Freeway Solutions proposes land bridge development to integrate "Downtown East/Cedar Riverside" neighborhood with a new Twins Stadium. The land bridge alleviates "Downtown East/Cedar Riverside" neighborhood I-35W disconnect and allows urban friendly stadium new construction, rather than impossible destruction and rebuilding at the existing Metrodome site. The land bridge mixed-use and residential proposals correlate with the Minneapolis Plan and Franklin-Cedar/Riverside TOD Station Area Plan.

**Community Goals**
- Reconnect Cedar-Riverside and Downtown East
- Enhance Cedar/Riverside "Community Corridor" Minneapolis Plan
- Introduce and increase pedestrian friendly mixed housing types to Downtown East and Cedar-Riverside
- Enhance Seven-Corners "Activity Center" Minneapolis Plan
- Provide mixed-use commercial amenities to residential areas
- Enhance U of M "Growth Center" Minneapolis Plan - jobs
- Eliminate visual/aesthetic scar to the landscape through infill development
- Restore 3rd Street and 15th Avenue traditional street grids
- Incorporate Minneapolis Transit Station Area (TSA) and Franklin-Cedar/Riverside Station Area Master Plan and promote "within ½ mile walking distance" mixed-use commercial, residential and green space amenities

**Benefits**
- Jobs at new commercial amenities and stadium
- Residential units for students and mixed income types
- Residential and Commercial amenities support Transit stations
- Free transit day pass with Twins ticket
- Aesthetics

**Problems**
- No job gain if Metrodome razed
- Low-entry, seasonal jobs
- Traffic and parking
- Construction and Engineering
- Costs

**Demographics**
- 2000 Population
  - 128 Downtown East
  - 7,545 Cedar Riverside/West Bank
- Income
  - 50 or 59.9 Percent have family income of $19,080 (30 Percent of MMI)
- Housing Occupancy
  - 291 Owner occupied units
  - 2,547 Renter occupied units
  - 90 Percent occupied
- Sex
  - 3,860 male
  - 3,685 female
“Downtown East/Cedar Riverside” Land Use Description

Residential
- Cedar Riverside Housing Complex (Mpls Public Housing Authority)
- 7-Corners Community Housing Corporation (MCDA)
- 90 Percent of all housing units occupied

Commercial
- Cedar/Riverside: Bars, restaurants, theaters, Holiday Inn, U of M, Augsburg, Fairview Riverside Hospital
- Downtown East: Valspar Corporation, U of M, Red Cross, Guthrie proposal, various bars, gas station and other services. HHH Metrodome.

“Downtown East/Cedar Riverside” Transit Description

Transit
- Bus routes: Intersection of 35W and 94, Washington/3rd Street, Cedar, Riverside, Washington Ave S, 35W
- Light Rail: Metrodome and Cedar/Riverside
- Parking Ramps and surface lots: West Bank, West River road, 5th Street and 6th Street Downtown exit and entrance off 1-94.

“Downtown East/Cedar Riverside” Land Bridge Area West

“Downtown East/Cedar Riverside” Land Bridge
South of Washington Bridge

Close The Gap

“Downtown East/Cedar Riverside” Land Bridge
Washington Bridge

“Downtown East/Cedar Riverside” Land Bridge
Washington Bridge
“Downtown East/Cedar Riverside”
Land Bridge Residential
- Low-Rise Units
- 110,000 square feet residential
- 730 Total Rental or Owner-Occupied Units (including Mixed Use Units)

“Downtown East/Cedar Riverside”
Land Bridge Mixed-Use
- 730 Total Rental or Owner-Occupied Units (including Residential Units)
- 360,000 square feet commercial space
- Specialty Retail 10 Percent
- General Office 35 Percent
- Drinking Place 20 Percent
- High-Turnover Sit Down Restaurant 20 Percent
- Convenience Market (open 24 hours) 5 Percent
- Supermarket (Mississippi Market, Stillwater) 10 Percent

