



Development Trends Along Transit

Regional growth near high frequency
transit in the Twin Cities

2022 Report



Table of Contents

Executive Summary	1
2021	2
Scope of Report	3
Regional Development Trends	5
Multifamily Residential	6
Affordable Housing Production.....	9
Commercial	11
Public and Institutional.....	13
Industrial	15
Planned Development	21
Multifamily Residential	22
Commercial.....	24
Public and Institutional.....	25
Industrial	26
Mixed Use	27
Contact.....	30
Appendix A - Metro Transit High-Frequency Network	31
Appendix B - 2021 Permitted Development	32
Appendix C - Downtown Minneapolis	33
Appendix D - Development by Transitway	
METRO Blue Line.....	34
METRO Green Line.....	35
METRO Green Line Extension	36
METRO Orange Line	37
METRO A Line	38
METRO B Line.....	39
METRO C Line	40
METRO D Line	41
METRO Gold Line	42

Charts and Maps

- Table 1: High Frequency Transit Share of Regional Residential Development..... 7
- Chart 2: Permitted Multifamily near High Frequency Transit by Units over Time..... 7
- Chart 3: Permitted Multifamily near High Frequency Transit by Permit Value yearly total 8
- Chart 4: Permitted Multifamily Units near High Frequency Transit by Type and Transit Route 8
- Chart 5: Multifamily Units Affordable at 60% AMI from 2011 to 2020 9
- Map 1: Multifamily Residential Development near High Frequency Transit 10
- Chart 6: Permitted Commercial Development near High Frequency Transit over Time 11
- Map 2: Multifamily Commercial Development near High Frequency Transit..... 12
- Chart 7: Public and Institutional Permit Value near High Frequency Transit by Year 13
- Map 3: Public and Institutional Development near High Frequency Transit 14
- Chart 8: Industrial Permit Value near High Frequency Transit by Transitway 15
- Chart 9: Industrial Permit Value near High Frequency Transit by Year 15
- Map 4: Industrial Development near High Frequency Transit..... 16
- Chart 10: Permitted Development Value by Transitway..... 17
- Chart 11: Permitted Development Value near High Frequency Transit by Transit Mode Over Time..... 17
- Chart 12: Development Type near High Frequency Transit by Transit Mode..... 18
- Chart 13: Permitted Development Value occurring near High Frequency Transit over time..... 19
- Chart 14: Percentage of Permitted Development near High Frequency Transit (all years) 19
- Chart 15: Share of Regional Development Served by High Frequency Transit per year 20
- Chart 16: Planned Multifamily Units near High Frequency Transit 22
- Map 5: Planned Multifamily Development 23
- Map 6: Planned Commercial Development 24
- Map 7: Planned Public and Institutional Development 25
- Map 8: Planned Industrial Development 26
- Map 9: Planned Mixed Use Development 27
- Chart 17: Value of Planned Development by Transitway 28
- Chart 18: Value of Planned Development near High Frequency Transit by Development Type 29
- Chart 19: Share of Planned Development near High Frequency Transit by Development Type 29
- Appendix A – High Frequency Transit Map 31
- Appendix B – 2021 Permitted Development 32
- Appendix C - Downtown Minneapolis 33
- Appendix D – Development by Transitway 34

Executive Summary

The Twin Cities continue to grow. According to the Metropolitan Council 2021 Regional Forecast, the region gained 333,000 new residents between 2011 and 2020 and it is expected to gain another 818,000 residents by the year 2050. Where these residents choose to live and work will have a meaningful impact on the region. Infill development along high frequency transit can use existing infrastructure, maximizing community investments, and supporting walkable, sustainable communities. Strategic development along existing and planned high frequency transit corridors can help ensure the Twin Cities don't just grow – they thrive.

Metro Transit's high frequency network is the backbone of transit service in the Twin Cities region. It provides frequent and reliable service that can satisfy travel needs throughout the day on weekdays and weekends. By estimating the total amount of development that has occurred along high frequency transit corridors between 2009 and 2021, and considering the potential for future development, this report provides insight into how the region's transit corridors support transit oriented development (TOD), and to gauge the value that developers and residents place on transit.

Using data from the Metropolitan Council's Annual Building Permit Survey, this report explores trends in multifamily residential, commercial, public and institutional, and industrial development since 2009. In the twelve years between 2009 and 2021, permits have been issued for over \$13.7 billion.¹ This includes projects that have been completed since being permitted, and ongoing projects.

Of that \$13.7 billion, \$9 billion is located within one-half mile of an LRT station, \$5.8 billion is located within a half-mile of a BRT station, and \$2.9 billion is served by high frequency local bus routes outside areas with direct LRT or BRT service. All told, the permitted value of development within transit corridors represents 36% of the development that has been permitted for the region as a whole, on just 3% of the region's land area. The region's planned developments show the potential for an additional 35,200 multifamily units along high frequency transit, and another \$9.5 billion in development value near high frequency transit.

Preliminary analysis of permit data and of local construction data indicate that the region did experience reduced development activity due to the Covid-19 pandemic. However, early results suggest that development has been recovering relatively quickly, with construction activity increasing in 2021 both in the region generally and in areas served by high frequency transit. In particular, multifamily residential development near high frequency transit has continued to make up a significant share of construction in 2020-2021. Although the full impact of the pandemic remains to be seen, these early data suggest that development is recovering in the region.

These data do not show that good transit causes the growing percentage of development occurring along high frequency transit corridors. The trends revealed by this report do suggest that development near high frequency transit has been highly successful, with more development being located near high frequency transit every year.

¹ Permit Value does not include land value, which is often included in estimates of development value.

PERMITTED Development Highlights:

- \$13.7 billion in development has been permitted along high frequency transit since 2009. This represents 36% of regional development.
 - \$9 billion near LRT stations
 - \$5.8 billion near BRT stations
 - \$2.9 billion near high frequency local bus
- 44,600 multifamily units have been permitted near high frequency transit. This represents 40% of multifamily units in the region.
 - 25,760 units near LRT stations
 - 13,400 units near BRT stations
 - 12,400 units near high frequency local bus
- 36% of regional development has occurred along high frequency transit.
 - 41% multifamily development
 - 42% commercial development
 - 31% public and institutional development
 - 5% industrial development

PLANNED Development Highlights:

- \$9.7 billion in development is planned along high frequency transit. This represents 66.5% of the development planned in the region.
 - \$6 billion near LRT stations
 - \$6.8 billion near BRT stations
- 35,700 multifamily units along high frequency transit. This represents 45% of the units planned in the region.
 - 19,500 multifamily units near LRT stations
 - 19,900 multifamily units near BRT stations
 - 54% of multifamily units as part of a mixed-use development
- 52% of planned development in the region is mixed use.
 - 72% near high frequency transit

2021

The COVID-19 pandemic which spread globally in 2020 is almost certainly part of the explanation for slowed development rates in 2020 and 2021. Supply chain disruptions have resulted in rising costs – deaths and illness have hit workforces across sectors. However, it is beyond the scope of this report to dig into any causal relationship between the pandemic and observed trends in development in the region. While we can't say why, or how, the pandemic has impacted development, the data pulled from building permits and from media coverage of development does indicate a recovering development community.

Permitted development value fell in 2020, both near high frequency transit (down 33%) and in the region generally (down 19%). In 2021, permit values hit \$4.8 billion in the region generally, and \$1.6 billion in areas near high

frequency transit – almost but not quite returning to 2019 levels (\$4.9 billion and \$1.8 billion respectively). Permits issued for projects near high frequency transit saw a 29.4% increase in 2021 over permits issued in 2020 – in the region generally, the percent increase was 16.5%. Although permit value is still down compared to 2019, growth near high frequency transit has recovered at a faster rate than in the region generally.

Multifamily residential development has typically made up the bulk of the development near high frequency transitways. That remained true during the pandemic, with multifamily residential development continuing to represent roughly 60% of the development near high frequency transit. Meanwhile, multifamily residential development in the region generally represents roughly half of all development.



Scope of Report

Transitways

This report focuses on development that has been planned or permitted within areas served by high frequency transit in the Twin Cities metropolitan region. High frequency transit includes not only the Light Rail Transit (LRT) and Bus Rapid Transit (BRT) transitways, which make up the METRO network, but also certain local bus routes which operate every 15 minutes or less.² Including high frequency local bus routes allows this report to more fully explore the regional transit system as a network. Inclusion as a qualifying transitway was not impacted by any Covid-19 related service changes.

High Frequency Transit: The Metro Transit high frequency network consists of local bus, bus rapid transit, and light rail lines that operate every 15 minutes or less on weekdays between 6 a.m. and 7 p.m., as well as on Saturdays between 9 a.m. and 6 p.m. A map of the Metro Transit High Frequency Network is in Appendix A.³

Development Along Transit

For the purposes of this report, any development that occurs within a half-mile of a transitway station (LRT or BRT) or within one-quarter mile of a high frequency local bus route is considered to be along transit.

Development along transit is evaluated at three different scales: region-wide, system-type and route. The region-wide scale looks at development that has occurred anywhere in the entire high frequency transit system. No development permit is counted more than once at the region-wide scale. The system-type scale looks at

development that has occurred near any LRT station, any BRT station or any high frequency local bus route. If a development is located near an LRT station and a BRT station, it is attributed to both transitways. However, development is only attributed to the high frequency local bus route if it is not otherwise served by LRT or BRT. The route level analysis looks at development that has occurred along each transitway individually. If a development occurs near more than one transitway, it is included in the development totals for both transitways.

Types of Development

This report looks at four categories of development: multifamily residential, commercial, public and institutional, and industrial. The section on planned development also includes a mixed-use category, which includes some combination of these four development types. However, 99% of mixed-use development is a combination of commercial and residential uses.

Multifamily Residential: Multifamily Residential: Residential developments that consist of two or more units in one building. This includes accessory dwelling units (ADUs), townhomes, duplexes, triplexes, fourplexes, any development with five or more units, and any conversion which results in an increased number of units. Remodels of an existing residential development are excluded.

Commercial: A broad category of development that includes office, retail, restaurant, hotel, and other business developments. The dollar value associated with converting or remodeling existing commercial space is counted in this study.

Public and Institutional: Land uses that do not fit into the commercial, industrial, or residential categories. These generally consist of government buildings, hospitals, parks and public recreation facilities, religious buildings, and educational facilities. Transportation projects such as roads and transit facilities are excluded from this study, as are utilities, airports, and other public works projects.

Industrial: Industrial developments include those engaged in production, processing, assembly, manufacturing, distribution, and other such handling of goods and materials. These uses may create disturbances for nearby developments, but also tend to generate jobs.

- 2 All LRT and BRT lines included in this report are part of the METRO network, however the METRO brand name will not be used within the text of the report to support legibility.
- 3 Northstar and Red Line do not meet the threshold for high frequency transit. As commuter rail and highway BRT respectively, these lines operate with headways exceeding 15 minutes.

Time Frame

Beginning this year, the Development Trends Along Transit report will include permits beginning in 2009 for all development types. Past reports have included permits beginning in 2003 for non-residential developments while residential permits are only available from 2009. Using a consistent start year will allow the analyses of all development types to be consolidated.

Developments are assigned to a transitway only when permitted or planned after a certain point in the transitway planning process. In order for a development to be counted along a high frequency transitway, the building permit for that development must be issued after a transitway has reached the following point in the planning process:

- A New Starts project enters project development
- A Small Starts project enters project development
- An arterial BRT project has a Council-approved station plan

The planning of the existing high frequency local bus routes precedes available development data so no cutoff date is applied to these routes. The high frequency transit

routes included in this study and the timeframe applied to each route is shown below. Given limitations of the data provided, the timeframe is applied by year.

Where a development is served by a transitway as well as by high frequency bus, the development has been attributed only to the transitway.

In August 2020, the Metropolitan Council and Hennepin County announced that the alignment of the METRO Blue Line Extension would no longer be using approximately eight miles of freight railroad property, as initially planned. The project is currently advancing with the identification of a community supported alternative route. At this time, the original Blue Line Extension route has been removed from this analysis, with any permits in that alignment allocated to other qualifying high frequency transitways as appropriate.

As a final note, in some cases high frequency transitways are built in areas that were previously only served by high frequency local bus. In these cases, any development in the area prior to the year of inclusion for the transitway has been included in the high frequency local bus category. Any development in the area after the date of inclusion for the transitway has been counted towards the transitway.

2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
METRO Blue Line												
METRO Green Line												
		METRO Green Line Ext.										
					METRO A Line							
					Orange Line							
							METRO C Line					
									METRO D Line			
										METRO Gold Line		
											METRO B Line	

Sources and Statistics

The permit data represented in this report are drawn from the Metropolitan Council’s Annual Building Permit Survey. These data are provided to the Metropolitan Council by the region’s municipalities. Data that was not provided by municipalities will not be reflected in this report. It is important to note that permitted value is not equivalent to development value. Among other differences, permit value excludes land value. Actual development value in the region will exceed the cumulative permit values provided in this report.

Data on planned developments come from the Council’s Development Tracker. This database draws its information primarily from news media and thus does not have the same level of accuracy as the building permit data. The Development Tracker is periodically checked against the

data collected through the Annual Building Permit Survey to ensure that no developments are double counted. Not all planned developments will be completed, and some planned developments may not be captured by the media. Further, not all developments advertise the value or size of a planned development. Nevertheless, keeping track of planned development does provide a glimpse of what may be built along high frequency transit in coming years. Any analysis of total planned development includes only those developments where a development value or number of planned units has been provided. The maps of planned development include all developments for which an address has been identified. Unlike the values recorded in the permit data, the values provided for planned development are an estimate of total development value.

Regional Development Trends

The Twin Cities metropolitan region has seen nearly \$38 billion in permitted development value since 2009, with just over \$17.6 billion in permit value for multifamily residential developments alone. Over the same period, over \$13.7 billion has been permitted near high frequency transit, representing 36% of the region's development value on just 3% of the region's land. Within these transit corridors, 66% of the permitted value for developments is occurring near LRT stations, including over 25,700 multifamily residential units. 45% of the multifamily residential units near LRT stations are located within Downtown Minneapolis.

Development value for the region has increased steadily since 2003, although first the 2008 recession and then the beginning of the COVID-19 pandemic in 2020 resulted in slowed development. From 2019 to 2020, permit values dropped 33% near high frequency transit and 19% in the region generally. In 2021, permits worth \$1.6 billion were issued for developments near transit (34% of regional development). Permits issued for projects near high frequency transit saw a 29.4% increase in 2021 over permits issued in 2020 – in the region generally, the percent increase was 16.5%.

Both in the region generally and near high frequency transit, multifamily residential developments are issued the bulk of permits each year. Industrial development represents just 9% of the permit value in the region, and only 5% of that industrial development is located near high frequency transitways.

PERMITTED Development Highlights:

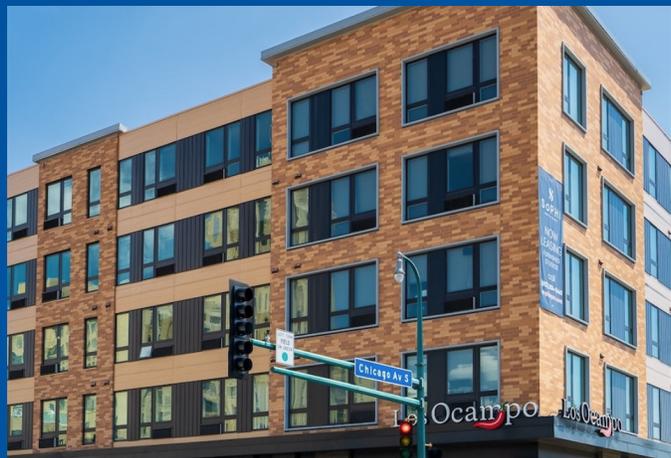
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 - 42% commercial development
 - 31% public and institutional development
 - 5% industrial development

TOD Development Spotlight - SoPHI

Number of units: 48 **Number of stories: 4** **Number of car parking stalls: 11**

Pedestrian-oriented design features: SoPHI is mixed-use, with a restaurant on the first floor. A high proportion of windows, rather than blank walls, on the first floor also makes the building feel more pedestrian-oriented. The first-floor restaurant and residential entrance both face the sidewalk, orienting the building's entrances towards pedestrians instead of the small surface parking lot behind the building.

Transit-oriented design features: The building has far fewer car parking stalls than units, presuming that residents will not all own cars and will not need car storage in their homes. This is one of several new buildings in Minneapolis constructed with little or no car parking since the city eliminated parking minimums.



Multifamily Residential

From a high of \$1.1 billion in 2019, multifamily residential permit value near high frequency transit dropped to \$747 million in 2020, representing 32% of the region's multifamily development value. 2019 also brought a high of 6,400 units to the region, while 4,800 units were added near high frequency transit in 2020. Although not yet returned to 2019 levels, multifamily residential permit value reached \$956 million in 2021, the second highest value in the last twelve years (36% of regional multifamily permit value). Permits for 5,500 units of housing were issued for areas near high frequency transitways in 2021.

Multifamily development near LRT and BRT slowed in 2020, while high frequency local bus routes actually added more units in 2020 than in 2019. In 2021, just under 1,500 units were permitted near the Green Line, while both the A Line and the D Line added over 1,000 units each. 2021 also marks the lowest percentage of units near high frequency transit that are located in Downtown Minneapolis (12%) since 2011.

Since 2009 nearly 45,000 multifamily units and \$7.1 billion in permit value has been located near high frequency transit. This represents 40% of the multifamily development that has occurred in the region over that time. In other words, 40% of multifamily development has occurred on just the 3% of regional acreage served by high frequency transit.

