

3.2 Neighborhoods, Community Services, and Community Cohesion

This section describes the 12 districts or neighborhoods adjacent to the proposed Central Corridor Light Rail Transit (LRT) alignment and evaluates the effect of the proposed No-Build and Preferred Alternatives on the quality and cohesion of these neighborhoods and their community services. Neighborhoods in the Central Corridor are shown in Figure 3.2-1.

Table 3.2-1 provides a summary of the impacts to neighborhoods, community services, and community cohesion for the Preferred Alternative.

Table 3.2-1 Summary of Impacts

Planning Segment	Central Corridor LRT Elements and Potential Impacts			
	Guideway and Catenary System	Stations	Traction Power Substations	Operations and Maintenance Facility
Downtown St. Paul	<p>The alignment is not expected to have long-term adverse impact on neighborhood cohesion or identity.</p> <p>LRT should act as a catalyst for greater pedestrian activity.</p> <p>The project will reconstruct the street and sidewalks and provide a unified, clean streetscape.</p> <p>An existing skyway connection through the Athletic Club block will need to be removed and replaced due to demolition of a vacant building at 360 Cedar.</p>	<p>No adverse impacts are expected to occur.</p> <p>Stations are expected to become additional foci of activity and neighborhood assets.</p> <p>An existing skyway connection through the Athletic Club block will be removed and replaced due to demolition of a vacant building at 360 Cedar.</p>	<p>No disruption to neighborhoods, community cohesion, or identity is expected to occur.</p>	<p>The Operations and Maintenance Facility (OMF) is proposed to occupy a vacant industrial building near the Union Depot Station. This change will introduce a transportation use into an industrial property that is currently zoned retail/commercial. To help the OMF be more compatible with the mixed-use character of the area and to encourage local pedestrian activity, mitigation efforts include façade treatments and street-level commercial space on Broadway Street.</p>

Planning Segment	Central Corridor LRT Elements and Potential Impacts			
	Guideway and Catenary System	Stations	Traction Power Substations	Operations and Maintenance Facility
Capitol Area	<p>The alignment is not expected to have long-term adverse impact on neighborhood cohesion or identity.</p> <p>LRT should act as a catalyst for greater pedestrian activity.</p> <p>The project will reconstruct the street and sidewalks and provide a unified, clean streetscape.</p> <p>ADA access and access for specific church functions would be limited at the Central Presbyterian Church. Parking in front of the adjacent St. Louis King of France Church would be removed.</p>	<p>No adverse impacts are expected to occur.</p> <p>Stations within the segment are expected to become additional foci of activity and neighborhood assets.</p>	<p>No disruption to neighborhoods, community cohesion, or identity is expected to occur.</p>	N/A
Midway East	<p>The alignment is not expected to have long-term adverse impact on neighborhood cohesion or identity.</p> <p>LRT should act as a catalyst for greater pedestrian activity.</p> <p>The project will reconstruct the street and sidewalks and provide a unified, clean streetscape.</p>	<p>No adverse impacts are expected to occur.</p> <p>Stations are expected to become additional foci of activity and neighborhood assets.</p>	<p>Locations for TPSS in the Midway East segment have been selected to minimize impact on neighborhood cohesion and identity.</p>	N/A
Midway West	<p>The alignment is not expected to have an adverse impact on neighborhood cohesion or identity.</p> <p>LRT should act as a catalyst for greater pedestrian activity.</p> <p>LRT construction will reconstruct the street and sidewalks and provide a unified, clean streetscape.</p>	<p>No adverse impacts are expected to occur.</p> <p>Stations are expected to become additional foci of activity and neighborhood assets.</p>	<p>Locations for TPSS have been selected to minimize impacts on neighborhood cohesion and identity.</p>	N/A

Planning Segment	Central Corridor LRT Elements and Potential Impacts			
	Guideway and Catenary System	Stations	Traction Power Substations	Operations and Maintenance Facility
University/ Prospect Park	The alignment is not expected to have long-term adverse impact on neighborhood cohesion or identity. LRT should act as a catalyst for greater pedestrian activity. The project will reconstruct the street and sidewalks and provide a unified, clean streetscape.	No adverse impacts are expected to occur. Stations are expected to become additional foci of activity and neighborhood assets.	Locations for TPSS have been selected to minimize impact on neighborhood cohesion and identity.	N/A
Downtown Minneapolis	No adverse impacts to community cohesion are expected to occur with additional trains. Central Corridor trains will further encourage the pedestrian-oriented character of the area.	No additional stations are needed. More transit riders will utilize the existing stations and will further establish the stations as centers of activity.	One TPSS will be needed in the Interstate 35W (I-35W) interchange area, but will not create an adverse impact.	N/A

3.2.1 Methodology

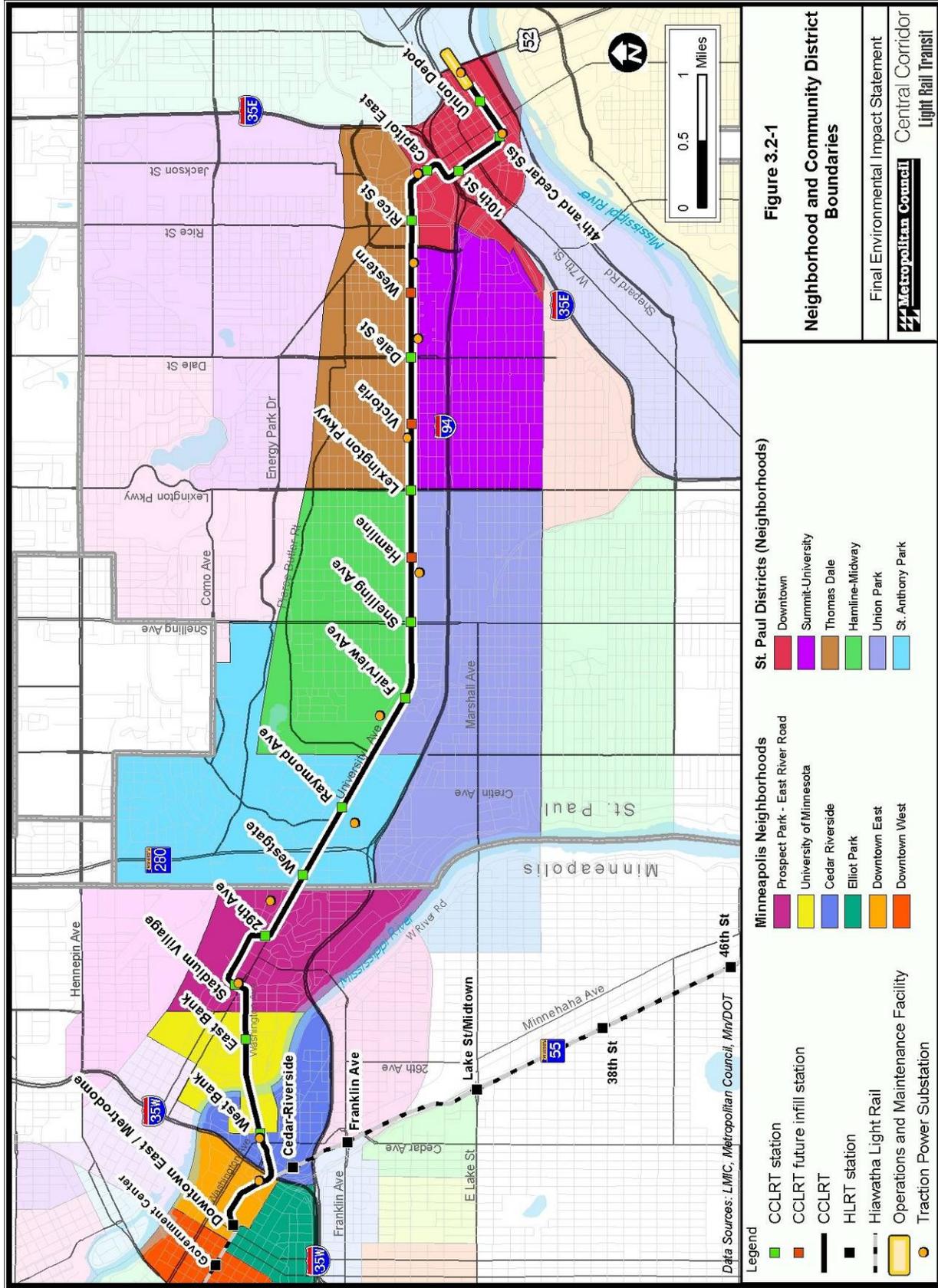
The descriptions of the neighborhoods in this FEIS were verified by conducting field surveys. For the analysis of potential socioeconomic impacts, lists of community facilities and resources within one-quarter mile of the proposed alignment were created. Potential impacts were determined through public input, observation, and analysis of preliminary engineering plans for the Central Corridor LRT line.

3.2.2 Existing Conditions

3.2.2.1 Downtown St. Paul

In addition to functioning as the Central Business District (CBD), Downtown St. Paul (Figure 3.2-1 and Figure 3.2-2) is also a designated neighborhood (District 17).

- The St. Paul CBD comprises approximately eight blocks from Interstate 94 (I-94) to the Mississippi River bluff. The heart of the office core is centered on Cedar Street south of 7th Street.
- With the completion of the Xcel Center Arena, Minnesota Science Museum, and RiverCentre convention hall, the west end of downtown St. Paul is a major regional entertainment destination.
- East of Jackson Street and south of 7th Street is the historic Lowertown District consisting of a number of large warehouse buildings converted to office and residential uses.



- The Union Depot is a historic train station in Lowertown (see Section 3.4) that is proposed as a multimodal hub for commuter and regional rail service.

Downtown St. Paul has many landmarks and community facilities. Several landmarks and key community facilities are listed below, with places of worship, schools, and other community facilities listed in Sections 3.2.2.7 to 3.2.2.9.

- Large office towers include Wells Fargo Place, Bremer Tower, UBS Plaza, U.S. Bank Center, and the 400 Building (Securian Center).
- Other large buildings and employers include the Travelers Companies, Lawson Commons, and Ceridian. Galtier Plaza is the largest residential tower.
- Of particular note are the Ordway Theater, Landmark Center, and City Hall (see Section 3.4).

3.2.2.2 Capitol Area

The Capitol Area planning segment, as shown in Figure 3.2-3, extends across I-94 to 7th Street and several blocks west to Marion Street. This segment includes portions of the Downtown St. Paul, Thomas-Dale, Payne-Phalen, Summit-University, and West Seventh districts, and new developments/activity centers such as North Quadrant at Jackson and 10th Streets. Downtown St. Paul is described above; Thomas-Dale and Summit-University are described in the Midway East segment.

- Located at the eastern end of University Avenue, the State Capitol Building sits on the crest of a hill that slopes toward the Mississippi River bluff.
- Additional state offices, Regions Hospital, and Gillette Children's Hospital complexes lie to the east of Jackson Street, with recently constructed state offices along Robert Street and a \$179 million addition to Regions Hospital to be completed in 2009 near the Capitol East Station (Figure 3.2-3).
- Other amenities in the area, such as places of worship, schools, and parks, are included in Sections 3.2.2.7 to 3.2.2.9.

3.2.2.3 Midway East

As presented in Figure 3.2-1, districts within the Midway East Segment include Thomas-Dale, Summit-University, Hamline-Midway, and three neighborhoods south of University Avenue that are now known as Union Park—Merriam Park, Snelling-Hamline, and Lexington-Hamline. Also within the corridor study area, but not bordering the alignment, are the North End and Como districts.

Summit-University

Community facilities and landmarks in this district are shown on Figure 3.2-3 through Figure 3.2-5.

