

# **Appendix E**

## **Affordable Housing Assessment**

# **Nicollet-Central Transit Alternatives**

---

## Affordable Housing Recommendations – Evaluation Phase

July 15, 2013





Prepared for:

City of Minneapolis

Prepared by:



In collaboration with:

AECOM

SEH

Biko Associates



## Table of Contents

<b>1. Introduction .....</b>	<b>1-1</b>
1.1. SCOPE OF ANALYSIS .....	1-1
1.2. GOALS FOR PROJECT RELATED TO AFFORDABLE HOUSING .....	1-1
1.3. EVALUATION CRITERIA RELATED TO AFFORDABLE HOUSING .....	1-1
<b>2. Findings.....</b>	<b>2-2</b>
2.1. SUMMARY CONCLUSIONS .....	2-2
2.2. DETAILED DATA.....	2-2
2.2.1. Current Numbers of Affordable Units.....	2-2
2.3. LOCATIONS OF AFFORDABLE HOUSING .....	2-7

## List of Tables

TABLE 1: CURRENT HOUSING UNITS BY PRICE POINT AND SEGMENT	2-2
TABLE 2: ANALYSIS OF HOUSING UNITS BY SEGMENT	2-3

## List of Figures

FIGURE 1: AFFORDABLE HOUSING UNITS BY SEGMENT, % OF TOTAL HOUSING UNITS	2-4
FIGURE 2: HOUSING UNITS BY SEGMENT AND PRICE POINT	2-5
FIGURE 3: AFFORDABLE HOUSING UNITS BY SEGMENT AND PRICE CATEGORY	2-6
FIGURE 2: AFFORDABLE HOUSING LOCATION MAP – ½ MILE CORRIDOR	2-7
FIGURE 3: AFFORDABLE HOUSING LOCATION MAP (SEGMENT 1 - 41ST TO LOWRY)	2-8
FIGURE 4: AFFORDABLE HOUSING LOCATION MAP (SEGMENT 2 - LOWRY TO BROADWAY)	2-8
FIGURE 5: AFFORDABLE HOUSING LOCATION MAP (SEGMENT 3 - BROADWAY TO 8TH)	2-9
FIGURE 6: AFFORDABLE HOUSING LOCATION MAP (SEGMENT 4 - 8TH TO WASHINGTON)	2-9
FIGURE 7: AFFORDABLE HOUSING LOCATION MAP (SEGMENT 5 - WASHINGTON TO GRANT)	2-10
FIGURE 8: AFFORDABLE HOUSING LOCATION MAP (SEGMENT 6 - GRANT TO LAKE)	2-10
FIGURE 9; AFFORDABLE HOUSING LOCATION MAP (SEGMENT 7 - LAKE TO 38TH)	2-11
FIGURE 10: AFFORDABLE HOUSING LOCATION MAP (SEGMENT 8 - 38TH TO 46TH)	2-11
FIGURE 11: AFFORDABLE HOUSING LOCATION MAP – ¼ MILE CORRIDOR	2-12

## 1. Introduction

### 1.1. Scope of Analysis

Analysis of economic development and affordable housing during the Evaluation stage of the Nicollet-Central Transit Alternatives study will include definition and interpretation of evaluation criteria, for the purpose of screening project alternatives on the merits related to these two topics.

### 1.2. Goals for Project Related to Affordable Housing

Project goals were articulated during the definition of the project's Purpose and Need. Evaluation criteria for screening potential alternatives are to be defined to understand whether and to what extent a given alternative may achieve project goals.

The group of goals that contained a reference to affordable housing was in the category called:

*“Support Healthy Communities and Environmental Practices: Support improved transportation, housing and economic opportunities for all people.”*

### 1.3. Evaluation Criteria Related to Affordable Housing

To align with project goals, the following criteria were defined to evaluate alternatives.

*Metric 5.4: Affordable Housing: Measure the Corridor's share in the number of legally affordable housing relative to region's share.*

## 2. Findings

### 2.1. Summary Conclusions

The *Affordable Housing Evaluation* criteria seek to quantify the number of legally-binding affordable housing units currently in the corridor (as defined as the ½ mile buffer around the proposed alignments) relative to the greater metropolitan seven-county region. Key findings are summarized below.

- 4.3% of all housing units in the seven-county region are located in the ½ mile corridor buffer area.
- 7.3% of affordable housing units in the region are located in the corridor.
- 5.1% of all units across the 7-county region are affordable. 9.2% of all housing units within the corridor are affordable – a higher share than the regional proportion. A transit investment in the Nicollet-Central corridor would serve residents of affordable housing well.
- The greatest number and density of affordable housing units in the corridor are in the segments located between 8th and Lake. These segments contain 90.6% of all affordable units in the corridor (but just 64.6% of total housing units.) A transit investment in the Nicollet-Central corridor covering these segments at minimum would serve residents of affordable housing very well.

### 2.2. Detailed Data

#### 2.2.1. Current Numbers of Affordable Units

Table 1 below, summarizes totals for affordable housing units along the corridor within a ½ mile buffer of the alignment, at the 80 percent of Area Median Income (AMI), 60 percent AMI, and less than 60 percent AMI levels, from local data from HousingLink, as well as total housing units for study corridor, the City of Minneapolis, the City of Columbia Heights and the seven-county metropolitan region, from 2010 Census data. Locations of units are represented on maps at the end of this section.

