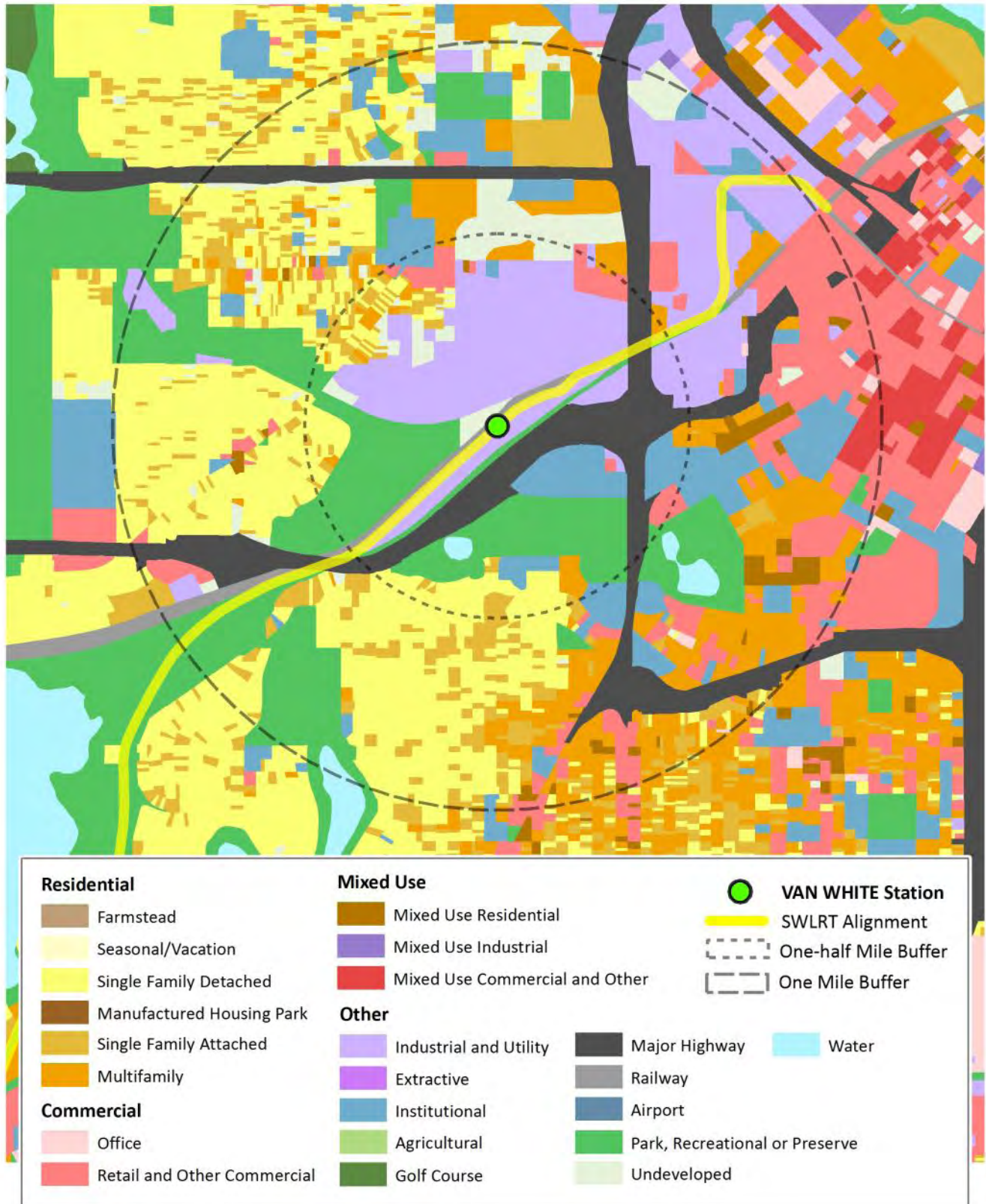
Education Attainment (2 miles)

Some HS: 13% High School: 18% Some College: 18%  
Associates: 5% Bachelors: 29% Masters/Prof/PhD: 17%

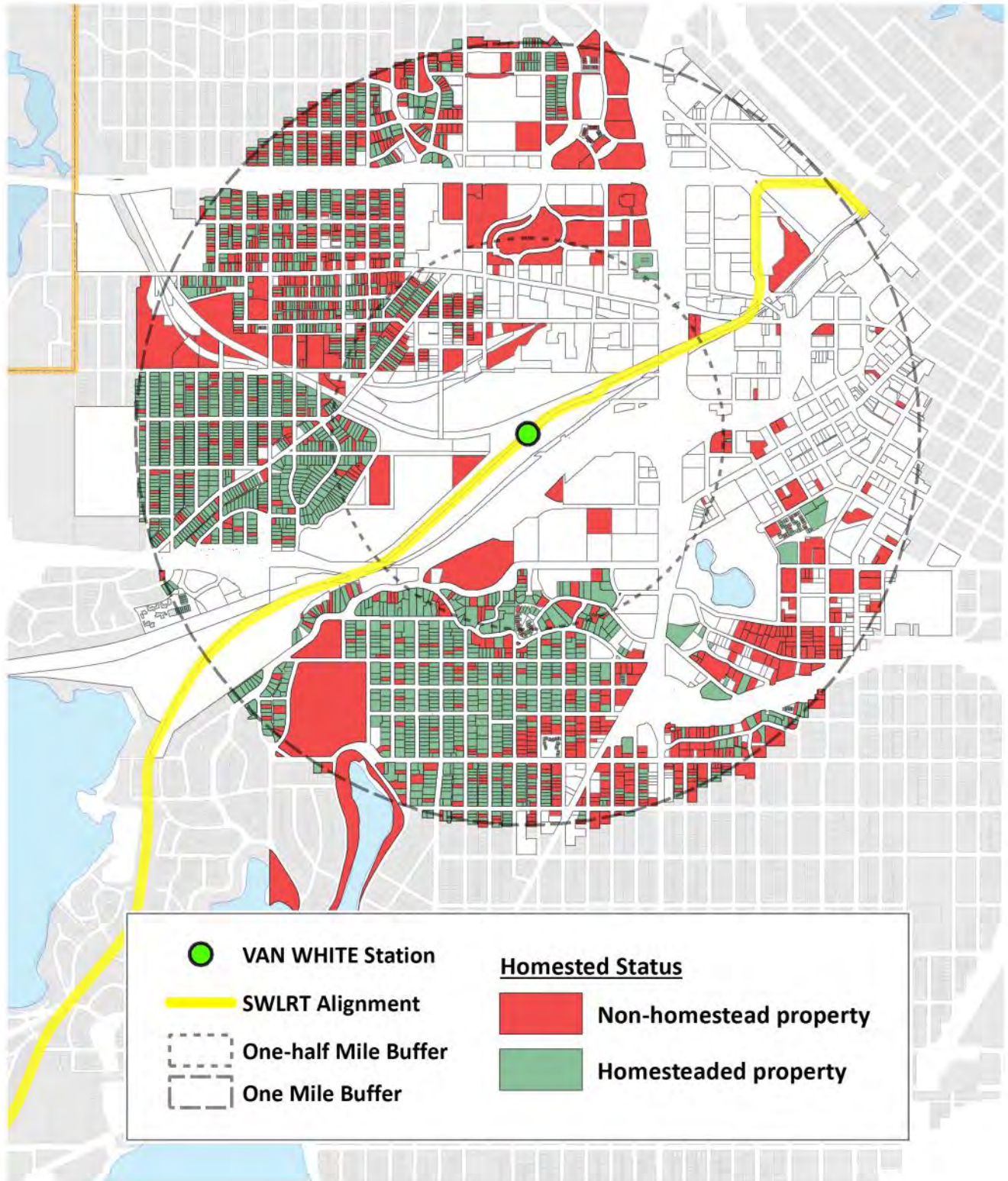
## Housing Units by Structure Type – 2010



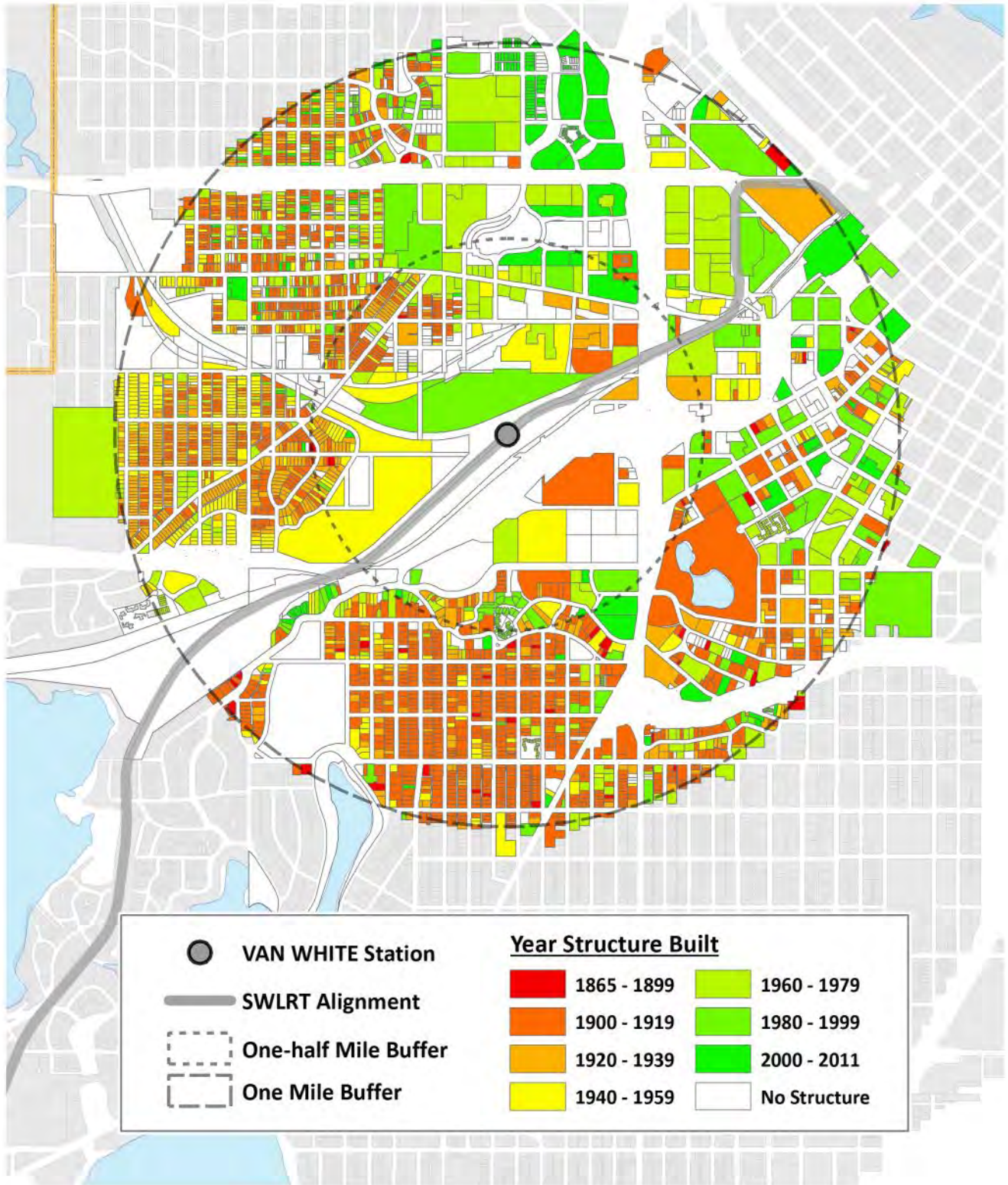
# Van White Station: Land Use



# Van White Station: Homestead Status

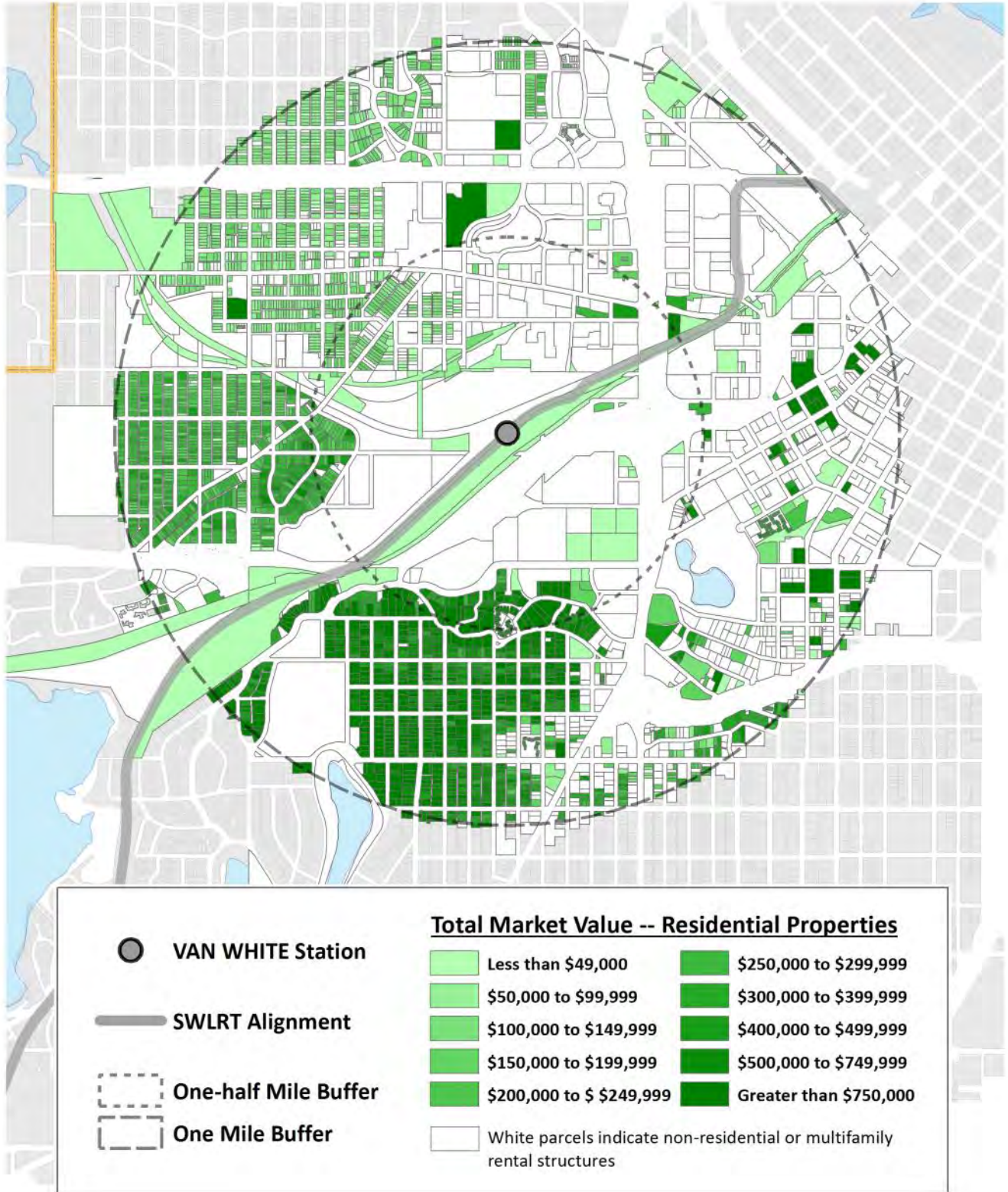


# Van White Station: Year Structure Built





# Van White Station: Market Value



# Penn Avenue Station

Minneapolis

## Neighborhoods Served

- Bryn Mawr/Kenwood
- Uptown
- Lowry Hill
- Calhoun Isles

## Major Landmarks

- Lake of the Isles
- Cedar Lake
- Walker Art Center



**Penn Avenue Station** is located in the City of Minneapolis near the intersection of I-394 and Penn Avenue. This station will serve the area immediately surrounding the lakes and is located near the northern point of Lake of the Isles. The immediate vicinity (half-mile radius) has a population of about 2,500 but when expanded to a two-mile radius, the station serves almost 80,000 people. Household income for the immediate half-mile radius is in one of top brackets compared to other stations, especially in Minneapolis. The Penn Avenue Station serves a smaller non-white population than other Minneapolis stations. The majority of the housing units in the closest vicinity are detached single-family homes.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	2,525	11,470	78,854
<b>Households</b>	1,066	5,585	40,798
<b>Med HHD Income</b>	\$96,687	\$62,426	\$37,165
<b>Avg HHD Size</b>	2.34	1.92	1.90
<b>Pct. Minority</b>	11%	12%	39%
<b>Total Jobs</b>	513	4,741	107,670

## Education Information

School District

Post-Secondary (2 miles)



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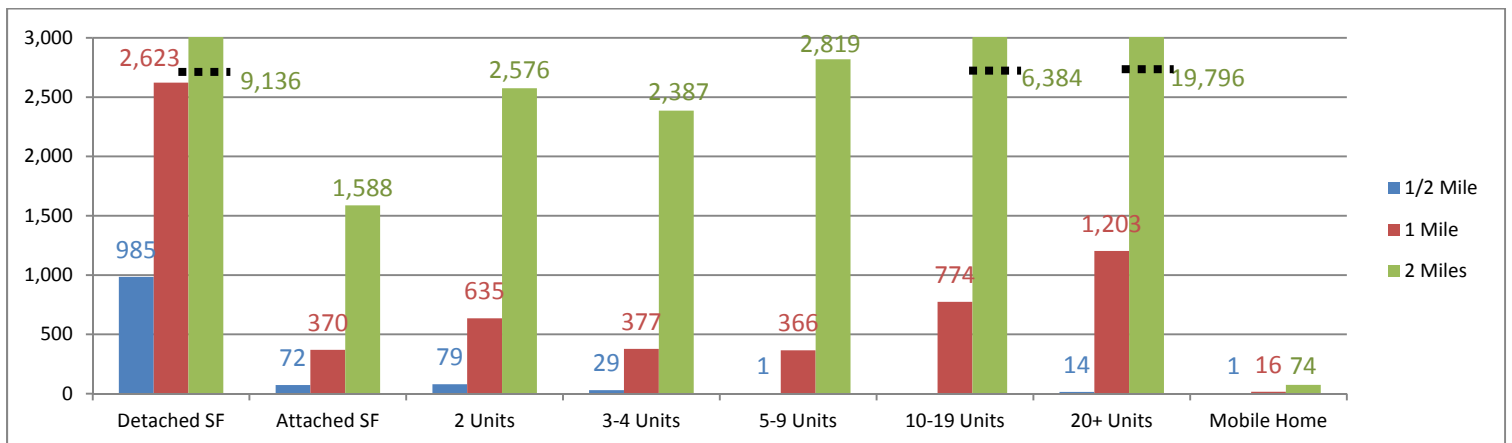


Education Attainment (2 miles)

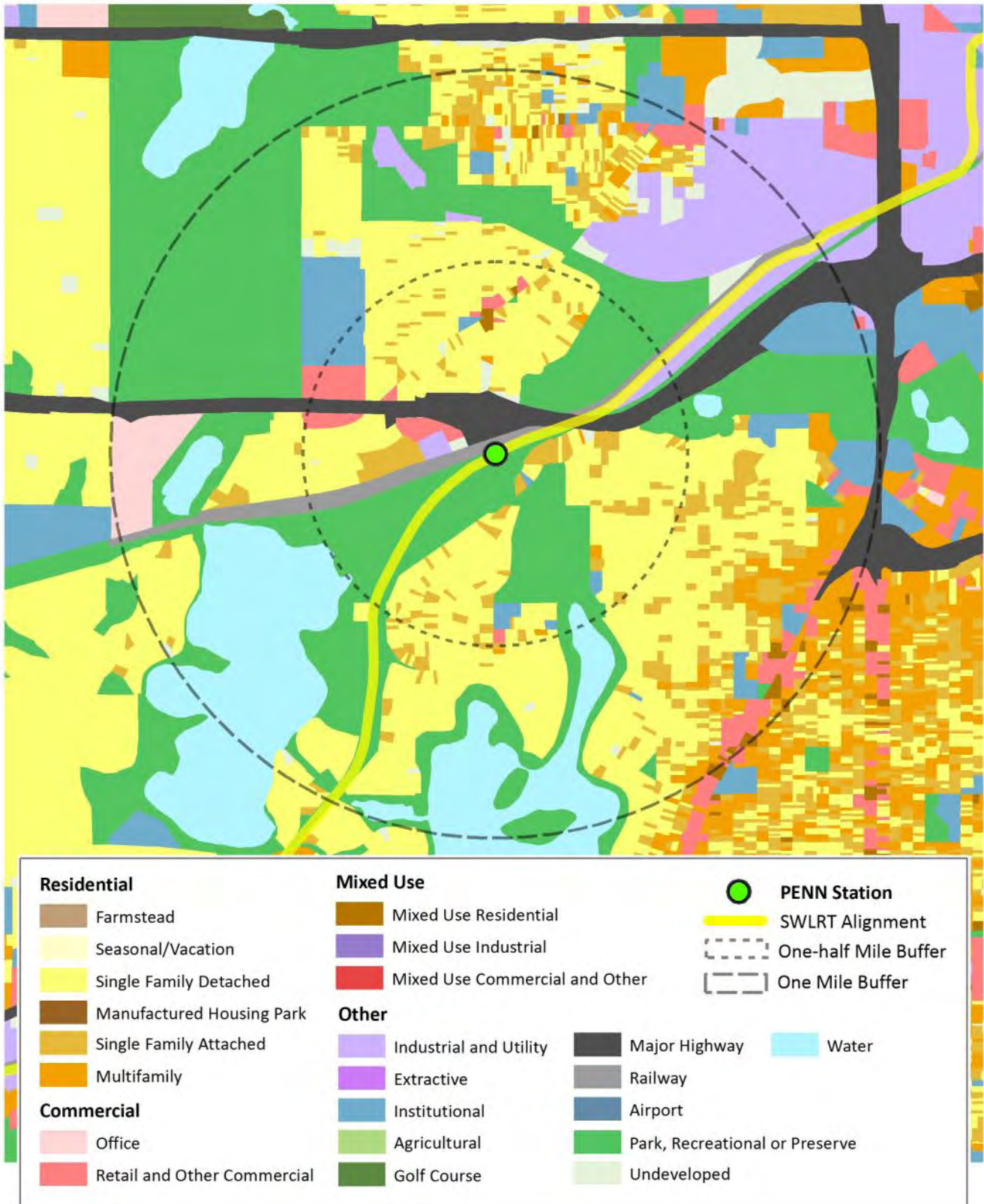
Some HS: 7% High School: 14% Some College: 18%

Associates: 5% Bachelors: 35% Masters/Prof/PhD: 20%

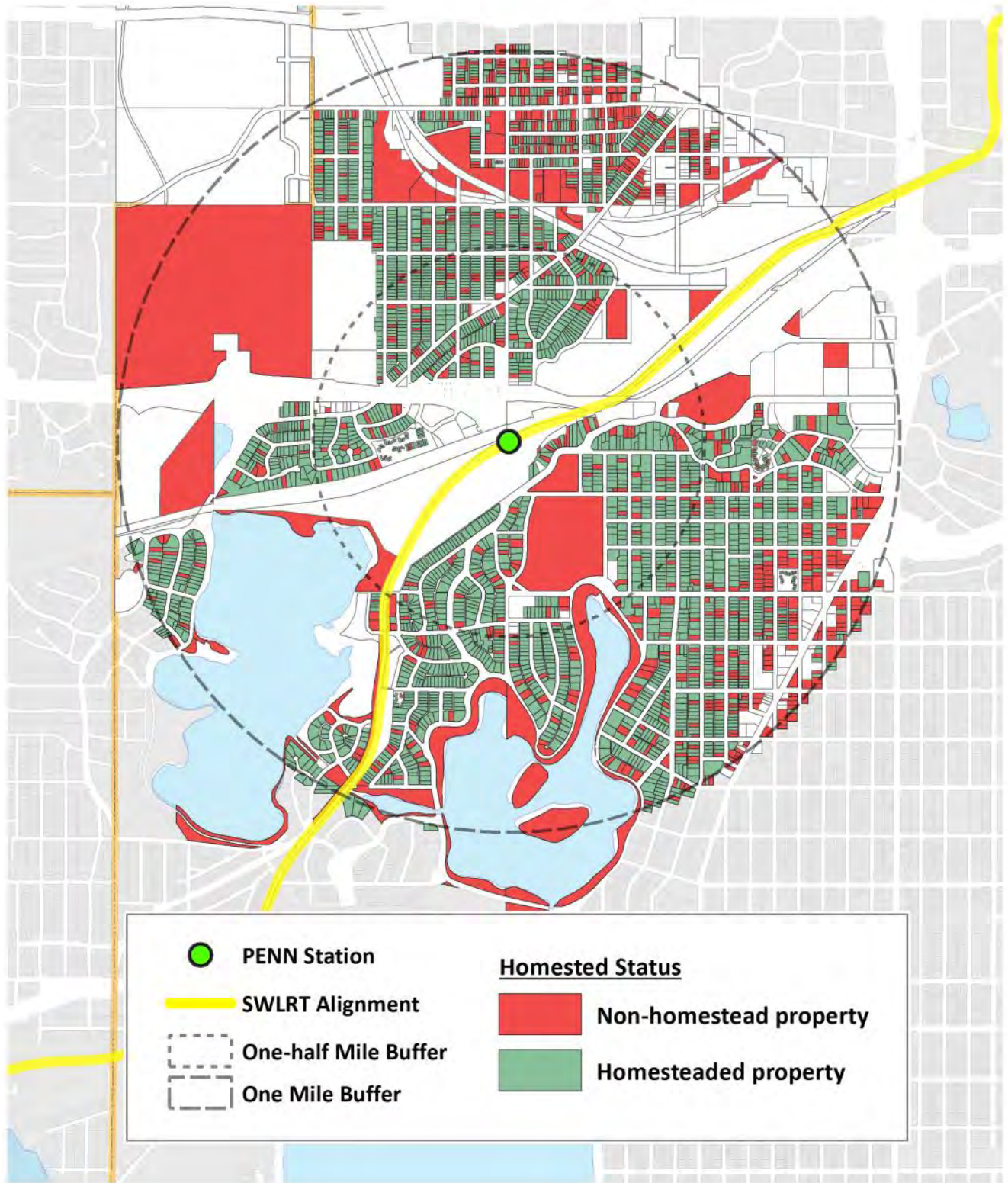
## Housing Units by Structure Type – 2010



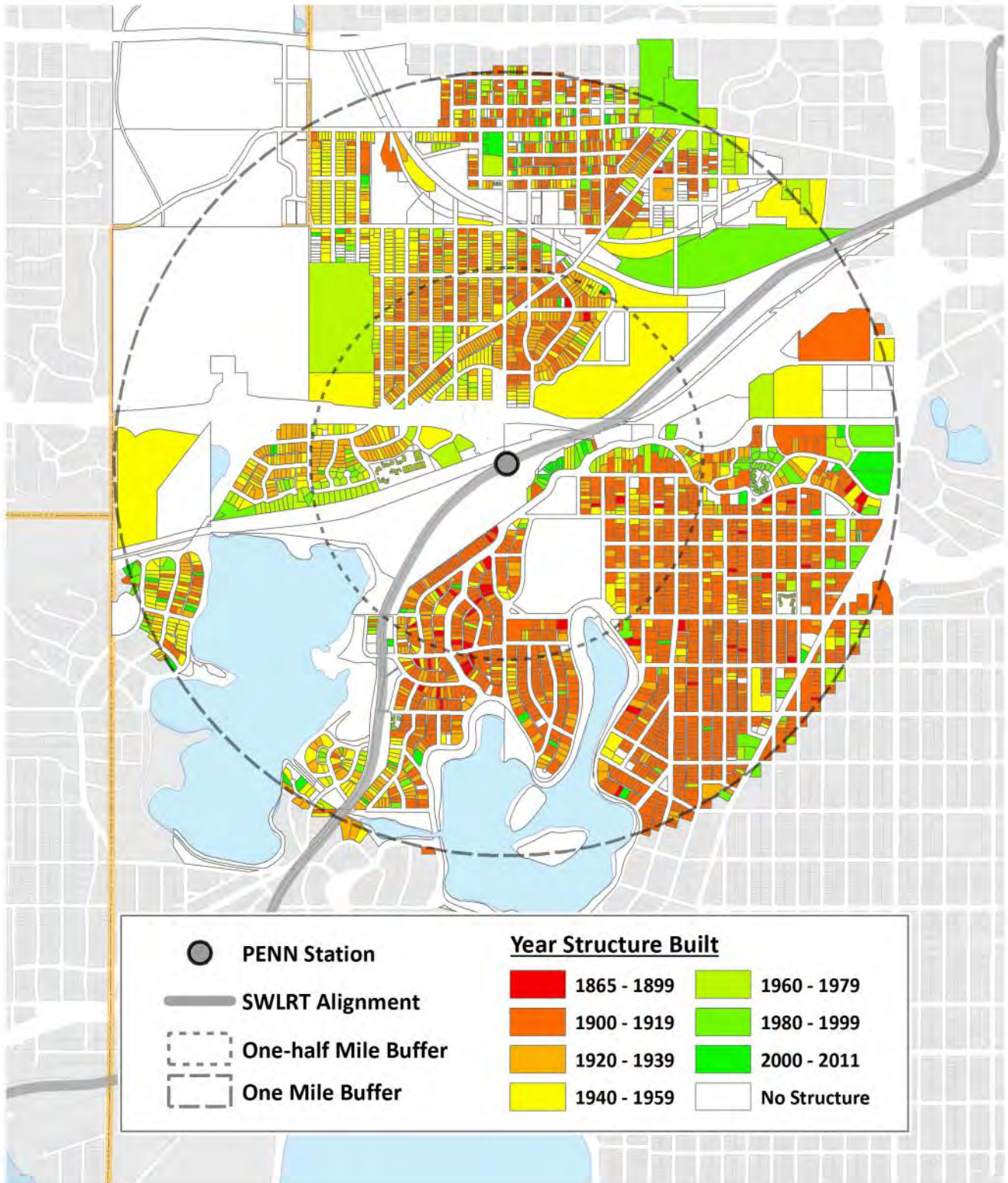
# Penn Avenue Station: Land Use



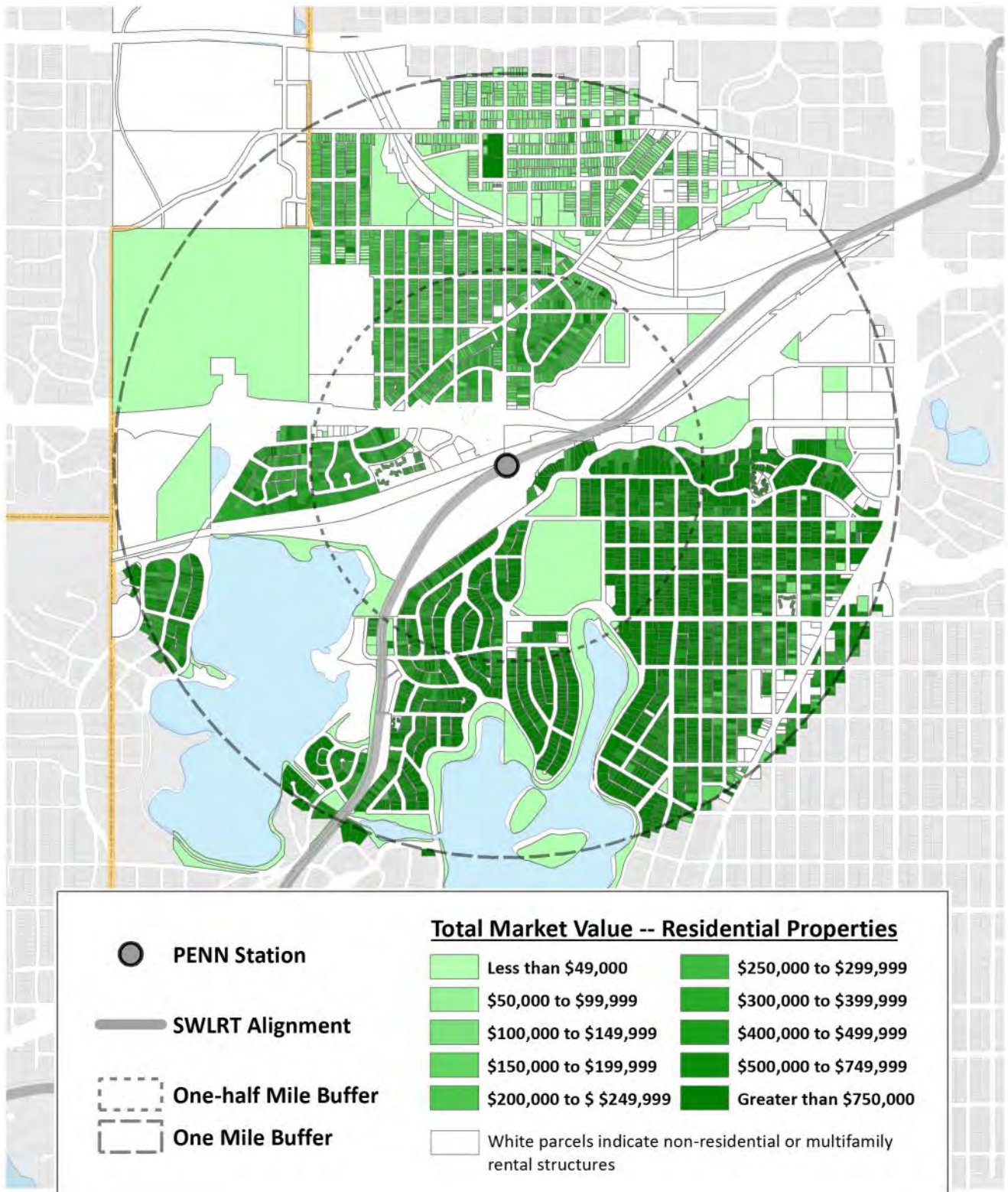
# Penn Avenue Station: Homestead Status



# Penn Avenue Station: Year Structure Built



# Penn Avenue Station: Market Value



# 21st Street Station

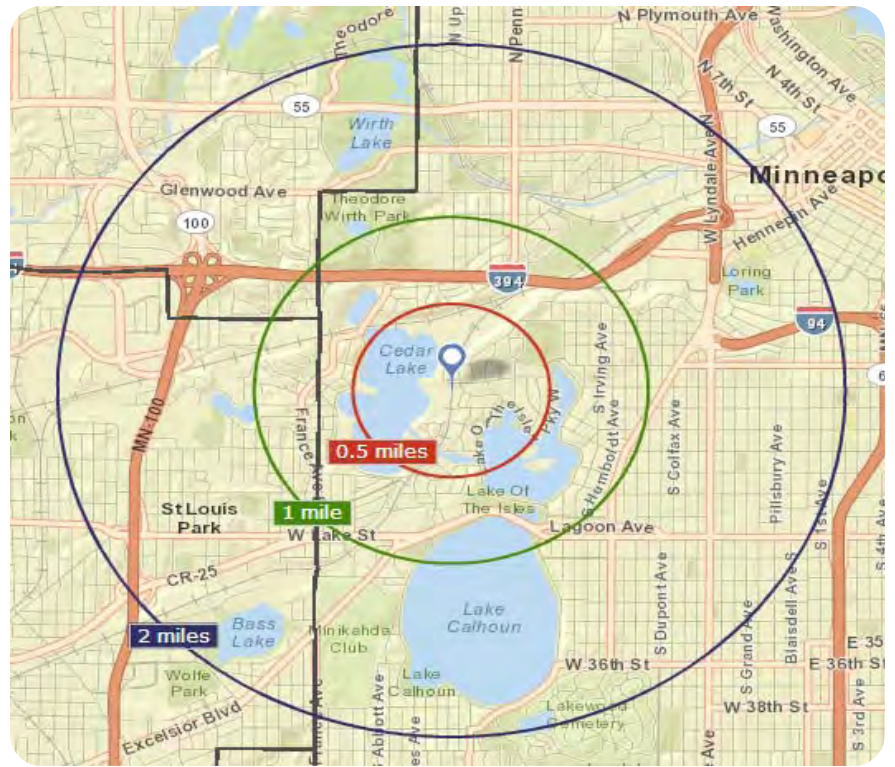
Minneapolis

## Neighborhoods Served

- Kenwood
- Uptown
- Lowry Hill East
- Calhoun Isles

## Major Landmarks

- Lake of the Isles
- Cedar Lake
- Lake Calhoun



**21<sup>st</sup> Street Station** is located in the City of Minneapolis at 21<sup>st</sup> Street and Upton Avenue. This station is located between Lake of the Isles and Cedar Lake and will serve the surrounding areas. The immediate vicinity (half-mile radius) has a population of about 1,460 and when expanded to a two-mile radius, the station serves almost 75,000 people. Household income for the immediate half-mile radius is in one of the top brackets compared to other stations, especially in Minneapolis. The 21<sup>st</sup> Street Station serves a smaller non-white population than other Minneapolis stations. The majority of the housing units in the closest vicinity are detached single-family homes.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	1,460	12,771	74,176
<b>Households</b>	577	6,520	40,585
<b>Med HHD Income</b>	\$143,795	\$81,078	\$40,545
<b>Avg HHD Size</b>	2.51	1.92	1.90
<b>Pct. Minority</b>	11%	12%	31%
<b>Total Jobs</b>	211	5,867	43,983

## Education Information

School District



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Post-Secondary (2 miles)