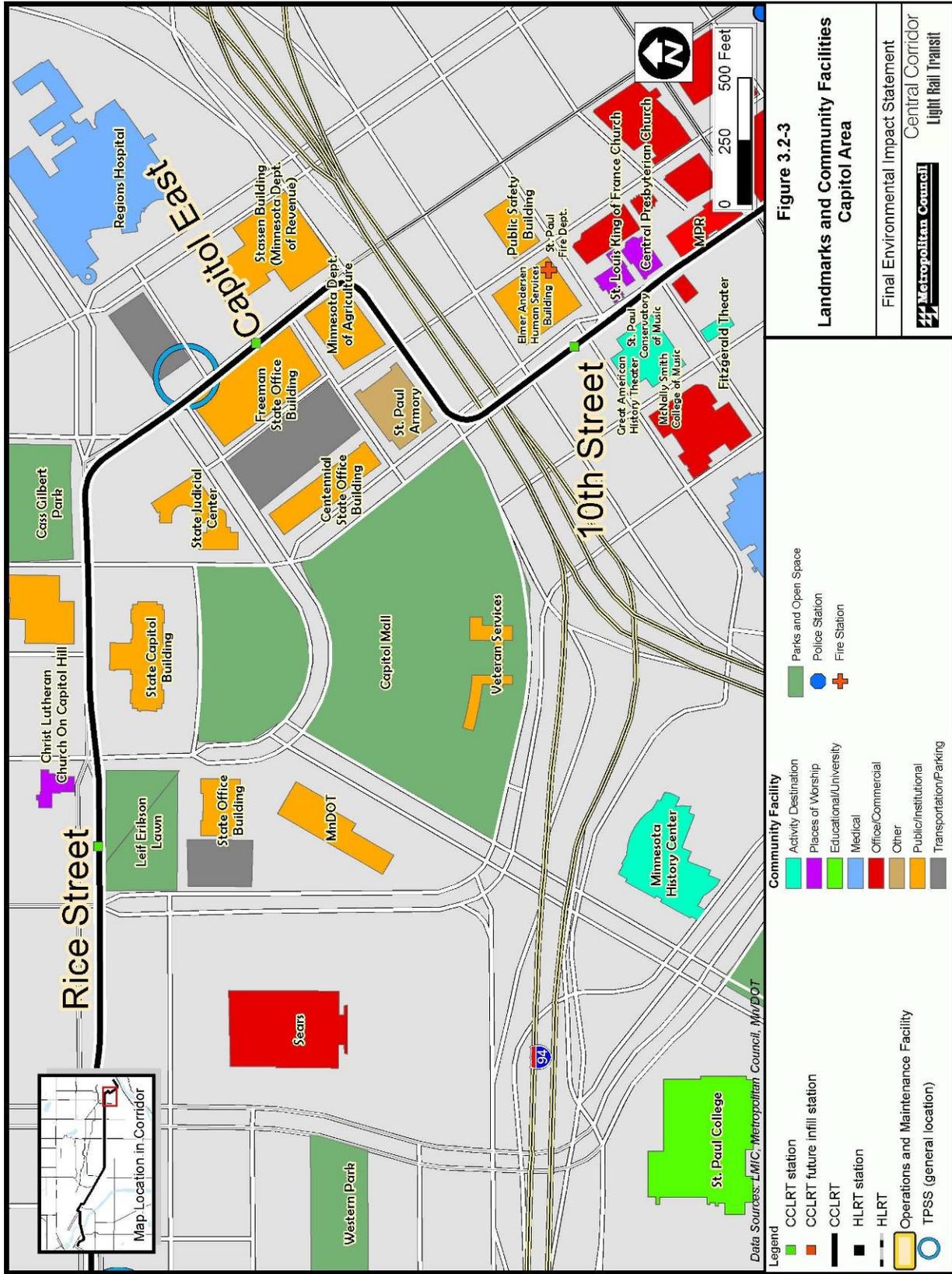
- Single-family housing and duplexes occupy much of the area between University Avenue and I-94, an area known locally as Aurora-St. Anthony.
- Commercial land uses are concentrated along University Avenue, especially at the intersections with Lexington Parkway, Dale Street, and Western Avenue.

- Recent immigrants from Southeast Asia and Mexico have started to revitalize the area by starting a number of businesses in storefronts along University Avenue.
- The Unidale Mall, at University Avenue and Dale Street, is the largest shopping mall in the area. The City of St. Paul considers it a major redevelopment site, but there are no current proposals for redevelopment.
- Places of worship, schools, and other community facilities are listed in Sections 3.2.2.7 to 3.2.2.9.

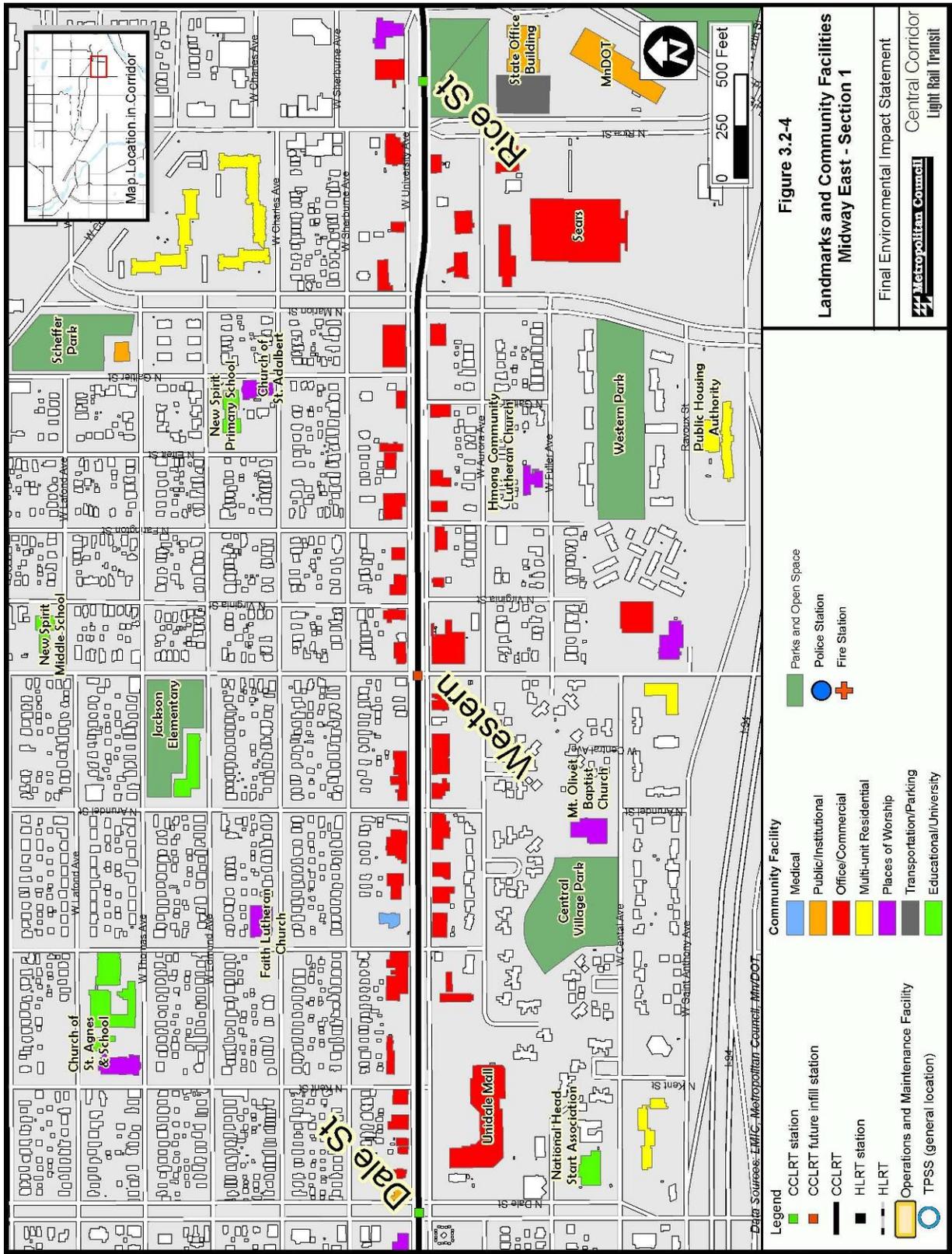
Thomas-Dale

Community facilities and landmarks in this district are shown in Figure 3.2-3 through Figure 3.2-5.

- Locally referred to as Frogtown, the area is predominantly composed of single-family and duplex dwellings.
- The Thomas-Dale district has a long history of welcoming immigrants, and it remains diverse. It is home to immigrants from Southeast Asia and Mexico, and African Americans.
- University Avenue provides the majority of business sites in this neighborhood, and much of the recent renovation and reuse of commercial property is the work of Southeast Asian and Mexican immigrants.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.



Map Document (\\mpe-gis-file\gisproj\proj\metcouncil\6591\map_docs\trwd\FES\CH3_Social\Activity_Centers\Fig3-2-3_Capitol Area Landmarks_111108.mxd) 1/10/2009 -- cse



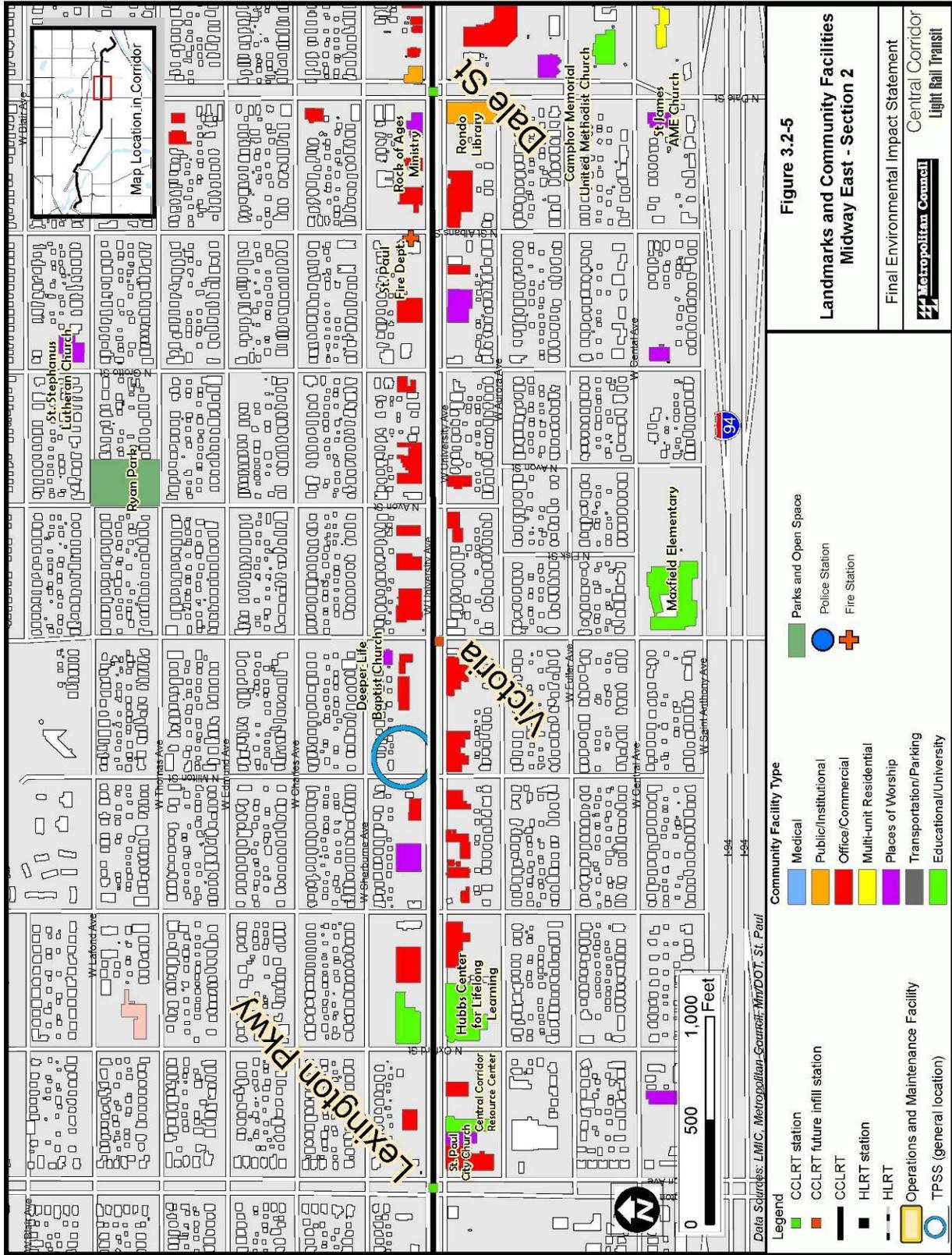


Figure 3.2-5
Landmarks and Community Facilities
Midway East - Section 2

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Hamline-Midway

The community facilities and landmarks of the Hamline-Midway district are shown in Figure 3.2-6 through Figure 3.2-8. This district extends into the Midway West segment.

