Project Overview

Purpose
The Hennepin County Regional Railroad Authority (HCRRA), in partnership with the City of Brooklyn Park, Crystal and Robbinsdale, undertook the development of Station Area Plans in order to examine the opportunities and issues of introducing transit-oriented development with light rail transit (LRT) within the Phase II of the METRO Blue Line extension (Bottineau LRT) Project.

The purpose of the Station Area Planning process is to work with the Bottineau Transitway communities in developing land use plans and urban design concepts for the areas surrounding stations emphasizing on the need to capitalize on transit investment, embrace neighborhood and cultural character, promote economic development, and implement health equity initiatives. The strategic recommendations that come out of this process will be delivered on to Metro Transit, to inform LRT Preliminary Engineering. Each of the Bottineau communities, to inform land use and policy changes; and Hennepin County, to inform Bottineau LRT Community Works efforts.

Scope of this Study
The HCRRA and the Bottineau communities engaged the project design team to examine character, land use, development opportunity, access, circulation, multimodal interface, and health equity initiatives within the 1/2-mile radius surrounding each of the seven stations within the boundaries of each of the cities.

Recommendations regarding pedestrian and bicycle connections and amenities, vehicular circulation and parking, land use and redevelopment, urban design and public realm, heritage preservation were all within the scope of the project. The transit alignment (horizontal and vertical) and the station locations were considered as recommended from the Draft Environmental Impact Statement. There was an ongoing coordination with the Preliminary Engineering consultant to update any changes as part of their scope but the station area planning effort was not directly connected with making changes on these elements.

Background
The Bottineau Light Rail Train (LRT) is a proposed 13-mile extension to the existing METRO Blue Line (Hiawatha LRT) and will extend from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. The Bottineau LRT line is also anticipated to serve the region’s northwest suburbs and communities in the broader northwest metro area.

The Metropolitan Council amended its Transportation Policy Plan on May 8, 2013 to include a locally preferred alternative of LRT for the Bottineau Transitway.

The preferred alignment alternative will connect north Minneapolis and northwest suburbs to the region’s system of existing and planned transitways. These include existing light rail transit on the METRO Blue Line (Hiawatha), and the METRO Green Line (Central Corridor and the planned Southwest extension); existing bus rapid transit on the METRO Red Line (Cedar Avenue) and the planned METRO Orange Line (I-35W South); the existing Northstar commuter rail line; as well as a number of express bus routes. The transit investments under study for the Bottineau LRT would also maintain or enhance local bus service in north Minneapolis and the northwest suburbs.

Eleven stations are proposed as part of the Bottineau LRT extension in addition to the existing Target Field Station. The Hennepin County Regional Railroad Authority (HCRRA) in partnership with Hennepin County and the Cities of Robbinsdale, Crystal and Brooklyn Park have been working together in preparing station area planning for Phase II of the LRT corridor.

The METRO Blue Line extension (Bottineau LRT) Phase II study area is comprised of one proposed station each in the Cities of Robbinsdale and Crystal; and five stations located in Brooklyn Park. Each station area plan must fit with the community’s vision and be responsive to the needs and desires of each city’s residents, the station area’s business community, and overall corridor objectives of improved health and livability.

Transit investment is recognized regionally as one of the key strategies for managing congestion, it will also offer many other benefits to address the needs of Bottineau Transitway-area residents and businesses. Local residents and businesses need improved access to the region’s activity centers to be fully integrated in the regional economy. Access to jobs in downtown Minneapolis and northbound reverse commute transit options to serve jobs in the growing suburban centers are crucial to continued economic vitality.

Major transit investments are necessary to effectively meet the transportation needs of people and businesses in the corridor, manage highway traffic congestion in the project area, and achieve the region’s 2030 goal, as identified in the Metropolitan Council’s 2030 Transportation Policy Plan (TPP) as doubling transit ridership by 2030.

