



2040 Comprehensive Plan Update Advisory Committee Agenda
Wednesday, September 13, 2017
5:30 – 7:30 PM
Hopkins Fire Station – Conference Room

Dinner and Presentation (5:30-6:00)

- Built Environment Theme Overview
- Major Trends and Issues

Redevelopment Exercise (6:00-7:00)

- Redevelopment Locations
- Place Types

Group Discussion (7:00-7:25)

- Policy Implications From Today's Exercise
- Additional Information Needed

Action Steps (7:25-7:30)

- Follow-up Assignments
- Next Meeting: November 8 @ 5:30 PM



MEMO

To: Honorable Mayor and City Council

From: Jason Lindahl, AICP

Date: September 13, 2017

Subject: Cultivate Hopkins Advisory Committee Meeting – Built Environment

Overview

Please join us for the next Cultivate Hopkins Advisory Committee meeting next week on **Wednesday, September 13, 5:30-7:30 PM at the Hopkins Fire Station**, 101 17th Ave S. Dinner will be served. **Please let me know if you cannot attend this meeting.**

At our first meeting in late July, we had an introduction to the comprehensive plan process, and an overview of the planning challenges and emerging trends shaping the future of Hopkins.

At this upcoming meeting, we will be focusing on planning for the **built environment** with an introduction to land use, housing, and transportation issues. You'll get to participate in a redevelopment planning exercise – looking at what areas in Hopkins are best for new housing and jobs, and what that should look like.

Included in this packet are some background materials on existing city policies and data related to our discussion. Paper copies will be available at the meeting.

If you have any questions in advance of the meeting, feel free to reach out to me at jlindahl@hopkinsmn.com or 952-548-6342. Looking forward to seeing you next Wednesday.

Supporting Documents

- Hopkins Land Use Information Overview
- Hopkins Housing Information Overview
- Redevelopment Planning Exercise Information

Hopkins Land Use Information Overview

Cultivate Hopkins Advisory Committee
September 13, 2017

DRAFT

Land Use Major Themes

- **Creating complete communities.** There is increased interest in and support for creating and enhancing complete communities – where residents can conveniently meet daily needs without having to make long trips. While it is not feasible or necessarily desirable to structure all neighborhoods this way, it is a potential model for making places more livable.
- **Transitioning from auto-oriented to transit/bike-pedestrian oriented development.** There is an increased interest in growing in ways that are walkable, bikeable, and transit friendly. This means development patterns that are often more compact and intensive (in terms of housing units and jobs) than in the past. A key opportunity in this area is new development planned for the three planned Southwest Light Rail Transit (SWLRT) station areas.
- **Diversity as strength.** The diverse mix of land use types in Hopkins contributes to its resiliency as a community. Rather than a monoculture of uniform housing and commercial types, this mix ensure that fluctuations in market and preferences won't unduly impact a large proportion of the city's fabric.
- **Building a sustainable city.** Sustainability is an important value throughout this plan. In terms of land use, it has implications from the small scale (e.g. how buildings are constructed and maintained) to citywide (e.g. responsible use of resources, preparing a community to respond to climate change). *Some related topics are addressed in more depth in other chapters.*
- **Maintaining supporting systems and public services.** Land use bears a close and vital relationship to public infrastructure, utilities, and services. The City will need to plan and invest responsibly in these systems – both to maintain existing facilities and to provide new ones in response to changing and expanding needs. *This is addressed in more depth in other chapters.*

Land Use Challenges and Opportunities

Growth in a fully developed city. Any new development in Hopkins will occur within an area with existing character and context. Redevelopment may be more logistically challenging than greenfield development, though it may also yield greater benefits, locally and regionally.

Geographic barriers. Hopkins' land is divided up by a number of barriers, including major highways and superblock style development. This limits walkability, bikeability, and overall community cohesiveness. There is an opportunity to create new connections through investments in redevelopment and infrastructure.

Edge conditions. Hopkins is surrounded by other developed communities. As such, there is a substantial need to coordinate with other jurisdictions on edge conditions and neighborhoods/character areas that span boundaries, to ensure consistency and continuity where possible.

Aging building stock. As a city that is fully developed, Hopkins has a substantial inventory of aging building stock. This means there will be continued needs for maintenance, reinvestment, renovation, and (as appropriate) replacement. This is particularly true for building types (such as industrial) which may be considered outdated or obsolete by modern standards.

Retrofitting walkability and bikeability into traditional suburban patterns. A portion of Hopkins developed during post-WWII decades, when auto-oriented suburbs did not prioritize accommodating pedestrians and bicycles – or building in patterns where people could walk or bike to school, shopping, jobs, transit, or other destinations. Retrofitting in improvements that add in those features will take time and effort, especially as redevelopment happens incrementally.

Population shifts and changing needs and preferences. A dominant trend – both locally and nationally – is the overall aging of the population. This has a host of implications for land use, including changes in the type of housing needed, goods and services demanded, and reliance on non-auto transportation options. Additionally, younger residents who are now reaching adulthood have shown interest in different land use patterns – particularly more walkable and mixed use districts.

Addressing pressures on affordability. Hopkins is located in a highly desirable location that is likely to have an upward pressures on property values. This has implications for both housing affordability and commercial/retail space affordability, among other impacts. This will need to be addressed to ensure that existing residents and businesses are able to continue to afford to stay in Hopkins.

Land Use Goals and Policies

(From existing comprehensive plan)

Protect and Enhance Downtown Hopkins: The downtown area is loosely described as the B-2 and B-3 districts on Mainstreet from the block east of Fifth Avenue to Shady Oak Road.

It is rare to discover a distinctive, pedestrian-scale, commercial area set in the heart of a small suburban community, but Hopkins has one. Downtown Hopkins and Mainstreet give the City a strong central focus and sense of place, or identity, that many other communities find very difficult to recreate. Major improvements have been made downtown in recent years through public-private cooperative efforts. The key elements to improve the commercial downtown are as follows:

- Efforts should be made to retain existing downtown businesses and attract new specialty retail, entertainment and restaurant businesses to Mainstreet.
- The downtown business climate should be monitored continually.
- Residents should be encouraged to shop locally and support Hopkins businesses.
- Efforts should be made to enhance the Mainstreet experience. Design features such as white lights, public art and plantings should be encouraged.
- Development efforts should continue with an emphasis on the private sector and less public financing involvement.

Maintain a viable downtown commercial core. Downtown Hopkins has a unique commercial business core. Maintaining the viability of downtown is dependent on the success of its businesses. Redevelopment in and around downtown Hopkins will occur over the next 30 years. Additional commercial development is likely to occur along Excelsior Boulevard, Shady Oak Road and possibly Blake Road. The City will need to carefully guide additional commercial development in a manner that is supportive of downtown.

- Continue to leverage private investment in the redevelopment of the Downtown through judicious use of tax increment financing revenues and local capital improvement funds.
- Work with Downtown landowners and merchants to improve parking, access, and appearance.
- Continue to actively promote the development and redevelopment of its industrial areas through marketing and public relations efforts, land use planning, and careful financial incentives, including tax increment financing.
- Strive to leverage its valuable locational assets and create industrial areas that have attractive building and grounds, concealed outdoor storage, high floor-area ratios, and high levels of employment, especially employment in the professional and technical job areas.

Maintain a strong employment base. Much of Hopkins' job base is dependent on the success of industrial uses located in the southern portion of the community. It is important for the City to maintain industrial uses that will provide job opportunities. The City will work to ensure these sites are utilized to their full potential as redevelopment occurs and will encourage private reinvestment.

Continue to emphasize compatible land uses between adjacent jurisdictions. Hopkins is adjacent to the Cities of Minnetonka, Edina and St. Louis Park with similar land use patterns occurring along most common borders. The City will continue to work with adjacent jurisdictions to ensure seamless land use patterns along the respective borders, particularly along Excelsior Boulevard.

Maintain appropriate transitions between land uses. Hopkins is a fully developed community and will likely see new development through redevelopment initiatives. The City will work to ensure appropriate transitional uses and buffering between new and existing land uses.

- When commercial property abuts residential property (especially across a street), extensive landscaping, fencing and /or berms should be used to mitigate impacts on the housing.

- Expansion of industrial zoning will be considered only in cases where it can clearly be demonstrated that changes will not have a detrimental effect on nearby residential properties.
- Maintain its compact form in order to concentrate business activities and to protect adjacent residential areas. Expansion of the commercial area will generally be limited to areas that do not displace single family housing.

Take advantage of redevelopment opportunities to capture future Light Rail Transit (LRT) initiatives. The Southwest LRT line passes directly through Hopkins, creating redevelopment opportunities at and around three potential station locations. These redevelopment opportunities may occur prior to any LRT improvements. Therefore, the City will work to ensure that new redevelopment in and around future station areas is appropriate and consistent with future transit improvements.

- Participate in the redevelopment of deteriorated and/or obsolescent industrial and commercial areas when public financing is determined to be feasible and necessary.

Continue to coordinate land use and transportation needs. An effective transportation network is vital to the future of Hopkins and its redevelopment efforts. Over the next 20 years, traffic volumes on local roadways will continue to increase and added congestion will occur. The City will continue to assess the relationships between land use and transportation in two ways: by assessing the impacts of redevelopment on the existing transportation systems and, in some cases and locations, assessing the impacts that new transportation improvements will have on land use.

- Carefully study the implications for commercial redevelopment of the pending reconstruction, widening, and realignment of Shady Oak Road. Redevelopment efforts for the area seek to create new commercial sites that appeal to the local market, have safe and convenient access and parking, and have a high level of landscaping and site improvements.

Protect and Enhance Green Space, Park Environments and Sustainability:

- Our natural environmental assets should be protected.
- Green development should be encouraged. Work should continue on trail connections and updating parks. Developers should be encouraged to incorporate more green space in projects. Additional revenue sources to support this goal should be identified.
- The City will review its Zoning Ordinance and consider appropriate amendments to exempt active solar energy systems from lot coverage and setback provisions.
- The City will review its Code and consider appropriate amendments to require swimming pools be heated using solar or some other form of renewable energy resource, where possible.
- Within Planned Unit Developments, the City will consider varying setback requirements in residential zoning districts as a means of protecting solar access.

Urban Design Guidelines

- Set and enforce high standards for all non-residential design. Site plans for commercial and industrial facilities will be carefully reviewed for proper building orientation, parking placement, access, traffic impacts, pedestrian improvements, landscaping, screening of storage, and general architectural appearance.

The following guidelines will be used by the City in reviewing new development and redevelopment. The overall intention is to maintain the appearance and character of the historic buildings throughout the commercial area, both in the historic core and in the supportive nearby areas.

Buildings

- Buildings should be constructed at a scale consistent with the historic downtown.

- Building heights in the historic core should match those of adjacent structures, with two or three stories being the desired height in that area.
- Maintain as much building line along Mainstreet as practical. Where buildings must be setback, a strongly landscaped edge should be established to maintain some visual line along the street.
- A window line should be maintained in the building facades along Mainstreet.
- All commercial buildings along Mainstreet should have rear entries designed to be attractive, functional, and identifiable.
- All building entries, front and rear, should make provision for the protection of users from the elements by overhangs, recessed doorways, and/or awnings.
- New buildings along Mainstreet should attempt to imitate the window proportions and placement established in the Downtown Overlay District.
- Exterior building colors along Mainstreet should be in the red-brown spectrum so as to be consistent with those of the historic core.

Parking

- The City should continue to monitor and assess the Downtown Parking Plan. The Parking Plan should be utilized whenever development or redevelopment occurs and its recommendations should be continuously pursued.
- Parking lots should be kept small and close to the businesses served. Larger parking lots should have visual breaks of four-season landscaping treatments.
- Parking areas directly abutting the rear of commercial buildings should be paved and landscaped. These spaces should be reserved for customers and not occupied by employees. Emphasis should be placed on easy and pleasant customer use in all seasons.
- All parking lots should have perimeter landscaping consisting of trees and shrubs selected to withstand the harsh conditions.
- All parking lots must be paved with asphalt or concrete and properly maintained, striped, and landscaped.
- Wherever possible, east-west rear alleys should align with one another so that circulation parallel to Mainstreet is promoted.
- The exterior design of any new parking ramps should be supportive of the appearance of the Downtown Design Overlay District. No parking ramp should be allowed to abut Mainstreet.

Identity

- Downtown Hopkins will continue to be identified through entry monuments, street lighting, and street landscaping.
- Continue to emphasize the link between the eastern and western portions of Mainstreet. The focus in the western area should be on the expansion of traditional downtown businesses and on improving the appearance of existing automotive repair service businesses.

City Council Goals and Strategic Plan

(Related to Land Use)

- Do Urban Design Right: Hopkins has been recognized as a city that encourages smart urban design, including the ability to walk to stores and other amenities. Advancing these goals also improves the small town feel.
 - Improve walking and biking infrastructure in the City
 - Practice environmental responsibility
 - Support a range of housing options

- Engage in LRT Planning and Transit-Orientated Development

Sustainable Comprehensive Plan Standards

(American Planning Association, related to land use)

- *Plan for transit-orientated development:* higher density mixed-use development near public transportation, enabling residents to more easily access transit and reduce vehicle miles traveled.
- *Plan for mixed land use patterns:* residential and nonresidential land uses close together
- *Plan for infill development:* Redevelop underutilize parcels that have access to existing infrastructure to ensure efficient use of land and resources.
- *Encourage design standards appropriate to the community context:* Design criteria or requirements in land use and form can improve and protect the function and appeal of a community.
- *Provide accessible public facilities and spaces:* Public spaces play an important role in communities, and spaces should be accessible to all people and distributed throughout the City.
- *Conserve and reuse historic resources:* Historical buildings, sites, or landmarks can add value and character to the community.
- *Implement green building design and energy conservation:* Minimize environmental impacts throughout the life-span of the building or site.
- *Restore, connect, and protect natural habitats and resources:* Habitats and sensitive lands provide important environmental benefits.
- *Plan, provide for, and protect green infrastructure:* Green infrastructure is strategically planned and managed open spaces that provide wildlife habitat, stormwater management, and recreational opportunities.
- *Protect and manage streams, watersheds, and floodplains:* Managing larger water systems in important for managing water quality, quantity, and runoff.
- *Plan for a balanced land-use mix.*
- *Plan for the physical, environmental, and economic improvement of at-risk, distressed, and disadvantaged neighborhoods:* Support neighborhoods that are experiencing falling property values, high foreclosure rates, depopulation or physical deterioration
- *Provide accessible and quality public services and facilities to low-income and minority neighborhoods*
- *Reduce exposure to toxins and pollutants in the natural and built environment*
- *Plan for the mitigation of brownfields for productive use:* A brownfield is any abandoned, idled or underused property where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination. Redevelopment of these sites requires assessments and typically require public-private partnerships.
- *Plan for physical activity and healthy lifestyles:* Work to remove physical barriers to active living, such as sidewalks, bike lanes, equal distribution of parks and recreation facilities.
- *Provide accessible parks, recreation, facilities, greenways, and open space near all neighborhoods:* The proximity of parks to neighborhoods supports increased physical activity and can contribute to a stronger sense of community cohesion or identity.

- *Coordinate local land use plans with regional transportation investment:* Helps to ensure a more seamless network between regional and local transportation and land uses.
- *Define designated growth areas that are served by transit:* Designate areas of growth where higher density development is permitted or encouraged, preferably on or near public transportation lines to accommodate access and multiple modes of transportation while capitalizing on regional infrastructure investments.

2013 Community Survey Results

(Related to Land Use)

- On-street bike lanes, retail opportunities, and dining establishments were the most common responses for “too few/little in the community”.
- 67% rated general redevelopment in the City as “excellent” or “good,” most common reasons being modernity, new businesses, and being well-planned.
 - 92% supported or strongly supported continued redevelopment in the City
 - 77% “excellent” or “good” rating for redevelopment of downtown Hopkins
 - 76% supported financial incentives for development

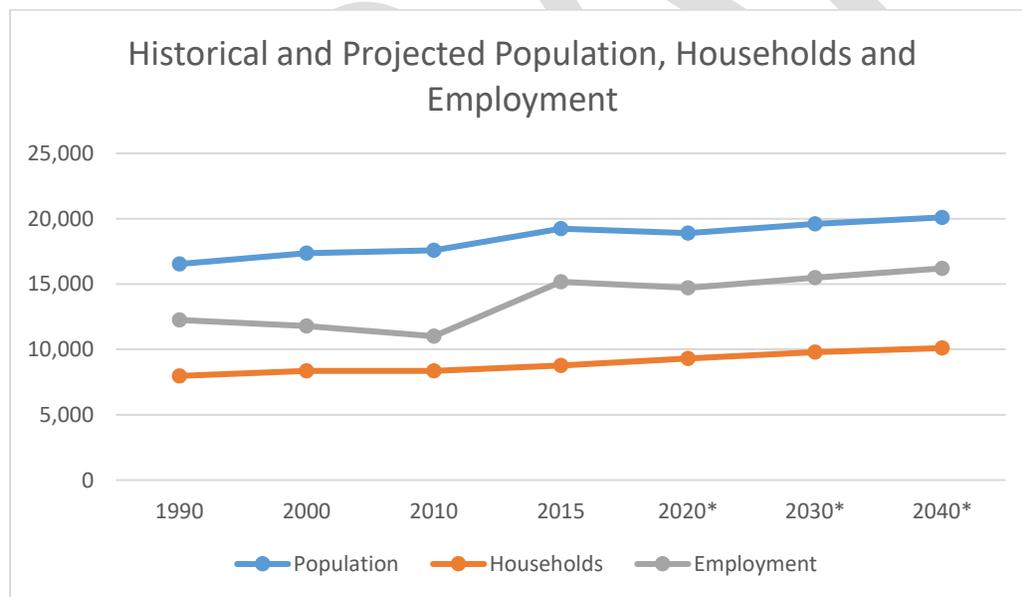
Existing Land Use Conditions

According to the Metropolitan Council’s community designation in the System Statement, Hopkins is designated as an Urban Center. Urban Center communities include the largest, most centrally located, and most economically diverse cities in the region. Anchored by Minneapolis and St. Paul, the Urban Center also includes adjoining cities that share similar development characteristics such as street grids planned before World War II. Urban Center communities are expected to plan for forecasted population and household growth at average densities of at least 20 units per acre for new development and redevelopment. In addition, Urban Center communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.

