

DRAFT Background Report

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City of Lauderdale
2040 Comprehensive Plan Update

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Introduction, Context & History

This background report is the first step in the 2040 Comprehensive Plan (“2040 Plan”) update process, and it will be refined throughout the process as needed to ensure that it captures the current characteristics of the community. The intent of the following inventory and analysis is that will help facilitate the development of a 2040 Plan that is based in reality, is responsive to current and anticipated market trends, and respects the community’s vision for the future of Lauderdale.

The purpose of the background report is to provide a comprehensive ‘snapshot’ in time of Lauderdale today by providing a baseline of information, data and analysis about the community. Coupling this information with local and regional trends will help inform and guide the planning process by establishing a foundation from which the Plan can be developed.

The following sections will discuss the people, the businesses, the facilities, parks, open space and natural resources, and the transportation system that make up the community. This report will serve as a resource for the Steering Committee,

city staff, policymakers, stakeholders and residents throughout the 2040 Plan development process.

As the planning process progresses perspectives from Lauderdale’s residents, stakeholders, policymakers, employers, visitors and staff will be solicited to ensure that the adopted 2040 Plan reflects the long-term vision and goals of the community. This planning effort will focus on the needs of Lauderdale’s residents and businesses, and will work to balance the desire to maintain the existing small-town character while allowing for and accommodating change and redevelopment in strategic areas of the community.

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Community Location and Designation

The City of Lauderdale is approximately 270-acres and is generally bound by Como Avenue/Hoyt Avenue on the south, Fulham Street on the east, Ryan Avenue on the north, and 33rd Avenue SE on the west. The City is bisected by State Highway 280 which runs north-south in the western third of the community. Larpenteur Avenue is the major east-west connector through the city and has a major interchange with Highway 280 which connects directly to I-94 just south of the city and I-35W/Highway 36 to the north.



The City is designated as “Urban” per the Metropolitan Council’s System Statement, which describes the community as fully developed. Communities designated as Urban are further defined by the Metropolitan Council as, “Urban communities experienced rapid development during the post-World War II era, and exhibit the transition toward the development stage dominated by the influence of the automobile.” (Map 1: Community Designation)

History of Lauderdale

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Lauderdale was originally Rose Hill which was a part of the larger Rose Township, which was formally organized in 1859. Rose Township included portions of today’s Roseville, Falcon Heights, Lauderdale, Minneapolis, Saint Paul, and St. Anthony Village. Rose Hill joined the larger Rose Township and was organized as a voting precinct, which allowed them to elect town officers and levy its first taxes. In 1871, Rose Hills’ first school opened when Herman Gibbs of Gibbs Farm Museum fame donated the land for the school. By 1895 Rose Township had a population of 1,028 and was steadily growing. Around 1899 the first telephone lines were installed along Eustis Street serving residents of the area.

The Village of Lauderdale was officially incorporated on January 21, 1949 with an area comprising approximately 270 acres. The Village took its name from William Henry Lauderdale, a Minneapolis land dealer who donated the land for the City’s school and park. When the Village was incorporated, the community was an industrial community with strong industrial businesses and land uses with a population of approximately 1,500 residents many of whom worked in the local industrial businesses in the Village. The presence of the railroad running north-south on the western edge of the community contributed to the industrial land use pattern and viability of businesses located within the community. The first Village boundaries were Roselawn Avenue on the north, Fulham Street on the east, Hoyt Avenue on the south, and Emerald (33rd Avenue SE) on the west. The water and sewer systems were installed shortly thereafter in the 1950s.

Lauderdale annexed the land between Roselawn Avenue and Ryan Avenue on February 15, 1954 adding approximately 30-acres to the community, for a total of 270-acres which is the modern-day City of Lauderdale. On March 20, 1956, Lauderdale adopted a “weak mayor-council” form of government, and in April 1961, a \$75,000 bond issue was approved for a new Village

Hall. In 1954, the plans for Trunk Highway 280 were approved, and the Highway was eventually connected to I-94 in the late 1960s which improved the community's accessibility and made it more desirable for residential development resulting in an increase of the City's population throughout the 1970s and 1980s. In 1973, the Village of Lauderdale became the City of Lauderdale. Lauderdale's only public school, "Lauderdale School," closed in 1974. Currently, Lauderdale children attend Roseville Area Schools, Independent School District #623.

Regional Context

Lauderdale is positioned centrally in the region with proximity to major and secondary job centers, access to major freeways and transportation infrastructure, and adjacency to regional and local retailers and service providers. The City is located approximately three miles east of the downtown Minneapolis Central Business District (CBD), six miles from the Saint Paul CBD, adjacent to several secondary job centers in neighboring cities, one-and-a-half miles to the University of Minnesota east and west bank campuses, and a half mile to its Saint Paul Campus. Regional shopping is available along the Highway 36 corridor in Roseville, which includes the Rosedale Mall located approximately three

miles from Lauderdale. The City is connected to major highways and interstates (I-94, 35W, Hwy 36) via Highway 280 which provides quick and easy auto access to surrounding communities. The city is also connected to the regional mass transit system by bus routes that provide connections into nearby Light Rail Transit (LRT) and Bus Rapid Transit (BRT) lines that provide transportation mode choice to Lauderdale's residents and employers. (See Map 2: Regional Context)

Community Character

The City of Lauderdale has retained its small-town charm over the years despite development pressure and changes in adjacent communities near the City's borders. As places like Roseville and Falcon Heights became increasingly more suburban, Lauderdale managed to retain its diversity and mix of businesses, industry and residential areas. For such a small community, Lauderdale really offers it all – opportunities to live, work, recreate, worship, and congregate all within its borders. While many characteristics of a community contribute to the character of a place, there are certain physical and social characteristics that start to define a community and become the fabric of the city.

In the 2030 Comprehensive Plan (“2030 Plan”) the City conducted a city-wide survey to better understand what residents identified as key community characteristics, and to identify opportunities and challenges that existed which should be addressed as the city planned for the future. Since the last planning period many of the issues/opportunities identified in the survey have been accomplished or addressed, while others remain outstanding. The community survey topics included: City Curb Appeal, Building a Healthy Community, Environmental Responsibility, Transportation Options, Larpenteur Avenue Development/Redevelopment, and Internet Access. Many of these topic areas are still relevant to this planning period and will be further developed and refined during this planning process.

The community survey results were informative about how the community wanted to move forward, what aspects of the city that they wanted to retain, and which parts could be improved or enhanced. First and foremost, residents expressed pride in how the city maintained the existing neighborhoods, residents and businesses. The word ‘loyal’ was used to describe how residents viewed the larger community. Residents generally described their city streets as quiet, walkable and fairly safe while acknowledging some exceptions on busier streets such as Larpenteur and

Eustis that could benefit from better pedestrian environments. There was a general ‘neighborliness’ tone throughout responses that captured the desire to help out one another and to acknowledge that not everyone’s position (whether it be financial, age, profession, etc.) is the same, and that the community should be flexible enough to recognize and accommodate those differences. Finally, residents recognized that the Larpenteur Avenue corridor was underutilized and could be redeveloped, though there was no clear consensus on what the corridor should be developed into or what types of businesses should be there (with the exception of a coffee shop, which received multiple votes).

Though indirect, the survey topics began helped to define the character of the community and provided a starting point from which a vision for Lauderdale’s future could be developed. Eventually communities that are fully developed begin to experience some changes in their land use patterns as businesses move out, and areas become underutilized signaling an opportunity to begin the planning and development cycle again. In many ways portions of Lauderdale are entering that cycle, particularly the Larpenteur Avenue corridor between Highway 280 and the eastern city border. While change is difficult, survey respondents generally acknowledged that some change

and redevelopment could enhance the community. Additionally, while many of the single-family neighborhoods are largely intact, there are some homes and areas that suffer from deferred maintenance. These issues, while common in post-world war II communities, are important to address and consider during this planning process. It is important to create a 2040 Plan that builds on previous planning efforts and encourages redevelopment and reinvestment to ensure the community remains sustainable long-term and continues to be a desirable place to live, work and recreate into the future.

Residential Neighborhoods

The City of Lauderdale's residential areas have evolved over time and now include a variety of housing types, styles and development patterns. There is a little bit of every housing style in the community ranging from single-family residential areas to high-density multi-family apartment options. In the City's community survey conducted as part of the last planning process, the City's residents emphasized the desire to maintain a healthy housing stock, and to ensure that affordability and options remained a key part of the neighborhood fabric allowing homeowners to stay in their homes (age in place), and rental properties to continue to thrive within the community. A summary of the city's residential areas are as follows:

- Single Family Residential

The Single Family Residential neighborhoods are found generally north of the Larpenteur Avenue corridor and east of Highway 280. The single-family neighborhoods are developed on a traditional grid system with lot sizes ranging from approximately 5,000 square feet to approximately 1.4 acres. The average single-family lot size is approximately 7,650 square feet and most homes sit on traditional 'urban' sized lots, with some exception parcels with larger lot sizes that are found interspersed within the traditional block pattern. The age of the housing stock ranges from homes constructed in the late 1800's to 2015, with a significant portion of the homes constructed between the 1940s and 1960s. Homes in the single-family neighborhoods are modest, with an average size of 1,200 square feet making them desirable and affordable when compared to surrounding communities. Housing styles include small single-story bungalows, story-and-half homes, split levels and two stories which result in interesting blocks and architectural diversity.

The City has recently faced a new challenge in the established single-family neighborhoods from tear-downs and major remodels occurring on established, fully-developed blocks. The City is generally receptive to

investment and reinvestment within the City's established neighborhoods; however, the city's current ordinances and zoning tools do not contemplate this type of development/redevelopment activity and have thus resulted in little to no regulation on the new structures causing some conflict within the existing neighborhoods. This pressure is likely to continue given demographic trends which is discussed in subsequent sections of this report, and this planning process should address how to allow for and promote reinvestment of properties while respecting and preserving the existing neighborhood character in the single-family residential areas of the community.

- Multi-Family Residential

In the 1980s a few large scale multi-family projects were developed that included townhomes, condominiums and apartments. Brandy Chase Condominiums is a co-op townhome community located on the east end of the City on the northwest corner of Larpenteur Avenue and Fulham Street, which continues to thrive today. On the southwest corner of Larpenteur Avenue and Fulham Street is the Rose Hill development which includes the City Gables apartment complex that are rental housing, and the Rose Hill

townhomes that are owner occupied. The Luther Seminary also constructed the Burnvedt Apartments which are located south of Idaho Avenue. All three developments, Brandy Chase, Rose Hill and Burnvedt are distinct 'neighborhoods' within the community. Brandy Chase and Rose Hill have been dominated by students attending the nearby university in recent years, which have created its own set of challenges due to the transient, and relatively short-term, nature of the residents of these areas.

In addition to the large complexes, adjacent to the Rose Hill development are a collection of smaller scale apartment buildings that were all constructed around 1960, and each building includes between 10 and 20 units per structure. These apartments are also predominantly rented by students, and experience some of the same challenges as nearby Brandy Chase and City Gables.

Industrial Business District

As presented within the History of Lauderdale, the City's Industrial areas have served as an important and character defining aspect of the community since the early 1900s. The presence of the railroad and rail spur on the western side of the community made

the area prime for industrial businesses to locate. Once Highway 280 was constructed, and eventually connected to I-94 the desirability of the area for industry and light manufacturing only improved. Today, there remains a significant area of industrial and light industrial uses on the western edge of the City, generally west of Highway 280. This area has begun some transition in recent years with new types of users such as breweries popping up on adjacent lands in Minneapolis.

Larpenteur Commercial Corridor

The Larpenteur Avenue corridor continues to be a main thoroughfare in the community, and is an area identified as underutilized and ripe for potential redevelopment. In the previous community survey residents identified this area as an important part of the community as it serves as an 'entry' or 'gateway' through the community. Given its high visibility, residents agreed that it deserved increased attention but residents were unsure of exactly what and who should facilitate that effort. Many of the existing structures in the corridor are aging, and do not necessarily evoke the 'small-town' charm that many residents feel is so prevalent in the existing single-family neighborhoods north of Larpenteur. Part of this planning process will look in more depth at the key

parcels, business and land uses within the corridor to identify how the community may start to consider a more comprehensive redevelopment approach to better match the vision of the community for this gateway of the community.

Community Events

Part of Lauderdale's charm is that it continues to reinforce its small-town roots by holding events that promote a sense of community. The City's events are planned with the help of the city's Community Involvement Committee (CIC) and run by volunteers which enhances the overall sense of community and engagement by the residents. Given Lauderdale's historical roots and relationship with surrounding communities, there are also events that are held to promote the larger community through coordinated activities with Falcon Heights. A listing of current events is provided below: (source: City of Lauderdale Website):

- City-Wide Garage Sale
- Farmers Markets at the Lauderdale Community Park
- Minnesota Night to Unite
- Falcon Heights-Lauderdale Family 5K Fun Run/Walk
- Halloween Party

Socio-Economic Conditions

The following section presents demographic and economic data for the City of Lauderdale. This data provides an understanding of key trends that influence land use and other important community systems. In many of the exhibits included in this section, additional data is also presented for Ramsey County and the 7-County Twin Cities Metropolitan Area. This additional data is intended to provide greater context to trends and patterns that likely extend well beyond Lauderdale’s border but nevertheless impact the community.

Metropolitan Council Socio-Economics Forecasts

The Metropolitan Council prepares socio-economic forecasts for each community within the 7-County metropolitan area. These forecasts are meant to inform every element of the 2040 Plan development.

Figures 1 through 4 and Table 1 present data on the recent and forecasted growth trends for Lauderdale through 2040. Given the lack of available land for new development, the Metropolitan Council does not anticipate significant growth or decline in Lauderdale’s population, household base, or number of workers through 2040.