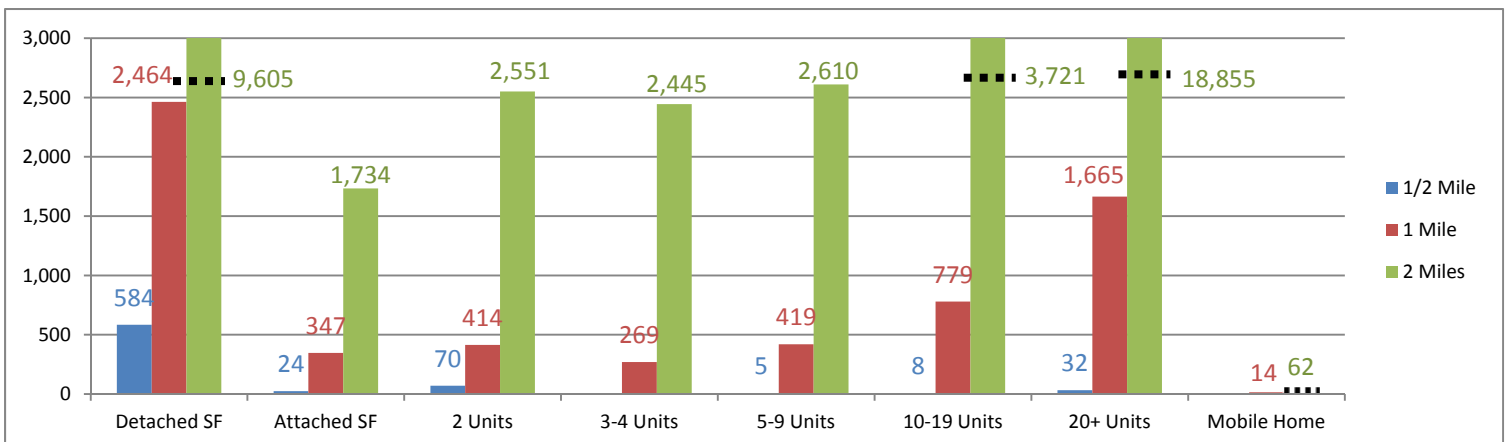


Education Attainment (2 miles)

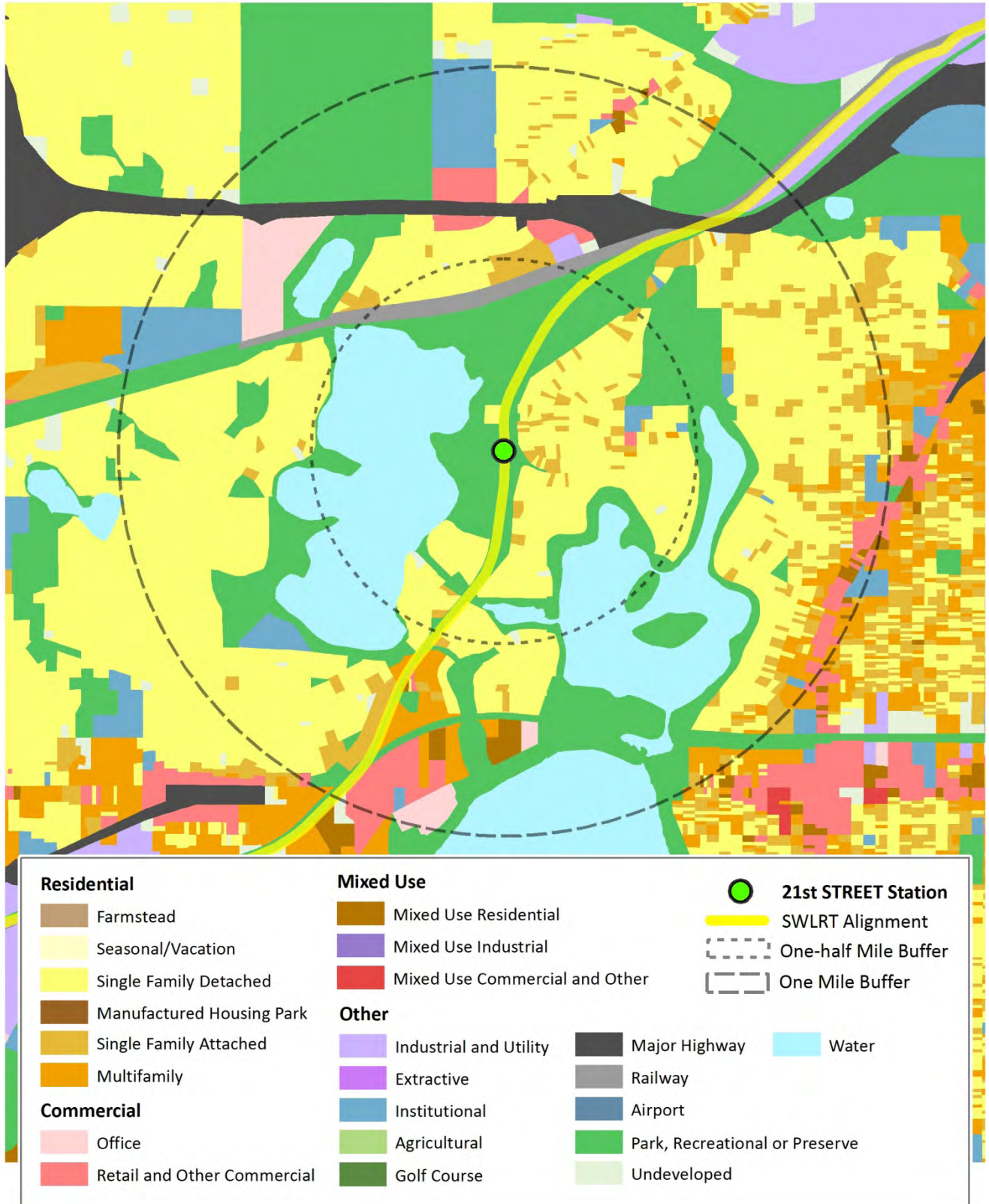
Some HS: 11% High School: 16% Some College: 17%

Associates: 5% Bachelors: 33% Masters/Prof/PhD: 19%

## Housing Units by Structure Type – 2010

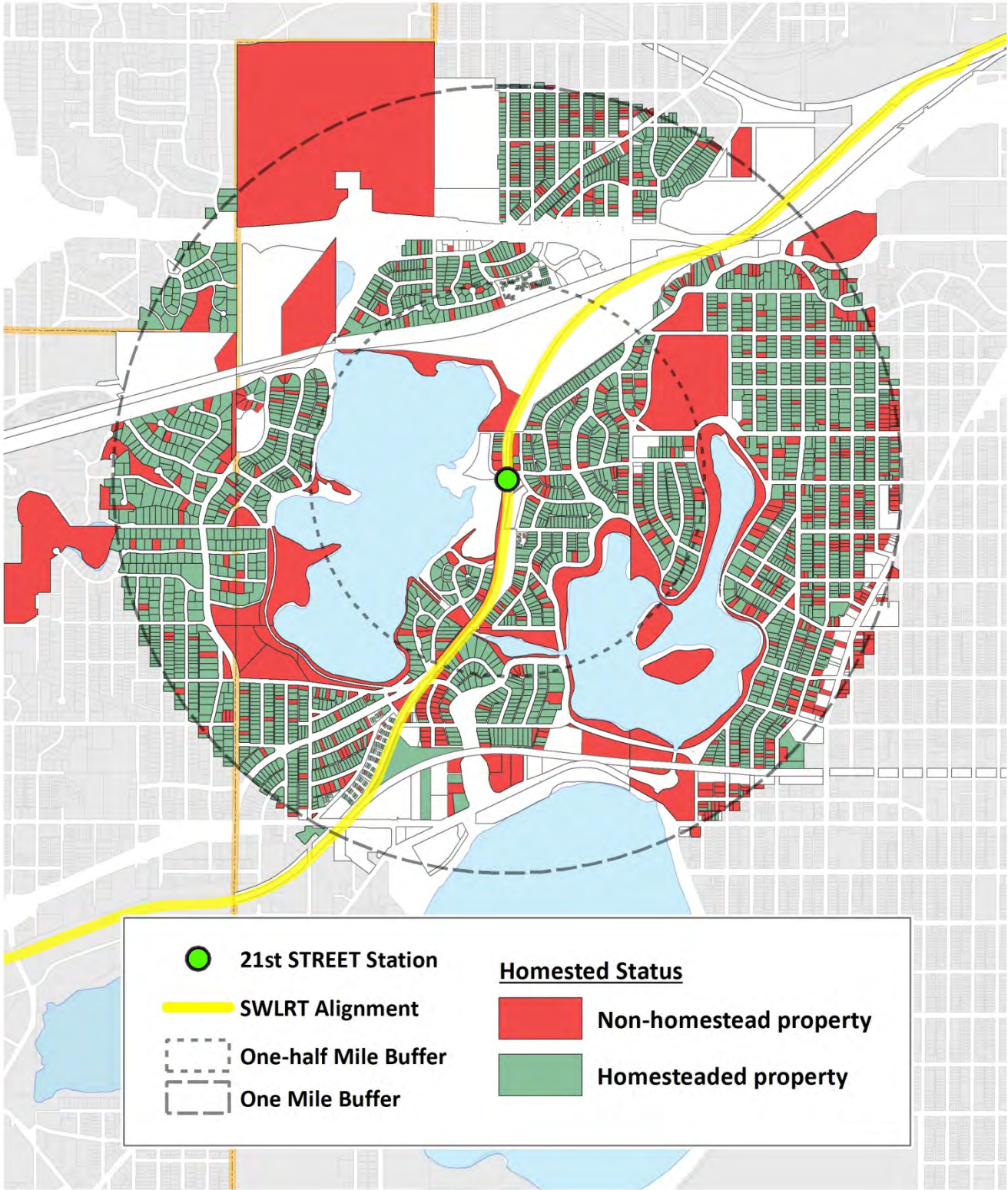


# 21<sup>st</sup> Street Station: Land Use

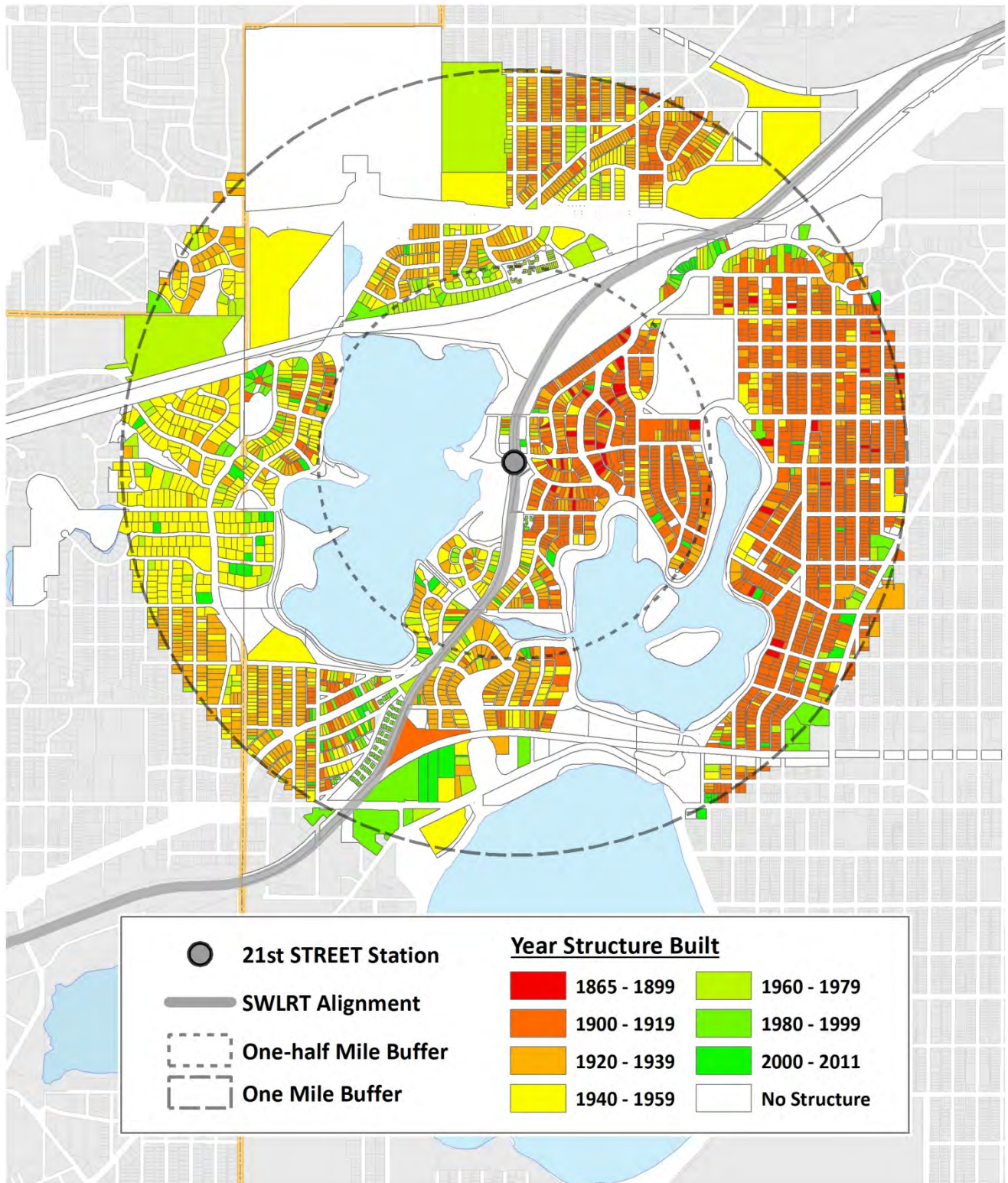




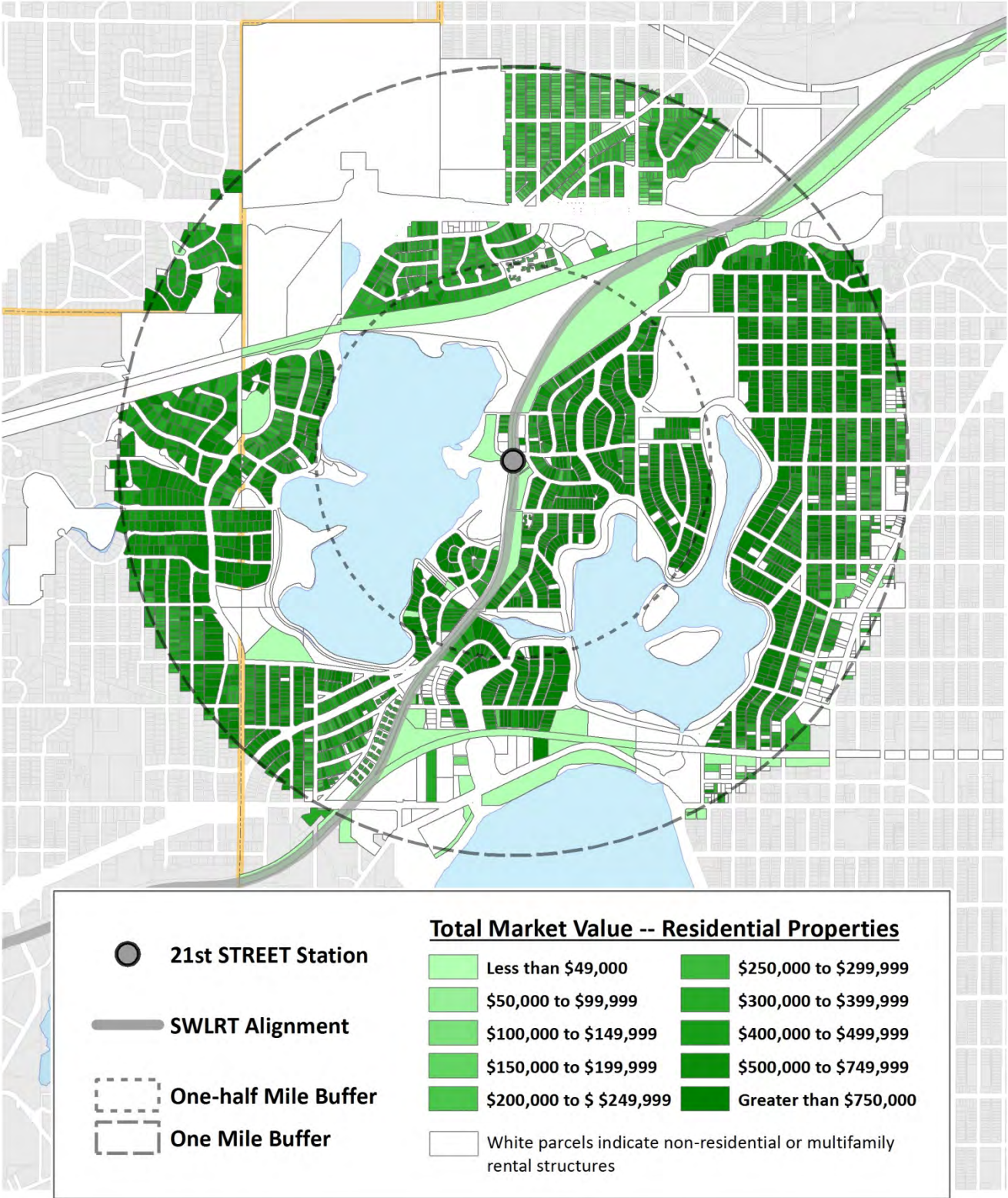
# 21<sup>st</sup> Street Station: Homestead Status



# 21<sup>st</sup> Street Station: Year Structure Built



# 21<sup>st</sup> Street Station: Market Value



# West Lake Station

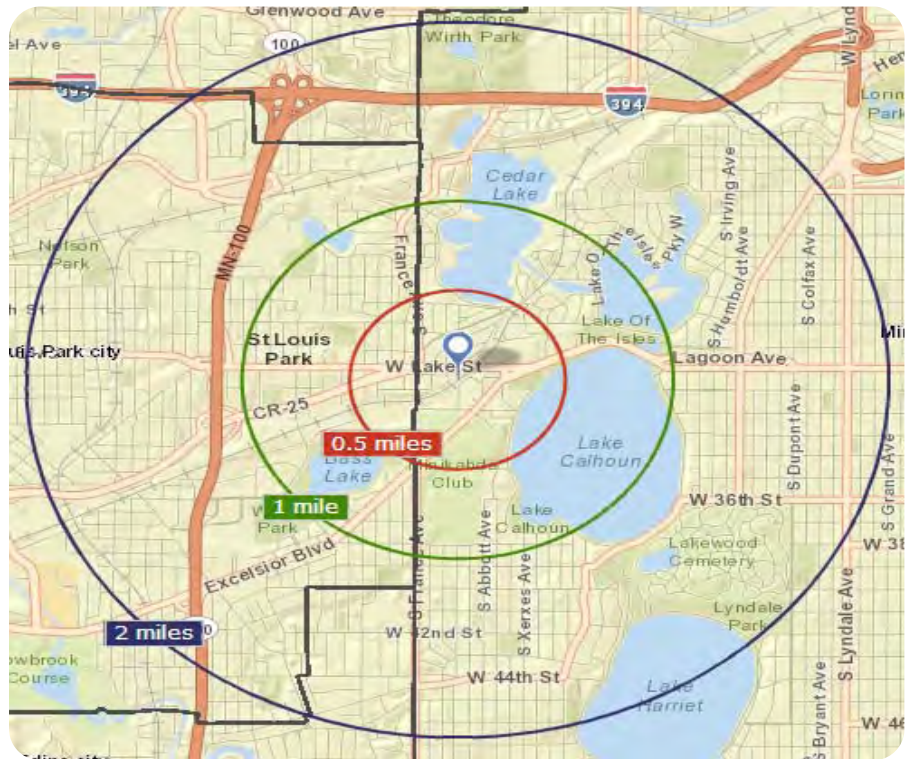
Minneapolis

## Neighborhoods Served

- West Calhoun
- Uptown
- Linden Hills
- Cedar-Isles-Dean

## Major Landmarks

- Lake Calhoun
- Minikahda Club
- Calhoun Village Shopping Center



**West Lake Station** is located in the City of Minneapolis at Lake Street and Chowen Avenue. This station is directly to the west of Lake Calhoun and will serve the growing area in addition to the most eastern part of St. Louis Park. The immediate vicinity (half-mile radius) has a population of about 4,500 and when expanded to a two-mile radius, the station serves just over 60,000 people. Household income is relatively high compared to other Minneapolis stations. The majority of the housing units in the closest vicinity are large 20+ unit buildings.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	4,361	12,005	62,629
<b>Households</b>	2,686	6,506	32,403
<b>Med HHD Income</b>	\$83,146	\$64,432	\$54,300
<b>Avg HHD Size</b>	1.59	1.82	2.04
<b>Pct. Minority</b>	15%	15%	17%
<b>Total Jobs</b>	2,426	5,839	33,265

## Education Information

School District



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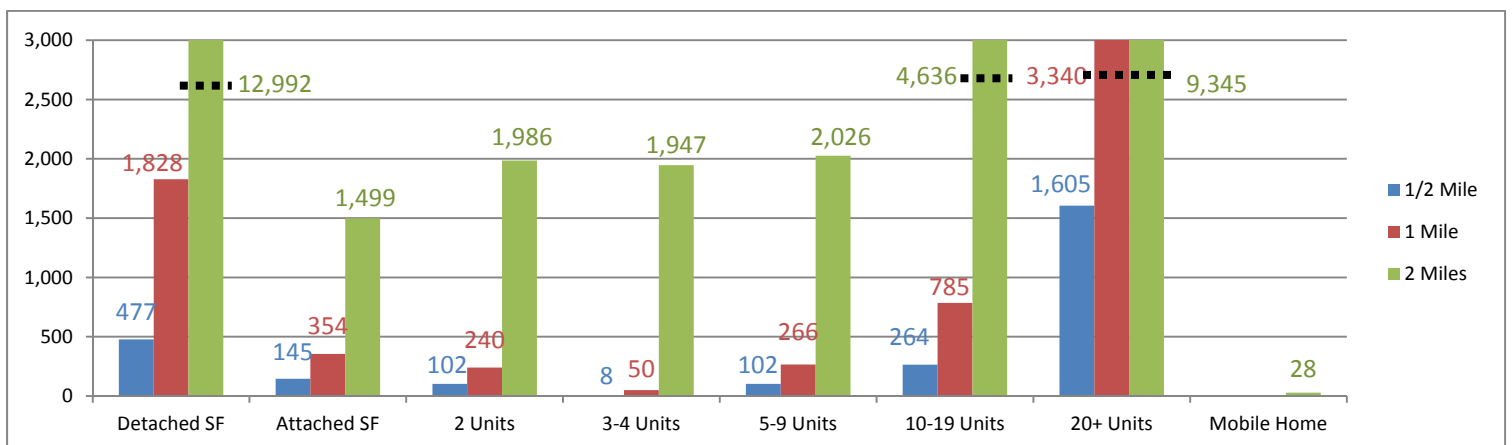
Post-Secondary (2 miles)

N/A

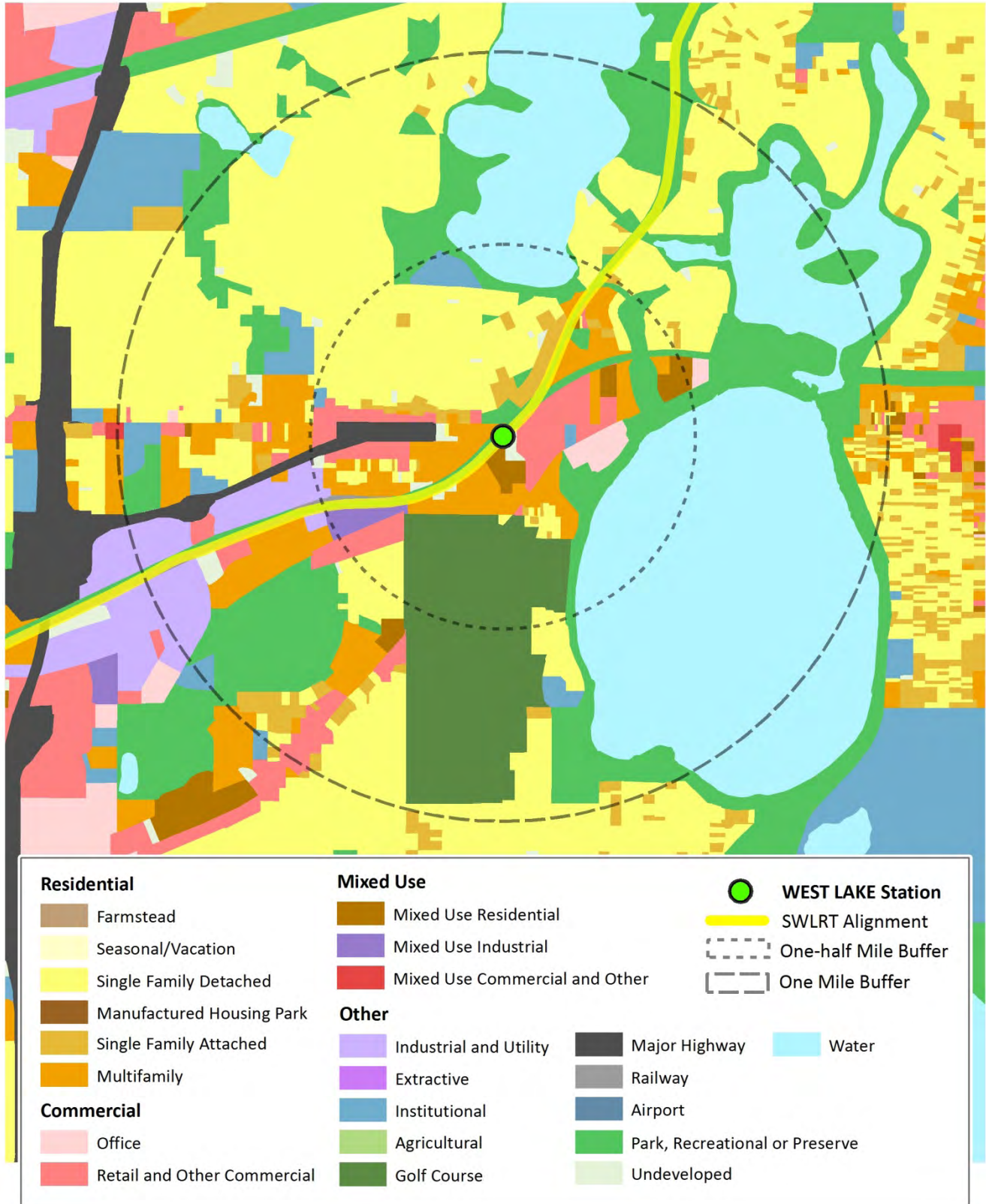
Education Attainment (2 miles)

Some HS: 3% High School: 11% Some College: 17%  
Associates: 5% Bachelors: 40% Masters/Prof/PhD: 24%

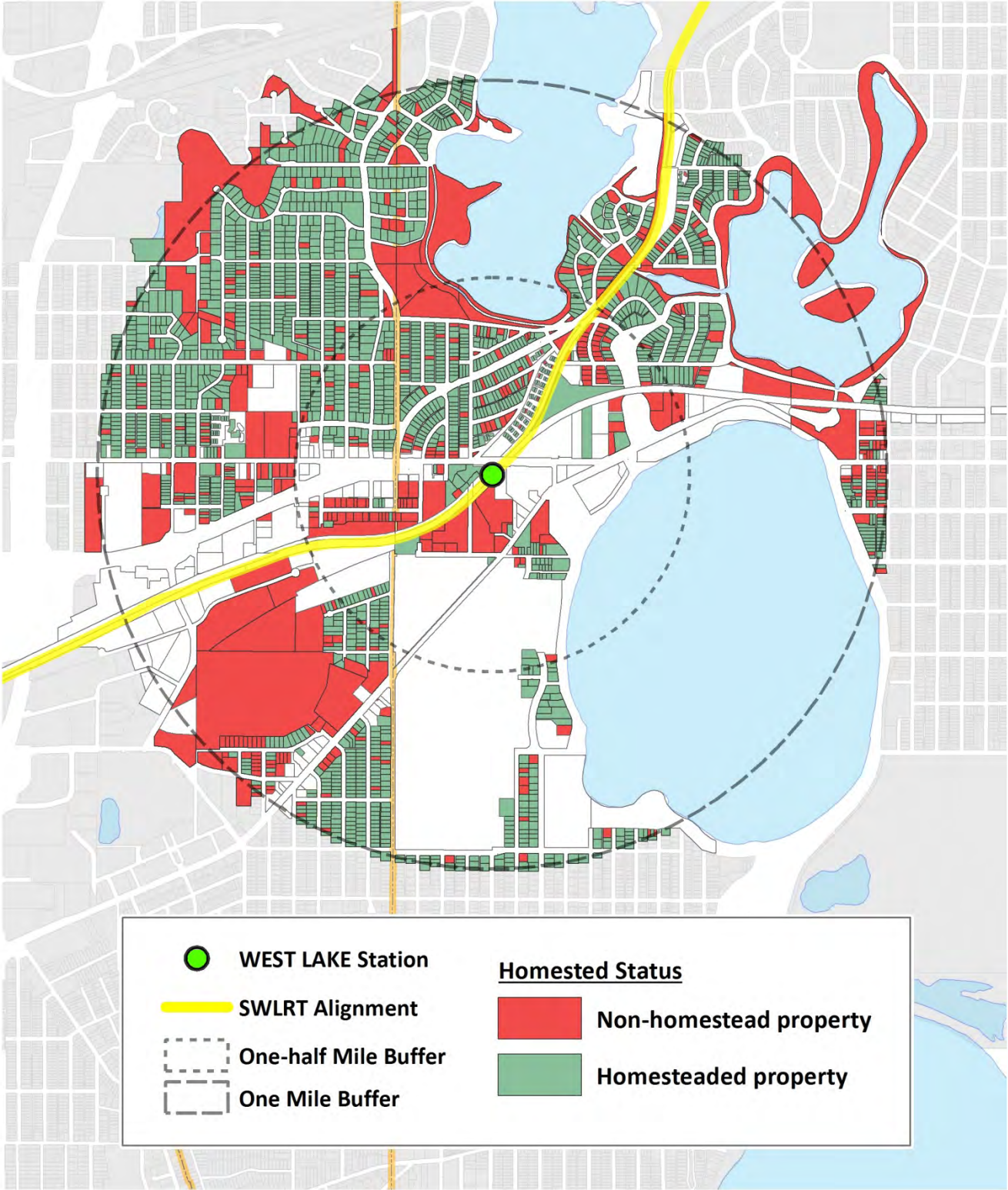
## Housing Units by Structure Type – 2010



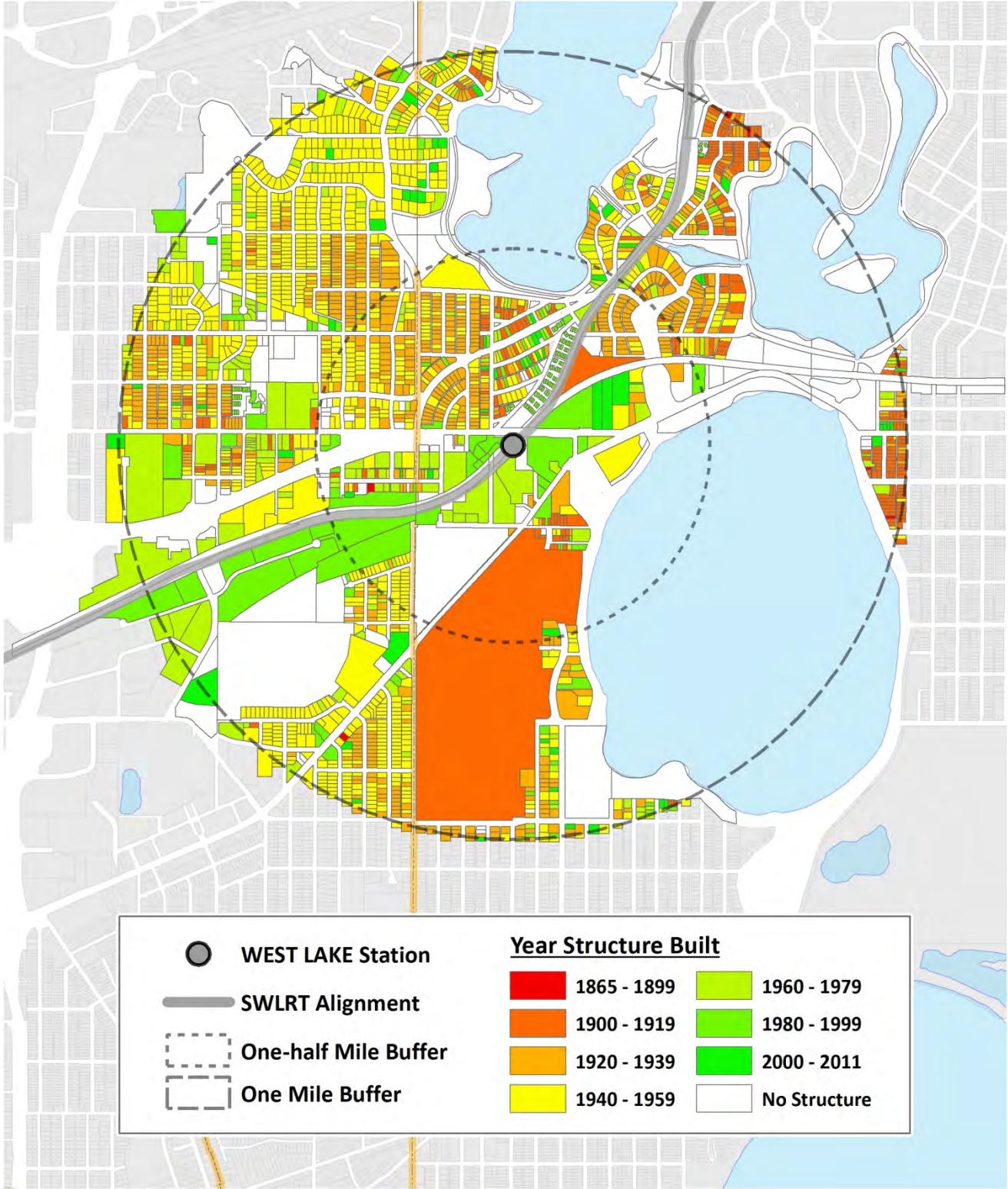
# West Lake Station: Land Use



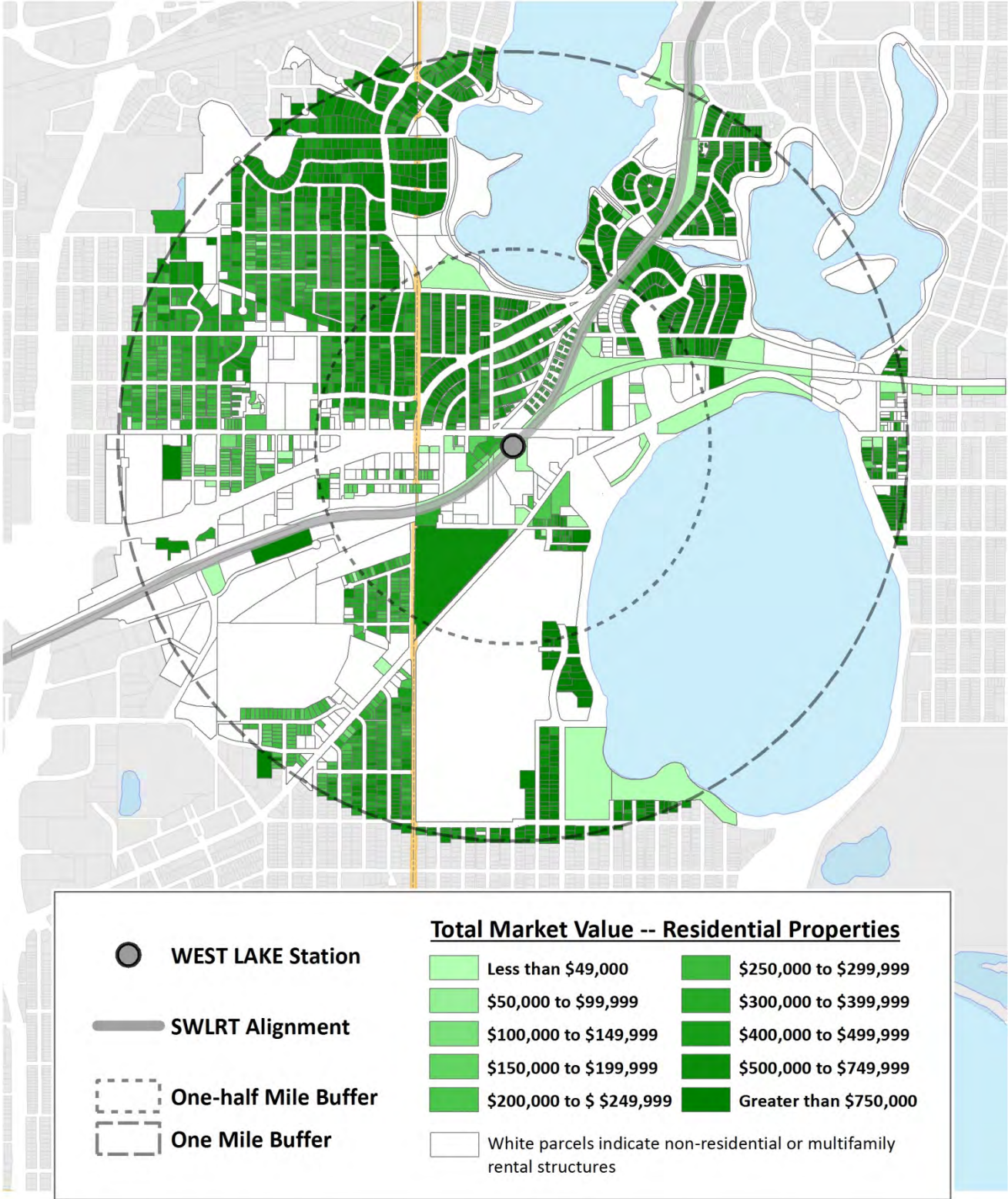
# West Lake Station: Homestead Status



# West Lake Station: Year Structure Built



# West Lake Station: Market Value





# Beltline Station

## St. Louis Park

### Neighborhoods Served

- West Calhoun
- East St. Louis Park
- Excelsior and Grand

### Major Landmarks

- Excelsior and Grand
- Direct Greenway access
- Bass Lake and Wolfe Park




**Beltline Station** is located in the eastern part of St. Louis Park at Beltline and Lake Street. This station provides direct access to the greenway west of Lake Calhoun. The immediate vicinity (half-mile radius) has a population of just under 4,000 and when expanded to a two-mile radius, the station serves just over 50,000 people. Household income and non-white minority populations are about average throughout the corridor. The majority of the housing units in the closest vicinity are large 20+ unit buildings.

### Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	3,765	15,831	53,067
<b>Households</b>	2,294	8,350	25,769
<b>Med HHD Income</b>	\$51,472	\$54,427	\$60,633
<b>Avg HHD Size</b>	1.63	1.87	2.04
<b>Pct. Minority</b>	20%	16%	16%
<b>Total Jobs</b>	3,155	9,275	43,296

### Education Information

**School District**



Achieving success, one student at a time.  
St. Louis Park Public Schools

**Post-Secondary (2 miles)**

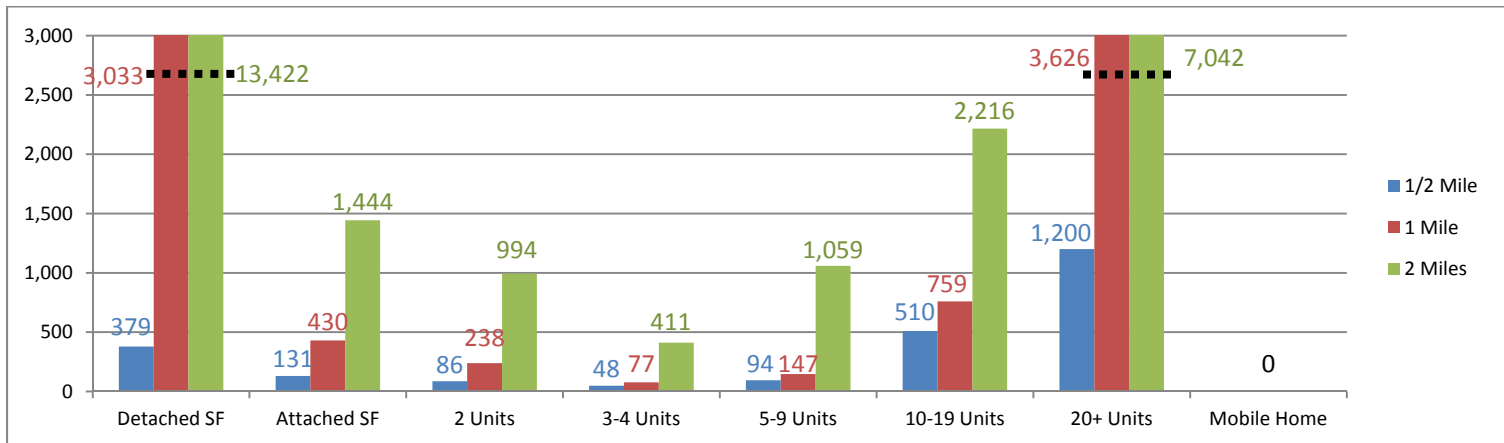
N/A

**Education Attainment (2 miles)**

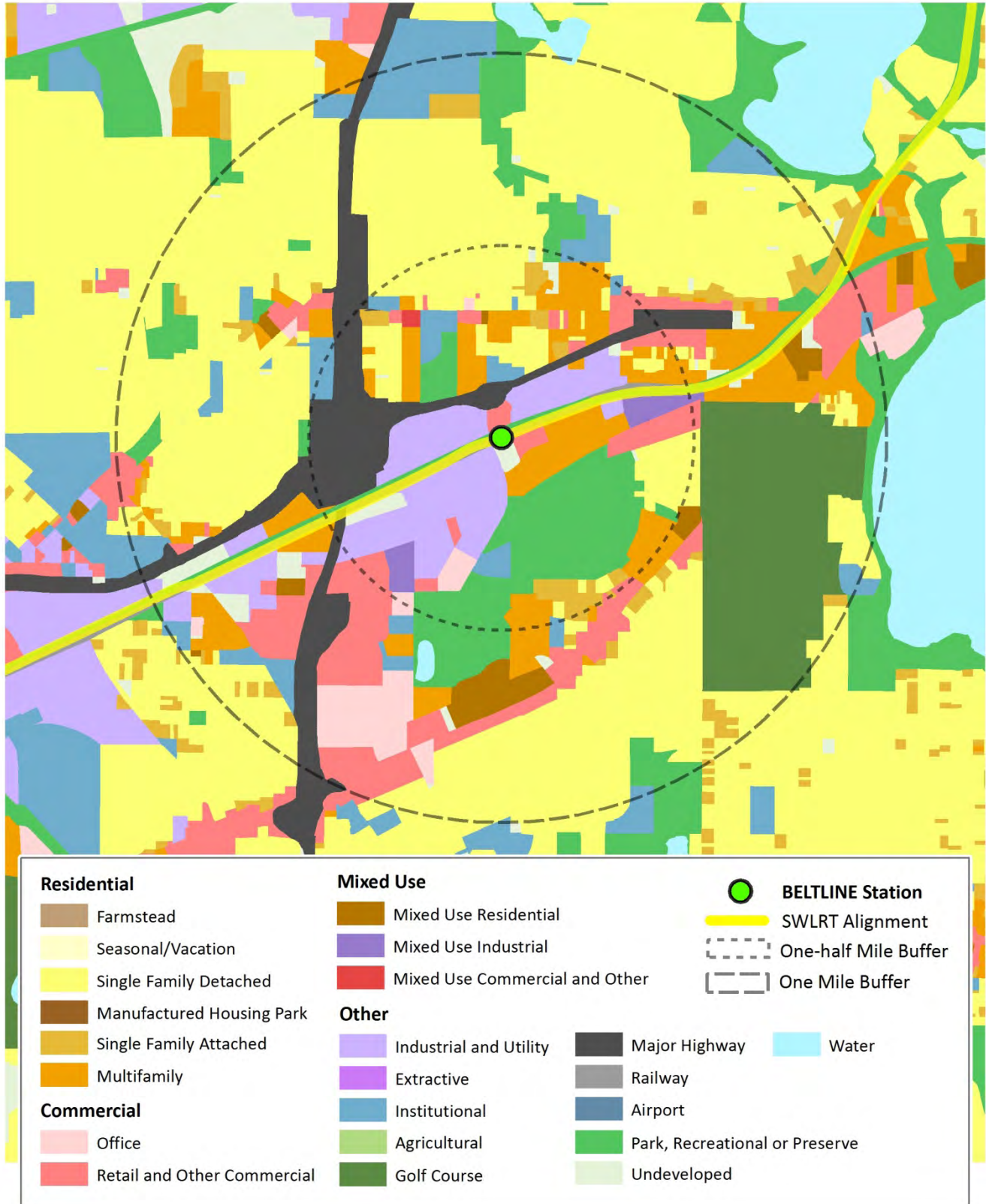
Some HS: 3%   High School: 14%   Some College: 19%

Associates: 7%   Bachelors: 31%   Masters/Prof/PhD: 26%

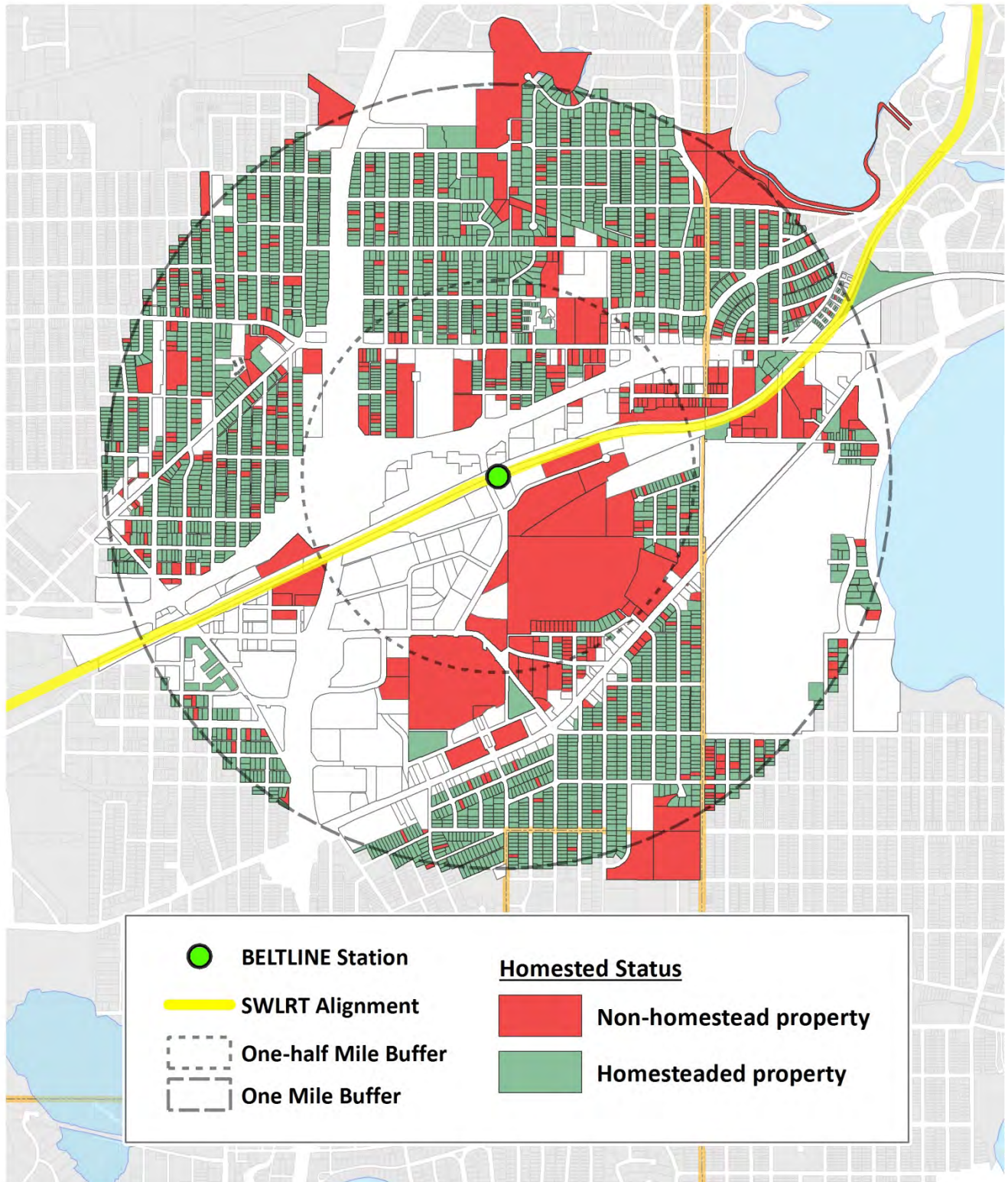
### Housing Units by Structure Type – 2010



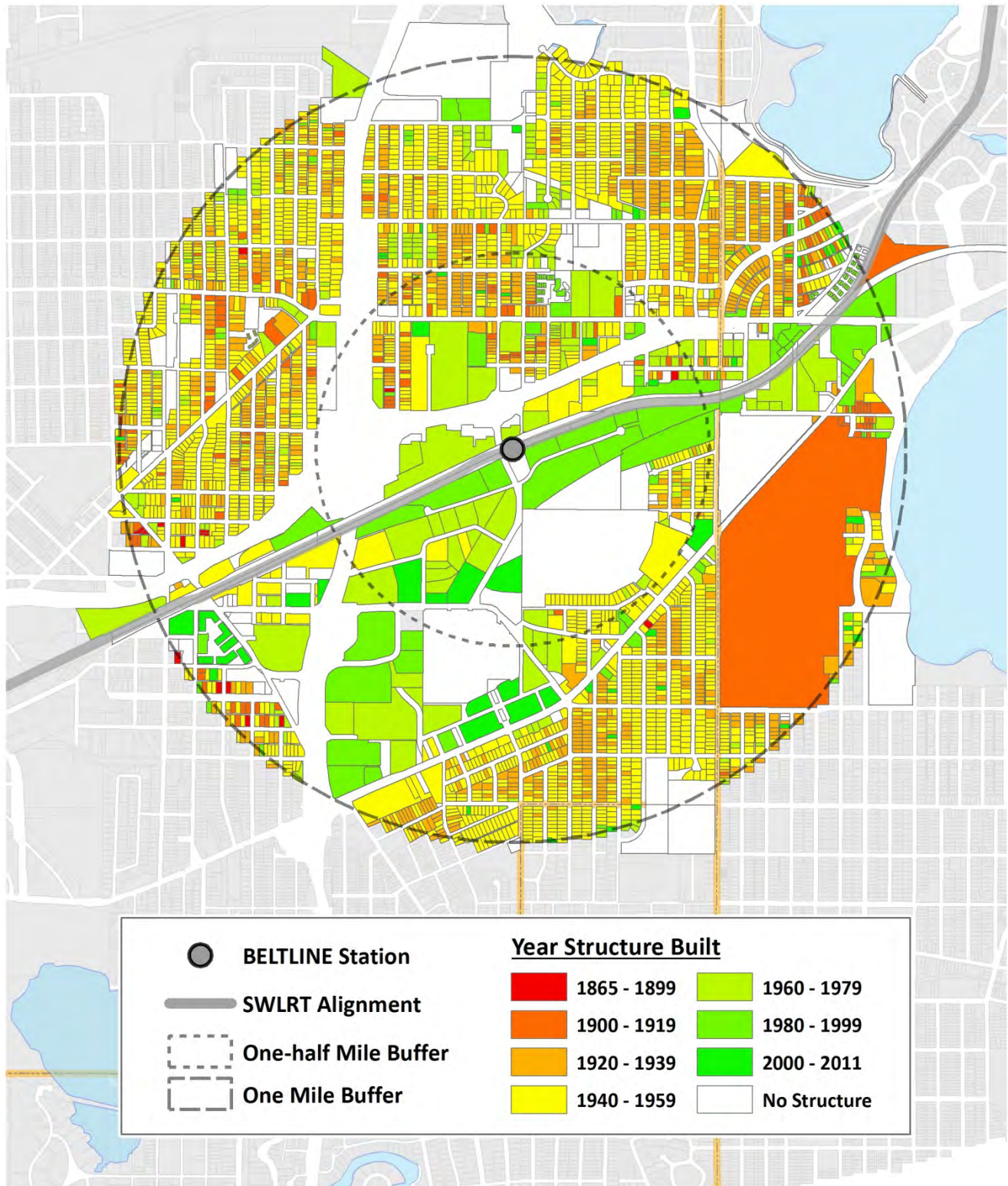
# Beltline Station: Land Use



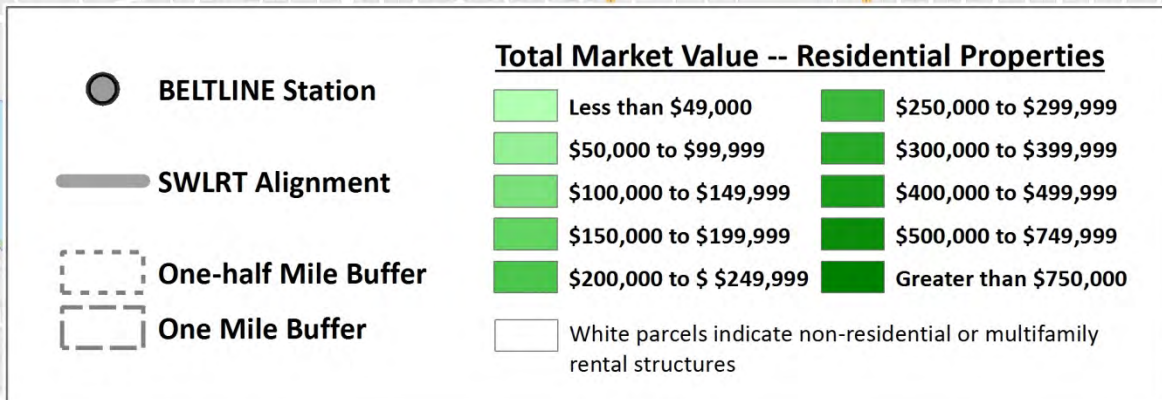
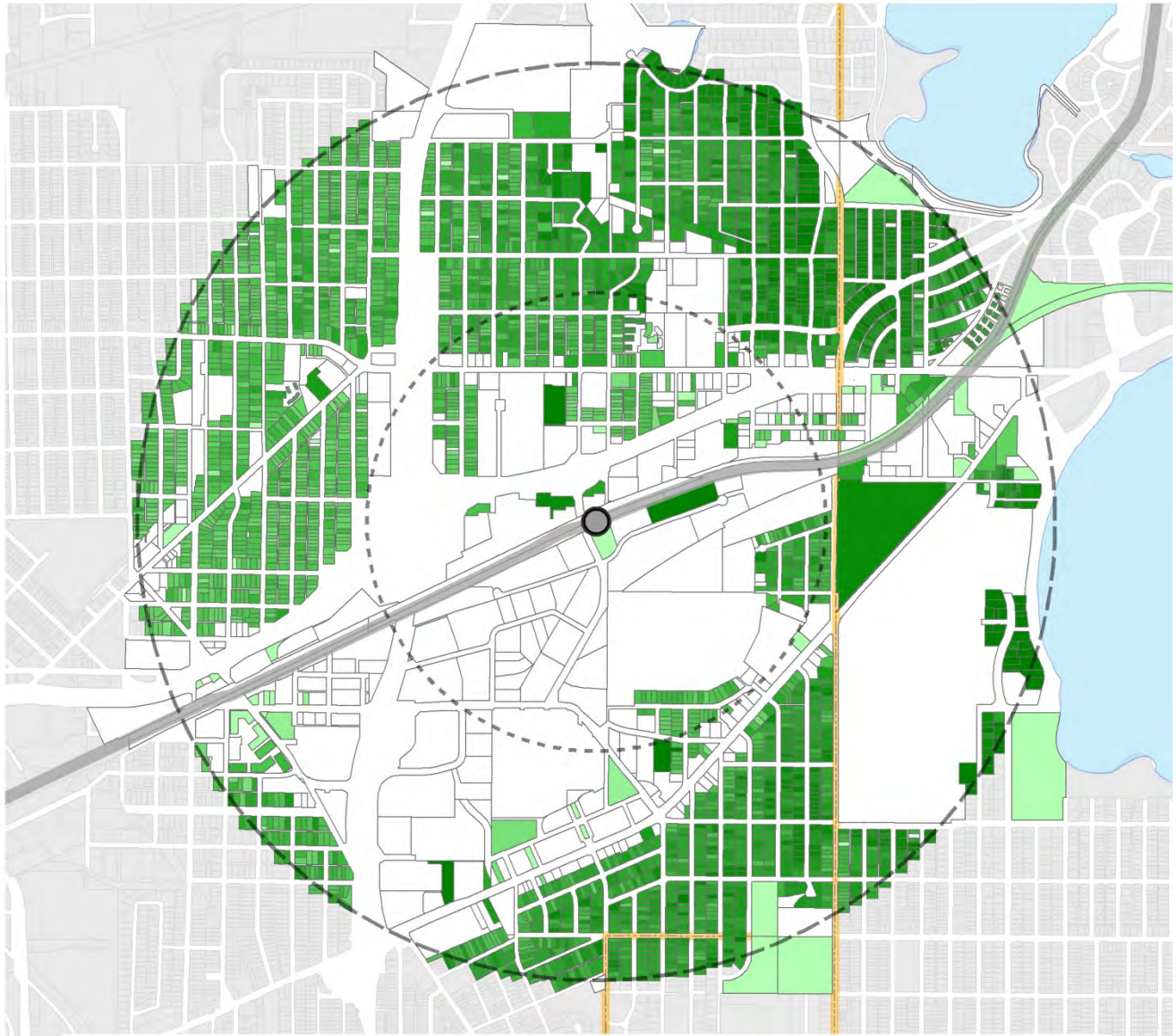
# Beltline Station: Homestead Status



# Beltline Station: Year Structure Built



# Beltline Station: Market Value



# Wooddale Station

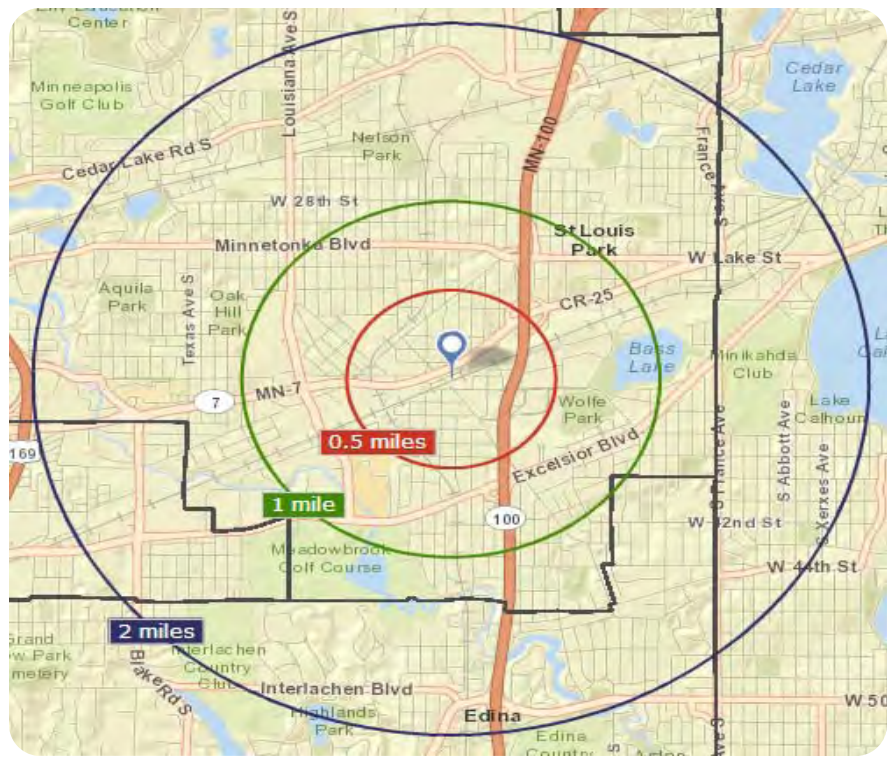
St. Louis Park

## Neighborhoods Served

- East St. Louis Park
- Excelsior and Grand
- Park Center

## Major Landmarks

- Excelsior and Grand
- Direct Greenway access
- Miracle Mile Shopping Center




**Wooddale Station** is located in the in the east-central part of St. Louis Park at Wooddale and Highway 7. This station will serve the eastern St. Louis Park neighborhoods such as Excelsior and Grand. The immediate vicinity (half-mile radius) has a population of about 2,400 and when expanded to a two-mile radius, the station serves just over 55,000 people. Household income and non-white minority populations are about average throughout the corridor. The majority of the housing units in the closest vicinity are large 20+ unit buildings.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	2,386	13,408	56,332
<b>Households</b>	1,211	6,817	26,494
<b>Med HHD Income</b>	\$66,486	\$51,242	\$55,578
<b>Avg HHD Size</b>	1.97	1.95	2.10
<b>Pct. Minority</b>	15%	37%	21%
<b>Total Jobs</b>	2,973	17,804	37,681

## Education Information

School District



Achieving success, one student at a time.  
St Louis Park Public Schools

Post-Secondary (2 miles)

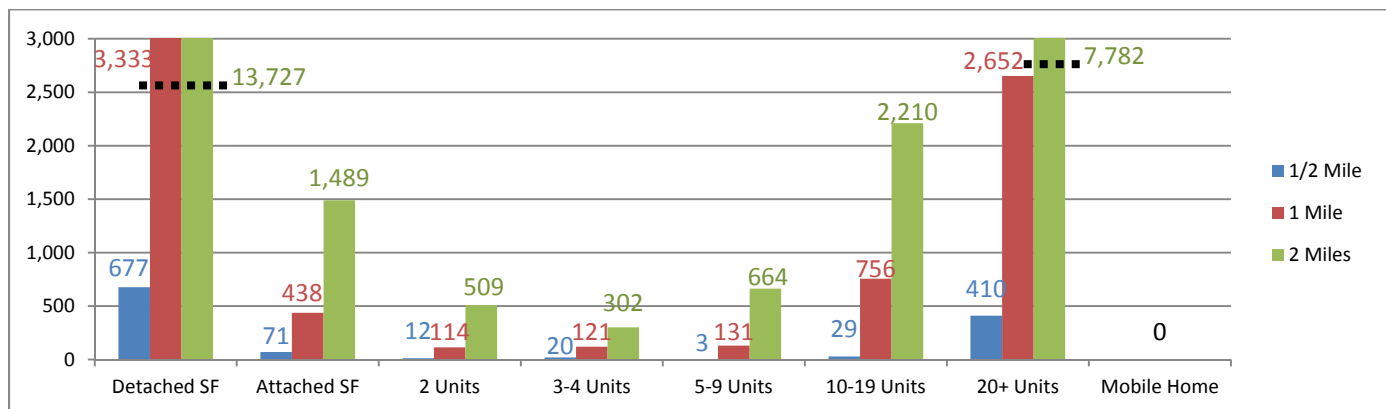
N/A

Education Attainment (2 miles)

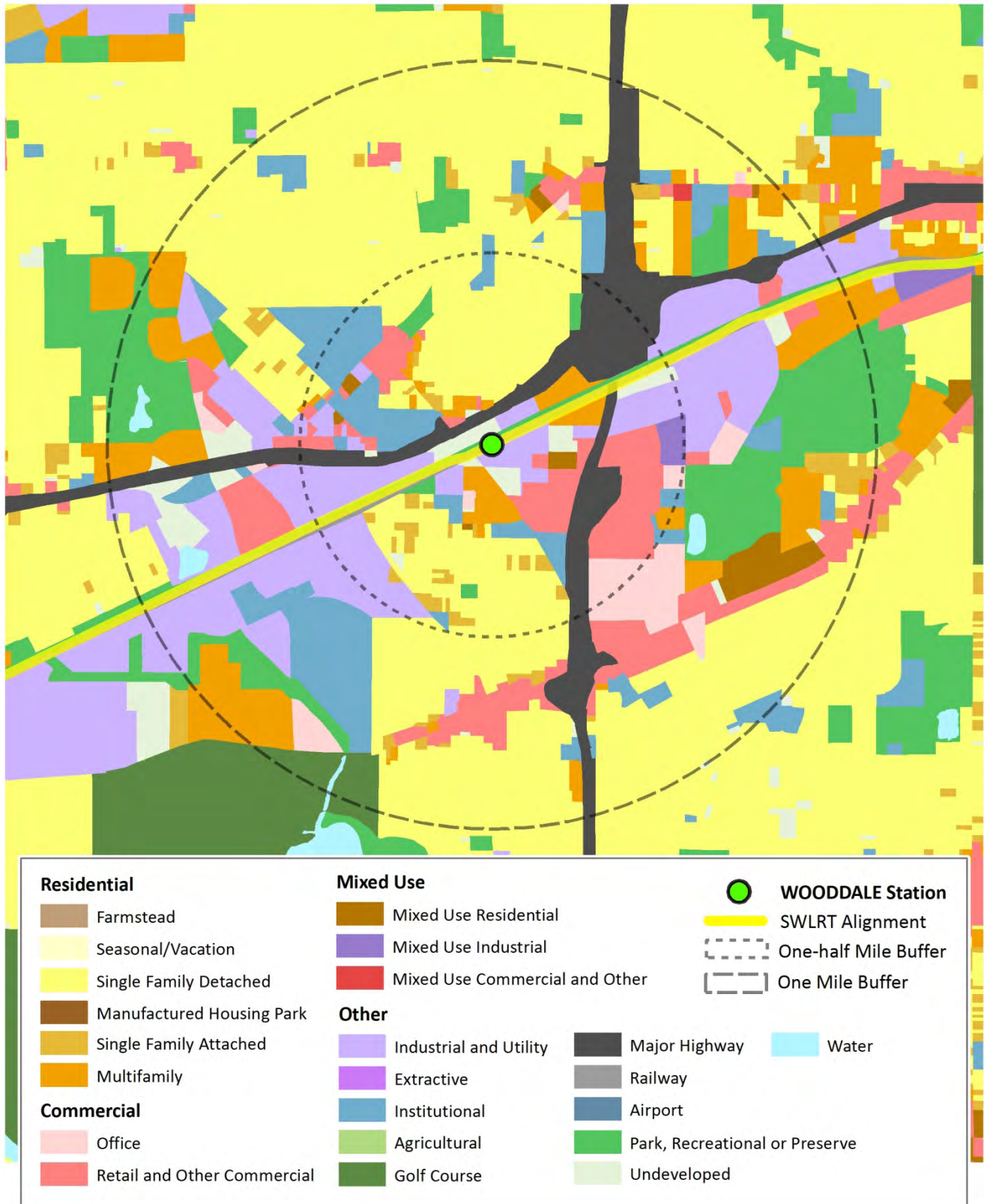
Some HS: 5% High School: 15% Some College: 19%

Associates: 7% Bachelors: 36% Masters/Prof/PhD: 19%

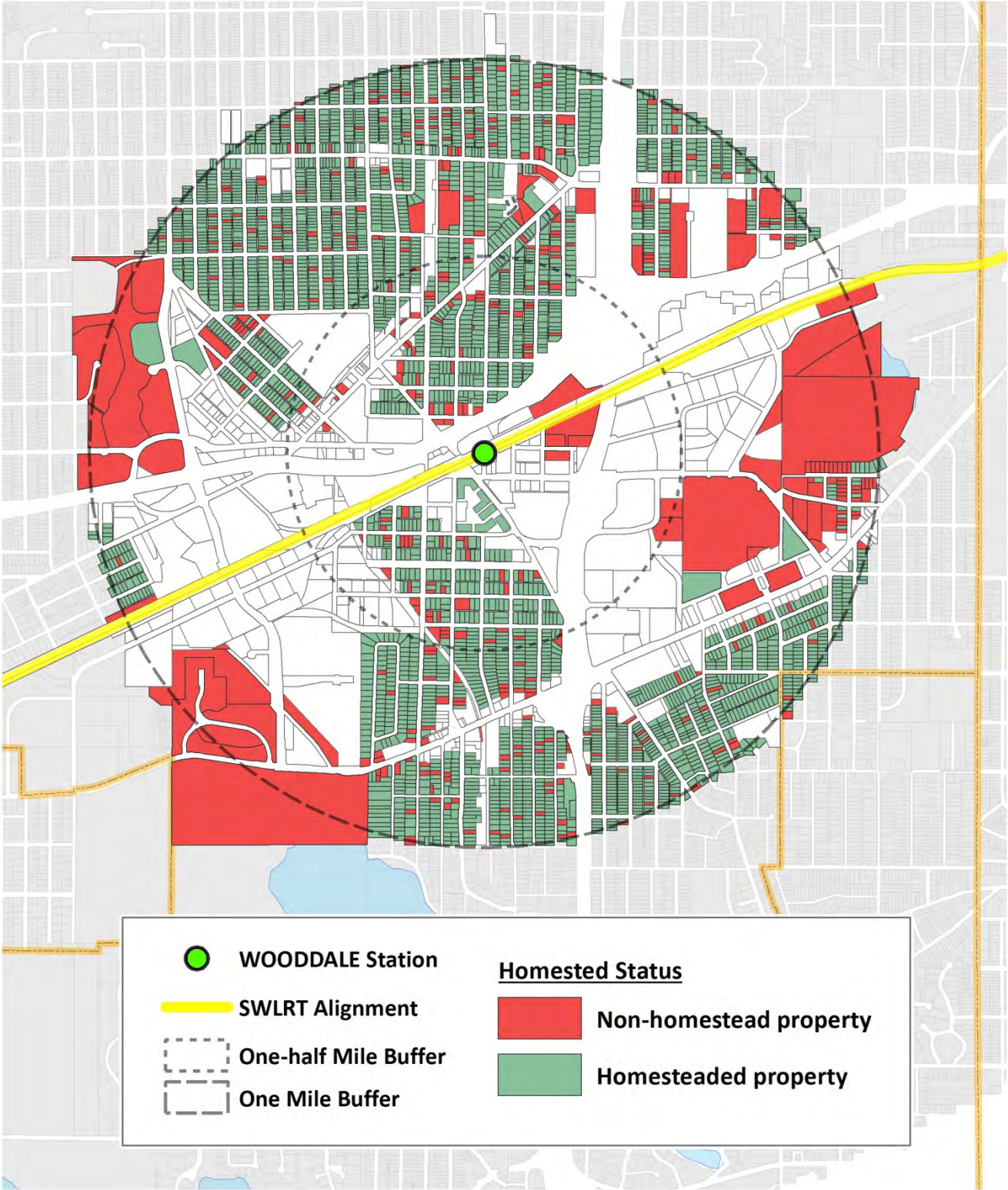
## Housing Units by Structure Type – 2010



