Housing Gaps Analysis Update
Southwest Corridor
Community Works Steering Committee
September 18, 2014
Southwest Community Works

Vibrant and Connected Communities

- Employment Development
- Connected Communities
- Natural Systems
- Housing Opportunities
- Transit Oriented Places

Corridor-wide Housing Strategy
- Inventory
- Gaps Analysis
- Strategy

www.swlrtcommunityworks.org
Southwest Corridor-wide Housing Strategy Workplan
endorsed by Southwest Community Works Steering Committee, May 2012

Workplan Components

- Housing Inventory
  Completed March 2013
  Data incorporated in Investment Framework

- Market Feasibility
  Contained in Investment Framework (2013) and Gaps Analysis (2014)

- Gaps Analysis
  In process, final report due Fall 2014

- Strategy & Goals
  To be completed – 1st quarter 2015

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SW Community Works Guiding Principles for Investment:

*Provide a full range of housing choices*

**Inventory**
- What is present today?

**Gaps Analysis**
- What are the gaps between what exists, what will be the projected demand and its market feasibility?

**Strategy**
- Market feasibility + housing policy goals
- How do we get there?

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## Funding Partners

<table>
<thead>
<tr>
<th>Partner</th>
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<tbody>
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www.swlrtcommunityworks.org
Inventory Key Findings

Younger & Older Demographics are attracted to the SW Cities & LRT.

SW Corridor is job rich.

Limited rental housing options within ¼ mile of proposed stations

Large Supply of “naturally occurring” affordable housing (unsubsidized rental) - but much of it tends to be older

Development pipeline is led by the luxury sector.

Gaps Analysis Scope

What housing types and values are missing from the Corridor?

What are the strengths and weaknesses along the SWLRT line?

Where are there optimal sites for housing development within ¼ mile of station areas?

Where is there greatest risk of gentrification?

What tools and strategies will be most useful in achieving the goal of a full range of housing choices?
Stakeholder Engagement

- For-profit developers
- Non-profit developers
- Funders/Land Banks/Land Trusts
- Advocacy and community groups
- School organizations
- City housing and planning staff
- Other partners

100+ individuals provided input to the Gaps Analysis

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Report Framework

• Assessment of Prior Research

• SW LRT Residential Development Outlook

• Residential Development Assessment by Station Area

• Housing Preservation

• Conclusions and Recommendations
  • Analysis of market inefficiencies
  • Expected demand – supply gaps
  • Strategies for mitigating barriers to development of various housing products
Currently, the majority of corridor households are renters and that trend is likely to continue.

Young renters are drawn to multifamily housing products in urban and well-sited suburban areas.

As Millennials (25 – 34) age, they may look for “urban” housing outside of Downtown and Uptown.

Aging Baby Boomers will seek out more “efficient” living arrangements.
Key findings:

- Between 2010 and 2020, 80+% of household growth is expected to consist of households without children. *(Met Council)*

- Growing segments of the population will show a strong preference for urban housing – primarily high-density multifamily residential.
Employment

**Key findings:**

- High employment creates **strong market demand for a full range of housing product types** at all affordability levels.
  - Concentration of **well-paying jobs** in the information, finance and professional services.
  - Health care/social assistance and manufacturing - also strong.
  - **Lower-paying sectors** – entry-level support, clerical, maintenance, retail/restaurant workers.
  - **20% of persons employed within ½ mile earn < $1,250/month.**
    - Single-worker household at this level can afford $375 monthly housing cost.
    - If 2 workers in household, can afford only $750/month.

- **Variation by station area** - numbers of workers and earnings. A key factor in development recommendations by station area.

United Health Group campus
Educational Facilities

- **Opportunities for open enrollment** with new access by LRT.

- New housing development within ½ mile of SW LRT stations is unlikely to have substantial impact on student enrollment.

