



# Corridor Management Committee

February 8, 2018



# Today's Topics

- Chair's Update
- Oak Grove Parkway Station Area Overview
  - Station Area
  - LRT Design Elements
  - Future Development Opportunities
- Section 106 Draft Interpretive Plan Overview



# Chair's Update



# 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:
  - Addition of light rail transit, including station, park and ride, and operations and maintenance facility
  - Roadway realignment, trail and capacity enhancements consistent with the master plan
  - Comprehensive regional stormwater management plan
  - Proposed Hwy 169/101<sup>st</sup> Ave N interchange (seeking funding)





# North of 610: Existing



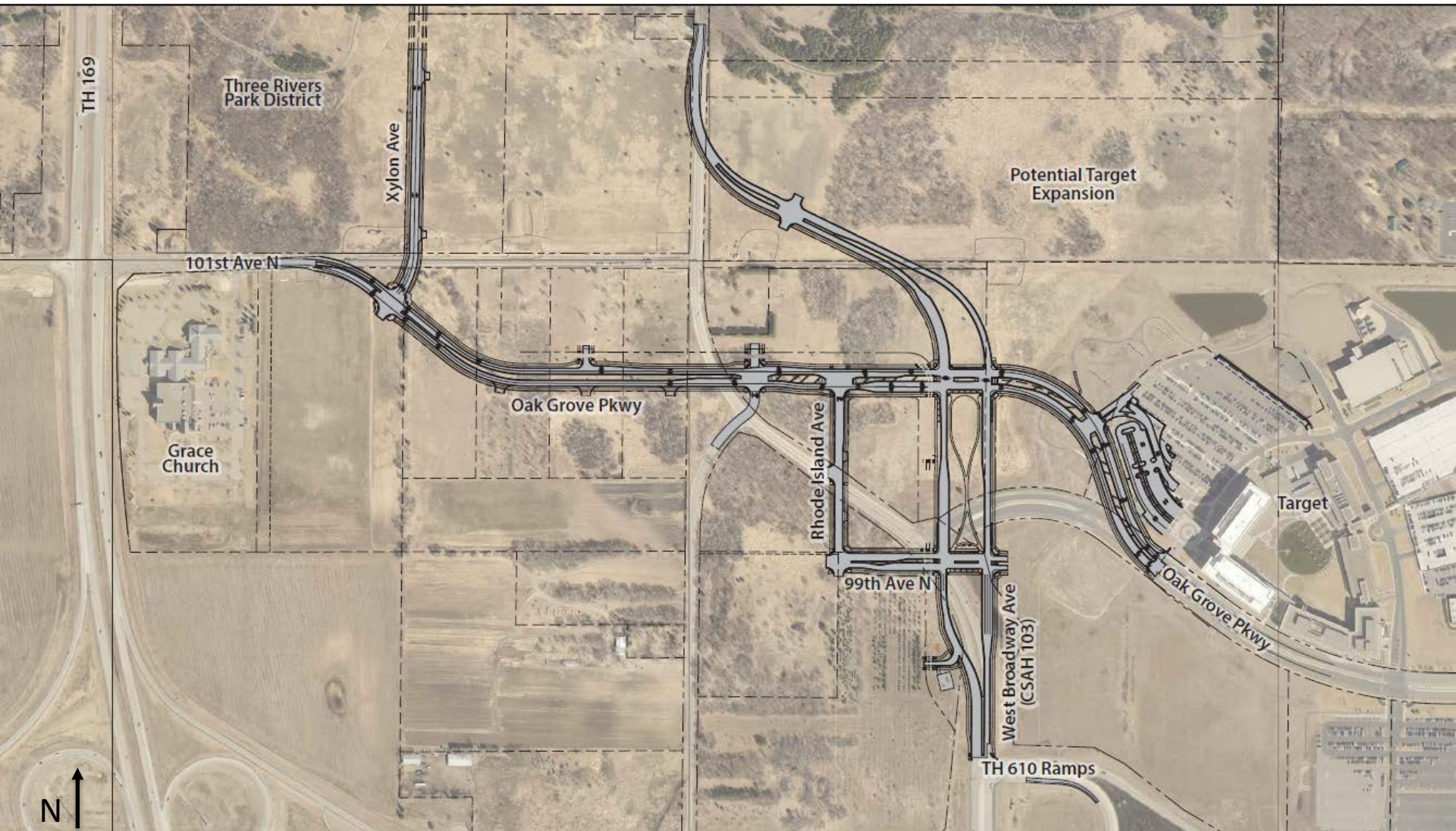


# North of 610: Proposed Roadways

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

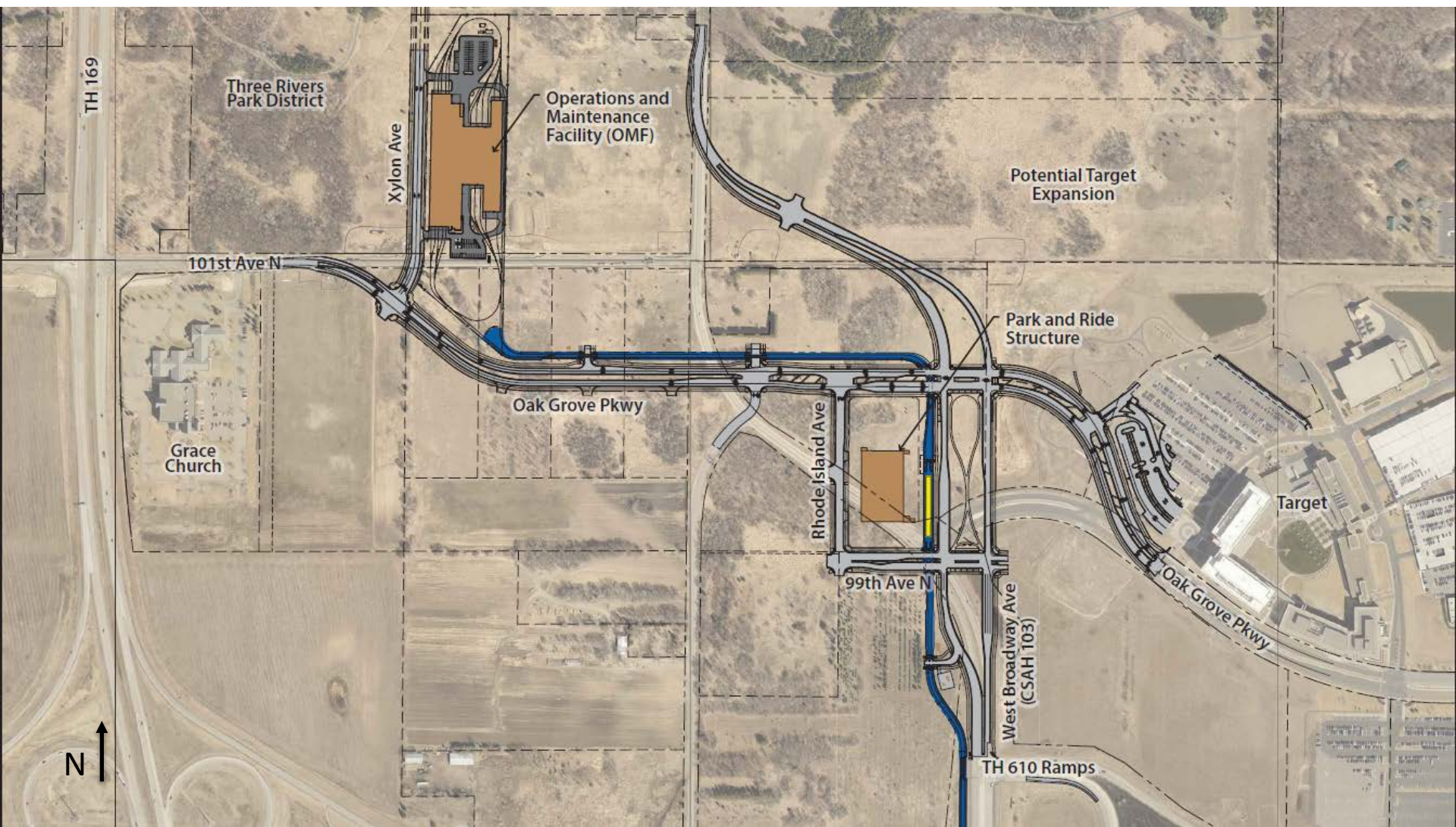


# North of 610: Proposed Roadways



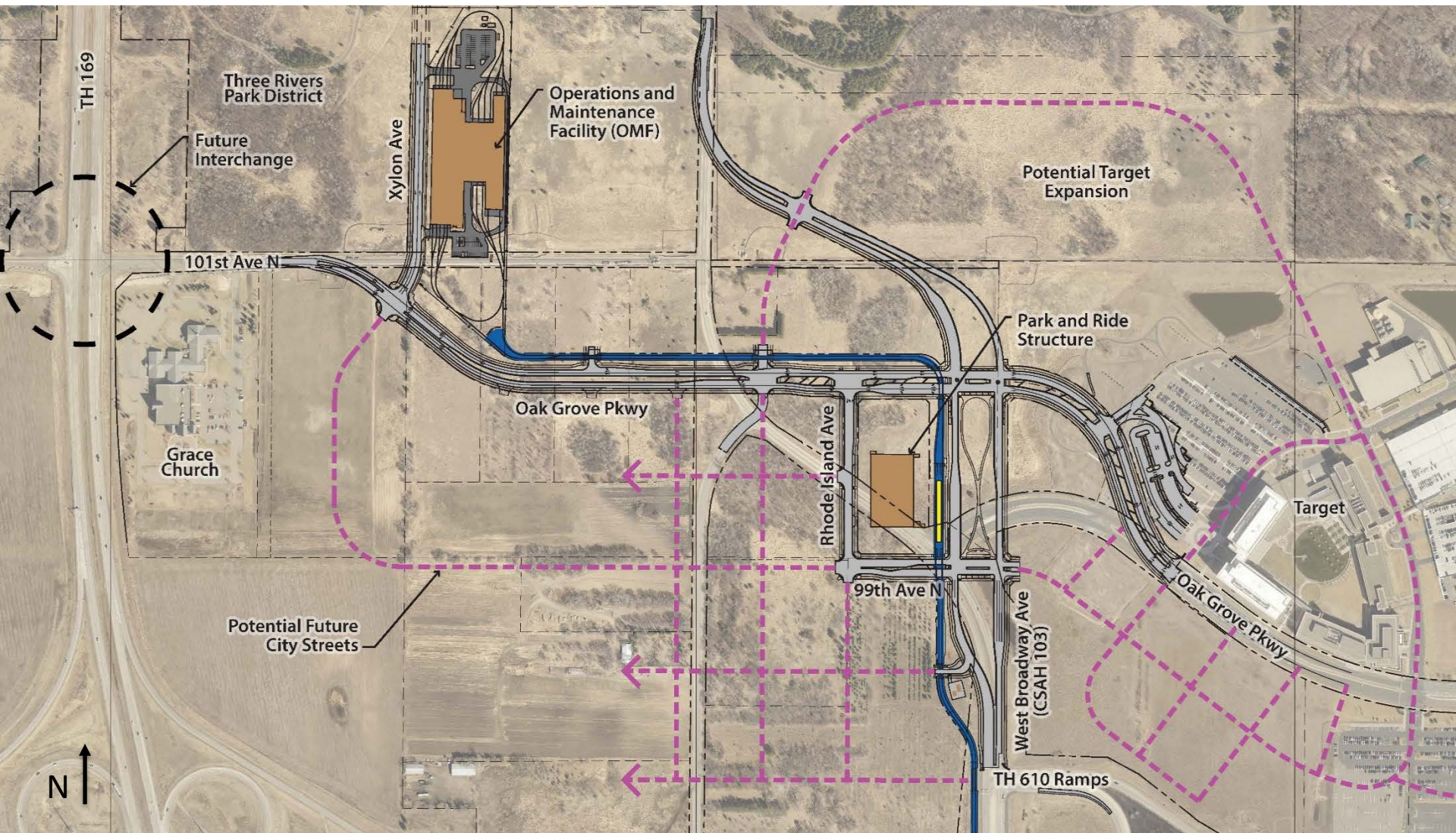


# North of 610: BLRT



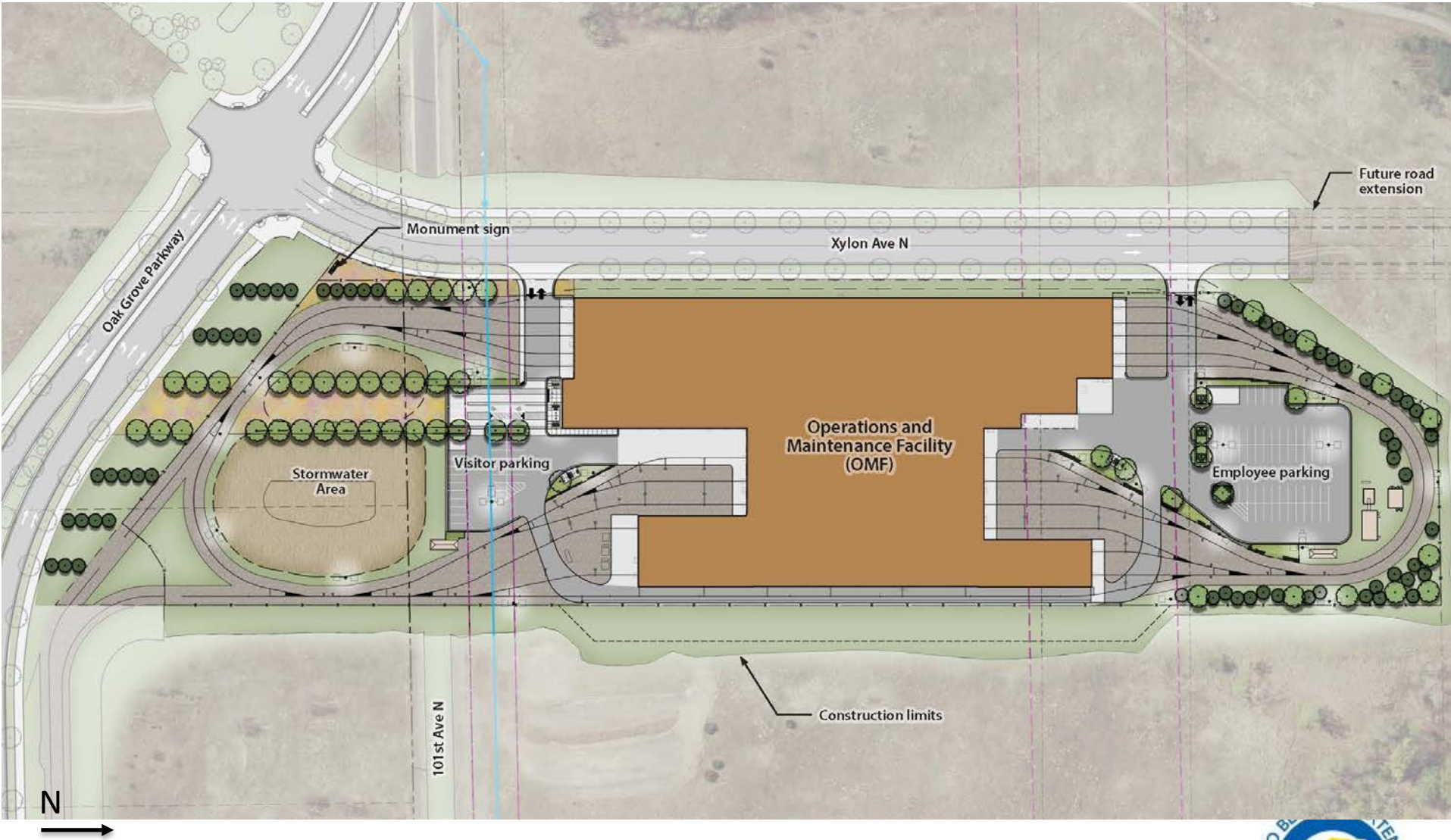