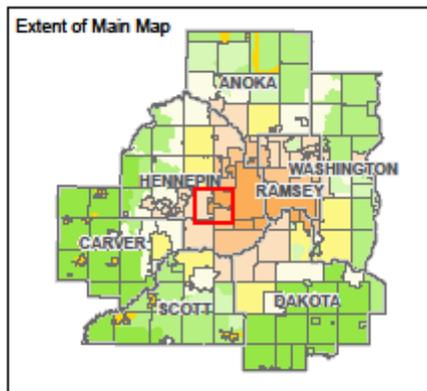
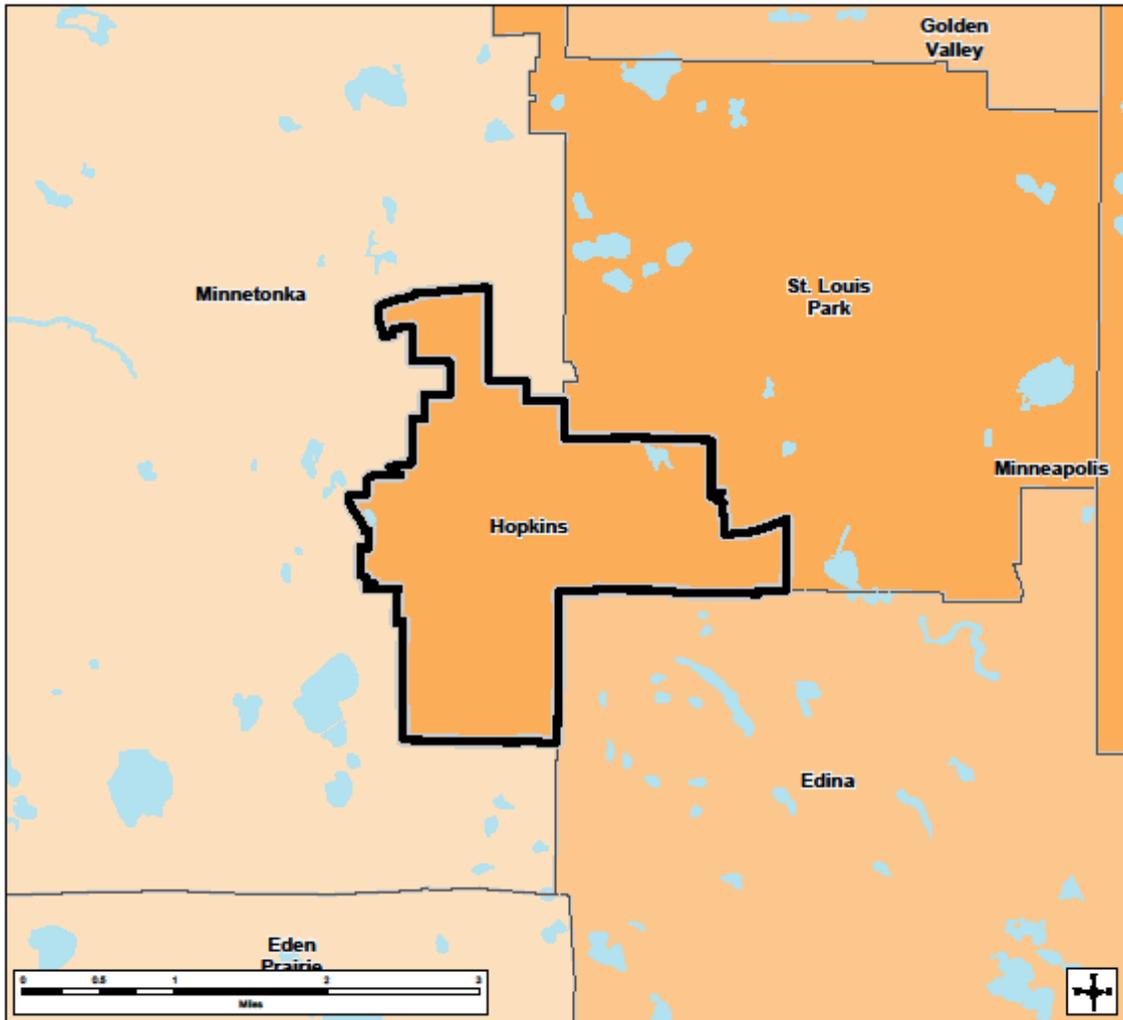
Population, household, and employment trends show mostly steady but gradual increases since 1990 and projected in the future. From 2015-2040, it is projected that Hopkins will add 873 people, 1,330 households, and 1,023 jobs. The household growth is larger than the population because it is estimated that average household size will shrink, requiring more housing units per capita.

Table 1: Hopkins Population, Household, and Employment Trends							
	1990	2000	2010	2015	2020*	2030*	2040*
Population	16,534	17,367	17,591	19,227	18,900	19,600	20,100
Households	7,973	8,359	8,366	8,770	9,300	9,800	10,100
Employment	12,252	11,777	11,009	15,177	14,700	15,500	16,200

*Projected



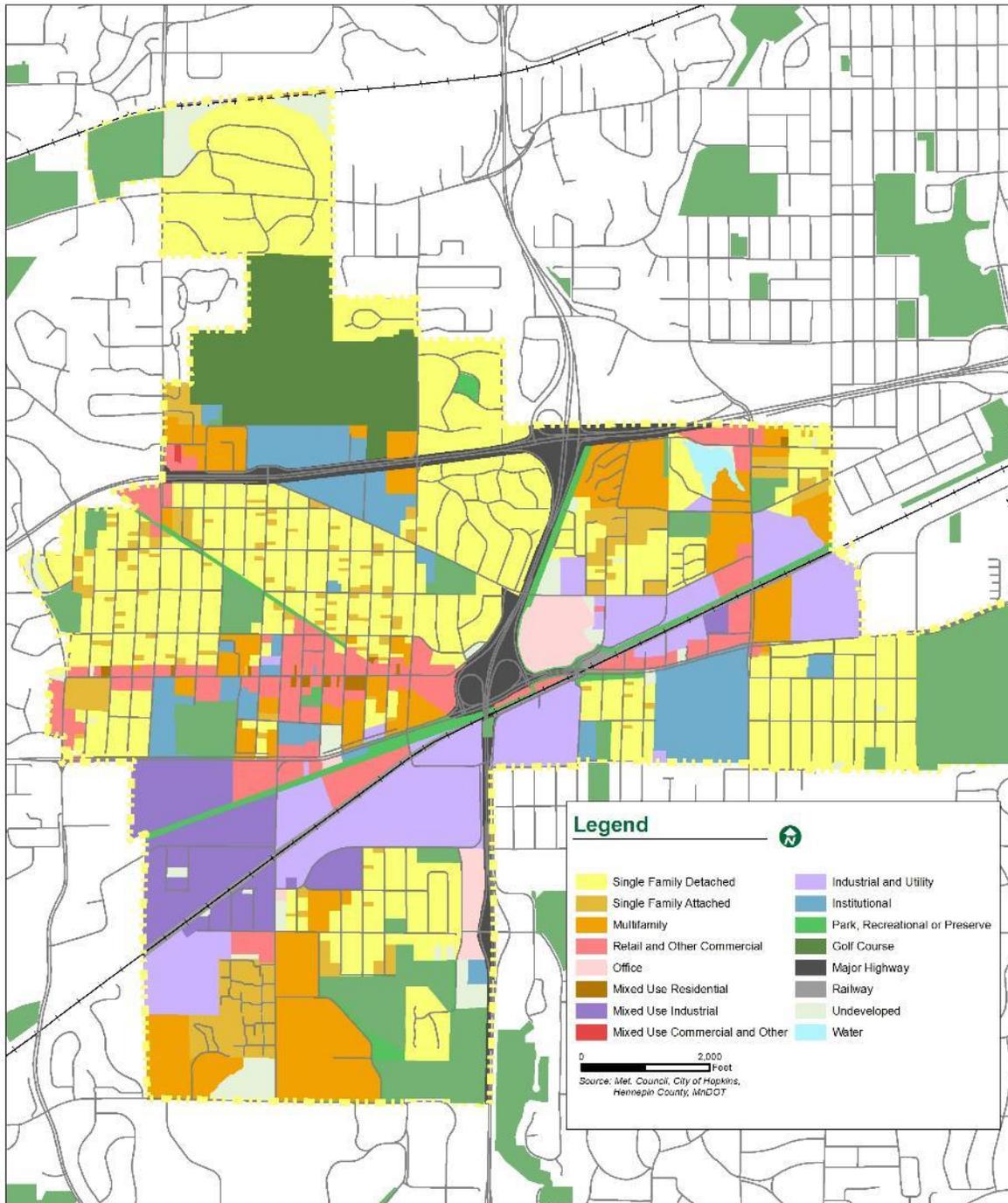
**Community Designations
City of Hopkins, Hennepin County**



Community Designations

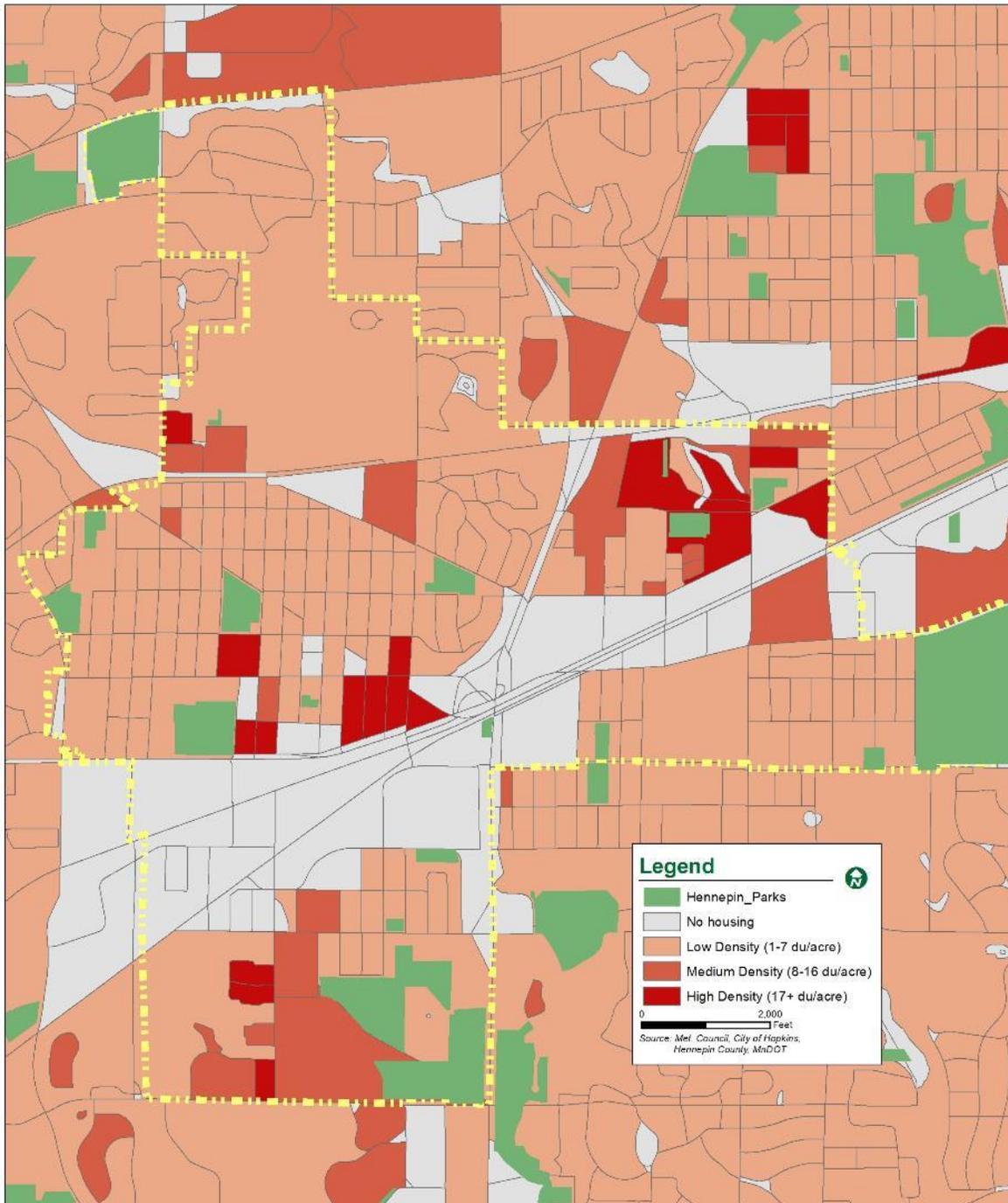
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|------------------------------------|------------------------|
| Outside Council planning authority | Emerging Suburban Edge |
| Agricultural | Suburban Edge |
| Rural Residential | Suburban |
| Diversified Rural | Urban |
| Rural Center | Urban Center |
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|------------------------------|
| County Boundaries |
| City and Township Boundaries |
| Lakes and Major Rivers |

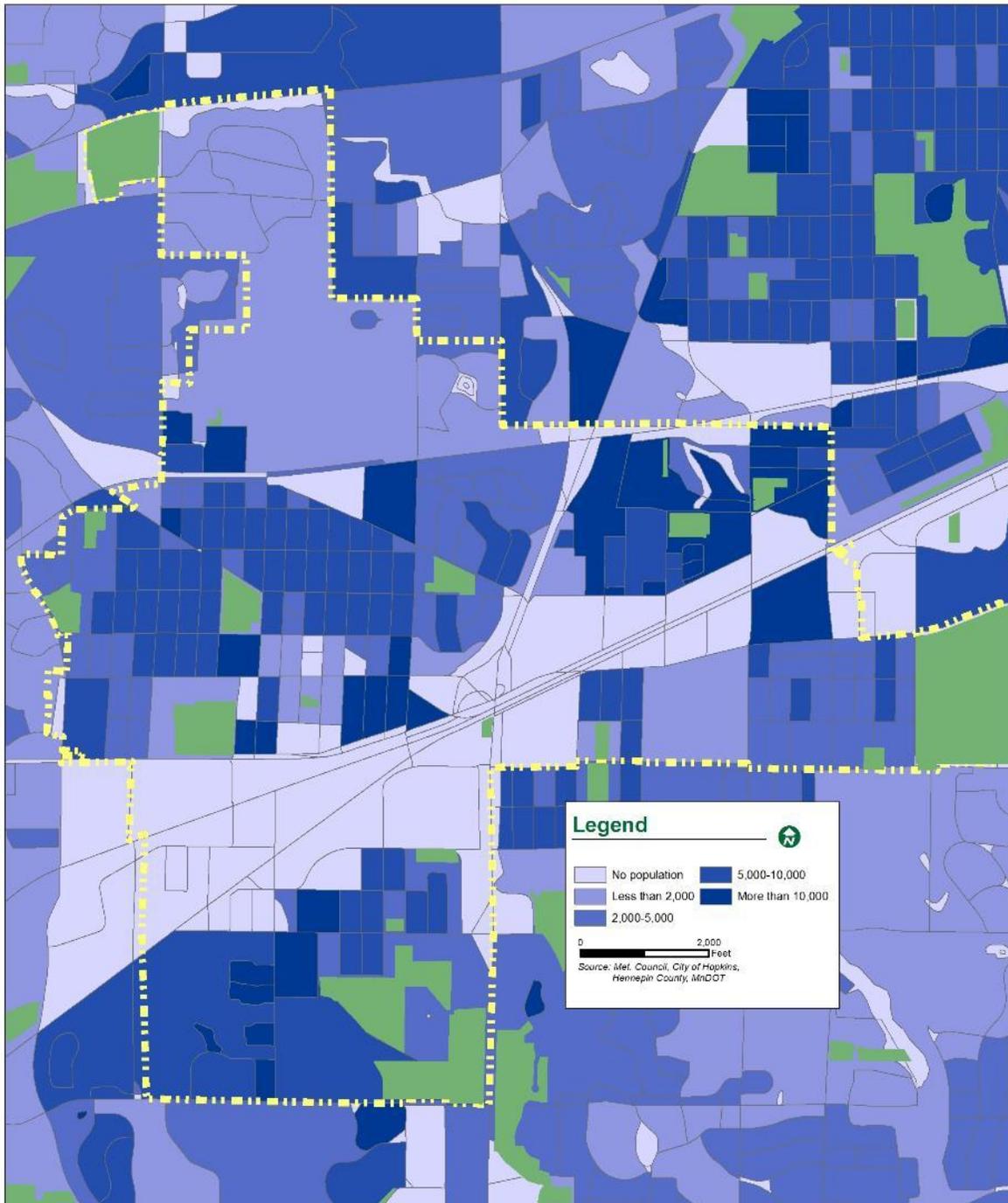
The map below shows existing land use conditions in Hopkins. Table 1 provides approximate acreage and percentage of total land use for each land use type.