Figure 1: Lauderdale Socio-Economic Growth Trends 2000-2040

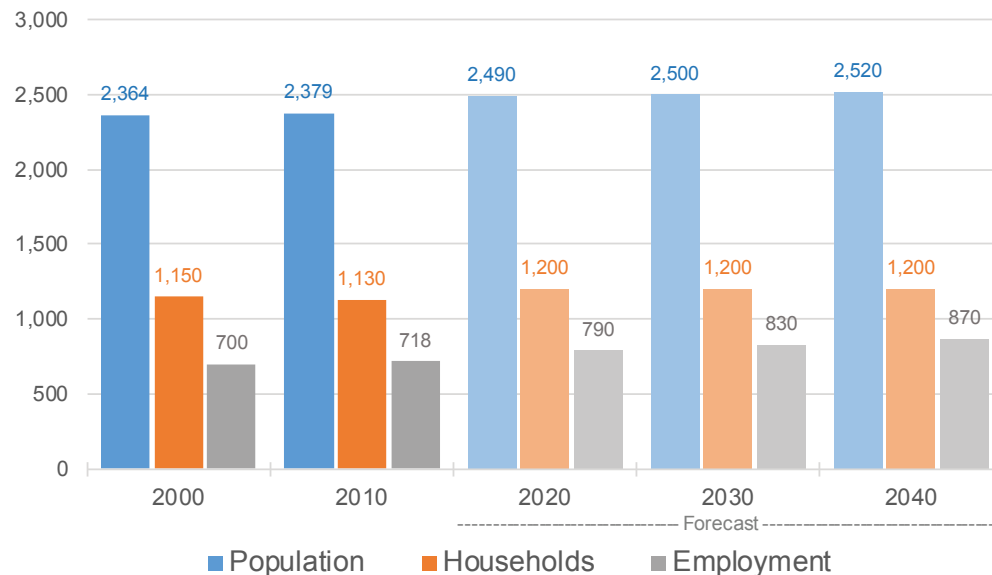
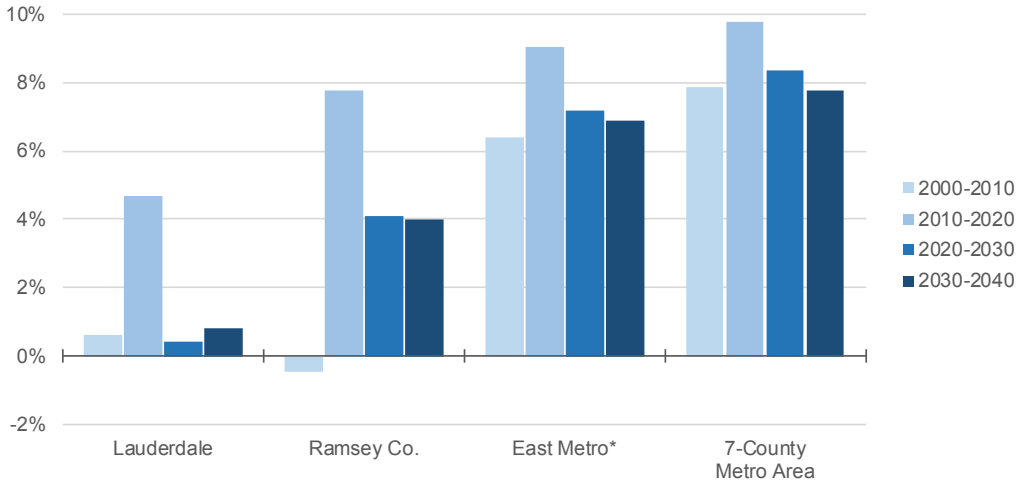
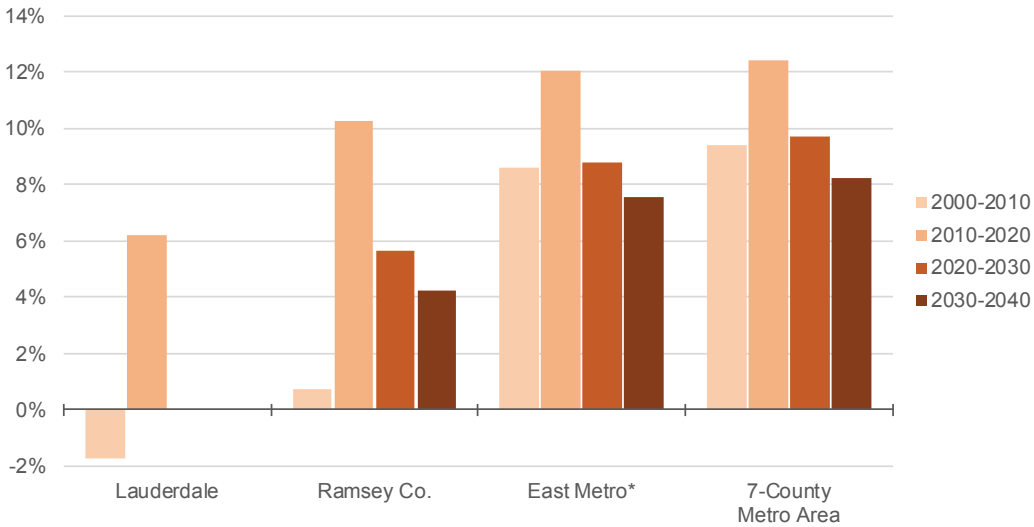


Figure 2: Population Growth Rates 2000-2040



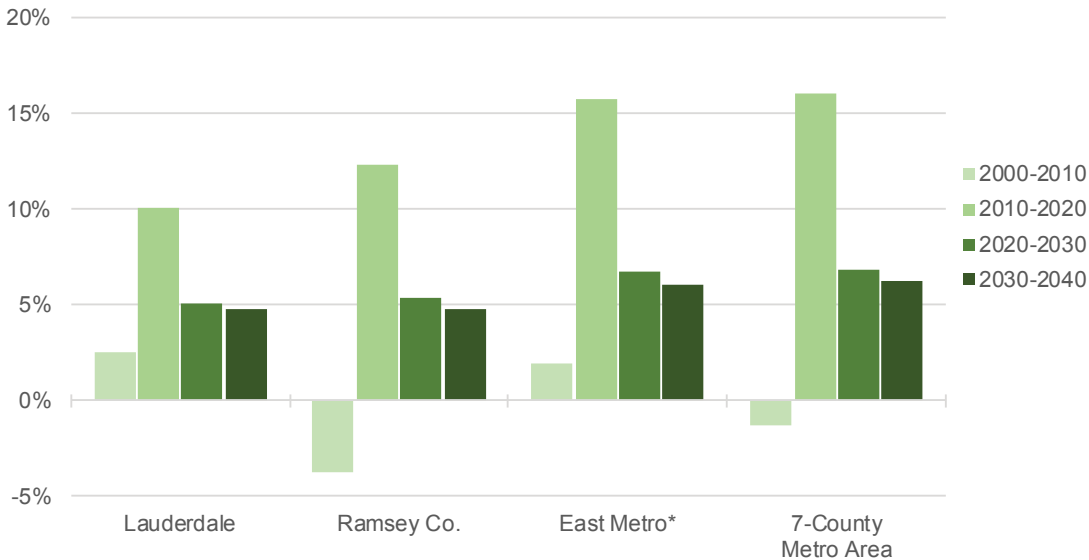
* East Metro includes all of Ramsey and Washington counties, the eastern two-thirds of Dakota county, and the eastern one-third of Anoka county.
Source: Metropolitan Council

Figure 3: Household Growth Rates 2000-2040



* East Metro includes all of Ramsey and Washington counties, the eastern two-thirds of Dakota county, and the eastern one-third of Anoka county.
Source: Metropolitan Council

Figure 4: Employment Growth Rates 2000-2040



* East Metro includes all of Ramsey and Washington counties, the eastern two-thirds of Dakota county, and the eastern one-third of Anoka county.
Source: Metropolitan Council

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Table 1: Socio-Economic Growth Trends 2000-2040

Geography	2000	2010	2020	2030	2040	Numeric Change				Percent Change			
						'00-'10	'10-'20	'20-'30	'30-'40	'00-'10	'10-'20	'20-'30	'30-'40
Population													
Lauderdale	2,364	2,379	2,490	2,500	2,520	15	111	10	20	0.6%	4.7%	0.4%	0.8%
Ramsey Co.	511,035	508,640	548,220	570,610	593,320	-2,395	39,580	22,390	22,710	-0.5%	7.8%	4.1%	4.0%
East Metro ¹	951,886	1,012,706	1,104,420	1,183,710	1,265,150	60,820	91,714	79,290	81,440	6.4%	9.1%	7.2%	6.9%
Metro Area ²	2,642,062	2,849,567	3,127,660	3,388,950	3,652,060	207,505	278,093	261,290	263,110	7.9%	9.8%	8.4%	7.8%
Households													
Lauderdale	1,150	1,130	1,200	1,200	1,200	-20	70	0	0	-1.7%	6.2%	0.0%	0.0%
Ramsey Co.	201,236	202,691	223,460	236,090	246,050	1,455	20,769	12,630	9,960	0.7%	10.2%	5.7%	4.2%
East Metro ¹	360,626	391,728	439,010	477,710	513,750	31,102	47,282	38,700	36,040	8.6%	12.1%	8.8%	7.5%
Metro Area ²	1,021,456	1,117,749	1,256,580	1,378,470	1,491,780	96,293	138,831	121,890	113,310	9.4%	12.4%	9.7%	8.2%
Employment													
Lauderdale	700	718	790	830	870	18	72	40	40	2.6%	10.0%	5.1%	4.8%
Ramsey Co.	329,145	316,937	356,130	375,220	393,070	-12,208	39,193	19,090	17,850	-3.7%	12.4%	5.4%	4.8%
East Metro ¹	493,830	503,511	582,700	622,100	659,820	9,681	79,189	39,400	37,720	2.0%	15.7%	6.8%	6.1%
Metro Area ²	1,563,245	1,543,872	1,791,080	1,913,050	2,032,660	-19,373	247,208	121,970	119,610	-1.2%	16.0%	6.8%	6.3%

¹ East Metro includes all of Ramsey and Washington counties, the eastern two-thirds of Dakota county, and the eastern one-third of Anoka county.

² 7-County metro area, which includes the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington

Source: Metropolitan Council

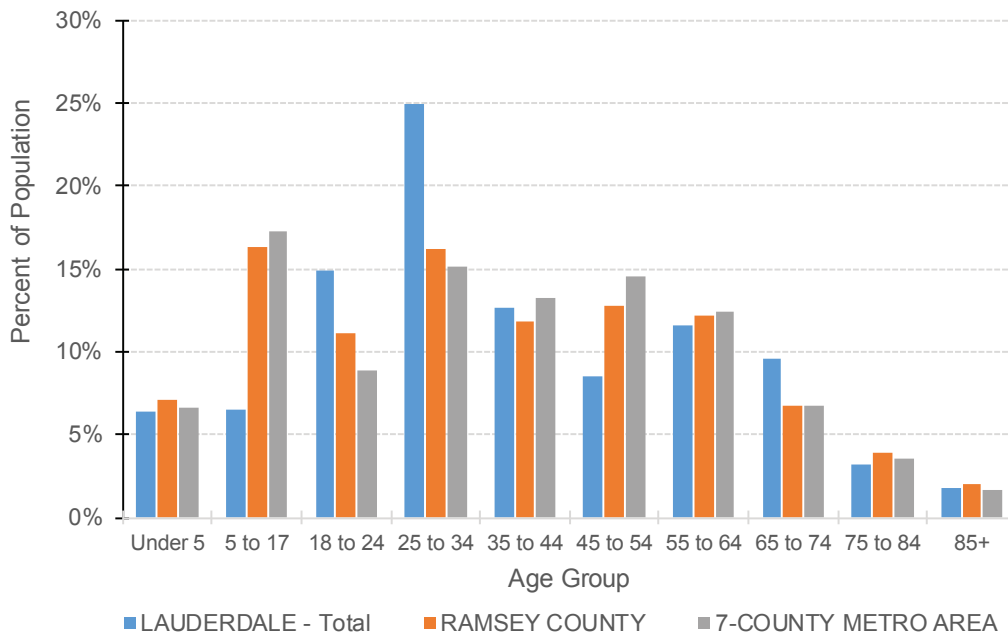
Age of the Population

The age profile of a community has important ramifications on demand for housing, goods and services, as well as social cohesion. Figures 5 and 6 along with Table 2 present data on the age profile of Lauderdale residents. Because of the significant difference in the demographic profile of residents who live north of Larpenteur compared to those who live south of Larpenteur, these areas are identified separately in the data presented. Overall, Lauderdale has a younger profile than compared to Ramsey County or the metro area. This is largely due to a concentration of apartment buildings south of Larpenteur that cater primarily to students at the University of Minnesota and other nearby colleges and universities.

The influence of nearby colleges and universities can be seen in the high proportion of persons ages 25 to 34, many of which are graduate students who tend to be slightly older than traditional undergraduate students. A strong presence of students in Lauderdale helps explain why the proportion of school-age children (age 5 to 17) is so low compared to the county or the metro area.

The age profile of residents who live north of Larpenteur, however, is older than the county and metro area and given recent trends is becoming older at an increasingly faster rate. As of 2015, the median age of persons in this part of Lauderdale is 44.5 years, which is an increase of 6.5 years since 2010.

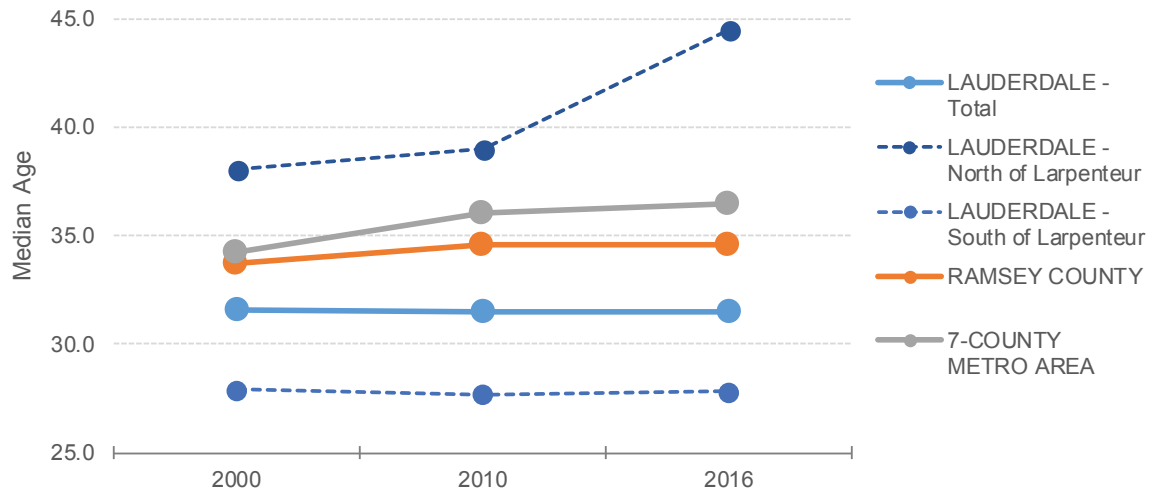
Figure 5: Age Distribution of the Population 2015