Previous Bottineau Corridor Planning Efforts
The Bottineau Corridor has been studied as a planned corridor transitway since the late 1980s. Several studies have been explored for over two decades, from alternative transit systems, land use planning, market analysis and economic development frameworks.

The Bottineau Corridor has continuously been considered a strategic location for improved transit service. From 2000 to 2005, a Bus Rapid Transit (BRT) project was studied. After the success of the new Hiawatha LRT line, however, the focus shifted to light rail transit (LRT). From 2006 to 2010, an alternative analysis was prepared to study transit improvement alternatives along the Bottineau Corridor. The study considered a range of alternatives that would improve regional mobility and meet long-range transit needs. The alternatives analysis was the first step in securing funding from the Federal Transit Administration (FTA).

This was followed in 2011 by a scoping process for the Draft Environmental Impact Statement (DEIS). The DEIS began shortly thereafter. The DEIS is a critical step in receiving Federal funding for the transit project. It focuses on a wide range of impacts along the transitway including everything from noise and vibration impacts to economic impacts to traffic impacts. The DEIS was completed in 2013 and was submitted to FTA for securing investment funding. In September of 2014, the FTA granted funding to move forward with preliminary engineering design. At the time of this report, the preliminary engineering design was being conducted and still in the process of being reviewed by local stakeholders to address any critical technical issues.

The Station Area Planning efforts developed have been prepared to build on previous iterations of land use plans and a long-standing partnership between the public and private sectors. An in-depth summary of corridor-wide findings was prepared in order to identify the major themes and relevant key points that could potentially drive the direction of the station area planning development.
<table>
<thead>
<tr>
<th>NAME OF STUDY</th>
<th>YEAR</th>
<th>PURPOSE OF STUDY</th>
<th>CONTRACTING AGENCY</th>
<th>CRITICAL ISSUES/RELEVANT FINDINGS</th>
</tr>
</thead>
</table>
| FTA New & Small Starts Evaluation and Rating Process | 2013 (Latest Update) | Revised New and Small Starts Evaluation and Rating Process Final Policy Guidance. Direct applicability: 1) defining the project to be eligible under New Starts or Small Starts programs, 2) defining the project to rate well based on the project justification criteria, and 3) demonstrating local fiscal capacity and financial commitment for the project. | U.S. Department Of Transportation Federal Transit Administration (FTA) | • Project eligibility for New Starts program includes Total Cost less than $250 million; FTA funding less than $75 million; New Fixed Guideway or Extension; Corridor Based BRT with substantial features – defined stations, TSP, High Frequency, Substantial Service Span. The New Starts program includes the above and requires a dedicated guideway, Total Cost more than $250 million; FTA funding more than $75 million.  
• Project justification criteria include mobility, environmental benefits, congestion relief, land use, economic development, and cost-effectiveness. The FTA defined evaluation measures (one or more) for each justification criteria. Specific breakpoints are defined (some still pending) and used to evaluate and rate projects for each measure identified within the justification criteria. In most cases the basis for measurement has been simplified and clarified in this new guidance.  
• Overall project rating applies to New Starts and Small Starts programs, 50% of the rating is for project justification (does the project address justification criteria), and 50% is for local financial commitment (demonstrate fiscal capacity and commitment to build and operate).  
• Travel forecasts are required with FTA now emphasizing a focus on existing demand rather than future demand. Transit dependent demand is weighted by two, future demand is weighted by half. FTA will review and approve forecasts based on region-wide models and incremental data-driven methods. If the new STOPS model is used, FTA only reviews data inputs and results.  
• Time limits apply to projects advancing through the FTA process. Small Starts advance through Project Development and Construction; New Starts includes Project Development, Engineering, and Construction. Project Development must be complete in two years; Engineering in three. |
Health Equity Initiatives
In 2013, Hennepin County conducted a Health Impact Assessment (HIA) in order to provide policymakers, planners, community members and other interested stakeholders with information about advancing health equity in the Bottineau Transitway. The report examines how transit and surrounding land uses could play an important role in improving the health of our communities along with recommendations for advancing the transitway’s positive health impacts.