# Wooddale Station: Land Use

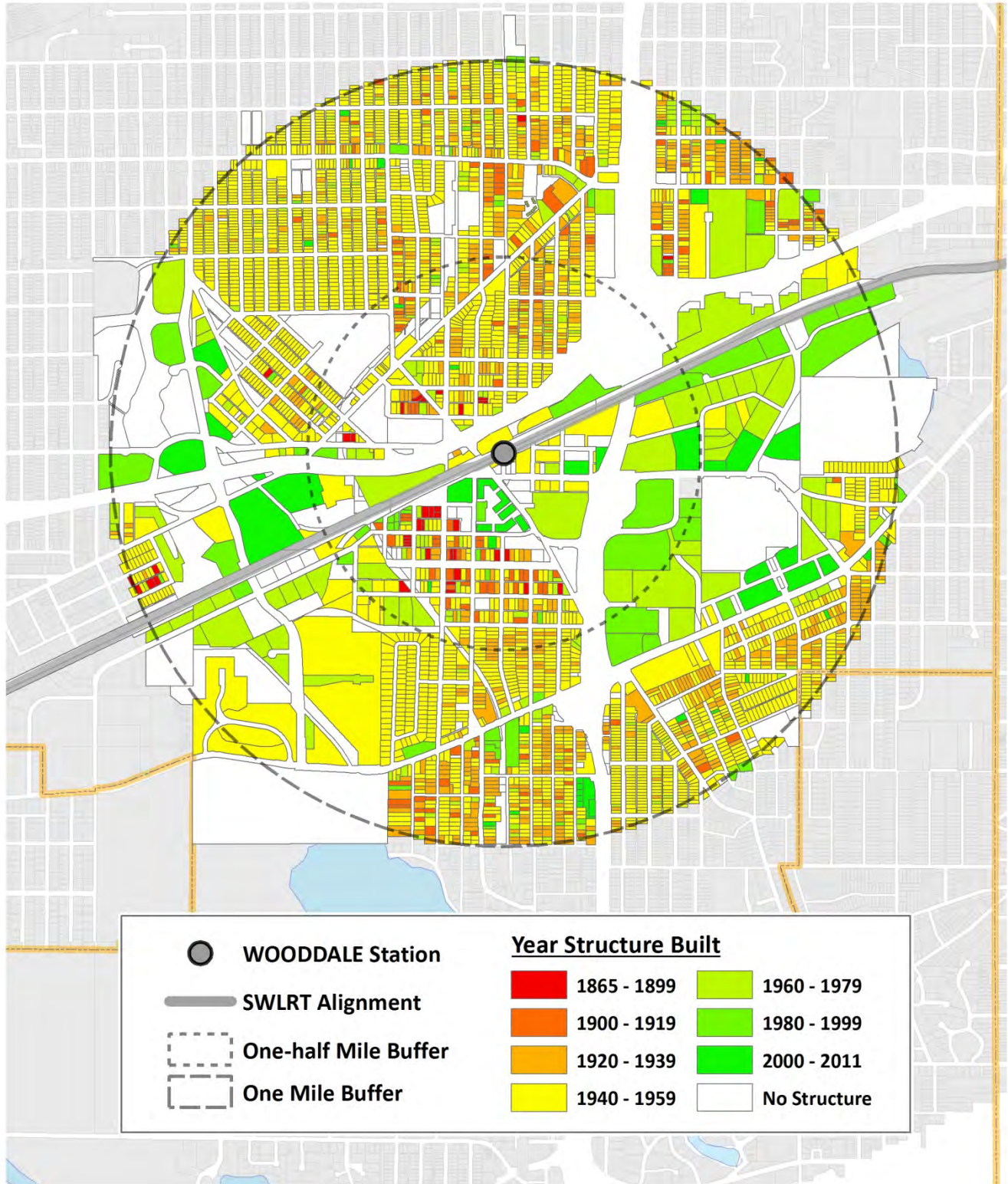


# Wooddale Station: Homestead Status

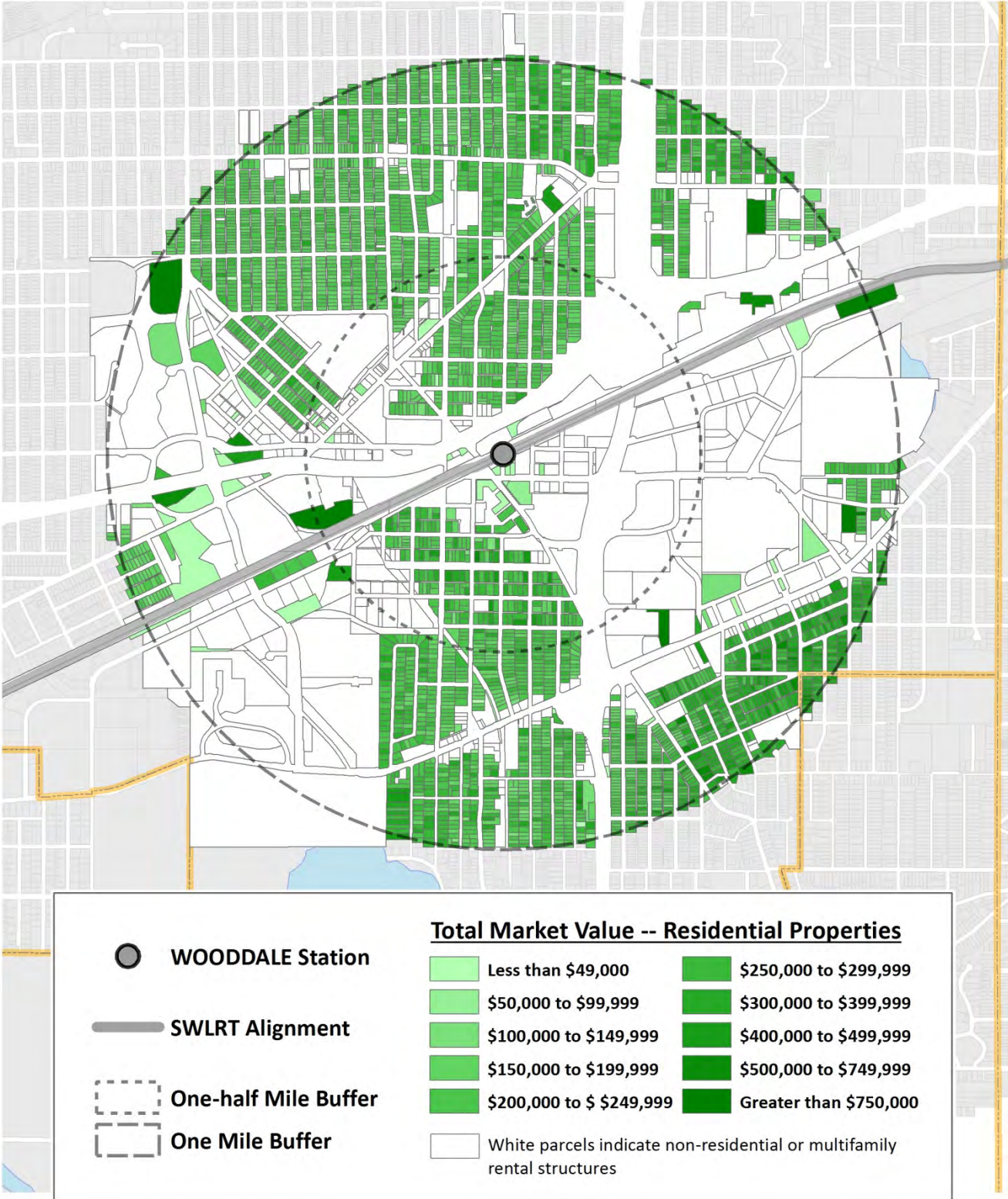




# Wooddale Station: Year Structure Built



# Wooddale Station: Market Value



# Louisiana Station

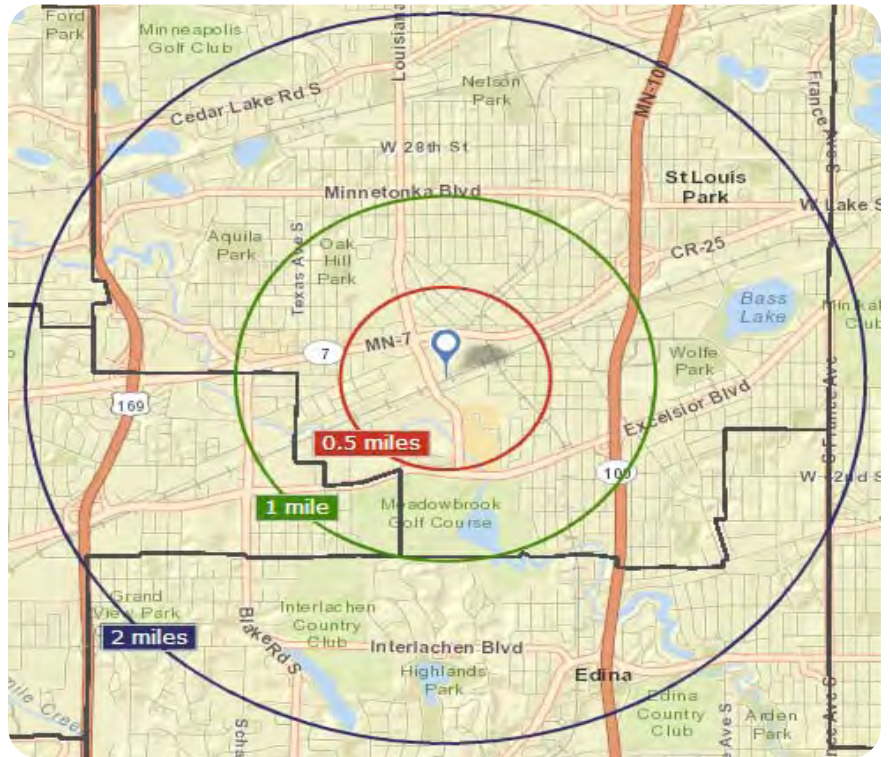
## St. Louis Park

### Neighborhoods Served

- St. Louis Park
- Louisiana and Hwy 7
- Louisiana Oaks Park

### Major Landmarks

- Park Nicollet Methodist Hospital
- Many Employers
- Meadowbrook Golf Course



**Louisiana Station** is located in the in the City of St. Louis Park at Louisiana and Highway 7. This station will serve the St. Louis Park neighborhoods and landmarks such as the Park Nicollet Methodist Hospital and many employers. The immediate vicinity (half-mile radius) has a population of about 2,300 and when expanded to a two-mile radius, the station serves just over 50,000 people. Household income is in one of the lowest brackets for the corridor and non-white minority populations are relatively high. The majority of the housing units in the closest vicinity are detached single-family houses.

### Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	2,279	12,257	52,094
<b>Households</b>	1,128	5,692	24,132
<b>Med HHD Income</b>	\$42,001	\$49,051	\$53,509
<b>Avg HHD Size</b>	2.02	2.14	2.13
<b>Pct. Minority</b>	38%	29%	22%
<b>Total Jobs</b>	8,469	13,678	32,347

### Education Information

School District



Achieving success, one student at a time.

St Louis Park Public Schools

Post-Secondary (2 miles)

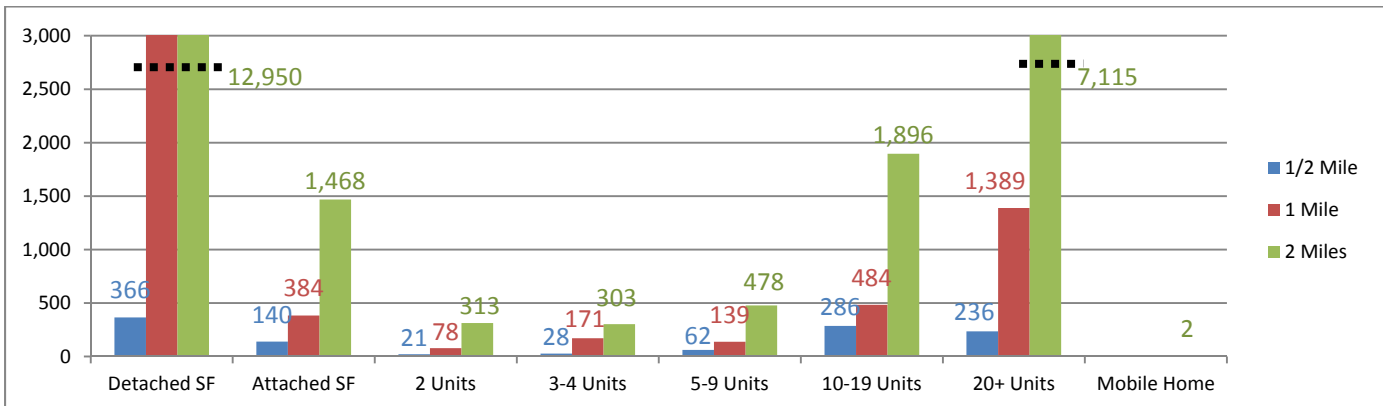
N/A

Education Attainment (2 miles)

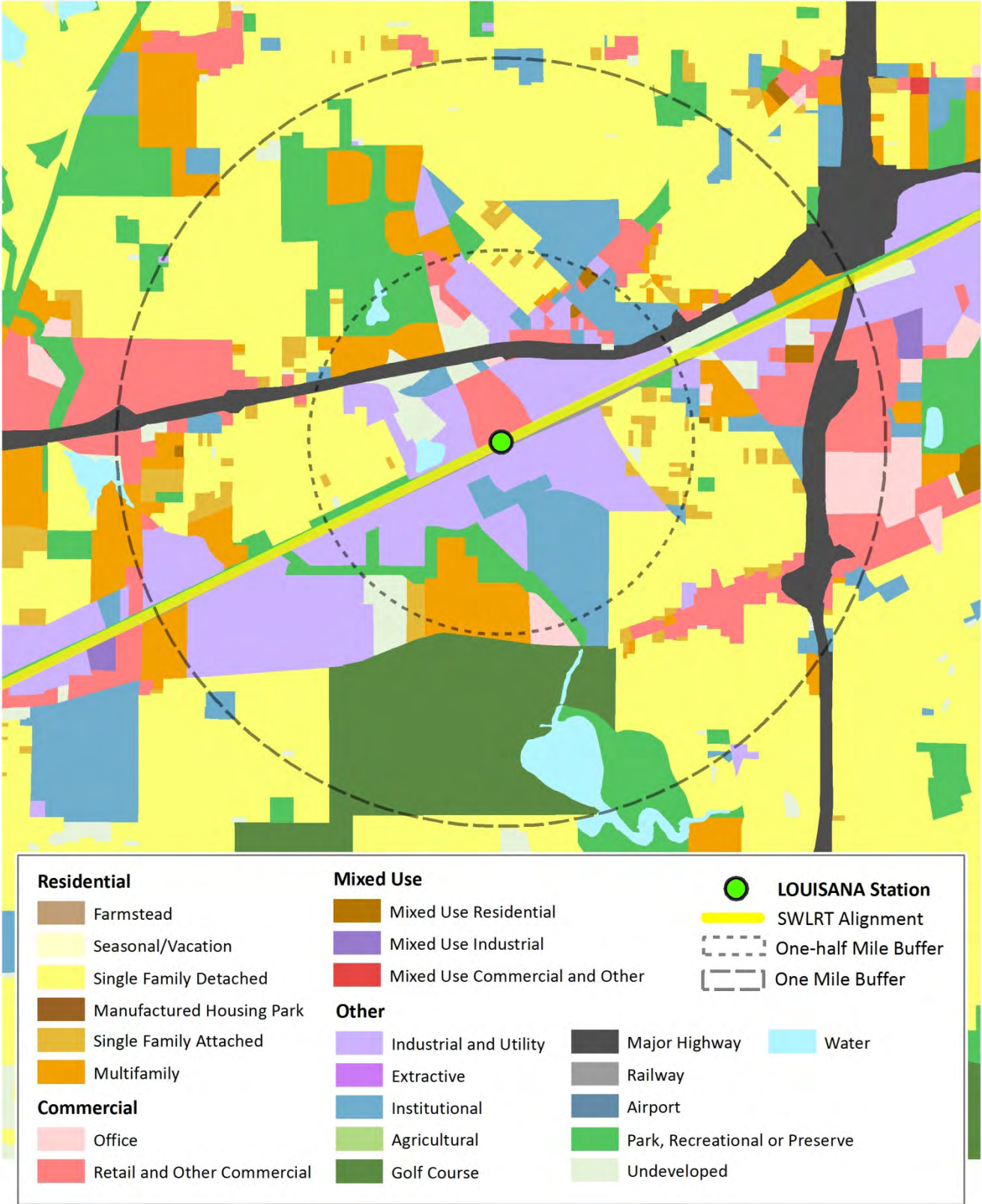
Some HS: 5% High School: 17% Some College: 20%

Associates: 7% Bachelors: 34% Masters/Prof/PhD: 17%

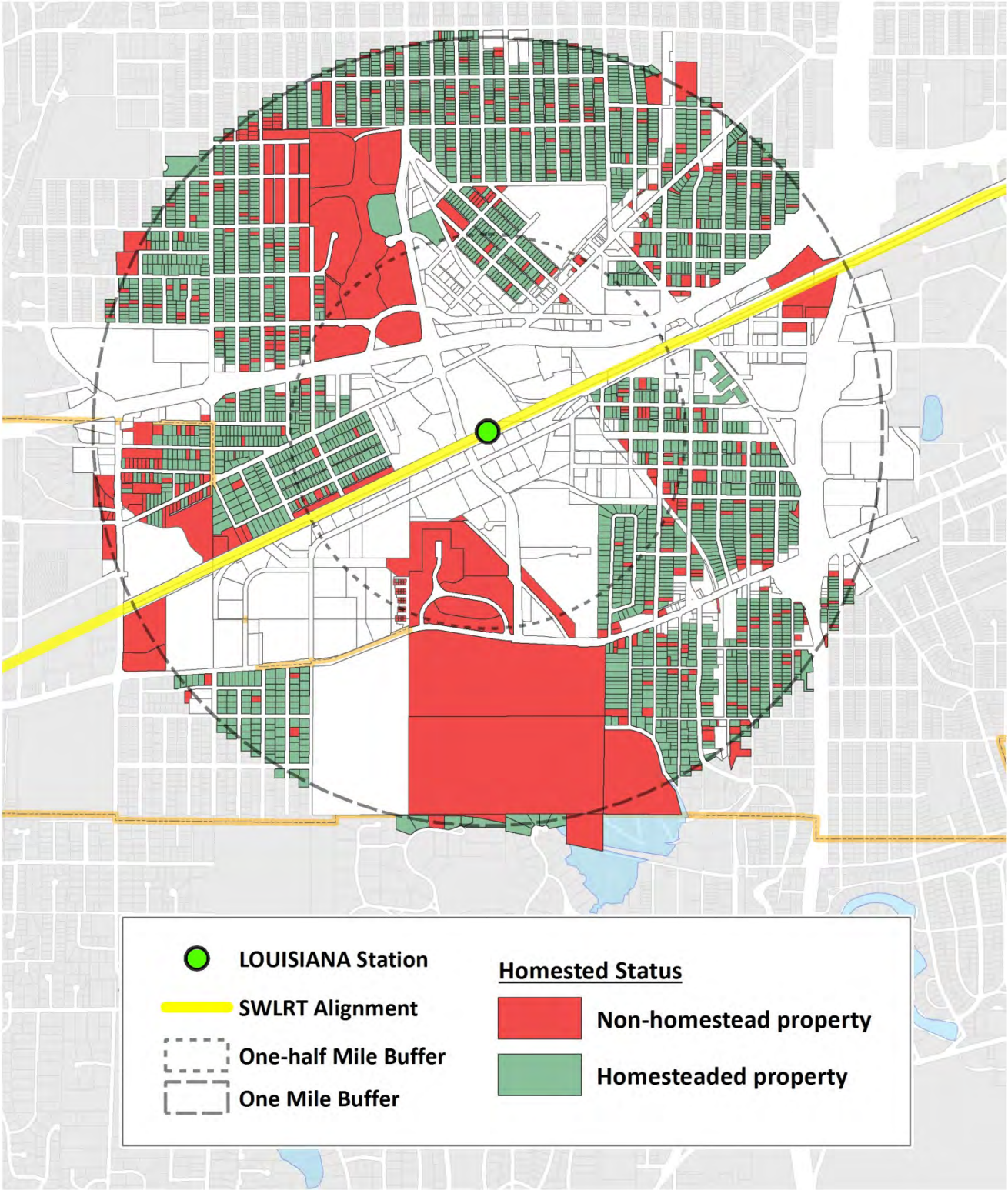
### Housing Units by Structure Type – 2010



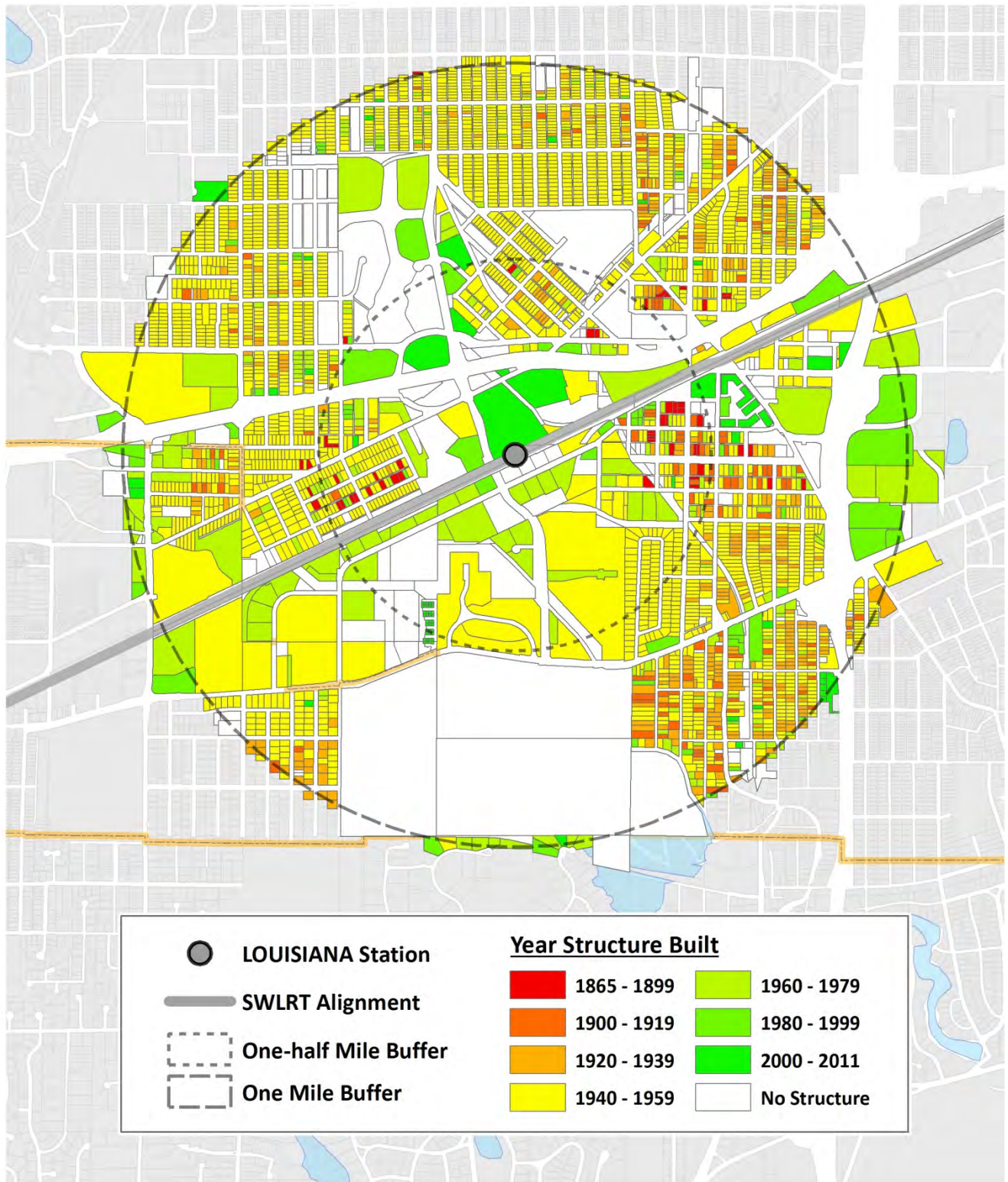
# Louisiana Station: Land Use



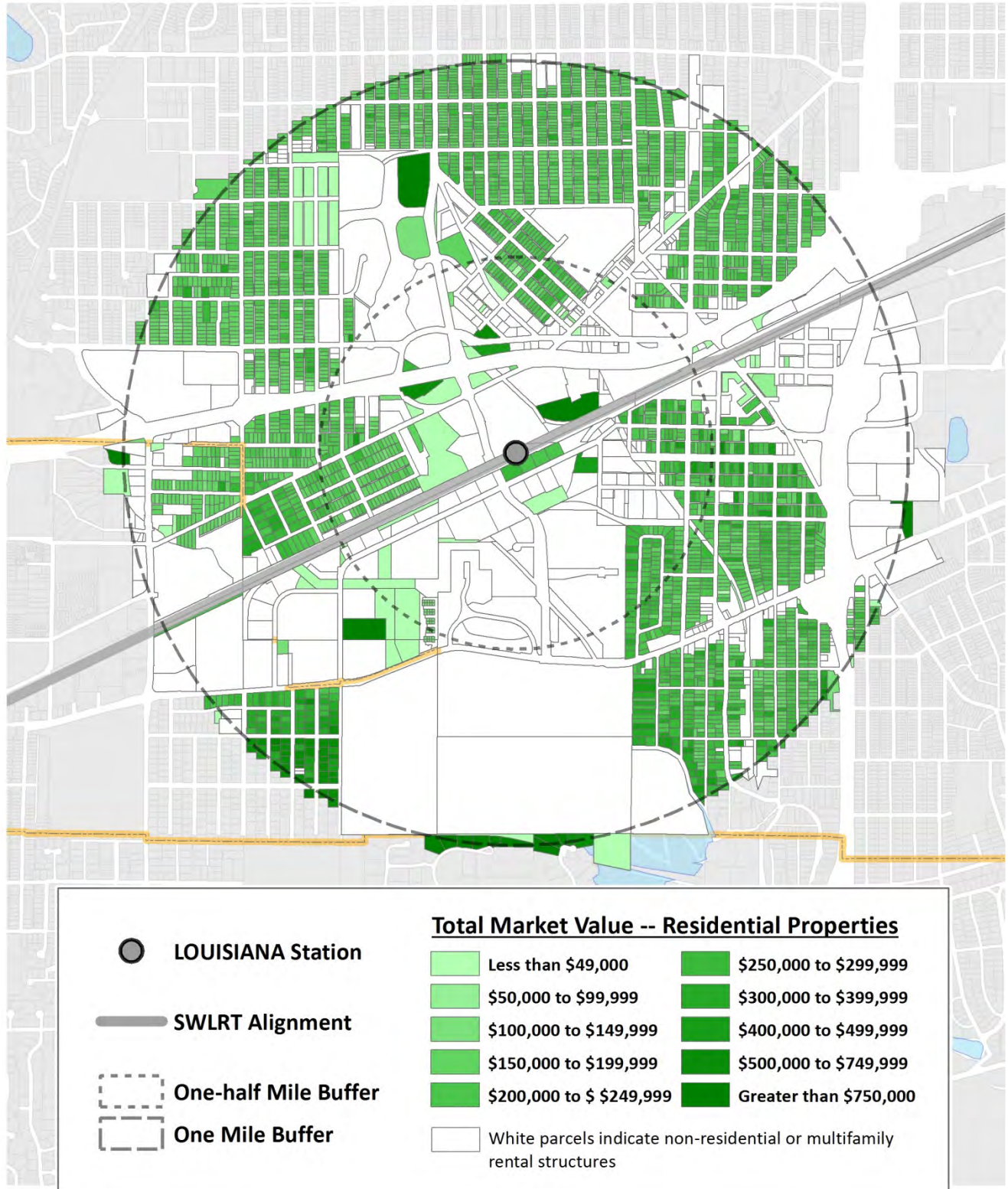
# Louisiana Station: Homestead Status



# Louisiana Station: Year Structure Built



# Louisiana Station: Market Value



# Blake Station

## Hopkins

### Neighborhoods Served

- East Hopkins
- West St. Louis Park
- Northwest Edina

### Major Landmarks

- Hopkins Shopping Center
- Interlachen Country Club
- Cargill Corporate Landmark



**Blake Station** is located in the in the City of Hopkins on Blake Road between Highway 7 and Excelsior Boulevard. This station will serve eastern Hopkins as well as west St. Louis Park and northwest Edina. The immediate vicinity (half-mile radius) has a population of about 5,300 and when expanded to a two-mile radius, the station serves just over 45,000 people. Household income is average for the corridor and has one of the highest non-white minority populations. The majority of the housing units in the closest vicinity are large 20+ unit apartment buildings.

### Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	5,331	12,002	47,173
<b>Households</b>	2,420	5,392	21,214
<b>Med HHD Income</b>	\$45,120	\$44,723	\$50,351
<b>Avg HHD Size</b>	2.20	2.19	2.13
<b>Pct. Minority</b>	52%	37%	26%
<b>Total Jobs</b>	1,808	6,532	33,096

### Education Information

School District



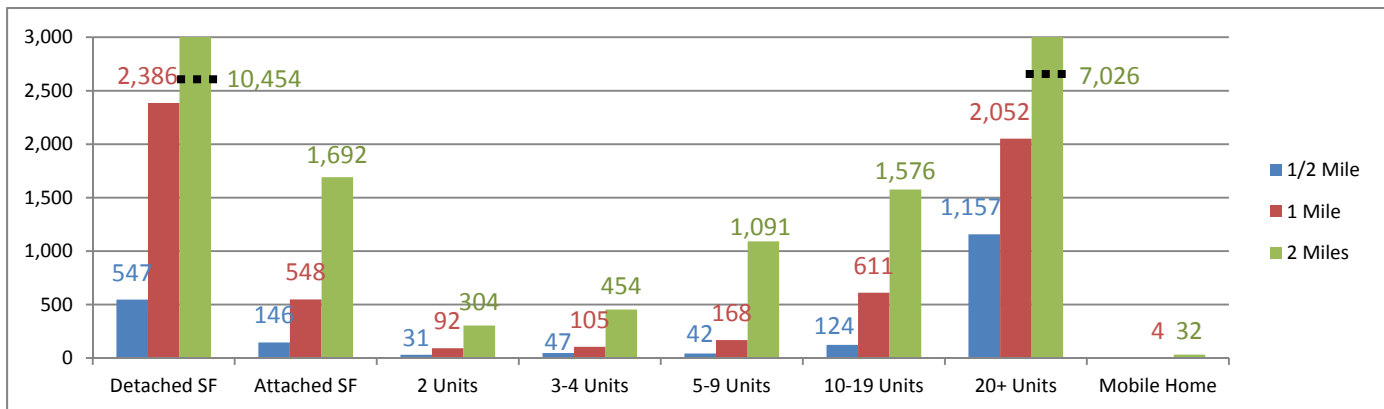
Post-Secondary (2 miles)

N/A

Education Attainment (2 miles)

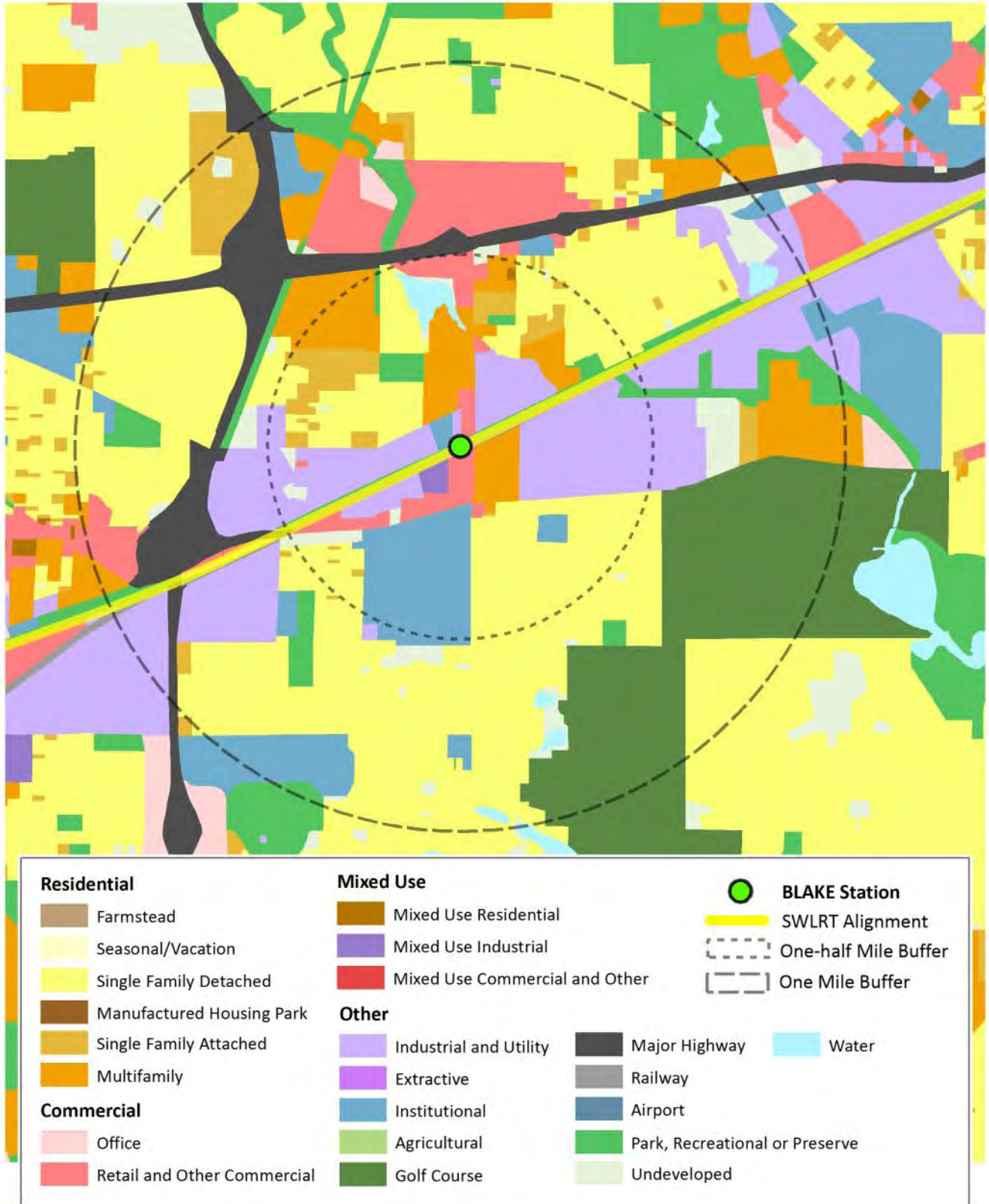
Some HS: 6% High School: 20% Some College: 23%  
 Associates: 7% Bachelors: 30% Masters/Prof/PhD: 15%

