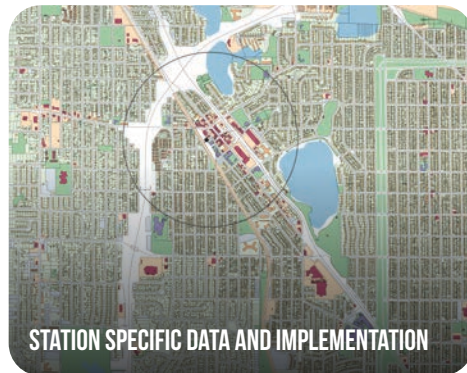




# BOTTINEAU COMMUNITY WORKS

APRIL 2020



# WHAT IS THE BOTTINEAU CORRIDOR AND THE METRO BLUE LINE EXTENSION?

## BOTTINEAU TRANSITWAY: CONNECTING BROOKLYN PARK, CRYSTAL, ROBBINSDALE, GOLDEN VALLEY & MINNEAPOLIS

The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The proposed alignment is primarily at-grade and will have 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 northwestern communities 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.

## OVERVIEW

- 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.

## 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.

## ROUTE MAP

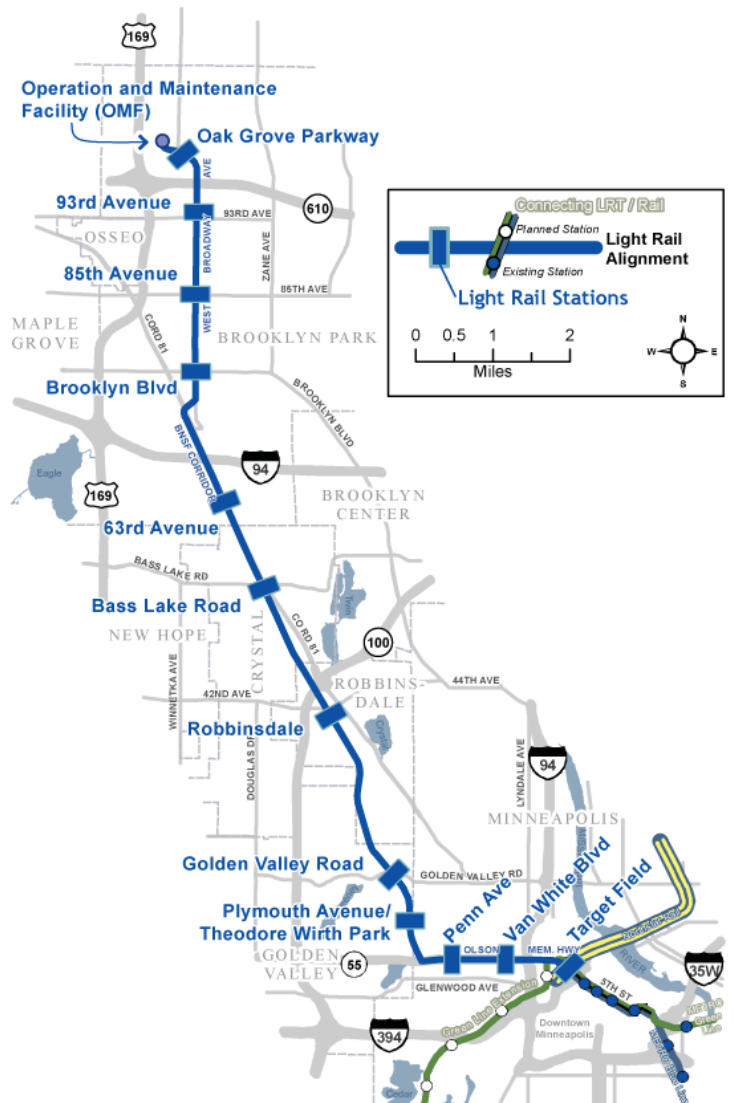
The map shows the track alignment and station locations. For a larger version visit: <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Route-Stations.aspx>.

