



HENNEPIN COUNTY
MINNESOTA



Bottineau Community Works 2020

Department and presenter name here

Bottineau Corridor and the METRO Blue Line Extension

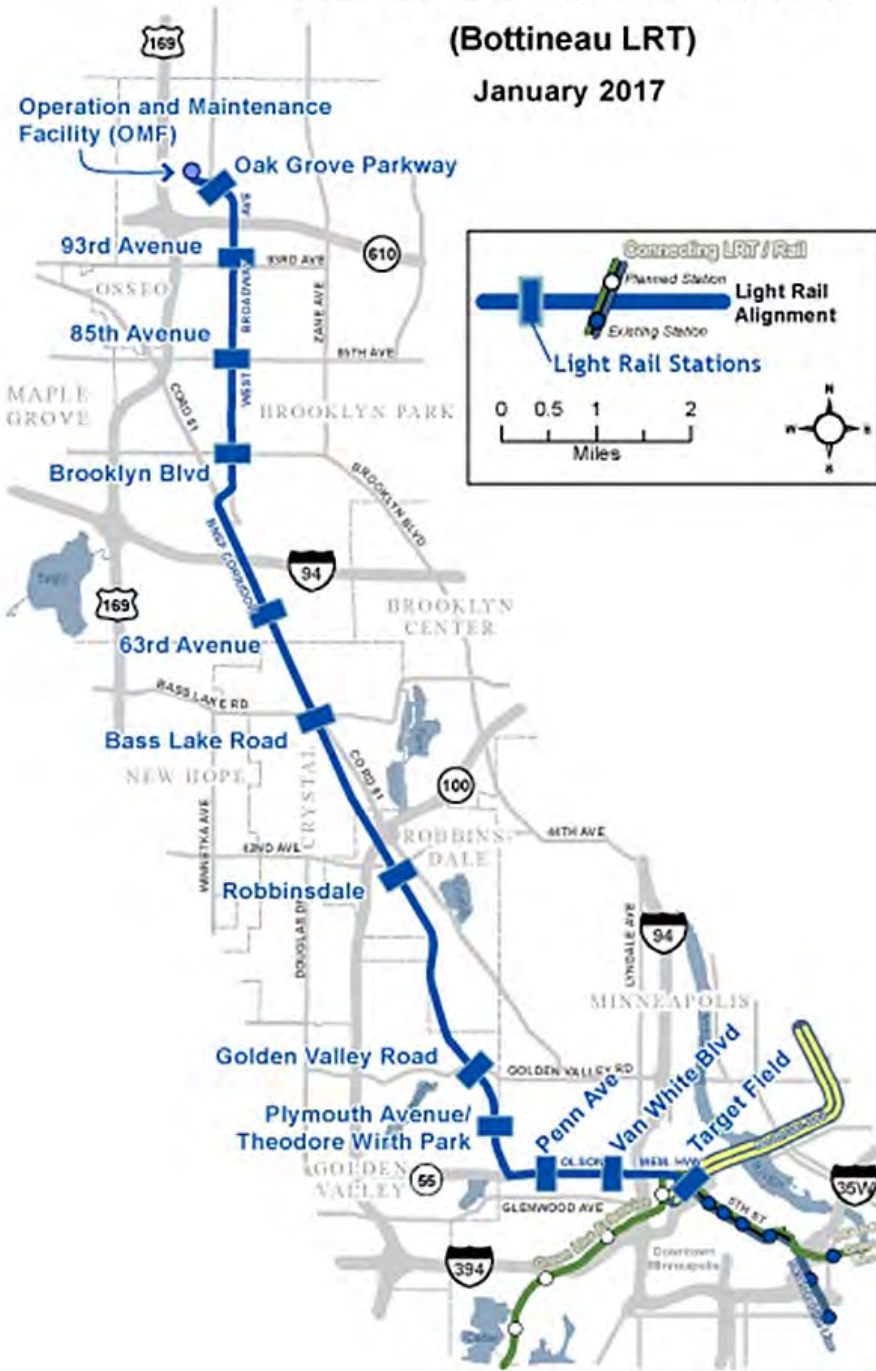
- [METRO Blue Line Extension](#) extends the Blue Line light rail transit from Mall of America north to Brooklyn Park.
- Connects the northwest suburbs and North Minneapolis to a regional system.
- Metro Transit engineering, construction, owner, and operator.
- Hennepin County [Bottineau Community Works](#) coordinates corridor planning.
- Bottineau Corridor demographics:
 - 50% people of color up to 88% in some station areas.
 - 14% zero car households, 49% in some station areas.
 - 19% low income, 48% poverty in some station areas.



METRO Blue Line Extension

(Bottineau LRT)

January 2017



Bottineau Community Works

Hennepin County partners with cities and stakeholders in the northwest metro for community and economic development opportunities.

- City Partners: Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis.
- Agency Partners: Metropolitan Council, Metro Transit, Three Rivers Park District, and Minneapolis Park & Recreation Board.
- Enhancing livability and community and economic vitality near future light rail transit stations by:
 - Supporting new and existing businesses
 - Preserving and expanding housing options
 - Improving connections for walking, biking and rolling
 - Helping to attract and guide development and investment
 - Engaging communities and residents in planning activities

Bottineau Community Works

Three major funding sources:

- Federal Transit Administration (FTA) Pilot Program for Transit Oriented Development (TOD) (*Primary Funds*)
- McKnight Intersections (*Matching & Non-Matching Funds*)
- Blue Cross Blue Shield (*Matching Funds*)



Bottineau Community Works

Federal Transit Administration
(FTA) Pilot Program for Transit
Oriented Development (TOD)
(Primary Funds)

- \$1.2M awarded in October 2016
- Grantee/Fiscal Agent: Metropolitan Council, Metro Transit TOD Office
- Sub-Recipient/Project Manager: Hennepin County Community Works
- 3-year grant period (from April 2017)



Bottineau Community Works

Federal Transit Administration (FTA) Funding Focus areas:

Development Plans

- Transit Oriented Development (TOD) Zoning
- Commercial corridors

Housing Needs

- Housing inventory
- Gaps analysis

Infrastructure Plans

- Pedestrian access/safety, bike connections, mobility options (bus circulator, bike/car share), wayfinding