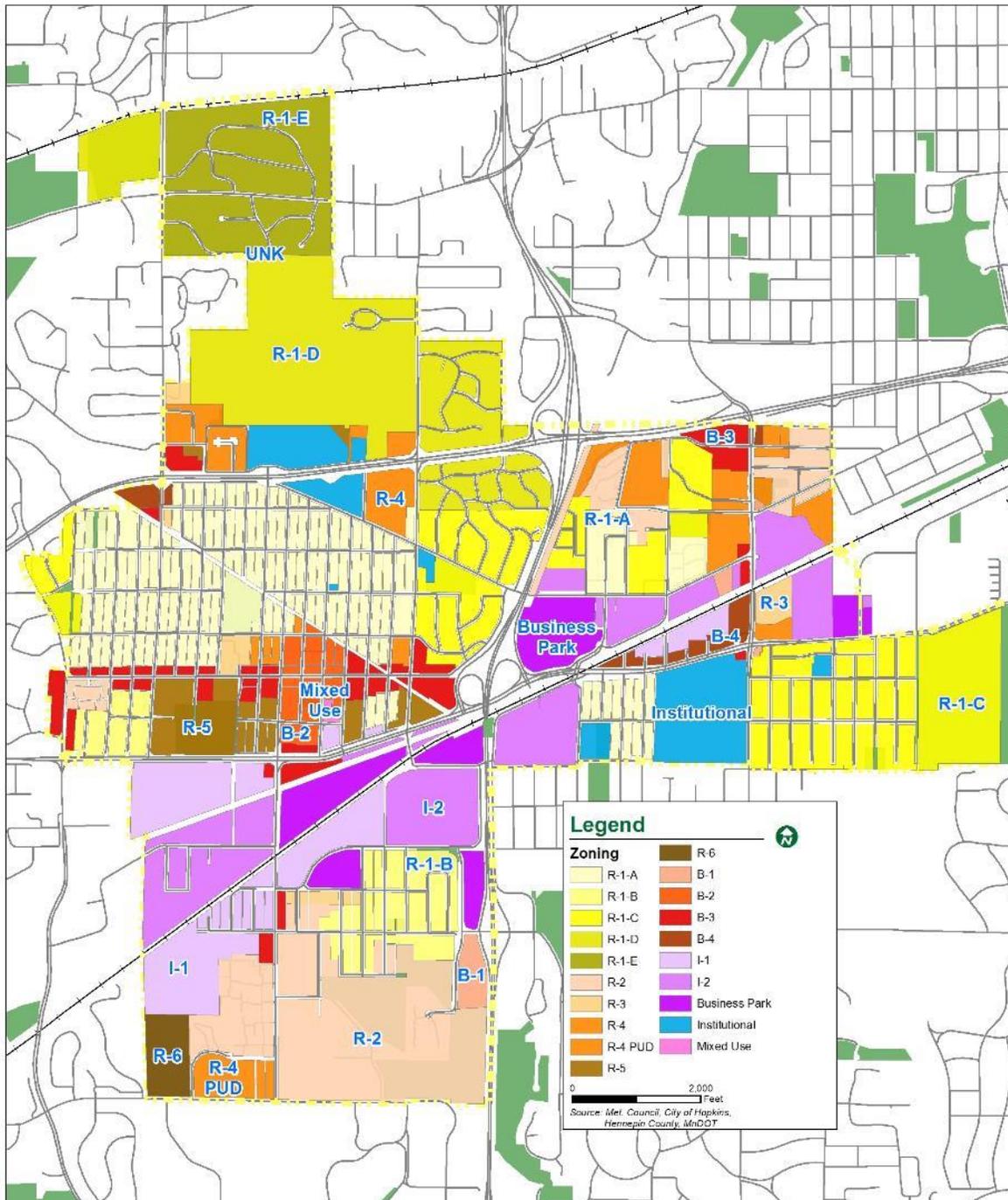


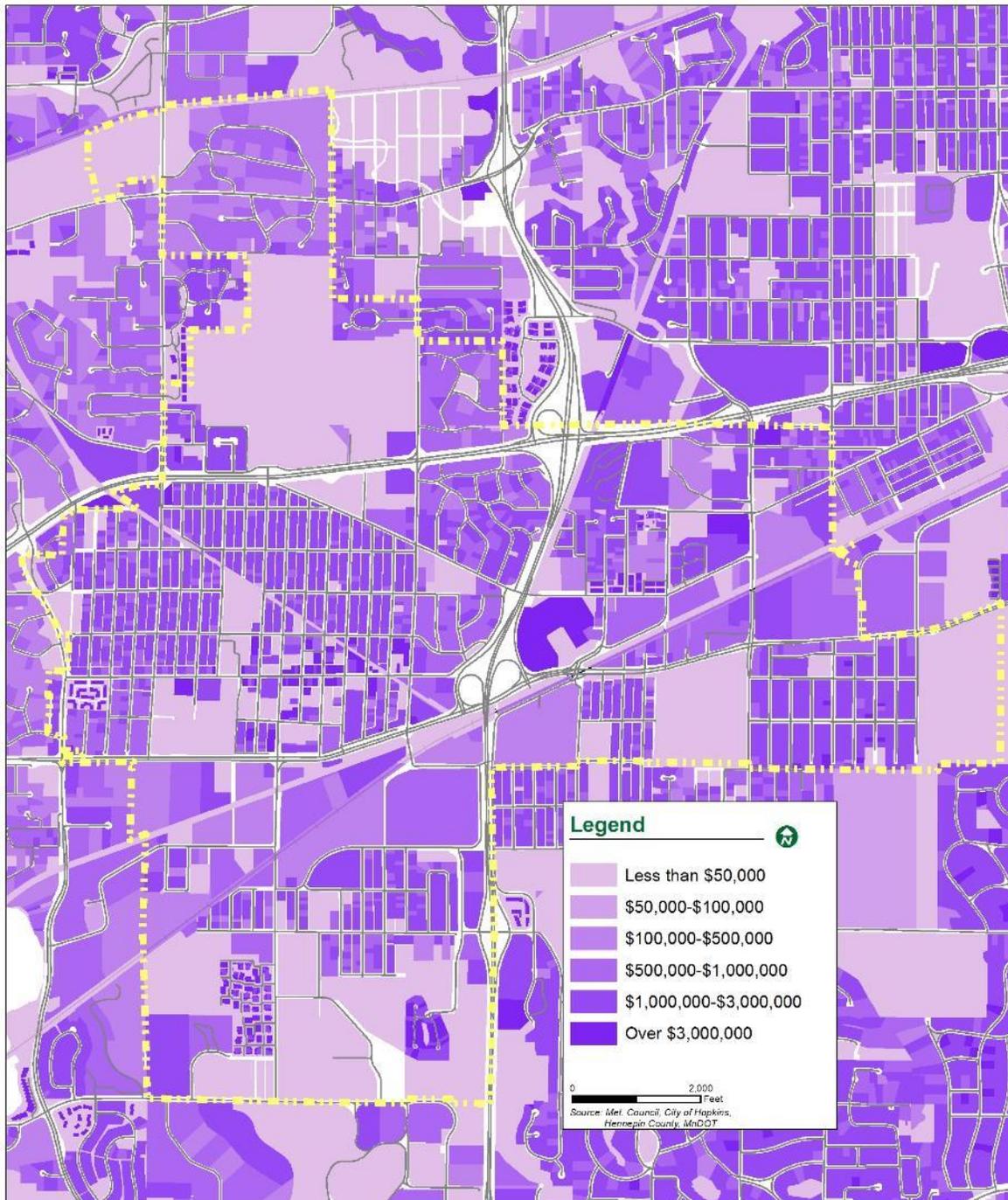
Existing Land Use

Table 1: Hopkins Existing Land Use, 2016		
Land Use	Acres	Percent of Total Land Use
Residential	1,236	47%
- Single Family Detached	859	33%
- Multi-family	376	14%
Commercial	199	7.6%
- Retail	159	6%
- Office	41	1.6%
Industrial	279	11%
- Industrial and Utility	252	10%
- Railway	27	1%
Institutional	153	6%
Park and Recreational	428	16%
- Park or Reserve	207	8%
- Golf Course	221	8%
Mixed Use	137	5%
- Residential	6	0.2%
- Industrial	131	5%
- Commercial and Other	1	0%
Major Roadways	107	4%
Open Water	13	.5%
Total	2,616	100%









Hopkins Housing Information Overview

Cultivate Hopkins Advisory Committee
September 13, 2017

Housing Major Themes

- **Multiple housing objectives.** The housing vision for Hopkins will guide policies related to housing affordability, choice, quality, and community context. With limited resources, priorities are needed to shape the City's policies and programs to determine which areas (geographic and topical) will be the focus.
- **Changing needs and preferences.** Hopkins is becoming more diverse, and changing demographics in the City will influence housing needs and preferences. The aging of the population may lead to need for more accessible housing, including those with a continuum of care. Young professionals are often looking for more walkable, mixed use neighborhoods. There may also need to be more models for nontraditional households – such as single person households and extended families.
- **Changes in housing affordability.** The current housing stock in Hopkins is relatively affordable, especially relative to surrounding communities. However, Hopkins' location in the region, and the overall housing market, mean that this has the potential to change. The City will need to determine the impacts and plan accordingly.

Housing Challenges and Opportunities

Managing introduction of new housing into existing context. As a fully developed community, any new development will occur within an area with existing character and context. Particularly when new or different housing types are introduced to meet needs, there is an interest to ensure it is an asset to the community, and any impacts to surrounding properties are adequately mitigated.

Potential gentrification from upward pressure on property values. Hopkins is located in a highly desirable place, with a strong mix of amenities and convenient access. This is likely to lead to upward pressure on housing costs. This has the potential to displace low to moderate income households, who will not be able to afford to live here in the future. While growth in property values can be a positive (particularly to homeowners who gain equity), it needs to be balanced with the need to provide affordable and diverse housing options.

Aging housing stock. The age of Hopkins housing stock will increasingly require either maintenance or redevelopment to ensure neighborhoods are safe and retain their appeal and value. If investment levels are not adequate, this can contribute to decline in overall neighborhood livability, health, and life safety.

Housing Goals and Policies

(From existing Hopkins comprehensive plan)

Retain and enhance detached single-family homes. Hopkins has a high percentage of multi-family housing. Most of the housing constructed in the future will also be multi-family due to locational and economic considerations. The city will generally continue to protect existing single-family neighborhoods from redevelopment and undue encroachments to maintain a variety of housing types.

Continue to emphasize housing maintenance. Much of Hopkins' single-family and multi-family housing is at least 40 years old. Due to the age of the structures, emphasizing ongoing maintenance will be critical to maintaining and enhancing real estate values and keeping neighborhoods desirable in the eyes of future homebuyers.

Take advantage of redevelopment opportunities to provide new housing choices for the community. Redevelopment has created exciting new housing opportunities in recent years and future projects will offer even more choices. Of particular note is the current plan to expand light rail transit to serve southwestern Twin Cities suburban communities. The Southwest LRT line passes directly through Hopkins creating redevelopment opportunities at and around three potential station locations.

Encourage the development of owner-occupied housing. Hopkins has a high percentage of rental housing. To maintain overall housing diversity, the City encourages new housing to be owner-occupied where feasible.

Continue to strive for a mix of housing that accommodates a balance of all housing needs. The current supply of housing in Hopkins provides opportunities for people in all stages of the housing life-cycle. Hopkins' current housing stock also addresses a wide range of income levels. Entry level opportunities exist in the supply of rental housing; more affordable units are also available for first-time home buyers. Existing neighborhoods offer opportunities for move-up housing, and the needs of seniors are addressed in a number of subsidized and market rate housing choices. Support services for seniors in the form of assisted living and long-term care opportunities also exist in the community.

To address future redevelopment, Hopkins will:

- Remain open to the consideration of new housing types and designs that meet the broad spectrum of existing and future residents' needs.

In order to provide housing assistance, the City will:

- Participate in the rent assistance programs of Hennepin County and the Twin Cities Metropolitan Housing Authority and serve as a local clearinghouse for information pertaining to rental assistance.
- Consider using a variety of means to upgrade existing housing to provide a fair share of rental housing for low and moderate income households. Tools may include revenue bonds, tax increment financing, tax abatement and Community Development Block Grants along with other public funding sources as they may become available. The City will also consider partnerships with private and non-profit entities to improve the quality of existing housing and/or ensure that rents remain affordable.

Other Policies:

- Work to protect the integrity and long-term viability of its low-density residential neighborhoods and strive to reduce the potential negative effects of nearby commercial or industrial land through zoning, site plan reviews, and code enforcement.
- Ensure that the infilling of vacant parcels and the rehabilitation of existing developed land will be in accordance with uses specified in the Comprehensive Plan.

- Ensure that incompatible land uses will be improved or removed where possible and the land reused in conformance with the Comprehensive Plan.
- Work to assure strong and well-maintained neighborhoods.
- Work to enhance a variety of residential land uses in the City.
- Work to balance the supply of multiple family residential uses within the City.

City Council Goals and Strategic Plan

(Related to housing)

- Support a range of housing options
- Explore ways to strengthen the edges of downtown
- Ensure Comprehensive Plan reflects action steps
- Explore ways to enhance the Mainstreet experience
- Engage in LRT Planning and Transit-Oriented Development
- Develop a schedule for rezoning properties to the mixed-use zoning classification and begin implementation
- Engage the rental community of Hopkins in civic involvement/participation

Sustainable Comprehensive Plan Standards

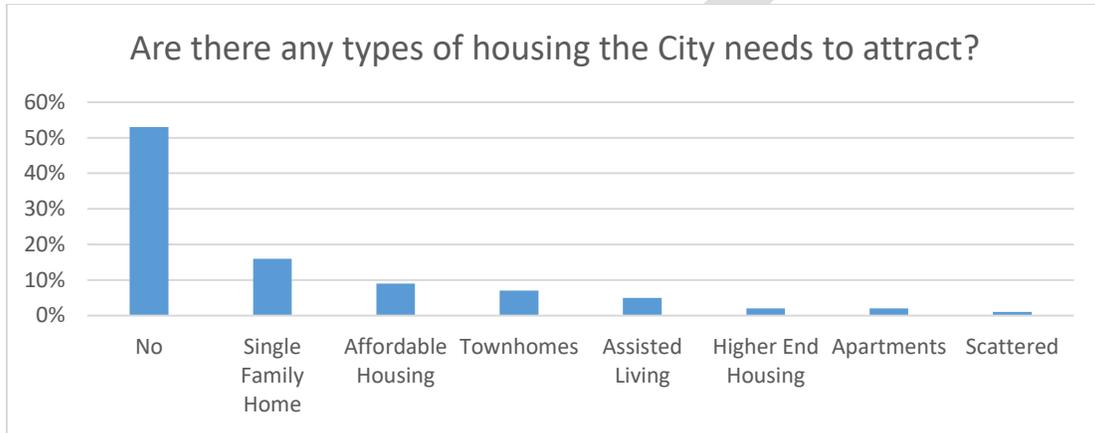
(American Planning Association's *Sustaining Places*, related to housing)

- Plan for transit-orientated development: higher density mixed-use development near public transportation, enabling residents to more easily access transit and reduce vehicle miles traveled.
- Plan for mixed land use patterns: residential and nonresidential land uses close together
- Encourage design standards appropriate to the community context
- Conserve and reuse historic resources
- Implement green building design and energy conservation
- Provide for a range of housing types: different sizes, configurations, tenures, price points, ages
- Plan for job/housing balance: Roughly equal number of jobs and housing units within an area.
- Plan for the physical, environmental, and economic improvement of at-risk, distressed, and disadvantaged neighborhoods: Support neighborhoods that are experiencing falling property values, high foreclosure rates, depopulation or physical deterioration
- Upgrade infrastructure and facilities in older areas
- Coordinate local and regional housing plan goals: Support regional affordable housing goals in local planning efforts

2013 Community Survey Results

(Related to Housing)

- Hopkins residents like the small town feel, convenient location, and the housing/neighborhood most about living in Hopkins
- “Selection of housing prices” was the third most common response in what residents report valuing most about living in the City
- The majority of respondents felt a closer connection to their neighborhood than the City as a whole.
- 7% would strongly oppose apartment development



Source: 2013 Hopkins Community Survey

Existing Housing Conditions

As of 2015, Hopkins had about 9,184 housing units, 40% of which were single family and 60% of which are multi-family. Most homes are renter occupied (66%). According to Metropolitan Council housing data, about 30% of housing units in Edina are affordable to households with incomes at or below 80% income. However, about 28% of all households in Edina experience cost-burden. This gap between affordable units and cost burdened households can indicate that there are not enough units affordable to households with moderate or lower incomes. There are 436 subsidized units currently in Edina, most of which are for seniors. These and other housing conditions are detailed in the tables below.

Table 1 – Housing Conditions		
Housing Units	Number of Units	Percent of Total
Total Housing Units	9,184	100%
– Owner Occupied	3,142	34%
– Rental	6,042	66%
Single Family Homes	3,628	40%
Multi-family Homes	5,556	60%
Publicly Subsidized		
– Senior Housing	64	0.7%
– Housing for People with Disabilities	38	0.4%
– All Other Publicly Subsidized Units	181	2%
Affordable Housing		
Housing Units affordable to households with incomes at or below 30% Area Median Income (AMI)	874	9.5%
Housing Units affordable to households with incomes between 31 and 50% Area Median Income (AMI)	1,814	20%
Housing Units affordable to households with incomes between 51 and 80% Area Median Income (AMI)	4,452	48%

Source: Metropolitan Council

Housing Link tracks affordable housing that is financed through a variety of housing programs, including HUD, MN Housing, Public Housing, USDA/RD, or Tax Credit. A list of the subsidized developments in Hopkins is included below. These nine properties have a total of 493 units – 205 affordable at 30% AMI, 118 at 50% AMI, and 82 at 60% AMI. Note that this is a lower threshold than the 80% AMI in the table above. Also note that the totals above are much higher, because they include “naturally occurring” (i.e. unsubsidized) affordable units.

Table 2 – Current Affordable Housing Developments		
Name	Number of Units	Number Affordable Units
Sonoma Apartments	24	24
CIP Hopkins	4	4
Crown Ridge Apartments	63	40

Tower Terrace Townhomes	32	32
Hopkins Village	161	152
The Renaissance/Raspberry Ridge	101	101
Dow Towers	76	76
Fraser Hopkins Court	15	14
Oxford Village	51	50
TOTAL	527	493

Source: Housing Link

A. Housing Units

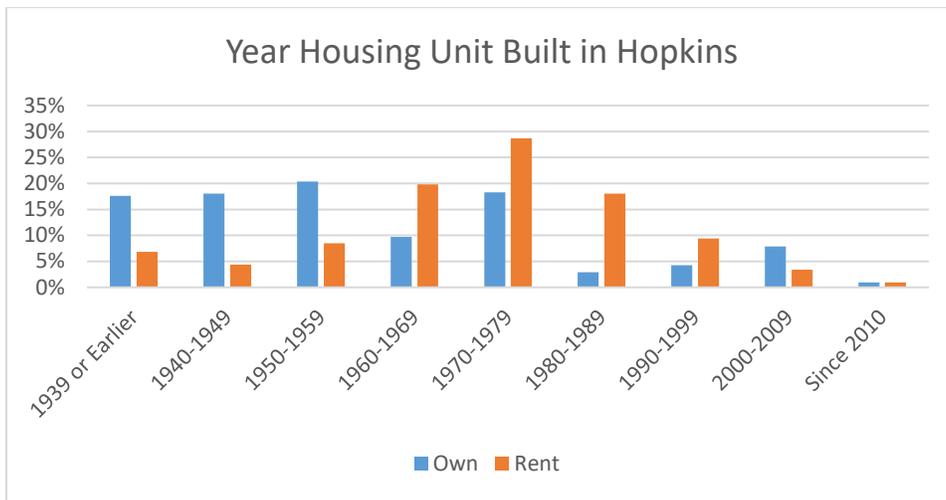
The most common housing unit types in Hopkins are detached, single family homes and 50+ unit multifamily housing. Smaller multifamily housing options, like duplexes, triplexes, and quadplexes, have decreased since 2000, and the proportion of owner occupancy households has also decreased since 2000 while renter occupancy households have increased.

