

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

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Macalester College

# Twin Cities In First Epoch of Urbanization: Sail and Wagon

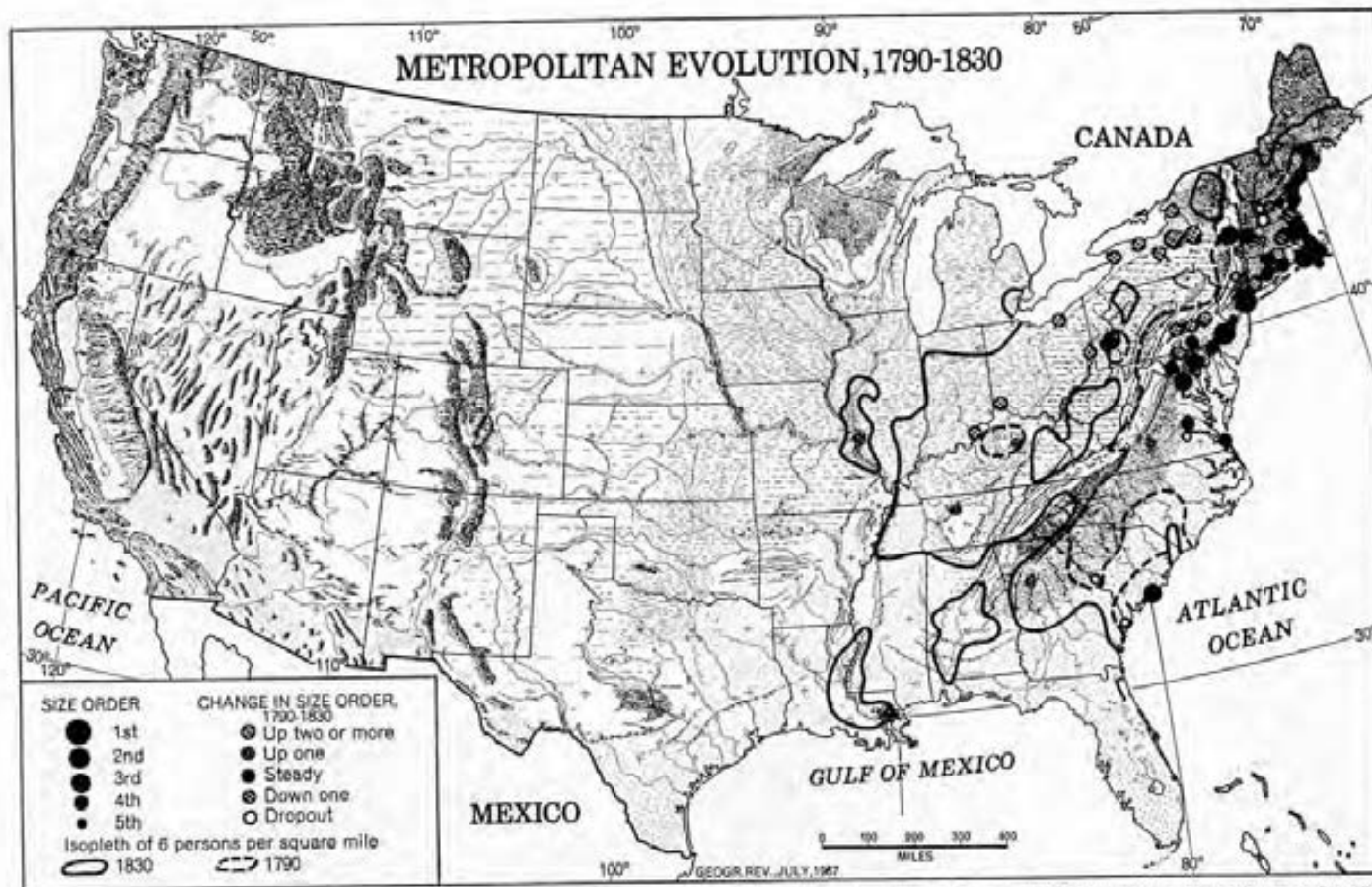
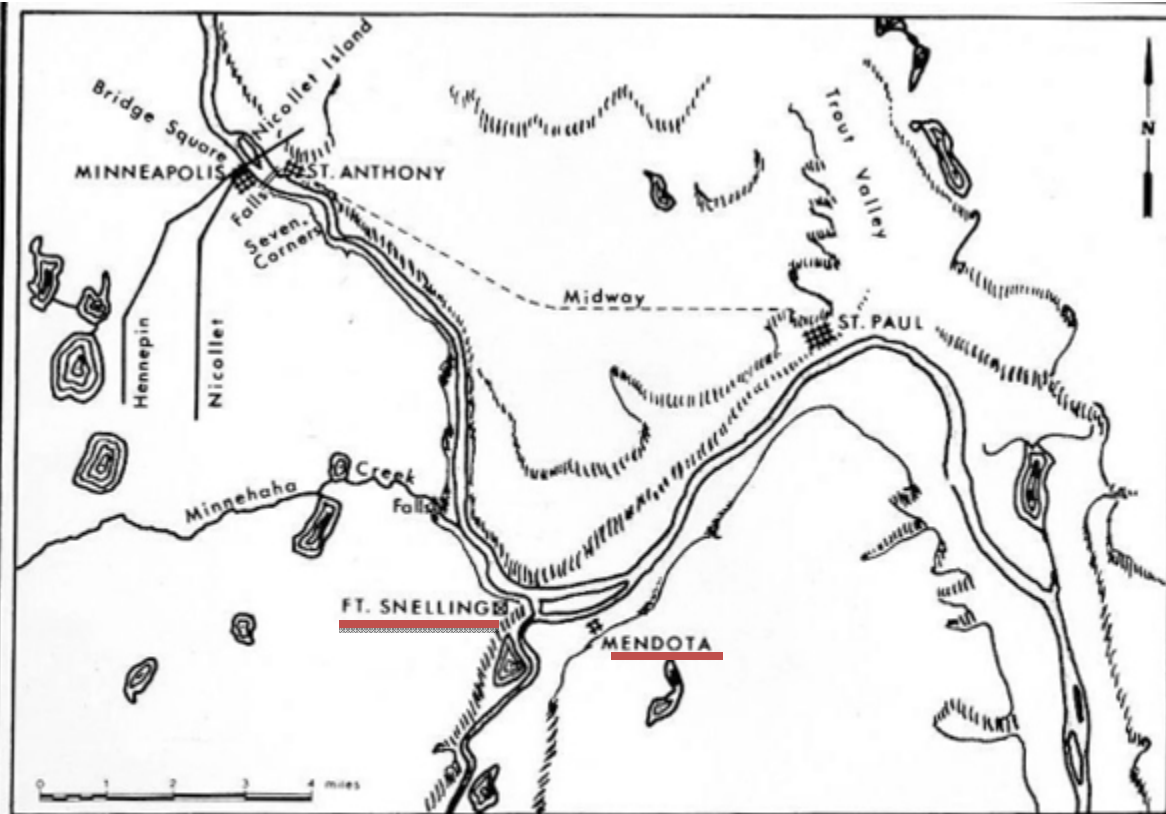
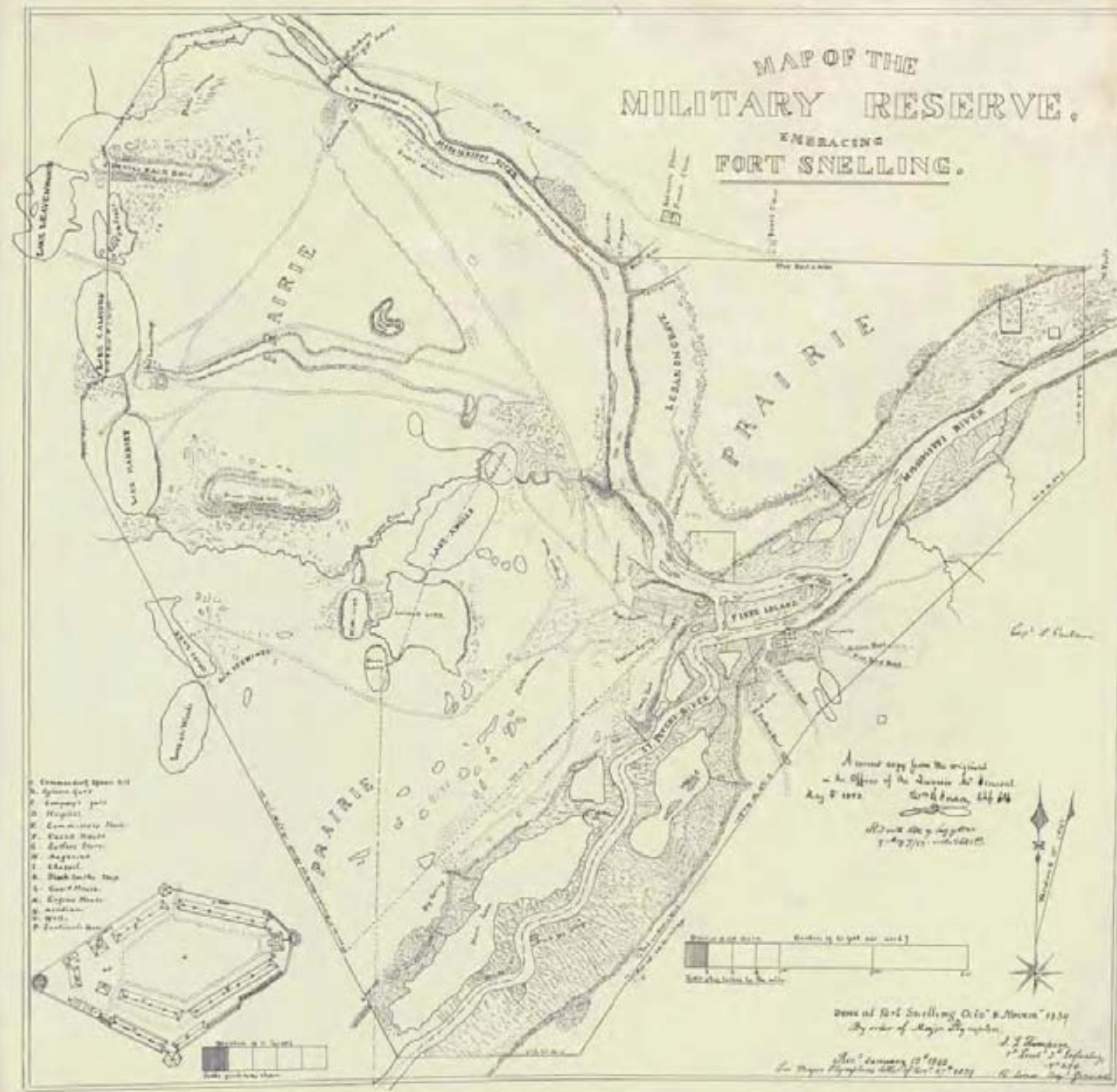