**Key finding:** Workforce and market-rate rental; entry-level for-sale housing may be attractive to teachers and school staff due to a current affordability gap between salaries and corridor housing costs.

www.southwesttransitway.org
Residential Development Outlook

**Key finding:**

**Market demand = 13,000 – 15,000 new units**
(Gap between existing units and # of households who will want to live along the corridor)

**Feasible supply = 11,000 new units**
(Due to constraints: land availability, land use, development cost factors, etc)
(However, at least 20% of these units still not feasible but for public/private partnerships and gap financing)

To reach these levels and increase more affordability at certain locations will require **creative public/private partnerships, substantial subsidy & strong policy leadership.**
Residential Development Outlook

- Feasibility of 11,000 units at various price points is tempered - reflects realities of the market, land use and development challenges.

- Mix of rental housing by affordability range - general occupancy and senior rentals.

- Mix of home ownership products - for-sale condos, townhomes, row homes, and single family “pocket neighborhood” product types.
Recommendations and Assumptions

11,000 new units over the next 15+ years

• **New unit mix** - 90% rental, 10% home ownership
  Why? Considers demographics, economics and lifestyle factors.

• **12% (1,300 units)** - <60% AMI
• **9% (1,000 units)** - 61% to 80% AMI
• **12% (1,300 units)** – 81% to 100% AMI

• Station Area recommendations for new construction take into account the following factors:
  • Current housing inventory, demographic composition and economic base
  • Land availability - ownership of undeveloped and/or under-utilized parcels
  • Characteristics of surrounding land use (as-is and future expectations)
  • Proximity to jobs, types of jobs & incomes levels, proximity to goods/services, public and educational facilities and other modes of transit

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Key finding: In all cases, mixed-income residential development is considered a “best practice” related to inclusionary housing in the corridor.

- Publicly owned sites present the best short-term opportunity for this type of development.
Residential Development Assessment by Station Area

- Draws on data/maps provided in TSAAP/Investment Framework
- Details current area housing supply
- Outlines strengths & development challenges at each station location
- Provides potential development scenarios for station area by unit type, affordability, and timeframe
- Identifies parcels most ready for residential development
- Recommends public realm investments to benefit residential development

www.swlrtc.org
E.g. Station Area Assessment - Opus

Key findings: for each station area, a potential development scenario is offered. When taken together with existing housing stock, works toward goal of providing full range of housing choices.
Corridor Strengths

- Strong demographics/economics of corridor
- **107,000 jobs** with corporate presence
- Proximity of station areas to major employment nodes
- High-quality housing stock, stable neighborhoods, close to parks and recreational opportunities, shopping and restaurants
- Some stations have good sidewalk and trail connectivity and proximity to amenities; others have potential
- City staff are experienced and familiar with development tools
Development Challenges

- Limited vacant land supply
- Short supply of publicly owned sites
- Land use issues reduce redevelopment potential - Private ownership; highest and best use issues
- High cost of development
- Cost of development vs ROI - few deals “pencil out” now without subsidy
- Auto-oriented areas, lacking pedestrian/bike friendly amenities & connectivity
- Many lacking street “vibrancy” and supporting commercial/restaurant nodes and public amenities

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Housing Preservation

Key findings:

❖ Affordable Housing is a primary asset in the Corridor presently:
  • 7,700 total units affordable to those with incomes at <60% of AMI (almost ½ of all existing rental units)
    ➢ 1,000 subsidized units (contract based – Sect. 8, public housing, Sect 42)
    ➢ 6,700 “naturally affordable” units at <60% of AMI
      ➢ 508 Section 8 vouchers (tenant-based) are in use within ½ mile of the corridor

❖ Limited risk of gentrification
  • Older product (1960s/70s vintage)
  • Rents in many cases are well below 60% of AMI target
  • Quality and market obsolescence will limit potential for future significant rent increases

❖ Preservation is far less expensive than construction of new units.
Key Recommended Next Steps

Housing Preservation

- Create Strategy to Target Existing Housing Stock That is Older and Affordable:
  - Rehab/renovation strategy
    - Address deferred maintenance issues
    - Assure long-term sustainability
    - Public/private/non-profit partnerships for strategic acquisitions
    - Low-interest loans for maintenance and improvements

- Match lower income households with existing units that are affordable.