# North of 610: Future City Streets/Interchange





# 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



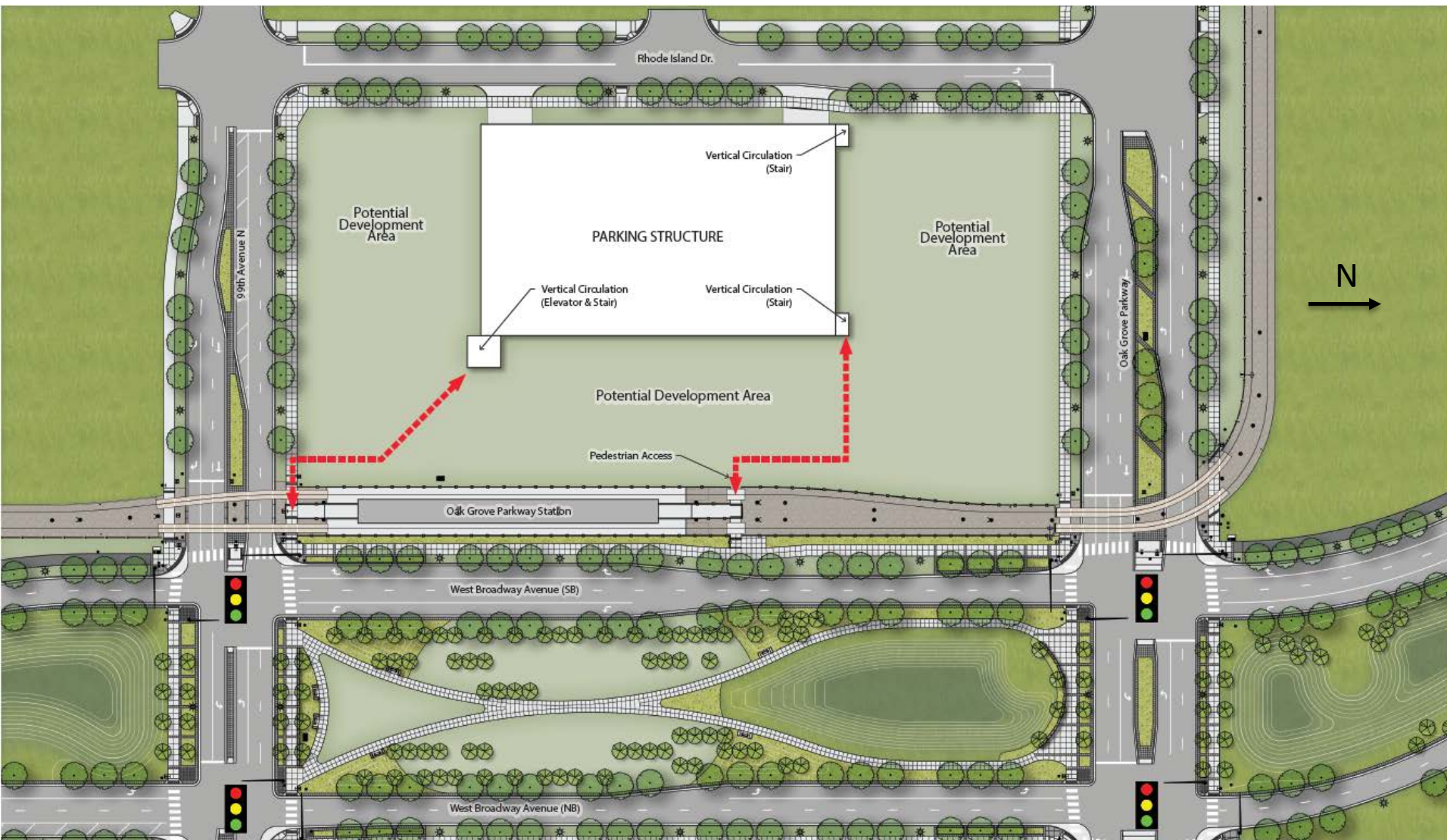
# Oak Grove Parkway Park and Ride

- 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



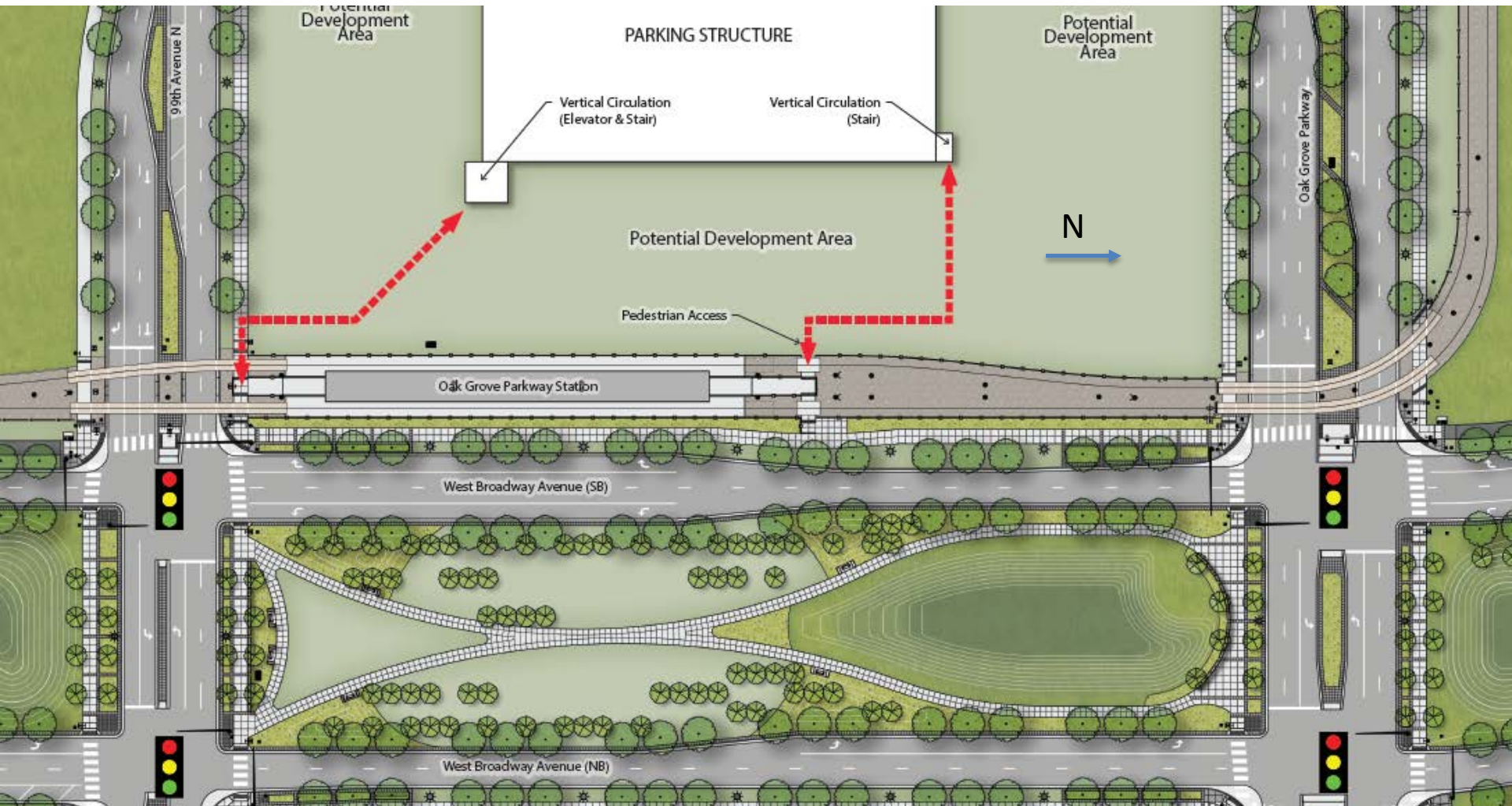
# Oak Grove Parkway Station Design

- Station platform design is set: roof treatments, including colors and materials, may change to complement final park and ride exterior
- Station access is via 99<sup>th</sup> 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