**Table 1: Current Housing Units by Price Point and Segment**

Segment, 1/2 Mile Buffer	All Housing Units	Affordable, All Tiers	Affordable, 60% AMI and 80% AMI	Affordable, 80% AMI	Affordable, 60% AMI	Affordable, Less than 60% AMI	Market Rate
1: 41st to Lowry	4,633	51	9	0	9	42	4,591
2: Lowry to Broadway	4,336	242	128	0	128	114	4,222
3: Broadway to 8th	1,002	0	0	0	0	0	1,002
4: 8th to Washington	6,220	1,514	474	0	474	1,040	5,180
5: Washington to Grant	14,528	1,832	931	107	824	901	13,627
6: Grant to Lake	11,984	862	504	58	446	358	11,626
7: Lake to 38th	4,575	109	13	0	13	96	4,479
8: 38th to 46th	3,375	36	10	0	10	26	3,349
<b>Total, Corridor, 1/2 Mile Buffer</b>	<b>50,653</b>	<b>4,646</b>	<b>2,069</b>	<b>165</b>	<b>1,904</b>	<b>2,577</b>	<b>48,076</b>
Total, Minneapolis	178,287	21,734	7,859	431	7,428	13,875	164,412
Total, Columbia Heights	8,584	307	66	15	51	241	8,343
<b>Total, Seven County Region</b>	<b>1,186,986</b>	<b>59,948</b>	<b>22,836</b>	<b>2,045</b>	<b>20,791</b>	<b>37,112</b>	<b>1,149,874</b>

Source: HousingLink, US Census

Table 2 contains a comparative analysis of affordable housing units to total housing units. The following calculations are presented:

- Subtotals of affordable housing units by three groups of corridor segments (north, central and south), and distribution of the affordable housing units among the segment groups

- b. Calculation of percentages of housing units within individual segments that are affordable, as a share of total housing units within the segment, which indicates how much of the given segment’s housing supports lower income households
- c. Calculation of the segment’s share of affordable housing units of all affordable housing units within the study corridor, which shows where affordable housing units are concentrated in the study corridor
- d. Calculation of the shares of all housing units within the study corridor that are located in each segment, which show where in general housing units are concentrated in the study corridor
  - o A comparison of the concentration of affordable housing units (c) relative to the concentration of all housing units in the study corridor (d) can uncover pockets of transit-dependent households as well as inform policy and land use planning for neighborhoods with a healthy balance of income levels
- e. Calculation of the share of all affordable housing units within the seven-county metropolitan area that are located in each corridor segment
- f. Calculation of the percentage of all housing units in the seven-county metropolitan region that are in the study corridor
- g. Calculation of the percentage of affordable housing units in the seven-county metropolitan region that are located in the study corridor
  - o A comparison of the concentration of affordable housing units (g) relative to the concentration of all housing units in the region (f) shows if the study corridor’s supply of affordable housing is proportional, or concentrated to some greater degree
- h. Calculation of the percentage of all housing units in the study corridor that are affordable
- i. Calculation of the percentage of all housing units in the seven-county region that are affordable
  - o A comparison of the study corridor’s prevalence of affordable housing units (h) relative to the prevalence of affordable housing units across the region (i) also can show if the study corridor’s supply of affordable housing has a proportional share of housing for lower incomes, or greater than region-wide.

**Table 2: Analysis of Housing Units by Segment**

Segment, 1/2 Mile Buffer	All Units	a		b	c	d	e
		Affordable, All Tiers	Subtotal, Affordable, All Tiers	% Affordable within the Segment	Segment % of Corridor Units, Affordable	Segment % of Corridor Units, All	Segment Affordable % of Region Affordable
1: 41st to Lowry	4,633	51	293 6.3%	1.1%	1.1%	9.1%	0.1%
2: Lowry to Broadway	4,336	242		5.6%	5.2%	8.6%	0.4%
3: Broadway to 8th	1,002	0		0.0%	0.0%	2.0%	0.0%
4: 8th to Washington	6,220	1,514	4,208 90.6%	24.3%	32.6%	12.3%	2.5%
5: Washington to Grant	14,528	1,832		12.6%	39.4%	28.7%	3.1%
6: Grant to Lake	11,984	862	145 3.1%	7.2%	18.6%	23.7%	1.4%
7: Lake to 38th	4,575	109		2.4%	2.3%	9.0%	0.2%
8: 38th to 46th	3,375	36		1.1%	0.8%	6.7%	0.1%
<b>Total, Corridor, 1/2 Mile Buffer</b>	<b>50,653</b>	<b>4,646</b>					
<b>Total, Seven County Region</b>	<b>1,186,986</b>	<b>59,948</b>					
	<b>f</b> Corridor % of Region Units, All	<b>g</b> Corridor % of Region Units, Affordable	<b>h</b> % Affordable within the Corridor	<b>i</b> % Affordable within the Region			
	4.3%	7.8%	9.2%	5.1%			