99% of residential developments occurring near high frequency transit are multifamily developments with five or more units (MF5), as distinguished from the other multifamily housing types considered in this report. MF5 developments near transit represent \$7 billion in permit value between 2009 and 2021, with townhomes carrying the next highest total permit value at almost \$42 million. While most MF5 developments near transit are along LRT lines (59%), the majority of townhomes, duplexes, triplexes, and quads and ADUs are located near high frequency local bus routes



Table 1: Permitted Multifamily Development

Year	Units	Permit Value	% of Region Units	% of Region Permit Value
2009	544	\$62,421,676	25.1%	27.7%
2010	950	\$93,362,624	28.8%	28.0%
2011	1,400	\$123,730,901	34.2%	36.5%
2012	4,625	\$511,893,249	59.0%	61.4%
2013	3,629	\$608,217,713	45.9%	50.2%
2014	1,898	\$269,784,961	29.5%	31.6%
2015	3,360	\$566,979,633	42.5%	46.0%
2016	3,375	\$587,405,883	37.3%	41.9%
2017	3,801	\$573,663,158	36.5%	39.6%
2018	4,412	\$856,832,833	37.0%	41.3%
2019	6,366	\$1,136,206,002	43.0%	43.1%
2020	4,779	\$746,797,808	33.7%	32.4%
2021	5,498	\$956,314,044	35.5%	35.6%
Total	44,637	\$7,093,610,485	38.6%	40.3%

Chart 2: Permitted Multifamily near High Frequency Transit by Units over Time

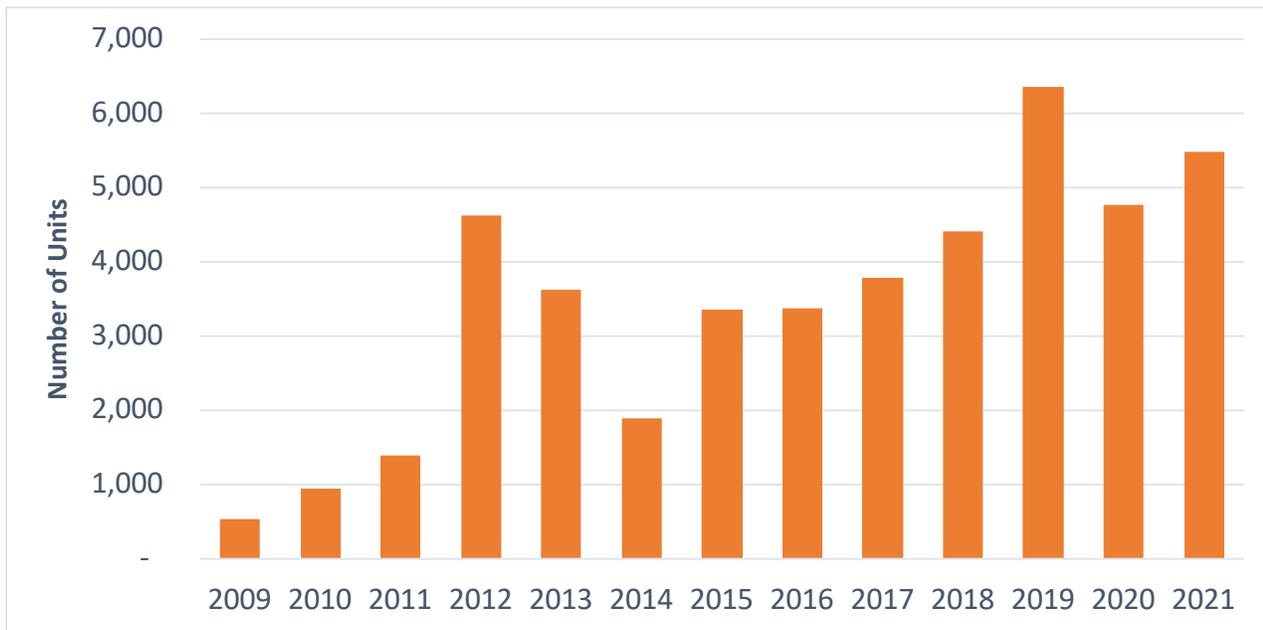


Chart 3: Permitted Multifamily near High Frequency Transit by Permit Value yearly total

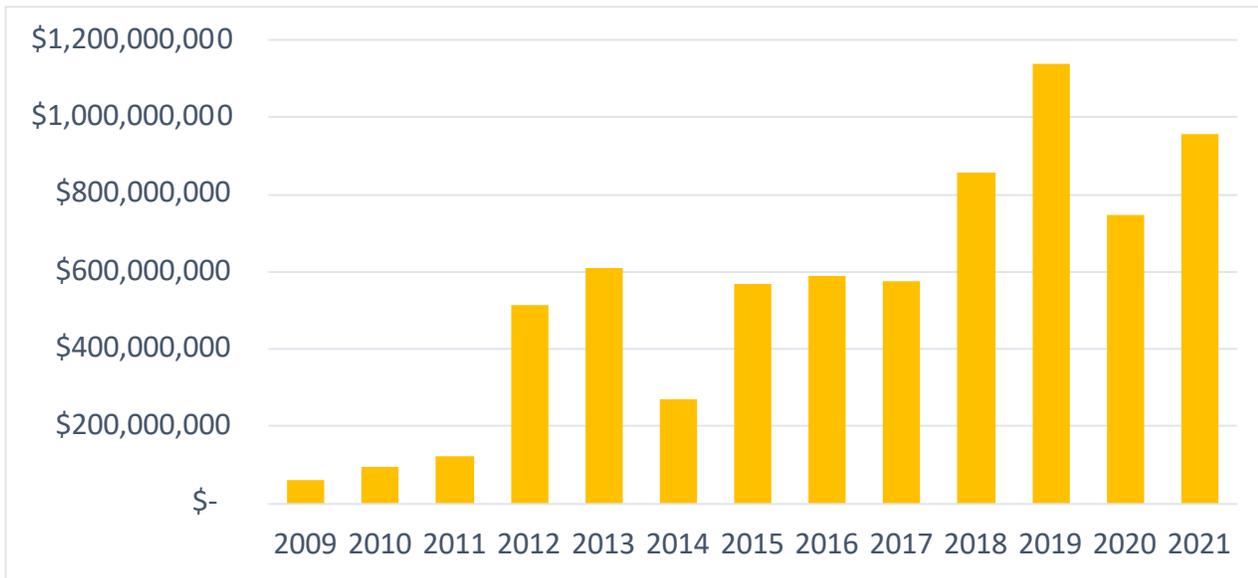
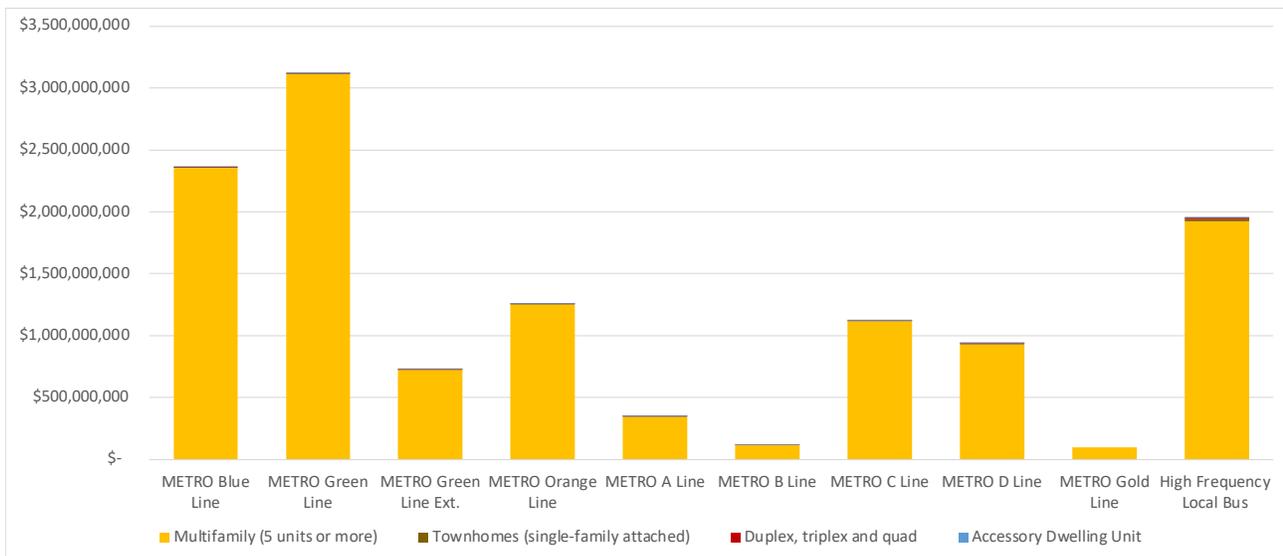


Chart 4: Permitted Multifamily Units near High Frequency Transit by Type and Transit Route⁴



4 Due to the nature of the data, permits are reported for each relevant line – value may be double-counted and should be used only to indicate share by line.

Affordable Housing Production

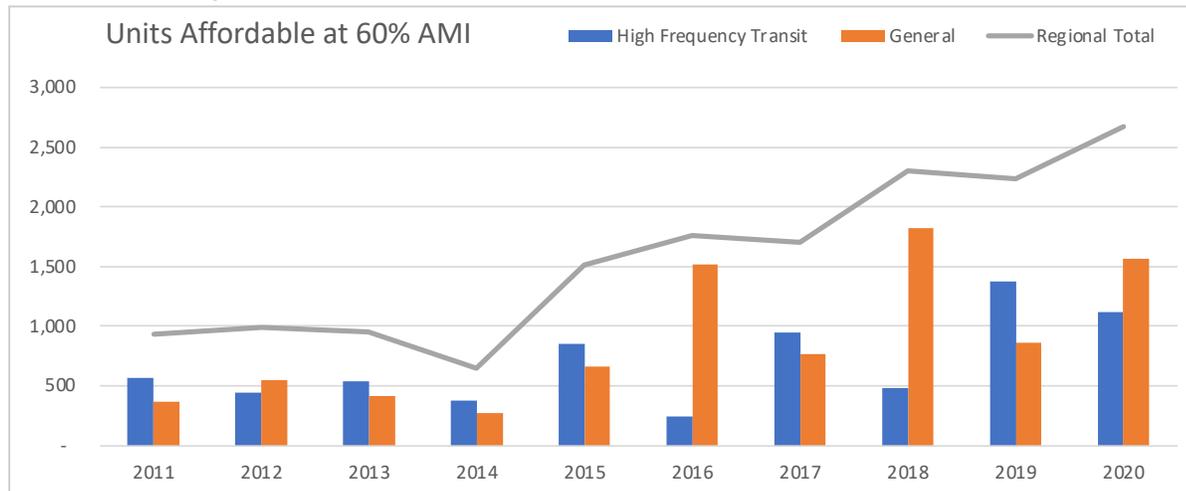
The Affordable Housing Production survey data has been prepared yearly by the Metropolitan Council (Council) since 2011. 39% of the multifamily units represented in the Affordable Housing Production data are located near high frequency transit – this is consistent with trends seen in recent permit data, which generally reveal a share around 40% for multifamily units near high frequency transit. 85% of the entries in the housing production data are for single family dwellings (SFD), revealing that 31.7% of SFD affordable at 60% AMI are located near high frequency transit.

The share of multifamily units affordable at 60% AMI generally increased from 2011 to 2020, both near high frequency transit (with the exception of declines in 2016

and 2020) and in the region generally. 2019 saw addition of the highest number of units affordable at 60% AMI near high frequency transit (1,374 units), while the largest overall addition for the region occurred in 2020 (2,675 units).

MF5 units make up 99% of affordable multifamily units near high frequency transit. In the region generally, 97% of units that are affordable at 60% AMI are MF5. Given that MF5 developments make up only 91% of the multifamily units in the region according to these data, MF5 developments make up a higher percentage of affordable units generally, and affordable units near high frequency transit in particular.

Chart 5: Multifamily Units Affordable at 60% AMI from 2011 to 2020



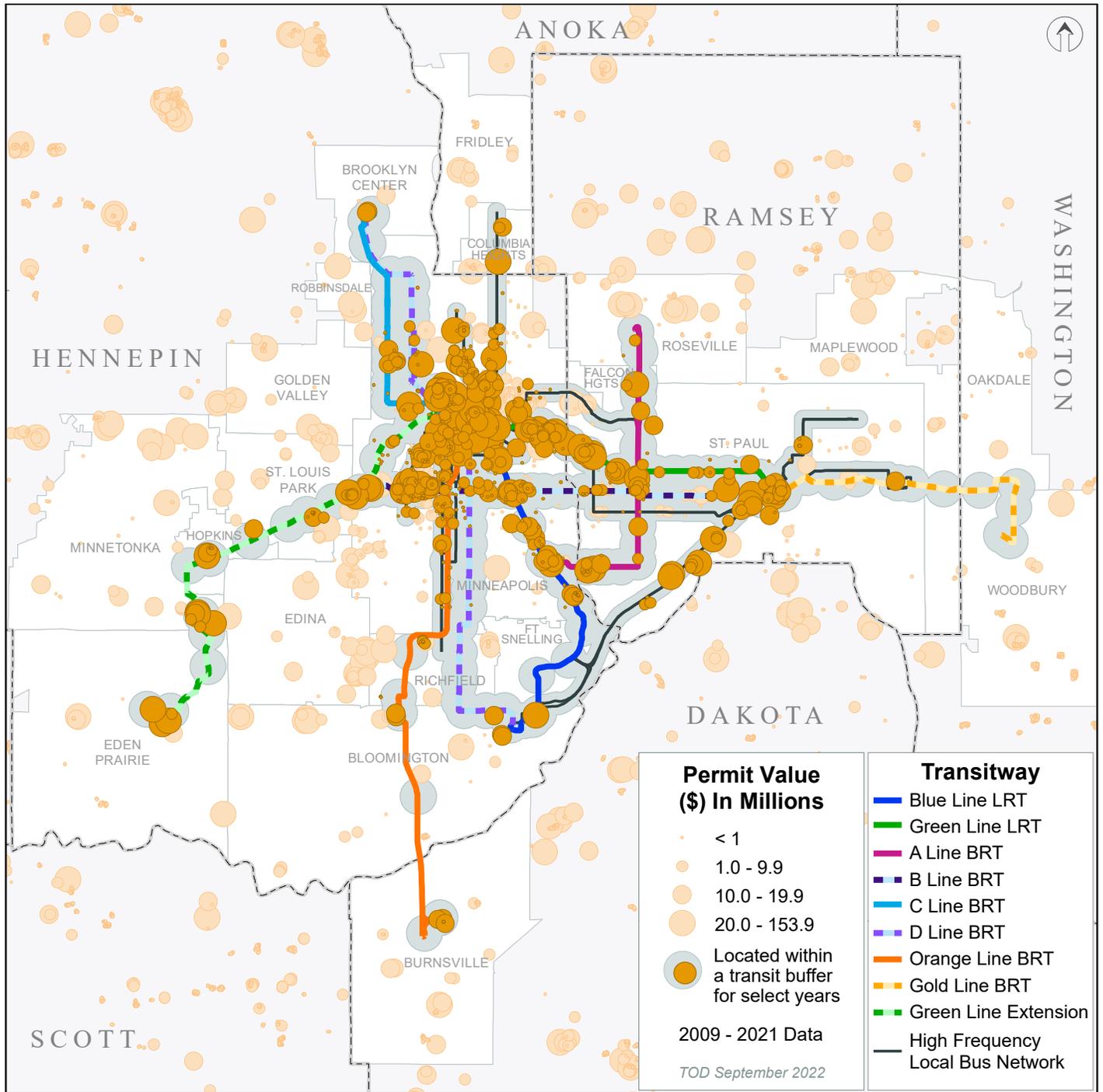
From 2014-2020, areas near high frequency transit show a slightly higher percentage of units that are affordable at 30% AMI and 60% AMI than the region generally. The difference is small but becomes more impactful when combined with an examination of the percent of affordable units that are near high frequency transitways.

Multifamily units that are affordable at 30% AMI are almost exclusively (84%) located near high frequency transitways from 2014-2020. In 2014 every multifamily unit that was affordable at 30% AMI was near high frequency transit. In 2015, it was 90%. The share of units affordable at

50% and 60% near high frequency transit averaged 38% between 2014 and 2020, with 71% of the 50% AMI units in 2017 and 93% of the 60% in 2014. In 2019 and 2020, the region generally saw an increase in the share of units that are affordable at 80% AMI - this trend was even more exaggerated near high frequency transit with 26% of units in 2020 affordable at 80% AMI.

Even though deeply affordable units make up a small percentage of the units near high frequency transit, that small percentage represents the majority of the deeply affordable units in the region.

Map 1: Multifamily Residential Development near High Frequency Transit



Map 1 shows the expected concentration of residential developments near urban cores. However, noticeable clusters of multifamily developments also occur along established LRT lines (the Green Line and Blue Line) and newer transitways, like the Green Line Extension LRT and the METRO C Line.

Commercial

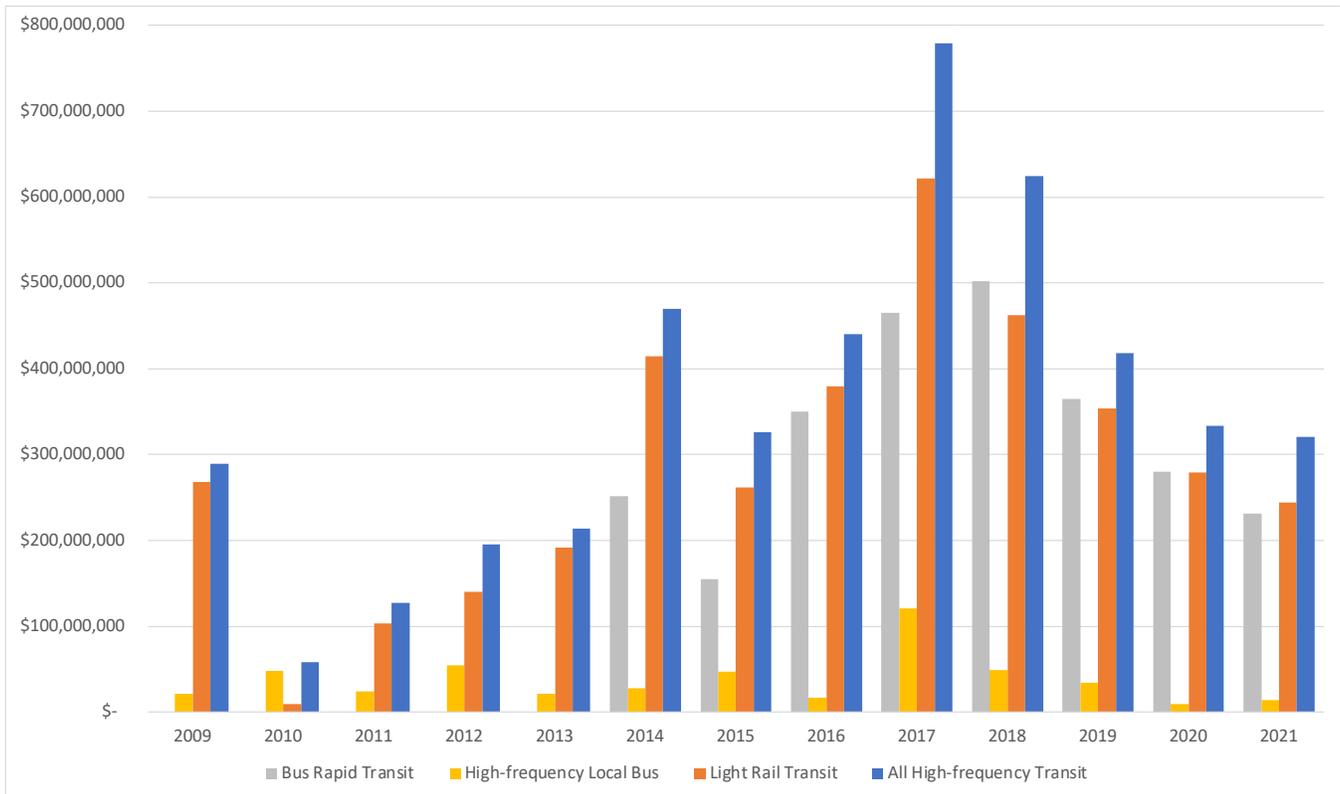
In 2020, regional commercial development value continued a recent negative trend, with commercial permit value declining throughout the region since 2017. Commercial permit value near high frequency transit mirrored the regional trend, with 2020 hitting \$334 million. However, commercial development near high frequency transitways represented 48% of the region’s commercial value, indicating that the market near high frequency transit was perhaps more resilient through the first year of the Covid-19 pandemic. For 2021, the regional share of commercial permit value near high frequency transit returned to 38%.

Regional permit value for commercial development hit a high of \$1.6 billion in 2017, before declining. The overall negative trend for commercial development held true both in the region generally and near high frequency transitways through 2020. Commercial development in 2021, however, showed an improvement for the region generally, up 19.5% to \$839 million. Permits near high frequency transit represented just 38% of the commercial permits for 2021, down from the average of 42%. It remains to be seen whether regional increase seen in 2021 represents a reversal of the recent negative trend.