Innovative Financing

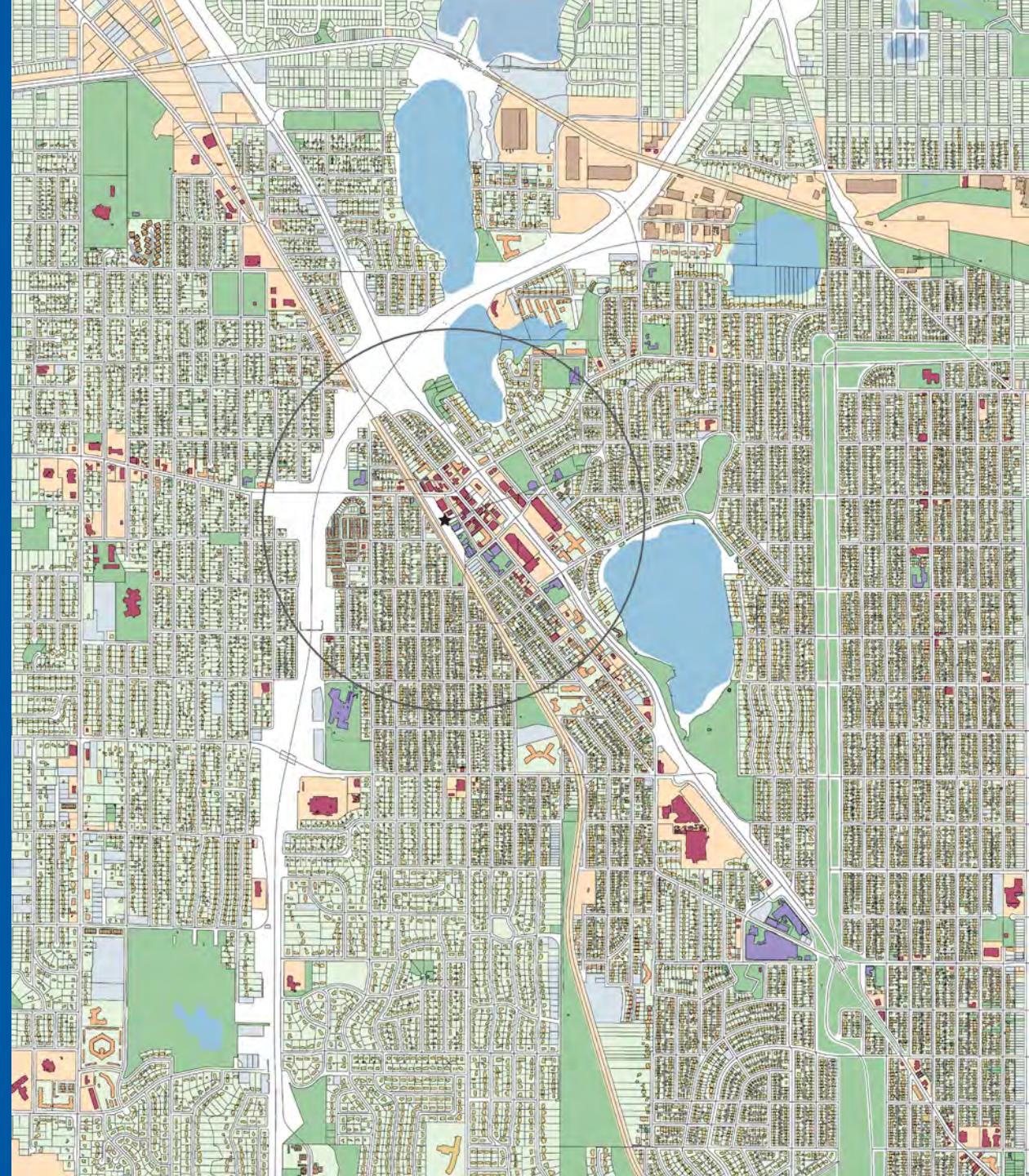
- Financing tools to implement development envisioned in Station Area Plans

Community Engagement

- Strategic and inclusive engagement integrated with other tasks to maximize community and project outcomes

Economic Development

- Support for small/minority businesses in the corridor



Bottineau Community Works

McKnight Intersections (*Matching & Non-Matching Funds*)

- \$550,000 awarded in May 2017
- 18-month grant period
- Focus areas:
 - Small Business Support
(*\$250K – Matching Funds*)
 - Tying Theory to Practice
(*\$50K – Matching Funds*)
 - Arts & Placemaking
(*\$250K – Non-Matching Funds*)

Blue Cross Blue Shield (*Matching Funds*)

- 5-year grant program
- Focus areas:
 - Health Equity Engagement Cohort (HEEC) – facilitated by Nexus Community Partners
 - Bike/Pedestrian Demonstration Projects
 - Advancing health equity strategies from station area planning

Bottineau Community Works Advanced Planning

Moved from concepts towards implementation by defining policies and designs that need to be in place for future investments with:

DEVELOPMENT PLANS



ECONOMIC DEVELOPMENT



INFRASTRUCTURE PLANS



FINANCING STRATEGIES



HOUSING NEEDS



COMMUNITY ENGAGEMENT





Development Plans

Purpose & Goals of the Commercial Market Analysis & Development Assessment Planning:

- Understand the need for and market viability of housing and commercial development
- Informed appropriate policy responses at the city level to attract new development
- [Answered key questions](#) about what type of development can be supported
- Focused on opportunity sites in station areas
- Identified short- and long-term strategies
- Created Transit Oriented Development (TOD) policies and zoning codes for each suburban city in the Corridor
- Conducted developer interviews to solicit input on development potential in the Corridor





Development Plans

Commercial Development Findings



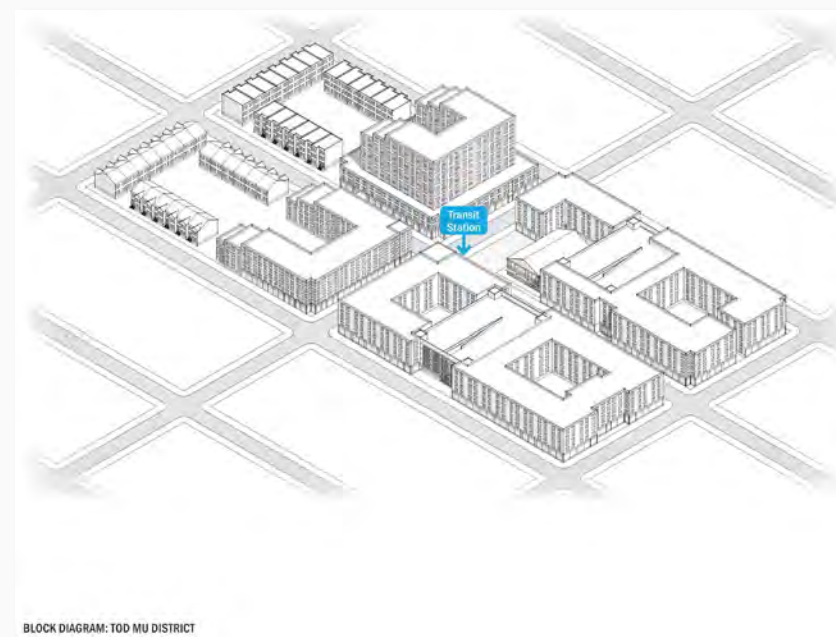
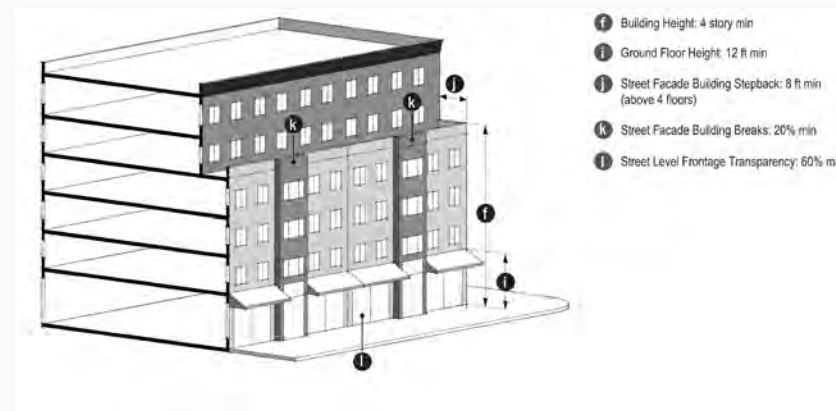
- Limited demand for new retail spaces in short-term at most stations – Robbinsdale station is the exception
- Near-term retail growth will be driven by small retailers meeting needs of Corridor demographic groups – younger households, people of color, and immigrants
- Long-term retail development potential will be associated with housing growth
- Long-term potential for retail space = 250,000 to 500,000 sf
- Rate of growth expected to be incremental and located near station areas
- Oak Grove Station has greatest potential for high-rise office, retail, and lodging uses
- Oak Grove Station expected to capture 40-50% of employment growth along Corridor through 2040



Transit Oriented Development (TOD) Zoning Code

Worked with Corridor Cities to prepare zoning codes or overlay districts for station areas