- Commercial land uses and multi-family dwellings front on Snelling Avenue, the main north-south route through the district, from University Avenue north to Hamline University.
- The district is mainly residential with single-family homes, but some industrial uses to the west form a portion of the Midway Industrial District.
- Hamline University is a major feature of the district and is located a little over one-half mile north of University Avenue on Snelling Avenue.
- Places of worship, schools, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.

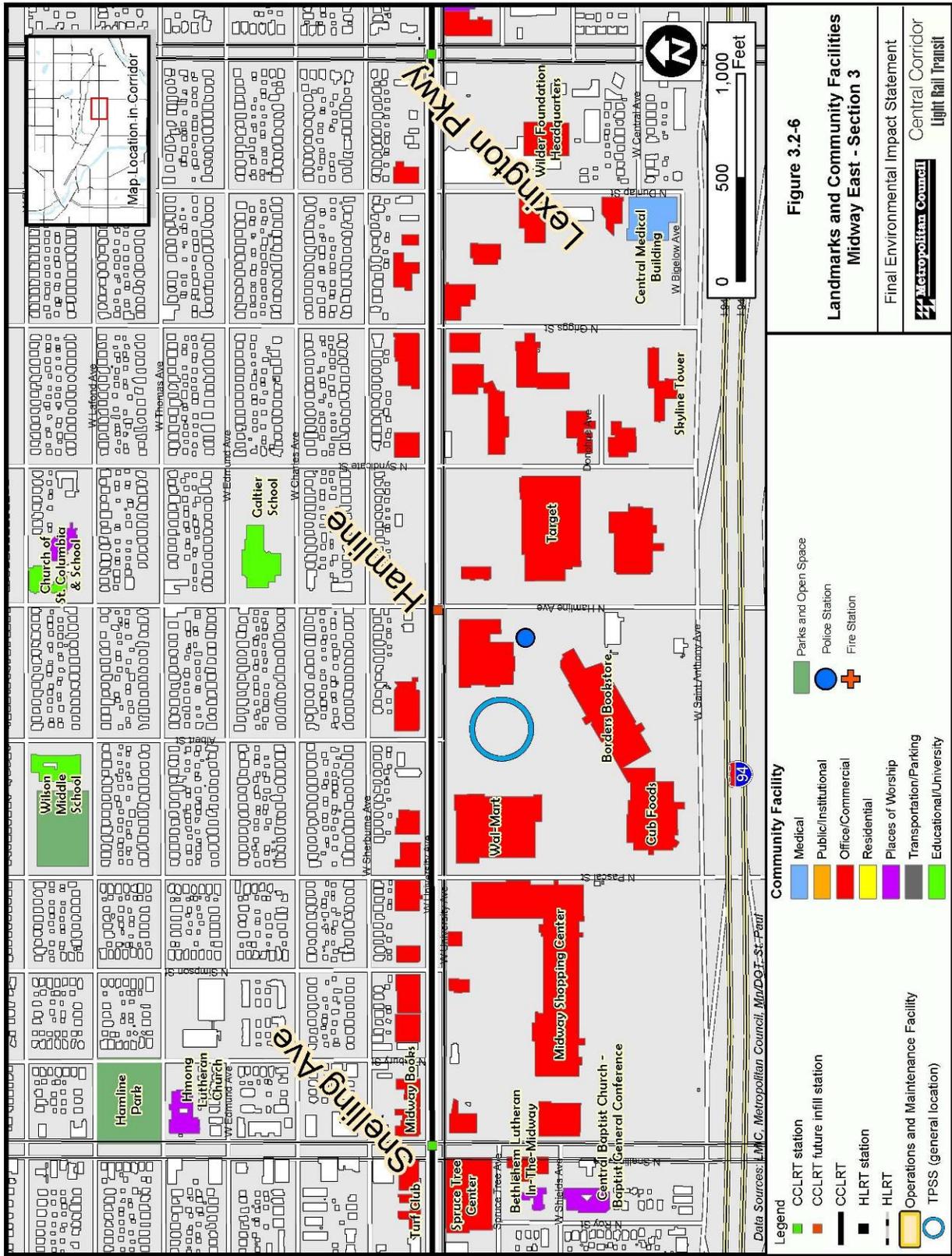
Union Park

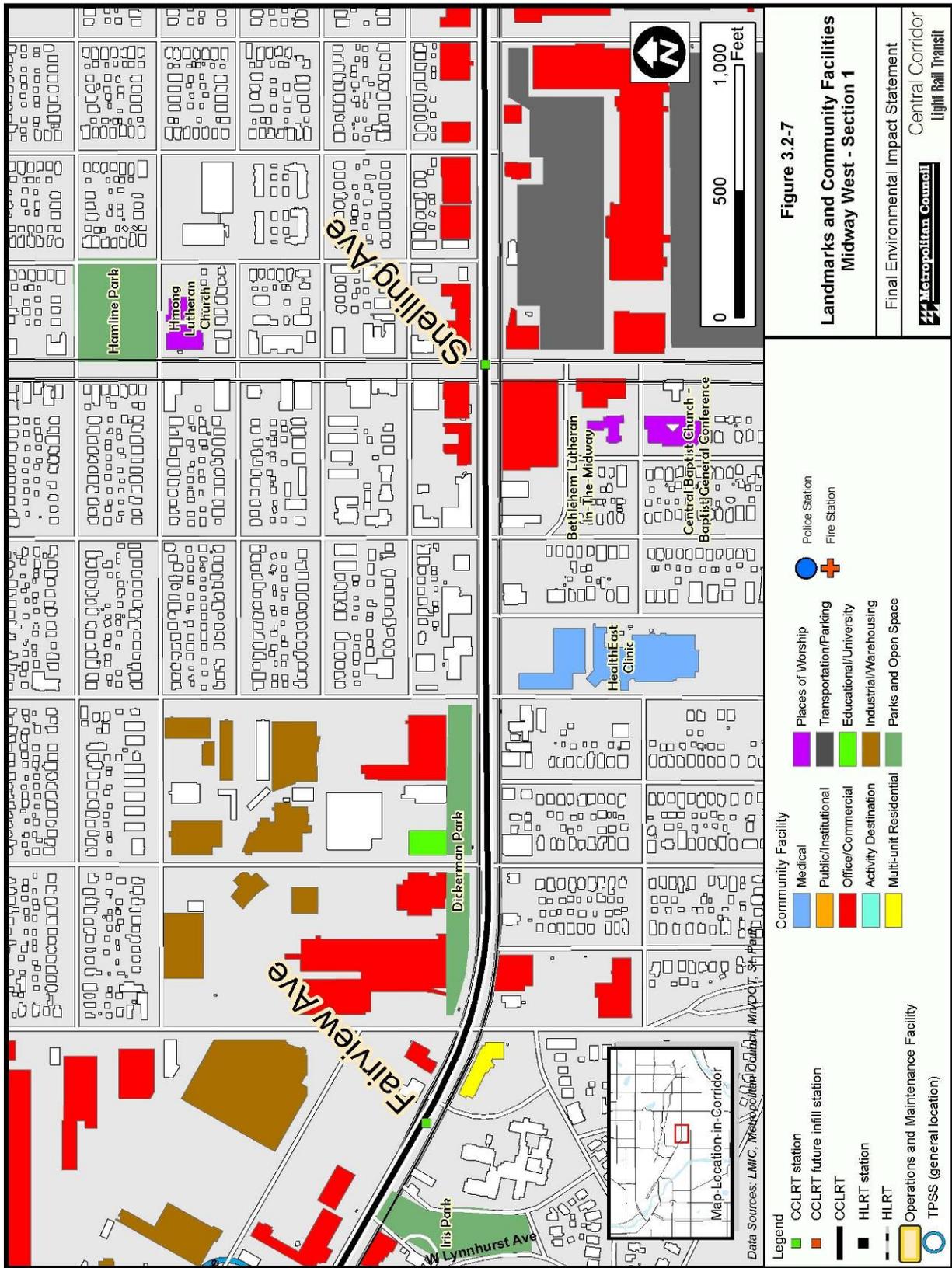
These neighborhoods of Merriam Park, Snelling-Hamline, and Lexington-Hamline, now formally grouped together as Union Park, also extend into the Midway West segment. Community facilities and landmarks in this district are shown in Figure 3.2-6 through Figure 3.2-9.

- Large surface parking lots serve Midway East's concentration of shopping and employment opportunities. Shopping and employment destinations include Rainbow Foods, Cub Foods, Wal-Mart, and Target.
- The intersection at Snelling and University avenues is a neighborhood commercial node and a regional destination.
- The small section of the Merriam Park neighborhood included in this segment is primarily developed with residential uses, but it also has some commercial uses.
- South of I-94, residential uses are common, but adjacent to the freeway they are intermixed with industrial and institutional uses.
- Medical facilities include the Lynhurst Health Care Center, HealthEast Midway Campus, and Central Medical.
- The Spruce Tree Center is a mixed-use office complex.
- Large housing developments include the Iris Park Commons retirement complex and the Skyline Tower high-rise apartment building.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.

3.2.2.4 Midway West

The segment includes the western portions of Hamline-Midway and Union Park, described above, and the St. Anthony Park district.





St. Anthony Park

Community facilities and landmarks in this district are shown in Figure 3.2-8 through Figure 3.2-9. This district is divided by the Burlington Northern Santa Fe (BNSF) mainline into north and south neighborhood units.

- The eastern end of St. Anthony Park includes the Midway Industrial District.
- The residential areas of St. Anthony Park are part of the original plat by Horace Cleveland, and provide a stable base for the community.
- Neighborhood businesses at the intersection of Raymond Avenue and University Avenue add to community function and identity.
- The Westgate development consists of a growing business park north of University Avenue.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.