Currently, about 66% of the housing stock in Hopkins is rental. This is up moderately from 61% in 2000, reflecting a rebalancing in the proportions of housing stock. *(NOTE: Numbers show a substantial drop in owner occupied residences between 2010 and 2015 – need to confirm if this makes sense, or is due to statistical error.)*

Table 3 - Housing Type by Tenure									
	2000			2010			2015		
	Percent of Total Stock	Owned	Rented	Percent of Total Stock	Owned	Rented	Percent of Total Stock	Owned	Rented
1, detached	30%	2,357	126	32%	2,373	331	30%	2,085	303
1, attached	10%	391	392	10%	376	438	8%	216	437
2	4%	53	276	2%	62	133	1%	13	88
3 to 4	2%	27	142	3%	27	189	3%	7	241
5 to 9	9%	264	467	9%	393	362	9%	268	443
10 to 19	7%	15	531	7%	48	512	7%	39	550
20 to 49	11%	53	887	13%	85	1,028	16%	34	1,229
50 +	27%	8	2,245	24%	28	2,006	25%	44	1,931
Mobile Home	0%	0	0	0%	0	36	0%	0	0
Total	8,234	3,168	5,066	8,427	3,392	5,035	7,928	2,706	5,222

Source: US Census Bureau, American Community Survey

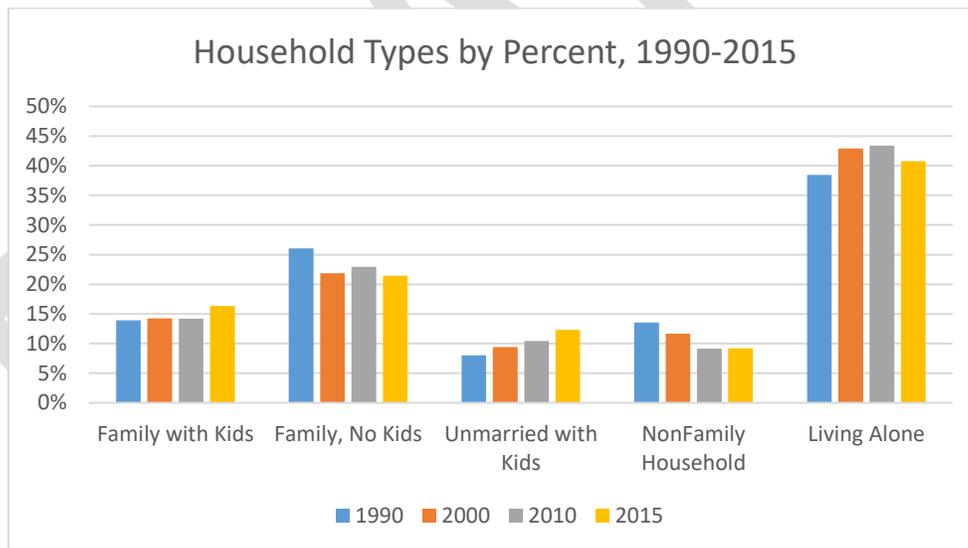
There has been fairly little housing development in Hopkins since 1990. 66% of Hopkins owner housing units are over 50 years old, which is higher than Hennepin County (53%). Most of Hopkins's rental units were built between 1960 and 1989, which is similar to Hennepin County counts. As units continue to age, maintenance or redevelopment will need to be considered to preserve the quality and value of Hopkins neighborhoods and housing stock.



Source: US Census Bureau, American Community Survey

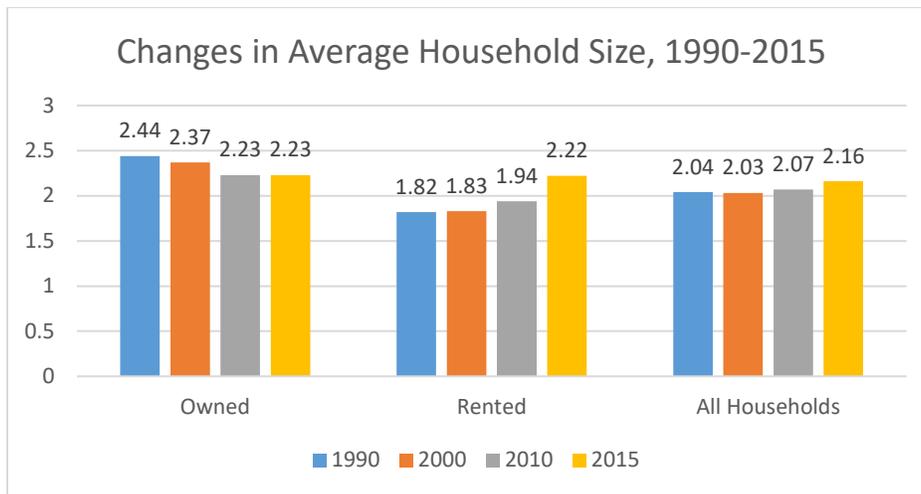
B. Households and Householders

Household types have also slightly shifted in Hopkins since 1990. The most prominent household type is still residents living alone, but the percentage of families with kids and unmarried households with kids has increased. This trend of more families with kids runs counter to trends seen at both the regional and national level. At the same time, there has been a decrease in both nonfamily households and family households with no kids (couples).



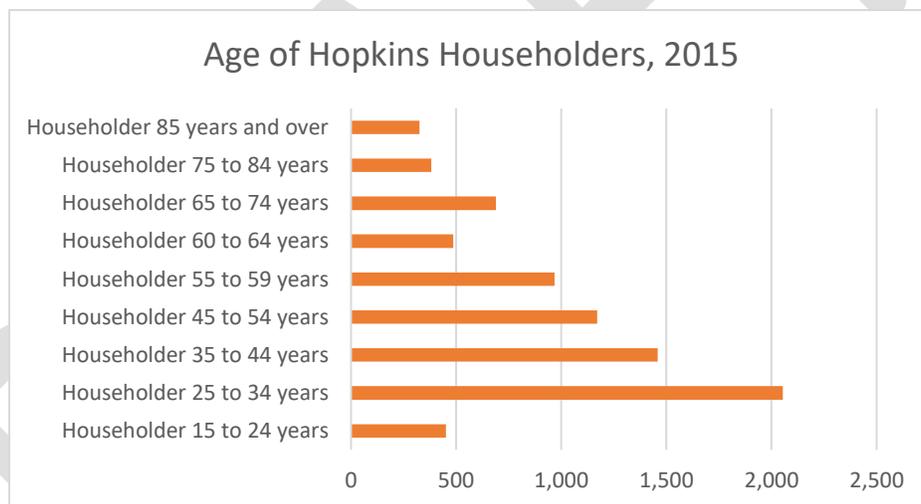
Source: US Census Bureau, American Community Survey

Since 1990, the average household size for owned housing units has decreased while the average household size for rented units has increased. In 2015, the average household size for both rental and owned units was 2.2 persons. The decrease in average owner household size may be a reflection of the empty-nest Baby Boomer population in single family homes. The slight uptick in average household size is also counter to regional and national trends, which show steady decreases in average household size.



Source: US Census Bureau, American Community Survey

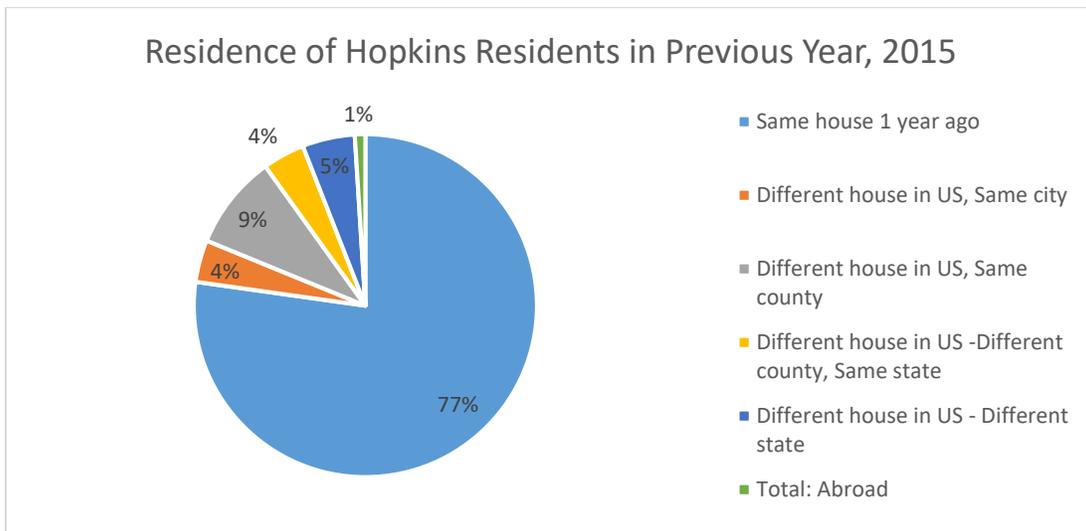
About 25% of the City’s householders are between age 25 and 34, the majority of these households being renter households. This demographic was also the largest portion of Hopkins households in 2000 and 2010. Householders age 60-64 has been the fastest growing segment of householders since 2000, which aligns with the aging Baby Boomer population.



Source: US Census Bureau, American Community Survey

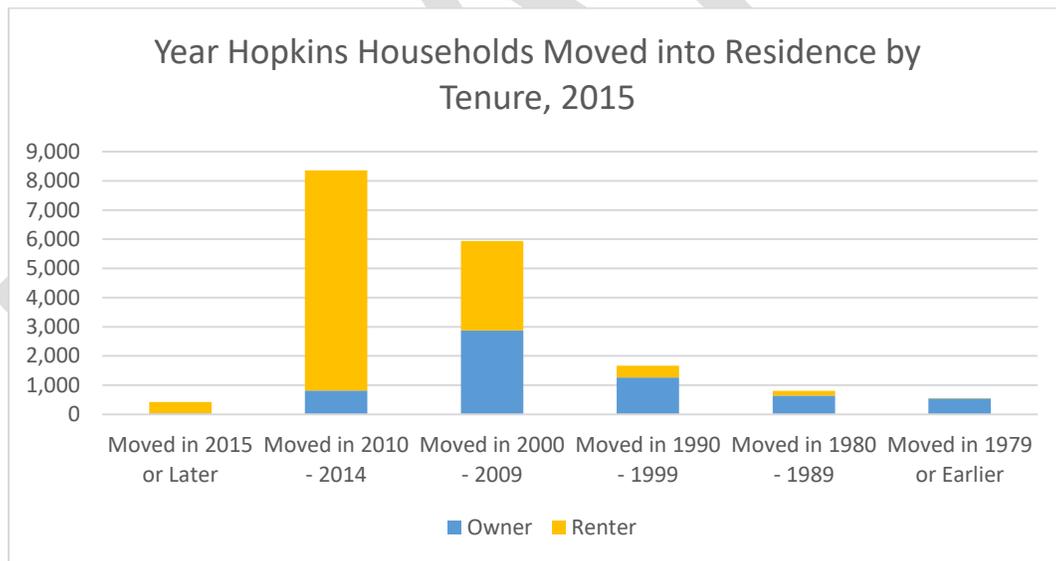
C. Hopkins Residency

Due to changes in data collection, data on residency and mobility from the 2000 census cannot be compared with 2010 and 2015 ACS data. The majority of Hopkins residents did not move between 2014 and 2015. About 4% of residents who moved did so within the City. Most residents moving into the City do so from other areas in Hennepin County.



Source: US Census Bureau, American Community Survey

In 2010, the American Community Survey started collecting data on intra-city moves; in 2010, about 6% of new households moved within Hopkins, which decreased slightly to 4% in 2015. These percentages are similar to Hennepin County averages for intra-city moves. Nearly 50% of Hopkins households moved into their current households between 2010 and 2014. 65% of renter households moved into their current house between 2010 and 2014 while almost 50% of owner households moved into their current house between 2000 and 2009. Most households moving into Hopkins do so from other Hennepin County cities.



Source: US Census Bureau, American Community Survey

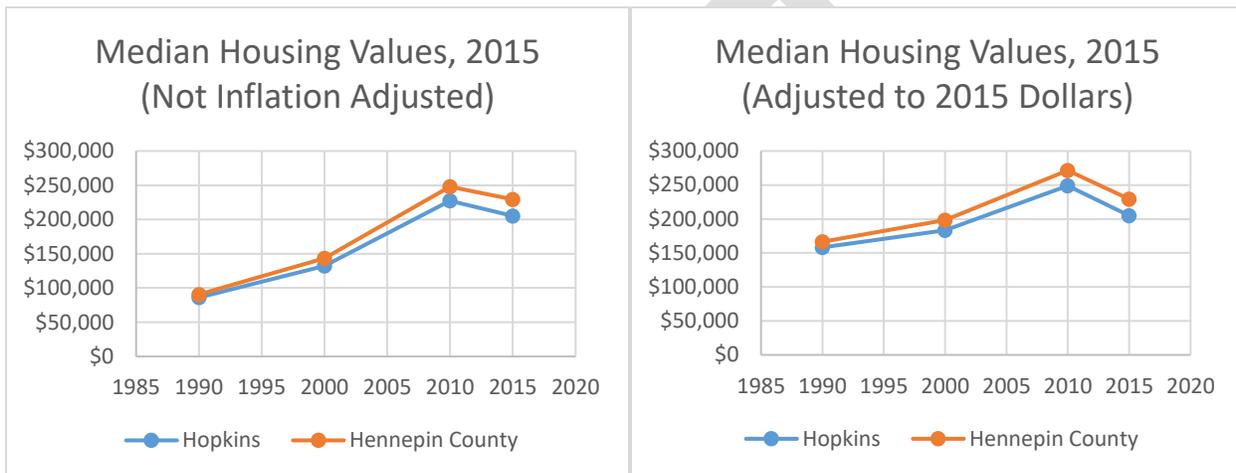
Nearly 50% of Hopkins households moved into their current households between 2010 and 2014. 65% of renter households moved into their current house between 2010 and 2014 while almost 50% of owner households moved into their current house between 2000 and 2009. Newer residents in Hopkins are more likely to rent than own, tend to be younger, and are more racially and ethnically diverse.

Table 4 – Year Hopkins Households Moved into Residence					
Moved in 2015 or Later	Moved in 2010 - 2014	Moved in 2000 - 2009	Moved in 1990 - 1999	Moved in 1980 - 1989	Moved in 1979 or Earlier
2%	47%	33%	9%	5%	3%

Source: US Census Bureau, American Community Survey

D. Housing Values

In 2015, the median housing values for owner occupied housing units was \$205,000. This is lower than the median housing value for Hennepin County. This value is also a 10% decrease from 2010 median housing values. However, when adjusted for inflation, this decrease in value is an 18% decrease. Similar decreases (both inflation adjusted and unadjusted) are seen on a County level as well, suggesting the difference in housing values is due to larger market or economic trends.

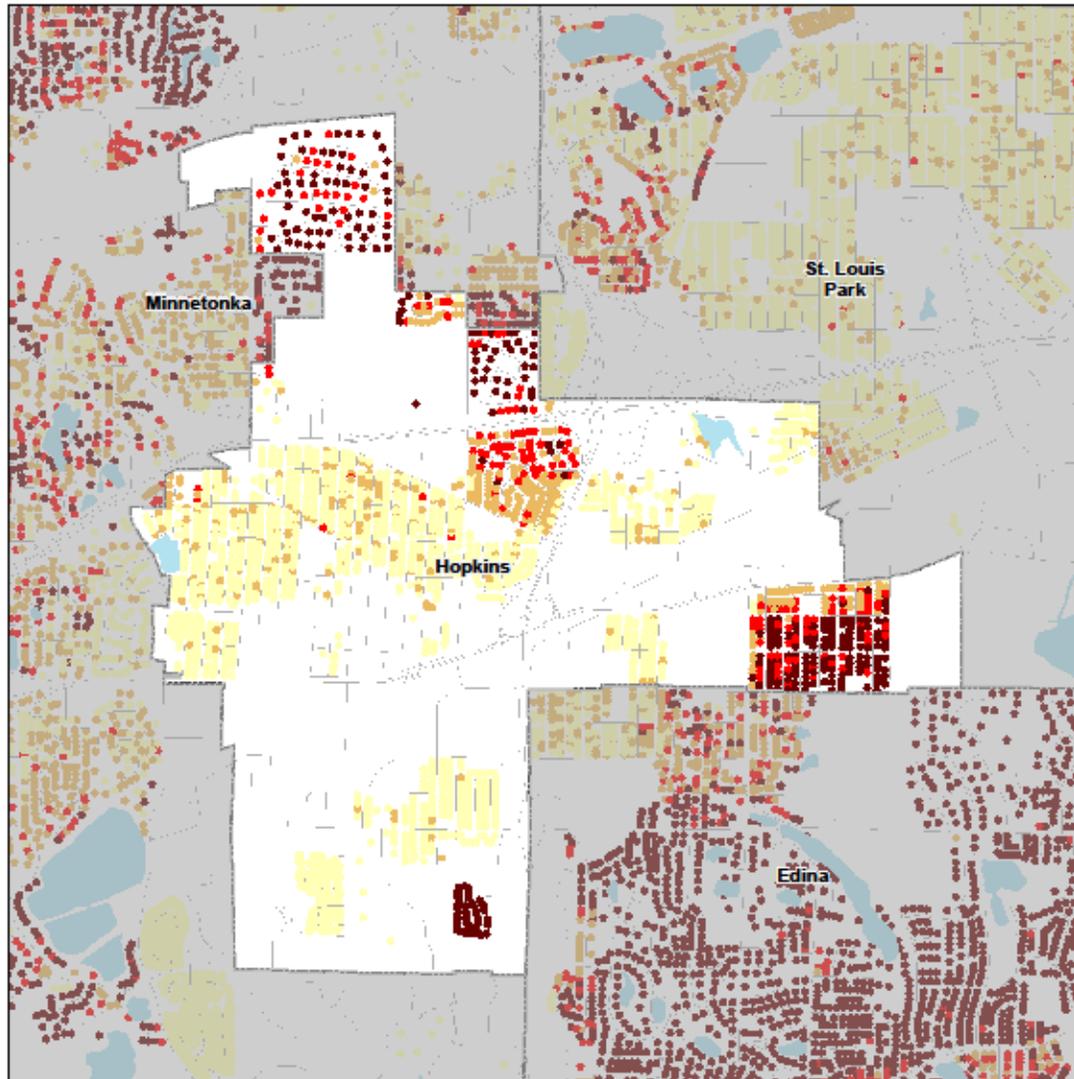


Source: US Census Bureau, American Community Survey

Map: Owner Occupied Units by Value

Source: Metropolitan Council

**Owner-Occupied Housing by Estimated Market Value
Hopkins**

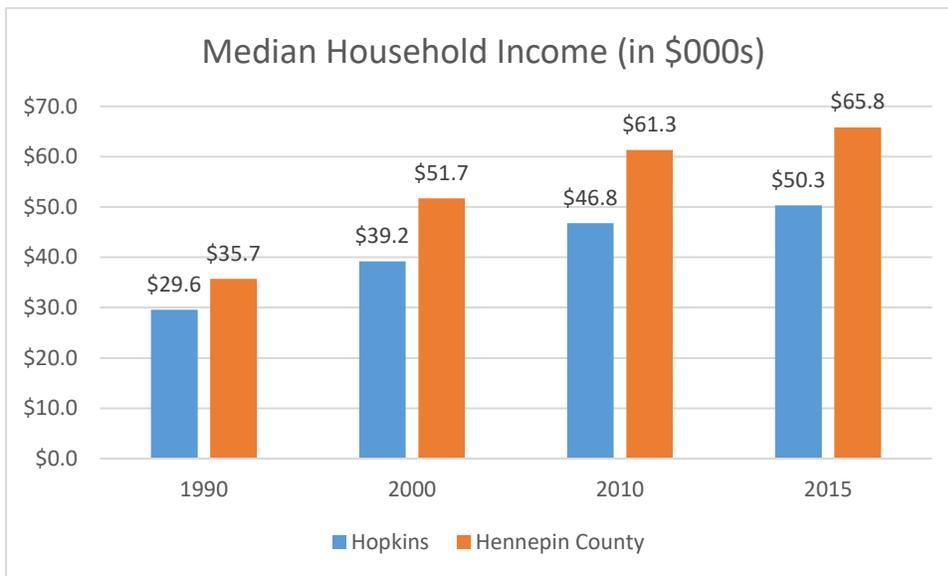


County Boundaries	Owner-Occupied Housing Estimated Market Value, 2015	1 Inch = 0.4773 miles
City and Township Boundaries	\$238,500 or Less	
Lakes and Major Rivers	\$238,501 to \$350,000	
Street Centerlines	\$300,001 to \$450,000	
	Over \$450,000	

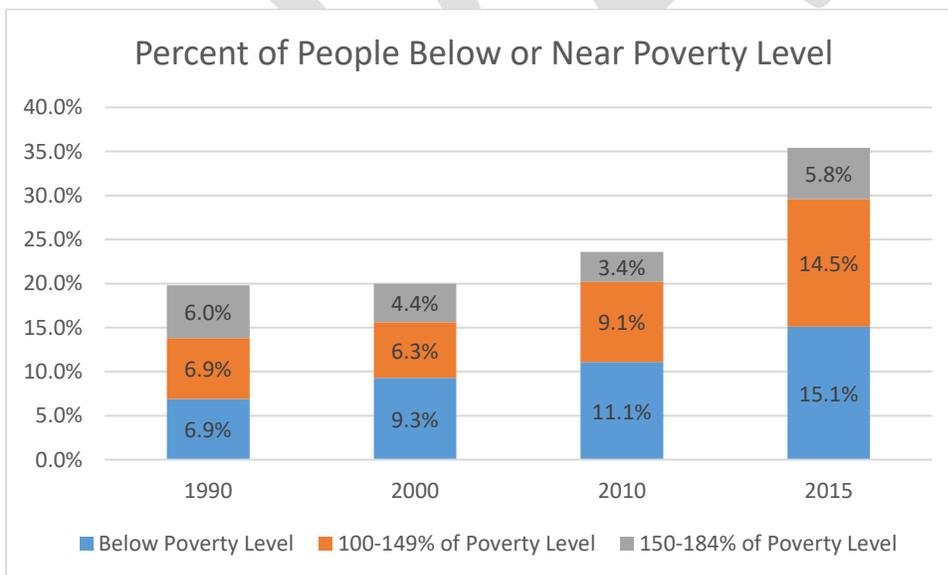
Source: MetroGIS Regional Parcel Dataset, 2015 estimated market values for taxes payable in 2016.
Note: Estimated Market Value includes only homesteaded units with a building on the parcel.

