2025 Report

Development Trends Along Transit

Regional growth near high frequency transit in the Twin Cities

Metro Transit

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Executive Summary

The Twin Cities continue to grow. According to the Metropolitan Council 2023 Regional Forecast, the region is expected to gain 657,000 people between 2020 and 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 2024, 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 fifteen years between 2009 and 2024, permits have been issued for over $56 billion in the region as a whole.[1] This includes projects that have been completed since being permitted, and ongoing projects. Developments located near high frequency transit have been permitted for just under $21.7 billion. Of that $21.7 billion, $13.7 billion is located within one half mile of an LRT station, $11 billion is located within a half mile of a BRT station, and $3.6 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 39% of the development that has been permitted for the region as a whole, on just 4% of the region's land area. The region's planned developments show the potential for an additional 44,400 multifamily units along high frequency transit, and another $11.3 billion in development value near high frequency transit.

2022 saw the highest annual permit value for the region since tracking began in 2009, with 40% of regional permit value located near high frequency transitways. However, following increases in 2021 and 2022, in 2023 permit value fell to the six-year regional average at $4.9 billion. The share of permit value near high frequency transit was 33% for 2023 and 38% for 2024. The decline in new construction is related to many national and local market factors including increased costs related to construction, borrowing, and insurance.

Ultimately, these data cannot prove that good transit causes the growing percentage of development occurring along high frequency transit corridors. The trends revealed by this

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

PERMITTED Development Highlights:

- **$21.7 billion** billion in development has been permitted along high frequency transit since 2009. This represents 39% of regional development.
  - **$13.7 billion** has been permitted near LRT stations.
  - **$11 billion** has been permitted near BRT stations.
  - **$3.6 billion** has been permitted near high frequency local bus.
- **69,000** multifamily units have been permitted near high frequency transit. This represents 42% of multifamily units in the region.
  - **39,600** units have been permitted near LRT stations.
  - **28,600** units have been permitted near BRT stations.
  - **15,200** units have been permitted near high frequency local bus.
- **39%** of regional development has occurred along high frequency transit.
  - **44%** of multifamily development has been permitted along high frequency transit.
  - **44%** of commercial development has been permitted along high frequency transit.
  - **36%** of public institutional development has been permitted along high frequency transit.
  - **5%** of industrial development has been permitted along high frequency transit.

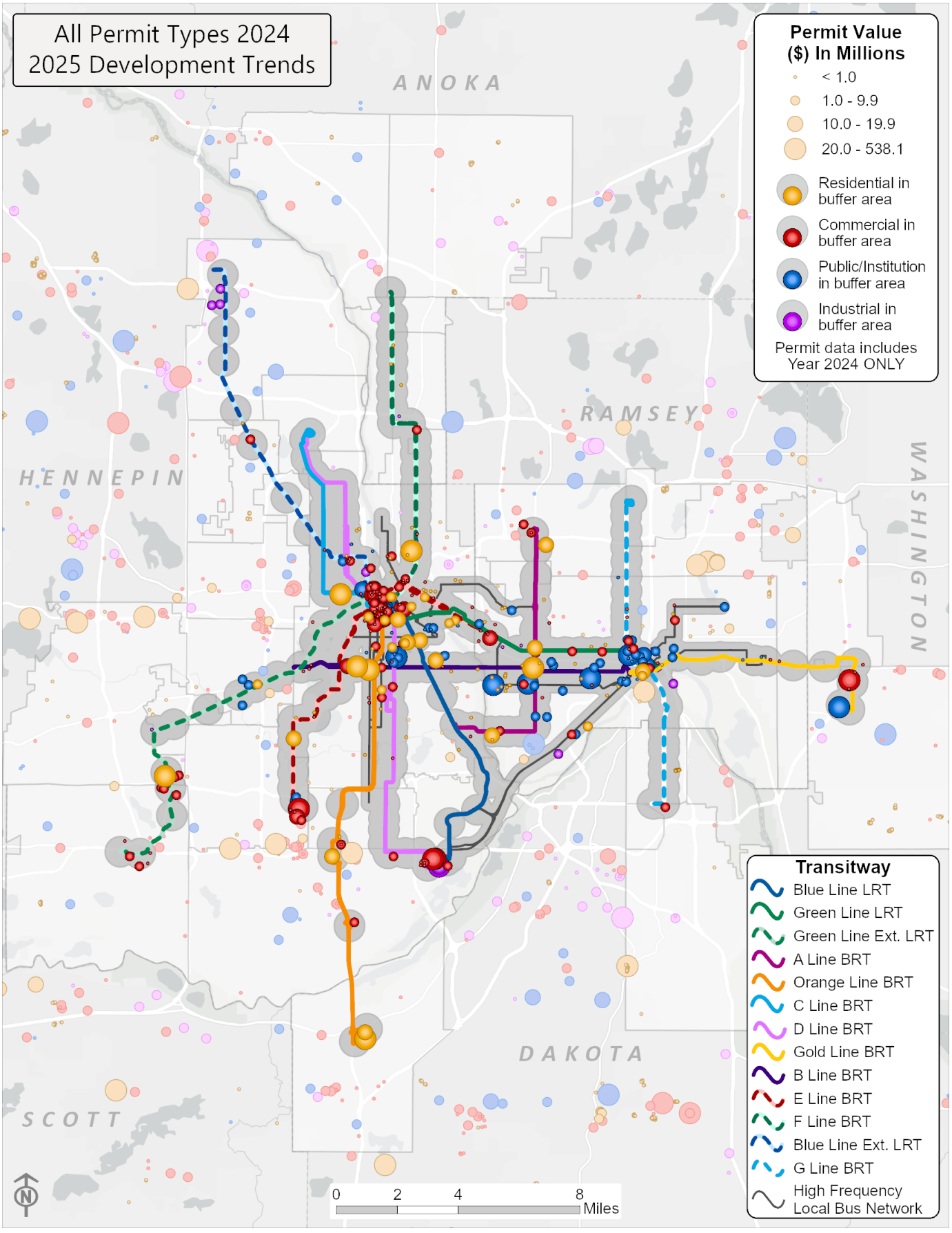
2024 Permitted Development	
Residential (Units)	2,750
Residential (Value)	$496,960,000
Commercial (Value)	$538,120,000
Public/Institutional (Value)	$1,111,280,000
Industrial	$58,760,000
Total (Value)	$2,205,110,000

Affordable Housing Production 2024	
Affordable up to 30% AMI	300
Affordable up to 60% AMI	885

The COVID-19 pandemic contributed to supply chain disruptions and labor shortages that exacerbated an already challenging development environment. Based on reporting at the local, regional, and even national level, it is likely that reductions in multifamily residential development are largely due to increased barriers for developers. A 2023 survey conducted by the National League of Cities reported that the top three barriers to increasing housing supply in the Midwest are: construction obstacles, including rising material and labor costs; financing challenges, including high interest and insurance rates; and land use, zoning, and permitting obstacles.

The 2024 Minneapolis Housing Development Trends report found that "Minneapolis-St. Paul developers cite rising interest rates, electricity and operational costs, and insurance rates as barriers to development." Informal discussions with local developers indicate that there are many factors contributing to financing gaps, especially for large, market-rate multifamily projects, but high interest rates, labor costs, and construction costs are consistently noted as significant challenges.

There are, however, ways for the Twin Cities region to reduce the impact of these broader market forces by limiting other barriers to development. Land use regulations, zoning, and complicated review processes can result in costly delays – proactively updating land use and zoning can lower both developer costs and risk. Various value capture methods can harness the catalyzing potential of public investments to support further development and infrastructure. We must do what we can to be ready when the market is once again more favorable for development.


All Permit Types 2024
2025 Development Trends
ANOKA
RAMSEY
HENNEPIN
WASHINGTON
DAKOTA
SCOTT
Permit Value ($) In Millions
< 1.0
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data includes Year 2024 ONLY
Transitway
Blue Line LRT
Green Line LRT
Green Line Ext. LRT
A Line BRT
Orange Line BRT
C Line BRT
D Line BRT
Gold Line BRT
B Line BRT
E Line BRT
F Line BRT
Blue Line Ext. LRT
G Line BRT
High Frequency Local Bus Network
0
2
4
8
Miles

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. The high frequency transit network includes not only 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] The new Network Now Framework, outlined in 2025, includes a shift to focus high frequency transit classifications on the middle of the day, roughly between 11 a.m. and 6 p.m. Future reports will incorporate this shift.

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 light rail station, any bus rapid transit station or any high frequency local bus route. If a development is located near a light rail station and a bus rapid transit 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, 89% of planned mixed-use development is a combination of commercial and residential uses.

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, remodels of existing qualifying multifamily developments, and any conversion which results in an increased number of units.

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. Remodels are included.

Industrial: Industrial developments include those engaged in production, processing, assembly, manufacturing, distribution, and other such handling of goods and materials. Permits for new industrial space and for renovations of existing space are included. 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.

Timeframe

The Development Trends Along Transit report includes permits beginning in 2009 for all development types.

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:

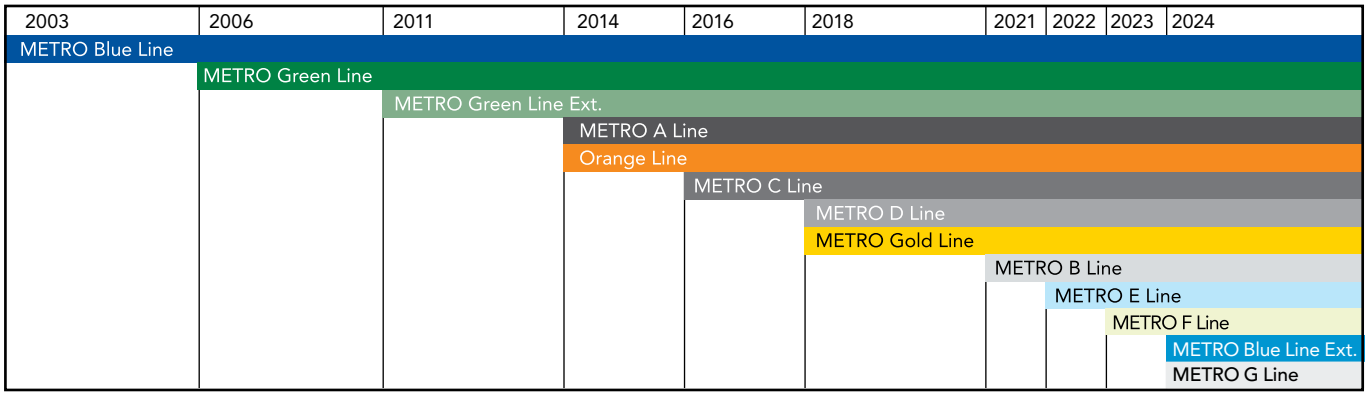
- A New Starts project enters project development
- A Small Starts project enters project development
- An arterial BRT project has a Council-approved station plan

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. With the completion of the municipal consent process in 2024, the new alignment for the Blue Line Extension is included in this report.

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.



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 over $56 billion in permitted development value since 2009, with just over $25.8 billion in permit value for multifamily residential developments alone. During the same period, nearly $19.2 billion has been permitted near high frequency transit, representing 39% of the region's development value on just 4% of the region's land. Within these transit corridors, 63% of the permitted value for developments is occurring near LRT stations, including over 39,600 multifamily residential units. 51% of the permitted value for developments has been located near BRT lines, with some developments located in areas with service from both LRT and BRT.

From 2019 to 2020, permit values dropped 20% near high frequency transit and 18% in the region generally. In 2022, permits worth $2.5 billion were issued for developments near transit (41% of regional development). Permits issued for projects near high frequency transit saw a 73% increase between permits issued in 2022 ($2.5 billion) and permits issued in 2020 ($1.45 billion) – in the region generally, the percent increase was 48%. 2022 brought an unprecedented $6.2 billion to the region based on permit values – permits issued for 2023 fell to $5 billion for the region, a total more in line with the average since 2018. The drop in permit value was particularly strong near high frequency transitways (down 34% from 2022) compared to the region generally (down 20%), but the peak in 2023 had been higher near high frequency transitways.

In 2024, multifamily residential development permit values near high frequency continue to lag behind the rest of the region. This is likely due to complications like high interest and insurance rates, in addition to high material and labor costs. However, other development types – especially public and institutional – have ensured that the total share of permit value near high frequency transit remains 39%.

Multifamily Residential

Since 2009 just under 69,000 multifamily units and $11.3 billion in permit value have been located near high frequency transit. This represents 44% of the multifamily development that has occurred in the region over that time. In other words, 44% of multifamily development has occurred on just the 4% 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 high frequency transit represent $11 billion in permit value between 2009 and 2024, with townhomes carrying the next highest total permit value at $90.5 million. While most MF5 developments near transit are along LRT lines (61%), the majority of townhomes, duplexes, triplexes, and quads are located near BRT.

After dropping in 2020, multifamily residential permit value near high frequency transit surpassed pre-pandemic levels in 2022, hitting $1.88 billion and representing 51% of the region's multifamily permit value. Permits for more than 10,200 units were issued in 2022. Multifamily development near BRT, by permit value, nearly doubled (90% increase) between 2021 and 2022 - multifamily permit value near LRT nearly tripled (184%). This bump, however, was short-lived. Regional multifamily permit values totaled just $1.7 billion in 2024, with only $497 million near high frequency transit (29%).

44% of the region's multifamily residential permit value has occurred on just the 4% of the region near high frequency transit since 2009

Based on reporting at the local, regional, and even national level, it is likely that reductions in multifamily residential development are due to increased barriers for developers. A survey conducted by the National League of Cities reported that the top three barriers to increasing housing supply in the Midwest are: construction obstacles, including rising material and labor costs; financing challenges, including high interest and insurance rates; and land use, zoning, and permitting obstacles.

Table 1: Permitted Multifamily Development

High Frequency Transit Share of Regional Residential Development				
Year	Units	Permit Value	% of Region Units	% of Region Permit Value
2009	540	$62,422,000	25%	28%
2010	950	$93,363,000	29%	28%
2011	1,410	$123,731,000	34%	36%
2012	4,500	$515,806,000	57%	61%
2013	3,630	$608,248,000	46%	50%
2014	1,960	$299,785,000	30%	38%
2015	3,460	$581,280,000	43%	48%
2016	4,270	$648,254,000	43%	44%
2017	4,930	$ 622,011,000	42%	42%
2018	5,500	$1,044,675,000	43%	47%
2019	6,290	$1,142,271,000	42%	42%
2020	6,250	$937,353,000	43%	40%
2021	6,120	$1,161,376,000	38%	41%
2022	10,250	$1,888,933,000	52%	51%
2023	6,170	$1,013,198,000	44%	42%
2024	2,750	$496,959,000	28%	29%
Total	68,970	$11,239,664,000	42%	44%

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

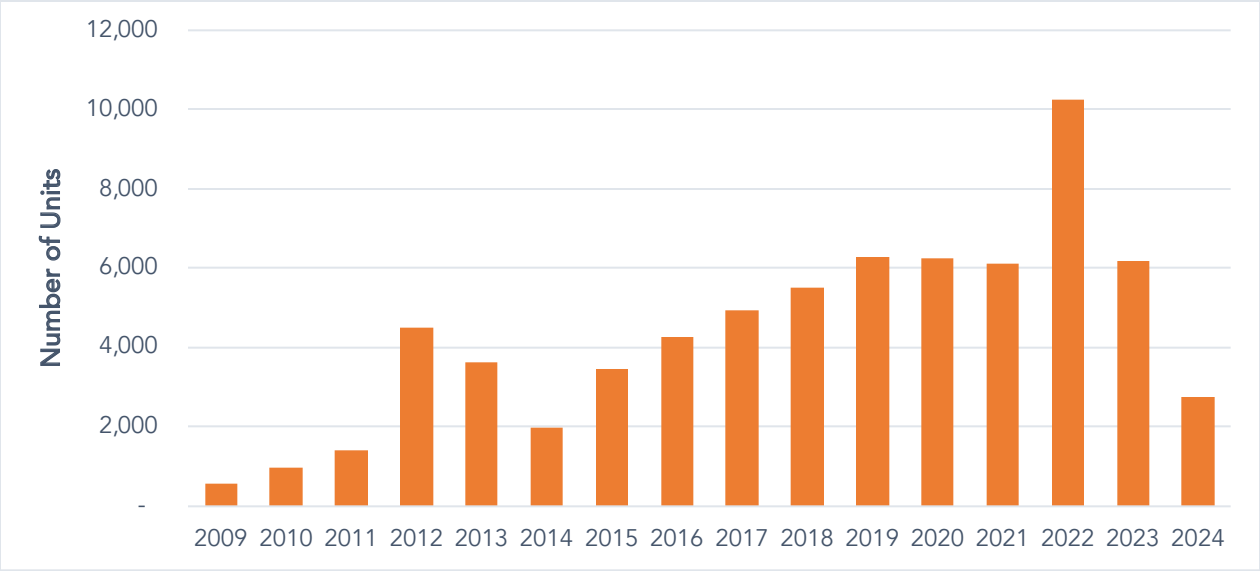


Chart 3: Permitted Multifamily near High Frequency Transit by Permit Value

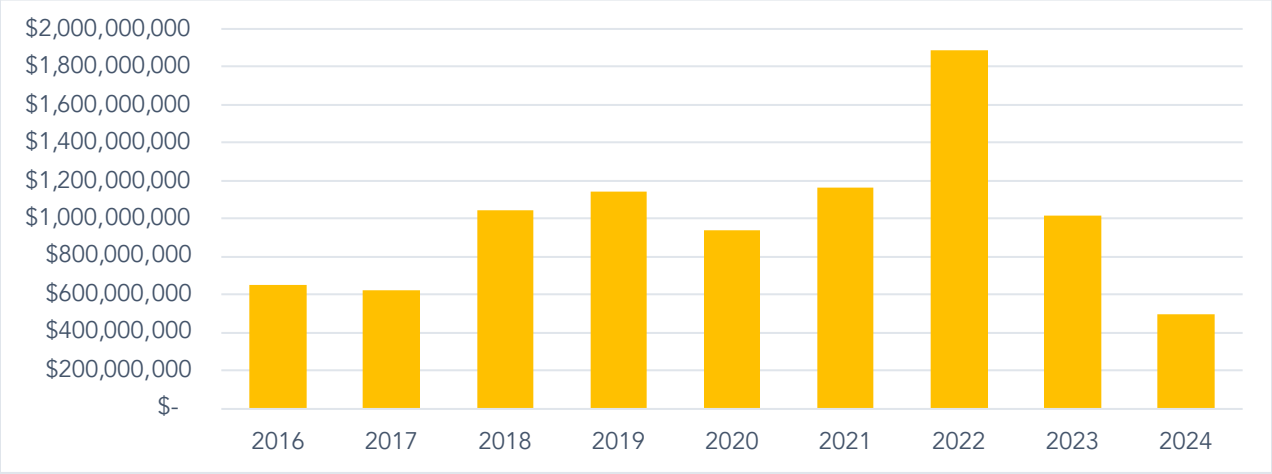
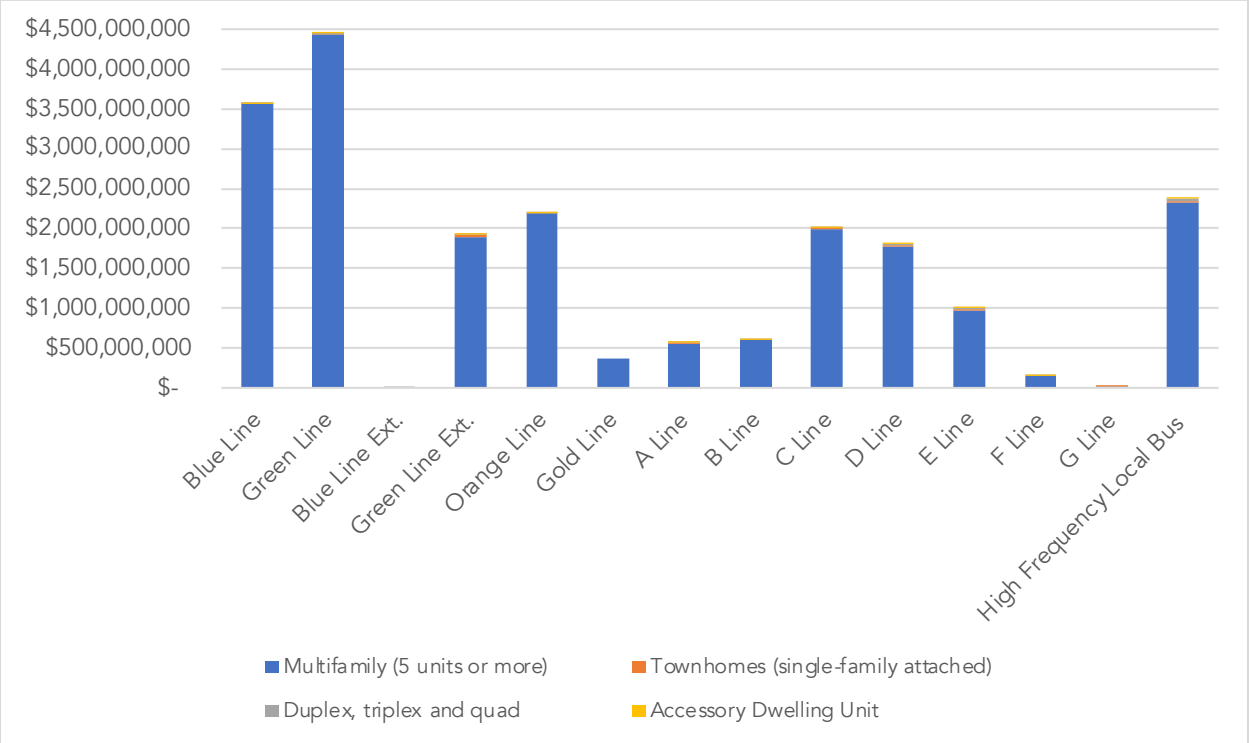


Chart 4: Permitted Multifamily Units near High Frequency Transit by Type and Transit Route[4]



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 dataset is assembled by Council staff using a variety of public and private data sources, including building permit data and responses to an annual survey sent to communities by the Metropolitan Council. Data is available beginning in 2014 and includes both subsidized and naturally occurring affordable housing units produced each year. MF5 make up 88% of the units in the Affordable Housing Production data.