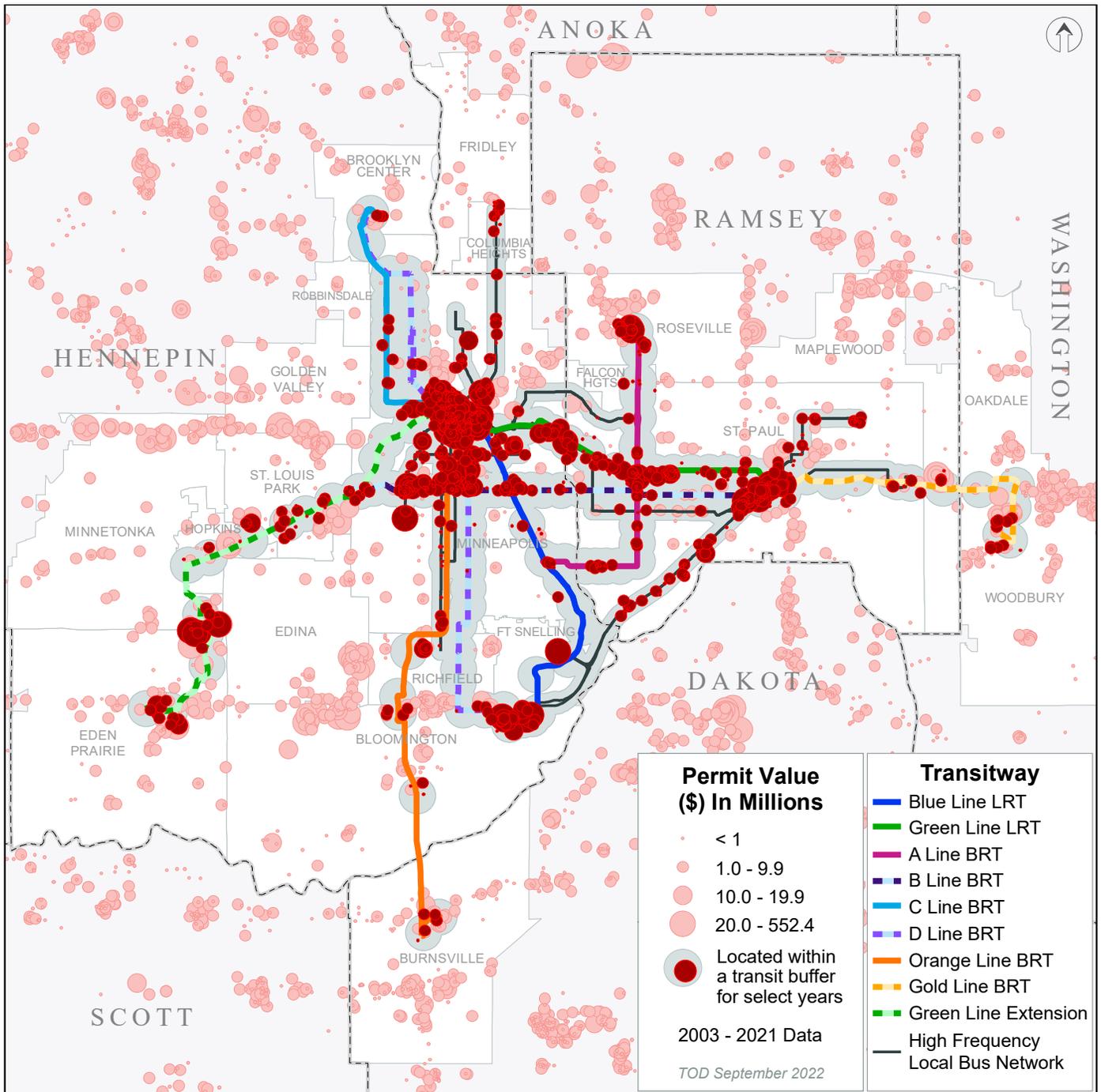
Nearly \$4.6 billion in commercial development has occurred within areas served by high frequency transit since 2009, a total which represents 42% of the region’s total permit value for commercial development. 34.5% of the region’s commercial development by permit value has occurred near LRT lines, with over \$2.5 billion each in permit value attributed to the Blue Line and the Green Line. The Orange Line has seen \$1.8 billion in development since the tracking began in 2014, while the C line has seen \$1.5 billion in permit value since 2016. Thus, although commercial development in the region generally has fallen since a peak in 2017, the share of commercial development near high frequency transit remains consistently near or above 40%.

The nearly \$800 million construction of U.S. Bank Stadium is removed from Chart 5 below and from the analysis generally. Further investments in the U.S. Bank Stadium since its initial construction have been included, given that these continued investments might indicate the continued value and success of a transit-connected sports stadium. Of particular note is the nearly \$3 million spent on the plaza outside the stadium in 2017, which included investment in pedestrian, bicyclist, and transit related amenities.

Chart 6: Permitted Commercial Development near High Frequency Transit over Time



Map 2: Commercial Development near High Frequency Transit



Commercial development continues the trend of clusters near established urban cores and along transit corridors, as shown in Map 2. High value development permits can be seen within both downtowns, the Uptown neighborhood, and near Mall of America. Commercial development not yet served by high frequency transit can be seen to follow clear commercial corridors, providing possibilities for the expansion of the high frequency transit system.

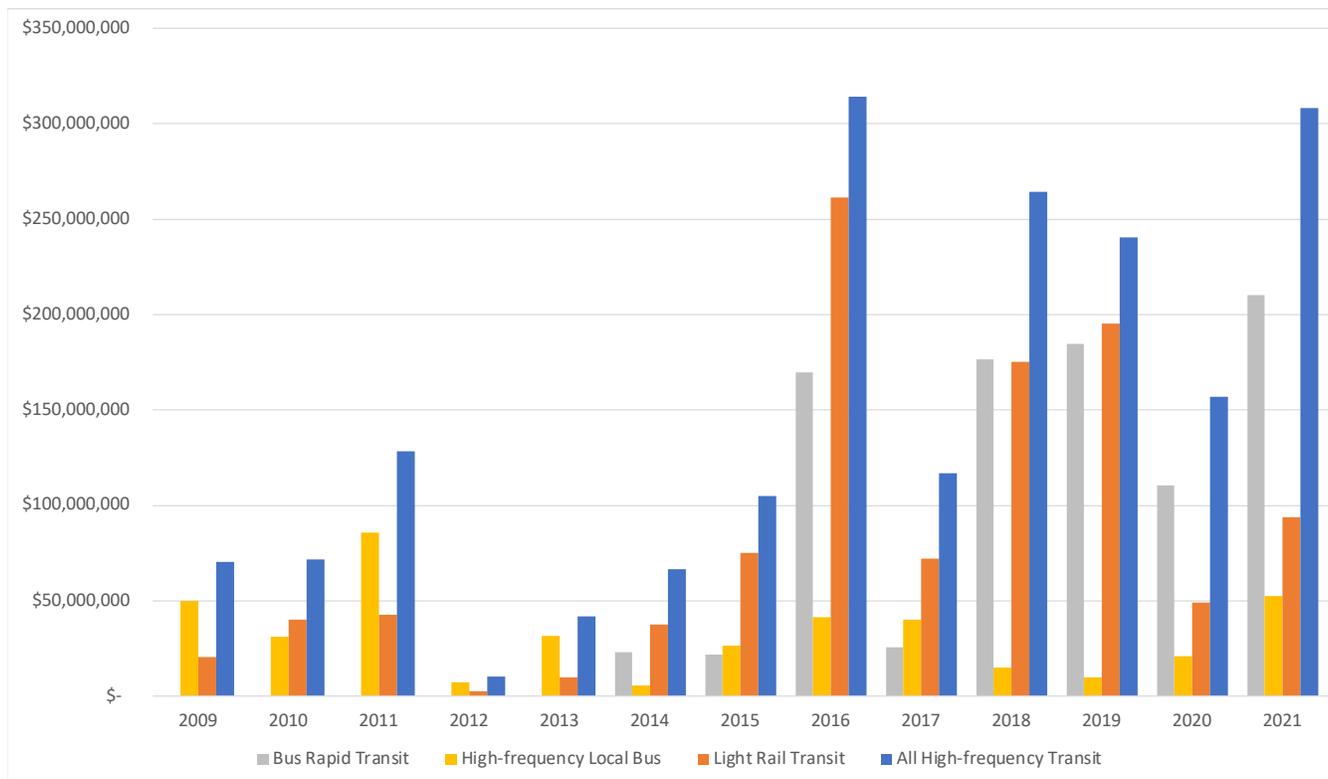
Public and Institutional

Access to public and institutional developments such as government buildings, hospitals, parks, and schools is an important consideration in determining their location. Placing such developments near transit fosters equity by increasing accessibility to the important community services that these land uses provide.

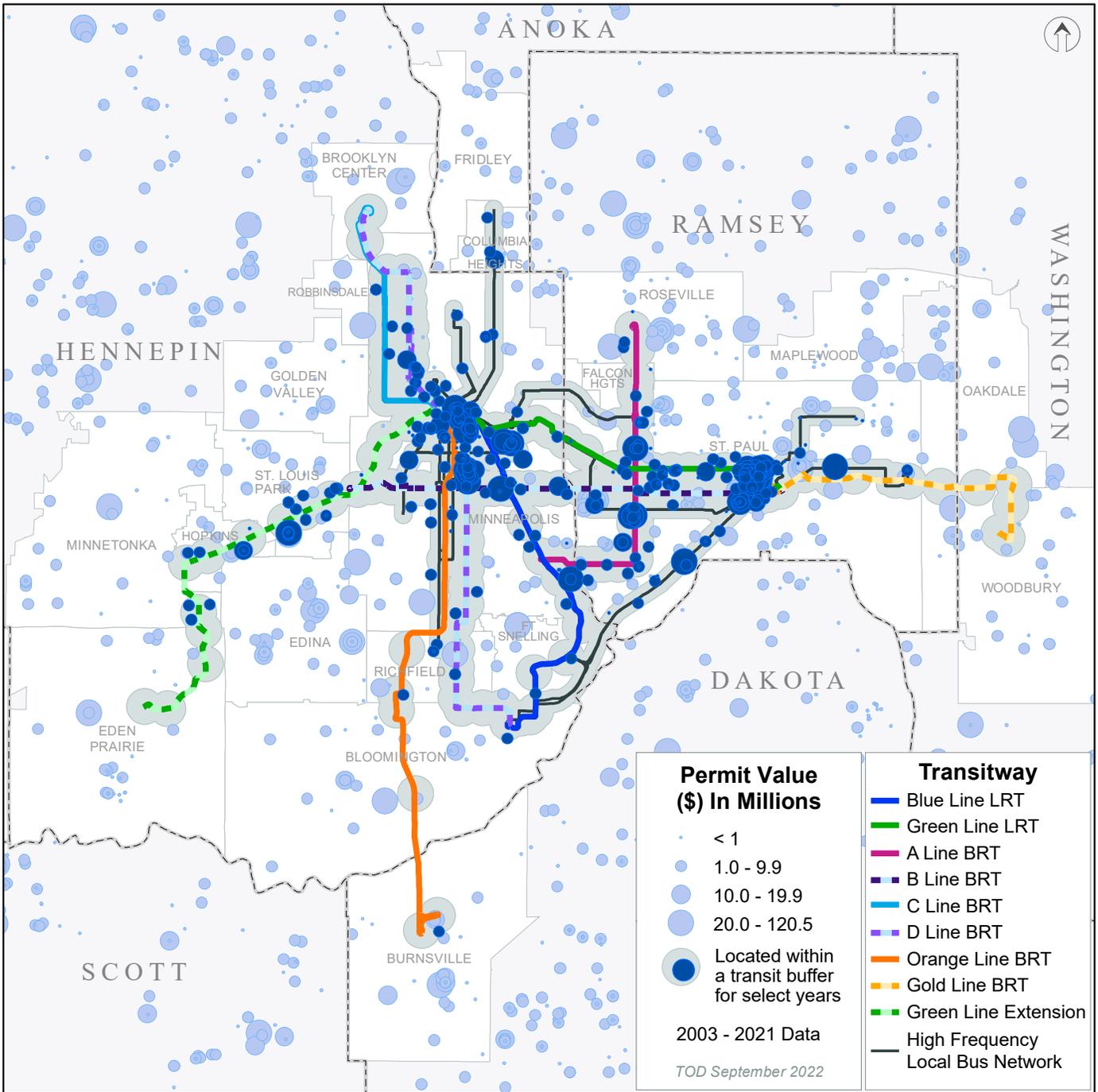
Over 28% of the region’s public and institutional development has occurred near high frequency transit

since 2003, with over \$2.3 billion in permit value. Although it is more difficult to identify any general trends in public and institutional development, it should be noted that the permit value for public and institutional developments near high frequency transit has displayed an annual growth rate of 21% since 2003, more than double the 8% annual growth rate of public and institutional development regionally.

Chart 7: Public and Institutional Permit Value near High Frequency Transit by Year



Map 3: Public and Institutional Development near High Frequency Transit



Although there are fewer public and institutional developments than commercial or residential developments generally, Map 3 shows clustering near both established transitways and planned transitways.

Industrial

From 2014 to 2018, the majority of industrial development permits occurred along the Blue Line Extension; during the same period the permit value for industrial developments along high frequency transit generally increased steadily. Then in August 2020, the Metropolitan Council and Hennepin County announced that the alignment of the METRO Blue Line Extension would no longer be using approximately eight miles of freight railroad property, as initially planned. The project is currently advancing with the identification of a community

supported alternative route. Once the original Blue Line Extension alignment is removed from this analysis, the share of industrial development near high frequency transit drops from 7% for years 2009-2021 to 5%.

As shown in Chart 7, over \$25.4 million in permit value was located near the Green Line Extension in 2016. Industrial permits in 2021 hit a new record near high frequency transitways, at \$56.8 million split between the Blue Line, the Green Line Extension, the D Line, and high frequency local bus service.

Chart 8: Industrial Permit Value near High Frequency Transit by Transitway⁵

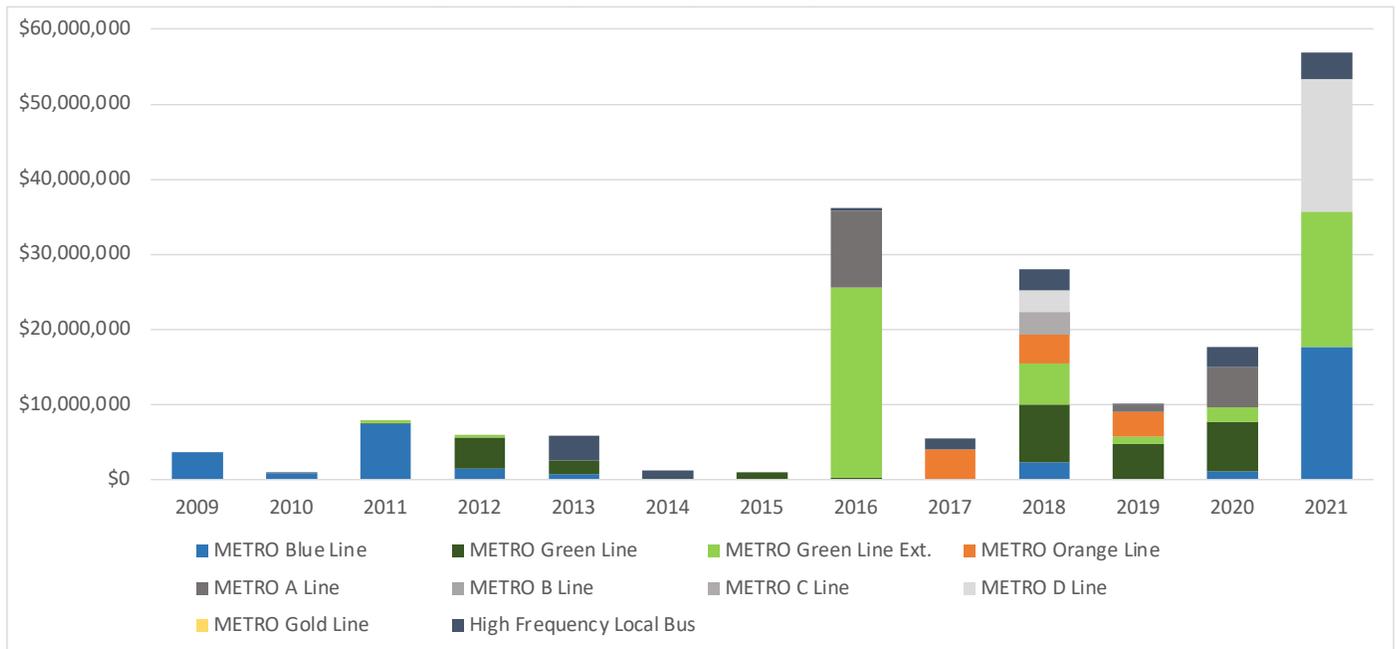
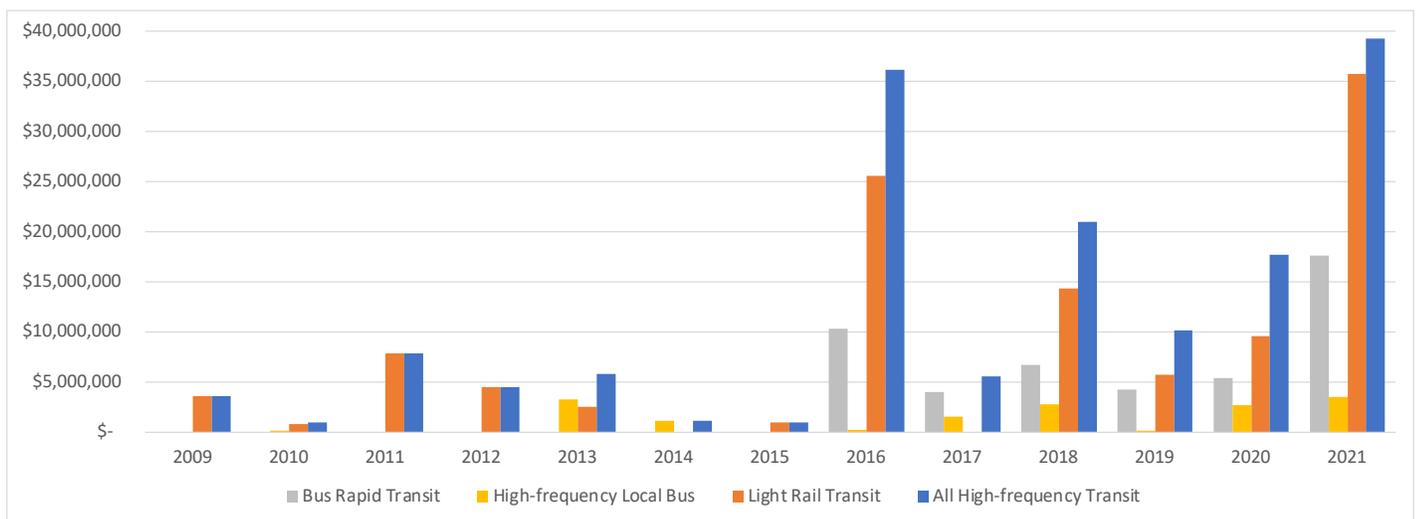
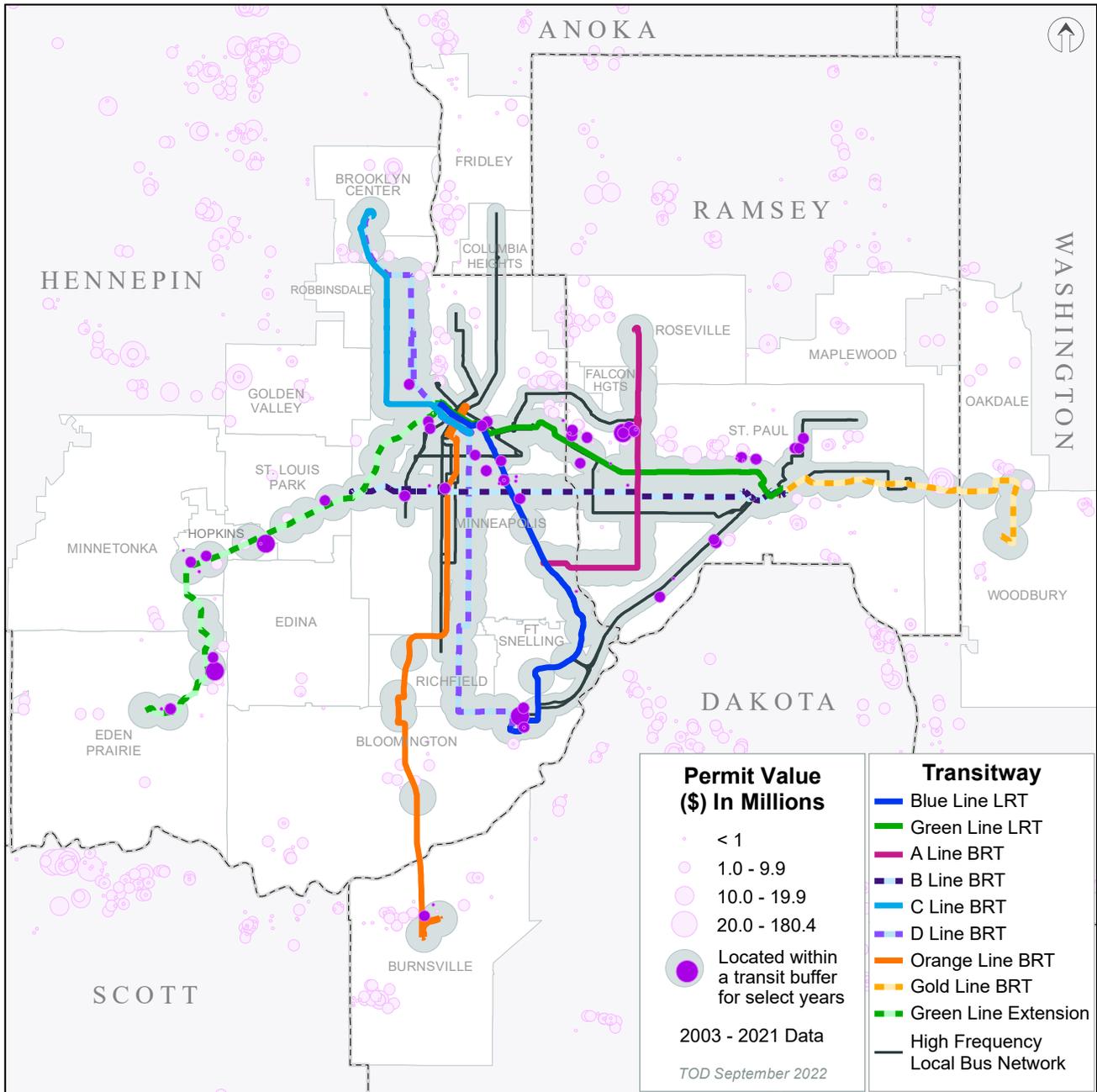


Chart 9: Industrial Permit Value near High Frequency Transit by Year



⁵ Due to the nature of the data, permits are reported for each relevant line – value may be double-counted and should be used only to indicate share by line.

