

### 3.3 Acquisitions and Displacements/Relocations

This section discusses property displacements, relocations, and acquisitions (partial or full) that might occur due to implementation of the Preferred Alternative for the Central Corridor LRT project.

Table 3.3-1 summarizes acquisitions and displacements due to right-of-way (ROW) requirements for the Central Corridor LRT project. Construction and operation of the Central Corridor LRT requires a mix of temporary construction easements, permanent acquisition of portions of both public and private properties, utility easements, and property access closures. Permanent private takings on 62 parcels within the six planning segments would range in size from five square feet to 249,599 square feet (5.73 acres). Temporary construction easements would be required on 176 privately owned parcels for installation of project features. Similarly, permanent use (property within project construction limits) of existing public property for the Central Corridor LRT project would impact 42 parcels ranging from 500 square feet to 157,645 square feet (3.62 ac). Temporary easements are needed for construction purposes on 10 parcels of public property. Three utility easements would be required on private property together with two easements on public property. Twenty-four accesses, 15 private and nine public, would be adversely impacted by project construction. Two privately owned properties would be taken in their entirety.

**Table 3.3-1 Acquisitions, Displacements, and Relocations by Planning Segment**

Planning Segment	Private ROW			Public ROW			Utility ROW	Access Change	Full Takes
	Permanent Acquisitions		Temporary Easements	Permanent Acquisitions		Temporary Easements			
	Number of Parcels	Acres	Number of Parcels	Number of Parcels	Acres	Number of Parcels			
Downtown St. Paul	8	7.68	25	6	1.55	2	0	3	2
Capitol Area	5	0.06	18	12	6.02	3	0	10	0
Midway East	18	0.47	73	1	0.47	0	2	1	0
Midway West	16	0.36	24	1	1.59	0	1	0	1
University/Prospect Park	16	0.69	31	18	13.01	5	2	10	0
Downtown Minneapolis	0	0	5	4	4.03	0	0	0	0
Total	63	9.25	176	42	26.67	10	5	24	3

### 3.3.1 Legal and Regulatory Overview

Federal and state laws require that property owners be paid fair market value for their land and buildings, and that they be assisted in finding replacement business sites or dwellings. For displaced residents, the Uniform Relocation and Real Property Assistance Act of 1970, as amended, requires that replacement housing must be “decent, safe, and sanitary,” and be functionally equivalent in the number of rooms and living space, location, and general improvements. Replacement dwellings must meet all minimum federal housing requirements and conform to state and local occupancy codes. Relocation assistance will follow the guidelines set forth in Title 49, Part 24 of the Code of Federal Regulations (49 CFR Part 24 and FTA Circular 5010.1C dated October 1, 1998, as amended). Relocation benefits may be available to businesses, and non-profit organizations that may be displaced. Payments may be made for:

- Moving costs
- Tangible personal property loss as a result of relocation or discontinuance of operations
- Reestablishment expenses
- Costs incurred in finding a replacement site

### 3.3.2 Methodology

The proposed acquisitions, relocations, and displacements were identified using preliminary engineering (PE) design information and approximate ROW requirements.

### 3.3.3 Existing Conditions

The Study Area is urban. Development includes business, residential, institutional, and transportation uses. Small urban park areas and numerous public and private utility distribution lines serve the population and land uses along the corridor. Parcel size ranges from 1,742 square feet to 24.2 acres. The maximum “take” of any single parcel, however, will be 5.73 acres.

Existing land uses along the proposed alignment are discussed in Section 3.1, Land Use and Socioeconomics. Small urban park areas located along the proposed alignment are discussed in Section 3.5, Parklands and Recreation Areas, and existing utility locations are discussed in Section 4.10, Electromagnetic Fields and Utilities.

### 3.3.4 Long-Term Effects

#### 3.3.4.1 No-Build Alternative

The No-build alternative would have no positive or negative impact on properties within the Central Corridor.