40% of all 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 42% for multifamily units near high frequency transit. However, 50% of multifamily units affordable up to 60% AMI have been located near high frequency transitways since 2014. For deeply affordable multifamily units (affordable up to 30% AMI), 76% have been located near high frequency transit. This indicates that a higher share of affordable units, particularly deeply affordable units, are located near high frequency transit on just 4% of the region's land area.

50% of Affordable Units near high frequency transit

76% of Deeply Affordable Units

Chart 5: Share of Affordable Housing Production near High Frequency Transit by affordability level 2014-2024

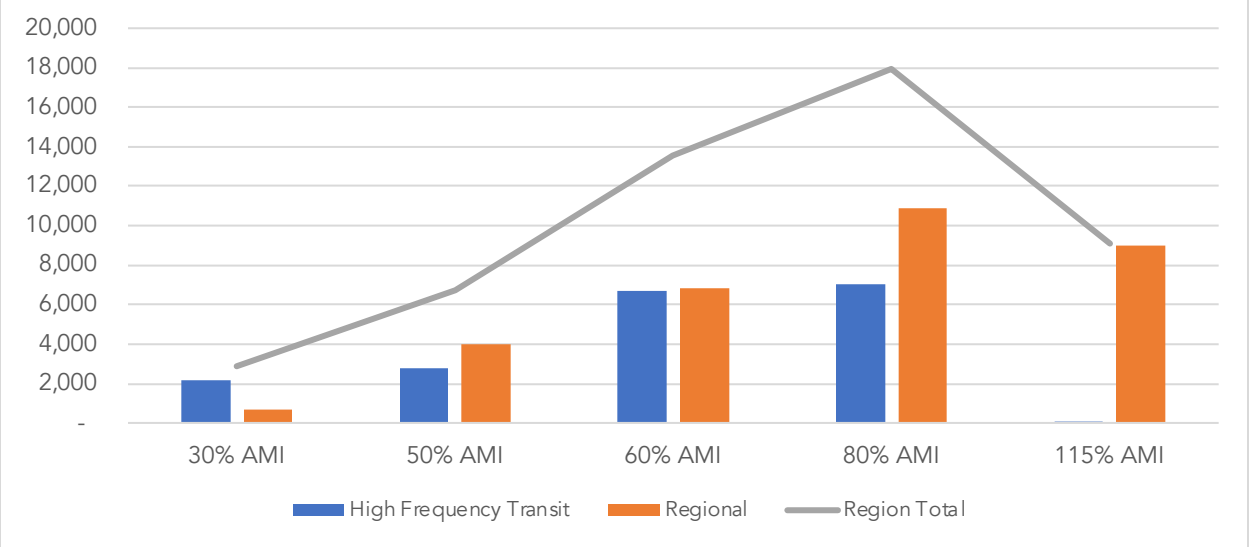
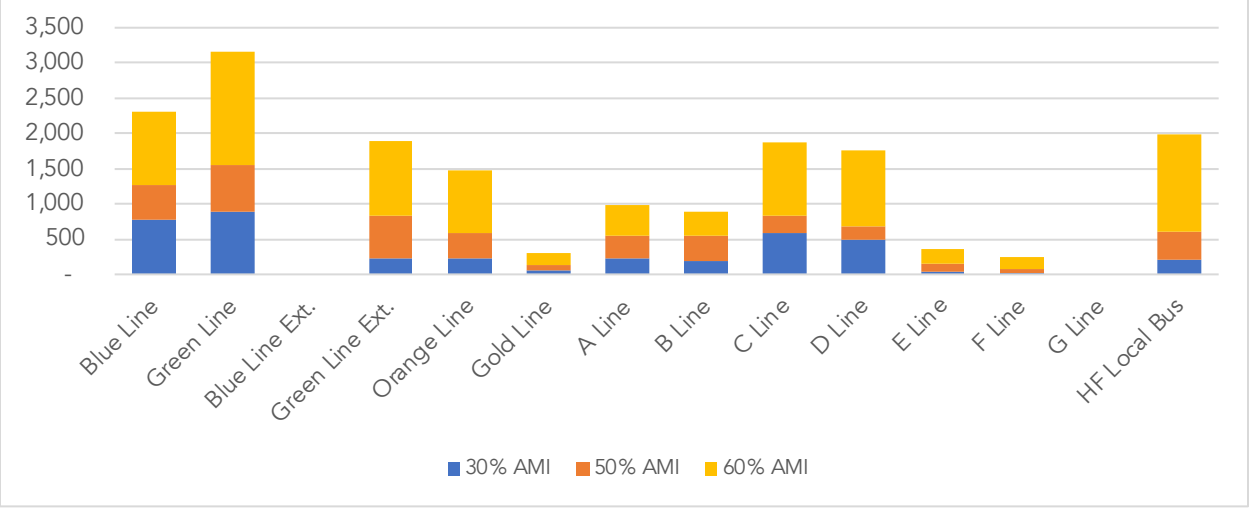


Chart 6: Affordable Housing Production near High Frequency Transit by Transitway 2014-2024 [5]



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.

The share of multifamily units affordable at 60% AMI generally increased from 2014 to 2022, both near high frequency transit and in the region generally. 2022 saw the highest number of units affordable at 60% AMI near high frequency transit (2,190 units), representing 57% of the units added for that year. In 2024, 51% of affordable units were located near high frequency transit.

Chart 7: Multifamily Units Affordable up to 60% AMI from 2014-2024

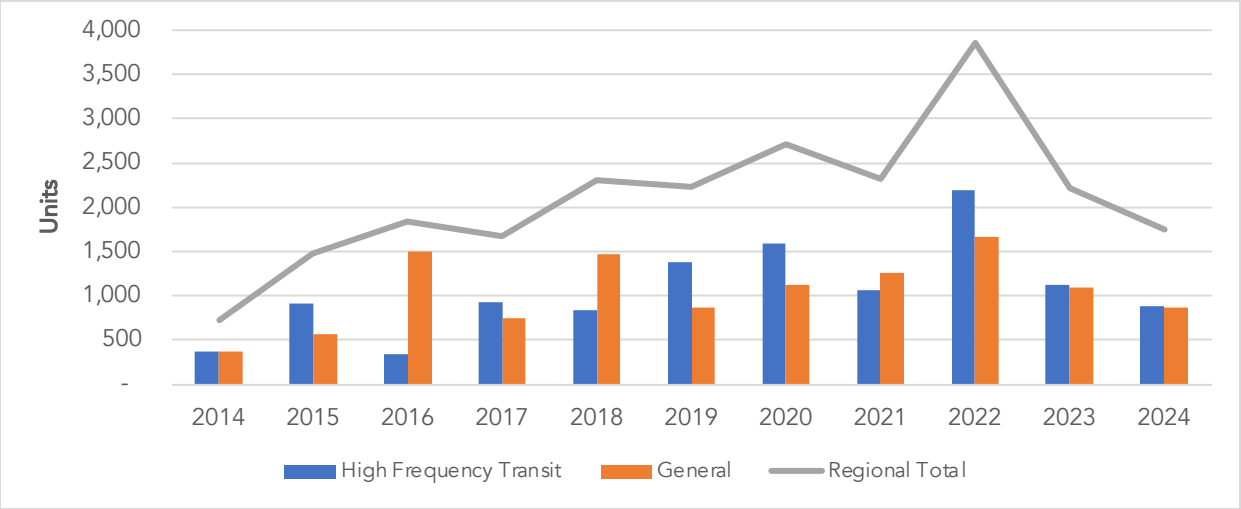
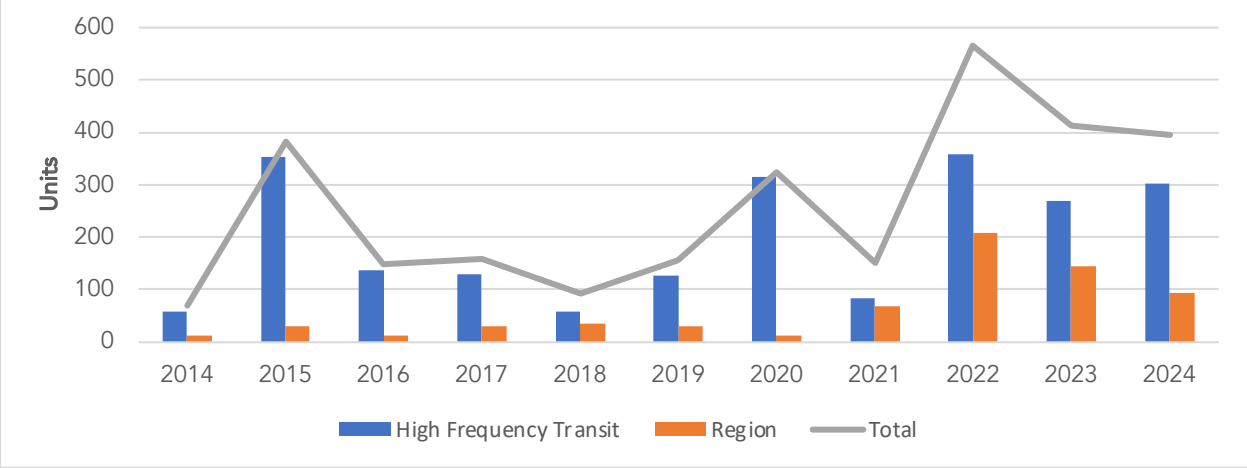
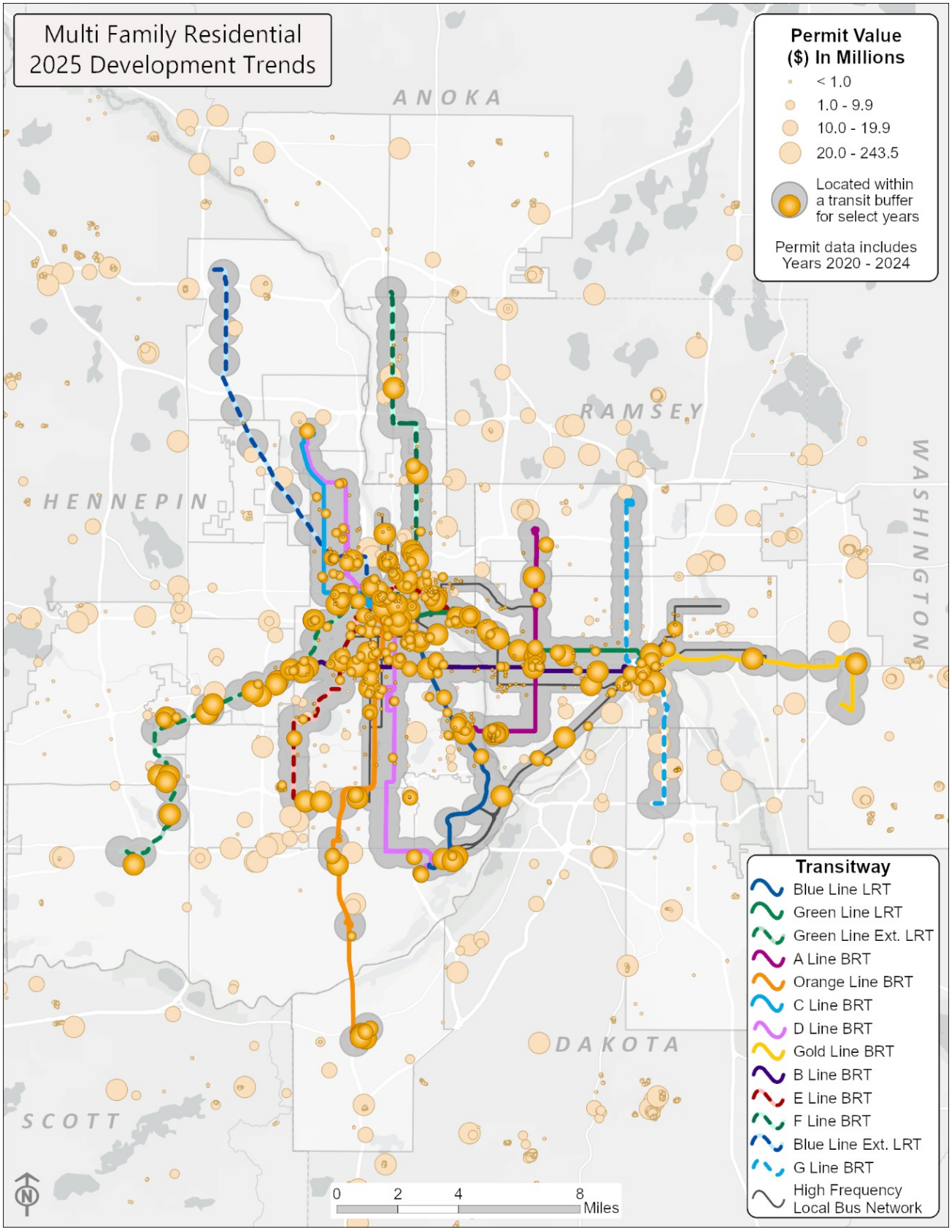


Chart 8: Multifamily Units Affordable at 30% AMI from 2014-2024



Multifamily units that are affordable at 30% AMI were almost exclusively (88%) located near high frequency transitways from 2014-2020. In 2015, 2016, and 2020 over 90% of multifamily units that were affordable at 30% AMI were near high frequency transit. From 2021-2024, 66% of deeply affordable units were located near high frequency transit. However, 2022 and 2023 produced the highest number of new deeply affordable units for the region since tracking began (566 and 413 respectively) with 2022 adding more deeply affordable units outside high frequency transit areas than in any other year. In 2024, areas near high frequency transit contained 76% of the annual supply of new deeply affordable units. Together, these numbers indicate that deeply affordable units continue to be built near high frequency transitways where residents can take advantage of transit connections even while more deeply affordable units are being built outside TOD areas. Even though deeply affordable units make up a small percentage of the units near high frequency transit, that small percentage continues to represent the majority of the deeply affordable units in the region.

Map 1: Multifamily Residential Development near High Frequency Transit



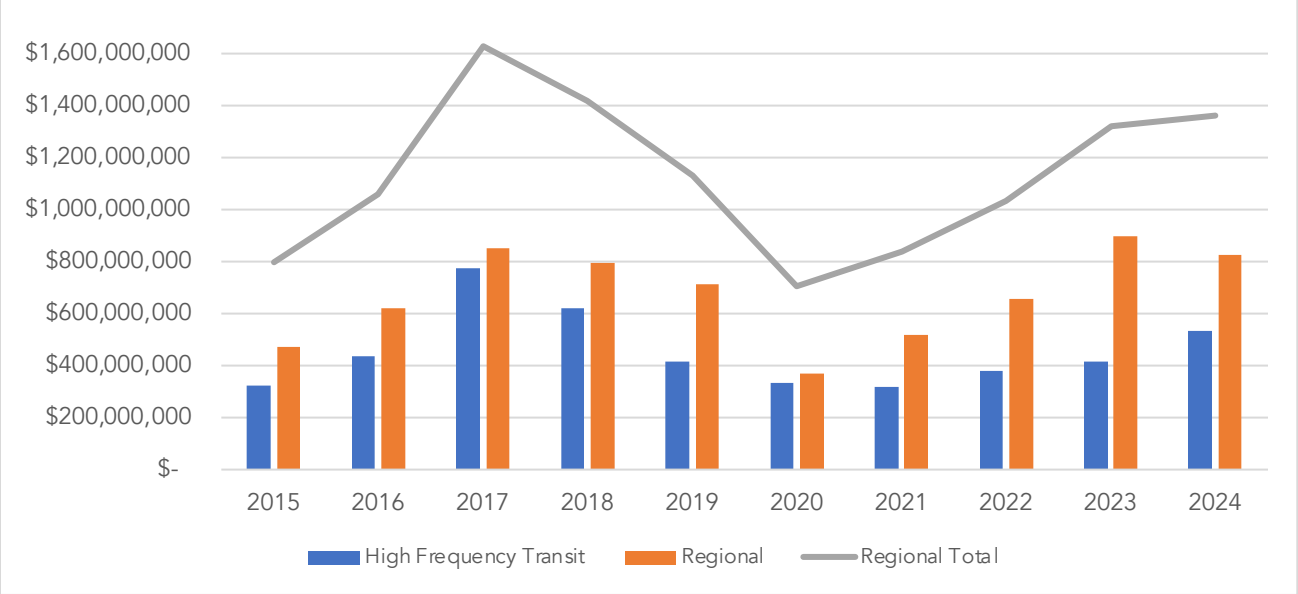
Map 1 shows the expected concentration of residential developments near urban cores. However, noticeable clusters of multifamily developments also occur along established LRT lines (the Blue and Green lines) and newer transitways, like the Green Line Extension LRT and the METRO F Line.

Commercial

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. Since 2021, permit values for commercial development have displayed a positive trend, reaching just over $1.3 billion in 2023. Total commercial permit value for the region remained around $1.3 billion for 2024, but the share of permit value near high frequency transit rose to 40% from 32% in 2023.

44% of the region's commercial permit value has occurred on just the 4% of the region near high frequency transit since 2009.