## STATIONS

The METRO Blue Line Extension will have 11 new stations:

- 63rd Avenue, Brooklyn Boulevard, 85th Avenue, 93rd Avenue, and Oak Grove Parkway in Brooklyn Park
- Bass Lake Road in Crystal
- Robbinsdale Station in Robbinsdale
- Plymouth Avenue/Theodore Wirth Park and Golden Valley Road in Golden Valley
- Van White Boulevard and Penn Avenue in Minneapolis

Passengers on the Blue Line Extension will be able to continue on the existing METRO Blue Line at Target Field Station in Minneapolis to destinations including the Veterans Affairs Medical Center, Minneapolis-St. Paul International Airport, and the Mall of America. Passengers will be able to transfer to and from the METRO Green Line at downtown Minneapolis stations.



# WHAT IS BOTTINEAU COMMUNITY WORKS?

## COLLABORATIVE CORRIDOR PLANNING FOR THE METRO BLUE LINE LRT EXTENSION

To prepare for the planned METRO Blue Line Extension (Bottineau LRT) light rail transit project, Hennepin County is partnering with cities in the northwest metro to identify and pursue community and economic development opportunities.

Through the Bottineau Community Works program, Hennepin County and cities in the Bottineau corridor (Brooklyn Park, Crystal, Golden Valley, Minneapolis, and Robbinsdale) are making policy and infrastructure improvements that benefit our communities.

For more information on Hennepin County Bottineau Community Works please visit: <https://www.hennepin.us/residents/transportation/bottineau-community-works>

## BOTTINEAU CORRIDOR CITIES

- Minneapolis
- Golden Valley
- Crystal
- Robbinsdale
- Brooklyn Park

## AGENCY PARTNERS

- Metropolitan council
- Metro Transit
- Three Rivers Park District
- Minneapolis Park and Recreation Board

## BOTTINEAU COMMUNITY WORKS GOALS

### ENHANCE 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

## THREE MAJOR FUNDING SOURCES:

### 1. PRIMARY FUNDS

#### **\$ FEDERAL TRANSIT ADMINISTRATION (FTA) PILOT PROGRAM FOR TRANSIT ORIENTED DEVELOPMENT (TOD)**

- \$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)

### 2. MATCHING & NON-MATCHING FUNDS

#### **\$ MCKNIGHT INTERSECTIONS**

- \$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*]

### 3. MATCHING FUNDS

#### **\$ BLUE CROSS BLUE SHIELD**

- 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



# ADVANCED PLANNING: MOVING FROM CONCEPTUAL TOWARDS IMPLEMENTATION

The Bottineau Community Works (BCW) program facilitated *Advanced Planning* for community and economic development around the planned Metro Blue Line Extension (Bottineau LRT). Advanced planning means moving from conceptual towards implementation, defining the practical policies and designs that need to be in place for future investments.

## DEVELOPMENT PLANS



## INFRASTRUCTURE PLANS



## HOUSING NEEDS



## ECONOMIC DEVELOPMENT



## FINANCING STRATEGIES



## COMMUNITY ENGAGEMENT



## DEVELOPMENT PLANS

Purpose and goals of the Commercial Market Analysis & Station Area Development Assessment planning:

- Understand the need 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

FOR MORE INFORMATION ON THE COMMERCIAL MARKET ANALYSIS:

VISIT: <https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/commercial-market-analysis.pdf>

FOR MORE INFORMATION ON THE DEVELOPMENT ASSESSMENT:

VISIT: <https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/station-area-development-analysis.pdf>



Fig. 1: Create TOD policies and zoning codes in the Corridor



Fig. 3: Conduct developer interviews to solicit input on development potential



Fig. 5: Focus on opportunity sites in station areas



## INFRASTRUCTURE PLANS

Purpose and goals of Infrastructure planning:

- Station area circulation and connectivity assessments
- Catalogue of all bicycle and pedestrian plans in the Corridor – City, County, and Three Rivers Park District
- Prioritized 10 projects of bicycle and pedestrian trails connecting to station areas
- Explored shared mobility options at three key station areas: 93rd Avenue, 85th Avenue, & Golden Valley Road
- Signage and Wayfinding Plan: Include wayfinding between stations, trails, and other destinations

FOR MORE INFORMATION ON THE PRIORITIZED INFRASTRUCTURE PROJECTS:

VISIT: [https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/Final\\_Infrastructure-Community-Engagement\\_Report\\_2019\\_0731\\_v2.pdf](https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/Final_Infrastructure-Community-Engagement_Report_2019_0731_v2.pdf)