FIG. 7—Changes in size order, major towns and neighboring counties, 1790–1830. Population-density isopleths generalized from Lord and Lord, *op. cit.* [see Fig. 6], pp. 46 and 49.



SITE DIAGRAM OF THE TWIN CITIES — EARLY PERIOD .

# MAP OF THE MILITARY RESERVE. EMBRACING FORT SNELLING.



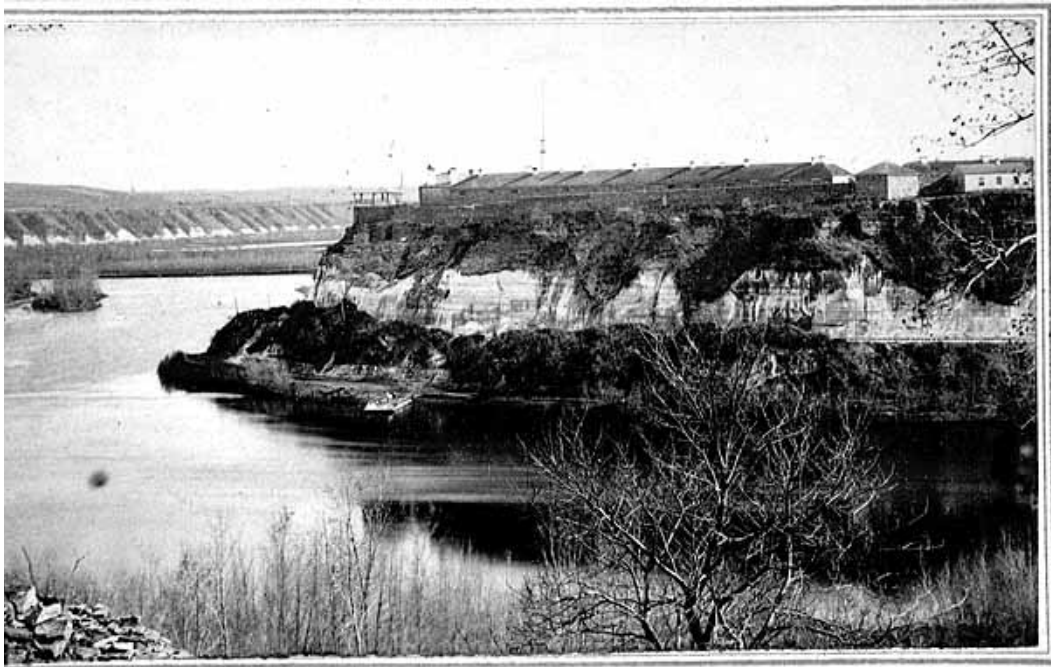
- A. Commandant's Office
- B. Signal Corps
- C. Company's post
- D. Hospital
- E. Commisary Store
- F. Barracks
- G. Artillery Store
- H. Magazine
- I. Chapel
- K. Blacksmith Shop
- L. Guard House
- M. Engine House
- N. Washhouse
- O. Well
- P. Fortification

A revised copy from the original  
in the Office of the Quartermaster General  
May 8 1872  
J. J. Thompson  
Capt. & Quarter

Done at Fort Snelling, Oct 10 1872  
By order of Major J. J. Thompson  
J. J. Thompson  
Major  
J. J. Thompson  
Capt. & Quarter







# Ferry crossing at Fort



Fort Snelling, at Junction of the Mississippi and Minnesota.

PHOTOGRAPHED BY W. H. WHITE, 1877-1878, 1880.



Fort Snelling.

Whitney & Zimmerman, Photographers, St. Paul, Minn.

