

3.0 SOCIAL EFFECTS

Chapter 3 presents several topics related to the existing social conditions in the Central Corridor Light Rail Transit (LRT) Study Area, and potential effects from implementation of the proposed project including the Key Project Elements, and changes related to the Key Project Elements.

Sections 3.1 and **Section 3.2** present the updated existing conditions and potential impacts to land use, neighborhoods, community services, community cohesion, and similar topics related to socioeconomic along the proposed Central Corridor LRT alignment. Topics such as population growth and demographics are updated with the most recent data and projections.

Section 3.3 presents a discussion of potential property acquisitions needed for the right-of-way (ROW) changes proposed to the AA/DEIS locally preferred alternative (AA/DEIS LPA). These include, for example, the ROW needed for the traction power substations (TPSS), and the three-car platforms described in Chapter 2.

Existing conditions and potential impacts to historic resources, and parklands and recreation areas are presented in **Section 3.4** and **Section 3.5**, respectively. Particular attention was given to changes related to alignment revisions and ROW needs of the Key Project Elements.

Section 3.6 presents a discussion of visual quality and aesthetics along the Central Corridor LRT alignment. The existing conditions in areas where changes are proposed to the AA/DEIS LPA are presented, along with the visual impacts that could occur. Of particular note are areas in Downtown St. Paul, the Union Depot, the State Capitol, and the route through the University of Minnesota (U of M).

Safety and security related to the changes proposed to the AA/DEIS LPA are the subjects of discussed in **Section 3.7**. Finally, **Section 3.8** presents updated information related to the potential impacts of proposed changes to the AA/DEIS LPA to low-income, minority, and transit dependent populations along the Central Corridor LRT alignment.

3.1 Land Use and Socioeconomics

This section updates the existing land use, zoning, and socioeconomic conditions of the Central Corridor LRT study area. For this analysis, the study area is defined as the area within one-half mile of the proposed alignment. It addresses the potential effects of the No-Build Alternative and the effects of the Key Project Elements, which are summarized in Table 3-1.

Table 3-1: Summary of Land Use, Zoning, and Socioeconomic Impacts for the Key Project Elements

Key Project Elements									
	Hiawatha/ Central Corridor	U Of M Alignment	Future Infill Stations	Capitol Area Alignment/ Stations	Downtown St. Paul Alignment/Stations	Traction Power Substations	Three-Car Platforms	Vehicle Maintenance And Storage Facility	Washington Avenue Bridge
Downtown St. Paul	N/A	N/A	N/A	N/A	<p>The Wacouta Mid-Block alignment takes key development sites east of Wacouta for rail purposes. Bridge over Kellogg may negatively impact views to the river.</p> <p>The Broadway alignment blocks the entrances/exits to the Farmers Market.</p>	Locations would be identified that would avoid or minimize impacts to the community and adjacent neighborhoods	No land use, zoning, or socioeconomic effects beyond that described in the AA/DEIS are anticipated.	<p>A zoning change would be required to allow the entire site to be used for industrial purposes (I-1); part of the area that is now zoned for business and commercial uses (B-5).</p> <p>Airspace Safety Zone B for the St. Paul Downtown Airport restricts the site to a minimum of 3 acres and the site population to a maximum of 15 persons per acre. .</p> <p>It is unlikely any adverse socioeconomic effects would result.</p>	N/A

Key Project Elements									
	Hiawatha/ Central Corridor	U Of M Alignment	Future Infill Stations	Capitol Area Alignment/ Stations	Downtown St. Paul Alignment/Stations	Traction Power Substations	Three-Car Platforms	Vehicle Maintenance And Storage Facility	Washington Avenue Bridge
Capitol Area	N/A	N/A	N/A	<p>The Rice Street station would likely attract development and redevelopment activities. The results of these forces may become apparent in increased real estate investments and higher-density development.</p> <p>St. Paul has instituted planning processes to guide expected growth and land uses around station areas.</p> <p>Redevelopment is not likely around the Capitol East Station.</p>	N/A	Locations would be identified that would avoid or minimize impacts to the community and adjacent neighborhoods	No land use, zoning, or socio-economic effects beyond that described in the AA/DEIS are anticipated.	N/A	N/A