Source: HousingLink, US Census



Figure 1: Affordable Housing Units by Segment, % of Total Housing Units

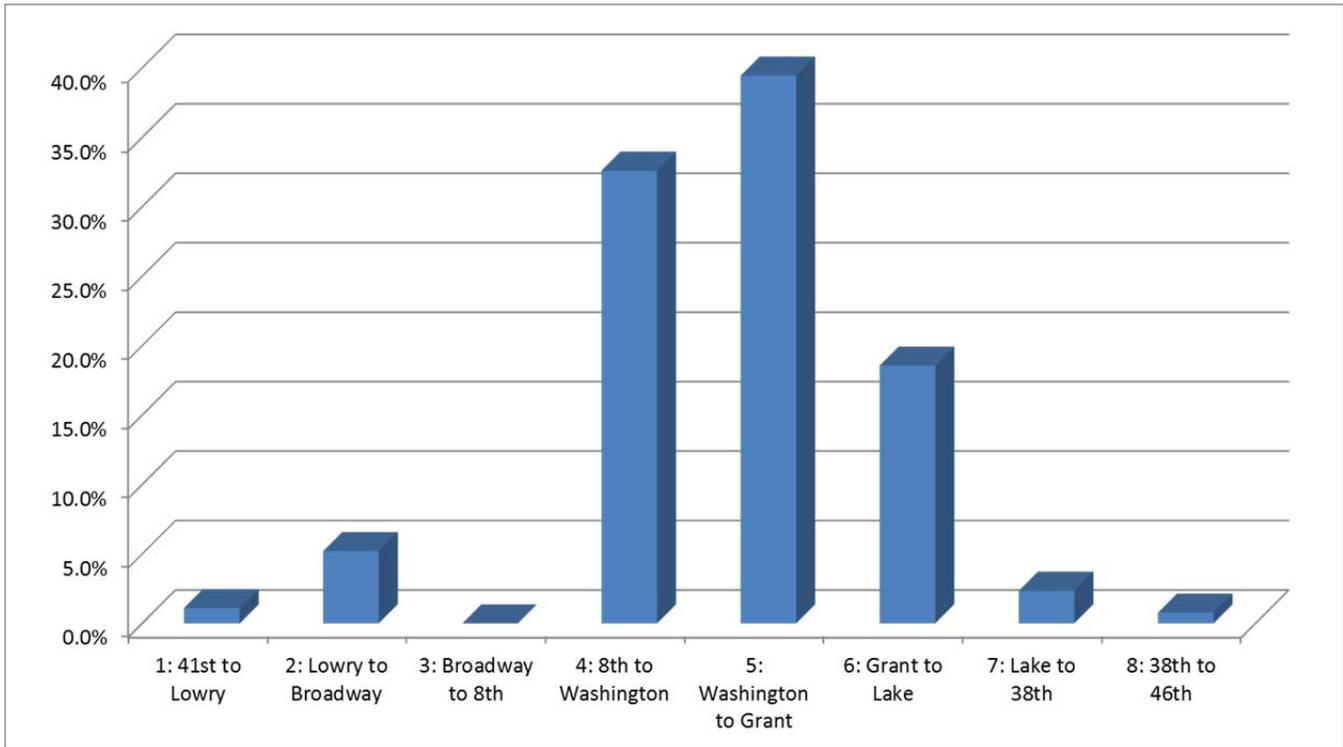
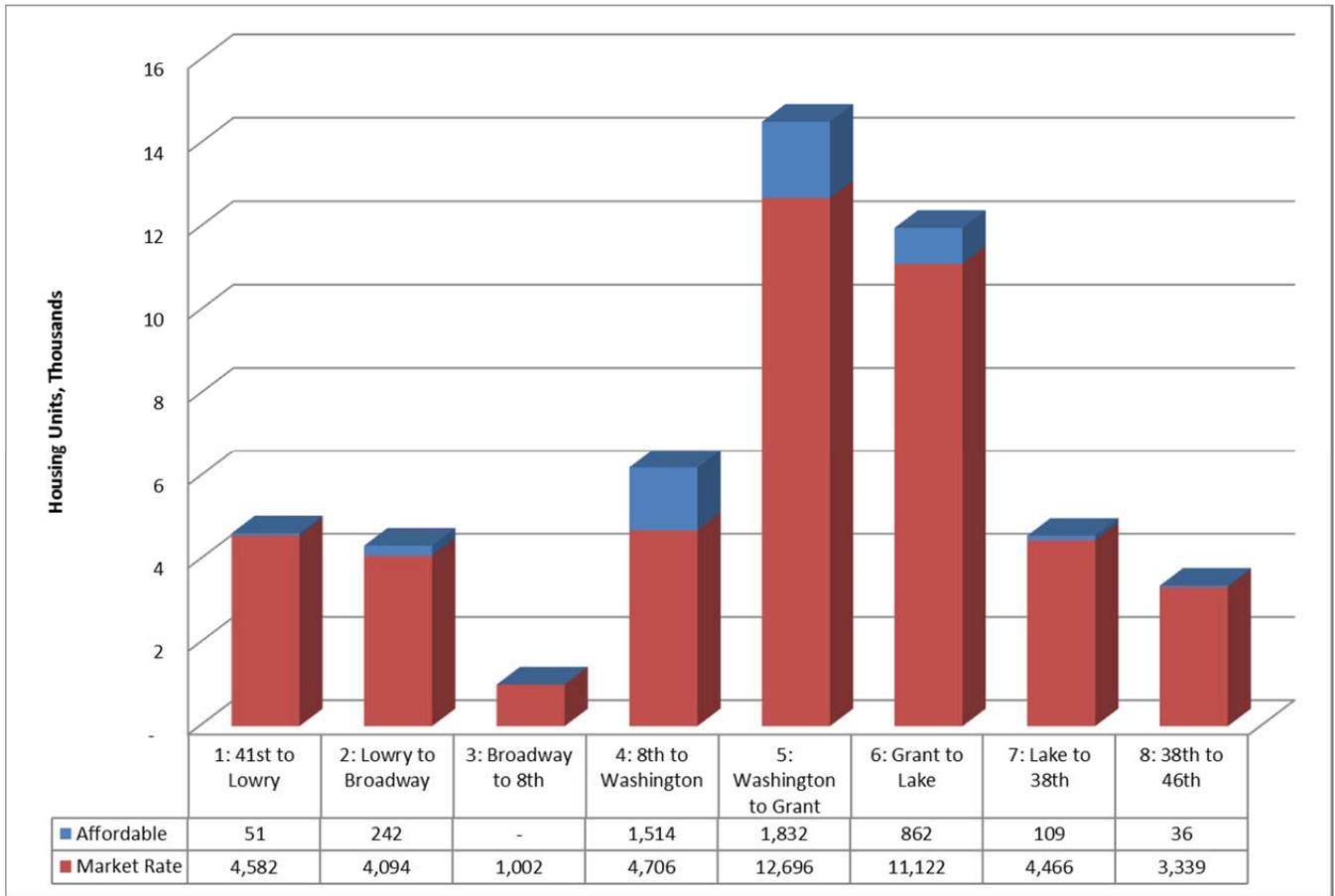
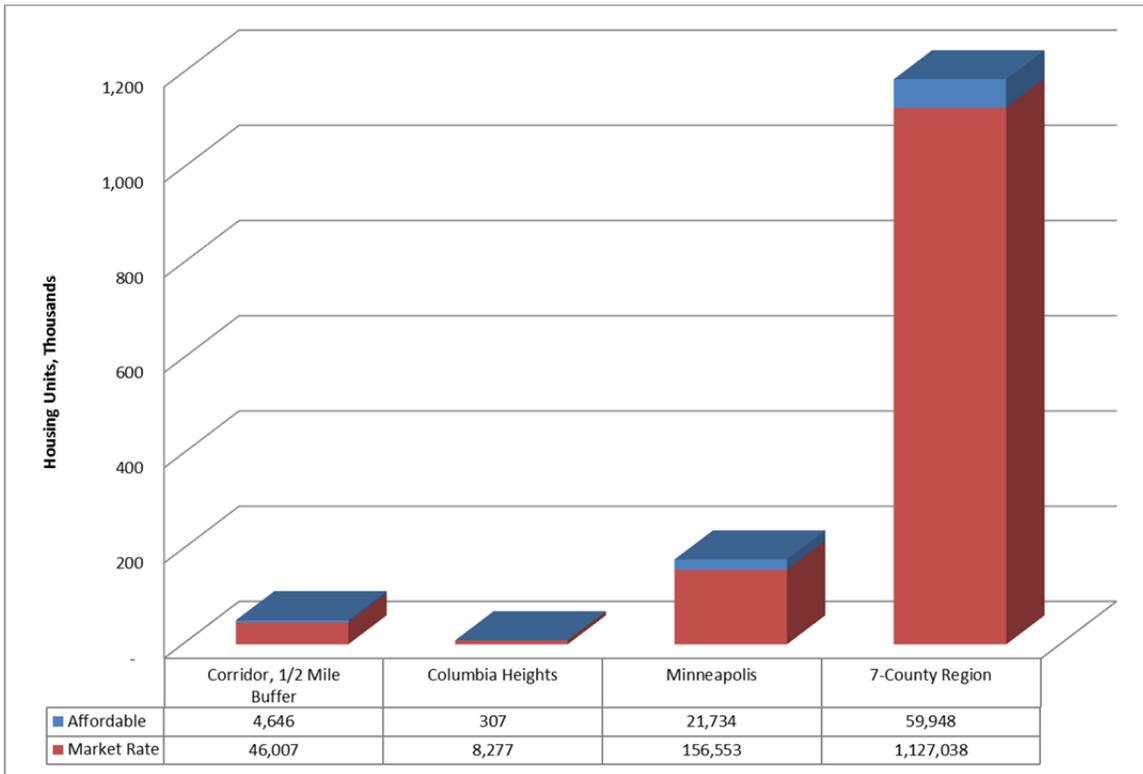


