The Initial Development of the Twin Cities: Land, Water and Transportation

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Twin Cities In First Epoch of Urbanization: Sail and Wagon
SITE DIAGRAM OF THE TWIN CITIES — EARLY PERIOD.
Ferry crossing at Fort
Mendota
Twin Cities in Second epoch of urbanization – the Steam Boat Era
The port of St Paul
SITE DIAGRAM OF THE TWIN CITIES – EARLY PERIOD.
Twin Cities in Third Epoch of urbanization: Rail Road Era
The Railroad port of St Paul
Railroad ware district of St Paul
The falls based industrial area
Milling district at falls
• Twin Cities were connected via the street car system.

• The two separate corporations were forced to combine to get financing from eastern banking interests.
Twin Cities In Fourth Epoch: Auto Era
Figure 52. Land Use in the Twin Cities, 1920. The Upper Midwest metropolis was a compact streetcar city. Most of its 670 thousand people lived within about 80 square miles focused on the job locations in the main railroad corridor from north Minneapolis to South St. Paul. The halo of low density settlement on the outskirts reflected the scent beginning of automobile commuting. Except for the streetcar and summer cottage suburbs around Minnetonka and White Bear lakes, the bountiful supply of shoreland and rolling glacial terrain was still used for farming. Source: note 66.
Early Post-War Expansion 1945-1955

• Explosive growth erupted in 1946
• Causes
  – Pent up demand
  – Employment growing
  – Housing loans for Vets
  – Auto ownership almost universal
  – Roads not good
  – Only 36 arterials reached ten miles outside cities
  – Large-scale developers became involved in process
Middle Post-War Expansion
1955 - late 1970s

- Freeway plans come to fruition -- Beltways and radials
- Suburbanization of corporations (3M & General Mills)
- Outer City now the focus for the metro area and regional economy
- Increase in lot size, development-based expansion, cul de sac designs
- Shopping centers and shopping malls; office expansion, commercial and industrial park development
- Urban services follow the development of residential areas
- Office campuses
- Boom in school building
- Metropolitan Council begins to plan; Metro Parks System created, Met Planning Commission in 1957 and Met Council in 1967
- Some redevelopment in older areas
I-494 Corridor Land Uses, 1953-1976

- Single-family residences
- Apartment buildings
- Industrial/wholesale uses
- Retail/service uses
- Office buildings
- Governmental/institutional uses
- Motor hotels
- Vacant/abandoned land

Scale: 0 - 3 miles (0 - 5 km)
Figure 53. Land Use in the Twin Cities, 1980. The streetcar city was engulfed in more than 800 square miles of auto-era subdivision and development. Homes and work places for an additional 1.3 million people had spread over former farmland and along rural lakeshore of 1920. A 300-mile web of freeways had extended and reinforced the rail transportation network. Source: note 66.