Map 4: Industrial Development near High Frequency Transit



Map 4 shows high value investments in industrial developments occurring near the Green Line Extension. Although the Metropolitan Council is in the process of revisiting the route for the Blue Line Extension, it is assumed that the northern station areas will remain relatively similar – recent investments in this area will therefore likely still benefit from the final alignment.

Permitted Development by Transitway and High Frequency Local Bus

Of the \$13.7 billion in development being permitted near high frequency transit, 66% is served by LRT, 43% by BRT, and 21% by high frequency local bus. The well-established Blue Line and Green Line LRT serve 40% and 50% of development value within high frequency transitways respectively. Multifamily residential development makes up the largest share of most Twin Cities high frequency transit development (52%), with commercial coming in second (33%). In the region generally, multifamily residential development represents 46% of total permit value, and commercial development 29%. The higher share of multifamily residential and commercial development near high frequency transitways would seem to fit with land use expectations for transit oriented areas; however, access to all development types will be key to the success of the high frequency transit system.

Permit values near high frequency transit have been increasing generally since 2009, as shown in Chart 10. Although most permits have been located near LRT on average since 2009 the proportion of permits for projects near BRT has risen steadily, leveling out in 2018 and 2019 at 58% of development near high frequency transit before rising to 61% in 2020 and 2021. In fact, permits near BRT have made up an average of 52% of the value near high frequency transit since BRT began to be tracked in 2016. New BRT lines have also led to fewer double-counted permits between LRT and BRT transitways, with an increasing number of developments located outside of downtown Minneapolis and the LRT corridors.

Chart 10: Permitted Development Value by Transitway (2009-2021) ⁶

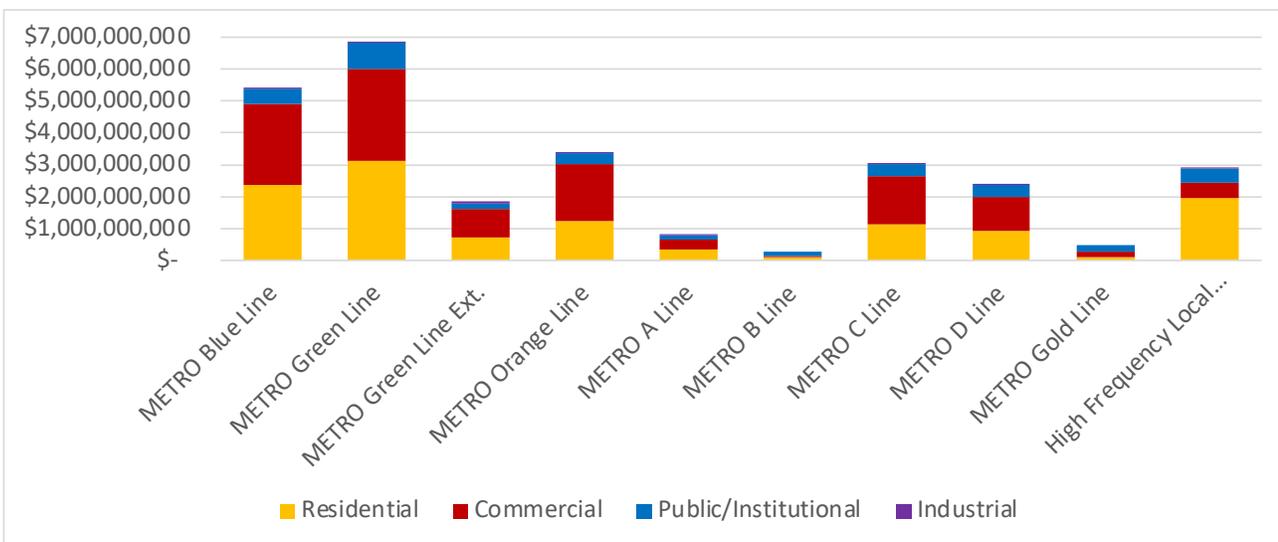
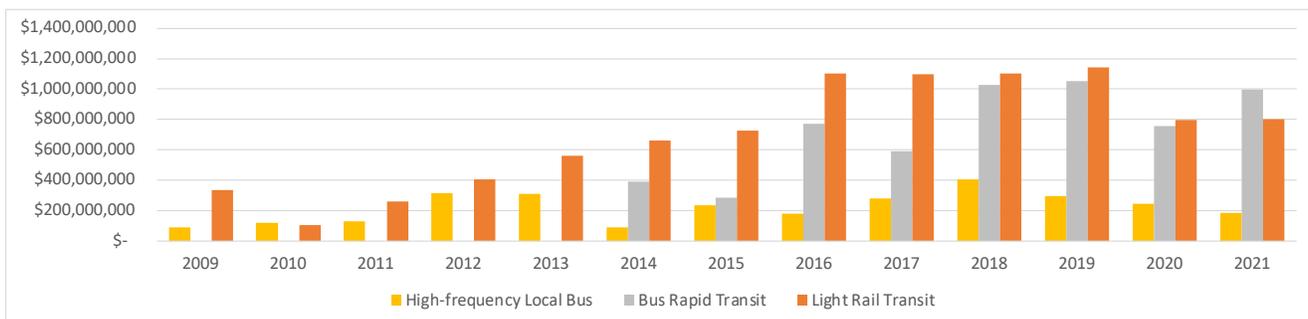


Chart 11: Permitted Development Value near High Frequency Transit by Transit Mode Over Time



⁶ Permits are reported for each line – value may be double-counted.

Percentage of Regional Development (Seven-County) served by high frequency transit

The area served directly by high frequency transit is just 3% of the region’s total land area but has contained 36% of the region’s permitted development value since 2009. The areas served by light rail transit alone represent 24% of the permitted development value on just 1% of the region’s land area. As more development locates near high frequency transit, the benefits of living and working near high frequency transit increase, which encourages more development to locate near high frequency transit.

When developments are categorized by type, we find that the following share of development has located near high frequency transit:

- Residential: 41%
- Commercial: 42%
- Public/Institutional: 31%
- Industrial: 5%
- Total: 36%

The following charts show permitted development value by transit mode, time, and the share of regional development value served by transit. In the first few years permit data was collected, roughly 20% of regional development was located near high frequency transit. During the past ten years, an average of 38% of regional development has occurred near high frequency transit.

Although development is occurring throughout the Twin Cities metropolitan region – as shown in the maps throughout this report – the greatest concentration of permit value clearly lies within the central business district of Minneapolis. Downtown Minneapolis has seen 36% of permit value near high frequency transit, and 13% of permit value in the region generally. Other development cores like downtown St. Paul, the Uptown neighborhood of Minneapolis, and the University of Minnesota are also locations of intense development activity.

These permit value hotspots correlate with areas of increased transit density, where more than one high frequency transit route is available.

Chart 12: Development Type near High Frequency Transit by Transit Mode (2009-2021)

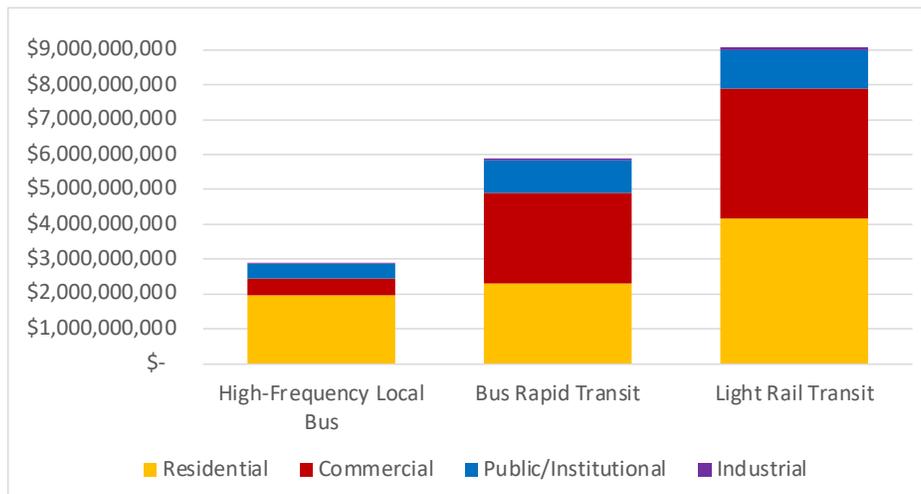


Chart 13: Permitted Development Value occurring near High Frequency Transit over time

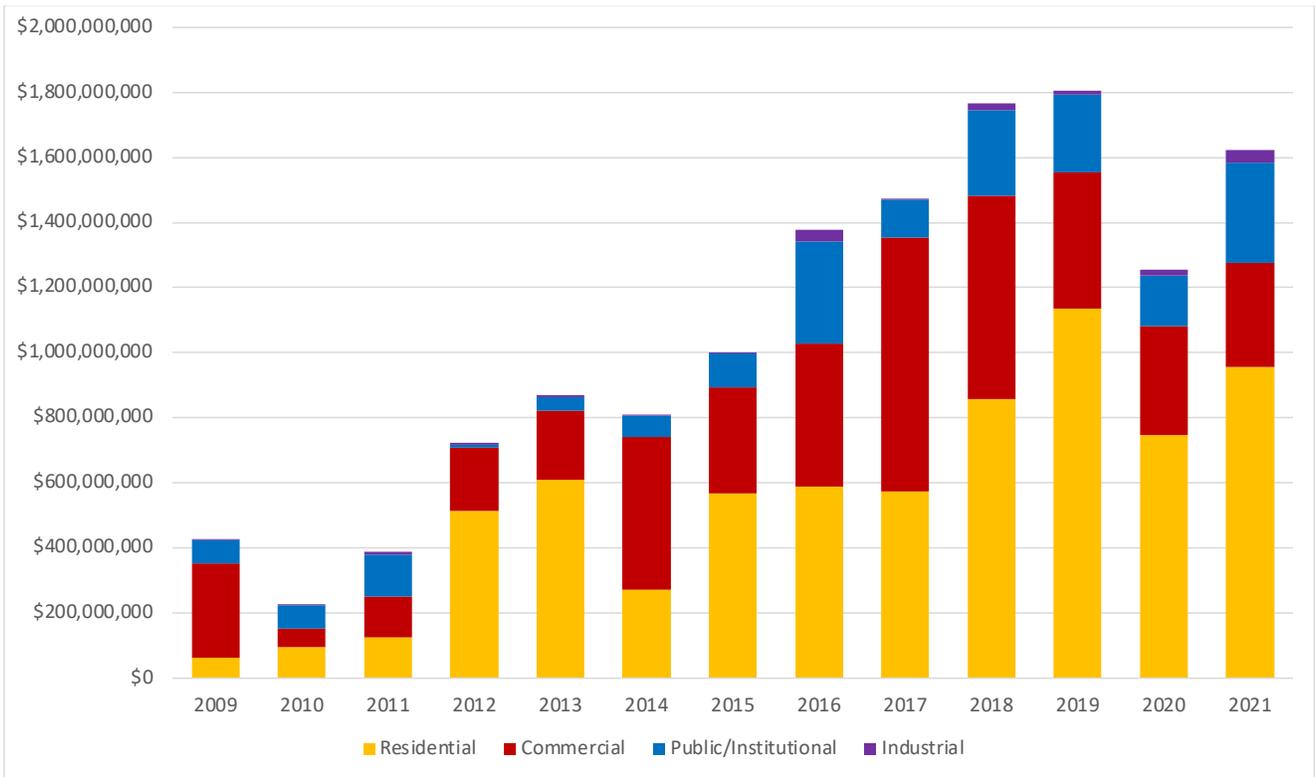


Chart 14: Share of Permitted Development value near High Frequency Transit (2009-2021)

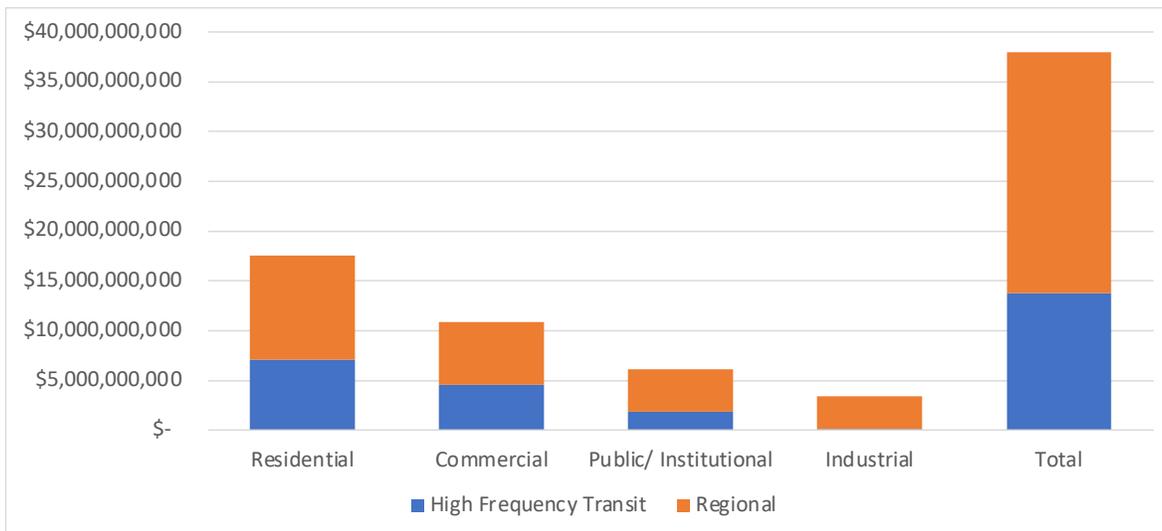
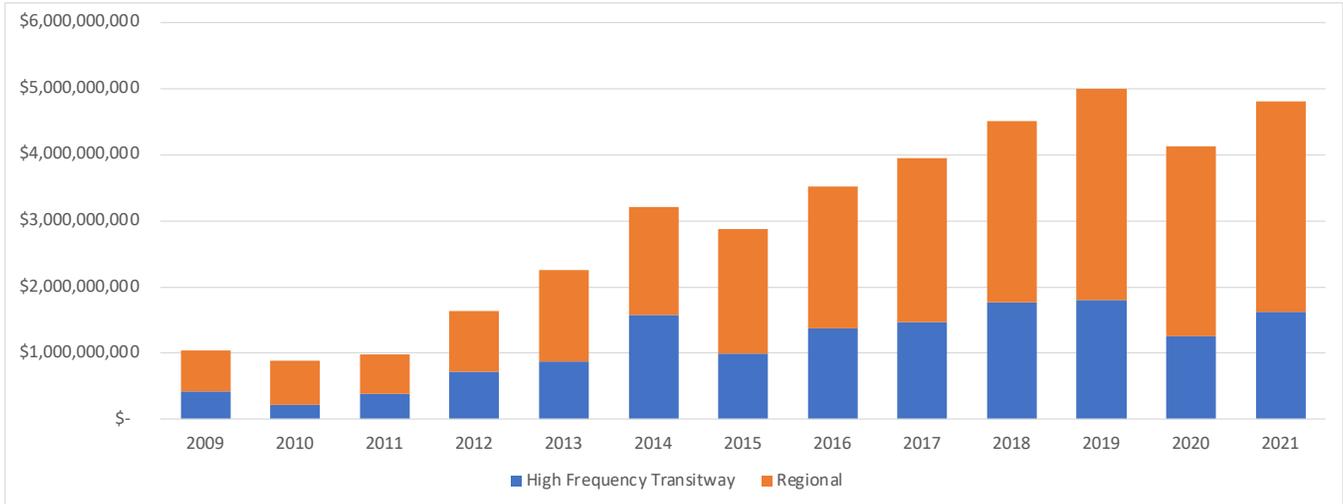


Chart 15: Regional Development Value Served by High Frequency Transit per year



TOD Development Spotlight - Via Sol, St. Louis Park

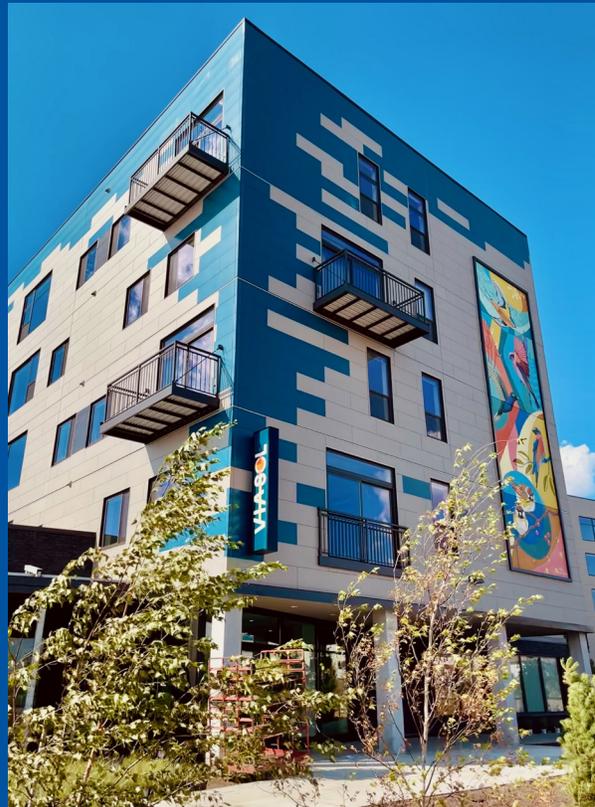
Number of units: 217, 2/3 income restricted

Number of stories: 4

Number of car parking stalls: 150 paid underground and surface spaces

Pedestrian-oriented design features: Via Sol has over 300 bicycle parking spaces, provides shared electric vehicles and shared bicycles, and provides a shuttle which takes residents to key transit stops. A transportation concierge is available to help residents understand mobility options. A \$70/month payment is provided to Via Sol households that have no car. A parking space is not included in unit rental and is available for an additional fee instead.