### Housing Units by Structure Type – 2010

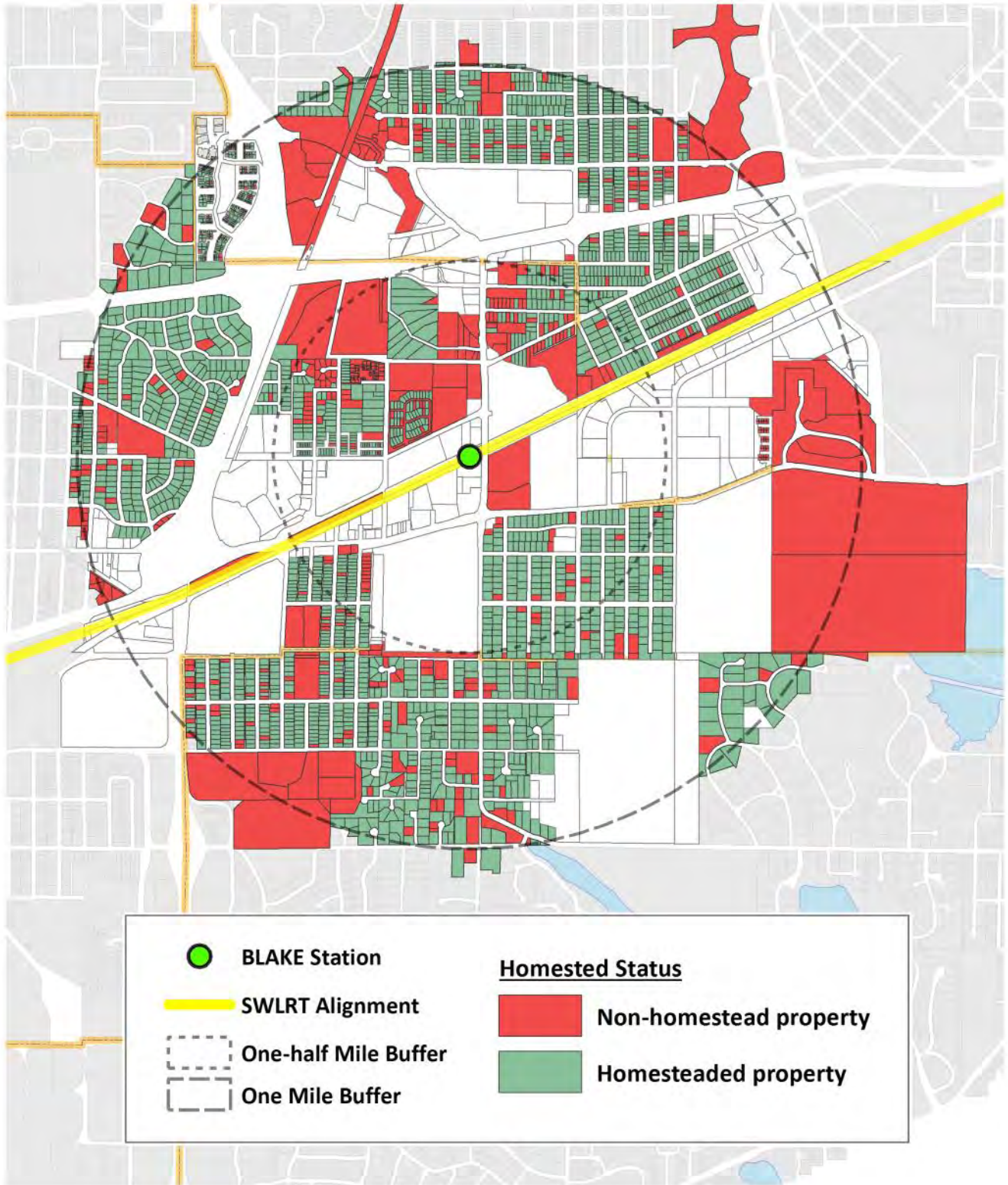




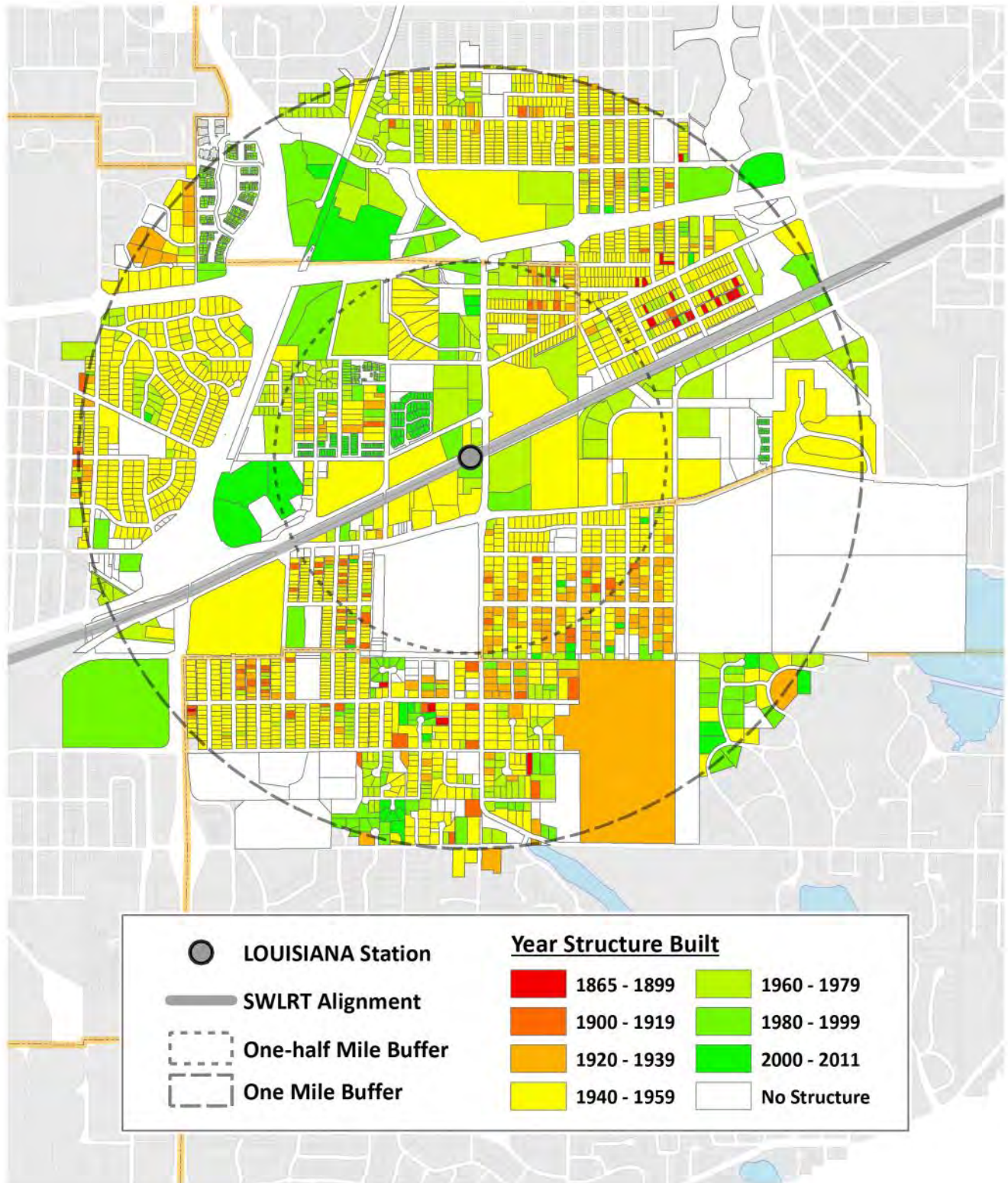
# Blake Station: Land Use



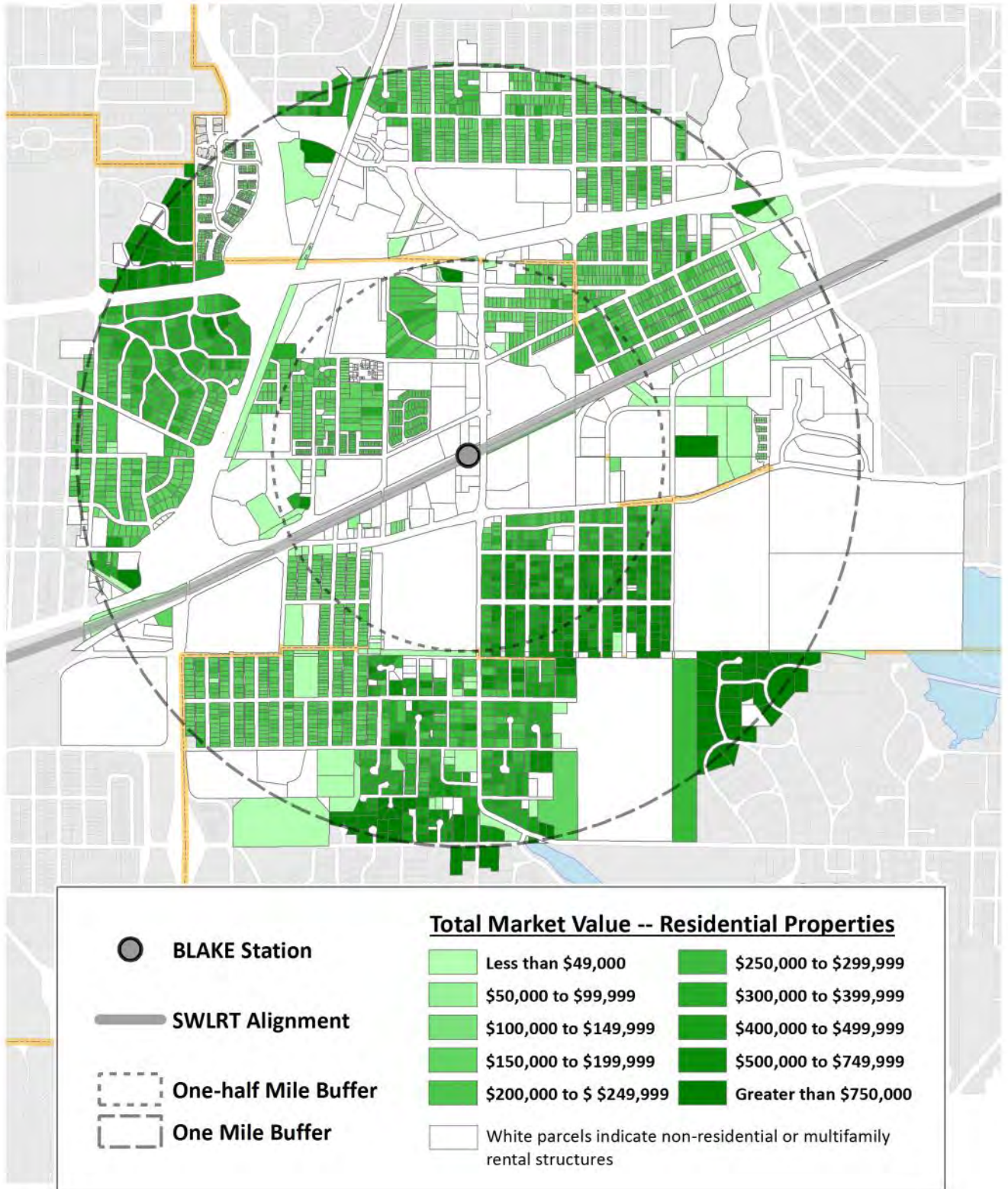
# Blake Station: Homestead Status



# Blake Station: Year Structure Built



# Blake Station: Market Value



# Hopkins Station

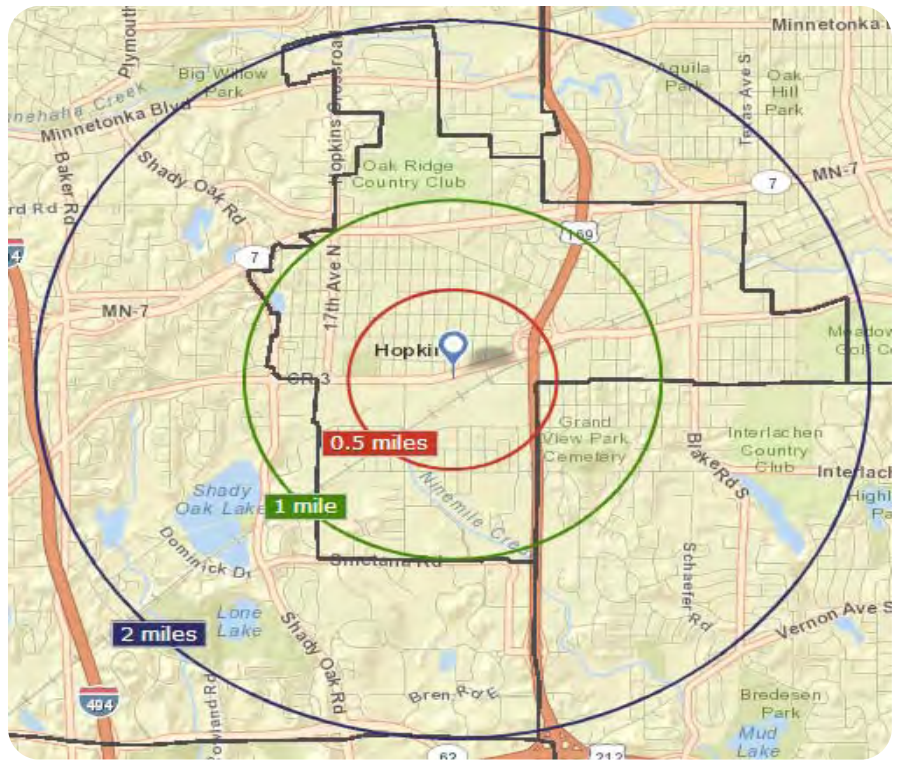
## Hopkins

### Neighborhoods Served

- Hopkins
- Northwest Edina
- East Minnetonka

### Major Landmarks

- Downtown Hopkins
- Supervalu Headquarters
- Oak Ridge Country Club



**Hopkins Station** is located in the in Downtown Hopkins. This station will serve Hopkins as well as northwest Edina and eastern Minnetonka. The immediate vicinity (half-mile radius) has a population of about 3,300 and when expanded to a two-mile radius, the station serves just over 35,000 people. Household income is average to below average for the corridor and non-white minority populations are about average. The housing units in the closest vicinity are roughly equal amount detached single-family homes and large 20+ unit apartment buildings.

### Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	3,275	11,735	37,494
<b>Households</b>	1,713	5,591	17,575
<b>Med HHD Income</b>	\$35,867	\$41,386	\$51,469
<b>Avg HHD Size</b>	1.91	2.06	2.10
<b>Pct. Minority</b>	36%	26%	26%
<b>Total Jobs</b>	5,386	10,994	40,819

### Education Information

School District



Post-Secondary (2 miles)

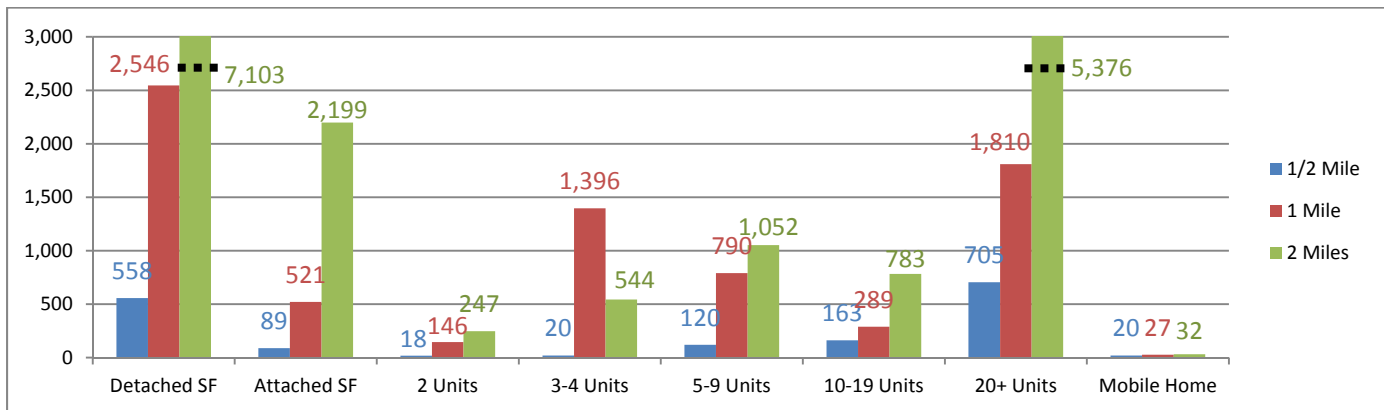
N/A

Education Attainment (2 miles)

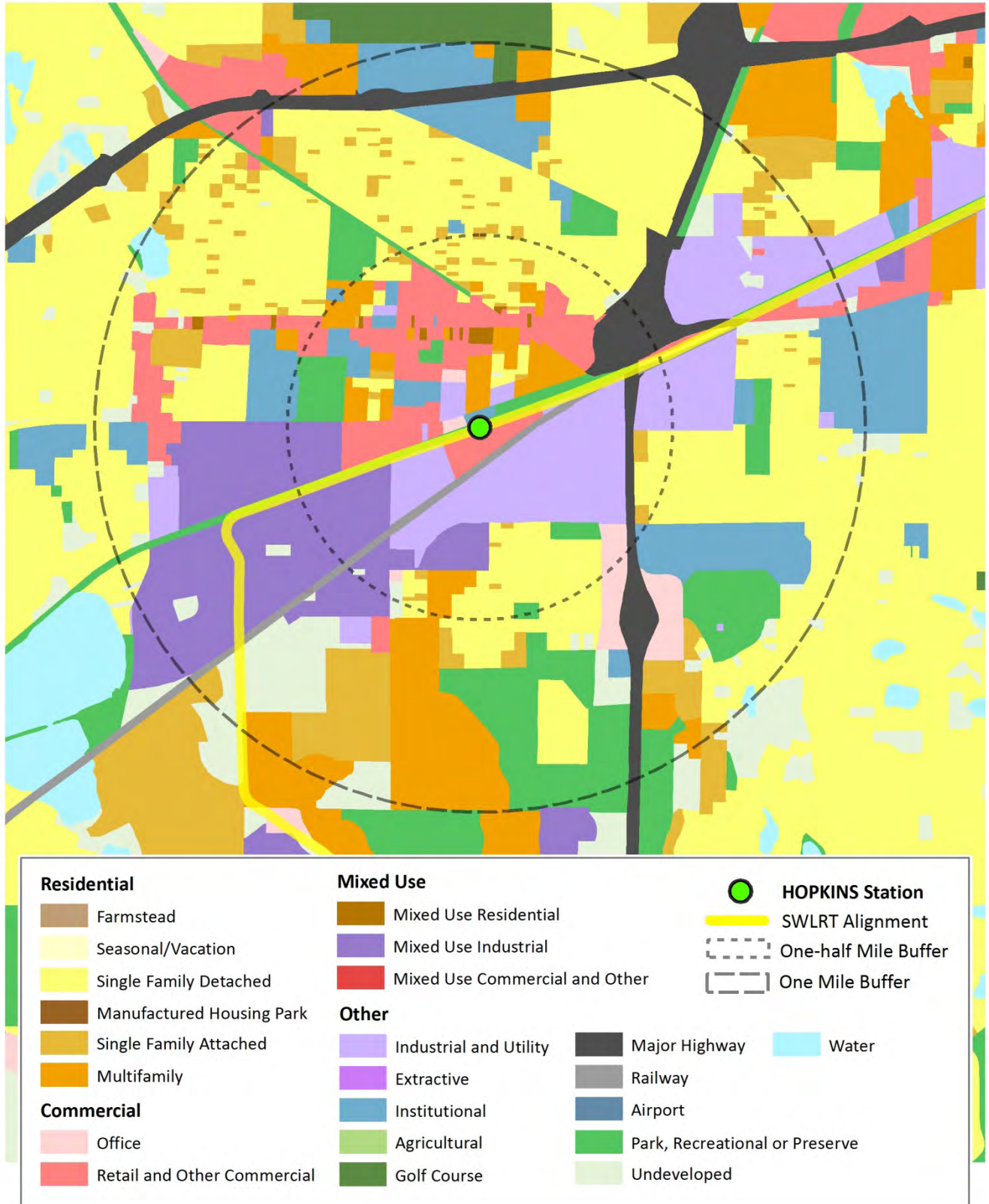
Some HS: 6% High School: 19% Some College: 22%

Associates: 7% Bachelors: 31% Masters/Prof/PhD: 15%

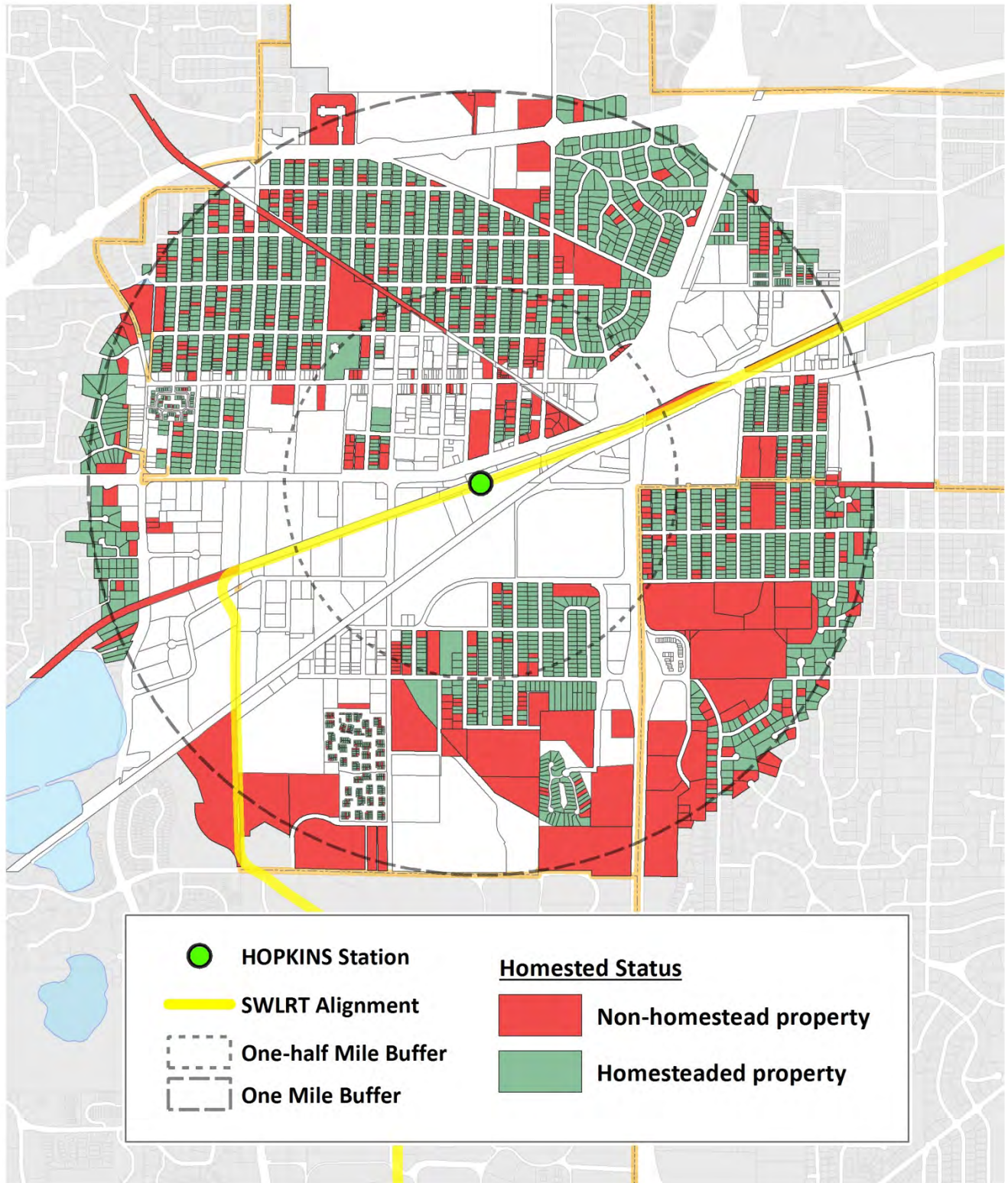
### Housing Units by Structure Type – 2010



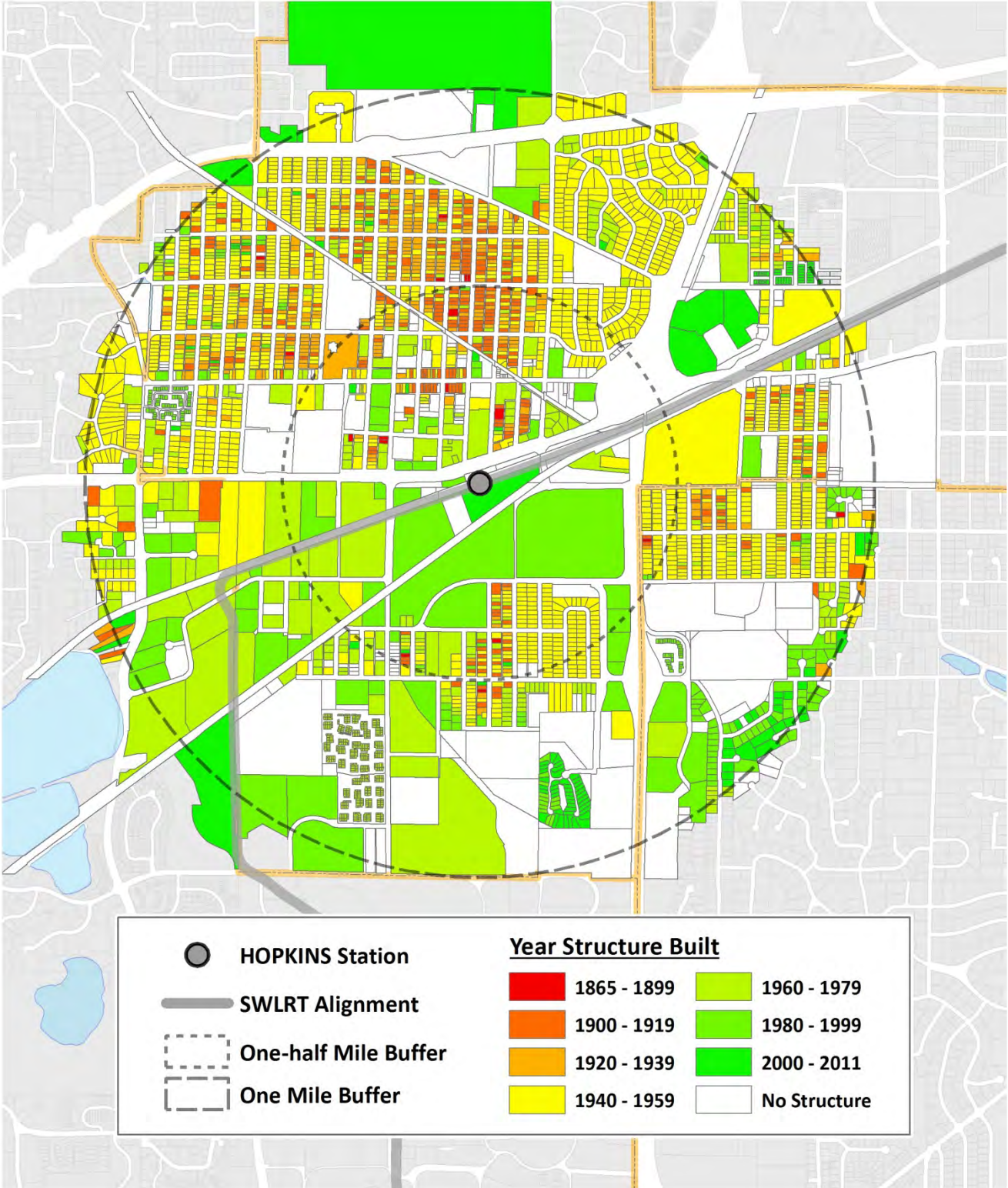
# Hopkins Station: Land Use



# Hopkins Station: Homestead Status

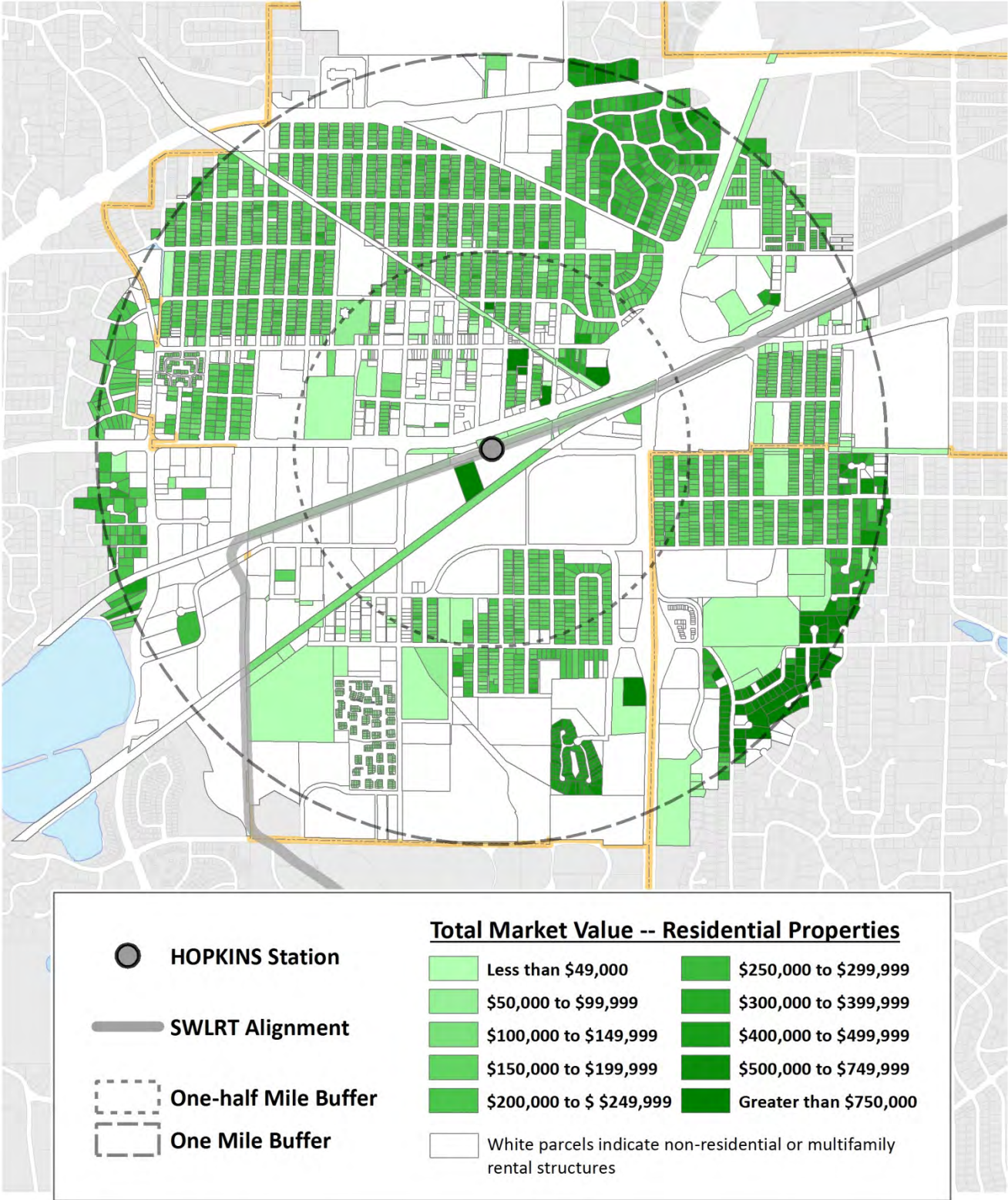


# Hopkins Station: Year Structure Built





# Hopkins Station: Market Value



# Shady Oak Station

**Hopkins**

## Neighborhoods Served

- West Hopkins
- East Minnetonka
- Northwest Edina

## Major Landmarks

- Downtown Hopkins
- Shady Oak Lake



**Shady Oak Station** is located in the western-most part of Hopkins. This station will serve Hopkins as well as eastern Minnetonka. The immediate vicinity (half-mile radius) has a very low density and when expanded to a two-mile radius, the station serves just under 35,000 people. Household income is average to below average for the corridor and non-white minority populations are about average. The housing units in the closest vicinity are roughly equal amount detached single-family homes and large 20+ unit apartment buildings.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	853	11,221	33,878
<b>Households</b>	470	5,578	15,881
<b>Med HHD Income</b>	\$39,730	\$43,129	\$54,797
<b>Avg HHD Size</b>	1.81	1.99	2.10
<b>Pct. Minority</b>	28%	26%	23%
<b>Total Jobs</b>	3,058	10,613	41,648

## Education Information

School District



Post-Secondary (2 miles)

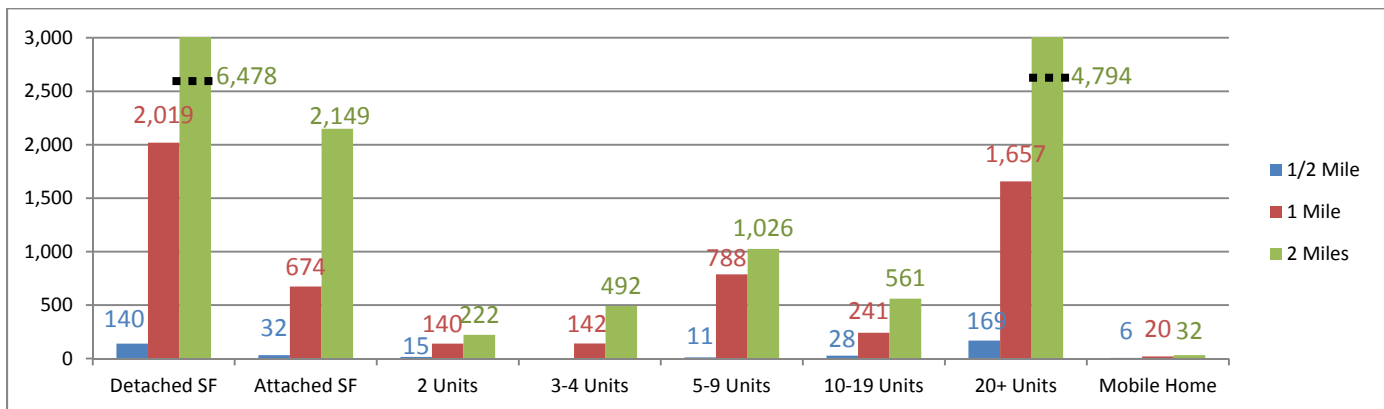
N/A

Education Attainment (2 miles)

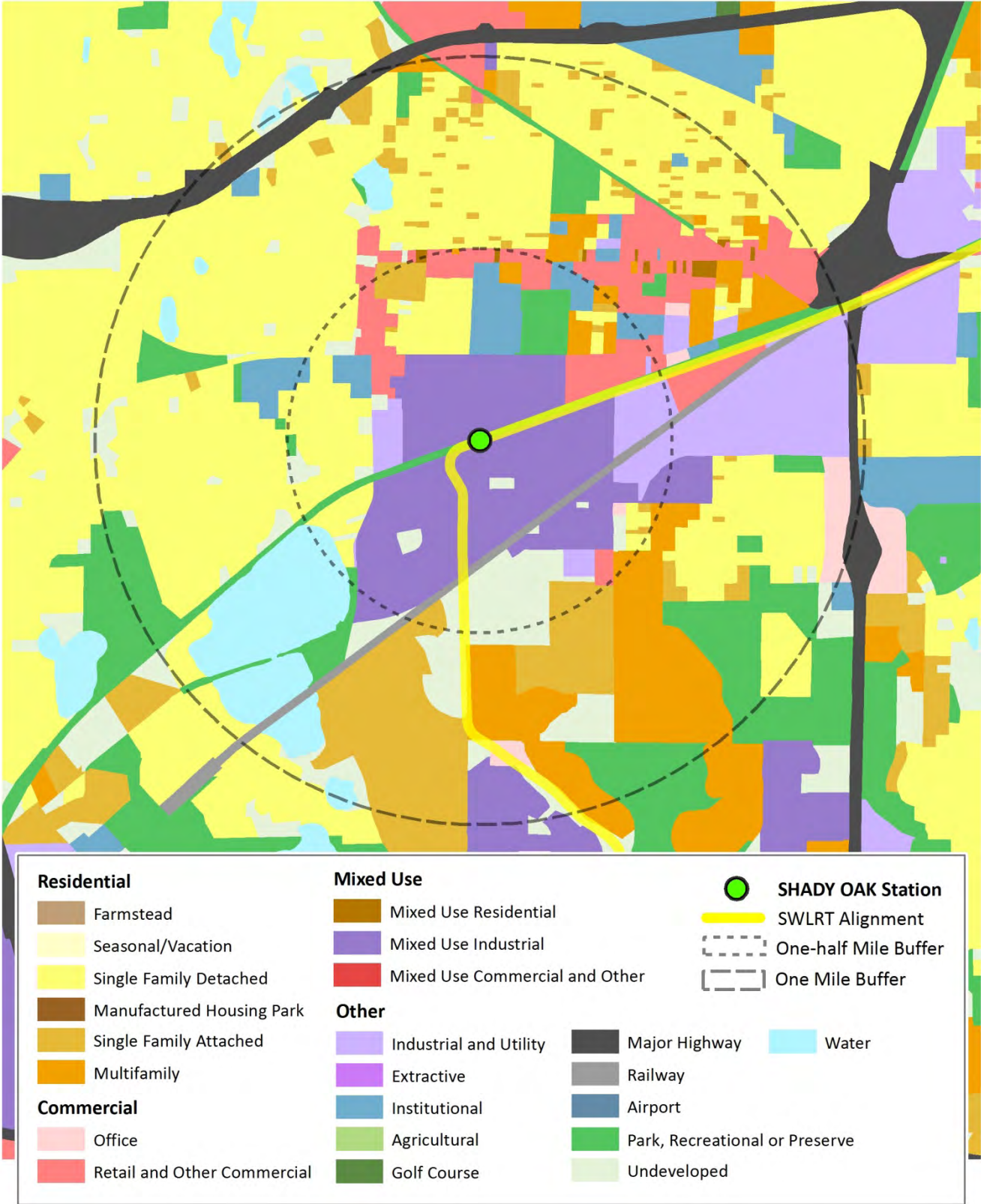
Some HS: 5% High School: 18% Some College: 22%

Associates: 8% Bachelors: 32% Masters/Prof/PhD: 15%

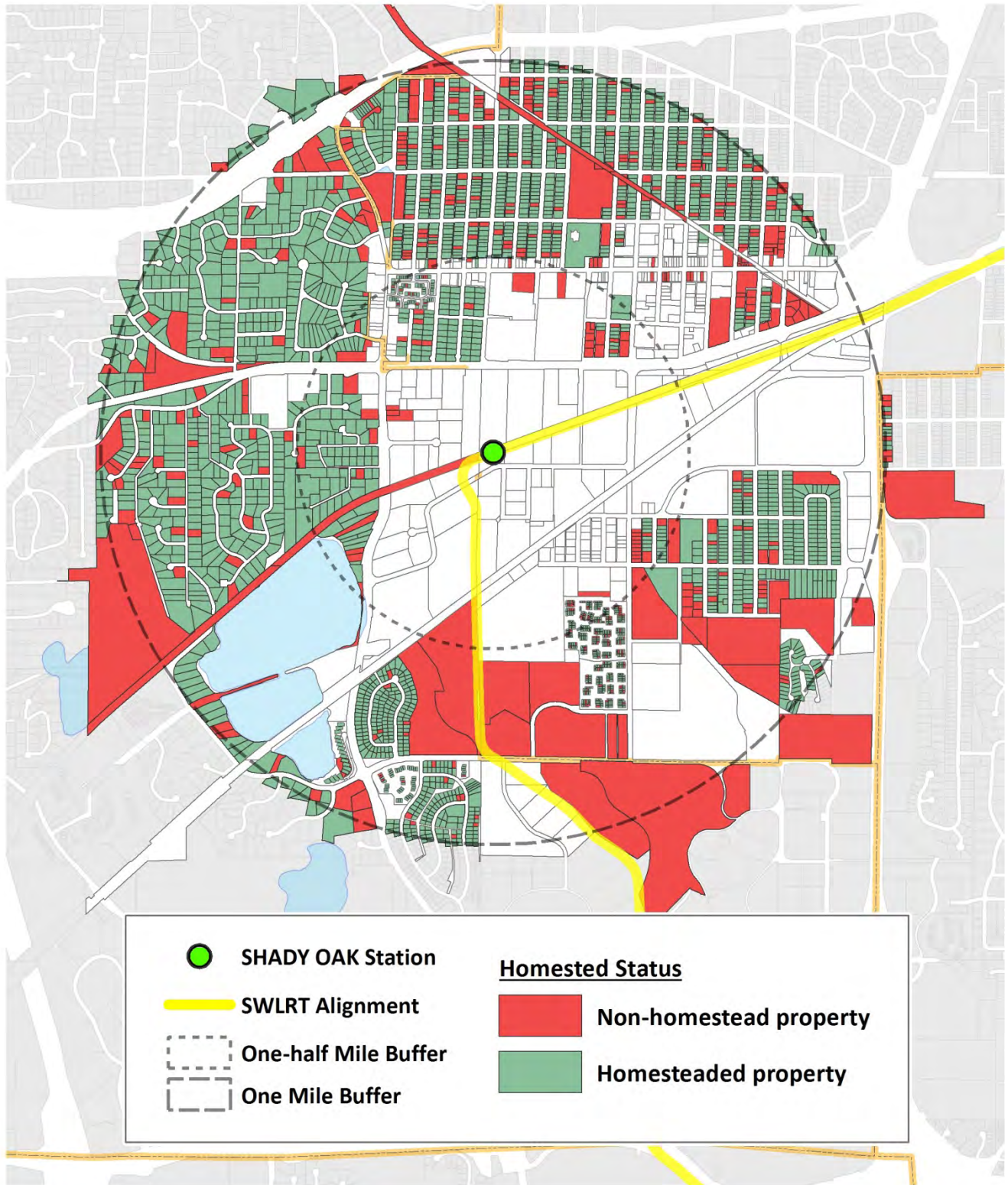
## Housing Units by Structure Type – 2010