Household Income and Poverty

In addition to housing values, household income is a determining factor in housing affordability. Median income in Hopkins, while steadily increasing since 1990, has remained lower than countywide averages.

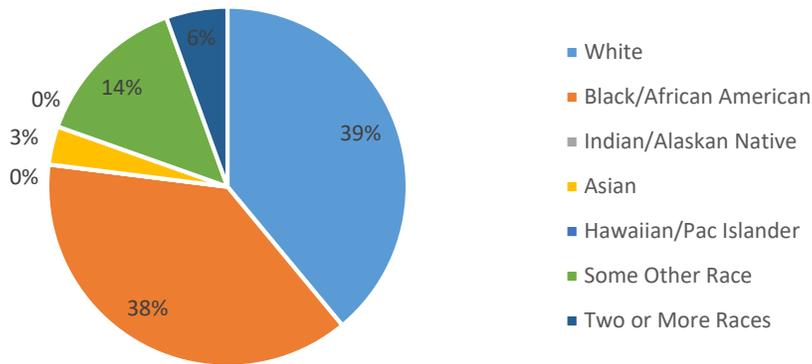


At the same time, the percentage of Hopkins residents in poverty has also increased, as well as the percentage near the poverty line, as shown in the chart below. Compared with Hennepin County, this percentage has fluctuated – sometimes above County averages and sometimes below. As of 2015, Hennepin County’s poverty rate was 12.5%, slightly lower than Hopkins’ rate.



There are some distinct racial disparities in terms of poverty. While 60% of the population overall is white, only 39% of the population in poverty is white.

Hopkins Residents Below the Poverty Level by Race, 2015



Housing (and Transportation) Affordability

The Housing and Affordability Index (<https://htaindex.cnt.org/>) strives to provide a more comprehensive picture of affordability and access in communities. Shown in Table 5, Hopkins has one of the highest job access score among neighboring and comparable communities, meaning residents have high access to a variety of jobs. The City also has the highest compact neighborhood score, meaning neighborhoods are denser and walkable compared to neighboring and comparable communities. The City’s transit access score is average compared to neighboring and comparable communities, offering moderate access to public transportation. Table 6 compares Hopkins to the 7-County Metro average scores.

Table 5 - Housing and Affordability Index Scores

H+T Scores (Out of 10)	Hopkins	Edina	St. Louis Park	Richfield	Maplewood
Job Access Score	6.1	4.6	6.5	4.8	5.9
Transit Access Score	4.9	3.9	5.2	7.2	3.3
Compact Neighborhood Score	7.6	5.7	6.8	6.5	5.6

Source: Housing and Affordability Index

Table 6 - Hopkins Comparison to Metro Area

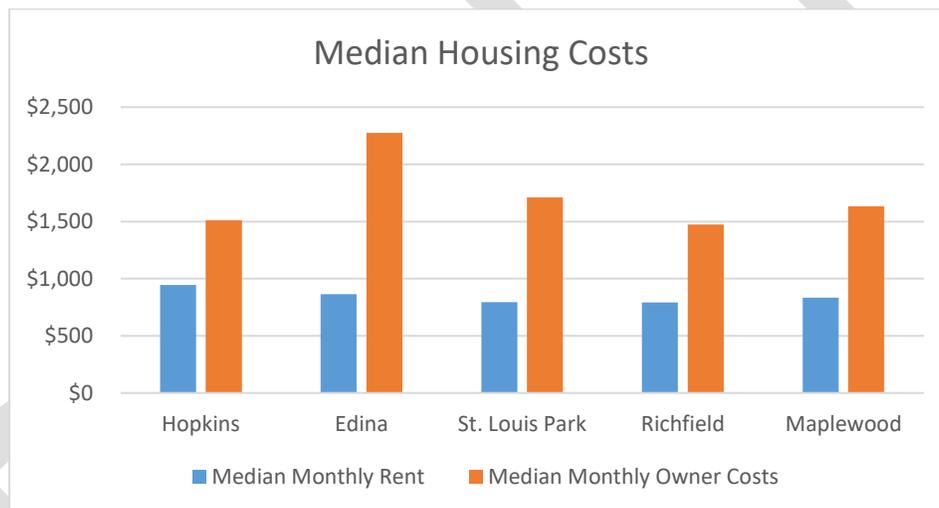
H+T Scores	Hopkins	7-County Metro
Housing + Transportation Costs as % of Income	39%	47%
Job Access Score (10=best)	6.1	5.8
Transit Access Score (10=best)	4.9	3.5
Compact Neighborhood Score (10=best)	7.6	2.6
Annual Vehicle Miles Traveled/Household	18,424	21,163

Source: Housing and Affordability Index

Hopkins has the lowest housing and transportation costs compared to neighboring and comparable communities, shown in Table 6. Interestingly, Hopkins has the highest median monthly rent and one of the lowest median monthly owner costs. This means there is little difference between the 2 types of housing costs (about \$560 dollars), compared to larger housing cost differences seen in other cities.

Table 7 - Housing and Transportation Costs in Neighboring and Comparable Communities					
Average Costs as a Percent of Income	Hopkins	Edina	St. Louis Park	Richfield	Maplewood
Average Housing Cost	22%	38%	26%	24%	26%
Average Transportation Cost	17%	19%	18%	18%	19%
Total Average H+T Costs	39%	57%	44%	42%	45%
Average Transportation Cost	\$11,609	\$12,486	\$11,929	\$12,025	\$12,792
Median Monthly Rent	\$945	\$864	\$794	\$792	\$833
Median Monthly Owner Cost	\$1,509	\$2,276	\$1,709	\$1,473	\$1,632

Source: Housing and Affordability Index



Source: Housing and Affordability Index

Over 75% of homes in Hopkins are affordable to households with incomes below 80% AMI. However, about 31% of households in Hopkins are cost burdened, the majority of which make 30% or less of AMI. There are 283 publicly subsidized units in Hopkins, totaling about 3% of the City’s housing units.

Table 8 - Households Experiencing Cost Burden	
Existing households experiencing housing cost burden with incomes below 30% AMI	1,477
Existing households experiencing housing cost burden with incomes between 31 and 50% AMI	846
Existing households experiencing housing cost burden with incomes between 51 and 80% AMI	567

Source: Metropolitan Council

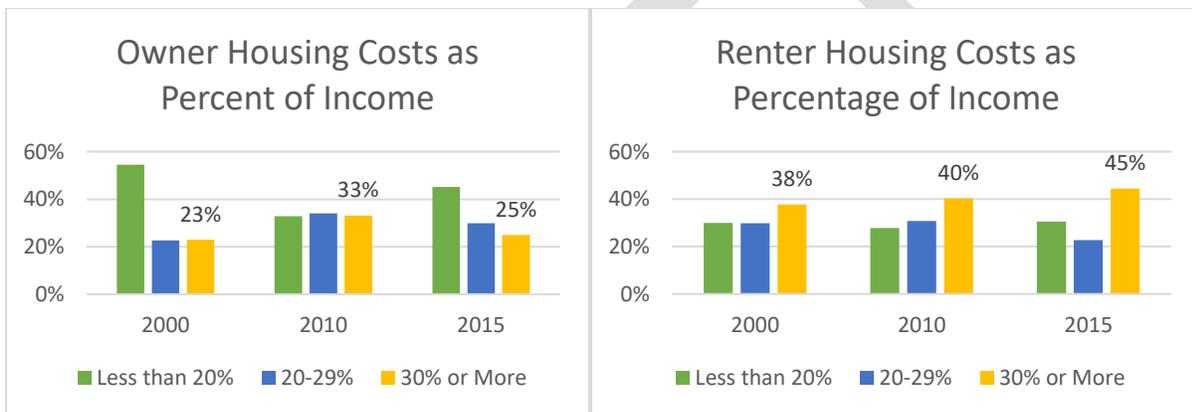
Housing is considered affordable when it consumes no more than 30% of gross household income. Families spending more than 30 percent of their income on housing may have difficulty affording basic

needs like food or clothing, or handling unanticipated medical or financial expenses. For renter households, cost burden typically occurs when households spend 50% or more of income on housing.

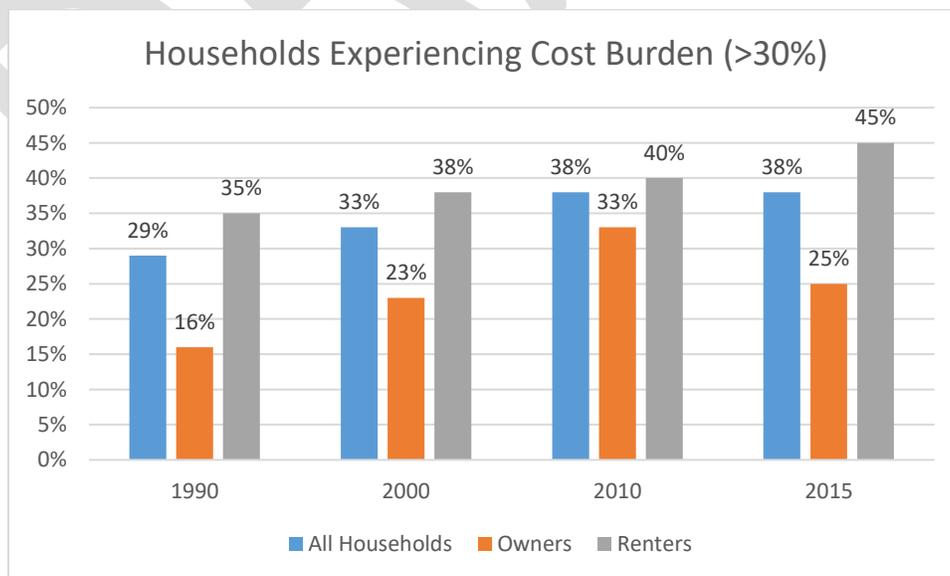
Housing cost burden has fluctuated for homeowners between 1990 and 2015 and has become a concern particularly for renters. Owner housing cost burdens in 2015 for Hopkins and Hennepin County were similar to cost burden rates in 2000, about 23% of owner households – decreasing from a slight increase in 2010 likely due to the Great Recession. Hopkins has a slightly higher owner cost burden rate than Hennepin County and the Twin Cities Region. On the other hand, Hopkins has slightly lower rental housing cost burden than both the County and the region. Rental housing cost burden has increased 21% since 2000 in Hopkins, from 38% of renter households to 45%.

Table 9 - Housing Cost Burden, 2015			
	Hopkins	Hennepin County	Twin Cities Region
Cost Burden Owners	25%	23%	23%
Cost Burden Renters	45%	46%	49%

Source: Metropolitan Council



Source: Metropolitan Council



Source: Metropolitan Council

A. Affordable Housing Allocation

The Affordable Housing Allocation reflects the region’s forecasted population that will need affordable housing. According to the Metropolitan Council’s affordable housing allocation, Hopkins’s share of affordable housing need is 197 units, noted in Table 10.

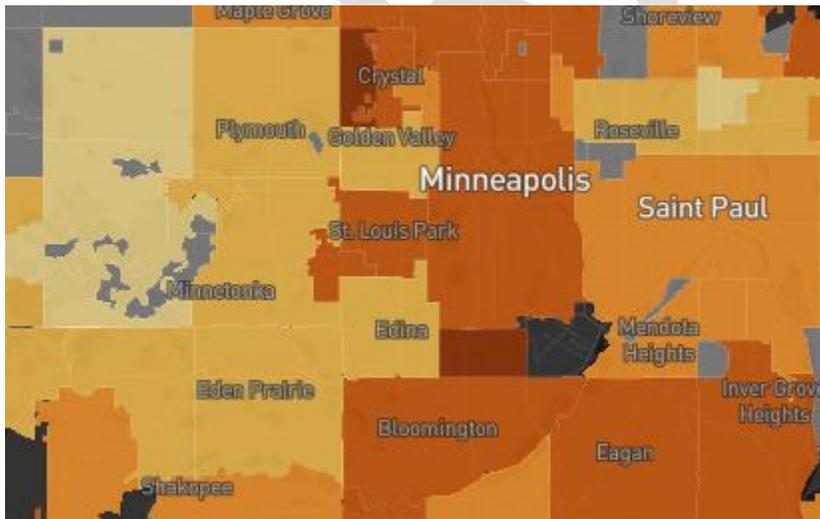
At or below 30 AMI	90
From 31 to 50 AMI	51
From 51 to 80 AMI	56
Total Number	197

Source: Metropolitan Council

Housing Market Conditions

The Star Tribune prepared a housing market analysis for 2016, comparing all communities in the 7 County metro that had 100 or more sales. This index and comparison were based on the average price per square foot, average number of days on the market, percent of the list price received by the seller, and the share of all distressed sales (foreclosure and short sale).

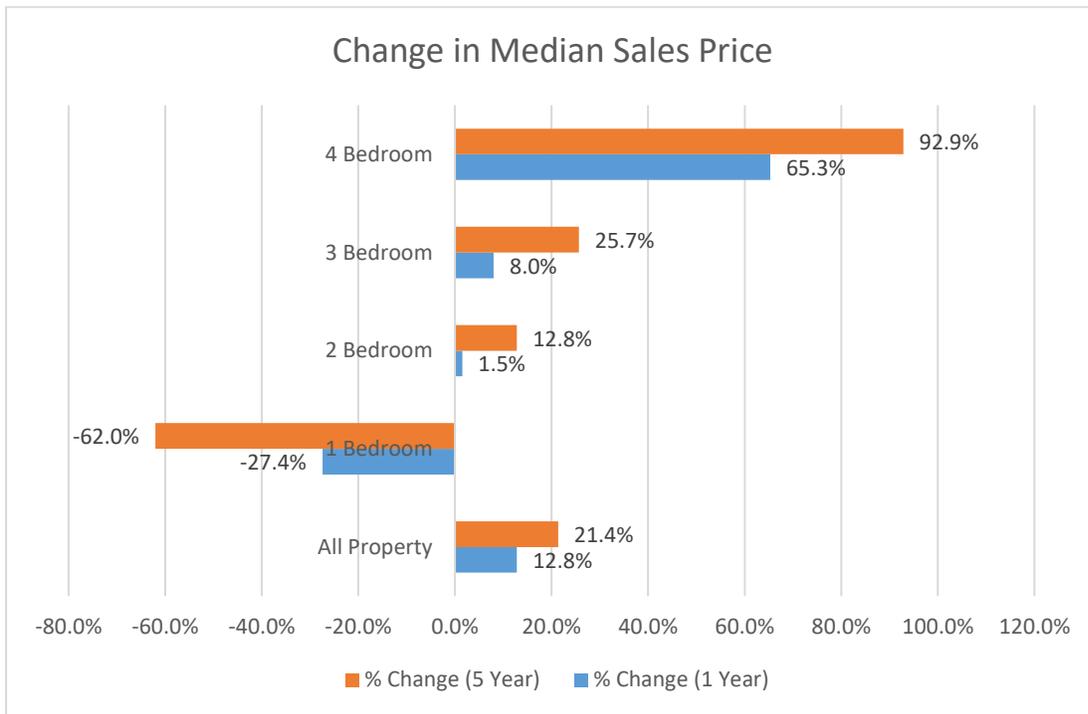
Using these metrics, Hopkins’ housing market is “hotter” than a number of neighboring communities, including St. Louis Park, Golden Valley, Minnetonka, Edina, and Eden Prairie. This reflects (1) steady increases in price per square foot, leading to fewer distressed sales (+18% increase in value/square foot in 2016 from previous 4-year average), (2) relatively short time on the market (averaging 51 days), and (3) high likelihood of selling close to asking price (averaging 98% of original price). Similar status was held by various other developed suburbs, including Richfield (which ranked highest), Crystal, Bloomington, and Fridley. This indicates a high level of demand for housing in these areas relative to supply. It’s notable that there was less demand shown in suburbs with higher overall costs of housing – likely related to the fact that there were fewer homebuyers shopping at those price points.