- Match services with resident base.
  - Foster upward mobility (job/life skills)

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Key Recommended Next Steps

A Full Range of Housing Choices

✓ Develop “branding” and promotions strategy for SW LRT lifestyle
  • Promote market awareness of the benefits to TOD living in SW corridor

✓ Station Area Master Planning
  • Focus on stations with significant public land ownership – near term development opportunities
  • Opportunity for a signature development to set the stage for quality development
Key Recommended Next Steps
A Full Range of Housing Choices

❖ Develop consensus and adopt housing policy goals
  • High quality TOD
  • Provision of a full range of housing choices
  • Establish goals and policy objectives which promote mixed-income housing development
  • Individual jurisdictions can utilize their own “toolbox” to achieve the goals.
  • Inclusionary housing policy, possibly inclusionary zoning.

❖ Create a coordinated SW LRT Housing Policy Overlay Zone
  • ½ mile from each station area
  • Focus and apply housing goals, policy and oversight
  • Structure and composition to be determined – public/private partnership
  • Buy-in from all corridor cities is key to success
  • Cities maintain development review/approval authority

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Key Recommended Next Steps
A Full Range of Housing Choices

❖ Establish a $200m+ TOD Affordable Housing Fund
  • new construction of 1,300 new units @ <60% of AMI
  • preserve/improve 7,700 existing units affordable at <60% of AMI.

➤ Why? Existing tools/strategies are not enough to have impact at major scale

➤ Structure:
  • Independently financed pool of funds that provides a return to investors
  • More risk tolerant than traditional financing
  • Patient financing with longer term payback

➤ Possible Capitalization:
  • Local foundations & intermediaries
  • Family funds and partnerships
  • Corporate interests (e.g. major businesses in SW corridor)
  • Traditional institutional investment sources (insurance companies, etc)

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Next Steps: Development of a Southwest Corridor-wide Housing Strategy

Draft Strategy
- Led by Housing Workgroup
- Drawing on Inventory, Gaps Analysis, Investment Framework and other research

TIC Review
- Consultation and review of Strategy components by TIC

Steering Committee Action
- Present Strategy to Steering Committee
- Finalize strategy
- Move to implementation with partners

Stakeholder Engagement:
- Housing community
- General public
- City Council presentations on Gaps Analysis & Suggested Strategy

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Questions/Discussion

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www.swlrtcommunityworks.org
Twin Cities
School Demographics
MINNEAPOLIS-SAINT PAUL REGION:
Percentage Minority Elementary Students by School, 2011

Legend
Regional Value: 35.5%

- 0.9 to 11.3% (115)
- 11.4 to 22.5% (92)
- 22.6 to 35.4% (75)
- 35.5 to 50.3% (60)
- 50.4 to 73.4% (49)
- 73.5 to 100.0% (92)
- No data (1)

Note: School with "No data" had fewer than 25 students data.

Data Source: National Center for Education Statistics.
MINNEAPOLIS-SAINT PAUL REGION:
Percentage Point Change in the Share of Minority Elementary Students by School, 2006-2011

Legend
Regional Value: 6.5

-0.1 or less (89)
0.0 to 2.9 (79)
3.0 to 6.4 (92)
6.5 to 10.3 (76)
10.4 to 15.0 (57)
15.1 or more (37)
No data (54)

Note: School with "No data" had fewer than 25 students data.

Data Source: National Center for Education Statistics.
MINNEAPOLIS-SAINT PAUL REGION:
Percentage of Elementary Students Eligible for Free or Reduced Lunch by School, 2011

Legend

Regional Value: 37.4%

- 0.8 to 13.9% (79)
- 14.0 to 25.5% (117)
- 25.6 to 37.3% (76)
- 37.4 to 51.3% (72)
- 51.4 to 73.1% (47)
- 73.2 to 99.0% (92)
- No data (1)

Note: School with "No data" had fewer than 25 students data.