Fig. 2: Catalogue all bicycle and pedestrian plans in the Corridor



Fig. 4: Explore shared mobility options at key station areas

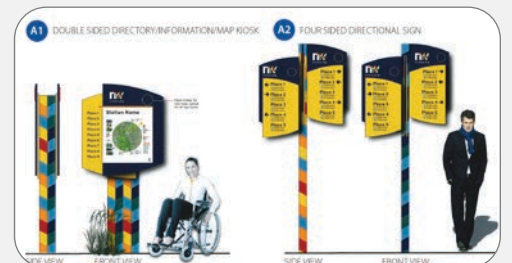


Fig. 6: Representative wayfinding typologies in Corridor



## HOUSING NEEDS

The purpose of the Bottineau Community Works Housing Inventory and Housing Gaps Analysis:

- Helped Bottineau 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.

### Key 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 & 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

### FOR MORE INFORMATION ON THE HOUSING INVENTORY:

VISIT: <https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/housing-inventory-bottineau-corridor.pdf>

### FOR MORE INFORMATION ON THE HOUSING GAPS ANALYSIS:

VISIT: <https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/bottineau-housing-gaps-analysis.pdf>

### 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



Fig. 7: Market rate and affordable housing options are needed

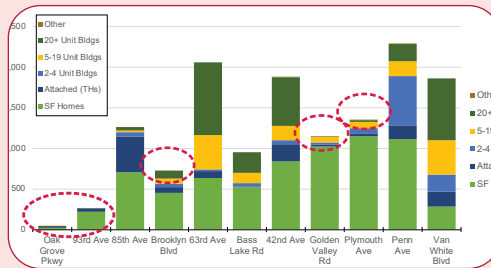


Fig. 10: Multi-family housing is lacking in certain station areas



Fig. 11: Multi-family housing, particularly near stations, is needed



## ECONOMIC DEVELOPMENT

Purpose and goals of *Advanced Planning Economic Development* studies:

- 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.



Fig. 8: Help communities brand the Bottineau Corridor as a destination



Fig. 9: Strategies to attract businesses and denser/mixed-use development



## COMMUNITY ENGAGEMENT

Community engagement was integrated throughout the Bottineau Community Works process, an essential part of each area of *Advanced Planning*. The practical knowledge and experience of the people who live, work, learn, and travel in the Bottineau Corridor was an essential component for successful planning. Community engagement included:

- Recognizing Corridor cities are in the lead as the land use authority.
- Leveraging existing partnerships with communities, cities, and stakeholders that reflect the Corridor's diversity.
- Utilizing the Corridor's assets in government, organizations, businesses, programs and people

### FOR MORE INFORMATION ON COMMUNITY ENGAGEMENT:

visit: <https://www.hennepin.us/-/media/hennepinus/residents/transportation/bottineau/bcw-community-engagement-framework.pdf>

### 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)
- Twin Cities Local Initiatives Support Corporation (LISC) Corridor Development Initiative at two station areas: 85th Avenue and Robbinsdale



Fig. 12: Engage the community to identify needs & connect to resources



Fig. 16: Engage Corridor stakeholders in placemaking projects



Fig. 17: Focus on suburban station areas and bicycle/pedestrian routes



## FINANCING STRATEGIES

In 2020, a report is in progress to:

- 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.

### PRIMARY OBJECTIVES OF FINANCING STRATEGY REPORT:

- Update the regional Transit Oriented Development (TOD) resource guidebook, the "TOD Funding Guide"
- Identify financing strategies for real estate development and infrastructure projects; recommend implementation steps
- Provide technical assistance to specific development projects in the Corridor that face financing barriers
- Evaluate impacts of light rail investment on commercial affordability and develop recommendations to address current and future needs
- Identify funding and financing strategies to minimize resident and business displacement along the Corridor

### INNOVATIVE FINANCING FOR TOMORROW'S INFRASTRUCTURE



Fig. 13: Identify financing strategies for real estate development & infrastructure projects



Fig. 14: Update regional TOD resource guidebook, the "TOD Funding Guide"



Fig. 15: Evaluate impacts of light rail investment on commercial affordability

### FOR MORE INFORMATION:

visit: <https://www.hennepin.us/residents/transportation/bottineau-community-works>

### BOTTINEAU COMMUNITY WORKS PARTNERS