Sources: US Census; Metropolitan Council



Figure 6: Median Age 2000-2015



Sources: US Census; Metropolitan Council; Perkins+Will

Table 2: Age Distribution of the Population 2000-2020

Age Group	2000	2010	2016	Change 2000-2015		Distribution		
				No.	Pct.	2000	2010	2015
LAUDERDALE - Total								
Under 5	132	176	155	23	17.6%	5.6%	7.4%	6.4%
5 to 17	267	244	158	-109	-40.8%	11.3%	10.3%	6.5%
18 to 24	385	315	363	-22	-5.8%	16.3%	13.2%	14.9%
25 to 34	548	607	609	61	11.1%	23.2%	25.5%	25.0%
35 to 44	366	322	307	-59	-16.0%	15.5%	13.5%	12.6%
45 to 54	290	239	208	-82	-28.4%	12.3%	10.0%	8.5%
55 to 64	171	237	284	113	65.9%	7.2%	10.0%	11.6%
65 to 74	114	137	234	120	105.5%	4.8%	5.8%	9.6%
75 to 84	71	77	78	7	10.0%	3.0%	3.2%	3.2%
85+	20	25	44	24	117.5%	0.8%	1.1%	1.8%
Total	2,364	2,379	2,440	76	3.2%	100.0%	100.0%	100.0%
<i>Median Age</i>	<i>31.6</i>	<i>31.5</i>	<i>31.5</i>	<i>-0.1</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>
LAUDERDALE - North of Larpenteur								
Under 5	71	76	52	-19	-26.2%	5.4%	6.1%	4.6%
5 to 17	176	132	81	-95	-53.9%	13.5%	10.6%	7.1%
18 to 24	120	102	127	7	5.5%	9.2%	8.2%	11.1%
25 to 34	225	246	152	-73	-32.3%	17.2%	19.8%	13.3%
35 to 44	208	160	176	-32	-15.4%	15.9%	12.9%	15.4%
45 to 54	204	159	88	-116	-56.9%	15.6%	12.8%	7.7%
55 to 64	121	173	228	107	88.7%	9.3%	14.0%	20.0%
65 to 74	97	106	152	55	57.0%	7.4%	8.5%	13.3%
75 to 84	66	63	47	-19	-28.1%	5.1%	5.1%	4.2%
85+	17	23	38	21	121.0%	1.3%	1.9%	3.3%
Total	1,305	1,240	1,142	-163	-12.5%	100.0%	100.0%	100.0%
<i>Median Age</i>	<i>38.1</i>	<i>39.0</i>	<i>44.5</i>	<i>6.4</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>
LAUDERDALE - South of Larpenteur								
Under 5	61	100	103	42	68.6%	5.8%	8.8%	7.9%
5 to 17	91	112	77	-14	-15.3%	8.6%	9.8%	5.9%
18 to 24	265	213	236	-29	-10.8%	25.0%	18.7%	18.2%
25 to 34	323	361	457	134	41.4%	30.5%	31.7%	35.2%
35 to 44	158	162	131	-27	-16.8%	14.9%	14.2%	10.1%
45 to 54	86	80	120	34	39.1%	8.1%	7.0%	9.2%
55 to 64	50	64	55	5	10.7%	4.7%	5.6%	4.3%
65 to 74	17	31	82	65	382.7%	1.6%	2.7%	6.3%
75 to 84	5	14	31	26	513.0%	0.5%	1.2%	2.4%
85+	3	2	6	3	97.7%	0.3%	0.2%	0.5%
Total	1,059	1,139	1,298	239	22.6%	100.0%	100.0%	100.0%
<i>Median Age</i>	<i>27.9</i>	<i>27.7</i>	<i>27.8</i>	<i>-0.1</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>
RAMSEY COUNTY								
Under 5	34,956	35,137	38,191	3,235	9.3%	6.8%	6.9%	7.1%
5 to 17	95,728	83,356	87,891	-7,837	-8.2%	18.7%	16.4%	16.3%
18 to 24	57,998	61,429	59,775	1,777	3.1%	11.3%	12.1%	11.1%
25 to 34	76,638	77,119	87,306	10,668	13.9%	15.0%	15.2%	16.1%
35 to 44	80,271	60,933	63,674	-16,597	-20.7%	15.7%	12.0%	11.8%
45 to 54	67,314	70,570	69,160	1,846	2.7%	13.2%	13.9%	12.8%
55 to 64	38,628	58,915	66,112	27,484	71.2%	7.6%	11.6%	12.2%
65 to 74	28,726	30,351	36,690	7,964	27.7%	5.6%	6.0%	6.8%
75 to 84	21,906	20,392	20,971	-935	-4.3%	4.3%	4.0%	3.9%
85+	8,870	10,438	10,884	2,014	22.7%	1.7%	2.1%	2.0%
Total	511,035	508,640	540,653	29,618	5.8%	100.0%	100.0%	100.0%
<i>Median Age</i>	<i>33.7</i>	<i>34.6</i>	<i>34.6</i>	<i>0.9</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>
7-COUNTY METRO AREA								
Under 5	188,236	194,329	203,004	14,768	7.8%	7.1%	6.8%	6.7%
5 to 17	509,298	506,631	526,156	16,858	3.3%	19.3%	17.8%	17.3%
18 to 24	244,226	263,462	270,904	26,678	10.9%	9.2%	9.2%	8.9%
25 to 34	411,155	420,311	459,929	48,774	11.9%	15.6%	14.7%	15.1%
35 to 44	469,324	391,324	400,977	-68,347	-14.6%	17.8%	13.7%	13.2%
45 to 54	363,592	440,753	443,553	79,961	22.0%	13.8%	15.5%	14.6%
55 to 64	200,980	326,007	375,908	174,928	87.0%	7.6%	11.4%	12.4%
65 to 74	130,615	163,425	203,560	72,945	55.8%	4.9%	5.7%	6.7%
75 to 84	90,292	97,442	106,169	15,877	17.6%	3.4%	3.4%	3.5%
85+	34,338	45,883	51,035	16,697	48.6%	1.3%	1.6%	1.7%
Total	2,642,056	2,849,567	3,041,195	399,139	15.1%	100.0%	100.0%	100.0%
<i>Median Age</i>	<i>34.2</i>	<i>36.0</i>	<i>36.5</i>	<i>2.3</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>

Sources: US Census; Metropolitan Council; Perkins+Will



Housing Tenure

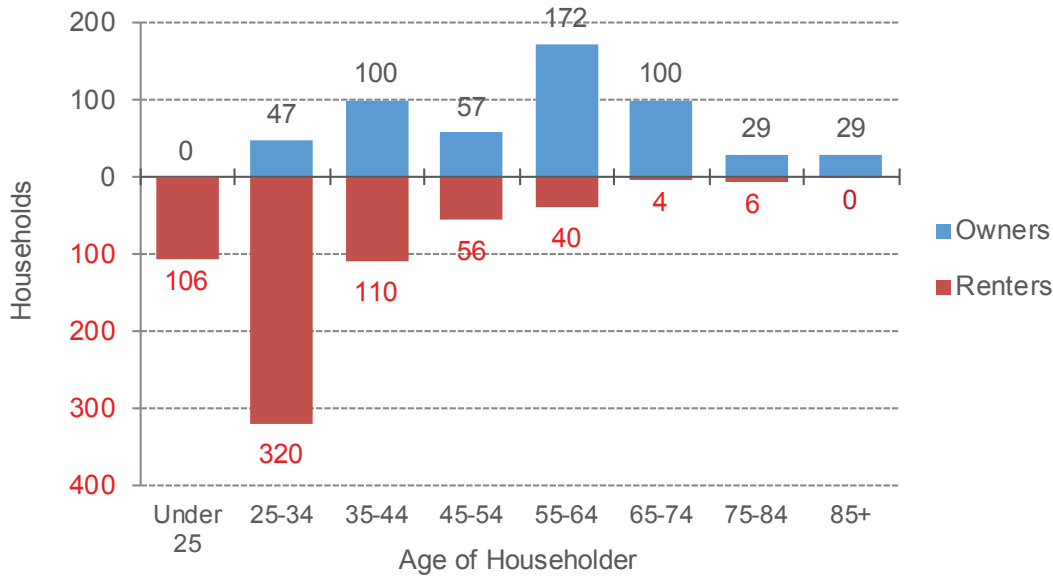
Housing tenure is important to track because it provides insight into the potential of a community to respond to a changing age profile or shocks to the economy, such as a recession. For example, many older households often transition out of homeownership into rental housing as they require more assistance with activities of daily living. Figures 7 and 8 along with Table 3 provide detailed information of housing tenure in Lauderdale.

The homeownership rate in Lauderdale is just under 50%. This is well below the homeownership rate of the County and the metro area. This is because of a high concentration of apartment buildings located south of Larpenteur Avenue. In this part

of Lauderdale the homeownership rate is below 20%. In contrast, the areas north of Larpenteur Avenue have a very high rate of homeownership, which is close to 90%.

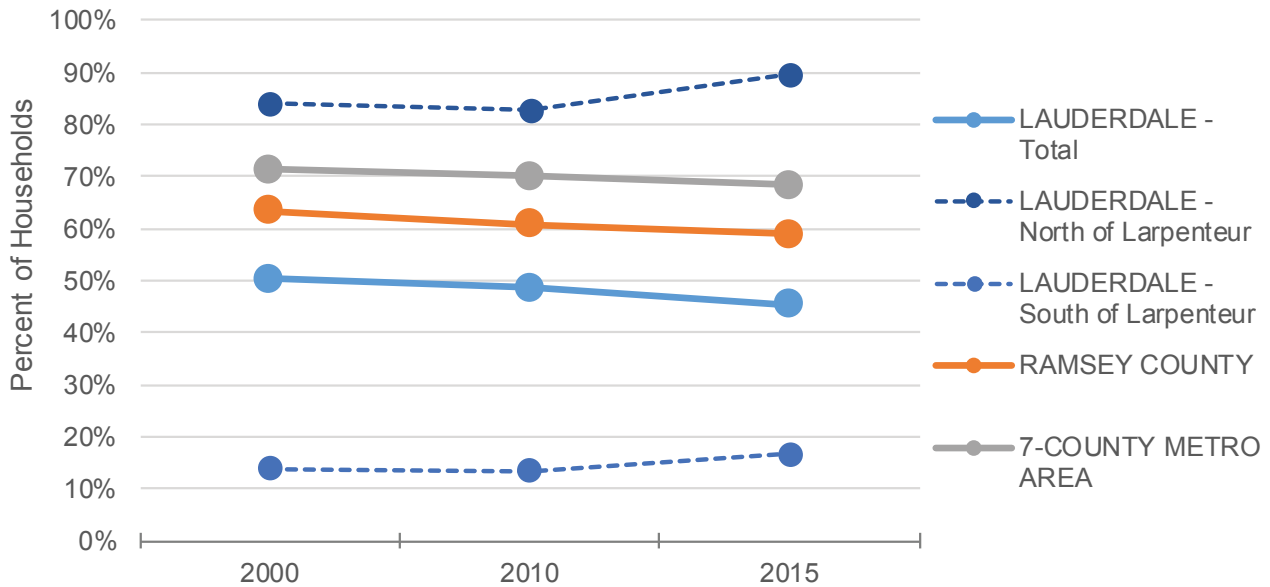
Homeownership is often closely correlated with age of the household. Younger households tend to rent because they are early in their working years or are in school and do not have the income or savings to afford homeownership. However, in many communities, homeownership can decline among older households as they transition into more maintenance-free living arrangements. Because Lauderdale does not have any apartments that cater to older adults, homeownership does not decline with older households in the City.

Figure 7: Lauderdale Housing Tenure by Age of Householder 2015



Source: US Census: 2011-2015 American Community Survey

Figure 8: Homeownership Rate 2000-2015



Source: US Census



Table 3: Housing Tenure by Age of Householder 2000-2015

Age Group	2000			2010			2015			Numeric Change '10-'15			Percent Change '10-'15		
	Total	Rent	Own	Total	Rent	Own	Total	Rent	Own	Total	Rent	Own	Total	Rent	Own
LAUDERDALE - Total															
Under 25	168	151	17	132	125	7	106	106	0	-26	-19	-7	-20%	-15%	-100%
25-34	300	217	83	334	250	84	367	320	47	33	70	-37	10%	28%	-44%
35-44	241	117	124	180	102	78	210	110	100	30	8	22	17%	8%	28%
45-54	188	62	126	171	60	111	113	56	57	-58	-4	-54	-34%	-7%	-49%
55-64	117	19	98	145	27	118	212	40	172	67	13	54	46%	48%	46%
65-74	75	2	73	95	13	82	104	4	100	9	-9	18	9%	-69%	22%
75-84	47	1	46	53	1	52	35	6	29	-18	5	-23	-34%	500%	-44%
85+	14	2	12	20	2	18	29	0	29	9	-2	11	45%	-100%	61%
All HHs	1,150	571	579	1,130	580	550	1,176	642	534	46	62	-16	4%	11%	-3%
LAUDERDALE - North of Larpenteur															
Under 25	32	18	14	19	14	5	0	0	0	-19	-14	-5	-100%	-100%	-100%
25-34	110	39	71	120	49	71	47	5	42	-73	-44	-29	-61%	-90%	-41%
35-44	127	14	113	82	15	67	100	10	90	18	-5	23	22%	-33%	34%
45-54	126	19	107	108	10	98	57	25	32	-51	15	-66	-47%	150%	-67%
55-64	84	3	81	107	5	102	172	13	159	65	8	57	61%	160%	56%
65-74	63	0	63	74	3	71	100	3	97	26	0	26	35%	0%	37%
75-84	42	0	42	44	1	43	29	0	29	-15	-1	-14	-34%	-100%	-33%
85+	13	2	11	19	1	18	29	0	29	10	-1	11	53%	-100%	61%
All HHs	597	95	502	573	98	475	534	56	478	-39	-42	3	-7%	-43%	1%
LAUDERDALE - South of Larpenteur															
Under 25	136	133	3	113	111	2	106	76	30	-7	-35	28	-6%	-32%	1400%
25-34	190	178	12	214	201	13	320	280	40	106	79	27	50%	39%	208%
35-44	114	103	11	98	87	11	110	94	16	12	7	5	12%	8%	45%
45-54	62	43	19	63	50	13	56	46	10	-7	-4	-3	-11%	-8%	-23%
55-64	33	16	17	38	22	16	40	35	5	2	13	-11	5%	59%	-69%
65-74	12	2	10	21	10	11	4	4	0	-17	-6	-11	-81%	-60%	-100%
75-84	5	1	4	9	0	9	6	0	6	-3	0	-3	-33%	#DIV/0!	-33%
85+	1	0	1	1	1	0	0	0	0	-1	-1	0	-100%	-100%	#DIV/0!
All HHs	553	476	77	557	482	75	642	535	107	85	53	32	15%	11%	43%
RAMSEY COUNTY															
Under 25	13,772	11,919	1,853	12,103	10,752	1,351	10,691	9,662	1,029	-1,412	-1,090	-322	-12%	-10%	-24%
25-34	39,519	22,040	17,479	37,941	22,798	15,143	41,310	26,636	14,674	3,369	3,838	-469	9%	17%	-3%
35-44	46,044	14,704	31,340	34,260	13,611	20,649	33,689	14,624	19,065	-571	1,013	-1,584	-2%	7%	-8%
45-54	40,337	9,312	31,025	41,387	12,147	29,240	39,017	12,209	26,808	-2,370	62	-2,432	-6%	1%	-8%
55-64	23,476	4,684	18,792	36,424	8,689	27,735	38,629	9,733	28,896	2,205	1,044	1,161	6%	12%	4%
65-74	18,249	3,851	14,398	19,485	4,291	15,194	22,746	4,698	18,048	3,261	407	2,854	17%	9%	19%
75-84	14,641	4,388	10,253	13,937	3,725	10,212	13,210	3,632	9,578	-727	-93	-634	-5%	-2%	-6%
85+	5,198	2,620	2,578	7,154	3,230	3,924	7,565	3,546	4,019	411	316	95	6%	10%	2%
All HHs	201,236	73,518	127,718	202,691	79,243	123,448	206,857	84,740	122,117	4,166	5,497	-1,331	2%	7%	-1%
7-COUNTY METRO AREA															
Under 25	56,489	46,699	9,790	49,736	41,789	7,947	42,727	37,764	4,963	-7,009	-4,025	-2,984	-14%	-10%	-38%
25-34	205,413	91,342	114,071	201,952	99,716	102,236	211,750	112,759	98,991	9,798	13,043	-3,245	5%	13%	-3%
35-44	262,167	58,438	203,729	213,981	59,303	154,678	211,287	67,401	143,886	-2,694	8,098	-10,792	-1%	14%	-7%
45-54	213,167	36,077	177,090	253,783	51,379	202,404	245,053	52,855	192,198	-8,730	1,476	-10,206	-3%	3%	-5%
55-64	120,788	18,205	102,583	196,950	34,355	162,595	216,177	41,383	174,794	19,227	7,028	12,199	10%	20%	8%
65-74	82,521	14,491	68,030	103,345	17,998	85,347	122,149	21,409	100,740	18,804	3,411	15,393	18%	19%	18%
75-84	60,685	17,109	43,576	66,268	16,185	50,083	67,247	16,330	50,917	979	145	834	1%	1%	2%
85+	20,224	10,127	10,097	31,734	14,549	17,185	33,764	14,841	18,923	2,030	292	1,738	6%	2%	10%
All HHs	1,021,454	292,488	728,966	1,117,749	335,274	782,475	1,150,154	364,742	785,412	32,405	29,468	2,937	3%	9%	0%