Data Source: National Center for Education Statistics.
MINNEAPOLIS-SAINT PAUL REGION:
Percentage Point Change in the Share of Elementary Students Eligible for Free or Reduced Lunch by School, 2006-2011

Legend
Regional Value: 7.9
-0.1 or less (54)
0.0 to 3.8 (83)
3.9 to 7.8 (115)
7.9 to 10.9 (64)
11.0 to 16.0 (70)
16.1 or more (44)
No data (54)

Note: School with "No data" had fewer than 25 students data.

Data Source: National Center for Education Statistics.
Southwest LRT Corridor School Demographics
Southwest Corridor LRT
Race and Ethnicity
1995-2011
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools for the School Year 1996-1997
Near Proposed Southwest Corridor Light Rail Transit

Data Source: Metropolitan Council, IRP, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools
for the School Year 2000-2001
Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size =
  - 700 Students
  - 400 Students
  - 200 Students
- Schools Outside Area
  - American Indian
  - Asian
  - Hispanic
  - Black
  - White

Note: Cedar Ridge and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools for the School Year 2002-2003
Near Proposed Southwest Corridor Light Rail Transit

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Legend
- Circle Size
  - 700 Students
  - 400 Students
  - 200 Students
- Schools Outside Area
- American Indian
- Asian
- Hispanic
- Black
- White
- Proposed LRT Station
- Proposed LRT Alignment
- Elementary Attendance Area within 1/4 Mile of Southwest LRT Station
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools for the School Year 2004-2005
Near Proposed Southwest Corridor Light Rail Transit

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools for the School Year 2005-2006
Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size =
  - 700 Students
  - 400 Students
  - 200 Students
- Schools Outside Area
- American Indian
- Asian
- Hispanic
- Black
- White

Proposed LRT Station
- 1/4 Mile Buffer From Station
- Proposed LRT Alignment
- Elementary Attendance Area within 1/4 Mile of Southwest LRT Station

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools for the School Year 2006-2007
Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size =
  - 700 Students
  - 400 Students
  - 200 Students
- Schools Outside Area
- American Indian
- Asian
- Hispanic
- Black
- White
- Proposed LRT Station
- Proposed LRT Alignment
- Elementary Attendance Area within 1/4 Mile of Southwest LRT Station

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools for the School Year 2008-2009
Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size = 700 Students
- 700 Students
- 400 Students
- 200 Students
- Schools Outside Area
- American Indian
- Asian
- Hispanic
- Black
- White

Proposed LRT Station
- 1/4 Mile Buffer From Station
- Proposed LRT Alignment
- Elementary Attendance Area within 1/4 Mile of Southwest LRT Station

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPR; Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Race and Ethnicity of Students in Elementary Schools
for the School Year 2010-2011
Near Proposed Southwest Corridor Light Rail Transit

Data Source: Metropolitan Council, RFP, Minnesota Department of Education.

Note: Eden Prairie's attendance boundaries are for the future year 2012.
Southwest Corridor LRT Lunch Program Eligibility 1997-2011
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Free and Reduced Lunch Eligibility of Students in Elementary Schools for the School Year 1998-1999 Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size
  - 700 Students
  - 400 Students
  - 200 Students
- Schools Outside Area
- Student Lunch Program Status:
  - Free or Reduced
  - No Reduction
- Proposed LRT Station
- Proposed LRT Alignment
- Elementary Attendance Area (1998-1999) within 1/4 Mile of Southwest LRT Station

Data Source: Metropolitan Council, IRP, Minnesota Department of Education.