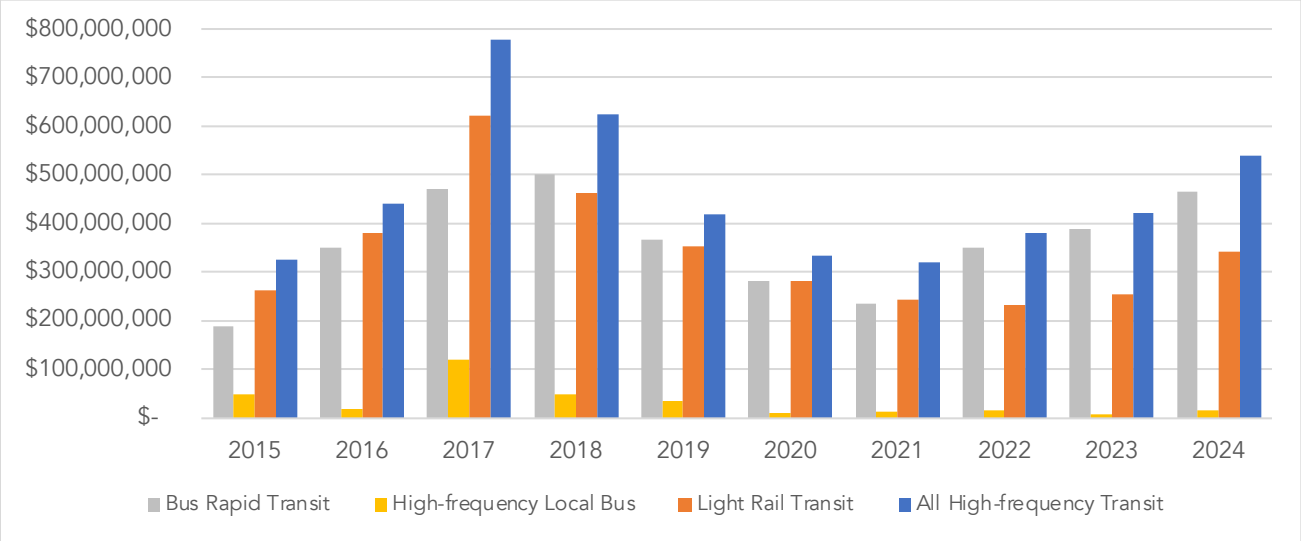
Chart 9: Share of Permitted Commercial Development near High Frequency Transit over time



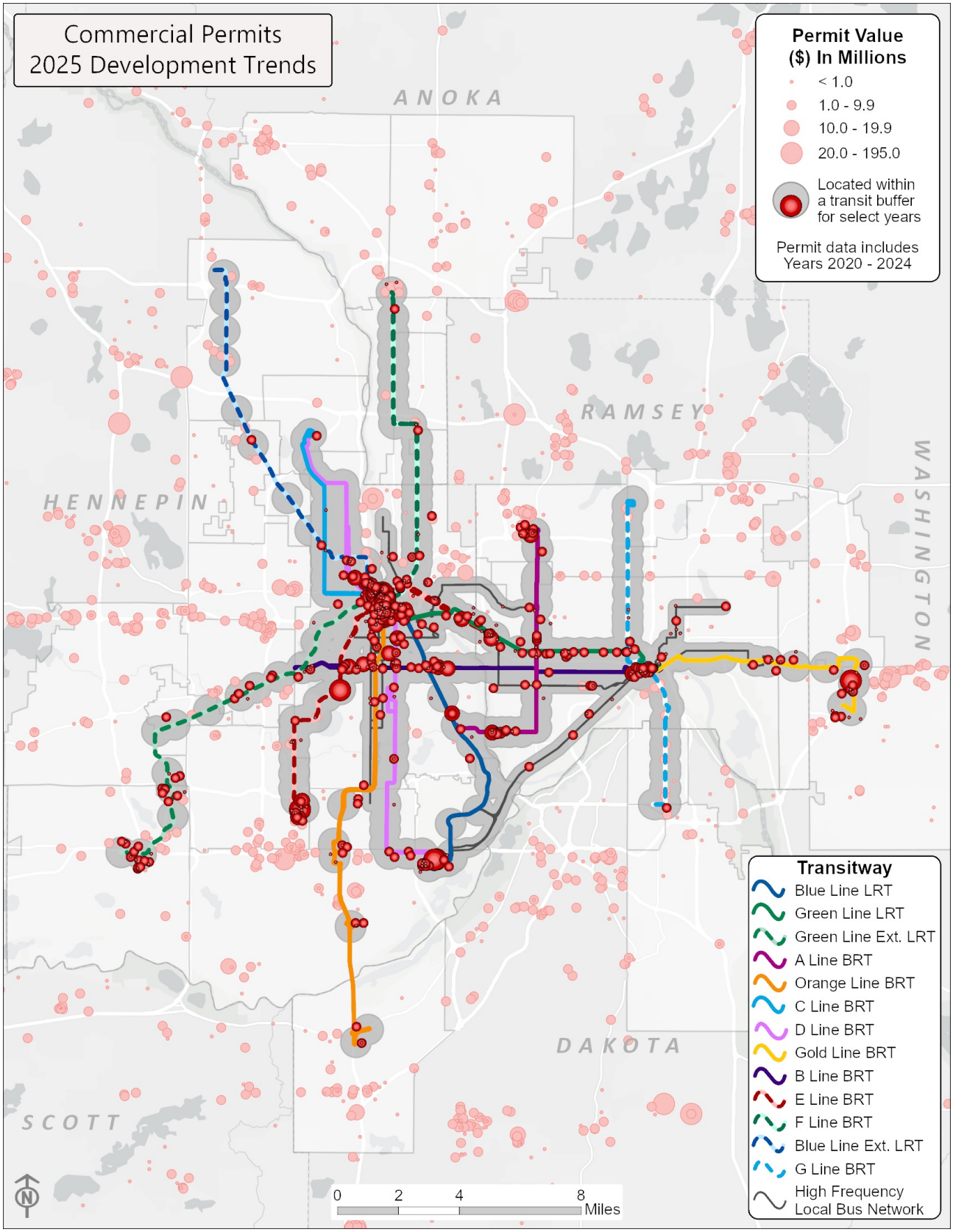
Over $6.7 billion in commercial development has occurred within areas served by high frequency transit since 2009, a total which represents 44% of the region's total permit value for commercial development. 35% of the region's commercial development by permit value has occurred near LRT lines, with over $3.9 billion in permit value attributed to the Blue Line and $4.2 billion to the Green Line. The upcoming Green Line Extension had seen $1 billion in commercial permits by 2024. The Orange Line has seen $2.3 billion in development since tracking began in 2014, while the C line has seen $2 billion in permit value since 2016. In seven years, $1.7 billion has been permitted near the D Line.

The nearly $800 million construction of U.S. Bank Stadium is removed from charts in the commercial development section but retained in regional analysis later in the report. Further investments in the U.S. Bank Stadium since its initial construction have been included, given that these continued investments speak to 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 10: 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.

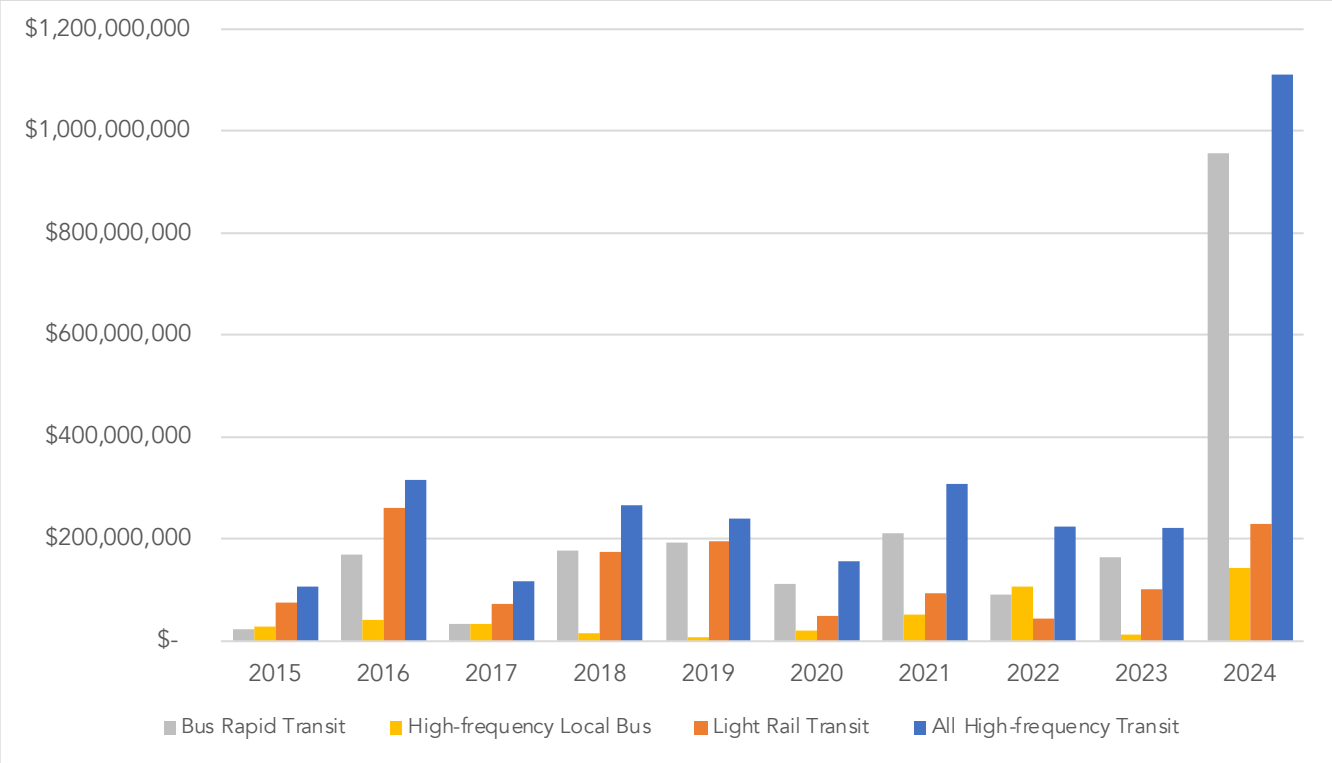
36% of the region's public and institutional development has occurred near high frequency transit since 2009, with $3.5 billion in permit value. Although it is more difficult to identify any general trends in public and institutional development, it should be noted that the permit value for public and institutional developments near high frequency transit has displayed a compound annual growth rate of 20% since 2009, outpacing the 13.5% average annual growth rate of public and institutional development regionally for the same period.

36% of the region's public and institutional permit value has occurred on just the 4% of the region near high frequency transit since 2009.

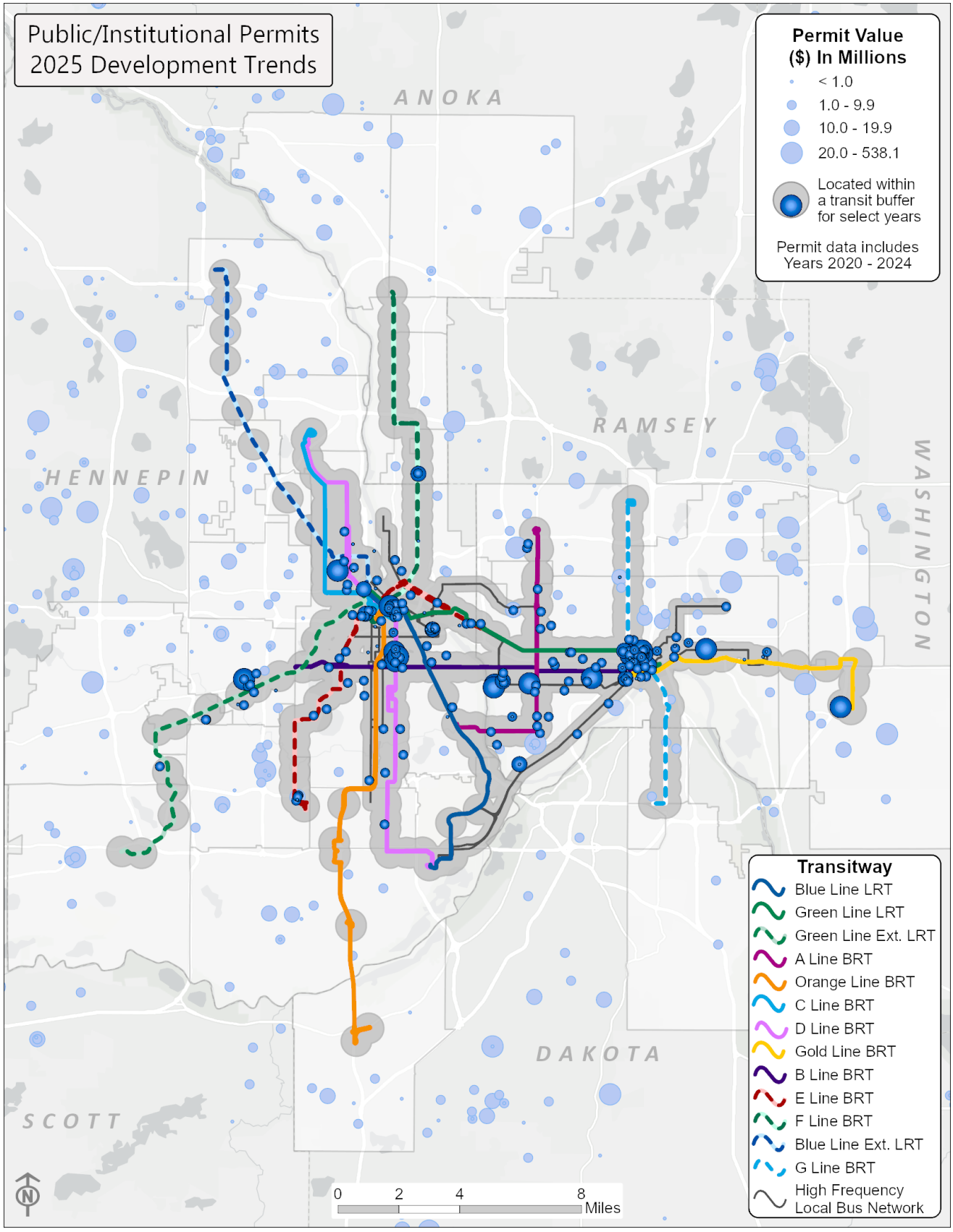
In 2024, areas near high frequency transit represented over 53% of the region's public and institutional permit value, including $957.6 million near BRT.

In 2024, over 53% of public and institutional development permits were issued for areas near high frequency transit.

Chart 11: Public and Institutional Permit Value near High Frequency Transit by Year



Map 3: Public and Institutional Development near High Frequency Transit

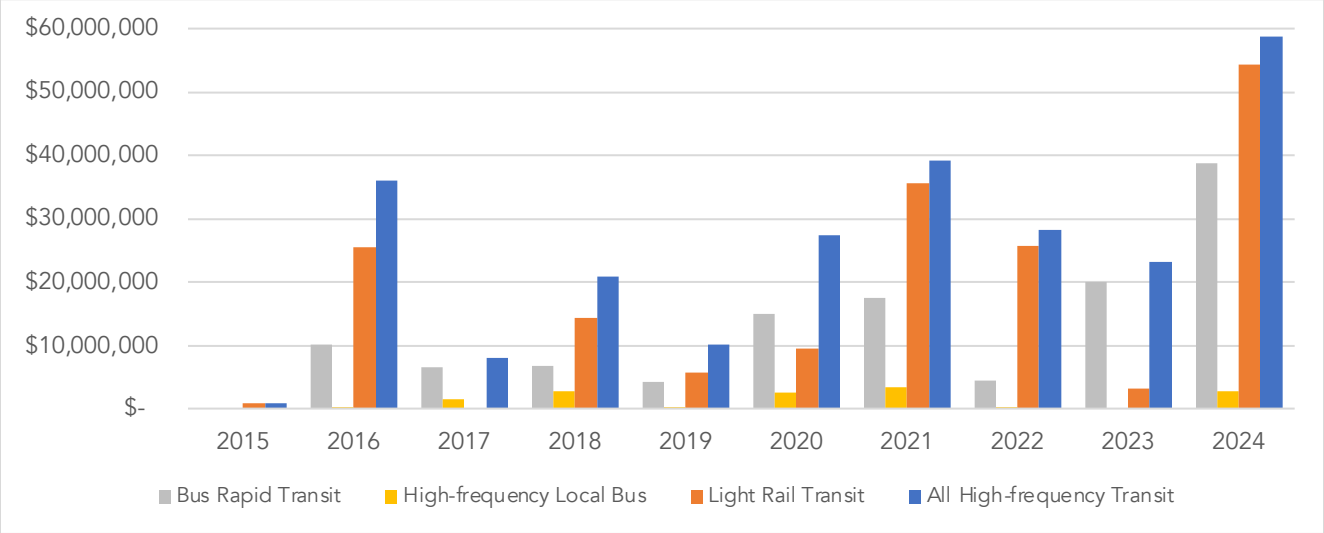


Although there are fewer public and institutional developments than commercial or residential developments generally, Map 3 shows clustering near both established transitways and planned transitways.

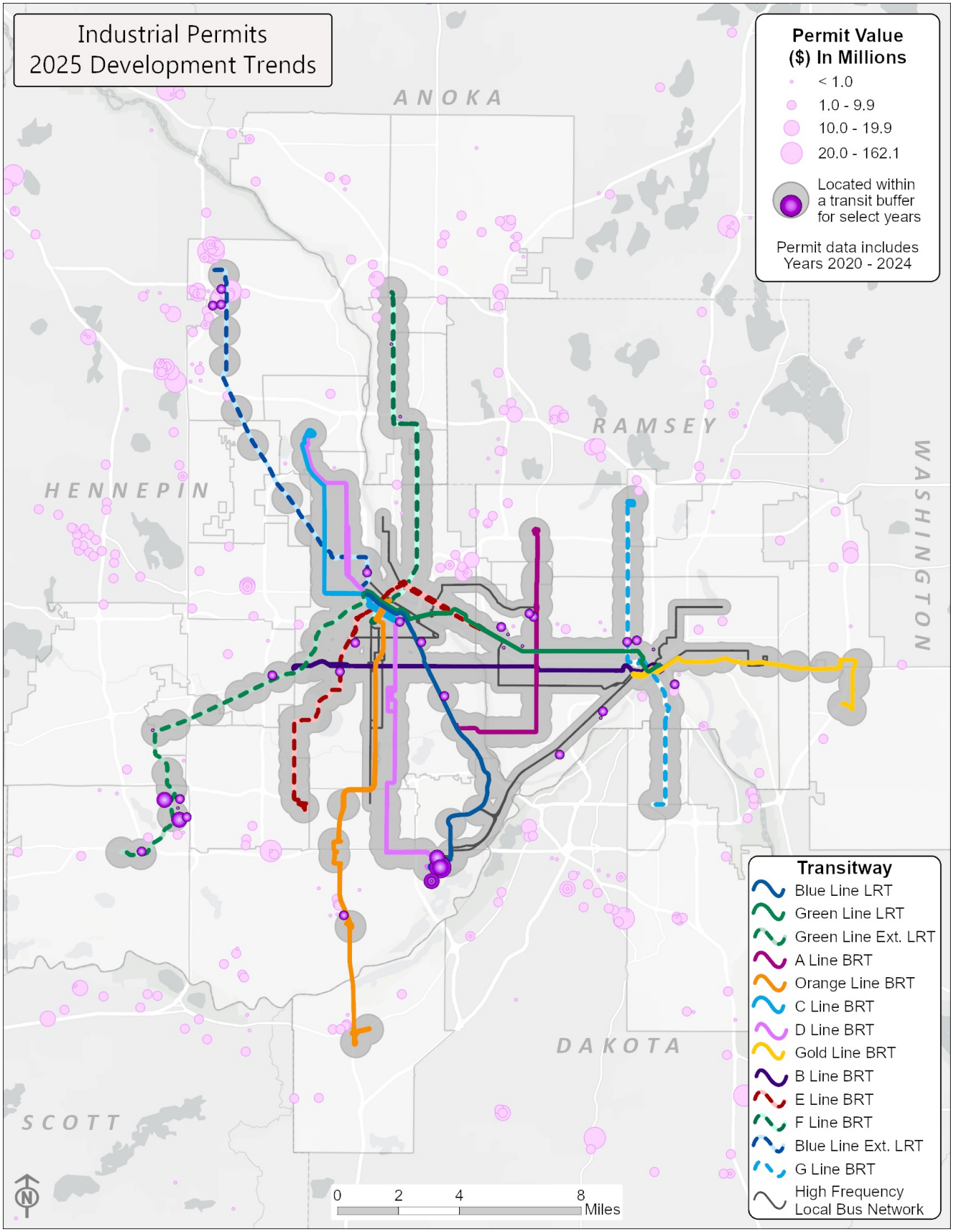
Industrial

Industrial permits in 2022 hit a new record with over $803 million in industrial permit value across the region, of which just 3.5% were near high frequency transit. The region generally saw lower industrial permit values in 2023 ($527 million) and 2024 ($664 million). Permit values near high frequency transit, however, grew through the same period. In 2024, 8.8% of industrial permit value was located near high frequency transit.