Source: US Census

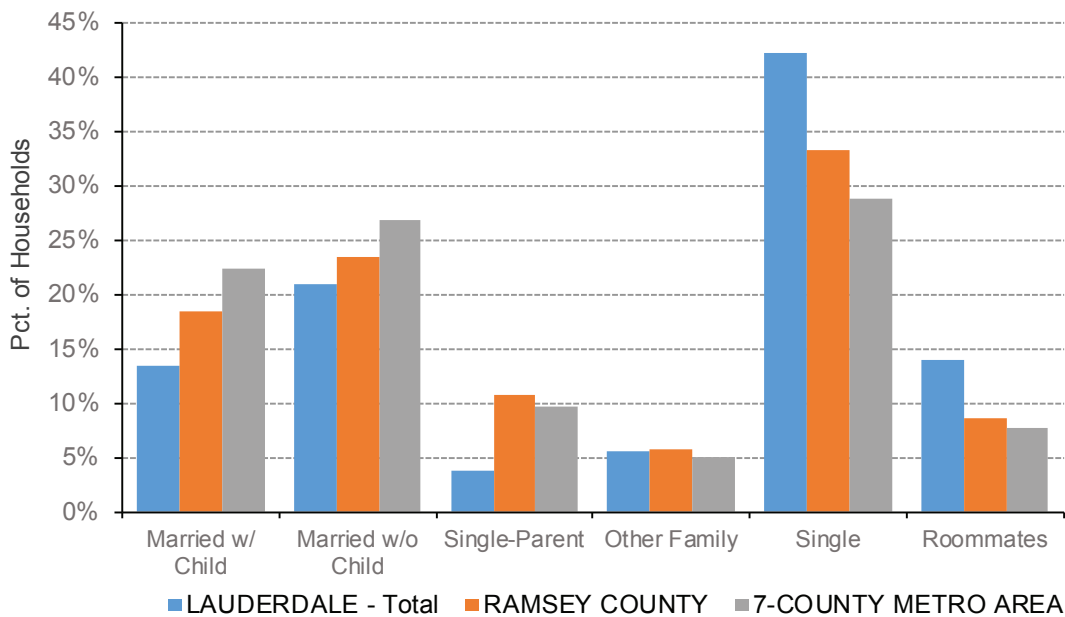
Household Type

Changing family and household structures can also have a profound effect on housing and other community needs. For example, decreasing household size has a direct impact on the amount (square footage) of housing a household needs. Also, the presence of children not only impacts local schools and parks, but also the types of retailers that can be supported and the nature of housing demanded.

In 2015, Lauderdale had a significantly higher proportion of single-person households than compared to Ramsey County or the metro area. Over 40% of households in Lauderdale are single-person households. This is largely due to impact of nearby colleges and universities that attract students to Lauderdale. Given the strong presence of single-person households and a rapidly aging population north of Larpenteur Avenue, Lauderdale is experiencing a decline in the number of households with children. This is in contrast to Ramsey County and metro area trends in which households with children have started to increase after years of declines.

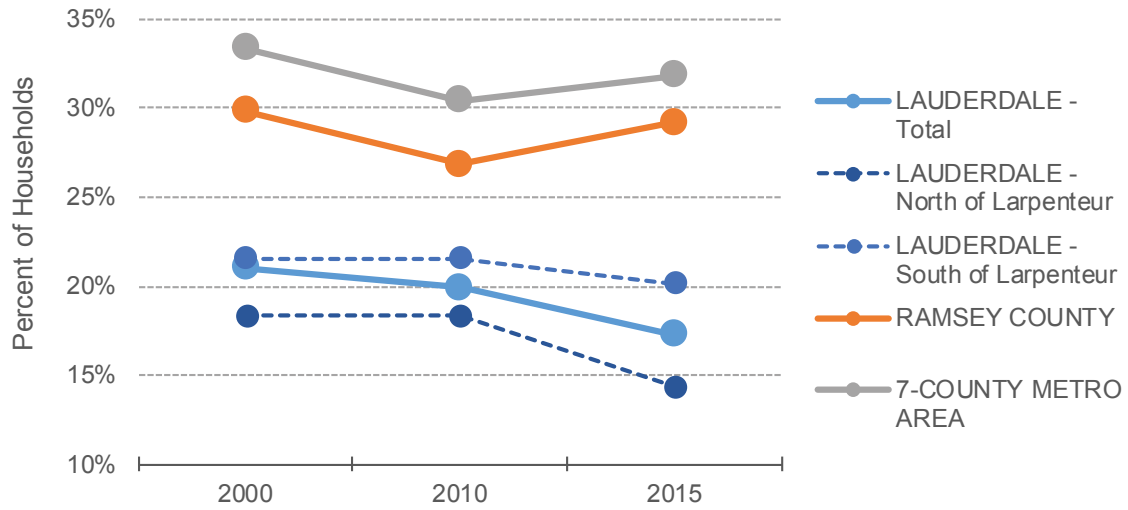
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Figure 9: Household Type 2015



Source: US Census

Figure 10: Households with Children 2000-2015



Source: US Census

Table 4: Household Type 2000-2015

Household Type	2000	2010	2015	Change '10-'15		Distribution		
				Number	Percent	2010	2015	Change
LAUDERDALE - Total								
Married with children	171	191	158	-33	-17.3%	16.9%	13.4%	-3.5%
Married without children	257	234	246	12	5.1%	20.7%	20.9%	0.2%
Single-parent family	71	34	45	11	32.4%	3.0%	3.8%	0.8%
Other family*	52	71	65	-6	-8.5%	6.3%	5.5%	-0.8%
Single	455	437	497	60	13.7%	38.7%	42.3%	3.6%
Roommate	144	163	165	2	1.2%	14.4%	14.0%	-0.4%
Total Households	1,150	1,130	1,176	46	4.1%	100%	100%	0%
LAUDERDALE - North of Larpenteur								
Married with children	96	89	77	-12	-13.5%	15.5%	13.2%	-2.4%
Married without children	165	153	155	2	1.3%	26.7%	26.5%	-0.2%
Single-parent family	27	16	7	-9	-56.3%	2.8%	1.2%	-1.6%
Other family*	44	47	14	-33	-70.2%	8.2%	2.4%	-5.8%
Single	220	223	253	30	13.5%	38.9%	43.2%	4.3%
Roommate	45	45	79	34	75.6%	7.9%	13.5%	5.7%
Total Households	597	573	585	12	2.1%	100%	100%	0%
LAUDERDALE - South of Larpenteur								
Married with children	75	102	81	-21	-20.6%	18.3%	13.7%	-4.6%
Married without children	92	81	91	10	12.3%	14.5%	15.4%	0.9%
Single-parent family	25	18	38	20	111.1%	3.2%	6.4%	3.2%
Other family*	27	24	51	27	112.5%	4.3%	8.6%	4.3%
Single	235	214	244	30	14.0%	38.4%	41.3%	2.9%
Roommate	99	118	86	-32	-27.1%	21.2%	14.6%	-6.6%
Total Households	553	557	591	34	6.1%	100%	100%	0%
RAMSEY COUNTY								
Married with children	40,807	34,574	38,122	3,548	10.3%	17.1%	18.4%	1.4%
Married without children	47,666	48,816	48,290	-526	-1.1%	24.1%	23.3%	-0.7%
Single-parent family	19,184	19,800	22,269	2,469	12.5%	9.8%	10.8%	1.0%
Other family*	12,359	14,609	11,816	-2,793	-19.1%	7.2%	5.7%	-1.5%
Single	64,342	67,181	68,719	1,538	2.3%	33.1%	33.2%	0.1%
Roommate	16,878	17,711	17,641	-70	-0.4%	8.7%	8.5%	-0.2%
Total Households	201,236	202,691	206,857	4,166	2.1%	100%	100%	0%
7-COUNTY METRO AREA								
Married with children	256,655	244,687	256,022	11,335	4.6%	21.9%	22.3%	0.4%
Married without children	263,626	298,723	307,664	8,941	3.0%	26.7%	26.7%	0.0%
Single-parent family	84,246	95,127	110,124	14,997	15.8%	8.5%	9.6%	1.1%
Other family*	53,632	68,959	56,945	-12,014	-17.4%	6.2%	5.0%	-1.2%
Single	281,086	319,030	331,010	11,980	3.8%	28.5%	28.8%	0.2%
Roommate	82,209	91,223	88,389	-2,834	-3.1%	8.2%	7.7%	-0.5%
Total Households	1,021,454	1,117,749	1,150,154	32,405	2.9%	100%	100%	0%

* Other Family households can consist of households with adult siblings, parents with adult children, or householders with parents

Source: US Census



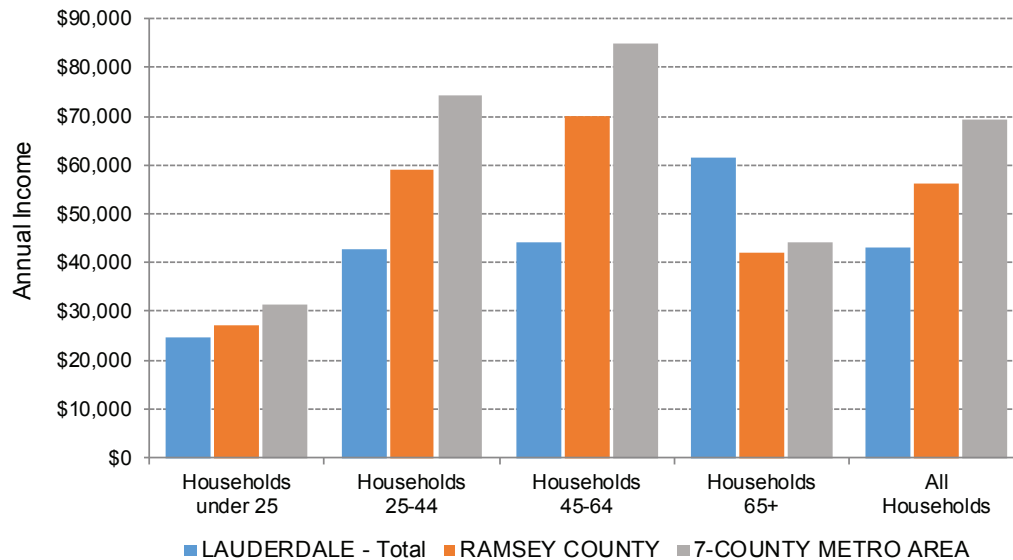
Household Income

Household income is important to track because it is strongly correlated with age and also directly affects the spending power of area residents and their ability to support retail and afford new forms of housing. Figures 11 and 12 as well as Table 5 present data on the median household income of Lauderdale and the surrounding region.

Lauderdale has a low median household income. As of 2015, it is just over \$40,000 (Figure 11). This is roughly 50% lower than the metro area median income. Much of this difference can be explained by a significant student population in Lauderdale many of which have no direct income and often rely on family members for financial assistance. In contrast, the households north of Larpenteur Avenue have a median household income much closer to the metro area median.

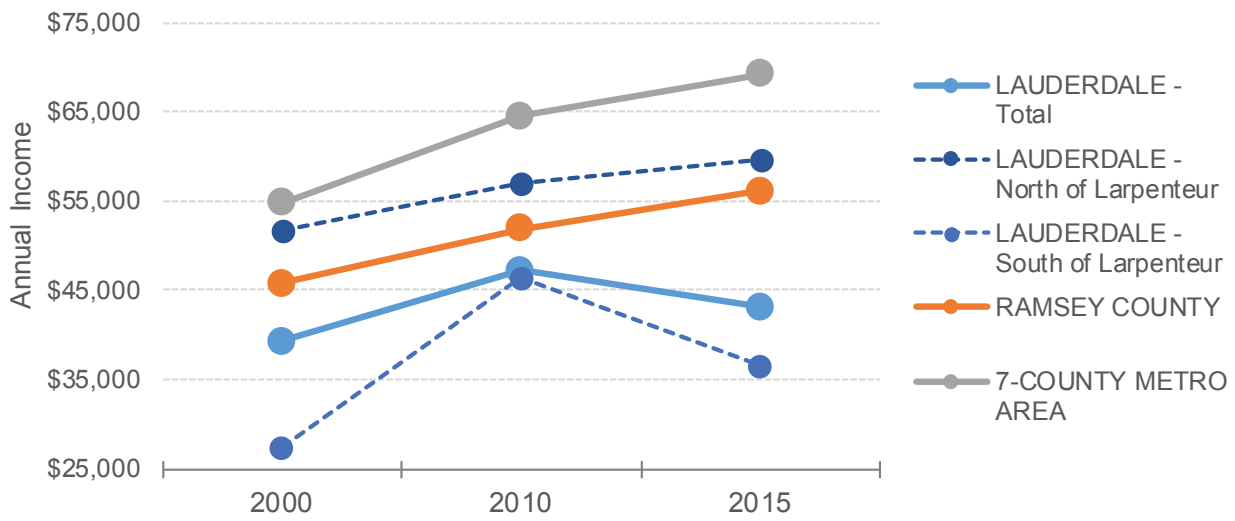
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Figure 11: Median Household Income by Age of Householder 2015