Key Project Elements									
	Hiawatha/ Central Corridor	U Of M Alignment	Future Infill Stations	Capitol Area Alignment/ Stations	Downtown St. Paul Alignment/Stations	Traction Power Substations	Three-Car Platforms	Vehicle Maintenance And Storage Facility	Washington Avenue Bridge
Midway East	N/A	N/A	The Hamline Street, Victoria Street, and Western Avenue infill stations would likely attract development and redevelopment activities. This may result in additional real estate investments and higher-density development. Neighborhoods have expressed concern about gentrification resulting from potential stations. St. Paul has instituted planning processes to guide expected growth and land uses around station areas.	N/A	N/A	Locations would be identified that would avoid or minimize impacts to the community and adjacent neighborhoods	No land use, zoning, or socio-economic effects beyond that described in the AA/DEIS are anticipated.	N/A	N/A

Key Project Elements									
	Hiawatha/ Central Corridor	U Of M Alignment	Future Infill Stations	Capitol Area Alignment/ Stations	Downtown St. Paul Alignment/Stations	Traction Power Substations	Three-Car Platforms	Vehicle Maintenance And Storage Facility	Washington Avenue Bridge
Midway West	N/A	N/A	N/A	N/A	N/A	Locations would be identified that would avoid or minimize impacts to the community and adjacent neighborhoods	No land use, zoning, or socio-economic effects beyond that described in the AA/DEIS are anticipated.	N/A	N/A
University/Prospect Park	N/A	One block of businesses (Harvard Street) in the proposed transit/pedestrian mall area will not have direct access to vehicles. Traffic studies are being conducted to assess potential land use and socioeconomic impacts from access changes.	N/A	N/A	N/A	Locations would be identified that would avoid or minimize impacts to the community and adjacent neighborhoods	No land use, zoning, or socio-economic effects beyond that described in the AA/DEIS are anticipated.	N/A	No land use, socioeconomic, or zoning issues have been identified as part of these proposed bridge modifications.
Downtown Minneapolis	No changes in current zoning would be required. No adverse socioeconomic effects are likely to occur.	N/A	N/A	N/A	N/A	Locations would be identified that would avoid or minimize impacts to the community and adjacent neighborhoods.	No land use, zoning, or socio-economic effects beyond that described in the AA/DEIS are anticipated.	N/A	N/A

NA- Not Applicable. Indicates that the Key Project Element is not relevant to the particular planning segment.

3.1.1 Methodology

Comprehensive plans, land use, and zoning information were obtained from the cities of Minneapolis and St. Paul. Discussions were conducted with staff from the Minneapolis Department of Planning and Economic Development (CPED) and St. Paul Planning and Economic Development (PED) to learn about land use and zoning issues that should be addressed to understand the potential effects of the proposed changes to the AA/DEIS LPA as described in the Key Project Elements.

Socioeconomic reports and projections prepared by the Metropolitan Council were reviewed for regional- to segment-level statistics. Neighborhood-level statistics were provided by the cities of Minneapolis and St. Paul. The data is primarily from the 2000 Census, but some statistics have been updated from the AA/DEIS based on recent updates to population, households, and employment projections (from 2020 to 2030) made by the Metropolitan Council. Further, when the AA/DEIS was prepared, some 2000 Census data were not available. These data have been updated for this SDEIS.

