

Member Rogan moved and Member Selman seconded a motion that the following resolution be read and adopted this 2nd day of March, 2016.

RESOLUTION NO. 7475

A RESOLUTION APPROVING THE PHYSICAL DESIGN PLANS FOR
THE METRO BLUE LINE EXTENSION (BOTTINEAU) LIGHT RAIL PROJECT
WITHIN THE CITY OF ROBBINSDALE

WHEREAS, the City of Robbinsdale is committed to enhancing the regional transit system and recognizes the value that the METRO Blue Line Extension Light Rail Project (“Project”) will bring in serving Robbinsdale residents and businesses; and

WHEREAS, the City of Robbinsdale has been an active partner of the METRO Blue Line Extension Light Rail Project since its inception, participating in numerous processes for the study and design of the project including the Corridor Management Committee (CMC), Community Works Steering Committee, Business Advisory Committee (BAC), Community Advisory Committee (CAC), Technical Project Advisory Committee (TPAC), several city advisory groups, and many community processes including open houses; and

WHEREAS, the Governor designated the Metropolitan Council (“Council”) as the responsible authority for the Project, which makes it responsible for the planning, designing, acquiring, constructing and equipping the Project; and

WHEREAS, the Project is now in the preliminary design phase and the design at this phase is approximately 15 percent complete; and

WHEREAS, the municipal approval requirement set forth in Minnesota Statutes Section 473.3994 is based only on early review and input from local governments in the preliminary phases of the project, recognizing that the project will continue to progress into detailed designs; and

WHEREAS, Minnesota Statutes Section 473.3994 allows cities and counties along the proposed light rail route to provide input to the Council on the physical design component of the preliminary design plans (“Plans”); and

WHEREAS, approval or disapproval by the City of Robbinsdale is part of the statutory preliminary design process; and

WHEREAS, within 45 days of a joint hearing held by the Council and the Hennepin County Regional Rail Authority (“HCRRRA”), which was held on January 19, 2016, the City of Robbinsdale must review and approve or disapprove the Plans for the route to be located in the City of Robbinsdale; and

WHEREAS, on December 15, 2015, the Council submitted the Plans to the governing body of each statutory and home rule charter city and county in which the route is proposed to be located; and

WHEREAS, public hearings are then required, which the City of Robbinsdale held on February 16, 2016; and

WHEREAS, City staff has reviewed the Plans and developed a report pertaining to these Plans and has made its recommendations; and

WHEREAS, the City of Robbinsdale supports the implementation of the Project and is committed to supporting the Project through its successful implementation by 2021; and

WHEREAS, the City of Robbinsdale will work with the Council throughout the design and construction process to resolve outstanding issues; and

WHEREAS, the Project as currently planned will cause the loss of parking in the downtown area both during and after construction and a plan is not yet proposed to address this loss of parking; and

WHEREAS, the City of Robbinsdale anticipates that additional discussions with the Metropolitan Council will occur regarding matters of mutual interest, including but not limited to final design, development opportunities, additional improvements, funding commitments and disposition of property interests and associated costs and obligations, design and other aspects of the park and ride and commercial building wrap at the Robbinsdale Station and disposition of Hubbard Marketplace; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROBBINSDALE, MINNESOTA: that The City of Robbinsdale provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994 consistent with the above and that City staff are directed to submit the City of Robbinsdale's approval to the Metropolitan Council; and

BE IT FURTHER RESOLVED, that the City of Robbinsdale has reviewed and supports temporary occupancy of portions of South Halifax Park and Sochacki Park related to construction in adjacent areas of the Burlington Northern Santa Fe Railroad right-of-way; and


BE IT FURTHER RESOLVED that after receipt of public comment and consideration of the adverse noise impacts on homes, that the City of Robbinsdale supports the closing of the 39 1/2 Avenue-40th Avenue railroad crossing as part of this project in order to provide mitigation benefits for potential impacts; and

BE IT FURTHER RESOLVED that the City identifies the following concerns regarding certain impacts from the Project, as well as desired enhancements, and declares its full faith and trust in the Metropolitan Council's commitment to arrive at mutually acceptable solutions:

1. Robbinsdale's authentic pedestrian scale downtown and architectural design guidelines must be respected through the design process in the station area including the need to have a development wrap to step down the mass of the proposed 550 car parking ramp/ bus transfer station desired by the Project. Robbinsdale is committed to working with the Metropolitan Council on design of the ramp and to identify development partners for a private development wrap. Final design, sizing, and eventual construction of the ramp will be influenced by the implementation of development arrangements for the wrap of the ramp/bus transfer station and guided by zoning approvals.
2. The footprint of the park and ride and transit operations eliminate commercial tax base and downtown parking. Consistent with the station area planning and construction of the parking ramp/bus transfer station, Hubbard Marketplace should be developed for a private use. Robbinsdale is committed to working with the Metropolitan Council to transfer ownership of Hubbard Marketplace from Metropolitan Council to another entity for private development as well as identification of replacement parking for the downtown area.
3. Any impacts to Sochacki Park and to the surrounding neighborhoods during construction of the light rail project shall be mitigated as part of the project to the fullest extent possible, consistent with the Principles and Actions approved by the Sochacki Joint Powers Board on February 8, 2016. Sochacki Park shall be restored and enhanced at the conclusion of the project.
4. Streetscape and engineering plans need to accommodate development and redevelopment of the LRT station areas in accordance with the Station Area Plans developed in the Investment Framework, including but not limited to the LRT to downtown Robbinsdale pedestrian connection along 41 1/2, plaza area development between LRT and Hubbard Marketplace, and adherence to architectural design standards.
5. Mitigation measures for residential properties developed along a historically low use railroad spur which will be impacted by bringing transit riders' eyes into back yards, more frequent noise and activity, as well as impacts from retaining walls and structures abutting the properties.
6. Continue to work on Items of Concern list included as Attachment 1.

The question was on the adoption of the resolution and upon a vote being taken thereon, the following voted in favor thereof: **Selman, Backen, Blonigan, Rogan, Mayor Murphy** and the following voted against the same: **None**

WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED THIS 2ND DAY OF MARCH, 2016.



Regan L. Murphy, Mayor

ATTEST:



Tom Marshall, City Clerk

Items of Concern

The City has identified areas of concern that are expected to be resolved to the satisfaction of the City as the design plans evolve. These include:

1. Traffic operations and pedestrian circulation at downtown crossings and impacts to downtown traffic must continue to be analyzed as design proceeds to ensure that all parties are satisfied that the downtown intersections and crossings will operate satisfactorily as planned or changes will be made to ensure satisfactory operation.
2. Traffic plans for all at-grade crossings must be developed in cooperation with city staff and with input from the community. Impacts of required quiet zone ready crossings on business traffic movements need to be studied for mitigation where possible. Changes to city roadways will be subject to City Council approval.
3. Plans for reconstruction of streets degraded by construction traffic including June Avenue access for Grimes Pond bridge staging.
4. Mitigation of impacts to recently reconstructed Indiana Avenue south of 36th Avenue N on a BNSF easement.
5. Traction power substations and signal cabinets must be located, designed and/or screened so that they are aesthetically pleasing and minimize disruption to neighboring property owners. They will also be reviewed by the City for consistency with downtown architectural guidelines where applicable.
6. Agreement for long term maintenance and repair of fencing on both sides and along the length of the railroad right-of-way ensuring that materials are not easily alterable for opening illegal pedestrian crossings.
7. Improvement of pedestrian connections including all at-grade crossings, along 41 ½ between the station and CR81, along 42nd between CR81 and TH100, pedestrian/bicycle corridors extending south of the station (Noble and east of the tracks), on West Broadway between 42nd and 47th (including 45 ½ Ave crossing area) particularly where existing pedestrian or bicycle routes are adversely impacted by increased traffic generated by the park and ride facility or by changes to roadways related to quiet zone ready railroad crossings. Discussion to include funding allocation for these connections involving the Project, County, City and any other available sources.
8. Maximizing bicycle parking near LRT station platforms to maximize the convenience of bicycle/LRT intermodal travel.
9. Security provision at the Park & Ride.

10. Review of materials and long term maintenance plans for fencing, bridge railings, noise walls and other features along with long term maintenance particularly adjacent to the downtown architectural guideline area. Long term maintenance agreements for green spaces & landscaping in station area and at-grade crossings.
11. Plans to mitigate issues such as noise, vibration, lighting, safety, and aesthetics.
12. Continued discussion of details on reconstruction of 36th Avenue Bridge.
13. Utility work coordination including water, sanitary sewer and storm water management systems impacted by light rail construction or required for construction of park and ride development or where extended connections are desired by the City related to Project utility work.
14. Provision of strong communication with the public during design and construction that is visual, timely, reliable, and easily understood.
15. Retention of or improvement to current service levels of the bus service, including regular service connections to major employers along West Broadway and Oakdale.
16. Minimize disruption to businesses, residents, metro transit service, vehicular traffic and pedestrian traffic during construction through innovative practices.
17. Continued involvement of parties in the design, engineering and refinement of plans with the DRT, TPAC, CAC, BAC, and CMC continuing to meet to review plans and provide feedback through the 30%, 60%, 90% and 100% levels of design with regular updates to the City Council.