- Components of work:
 - Understand city's vision for station areas
 - Drafted zoning code language
 - Engaged stakeholders, City Councils, Planning Commissions





Corridor City TOD Zoning Code Policy Initiatives

Brooklyn Park: TOD zoning was adopted July 9, 2018. There was no resolution; city ordinance was amended to incorporate TOD zoning

Crystal: TOD zoning ordinance was adopted September 3, 2019

Robbinsdale: TOD zoning ordinance was adopted fall 2018

Golden Valley: TOD zoning ordinance was adopted September 3, 2019

Minneapolis: Incorporated station area land use plans in 2040 Comprehensive Plan



Development Plans



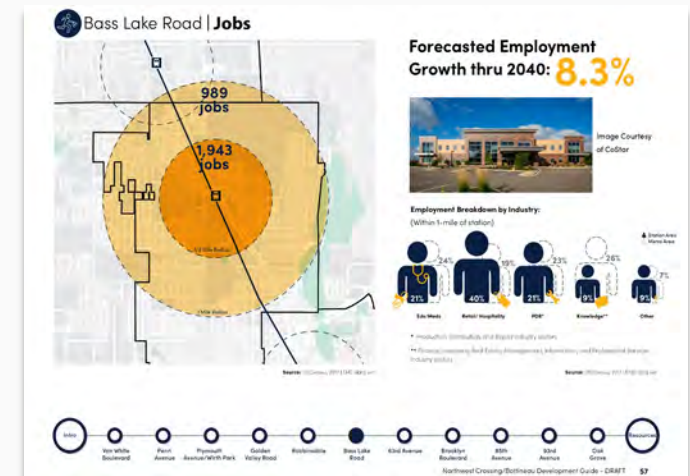
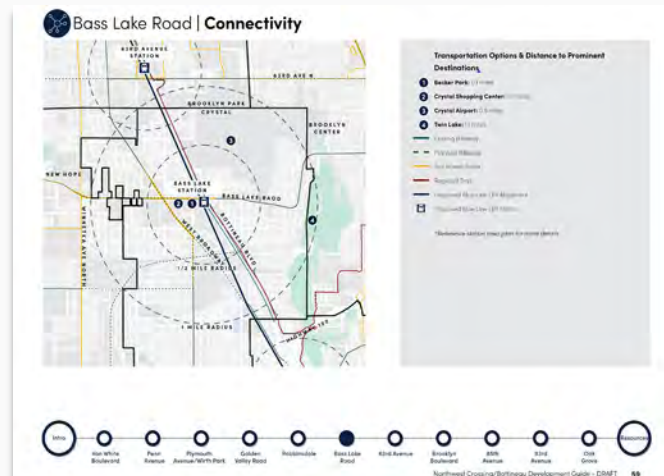
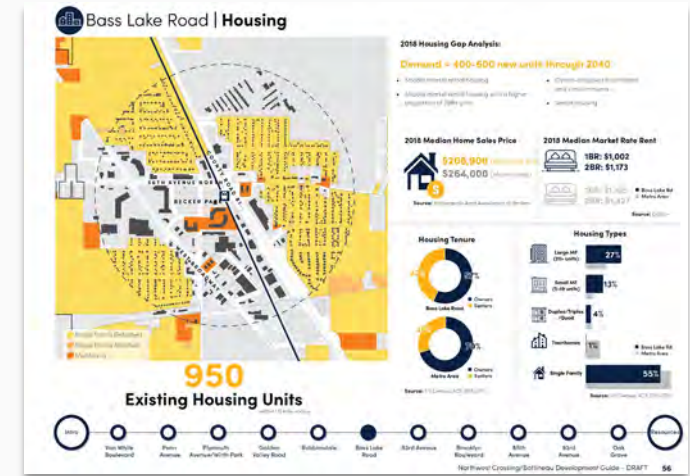
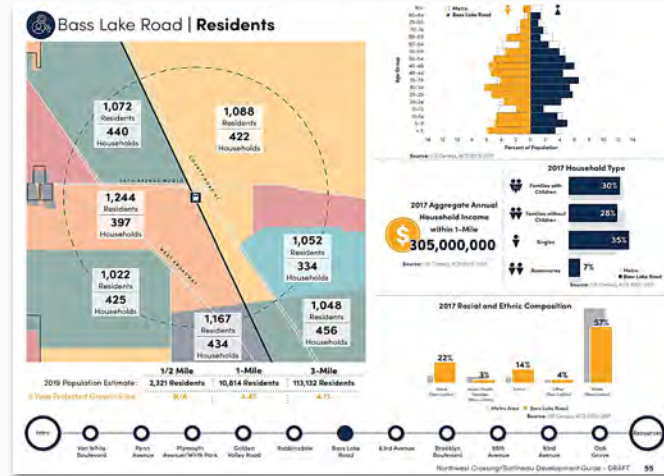
Corridor Development Initiative

- Hennepin County and Cities partnered with Twin Cities LISC to facilitate community workshops for the Robbinsdale and 85th Street station areas
- Identified development guidelines to inform transit-oriented development at station areas
- Key Findings:
 - Build on station area assets and institutions
 - Enhance mobility to and from station areas
 - Encourage higher density, mixed-use development





Development Plans





Key Takeaways

- Commercial Development Key Takeaways:

- Limited demand for new retail spaces in short-term at most stations – Robbinsdale station is the exception
- Near-term retail growth will be driven by small retailers meeting needs of Corridor demographic groups – younger households, people of color, and immigrants
- Long-term retail development potential will be associated with housing growth
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- Oak Grove Station has greatest potential for high-rise office, retail, and lodging uses
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- Corridor Development Initiative Key Takeaways:

- Build on station area assets and institutions
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Infrastructure Plans

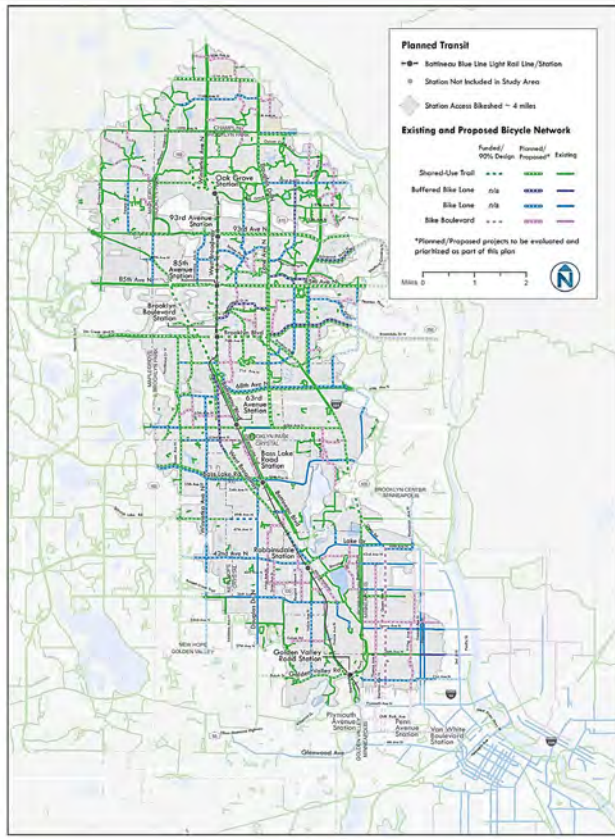
Purpose & Goals:

- Station area circulation and connectivity was assessed
- Explored shared mobility options at three key station areas: 93rd, 85th, & Golden Valley Rd.
- Catalogued all bicycle and pedestrian plans in the corridor – City, County, and Three Rivers Park District
- Developed Signage and Wayfinding Plan
- [Prioritized 10 projects](#) of bicycle and pedestrian trails connecting to station areas