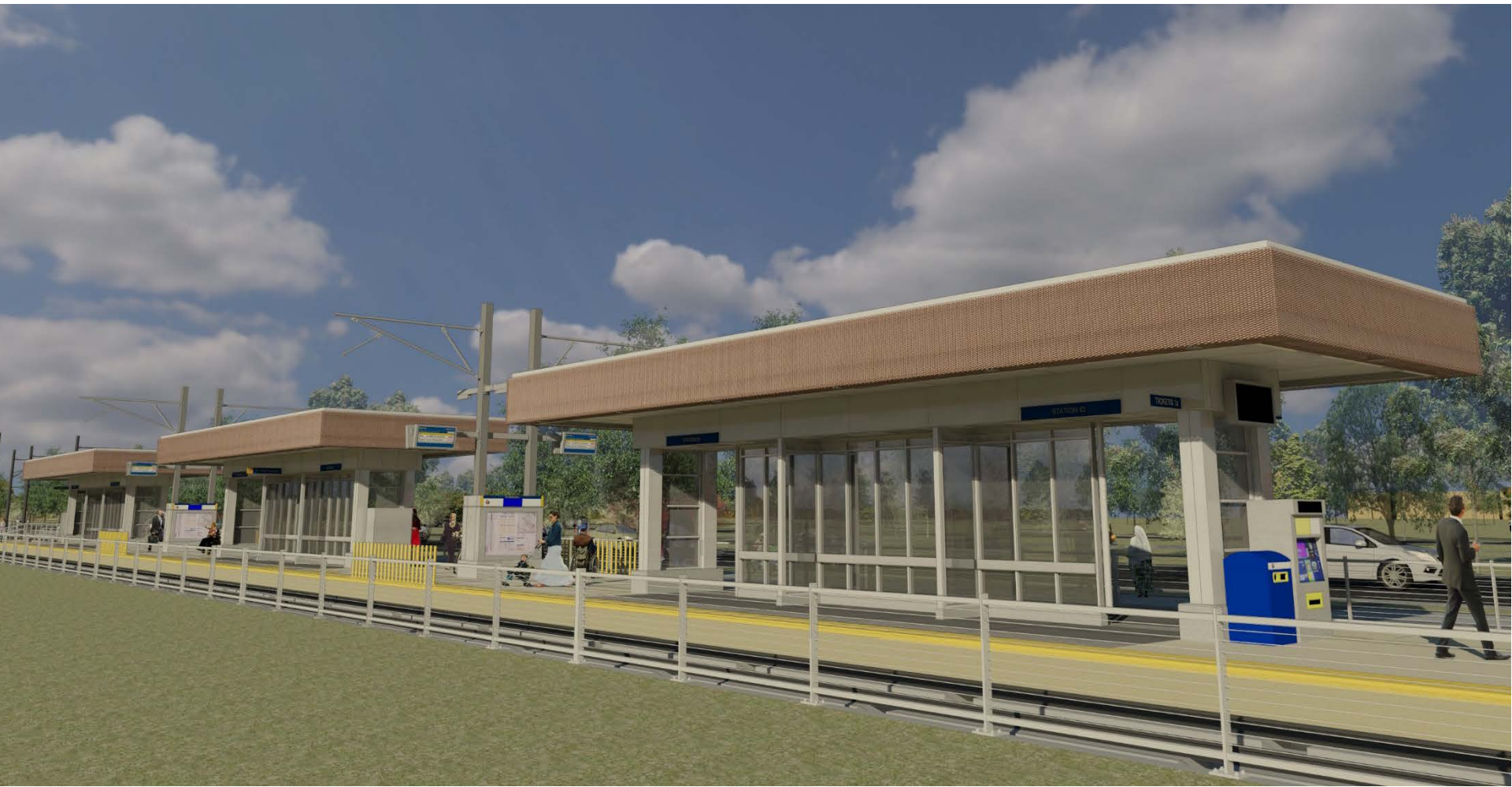




# Oak Grove Parkway Station Site Plan



# Oak Grove Parkway Station



View near 99<sup>th</sup>, looking northeast





# Oak Grove Parkway Station



View looking southwest





# Oak Grove Parkway Station



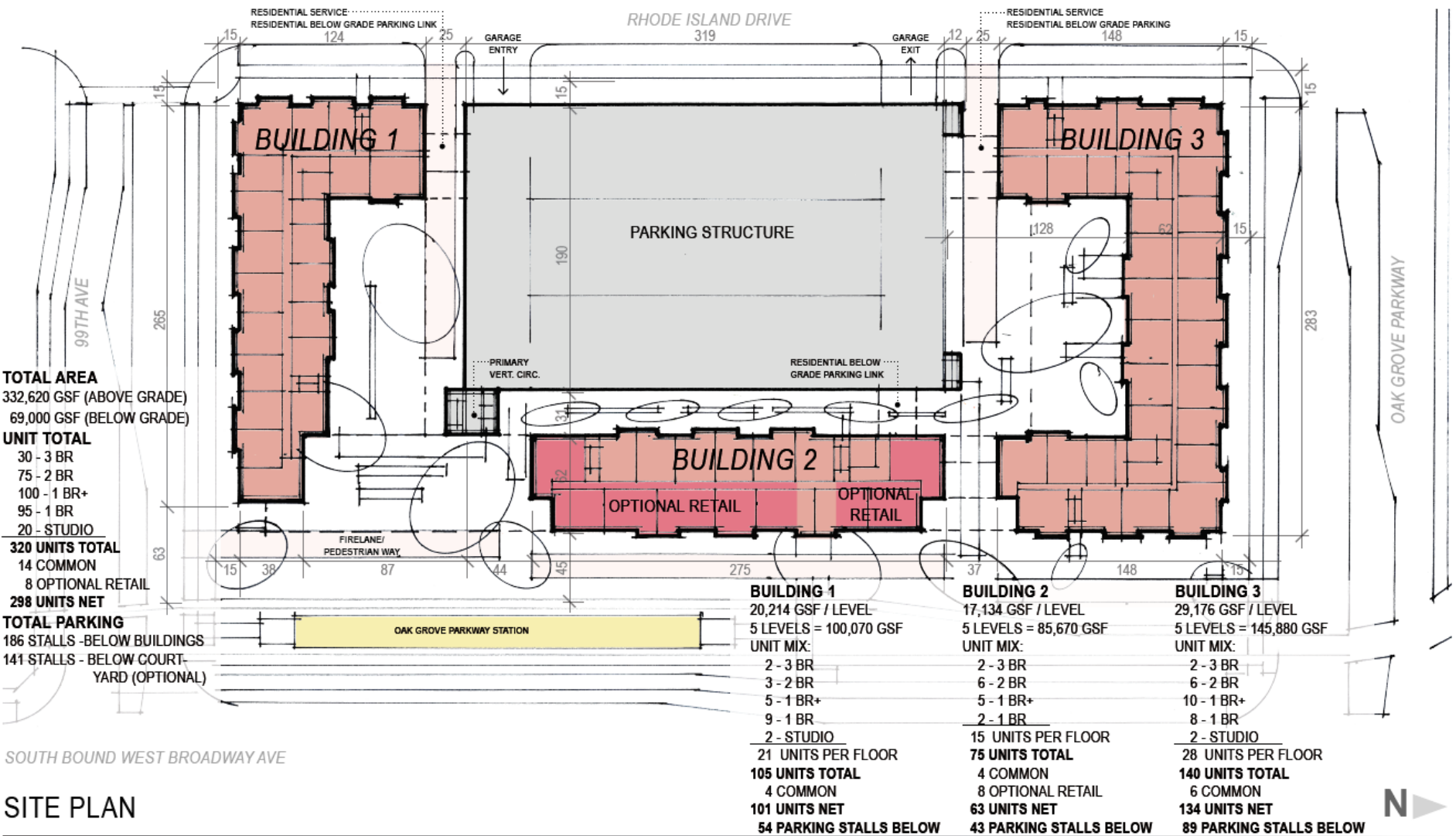


# Oak Grove Parkway Area Development Plan





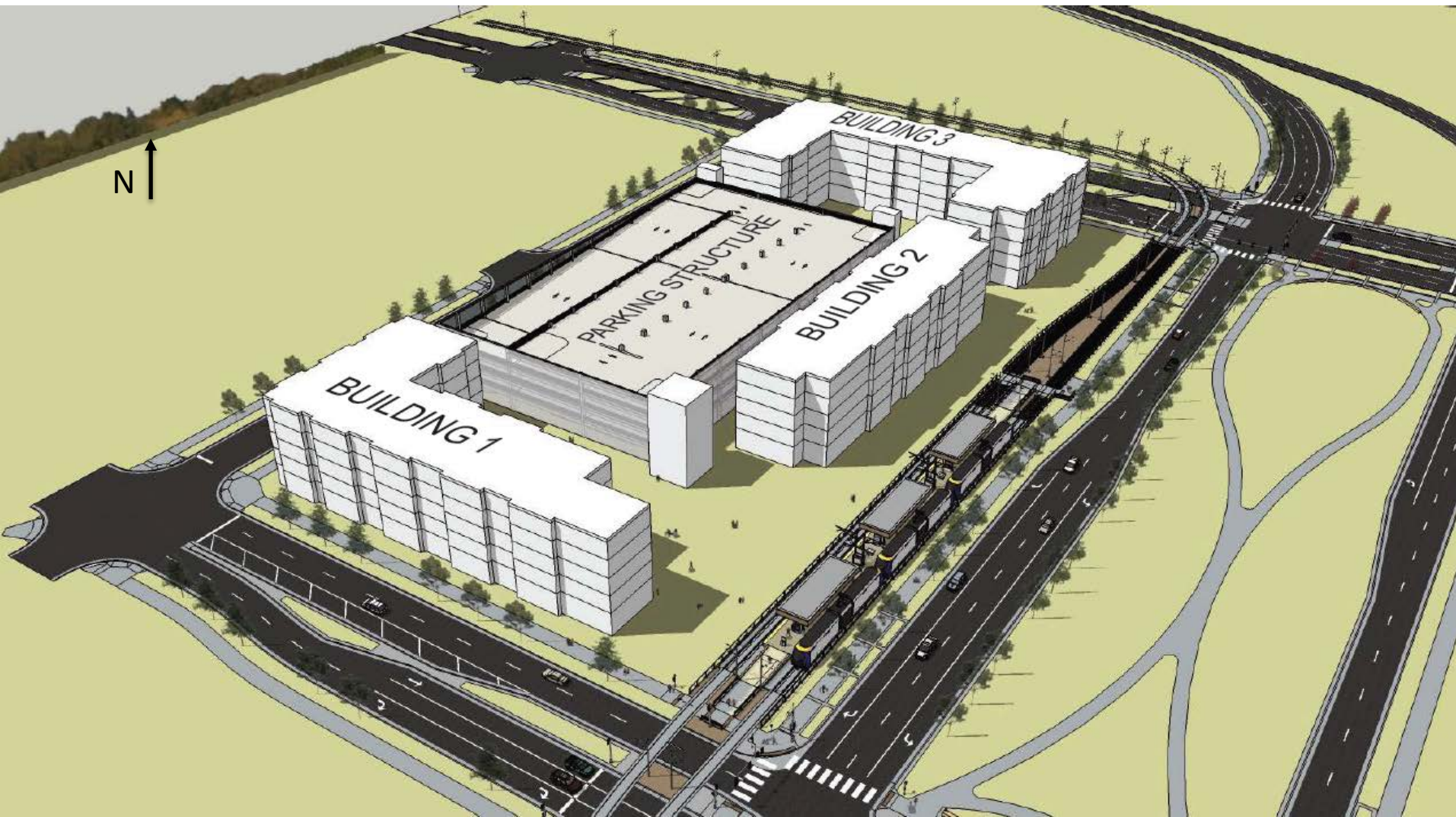
# Oak Grove Parkway Station Area Dev Plan



