

# HENNEPIN COUNTY

## MINNESOTA

### **Meeting Notes** **Bottineau Community Works Steering Committee** **September 20, 2021 – 10:30 PM – 12:00 PM** Teams Meeting

#### **1. Welcome & Introductions**

**Members present:** Mike Elliot, Brooklyn Center; Tonja West-Hafner, Brooklyn Park; Irene Fernando & Jeff Lunde, Hennepin County; Tyler Kline, Robbinsdale; Phillipe Cunningham, Minneapolis; Reva Chamblis & Charles Zelle, Metropolitan Council

**Staff present:** Jason Zimmerman, Golden Valley; Andrew Gillett, Kerri Pearce Ruch & Ryan Kelley, Hennepin County; Marcia Glick, Robbinsdale; John Sutter, Crystal; Kim Berggren & Paul Mogush, Brooklyn Park; Jim Voll, & Amber Turnquest, Minneapolis; Kathryn Hansen, Metro Transit

**Others present:** Anna Schmiel, Ben Schweigert, Catherine Gold, Julia Welle Ayres, Patricia Fitzgerald, Patricia Zagaros, Robert Gruba, Spencer Agnew & Steven Voeller, Hennepin County; Rebecca Hughes, Minneapolis; Sam O'Connell, Metro Transit

#### **2. Partner Updates/Announcements**

Commissioner Fernando provided a Hennepin County update for the group that the county is engaged in other efforts relevant to Bottineau Community Works, including Elevate Business, which continues to grow and is seeing a lot of success. There were no other updates from Steering Committee members.

#### **3. Approval of Minutes**

Council Member Tonja West-Hafner moved approval of the minutes; Council Member Tyler Kline seconded. The minutes were approved unanimously.

#### **4. Adoption of Revised Meeting Schedule**

Commissioner Fernando proposed that going forward the Steering Committee would meet on an every-other-month basis. The Steering Committee adopted this change unanimously.

#### **5. Overview of 2021-22 Bottineau Community Works Focus Areas**



Kerri Pearce Ruch presented on focus areas identified by staff through the Bottineau Community Works Technical Implementation Committee (BTIC), as priorities for collaborative efforts among BCW partners for the upcoming year. The focus areas include five core objectives with suggested process steps to achieve the objectives. The focus areas are: TOD development, small business support, workforce connections, infrastructure investments, and placemaking.

Commissioner Fernando asked what would elevate an item to be a focus area. Kerri responded that the framework for the focus areas was based upon previous work as well as issues identified through community engagement and the work of the Business Advisory and Community Advisory Committees. Commissioner Fernando further commented that she likes the format of the focus areas and likes that the framework can indicate some work areas that are being done by others.

Council Member Cunningham was pleased to see the placemaking was part of the focus areas and wanted to highlight that West Broadway Avenue and Lowry Avenue are both designated as cultural districts, and this would be considered an area where work is being done by others. Council Member Chamblis expressed support for the placemaking component and cultural assets. She noted that identification of existing and missing assets would be important and suggested that collaboration with Metropolitan Council and others would be helpful.

Council Member Cunningham asked if the focus areas included an explicit racial equity framework. Kerri responded that they do not, but work could be done regarding racial equity. Council Member Cunningham asked if the Met Council was a member of GARE (Government Alliance for Racial Equity) and went on to say that the equitable development scorecard is a good start and there is a need to document explicit racial equity. Kerri responded that Hennepin County uses a racial equity tool in county work and the BTIC will continue conducting work with a racial equity focus.

## **6. Station Area Studies**

Ryan Kelley presented on this item. Due to changes in the alignment, there is a need to adjust the station area planning completed for the previous alignment. Updated planning could include as scope items a review of previous plans, studies, policies, and options; exploration of opportunities of alignment options; and examination of parking needs. Station area planning work would be coordinated with the community engagement work and other work of the project team. It could also include feedback from developers. This effort would likely start first in Robbinsdale and Crystal and include Minneapolis later when the alignment there is determined. Brooklyn Park could also be included, though the alignment change is minimal there.

Commissioner Fernando began discussion by asking about how developer feedback would work. She stated that the corridor has seen disinvestment and local businesses and residents are concerned that developers will negatively impact existing businesses and residents. Ryan Kelley replied that both ULI and LISC have done work in the corridor, combining community identified development priorities with developer feedback on key sites. Council Member Chamblis mentioned that it would be good to see Brooklyn Park involved in this work, even though only the 63<sup>rd</sup> Avenue station changing with the new alignment.

## **7. Housing in the Bottineau Corridor**

Spencer Agnew presented on this item. The FTA TOD Pilot grant allowed for a three-phase housing study, including a housing inventory, gaps analysis, and investment framework. Study areas were created for each corridor city that were comprised of the census tracts that touched a half mile around each station area.

The housing inventory determined that 90% of housing units are considered affordable to people with incomes at 80% of AMI; however, many renters are cost burdened. This is likely due to average incomes of renters in the corridor being half of those of homeowners. The majority of households in the corridor own their homes, but there are racial disparities within homeownership. In studying household size, it was determined that over half of corridor households are one or two-person. However, there is a lack of 3+ bedroom units in multifamily buildings for families of larger size and housing in the corridor is aging. Of rental units, 36% are in 20+ unit complexes and 25% are single family homes. In the Minneapolis study area, 41% of single-family homes are non-homestead.

The housing gaps analysis examined market rate properties in the METRO Green Line, both in and out of station areas. The rents for both followed the same general trend line until the LRT service began operation. At that point, the market rate rental properties in station areas had rental prices that increased at a greater rate than those of rental properties outside of station areas. A key finding of the gaps analysis is that multi-family housing is older, and a new product is needed throughout the corridor. Seventy-six percent of the rental housing stock within one mile of the corridor is more than 40 years old.

The housing investment framework was informed by the housing inventory and housing gaps analysis. The housing investment framework has three key points: preserve NOAH housing; support development of new housing (that includes both affordable and market rate, family sized units, senior housing, and medium density); and affordable homeownership.

Julia Welle Ayres added an update on the expanded recovery programming for rental housing for 2021-2024. This work has eight key actions areas that are: Project Based Subsidies; Single Room Occupancy; NOAH Rehab/Preservation; Affordable Housing Accelerator; Covid Cost Escalation; Barriers to Homeownership Study; Homebuyer Empowerment; and Tax Forfeit Homes Disposition.

Mayor Elliot asked for clarification on the impacts on affordability in the Green Line corridor. Spencer responded that the study examined market rate housing so that would have included NOAH rents.

## **8. Adjourn**

Meeting adjourned at 11:45