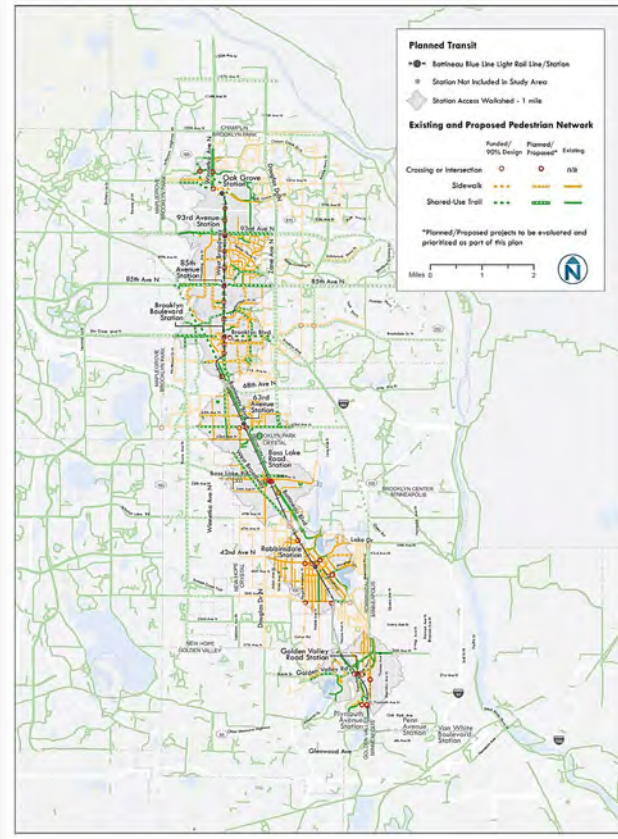




Station Area Circulation and Connectivity Assessments



Bicycle Network



Pedestrian Network

- Assessed all bicycle and pedestrian plans in Corridor
- Community Connections prioritized 10 bike and ped trails – completed to 60% design
- Key Recommendations:
 - Create safe, comfortable, and convenient connections to and from planned station areas
 - Leverage LRT investments
 - Provide bike facilities at and near stations
 - Incorporate better maintenance and safety features
 - Eliminate barriers to connectivity



Shared Mobility Study

- Study explored shared mobility options at three key stations – 93rd, 85th and Golden Valley Road
- Key Recommendations:
 - Transit Amenities: safe and comfortable spaces for passengers to wait for transit or shared mobility
 - Pedestrian Amenities: wide sidewalks with landscaping and lighting, and crossings with signal timing, curb extensions, and ped beacon
 - Bicycle Amenities: bikeways, bike parking, and bikeshare
 - Motorized Service Amenities: carshare, on-demand rideshare, and microtransit

Shared Mobility Hub: Support Services & Amenities

- Mobility as a Service (MaaS)

Shared Mobility Hub: Motorized Service Amenities

- On-Demand Rideshare
 - Request a ride in real-time, or pre-scheduled, using a mobile app

Shared Mobility/Shared Mobility Hubs

- Shared Mobility is comprised of short-term transportation solutions enabling users to access various shared vehicles, bicycles, or other low-speed modes
- Shared Mobility Hubs are transportation centers that seamlessly connect different modes of travel, such as:
 - Walking
 - Biking
 - Carshare
 - On-Demand rideshare services
 - Vanpool
 - Microtransit
 - Taxi
 - Future: Autonomous Vehicles

Additional features shown in the infographic include: Advanced bus stops with real-time information, Designated bus lanes and priority signals, Secure bike parking, Bike parking, Car sharing, On-demand bike park, Public art, Transit and community information kiosk, and a legend for WALK, BIKE, BUS, and DRIVE.



Infrastructure Plans

Final Ten Projects

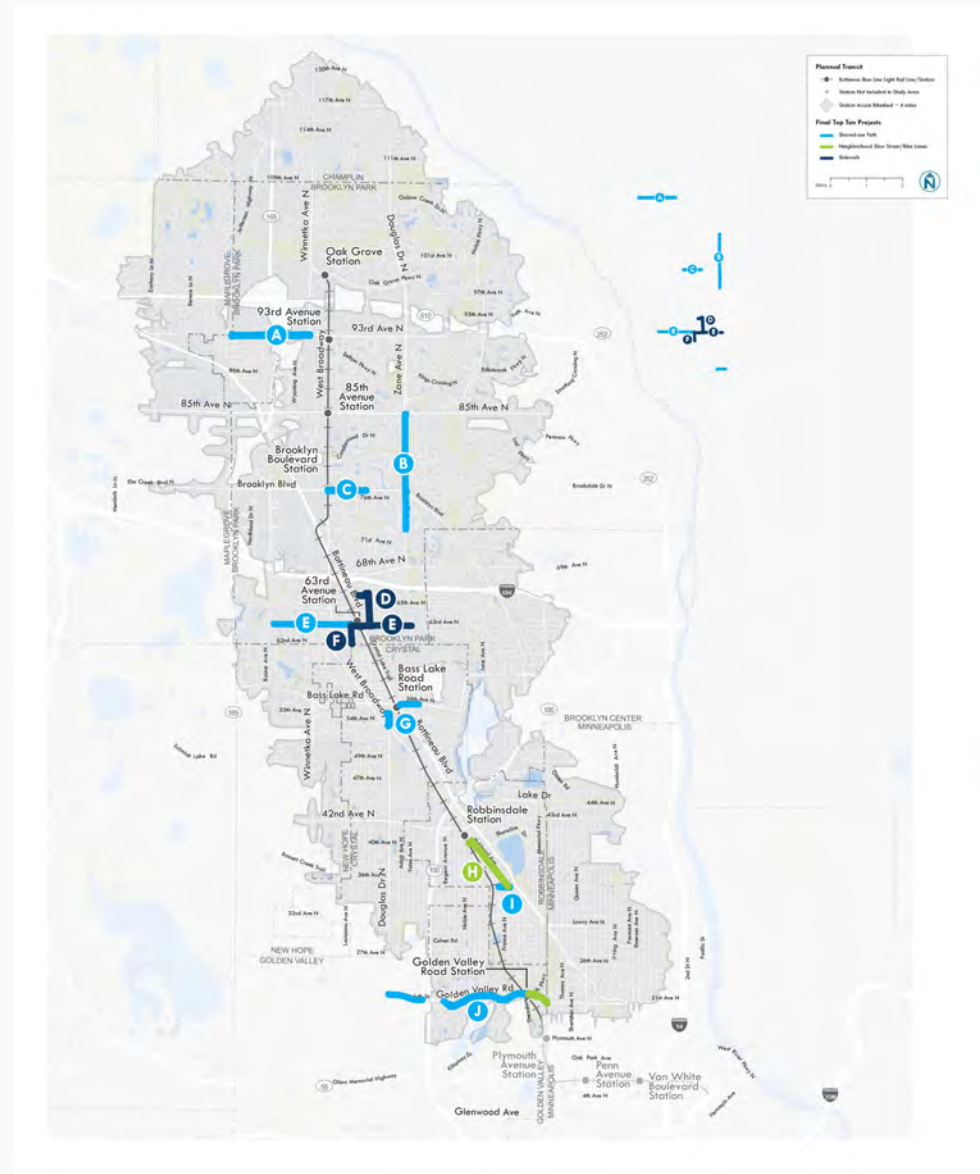
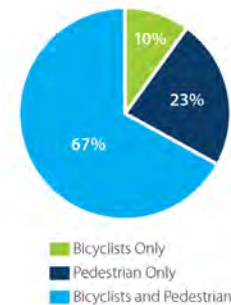
The final 10 projects identified provide a combined total of 7.8 miles of new pedestrian and bicycle facilities. Shared-use paths, which account for 67 percent of the new projects, provide benefit to both pedestrians and bicyclists.