Transit-oriented design features: "Via Sol was conceived as a transit-oriented development from the beginning. All developments, but particularly affordable housing options, need to consider the cost of transportation, both financial and environmental. Affordable housing that increases its residents' transportation costs is not affordable. Communities designed around the car are not sustainable. PLACE envisions its communities as places where people and the planet can thrive." – Chris Velasco, PLACE Executive Director



Planned Development

Over the past decade, development has increasingly located along high frequency transit. From 2009 to 2021, 36% of regional development occurred near high frequency transit. Looking forward, the Council has identified \$9.7 billion in development that have been announced for developments near high frequency transit. This represents 67% of the planned development in the region. Most dramatically, 72% of all mixed-use development (mostly commercial/residential) is planned near high frequency transit.

PLANNED Development Highlights:

- \$9.7 billion in development value is planned along high frequency transit. This represents 66.5% of the development planned in the region.
 - \$6 billion in development near LRT stations
 - \$6.8 billion in development near BRT stations
- 35,700 multifamily units are currently planned along high frequency transit. This represents 45% of the units planned in the region.
 - 19,500 units are planned near LRT stations
 - 19,900 units are planned near BRT stations
 - 54% of multifamily units near high frequency transit are planned as part of a mixed-use development.
- Nearly 52% of planned development in the region is mixed use. 72% of mixed use development is near high frequency transit.



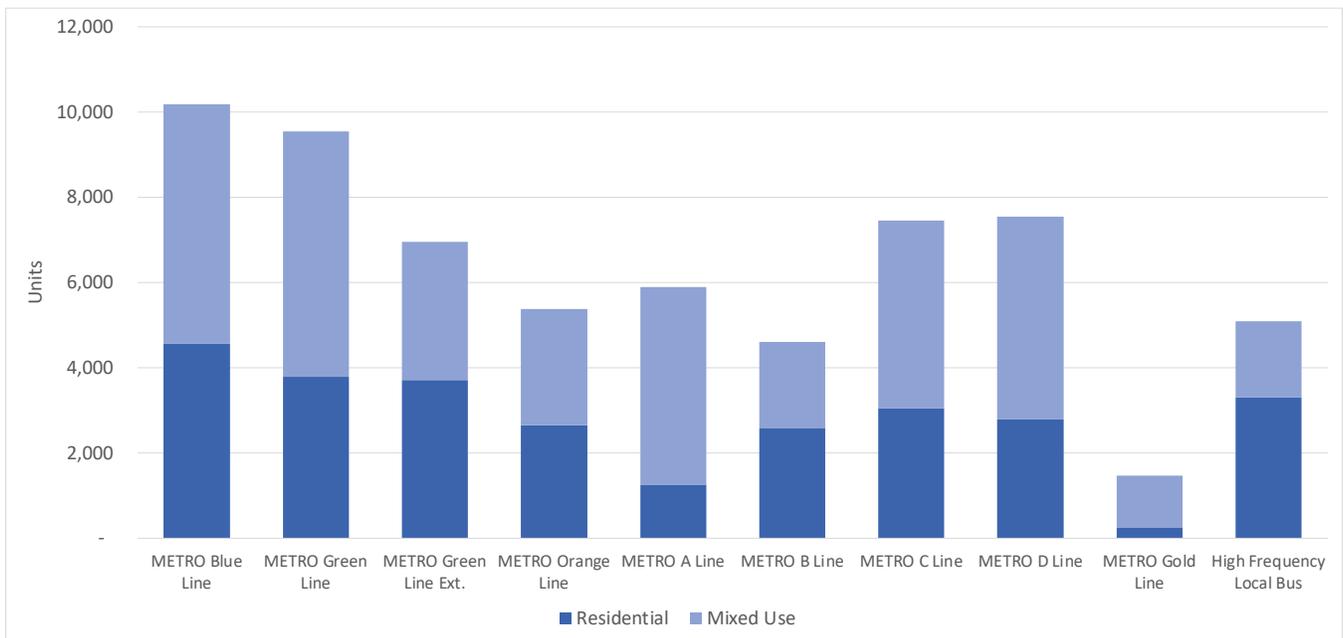
Planned Multifamily Residential

Over 35,700 multifamily units are currently planned along high frequency transit. This represents 45% of the units that are planned for the region. 19,450 units are planned near LRT stations and 20,000 units are planned near BRT stations. Some of these units are planned near both LRT and BRT. Over half of the multifamily units planned along high frequency transit are planned as part of a mixed-use

development (55%). Chart 16 shows the share of announced planned units along high frequency transitways that are part of mixed-use developments.

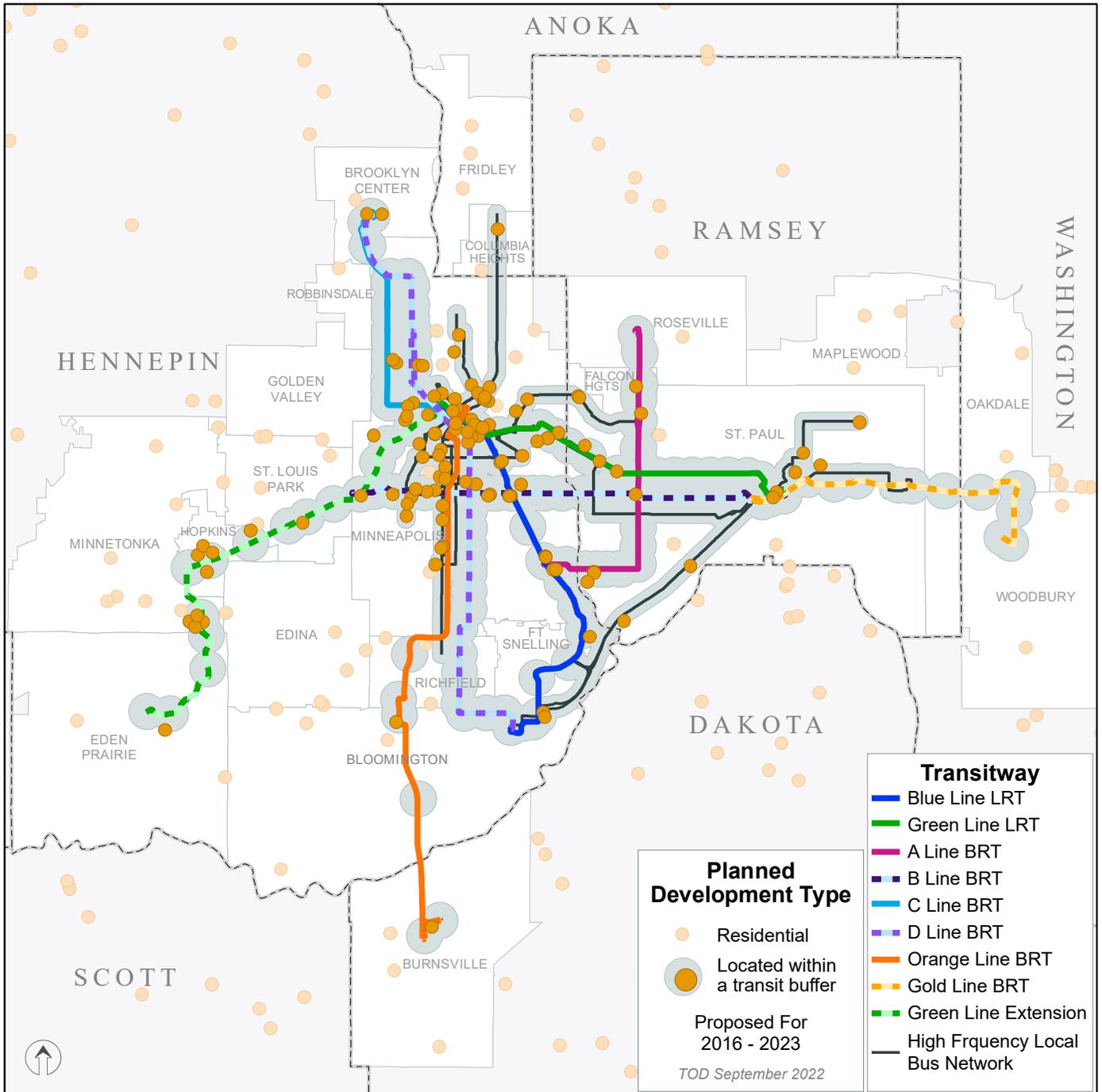
As depicted in the chart below, the Green Line and Blue Line are expected to see the most residential development. However, significant development is also planned along the BRT routes, high frequency local bus routes and the Green Line Extension.

Chart 16: Planned Multifamily Units near High Frequency Transit⁷



⁷ Permits are reported for each line – value may be double-counted.

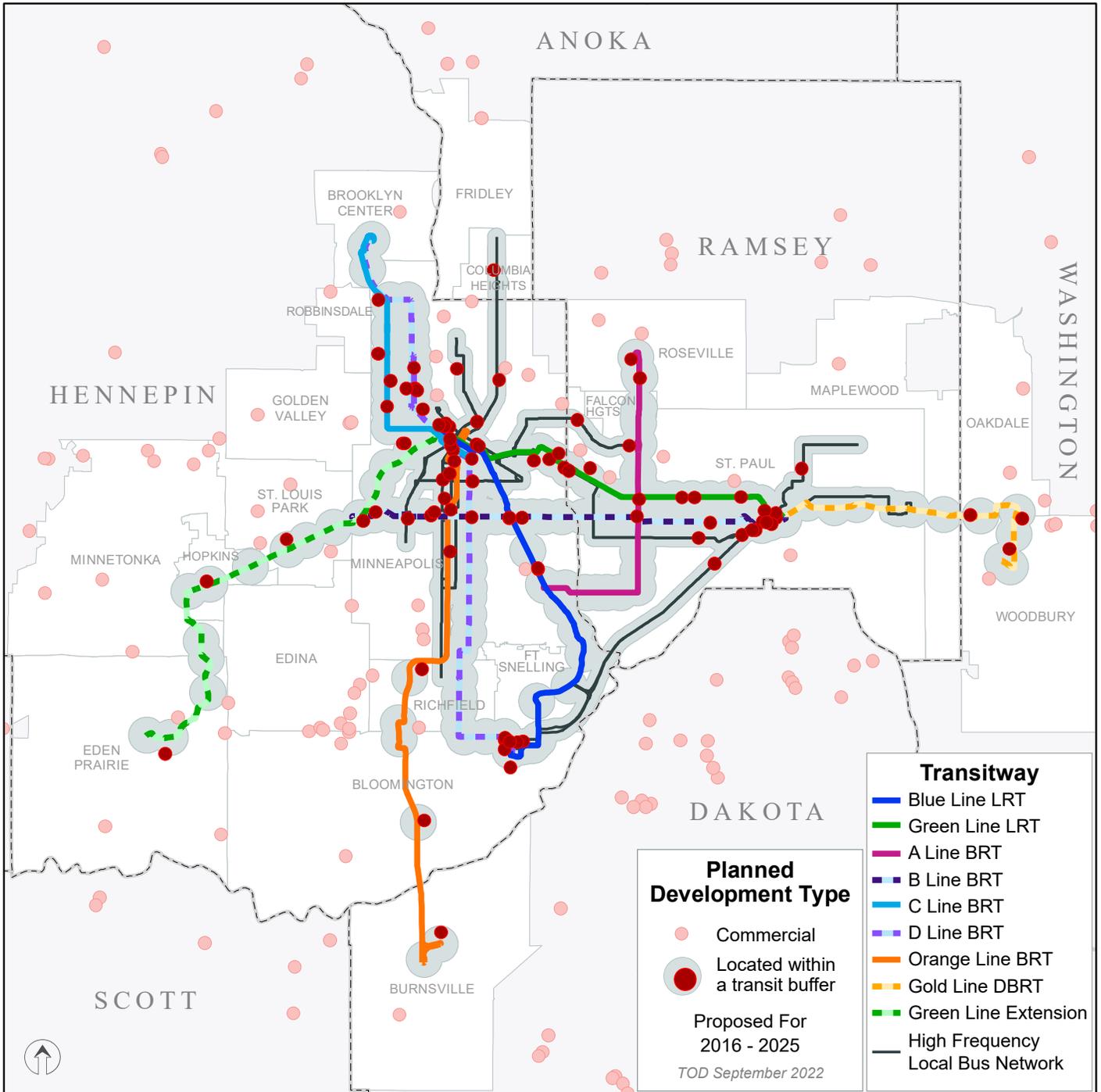
Map 5: Planned Multifamily Development



Map 5 shows the locations of planned multifamily development across the region. Because not all developers advertise the number of units or the value of the development, the map does not scale the development by size. As is evident from the map, residential developments are clustered most intensely around downtown Minneapolis. Residential clusters can also be found in Uptown Minneapolis, around the University of Minnesota, along the new Green Line Extension, and in downtown St. Paul.

Commercial

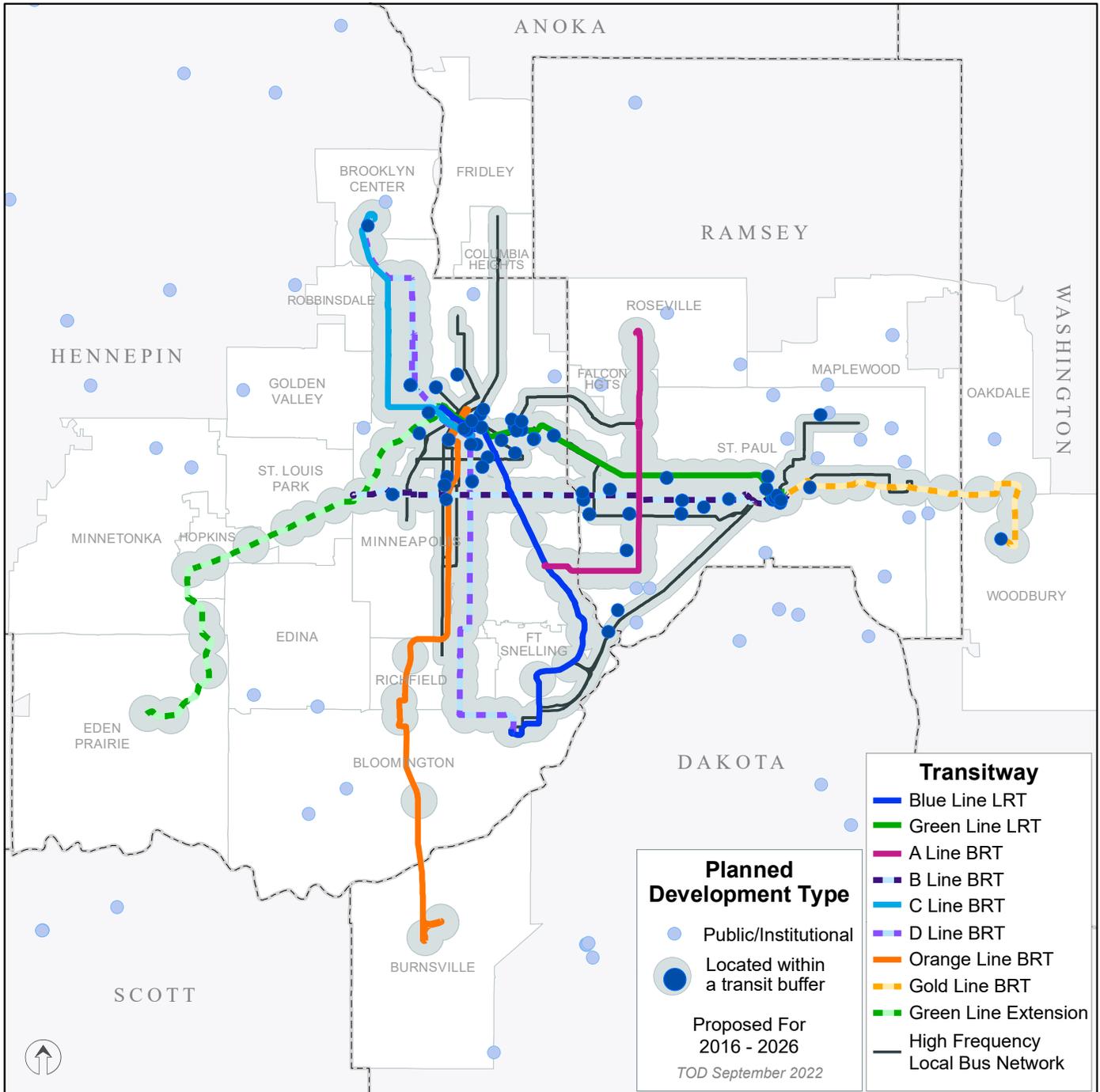
Map 6: Planned Commercial Development



Map 6 shows the locations of planned commercial development across the region. As shown, commercial developments are clustered most intensely around downtown Minneapolis, downtown St. Paul, and in Bloomington around Mall of America.

Public and Institutional

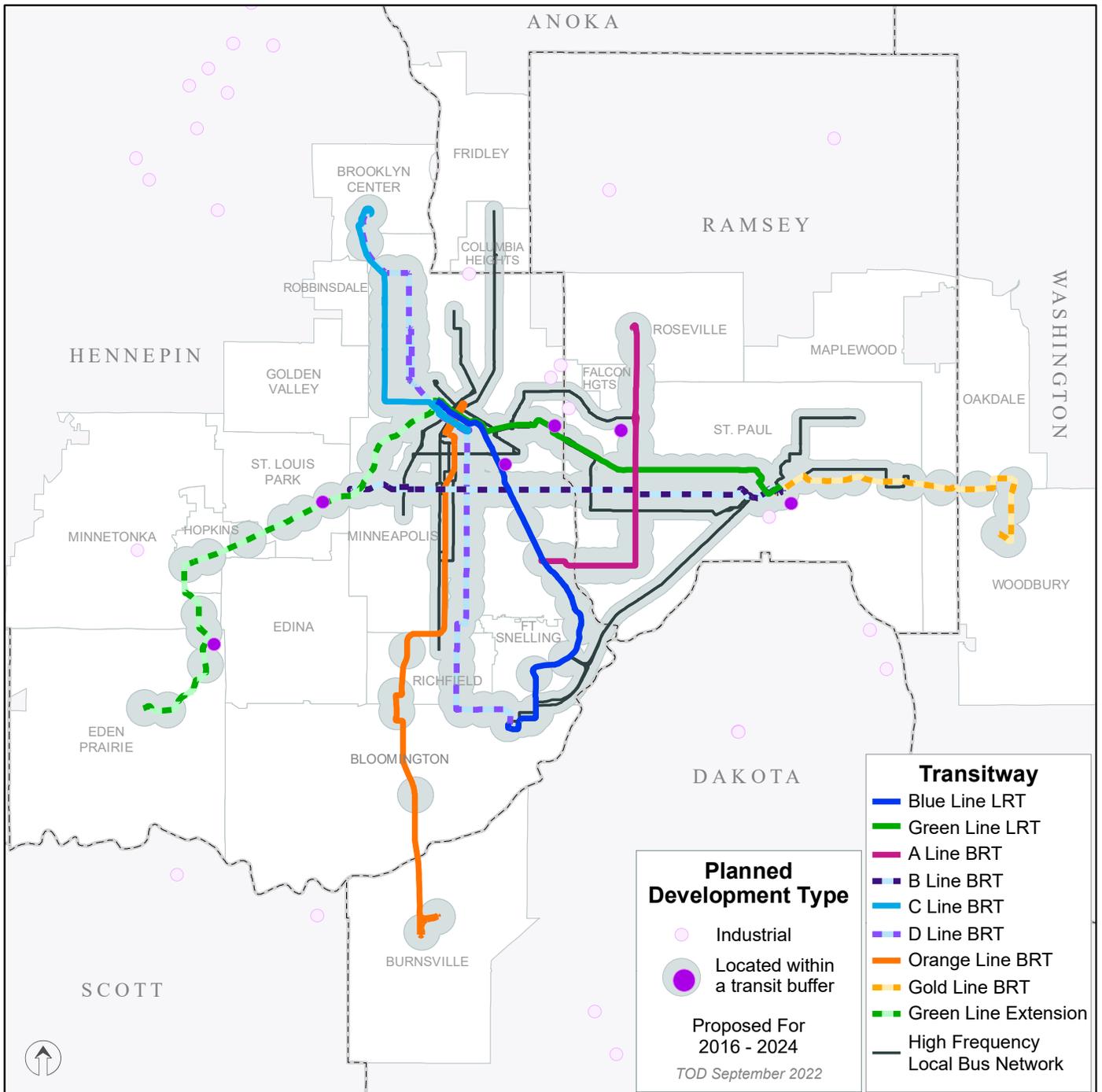
Map 7: Planned Public and Institutional Development



Map 7 shows the locations of planned public and institutional development across the region. Some clustering can be seen near both downtown Minneapolis and downtown St. Paul.