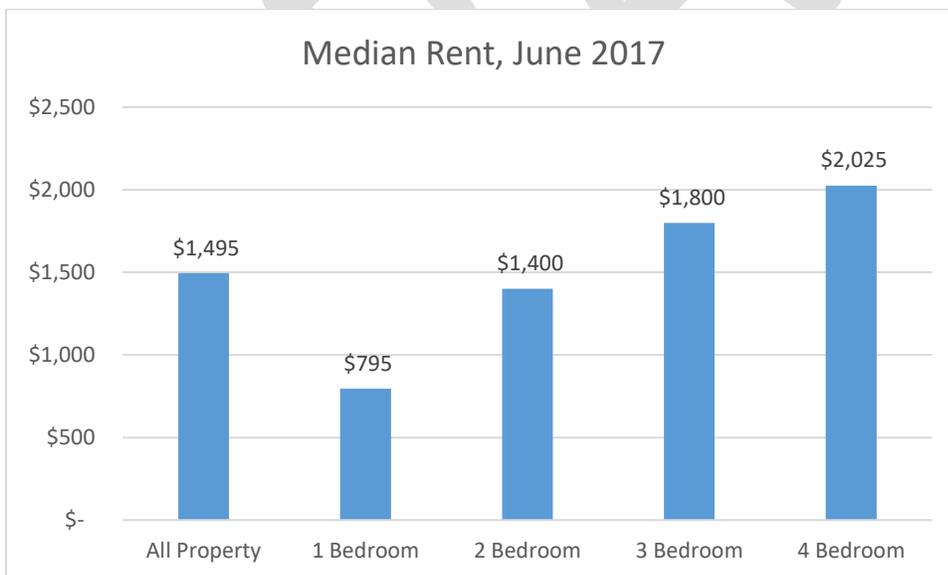
Source: Star Tribune

Trulia.com provides more detailed housing market data for both median home sale price and median rent. Overall, median home sale prices have increased 21% since 2012. The biggest increases over the past 5 years have been in 4 bedroom homes. Part of this may be driven by declines in overall inventory of sales available for sale – which have not gone back up to pre-recession levels despite increasing demand. One

counter trend is one bedroom homes which have decreased 62% in median sale price from levels in 2012. Median rent has increased a slight 2% over the past year, on average. In April 2017, the most recent month detailed data is available for, the median rent for all units was \$1,495. This includes both apartment and single family home rentals.

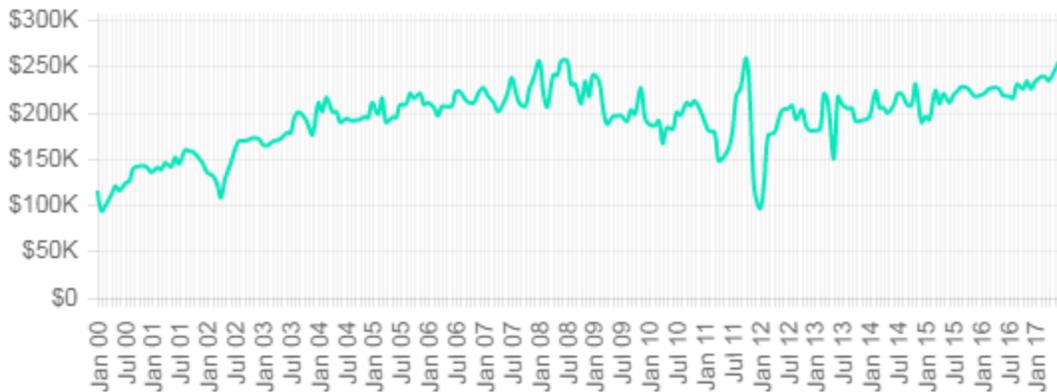


Source: Trulia



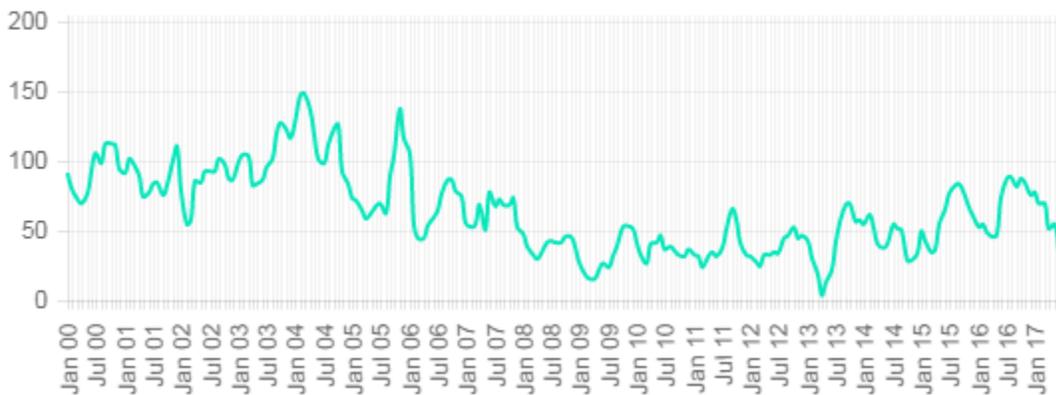
Source: Trulia

Median Sales Price



Source: Trulia

Number of Sales



Source: Trulia

Projected Housing Needs

With an older housing stock than the County average, rehabilitation will be an important part of City housing goals. Efforts will need to focus on programs and initiatives that encourage the maintenance and upkeep of the housing stock. The City may need to find creative ways to encourage homeowners and landlords to conduct in improvements.

Most of Hopkins' new housing will be attributable to redevelopment. There are limited locations in the community where it may be appropriate to allow and encourage housing redevelopment. In these locations, the City has indicated its land use intentions through the Land Use Plan and the zoning regulations. In the future, however, the opportunities for additional housing may be expanded. In most cases, future housing construction is expected to be the outcome of private market actions. On a case-by-case basis, Hopkins will consider financial participation in housing redevelopment projects when projects provide demonstrable public benefits consistent with the Comprehensive Plan and city redevelopment policies.

The planned Southwest LRT line and planned station areas have the most potential for change, including the potential for more housing or mixed-use development. In 2014, Marquette Advisors conducted a housing study for the SWLRT corridor to detail current conditions and project housing needs once the line opens. The recommended new residential development for the 3 LRT stations located in Hopkins are detailed in Tables 11, 12, and 13. In total, the study recommends 1,244 new housing units in the Blake Station area, 680 new units in the Downtown Hopkins Station area, and 500 new units in the Shady Oak Station area. It is anticipated the demand for these units will be split between short term (demand within the next 5 years) and long term (demand extending beyond 10 years). The City has already taken steps to incorporate new residential development as part of station area plans and initial construction, which will work towards meeting the anticipated initial demand.

Table 11 – Total Recommended New Housing Units			
	Rental	Owner	Total
Blake Road	1,140	104	1,244
Downtown Hopkins	630	50	680
Shady Oak	500	0	500
Total Units	1,703	154	2,424

Source: Marquette Advisors

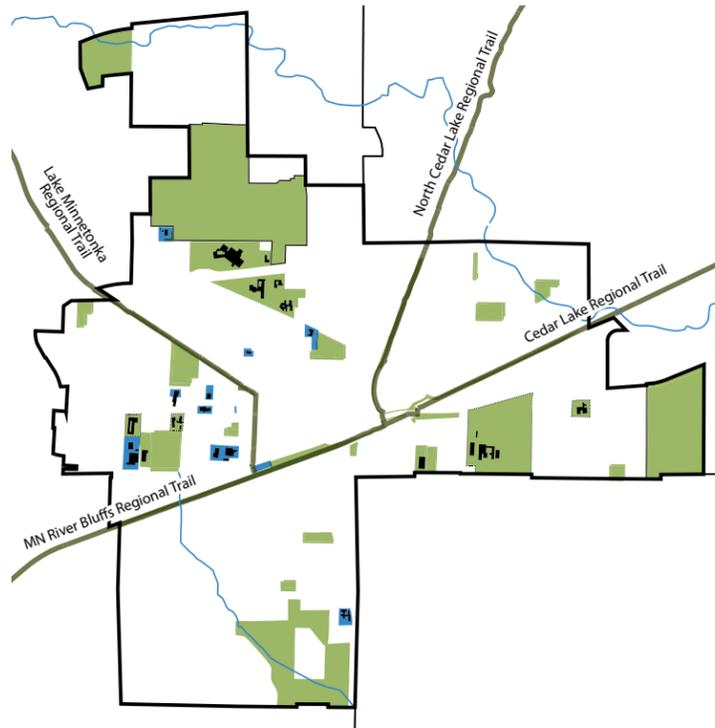
Table 12 - Recommended New Rental Development by Housing Type						
	0-30% AMI	30-60% AMI	60-80% AMI	80-100% AMI	100% AMI or More	Total
Blake Road	45	45	40	40	970	1,140
Downtown Hopkins	0	0	110	11	410	630
Shady Oak	0	0	75	75	350	500

Source: Marquette Advisors

Table 13 - Recommended New Ownership Development by Housing Type				
	Entry Level	Mid-Market	High-End	Total
Blake Road	40	40	24	104
Downtown Hopkins	25	25	0	50
Shady Oak	0	0	0	0

Source: Marquette Advisors

X Ray Diagrams

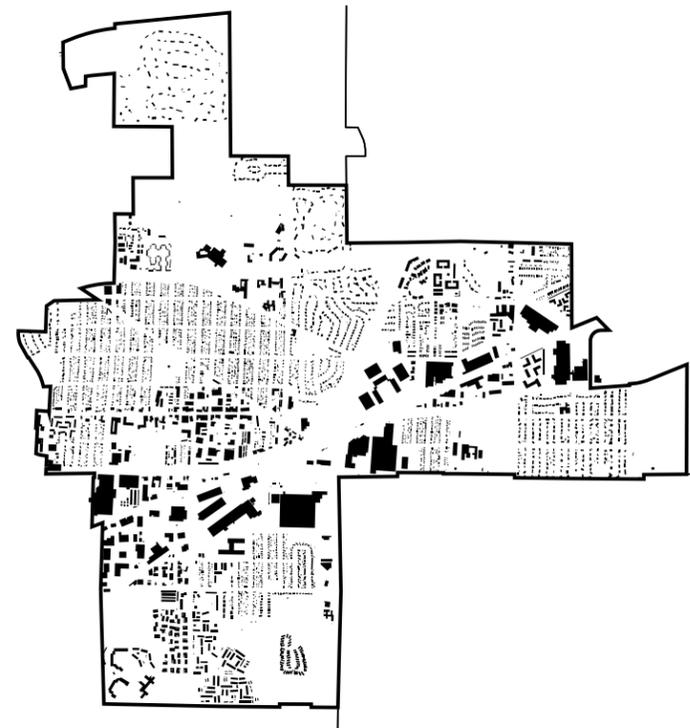


Civic Infrastructure: Parks, Open Spaces, Trails, Schools and Civic Buildings

Hopkins has a wealth of open spaces and recreational opportunities within the city limits and just beyond it. Three regional trails come together in the middle of the City offering access to the regional system. Several neighborhood parks are within walking distance of most, though not all, homes.

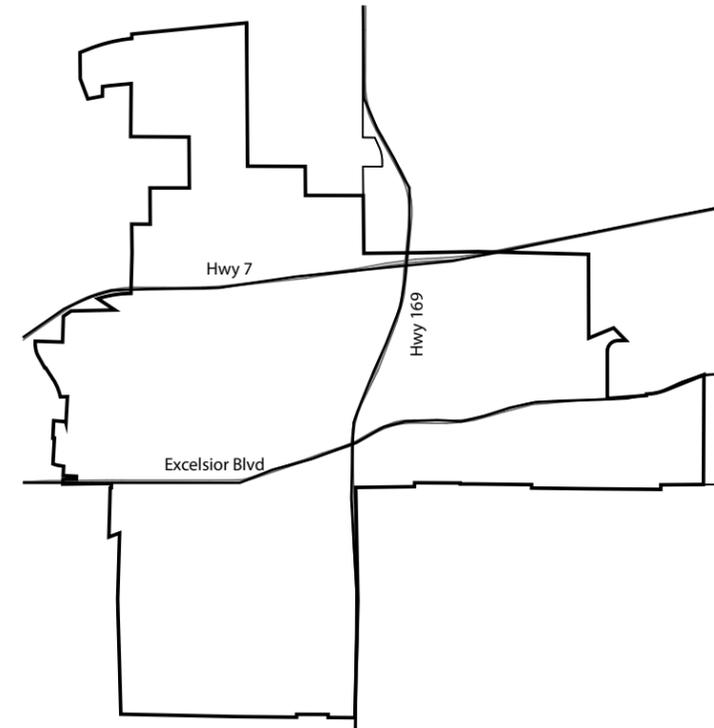
Considerations:

- Are all neighborhoods adequately served with the full range of parks and recreational services
- Can / should Hopkins create partnerships with Blake and other private institutions?
- Nine Mile Creek is piped through much of the City. Can it be day lit and an amenity for the City
- Surrounding cities have impressive community centers? Should Hopkins have a similarly impressive community center or should the City define it differently?



Building Footprints:

Reflecting its variety of land uses, building footprints range from small single family homes to large industrial / distribution footprints. Residential buildings are all tightly spaced. In “The Avenues” and “Interlachen” they tend to reinforce the pattern of the blocks, however in other parts of the City, buildings are less regularly ordered and do not reinforce the underlying lock pattern.

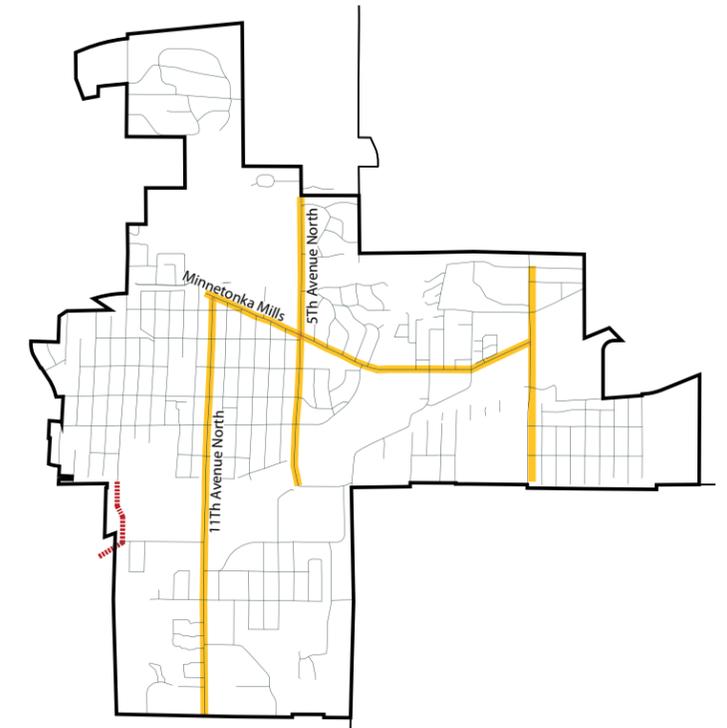


Arterials and Highways

Through Hopkins was settled along the rail line, much of its form is a result of the regional roads that cross cross the City and connect it to the Region. Hwy 169, running north/south is a key connector to 394 and 494 and all the jobs and retail opportunities along those corridors. Excelsior and Hwy 7 run east/west connecting Hopkins to Minneapolis Edina and Saint Louis Park.

Considerations

- Hwy 169 is a key north south regional route; How can Hopkins support greater north/south transit
- Can any of the arterials can be narrowed, calmed, bridged or otherwise made more humane.
- Hwy 7 separates The Avenues from a school campus. Is this a good location for a grade separated connection?
- How can the arterials, that carry people through and to Hopkins, be a better front door?



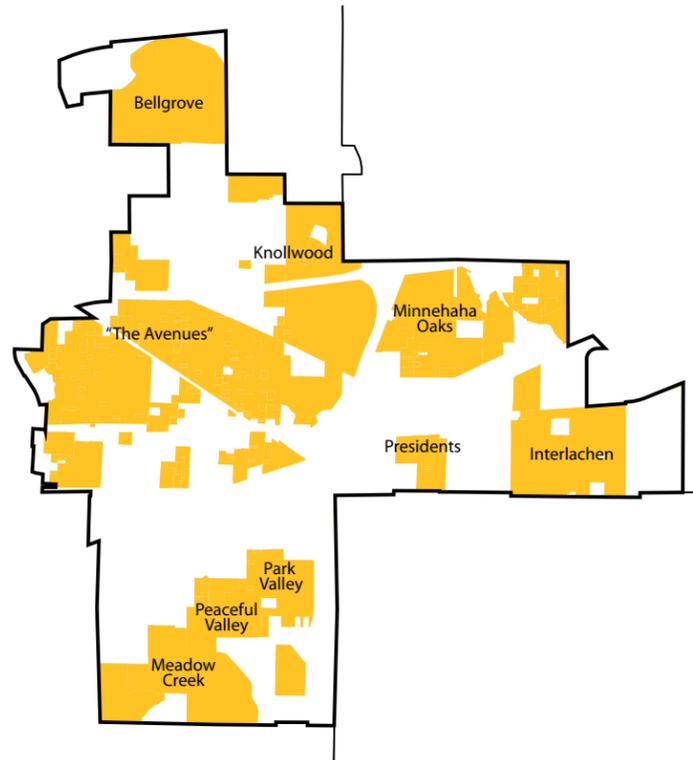
Local Streets

The local streets in Hopkins indicate where the community is well connected and where it is not. “The Avenues”, “Interlachen” and “Park Valley” are characterized with a regular grid of streets that form blocks with buildings oriented primarily to the east and west. Other parts of the City are characterized by street systems that adhere to building patterns of larger developments.

Considerations:

- Hopkins relies heavily on 5th Ave, 11th Ave and Minnetonka Mills Rd for connections between sectors of the City. How can these connections be enhanced and improved?
- Are there important street connections that are missing or severed that should be created or reconnected.

X Ray Diagrams

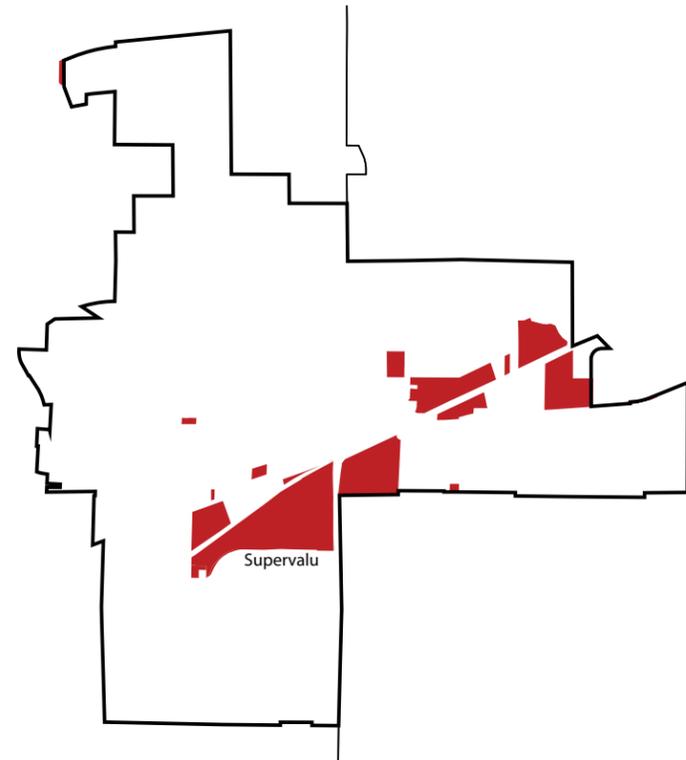


Residential Patterns

Residential Land Uses are approximately 50% of the land in Hopkins. The residential land is divided into several contiguous areas; some of which are centered on a park or a school. The contiguous areas are separated from each other, by arterials, rail lines and commercial land uses. Some neighborhoods have strong identities and well known even beyond Hopkins. Others are more insular and are individual developments or complexes, not full neighborhoods.