ID	Project	Project Limits	City
A	93rd Avenue N	Jefferson Highway to N Oak Drive	Brooklyn Park
B	Zane Avenue N	73rd Avenue N to 85th Avenue N	Brooklyn Park
C	Brooklyn Boulevard	½ block east of West Broadway Avenue to Hampshire Avenue N	Brooklyn Park
D	Hampshire Avenue N	Hampshire Avenue N from 63rd Avenue N to 66th Avenue N and 66th Avenue N from Hampshire Avenue N to Lakeland Park	Brooklyn Park
E	63rd Avenue N	Boone Avenue N to West Broadway and Forest Avenue N to Zane Avenue N	Brooklyn Park
F	Louisiana Avenue N	62nd Avenue N to 63rd Avenue N	Brooklyn Park
G	Douglas Drive N/Bass Lake Road	Douglas Drive from West Broadway to 55th Avenue N and Bass Lake Road from Bottineau Blvd to Xenia Avenue N	Crystal
H	Hubbard Avenue N	36th Avenue N to 41st Avenue N and west along 41st Avenue N for ½ block	Robbinsdale
I	36th Avenue N	Halifax Avenue N to France Avenue N	Robbinsdale
J	Duluth Street/ Golden Valley Road	Duluth Street from Douglas Drive N to Golden Valley Road and Golden Valley Road from Duluth Street to Xerxes Avenue N	Golden Valley

Total length of proposed new facilities (by facility type)



Primary users served





Demonstration Projects

- Bottineau Community Works worked with Corridor city and community partners to implement bicycle and pedestrian demonstration projects in the following station areas:
 - Bass Lake Road
 - Golden Valley Road
 - Robbinsdale
 - Brooklyn Boulevard
 - Van White





Infrastructure Plans

Signage and Wayfinding Plan

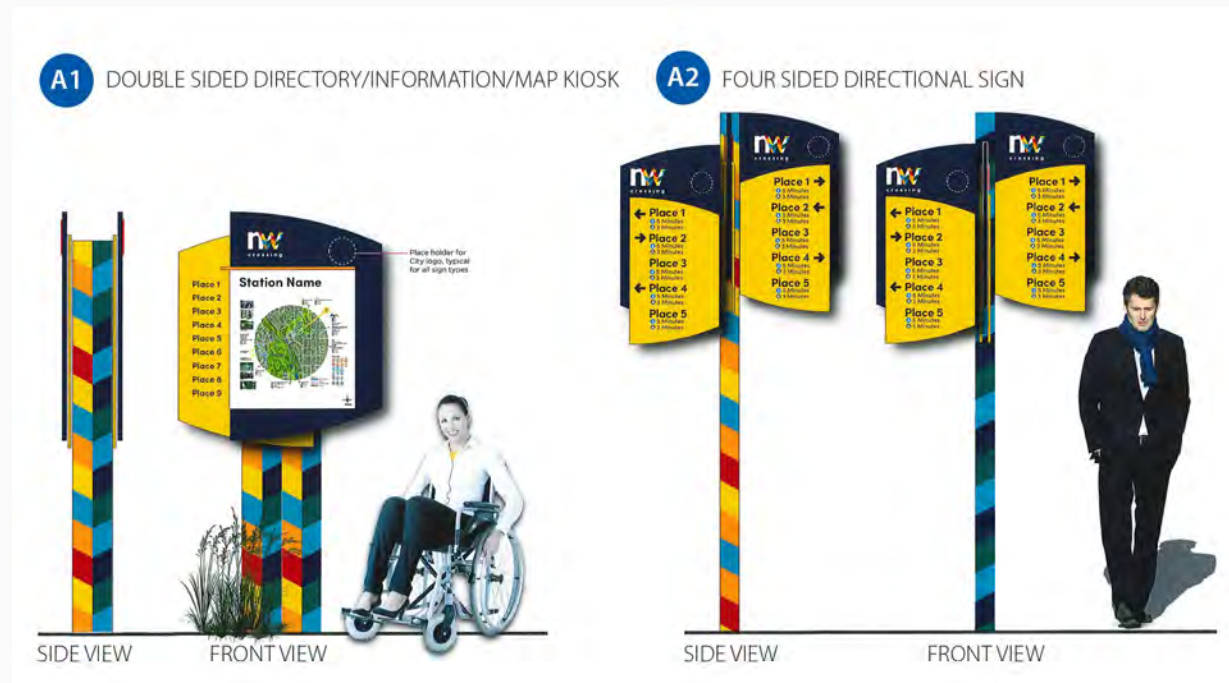
- Facilitates bicycle and pedestrian navigation and maximize connections
- Enhances orientation & navigation, destinations within 10 min walk or bike ride
- Provides directions to community destinations
- Includes wayfinding between stations, trails, and other destinations





Signage and Wayfinding Plan

- A family of signage types was developed for Bottineau Corridor wayfinding
- Each sign type plays a different role in assisting station area visitors with navigation to area destinations



Representative Sign Typologies



Key Takeaways

- **Station Area Circulation and Connectivity Assessments Key Takeaways:**
 - Create safe, comfortable, and convenient connections to and from planned station areas
 - Leverage LRT investments
 - Provide bike facilities at and near stations
 - Incorporate better maintenance and safety features
 - Eliminate barriers to connectivity
- **Shared Mobility Key Takeaways:**
 - Transit Amenities: safe and comfortable spaces for passengers to wait for transit or shared mobility
 - Pedestrian Amenities: wide sidewalks with landscaping and lighting, and crossings with signal timing, curb extensions, and ped beacon
 - Bicycle Amenities: bikeways, bike parking, and bikeshare
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Housing Needs

Purpose & Goals of the [Housing Inventory](#) and [Gaps Analysis](#) :

- Helped corridor cities determine effective strategies for creating and sustaining a full range of housing opportunities.
- Evaluated the existing and near-term supply of housing, comparing it to demographic and economic trends to identify any critical gaps in housing supply.





Housing Needs

Figure 1: Total Housing Units by Station Area (1/2-Mile Radius)¹

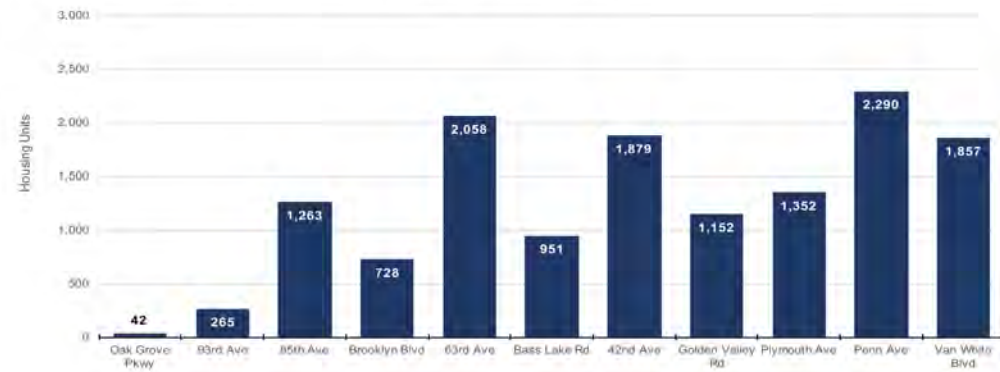
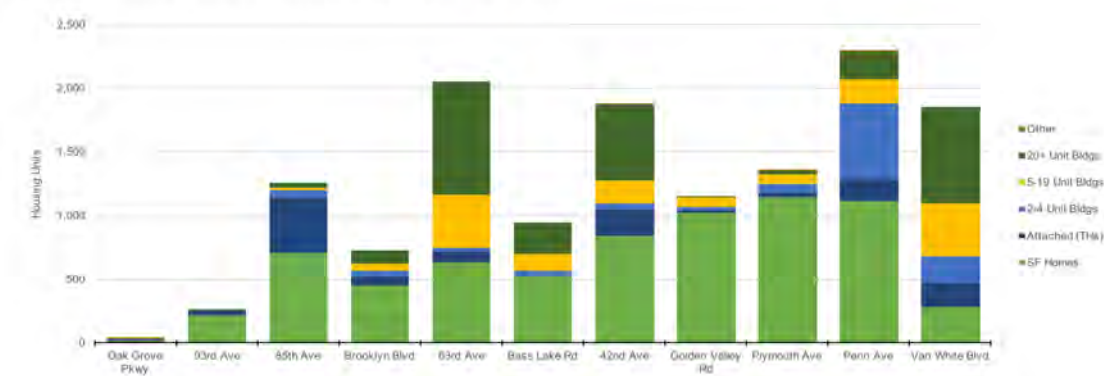