The Bottineau HIA provided an in-depth analysis of the connections between health, transit, and land use in the Bottineau corridor. The HIA found that the LRT line has the potential to improve health for people in communities near the transit stations as well as for transit users from around the region, by improving physical activity levels, job access, housing and transportation costs, traffic safety, education access and access to healthy food. The HIA also documented stark health disparities for communities of color and low-income people along the line. To help realize these benefits, the HIA recommended engaging people living in the LRT corridor during the project development and station area land use planning processes – emphasizing strategies to reach traditionally underrepresented groups such as low-income, minority, immigrant, and non-English speaking populations.

Implementing the Health Impact Assessment topics, findings and recommendations is vital to increasing both the resiliency and the quality of life for those that live in the Bottineau LRT communities. Station Area Planning will embrace and integrate the issues across all topical areas identifying opportunities, tactics and action strategies for their implementation.

The Station Area planning process goal towards health equity is to:

• Develop action steps towards improving community health and equity
• Propose community-based design scenarios
• Communicate the findings from the market and economic development assessment activities and how these findings impact the recommendation of health equity action steps
• Develop final station area plans that maximize the qualities of Transit-oriented development
• Provide guidance for each of the seven stations to be considered for capital improvement updates and comprehensive plan amendments

The consultant team worked collaboratively with the Health Equity Community Engagement Cohort (HEEC) charged specifically to do on-the-ground engagement work aimed at increasing the engagement of low-income people, historic communities of color and immigrant/refugee populations and ensuring that station area plans support healthy and equitable communities.

Each of the Station Area Plans will describe in detail how health equity initiatives are being targeted specifically for each of the station areas.

Community Engagement and Outreach Overview
Effective community engagement is essential for good public decision making and will be critical to understanding needs, developing land use plans, and building support for the station area plans. As part of the Station Area Planning process, a Community Engagement Plan (CEP) was developed to serve as a guide for the engagement of corridor stakeholders, residents and businesses. The purpose of the CEP is to document the tasks related to stakeholder and public engagement that were undertaken during the preparation of the station area plans. The community engagement process is intended to be proactive rather than reactive, and to work closely with local communities to build on their successes and to empower people to engage in this as well as other future public initiatives.

Outreach activities for each station area are focused around the three major stages of the station area planning process:

• Understanding market and community needs
• Developing station area alternatives
• Developing station area plans and implementation recommendations

Roles and Responsibilities
The following is a summary of how roles and responsibilities were distributed among the participating partners, agencies, community groups, organizations, stakeholders, etc.
Bottineau LRT Phase II Station Area Planning

