



Joint BLRT Community and Business Advisory Committee Meeting

January 8, 2018



Today's Topics

- Hennepin County Corridor Activities
- Oak Grove Parkway Station Area Overview
 - Station Area
 - LRT Design Elements
 - Future Development Opportunities
- Section 106 Draft Interpretive Plan Overview



Hennepin County Corridor Activities





Bottineau Community Works 2018

Kerri Pearce Ruch, Project Coordinator; Andrew Gillett, Project Coordinator

Bottineau Community Works 2018

- Community Engagement
- Housing and Development
- Infrastructure Planning
- Placemaking
- Small Business and Entrepreneur Support
- Tying Theory to Practice

Coordinated & Collaborative

- Bottineau Community Works Steering Committee and Bottineau Technical Implementation Committee (TIC)
- Bottineau Project Office Community Advisory Committee (CAC) and Business Advisory Committee (BAC)
- Community Partners: Blue Line Coalition (BLC) and Health Equity Engagement Cohort (HEEC)
- McKnight Intersections Coordination Committee



Community Engagement

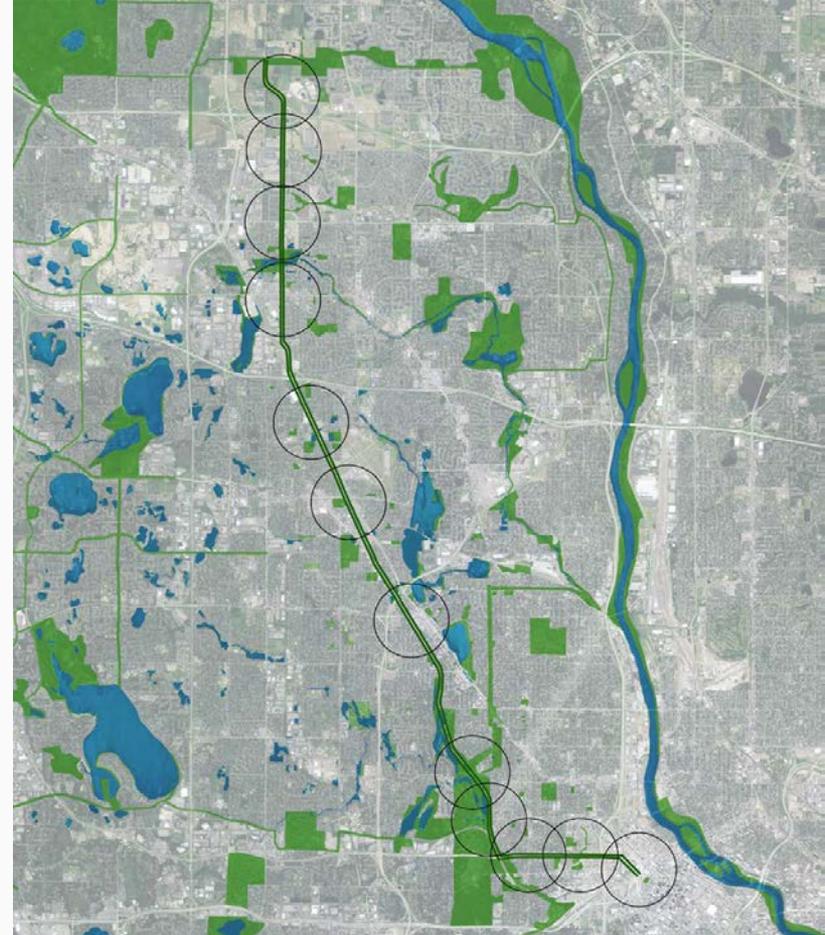
- Recognizes corridor cities are in the lead as the land use authority.
- Leverages existing partnerships with communities, cities, and stakeholders that reflect the corridor's diversity.
- Utilizes the corridor's assets in government, organizations, businesses, programs and people.
- Continues to develop Hennepin County best practices in community engagement.

Housing and Development*

focus on suburban cities

- Housing inventory and gaps analysis
- Commercial market feasibility and site analysis
- Transit oriented development zoning districts
- Corridor Development Initiative: site specific study

*Funded by the FTA TOD Advanced Planning Grant



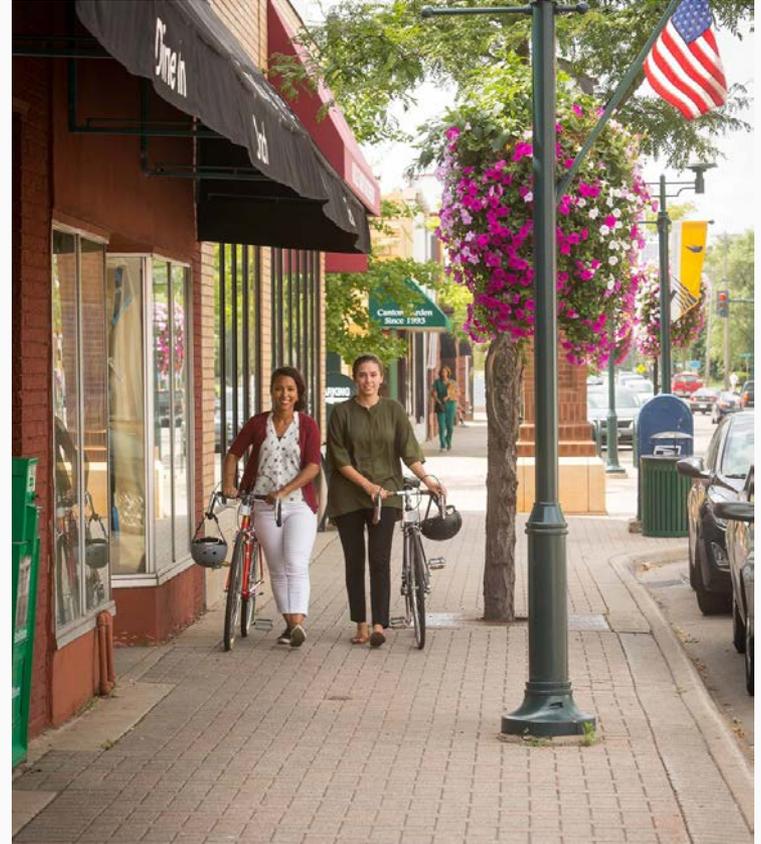
Infrastructure*

focus on suburban cities

- Bike/ped demonstration projects**
- Station area circulation and connectivity assessment
- Bicycle and pedestrian connections implementation plan
- Shared mobility feasibility study
- Wayfinding plan

*Funded by the FTA TOD Advanced Planning Grant

**Funded by Blue Cross Blue Shield



Placemaking*

- Enhance opportunity and livability by improving public spaces
- Build connections among existing businesses, local artists, and community organizations
- Activate public spaces & create vibrant places where people want to be
- Specific activities TBD; planning is underway



*Funded by McKnight Intersections grant

Small Business & Entrepreneur Support

- Support a thriving local economy through targeted technical assistance and access to resources*
- Corridor communications and marketing activities/support**
- Specific activities TBD; planning is underway

* Funded by McKnight Intersections grant

** Funded by the FTA TOD Advanced Planning Grant



Tying Theory to Practice*

- Connect theory to practice for corridor policymakers and staff
- Draw on technical assistance and best practices from local and national experts
- Half-day density workshop with Julie Campoli (July 2017)
- TOD bus tours of metro area (October 2017)
- Multi-day Technical Assistance Panel (Q2 2018)

* Funded by McKnight Intersections grant; in partnership with ULI-MN



Questions

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Oak Grove Parkway Station Area Overview Update



Oak Grove Parkway Station Area

- Master plan for Target's 335 acres north of Hwy 610 calls for corporate office, retail, housing, parks, trails and LRT
- Proposed infrastructure changes accommodating master plan include:
 - Roadway realignment, trail and capacity enhancements consistent with the master plan
 - Addition of light rail transit, including station, park and ride, and operations and maintenance facility
 - Comprehensive regional stormwater management plan
 - Proposed Hwy 169/101st Ave N interchange (seeking funding)



North of 610: Existing



North of 610: Proposed Roadways

- West Broadway realigned from 610 to Rush Creek
- Oak Grove Parkway and 101st Ave combined & realigned
- Additional roads required to serve Station Area and Operations and Maintenance Facility
 - Rhode Island Ave
 - 99th Ave North
 - Xylon Ave
 - Accommodations for future road network
- Above improvements included in BLRT projects
 - Includes County and City cost participation