# Mendota





## Twin Cities in Second epoch of urbanization – the Steam Boat Era

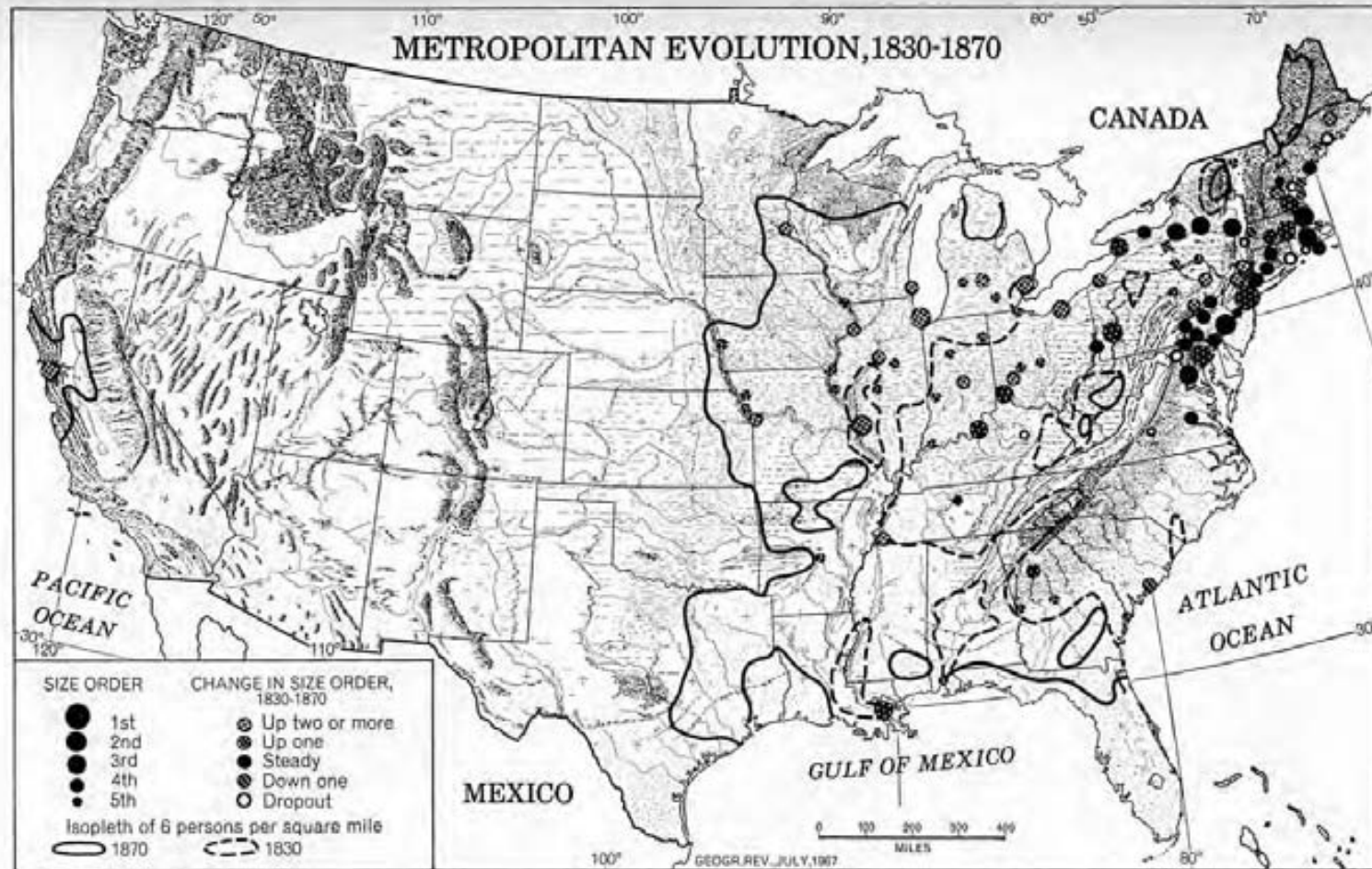
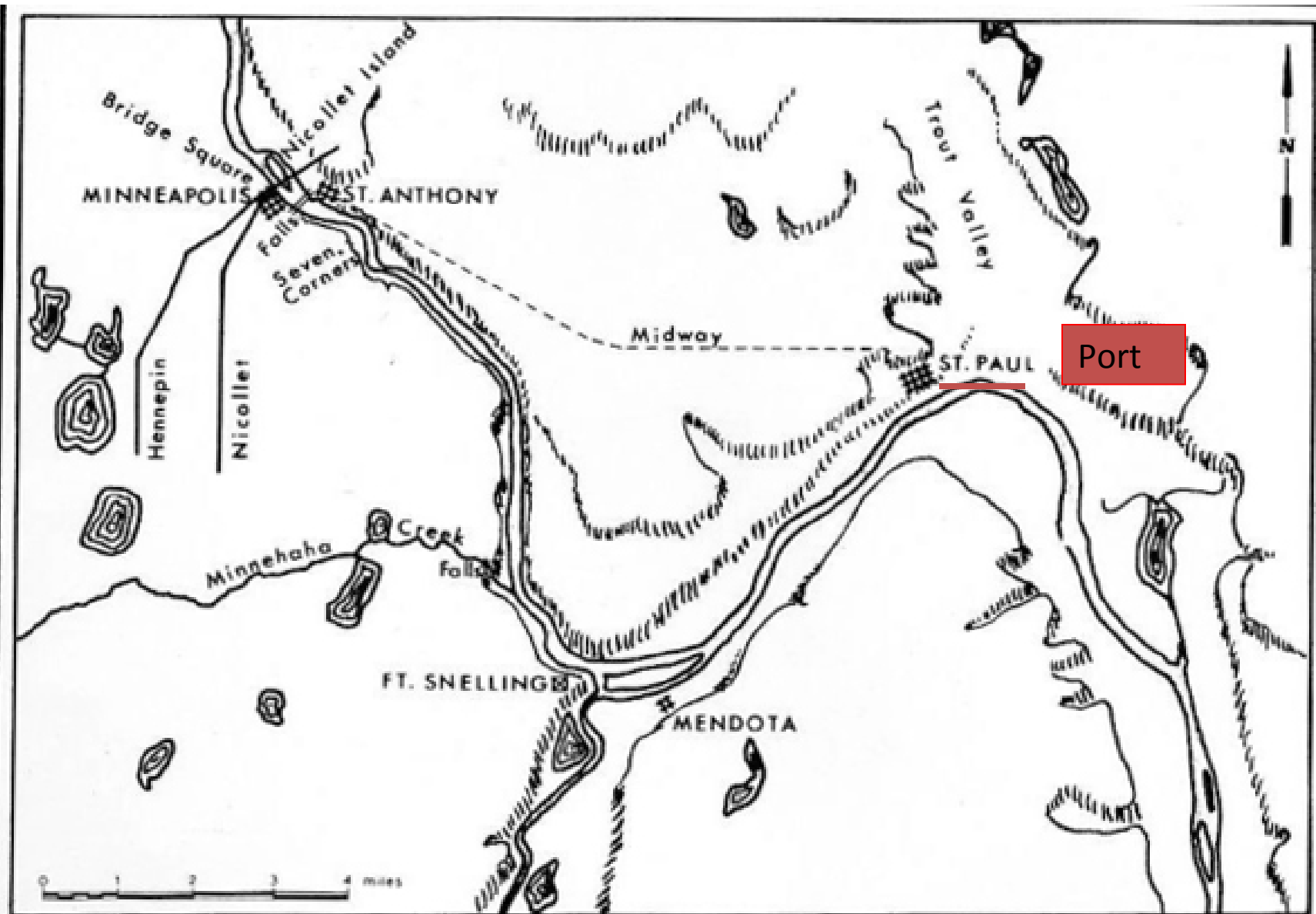
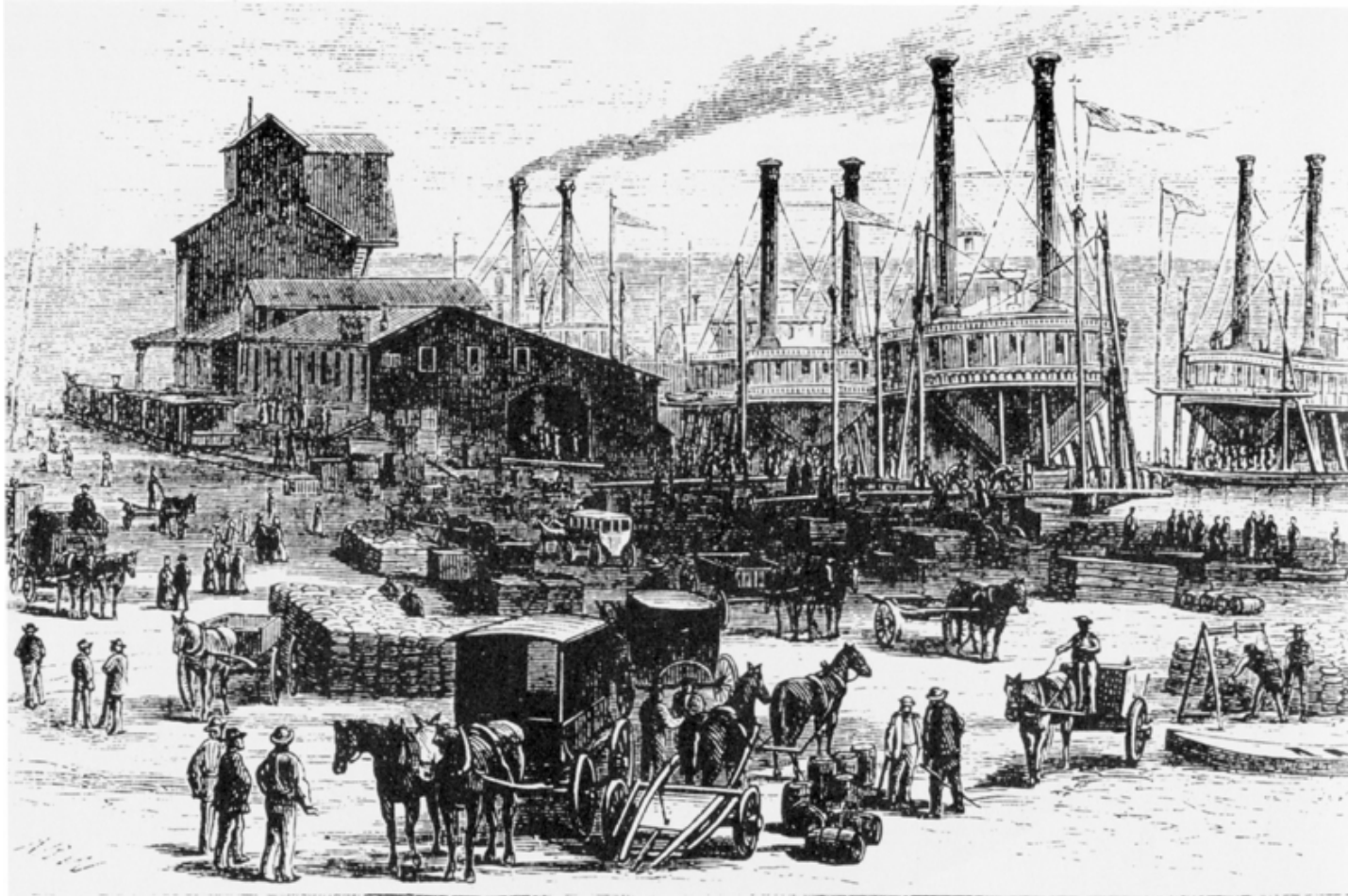