Figure 2: Housing Units by Segment and Price Point



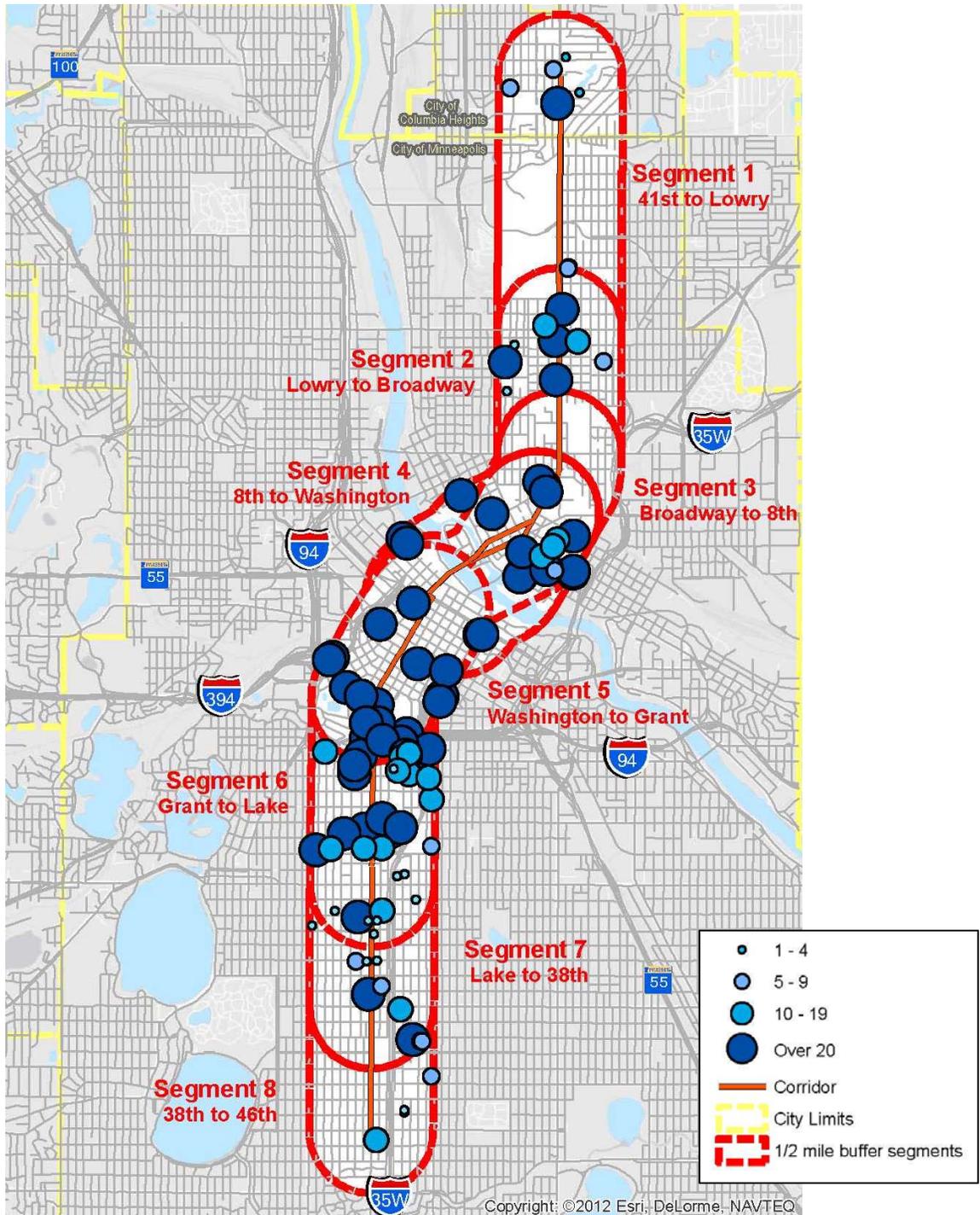
**Figure 3: Affordable Housing Units by Segment and Price Category**



### 2.3. Locations of Affordable Housing

Locations for the affordable housing units in the ½ mile corridor buffer are illustrated below.