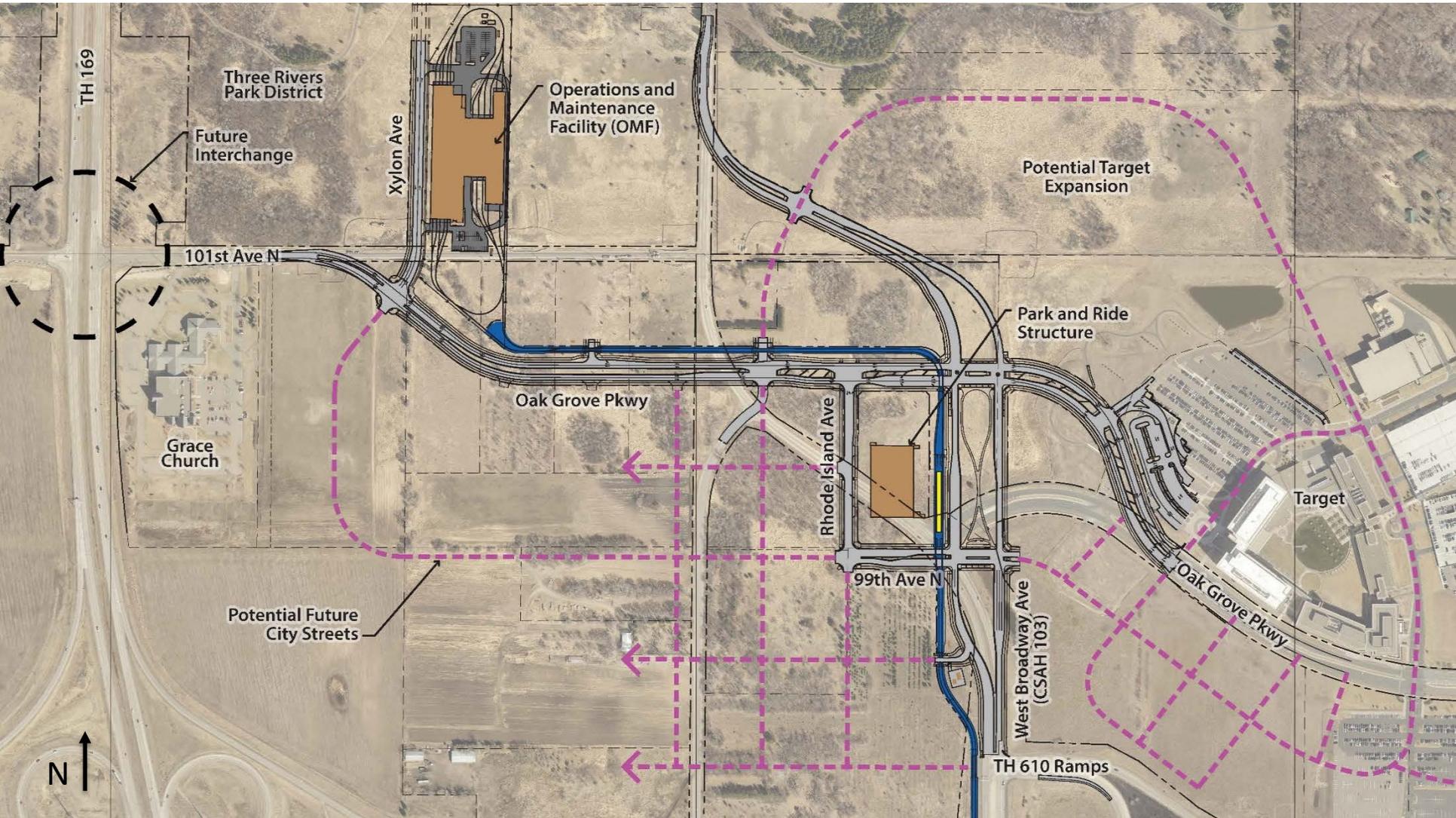
North of 610: Proposed Roadways



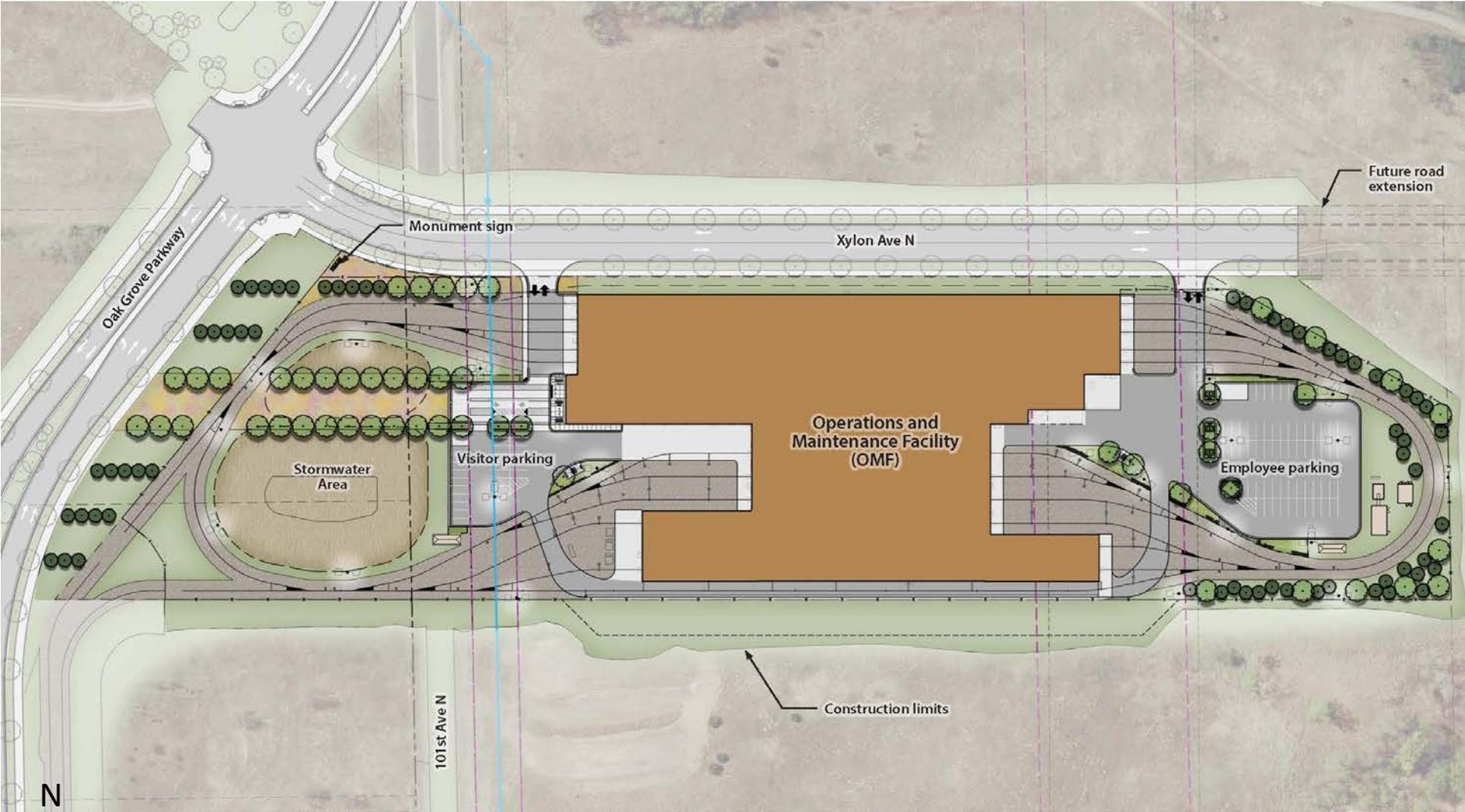
North of 610: BLRT



North of 610: Future City Streets/Interchange



Operations and Maintenance Facility



Operations and Maintenance Facility



View from Xylon at the southerly driveway and main entrance

Operations and Maintenance Facility



View looking northwest

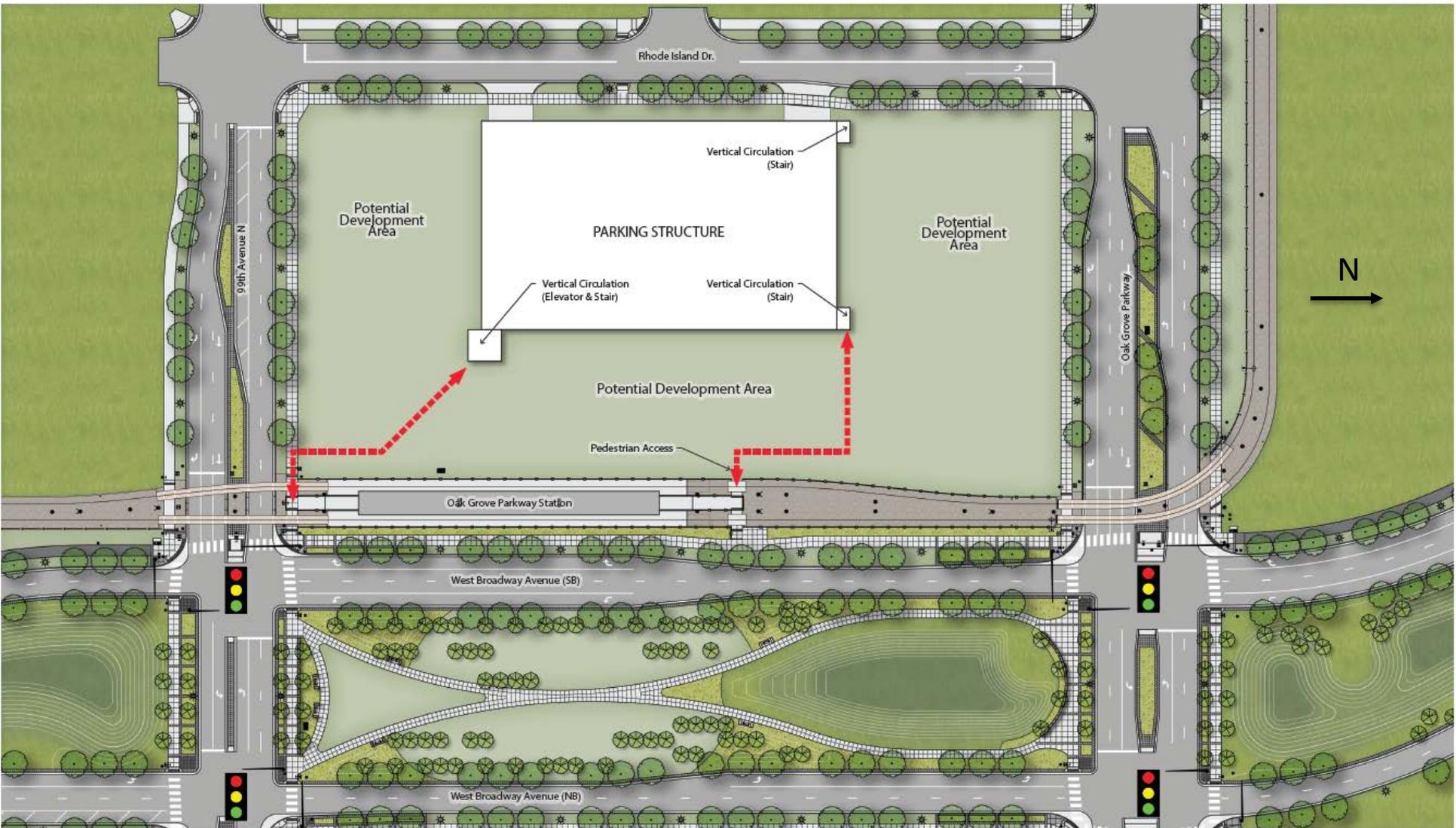


Oak Grove Parkway Park and Ride

- Next steps for park and ride design:
 - Finalize site plan of park and ride block
 - Advance design of park and ride to 90%