Chart 12: Industrial Permit Value near High Frequency Transit by Transitway



Map 4: Industrial Development near High Frequency Transit



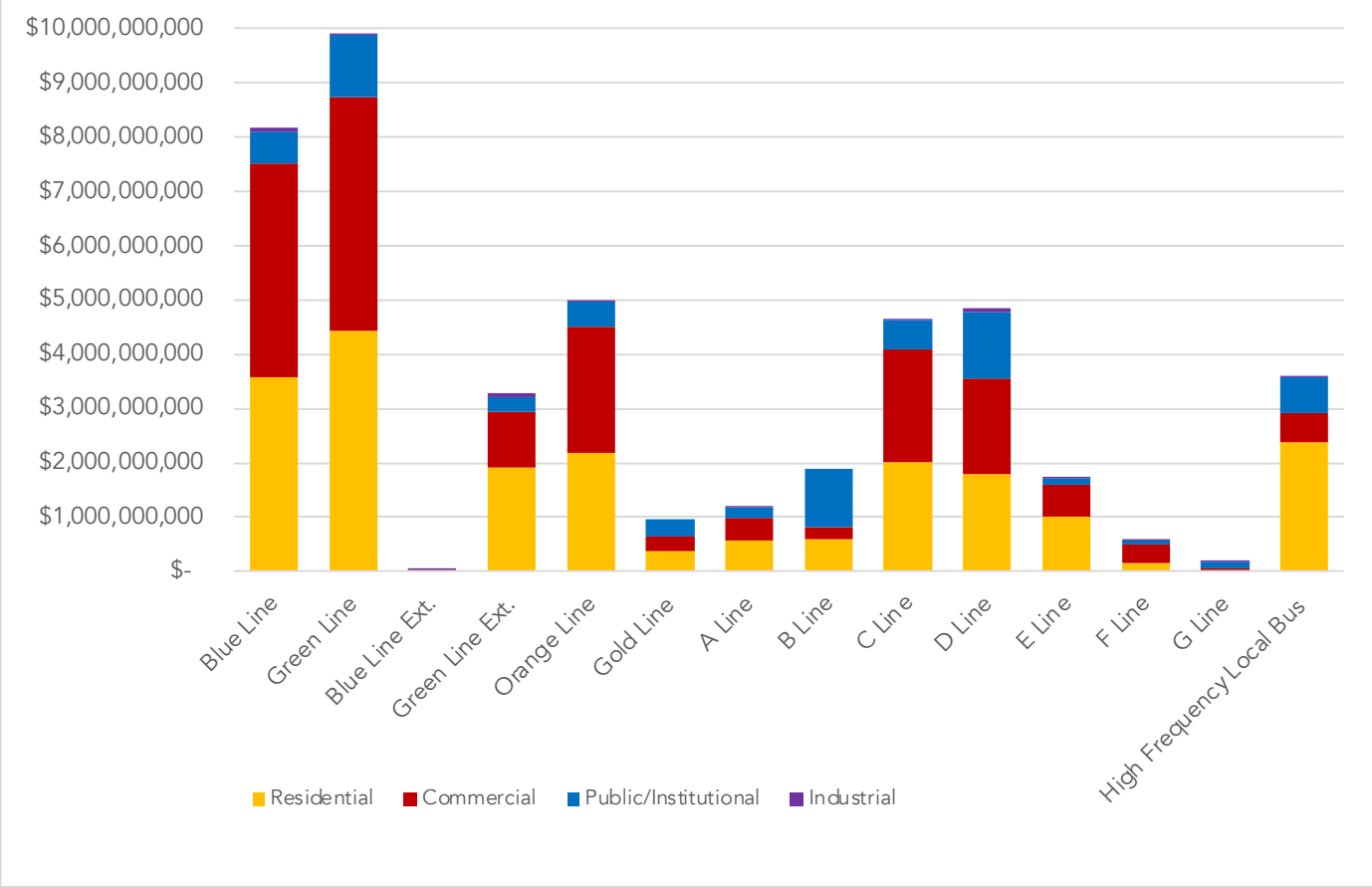
Map 4 shows high value investments in industrial developments occurring near the Green Line Extension and in Bloomington near the D Line and Blue Line.

Permitted Development by Transitway and High Frequency Local Bus

Of the $21.7 billion in development being permitted near high frequency transit, 63% is served by LRT, 51% by BRT, and 17% by high frequency local bus. The well-established Blue Line and Green Line LRT serve 38% and 46% of development value near high frequency transit respectively. Multifamily residential development makes up the largest share of most Twin Cities high frequency transit development (52%), with commercial coming in second (31%). In the region generally, multifamily residential development represents 46% of total permit value, and commercial development 27%. 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.

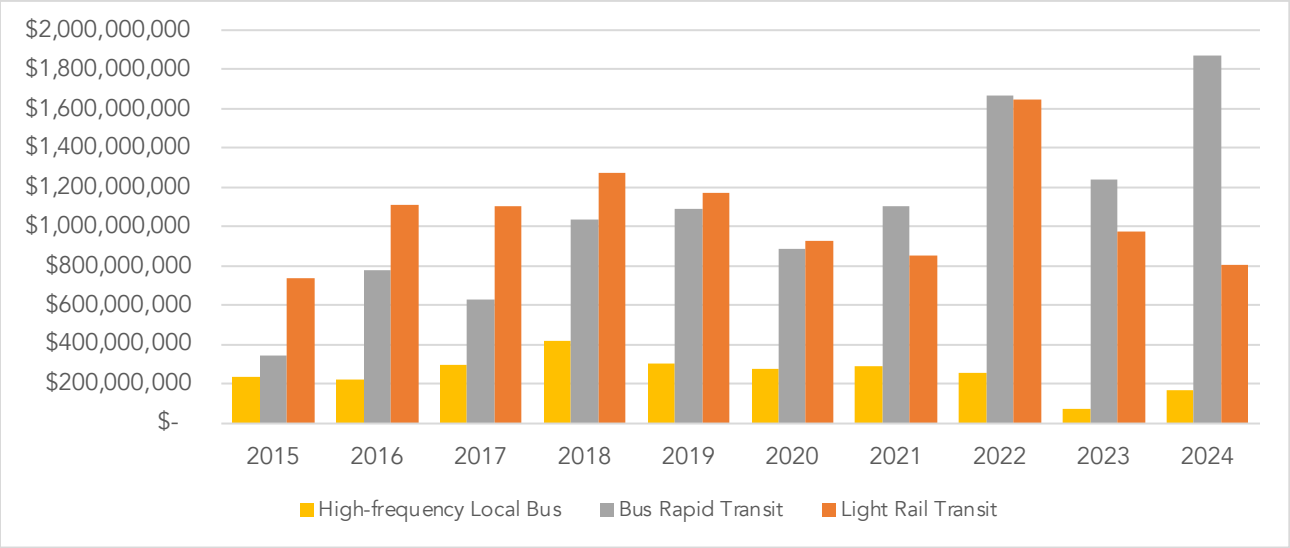
Although most permits have been located near LRT on average since 2009 the proportion of permits for projects near BRT has risen steadily, rising to 85% of annual development near high frequency transit in 2024. In fact, permits near BRT have made up an average of 56% of the value near high frequency transit since BRT began to be tracked in 2014. 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 13: Permitted Development Value by Transitway from 2009-2024 [6]



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

Chart 14: Permitted Development Value near High Frequency Transit by Transit Mode Over Time



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

The area served directly by high frequency transit is just 4% of the region's total land area but has contained 39% of the region's permitted development value since 2009. The areas served by light rail transit 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: 44%
- Commercial: 44%
- Public/Institutional: 36%
- Industrial: 5%
- Total: 39%

The following charts show permitted development value by transit mode, time, and the share of regional development value served by transit. During the past ten years, an annual average of 37% of regional development has occurred near high frequency transit.

The ten-year compound annual growth rate for permit values in areas near high frequency transit has been 8.1%, compared to 7.4% in the region generally. Growth in permit value near high frequency transit has thus been outpacing growth in the rest of the region. Additionally, areas near high frequency transit saw a more significant rebound in 2021 and 2022 than the region generally. The share of permit value near high frequency transit was just 34% in 2023, however, down from the average of 38% since 2009. In 2024, the share of permit value returned to 38%, the average since 2009. The 10-year compound annual growth rate has been 8.1% near high frequency transit and 7.4% in the region generally.

Although development is occurring across the Twin Cities metropolitan region – as shown in the maps throughout this report – the greatest concentration of permit value lies within the central business district of Minneapolis. Downtown Minneapolis has seen 33% of permit value near high frequency transit, and 13% of permit value in the region generally. However, in 2023 and 2024 more development near high frequency transit can be found outside downtown Minneapolis (18% and 14% respectively). Areas 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 15: Development Type near High Frequency Transit by Transit Mode from 2009-2024

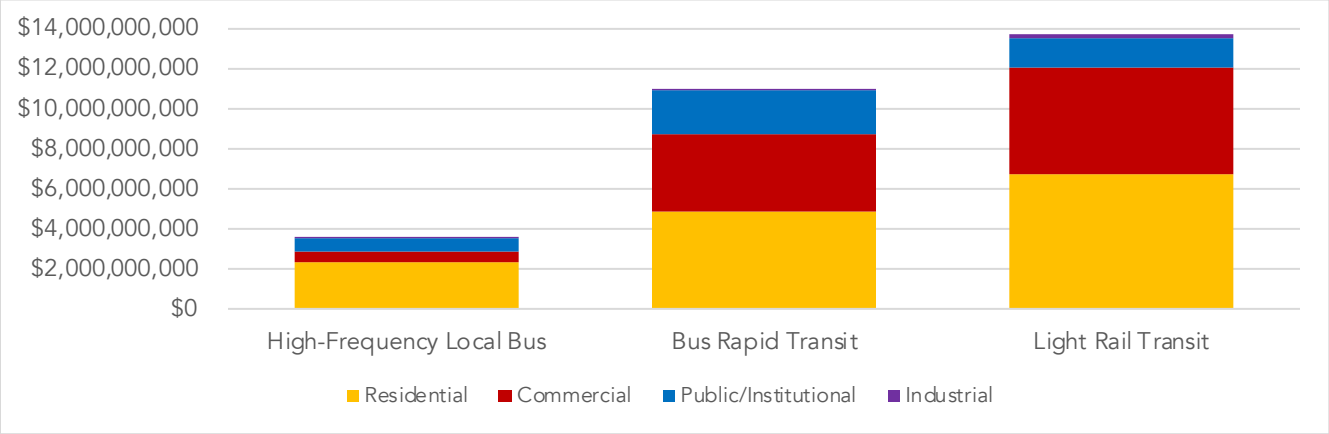


Chart 16: Permitted Development Value occuring near High Frequency Transit over time

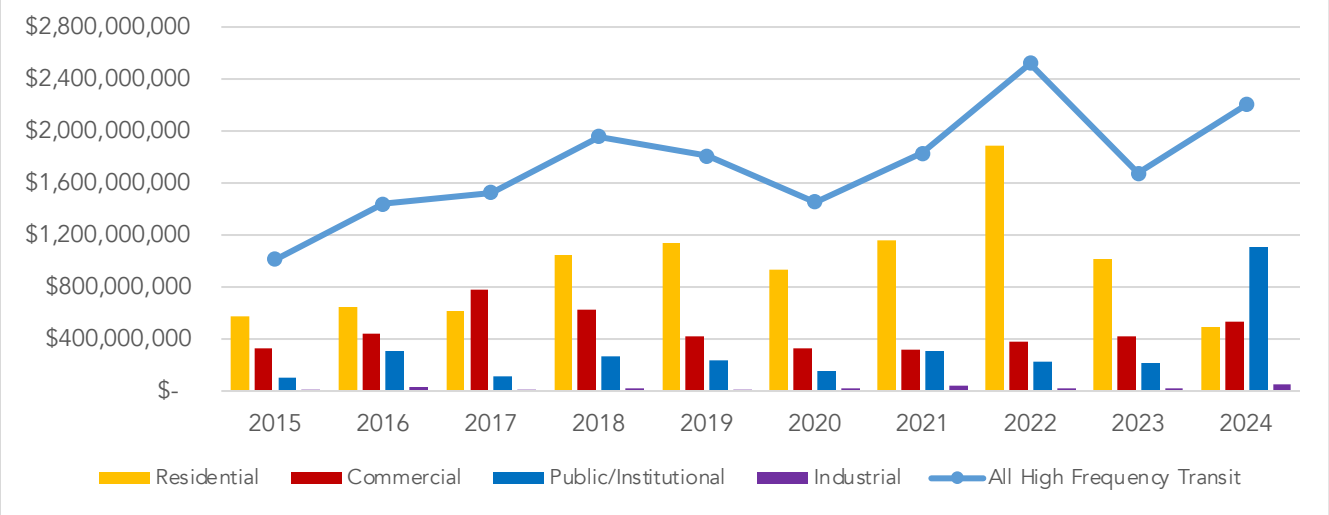


Chart 17: Share of Permitted Development value near High Frequency Transit from 2009-2024

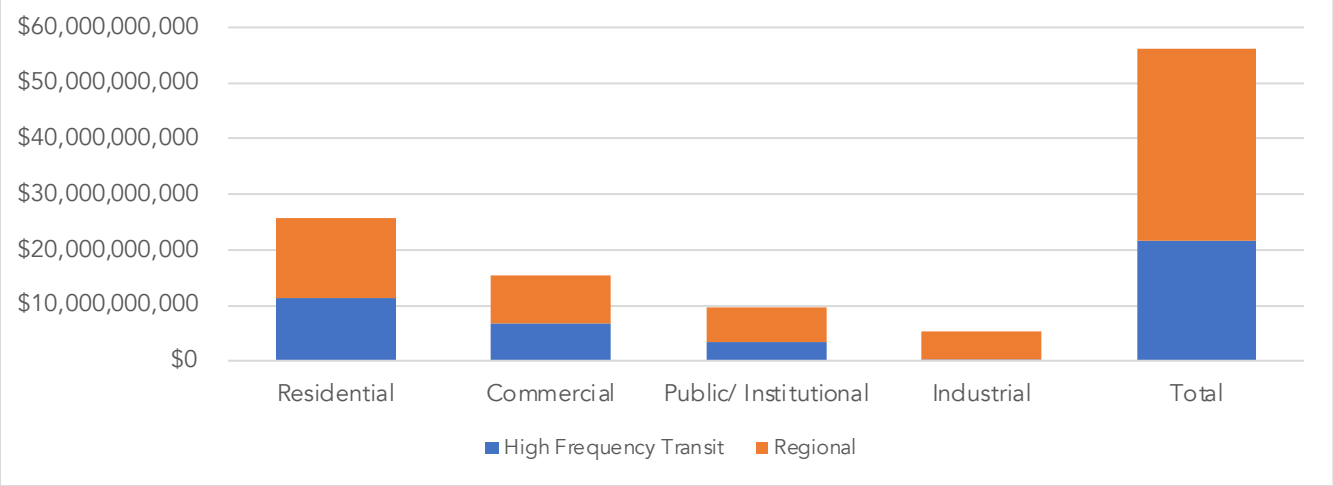
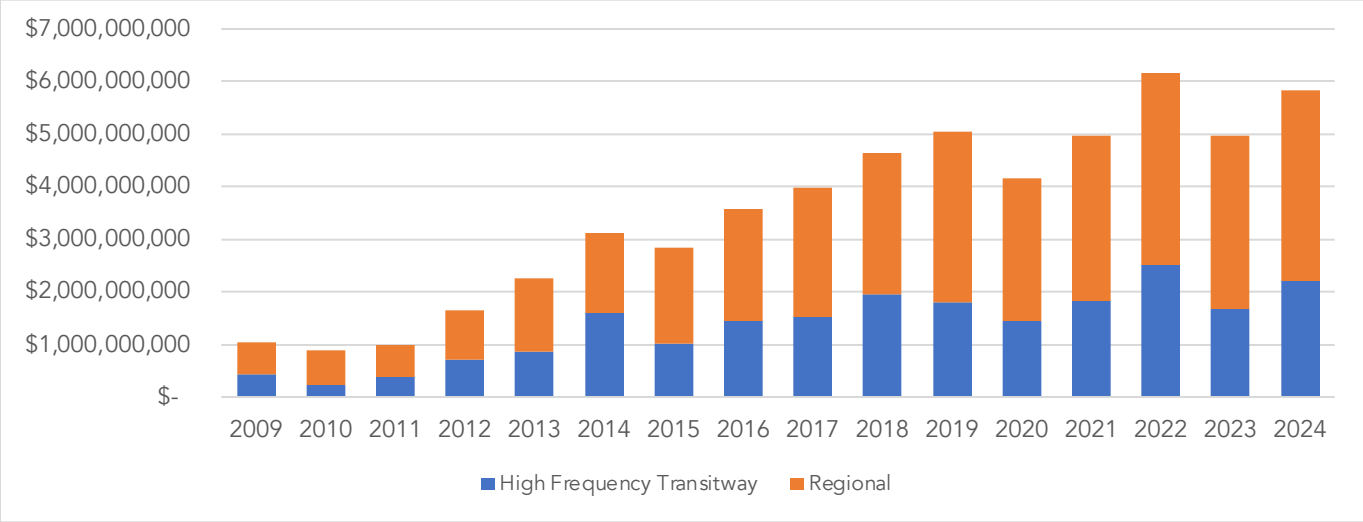


Chart 18: Regional Development Value Served by High Frequency Transit per year



Planned Development

Over the past decade, a notable share of development has occurred along high frequency transit. From 2009 to 2024, 39% of regional development occurred near high frequency transit. Looking forward, the Council has identified $11.3 billion in development that have been announced for developments near high frequency transit. This represents 66% of the planned development in the region on 4% of land area.

Planned Multifamily Residential

Over 44,00 multifamily units are currently planned along high frequency transit. This represents 46% of the units that are planned for the region. 21,700 units are planned near LRT stations and 33,200 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 (56%). Chart 19 shows the share of announced planned units along high frequency transitways that are part of mixed-use developments.

Bearing in mind that planned developments have been primarily drawn from media coverage and therefore are not comprehensive, the F Line is anticipated to add 9,400 units after having only become a qualifying high frequency transitway in 2023. The established LRT corridors continue to have additional new units planned along their routes, with both the Blue and Green lines reported to expect over 10,000 new units of multifamily housing. The upcoming Green Line Extension is expected to see 6,400 new units, while BRT lines are also seeing significant development. Notably, the D Line will likely add more than 7,500 new units while the E Line is expected to see over 11,100 new units after just three years of tracking.

PERMITTED Development Highlights:

- **$11.3 billion** in development value is planned along high frequency transit. This represents 66% of the development planned in the region.
  - **$6.9 billion** in development is planned near LRT stations.
  - **$9.6 billion** in development is planned near BRT stations.
- **44,000** multifamily units are currently planned along high frequency transit. This represents 44% of the units planned in the region.
  - **21,700** multifamily units are planned near LRT stations.
  - **32,200** multifamily units are planned near BRT stations.
  - **56%** of multifamily units near high frequency transit are planned as part of a mixed-use development.
- **50%** of planned development value in the region is mixed use.
  - **73%** of mixed-use development is planned near high frequency transit.