#### 3.3.4.2 Preferred Alternative

The AA/DEIS identified partial impacts to 114 parcels and 14 non-residential building acquisitions. The study did not estimate the acreage of new ROW, because this information was not available. Four of the buildings identified in the AA/DEIS have already been acquired as part of the TCF Bank Stadium construction.

Two commercial buildings and the City of Minneapolis Fire Station No. 19 were identified as being displaced in the AA/DEIS. Acquisition of these properties is no longer required because the alignment of the Preferred Alternative avoids these buildings.

Long-term impacts for the Central Corridor LRT project have changed as compared to the impacts identified in the AA/DEIS. In particular, new ROW acquisitions would be required for siting of the Traction Power Substations (TPSS) and the Operations and Maintenance Facility (OMF) because these facilities were not considered in the AA/DEIS. Public property would provide approximately 75 percent of the ROW needed for the project. Only 25 percent would be obtained from private landowners.

### Summary of Private Property Impacts

The Preferred Alternative, including track, stations, TPSS, and the OMF, would require an estimated 9.25 acres of new ROW spread across 63 parcels. The project would not displace any occupied residences or businesses.

Major acquisitions include:

- Two private properties would be taken in their entirety in downtown St. Paul for the OMF site and would require 5.73 acres currently owned by M. Rasoir, LTD and the C.O. Priese law firm, and 1.82 acres currently owned by the Diamond Products Company. The site is currently idle.
- The project would include 13 TPSS and/or signal houses. These would require partial acquisition of up to ten privately owned parcels. No existing buildings or structures will be affected by construction of the TPSS.

### Summary of Public Property Impacts

Changes to 26.67 acres (42 parcels) of existing publicly owned property would be required to accommodate the project. Most of this publicly owned property is currently managed by MnDOT (eight acres) and the University of Minnesota (eight acres). Temporary easements would impact 10 parcels.

The following section, organized by planning segments, provides a detailed analysis of parcels that would be affected by construction of project features.

### Impact Details by Planning Segment

**Table 3.3-2 Downtown St. Paul**

Planning Segment	Private ROW		Public ROW		Utility ROW	Access Change
	Number of Parcels	Acres	Number of Parcels	Acres	Number	Number
Downtown St. Paul	8	7.68	6	1.55	0	3

Private property ROW needs will include permanent acquisition of 7.68 acres on eight parcels, including:

- The Preferred Alternative (diagonal alignment at 4th and Cedar streets) would affect two parcels and require the acquisition of a vacant commercial building located between East 5th Street and East 4th Street.
- Two privately-owned parcels totaling 7.55 acres (included in overall segment total of 9.25 acres) would be required for the OMF and track approach.

Six publicly-owned parcels in downtown St. Paul would be affected for construction of the track, station platforms, and one TPSS. The estimated impact is 1.55 acres of permanent easement.

**Table 3.3-3 Capitol Area**

Planning Segment	Private ROW		Public ROW		Utility ROW	Access Change
	Number of Parcels	Acres	Number of Parcels	Acres	Number	Number
Capitol Area	5	0.06	12	6.02	0	10

Private property requirements will include acquisition of 0.06 acres from five parcels. The impacts would be primarily narrow strips along the edge of the property that are necessary for sidewalk construction plus a small area for the location of a signal bungalow. Additionally, five parcels would have access changes.

Permanent changes will affect 12 publicly owned properties, with a total permanent impact of 6.02 acres. This impact includes 2.74 acres of MnDOT property associated with I-94. Five properties will have access changes because of the project.

No residential or business properties would be acquired in this segment.

**Table 3.3-4 Midway East**

Planning Segment	Private ROW		Public ROW		Utility ROW	Access Change
	Number of Parcels	Acres	Number of Parcels	Acres	Number	Number
Midway East	18	0.47	1	0.47	2	1

Private ROW needs will include 0.47 acres of permanent easements on 18 parcels. Most impacts would be to narrow strips along the edge of the property necessary for sidewalk and/or roadway reconstruction. Several ancillary facilities, such as three TPSS, would also affect private parcels. One property, owned by University National Bank, would have access changes.