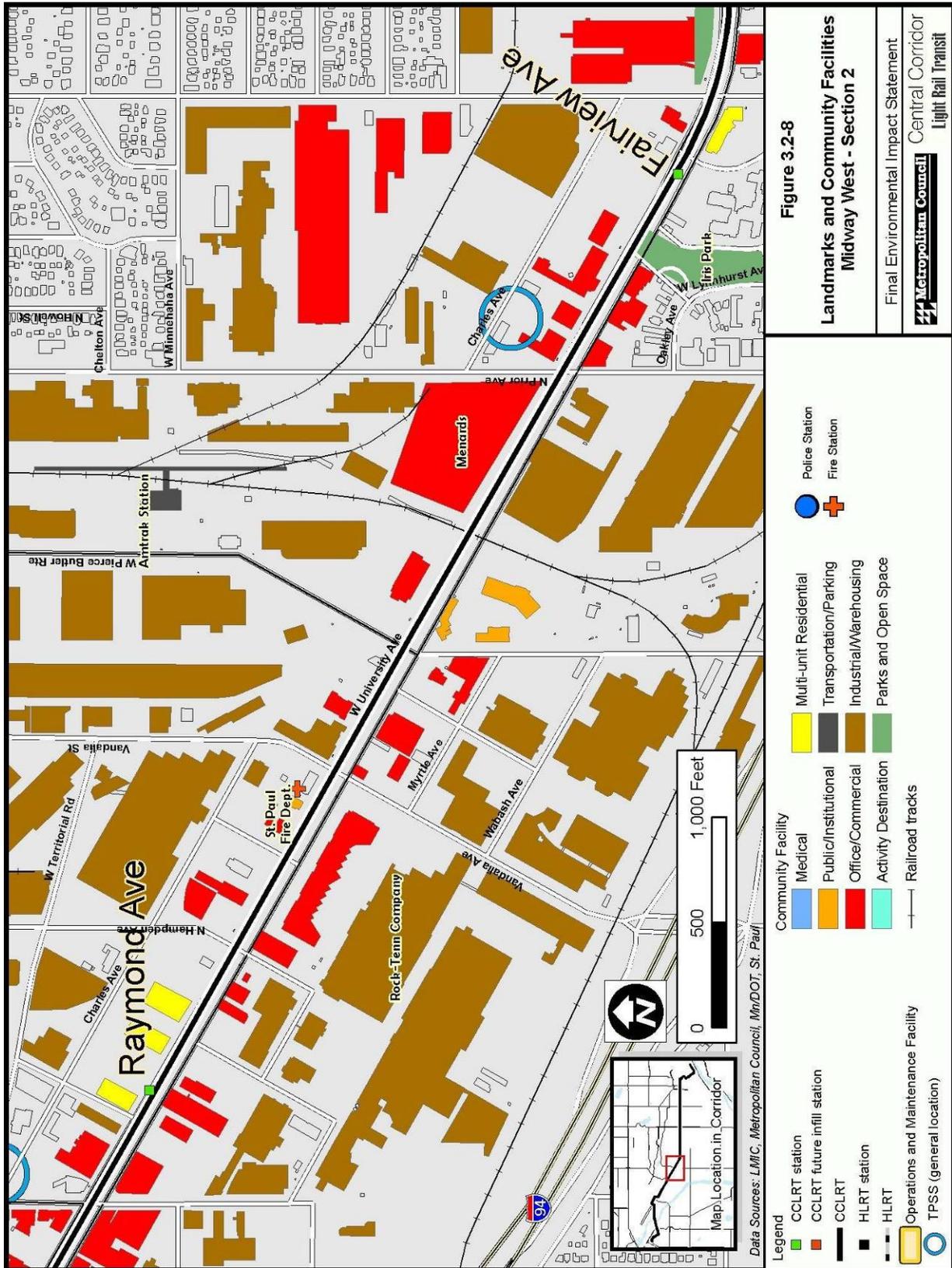
3.2.2.5 University/Prospect Park

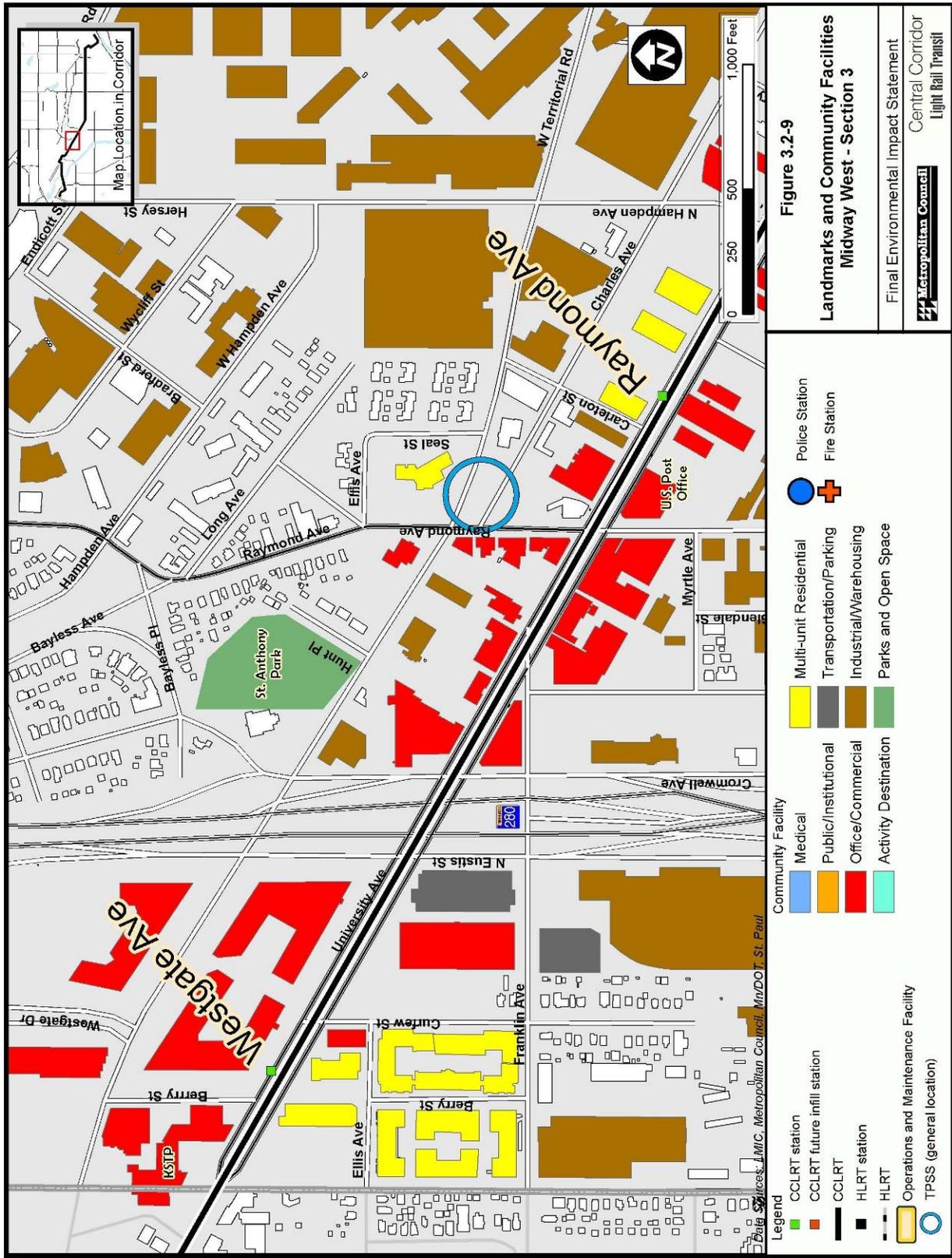
The University/Prospect Park segment consists of the Prospect Park, U of M, and Cedar-Riverside neighborhoods.

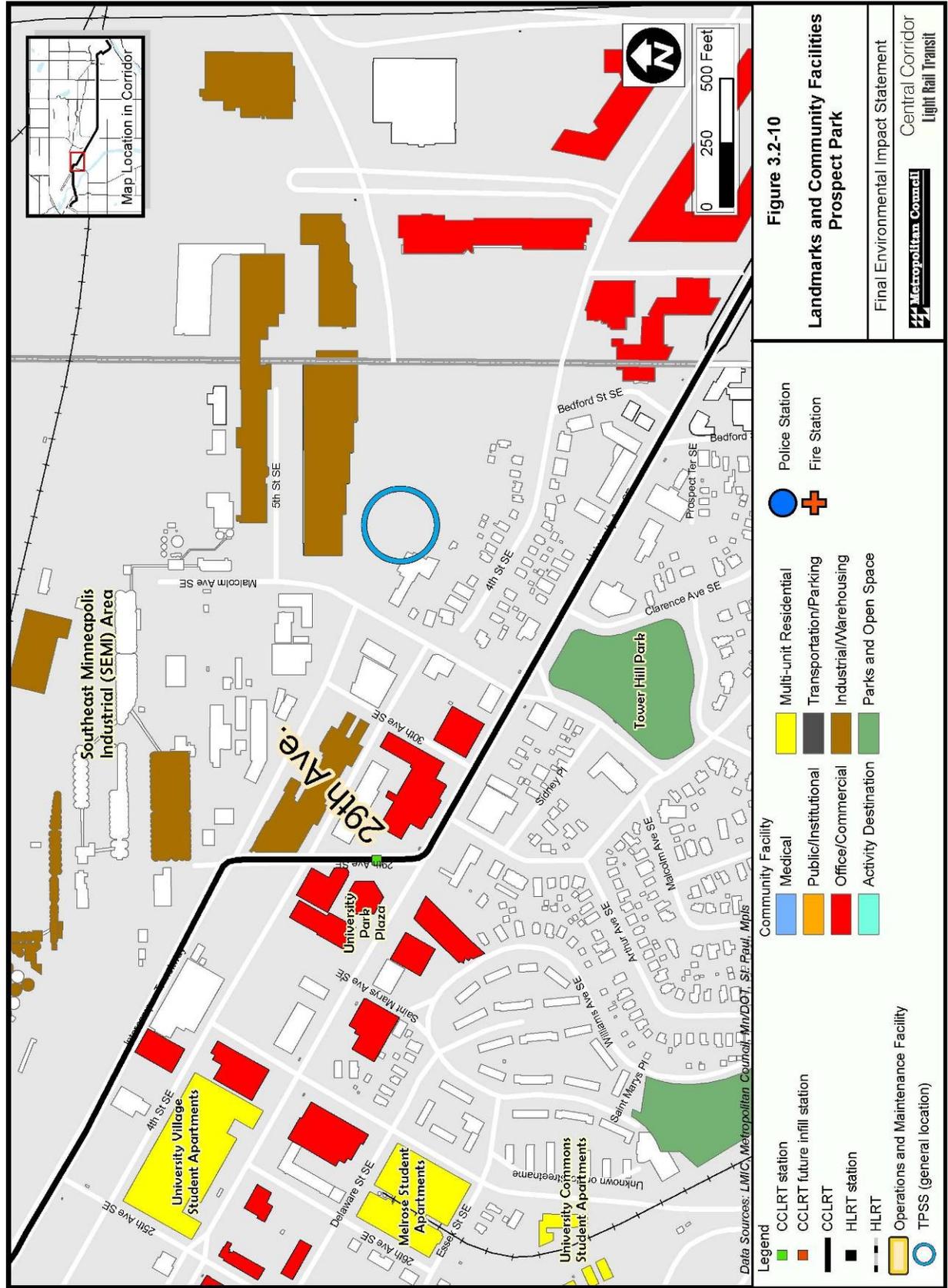
Prospect Park

The Prospect Park neighborhood (Figure 3.2-10 and Figure 3.2-11) is located between the U of M neighborhood and the eastern Minneapolis and Hennepin County limits.

- The neighborhood is predominantly residential to the south of University Avenue, and is one of the oldest residential areas in the city with many large, well-kept homes.
- The Southeast Minneapolis Industrial (SEMI) area occupies most of the area to the north of University Avenue, and contains such facilities as warehouses and grain elevators.
- The most prominent landmarks in Prospect Park include the Witch's Hat water tower in Tower Hill Park, the nine-story University Park Plaza office building, and the KSTP television tower.
- The boundaries of the Prospect Park neighborhood comprise portions of the U of M campus, including TCF Bank Stadium. The stadium is under construction between Oak Street and 23rd Avenue (East Gateway District), and several streets were rerouted to accommodate this facility. In the East Gateway District, five new biomedical research buildings and supporting infrastructure are planned for and funded. Additional development is expected to occur over the next 20 years.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.







University of Minnesota

The U of M neighborhood includes most of the U of M campus in Minneapolis, and is divided by the Mississippi River into the historic East Bank and the newer West Bank (Figure 3.2-11 and Figure 3.2-12). The Washington Avenue Bridge connects the two areas.

- The historic heart of the campus is between the East Bank of the Mississippi River and University Avenue (see Section 3.4).
- Major features include Northrop Mall, a traditional campus mall with Northrop Memorial Auditorium at the north end. It is flanked by Walter Library and other halls with classrooms and laboratories.
- The University Hospital and associated clinics and laboratories occupy much of the land south of Washington Avenue to the river.
- The Stadium Village area is the former site of Memorial Stadium, which has been replaced by a new Visitor and Aquatic Center. The Stadium Village area includes private retail and hospitality businesses fronting on Washington Avenue and Oak Street, and the sports facilities complex, including Mariucci Hockey Arena and Williams Arena.
- Dinkytown lies north of University Avenue and is the retail focus of the campus.
- The demand for parking on campus has led to construction of a large number of parking structures.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.

Cedar-Riverside

The Cedar-Riverside neighborhood (Figure 3.2-12) is located between Downtown East and the U of M neighborhood.

- Riverside Plaza Apartments, which has housed successions of immigrants, is currently home to a large East African population.
- Seven Corners includes taverns, restaurants, theaters, a hotel, and new residential developments all serving hotel guests, local residents, and U of M students, faculty, and staff.
- The neighborhood's population is a diverse mix of students, Native Americans, East Africans, and seniors.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.