## BLUE LINE LRT EXTENSION

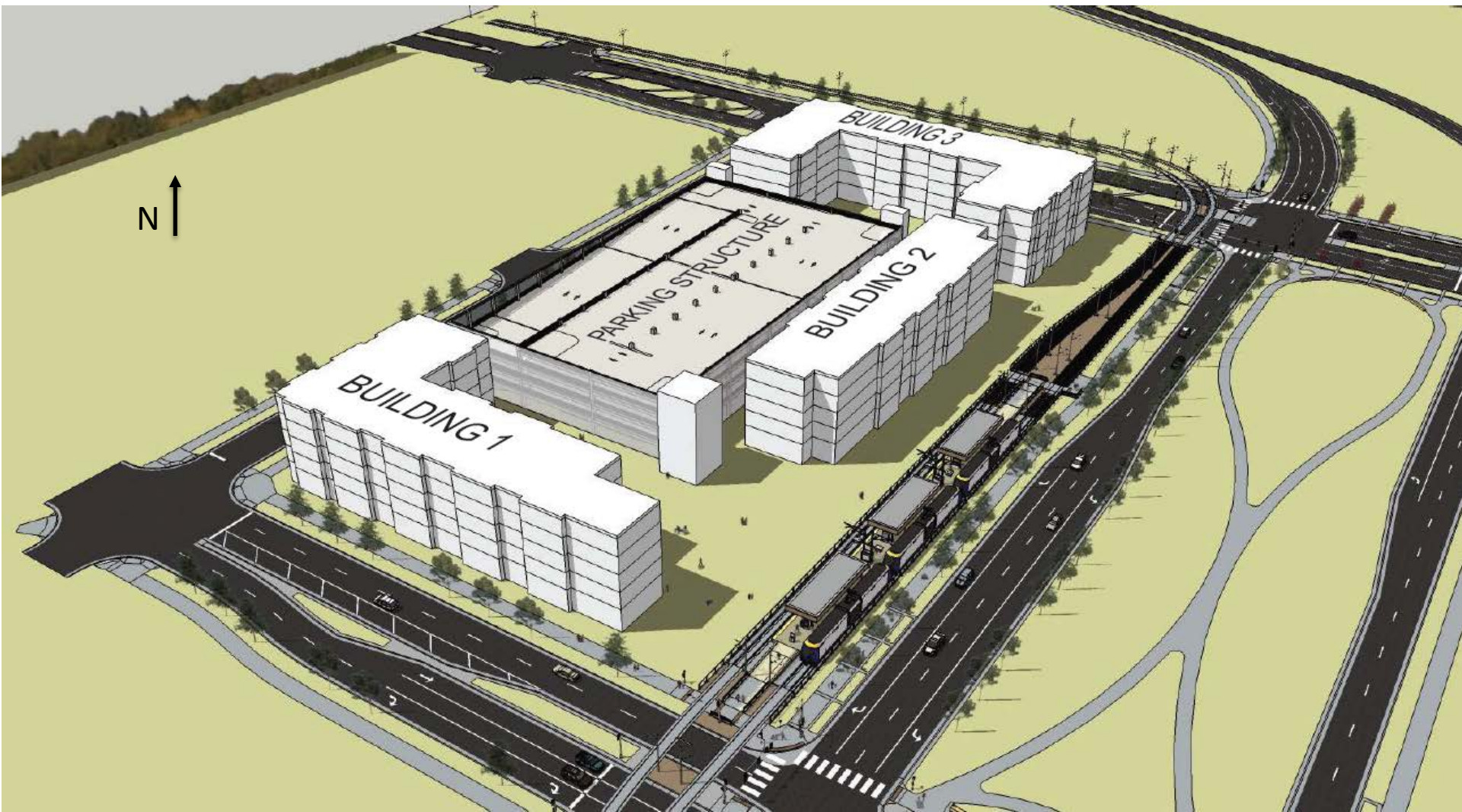
CITY OF BROOKLYN PARK - OAK GROVE PARKWAY STATION  
07/18/2017

# Oak Grove Parkway Station Area Dev Plan





# 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



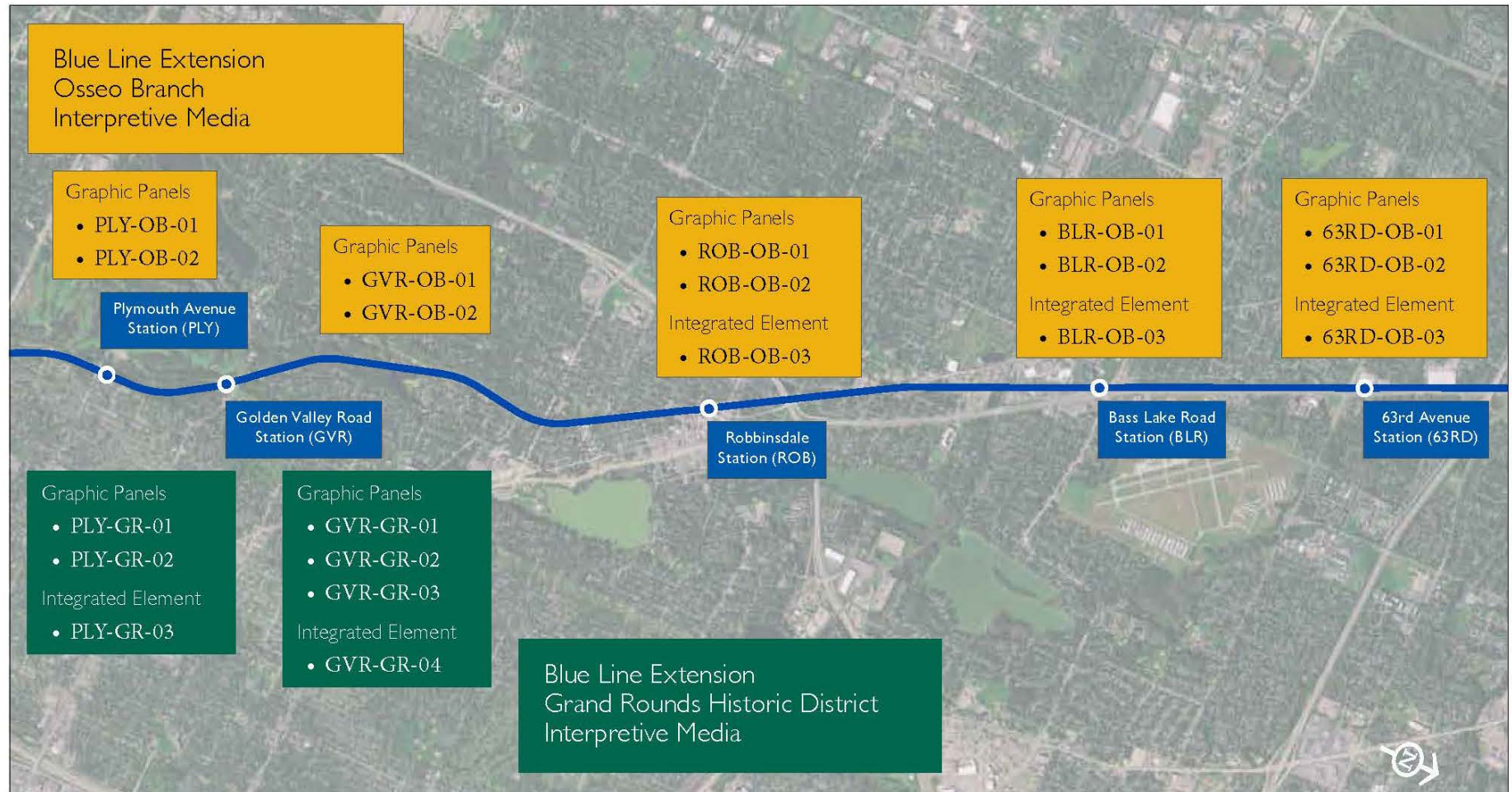
# Draft Interpretive Plan: Process

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





# Draft Interpretive Plan: Location of Elements



# Draft Interpretive Plan: Framework

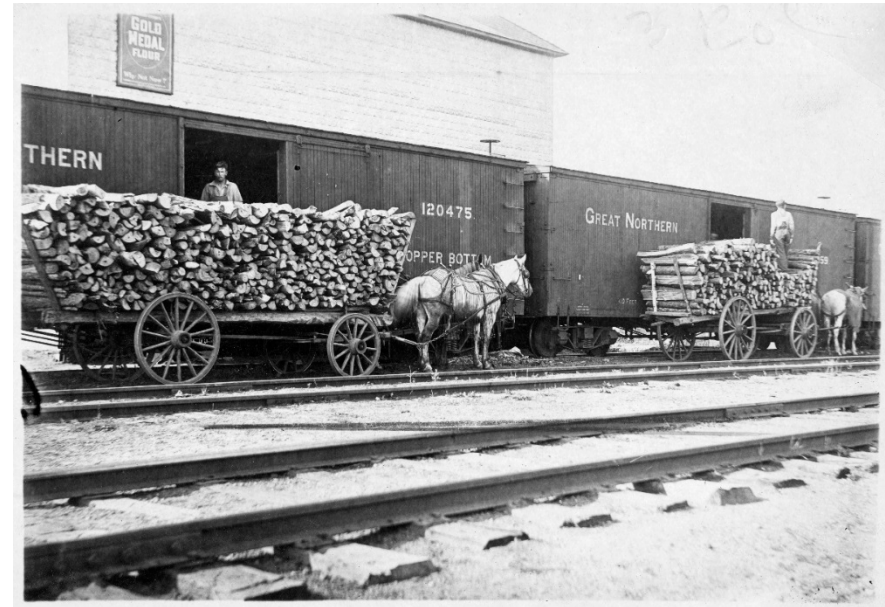
- Help visitors understand the historic resources