**Figure 4: Affordable Housing Location Map – ½ Mile Corridor**



# Nicollet – Central Transit Alternatives

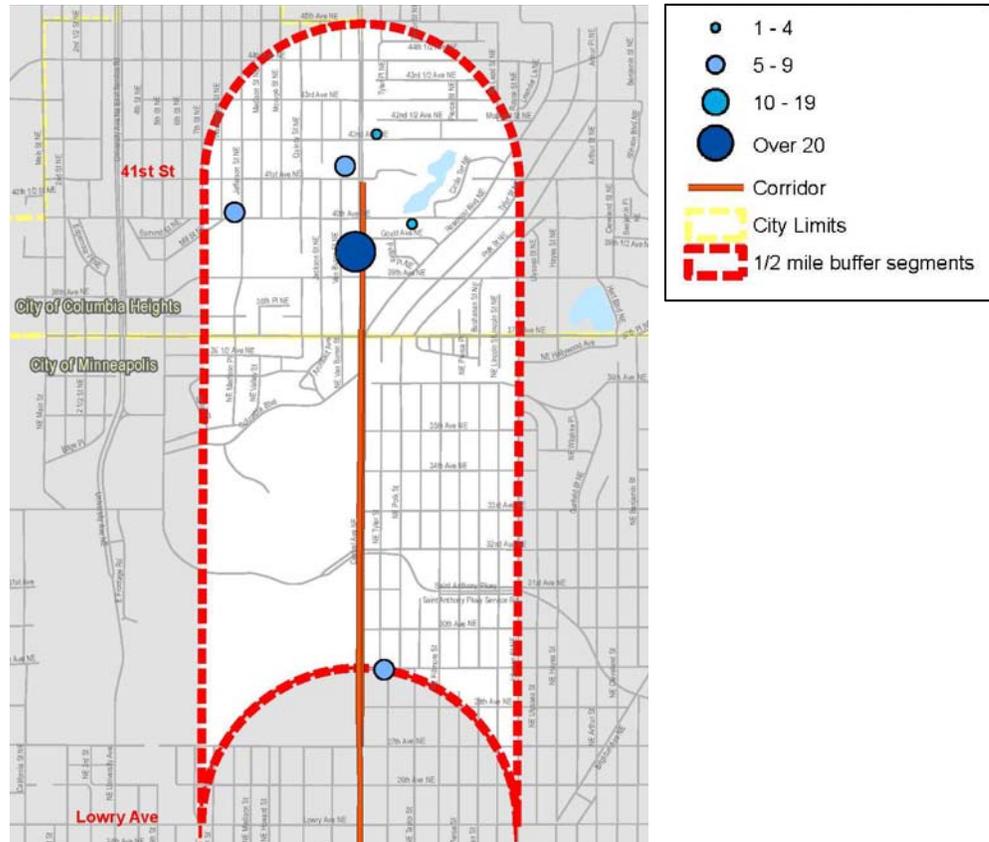


Figure 5: Affordable Housing Location Map (Segment 1 - 41st to Lowry)

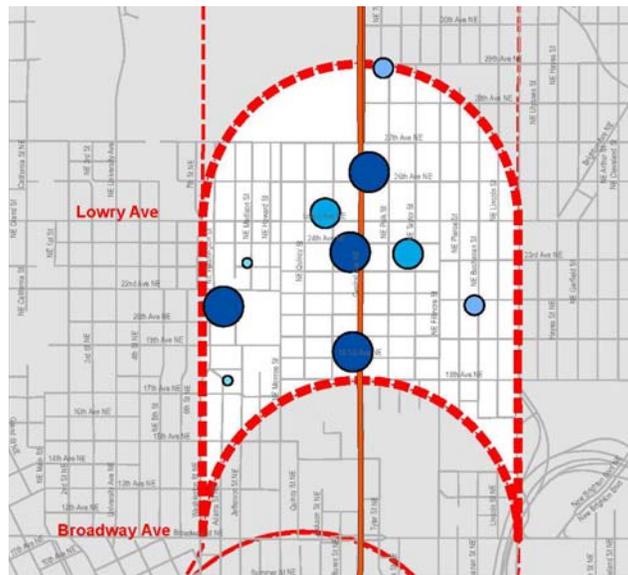


Figure 6: Affordable Housing Location Map (Segment 2 - Lowry to Broadway)



Figure 7: Affordable Housing Location Map (Segment 3 - Broadway to 8th)

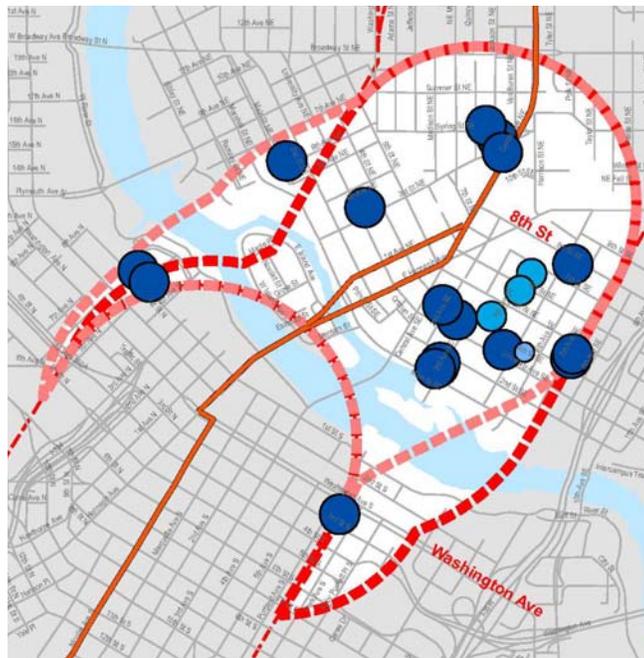


Figure 8: Affordable Housing Location Map (Segment 4 - 8th to Washington)