3.2.2.6 Downtown Minneapolis

The westernmost Central Corridor planning segment is Downtown Minneapolis. Several neighborhoods are in this segment of the corridor, but the alignment runs through or is adjacent to Elliot Park, Downtown East, and Downtown West.

Elliot Park

Neighborhood community facilities and landmarks are shown in Figure 3.2-12 and Figure 3.2-13.

- Mansions constructed in the late 1800s and early 1900s are characteristic of this neighborhood. These homes, now converted to apartments to accommodate a growing population, remain as remnants of early city development.
- A prominent feature in the Elliot Park neighborhood is the Hennepin County Medical Center.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.

Downtown East

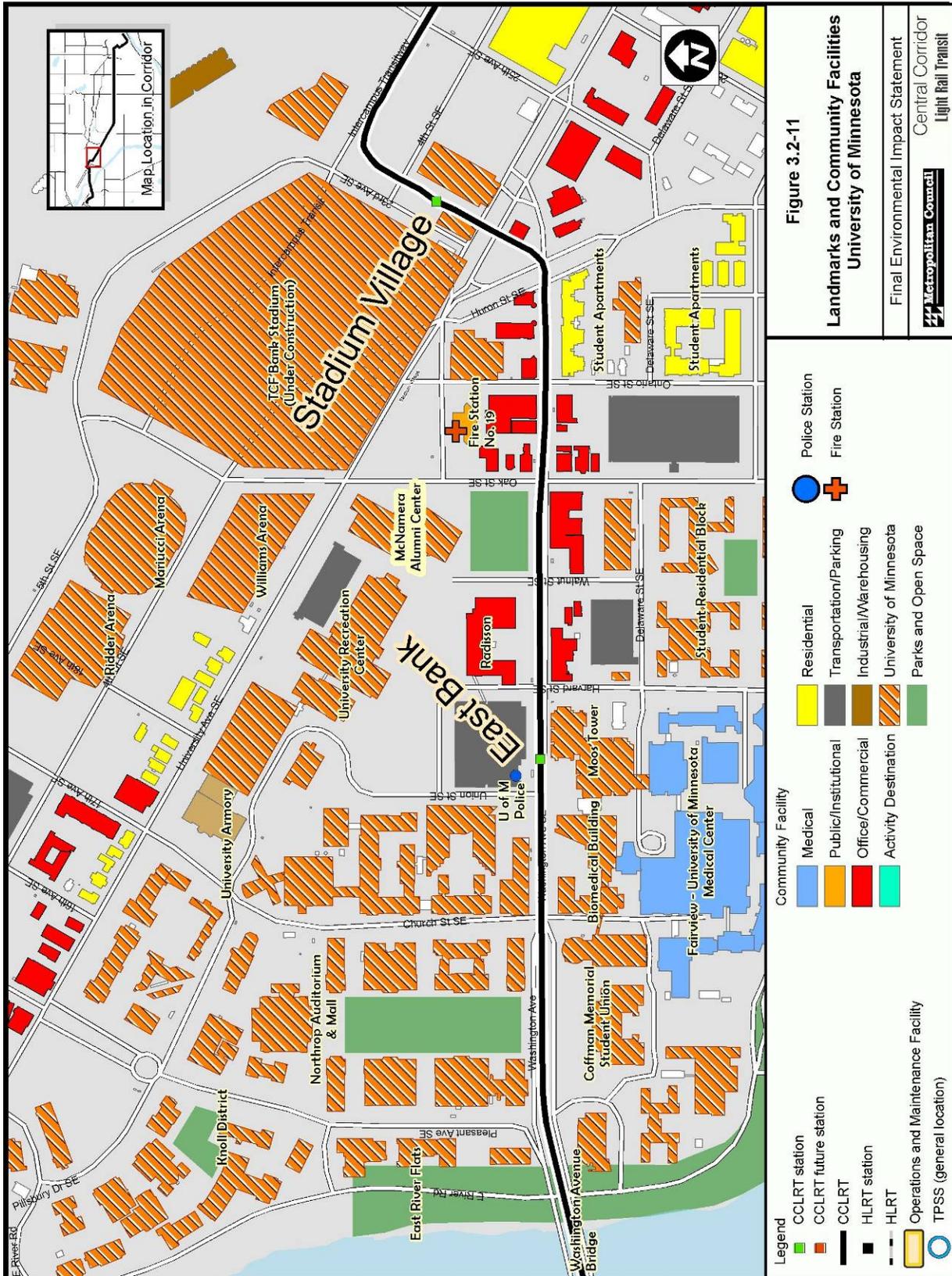
Neighborhood community facilities and landmarks are shown in Figure 3.2-12 and Figure 3.2-13.

- Downtown East has seen substantial growth in recent years with the completion of the Guthrie Theater, the Mill City Museum, and the MacPhail Center for Music.
- Several buildings along the riverfront have been converted to residences, and many new condominium buildings are being constructed nearby.
- North of the existing Hiawatha LRT line, and its eventual connection with the Central Corridor LRT line, restaurants and retail shops border Washington Avenue.
- The Hubert H. Humphrey Metrodome is located next to the first station proposed to be shared by the Hiawatha and Central Corridor LRT lines.

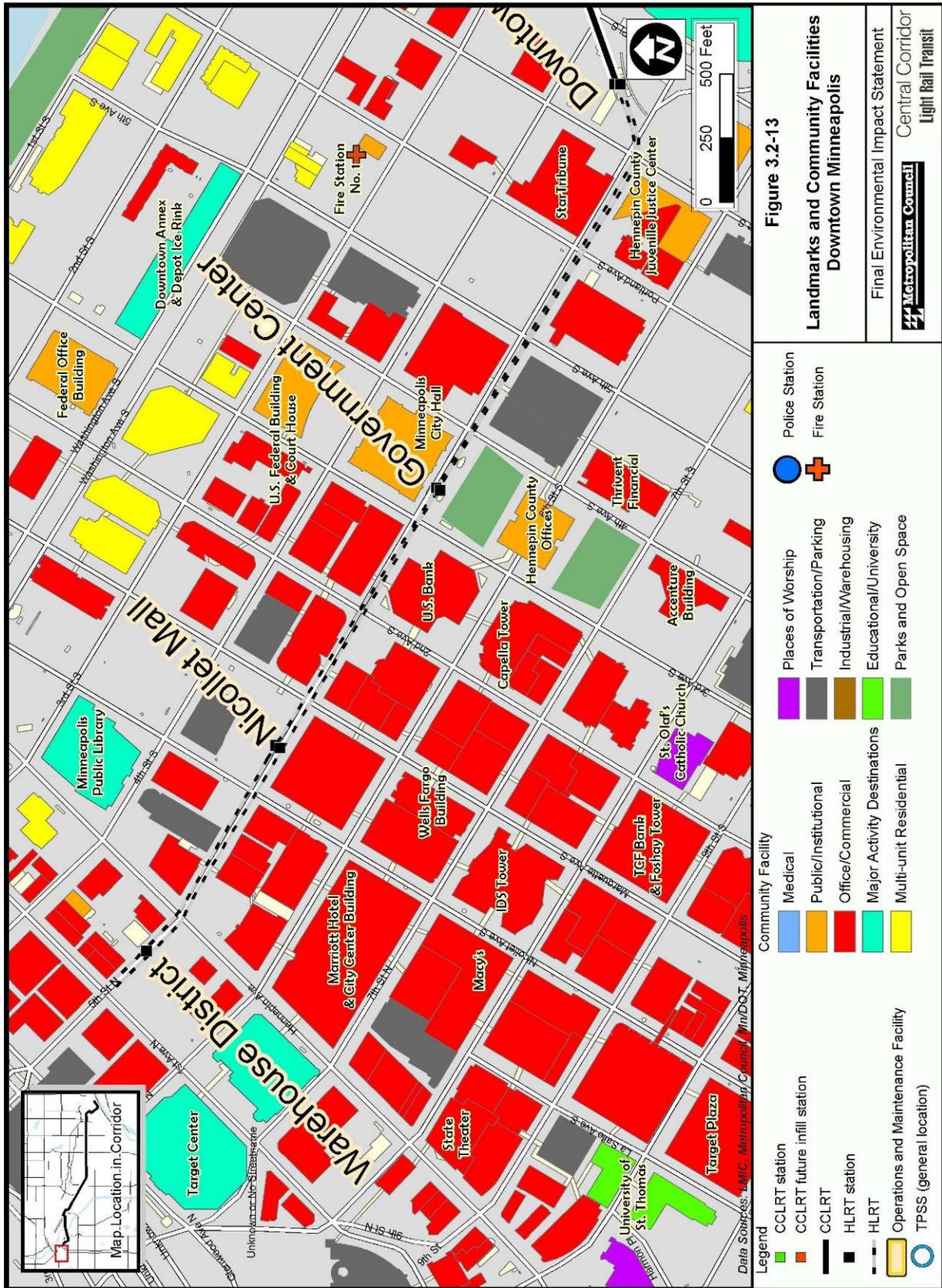
Downtown West

The neighborhood community facilities and landmarks are shown in Figure 3.2-13.

- Downtown West is the main portion of the CBD of Minneapolis, and the major employment center in the Twin Cities Metropolitan Area.
- Residential uses are concentrated on the riverfront and along Hennepin Avenue.
- Large-scale physical features of this neighborhood include the Interstate 394 (I-394) spur west of the Warehouse District, which is paralleled by a BNSF mainline, and the Northstar Commuter Rail, which is anticipated to open for revenue service in 2009.
- Downtown West has a number of signature office towers, including the Foshay Tower, IDS Tower, and Wells Fargo Center.
- The historic City Hall, with its clock tower, is located between the Hennepin County Government Center and the U.S. Federal Courthouse.
- Places of worship, schools, fire stations, and other community facilities are referenced in Sections 3.2.2.7 to 3.2.2.9.



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3.2.2.7 Schools

The Central Corridor includes a number of schools, in addition to the Minneapolis campus of the U of M. Figure 3.2-14 illustrates the locations of schools within one-quarter mile of the alignment, and Table 3.2-2 provides a list of the schools and their addresses.

Table 3.2-2 Schools in Central Corridor

Name	Address
Downtown St. Paul	
Area Learning Center Elementary Program	494 Sibley Ave., 5th Floor
College of St. Scholastica St. Paul Campus	340 Cedar St.
Downtown Kindergarten	336 Robert St. N.
Juvenile Service Center	25 W. 7th St.
Mexica Multicultural Education Charter	245 E. 6th St., No. 200
Paul and Sheila Wellstone Elementary	65 E. Kellogg Blvd.
St. Paul Conservatory for Performing Artists	65 E. Kellogg Blvd.
Saturn River Front Academy Elementary School	75 W. 5th St., No. 522
Transition for Success	25 W. 7th St.
Urban Academy Charter School	133 E. 7th St.
Capitol Area	
Beta Evening Extension	505 Wabasha St.
Franklin Music Magnet Elementary	690 Jackson St.
McNally Smith College of Music	19 Exchange St. E.
Midway East	
Area Learning Center Community School	1616 University Ave. W.
Area Learning Center Creative Arts School	1037 University Ave. W.
Area Learning Center Lead – West	1616 University Ave. W.
Area Learning Center Ronald M. Hubbs Center for Lifelong Learning	1030 University Ave. W.
Area Learning Center Secondary Extended Programs	590 University Ave. W.
Area Learning Center Unidale	590 University Ave. W.
Community Learning Program	1616 University Ave. W.
Early Education Jackson	437 Edmund Ave.
Galtier Magnet Elementary School	1317 Charles Ave.
Gordon Parks Academy	1212 University Ave. W.
Jackson Magnet Elementary	437 Edmund Ave.
Maxfield Learning Center	380 N. Victoria St.
Maxfield Magnet Elementary School	380 N. Victoria St.
New Spirit Middle School	643 Virginia St.
New Spirit Primary School	262 Edmund Ave.
St. Peter Claver Catholic	1060 Central Ave. W.
Unidale Adult Learning Center	590 University Ave. W.