- Content considerate of all potential visitors and diverse ridership demographics
- Accessible to multiple learning styles
- Encourage visitors to feel like part of a larger community
- Provide engaging and relevant experiences





# 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

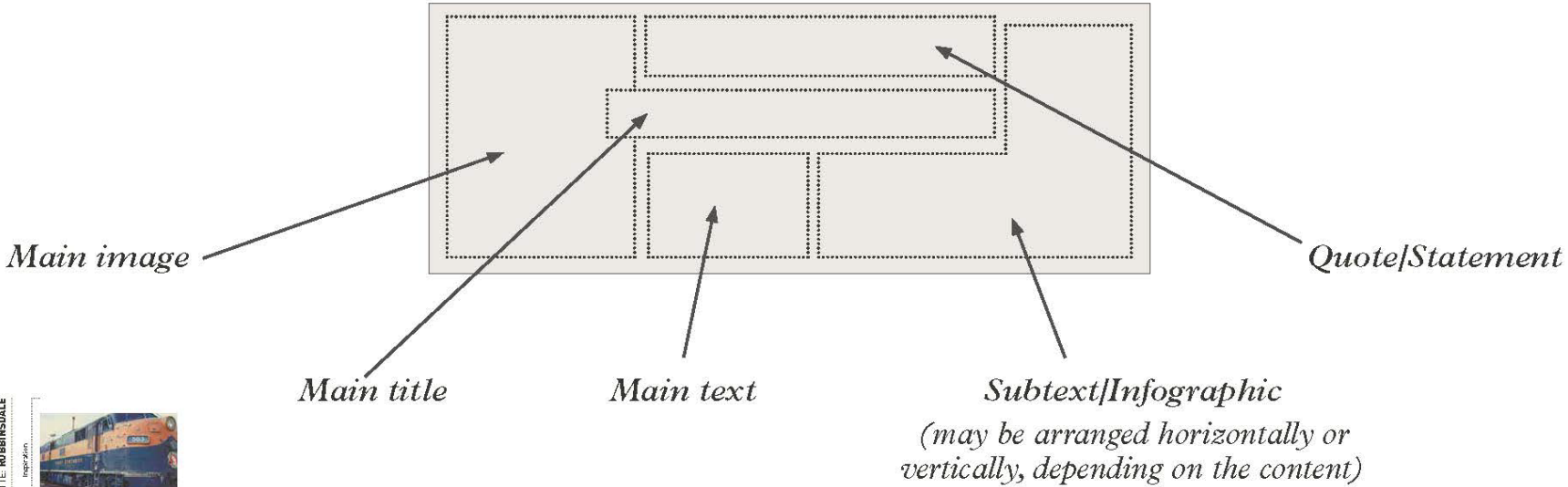
- Grand Rounds Historic District
  - Wirth's park design contributions to the Minneapolis community
  - Significance of District
  - Eras of development
  - Wirth's legacy