Figure 3: Housing Units by Structure Size (1/2-Mile Radius)



Source: US Census, ACS 2011-2015 Estimate

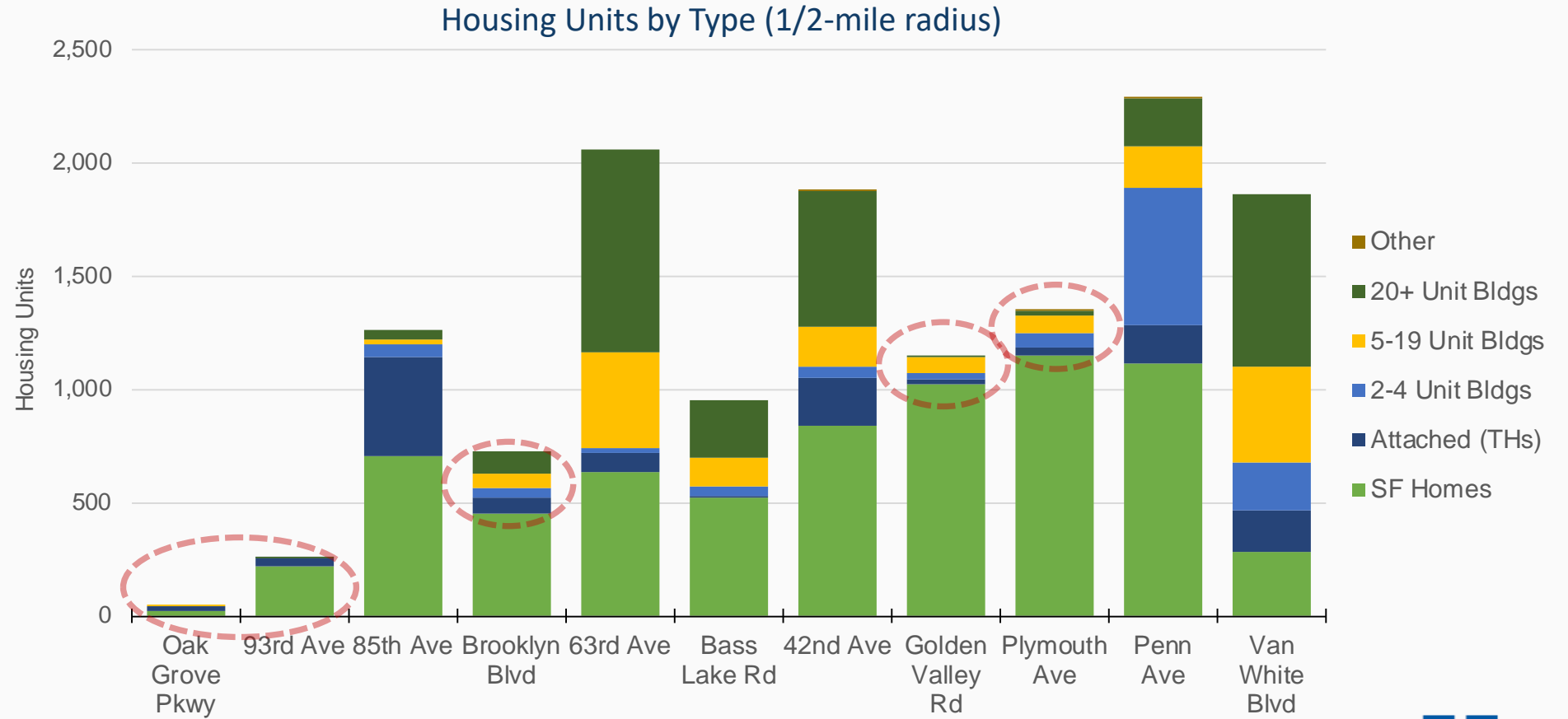
Key Housing Findings

- Growing population in Bottineau Corridor
- Over half of Corridor residents are people of color
- Rents continue to rise in Corridor
- Homeownership is on the decline
- Home ownership varies greatly by race and ethnicity
- Homeowners tend to live in single-family detached homes
- Multi-family housing is lacking in certain station areas
- Income growth is not keeping up with the Metro region
- LRT will cause upward pressure on pricing, but broader market trends will be a primary driver of price changes
- High rate of cost-burdened households despite prevalence of affordable housing
- Potential for 3,600 – 5,600 new households in Corridor



Housing Gaps Analysis: Key Findings

- Multifamily housing is lacking in certain station areas



Source: US Census, ACS 2011-2015 Estimate

Housing Gaps Analysis: Key Takeaways

----- Generalized Housing Type Needed -----

	Station Area	Housing Demand (thru 2040)	Market Rate Apts	Affordable Apts	Owner THs	Senior	Rental THs	Condos/ Coops
----- Brooklyn Park -----	Oak Grove Pkwy	1,500-2,000	X	X	X	X	X	X
	93 rd Ave	100-200		X	X	X		
	85 th Ave	300-600	X	X		X		
	Brooklyn Blvd	300-600	X	X	X	X	X	
	63rd Ave	300-600		X	X		X	
Crystal	Bass Lake Rd	400-600	X	X	X	X	X	X
Robbinsdale	Robbinsdale	600-800	X	X	X			X
Golden Valley	Golden Valley Rd	100-200		X		X		
----- Minneapolis -----	Plymouth Ave	<100	X	X	X			
	Penn Ave	200-400	X	X	X	X	X	
	Van White Blvd	>500	X	X	X			X



Housing Needs

Key Housing Recommendations

- Develop Corridor-wide strategy for housing development
- New housing of all types is generally needed
- Market rate and affordable housing options are needed
- Multi-family housing, particularly near stations and employment nodes, is needed
- Upgrades/maintenance to existing rental stock is critical
- Need for larger unit types (3BR+) in multi-family properties
- Provide tenant rights education





Key Takeaways

- New housing of all types is generally needed
 - Growing population in Bottineau Corridor
 - Potential for 3,600 – 5,600 new households in Corridor
- Market rate and affordable housing options are needed
 - Rents continue to rise in Corridor
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- Upgrades/maintenance to existing rental stock is critical



Economic Development

Purpose & Goals:

- Corridor-wide marketing and branding.
- Strategies to attract businesses and denser, mixed-use development.
- Toolkit to market opportunities to businesses looking to expand and relocate.
- Small business and entrepreneur support.
- Help communities brand corridor as a destination for people, businesses, development, and investment.