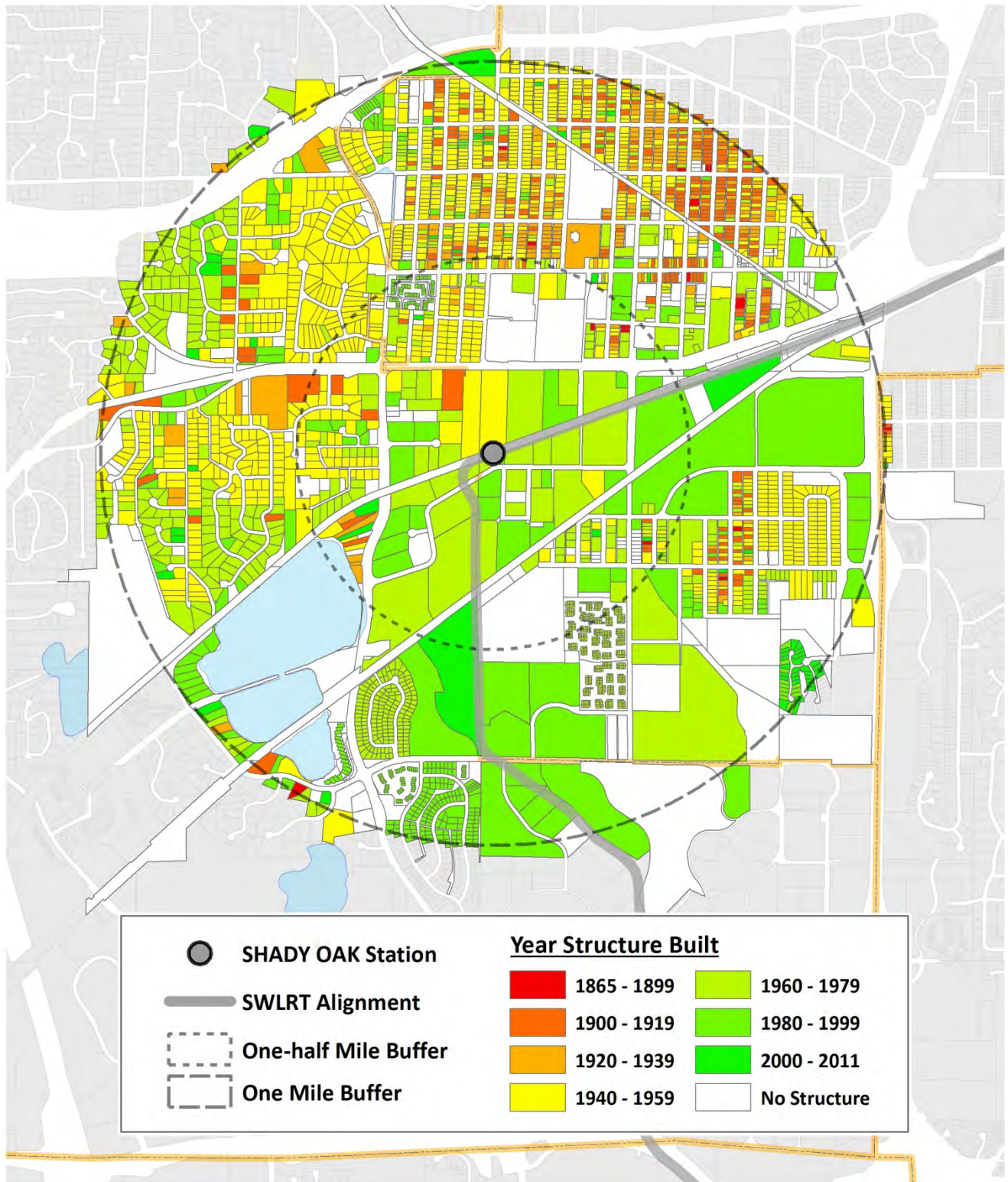
# Shady Oak Station: Land Use



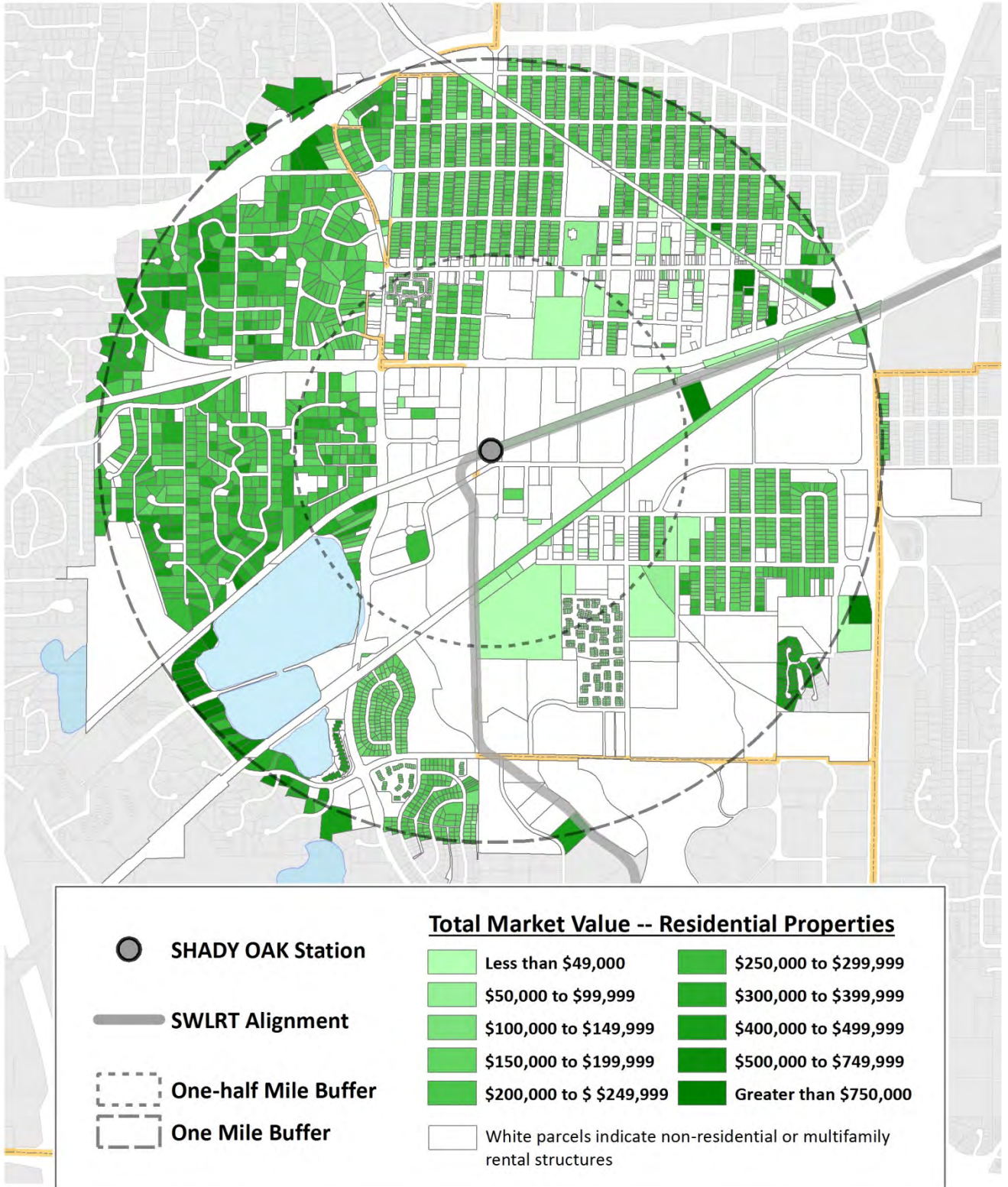
# Shady Oak Station: Homestead Status



# Shady Oak Station: Year Structure Built



# Shady Oak Station: Market Value



# Opus Station

## Minnetonka

### Neighborhoods Served

- Southeast Minnetonka
- Southwest Hopkins
- West Edina
- Northeast Eden Prairie

### Major Landmarks

- Bryant Lake Regional Park
- United Healthcare Corporate
- Significant Commercial Development



**Opus Station** is located in the in the east-most part of Minnetonka, just south of Hopkins. This station will serve the southeastern part of Minnetonka as well as southwest Hopkins, west Edina, and northeast Eden Prairie. The immediate vicinity (half-mile radius) has just over 1,000 people and when expanded to a two-mile radius, the station serves just under 35,000 people. Household income and non-white minority populations are roughly average along the corridor. The housing units in the closest vicinity are mostly large 20+ unit apartment buildings.

### Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	1,131	9,482	24,672
<b>Households</b>	696	5,286	11,682
<b>Med HHD Income</b>	\$49,007	\$52,099	\$60,948
<b>Avg HHD Size</b>	1.63	1.77	2.10
<b>Pct. Minority</b>	30%	21%	19%
<b>Total Jobs</b>	3,018	29,151	51,934

### Education Information

School District



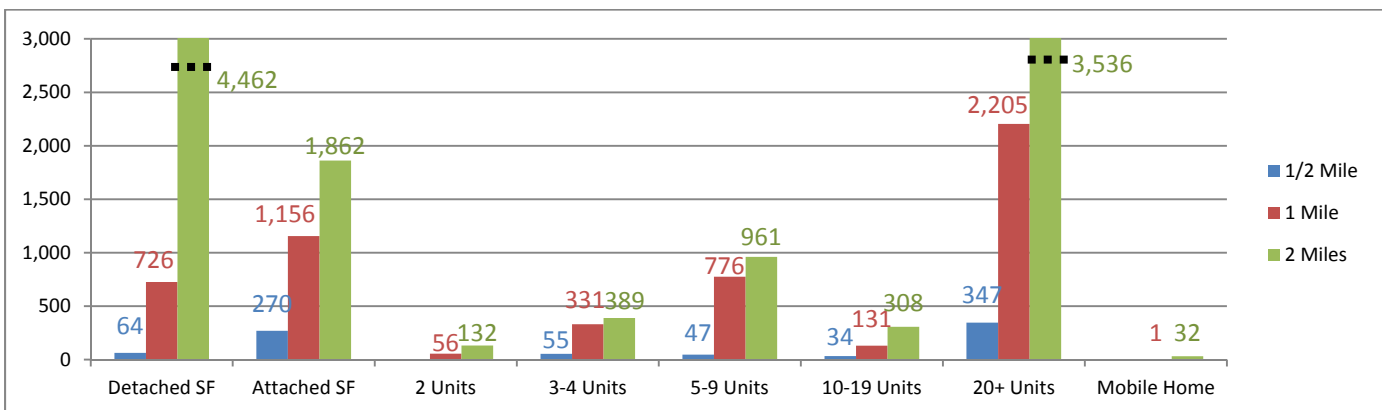
Post-Secondary (2 miles)

N/A

Education Attainment (2 miles)

Some HS: 5% High School: 18% Some College: 21%  
 Associates: 7% Bachelors: 32% Masters/Prof/PhD: 17%

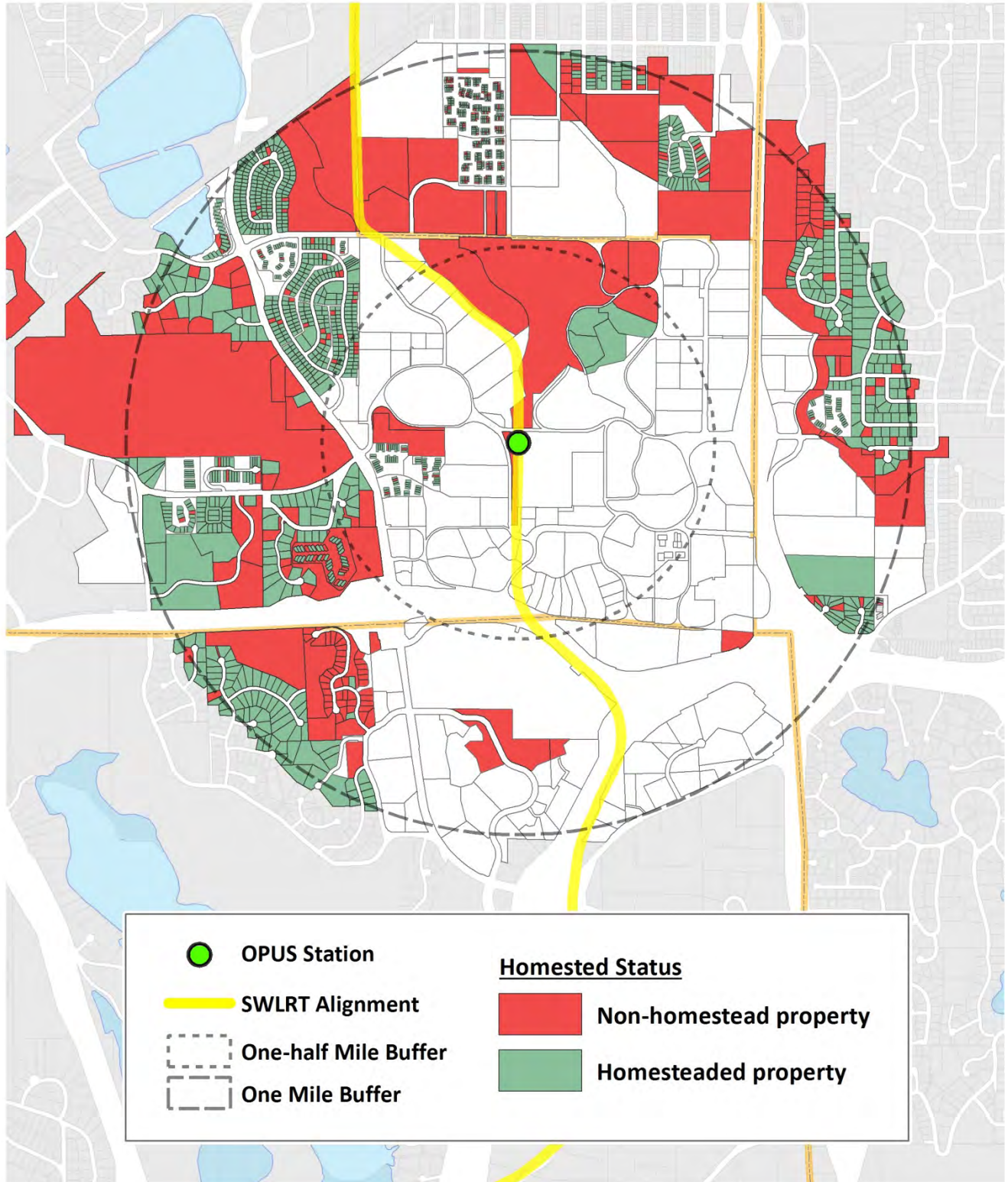
### Housing Units by Structure Type – 2010



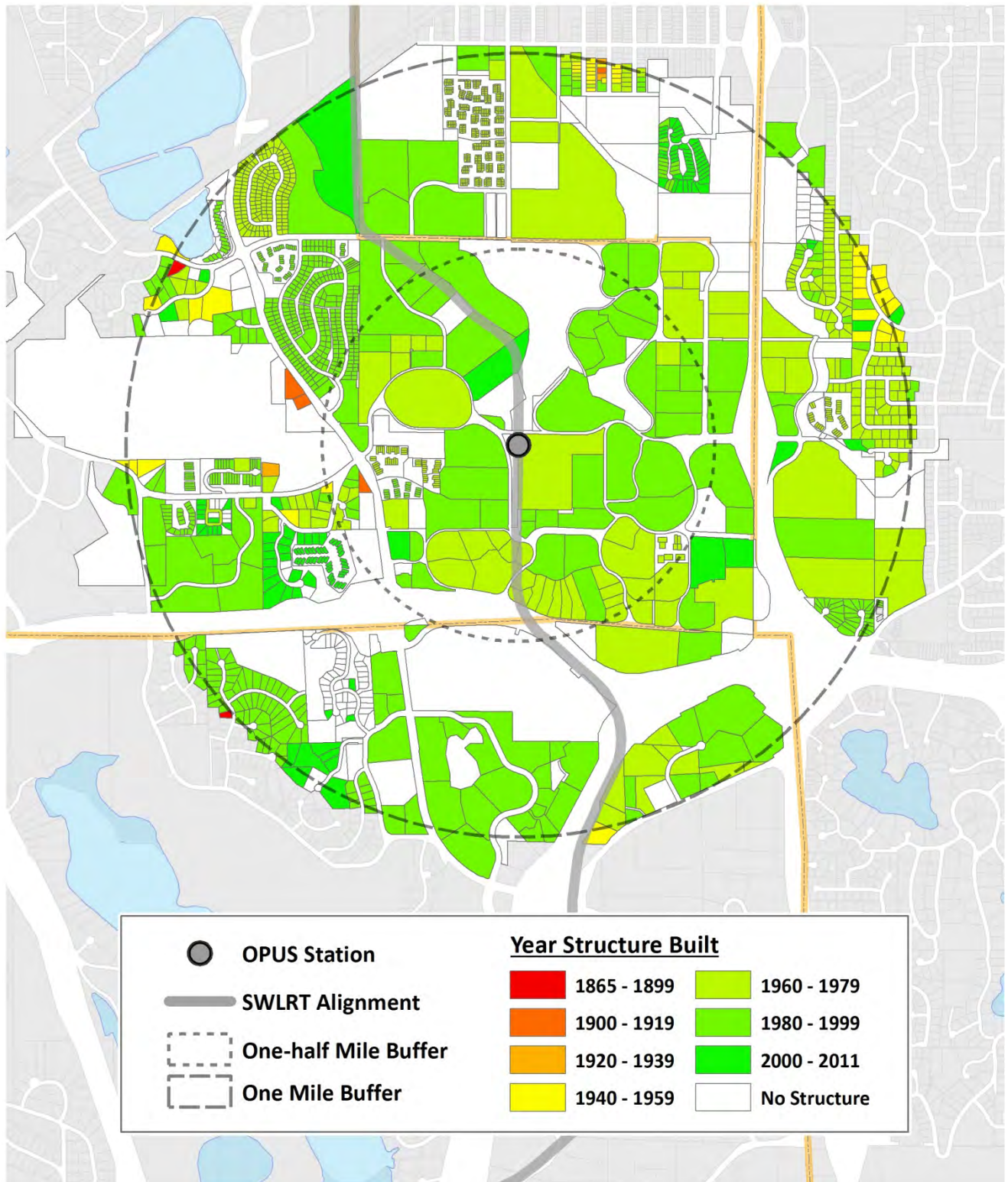




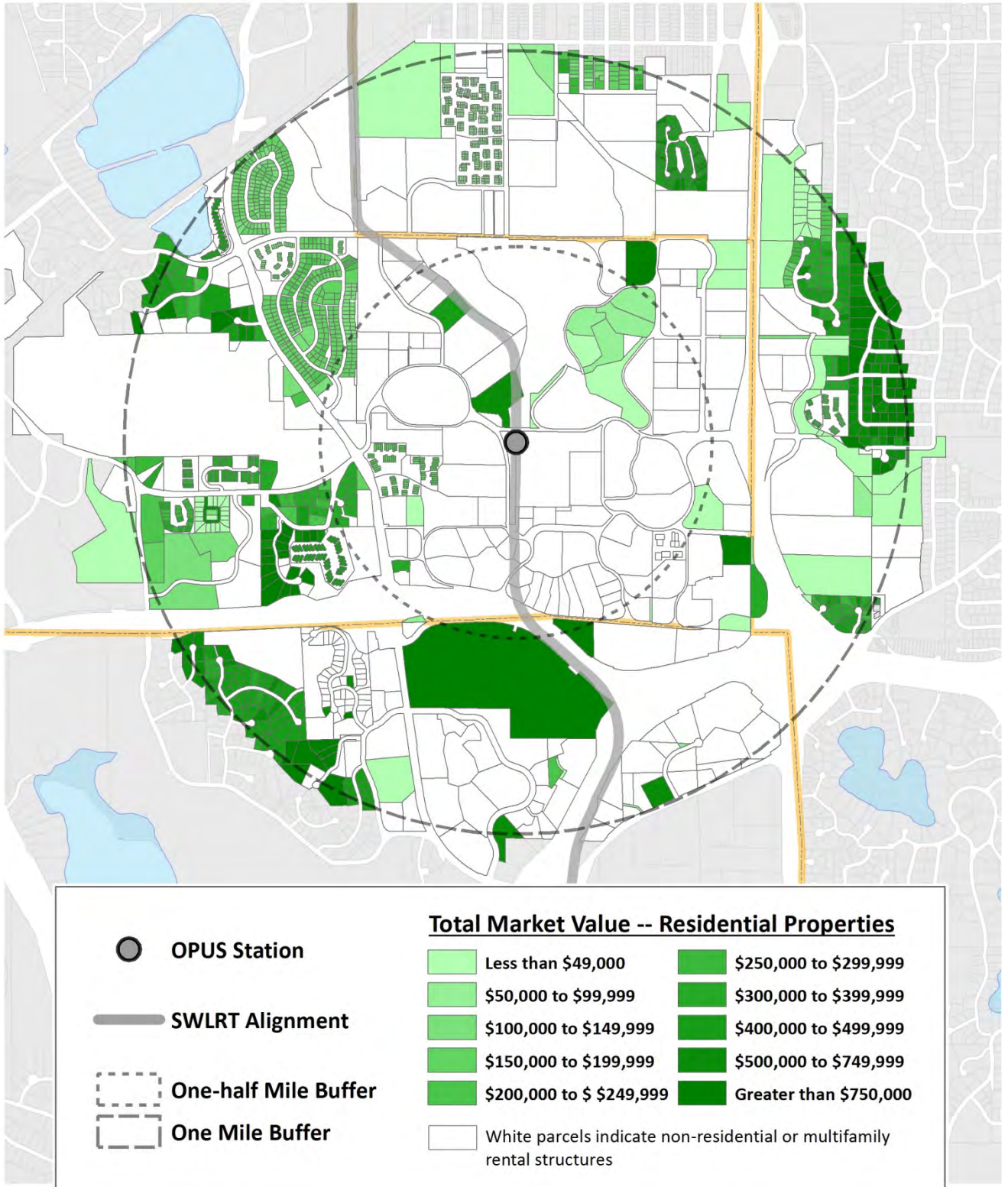
# Opus Station: Homestead Status



# Opus Station: Year Structure Built



# Opus Station: Market Value



# City West Station

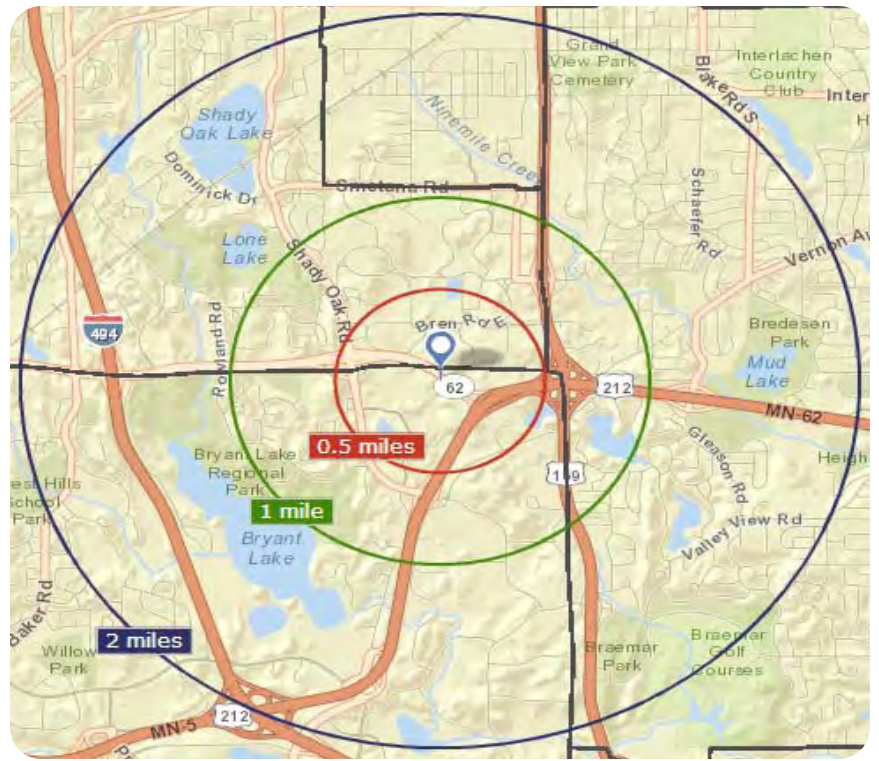
Eden Prairie

## Neighborhoods Served

- Northeast Eden Prairie
- Southeast Minnetonka
- West Edina

## Major Landmarks

- Bryant Lake Regional Park
- United Healthcare Corporate



**City West Station** is located in the in the northeast corner of Eden Prairie, just south of the Minnetonka border. This station will serve the northeast corner of Eden Prairie, in addition to southeast Minnetonka and west Edina. The immediate vicinity (half-mile radius) has a small population (576) and there are just over 20,000 in a two-mile vicinity, which is much smaller than densely populated urban areas. Household income in the immediate vicinity is among the highest along the corridor and non-white minority populations are below average. The housing units in the closest vicinity are mostly large 20+ unit apartment buildings but when expanded to a two-mile radius, most housing units are single-family detached homes.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	576	4,647	20,334
<b>Households</b>	353	2,653	9,533
<b>Med HHD Income</b>	\$120,694	\$68,137	\$70,253
<b>Avg HHD Size</b>	1.62	1.75	2.12
<b>Pct. Minority</b>	16%	16%	17%
<b>Total Jobs</b>	7,629	30,219	53,952

## Education Information

School District



Post-Secondary (2 miles)

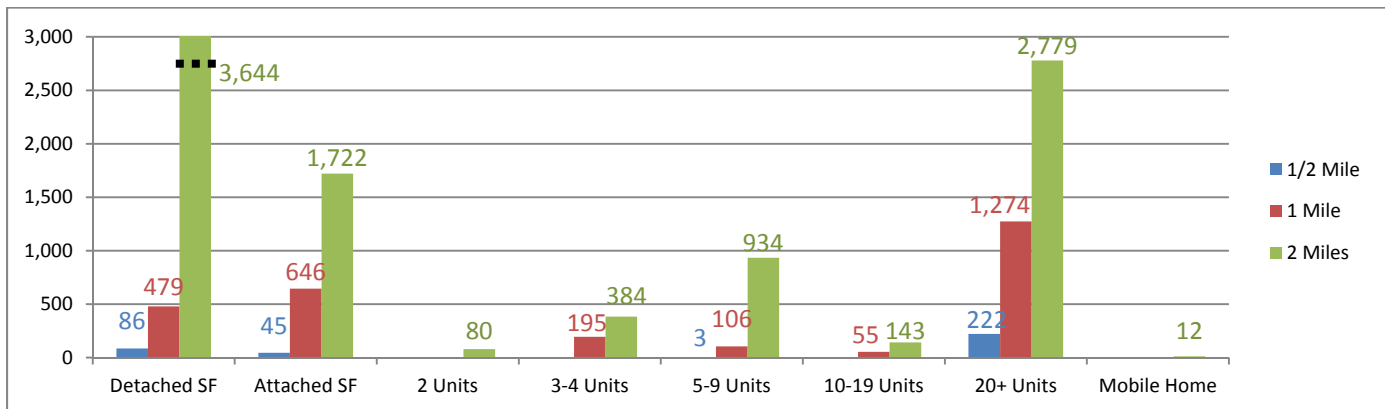
N/A

Education Attainment (2 miles)

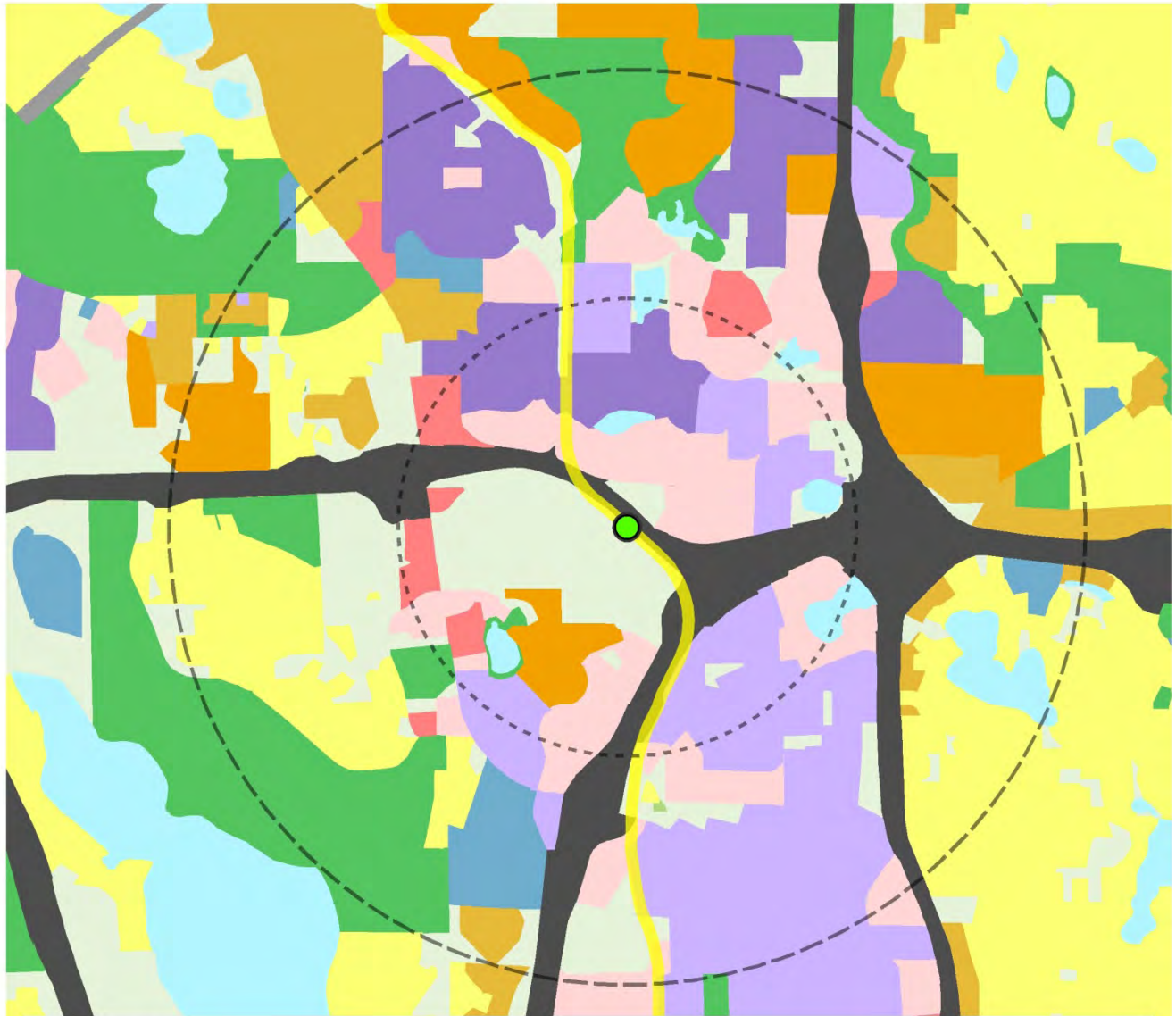
Some HS: 4% High School: 15% Some College: 20%

Associates: 7% Bachelors: 35% Masters/Prof/PhD: 19%

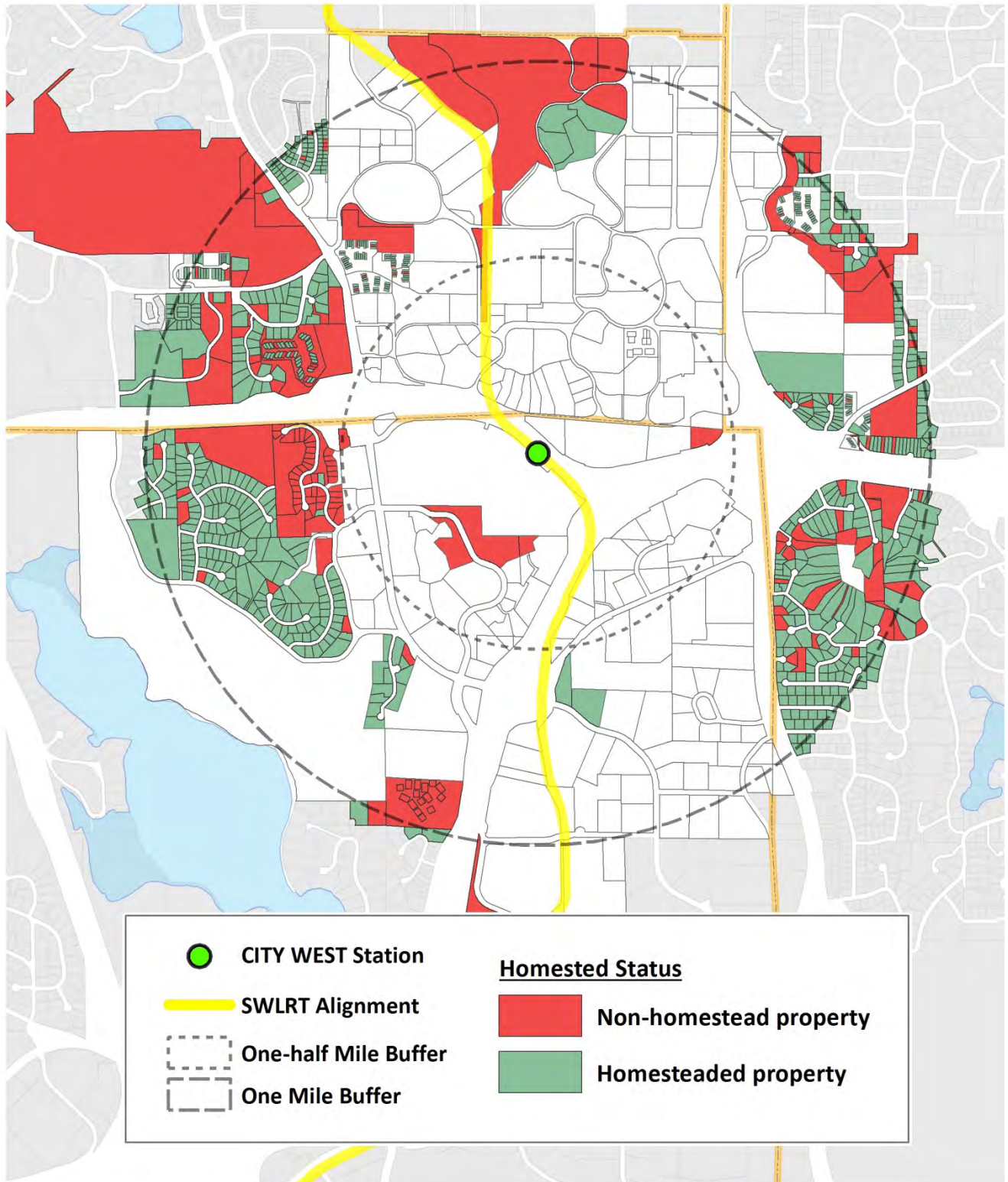
## Housing Units by Structure Type – 2010