**PARTNER AND COMMITTEE ROLES**

<table>
<thead>
<tr>
<th>Committee/Group</th>
<th>Project Management Team (PMT)</th>
<th>Technical Advisory Committee (TAC)</th>
<th>Community Working Groups (CWG)</th>
<th>Health Equity Engagement Cohort (HEEC)</th>
<th>Other Stakeholders &amp; Community at-Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Role/Purpose</td>
<td>Project funder and the lead/contract manager for consultant team; co-leader of station area planning with city partners.</td>
<td>Collaborating and resolving strategic LRT alignment issues.</td>
<td>Advises project team on technical issues from agency viewpoint and area of expertise.</td>
<td>Small advisory groups that are geographically based and focused on identified Phase 2 stations: 85th Avenue, Brooklyn Boulevard, 93rd Avenue in combination with the Oak Grove Parkway Station, Bass Lake Road, and the 42nd Avenue Station. Provides community expertise, insight on issues and priorities throughout the process that is focused on healthy community planning and health equity.</td>
<td>Community-based organizations advising the County as part of its health initiatives for station area planning. Provides community expertise, insight on issues and priorities throughout the process from a community, organizational and/or personal standpoint.</td>
</tr>
<tr>
<td>Community Engagement Role</td>
<td>Have authority over land use; co-leader of station area planning with HCRRA. Works with consultants and other agency staff to complete the Bottineau LRT Phase II SAP project providing insight on adopted plans, non-adopted plans, zoning, planned capital improvements, other infrastructure needs, and development plans.</td>
<td>Provide input/feedback on community engagement framework led by Hennepin County. Help form project advisory committees. Conduct direct outreach on station area planning activities. Facilitate, host or sponsor engagement events.</td>
<td>Provide support for community engagement activities and events (such as staffing, giving presentations, tabling).</td>
<td>Review draft information from consultants for technical accuracy &amp; compatibility with agency plans, prior to releasing information to the CWG, HEEC and other stakeholders/public. Provide support for community engagement activities and events (such as staffing, giving presentations, tabling).</td>
<td>The people who live, work, go to school, worship or play in the station areas. Provides community expertise, insight on issues and priorities throughout the process from a community, organizational and/or personal standpoint.</td>
</tr>
<tr>
<td>PROJECT PARTNER</td>
<td>HENNEPIN COUNTY/REGIONAL RAILROAD AUTHORITY</td>
<td>PARTNER CITIES</td>
<td>PARTNER AGENCIES</td>
<td>PARTNER AGENCIES</td>
<td>COMMUNITY</td>
</tr>
<tr>
<td>Committee/Group</td>
<td>Project Management Team (PMT)</td>
<td>Technical Advisory Committee (TAC)</td>
<td>Community Working Groups (CWG)</td>
<td>Health Equity Engagement Cohort (HEEC)</td>
<td>Other Stakeholders &amp; Community at-Large</td>
</tr>
<tr>
<td>General Role/Purpose</td>
<td>Project funder and the lead/contract manager for consultant team; co-leader of station area planning with city partners.</td>
<td>Collaborating and resolving strategic LRT alignment issues.</td>
<td>Advises project team on technical issues from agency viewpoint and area of expertise.</td>
<td>Small advisory groups that are geographically based and focused on identified Phase 2 stations: 85th Avenue, Brooklyn Boulevard, 93rd Avenue in combination with the Oak Grove Parkway Station, Bass Lake Road, and the 42nd Avenue Station. Provides community expertise, insight on issues and priorities throughout the process that is focused on healthy community planning and health equity.</td>
<td>Community-based organizations advising the County as part of its health initiatives for station area planning. Provides community expertise, insight on issues and priorities throughout the process from a community, organizational and/or personal standpoint.</td>
</tr>
<tr>
<td>Community Engagement Role</td>
<td>Have authority over land use; co-leader of station area planning with HCRRA. Works with consultants and other agency staff to complete the Bottineau LRT Phase II SAP project providing insight on adopted plans, non-adopted plans, zoning, planned capital improvements, other infrastructure needs, and development plans.</td>
<td>Provide input/feedback on community engagement framework led by Hennepin County. Help form project advisory committees. Conduct direct outreach on station area planning activities. Facilitate, host or sponsor engagement events.</td>
<td>Provide support for community engagement activities and events (such as staffing, giving presentations, tabling).</td>
<td>Review draft information from consultants for technical accuracy &amp; compatibility with agency plans, prior to releasing information to the CWG, HEEC and other stakeholders/public. Provide support for community engagement activities and events (such as staffing, giving presentations, tabling).</td>
<td>The people who live, work, go to school, worship or play in the station areas. Provides community expertise, insight on issues and priorities throughout the process from a community, organizational and/or personal standpoint.</td>
</tr>
</tbody>
</table>