# Nicollet – Central Transit Alternatives

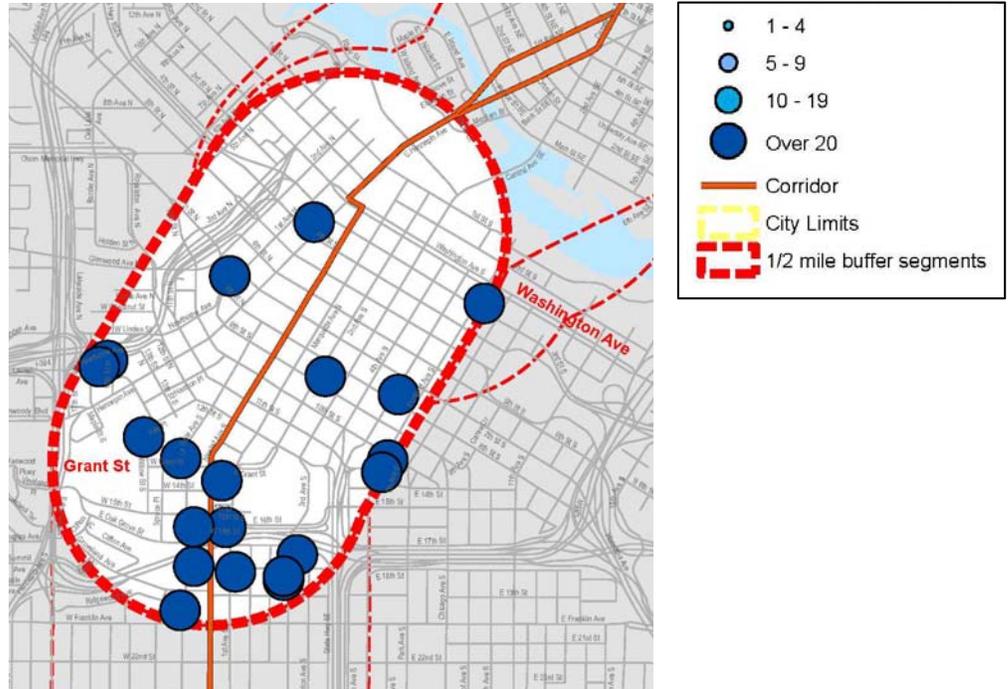


Figure 9: Affordable Housing Location Map (Segment 5 - Washington to Grant)

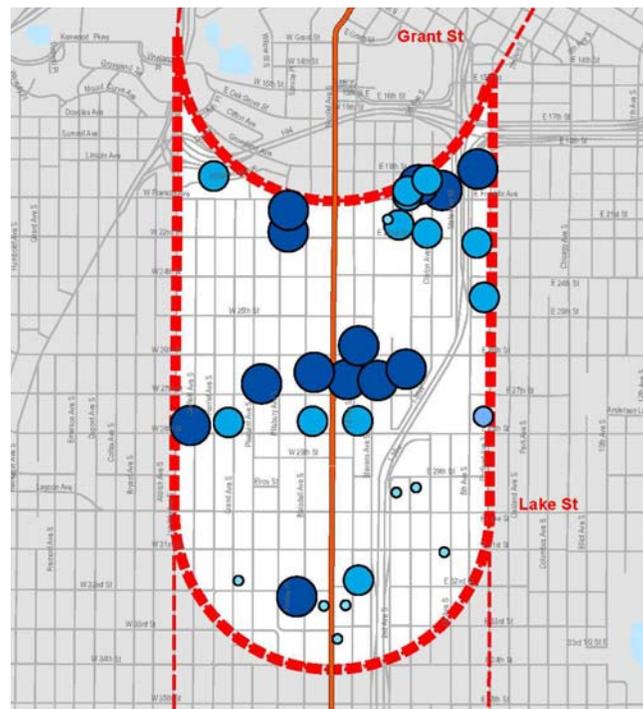


Figure 10: Affordable Housing Location Map (Segment 6 - Grant to Lake)

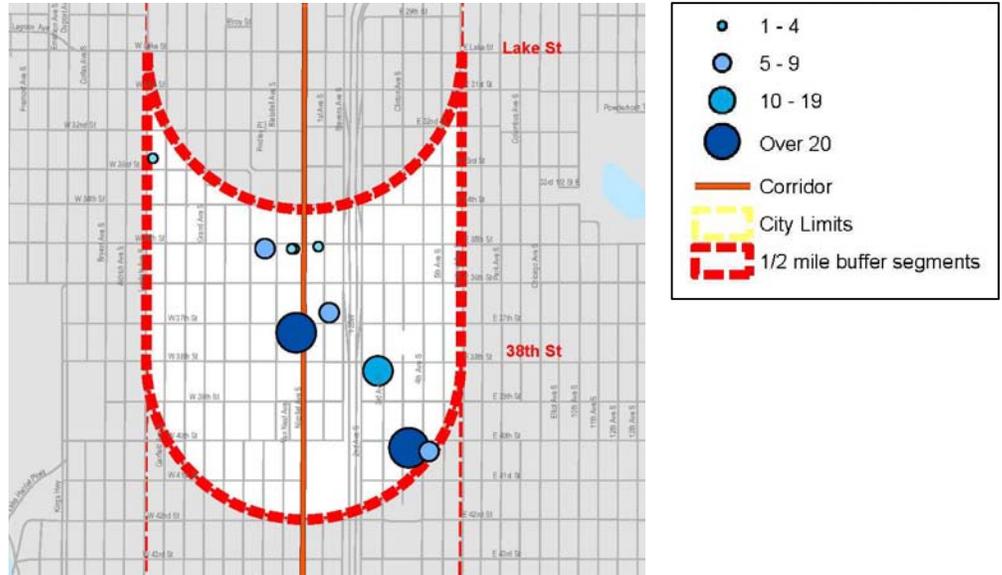


Figure 11; Affordable Housing Location Map (Segment 7 - Lake to 38th)