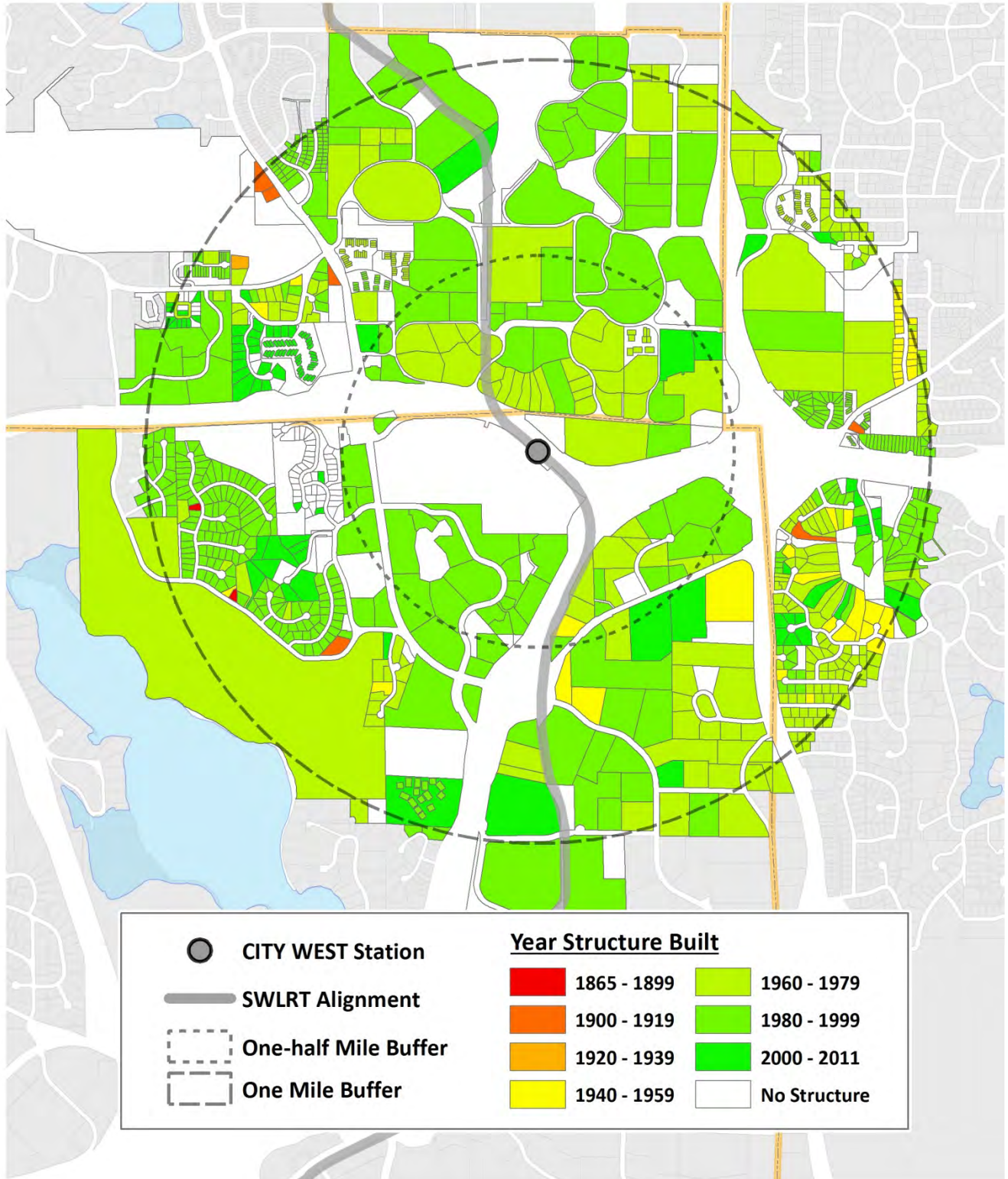
# City West Station: Land Use



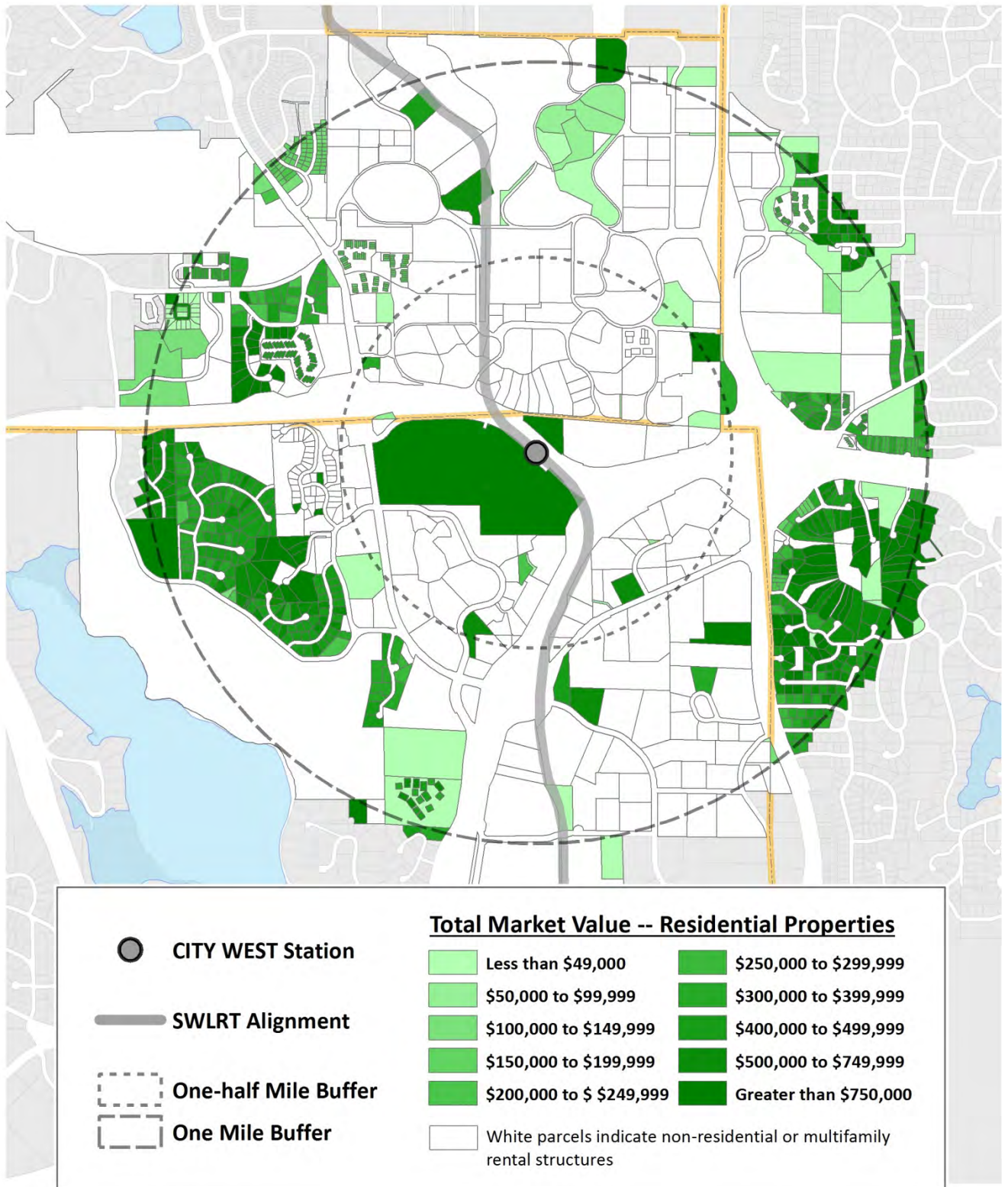
# City West Station: Homestead Status



# City West Station: Year Structure Built



# City West Station: Market Value





# Golden Triangle Station

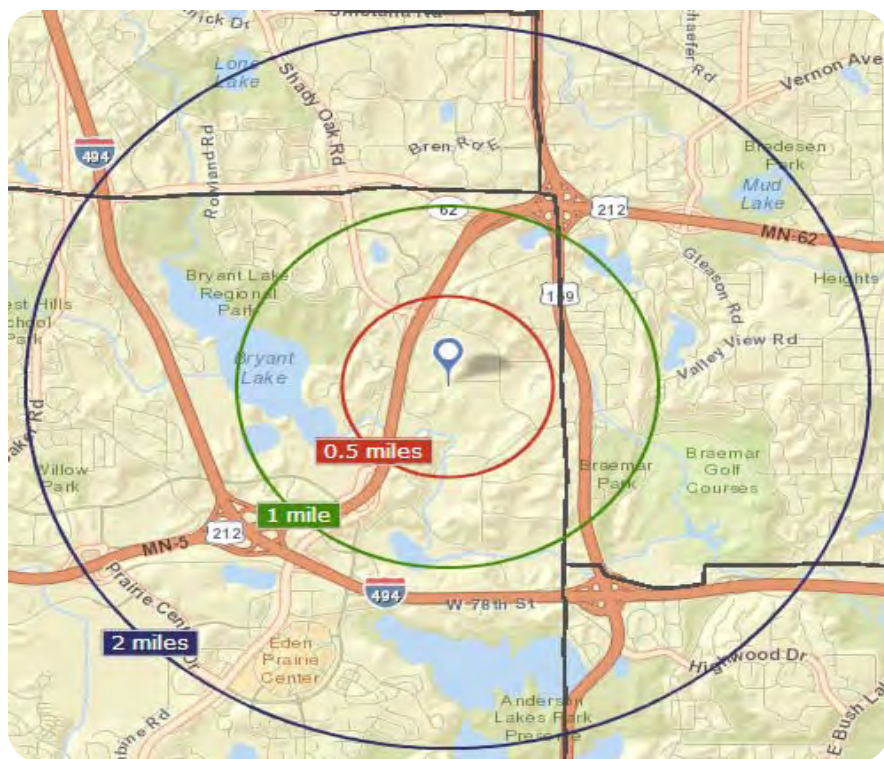
Eden Prairie

## Neighborhoods Served

- Northeast Eden Prairie
- Southeast Minnetonka
- West Edina

## Major Landmarks

- Bryant Lake Regional Park
- Braemar Golf Course
- Industrial Area



**Golden Triangle Station** is located in the northeast corner of Eden Prairie. This station will serve the northeast corner of Eden Prairie, in addition to southeast Minnetonka and west Edina. The immediate vicinity (half-mile radius) has a small population and there are just over 15,000 in a two-mile vicinity, which is much smaller than densely populated urban areas. Household income in the immediate vicinity is among the highest along the corridor and non-white minority populations are below average. The housing units in the closest vicinity are mostly large 20+ unit apartment buildings but when expanded to a two-mile radius, housing units are split between large apartment buildings and single-family detached homes.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	451	2,271	16,011
<b>Households</b>	232	1,068	7,416
<b>Med HHD Income</b>	\$121,008	\$118,246	\$83,576
<b>Avg HHD Size</b>	1.93	2.11	2.14
<b>Pct. Minority</b>	17%	15%	17%
<b>Total Jobs</b>	5,649	19,070	56,280

## Education Information

School District



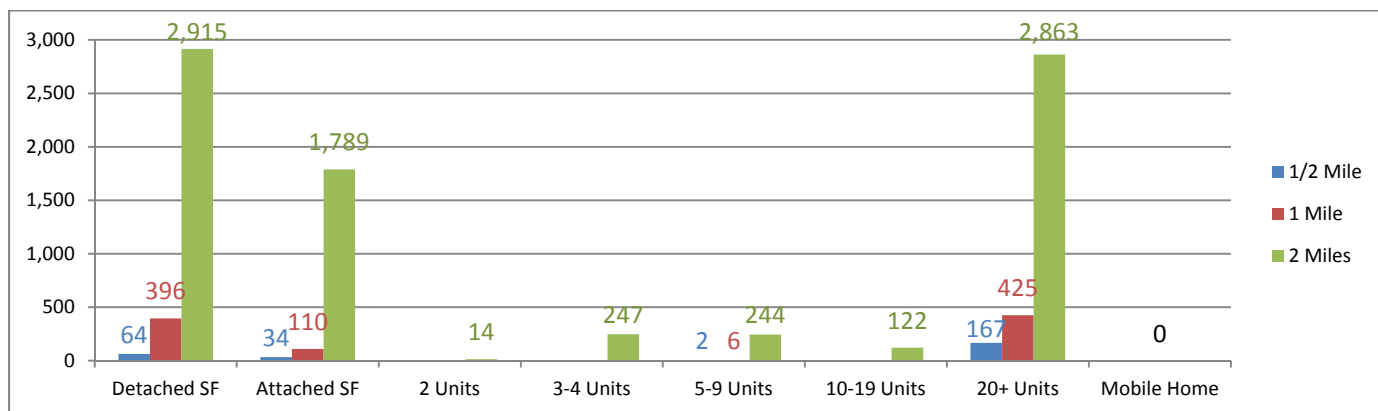
Post-Secondary (2 miles)



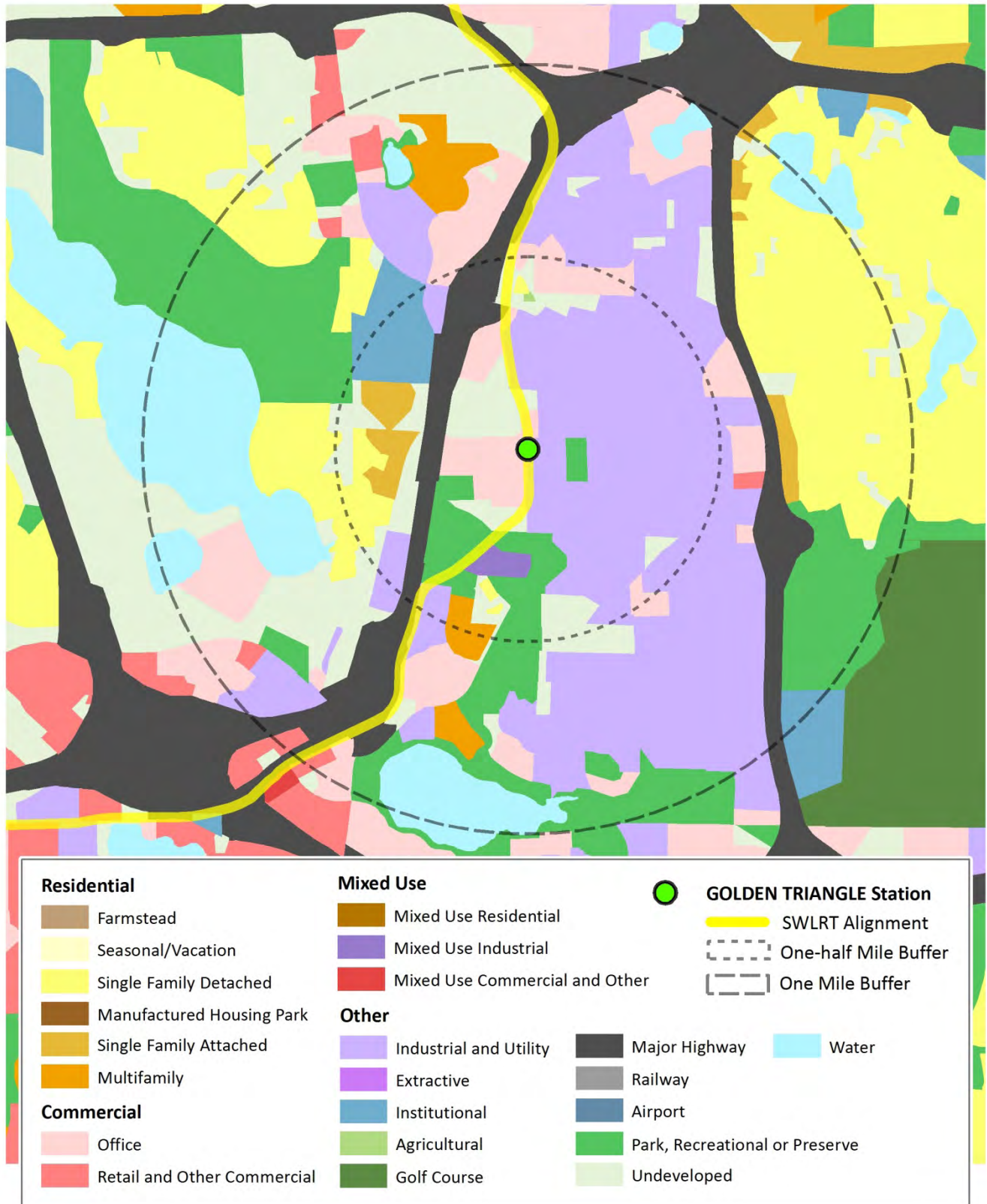
Education Attainment (2 miles)

Some HS: 3% High School: 13% Some College: 19%  
 Associates: 7% Bachelors: 36% Masters/Prof/PhD: 22%

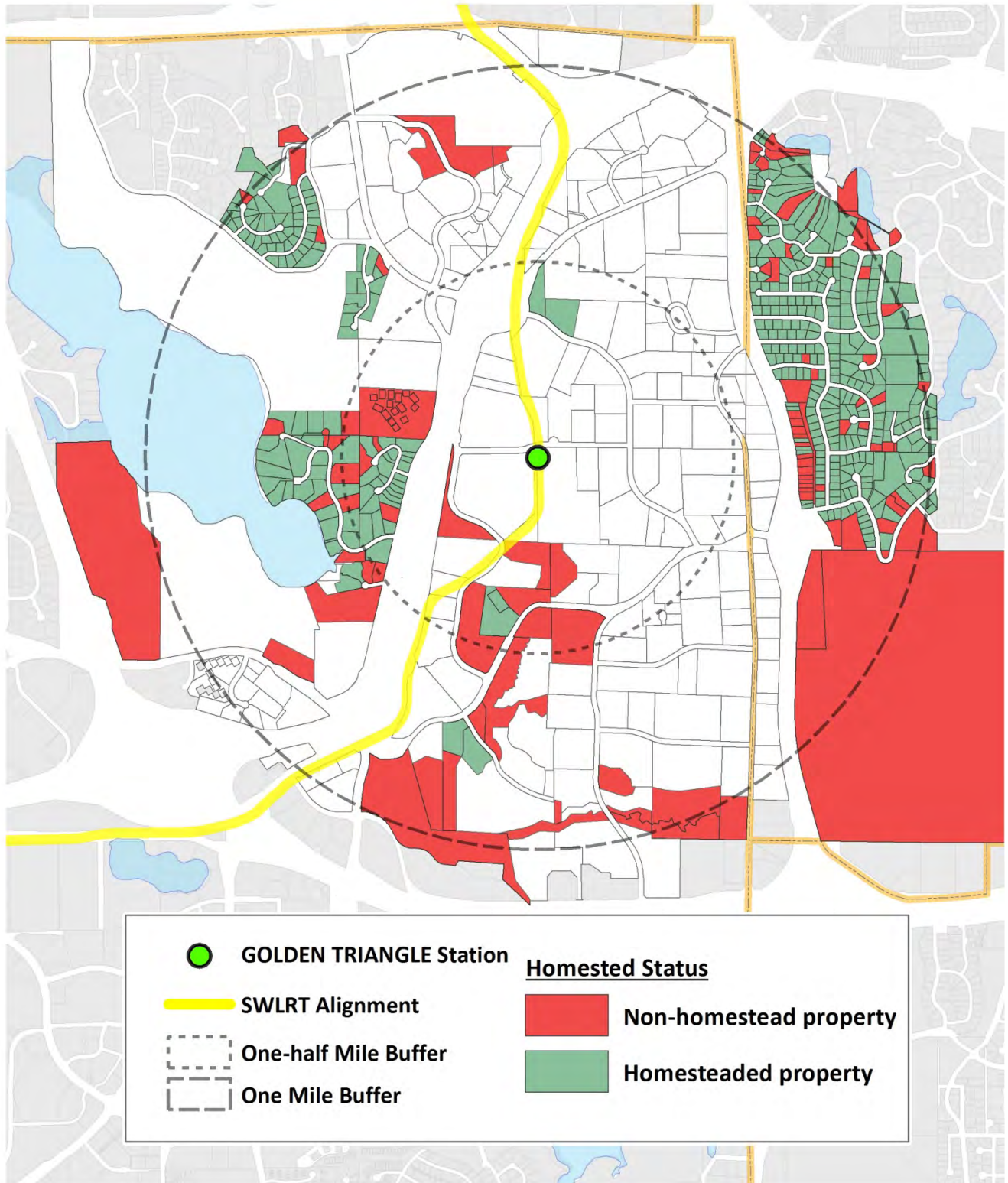
## Housing Units by Structure Type – 2010



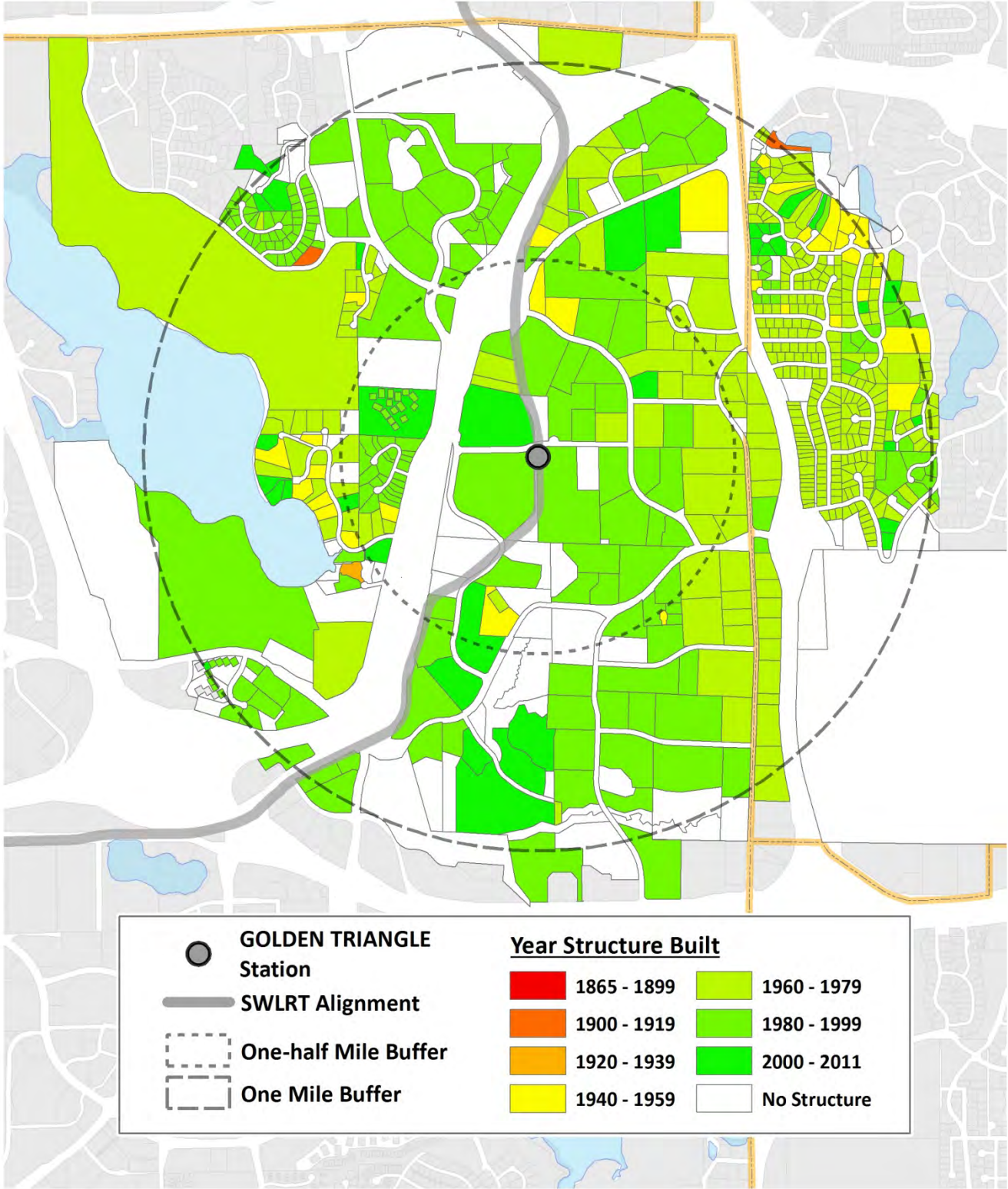
# Golden Triangle Station: Land Use



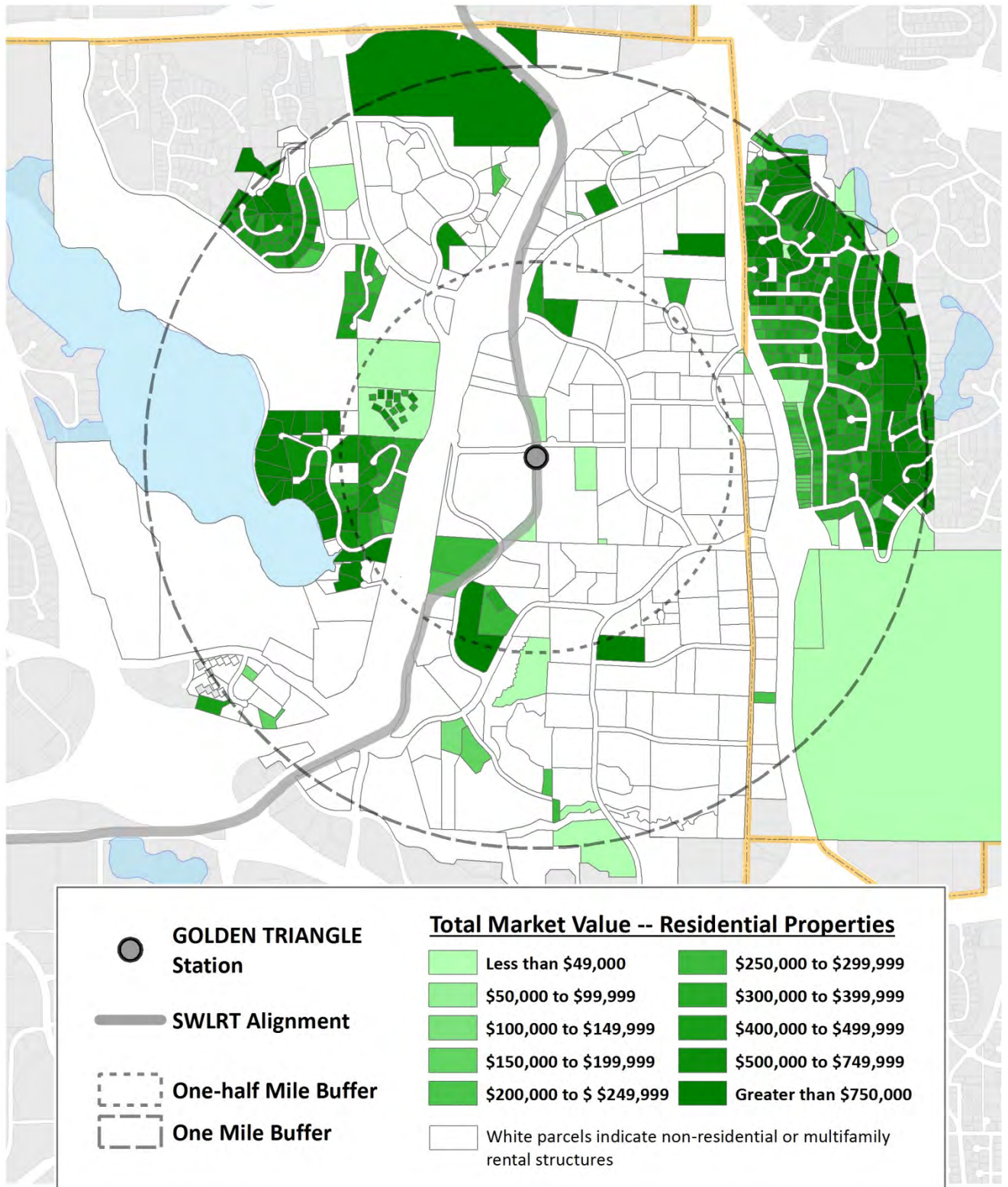
# Golden Triangle Station: Homestead Status



# Golden Triangle Station: Year Structure Built



# Golden Triangle Station: Market Value



# E.P. Town Ctr Station

Eden Prairie

## Neighborhoods Served

- North Central Eden Prairie

## Major Landmarks

- Eden Prairie Center
- Anderson Lake



**Eden Prairie Town Center Station** is located in north central Eden Prairie near Eden Prairie Center. This station will serve the northern portion of Eden Prairie and is located near the major business district of the City. The immediate vicinity (half-mile radius) has a population of almost 1,000 and when expanded to a two-mile radius, there are just under 25,000 people. Household income in the immediate vicinity is high for the corridor but low for the City and non-white minority populations are among the highest along the corridor. The housing units in the closest vicinity are almost entirely large 20+ unit apartment buildings.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	998	6,006	24,307
<b>Households</b>	615	3,056	10,869
<b>Med HHD Income</b>	\$68,367	\$57,963	\$72,895
<b>Avg HHD Size</b>	1.59	1.93	2.22
<b>Pct. Minority</b>	53%	41%	29%
<b>Total Jobs</b>	55,438	13,730	36,499

## Education Information

School District



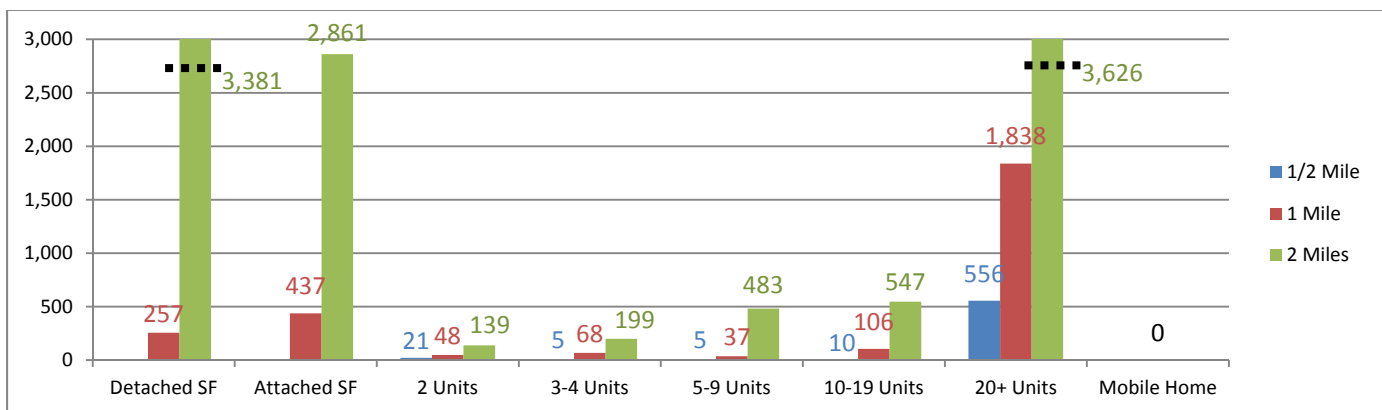
Post-Secondary (2 miles)



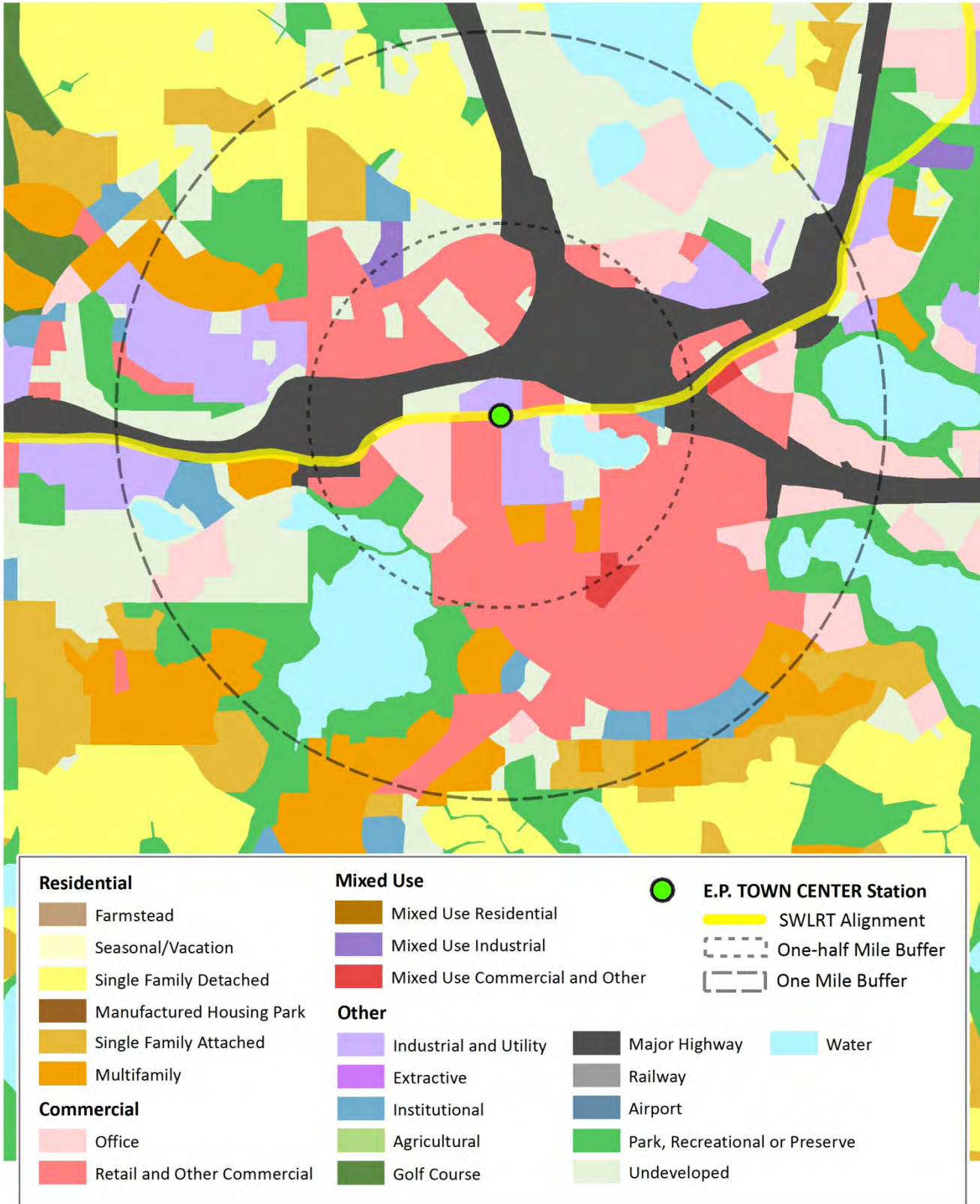
Education Attainment (2 miles)

Some HS: 6% High School: 13% Some College: 19%  
 Associates: 9% Bachelors: 36% Masters/Prof/PhD: 18%

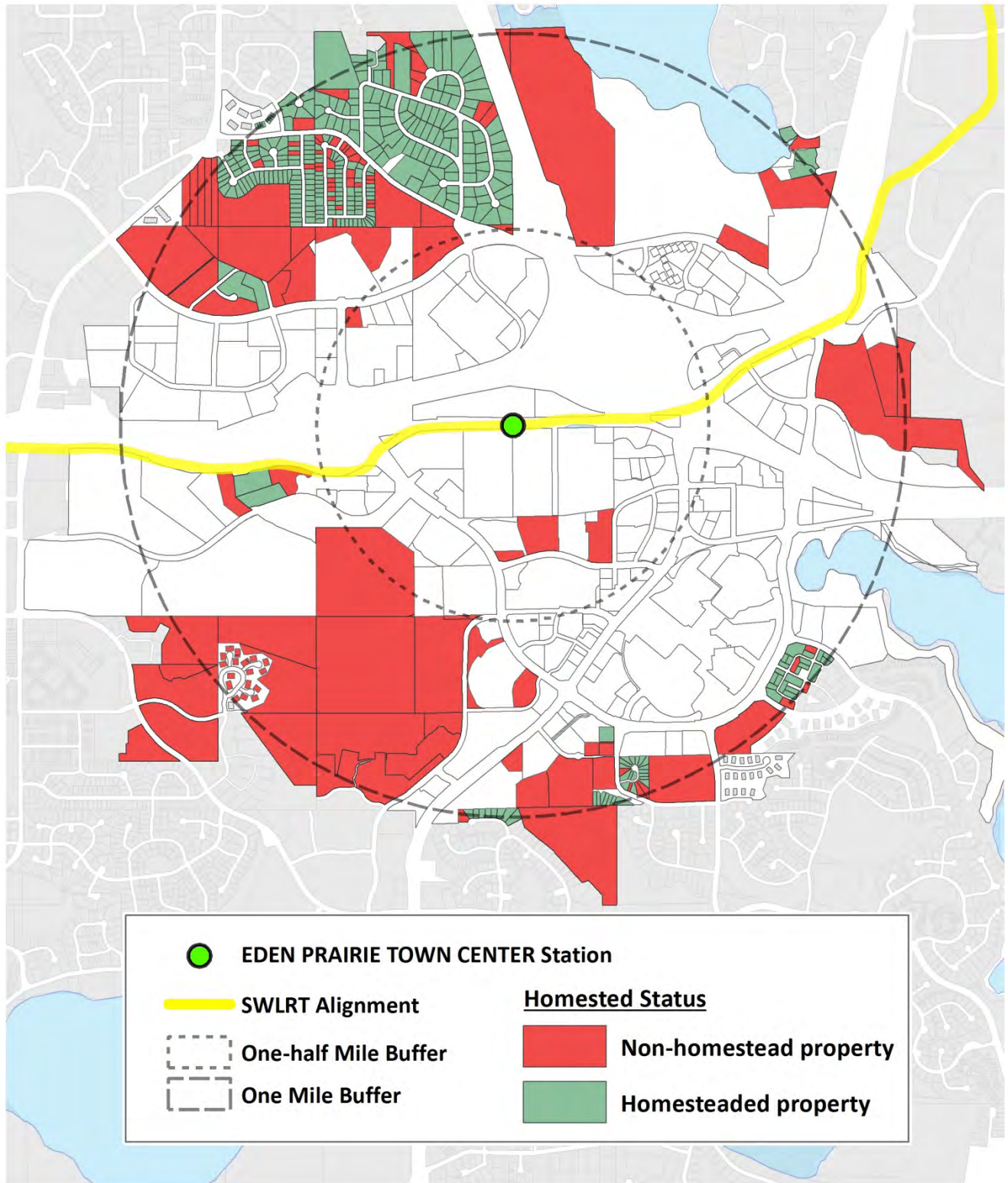
## Housing Units by Structure Type – 2010



# Eden Prairie Town Center Station: Land Use

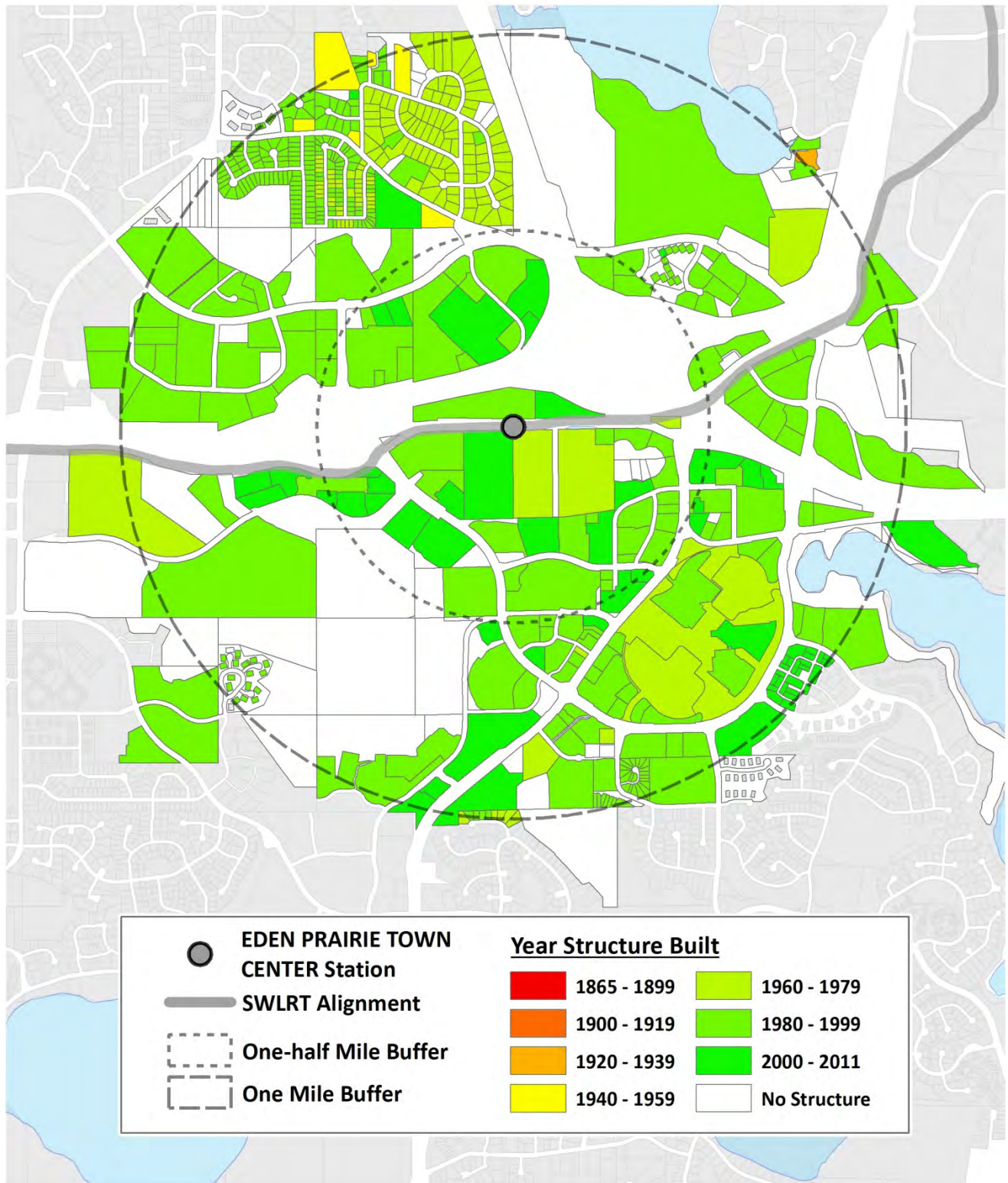


# Eden Prairie Town Center Station: Homestead Status

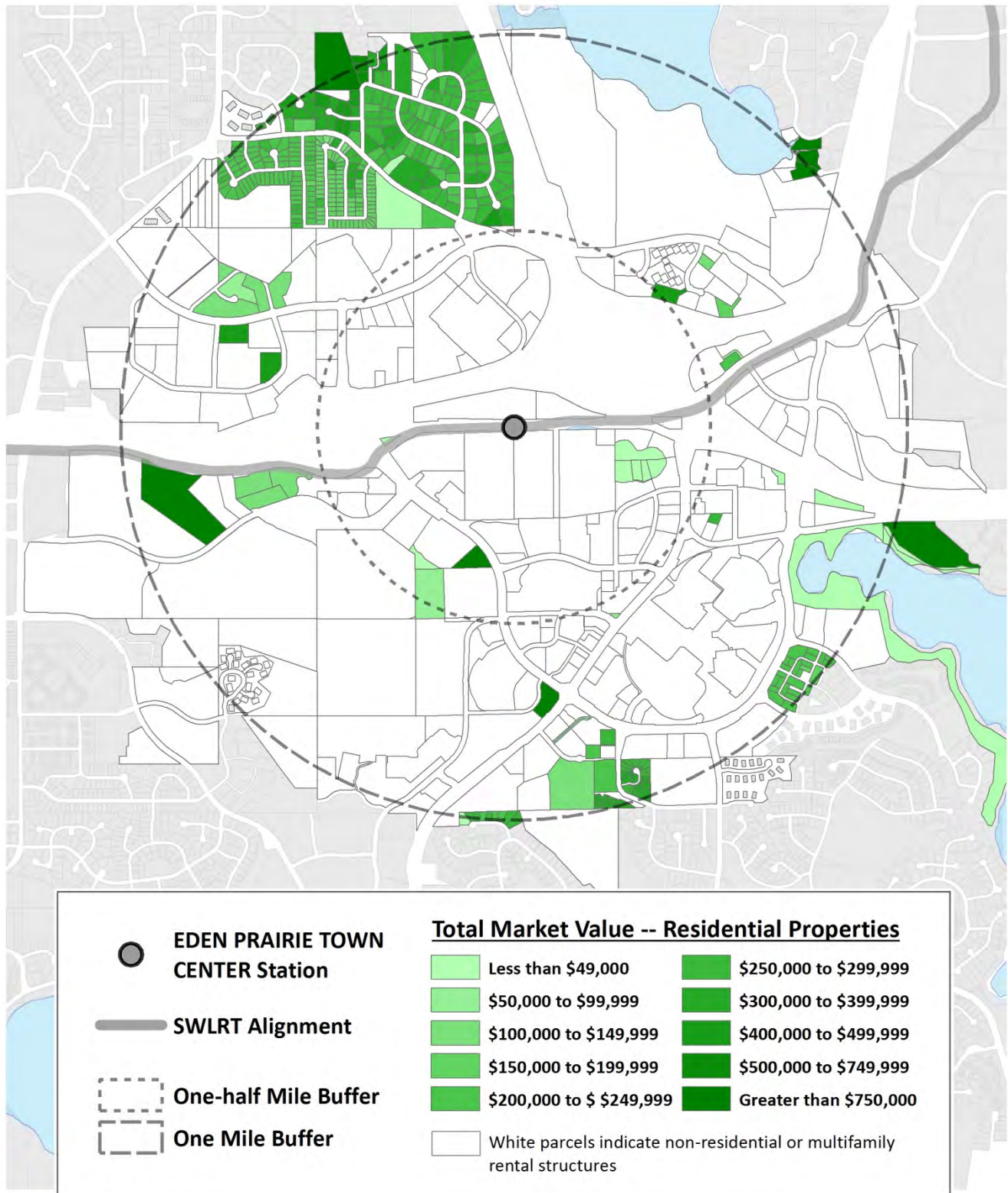




# E.P. Town Center Station: Year Structure Built



# Eden Prairie Town Center Station: Market Value



# Southwest Station

Eden Prairie

## Neighborhoods Served

- Central Eden Prairie

## Major Landmarks

- Eden Prairie Center
- Starring Lake
- Hennepin County Technical College
- Southwest Bus Terminal