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



# Draft Interpretive Plan: Graphic Panels



COLOR PALETTE ROBINS DALE

Integration

PMS 7694 C

PMS 1385 C

PMS 447 C

PMS 124 C

MAIN TITLE: EMPIRE BUILDER

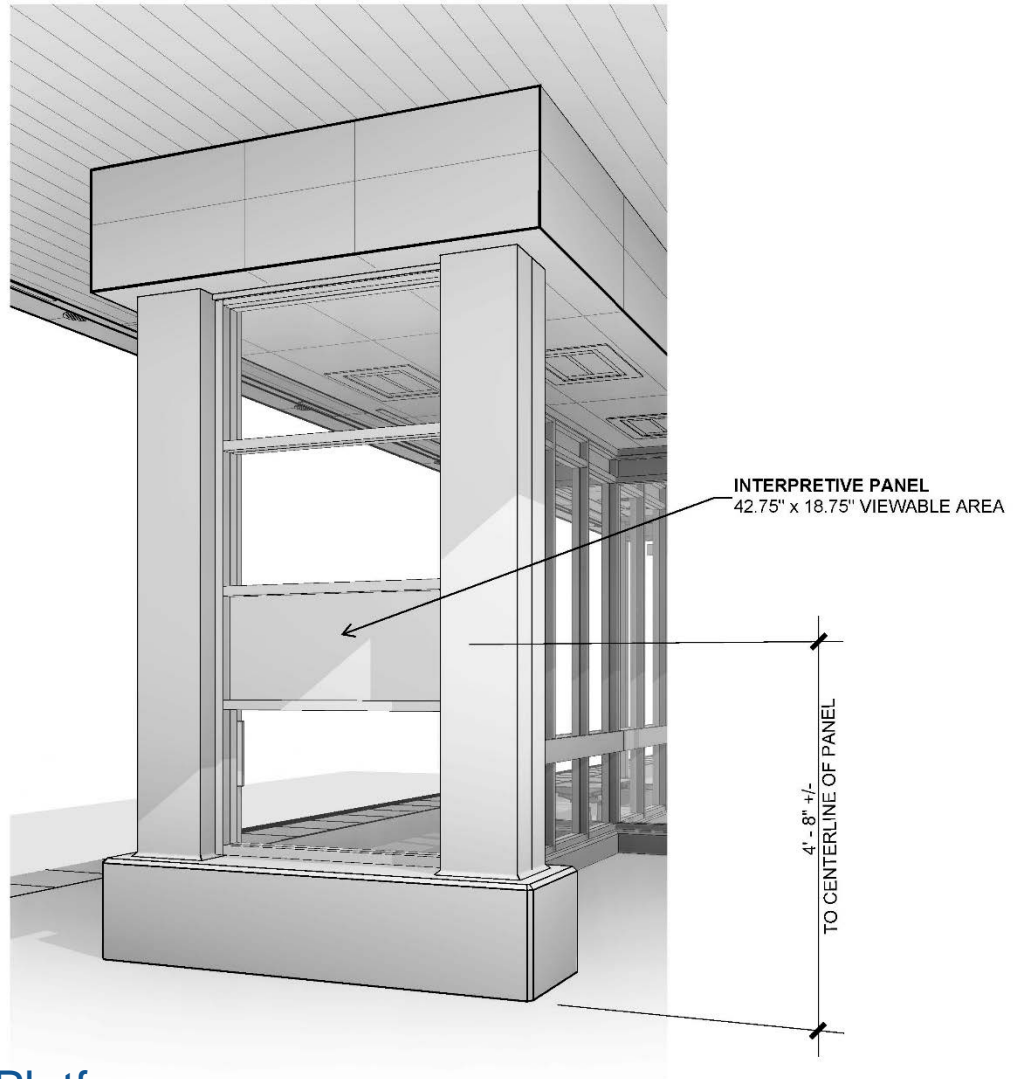
AABBCCDDEEFFGG  
HHIIJJKKLLMMNN  
OOPPQQRRSSTTUU  
VVWWXXYYZZ  
1234567890

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
  - 63<sup>rd</sup> 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 1920s, replaced by diesel trains like this one crossing the Stone Arch Bridge in Minneapolis.

**GREAT NORTHERN RAILWAY**  
**OSSEO BRANCH**

**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





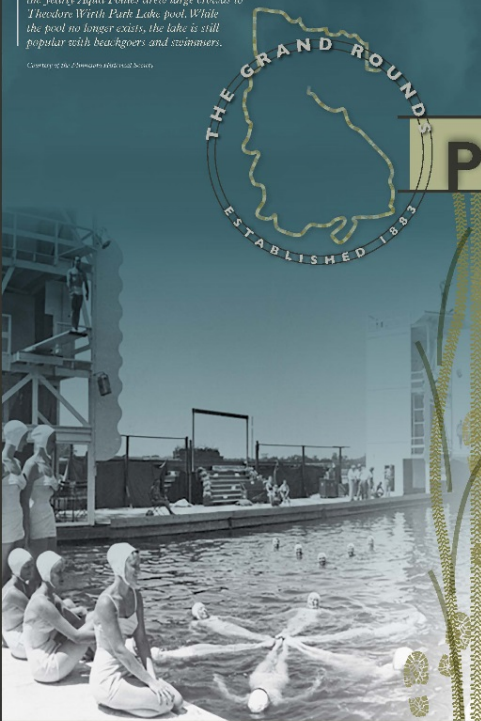
# Draft Interpretive Plan: Graphic Panels

**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 youth *Aqua Folies* 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: MN DNR / Minnesota Historical Society

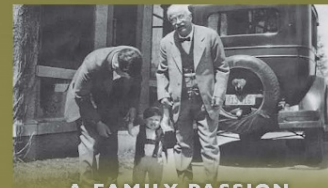
**“FROM THE VERY BEGINNING, RECREATION WAS REALLY THE FUNDAMENTAL MEANING OF PARKS...”**

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.

**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.



Courtesy of Minneapolis Parks & Recreation Board



Courtesy of the Minnesota Historical Society



Courtesy of the Minneapolis Parks & Recreation Board

**ABOVE** • Theodore Wirth's son Conrad (left) and grandson Ted (center) 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 & Recreation Board