Name	Address
Midway West	
A.G.A.P.E. Teen Parent	1919 University Ave. W.
Area Learning Center Gateway	1919 University Ave. W.
Avalon School	1745 University Ave. W., No. 30
Bluesky Charter School	1821 University Ave. W.
Calvin Academy	2102 University Ave. W.
Dugsi Academy	1821 University Ave. W.
Elmore Academy	2102 University Ave. W.
High School for Recording Arts	550 Vandalia Ave.
Intensive Day Treatment/Keystone Care and Treatment	1821 University Ave. W.
Intensive Day Treatment – Merriam Park	1821 University Ave. W.
Jennings Experimental High School	1745 University Ave. W., No. 30
New Voyage Academy Charter School/St. Paul Family Learning Center	1745 University Ave. W., No. 30
Project Achieve	1821 University Ave. W.
Shared Time Non-Public	2102 University Ave. W.
Skills for Tomorrow Charter School	547 Wheeler St. N.
University/Prospect Park	
Cedar-Riverside Community Charter School	1610 S. 6th St.
Children's Hospital Academy	Harvard and E. River Rd. Box 46
Community University Health Care	Harvard and E. River Rd. Box 46
Pratt Community Education	66 Malcolm Ave. S.E.
Special Education – Speech Only	925 Delaware St.
University of Minnesota	
Downtown Minneapolis	
Child Behavior Learning Center	701 Park Ave. S.
Hennepin County Juvenile Center	510 Park Ave.

Source: Metropolitan Council, Schoolswcoc.xls. December 3, 2007.

3.2.2.8 Community Facilities and Resources

This section outlines the community facilities in the Central Corridor, some of which serve the neighborhoods in which they are located, but many of which serve the area as a whole. Table 3.2-3 lists the facilities located within one-quarter mile of the alignment and Figure 3.2-2 through Figure 3.2-13 depict their locations.

Table 3.2-3 Community Facilities in Central Corridor

Name	Address
Downtown St. Paul	
City Hall Annex	25 4th St. W.
Downtown St. Paul Public Library	90 4th St. W.
Farmers Market	290 5th St. E.
Kellogg Mall Park	
Kinder Care Learning Center	325 Cedar St.
Landmark Center	75 5th St. W.
Landmark Plaza	
Mears Park	
Ordway Music Theater	345 Washington St.
Ramsey County Government Center	50 Kellogg Blvd. W.
Rice Park	
RiverCentre	199 Kellogg Blvd. W.
St. Paul City Hall	15 Kellogg Blvd. W.
St. Paul Fire Department	100 11th St. E.
Science Museum of Minnesota	120 Kellogg Blvd. W.
Skyway YMCA	194 6th St. E.
U.S. Post Office	180 Kellogg Blvd. E.
Xcel Energy Center	175 Kellogg Blvd. W.
Capitol Area	
Cass Gilbert Park	
Centennial State Office Building	658 Cedar St.
Downtown Child Care Center	244 10th St. E.
Elmer Andersen Human Services Building	540 Cedar St.
Fitzgerald Theater	10 Exchange St. E.
Freeman State Office Building	625 Robert St. N.
History Theater	30 10th St. E.
HealthEast St. Joseph's Hospital	69 Exchange St. W.
Leif Erikson Lawn	
Minnesota Department of Agriculture	601 Robert St. N.
Minnesota Department of Revenue	600 Robert St. N.
Minnesota Department of Transportation	395 John Ireland Blvd.

Name	Address
Minnesota History Center	345 Kellogg Blvd. W.
Regions Hospital	640 Jackson St.
St. Paul Armory	600 Cedar St.
State Capitol Building	75 Rev. Dr. Martin Luther King, Jr. Blvd.
State Judicial Center	25 Rev. Dr. Martin Luther King, Jr. Blvd.
State Office Building	100 Rev. Dr. Martin Luther King, Jr. Blvd.
Veteran Services	20 12th St. W.
Western Sculpture Park	
Midway East	
Central Corridor Resource Center	1080 University Ave. W.
Central Village Park	
National Head Start Association	450 Syndicate St. N.
National Head Start Association	586 Fuller Ave.
Rondo Library	461 Dale St. N.
Ryan Park	
St. Paul Fire Department	681 University Ave. W.
U.S. Post Office	1430 Concordia Ave.
Midway West	
Amtrak Station	730 Transfer Rd.
Dickerman Park	
HealthEast Clinic	1700 University Ave. W.
Hamline Park	
Iris Park	
Lasting Impressions Child Care Learning Center	2515 Wabash Ave.
St. Anthony Park	
St. Paul Fire Station	2179 University Ave. W.
U.S. Post Office	2334 University Ave. W.
University/Prospect Park	
Children's Village Montessori	2929 University Ave. S.E.
Children's World Learning Center	525 Huron Blvd. S.E.
Currie Park	
Fairview-University of MN Medical Center	420 Delaware St. S.E.
Mariucci Arena	1904 4th St. S.E.
Northrop Auditorium	84 Church St. S.E.
Ronald McDonald House Charities	621 Oak St. S.E.
Tower Hill Park	
U.S. Post Office	2811 University Ave. S.E.
U.S. Post Office	406 ½ Cedar Ave. S.

Name	Address
University of Minnesota	
University Police Department	511 Washington Ave. S.E.
Williams Arena	6 Oak St. S.E.
Downtown Minneapolis	
Cradle Club	100 6th St. N.
Elliot Park	
Hennepin County Offices	300 6th St. S.
Kinderberry Hill Child Development Center	50 6th St. S.
Metro Kids Day Care	810 7th St. S.
Metrodome	34 Kirby Puckett Pl.
Minneapolis City Hall	350 5th St. S.
Minneapolis Fire and Police Departments	350 5th St. S.
Minneapolis Public Library	300 Nicollet Mall
State Theater	805 Hennepin Ave.
Target Center	601 1st Ave. N.
U.S. District Courthouse	300 4th St. S.
U.S. Post Office	307 4th Ave. S.

Source: HDR 2008

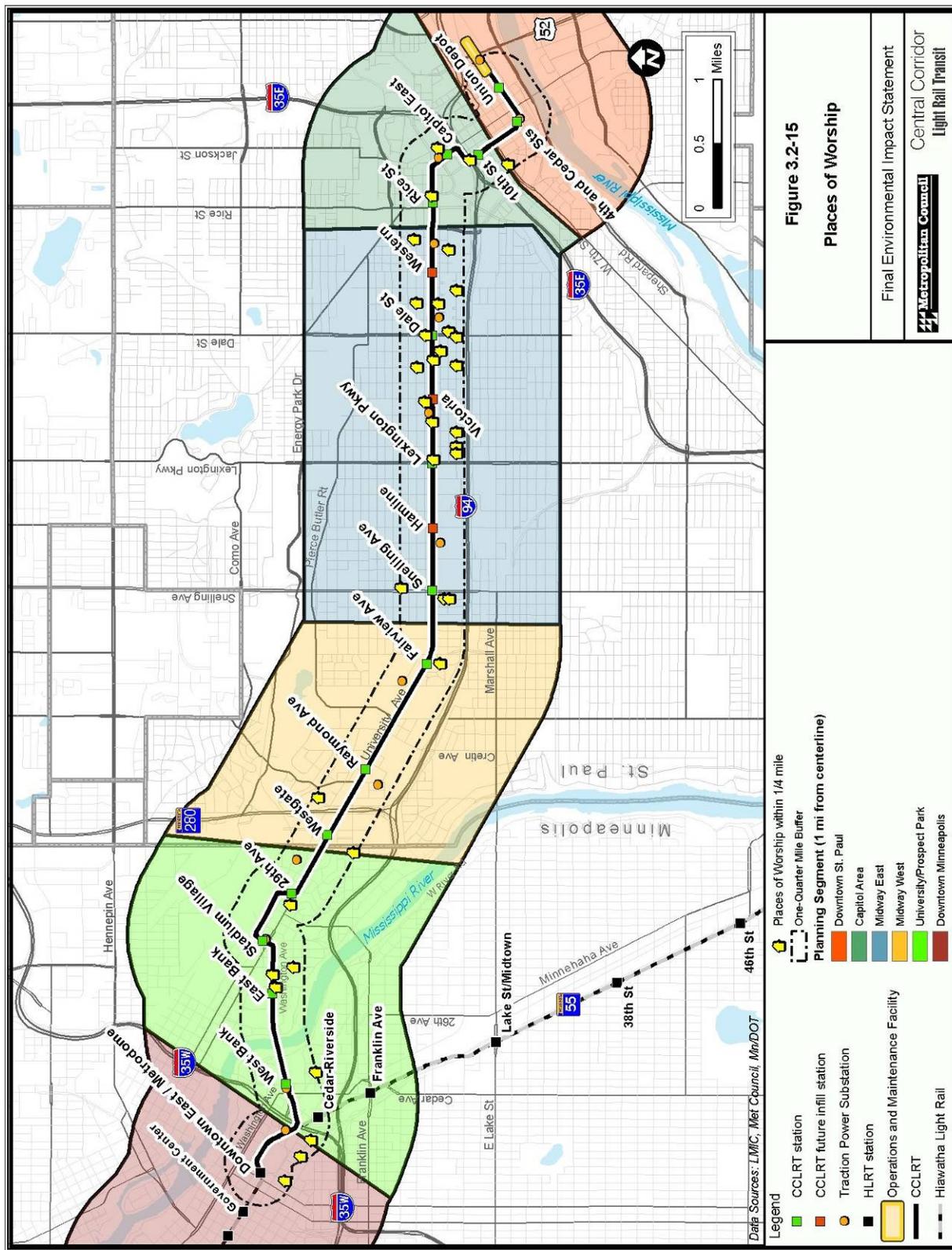
Places of worship are also included in this section, with Table 3.2-4 presenting a comprehensive list with their addresses; Figure 3.2-15 shows their locations on a map of the corridor.

Table 3.2-4 Places of Worship in Central Corridor

Name	Address
Downtown St. Paul	
Assumption Catholic Church – Rectory	51 7th St. W.
Capitol Area	
Central Park United Methodist Church Office	639 Jackson St.
Central Presbyterian Church	500 Cedar St.
Christ Lutheran Church on Capitol Hill	105 University Ave. W.
Damascus Road Partners	444 Cedar St., Suite 555
Disability Awareness Ministries, Inc.	639 Jackson St.
Church of St. Louis King of France	506 Cedar St.
St. Paul Area Synod Evangelical Lutheran Church in America	105 University Ave. W.
Southeast Asian Ministry	105 University Ave. W.
Zion Evangelical Fellowship	105 University Ave. W.
Midway East	
Bethlehem Lutheran In-the-Midway	436 Roy St. N.
Camphor Memorial United Methodist Church	585 Fuller Ave.

Name	Address
Central Baptist Church	420 Roy St. N.
Church of St. Adalbert	265 Charles Ave.
Deeper Life Bible Church	945 University Ave. W.
Faith Lutheran Church	499 Charles Ave.
Hmong Central Lutheran Church	301 Fuller Ave.
Hmong Lutheran Church	1566 Thomas Ave.
Jehovah Lutheran Church	1566 Thomas Ave.
Loyola Spirituality Center	389 Oxford St. N.
Mt. Olivet Baptist Church	451 Central Ave. W.
Nehemiah's Walls	539 Grotto St. N.
New Birth Missionary Baptist Church	983 Central Ave. W.
Pilgrim Baptist Church	732 Central Ave. W.
Rainbow Child Development Center	1566 Thomas Ave.
Rock of Ages Missionary Baptist Church	507 Dale St. N.
St. Albans Church of God in Christ	678 Aurora Ave.
St. James African Methodist Episcopal Church	624 Central Ave.
St. Paul City Church	1088 University Ave. W.
St. Paul Fellowship	868 Sherburne Ave.
St. Peter Claver Church	1060 Central Ave. W.
St. Philip's Episcopal Church	457 Mackubin St.
Shalom Nathalie	712 University Ave. W.
Midway West	
Episcopal Church Home	1879 Feronia Ave.
St. Cecilia's Church	2357 Bayless Pl.
St. Panteleimon Russian Orthodox Church	2210 Franklin Ave. S.E.
University/Prospect Park	
Bethlehem Baptist Church	720 13th Ave. S.
Grace University Lutheran Church	324 Harvard St. S.E.
Intervarsity Christian Fellowship	720 Washington Ave. S.E.
Maranatha Christian Church	2800 University Ave. S.E.
Stadium Village Church	501 Oak St. S.E.
Trinity Lutheran Congregation	2001 Riverside Ave.
Downtown Minneapolis	
Augustana Lutheran	1900 11th Ave. S.
First Covenant Church	810 S. 7th St.
Life Center of Prayer, Inc.	810 S. 7th St.
Prayer Transformation Ministries	810 S. 7th St.