Considerations

- Hopkins has a variety of different types of neighborhoods - what are the baseline qualities for stable neighborhoods?
- Where should Hopkins add population and new housing?



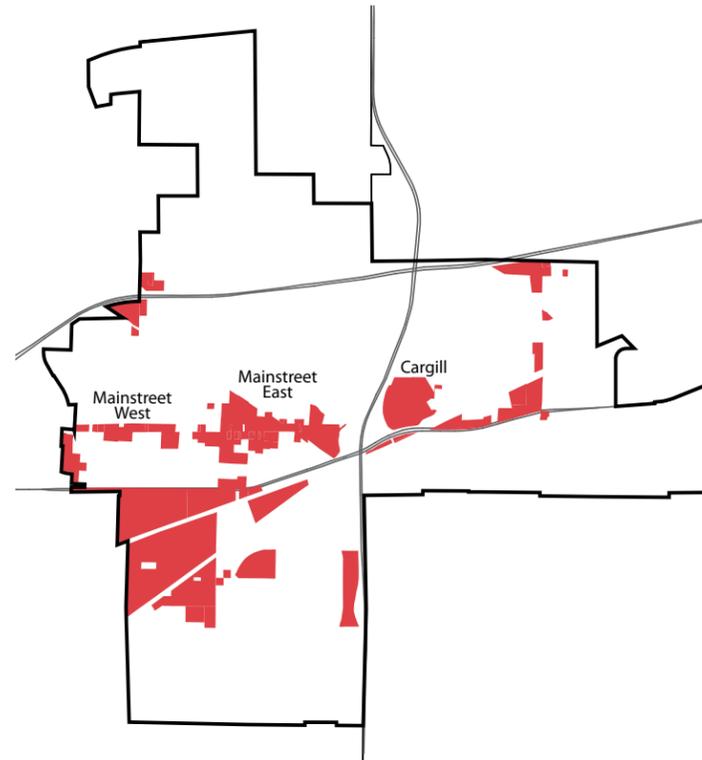
Industrial / Distribution land Uses

Industrial land uses are focused along the rail line where properties also have excellent access to regional roadways. Over time the nature of the industrial uses have changed, however many of them still rely on truck access and distribution.

Supervalu, is a large landholder and employer in Hopkins. Their site at 169 and Excelsior is a major distribution facility.

Considerations

- What is the future of industrial / distribution uses? With regional changes in transportation and global changes in the economy, Is Hopkins well positioned to maintain these businesses in the future. Should the City facilitate any infrastructure changes that ensure these properties and businesses remain competitive.
- Are there opportunities to improve the environmental / stormwater contributions from large land holders?
- Are there any specific / general sub sectors of industry that Hopkins can nurture and capitalize on.
- What can Hopkins do to nurture an entrepreneurial environment for existing and new businesses?

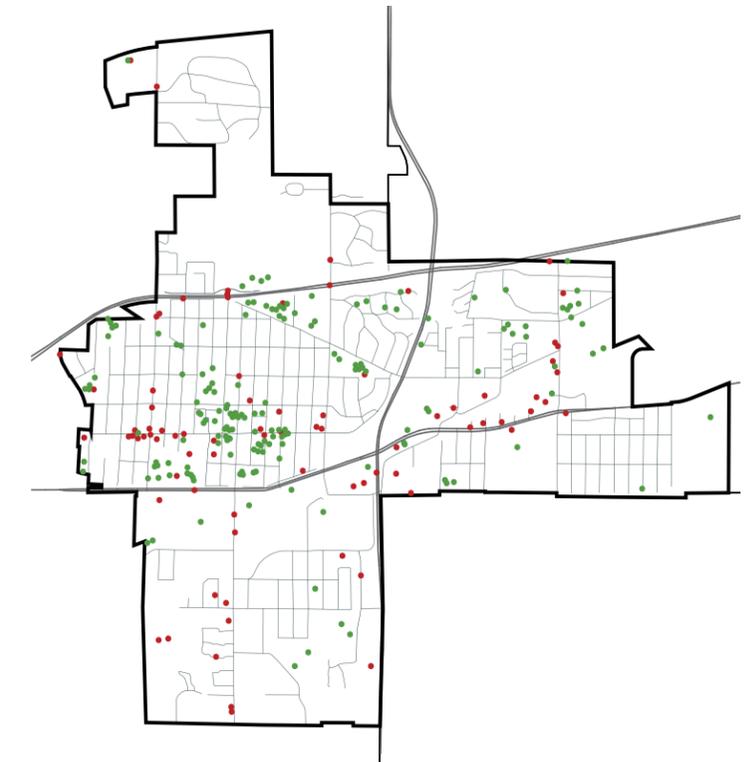


Retail, Commercial and Office Uses

This category of land use represents the majority of the employment in Hopkins. These land uses include retail, office, research and development, or other similar non-residential uses. They exist in a variety of locations and forms - ranging from corporate headquarters to Main Street offices to retail along the arterials. Some of the commercial uses, such as those south of Excelsior appear more industrial because they appear to have low employment and appear to generate truck traffic.

Considerations

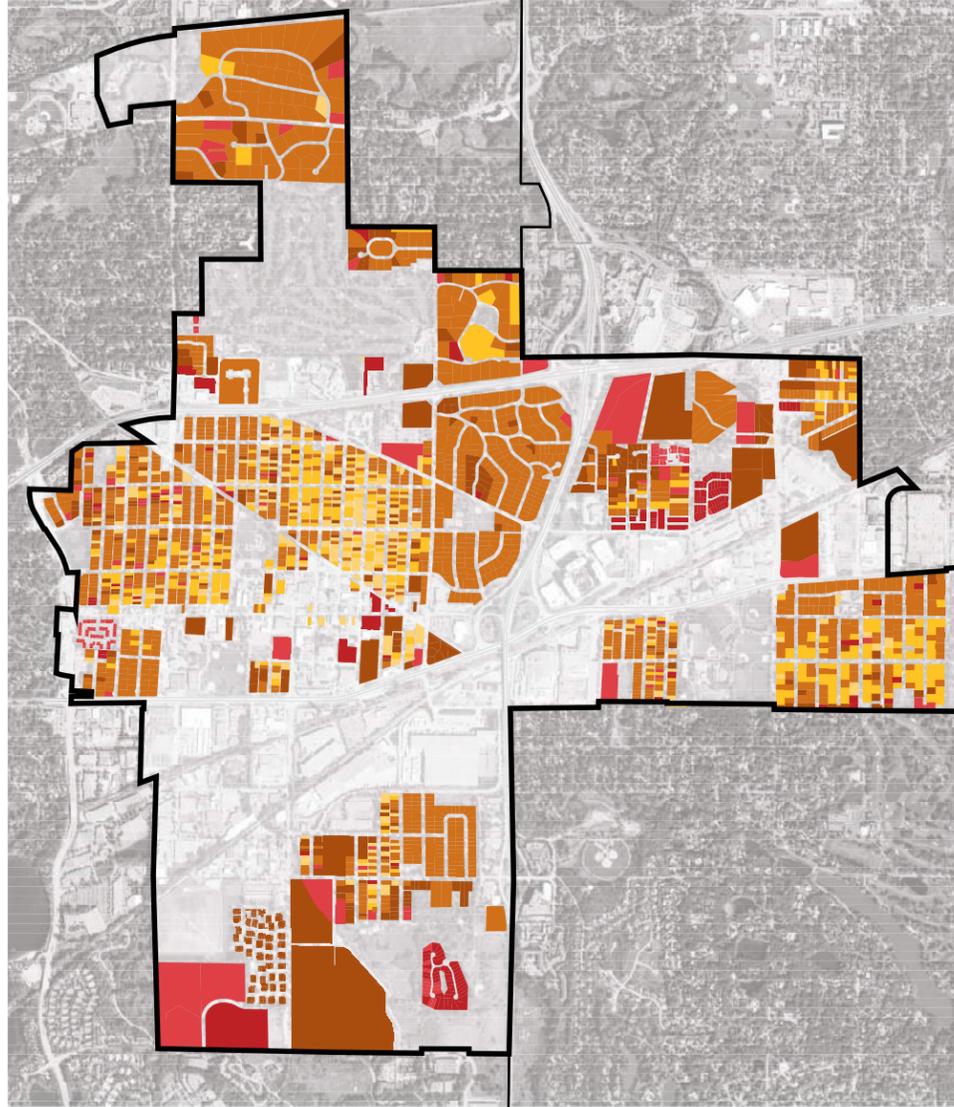
- What is the future of Downtown? How and where should it grow? Does it need additional anchors?
- With the growth of internet retail, what is the future of Knollwood, Blake Road, and other retail areas?
- Can the City facilitate better connections between Cargill and residents of Hopkins?
- What is the nature of job growth in Hopkins? Is there an opportunity to attract another corporate HQ, or will job growth be through entrepreneurial activity and small business growth.



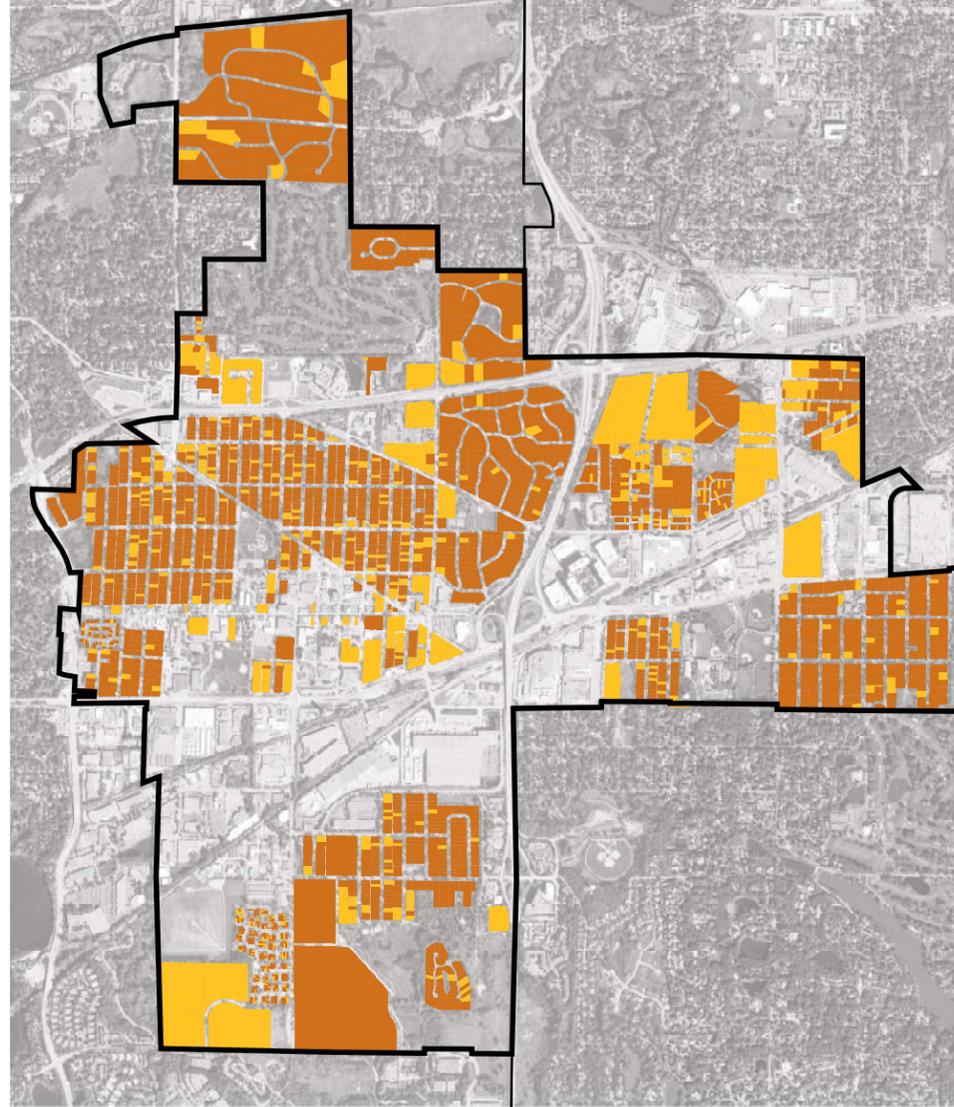
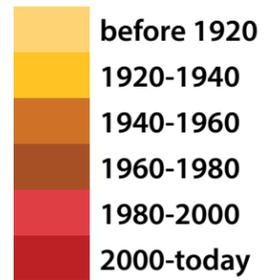
Strengths and Weaknesses

Over the past several months residents created the "Ideas Map". The map above isolates just the places in Hopkins that Residents deem to be "Strengths" and those that are "Weaknesses". The patterns are quite clear. Residents love their parks and east MainStreet. However the patterns also indicates that there are clusters of areas around town that need attention over the next 10 years. Specifically, west Mainstreet, and areas along the arterials are called out as areas in need of improvement.

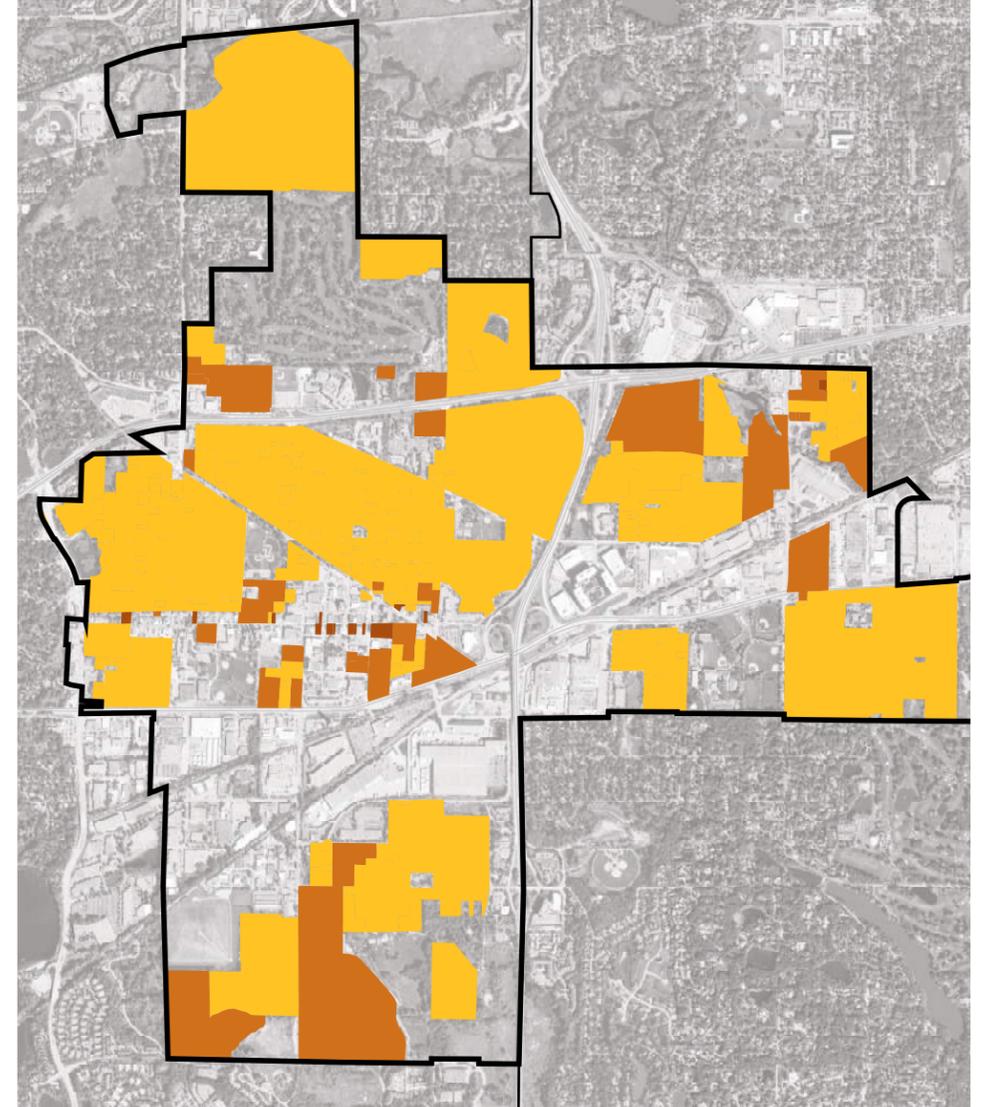
Housing Data



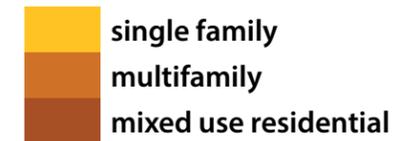
Housing: Year Built



Housing: Rental / Ownership



Housing: Structure Type



Main Ideas

- Hopkins is almost all developed, with the bulk of projected growth coming from redevelopment.
- Many areas of Hopkins will experience some changes. However, certain areas will be targeted for redevelopment – while others will have investments to make more incremental adjustments. Even the most stable areas will not remain static or frozen in time, they too should aspire to evolve and improve.
- Much of the City’s opportunity for new development will be in the three planned Southwest Light Rail Transit (SWLRT) station areas. Close coordination between transportation improvements and land use is needed in these areas to ensure the best use of this space.
- Hopkins is located in a highly desirable location that is likely to have an upward pressures on property values. This has implications for both housing affordability and commercial/retail space affordability, among other impacts. This will need to be addressed to ensure that existing residents and businesses are able to continue to afford to stay in Hopkins.
- The mixed use and fully developed nature of Hopkins’ land use patterns means that transitions in use, scale, and intensity require careful attention. This suggests the need to plan at the neighborhood scale to ensure that areas work as cohesive, compatible, and attractive places.
- Land use bears a close and vital relationship to public infrastructure, utilities, and services. The City will need to plan and invest responsibly in these systems – both to maintain existing facilities and to provide new ones in response to changing and expanding needs. This is addressed in more depth in other chapters.
- Sustainability is an important value throughout this plan. In terms of land use, it has implications from the small scale (e.g. how buildings are constructed and maintained) to citywide (e.g. responsible use of resources, preparing a community to respond to climate change). This is addressed in more depth in other chapters.

Growth and Development Capacity

Hopkins is only 4 square miles. It is fully built out. Therefore all development is redevelopment. The Comprehensive Plan can direct redevelopment to areas of the City that are in need of change or likely to change. This is an opportunity to strengthen the City’s land use mix and to ensure the resulting urban form of the City is in keeping with the desires of the community. Stated differently, redevelopment can squeeze out the inefficiencies of land use that may exist in parts of the City.

Met Council has prescribed growth targets for Hopkins. Where should that growth occur? Should housing growth happen on land that is already designated for housing, or should land uses change. Should industrial land uses be preserved for future employment? Or should those areas transition to become more of a mix of uses.