Source: US Census

Figure 12: Median Household Income 2000-2015



Source: US Census

Table 5: Median Household Income by Age of Householder 2000-2015

Household Age	% Change					
	2000	2010	2015	'00-'10	'10-'15	'00-'15
LAUDERDALE - Total						
Households under 25	\$24,083	\$36,579	\$24,667	51.9%	-32.6%	2.4%
Households 25-44	\$39,100	\$50,603	\$42,627	29.4%	-15.8%	9.0%
Households 45-64	\$58,700	\$50,000	\$44,185	-14.8%	-11.6%	-24.7%
Households 65+	\$33,750	\$59,615	\$61,500	76.6%	3.2%	82.2%
All Households	\$39,268	\$47,142	\$43,071	20.1%	-8.6%	9.7%
LAUDERDALE - North of Larpentour						
Households under 25	\$33,125	--	\$58,333	--	--	76.1%
Households 25-44	\$50,577	--	\$65,500	--	--	29.5%
Households 45-64	\$60,652	--	\$44,000	--	--	-27.5%
Households 65+	\$33,750	--	\$62,550	--	--	85.3%
All Households	\$51,635	\$56,981	\$59,615	--	--	15.5%
LAUDERDALE - South of Larpentour						
Households under 25	\$22,667	--	\$23,065	--	--	1.8%
Households 25-44	\$27,500	--	\$36,929	--	--	34.3%
Households 45-64	\$56,591	--	\$44,327	--	--	-21.7%
Households 65+	\$25,500	--	\$34,500	--	--	35.3%
All Households	\$27,340	\$46,326	\$36,510	--	--	33.5%
RAMSEY COUNTY						
Households under 25	\$26,713	\$24,499	\$27,075	-8.3%	10.5%	1.4%
Households 25-44	\$48,987	\$53,679	\$59,005	9.6%	9.9%	20.5%
Households 45-64	\$59,681	\$67,440	\$69,922	13.0%	3.7%	17.2%
Households 65+	\$29,617	\$36,646	\$41,993	23.7%	14.6%	41.8%
All Households	\$45,722	\$51,915	\$56,104	13.5%	8.1%	22.7%
7-COUNTY METRO AREA						
Households under 25	\$29,818	\$32,159	\$31,434	7.9%	-2.3%	5.4%
Households 25-44	\$58,616	\$69,652	\$74,243	18.8%	6.6%	26.7%
Households 45-64	\$67,861	\$77,813	\$84,804	14.7%	9.0%	25.0%
Households 65+	\$31,233	\$38,589	\$44,133	23.6%	14.4%	41.3%
All Households	\$54,807	\$64,471	\$69,233	17.6%	7.4%	26.3%

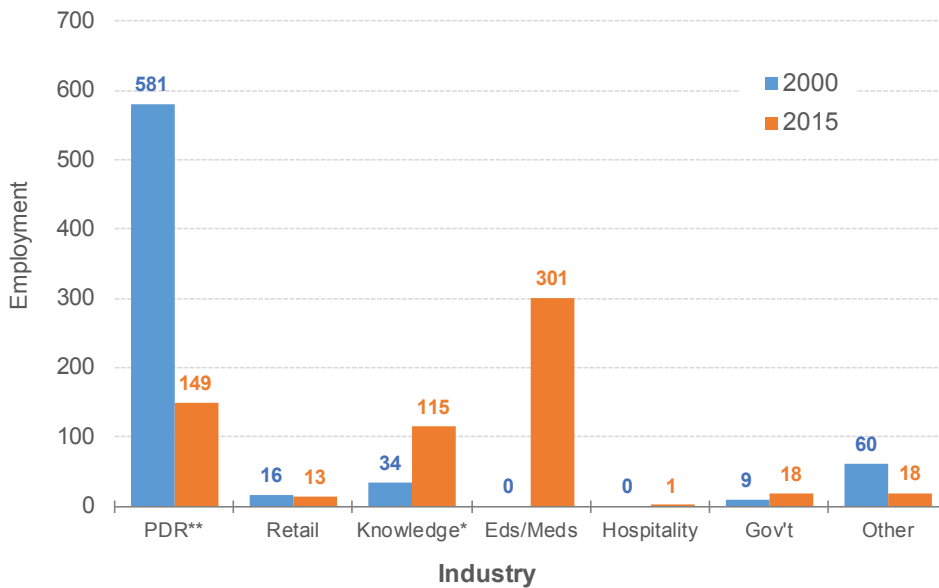
Sources: US Census; Perkins+Will

Employment

Despite Lauderdale’s small geographic size it contains a number of employment area in addition to its residential districts. Employment in a community can influence not only its tax base and use of land, but can also impact the types of housing demanded and support of certain types of retail. Figures 13 and 14 along with Table 6 present data on employment broken down by industry sectors.

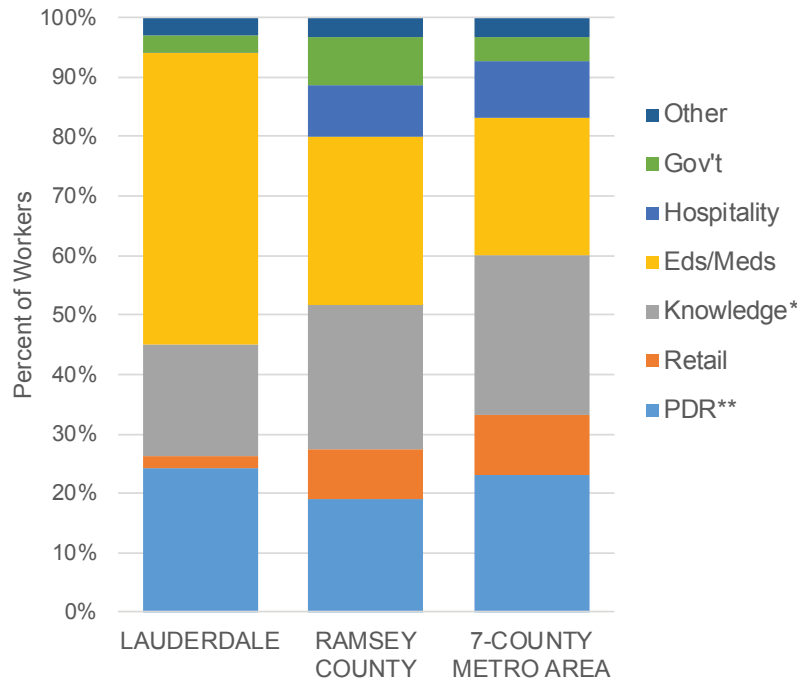
Since 2000 Lauderdale’s employment base has fluctuated with the economy. There currently are a little over 600 jobs in the city. However, employment has been as high as 900 in recent years. Nearly half of the current employment base is in the Education and Health Care sector. However, this has not always been the case. In the recent past, “production”-based jobs (such as manufacturing) have had a much higher proportion of jobs. It should be noted that major employment districts just beyond Lauderdale’s border also have an impact on the city. To the southeast is the Saint Paul campus of the University of Minnesota and just to the west is Mid-City Industrial district of Minneapolis. In both of these districts, employment is in the thousands.

Figure 13: Lauderdale Employment Change by Industry 2000-2015



* Knowledge = Consists of “knowledge-based” industry sectors, such as Information, Finance, and Professional Services/Management
 ** PDR = Production, Distribution, and Repair industry sectors (i.e., Manufacturing, Construction, Transportation, Utilities, etc.)
 Sources: Minnesota Department of Employment and Economic Development, QCEW dataset; Perkins+Will

Figure 14: Employment Profile by Industry 2015



* Knowledge = Consists of "knowledge-based" industry sectors, such as Information, Finance, and Professional Services/Management

** PDR = Production, Distribution, and Repair industry sectors (i.e., Manufacturing, Construction, Transportation, Utilities, etc.)

Sources: Minnesota Department of Employment and Economic Development, QCEW dataset; Perkins+Will

Table 6: Employment by Industry 2000-2015

LAUDERDALE				Distribution				Numeric Change			Percentage Change			
Industry	2000	2005	2010	2015	2000	2005	2010	2015	'00-'05	'05-'10	'10-'15	'00-'05	'05-'10	'10-'15
PDR**	581	454	185	149	83.0%	50.2%	25.7%	24.2%	-127	-269	-36	-21.9%	-59.3%	-19.5%
Retail	16	6	3	13	2.3%	0.7%	0.4%	2.1%	-10	-3	10	-60.7%	-54.6%	349.0%
Knowledge*	34	47	146	115	4.8%	5.2%	20.3%	18.7%	13	99	-31	39.9%	210.1%	-21.2%
Eds/Meds	0	349	325	301	0.0%	38.6%	45.3%	49.0%	349	-24	-24	--	-6.8%	-7.5%
Hospitality	0	0	4	1	0.0%	0.0%	0.6%	0.1%	0	4	-4	--	--	-85.7%
Govt	9	6	16	18	1.3%	0.7%	2.2%	2.9%	-3	9	2	-30.5%	149.6%	12.7%
Other	60	42	39	18	8.6%	4.6%	5.5%	3.0%	-19	-2	-21	-30.9%	-5.0%	-53.4%
Total	700	904	718	614	100.0%	100.0%	100.0%	100.0%	204	-186	-104	29.1%	-20.6%	-14.5%

RAMSEY COUNTY				Distribution				Numeric Change			Percentage Change			
Industry	2000	2005	2010	2015	2000	2005	2010	2015	'00-'05	'05-'10	'10-'15	'00-'05	'05-'10	'10-'15
PDR**	79,542	72,005	59,167	62,391	23.9%	21.9%	18.8%	19.1%	-7,537	-12,838	3,224	-9.5%	-17.8%	5.4%
Retail	34,912	31,560	26,452	27,309	10.5%	9.6%	8.4%	8.3%	-3,352	-5,108	857	-9.6%	-16.2%	3.2%
Knowledge*	89,704	85,039	81,287	79,773	26.9%	25.9%	25.8%	24.4%	-4,665	-3,752	-1,514	-5.2%	-4.4%	-1.9%
Eds/Meds	67,250	75,844	84,569	92,131	20.2%	23.1%	26.8%	28.2%	8,594	8,725	7,562	12.8%	11.5%	8.9%
Hospitality	26,047	27,784	26,924	28,600	7.8%	8.5%	8.5%	8.7%	1,737	-860	1,676	6.7%	-3.1%	6.2%
Govt	23,604	24,633	26,111	26,013	7.1%	7.5%	8.3%	8.0%	1,029	1,478	-98	4.4%	6.0%	-0.4%
Other	11,980	11,874	11,023	10,980	3.6%	3.6%	3.5%	3.4%	-106	-851	-43	-0.9%	-7.2%	-0.4%
Total	333,039	328,739	315,533	327,197	100.0%	100.0%	100.0%	100.0%	-4,300	-13,206	11,664	-1.3%	-4.0%	3.7%

7-COUNTY METRO AREA				Distribution				Numeric Change			Percentage Change			
Industry	2000	2005	2010	2015	2000	2005	2010	2015	'00-'05	'05-'10	'10-'15	'00-'05	'05-'10	'10-'15
PDR**	468,424	426,911	356,457	392,961	28.8%	26.3%	22.9%	23.1%	-41,513	-70,454	36,504	-8.9%	-16.5%	10.2%
Retail	181,371	178,263	157,279	168,012	11.1%	11.0%	10.1%	9.9%	-3,108	-20,984	10,733	-1.7%	-11.8%	6.8%
Knowledge*	451,059	434,882	430,823	456,173	27.7%	26.8%	27.6%	26.9%	-16,177	-4,059	25,350	-3.6%	-0.9%	5.9%
Eds/Meds	274,382	311,016	348,911	392,590	16.9%	19.2%	22.4%	23.1%	36,634	37,895	43,679	13.4%	12.2%	12.5%
Hospitality	137,828	151,232	147,182	163,371	8.5%	9.3%	9.4%	9.6%	13,404	-4,050	16,189	9.7%	-2.7%	11.0%
Govt	58,384	63,200	65,974	68,131	3.6%	3.9%	4.2%	4.0%	4,816	2,774	2,157	8.2%	4.4%	3.3%
Other	56,212	55,992	52,403	56,250	3.5%	3.5%	3.4%	3.3%	-220	-3,589	3,847	-0.4%	-6.4%	7.3%
Total	1,627,660	1,621,496	1,559,029	1,697,488	100.0%	100.0%	100.0%	100.0%	-6,164	-62,467	138,459	-0.4%	-3.9%	8.9%

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**PDR = Production, Distribution, and Repair industry sectors (i.e., Manufacturing, Construction, Transportation, Utilities, etc.)

*Knowledge = Consists of "knowledge-based" industry sectors, such as Information, Finance, and Professional Services/Management

Sources: Minnesota Department of Employment and Economic Development; US Census (LEHD dataset); Met Council; Perkins+Will



Housing

Building on the previous socio-economic section, this section provides data specific to housing conditions in Lauderdale. It is intended to provide a better understanding of where important gaps in the supply of housing may exist.

Metropolitan Council Housing Assessment

In support of each community updating their comprehensive plan, the Metropolitan Council has prepared an existing housing assessment that provides specific housing data required for the plan and integral to determining the need for certain types of housing, especially affordably priced housing. Table 7 presents this data.

Table 7: Metropolitan Council Existing Housing Assessment for the City of Lauderdale (February 2017)

TOTAL HOUSING UNITS¹			2,968
AFFORDABILITY²			
Units affordable to households with income at or below 30% of AMI	Units affordable to households with income 31% to 50% of AMI	Units affordable to households with income 51% to 80% of AMI	
373	100	392	
TENURE³			
Ownership Units		Rental Units	
2,764		204	
TYPE¹			
Single-family Units	Multifamily Units	Manufactured Homes	Other Housing Units
2,490	50	428	0
PUBLICLY SUBSIDIZED UNITS⁴			
All publicly subsidized units	Publicly subsidized senior units	Publicly subsidized units for people with disabilities	Publicly subsidized units: All others
0	0	0	0
HOUSING COST BURDENED HOUSEHOLDS⁵			
Income at or below 30% of AMI	Income 31% to 50% of AMI	Income 51% to 80% of AMI	
200	151	67	

AMI = Area Median Income; area in this definition refers to the 16-county Minneapolis-St. Paul metropolitan statistical area

¹ Source: Metropolitan Council, 2015 housing stock estimates

² Source: Metropolitan Council staff estimates for 2015 based on 2105 and 2016 MetroGIS Parcel Datasets (ownership units), 2009-2013 Comprehensive Housing Affordability Strategy data from HUD (rental units and household income), and the Council's 2015 Manufactured Housing Parks Survey (manufactured homes).

³ Source: US Census Bureau, 2011-2015 American Community Survey five-year estimates; counts adjusted to better match the Council's 2015 housing stock estimates

⁴ Source: HousingLink Streams data (covers projects whose financing closed by December 2014), <http://www.housinglink.org/streams>

⁵ Housing cost burden refers to households whose housing costs are at least 30% of their income. Source: U.S. Department of Housing and Urban Development, 2009-2013 Comprehensive Housing Affordability Strategy (CHAS) data, with counts adjusted to better match Metropolitan Council 2015 household estimates.