Industrial

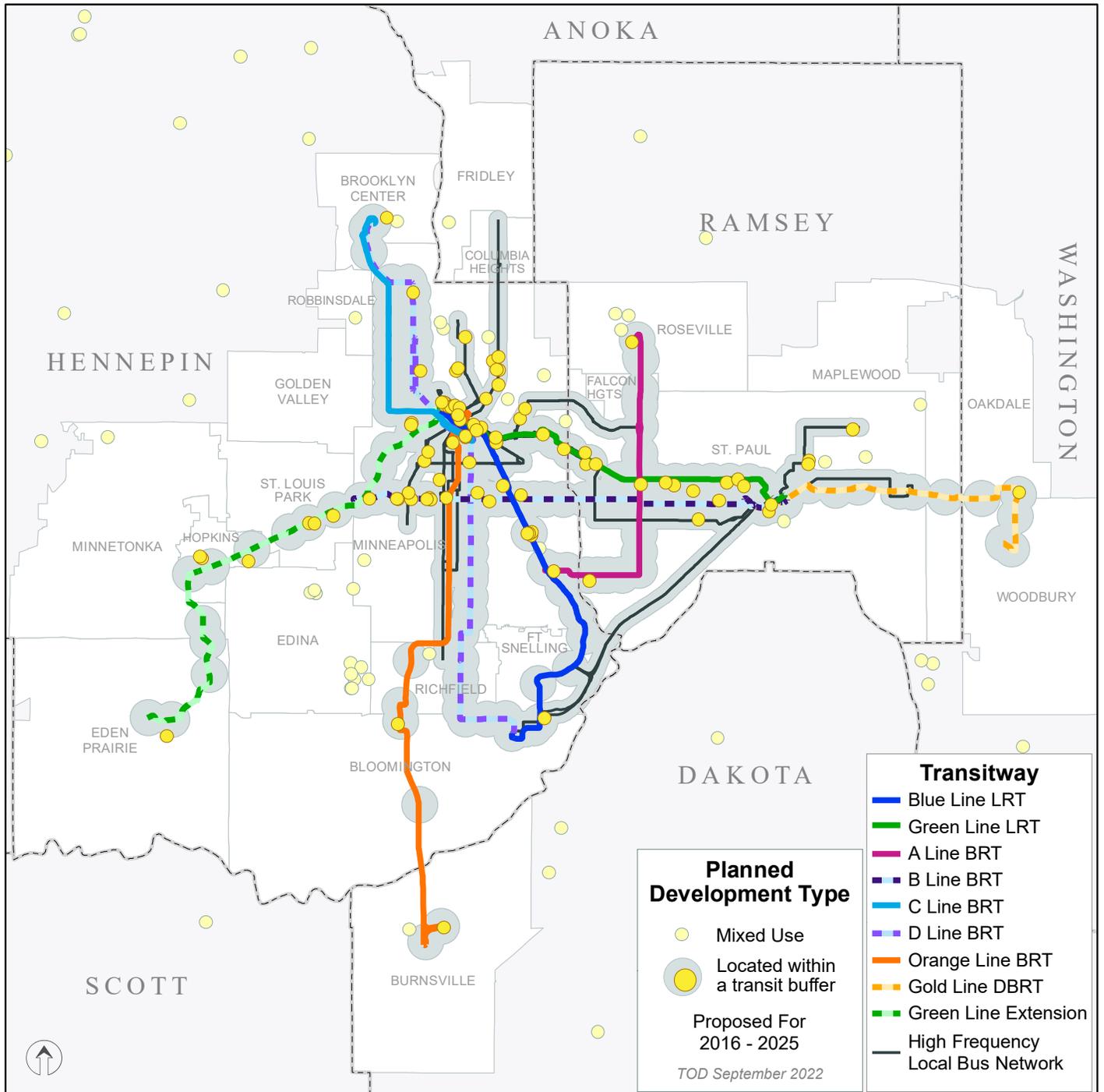
Map 8: Planned Industrial Development



Map 8 shows the locations of planned industrial development across the region. No trends are immediately apparent from the map.

Mixed Use

Map 9: Planned Mixed Use Development



72% of mixed use development is planned near high frequency transit (Map 9). Over 99% of the mixed-use development is a blend of commercial and residential development.

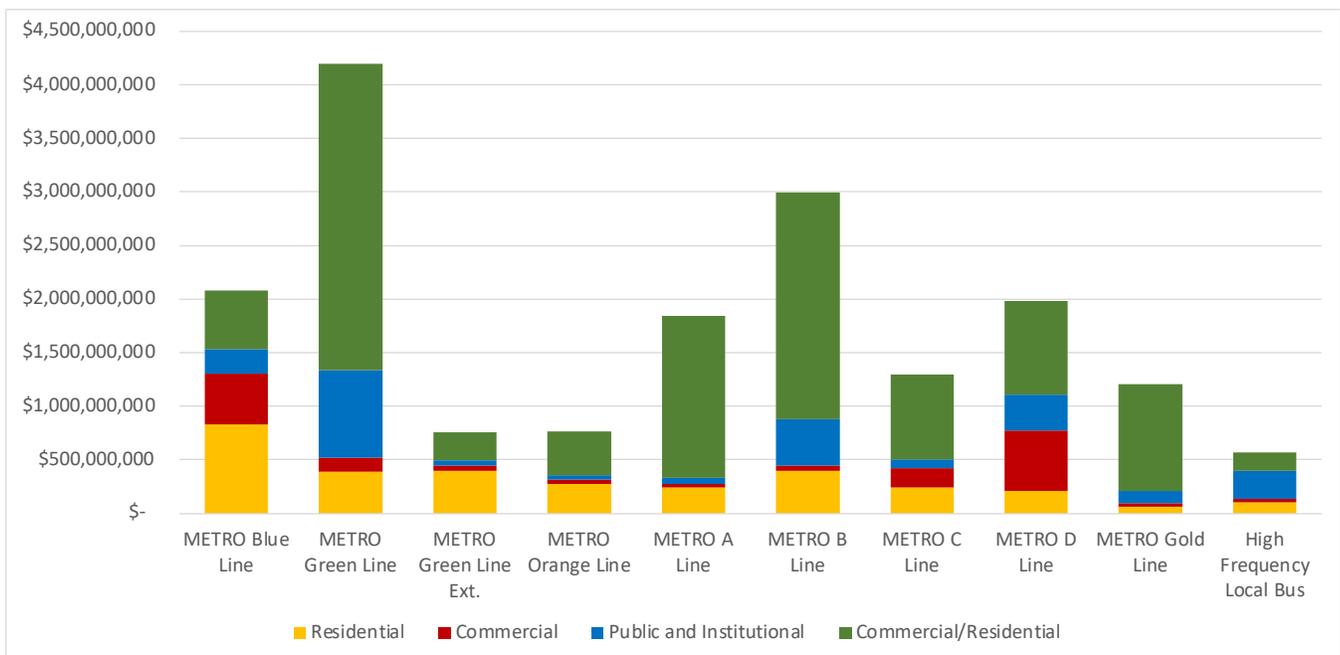
Planned Development by Transitway and High Frequency Local Bus

The Council has identified \$14.5 billion in planned development. Of that, \$9.7 billion (67%) is planned near high frequency transit. \$6 billion in development is planned near LRT stations. \$6.8 billion in development is planned near BRT stations. Some of these developments are planned in areas served by both LRT and BRT.

development, more than \$4.2 billion is planned along the Green Line, which is nearly twice the development that has been planned along other high frequency transitways. 2021 is the first year this report has included the B Line, and already nearly \$3 billion in development is planned along the new line.

Chart 17 shows the value of development by type that is planned for each transitway. The majority of this development is commercial/residential, which means that it combines commercial and residential uses. Of the planned

Chart 17: Value of Planned Development by Transitway⁸



8 Permits are reported for each line – value may be double-counted.

Percentage of Planned Development (Seven-County) served by high frequency transit

Chart 18 shows the value of planned development near high frequency transit by development type relative to the region. As can be seen in this chart, mixed-use development accounts for more than half of all planned development. Most of these mixed-use developments are a blend of commercial and residential development. Chart 19 shows the share of planned development near high frequency transit by type relative to the region. For context, the areas served by high frequency transit

represent just 3% of total acreage in the region. 72% of mixed-use development is planned near high frequency transit. Roughly 75% of commercial, 61% of residential and 63% of public and institutional development is planned near high frequency transit. Map 8 does identify six industrial developments that are planned near high frequency transit, but no estimate of development value is available for these developments.

Chart 18: Value of Planned Development near High Frequency Transit by Development Type

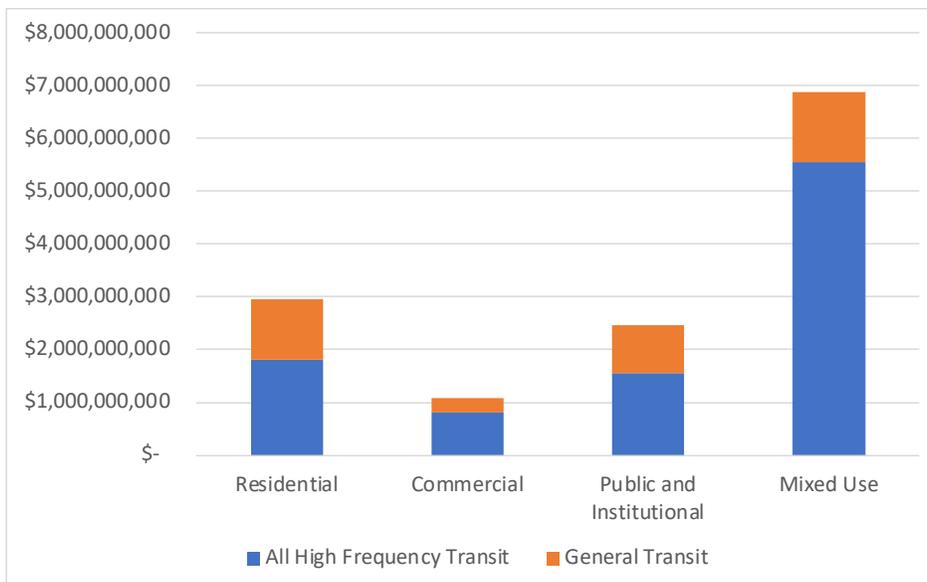
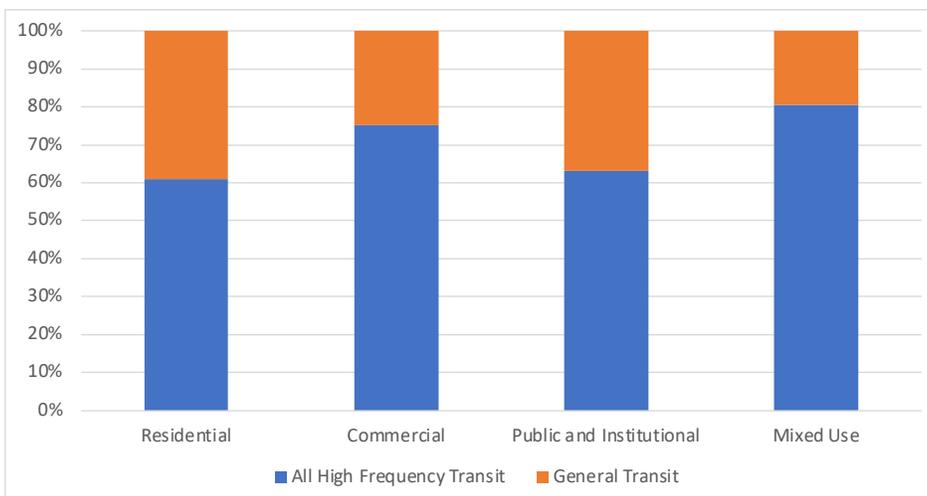


Chart 19: Share of Planned Development near High Frequency Transit by Development Type



Contact Information

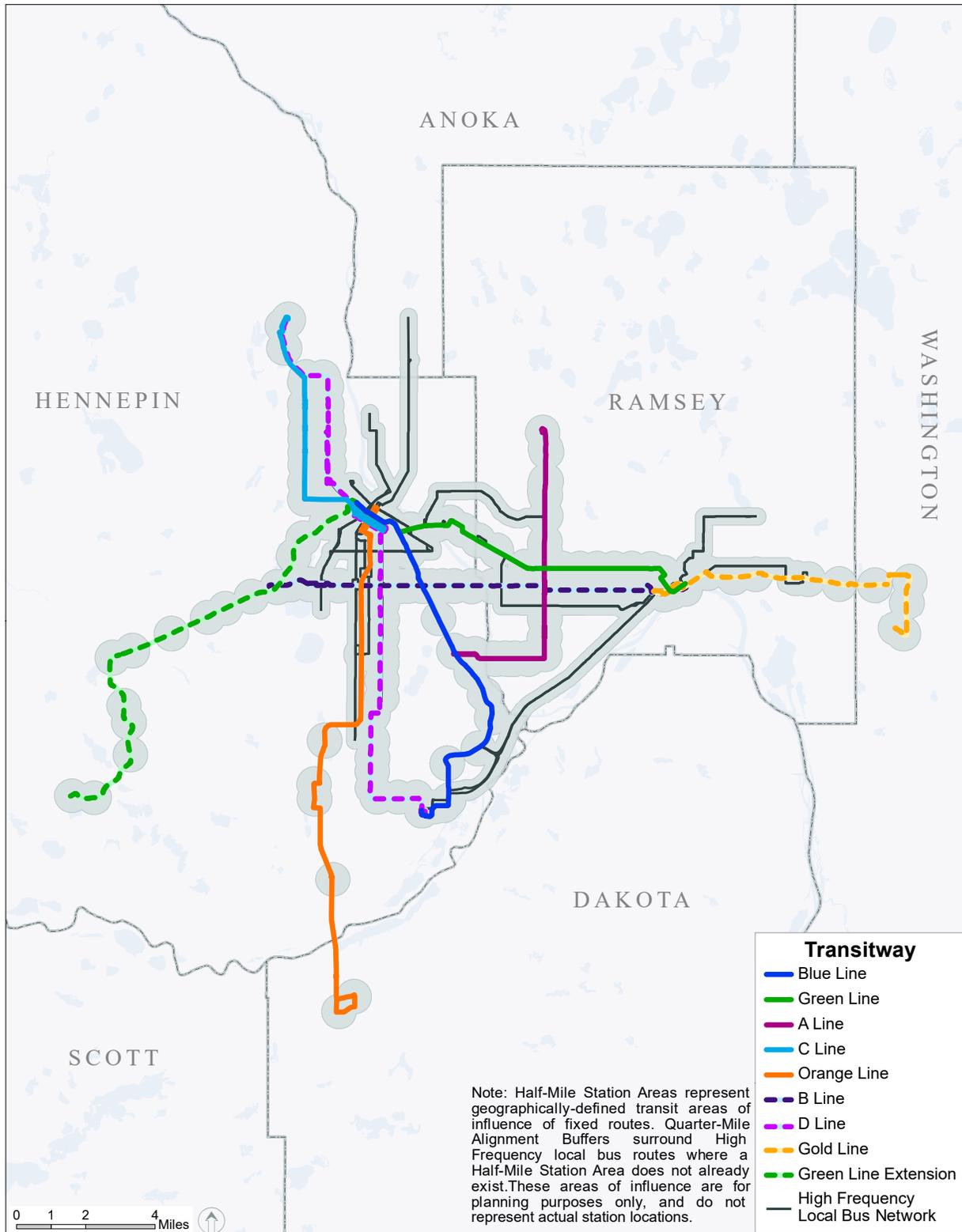
For questions or comments on the information included in this report, please email us at TOD@metrotransit.org, or check out our website at metrotransit.org/tod.

Data from the Metropolitan Council's building permits survey and the Council's population forecasts are available at metrotransit.org/data.