Chart 19: Planned Multifamily Units near High Frequency Transit [7]

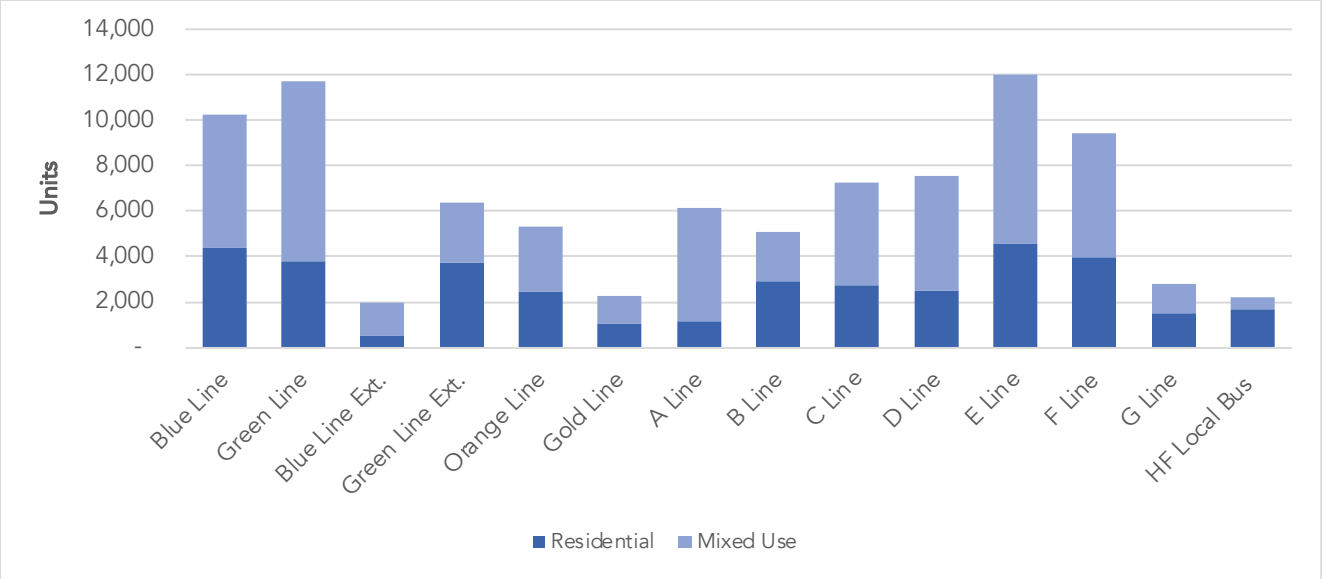
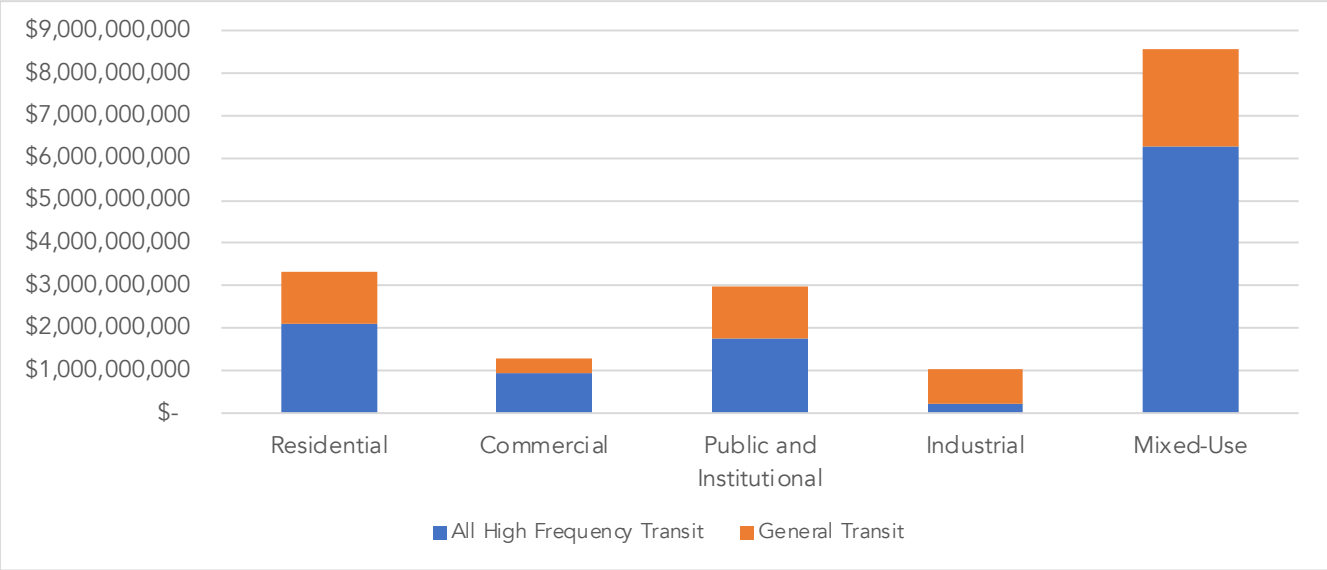


Chart 20: Value of Planned Development near High Frequency Transit by Development Type



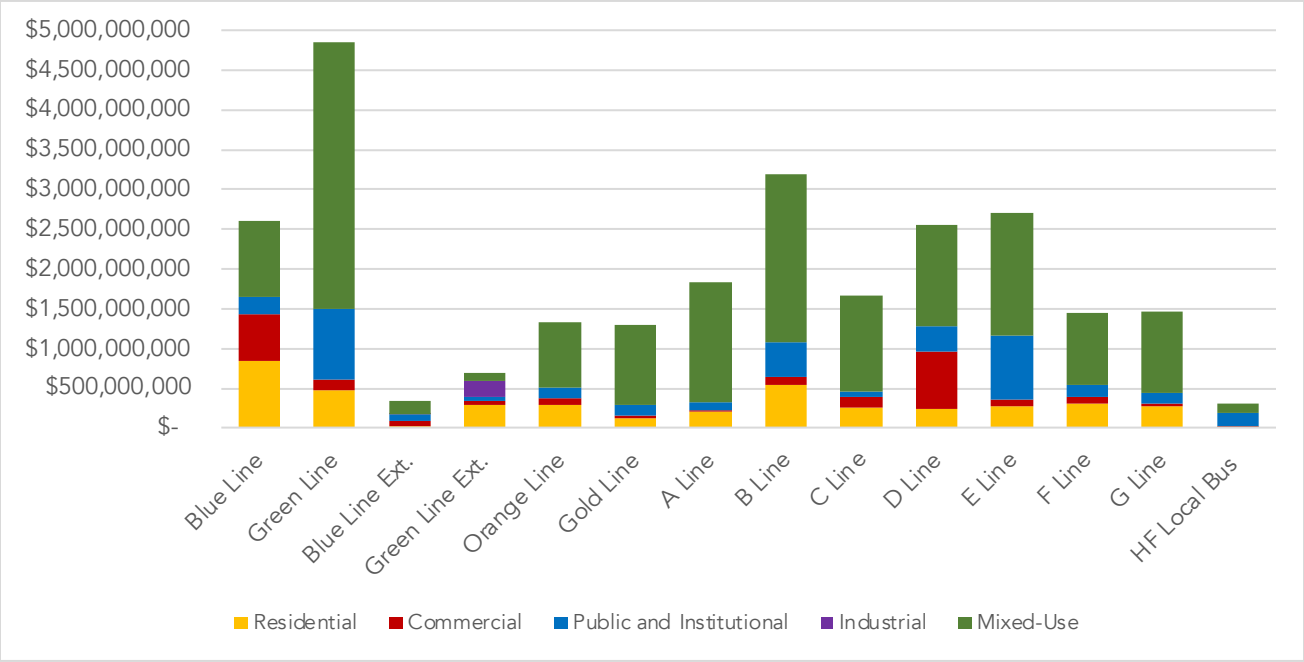
7 Permits are reported for each line – value may be double-counted.

Planned Development by Transitway and High Frequency Local Bus

The Council has identified $17 billion in planned development. Of that, $11.3 billion (66%) is planned near high frequency transit. $6.9 billion in development is planned near LRT stations. $9.6 billion in development is planned near BRT stations. Some of these developments are planned in areas served by both LRT and BRT.

Chart 21 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 development, $4.9 billion is planned along the Green Line. The F Line, which became a qualifying high frequency transitway in 2023 with a Council-approved station plan, is expected to see $1.5 billion in new development value after just two years. The G Line, added for 2024, is also anticipated to see over $1.5 billion in development.

Chart 21: Value of Planned Development by Transitway[8]



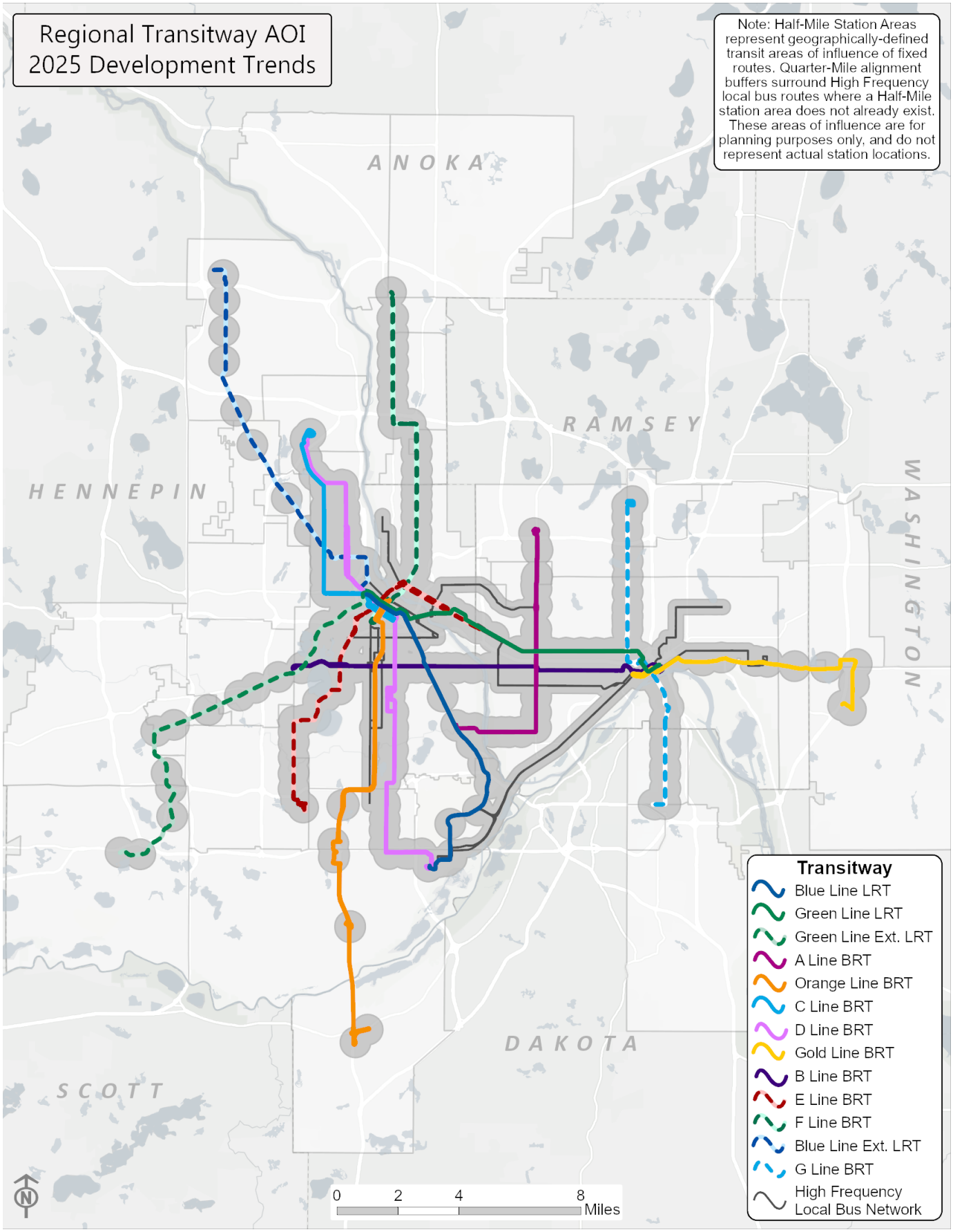
8 Entries are reported for each line – value may be double-counted.

Contact Information

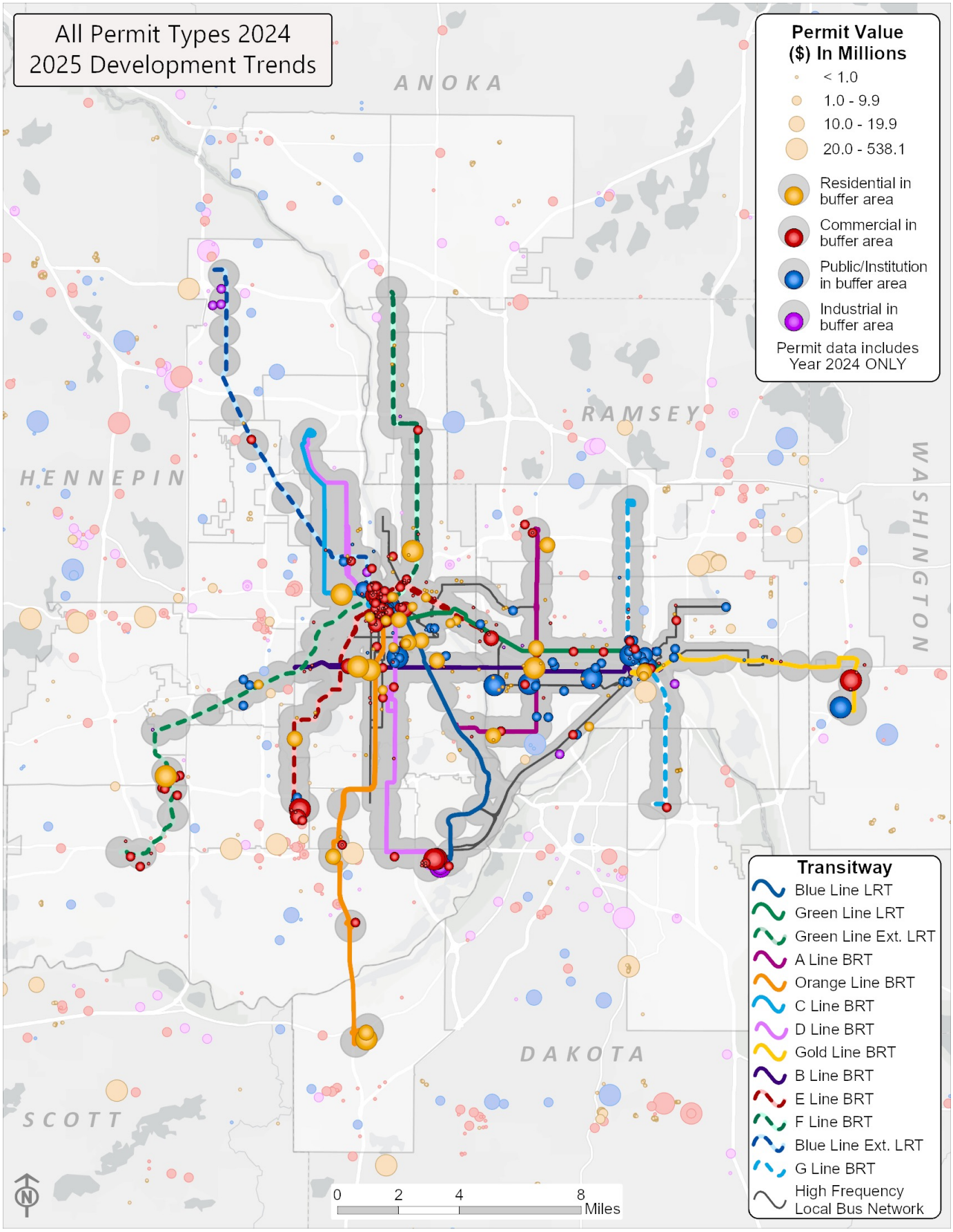
For questions or comments on the information included in this report, please email us at TOD@metrotransit.org, or check out our website at metrotransit.org/tod.

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 Map



Appendix B – 2024 Permitted Development

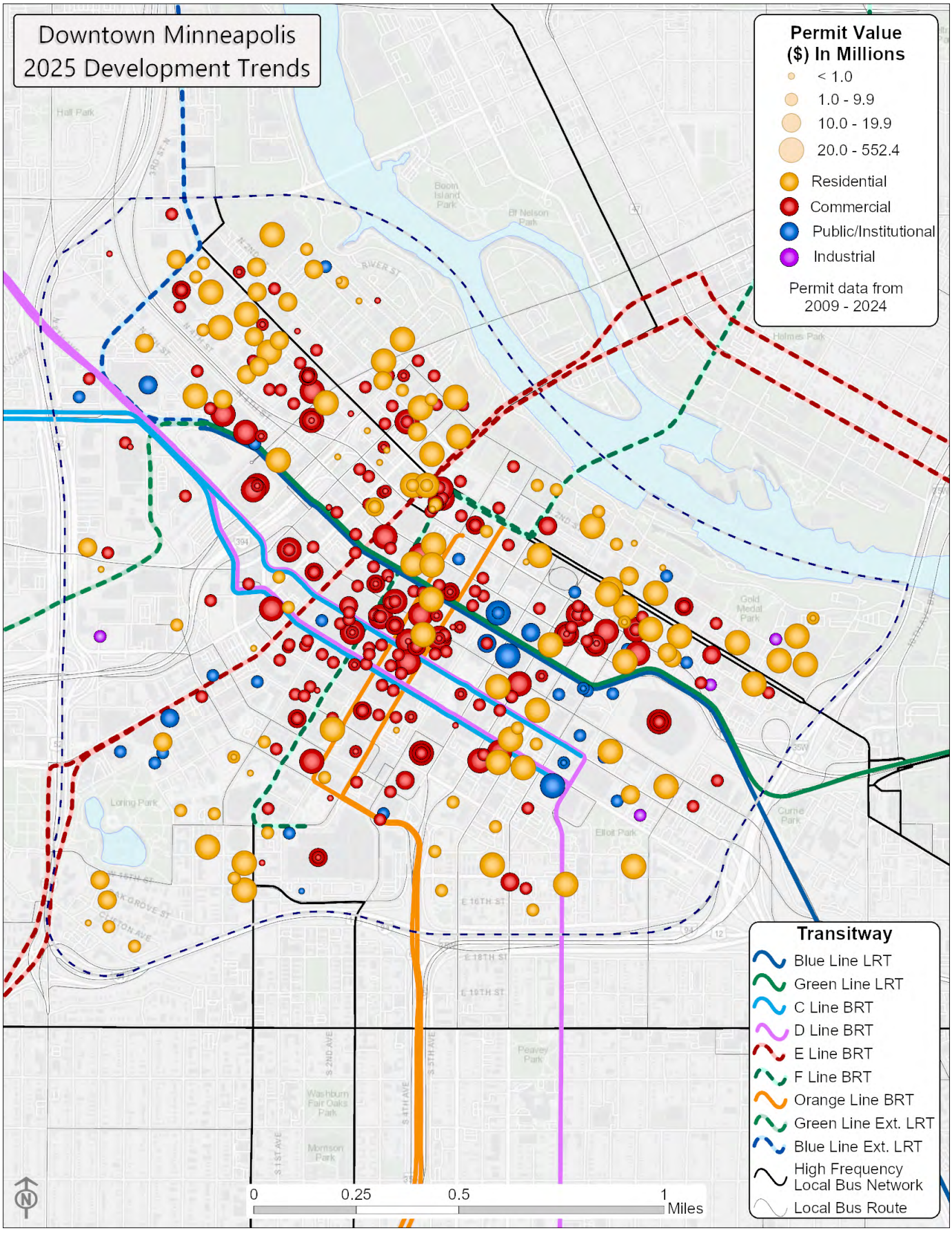


Appendix B – 2024 Permitted Development

2024 Permitted Development	
Residential (Units)	2,750
Residential	$496,960,000
Commercial	$538,120,000
Public/Institutional	$1,111,280,000
Industrial	$58,760,000
Total	**$2,205,110,000**

Affordable Housing Production 2024	
Affordable Units – 30% AMI	300
Affordable Units - 60% AMI	885