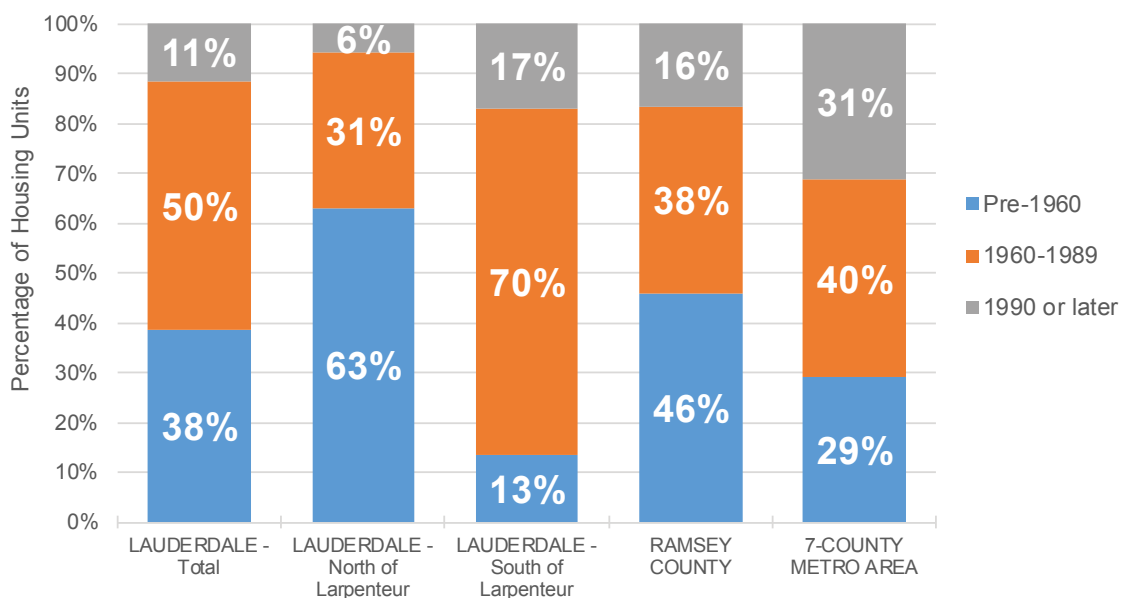
Year Housing Built

The age of housing is often a good proxy for its overall condition and value; older homes require more-frequent and costlier repairs, and their size and design may not match current cultural preferences. Although older housing stock can many times have aesthetic and historic value, if the homes are not well-maintained they are at significant risk of deferred maintenance, which could result in declining values and potential blight. Therefore, many communities closely track the condition of their older housing stock and support programs that aid homeowners in their upkeep and overall maintenance.

Nearly two-thirds (63%) of Lauderdale’s housing stock north of Larpenteur Avenue is more than 60 years old (Figure 15). Most significant homes repairs that are critical to the home’s longevity, such as a new roof or furnace, begin to occur when a home is 25-30 years old. Therefore, a significant portion of Lauderdale’s housing stock is likely in need of continuous repairs and updates.

South of Larpenteur Avenue, the housing stock is younger and generally is between 30 and 60 years old. Almost all of this stock is in small to medium size apartment buildings. Many of these buildings are on the verge of needing important maintenance and depending on the wear and tear from renters may require close observation to make sure they do not incur too much deferred maintenance.

Figure 15: Year Housing Structure Built 2016



Sources: US Census; Met Council

Table 8: Year Housing Structure Built 2016

Year Built						Distribution				
	LAUDERDALE - Total	LAUDERDALE - North of Larpenteur	LAUDERDALE - South of Larpenteur	RAMSEY COUNTY	7-COUNTY METRO AREA	LAUDERDALE - Total	LAUDERDALE - North of Larpenteur	LAUDERDALE - South of Larpenteur	RAMSEY COUNTY	7-COUNTY METRO AREA
2010 or later*	3	3	0	5,807	63,920	0.2%	0.5%	0.0%	2.6%	5.1%
2000-2009	7	6	0	15,157	160,119	0.5%	1.1%	0.0%	6.8%	12.8%
1990-1999	128	25	105	15,656	168,283	10.6%	4.3%	17.1%	7.0%	13.4%
1980-1989	289	109	182	26,308	182,888	24.0%	18.6%	29.5%	11.8%	14.6%
1970-1979	140	20	124	32,270	186,473	11.7%	3.4%	20.1%	14.5%	14.9%
1960-1969	173	53	123	24,991	129,086	14.4%	9.0%	19.9%	11.3%	10.3%
1950-1959	221	136	83	31,214	130,991	18.4%	23.3%	13.4%	14.1%	10.4%
1940-1949	38	36	0	12,625	50,459	3.1%	6.2%	0.0%	5.7%	4.0%
Pre-1940	203	196	0	58,045	182,727	16.9%	33.5%	0.0%	26.1%	14.6%
Total Units	1,201	584	617	222,073	1,254,946	100%	100%	100%	100%	100%
<i>Median Year</i>	<i>1968</i>	<i>1954</i>	<i>1978</i>	<i>1963</i>	<i>1976</i>					

* Includes data from the Met Council residential building permit database
Sources: US Census; Metropolitan Council

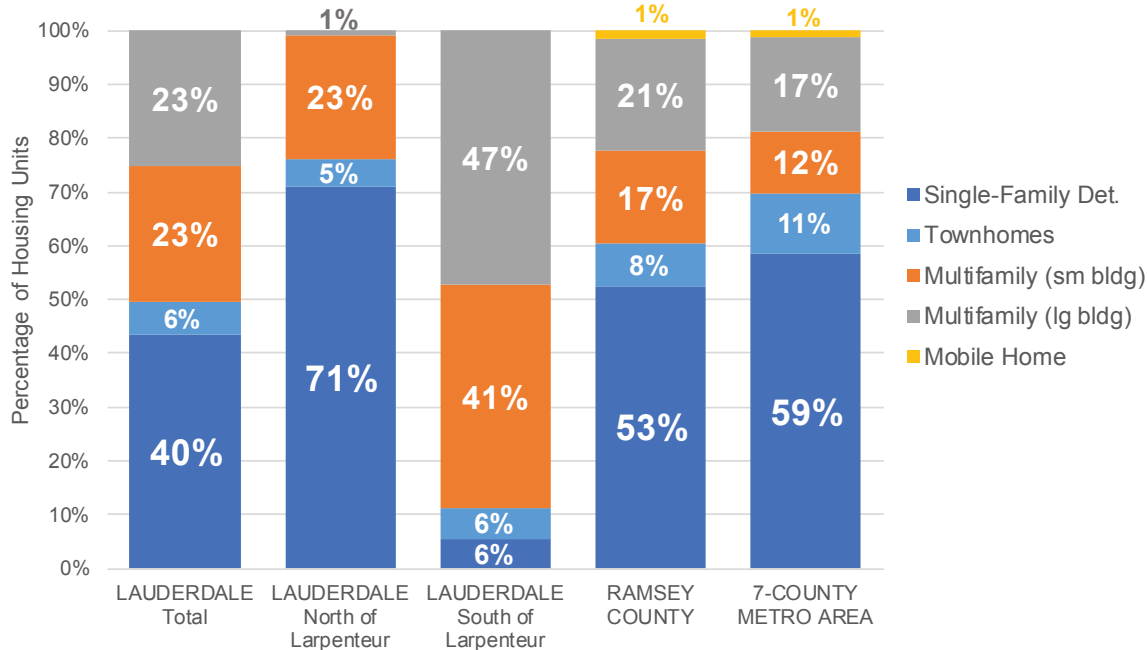
Housing Structure Type

The type housing structure can influence not only affordability but also overall livability. Having a range of housing structures can provide residents of a community options that best meet their needs as they shift from one life stage to another. For example, retirees often desire multifamily housing not only for the ease of maintenance, but also for security reasons. For those fortunate to travel south during the winter, multifamily residences are less susceptible to home maintenance issues or burglary concerns because of on-site management. For those with health concerns,

multifamily residences often have neighbors that can also provide oversight should an acute health problem occur.

Overall, the profile of Lauderdale’s housing stock closely matches that of Ramsey County with roughly equal proportions of single-family residences, townhomes, small apartment buildings, and large apartment buildings. However, the stock north of Larpentour Avenue contains a much higher proportion of single-family residences than the county or metro area proportions. South of Larpentour Avenue the housing stock is dominated by multifamily residences.

Figure 16: Housing Structure Type 2016



Sm Bldg = 2-19 units; Lg Bldg = 20+ units
Sources: US Census; Met Council; Perkins+Will

Table 9: Housing Structure Type 2016

LAUDERDALE - Total					Distribution by Type				Distribution by Tenure			
Structure Type	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant
1, detached unit	485	416	51	18	40.4%	82.6%	8.4%	19.9%	100.0%	85.7%	10.5%	3.8%
1, attached unit	68	50	18	0	5.7%	9.8%	3.0%	0.0%	100.0%	72.9%	27.1%	0.0%
2 units	51	0	36	15	4.2%	0.0%	6.0%	15.9%	100.0%	0.0%	71.2%	28.8%
3 or 4 units	36	15	22	0	3.0%	2.9%	3.6%	0.0%	100.0%	40.5%	59.5%	0.0%
5 to 9 units	106	52	54	0	8.8%	10.3%	8.9%	0.0%	100.0%	49.2%	50.8%	0.0%
10 to 19 units	174	0	134	40	14.5%	0.0%	22.2%	43.6%	100.0%	0.0%	76.9%	23.1%
20 to 49 units	235	0	219	16	19.6%	0.0%	36.2%	17.4%	100.0%	0.0%	93.2%	6.8%
50 or more	46	0	46	0	3.8%	0.0%	7.5%	0.0%	100.0%	0.0%	100.0%	0.0%
Mobile Home	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
Boat, RV, Van, etc.	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
Total Units	1,201	503	605	92	100%	100%	100%	100%	100%	42%	50%	8%

LAUDERDALE - North of Larpenteur					Distribution by Type				Distribution by Tenure			
Structure Type	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant
1, detached unit	415	361	37	17	71.0%	80.1%	36.4%	51.4%	100.0%	87.0%	8.9%	4.1%
1, attached unit	30	25	6	0	5.2%	5.4%	5.6%	0.0%	100.0%	81.3%	18.8%	0.0%
2 units	38	0	22	16	6.5%	0.0%	21.5%	48.6%	100.0%	0.0%	57.5%	42.5%
3 or 4 units	29	10	19	0	5.0%	2.3%	18.7%	0.0%	100.0%	35.5%	64.5%	0.0%
5 to 9 units	68	55	13	0	11.6%	12.1%	13.1%	0.0%	100.0%	80.6%	19.4%	0.0%
10 to 19 units	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
20 to 49 units	5	0	5	0	0.8%	0.0%	4.7%	0.0%	100.0%	0.0%	100.0%	0.0%
50 or more	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
Mobile Home	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
Boat, RV, Van, etc.	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
Total Units	584	451	101	33	100%	100%	100%	100%	100%	77%	17%	6%

LAUDERDALE - South of Larpenteur					Distribution by Type				Distribution by Tenure			
Structure Type	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant
1, detached unit	34	24	10	0	5.5%	44.6%	2.1%	0.0%	100.0%	69.4%	30.6%	0.0%
1, attached unit	36	24	12	0	5.8%	44.6%	2.4%	0.0%	100.0%	65.8%	34.2%	0.0%
2 units	18	0	18	0	2.9%	0.0%	3.6%	0.0%	100.0%	0.0%	100.0%	0.0%
3 or 4 units	10	6	5	0	1.7%	10.7%	0.9%	0.0%	100.0%	54.5%	45.5%	0.0%
5 to 9 units	43	0	43	0	7.0%	0.0%	8.6%	0.0%	100.0%	0.0%	100.0%	0.0%
10 to 19 units	184	0	141	42	29.8%	0.0%	28.0%	71.4%	100.0%	0.0%	76.9%	23.1%
20 to 49 units	243	0	226	17	39.4%	0.0%	44.9%	28.6%	100.0%	0.0%	93.0%	7.0%
50 or more	48	0	48	0	7.8%	0.0%	9.5%	0.0%	100.0%	0.0%	100.0%	0.0%
Mobile Home	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
Boat, RV, Van, etc.	0	0	0	0	0.0%	0.0%	0.0%	0.0%	---	---	---	---
Total Units	617	53	504	59	100%	100%	100%	100%	100%	9%	82%	10%

RAMSEY COUNTY					Distribution by Type				Distribution by Tenure			
Structure Type	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant
1, detached unit	114,687	99,460	10,827	4,400	52.6%	81.4%	12.8%	39.4%	100.0%	86.7%	9.4%	3.8%
1, attached unit	16,945	10,726	5,560	659	7.8%	8.8%	6.6%	5.9%	100.0%	63.3%	32.8%	3.9%
2 units	9,962	1,868	7,017	1,077	4.6%	1.5%	8.3%	9.6%	100.0%	18.8%	70.4%	10.8%
3 or 4 units	6,284	670	4,964	650	2.9%	0.5%	5.9%	5.8%	100.0%	10.7%	79.0%	10.3%
5 to 9 units	7,361	1,219	5,700	442	3.4%	1.0%	6.7%	4.0%	100.0%	16.6%	77.4%	6.0%
10 to 19 units	14,070	514	12,548	1,008	6.5%	0.4%	14.8%	9.0%	100.0%	3.7%	89.2%	7.2%
20 to 49 units	18,067	1,644	15,274	1,149	8.3%	1.3%	18.0%	10.3%	100.0%	9.1%	84.5%	6.4%
50 or more	27,460	3,352	22,528	1,580	12.6%	2.7%	26.6%	14.1%	100.0%	12.2%	82.0%	5.8%
Mobile Home	3,152	2,631	319	202	1.4%	2.2%	0.4%	1.8%	100.0%	83.5%	10.1%	6.4%
Boat, RV, Van, etc.	36	33	3	0	0.0%	0.0%	0.0%	0.0%	100.0%	91.7%	8%	0%
Total Units	218,024	122,117	84,740	11,167	100%	100%	100%	100%	100%	56%	39%	5%