**Revised 12/30/2014**
<table>
<thead>
<tr>
<th>Committee/Group</th>
<th>Project Management Team (PMT)</th>
<th>Technical Advisory Committee (TAC)</th>
<th>Community Working Groups (CWG)</th>
<th>Health Equity Engagement Cohort (HEEC)</th>
<th>Other Stakeholders &amp; Community at-Large</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Members</strong></td>
<td>• Hennepin County&lt;br&gt; • City of Robbinsdale&lt;br&gt; • City of Crystal&lt;br&gt; • City of Brooklyn Park</td>
<td>• Hennepin County&lt;br&gt; • City of Robbinsdale&lt;br&gt; • City of Crystal&lt;br&gt; • City of Brooklyn Park&lt;br&gt; • Metro Transit&lt;br&gt; • Metropolitan Council&lt;br&gt; • Three Rivers Park District&lt;br&gt; • Minnesota Department of Transportation</td>
<td>Participants will vary by city and station. They are drawn from key stakeholder groups within each identified station area, such as:&lt;br&gt; • Business, business associations, economic development, and jobs/training organizations&lt;br&gt; • Schools, parent and youth organizations, seniors&lt;br&gt; • Faith communities, housing, health and social service organizations&lt;br&gt; • Under-represented communities (including low income, people of color, persons with disabilities) or equity-focused organizations&lt;br&gt; • Other community-based groups focused on one or more of the following topic areas: mobility (transit, bicycle and/or pedestrian), culture and arts, sustainability (green space parks, community gardens, urban agriculture), public safety</td>
<td>• African Career, Education and Resource, Inc. (ACER)&lt;br&gt; • African American Leadership Forum (AALF)&lt;br&gt; • Minnesota African Women's Association (MHWA)&lt;br&gt; • Lao Assistance Center of Minnesota&lt;br&gt; • Comunidades Latinas Unidas En Servicio (CLUES) Centro&lt;br&gt; • CAPI USA (formerly Center for Asian and Pacific Islanders)&lt;br&gt; • Somali Success School&lt;br&gt; • Northwestern Hennepin Human Services Council</td>
<td>Additional Stakeholders &amp; Community members engaged in the process include:&lt;br&gt; • Local officials&lt;br&gt; • School districts&lt;br&gt; • Residents of the station areas&lt;br&gt; • Residents of Minneapolis and Golden Valley&lt;br&gt; • Residents within 10-minute walk of stations&lt;br&gt; • Public property owners near stations&lt;br&gt; • Non-residential property owners/employers near stations&lt;br&gt; • Nearby business owners&lt;br&gt; • Other stakeholders near the stations, (for example community organizations, schools, park users, etcetera)</td>
</tr>
<tr>
<td><strong>Project Activities</strong></td>
<td>• Staff coordinates the PMT, TAC, CWG and community engagement activities&lt;br&gt; • Overall responsibility for project management and for integrating and coordinating technical work with community engagement in a timely manner&lt;br&gt; • Assessing project scope and change control and escalating issues where necessary</td>
<td>• Meets with HCRRA staff in PMT (weekly call, monthly meeting, or as needed)&lt;br&gt; • Participates on TAC&lt;br&gt; • Conducts city sponsored activities/processes&lt;br&gt; • Prioritizing project goals on behalf of the City and/or agency they represent&lt;br&gt; • Making final recommendations based on consensus-based input</td>
<td>• Meets monthly or between milestones (on the third Wednesday of the month)&lt;br&gt; • Activities are tied to technical phase of the project</td>
<td>• Conducts engagement activities and processes as scheduled by individual organizations&lt;br&gt; • Provides input/feedback through CWG&lt;br&gt; • Activities are tied to technical phase of the project and community engagement stage</td>
<td>• Specific activities are tied to technical phase of the project, stakeholder role and community engagement stage. Techniques used may include: individual interviews, small group meetings, community open houses/workshops, presentations, community events, newsletters, email blasts and walk/bike audits, door-knocking, short surveys and/or online tools</td>
</tr>
</tbody>
</table>

Revised 12/30/2014
Existing Conditions

Demographics

A demographic analysis was prepared to highlight important social conditions along the Corridor and within specific station areas. Findings for individual station areas are in following sections. Below are findings that pertain to the Corridor:

- High proportions of households living alone among several stations; high propensity to utilize public transit
- Growing diversity of the population with increasing proportions among people of color
- Higher proportions of people over age 65 in the station areas south of Interstate 94/694
- Mixed proportions of owner and renter (nearly 50/50 at some stations) suggest that higher proportions of households may consider utilizing public transit
- Diversity of educational attainment in all station areas
- Highest poverty concentrations are located in the station areas south of Brooklyn Boulevard
- Most individuals currently drive alone to work (74% to 87%); public transit use within a 1/2 mile of the station areas range from 1.4% to 12.3%

Demographic Summary

<table>
<thead>
<tr>
<th>Station Area</th>
<th>42nd Avenue North</th>
<th>Bass Lake Road</th>
<th>63rd Avenue North</th>
<th>Brooklyn Boulevard</th>
<th>85th Avenue North</th>
<th>93rd Avenue North</th>
<th>Oak Grove Parkway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robbinsdale</td>
<td>2015 Population</td>
<td>4,069</td>
<td>2,287</td>
<td>4,470</td>
<td>2,336</td>
<td>3,118</td>
<td>716</td>
</tr>
<tr>
<td></td>
<td>2015 Households</td>
<td>1,856</td>
<td>932</td>
<td>1,869</td>
<td>793</td>
<td>1,162</td>
<td>195</td>
</tr>
<tr>
<td></td>
<td>2015 Employment</td>
<td>1,933</td>
<td>1,301</td>
<td>358</td>
<td>2,331</td>
<td>2,147</td>
<td>746</td>
</tr>
<tr>
<td></td>
<td>2015 Med. HH Income</td>
<td>$47,235</td>
<td>$48,699</td>
<td>$38,541</td>
<td>$56,128</td>
<td>$71,120</td>
<td>$88,990</td>
</tr>
<tr>
<td></td>
<td>2015 Med. HH Income-Twin Cities</td>
<td>$68,970</td>
<td>$68,970</td>
<td>$68,970</td>
<td>$68,970</td>
<td>$68,970</td>
<td>$68,970</td>
</tr>
<tr>
<td></td>
<td>2015 Per Capita Income-Twin Cities</td>
<td>$36,344</td>
<td>$36,344</td>
<td>$36,344</td>
<td>$36,344</td>
<td>$36,344</td>
<td>$36,344</td>
</tr>
<tr>
<td></td>
<td>% Under/Over Age 65</td>
<td>85.4%/14.6%</td>
<td>87.3%/12.7%</td>
<td>86.9%/13.1%</td>
<td>90.1%/9.9%</td>
<td>89.6%/10.4%</td>
<td>91.1%/4.9%</td>
</tr>
<tr>
<td></td>
<td>% Pop. People of Color</td>
<td>39%</td>
<td>37%</td>
<td>57%</td>
<td>59%</td>
<td>48%</td>
<td>53%</td>
</tr>
<tr>
<td></td>
<td>% Not English Proficient</td>
<td>2.1%</td>
<td>1.8%</td>
<td>11.5%</td>
<td>1.3%</td>
<td>3.5%</td>
<td>5.2%</td>
</tr>
<tr>
<td></td>
<td>% HH's Living in Poverty</td>
<td>13.9%</td>
<td>11.2%</td>
<td>15.6%</td>
<td>15.1%</td>
<td>29.2%</td>
<td>7.3%</td>
</tr>
<tr>
<td></td>
<td>% of HH's with 1+ Persons w/ Disability</td>
<td>26.0%</td>
<td>27.3%</td>
<td>21.5%</td>
<td>20.3%</td>
<td>21.6%</td>
<td>14.1%</td>
</tr>
<tr>
<td></td>
<td>% Owner/Renter</td>
<td>58%/42%</td>
<td>59%/41%</td>
<td>66%/34%</td>
<td>68%/32%</td>
<td>86%/14%</td>
<td>94%/6%</td>
</tr>
<tr>
<td></td>
<td>% Drove Alone to Work</td>
<td>74.4%</td>
<td>84.3%</td>
<td>75.0%</td>
<td>78.7%</td>
<td>87.2%</td>
<td>87.2%</td>
</tr>
<tr>
<td></td>
<td>% Use Public Transportation</td>
<td>9.8%</td>
<td>1.4%</td>
<td>5.6%</td>
<td>12.3%</td>
<td>5.2%</td>
<td>3.3%</td>
</tr>
<tr>
<td></td>
<td>% No Vehicle Available</td>
<td>21.1%</td>
<td>5.8%</td>
<td>40.6%</td>
<td>19.2%</td>
<td>2.4%</td>
<td>1.1%</td>
</tr>
</tbody>
</table>

