Twin Cities Case Study: Central Corridor
By 2030, **region expected to grow by nearly 1 million**, with 91% to 95% of new growth forecast to be located in the urban area.

In a 2003 regional survey, metro area residents listed **traffic congestion as the region’s top problem**.

Combination of Light Rail, Commuter Rail, and Busways to provide a **comprehensive transit network**.

Encourage development and reinvestment in centers that combine transit, housing, offices, retail, services, open space and connected streets that support walking and bicycle use.

Improve access to jobs and choices in housing.
Transit Dependent:

- 74% of households in transit zones own 0-1 cars, compared to 40% for the Region
- 32% of workers in transit zones walk, bike or take transit to work, compared to only 7% for the region
- Even before the light rail line, transit ridership, walking, and biking were substantially higher in the Hiawatha corridor than in the region

Diversity of income levels

- 35% of households in transit zones earn less than $20,000 per year
- 57% earn less than $35,000 per year
- Hiawatha median income was $31,000 in 1999 as compared to regional median of $54,000
By 2030, between 110,000 – 124,000 Twin Cities’ households will have a potential demand for living near transit (roughly 6% of region’s households).

Nationally, demand for housing near transit could double to over 15 million households.

Household size is shrinking, with singles and couples without children being the new majority.

49% of the households with a potential demand for living near transit qualify as Low Income.

4,000-9,000 new housing units could potentially be located on underutilized sites in the Hiawatha corridor to accommodate projected future demand.

Note: Local data based on Hiawatha Transit Zones
The 3rd Twin Cities Light Rail corridor that runs **11 miles between Minneapolis and St. Paul** along the main transportation artery of University Ave and near Interstate 94.

- Connects the two downtowns, links to the future Northstar commuter line, and links the Hiawatha light rail line with the east metro area.

- Area suffers from traffic congestion and projections estimate I-94 will exceed capacity by 2020.

- Links five major centers of activity - downtown Minneapolis, the University of Minnesota, the Midway area, the state Capitol complex and downtown St. Paul – together containing almost 280,000 jobs.

- Current cost estimate is at $930 million (to be trimmed down) with opening date of 2014.
Every station area in the Twin Cities, existing and proposed, faces a unique set of challenges, and will require specially tailored strategies for creating high-quality TOD.

However, across many different types of station areas, similar characteristics begin to emerge. This general hierarchy can help planners, citizens, and elected officials quickly and easily understand the key planning considerations and expectations for the character, role, and function of different types of places.
### Station Typology for Urban/Infill TOD

Transit-Oriented Development can include all levels of density, and with careful planning is able to incorporate existing single family neighborhoods.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Regional Center</td>
<td>High-density mix of residential, commercial, employment, and civic/cultural uses</td>
</tr>
<tr>
<td>Suburban Center</td>
<td>Moderate - to high-density, predominantly residential uses with supporting commercial and employment uses</td>
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<tr>
<td>Transit Town Center</td>
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<tr>
<td>Urban Neighborhood</td>
<td>Moderate-density mix of residential, commercial, employment, and civic/cultural uses</td>
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<tr>
<td>Transit Neighborhood</td>
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<tr>
<td>Mixed Use Corridor</td>
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Nearly 120,000 people and 280,000 jobs reside within the Central corridor.

By 2030, the number of jobs is expected to grow to 345,000.

Some corridor planning districts saw growth of up to 30% in the 1990s.

Current uses and development patterns are extremely diverse.

St. Paul Strategic Development Plan calls for increased densities and mixed uses surrounding rail stops to create an urban street frontage on University.

A number of mixed use developments – including student housing and supportive housing components – have been proposed in the corridor.
Corridor has a median household income of $34,696, versus $54,000 for region

Only 44% of units are owner-occupied (versus 70% for the region) creating potential for displacement

About 36% of corridor households have an income of less than $25,000/year.
● Land assemblage for larger development may be difficult.

● Static single-family neighborhoods directly abut corridor

● Need to balance industrial preservation needs with development opportunities

● Multiple funding sources and jurisdictions, including Federal, may **impede coordination**
Opened in 1921 with both passenger and freight rail service, so rail infrastructure is already in place.

Has been used as an USPS operational facility since 1971.

Station will become multimodal transit hub for region, including LRT, Amtrak, commuter rail, bus service, and eventual Midwest high-speed rail between the Twin Cities and Chicago.

Plans for mixed use development within privately owned station Headhouse are underway – including condos, restaurants, and office space.
Moving Forward...

- Clear need for increased coordination to link housing and transportation
- Multiple jurisdictions require greater regional coordination
- A variety of tools and interest exists at local, county, regional and state level – how to leverage?
- Need to address infrastructure and pedestrian issues at future redevelopment sites
- Capitalize on market strength to achieve community benefits
Lessons from Other Regions for the Twin Cities

- **Boston** – power of local community development corporations joining together to address and create corridor opportunities

- **Denver** – power of a regional TOD framework to guide investments and change zoning

- **Charlotte** – power of incentives to create affordable housing and infrastructure upgrades

- **Portland** – power of large scale development sites to achieve broad community benefits

**Government leadership is key.**
To Learn More...

http://www.reconnectingamerica.org

Local Resources:

- The City of Minneapolis
  http://www.ci.minneapolis.mn.us/cped/

- The City of St. Paul
  http://www.stpaul.gov/initiatives/centralcorridor/

- The Metropolitan Council
  http://www.metrocouncil.org/transportation/lrt/lrt.htm