Appendix C – Downtown Minneapolis

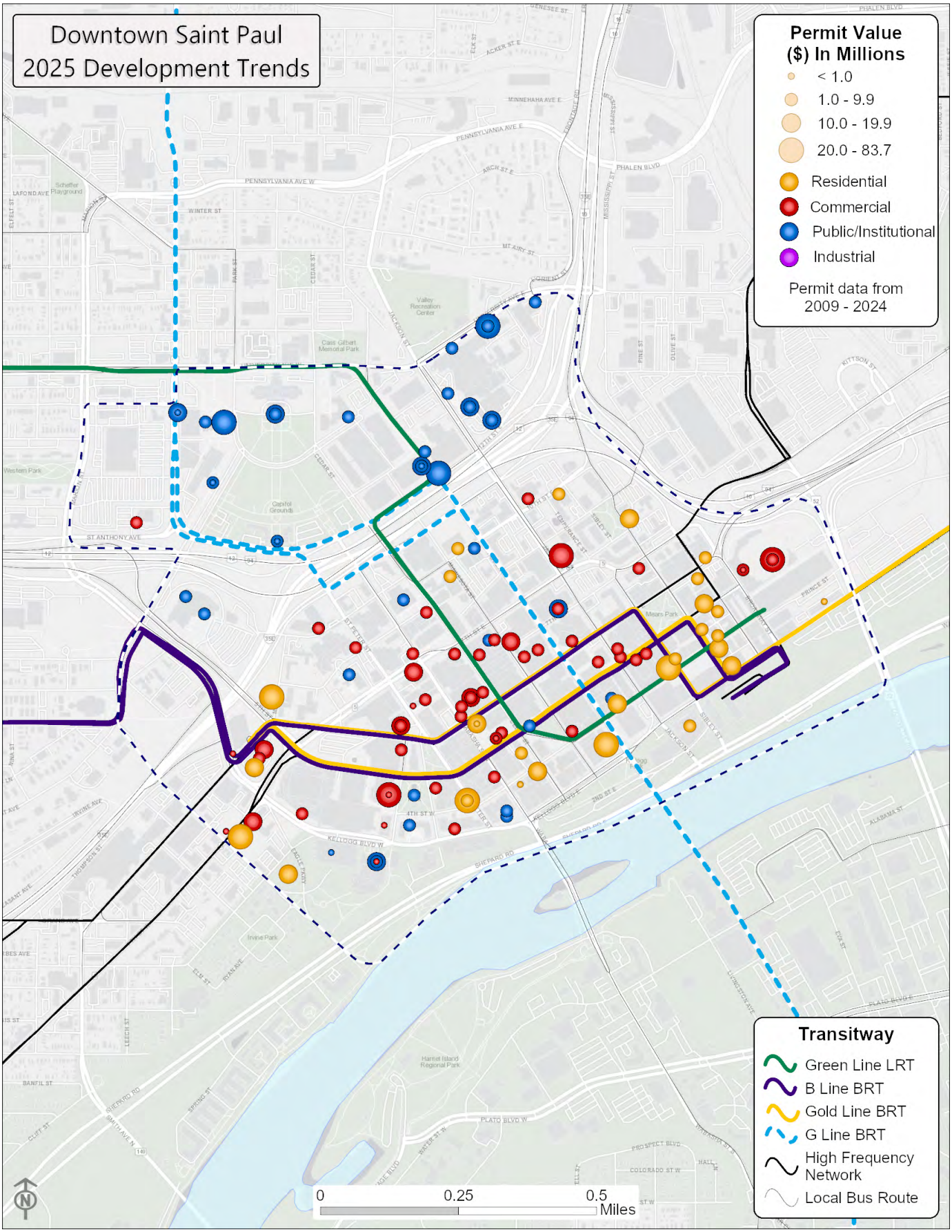


Appendix C – Downtown Minneapolis

Development Types	Permitted Development	Planned Development
Residential (Units)	16,900	6,400
Residential (Value)	$3,034,440,000	$326,460,000
Commercial (Value)	$3,581,300,000	$65,000,000
Public/Institutional (Value)	$518,220,000	$165,500,000
Industrial	$6,910,000	$-
Mixed Use (Value)	N/A	$919,000,000
Total (Value)	$7,140,870,000	$1,475,960,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	485	3%
Affordable up to 60% AMI	1,330	8%

Appendix D – Downtown St. Paul

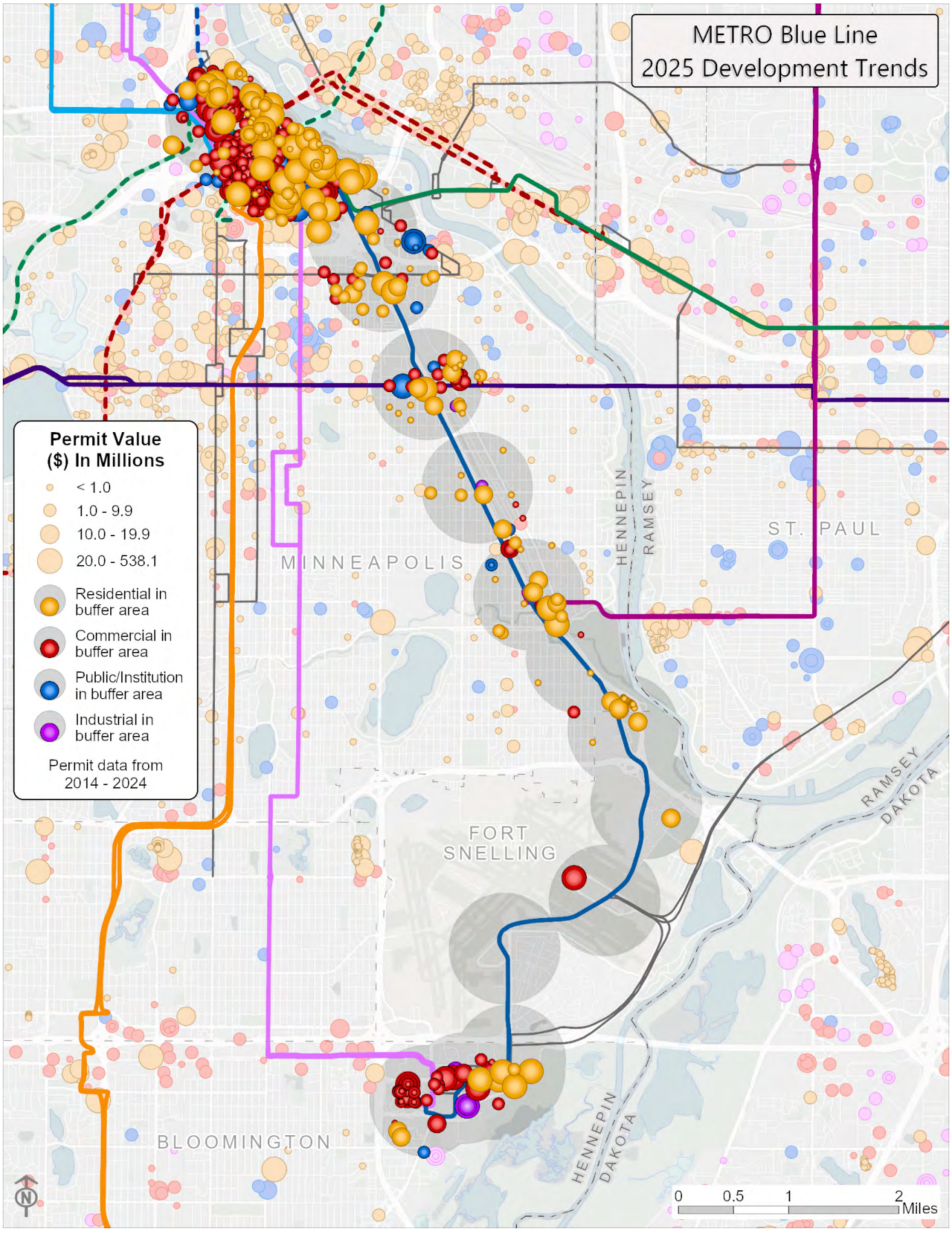


Appendix D – Downtown St. Paul

Development Types	Permitted Development	Planned Development
16,900	3,200	900
$3,034,440,000	$333,660,000	$87,350,000
$3,581,300,000	$382,080,000	$31,000,000
$518,220,000	$421,330,000	$104,500,000
$6,910,000	$-	$-
N/A	N/A	$1,000,000,000
$7,140,870,000	$1,137,060,000	$1,222,850,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	285	9%
Affordable up to 60% AMI	520	16%

METRO Blue Line

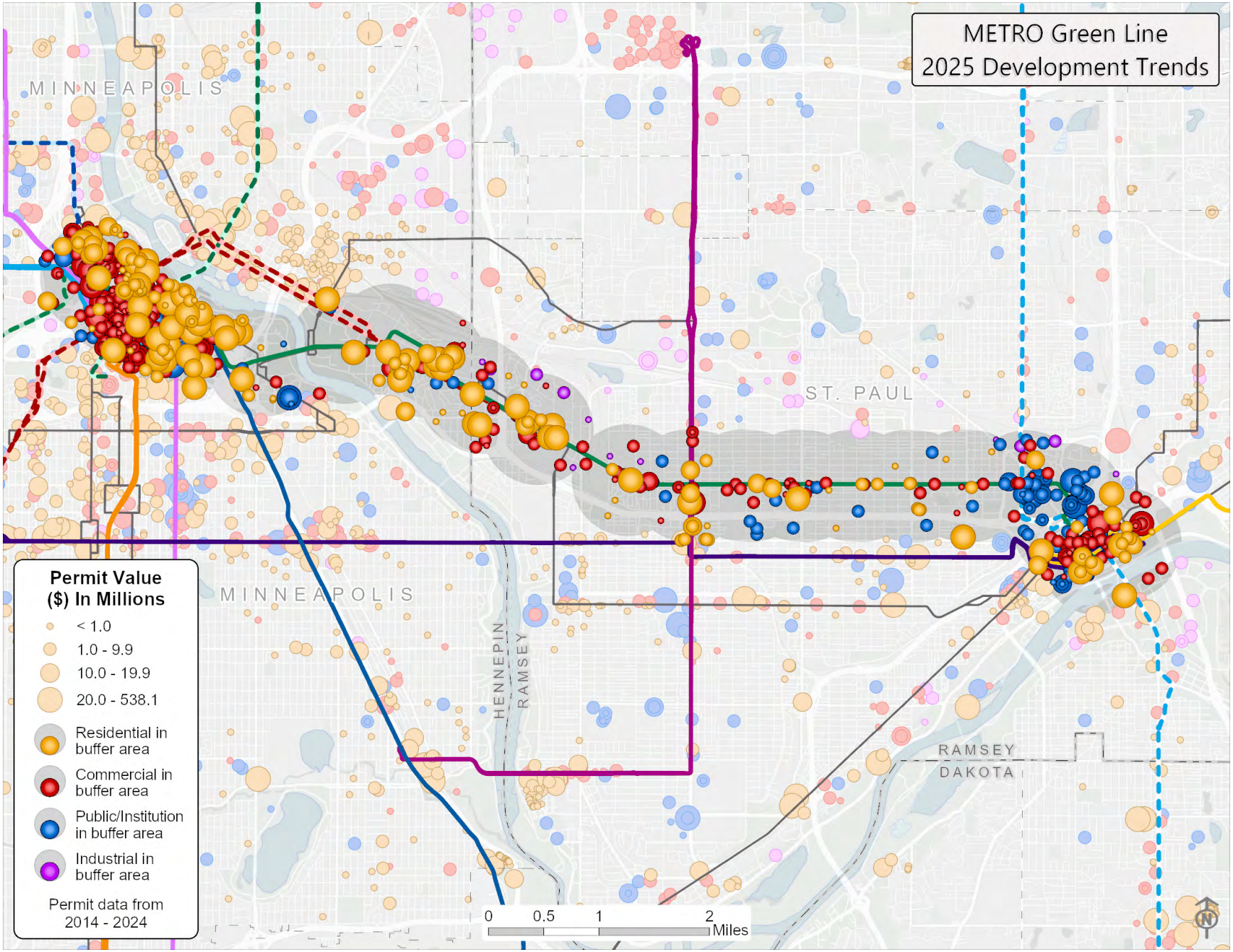


METRO Blue Line

Development Types	Permitted Development	Planned Development
Residential (Units)	19,500	10,400
Residential (Value)	$3,568,170,000	$844,540,000
Commercial (Value)	$3,936,520,000	$595,000,000
Public/Institutional (Value)	$589,180,000	$215,000,000
Industrial	$75,570,000	$ -
Mixed Use (Value)	N/A	$952,900,000
Total (Value)	$8,169,440,000	$3,013,740,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	770	4%
Affordable up to 60% AMI	2,300	12%

METRO Green Line

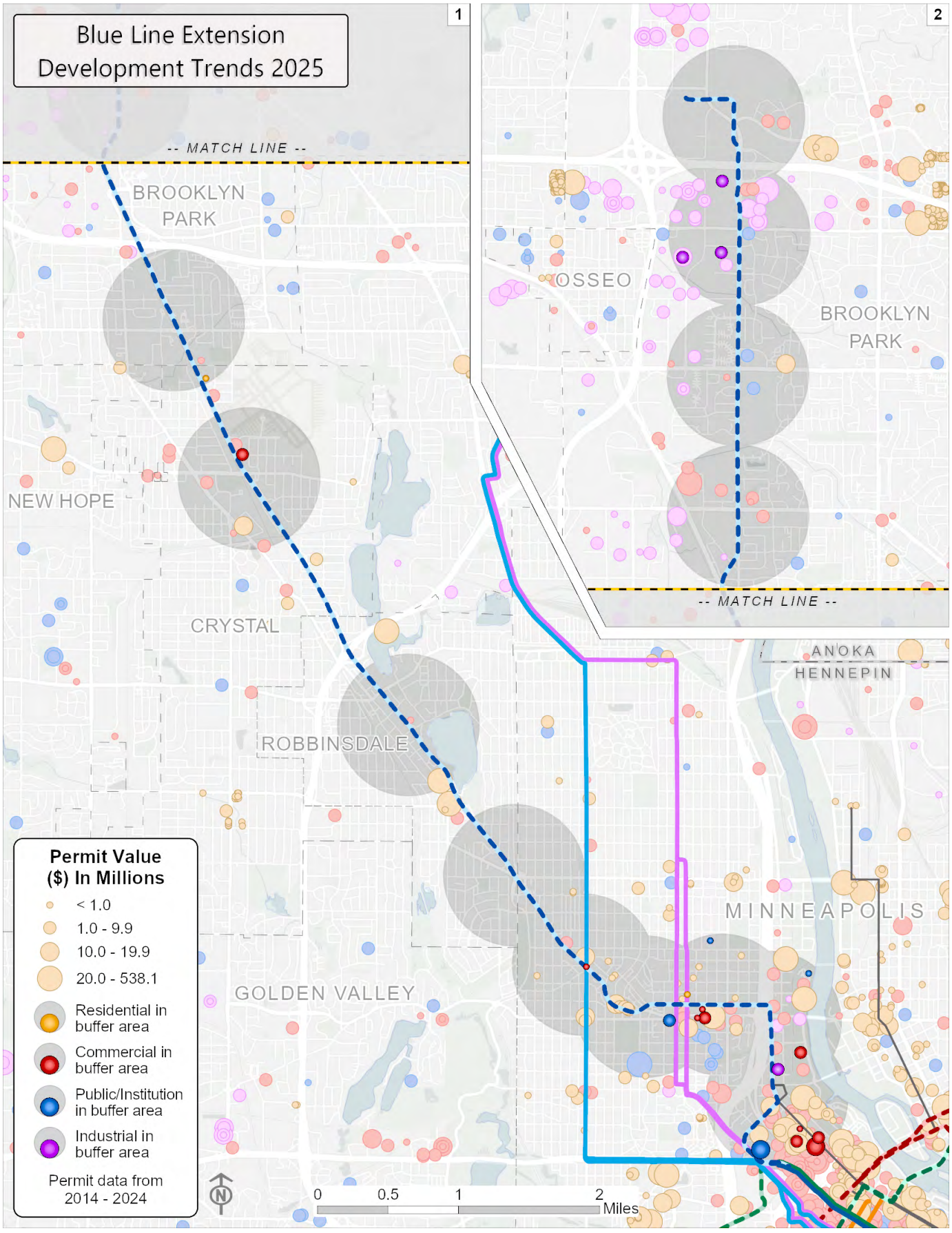


METRO Green Line

Development Types	Permitted Development	Planned Development
Residential (Units)	26,500	12,000
Residential (Value)	$4,442,370,000	$479,710,000
Commercial (Value)	$4,293,230,000	$130,700,000
Public/Institutional (Value)	$1,131,520,000	$895,900,000
Industrial	$38,350,000	$ -
Mixed Use (Value)	N/A	$3,347,800,000
Total (Value)	$9,905,470,000	$4,854,110,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	890	3%
Affordable up to 60% AMI	3,160	12%

METRO Blue Line Extension

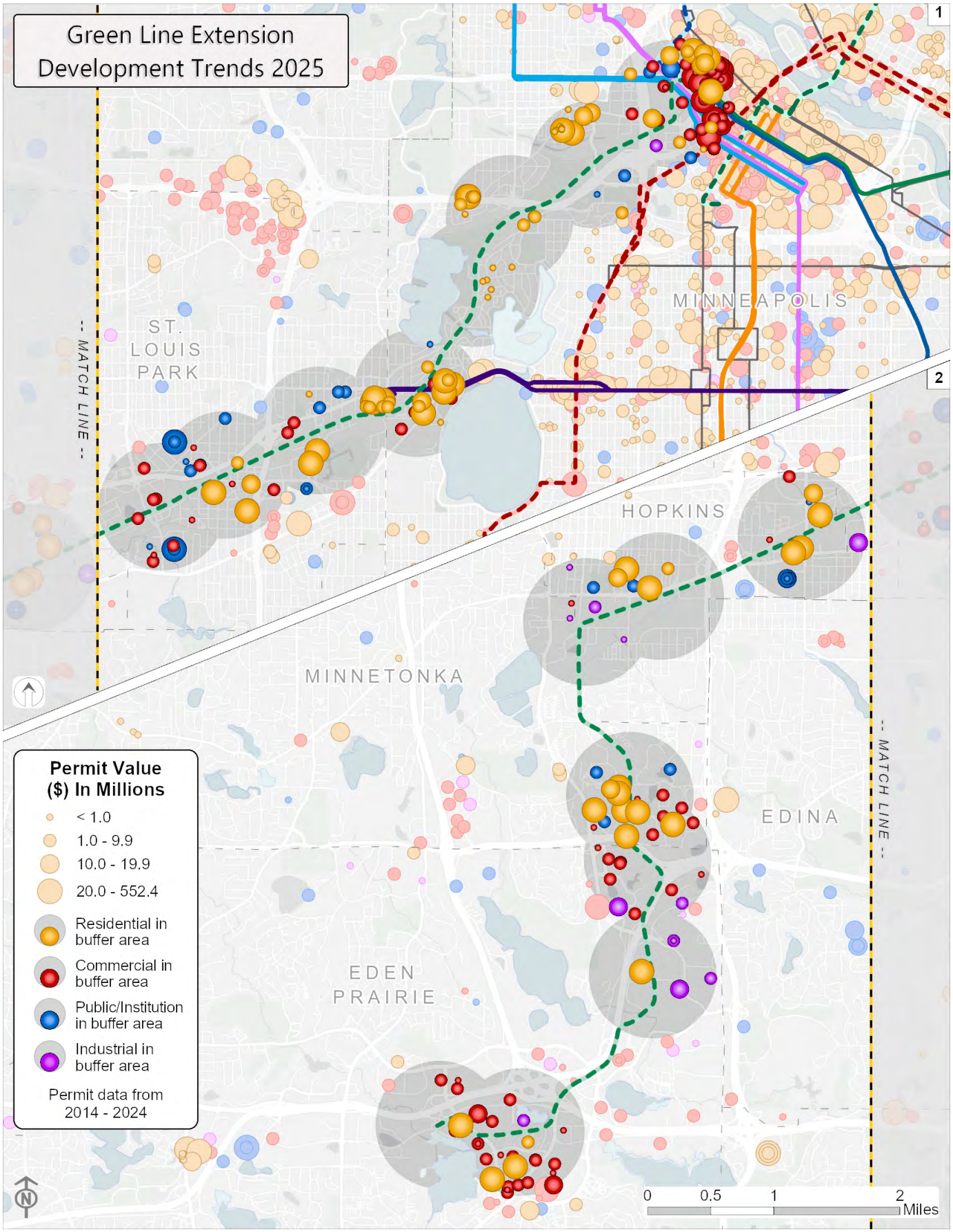


METRO Blue Line Extension

Development Types	Permitted Development	Planned Development
Residential (Units)	3	2,000
Residential (Value)	$370,000	$20,300,000
Commercial (Value)	$27,060,000	$66,200,000
Public/Institutional (Value)	$15,770,000	$85,000,000
Industrial	$15,160,000	$5,000,000
Mixed Use (Value)	N/A	$160,000,000
Total (Value)	$58,360,000	$336,500,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	-	-
Affordable up to 60% AMI	-	-