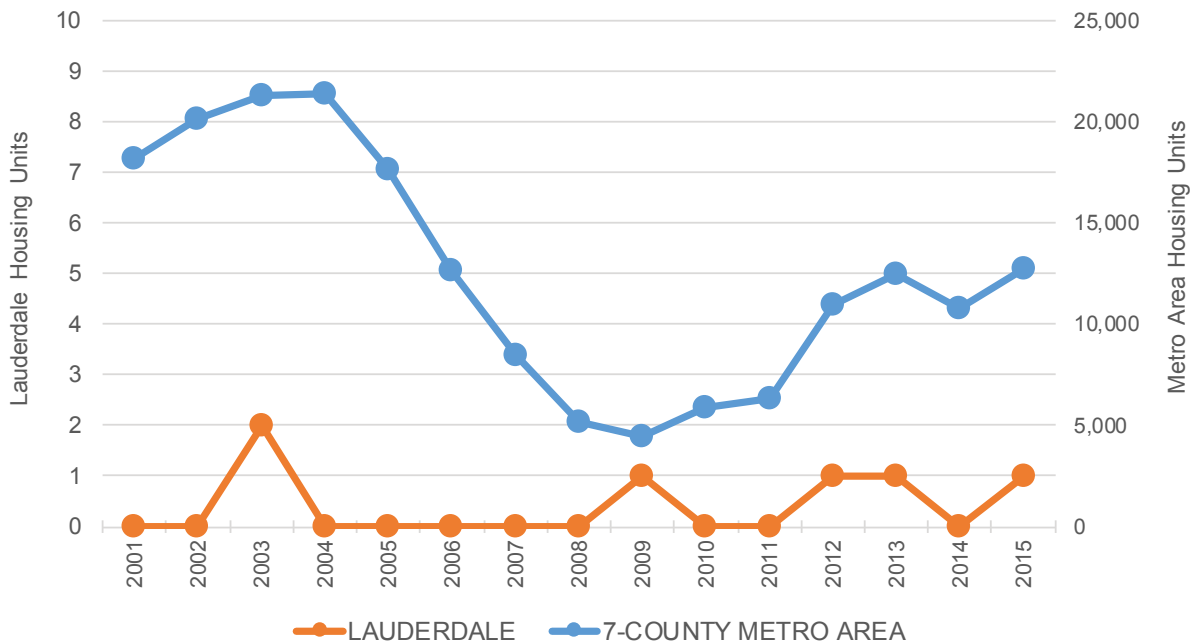
7-COUNTY METRO AREA					Distribution by Type				Distribution by Tenure			
Structure Type	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant	Total	Owned	Rented	Vacant
1, detached unit	705,956	632,367	50,228	23,361	58.5%	80.5%	13.8%	41.3%	100.0%	89.6%	7.1%	3.3%
1, attached unit	136,368	93,048	37,318	6,002	11.3%	11.8%	10.2%	10.6%	100.0%	68.2%	27.4%	4.4%
2 units	32,815	6,727	23,053	3,035	2.7%	0.9%	6.3%	5.4%	100.0%	20.5%	70.3%	9.2%
3 or 4 units	26,100	5,410	18,481	2,209	2.2%	0.7%	5.1%	3.9%	100.0%	20.7%	70.8%	8.5%
5 to 9 units	29,698	5,610	22,420	1,668	2.5%	0.7%	6.1%	2.9%	100.0%	18.9%	75.5%	5.6%
10 to 19 units	50,258	3,355	43,460	3,443	4.2%	0.4%	11.9%	6.1%	100.0%	6.7%	86.5%	6.9%
20 to 49 units	76,693	7,767	63,623	5,303	6.4%	1.0%	17.4%	9.4%	100.0%	10.1%	83.0%	6.9%
50 or more	133,131	18,628	104,067	10,436	11.0%	2.4%	28.5%	18.4%	100.0%	14.0%	78.2%	7.8%
Mobile Home	15,366	12,395	1,844	1,127	1.3%	1.6%	0.5%	2.0%	100.0%	80.7%	12.0%	7.3%
Boat, RV, Van, etc.	353	105	248	0	0.0%	0.0%	0.1%	0.0%	100.0%	29.7%	70%	0%
Total Units	1,206,738	785,412	364,742	56,584	100%	100%	100%	100%	100%	65%	30%	5%

Sources: US Census; Met Council; Perkins+Will

Housing Units Permitted for Construction

Building permits can provide insight into important development trends. However, due to Lauderdale’s small size and limited land available for new development, new housing is entirely based on tear downs and new construction. According to building permit figures from the Metropolitan Council, Lauderdale has constructed six new housing units (all single-family) in the past 15 years.

Figure 17: Housing Units Permitted for Construction 2001-2015



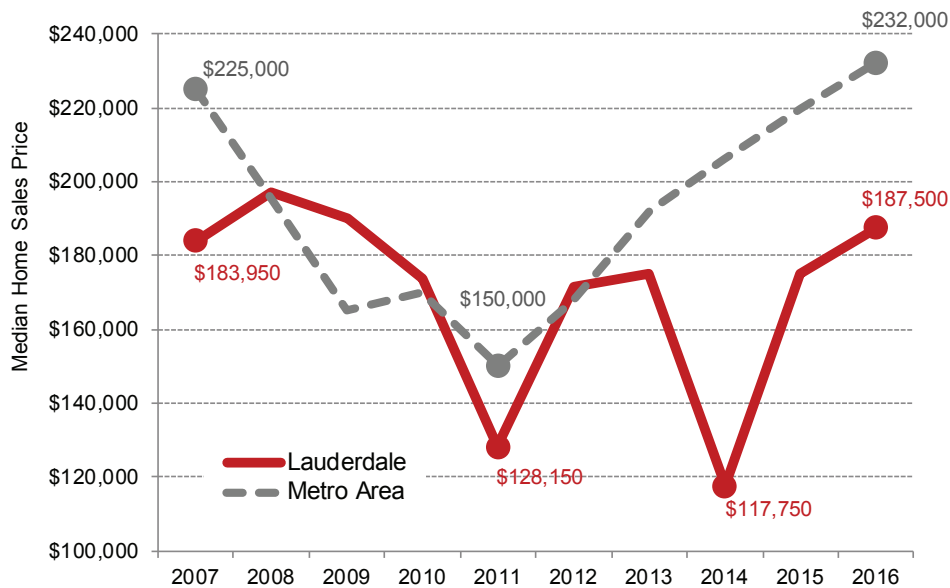
Source: Metropolitan Council

Home Sales Trends

According to data from the Minneapolis Association of Realtors, the median home sales price for Lauderdale in 2016 was \$187,500 (Figure 18). This was well below the metro area median home sales price of \$232,000. This indicates that the owner-occupied housing stock in Lauderdale is relatively affordable compared to the rest of the region. This is still below the peak median sales price in 2008. Although prices have improved in the last several years (with 2014 being a notable exception), the median sales price has yet to return to pre-bust pricing. The broader metro-wide market, however, appears to have regained all of the lost value from the bust and is actually now achieving new pricing peaks.

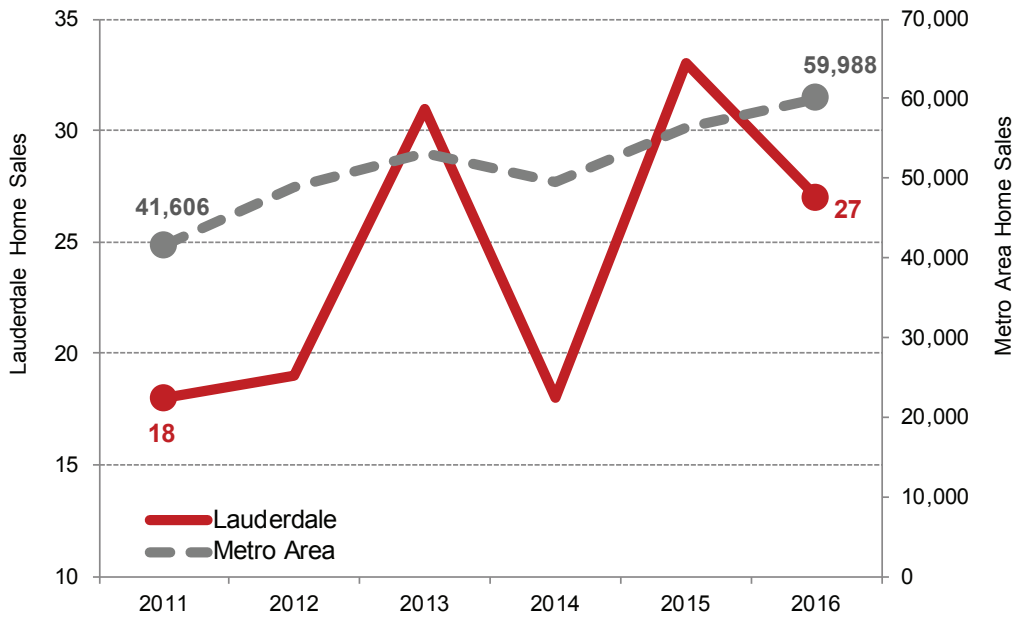
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Figure 18: Median Home Sales Price 2007-2016



Source: Minneapolis Area Association of Realtors

Figure 19: Annual Homes Sold through MLS 2011-2016



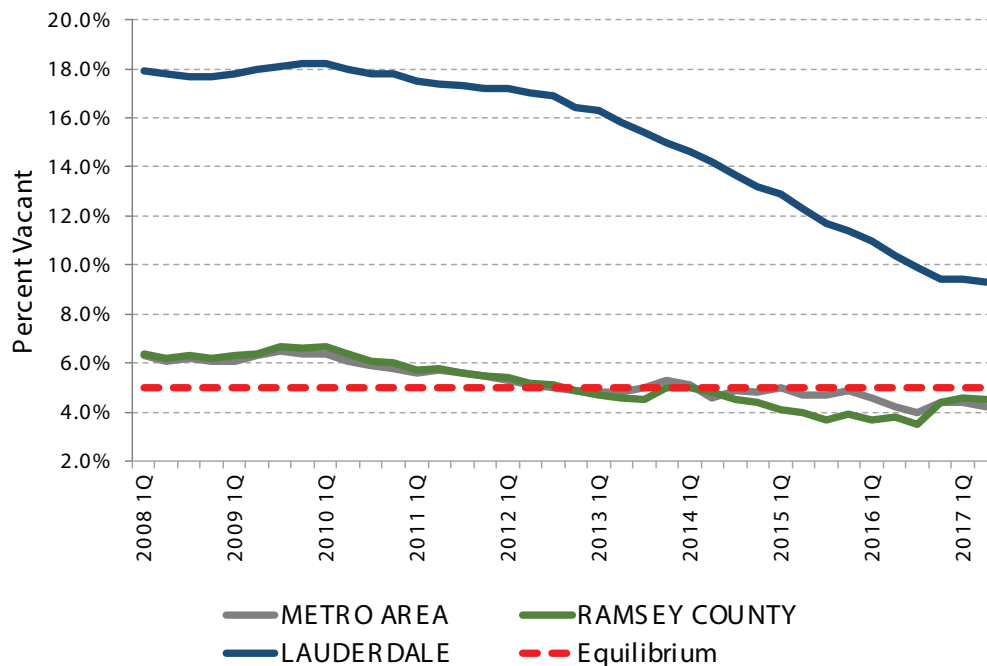
Source: Minneapolis Area Association of Realtors

Rental Housing Trends

Figures 20 and 21 present data on the condition of the rental market in Lauderdale. Currently, the vacancy rate among Lauderdale’s apartments is just below 10%. This is well above the metro area and Ramsey County vacancy rate. Despite vacancies being much higher than the region, average rents have been increasing in recent years and currently average just over \$900 per month. Average rents in Lauderdale are also well below the County of metro area average rent, again, indicating that the cost of housing in Lauderdale is relatively affordable when compared to most other areas in the region.

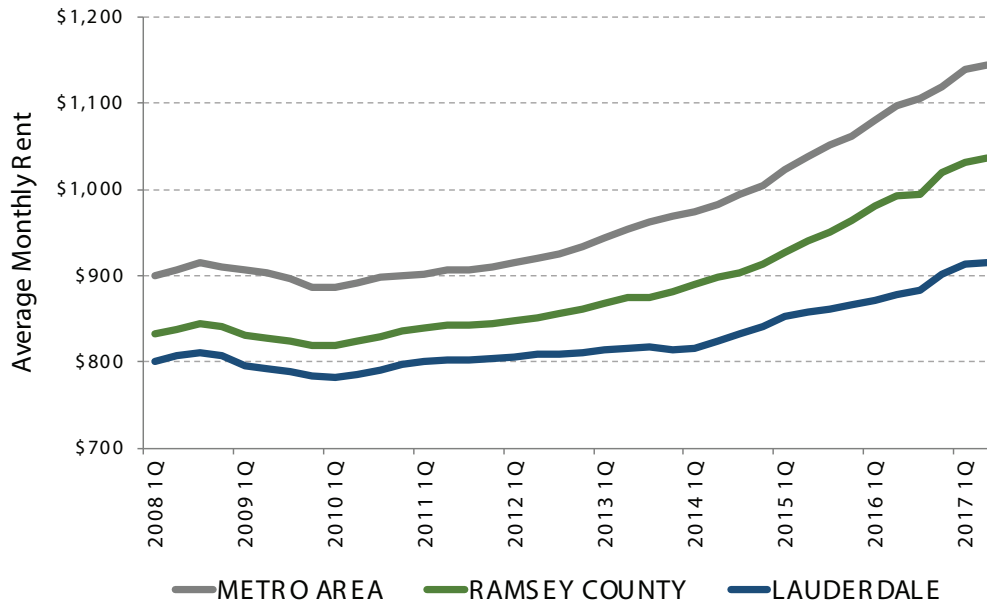
34

Figure 20: Market Rate Rental Housing Vacancy Trends 2008-2017



Source: CoStar

Figure 21: Market Rate Rental Housing Price Trends 2007-2017



Source: CoStar



Table X: Lauderdale Employers

Business	Number of Full- Time Employees	Number of Part- Time Employees	Total Employees
Twin City Die Casting Co.			
Boyer Trucks Lauderdale			
Beaupre Aerial Equipment			
Tee Squared Screen Printing			
Finn Sisu			
Midwest Editions			
Bolger			
Corval Group			
International Union Operating			
Super USA			
Mill City Roasters			

Source: City Website, Ramsey County GIS and Google Maps

Travel and Commuting

A significant portion of the population commutes to work and travels outside of the community for employment as shown in Table x. Figures in this table reflect that Lauderdale residents are centrally located within the MSA and are adjacent to Hennepin County, as well as connected to major freeway access with direct routes to employment within Ramsey, Hennepin, Anoka, Washington and Dakota Counties. Commuting time is important to economic development and competitiveness because accessibility to jobs is directly correlated to quality of life.

Table : Place of Work

Place of Work	Percentage
Worked in state of residence	98.6%
Worked in county of residence	46.3%
Worked outside county of residence	52.3%
Worked outside state of residence	1.4%
Living in a place	100.0%
Worked in place of residence	6.2%
Worked outside place of residence	93.8%

Source: 2011-2015 American Community Survey 5-Year Estimates

The mean travel time to work for Lauderdale residents is 19.5 minutes as demonstrated in Table xx. Given the drive time across Lauderdale is only several minutes and more than 85% percent of residents spend 10 minutes or more traveling to work indicates the vast majority of workers are working outside the City of Lauderdale.

Table X: Travel Time to Work

Travel Time to Work	Percentage
Less than 10 minutes	14.3%
10 to 14 minutes	24.5%
15 to 19 minutes	15.1%
20 to 24 minutes	19.3%
25 to 29 minutes	7.7%
30 to 34 minutes	12.1%
35 to 44 minutes	0.8%
45 to 59 minutes	1.5%
60 or more minutes	4.6%
Mean travel time to work (minutes)	19.5

Source: 2011-2015 American Community Survey 5-Year Estimates

In addition to commute times, the way in which people travel to work, or the mode of transportation, is important to understand and consider when preparing land use plans and identifying opportunities to improve infrastructure. The majority (63.9%) of residents drive to work alone and travel to work by car, truck or van. However, approximately 7.5 percent of residents carpool to work, fourteen percent take public transportation, 8 percent walked and 4 percent worked at home.