Appendix A – High Frequency Transit Network

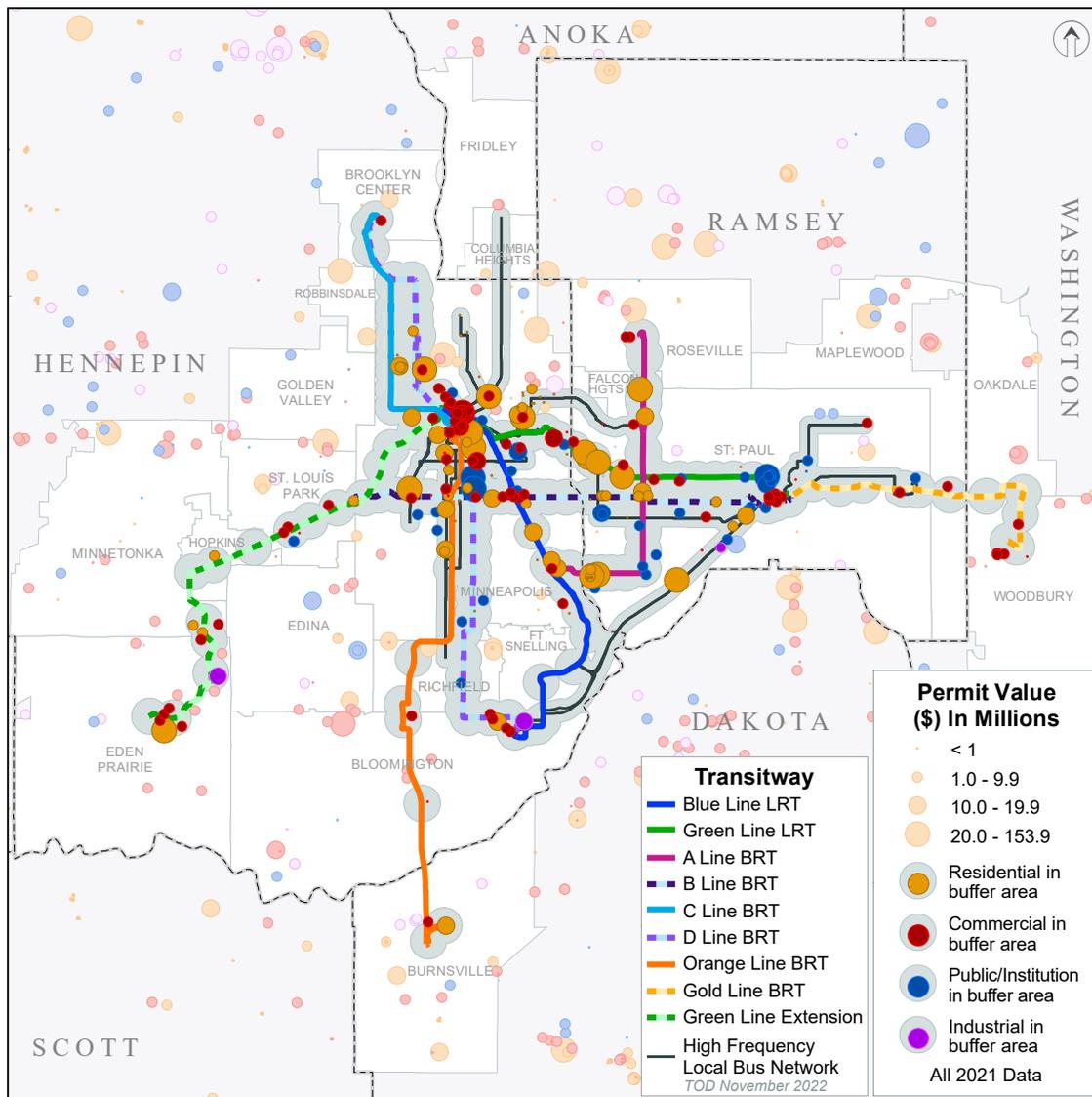
Half-Mile Station Areas and Quarter-Mile Alignment Areas



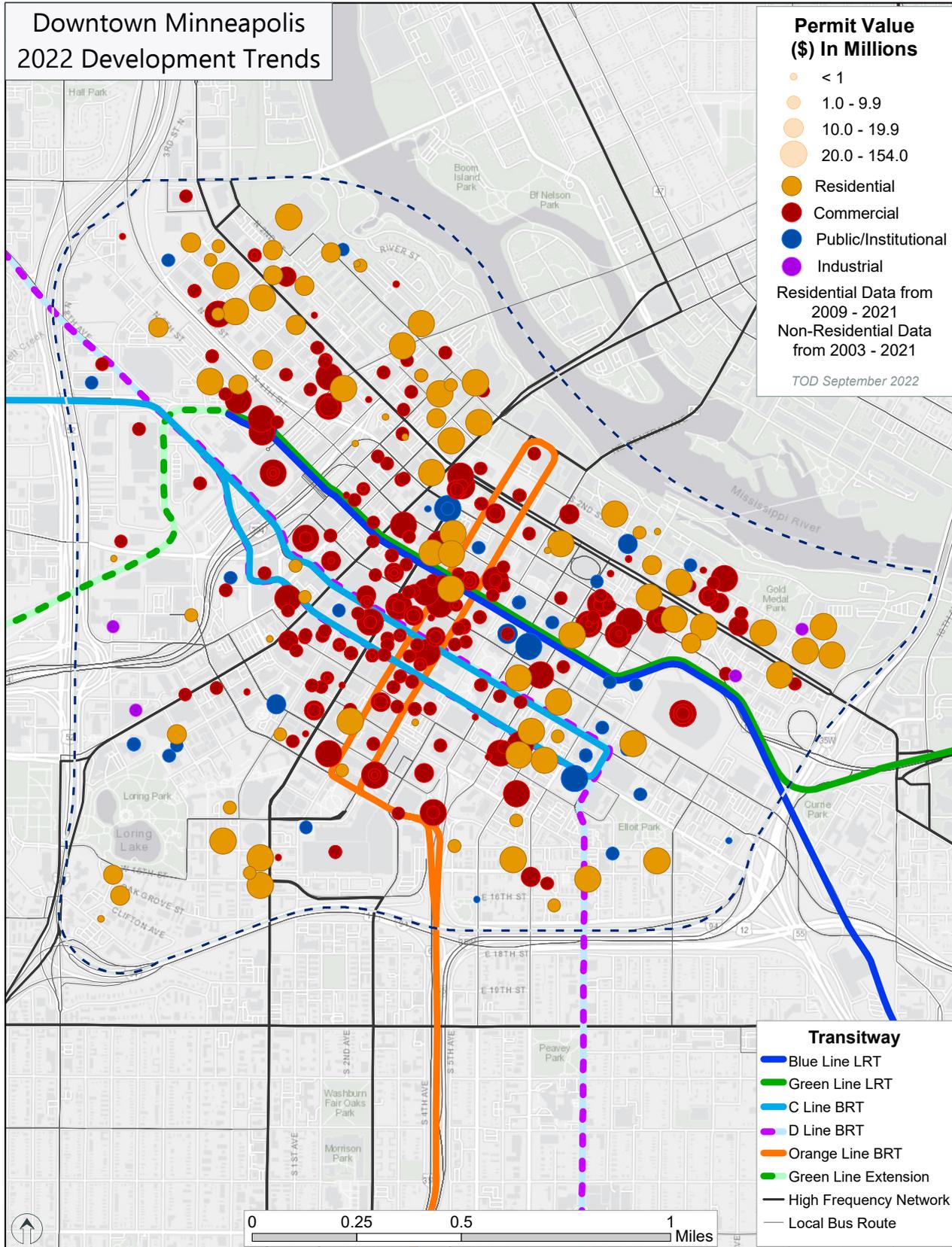
Map Date: 11/28/2022

Appendix B – 2021 Permitted Development

Development Types	Permitted Development
Residential (Units)	5,498
Residential (Value)	\$956,314,044
Commercial (Value)	\$320,392,285
Public/Institutional (Value)	\$308,329,973
Industrial	\$39,223,068
Mixed Use (Value)	N/A
Total (Value)	\$1,624,259,370
Downtown Minneapolis	\$299,123,232



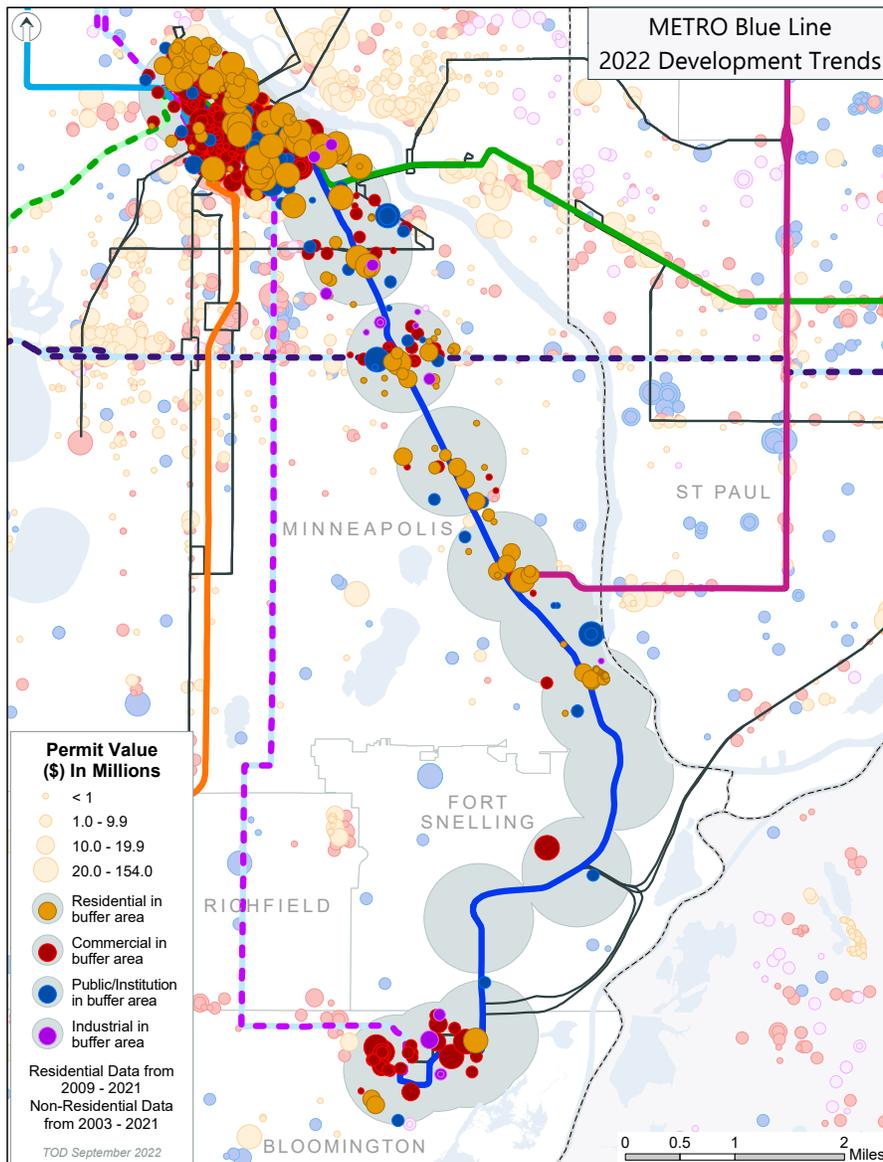
Appendix C – Downtown Minneapolis



Appendix D – Development by Transitway

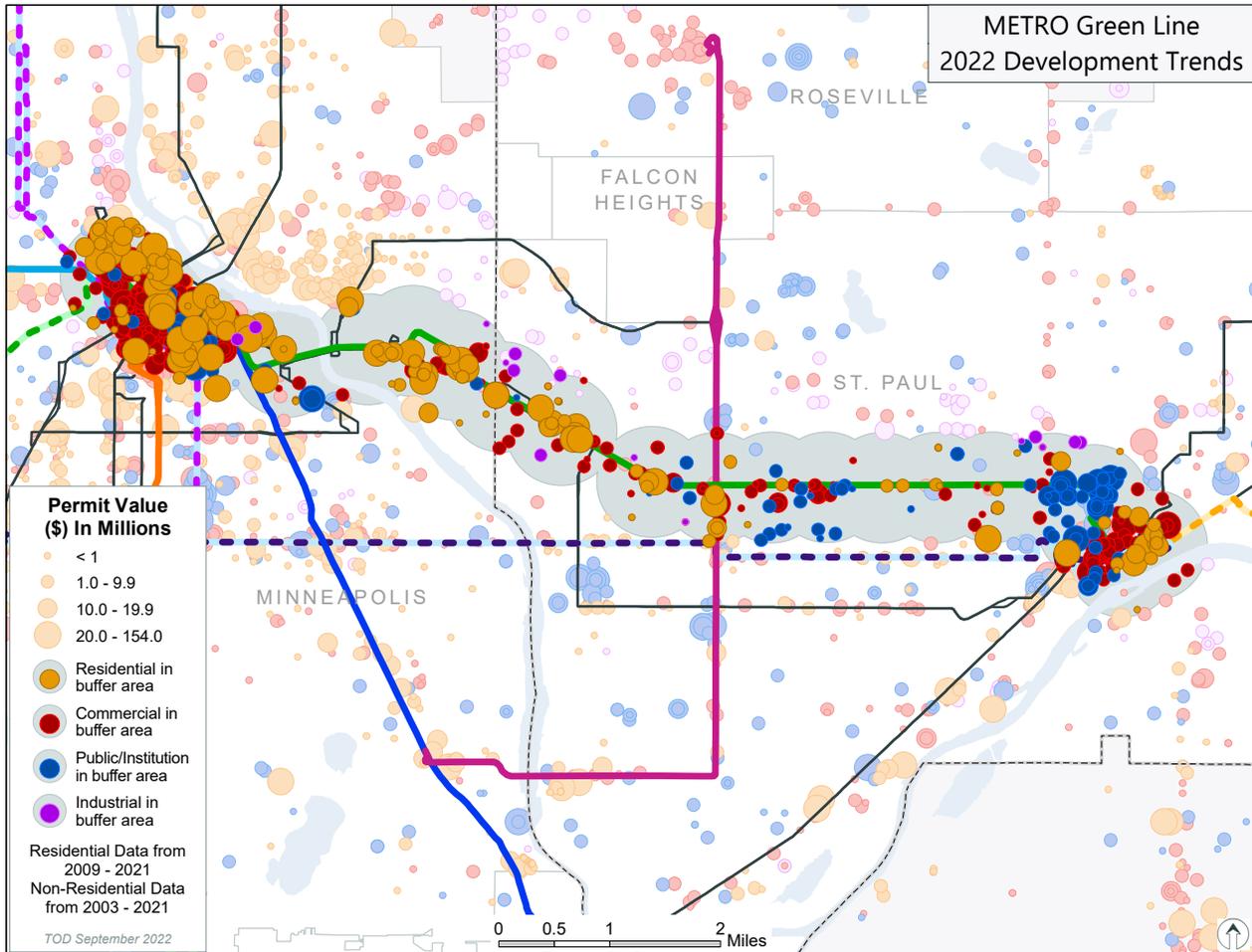
METRO Blue Line

Development Types	Permitted Development	Planned Development
Residential (Units)	12,912	10,185
Residential (Value)	\$2,362,246,321	\$832,158,000
Commercial (Value)	\$2,538,374,686	\$472,000,000
Public/Institutional (Value)	\$492,293,308	\$225,000,000
Industrial	\$35,013,699	N/A
Mixed Use (Value)	N/A	\$552,900,000
Total (Value)	\$5,427,928,014	\$2,082,058,000



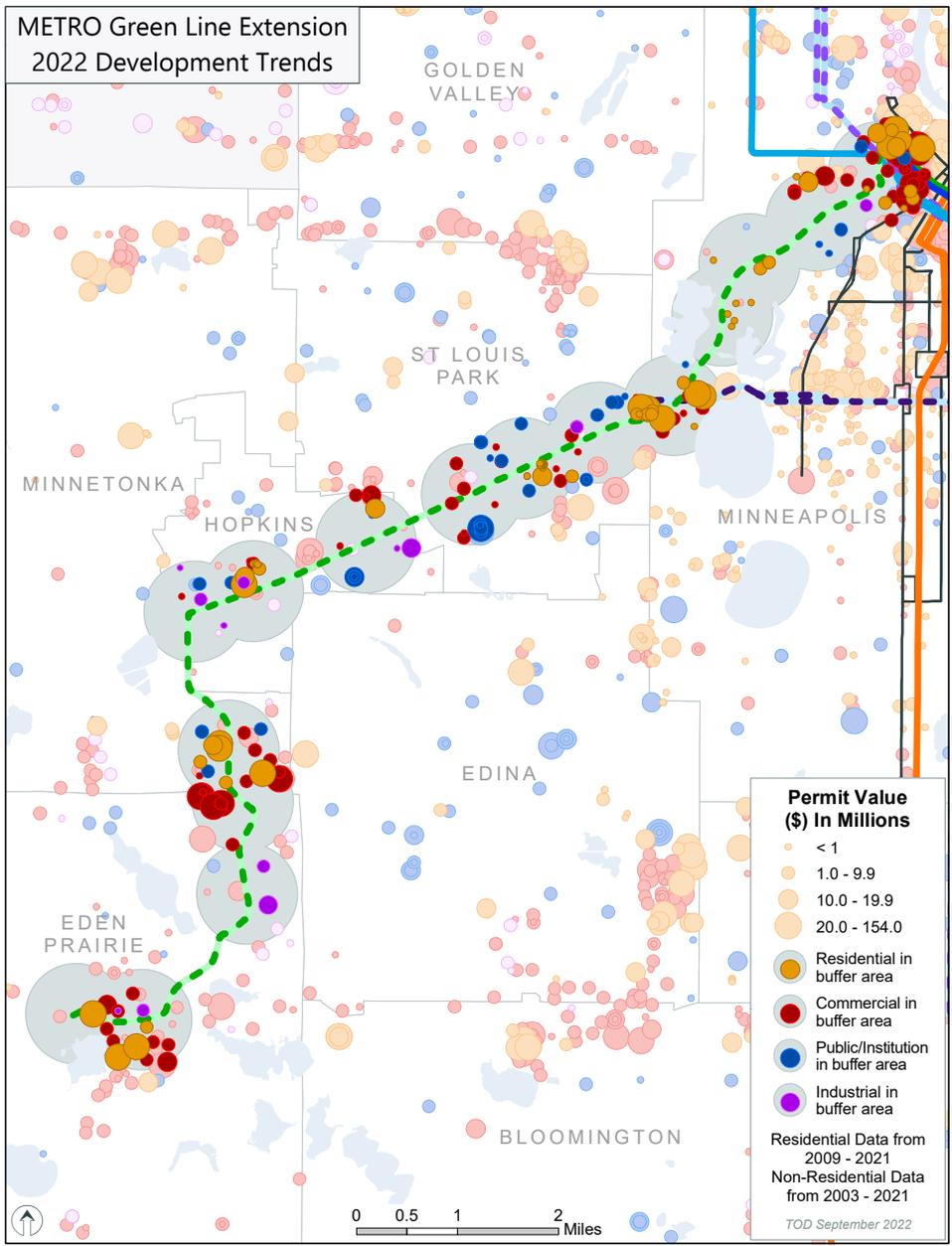
METRO Green Line

Development Types	Permitted Development	Planned Development
Residential (Units)	19,013	9,552
Residential (Value)	\$3,117,099,932	\$392,700,000
Commercial (Value)	\$2,889,740,286	\$130,700,000
Public/Institutional (Value)	\$831,799,183	\$817,000,000
Industrial	\$26,285,695	N/A
Mixed Use (Value)	N/A	\$2,855,800,000
Total (Value)	\$6,864,925,096	\$4,196,200,000