Sources: US Census; American Community Survey; 2009-2013; Minneapolis Area Association of Realtors; ESRI Inc.
Legend

- **10-25%**
- **25-50%**
- **50-70%**
- **70-100%**
- **Racially Concentrated areas of poverty**

Population Demographics: Non-White Population

- Bottineau Station
- Bottineau Line
- 0.5 Mile Station Buffer

Legend

- **Areas of concentrated poverty**
- **Racially Concentrated areas of poverty**

Population Demographics: Areas of Concentrated poverty

- Bottineau Station
- Bottineau Line
- 0.5 Mile Station Buffer
Racially concentrated areas of poverty

Legend

Population Demographics: Asian American

Population Demographics: Hispanic American

Legend

- Bottineau Station
- Bottineau Line
- 0.5 Mile Station Buffer
Population Demographics: Percent of Households without Vehicles

Legend
- 0-20%
- 20-40%
- 40-60%
- 60-80%
- 80-100%

Bottleneck Station
Bottleneck Line
Bottleneck Line
0.5 Mile Station Buffer
Existing Conditions

Real Estate Market Conditions
Retail rents in the station areas range from $8.00 to $24.00 per square foot. The wide range in rents is the result of a mixture of old and new properties in both high and low traffic locations. Strong concentrations of retailers near the Bass Lake Road and Brooklyn Boulevard stations help drive higher rents in those areas.

Office rents range from $8.00 to $22.00 per square foot. The highest office rents are located in the Oak Grove Parkway station area where Target is anchoring an emerging new office/mixed-use district. Meanwhile, other stations have office rents more in-line with smaller properties that generally serve local needs.

Industrial rents range from $4.25 to $14.00 per square foot. Industrial is a significant use around the 93rd and 85th Avenue station areas. In particular, new industrial development is being developed near the 93rd Avenue station in reaction to a strengthening market.

Home Values by Station Area
The attached chart identifies trends in home values within ½ mile radius of the Station Areas. During the recession homes declined in value regardless of their location. Since 2012, however, home values have risen in every station area. South of 93rd Avenue, the median home value tends to be below the metro area median. The Oak Grove Station Area is somewhat of an outlier with a median home value well above the other station areas and metro area. This is due largely to the presence of mostly new homes.

Life Cycle Housing
There is a range of housing choices available throughout the Corridor. In addition to owner-occupied, single-family homes of various styles and price points, there are numerous rental options including a variety of age-restricted apartments for older adults, especially near the 42nd Avenue, Bass Lake Road, and 63rd Avenue station areas.

Major Employment Centers
In addition to employment concentrated within ½ mile of the station areas, there are also a number of important employment districts located just outside of several station areas. These districts are too far away from the proposed stations to be considered walkable, so other vehicular connections would be necessary to make them accessible to transit users.
Bottineau LRT and Section 106
Reconnaissance and intensive-level surveys of the Area of Potential Effects have identified the following properties that are listed in the National Register or eligible for designation (the Section 106 process applies to both categories):

**Corridor-wide Historic Resources**

- **Osseo Branch, St. Paul Minneapolis & Manitoba Railway Historic District** (eligible for National Register): Incorporated in 1879, the “Manitoba” established important links between the Twin Cities and the Red River Valley, an important source of grain for Minneapolis flour mills, as well as a number of branch lines to strengthen its system throughout the region. The Osseo Branch extends from the mainline at Lyndale Junction just west of downtown Minneapolis. The Manitoba was subsequently subsumed by the Great Northern.