Table : Mode of Transportation to Work

Means of Transportation to Work (Workers 16 years and over)	Percentage
Car, truck, or van	71.4%
Drove alone	63.9%
Carpooled	7.5%
In 2-person carpool	6.4%
In 3-person carpool	0.0%
In 4-or-more person carpool	1.1%
Workers per car, truck, or van	1.06
Public transportation (excluding taxicab)	14.0%
Walked	8.0%
Bicycle	1.6%
Taxicab, motorcycle, or other means	1.0%
Worked at home	4.1%

Source: 2011-2015 American Community Survey 5-Year Estimates



Land Use, Redevelopment & Zoning

An important part of the planning process is to understand the existing land uses and development patterns within a community. The existing land uses help to define not only the character of the community, but is also correlated to the demographic and housing information contained within previous sections of this report. Additionally, the land uses and development patterns provide insight into areas that may be underutilized or underdeveloped that could benefit from redevelopment and reinvestment.

Existing Land Use Patterns

The City’s existing land use distribution is diverse and includes everything from single family residential to Industrial uses. The following table identifies the existing land use acreages and percentages in the City:

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Table X: Existing Land Use (ELU)

Existing Land Use	Acres	Percentage
Single Family Residential		
Townhome/Condo		
Apartments		
Commercial		
Industrial		
Utility		
Institutional		
Park and Recreation		
Open Water		
ROW		
Railroad ROW		

The City’s existing land use pattern has not changed significantly since adoption of the 2030 Plan. As with many communities over the past 10-years, development and redevelopment was mostly stagnant in the City as a result of the Great Recession. While the Great Recession is officially defined as occurring between 2007 and 2009, the recovery has been slow and places like Lauderdale remained mostly unchanged during much of the last decade. As such, the Existing Land Uses in the community are generally consistent with the ELU map contained within the adopted 2030 Plan which is also included in this background report as Map X.

The existing land use pattern is segmented in most cases by physical boundaries which results in clear demarcation of land uses. Generally, west of Highway 280 are utility and industrial uses, south of Larpenteur and East of Highway 280 is dominated by commercial, institution and multi-family uses, and north of

Larpenteur and east of Highway 280 is predominantly single-family residential uses.

Planned and Future Land Uses

The adopted 2030 Plan included a future land use plan for the community which was identified on Map 3-7: 2030 Land Use Map (Map X). As a fully developed community many of the land uses anticipated were simply a continuation of the existing land use patterns. For example, the land uses north of Larpenteur Avenue were guided for single-family residential uses consistent with the existing neighborhood pattern. However, there were some areas of the community that were anticipated to change, particularly some of the underdeveloped areas located along the Larpenteur Avenue corridor. The following table identifies the 2030 Planned Land Uses as designated in the adopted Comprehensive Plan.

Table X: 2030 Planned Land Uses

Planned Land Use Designation	Acres	Percentage
Medium Density Residential		
High Density Residential		
Mixed Use		
Industrial		
Park & Recreation		
Open Space		
Open Water		
Railroad ROW		
ROW		
Larpenteur Corridor Plan Area		



Since the last plan update there has been some redevelopment in the community which is summarized below:

- FinnSisu constructed a new store in 2010 at 2436 Larpenteur Avenue, which is located in the Larpenteur Corridor Plan Area.
- Single-family tear downs/major remodels have recently occurred. While this was not contemplated in the 2030 Plan, the changes impact existing neighborhoods.

Redevelopment

Mixed-Use

During the planning process for the 2030 Plan the City identified the Larpenteur Avenue corridor as an opportunity area for redevelopment and identified this area with a Land Use Overlay designation. The Larpenteur Avenue corridor is the main east-west corridor through the community and has the potential to be an important part of enhancing the City's small-town character. However, the current plan acknowledges that many of the properties within the corridor are underutilized, in some cases in disrepair, and that the corridor lacks the desired charm due

to the lack of walkability, vitality and scale. Since the 2030 Plan adoption only one parcel has redeveloped, and the other parcels in the corridor have been left generally untouched. The following summary of existing conditions in the areas guided for Mixed-Use provide a baseline for discussion during this process.

- The existing land use pattern along Larpenteur is a hodge-podge of uses that includes single-family residential properties, large multi-family complexes and commercial uses. There is no vertical or site mixed-uses along the corridor.
- Large parking lots and expansive building setbacks from the road right-of-way contributes to the lack of pedestrian scale along the street.
- One parcel has redeveloped, FinnSisu, but it is out of context and scale when considered in relation to adjacent parcels.
- Brandy Chase Condominiums, Rosehill Estates and City Gables are located on the east end of the Larpenteur corridor and are not part of the Mixed-Use designation. However, the population of these higher density residential areas could directly support increased commercial/retail uses in the corridor particularly

with improved pedestrian connections and a more hospitable streetscape.

- Some of the existing businesses have reinvested in their properties, but the reinvestments in some cases may not be consistent with the long-term vision for mixed-uses and higher intensity development within the Mixed-Use corridor. Two such properties include:
 - » Corval Group
 - » Children’s Home Society of Minnesota, Lutheran Social Services

Industrial Areas

The industrial and light manufacturing businesses in the City are generally located west of Highway 280. The structures in this area were constructed primarily between the 1940s and 1950s and as a result in some cases are falling into disrepair and contain structural obsolescence. Many of the businesses that are in this area have been in the community for decades, and it is unknown what future succession plans exist for many of the users. This planning process will reach out directly to business owners of the industrial properties to better understand long-term goals of the users and to identify any opportunities for redevelopment and reinvestment to

ensure this area of the community remains sustainable. Some characteristics of this area of note are:

- Large power substation located southwest of the Highway 280 and Larpenteur Avenue intersection.
- Improved interchange at Highway 280 and Larpenteur Avenue provides better, safer, access to businesses on west side of 280.
- Active rail spur/railroad in area.
- Adjacent to extensive industrial, light manufacturing, distribution, and office uses in Minneapolis

Zoning

The City’s zoning districts were not updated after the adoption of the 2030 Plan. However, due to the relatively small geographic area of the community the zoning districts and maps created as part of the 2020 Plan update (1998 Comprehensive Plan) are relevant and generally support the Planned Land Uses identified within the 2030 Plan (Map X). The Mixed-Use land use designation is the only land use without a corresponding zoning district which was a new land use designation created during the 2030 Plan update. The City will evaluate whether the Mixed-Use land use

designation is appropriate during this planning process and will identify implementation measures to ensure a corresponding zoning district is created after the 2040 Plan is adopted. In the 2020 and 2030 Plans the City identified a Community Business (C-1) zoning district, but did not identify a corresponding land use designation. Several of the properties zoned C-1 are located in the areas guided for Mixed-Use; however, the zoning district does not directly support the objectives of the Mixed-Use land use designation as described in the 2030 Plan. During this planning process the land use designations will be discussed and objectives identified so that corresponding zoning districts can be created and/or updates to the existing zoning districts completed. This process will ensure that the zoning is consistent with the use designations which is a requirement of the Metropolitan Land Planning Act. The following Table identifies the Planned Land Use categories and the corresponding zoning district.

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Table X: Zoning Districts

Land Use Designation	Corresponding Zoning District
Medium Density Residential (MDR)	Suburban Residential (R-1) Urban Residential (R-2)
High Density Residential (HDR)	Multiple Residential (R-3)
Mixed Use (MU)	None
None	Community Business (B-1)
Industrial	Industrial (I-1)
Park & Recreation	Conservation (C-1)
Open Space	Suburban Residential (R-1)

Since adoption of the 2030 Plan the City has created and adopted a Planned Unit Development (PUD) ordinance. The PUD zoning district permits properties to be re-zoned by ordinance to PUD during a development review process. There are three areas that are zoned PUD in the community per the 1996 Zoning Map (Brandychase, Rose Hill/City Gables and Burnvedt).

Transportation

Roadways

The City’s road network provides access to the City’s residents, commercial areas, and the greater region. Each roadway is classified according to the types of traffic and traffic volumes which is shown on Map X and Table X.

Table X: Functional Classification of Roads

Road Classification	Road Name	Jurisdiction
Principal Arterial	Highway 280	State Highway
A-Minor Augmentor	Larpenteur Avenue	County Road
Major Collector	Eustis Street Roselawn Avenue West	County Road
City/Local Street	Ryan Street Summer Street Spring Street Lone Street Idaho Avenue Hoyt Avenue Walnut Street Malvern Street Carl Street Pleasant Street Lake, Street Fulham Street	City Streets

Highway 280 runs north-south connecting I-94 and I-35W/ Highway 36. The Larpenteur Avenue interchange was upgraded and reconstructed since the 2030 Plan and now provides safer and more efficient access to the City of Lauderdale.

TAZs

There are four Transportation Area Zones in the City of Lauderdale that are generally segmented by Highway 280 and Larpenteur Avenue (Map X). The TAZs are used to plan for roadway improvements to ensure that the road system is adequate to support the anticipated population, households and employment projections.

Transit

The Metropolitan Council's Transit Market Area identifies the City fully within Market Area II which is described as "high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans."

The City is currently served by bus route 30, which connects to the Westgate Light Rail Station (Green Line). The Green Line provides access to both Downtown Minneapolis and St. Paul. The City is also served by bus route 61 which runs east-west and connects to Downtown St. Paul to the east and Minneapolis to the west. Route 61 also provides a connection to the A-Line (Bus Rapid Transit) which connects to the Blue Line

LRT which provides access to the Minneapolis/St. Paul Airport. Both bus routes run along Larpenteur Avenue, with multiple stops located along the corridor.

Airport

The closed international and regional airport is the Minneapolis/St. Paul International Airport located approximately 12 miles south of the City.

Bike Routes

The 2015 System Statement introduces the Metropolitan Council's desire to plan for a Regional Bicycle Transportation Network (RBTN). The network of bikeways would connect users to regional and sub-regional job centers and offer increased modal choice. This system would also connect into the expanding Minneapolis trail system (Grand Rounds, River Boulevard trails, etc.) The Metropolitan Council has identified a RBTN alignment on the southwest border of the city along Como Avenue (Map X).

Railroads

The Minnesota Commercial Railway Company owns and operates the railroad that runs adjacent to Highway 280 and bisects the industrial area in the community. The railroad is active, and has an interchange/stop near the Lauderdale border in the city of Minneapolis.

Parks, Trails, Open Space & Natural Resources

Parks, Trails & Open Space

The City's parks, trails and open space network in the community is fairly robust given the relatively small size of the community. There are approximately 11 acres of land in preserved park or open space in the community, and such lands include both active and passive recreational opportunities to the residents of the community.

In addition to the dedicated park and open space land in the City of Lauderdale, the community is also blessed with regional amenities that are adjacent to the community. The City is bordered on the east by the University of Minnesota's Les Bolstad Golf Course, on the north by Midland Hills Country Club (golf course), and is approximately 5-miles from Como Park which contains approximately 385-acres of parks, trails and open space to the region.

City Parks

The City maintains two (2) parks with active recreational uses, and two (2) natural areas with passive recreational opportunities. A summary of each park/natural area is provided:

- Community Park
The Community park was purchased in 1985 from the Roseville School District under the condition that the land be used only for public recreation. The park is approximately 7.17 acres, and provides a variety of recreational opportunities to the residents of Lauderdale and adjacent communities. The programming in the Community Park has evolved over the years, slowly changing to meet the needs of the community and desires of the community. The following summary of current facilities located within the park is identified below:
 - » two tennis courts
 - » two basketball courts
 - » dog park, playground
 - » a ball field
 - » lighted hockey rink and pleasure rink
 - » sledding hill
 - » archery range with two target bales
 - » picnic shelter
 - » dedicated dog park area

- Skyview Park
The City purchased the land for Skyview Park in 2002 from Ramsey County. The park is located at the terminus of Walnut Street, and does not have street frontage. The following amenities are located in the park:
 - » playground
 - » picnic table
 - » view of the Minneapolis skyline

- Nature Area (south of Larpenteur Avenue at the end of Idaho)
The Lauderdale Nature area is located south of the Rosehill Townhomes and is approximately 2.79 acres. The area is zoned conservation and will be protected into perpetuity. The nature area includes a storm water management pond (known as Gasparre Pond), but also includes passive recreational opportunities to the residents of the Rosehill Townhomes, and the City Gabels apartment complex. There is a wooded area on the south end of the nature area that extends onto adjacent properties owned by the Luther Seminary and single family properties which is known as Breck Woods. The City has an easement over the area for purposes of a retention pond, but does not own

the property and the pond was created to provide stormwater management and was constructed as a part of a Tax Increment Finance housing development.

- Walsh Lake Park
The city owns four lots/parcels on the northwest side of Walsh Lake and is approximately 0.69 acres. The land is mostly under water and the only access to the parcels is from a path on the east side of Ryan Avenue and a narrow piece of land on the north end of Pleasant Street. There are no city improvements on the property, and it is generally used for open space, passive recreation and bird watching.

Natural Resources

The City is fully developed and there are no areas identified by the Minnesota Department of Natural Resources or the Metropolitan Council as regionally significant with respect to ecological quality. However, there are some natural areas which have been protected through city acquisition and the development process. As identified previously, the City owns approximately 3.48 acres of natural areas in the Lauderdale Nature Area and Walsh Lake Park.

Lakes, Wetlands and Watershed Districts/ Management Organizations

Walsh Lake is located on the far northeastern corner of the property, and is partially located in the City of Lauderdale and the City of Roseville. It is the only DNR lake in the community. There are no streams or rivers located in the community.

The National Wetland Inventory identifies Walsh Lake and Gasparre Pond on the public waters inventory. There are no other wetlands identified on the NWI.

There are two different agencies, in addition to the City, which have jurisdiction of the wetlands and surface water management in the City. The agencies are as follows:

- Rice Creek Watershed District (RCWD): Includes all land north of Larpenteur Avenue.
- Mississippi Watershed Management Organization (MWMO): Includes all land south of Larpenteur Avenue.

Community Facilities

The City owns and maintains several facilities. These facilities vary in size, function and condition. In addition to City owned facilities, there are a variety of facilities owned and operated by other governmental agencies and non-profit organizations that serve Lauderdale residents. The following list identifies important facilities categorized by City/Government, Parks and Recreation, and Schools and Church/Faith Based Facilities.

City/Government

» City Hall
1891 Walnut St, Lauderdale, MN 55113

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» Lauderdale Fire Department
2077 Larpenteur Ave W, St Paul, MN 55113

» Post Office
There are no post offices located within the City of Lauderdale. Two post offices serve the City of Lauderdale, and the city has an outgoing mailbox located at City hall.

St. Paul Como Post Office – 2286
Como Avenue, St. Paul, MN 55108

Roseville Post office – 2000 West
County Road B-2, Roseville, MN 55113



Schools

Lauderdale is served by the Roseville Area School District (ISD 623)

Lauderdale's students currently attend:

- » Brimhall Elementary School
1744 West County Road B
Roseville, MN 55113
- » Roseville Area Middle School
15 East County Road B2
Roseville, MN 55113
- » Roseville Area High School
1240 West County Road B2
Roseville, MN 55113

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Luther Theological Seminary
Campus extends into Lauderdale along the southern city border.

Faith Based Facilities

- » Peace Lutheran Church
1744 Walnut Street
St Paul, MN 55113
- » Twin City Chinese Church
1795 Eustis Street Lauderdale, MN
55113
[Note: For sale on Colliers site]