FIG. 8—Changes in size order, major towns and neighboring counties, 1830-1870. Population-density isopleths generalized from Lord and Lord, *op. cit.*, pp. 49 and 104.



SITE DIAGRAM OF THE TWIN CITIES — EARLY PERIOD.

# The port of St Paul





Red River Half-Breeds and Carts.  
(Upton's Series of Minnesota Views.) No.



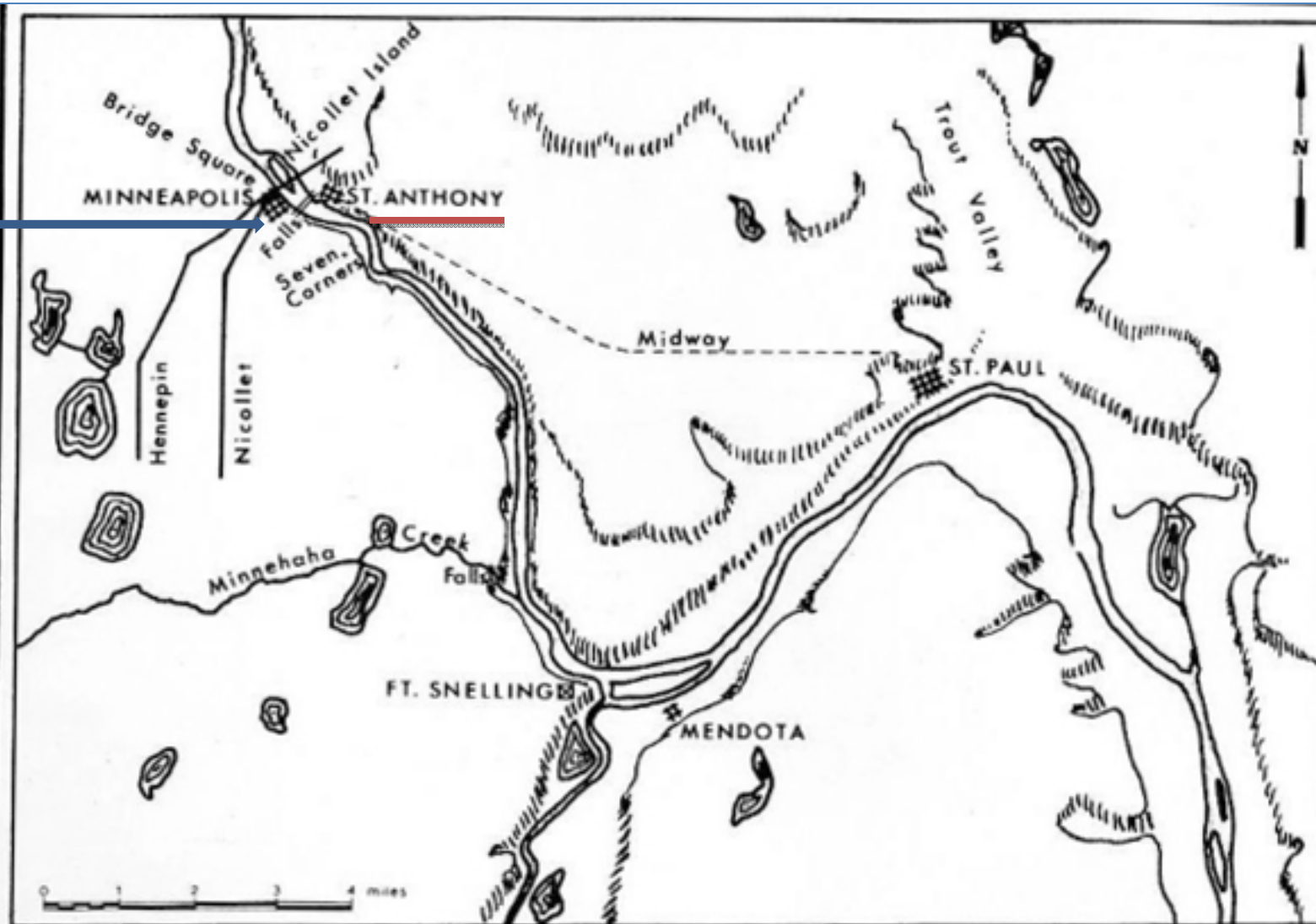
*Red River Carts loading at Trading house in St. Paul, Minnesota.*



RED RIVER HALF-BREEDS, AND CARTS.







SITE DIAGRAM OF THE TWIN CITIES — EARLY PERIOD .