Source: Metropolitan Council, 2008



3.2.2.9 Public and Subsidized Housing

The Central Corridor is home to several housing developments that receive some form of public subsidy. Table 3.2-5 lists each facility with more than 10 units within one-quarter mile of the alignment; Figure 3.2-16 delineates their locations in the corridor.

Table 3.2-5 Public and Subsidized Housing in Central Corridor

Name	No. of Housing Units	Address
Downtown St. Paul		
Dorothy Day Women's Shelter	40	185 W. 6th St.
Heritage House	58	218 7th St. E.
Sibley Apartments	27	172 E. 6th St. and 195 E. 5th St.
Capitol Area		
Central Towers	197	20 Exchange St. E.
Como Place	21	195 Edmund Ave.
Exchange	194	10 Exchange St. W.
Mary Hall (Emergency Shelter and Single Room Occupancy)	95	438 Main St.
Mears Park Place Apartments	50	401 Sibley St.
Rivertown Commons	138	175 Charles Ave.
Wabasha Hi-Rise	71	545 Wabasha St. N.
Valley Hi-Rise	159	261 E. University Ave.
Midway East		
Capitol Plaza South	36	375 Marion St.
Central Hi-Rise	141	554 Central Ave. W.
Community Plaza	40	709 W. Central Ave.
Hanover Townhomes	96	408 Farrington St.
Jamestown Homes (Malcolm Shabazz)	73	600 Central Ave. W.
Lonnie Adkins Court	57	383 Western Ave. N.
Ravoux	220	280 Ravoux St.
Skyline Terrace	448	1247 St. Anthony Ave.
Midway West		
Seabury	49	1830 University Ave. W.
Seal Hi-Rise	144	825 Seal St.
University/Prospect Park		
Cedar High Apartments	N/A	1611 and 1627 6th St. S. and 620 and 630 Cedar Ave. S.
Elliot Twins	N/A	1212 9th St. S. and 1225 8th St. S.
Riverbluff	30	2020 1st St. S.
Riverside Plaza	669	1515, 1600, 1601, 1615, and 1630 S. 6th St.

Name	No. of Housing Units	Address
Downtown Minneapolis		
House of Charity	88	510 S. 8th St.
People Serving People	109	614 3rd St. S. and 251 Portland Ave.
St. Barnabas	52	906 S. 7th St.

Source: St. Paul Public Housing Authority, Minneapolis Public Housing Authority, HousingLink

3.2.3 Long-Term Effects

This section discusses, by segment, the potential effects of the No-Build and Preferred Alternatives on neighborhoods, community services, and community cohesion in the Central Corridor LRT Study Area.

The following issues were considered: neighborhood integrity and potential changes to quality of life, the level of transit service, and connectivity and circulation patterns for pedestrian and bicycle access. Displacements through acquisition of land and demolition of existing structures are discussed in Section 3.3. Traffic volume, traffic patterns, and parking are discussed in Chapter 6.

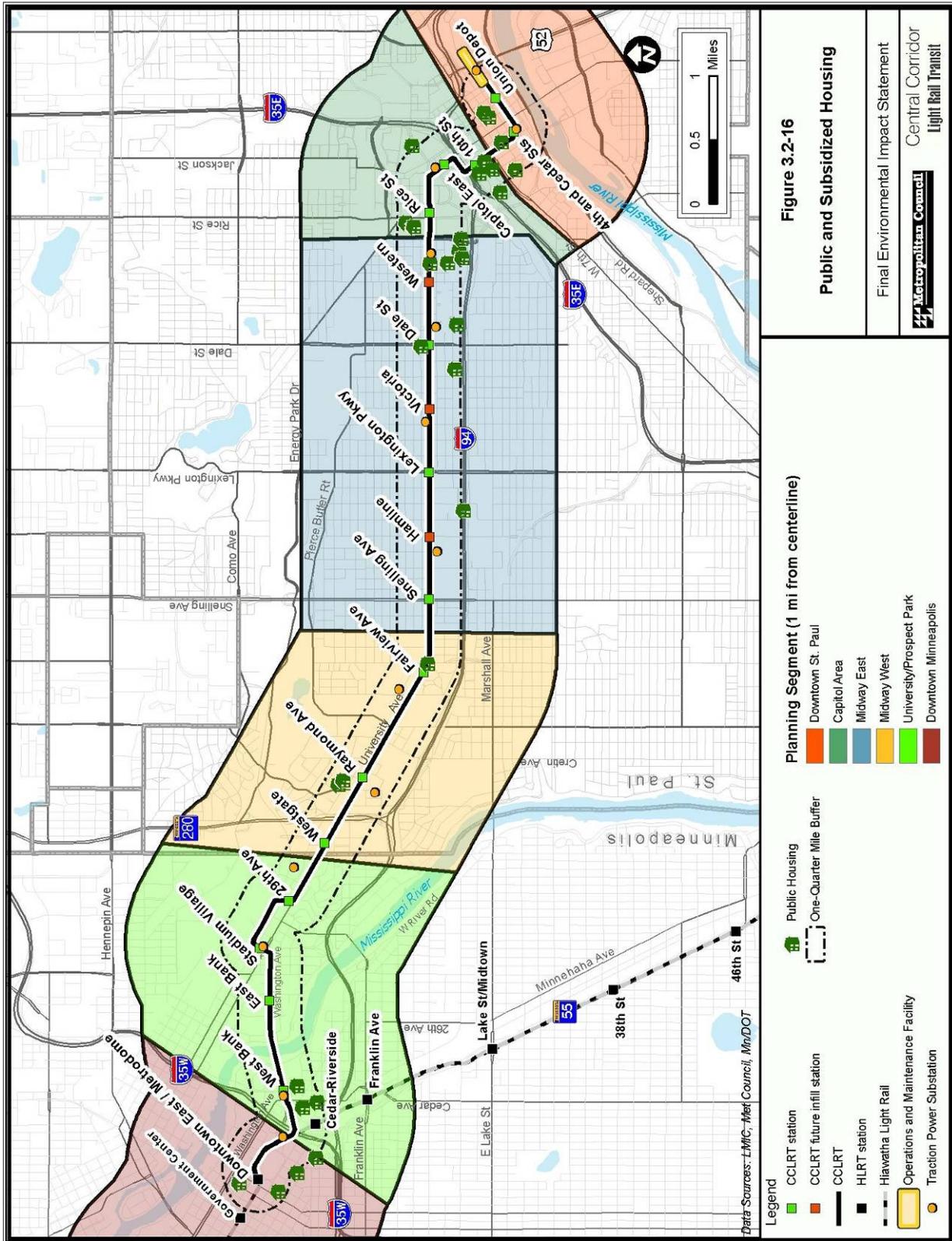
3.2.3.1 Neighborhood Cohesion

No-Build Alternative. The No-Build Alternative would have no immediate adverse effects on Central Corridor neighborhoods and community cohesion. However, increases in traffic in the coming years would have a negative effect on the quality of life within the study area. Increased traffic congestion would result in such problems as increased air pollution and reduced pedestrian safety and accessibility. The No-Build Alternative does not include implementation of any projects in the Central Corridor that would provide new options for mobility, reducing congestion, or improving access and cohesion between neighborhoods. Pedestrian activity would be discouraged by increasing traffic, and the study area would become more dominated by automobile use. A pedestrian-oriented environment supported by multimodal transit investment would not develop.

Preferred Alternative. Impacts to neighborhoods and community cohesion are discussed below by planning segment.

The proposed Central Corridor LRT project would improve transit service to the **Downtown St. Paul segment**, and would encourage a more pedestrian-oriented streetscape. Concern has been expressed about the effect of associated loss of on-street parking, which would prevent direct vehicle access to certain businesses and residences along the alignment. On-street parking, however, will be available on adjacent streets and this area has many parking facilities. Thus, an adequate supply of parking spaces is located near the alignment. (See Chapter 6 for a detailed analysis of parking impacts.)

The two TPSS in this segment will be located at the OMF and the 4th and Cedar Streets Station, and will not create impacts to neighborhood connectivity or identity.



The effects of the OMF on the Lowertown area have been raised. The proposed OMF will be constructed at the Diamond Products site, located between Prince and 5th Streets to the northeast of Broadway Street. A portion of the existing warehouse facility, which is currently vacant, will house the OMF with a small portion of track extending beyond the facility to the northeast. Because the majority of the OMF will be housed in an existing structure and façade treatments will be implemented to respond to the historic character of the area, the OMF is not expected to have an adverse impact on the visual identity of the surrounding neighborhood and has been approved by the City of St. Paul through Municipal Consent. Further, in response to concerns of Lowertown residents and businesses, approximately 5,000 square feet of leasable commercial space off of Broadway Street would be included in the OMF to help advance the mixed-use character of the Lowertown area. The alignment on 4th Street was also adjusted to maintain two-way traffic and provide alternative access for the adjacent St. Paul Farmers Market.

Although trains will need access to the Diamond Products building, this will generally be at longer intervals than LRT traffic throughout the corridor. Because the OMF is located east of the Union Depot Station and only non-revenue service trains would utilize it, trains will need access to this portion of the line before or after a train is in service. With the exception of higher frequency intervals during special events, the maximum train interval will be the peak hour service of 7.5 minutes and this will occur at limited times of the day. This limited amount of LRT activity, with at-grade tracks, crosswalks, and other safety measures implemented, will ensure continued neighborhood access and connectivity around the facility.

The portion of the OMF that extends beyond the existing building will not have adverse impacts on the surrounding neighborhood. The additional tracks needed to the northeast of the Diamond Products building will occupy space under the Lafayette Bridge and will be adjacent to surface parking lots and a low-rise industrial building. Other surrounding uses are extremely limited because the area is bordered on the north by I-94, to the east by an existing railway, and to the south by more surface parking lots and a raised Kellogg Boulevard. A neighborhood connection to Bruce Vento Nature Sanctuary, located to the east of the existing railway, exists and will be preserved.

The Preferred Alternative for the Central Corridor LRT would provide improved transit service to the Capitol Building and other state offices in the **Capitol Area segment**, providing mobility options for workers, visitors, and others with business in this area. The proposed Rice Street Station would also provide service to the Summit-University and Thomas-Dale neighborhoods, as well as access to the Capitol area pedestrian tunnel system, which connects the Capitol Building and surrounding state office buildings.

The TPSS to be located in the Capitol Area segment will be constructed near the Capitol East Station, and will occupy land adjacent to an existing parking garage. This land is currently unused. The TPSS is not expected to adversely affect neighborhood cohesion or identity.

In the **Midway East segment**, the Preferred Alternative alignment would provide improved transit service to such neighborhoods as Thomas-Dale, Hamline-Midway, and Summit-University. The increased access brought by transit improvements and the siting of LRT stations may act as a catalyst to new investment in the University Avenue corridor. Proposed stations would be considered community amenities that would add to the stature of the adjacent neighborhoods and serve as focal points of daily activity. Concentrations of

pedestrians at stations would also create new opportunities for pedestrian-friendly businesses.

The Preferred Alternative includes the following potential locations for TPSS in Midway East. All of the locations are at cross streets to University Avenue: near Farrington Street, Mackubin Street, Milton Street, and Albert Street. In each case, efforts have been made to locate the TPSS only on underutilized land, such as surface parking lots. At Farrington Street, the TPSS would likely be located on a surface parking lot formerly used for car sales. At Mackubin Street, a portion of the surface lot near the Unidale Mall would be used, and the TPSS would likely be located away from University Avenue to allow development to occur near the alignment. A similar approach would be taken at Albert Street, using surface parking near Wal-Mart to allow development along University Avenue as the area becomes more densely developed. At Milton Street, a small portion of unused land adjacent to a U-Haul parking lot would likely be used. By selecting the parcels identified above, the TPSS would not adversely affect commercial streetfronts and pedestrian activity along University Avenue or in residential neighborhoods.