 - Continue to work with city, county, and internal stakeholders on park and ride exterior



Oak Grove Parkway Park and Ride Site Plan



Oak Grove Parkway Park and Ride: Precedent Imagery for Exterior Design

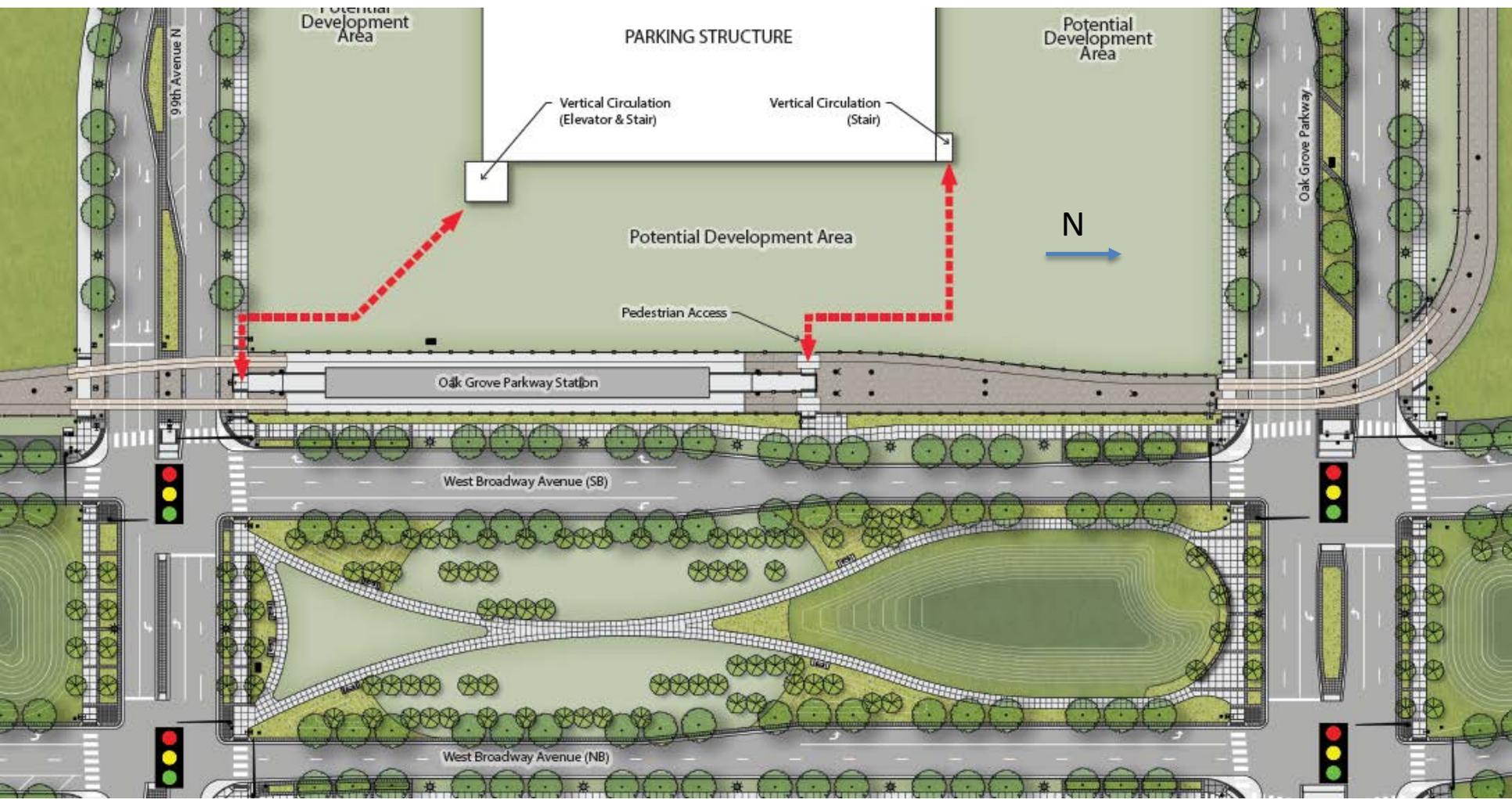


Oak Grove Parkway Station Design

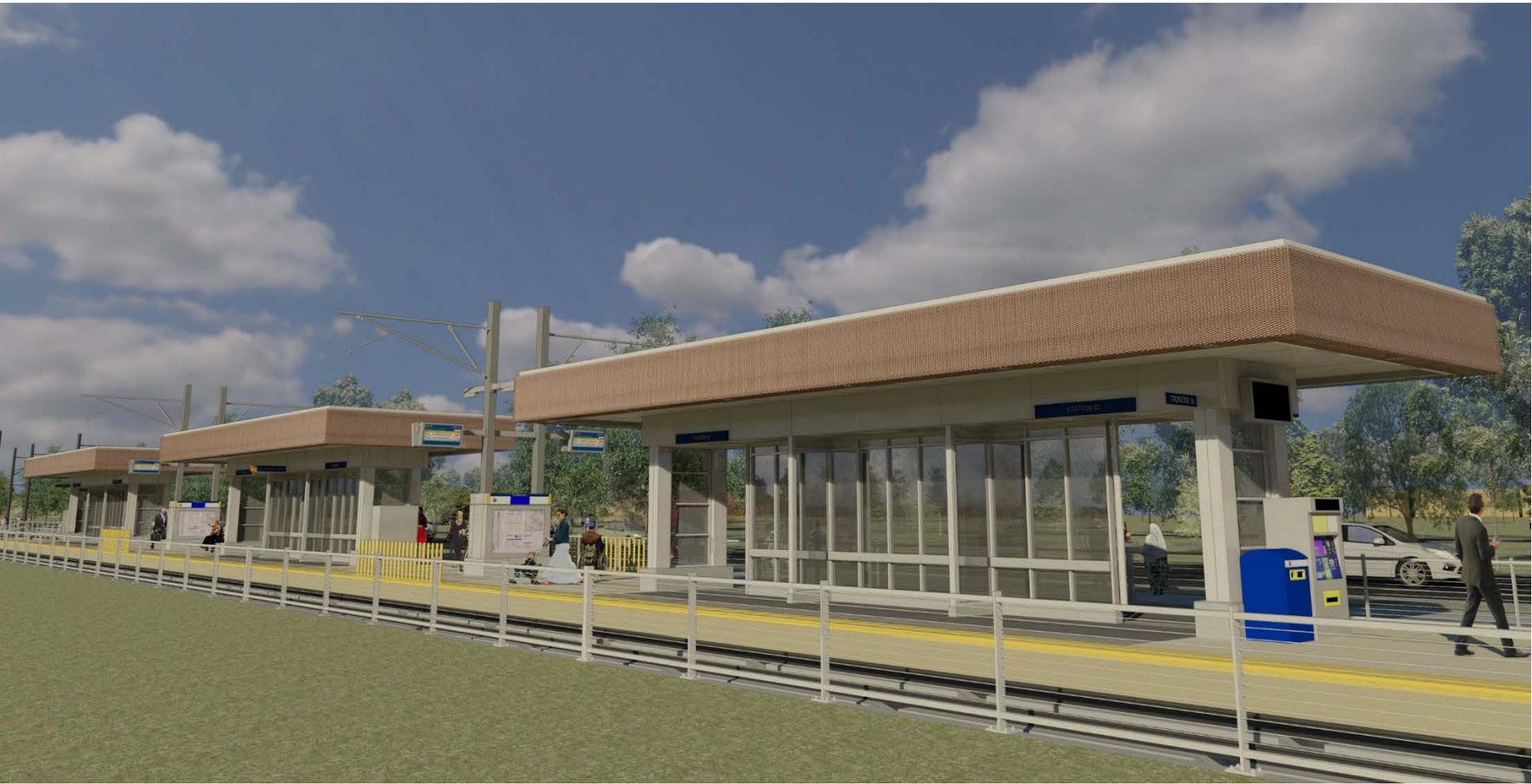
- Station platform design is set: roof treatments, including colors and materials, may change to complement final park and ride exterior
- Station access is via 99th Ave from the south or the sidewalk leading to Oak Grove Parkway on the north
- Park and Ride will provide access to the station and accommodate 850 vehicles for transit riders