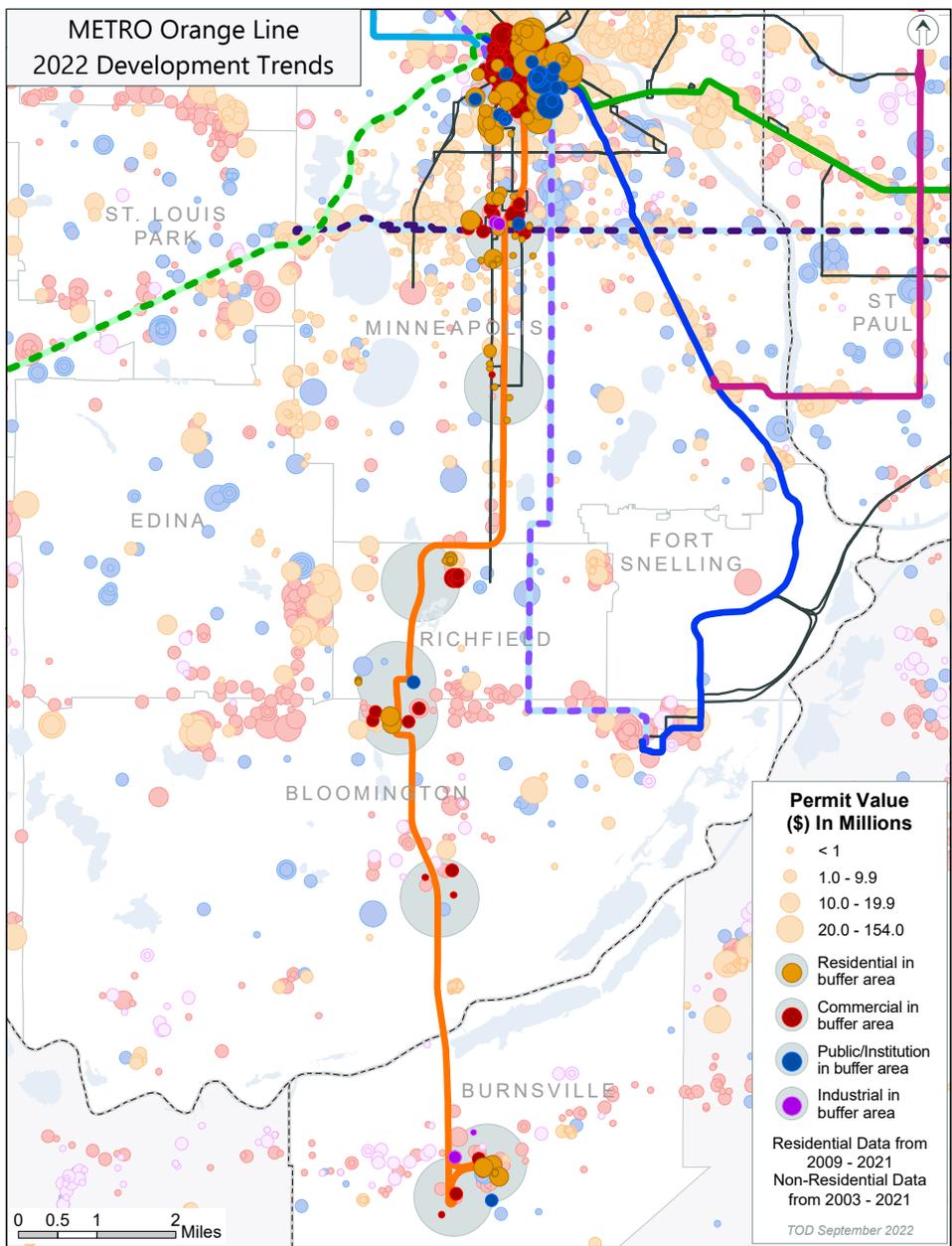
METRO Green Line Extension

Development Types	Permitted Development	Planned Development
Residential (Units)	4,707	7,262
Residential (Value)	\$731,383,585	\$398,600,000
Commercial (Value)	\$891,000,041	\$50,000,000
Public/Institutional (Value)	\$178,857,503	\$44,000,000
Industrial	\$52,579,325	N/A
Mixed Use (Value)	N/A	\$267,600,000
Total (Value)	\$1,853,820,454	\$760,200,000



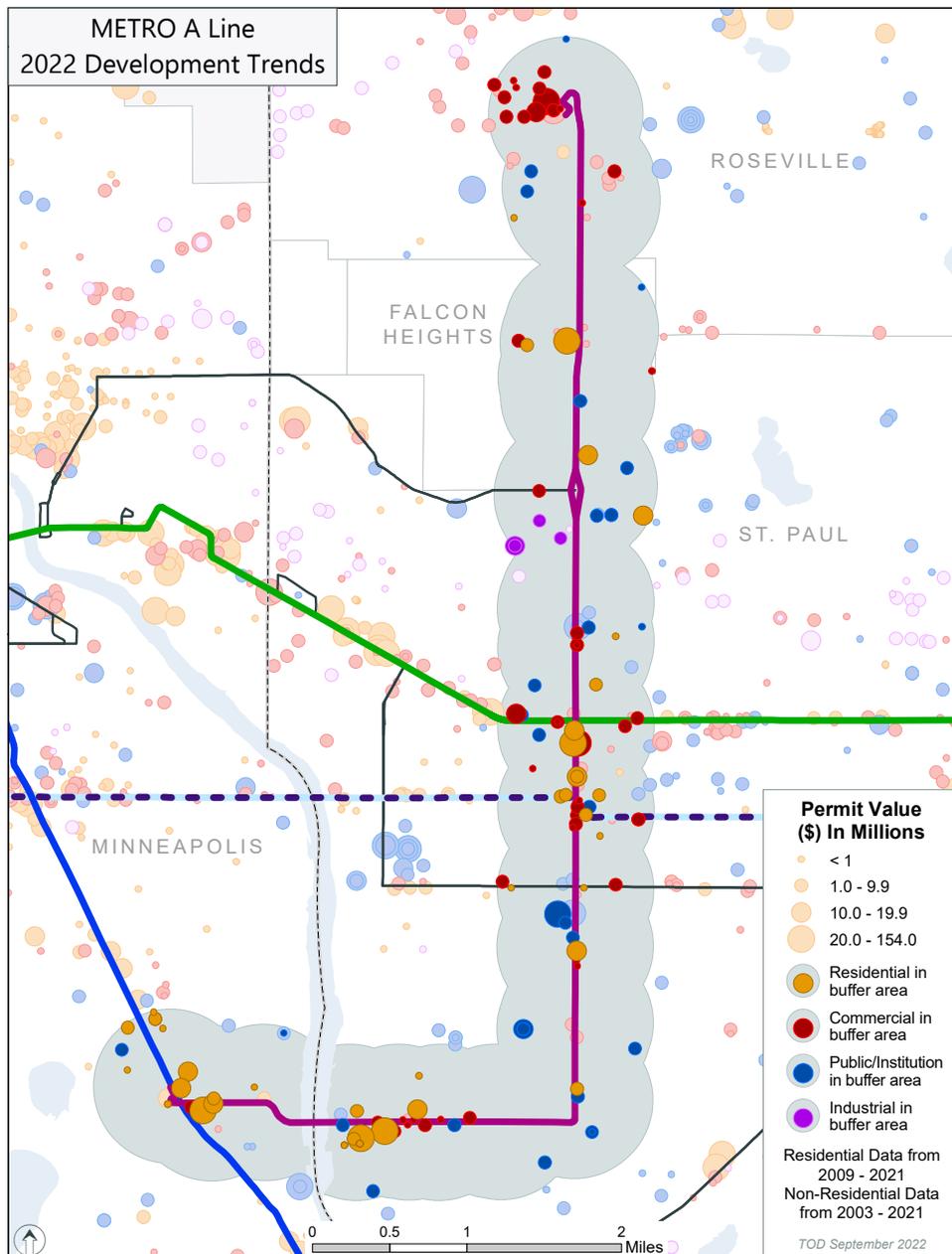
METRO Orange Line

Development Types	Permitted Development	Planned Development
Residential (Units)	6,715	5,384
Residential (Value)	\$1,257,903,555	\$273,300,000
Commercial (Value)	\$1,757,700,445	\$41,100,000
Public/Institutional (Value)	\$363,278,052	\$42,500,000
Industrial	\$11,029,671	N/A
Mixed Use (Value)	N/A	\$412,000,000
Total (Value)	\$3,389,911,723	\$768,900,000



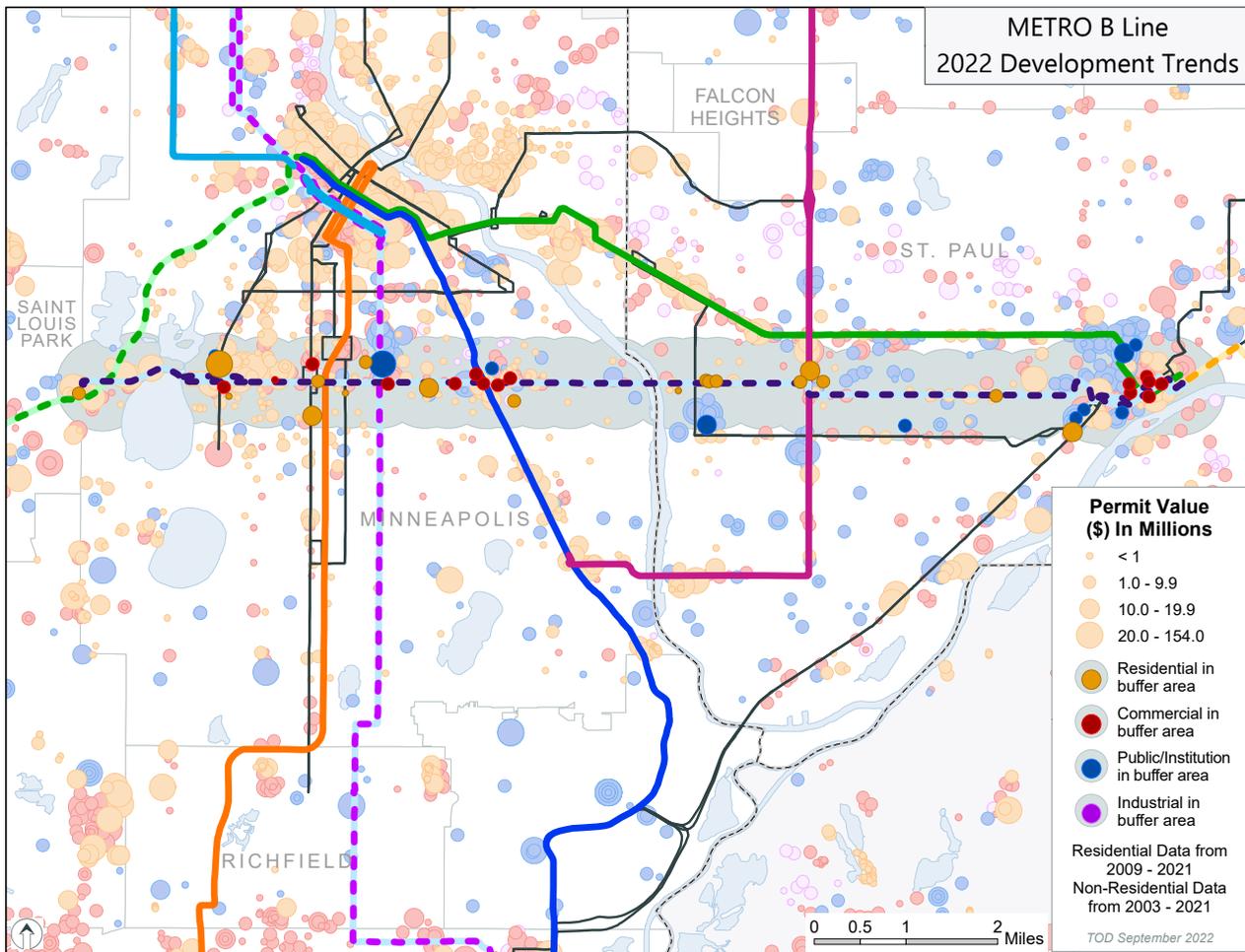
METRO A Line

Development Types	Permitted Development	Planned Development
Residential (Units)	2,563	5,901
Residential (Value)	\$349,700,627	\$245,500,000
Commercial (Value)	\$324,313,852	\$27,000,000
Public/Institutional (Value)	\$115,676,098	\$61,500,000
Industrial	\$16,696,930	N/A
Mixed Use (Value)	N/A	\$1,510,000,000
Total (Value)	\$806,387,507	\$1,844,000,000



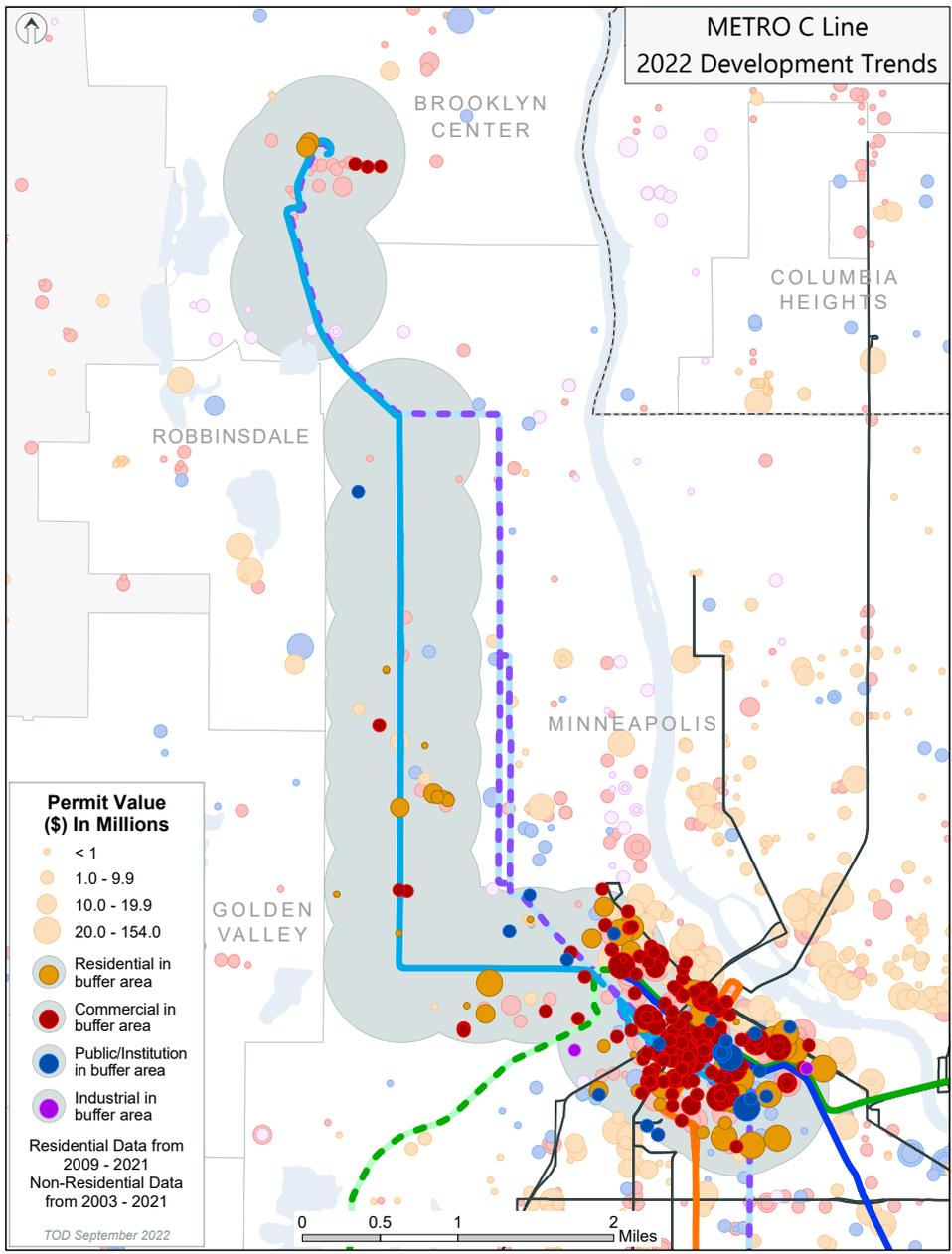
METRO B Line

Development Types	Permitted Development	Planned Development
Residential (Units)	876	4,602
Residential (Value)	\$118,788,719	\$394,700,000
Commercial (Value)	\$40,754,134	\$55,100,000
Public/Institutional (Value)	\$107,754,766	\$431,100,000
Industrial		N/A
Mixed Use (Value)	N/A	\$2,115,000,000
Total (Value)	\$267,297,619	\$2,995,900,000



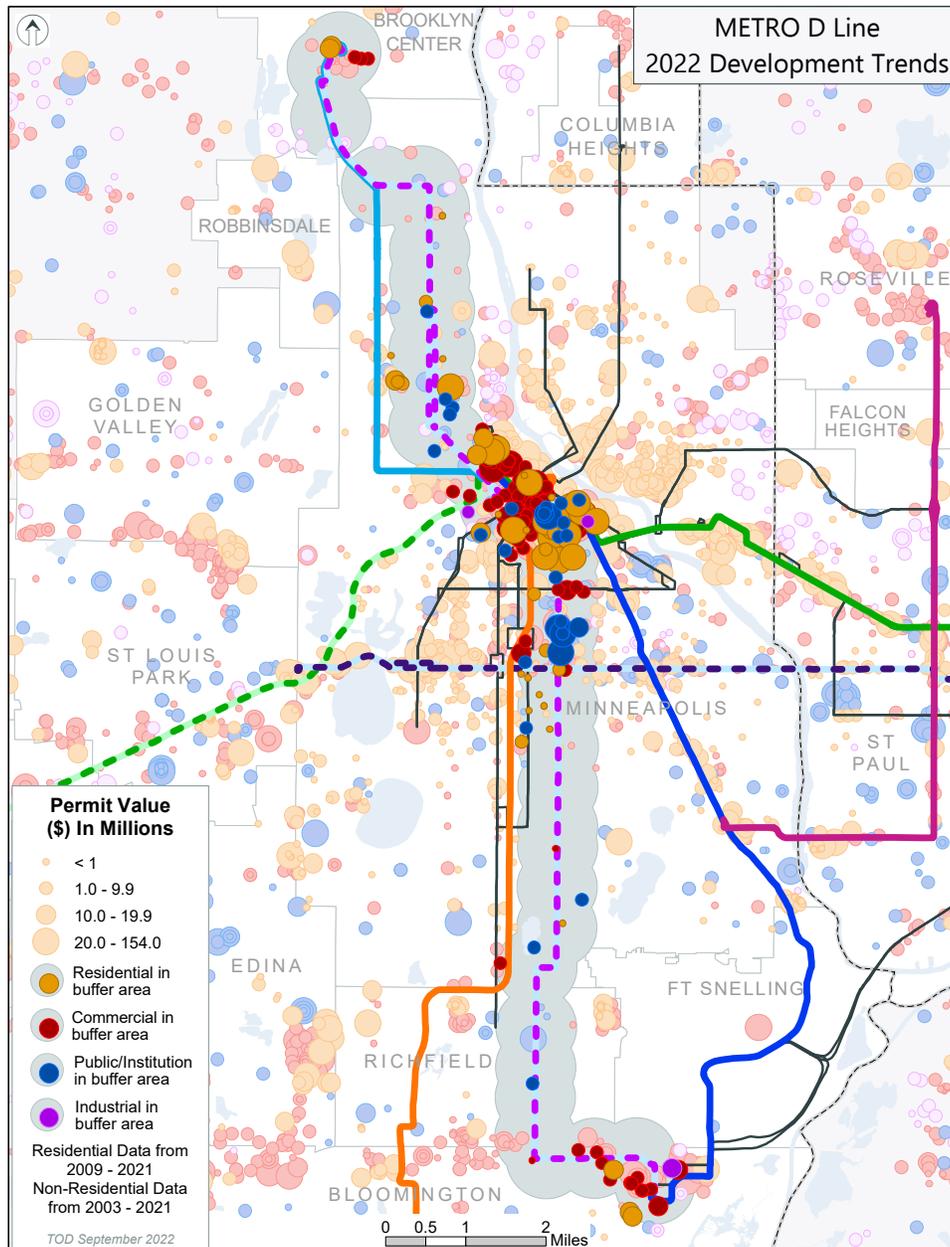
METRO C Line

Development Types	Permitted Development	Planned Development
Residential (Units)	5,301	7,459
Residential (Value)	\$1,122,056,591	\$238,891,912
Commercial (Value)	\$1,536,469,734	\$182,200,000
Public/Institutional (Value)	\$355,415,870	\$78,870,000
Industrial	\$2,921,105	N/A
Mixed Use (Value)	N/A	\$794,000,000
Total (Value)	\$3,016,863,300	\$1,293,961,912



METRO D Line

Development Types	Permitted Development	Planned Development
Residential (Units)	4,495	7,543
Residential (Value)	\$942,556,145	\$211,100,000
Commercial (Value)	\$1,059,707,703	\$562,200,000
Public/Institutional (Value)	\$372,118,427	\$337,870,000
Industrial	\$20,558,717	N/A
Mixed Use (Value)	N/A	\$869,600,000
Total (Value)	\$2,394,940,992	\$1,980,770,000



METRO Gold Line

Development Types	Permitted Development	Planned Development
Residential (Units)	903	1,461
Residential (Value)	\$97,377,717	\$65,000,000
Commercial (Value)	\$176,082,585	\$32,000,000
Public/Institutional (Value)	\$202,474,224	\$111,200,000
Industrial	N/A	N/A
Mixed Use (Value)	N/A	\$1,000,000,000
Total (Value)	\$475,934,526	\$1,208,200,000