# Twin Cities in Third Epoch of urbanization: Rail Road Era

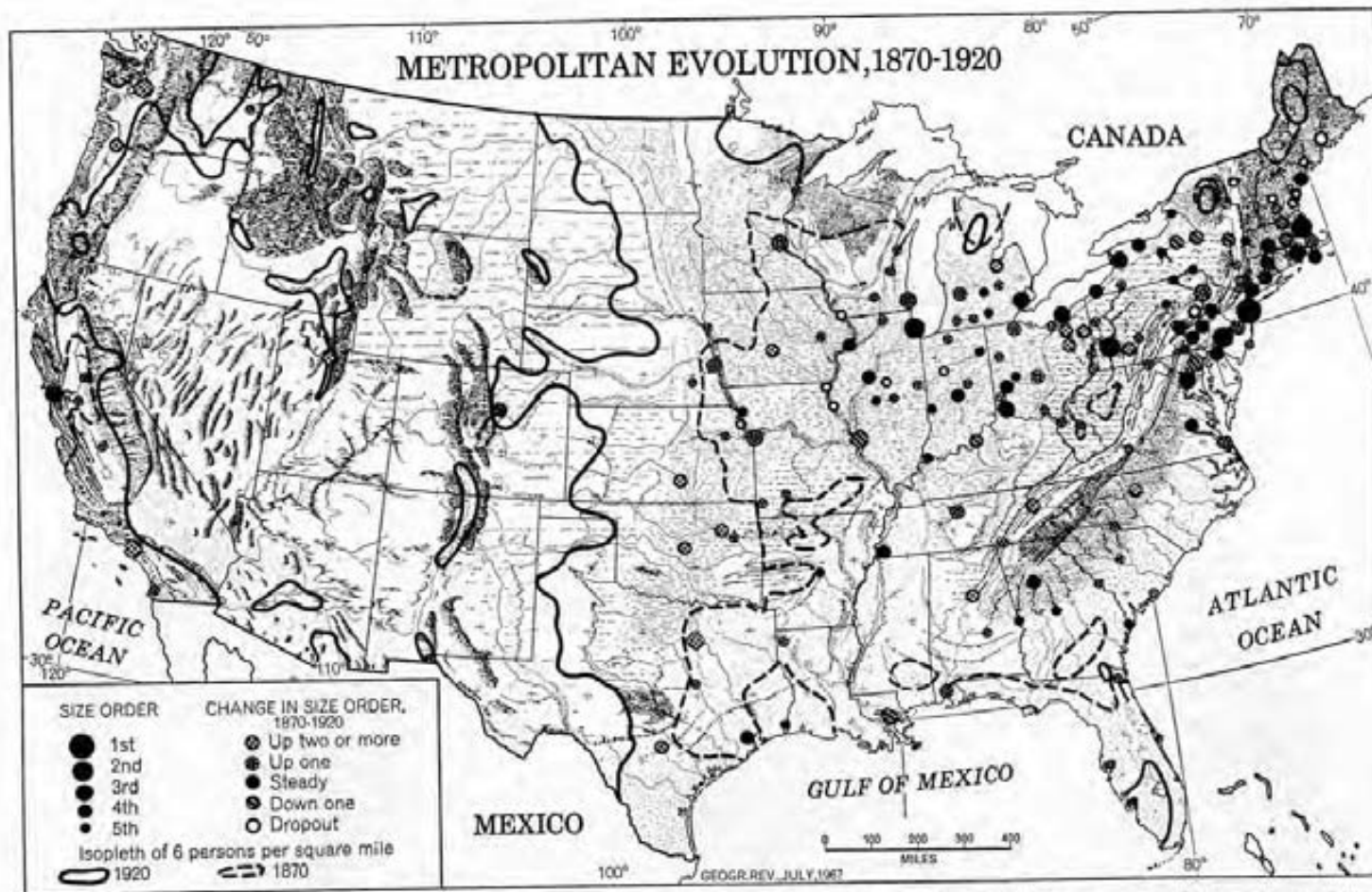


FIG. 9—Emerging metropolitan areas in the Steel-Rail Epoch. Changes in size order of major cities, including neighboring county populations, 1870-1920. Population-density isopleths generalized from Lord and Lord, *op. cit.*, pp. 104 and 107-108. Sources of population data: "A Compendium of the Ninth Census" (1872) and "Abstract of the Fifteenth Census of the United States" (1933).

# The Railroad port of St Paul



# Railroad ware district of St Paul





# The falls based industrial area

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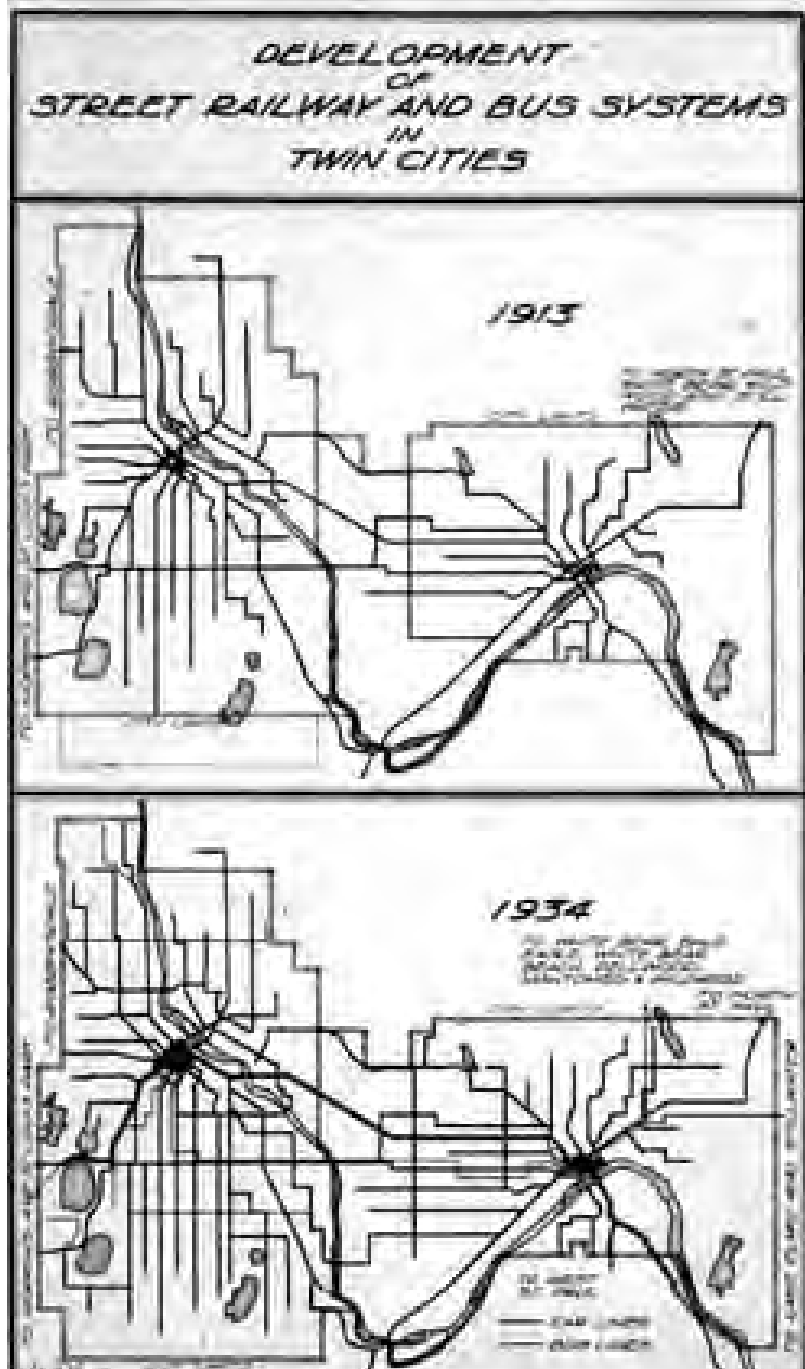
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# Milling district at falls







- Twin Cities were connected via the street car system.
- The two separate corporations were forced to combine to get financing from eastern banking interests