Oak Grove Parkway Station Site Plan



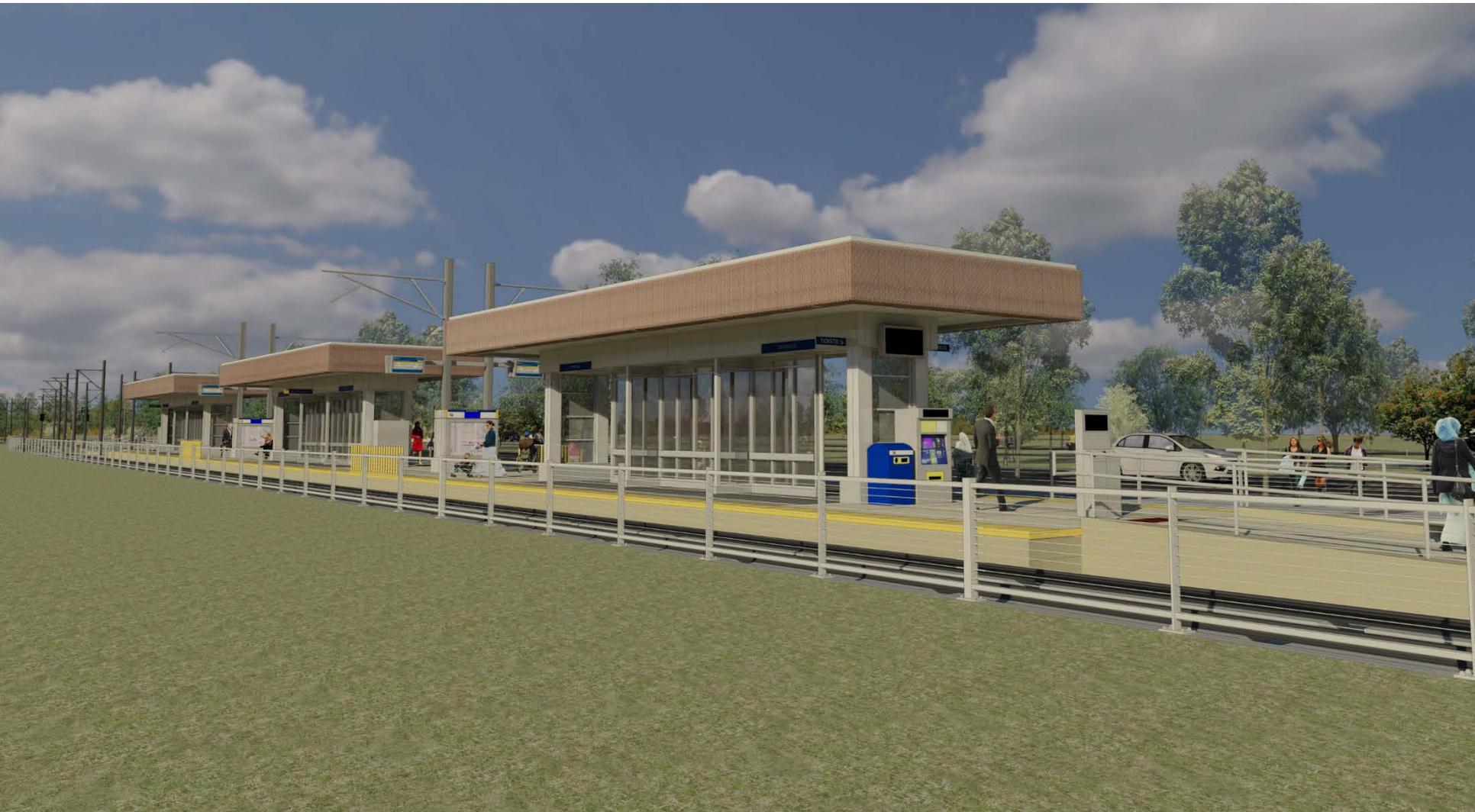
Oak Grove Parkway Station



View near 99th, looking northeast



Oak Grove Parkway Station



View looking southwest



Oak Grove Parkway Station

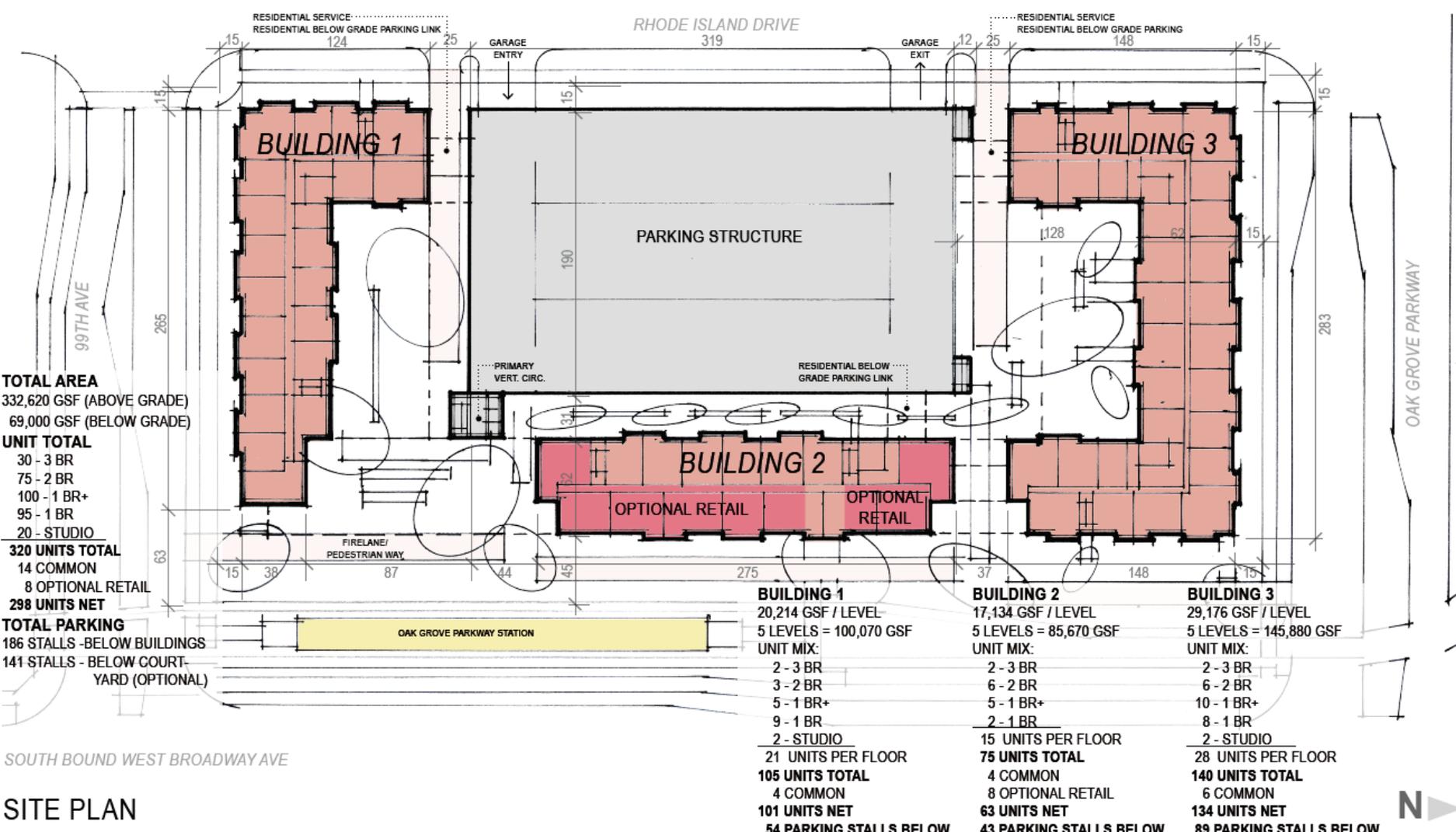


View from platform, looking east

Oak Grove Parkway Area Development Plan



Oak Grove Parkway Station Area Dev Plan



TOTAL AREA
 332,620 GSF (ABOVE GRADE)
 69,000 GSF (BELOW GRADE)