METRO Green Line Extension

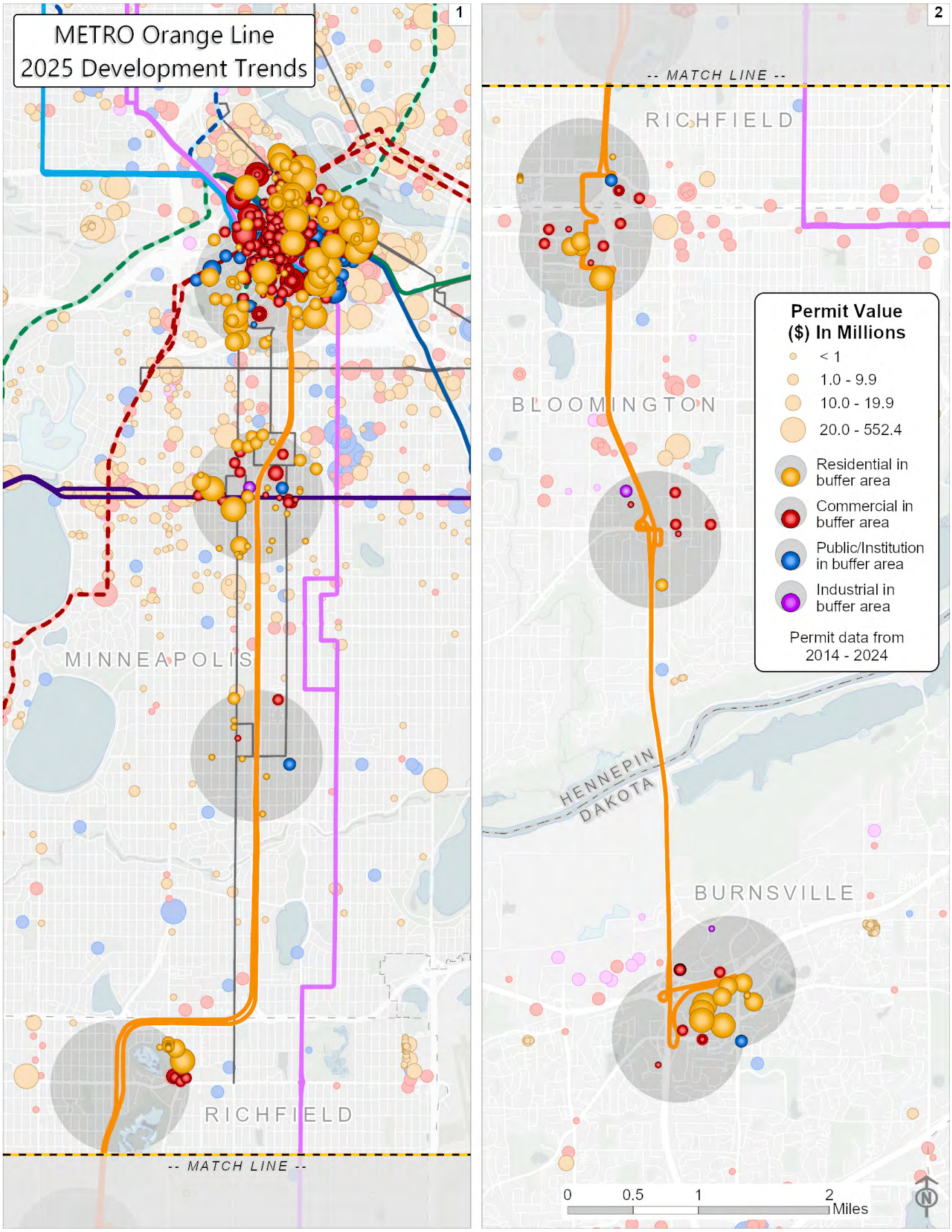


METRO Green Line Extension

Development Types	Permitted Development	Planned Development
Residential (Units)	9,800	6,400
Residential (Value)	$1,923,640,000	$300,000,000
Commercial (Value)	$1,018,240,000	$50,000,000
Public/Institutional (Value)	$261,670,000	$44,000,000
Industrial	$70,650,000	$200,000,000
Mixed Use (Value)	N/A	$100,000,000
Total (Value)	$3,274,200,000	$694,000,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	240	2%
Affordable up to 60% AMI	1,890	19%

METRO Orange Line

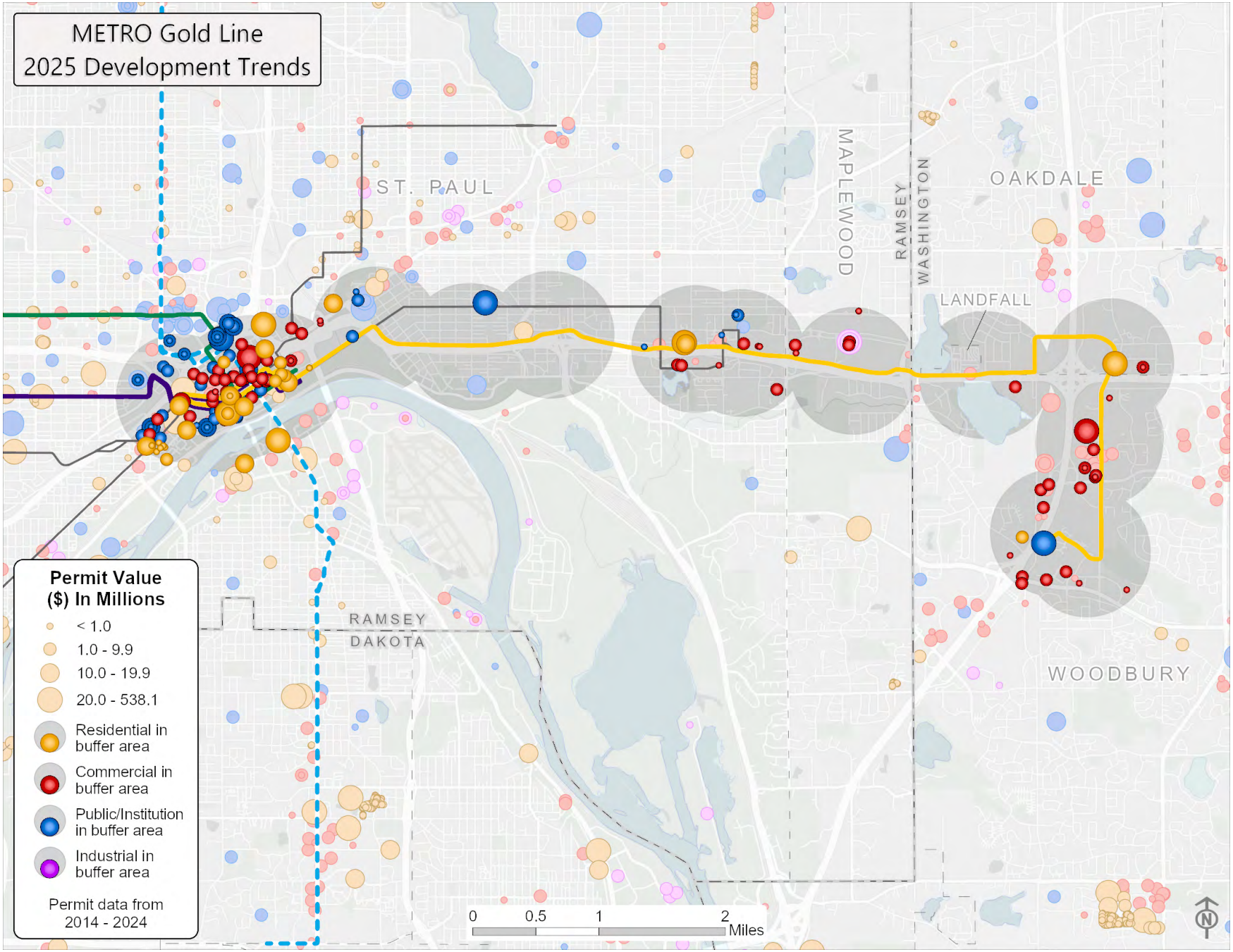


METRO Orange Line

Development Types	Permitted Development	Planned Development
Residential (Units)	13,100	5,600
Residential (Value)	$2,195,470,000	$299,360,000
Commercial (Value)	$2,304,620,000	$76,100,000
Public/Institutional (Value)	$477,430,000	$142,500,000
Industrial	$15,780,000	$-
Mixed Use (Value)	N/A	$812,000,000
Total (Value)	$ 4,993,300,000	$1,329,960,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	230	2%
Affordable up to 60% AMI	1,470	11%

METRO Gold Line

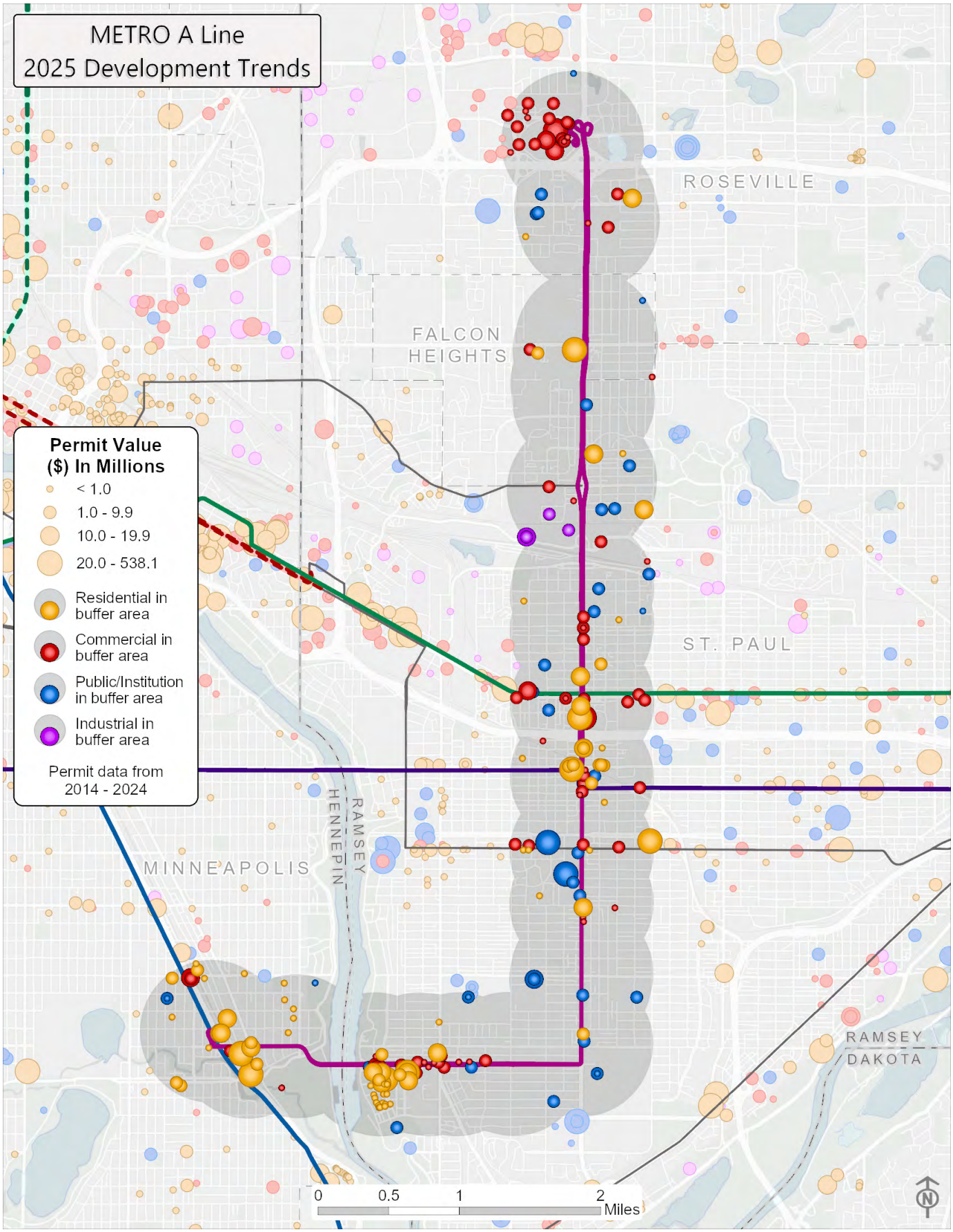


METRO Gold Line

Development Types	Permitted Development	Planned Development
Residential (Units)	2,700	2,400
Residential (Value)	$370,060,000	$121,650,000
Commercial (Value)	$282,780,000	$32,000,000
Public/Institutional (Value)	$315,430,000	$144,600,000
Industrial	$ -	$-
Mixed Use (Value)	N/A	$1,000,000,000
Total (Value)	$968,270,000	$1,298,250,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	296	11%
Affordable up to 60% AMI	1,875	69%

METRO A Line

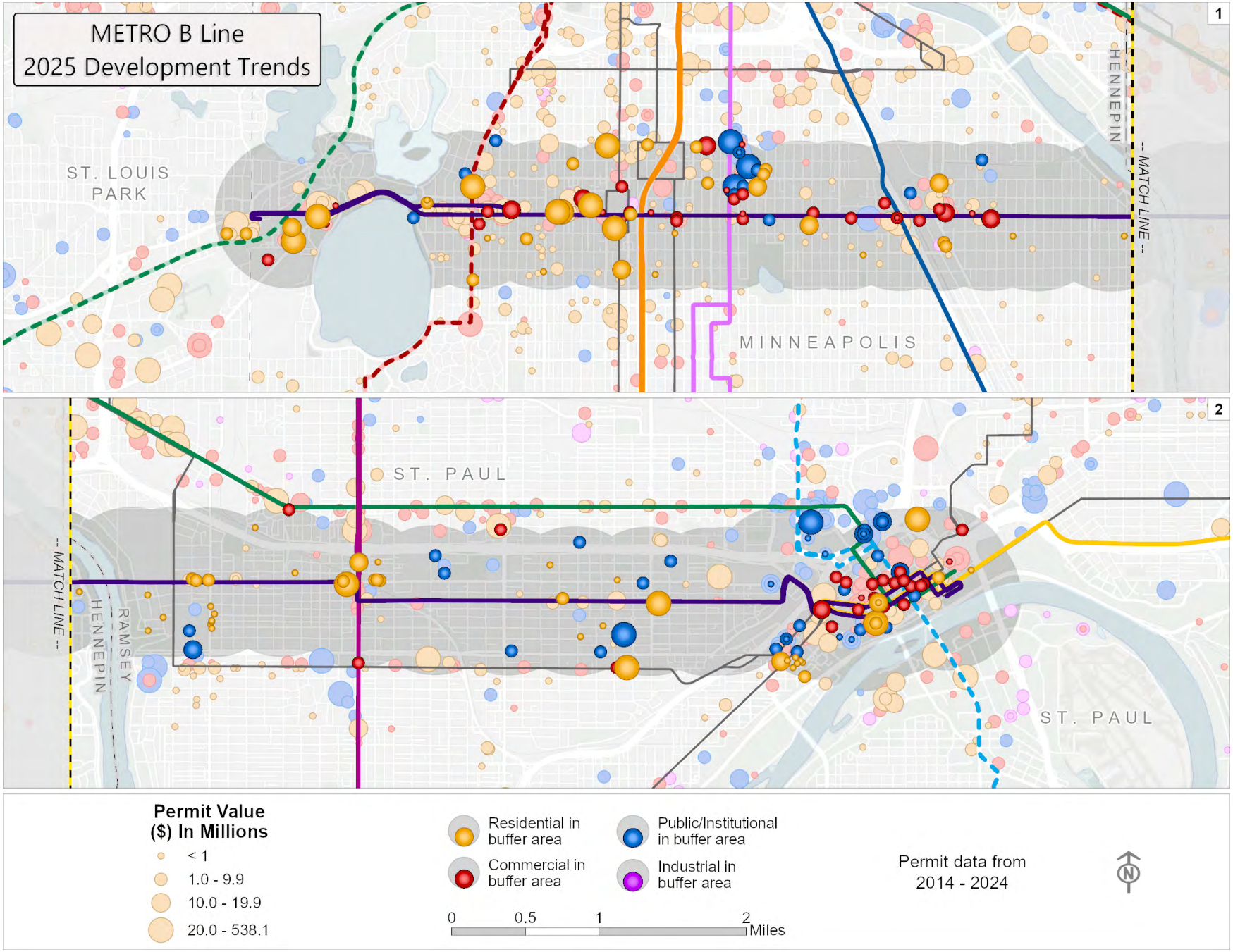

METRO A Line
2025 Development Trends
Permit Value
($) In Millions
< 1.0
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2014 - 2024
ROSEVILLE
FALCON HEIGHTS
ST. PAUL
MINNEAPOLIS
RAMSEY
HENNEPIN
RAMSEY
DAKOTA
0
0.5
1
2
Miles
N

METRO A Line

Development Types	Permitted Development	Planned Development
Residential (Units)	3,900	6,100
Residential (Value)	$566,900,000	$205,500,000
Commercial (Value)	$430,000,000	$27,000,000
Public/Institutional (Value)	$177,580,000	$92,200,000
Industrial	$16,700,000	$ -
Mixed Use (Value)	N/A	$1,510,000,000
Total (Value)	$1,191,170,000	$1,834,700,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	230	6%
Affordable up to 60% AMI	985	25%

METRO B Line

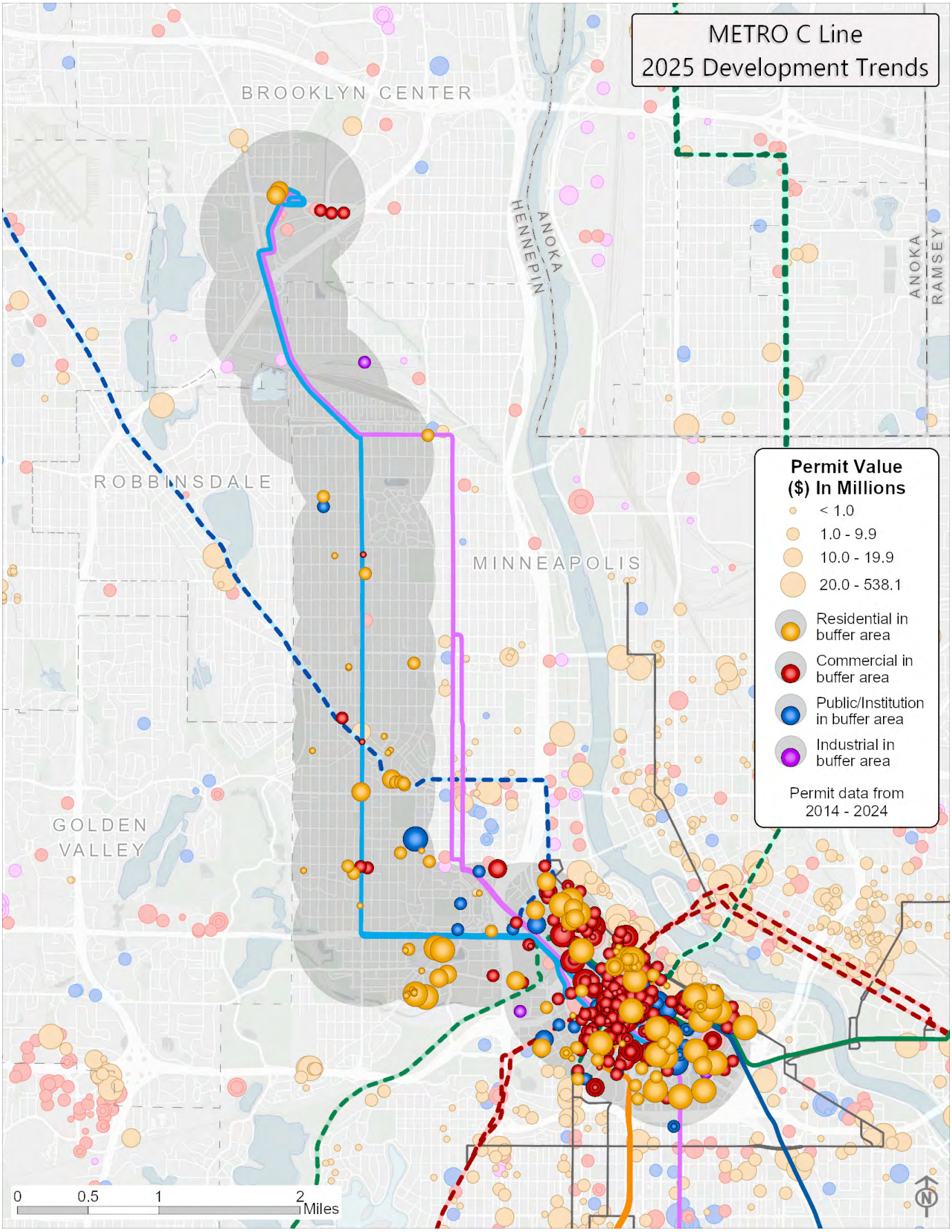

METRO B Line
2025 Development Trends
1
ST. LOUIS PARK
MINNEAPOLIS
HENNEPIN
-- MATCH LINE --
2
ST. PAUL
-- MATCH LINE --
HENNEPIN
RAMSEY
ST. PAUL
Permit Value ($) In Millions
< 1
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institutional in buffer area
Industrial in buffer area
0
0.5
1
2
Miles
Permit data from 2014 - 2024
N