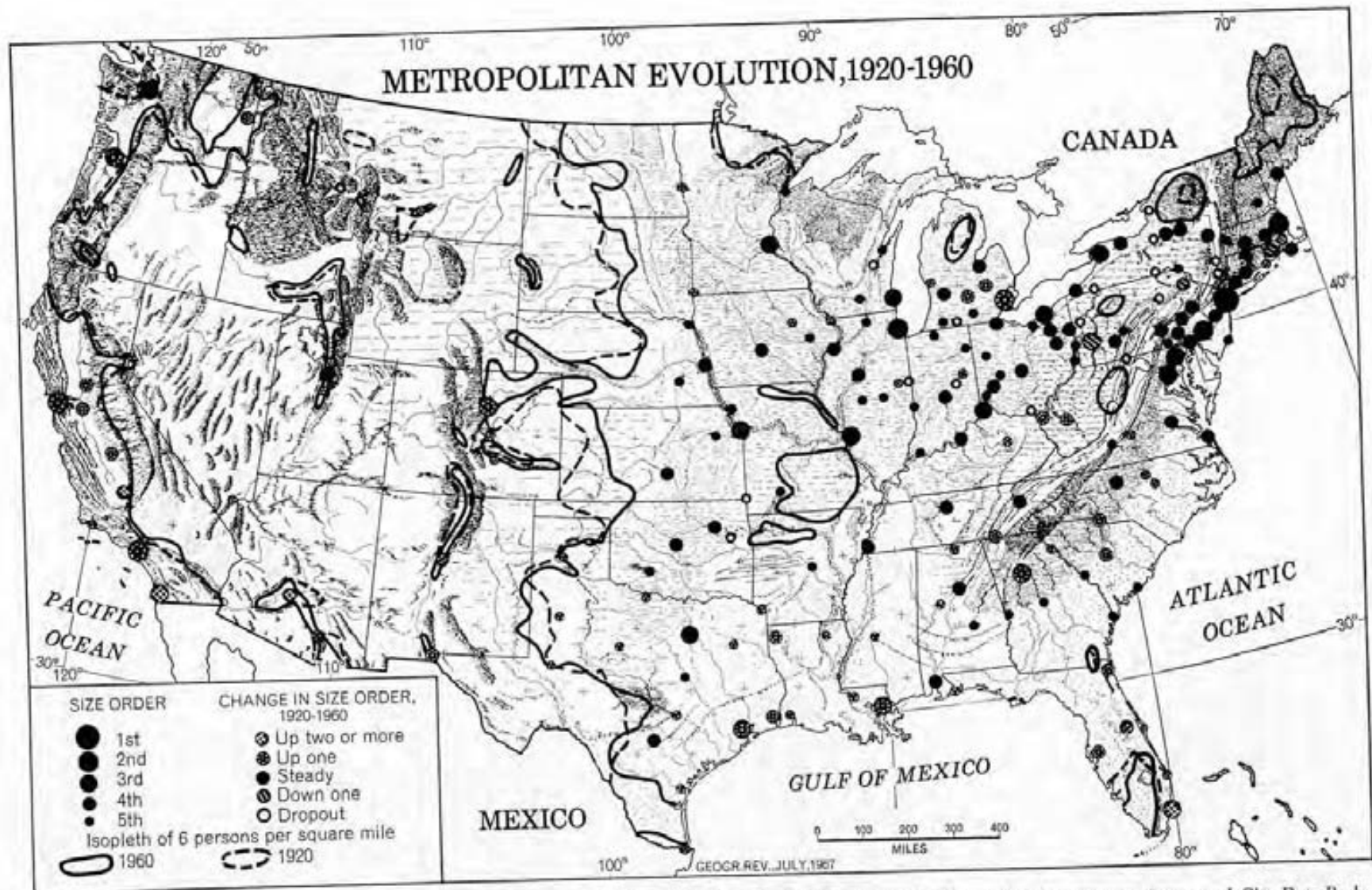
Printed in accordance with the directions of the Joint R. & Boat Line Library, University of Minnesota, May 10, 1900.

2-10-1900  
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# Twin Cities In Fourth Epoch: Auto Era



...the ... and Distribution in the Auto-Air-Amentiv Epoch, 1920-1960. Population-data source: County and City Data Book,

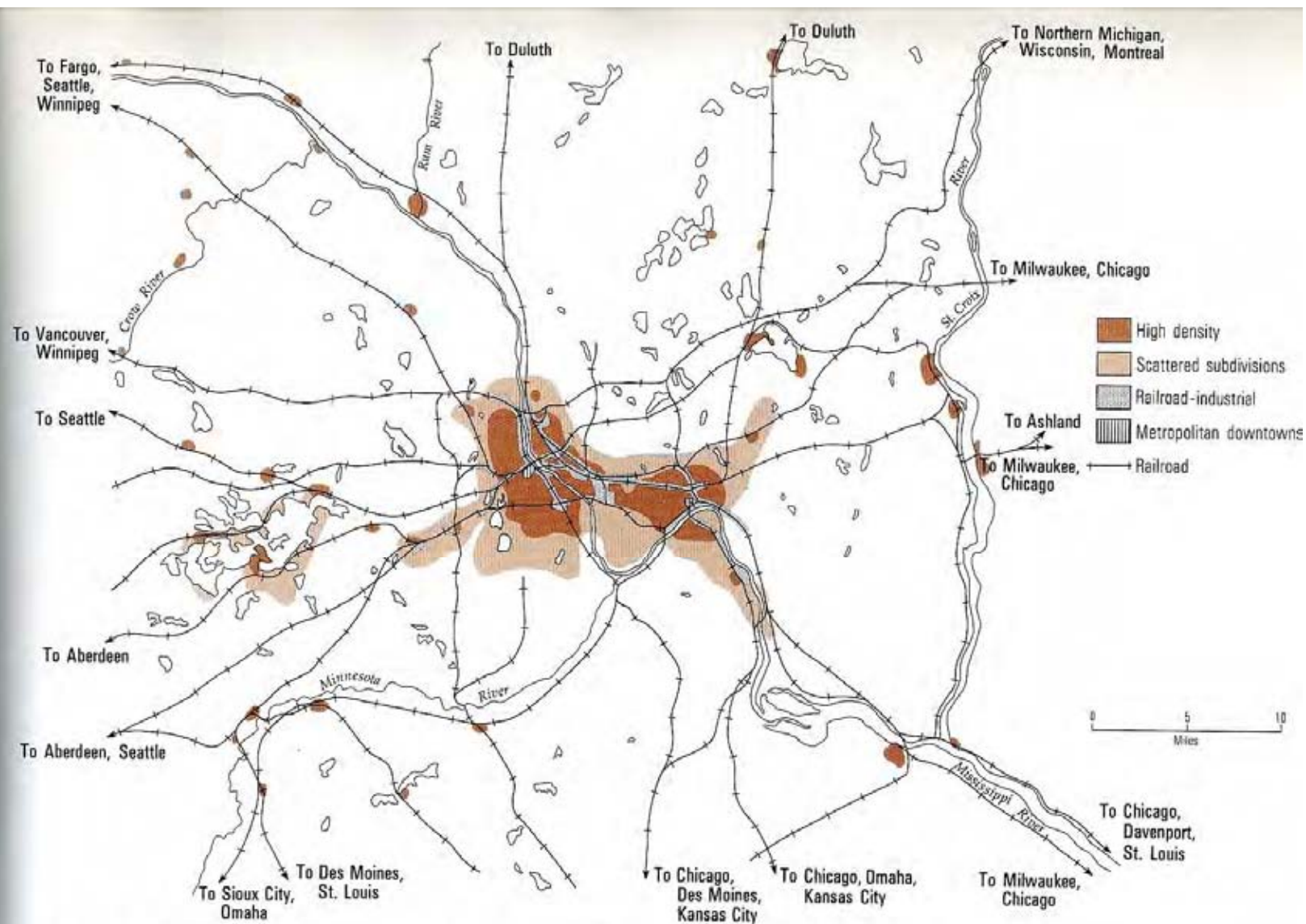


Figure 52. Land Use in the Twin Cities, 1920. The Upper Midwest metropolis was a compact streetcar city. Most of its 670 thousand people lived within about 80 square miles focused on the