UNIT TOTAL
 30 - 3 BR
 75 - 2 BR
 100 - 1 BR+
 95 - 1 BR
 20 - STUDIO

320 UNITS TOTAL
 14 COMMON
 8 OPTIONAL RETAIL

298 UNITS NET

TOTAL PARKING
 186 STALLS - BELOW BUILDINGS
 141 STALLS - BELOW COURT-
 YARD (OPTIONAL)

BUILDING 1	BUILDING 2	BUILDING 3
20,214 GSF / LEVEL	17,134 GSF / LEVEL	29,176 GSF / LEVEL
5 LEVELS = 100,070 GSF	5 LEVELS = 85,670 GSF	5 LEVELS = 145,880 GSF
UNIT MIX:	UNIT MIX:	UNIT MIX:
2 - 3 BR	2 - 3 BR	2 - 3 BR
3 - 2 BR	6 - 2 BR	6 - 2 BR
5 - 1 BR+	5 - 1 BR+	10 - 1 BR+
9 - 1 BR	2 - 1 BR	8 - 1 BR
2 - STUDIO	15 UNITS PER FLOOR	2 - STUDIO
21 UNITS PER FLOOR	75 UNITS TOTAL	28 UNITS PER FLOOR
105 UNITS TOTAL	4 COMMON	140 UNITS TOTAL
4 COMMON	8 OPTIONAL RETAIL	6 COMMON
101 UNITS NET	63 UNITS NET	134 UNITS NET
54 PARKING STALLS BELOW	43 PARKING STALLS BELOW	89 PARKING STALLS BELOW

SITE PLAN

BLUE LINE LRT EXTENSION

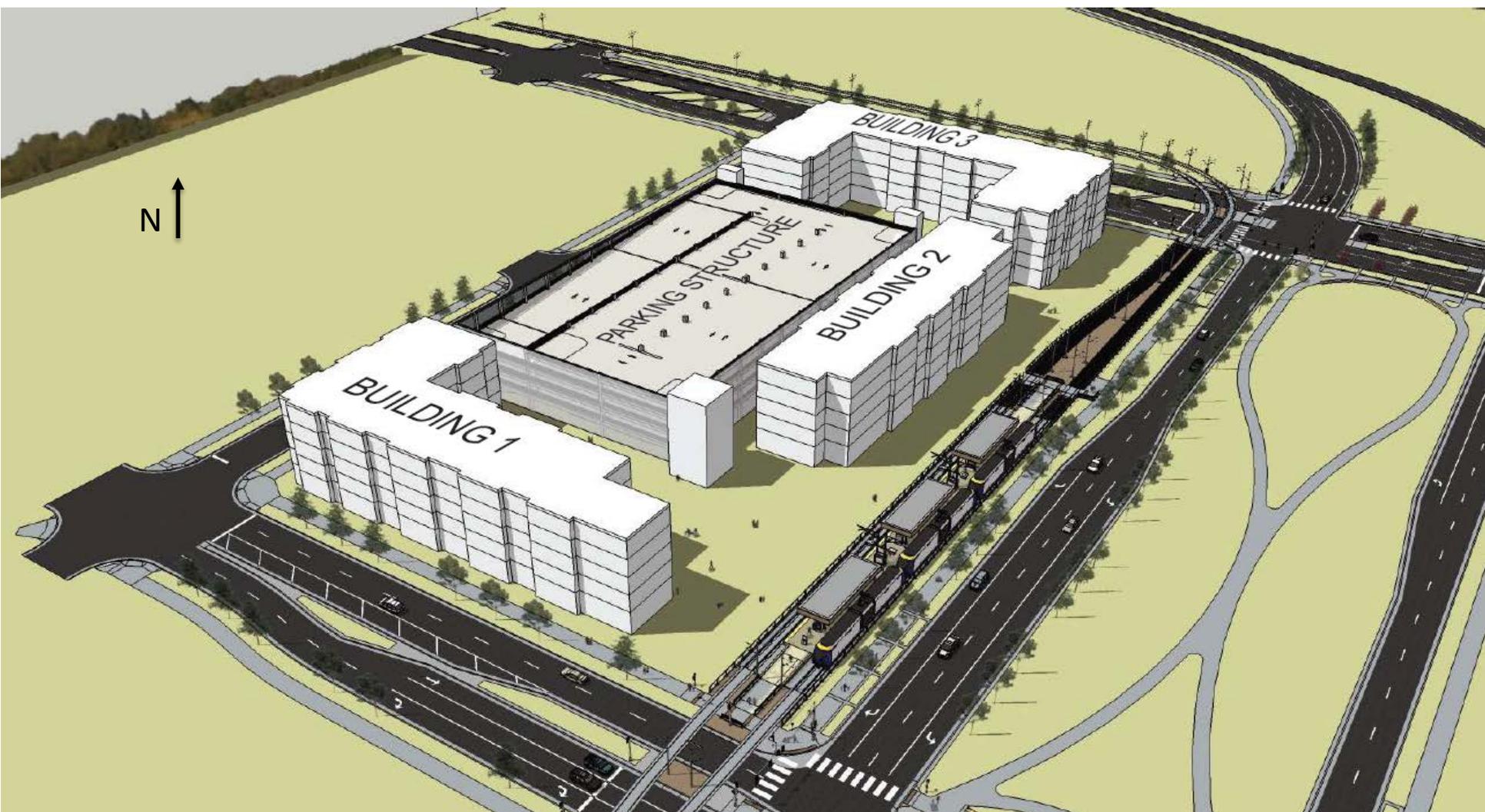
CITY OF BROOKLYN PARK - OAK GROVE PARKWAY STATION

07/18/2017




PERFORMANCE DRIVEN DESIGN.

Oak Grove Parkway Station Area Dev Plan



Section 106 Draft Interpretive Plan Overview



Draft Interpretive Plan: Background

- Section 106 Memorandum of Agreement mitigation measure for adverse effects on historic properties
- Mitigation for two historic properties:
 - Osseo Branch of the St. Paul, Minneapolis & Manitoba Railroad / Great Northern Railway Historic District
 - Grand Rounds Historic District: Theodore Wirth Segment
- Mitigation through interpretive media:
 - Graphic Panels
 - Integrated Interpretive Elements