- **Historic Resources Robbinsdale**
  - **Minneapolis & Pacific Railway District** (eligible for National Register): This railroad was founded by Minneapolis millers in 1884 to access the rich grain fields of the Dakotas without relying on James J. Hill’s Great Northern system. In need of capital for this and three other lines, the millers gave controlling interest in their railway network to the Canadian Pacific Railway later in that decade. The consolidated network later became part of the Soo Line.
  - **Jones-Osterhus Barn** (listed in National Register): Constructed around 1860, this structure is a rare vestige of the area’s agricultural heritage.
  - **Robbinsdale Waterworks**
  - **Terrace Theater**

**Railway Historic District / SOO Line**

- **Minneapolis & Pacific Railway Historic District**

**Robbinsdale Waterworks**

- **Terrace Theater**

- **West Broadway Ave Residential Historic District**

- **Hennepin County Library; Robbinsdale**

**League of Women Voters Clubhouse**

- **Eligible for Listing in National Register**: This library was built in 1925 thanks to a community fund-raising effort spearheaded by the Robbinsdale Library Club. The National Register nomination notes that “the building is a symbol of both the Community’s dedication to learning and its efforts to implement that dedication.”

**Robbinsdale Waterworks** (eligible for National Register): A reliable water supply is a human necessity and is also critical for fire protection in urban settings. Robbinsdale’s downtown waterworks is a key component of the community’s water system and reflects the area’s evolution. Established in 1938 with federal relief funds from the WPA, the facility expanded as the population grew. The water works is historically significant for its association with the WPA and as the product an important local government initiative to address the needs of its residents.

**Terrace Theater** (eligible for National Register): This landmark of America’s post-World War II prosperity opened to national acclaim in 1951. It is significant for its design, which was created by Liebenberg and Kaplan, the region’s premiere theater architects for many decades. The following is a description of the Section 106 Review and the National Register of Historic Places, and what these programs entail:

### Section 106 Review
- A process resulting from the National Historic Preservation Act of 1966.
- When federal agencies are funding or licensing a project, Section 106 requires the agencies to consider the project’s effects on properties listed, or eligible for listing, in the National Register of Historic Places.
- Properties do not have to be officially listed in the National Register to be subject to the Section 106 process. The determination of eligibility is made by the responsible federal agency.
- The review process includes these steps, initiated by the federal agency in consultation with the State Historic Preservation Office (SHPO) and other interested parties:
  1. Establish the Area of Potential Effects (APE).
  2. Identify properties in the APE that are listed in, or eligible for, the National Register.
  3. Assess the project’s effects on these properties.
  4. If adverse effects cannot be eliminated, implement appropriate mitigation.

### National Register of Historic Places
- Properties must meet at least one of four criteria to qualify for designation:
  - **Criterion A: Association value—Event/Pattern**: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
  - **Criterion B: Association value—Person**: Properties that are associated with the lives of persons significant in our past.
  - **Criterion C: Design or Construction value**: Properties that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that represent a significant entity whose components may lack individual distinction.
  - **Criterion D: Information value**: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

**Historically and Architecturally Significant Properties**
In addition to meeting the criteria, properties:

- May be significant on the local, statewide, or national level.
- Must be at least fifty years old unless they are of exceptional importance (Criteria Consideration G).
- Must retain sufficient integrity to convey their historic significance. The seven aspects of integrity are location, setting, materials, design, workmanship, feeling, and association.

Pros and cons of National Register designation include:

- **Pros**
  - An honorary acknowledgement of our cultural legacy.
  - Potential for historic tax credits for the substantial rehabilitation of income-producing properties.
  - Potential for Minnesota Historical and Cultural Heritage (Legacy) Grants.
  - Property owners are not restricted from altering or even demolishing their property if not using federal funds or licensing.

- **Cons**
  - Restrictions on federally funded and federally licensed projects that propose to alter or demolish listed properties.