What if Hopkins aspired to exceed Met Councils growth projections? Could that strengthen the City? What would the City have to do to accomodate that growth and make sure additional growth contributes qualitatively to the city.

Targets - from Systems Statement

	2014	2020	2030	2040	change
Population	18,971	18,900	19,400	19,900	1,000 people
Households	8,815	9,300	9,700	10,000	700 households
Employment	14,480	14,700	15,500	16,200	1,500 jobs

Affordable Housing

158 Units (3-5 acres)

Place Types

Neighborhood - Varied



defining characteristics

- homes of different styles and types arranged on a consistent and uniform gridded block pattern
- parks and other amenities such as churches are scattered throughout
- streets are narrow and leafy, with sidewalks

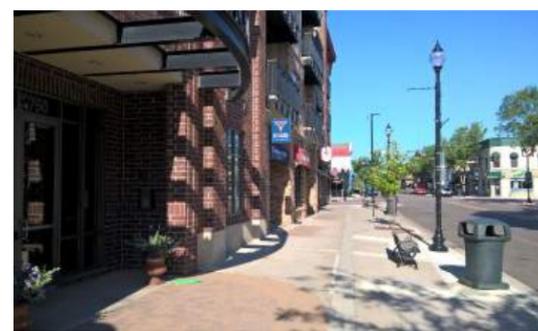
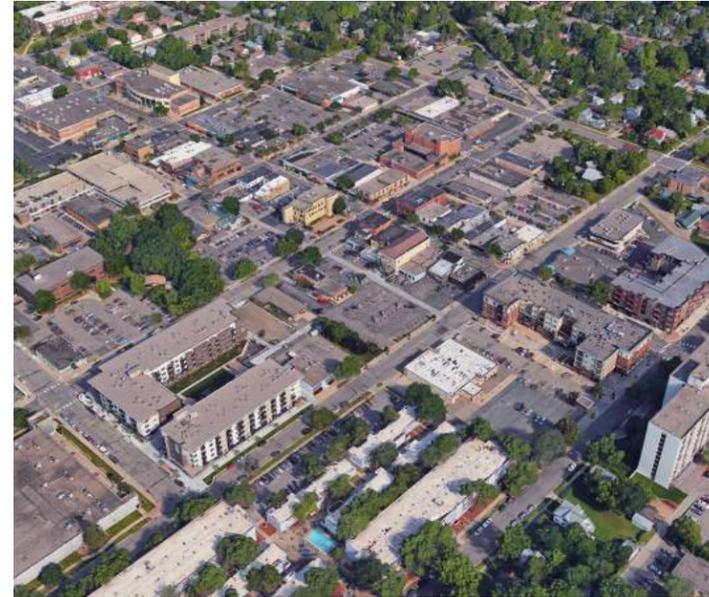
Neighborhood - Uniform



defining characteristics

- buildings are uniform, but the properties are irregular and varied
- larger tracts of land (10-20 acres) with internal streets
- buildings tend to face inward to a common amenity

Downtown



defining characteristics

- centrally located with a Main Street that is walkable and accessible by transit
- higher density housing between commercial areas and lower density housing
- regional destinations co mingled with local businesses and civic buildings such as City Hall

Business and Production District



defining characteristics

- large floorplate buildings housing a range of employment uses.
- internal road system with direct access to an arterial or highway
- large areas of impervious surfaces with stormwater accommodations in leftover spaces.

Place Types

Civic or School Campus



defining characteristics

- groupings of closely related buildings and spaces that share functions and operations
- often a need for strong identity, clear boundaries

Commerce and Employment Center



defining characteristics

- large floorplate buildings housing a range of employment uses.
- internal road system with direct access to an arterial or highway
- dominated with non-residential uses, however apartments can help transition to surrounding neighborhoods

Mixed Use Activity Center

(such as the West End in Saint Louis Park)



defining characteristics

- dense mix of uses located in a highly accessible location or crossroads
- a mix of uses that draws from beyond the city.
- active throughout the day and into the evening.

Neighborhood - Mixed Use

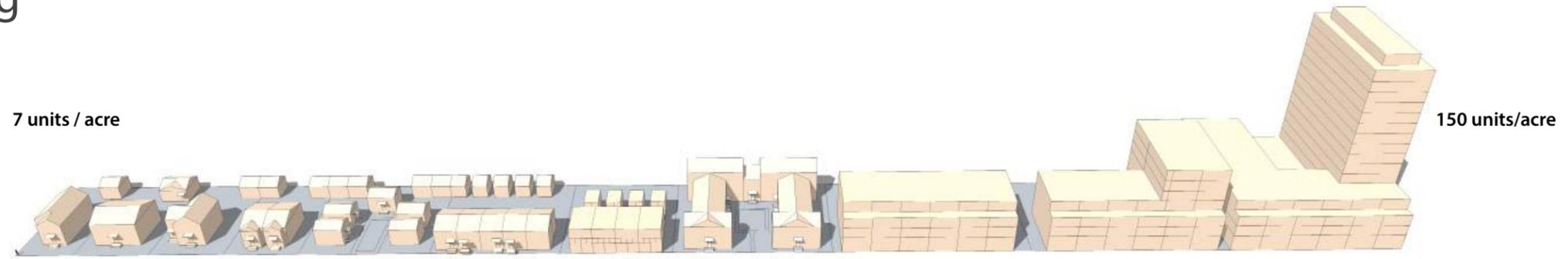
(such Linden Hills/ 50th and France)



defining characteristics

- an urban neighborhood that mixes uses in a compact and walkable form
- housing is typically townhouse or apartment; single family housing is the exception.
- typically blends with other neighborhoods
- locally accessible locations - at crossroads or intersections.

Building Types: Housing



Single Family Housing

Townhouse

**Multi Family Building
(surface park)**

**Multi Family Building
(underground parking)**

**Multi Family Building
(tower)**



40 units
Single Family homes

85 units
Townhomes

170 units
Multi Family surface pkg

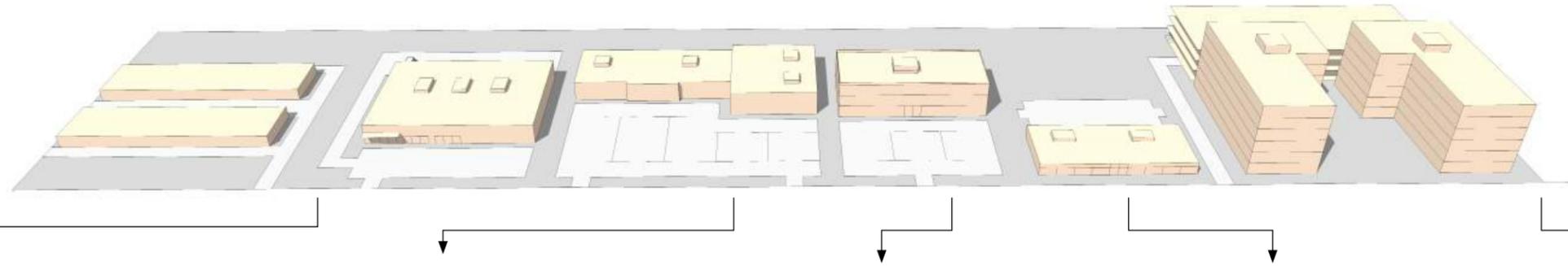
330 units
Multi Family underground pkg

660 units
Multi Family tower

Employment Types

5 employees / acre

100 employees / acre



Manufacturing/ R/D

Strip Commercial

Main St. Commercial

Office with surface parking

Office with structured parking



55 jobs
Manufacturing

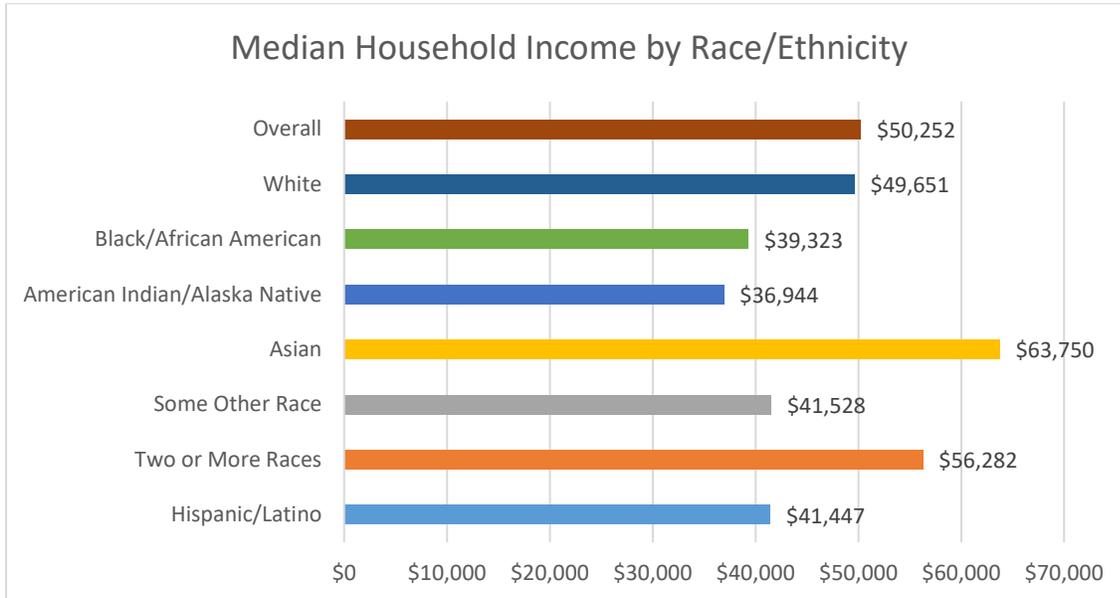
85 jobs
Strip Commercial

170 units
Main Street Commercial

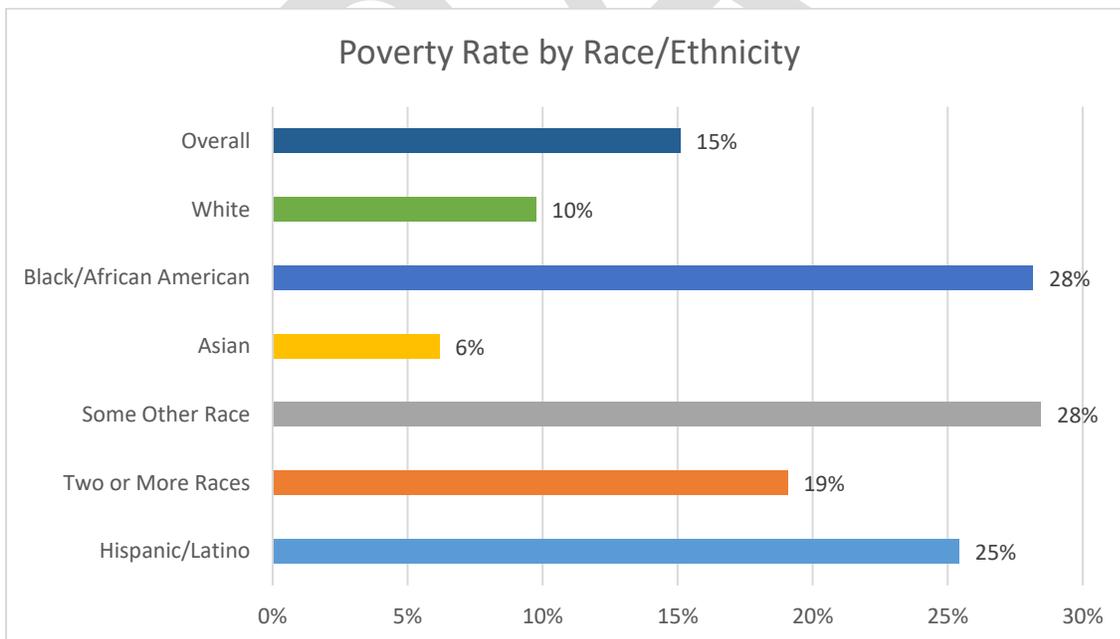
330 units
Office surface parking

660 units
Office structured parking

Hopkins Income and Poverty by Race/Ethnicity

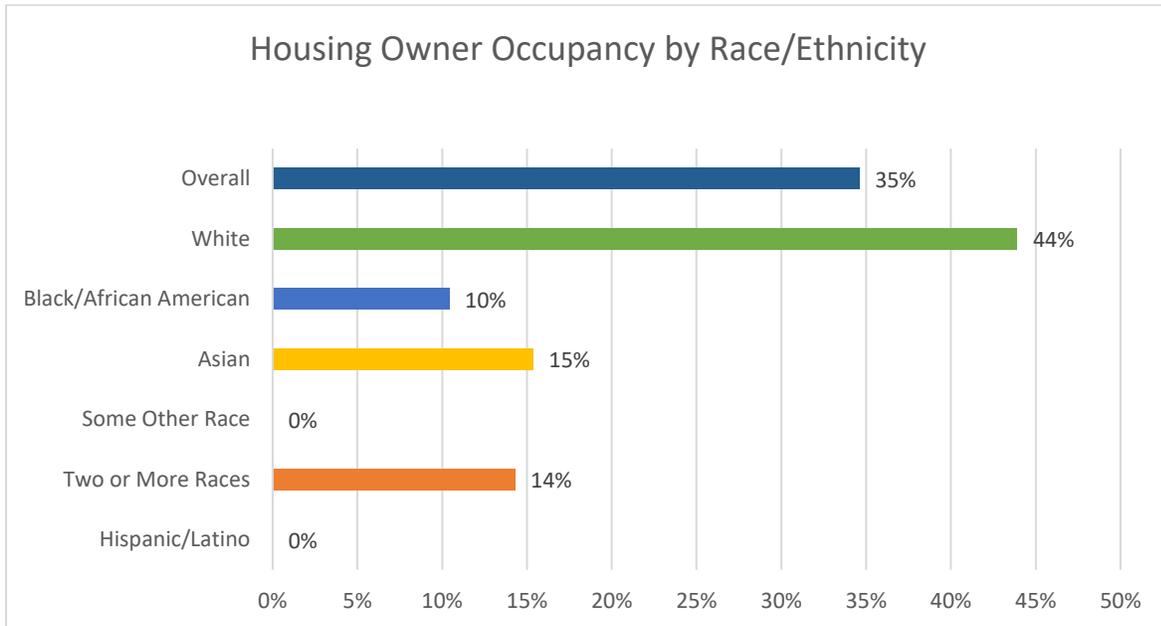


Source: American Community Survey, 2011-2015 5-Year Average
Data not available for Hawaiian/Pacific Islander due to small sample size



Source: American Community Survey, 2011-2015 5-Year Average
Data not available for American Indian/Alaska Native or Hawaiian/Pacific Islander due to small sample size

Hopkins Housing Tenure and Cost Burden by Race/Ethnicity

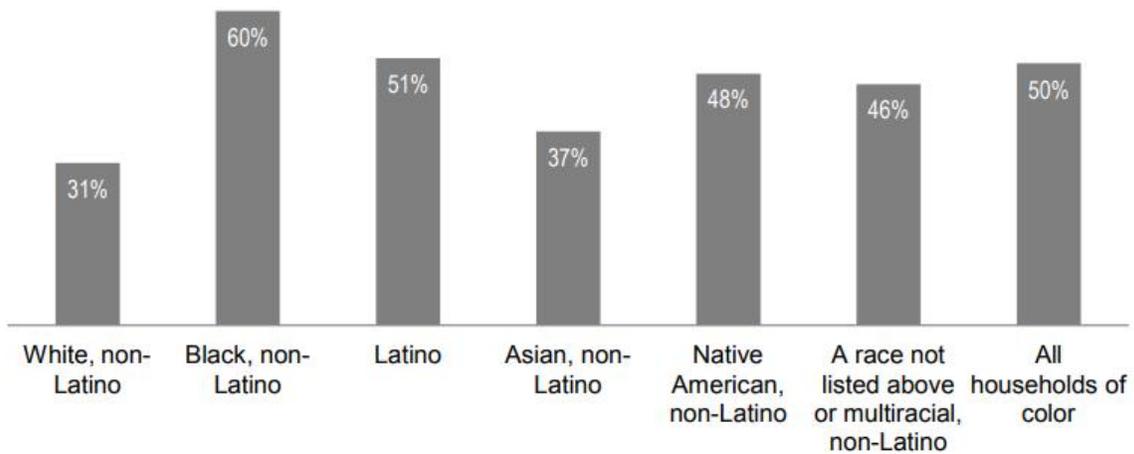


Source: American Community Survey, 2011-2015 5-Year Average

Data not available for American Indian/Alaska Native or Hawaiian/Pacific Islander due to small sample size

Reliable housing cost burden data (i.e. households spending more than 30% of their income on housing) are not available by race/ethnicity for Hopkins, due to sampling size issues. However, regional data compiled by the Metropolitan Council (below) shows significant disparities.

Figure 16. Cost-burdened households by race and ethnicity of householder in the Twin Cities region, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey Public Use Microdata Sample.

Poverty Rate Definition and Thresholds

The nationally established poverty rate is based on the number of individuals living in households where the income is below the poverty level. The poverty level itself is dependent on household size and type. A table of applicable poverty rates as of 2016 (the most recent available) is given below. These levels are adjusted annually based on changes in cost of living and other factors.

Size of family unit	Weighted average thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual):	12,228									
Under age 65	12,486	12,486								
Aged 65 and older	11,511	11,511								
Two people:	15,569									
Householder under age 65	16,151	16,072	16,543							
Householder aged 65+	14,522	14,507	16,480							
Three people	19,105	18,774	19,318	19,337						
Four people	24,563	24,755	25,160	24,339	24,424					
Five people	29,111	29,854	30,288	29,360	28,643	28,205				
Six people	32,928	34,337	34,473	33,763	33,082	32,070	31,470			
Seven people	37,458	39,509	39,756	38,905	38,313	37,208	35,920	34,507		
Eight people	41,781	44,188	44,578	43,776	43,072	42,075	40,809	39,491	39,156	
Nine people or more	49,721	53,155	53,413	52,702	52,106	51,127	49,779	48,561	48,259	46,400

Source: US Census Bureau

Area Median Income Definition and Thresholds

The Area Median Income (AMI) is the midpoint of a region's income distribution. For housing policy, income thresholds set relative to the area median income—such as 50% of the area median income—identify households eligible to live in income-restricted housing units and the affordability of housing units to low-income households. For the Twin Cities region in 2016, the US Department of Housing and Urban Development defined the three levels of affordability as:

Household Size:	Extremely Low Income (30% of AMI)	Very Low Income (50% of AMI)	Low Income (80% of AMI)
One-person	\$18,050	\$30,050	\$46,000
Two-person	\$20,600	\$34,350	\$52,600
Three-person	\$23,200	\$38,650	\$59,150
Four-person	\$25,750	\$42,900	\$65,700
Five-person	\$28,440	\$46,350	\$71,000
Six-person	\$32,580	\$49,800	\$76,250
Seven-person	\$36,730	\$53,200	\$81,500
Eight-person	\$40,890	\$56,650	\$86,750