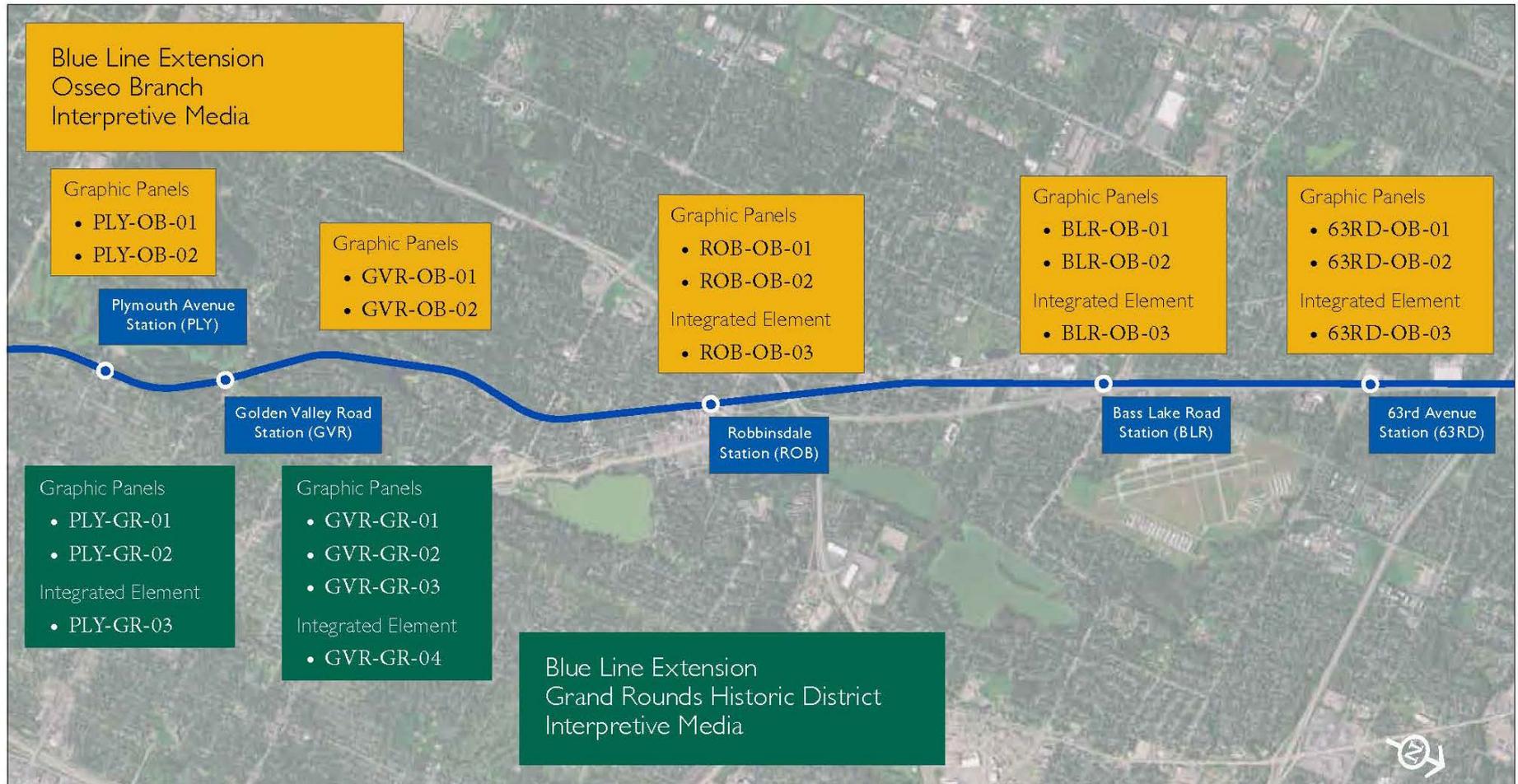


Draft Interpretive Plan: Process

- Development through Section 106 process
- Draft Interpretive Plan submitted to FTA in Dec 2017



Draft Interpretive Plan: Location of Elements



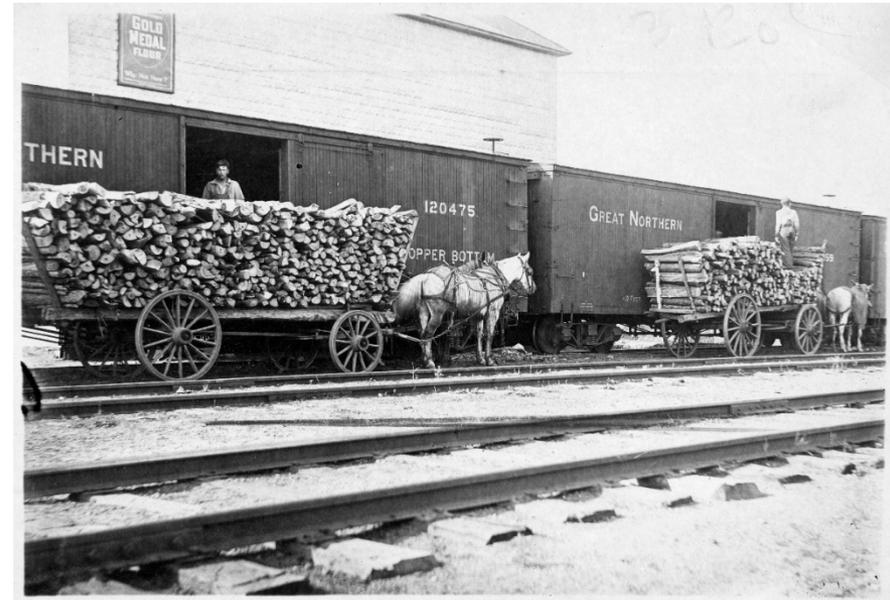
Draft Interpretive Plan: Framework

- Help visitors understand the historic resources
- Content considerate of all potential visitors and diverse ridership demographics
- Accessible to multiple learning styles
- Encourage visitors to feel like part of a larger community
- Provide engaging and relevant experiences



Draft Interpretive Plan: Theme Development

- Osseo Branch
 - Development of railroad
 - Technological advancements in rail
 - Development of towns
 - Old transportation corridor
 - Minnesota agricultural industry



Horse-drawn wagons deliver goods to boxcars, ca. 1917, Courtesy of Minnesota Historical Society

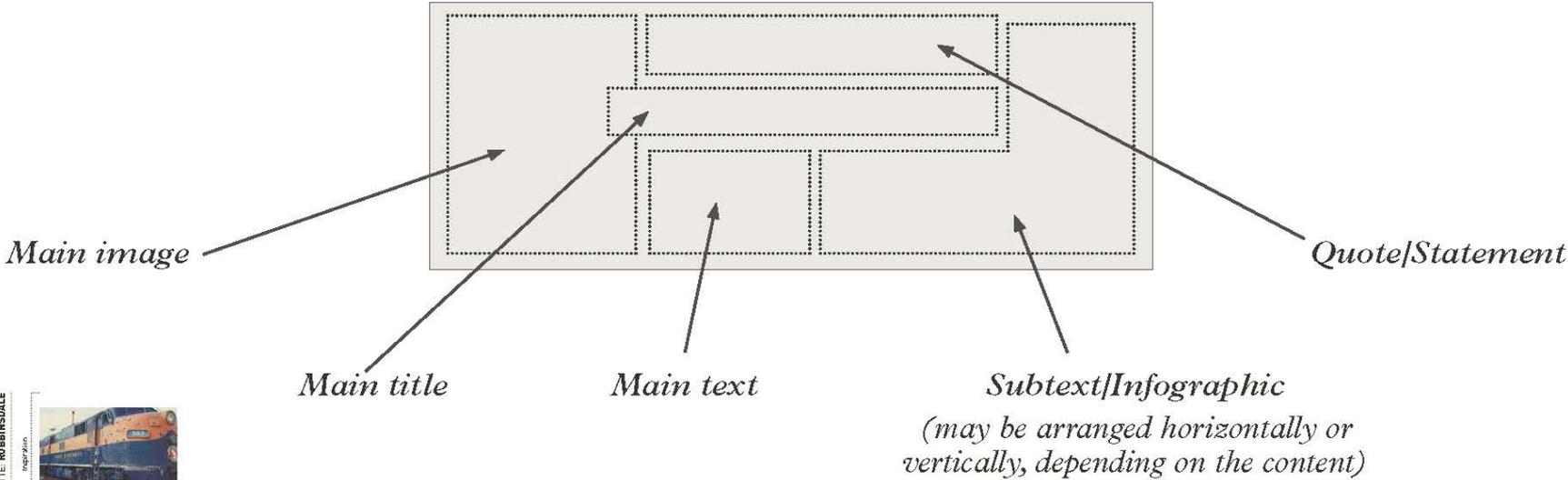
Draft Interpretive Plan: Theme Development

- Grand Rounds Historic District
 - Wirth's park design contributions to the Minneapolis community
 - Significance of District
 - Eras of development
 - Wirth's legacy



Bronze Amateur golf tournament at Theodore Wirth Park, Courtesy of Minnesota Historical Society