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 scant beginning of automobile commuting. Ex-

cept 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









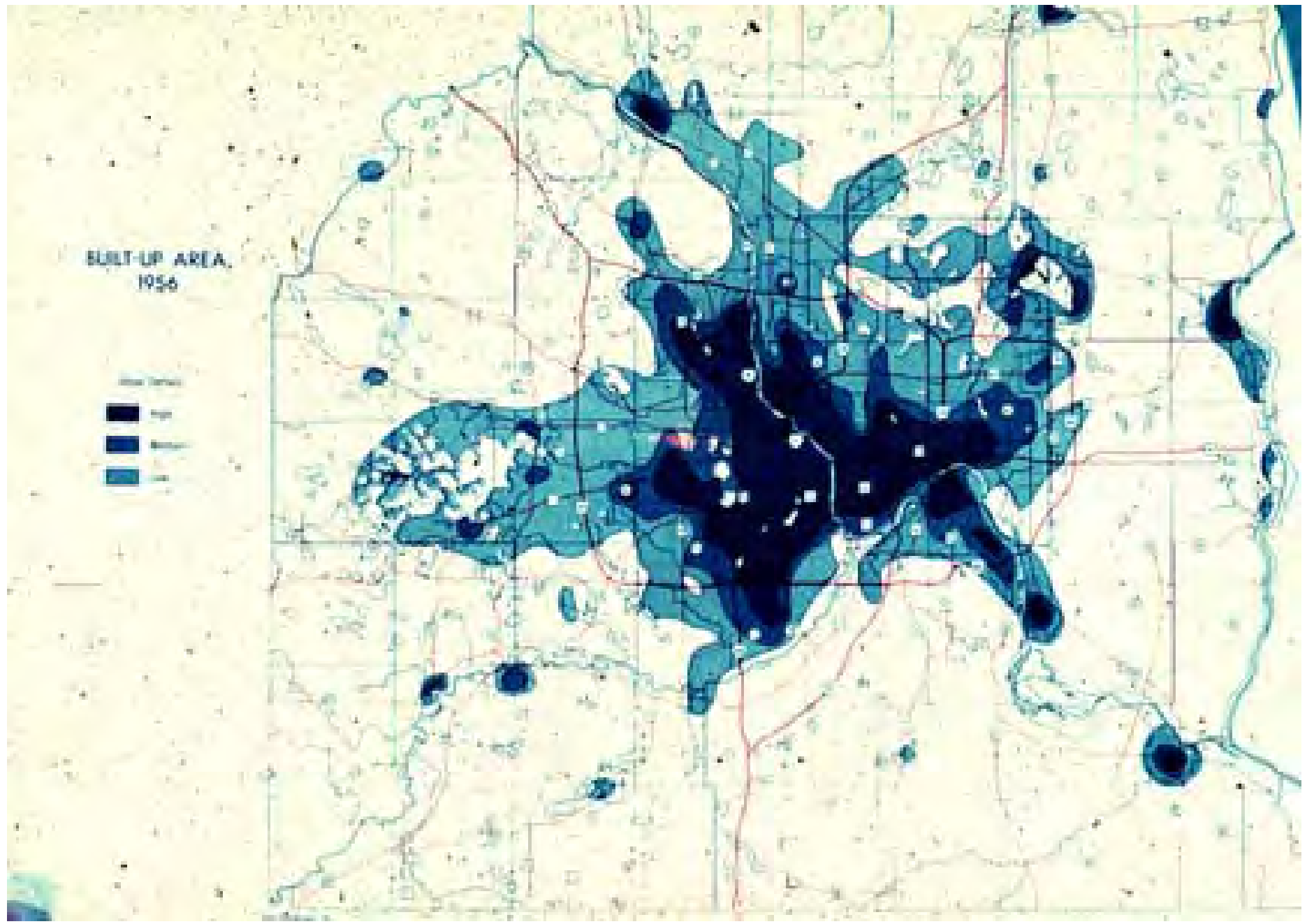


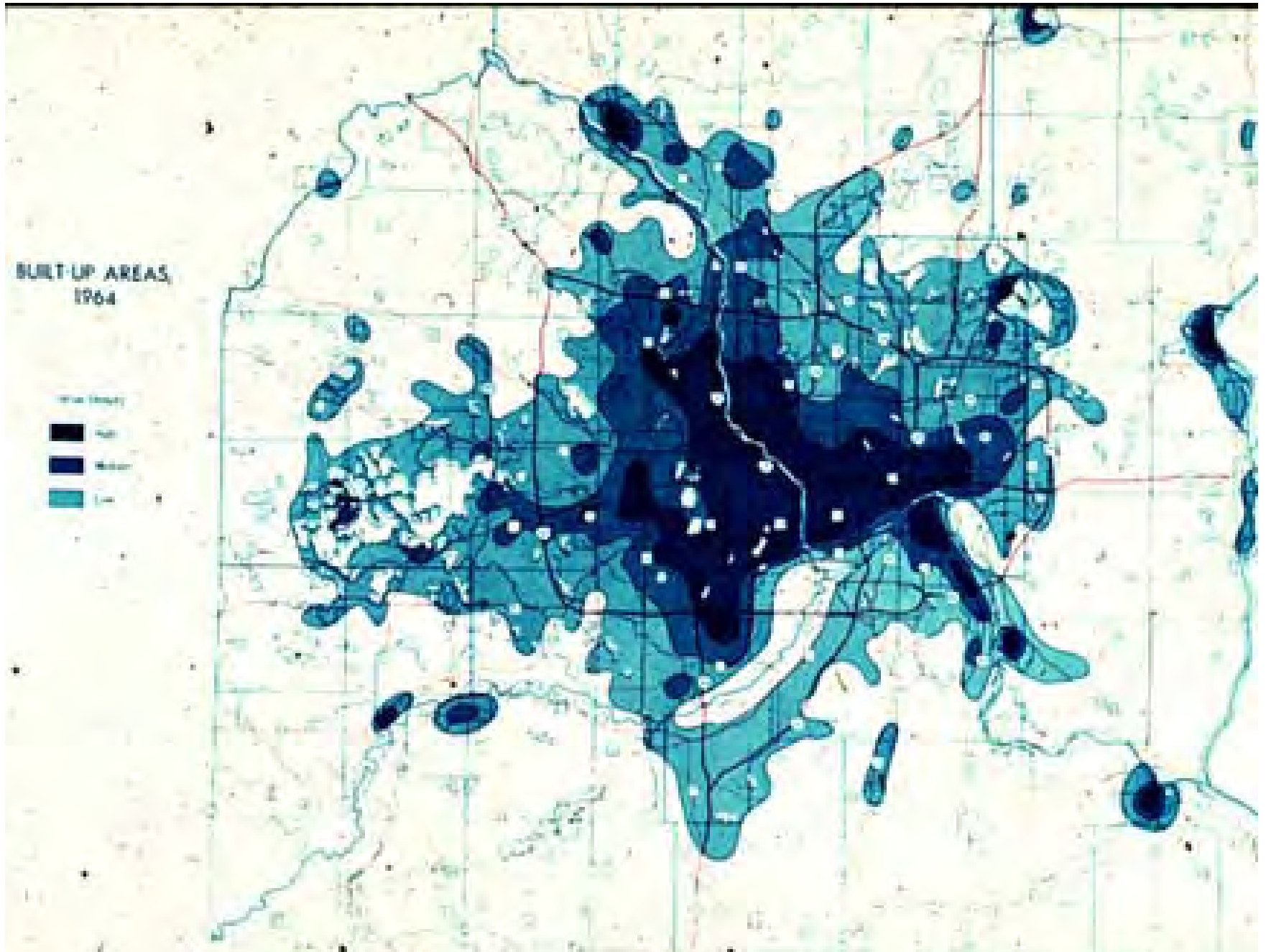
# Middle Post-War Expansion

## 1955 - late 1970s

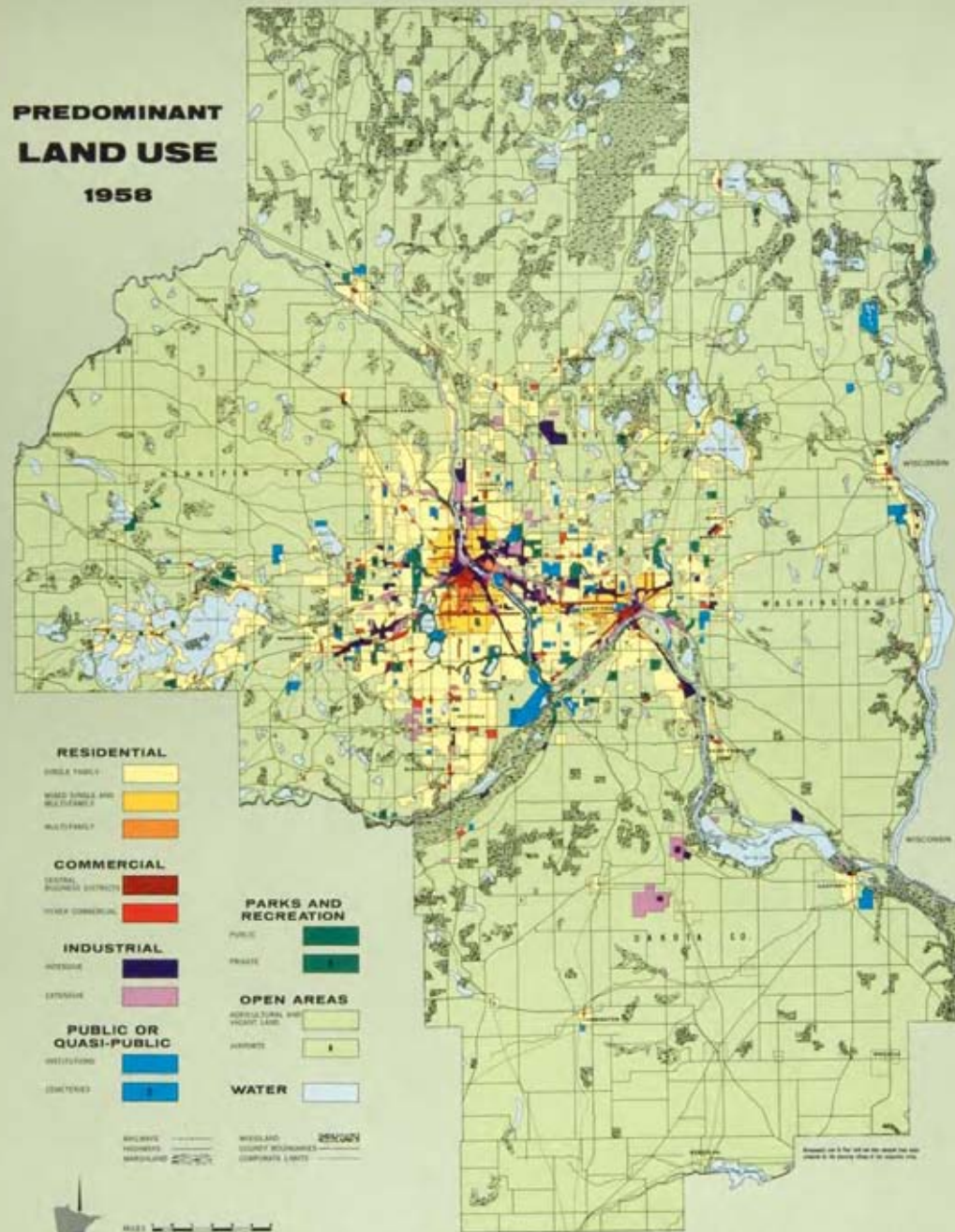
- Freeway plans come to fruition -- Beltways and radials
- Suburbanization of corporations (3M & General Mills )
- Outer City now the focus for the metro area and regional economy