Economic Development

Bottineau Development Guide

- Study evaluated development and economic potential within ½ mile of each station along Bottineau Corridor
- Bottineau Community Works conducted best practices in community engagement
- Blue Line Coalition developed “Equitable Development Scorecard” to assist developers and investors reach community equity
- Report evaluated station area context, including demographics, connectivity, amenities, and development potential.
- Addressed specific opportunity sites and identifies resources





Financing Strategies

Purpose & Goals:

- Develop specific financing tools and strategies needed to implement station area plans.
- Identify resource gaps in the corridor and develop tools and policies to address those gaps.
- Identify funding and financing strategies to minimize resident and business displacement along the corridor





Major Deliverables

- **Funding Database:** Update the TOD Funding Guide into a sortable database. The database is sortable by many variables including source and size of funding and specific uses for funds.
- **Feasibility Analysis:** Provided a financial feasibility review of nine specific station area projects. Strategies to fill the financial gaps were included.
- **Funding for Major Uses:** Identified funding strategies for the major categories of real estate. Commercial uses were given special focus to support existing businesses and 1st floor retail desires.



Key Takeaways

- No silver bullets except to combine known sources in innovative combinations.
- Community land trusts and community-owned business space is under-utilized.
- Philanthropic organizations can be a catalyst for needed collaboration.
- 1st floor retail opportunities include business incubators and city owned/rented space.
- City and Developer discussions require a shared vision and financing strategy.



Community Engagement

Purpose & Goals:

[Integrated](#) throughout Bottineau Community Works activities:

- Leveraged existing partnerships with communities, cities, and stakeholders that reflect the corridor's diversity.
- Utilized the corridor's assets in government, organizations, businesses, programs and people.

Coordinated with partner engagement efforts:

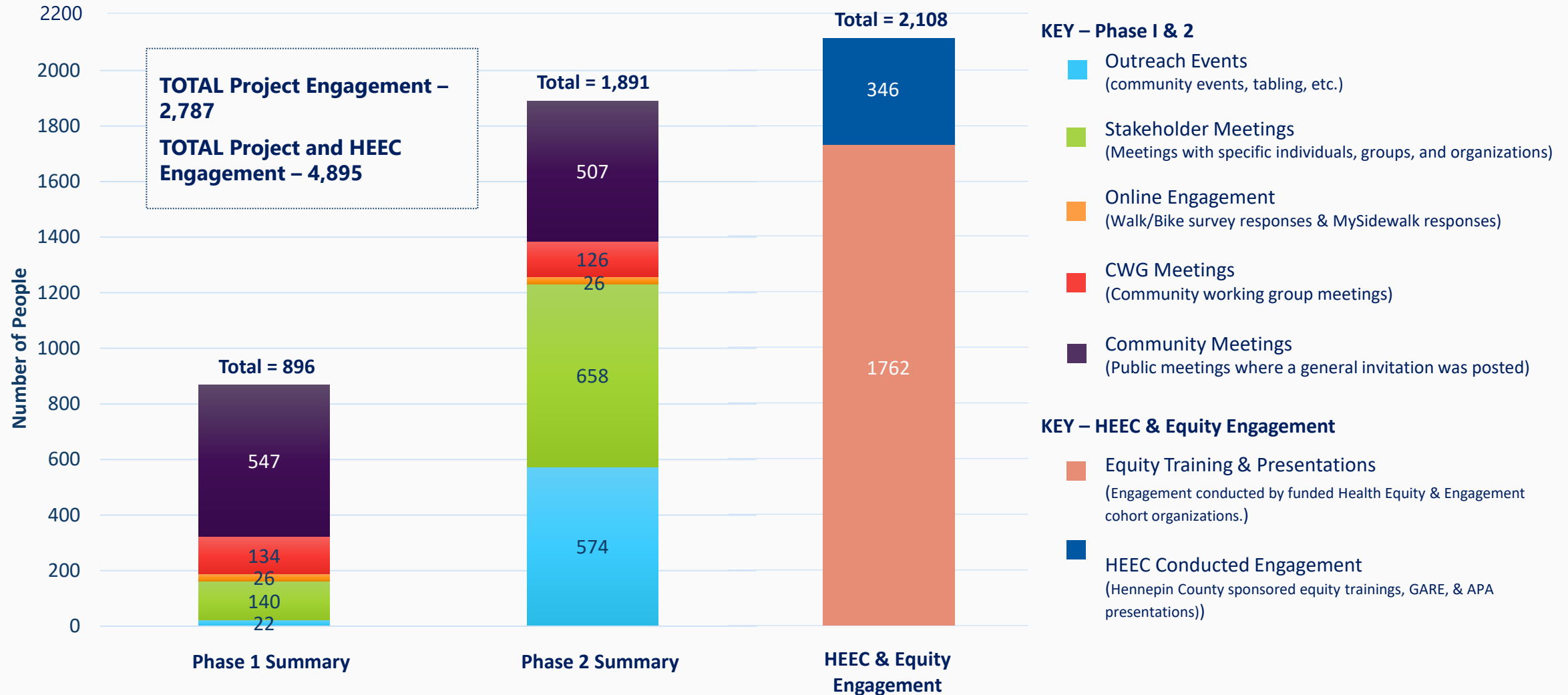
- Bottineau Community Works Steering Committee
- Bottineau Technical Implementation Committee
- Bottineau Project Office Community Advisory Committee (CAC) and Business Advisory Committee (BAC)
- Blue Line Coalition
- Health Equity Engagement Cohort (HEEC)
- TC LISC Corridor Development Initiative at two station areas: [85th](#) and [Robbinsdale](#)





Community Engagement

Number of Community Engagement Contacts made for Bottineau LRT Station Area Planning