Draft Interpretive Plan: Graphic Panels



COLOR PALETTE: ROBENSDALE
Inspiration

PMS 7694 C

PMS 1385 C

PMS 447 C

PMS 124 C

MAIN TITLE: EMPIRE BUILDER

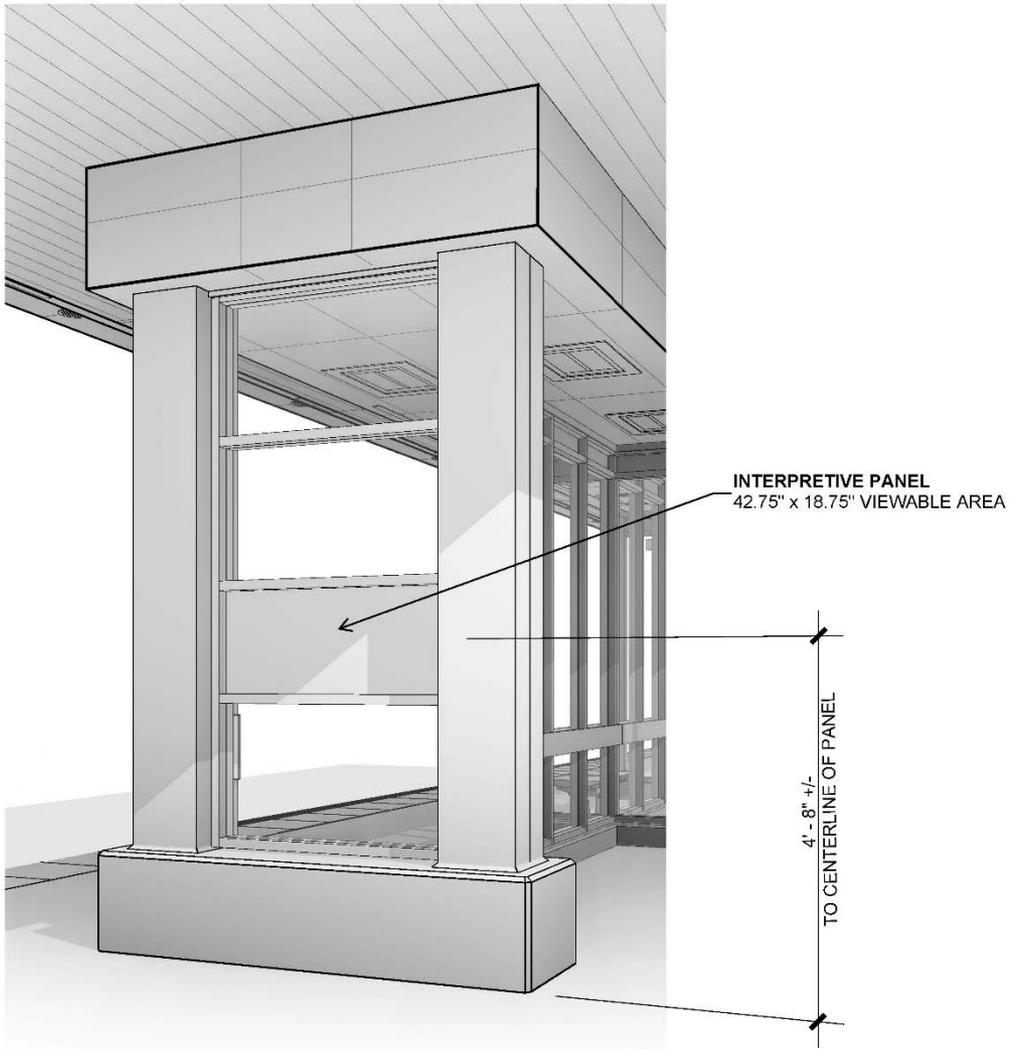
AABBCDDDEEFFGG
 HHIIJJKKLLMMNN
 OOPPQRRRSSTTUU
 VVWWXXYYZZ
 1234567890

Example of layout, color palette, and font typology for Osseo Branch



Draft Interpretive Plan: Panel Placement

- Stations
 - Plymouth Ave
 - Golden Valley Rd
 - Robbinsdale
 - Bass Lake Rd
 - 63rd Ave



Graphic Panel Location on LRT Platform

Draft Interpretive Plan: Graphic Panels

IMAGE IN CIRCLE • Minnesota's steam era lasted nearly a century. The Great Northern Railway retired the last of its steam locomotives in the late 1950s, replaced by diesel trains like this one crossing the Stone Arch Bridge in Minneapolis.

BASS LAKE RD.

"After the Northern Pacific was completed...Red River [ox] carts disappeared from Minnesota. For at least half a century they had played a considerable role in transportation..."

EDWARD VAN DYKE ROBINSON, Economist | 1915

EARLY TRANSPORTATION

MANY EARLY MINNESOTA COMMUNITIES grew along the Mississippi and Minnesota Rivers. The rivers were the easiest way to travel long distances and move goods. Wagon roads, often following old footpaths, also connected these communities. The Bottineau Road was named for Pierre Bottineau, a guide who led parties that settled along the road. Appearing on maps as early as 1860, the Bottineau Road ran northwest from Minneapolis through Hennepin County. The rail line built on this same corridor in the 1880s passed through Crystal Lake and Maple Grove Townships and the community of Osseo on its way to St. Cloud.

LEFT • The introduction of the railroad revolutionized both transportation and settlement in the Midwest. By the late 1800s, Minnesotans could ride Great Northern Railway passenger trains, like this one passing through Wright County, as far as Seattle or Chicago.

TRAILS TO RAILS

In the first half of the nineteenth century, the Red River Ox Cart trail system transported goods northwest of the Twin Cities. Steam-powered riverboats carried cargo north to St. Paul. Traders relied on early foot and wagon trails to travel northwest across the state to Pembina, North Dakota, and Canada. Red River ox carts followed a route on the eastern side of the Mississippi River, known as the Metropolitan Trail. The first rail line from Minneapolis to St. Cloud later paralleled this route. Other overland trails were later replaced by railroads, including Great Northern as it expanded to the north and west.

ABOVE • Mid-1800s road networks, like this one (marked with a red line) that ran from Minneapolis to St. Cloud, connected communities in the Crystal Lake area and Osseo. The road system ensured constant movement of people, mail, news, and goods.

NINETEENTH-CENTURY TRANSIT

The growth of Minnesota and much of the Midwest in the nineteenth century revolved around transportation. In the 1800s, Minnesotans used foot trails, cart and wagon networks and steamboats for the movement of people and goods. Steamboats traveled on the Mississippi River, connecting Minnesota with southern markets. As railroad networks grew in the late nineteenth century, they became the most efficient transportation option linking goods and people from St. Paul to Seattle, Washington.

RED RIVER OX CART TRAILS linked the north-flowing Red River and the south-flowing Mississippi River and their respective markets.

WAGONS AND CARRIAGES connected 1800s Minnesota communities and the Mississippi River and its steamboats. Poor road construction and maintenance, however, impeded wagon travel and increased travel time.

STEAMBOATS like these in St. Paul provided faster and cheaper transportation than wagons. The boats depended on stable river conditions as droughts or flooding could delay travel.

RAILROADS were faster and more reliable than other forms of transportation. Passengers and information traveled farther and more quickly. Trains also carried larger amounts of freight—from agriculture to building materials—safely and on regular schedules.

BLR-OB-01

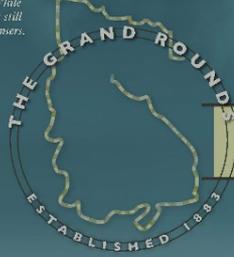
Example of graphic panel for Osseo Branch at Bass Lake Rd Station



Draft Interpretive Plan: Graphic Panels

BELOW • Wirth's commitment to making the park system a place for sporting events set the stage for a long-lasting tradition. From 1940 to 1964, the yearly Aqua Villes drew large crowds to Theodore Wirth Park Lake pool. While the pool no longer exists, the lake is still popular with beachgoers and swimmers.

COURTESY OF THE MINNEAPOLIS PARKS LEGACY SOCIETY



“FROM THE VERY BEGINNING, RECREATION WAS REALLY THE FUNDAMENTAL MEANING OF PARKS...”

THEODORE WIRTH, 1946

PARKS FOR RECREATION

EARLY MINNEAPOLIS PARK PLANNERS focused on preserving natural features, providing space for reflection and quiet walks. When Wirth became superintendent, he transformed parks into centers of play and active recreation for public use. In his first year, he started a system-wide recreation program. Wirth aimed to build a recreation center within a half mile of each family and a playground within a quarter mile of each child in Minneapolis. New facilities provided space for organized sports like baseball, football, and tennis. Minneapolis' first public golf course opened in Theodore Wirth Park in 1916. Golfers played over 50,000 rounds during its second year. In the summer, beaches and bathhouses attracted swimmers by the thousands. Winter sports, like skating and skiing, drew 1.5 million visitors to the parks in 1928 alone.



A FAMILY PASSION

Theodore Wirth's legacy lived on through his son Conrad and grandson Ted, who were both talented landscape architects. Conrad was the longest-serving director of the National Park Service, from 1951 to 1964. He oversaw the Mission 66 program, which brought new life to the National Park Service system. Ted ran a Montana-based landscape design firm, completing many state and national park projects. He later returned to Minneapolis to form the Minneapolis Parks Legacy Society.

ABOVE • Theodore Wirth's son Conrad (left) and grandson Ted also attained national prominence as park planners and advocates. Ted Wirth (center) said of his grandfather (right), "He looked at the beauty and saw how to improve it without destroying it."

COURTESY OF THE MINNEAPOLIS PARKS LEGACY SOCIETY

PARKS FOR PEOPLE

Parkgoers have enjoyed year-round recreational activities at Theodore Wirth Park since the early 1900s. Embodying Theodore Wirth's initial goals, the park continues to encourage visitors to play outside.

Between 1909 and the 1970s, the Theodore Wirth Park ski jump gave visitors winter sports thrills. The park hosted numerous ski competitions, including the 1923 National Ski Tournament.



COURTESY OF MINNEAPOLIS PARKS LEGACY SOCIETY

The Bronze Amateur golf tournament, held in Theodore Wirth Park from the 1940s to 1960s, gave black golfers an opportunity to compete in an era when segregation limited their access to many golf courses.



COURTESY OF THE ALDERMAN JOHN HARTMAN

Generations of residents still enjoy opportunities to walk, bike, swim, and golf in Theodore Wirth Park.