METRO B Line

Development Types	Permitted Development	Planned
Residential (Units)	3,100	5,500
Residential (Value)	$605,140,000	$547,350,000
Commercial (Value)	$217,710,000	$103,100,000
Public/Institutional (Value)	$1,059,650,000	$431,700,000
Industrial	$-	$-
Mixed Use (Value)	N/A	$2,115,000,000
Total (Value)	$1,882,500,000	$3,197,150,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	200	6%
Affordable up to 60% AMI	890	29%

METRO C Line

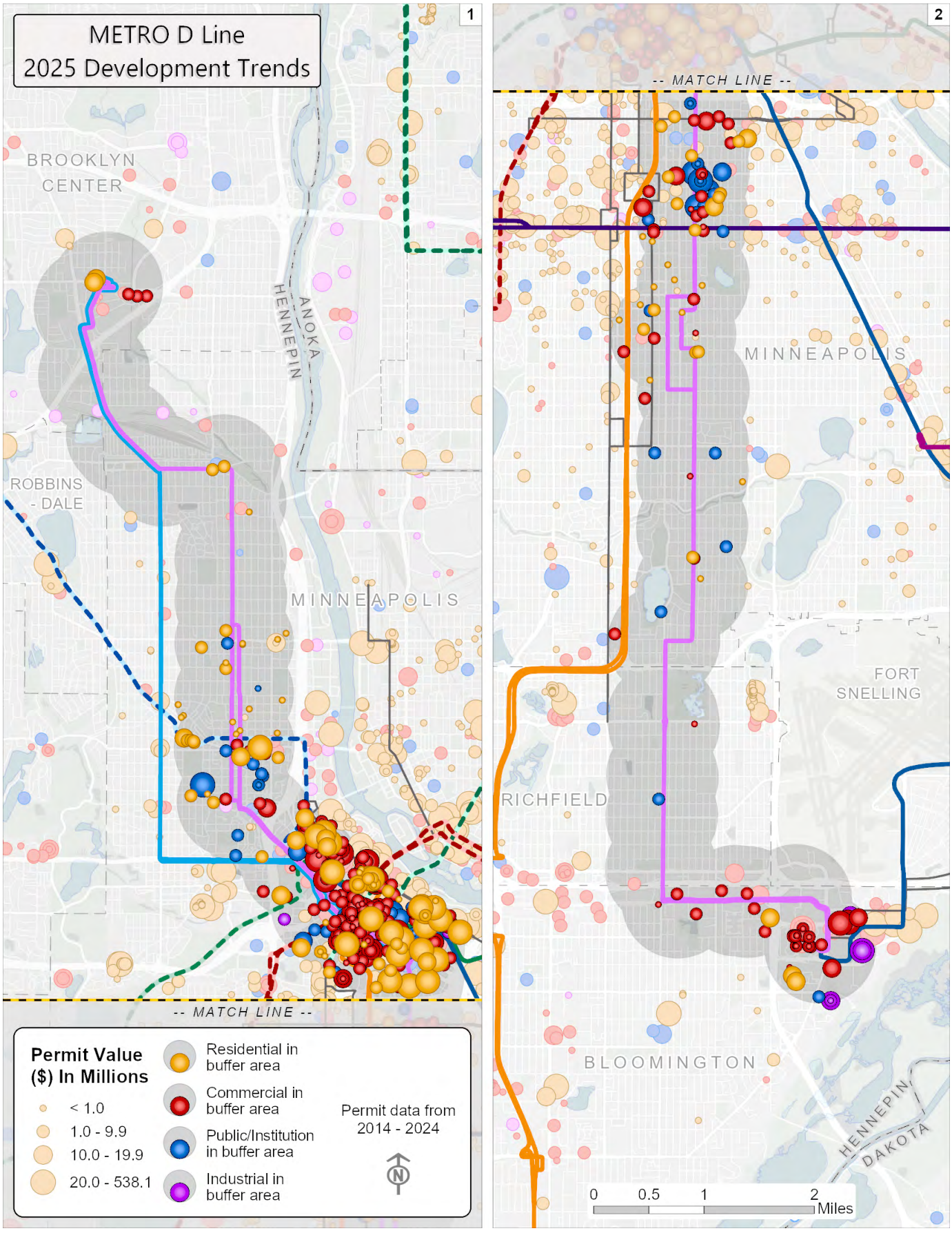

METRO C Line
2025 Development Trends
BROOKLYN CENTER
ANOKA
HENNEPIN
ANOKA
RAMSEY
ROBBINSDALE
MINNEAPOLIS
GOLDEN
VALLEY
Permit Value
($) In Millions
< 1.0
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2014 - 2024
0
0.5
1
2
Miles
N

METRO C Line

Development Types	Permitted Development	Planned Development
Residential (Units)	10,200	7,400
Residential (Value)	$2,004,950,000	$264,550,000
Commercial (Value)	$2,087,400,000	$135,000,000
Public/Institutional (Value)	$536,050,000	$68,870,000
Industrial	$8,070,000	$-
Mixed Use (Value)	N/A	$1,194,000,000
Total (Value)	$4,636,470,000	$1,662,420,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	600	6%
Affordable up to 60% AMI	1,880	18%

METRO D Line

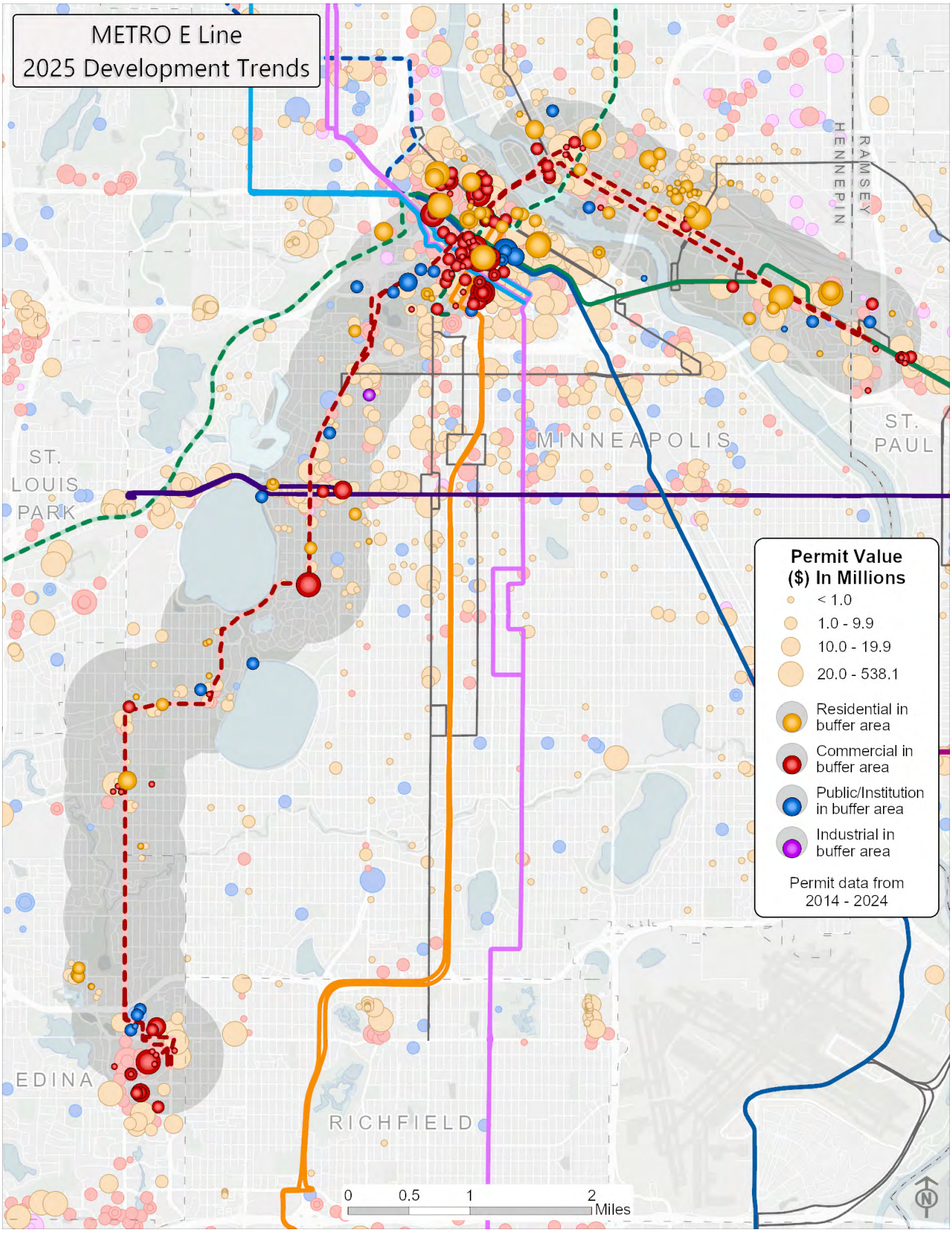

METRO D Line
2025 Development Trends
1
2
BROOKLYN CENTER
ANOKA
HENNEPIN
ROBBINS - DALE
MINNEAPOLIS
-- MATCH LINE --
-- MATCH LINE --
MINNEAPOLIS
FORT SNELLING
RICHFIELD
BLOOMINGTON
HENNEPIN
DAKOTA
Permit Value ($) In Millions
< 1.0
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2014 - 2024
N
0
0.5
1
2
Miles

METRO D Line

Development Types	Permitted Development	Planned Development
Residential (Units)	9,700	7,700
Residential (Value)	$1,801,220,000	$236,760,000
Commercial (Value)	$1,754,820,000	$720,200,000
Public/Institutional (Value)	$1,207,580,000	$327,870,000
Industrial	$84,010,000	$-
Mixed Use (Value)	N/A	$1,269,600,000
Total (Value)	$4,847,620,000	$2,554,430,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	485	5%
Affordable up to 60% AMI	1,765	18%

METRO E Line

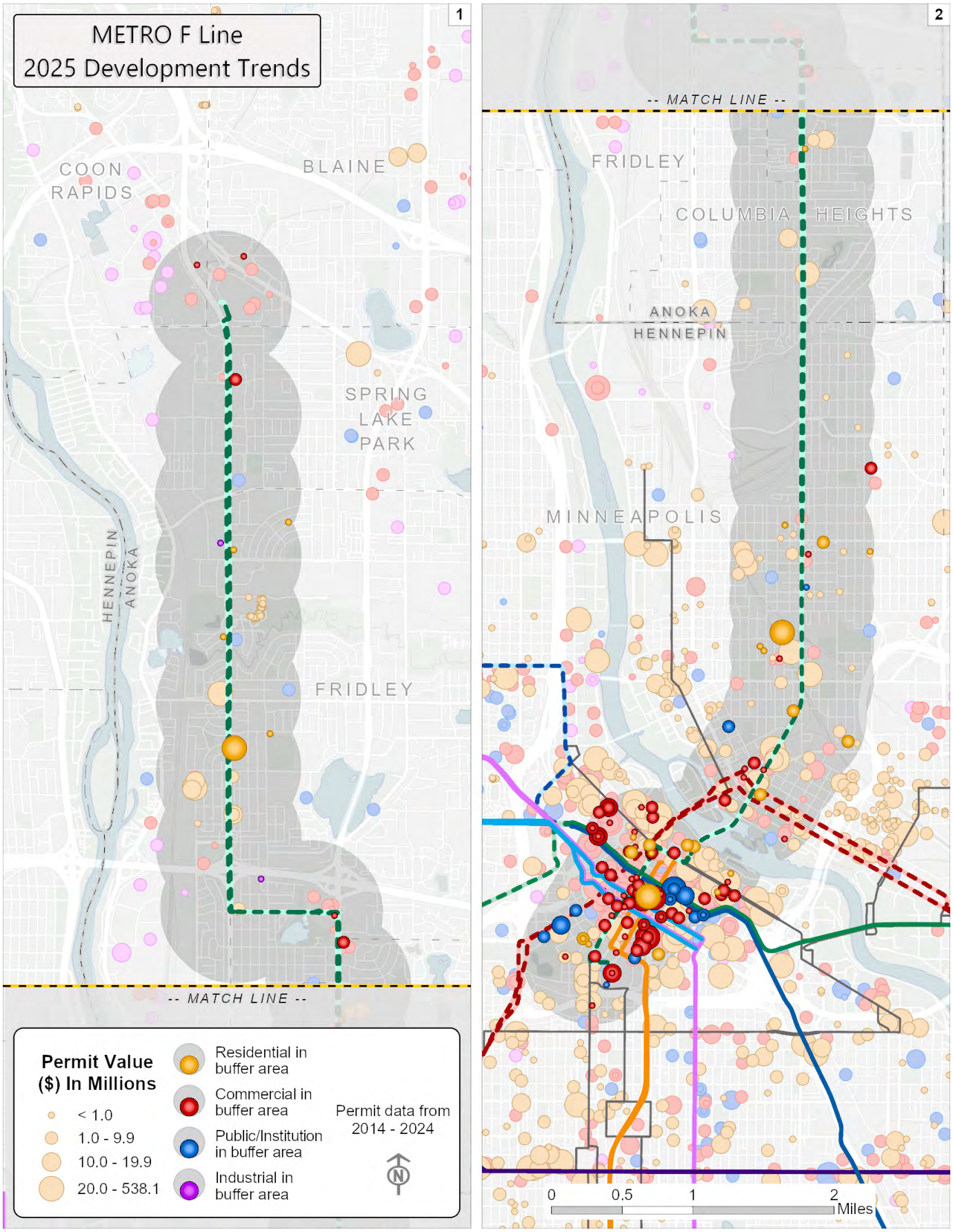

METRO E Line
2025 Development Trends
HENNEPIN
RAMSEY
ST.
LOUIS
PARK
MINNEAPOLIS
ST.
PAUL
EDINA
RICHFIELD
Permit Value
($) In Millions
< 1.0
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2014 - 2024
0
0.5
1
2
Miles
N

METRO E Line

Development Types	Permitted Development	Planned Development
Residential (Units)	6,700	12,000
Residential (Value)	$1,000,870,000	$284,460,000
Commercial (Value)	$608,140,000	$76,700,000
Public/Institutional (Value)	$117,780,000	$806,400,000
Industrial	$1,970,000	$-
Mixed Use (Value)	N/A	$1,540,000,000
Total (Value)	$1,728,760,000	$2,707,560,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	40	1%
Affordable up to 60% AMI	360	5%

METRO F Line

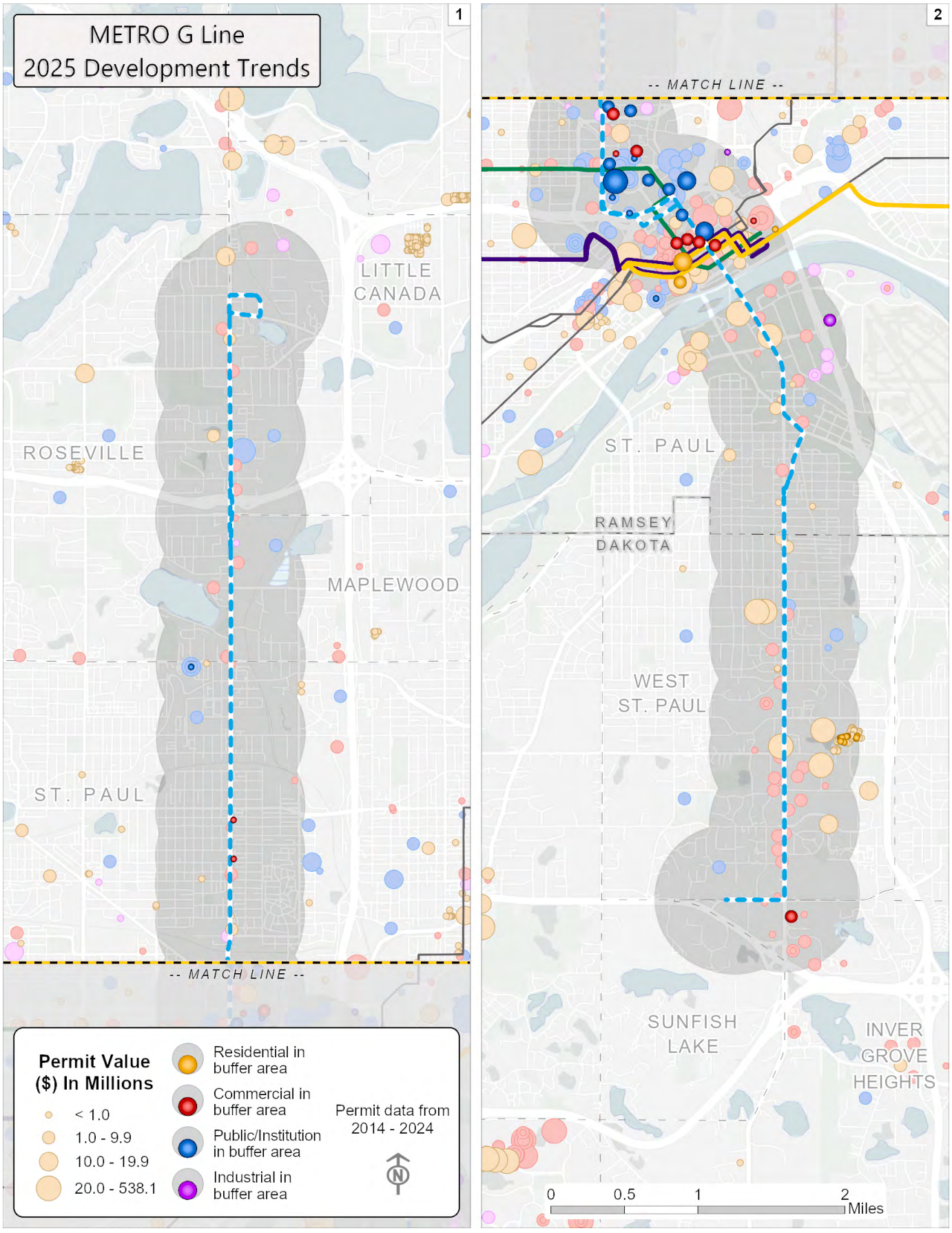

METRO F Line
2025 Development Trends
1
2
COON RAPIDS
BLAINE
SPRING LAKE PARK
FRIDLEY
HENNEPIN
ANOKA
-- MATCH LINE --
-- MATCH LINE --
FRIDLEY
COLUMBIA HEIGHTS
ANOKA
HENNEPIN
MINNEAPOLIS
Permit Value ($) In Millions
< 1.0
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2014 - 2024
N
0
0.5
1
2
Miles

METRO F Line

Development Types	Permitted Development	Planned Development
Residential (Units)	425	9,400
Residential (Value)	$152,970,000	$311,460,000
Commercial (Value)	$336,470,000	$75,000,000
Public/Institutional (Value)	$83,980,000	$161,500,000
Industrial	$1,070,000	$-
Mixed Use (Value)	N/A	$905,000,000
Total (Value)	$574,490,000	$1,452,960,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	30	7%
Affordable up to 60% AMI	255	60%

METRO G Line


METRO G Line
2025 Development Trends
1
2
-- MATCH LINE --
LITTLE CANADA
ROSEVILLE
MAPLEWOOD
ST. PAUL
-- MATCH LINE --
ST. PAUL
RAMSEY
DAKOTA
WEST ST. PAUL
SUNFISH LAKE
INVER GROVE HEIGHTS
Permit Value ($) In Millions
< 1.0
1.0 - 9.9
10.0 - 19.9
20.0 - 538.1
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2014 - 2024
N
0
0.5
1
2
Miles

METRO G Line

Development Types	Permitted Development	Planned Development
Residential (Units)	425	2,900
Residential (Value)	$20,540,000	$275,750,000
Commercial (Value)	$26,130,000	$30,400,000
Public/Institutional (Value)	$137,180,000	$142,300,000
Industrial	$1,890,000	$-
Mixed Use (Value)	N/A	$1,008,800,000
Total (Value)	$185,730,000	$1,457,250,000

Affordable Housing Production (2014-2024)	Units	Share
Affordable up to 30% AMI	-	-
Affordable up to 60% AMI	-	-