Reconnecting South Minneapolis

38th Street Land Bridge

By
Nels Berge
Dan Herber
Nancy Lueke
Dan Petrik
Jenny Shillcox

Public Affairs
8202
Spring 2003

Presentation Overview

• Introduction
• Challenges and Opportunities
• Site Analysis of Land Bridge Area
• Land Bridge Concept Plan
• Benefits of a Land Bridge

City of Minneapolis Streets and Land Bridge Area Close-Up

City of Minneapolis Neighborhoods and Land Bridge Area Close-Up

The Challenges

• Disconnected Neighborhoods
• Poor Street Connectivity
• Wasted Space Over Freeway
• Aging Homes
• Lack of Retail/Commercial
• Noise, Visual, and Air Pollution

Opportunities

• Ideal Location
• Support for Infill and Transit-Oriented Development
• Demand for Affordable Housing
• Urban Living Renaissance
• Funding Available
• Upcoming Transportation Improvements
Solution

Cover the freeway with a land bridge!
- Create Residential Infill
- Enhance Park and Open Spaces
- Increase Transit Options
- Reconnect Streets
- Spur Commercial Activity
- Foster Neighborhood Cohesiveness

Before I-35W

1957 Aerial View of Land Bridge Area

After I-35W

2000 Aerial View of Land Bridge Area

Site Analysis

- Community and Demographics
- Housing and Economics
- Transportation
- Environment and Recreation
- Land Use

Community and Demographics

Housing and Economics

Block Group 1099(2)

King Field Neighborhood
Population: 1,222
White: 82%
Two or More Races: 6%
Hispanic: 4%
American Indian: 3%
Black: 2%
Asian: <1%

Economic:
Median Household Income: $71,406
Median Family Income: $61,513
Population Below Poverty: 5%

Housing:
Occupancy Rate: 97%
Owner Occupied Housing: 87%

Block Group 1099(1)

King Field Neighborhood
Population: 868
White: 67%
Hispanic: 11%
Black: 11%
Two or More Races: 9%
Asian: 1%

Economic:
Median Household Income: $39,063
Median Family Income: $52,917
Population Below Poverty: 5%

Housing:
Occupancy Rate: 100%
Owner Occupied Housing: 43%

Block Group 1093(1)

King Field Neighborhood
Population: 1,115
White: 46%
Hispanic: 26%
Black: 16%
Asian: 8%
Two or More Races: 4%

Economic:
Median Household Income: $40,125
Median Family Income: $37,250
Population Below Poverty: 9%

Housing:
Occupancy Rate: 96%
Owner Occupied Housing: 54%

Block Group 1093(5)

Lyndale Neighborhood
Population: 723
White: 37%
Black: 37%
Hispanic: 13%
Asian: 8%
Two or More Races: 5%
American Indian: 3%

Economic:
Median Household Income: $35,099
Median Family Income: $44,531
Population Below Poverty: 9%

Housing:
Occupancy Rate: 91%
Owner Occupied Housing: 36%
Bryant Neighborhood
Population: 149
- Black: 80%
- White: 24%
- Asian: 0%
- Hispanic: 2%
- American Indian: 1%
- Revolution/Pacific: 1%
- Two or More Races: 1%
Economic:
- Median Household Income: $26,833
- Population Below Poverty: 17%
- Median Family Income: $27,266
- Median Household Income: $26,833
- Population Below Poverty: 17%
- Median Family Income: $31,875
- Median Household Income: $31,750

Owner Occupied Housing:
- Bryant Neighborhood: 46%
- Central Neighborhood: 73%
- Occupancy Rate: 91%
- Owner Occupied Housing: 47%
- Occupancy Rate: 94%
- Owner Occupied Housing: 64%
- Occupancy Rate: 94%
- Population Below Poverty: 27%
- Median Family Income: $41,484
- Median Household Income: $40,444
- Population Below Poverty: 17%
- Median Family Income: $31,875
- Median Household Income: $31,750

Racial and Ethnic Composition:
- American Indian: 2%
- Two or More Races: <1%
- Hawaiian/Pacific Islander: 1%
- American Indian: 1%
- Two or More Races: 10%
- Hispanic: 2%
- Asian: 6%
- White: 13%
- Hispanic: 32%
- White: 15%
- Black: 55%
- Hispanic: 20%
- White: 24%
- Black: 65%
- Black: 44%

Transportation:
- Existing Transit:
  - High Density
  - Good Bus Accessibility
  - High Transit Ridership
- Planned Improvements:
  - New Access Ramps
  - New Transit Hub
  - Doubling of Traffic at 38th St. and I-35W
  (MNDOT forecast: 11,200 to 22,000 vehicles/day)
Percent Household Without Vehicle

Percent Households Taking Transit to Work

Environment and Recreation

Land Use

Land Bridge Concept Plan

- Transit Hub and Park ‘n Ride
- Coffee Shop and Newspaper Stand
- Water Retention Pond
- 4 New Street Connections
- 608 Townhouses and Apartments
- 4 Courtyard Parks
- 2 More Blocks of Park Space

Proposed Land Uses for Land Bridge
Cost/Benefit Analysis

- Costs:
  - $250 M construct & operate first four years
  - $337 M total costs first four years
  - $500 M over fifty years
- Benefits:
  - $147 M over first four years
  - $1.1 B over fifty years
- Benefit / Cost Ratio: $2.19 / $1
Benefits

• Community and Demographics
• Housing and Economics
• Transportation
• Environment and Recreation
• Land Use

Community and Demographics

• Neighborhoods Converge
• Income Diversity
• New Urban Residents

Housing and Economics

• Infill 608 New Housing Units
• Increase Home Ownership and Rental Opportunities
• Vary Home Sizes and Price Ranges
• Add Affordable Housing Possibilities
• Use Innovative Design

Transportation

• Re-establish 4 Through-Streets
• Promote Transit Use
• Add Transit Hub and Park ‘n Ride

Environment and Recreation

• Reduce Noise, Visual, Air Pollution
• Expand Park Size by 2 blocks
• Create Green Spaces (4 Courtyard parks)
• Add Storm Water Retention Pond

Land Use

• Increase Urban Land Uses
• Re-establish 8 City Blocks:
  4 Residential
  2 Park
  2 Transit
• Create Commercial Corridor
  (Coffee Shop and Newspaper Stand)
• Diverse Funding Sources and Financing Tools Available
The City of Minneapolis **should** pursue a land bridge at 38th Street!