PLY-GR-02

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



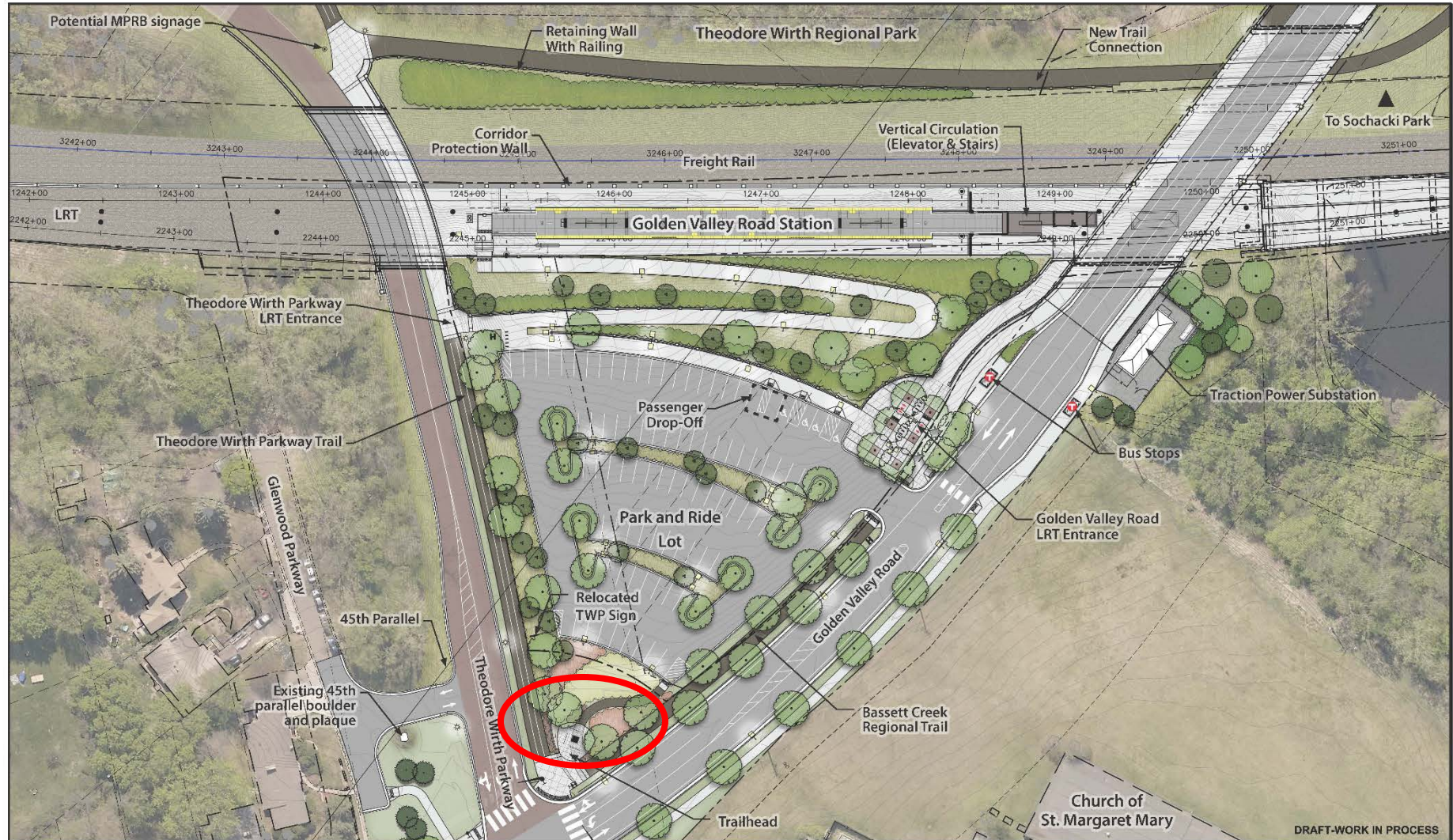


# Draft Interpretive Plan: Integrated Elements

- 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
  - 63<sup>rd</sup> Ave: Osseo Branch



# Draft Interpretive Plan: Integrated Elements



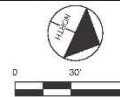
DRAFT-WORK IN PROCESS



## BLUE LINE LRT EXTENSION

CITY OF GOLDEN VALLEY  
GOLDEN VALLEY RD STATION  
SITE PLAN

09/06/2017



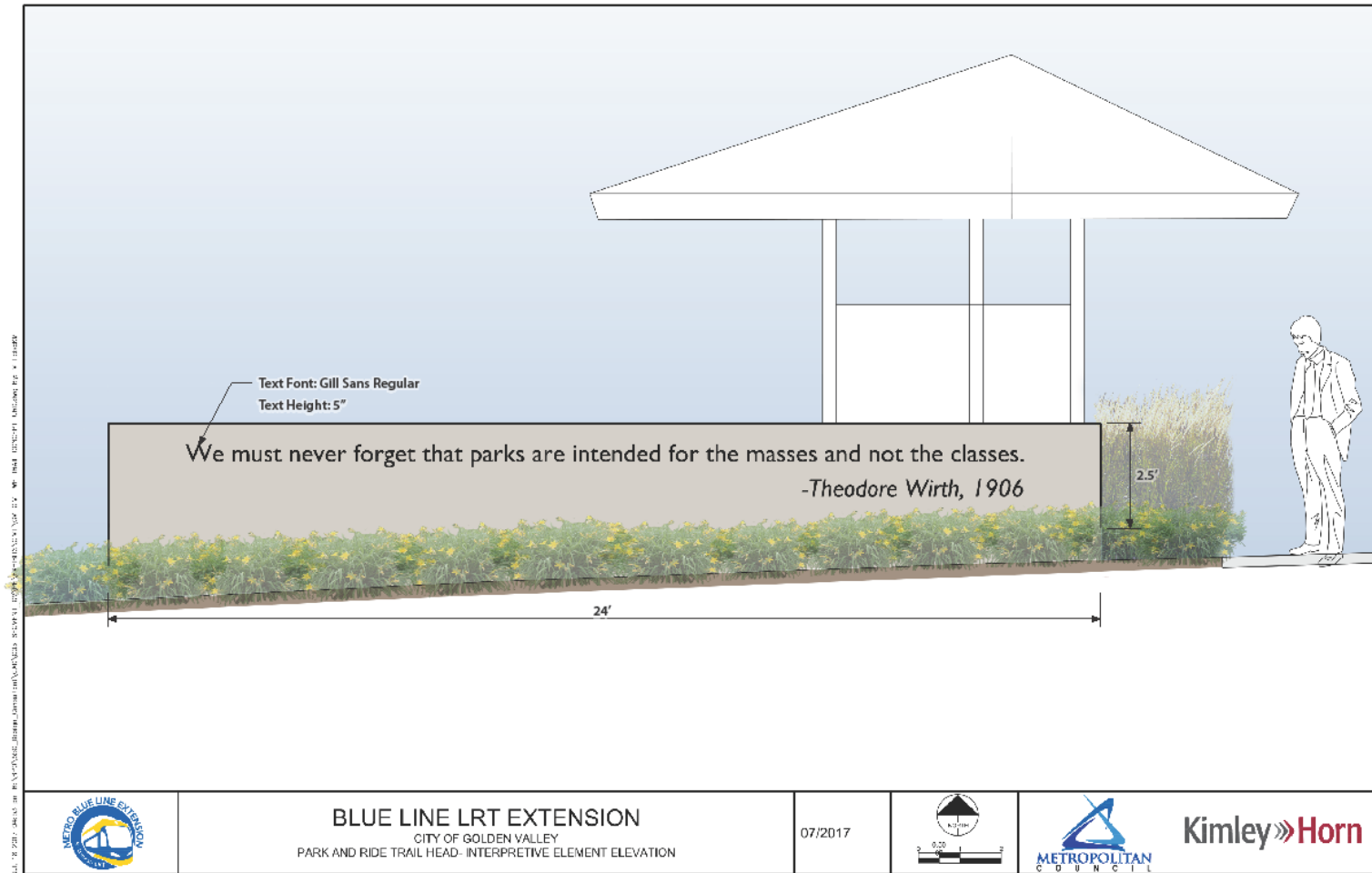
Kimley»Horn

SRM miller dunwiddie  
Consulting Group, Inc. 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





# More Information



The screenshot shows the METRO website's navigation bar with links: About Us, News & Events, Data & Maps, Publications, Doing Business, Council Meetings, Contact Us, and Employment. Below the navigation bar is a menu with categories: COMMUNITIES, PARKS, TRANSPORTATION (highlighted), WASTEWATER & WATER, HOUSING, and PLANNING. The main content area features a large photo of a blue and yellow METRO bus with 'MINNEAPOLIS' and 'METRO' branding, with several people standing in front of it. Below the photo is a sidebar on the left titled 'METRO BLUE LINE EXTENSION' with links for Route, Stations, Environmental, Timeline, and Project Partners. The main text area is titled 'METRO BLUE LINE EXTENSION' and 'Bottineau Transitway – Minneapolis & Northwestern Communities'. It contains a paragraph describing the project: '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 1.3 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.' Below this text is a 'Latest News' section with the headline 'Feds: Met Council can begin designing METRO Blue Line Extension' and a 'Route' section with the text 'Click on the map below for more information'.

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**METRO BLUE LINE EXTENSION**

Route  
Stations  
Environmental  
Timeline  
Project Partners

## 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 1.3 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](http://BlueLineExt.org)

Email: [BlueLineExt@metrotransit.org](mailto:BlueLineExt@metrotransit.org)

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