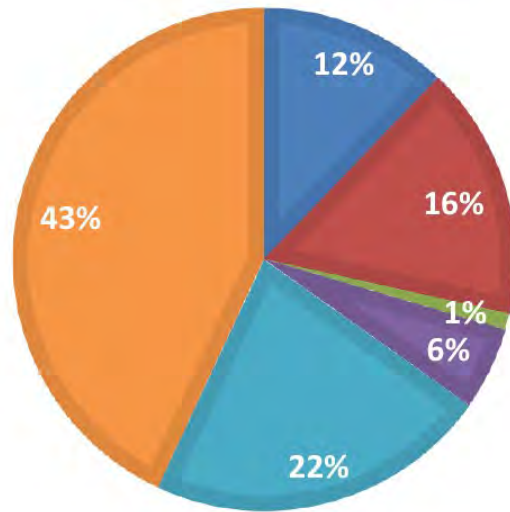




Community Engagement

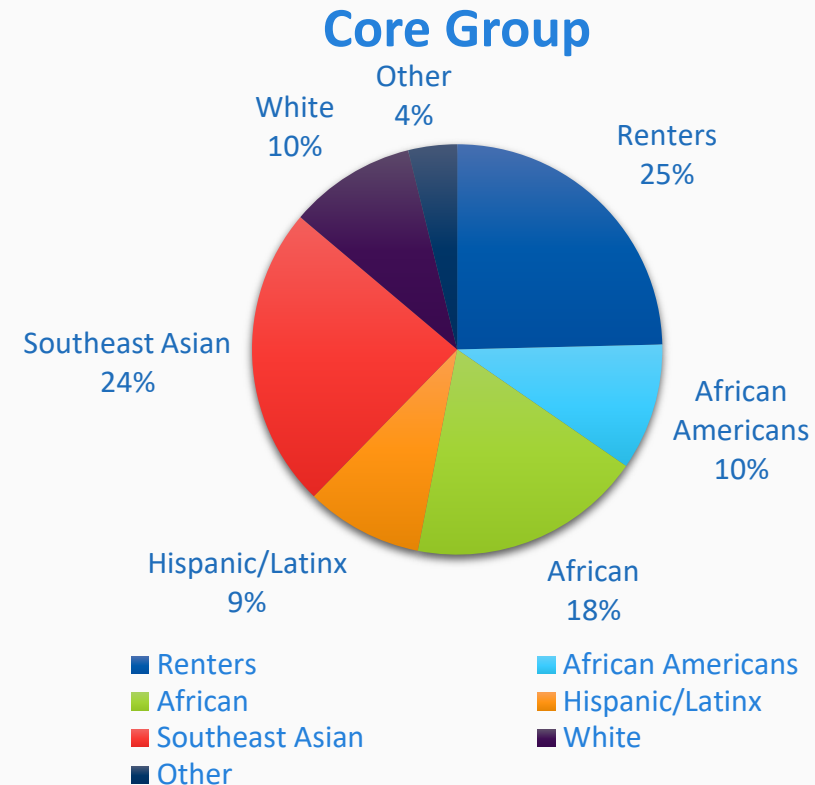
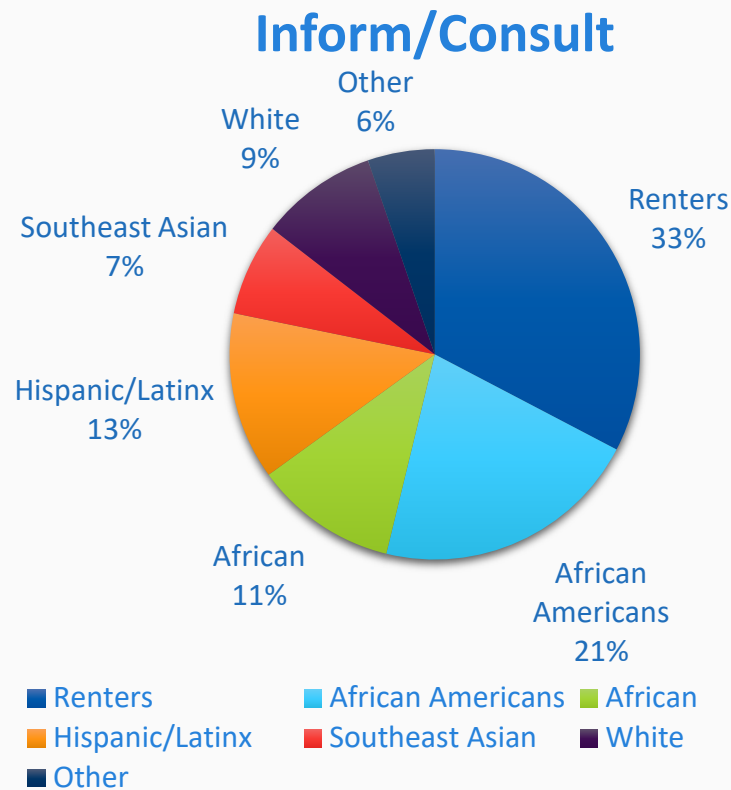
Share of People Engaged by Activity

- Outreach events
- Stakeholder Meetings
- Online Engagement
- CWG Meetings
- Community Meetings
- HEEC/Equity





Participant Demographics (HEEC/Equity Engagement)



Note: Demographic information was self-reported. There is not uniformity in how groups track this information.



Community Engagement

Best Practices

- Housing and Development
 - Conducted stakeholder interviews
 - Presented to stakeholders
 - Conducted developer interviews
 - Documented review and feedback
- TOD Zoning Code
 - Engaged property owners and businesses within ¼ mile of each station
 - Presented to Planning Commissions and City Councils
 - Coordinated with HEEC/BLC/CAC/ BAC members





Community Engagement



Hennepin County

Best Practices

- Health Equity
 - Identified and implemented 5 bike/ped demonstration projects
 - Coordinated HEEC/BLC/CAC/ BAC engagement
- Connecting Theory to Practice
 - Coordinated City staff/elected officials education programs
 - Coordinated HEEC engagement efforts



Community Engagement

Best Practices

- Small Business and Entrepreneur Support
 - Engaged small businesses and community organizations to identify needs and connect to resources
 - Supported HEEC/BLC engagement efforts
 - Contracted business technical support
- Corridor Development
 - Conducted community-based educational training sessions
 - Presented to Corridor City Councils
 - Coordinated HEEC/BLC/CAC/BAC engagement





Community Engagement



Best Practices

- Infrastructure Plans
 - Engaged with Corridor stakeholders to establish bicycle and pedestrian improvements/priorities
 - Supported HEEC/BLC engagement efforts
 - Conducted pop-up sessions at community events
 - Conducted community workshops
 - Conducted community surveys
 - Contracted separately from engineering efforts



Community Engagement

Bottineau Community Works Connectivity Project

BOTTINEAU COMMUNITY WORKS CONNECTIVITY PROJECT
Improving pedestrian, bicycle and shared ride connections along the METRO Blue Line LRT Extension corridor

COMMUNITY ENGAGEMENT REPORT

FINAL REPORT - 8/1/19

OVERALL PROJECT STRUCTURE AND ACTIVITIES

The **First Phase engagement process** was used to develop specific criteria and weighting for reducing the original list of projects and selecting a total of 20 potential projects. Each of these 20 projects was studied by the infrastructure team, and tied up to 3 concept designs developed for each, for a total of up to 60 concepts.

The **Second Phase engagement process** was used to reduce that list of projects to a total of up to 10 potential projects, which were taken up to 60 percent design completion.

Main barriers to walking and biking
FROM ALL ROUND 1 IN-PERSON AND ONLINE ACTIVITIES

What keeps you from walking or riding a bicycle more often?

Barrier	In-person	Online
Routes covered in ice and snow during winter	~65	~65
No trails sidewalks or bike routes where I want to go	~55	~55
Destinations are too far apart	~55	~55
I feel unsafe around motorized traffic	~45	~45
Sidewalks, trails, bike routes are not well lit in dark	~35	~35
Worried about harassment and crime	~35	~35
I don't have enough time	~30	~30
I feel unsafe at intersections	~25	~25
Hard to find my way around	~15	~15
I don't have anyone to walk or bike with	~10	~10
There aren't enough benches or trees	~10	~10
The weather is too unpredictable	~10	~10
Lack right clothes shoes accessories or bike	~10	~10
I have to carry too much stuff	~10	~10

OVERALL GUIDANCE RECEIVED

ISSUES AND OPPORTUNITIES COLLECTED FROM PARTICIPANTS

Current issues

- Lack of safety around motorized traffic
- Lack of safety at intersections
- Lack of designated walking and biking paths

Ideas for making improvements

Specific ideas for projects along the corridor include:

- Implement designated pedestrian and bicycle paths
- Safer intersections
- Fix needed infrastructure

TO LEARN MORE

Please see full reports from the Phase 1 and Phase 2 online surveys at this document's Appendix

Bottineau Community Works Connectivity Project, Final Community Engagement Report





Community Engagement

Key Recommendations

- Conduct Health Equity in Training Series
- Formalize and develop standard procedures for Hennepin County staff to include impacted community stakeholders in decision-making processes
- Elevate equity and advance health equity throughout the planning process
- Develop community/culturally specific engagement methods/strategies
- Make engagement meaningful
- Maximize opportunities for community participation and control to foster partnerships between the County and partner communities
- Meet community members in spaces and at times they are able to meet
- Practice a "Human Centered Design" approach
- Provide more bi-lingual materials, data transparency and funding to community organizations
- County must be more transparent with the community





Community Engagement

Bottineau Community Works Connectivity Project

Key Findings

- Lack of safety around motorized traffic
- Lack of safety at intersections
- Lack of designated walking and biking paths

Key Recommendations

- Implement designated pedestrian and bicycle paths
- Create safer intersections
- Fix needed infrastructure



For More Information:

Visit:

<https://hennepin.us/bottineau>