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Free and Reduced Lunch Eligibility of Students
in Elementary Schools for the School Year 2001-2002
Near Proposed Southwest Corridor Light Rail Transit

Legend

- Circle Size
  - 700 Students
  - 400 Students
  - 200 Students

- Schools Outside Area
- Student Lunch Program Status:
  - Free or Reduced
  - No Reduction

- Proposed LRT Station
- Proposed LRT Alignment
- Elementary Attendance Area (2002-2003) within 1/4 Mile of Southwest LRT Station

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Free and Reduced Lunch Eligibility of Students in Elementary Schools for the School Year 2005-2006
Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size = 700 Students
  400 Students
  200 Students

- Schools Outside Area
- Student Lunch Program Status:
  Free or Reduced
  No Reduction

Note: Cedar Ridge and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Free and Reduced Lunch Eligibility of Students in Elementary Schools for the School Year 2007-2008 Near Proposed Southwest Corridor Light Rail Transit

Legend:
- Circle Size:
  - 700 Students
  - 400 Students
  - 200 Students
- Schools Outside Area
- Student Lunch Program Status:
  - Free or Reduced
  - No Reduction
- Proposed LRT Station
- 1/4 Mile Buffer from Station
- Proposed LRT Alignment
- Elementary Attendance Area within 1/4 Mile of Southwest LRT Station

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPS, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Free and Reduced Lunch Eligibility of Students in Elementary Schools for the School Year 2009-2010 Near Proposed Southwest Corridor Light Rail Transit

Note: Cedar Ridge and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Free and Reduced Lunch Eligibility of Students in Elementary Schools for the School Year 2010-2011
Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size =
  - 700 Students
  - 400 Students
  - 200 Students
- Schools Outside Area
- Student Lunch Program Status:
  - Free or Reduced
  - No Reduction
- Proposed LRT Station
  - 1/4 Mile Buffer From Station
- Proposed LRT Alignment
- Elementary Attendance Area within 1/4 Mile of Southwest LRT Station

Note: Eden Prairie's attendance boundaries are for the future year 2012.

Data Source: Metropolitan Council, MPR, Minnesota Department of Education.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Free and Reduced Lunch Eligibility of Students in Elementary Schools for the School Year 2011-2012
Near Proposed Southwest Corridor Light Rail Transit

Legend
- Circle Size
  - 700 Students
  - 400 Students
- Schools Outside Area
- Student Lunch Program Status:
  - Red: Free or Reduced
  - Blue: No Reduction

Proposed LRT Station
Proposed LRT Alignment
Elementary Attendance Area within 1/4 Mile of Southwest LRT Station

Data Source: Metropolitan Council, HRA, Minnesota Department of Education.

Note: Cedar Ridge, and Prairie View attendance areas are within 1/4 mile of Southwest LRT in 2012, but not in prior years.
Southwest Corridor LRT
Race and Lunch Program Trends
Subsidized - Affordable Housing and Transit Corridors
MINNEAPOLIS - SAINT PAUL (Central Region)
Existing Subsidized Housing (2012) and
Planned or Existing Light Rail (LRT) and Commuter Rail

Key:
- Existing and Planned Future Commuter Rail Lines
  1/4 Mile Distance from:
  - Central Corridor LRT (2015)
  - Hiawatha LRT (existing)
  - Southwest Corridor LRT (post 2020)
  - NorthStar Commuter Rail (2010)

Number of Subsidized Existing Affordable Units
- 1,000
- 500
- 100
- 25
- 10
- 1

Data Source: Metropolitan Council and HousingLink
MINNEAPOLIS - SAINT PAUL (Central Region)
Percentage of Housing Units Affordable to Households
at 50% of the Regional Median Income (2006-10) and
Existing or Planned Light Rail (LRT) and Commuter Rail

In 2006-2010, a household with 50% of the median
income in the Minneapolis-St. Paul-Metro Area, could
afford a home valued at $172,686 or a monthly rent
of $819. (50% of median income = $22,391)