COURTESY OF THE MINNEAPOLIS PARKS LEGACY SOCIETY

PLY-GR-02

Example of graphic panel for Grand Rounds Historic District at Plymouth Ave Station

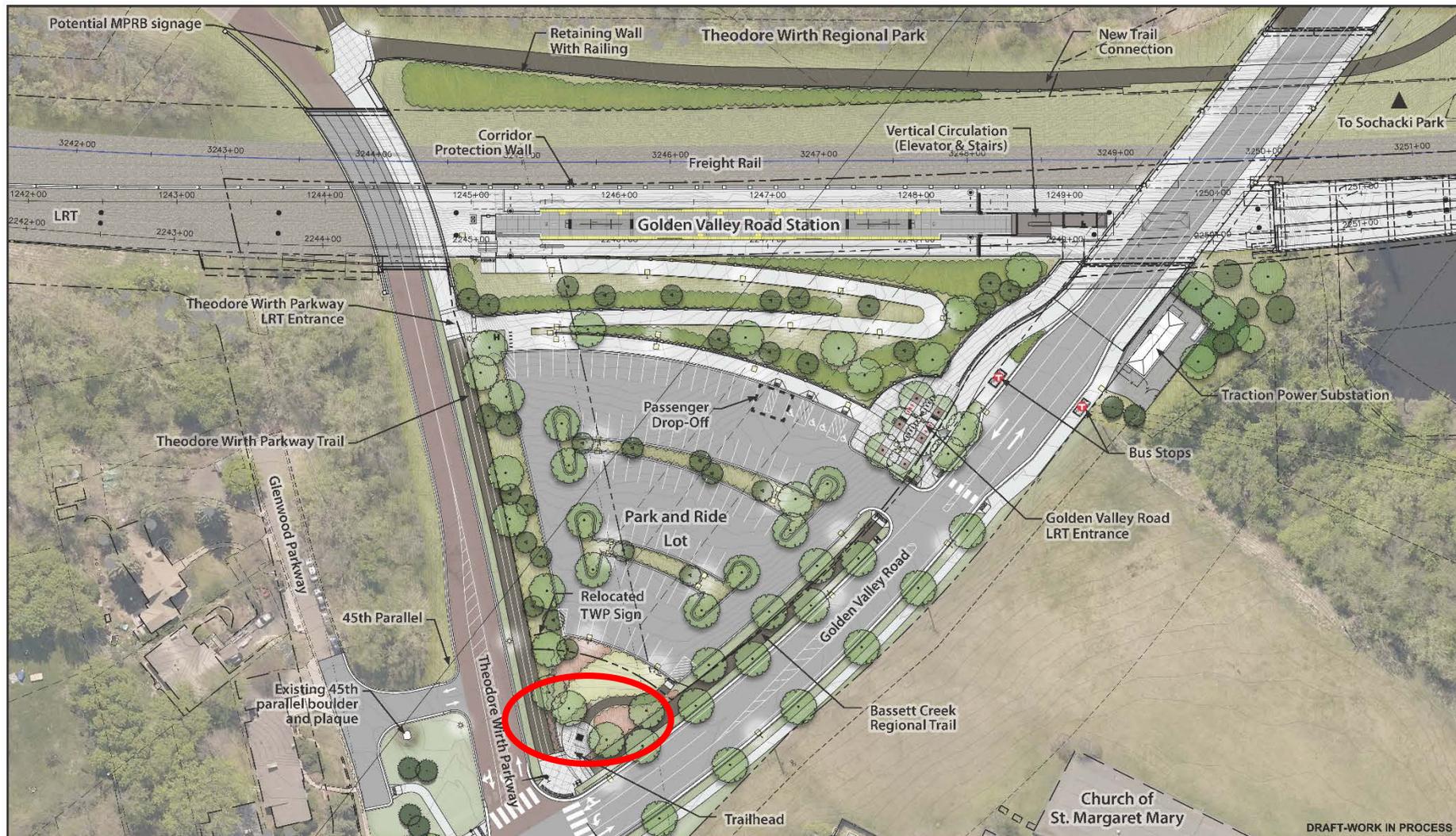


Draft Interpretive Plan: Integrated Elements

- Highlight the interpretive message
- Complement graphic panels
- Quote or meaningful statement
- Stations with integrated elements
 - Plymouth Ave: Grand Rounds
 - Golden Valley Rd: Grand Rounds
 - Robbinsdale: Osseo Branch
 - Bass Lake Rd: Osseo Branch
 - 63rd Ave: Osseo Branch



Draft Interpretive Plan: Integrated Elements

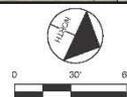


DRAFT-WORK IN PROCESS



BLUE LINE LRT EXTENSION
 CITY OF GOLDEN VALLEY
 GOLDEN VALLEY RD STATION
 SITE PLAN

09/06/2017



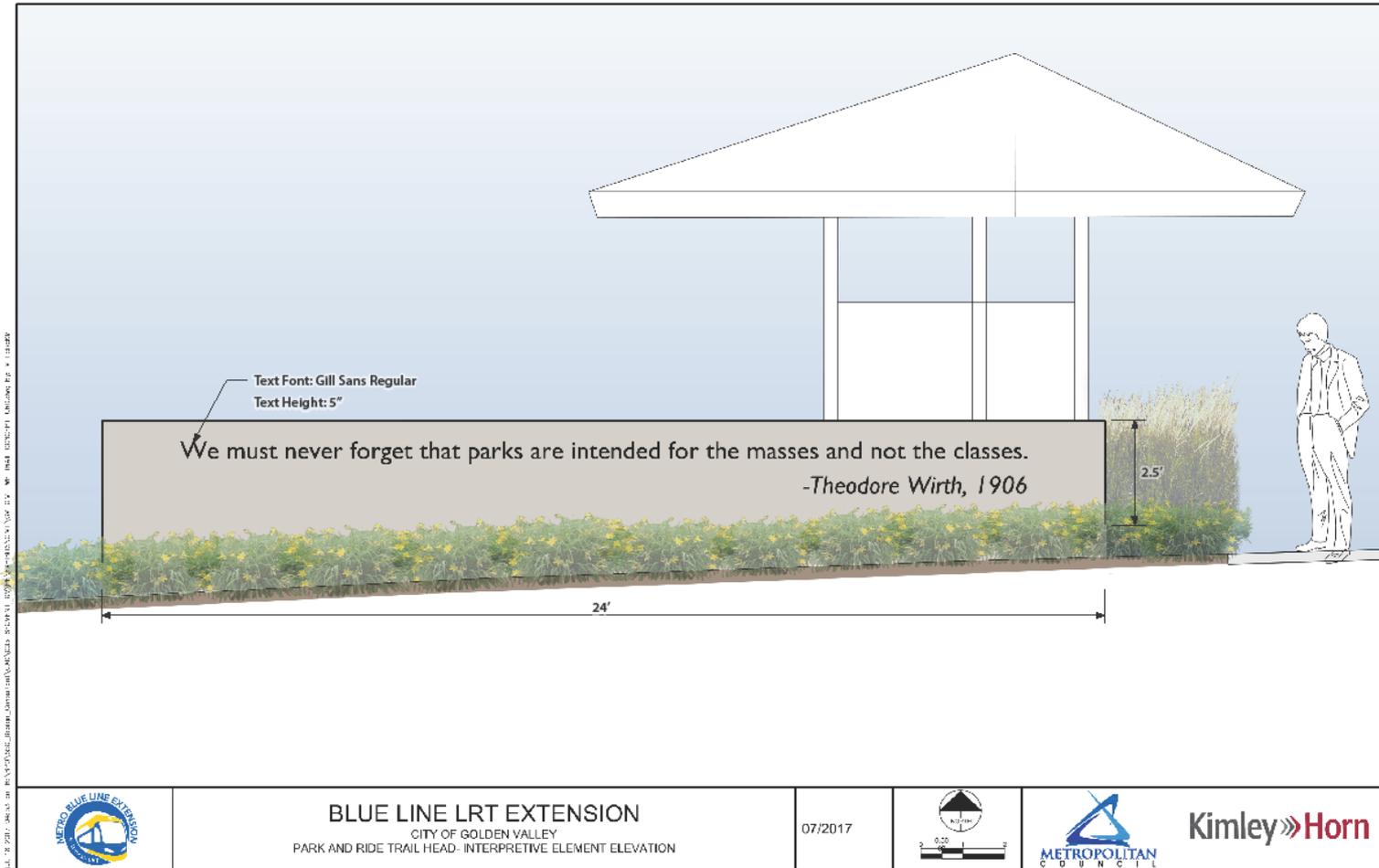
Kimley Horn



millar dunwiddie
 ARCHITECTURE



Draft Interpretive Plan: Integrated Elements



Example of integrated element seat wall at Golden Valley Rd trailhead
Theme: Significance of Grand Rounds Historic District



Next Steps

- Section 106 consulting party review of Draft
- Prepare Final Interpretive Plan
- Final graphic panel content and integrated elements incorporated into 100% design plans



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METROPOLITAN
D E U W O L L

COMMUNITIES | PARKS | **TRANSPORTATION** | WASTEWATER & WATER | HOUSING | PLANNING

METRO BLUE LINE EXTENSION

Bottineau Transitway – Minneapolis & Northwestern Communities

The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment is primarily at-grade and will have up to 11 new stations in addition to Target Field Station and about 13 miles of double track. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.

Latest News
Feds: Met Council can begin designing METRO Blue Line Extension

Route
Click on the map below for more information

Website: BlueLineExt.org

Email: BlueLineExt@metrotransit.org

Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)

