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 169/101st 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: 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

Potential Development Area

PARKING STRUCTURE

Vertical Circulation
(Elevator & Stair)

Vertical Circulation
(Stair)

Potential Development Area

Pedestrian Access

Oak Grove Parkway Station

West Broadway Avenue (SR)

West Broadway Avenue (NB)
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 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

Section 106 Memorandum of Agreement
2016

Draft Interpretive Plan
Apr 2017 – Feb 2018

Interpretive Concept Plan
Aug 2016 - Mar 2017

Final Interpretive Plan
March 2018 – May 2018
Draft Interpretive Plan: Location of Elements

Blue Line Extension
Osseo Branch
Interpretive Media

- Graphic Panels
  - PLY-OB-01
  - PLY-OB-02
- Plymouth Avenue Station (PLY)
- Golden Valley Road Station (GVR)

- Graphic Panels
  - GVR-OB-01
  - GVR-OB-02
- Integrated Element
  - PLY-GR-03

- Graphic Panels
  - ROB-OB-01
  - ROB-OB-02
  - ROB-OB-03
- Robbinsdale Station (ROB)

- Graphic Panels
  - BLR-OB-01
  - BLR-OB-02
  - BLR-OB-03
- Bass Lake Road Station (BLR)

- Graphic Panels
  - 63RD-OB-01
  - 63RD-OB-02
  - 63RD-OB-03
- 63rd Avenue Station (63RD)

Blue Line Extension
Grand Rounds Historic District
Interpretive Media
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
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
"After the Northern Pacific was completed...Red River lox! 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 1856, 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 1860s, Minnesotans could ride the Northern Railway passenger trains, like the one passing through Wright County, as far as Seattle or Chicago.

ABOVE: A 1906 railroad map, like this one, outlined the role of railroads in connecting the Crystal Lake area and Osseo. The map shows the varied routes available to travelers, including Great Northern, as it expanded to the north and west.

NINETEENTH-CENTURY TRANSIT

The growth of Minnesota was much of the Midwest in the nineteenth century involved around transportation. In the 1850s, Minnesotans used foot trails, cart and wagon networks, and steamboats for the movement of people and goods. Steamboats traveled on the Mississippi River, connecting Minneapolis with southern markets. As railroads networks grew in the late nineteenth century, they became the most efficient transportation option (linking goods and people from M. Paul to Seattle, Washington).

Example of graphic panel for Osseo Branch at Bass Lake Rd Station
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
Example of integrated element seat wall at Golden Valley Rd trailhead
Draft Interpretive Plan: Integrated Elements

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

We must never forget that parks are intended for the masses and not the classes.
- Theodore Wirth, 1906
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

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