- Increase in lot size, development-based expansion, cul de sac designs
- Shopping centers and shopping malls; office expansion, 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

SILT-UP AREA,  
1956





**PREDOMINANT  
LAND USE  
1958**

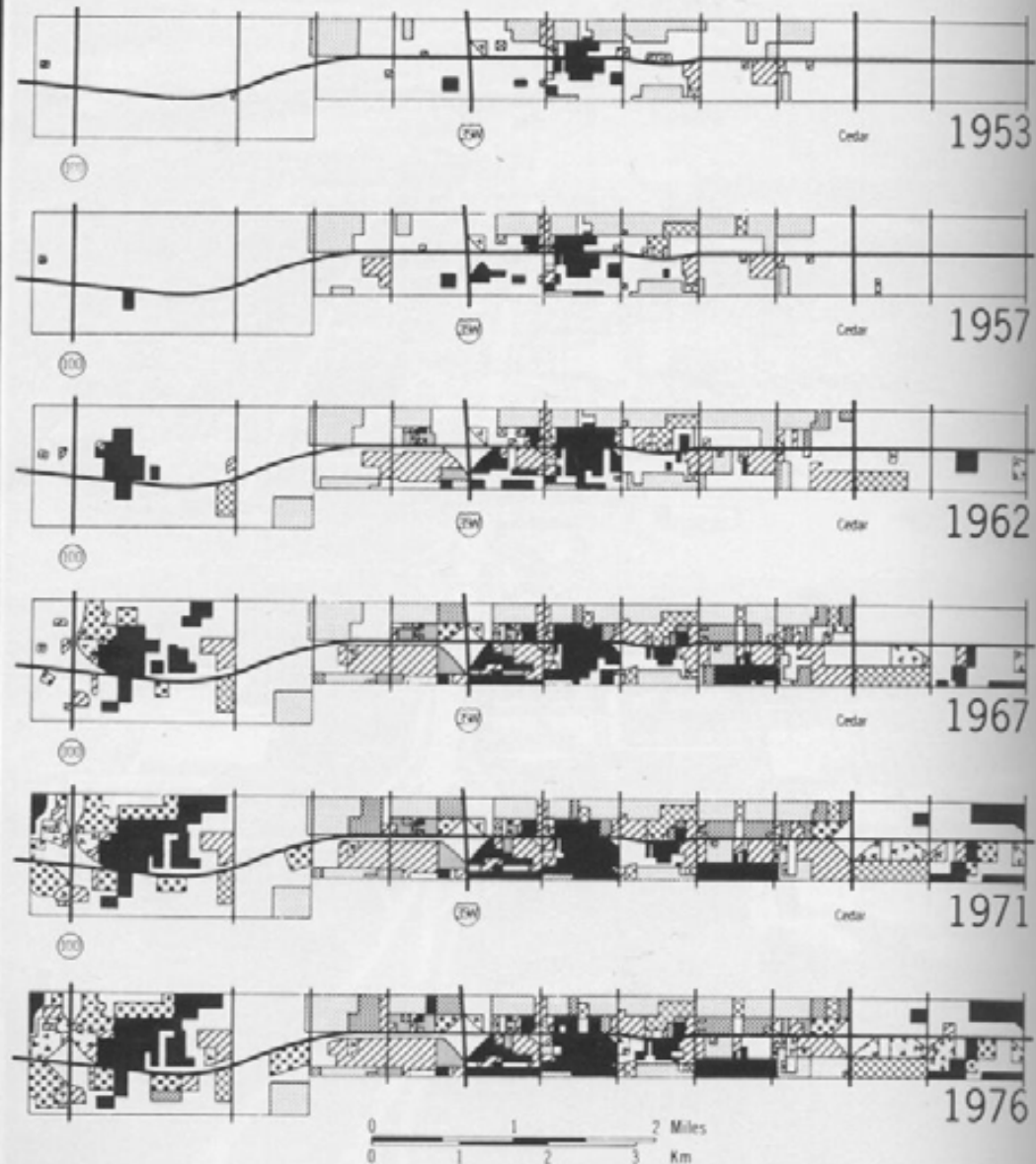


TWIN CITIES METROPOLITAN PLANNING COMMISSION





# I-494 CORRIDOR LAND USES, 1953-1976



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







Metro Center '85  
Illustrative Site Plan