**Southwest Station** is located in central Eden Prairie near Eden Prairie Center. This station will serve the central portion of Eden Prairie and is located near the major business district of the City. The immediate vicinity (half-mile radius) has a population of almost 2,000 and when expanded to a two-mile radius, there are just over 25,000 people. Household income in the immediate vicinity is high for the corridor but low for the City and non-white minority populations are among the highest along the corridor. The housing units in the closest vicinity are almost entirely large 20+ unit apartment buildings.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	1,819	8,748	25,737
<b>Households</b>	960	4,239	11,296
<b>Med HHD Income</b>	\$68,235	\$59,303	\$74,686
<b>Avg HHD Size</b>	1.85	2.03	2.26
<b>Pct. Minority</b>	53%	40%	28%
<b>Total Jobs</b>	2,885	10,450	32,071

## Education Information

School District



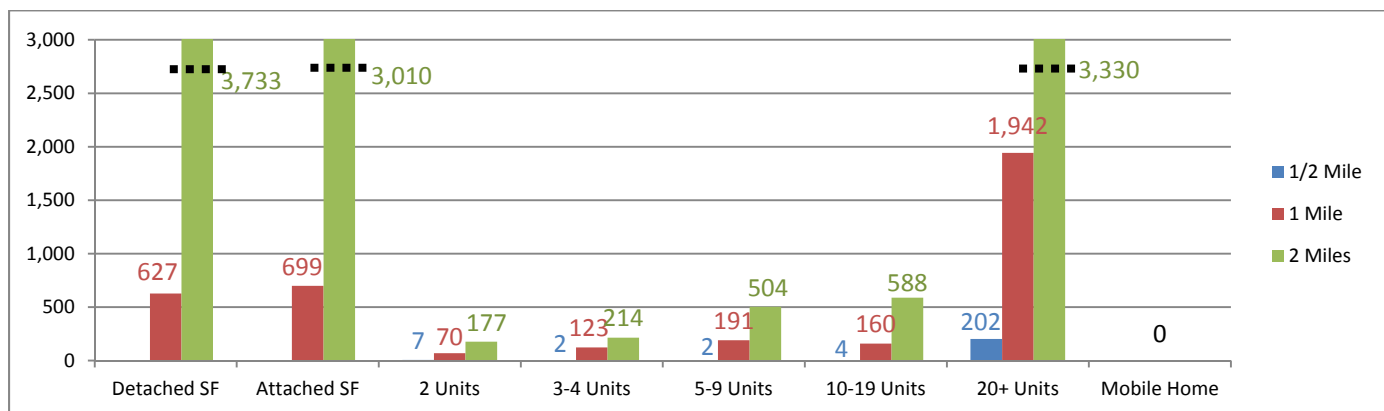
Post-Secondary (2 miles)



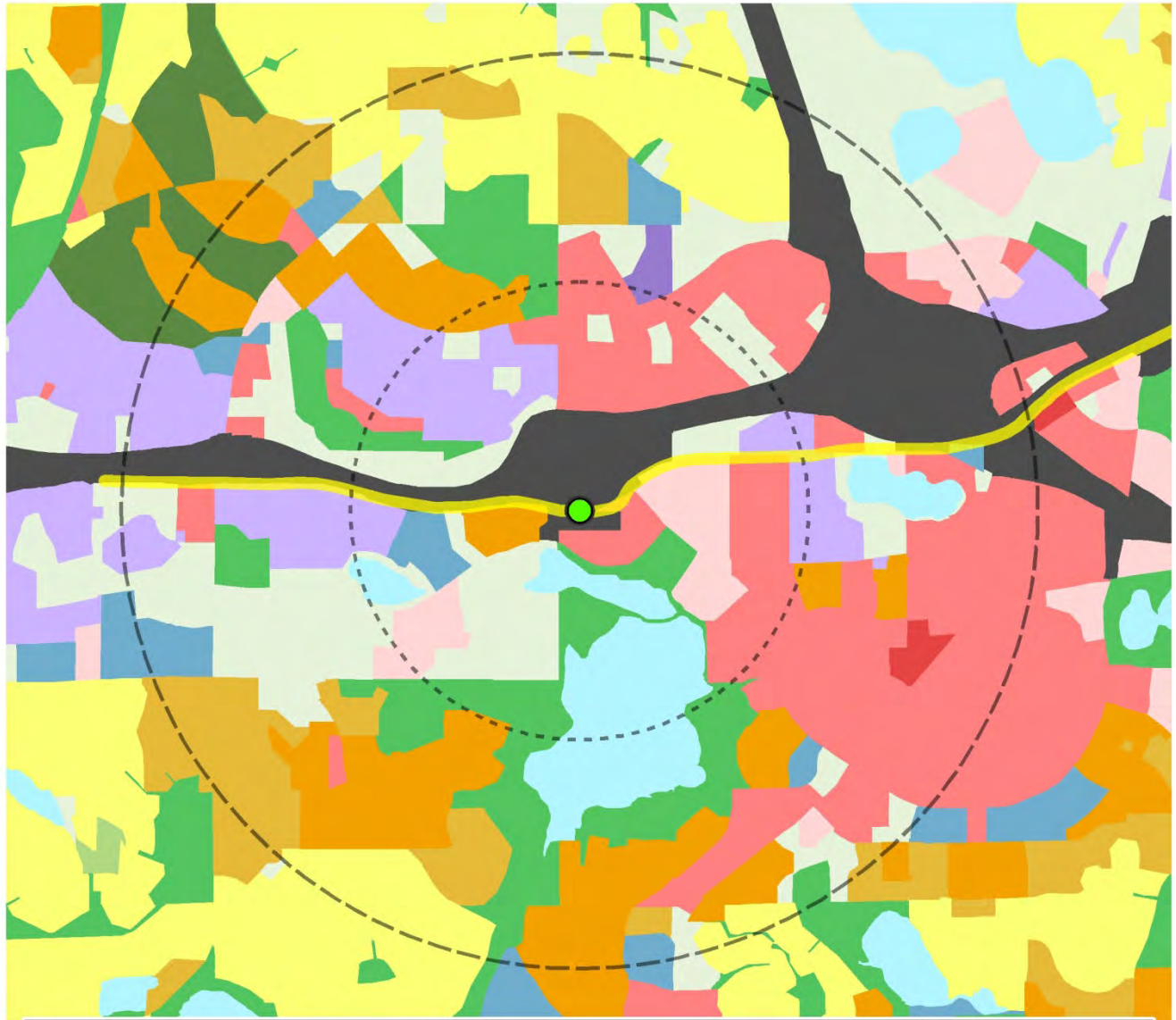
Education Attainment (2 miles)

Some HS: 5% High School: 13% Some College: 18%  
 Associates: 9% Bachelors: 37% Masters/Prof/PhD: 18%

## Housing Units by Structure Type – 2010

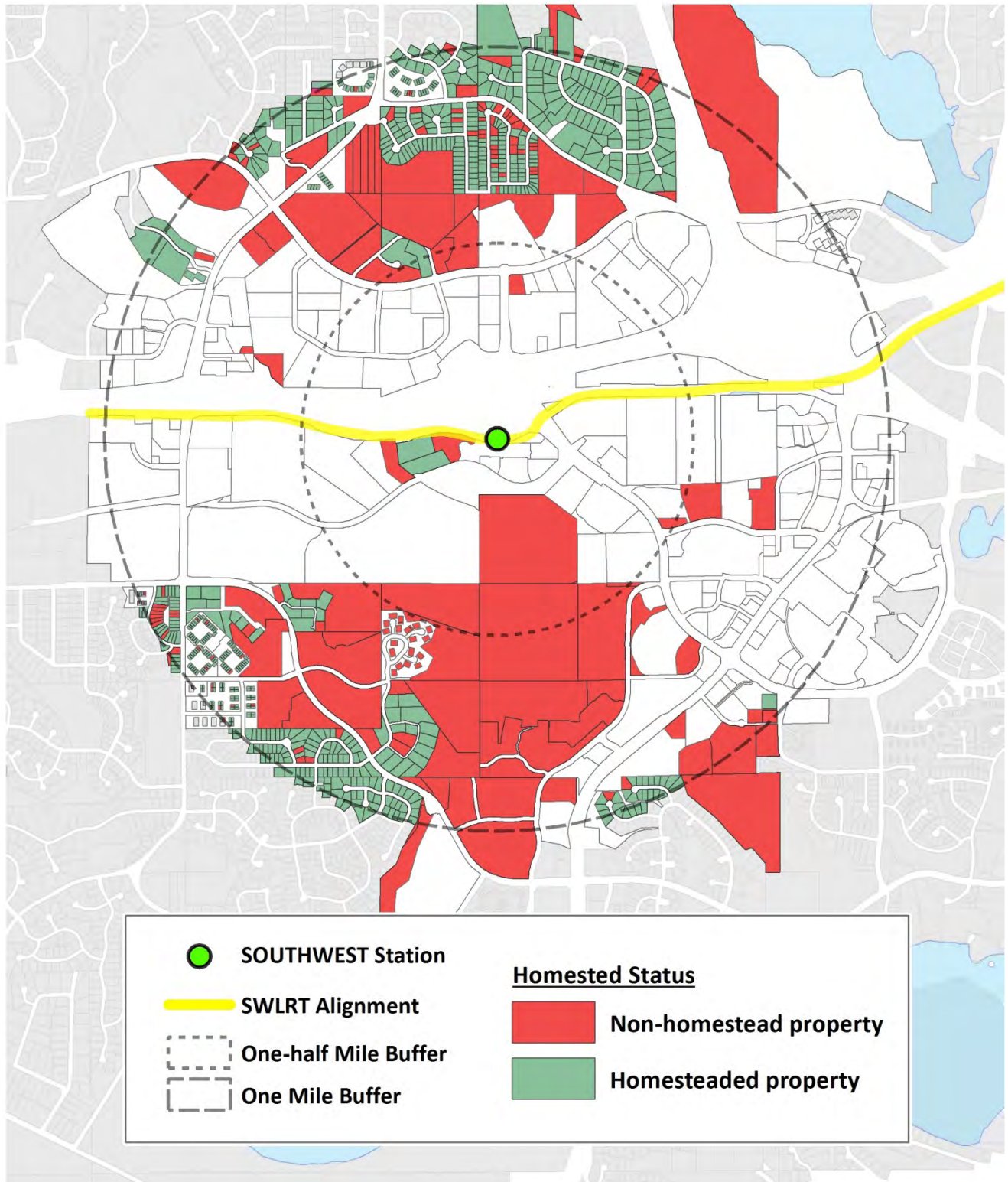


# Southwest Station: Land Use

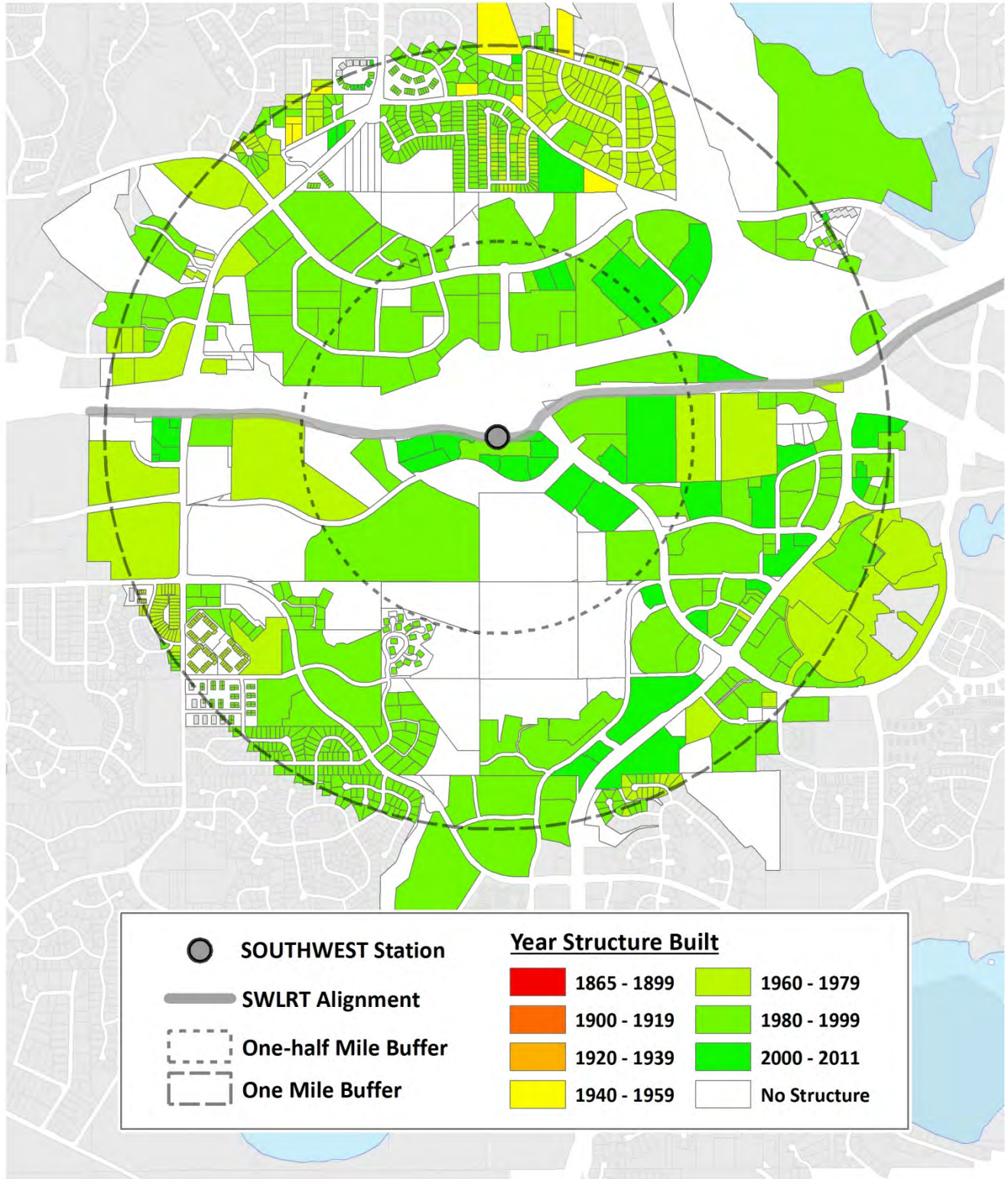


<b>Residential</b>	<b>Mixed Use</b>	<b>Other</b>	<b>Other</b>
Farmstead	Mixed Use Residential	Industrial and Utility	Major Highway
Seasonal/Vacation	Mixed Use Industrial	Extractive	Railway
Single Family Detached	Mixed Use Commercial and Other	Institutional	Airport
Manufactured Housing Park		Agricultural	Park, Recreational or Preserve
Single Family Attached		Golf Course	Undeveloped
Multifamily			
<b>Commercial</b>			
Office			
Retail and Other Commercial			
			Water
			<b>SOUTHWEST Station</b>
			SWLRT Alignment
			One-half Mile Buffer
			One Mile Buffer

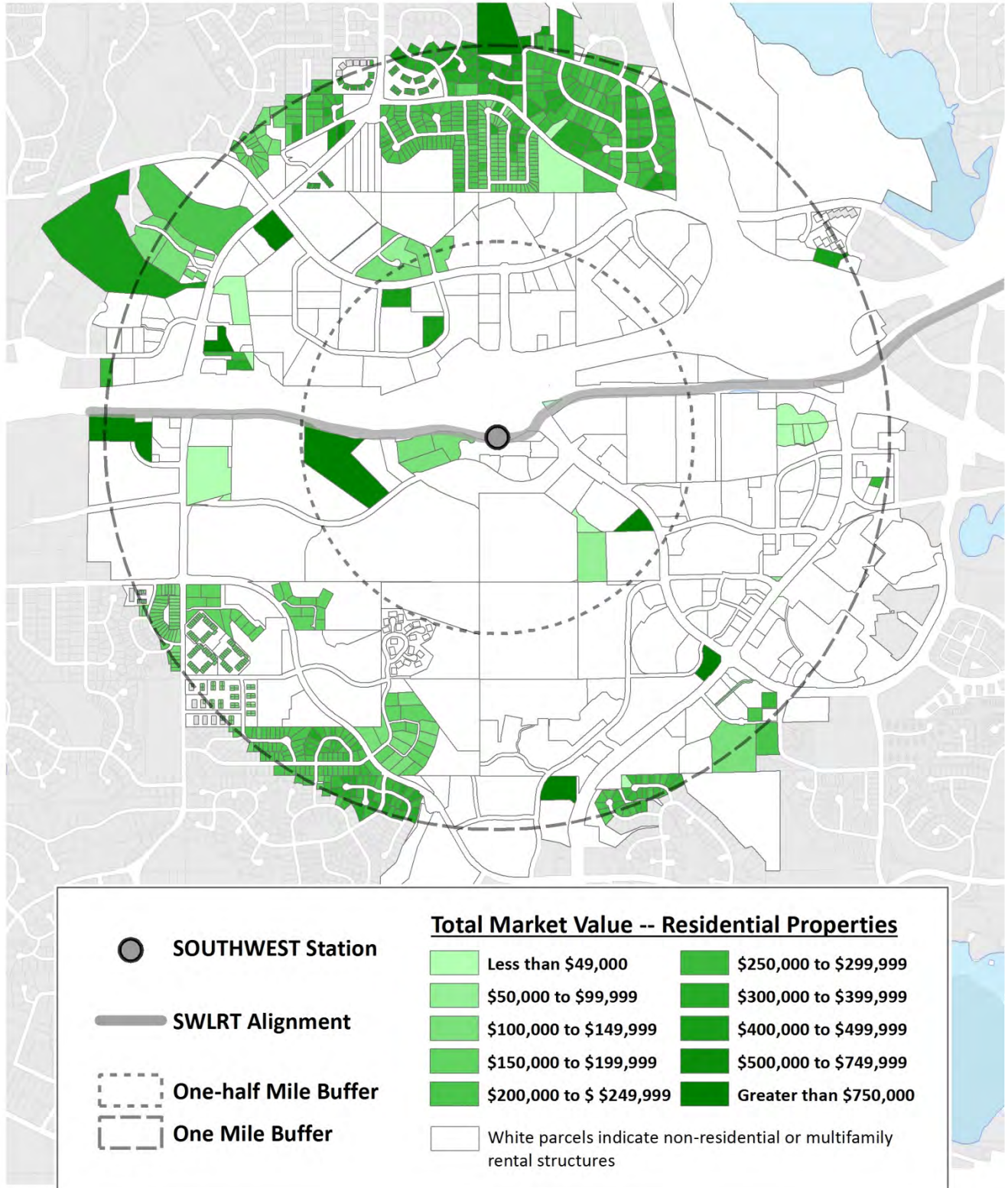
# Southwest Station: Homestead Status



# Southwest Station: Year Structure Built



# Southwest Station: Market Value



# Mitchell Station

Eden Prairie

## Neighborhoods Served

- Central Eden Prairie

## Major Landmarks

- Eden Prairie Center
- Starring Lake
- Hennepin County Technical College
- 1<sup>st</sup> Station on SWLRT Corridor



**Mitchell Station** is located in central Eden Prairie. This station will serve the central portion of Eden Prairie and is located near the major business district of the City. The immediate vicinity (half-mile radius) has a very small population of just under 300 and when expanded to a two-mile radius, there are just over 27,000 people. Household income in the immediate vicinity is high for the corridor but about average for the City and non-white minority populations are about average. The large majority of housing units in the closest vicinity are detached single-family homes.

## Demographics – 2012 Estimate

	½ Mile	1 Mile	2 Miles
<b>Population</b>	270	7,459	27,220
<b>Households</b>	146	3,446	11,465
<b>Med HHD Income</b>	\$70,248	\$65,256	\$81,701
<b>Avg HHD Size</b>	1.82	2.15	2.36
<b>Pct. Minority</b>	22%	29%	25%
<b>Total Jobs</b>	3,080	10,414	24,336

## Education Information

School District



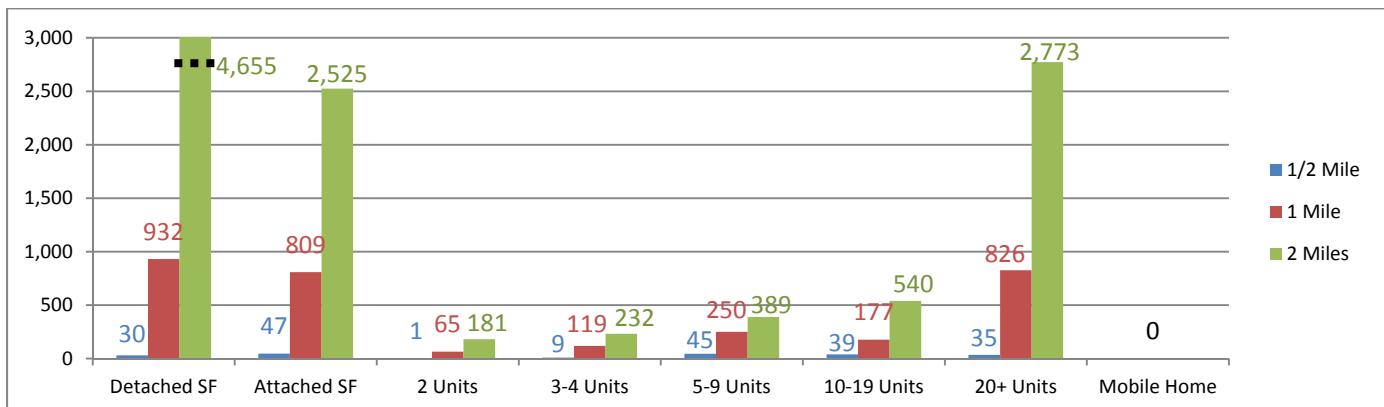
Post-Secondary (2 miles)



Education Attainment (2 miles)

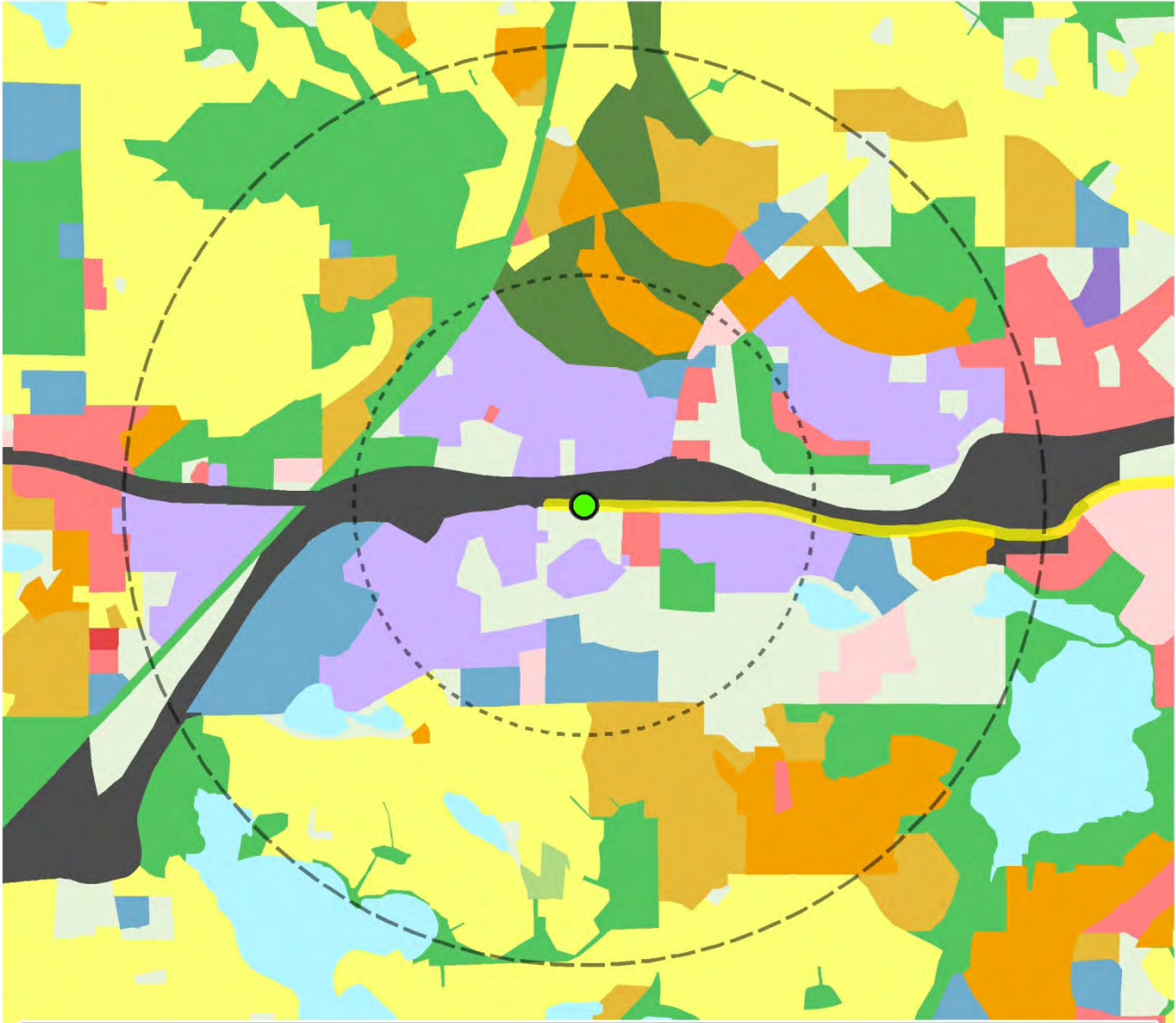
Some HS: 17% High School: 11% Some College: 16%  
 Associates: 8% Bachelors: 32% Masters/Prof/PhD: 15%

## Housing Units by Structure Type – 2010



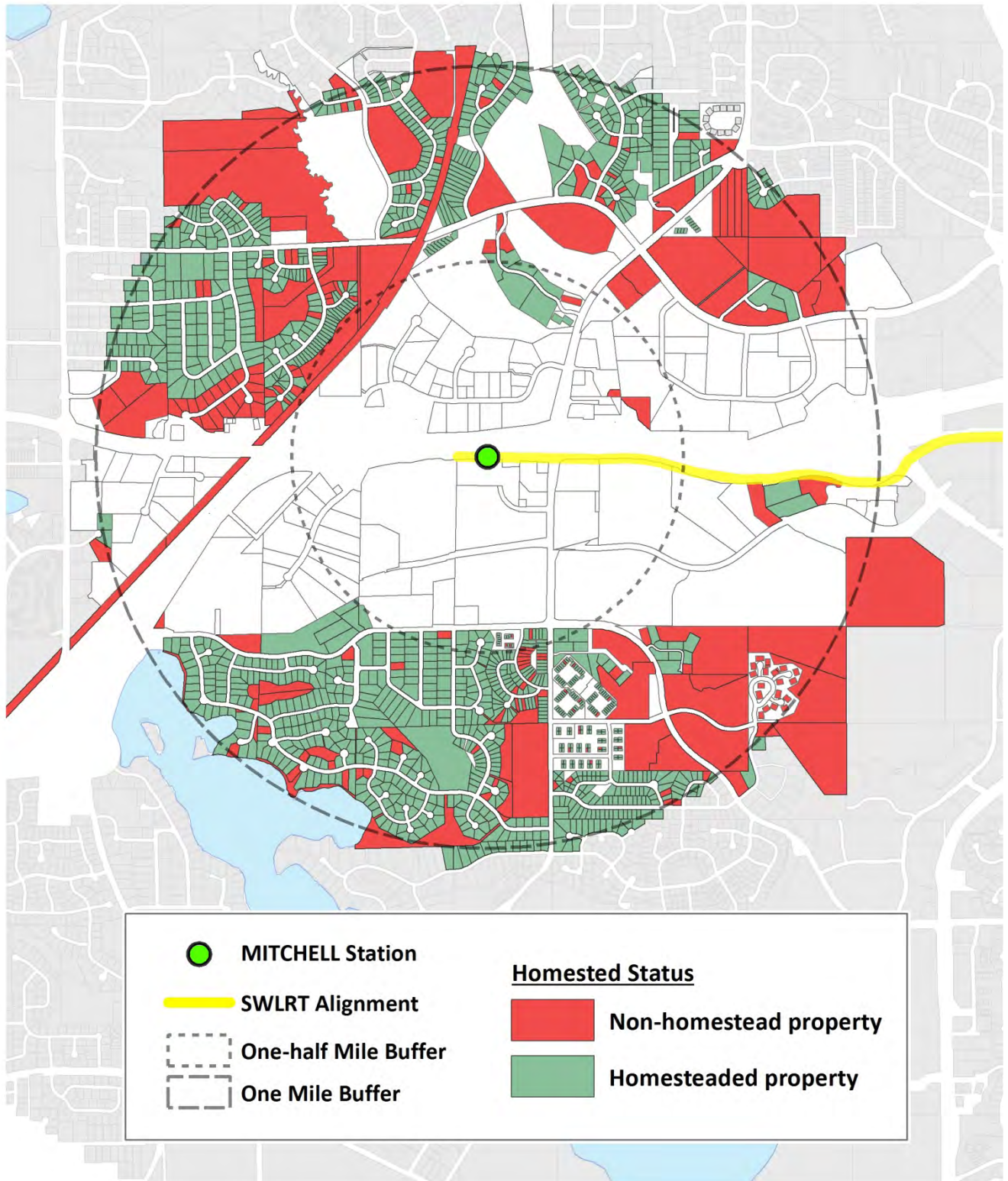


# Mitchell Station: Land Use

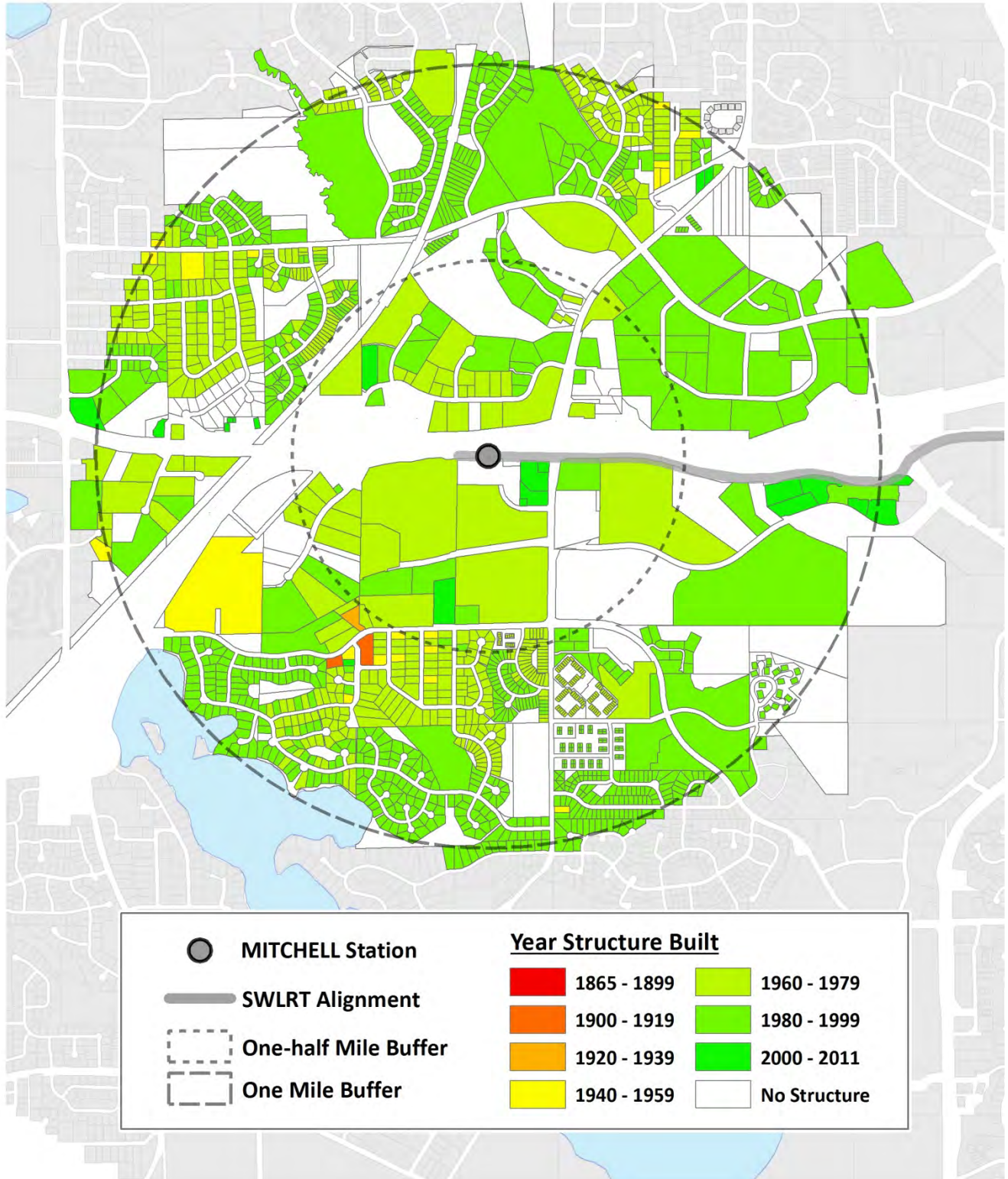


<b>Residential</b>		<b>Mixed Use</b>		<b>MITCHELL Station</b>
Farmstead	Mixed Use Residential	SWLRT Alignment	One-half Mile Buffer	SWLRT Alignment
Seasonal/Vacation	Mixed Use Industrial	One-half Mile Buffer	One Mile Buffer	One-half Mile Buffer
Single Family Detached	Mixed Use Commercial and Other	One Mile Buffer		One Mile Buffer
Manufactured Housing Park	<b>Other</b>		Major Highway	Water
Single Family Attached	Industrial and Utility	Railway	Airport	
Multifamily	Extractive	Park, Recreational or Preserve		
<b>Commercial</b>		Institutional	Agricultural	
Office	Golf Course	Undeveloped		
Retail and Other Commercial				

# Mitchell Station: Homestead Status



# Mitchell Station: Year Structure Built



# Mitchell Station: Market Value