“Downtown East/Cedar Riverside”
Land Bridge Parkland
City Park Land
- 6.31 Acre Park or Open Space
- Extension of Brian Coyle Community Center and Parkland
- Playground equipment, ponds, walking bridge, half-court basketball, trails connecting LRT, horseshoe pits, pavilion, landscaping, separate dog park, amphitheatre...
“Downtown East/Cedar Riverside”
Land Bridge

- Stadium (Twins) 10.7 Acres
- 45,000 Capacity Stadium

Walking Distance to Stadium

Legend
- Light Rail Line
- LRT Stations
- Stadium
- Land Bridge

Walking Distance to Stadium

“Downtown East/Cedar Riverside”
Land Bridge Existing Traffic Analysis

“Downtown East/Cedar Riverside”
Land Bridge Additional Traffic Analysis

<table>
<thead>
<tr>
<th>Commercial Trips</th>
<th>High Turnover Sit-down Restaurant</th>
<th>9,304</th>
<th>Sunday</th>
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<tbody>
<tr>
<td>General Office Building</td>
<td>734</td>
<td>9,383</td>
<td>Weekday</td>
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<tr>
<td>7,465</td>
<td>11,404</td>
<td>11,404</td>
<td>Saturday</td>
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<tr>
<td>Specialty Retail</td>
<td>4,014</td>
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<tr>
<td>123</td>
<td>4,134</td>
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<td>Saturday</td>
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<tr>
<td>302</td>
<td>5,990</td>
<td>5,990</td>
<td>Sunday</td>
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<tr>
<td>1,386</td>
<td>Convenience Market (24 hours)</td>
<td>13,384</td>
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<tr>
<td>Drinking Place</td>
<td>826</td>
<td>13,653</td>
<td>Saturday</td>
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<tr>
<td>1,116</td>
<td>PM Peak Hour</td>
<td>15,534</td>
<td>Sunday</td>
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Residential Trips
3,650 Total Trips (5 trips per occupied dwelling unit)

Stadium Trips
14,400 trips at maximum capacity
10,000 trips diverted from outside areas to downtown area
“Downtown East/Cedar Riverside” Land Bridge Stadium Transportation Plan

**Mode Split**
- Transit or Walk – 20 Percent
- Autos – 80 Percent with 2.5 vehicle occupancy

**Parking**
- West Bank – 2,208
- 4th and 5th – 4,500
- 3rd Av Transit Center – 6,000
- East Bank – 11,416
- State Fair – 12,900

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**Attendee Geographic Transit Distribution**
- 34 Percent from SW, served by LRT & Bus
- 25 Percent from NW, Northstar
- 17 Percent from NE, State Fair Shuttle
- 24 Percent from SE, LRT and State Fair

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**Additional Details**
- MTC – Season Transit passes, Ticket day passes, Game day fare zone
- Bicycle Storage
- Preferential parking for car pools of 4 plus
- ITC
- Barricades to channel pedestrian and traffic flow
- Neighborhood advisory committee to address concerns

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**“Downtown East/Cedar Riverside” Land Bridge Costs/Benefit Analysis**

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<th>Ratio: 1.08</th>
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<tbody>
<tr>
<td><strong>Benefits</strong></td>
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<tr>
<td>Stadium</td>
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<tr>
<td>470,000 sq ft stadium</td>
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<tr>
<td>275,000 sq ft park/open park facilities</td>
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<tr>
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**“Downtown East/Cedar Riverside” Land Bridge Conclusion**

- Creates vital, vibrant and connected Cedar-Riverside, Downtown East and University of Minnesota community
- Incorporates “Community Corridor,” “Activity Center” and “Growth Center” of the Minneapolis Plan
- Pedestrian friendly, mixed housing types and mixed-use commercial amenities
- Eliminates visual/aesthetic scar to the landscape through infill development
- Solves the Stadium issue
- Incorporates Minneapolis Transit Station Area (TSA) and Franklin-Cedar/Riverside Area Master Plan and promotes “within ½ mile walking distance” mixed-use commercial, residential and green space amenities