Key:
- Existing and Planned Future Commuter Rail Lines
  1/4 Mile Distance from:
  - Central Corridor LRT (2015)
  - Hiawatha LRT (existing)
  - Southwest Corridor LRT (post 2020)
  - NorthStar Commuter Rail (2010)

Legend:
Regional Value: 13.5%

- 0.0 to 3.4% (123)
- 3.5 to 6.9% (116)
- 7.0 to 13.4% (133)
- 13.5 to 24.9% (175)
- 25.0 to 39.9% (129)
- 40.0% or more (71)
- No data (3)

Note: Counts Tracts with "No data" had fewer than 30 housing units in 2006-10.
Past and Future LCA Goals
Southwest Metro
Open Enrollment Trends
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Percentage Minority Students in Open Enrollment Flows,
Southwest Twin Cities School Districts, 2000-2001

Legend
Line Size = Number of Open Enrollment Students:
25
50
100
200
350

Note: Flows between districts of less than 25 students are not shown on the map.

Total District Minority Share of Students = 33.3%:
- 0.0 to 16.9%
- 17.0 to 33.2%
- 33.3 to 64.9%
- 65.0 to 100.0%

Data Source: Minnesota Department of Education; MN-Link.
MINNEAPOLIS - SAINT PAUL SOUTHWEST REGION
Percentage Minority Students in Open Enrollment Flows, Southwest Twin Cities School Districts, 2009-2010

Legend
Line Size = Number of Open Enrollment Students:
- 25
- 50
- 100
- 200
- 350

Note: Flows between districts of less than 25 students are not shown on the map.

Total District Minority Share of Students = 40.8%:
- 0.0 to 19.9%
- 20.0 to 40.7%
- 40.8 to 69.9%
- 70.0 to 100.0%

Data Source: Minnesota Department of Education; MN-Link.
Minorities in Schools and Neighborhoods & Location of Transit Types
Percentage of Census Tracts With >= 30% Minority at Station Stops, 2010

- LRT: 59.6%
- BRT: 35.4%
- High Frequency Network: 57.0%
- Total Tracts Region: 26.6%
Percentage of Elementary School Areas With >= 30% Minority at Station Stops, 2013

- LRT: 96.7
- BRT: 93.0
- High Frequency Network: 93.4
- Total Schools Region: 53.6
Transit Line Breakout

SOUTHWEST transitway

MINNEAPOLIS - SAINT PAUL REGION
Current and Planned Light Rail Transit Lines

Legend
- Hiawatha (Blue Line)
- Central (Green Line)
- Bottineau (Planned/Blue)
- Southwest (Planned/Green)

Data Source: Minnesota Department of Education
Percentage of Census Tracts With >= 30% Minority at LRT Station Stops, 2010

- Hiawatha LRT Blue Line: 71.4%
- Central Corridor LRT Green Line*: 67.6%
- Bottineau LRT: 76.5%
- Southwest LRT: 18.2%
- Total Tracts Region: 26.6%
Percentage of Elementary School Areas With 
>= 30% Minority at LRT Station Stops, 2013

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<th>Percentage</th>
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<tr>
<td>Southwest LRT</td>
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<td>Total Schools Region</td>
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Percentage of Census Tracts With >= 30% Minority at BRT Station Stops, 2010

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<td>Red Line (Cedar Ave)</td>
<td>14.3</td>
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<tr>
<td>A Line (Snelling)*</td>
<td>22.2</td>
</tr>
<tr>
<td>Orange Line (35W)</td>
<td>63.6</td>
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<tr>
<td>Total Tracts Region</td>
<td>26.6</td>
</tr>
<tr>
<td>Area</td>
<td>Percentage</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Red Line (Cedar Ave)</td>
<td>100.0</td>
</tr>
<tr>
<td>A Line (Snelling)*</td>
<td>93.8</td>
</tr>
<tr>
<td>Orange Line (35W)</td>
<td>88.9</td>
</tr>
<tr>
<td>Total Schools Region</td>
<td>53.6</td>
</tr>
</tbody>
</table>
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