One publicly owned (MnDOT) parcel (0.47 acre) would be affected.

No residential or business properties would be acquired in this segment.

**Table 3.3-5 Midway West**

Planning Segment	Private ROW		Public ROW		Utility ROW	Access Change
	Number of Parcels	Acres	Number of Parcels	Acres	Number	Number
Midway West	16	0.36	1	1.59	1	0

Private property impacts in this planning segment will include 0.36 acres from 16 parcels. Most of the impact would be necessary to meet minimum sidewalk standards and for retaining wall construction. Three parcels would be impacted by two TPSS and a signal house.

A total of 1.59 acres of public property (MnDOT) will be required at the TH 280 LRT bridge crossing.

No residential or business properties would be acquired in this segment.

**Table 3.3-6 University/Prospect Park**

Planning Segment	Private ROW		Public ROW		Utility ROW	Access Change
	Number of Parcels	Acres	Number of Parcels	Acres	Number	Number
University/Prospect Park	16	0.69	18	13.01	2	10

Sixteen privately owned parcels would be affected by the need for new ROW in this planning segment with a total impact of 0.69 acre. Most of the impact would be necessary to meet minimum sidewalk standards and for roadway reconstruction. One parcel would be impacted by a TPSS. Two buildings would be partially impacted, including one owned by Boeser, Inc. (currently vacant) and one owned by Prospect Park Properties, LLC. Three properties would have changes to six accesses.

Eighteen publicly owned properties would be impacted, including 13.01 acres for track, roadway, and sidewalk construction. Eleven of these parcels are identified as the U of M, with impacts related to sidewalk construction and station/platform construction. Two properties would have changes to four accesses.

**Table 3.3-7 Downtown Minneapolis**

Planning Segment	Private ROW		Public ROW		Utility ROW	Access Change
	Number of Parcels	Acres	Number of Parcels	Acres	Number	Number
Downtown Minneapolis	0	0	4	4.03	0	0

There would be no acquisition of private property in this segment.

Four publicly owned parcels would be affected by the Preferred Alternative, with an estimated impact of 4.03 acres.

No residential or business properties would be acquired in this segment.

### 3.3.5 Short-Term Construction Effects

Short-term impacts to properties are primarily related to construction activities that involve temporary construction easements. Project construction would require temporary modification or closure of some existing property accesses, elimination of some on-street parking, and re-routing or closure of selected, intersecting streets.

Nearly 176 privately owned parcels would be affected by temporary easements for construction. Three privately owned parcels would be affected by utility easements.

Ten publicly owned parcels would have temporary easements for construction and two easements for utility work.

### 3.3.6 Mitigation

The Minnesota Department of Transportation, acting for the Metropolitan Council will, acquire all lands, easements, and ROW required for the Central Corridor LRT. Although some lands will be acquired through fee purchase, other property will be acquired through temporary or permanent easements. All property acquired by MnDOT will be transferred to the Metropolitan Council upon completion of the project. Where public property is to be acquired, the Metropolitan Council will arrange for transfer of the property from the affected government unit to the Council. Where private property is to be acquired, the Metropolitan Council, with the assistance of MnDOT, will acquire that property in full compliance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended (42 USC 4601 et. seq.), and 49 CFR, Part 24. FTA Circular 5010.1C dated October 1, 1998, as amended, will apply to Central Corridor LRT real estate acquisitions.

Impacts related to temporary changes to parking and access will be mitigated by providing development of a Construction Outreach Coordination Plan during final design. The plan will detail planned activities during construction, partnerships, and specific programs to assist local businesses and residents affected by construction and methods to minimize adverse impacts during construction of the project.

This page left blank intentionally.