The LRT alignment in the middle of University Avenue has raised concern about connectivity between neighborhoods north and south of the tracks. No visual barrier, however, will be placed across University Avenue. In addition, most currently legal pedestrian crossings will be maintained, and in many cases, will be enhanced.

The two TPSS locations proposed for **Midway West segment** are near the intersection of Prior and Charles avenues and near the northwest corner of Raymond and Wabash avenues. At Prior Avenue, the TPSS may be located on the surface parking lot of an industrial building one block north of University Avenue. At Raymond Avenue, approximately one-and-one-half blocks south of University, a portion of an industrial building's surface parking lot may be used. In both cases, efforts have been made to preserve key development opportunities along the alignment and to reduce impact to surrounding buildings as outlined above.

A discussion of the Preferred Alternative as a barrier between the northern and southern sides of University Avenue is included in the Midway East section above.

In the **University/Prospect Park segment**, Central Corridor LRT service between the West Bank and East Bank stations would improve connectivity across the Mississippi River for the neighborhoods around the U of M, such as Prospect Park and Cedar-Riverside. LRT service, in addition to the campus buses that transport students, would give neighborhood residents and students alike improved access to the U of M and the two downtowns.

The implementation of the Transit/Pedestrian Mall on Washington Avenue from Walnut Street to Pleasant Street would prioritize transit, bicyclists, and pedestrians, further encouraging use of non-automobile alternative transportation modes. The elimination of private automobile traffic along Washington Avenue would improve the connectivity between the north and south sides of the street, and may focus revitalized commercial activity. The Transit/Pedestrian Mall will change vehicle access to the U of M and the U of M Medical Center (changes to vehicle access and mitigation are discussed in Section 3.2.3.2 and Chapter 6), but will not adversely impact cohesion because it does not create a barrier to pedestrians, bicyclists, and transit users.

The first of three TPSS locations in the segment will be a vacant parcel of land near the Intercampus Transitway north of University Avenue near the St. Paul city limits. The second TPSS will be near the Stadium Village Station. Part of Stadium Village Station and the associated TPSS will be constructed on land that is currently unused. The third, at the West Bank Station, will be on a small portion of unused land located between the station and an off-ramp. As described above, these sites have been selected to minimize impacts to the pedestrian realm and neighborhood character.

At the West Bank Station, and moving west to the Downtown East Station, the Central Corridor LRT would not affect the cohesion or connectivity of surrounding neighborhoods because the alignment will use the existing trench and area reserved for on- and off-ramps to Interstate 35 West (I-35W). Instead, as outlined in the small area plan for the Cedar-Riverside area, the access point from Cedar Avenue to the West Bank Station may help connect Seven Corners with the commercial node at Cedar and Riverside avenues. Further, the location of the West Bank Station for the Preferred Alternative was moved slightly to the west of the location described in the SDEIS—in response to comments from the public—to provide improved access to the community along Cedar Avenue. The Preferred Alternative also revises the SDEIS location of the access ramps to Washington Avenue from I-35W, in response to public comments, to improve development opportunities near Cedar-Riverside, and facilitate creation of communities in that area. All LRT elements will be placed within an existing trench, ensuring access from the 19th Avenue and Cedar Avenue bridges and maintaining a barrier-free visual connection to people above the trench.

In the **Downtown Minneapolis segment**, the neighborhoods of Downtown West, Downtown East, and Elliot Park will not be affected because the Central Corridor LRT will operate on existing Hiawatha LRT rail and using existing Hiawatha LRT infrastructure.

One TPSS substation is needed near the I-35W interchange.

3.2.3.2 Community Facilities and Resources

As described in Sections 3.2.2.7 through 3.2.2.9, a number of community facilities, schools, subsidized housing facilities, and places of worship are present in the Central Corridor. This section analyzes the impacts to those facilities.

No-Build Alternative. No impacts on community facilities would occur under the No-Build Alternative.

Preferred Alternative. A number of community facilities and places of worship are adjacent to the alignment and would benefit from the improved access provided by Central Corridor LRT. Transit-dependent residents in the area would have shorter and more efficient trips to schools and other community facilities, and this increased access might also encourage those who typically drive personal automobiles to use transit. Because daycare centers, post offices, and a number of other uses can be found in proximity or adjacent to the alignment, many of those who work in the corridor would be able to run errands or take their children to school before or after going to work. Residents in the corridor with lower incomes would have increased access to job and educational opportunities. Seniors who are dependent on transit, such as those living near the Fairview Station at Episcopal Homes, would also have greater access to services and facilities throughout the corridor.

A portion of the alignment along Cedar Street in the Capitol Area will pass in front of two churches where adverse impacts may occur because the right-of-way for the Preferred

Alternative in this location is not wide enough to allow a traffic lane in front of the church buildings. The Preferred Alternative would limit access to the alley leading to the north entry of the Central Presbyterian Church. The church commented that this was particularly inconvenient for conducting specific church functions including parking vehicles for weddings and funerals, and would cause problems in compliance with the Americans with Disabilities Act (ADA).

The Preferred Alternative would also result in the removal of on-street parking spaces along Cedar Street, including those in front of the St. Louis King of France Church. A full discussion of impacts to parking facilities is provided in Section 6.3.

Concerns have also been expressed regarding the effects of noise and vibration on buildings along the alignment, especially in downtown St. Paul. Noise, vibration, and electromagnetic field impacts are discussed in Sections 4.6, 4.7, and 4.9, respectively.

The Transit/Pedestrian Mall would divert through-traffic onto surrounding streets, and residents have expressed concern regarding the safety of pedestrians and bicyclists on these streets. Impacts to this segment's traditional residential neighborhoods will be limited, however, because the majority of the land surrounding the pedestrian mall is devoted to medical facilities, parking ramps, businesses, recreational and sporting facilities, and dormitories. On East River Road, where a traffic increase is expected, a separate bike path and a series of raised crosswalks will help protect bicyclists and pedestrians in the area. Detail on this issue is provided in Chapter 6.

3.2.4 Short-Term Construction Effects

No-Build Alternative. The No-Build Alternative would have no short-term construction effects on neighborhoods and community cohesion.

Preferred Alternative. Possible short-term construction impacts include inconvenience to patrons of businesses, clients of community facilities, patients of medical clinics and hospitals, and those attending schools and places of worship along the corridor. With the closure of portions of streets during construction, these residents and patrons, as well as medical and emergency service responders, will be directed to alternate routes to gain access to homes and businesses. Alternative access points will need to be provided for buildings on the alignment particularly during sidewalk reconstruction. Where the grid pattern of streets is discontinuous, residents and patrons may experience some delays in gaining access to homes and businesses near construction.

Concern has been also expressed about the effects of construction vibrations on fragile historic structures in St. Paul.

A vacant building located at 360 Cedar Street will be demolished to accommodate the 4th and Cedar Streets Station, causing the existing skyway link provided by this building to be removed.

Air quality, noise, vibration, and electromagnetic field impacts during construction are discussed in Sections 4.5, 4.6, 4.7, and 4.9, respectively. Short-term construction impacts to Currie Park, which have been minimized by changes at the West Bank Station area, are discussed in Section 3.6 and Chapter 7.

3.2.5 Mitigation

3.2.5.1 Long Term Impacts Mitigation

As described in long term effects, the Preferred Alternative would limit ADA access and alter access for specific church functions including vehicles for weddings and funerals at the Central Presbyterian Church on Cedar Street in downtown St. Paul. As described in long-term effects, the Preferred Alternative would also remove parking in front of the adjacent St. Louis King of France Church.

The Metropolitan Council has developed an agreement with the Central Presbyterian Church for daily access that recommends providing four nearby, dedicated parking stalls, improvements to ADA accessibility and controlled elevator access at the south church entrance, improvements to church security, relocating and screening the trash receptacle, and installing signs identifying the south entrance of the church.

The Metropolitan Council also commits to providing for special event access at the Central Presbyterian Church's north alleyway entrance, and front steps by constructing a surmountable curb. This sidewalk/vehicle area, which will extend from 10th Street past St. Louis King of France Church to Central Presbyterian Church, will enable wedding and funeral vehicles to gain access to the front entrances of both churches as they do today. Additional details of the mitigation commitments are provided in a letter to Central Presbyterian Church dated May 13, 2009, which is included in Appendix F1.

TPSS impacts to neighborhoods will be reduced through a number of strategies. First, the proposed locations for TPSS are restricted to underutilized parcels such as surface parking lots. Potential parcels to be used are typically removed from the alignment along minor cross streets, which will not impact prime development opportunities, main street frontages, or the pedestrian realm. Five of the 13 TPSS are located at the OMF or near stations and these TPSS will be seen as a part of the main transportation system. All other TPSS are located near commercial or industrial buildings, with the exception of two TPSS that will be located between commercial properties and residential areas.

Long-term effects such as increased development and redevelopment along the Central Corridor LRT alignment, particularly in station areas, are being addressed by both cities. In 2002, St. Paul completed transit-oriented development plans for the intersections of Dale and University, Snelling and University, and Lexington and University, and revised the Zoning Code to introduce a new family of zoning classifications for traditional neighborhoods. In addition, development in the downtown St. Paul neighborhood would be guided by the *Downtown Development Strategy*. The strategy is intended to provide the vision and strategies to continue to strengthen downtown St. Paul's unique character.

More recently, the *Central Corridor Development Strategy* (CCDS) and station area plans have been created to guide development generated by the construction of LRT in the Central Corridor, which include efforts to minimize the potentially adverse effects of market forces. In Minneapolis, the primary objective of the *Downtown East/North Loop Master Plan* is to encourage renewed interest in living, working, and shopping in downtown Minneapolis. This includes integrating transit and land use planning to encourage and realize more "complete" neighborhoods, and capitalizing on the introduction of rail transit, in part by concentrating high density, mixed-use development within easy walking distance of transit stations.

Further, Metropolitan Council partnered with Minnesota Housing and the Family Housing Fund to establish a new Land Acquisition for Affordable New Development (LAAND) Initiative. In November 2008, the Council authorized up to \$3.6 million in loans to help some metro-area cities buy land now for affordable housing in the future. Of the \$3.6 million, \$1.0 million will go to help with land acquisition for affordable housing near the Central Corridor LRT alignment along University Avenue. The City of St. Paul's application indicated at least 30 percent of the housing that will be developed will be affordable.

Where the Transit/Pedestrian Mall will prevent private vehicles from using Washington Avenue to reach neighborhoods, neighborhood facilities, fire stations, hospitals, emergency vehicles, day care, schools, and nearby U of M destinations, private vehicles will be diverted to adjacent roadways by information signs. Further, with the implementation of mitigation efforts being developed at this time, alternate routes, additional traffic signals, and modifications to traffic lanes will help moderate the impact of additional traffic on local streets. Many rerouting options use already high-volume routes, such as 4th Street and University Avenue north of the campus. Emergency vehicles will have access to the Transit/Pedestrian Mall, and Metropolitan Council will ensure that appropriate directional signs will be installed. Additional information about mitigation of traffic impacts at the Transit/Pedestrian Mall is available in Chapter 6 of this FEIS.

3.2.5.2 Short-term Impacts Mitigation

Maintenance of traffic and sequence of construction would be planned and scheduled to minimize traffic delays and inconvenience. Access to all neighborhoods would be maintained throughout the construction period. Although mitigation plans are still being developed, BMPs would include working with residents and business-owners to provide an alternate access to their neighborhoods and businesses, giving them adequate notice about construction plans and phasing, keeping access to bus stops and school routes open, and alerting the public to detours. Maintenance of access will also be ensured for fire stations, hospitals, emergency vehicles, day care, schools, etc.

Regarding the loss of an existing skyway connection at 360 Cedar Street, the project includes funds for the construction of a temporary skyway connection, built to current design and safety standards, which will be in the same general location and will maintain existing pedestrian access. When redevelopment occurs at this location, a permanent skyway connection will be required.

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