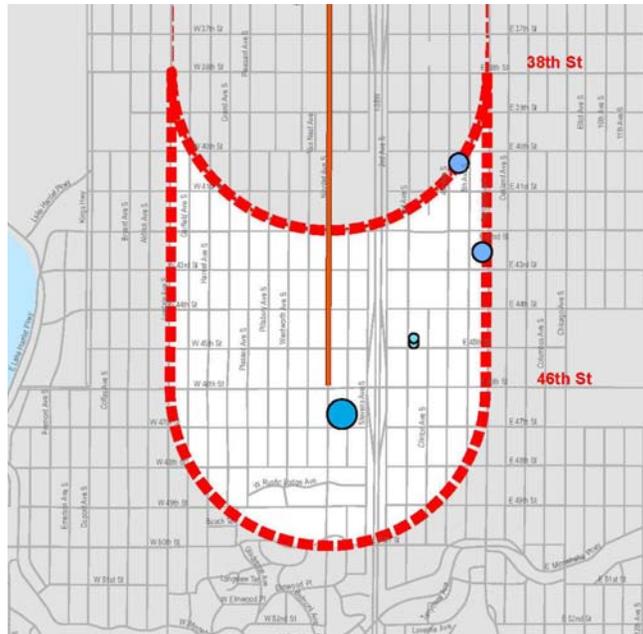


Figure 12: Affordable Housing Location Map (Segment 8 - 38th to 46th)

# Nicollet – Central Transit Alternatives

Locations for the affordable housing units within a ¼ mile corridor buffer are illustrated below.

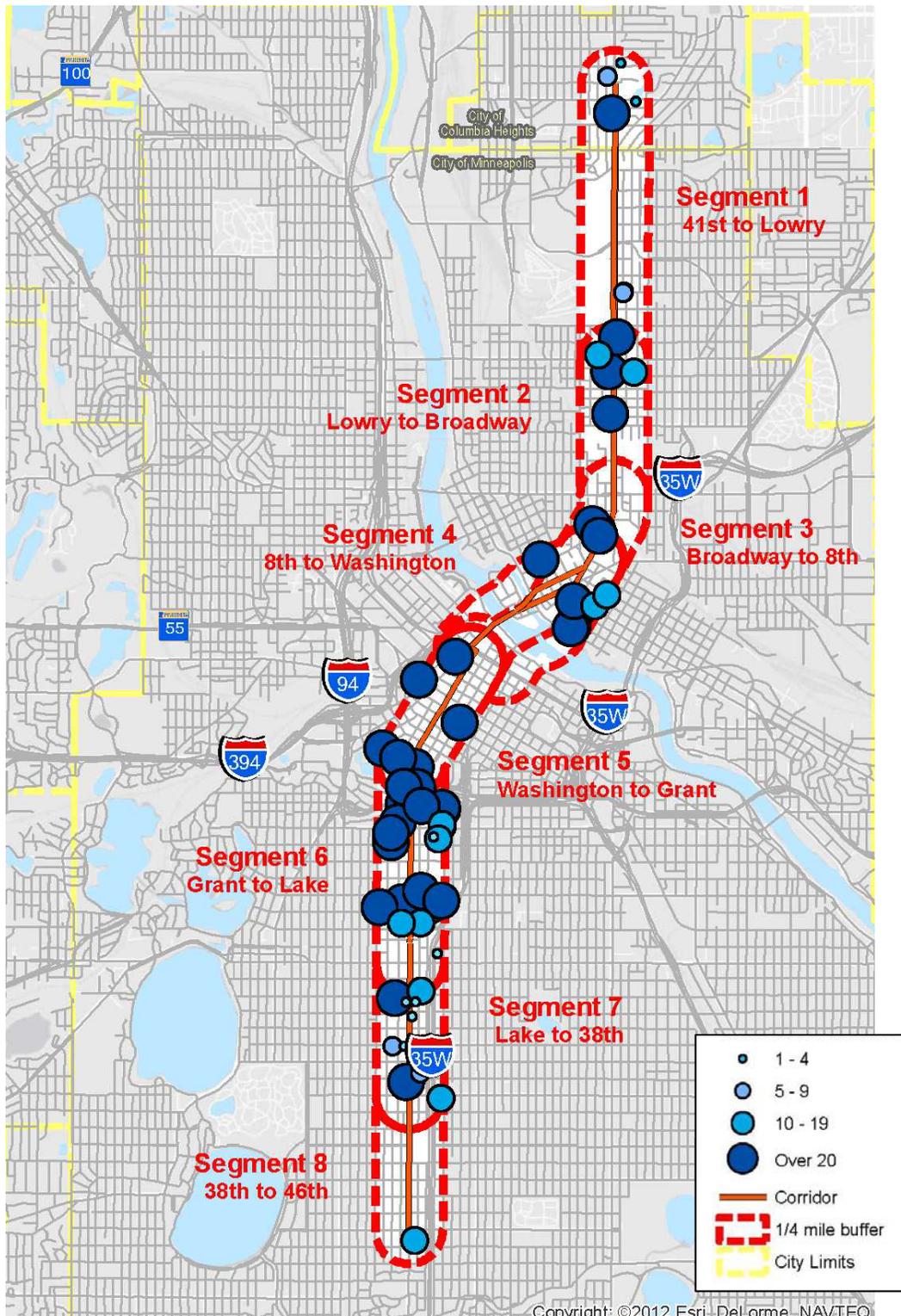


Figure 13: Affordable Housing Location Map – ¼ Mile Corridor