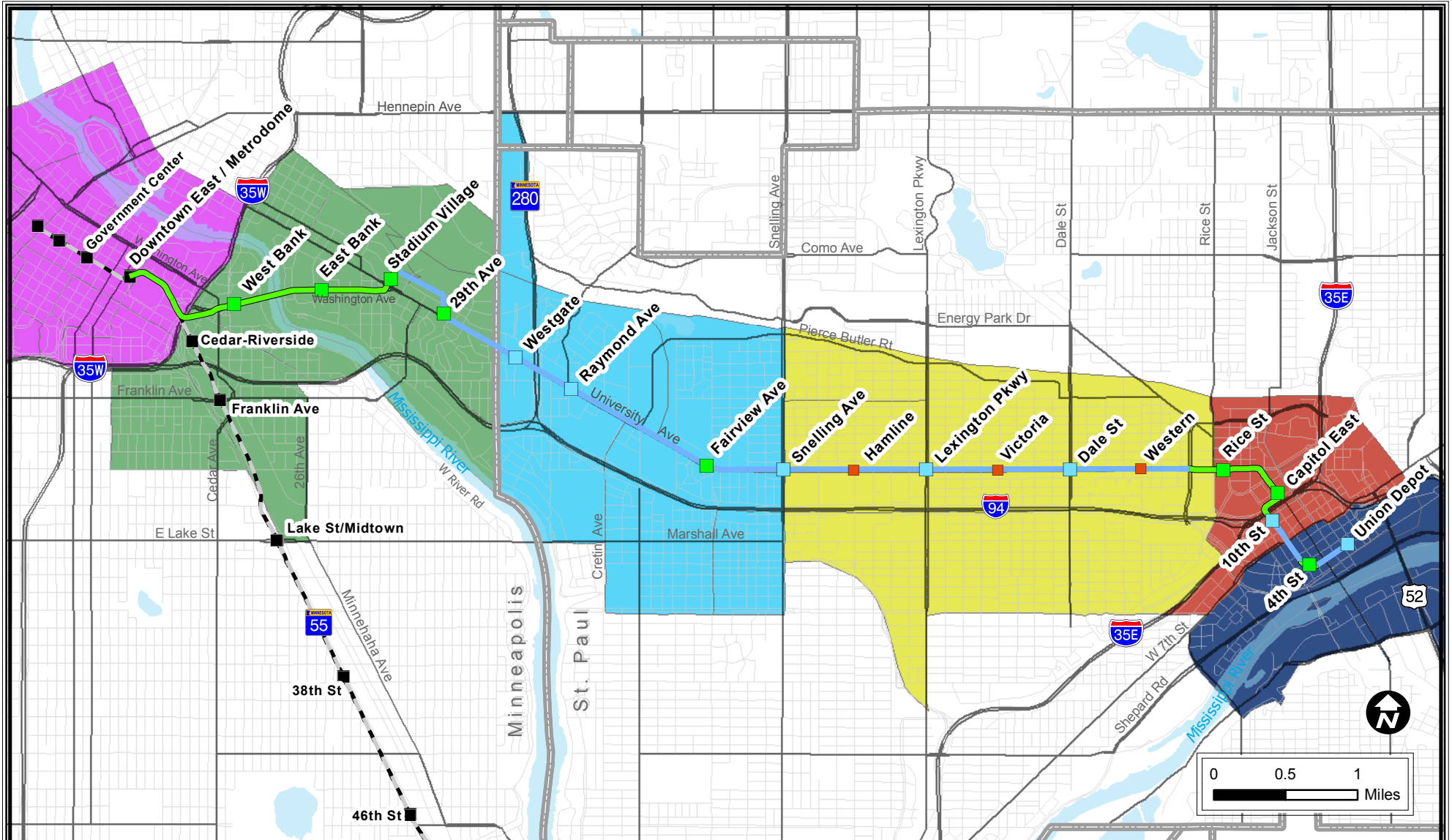
For corridor planning segment level statistics, Traffic Analysis Zone (TAZ) data were used, including Year 2000 data fields and 2030 forecasts from the Metropolitan Council. A TAZ is a special area demarcated by transportation planners for determining traffic-related data, such as journey-to-work statistics. These zones vary in size, but usually include one or more census tracts, census zones, or block groups. To assess demographic data by corridor planning segment, a map of the affected TAZs was laid over a map of the corridor planning segments to determine which TAZs corresponded with the six segments. Because edges of each type of area do not match, efforts were made to closely align the two. The traffic analysis zones selected for the corridor are presented in Figure 3.1-1.

Reviews of comprehensive and small area plans were considered to determine the affects of the No-Build and proposed changes to the AA/DEIS LPA for the Central Corridor.

3.1.2 Existing Conditions and Future Projections

This section summarizes the current land use presented in the AA/DEIS by planning segment. Figure 1-2 (Chapter 1) shows the boundaries of the segments. Figure 3.1-1 presents generalized land use for the Central Corridor LRT and the six corridor planning segments.

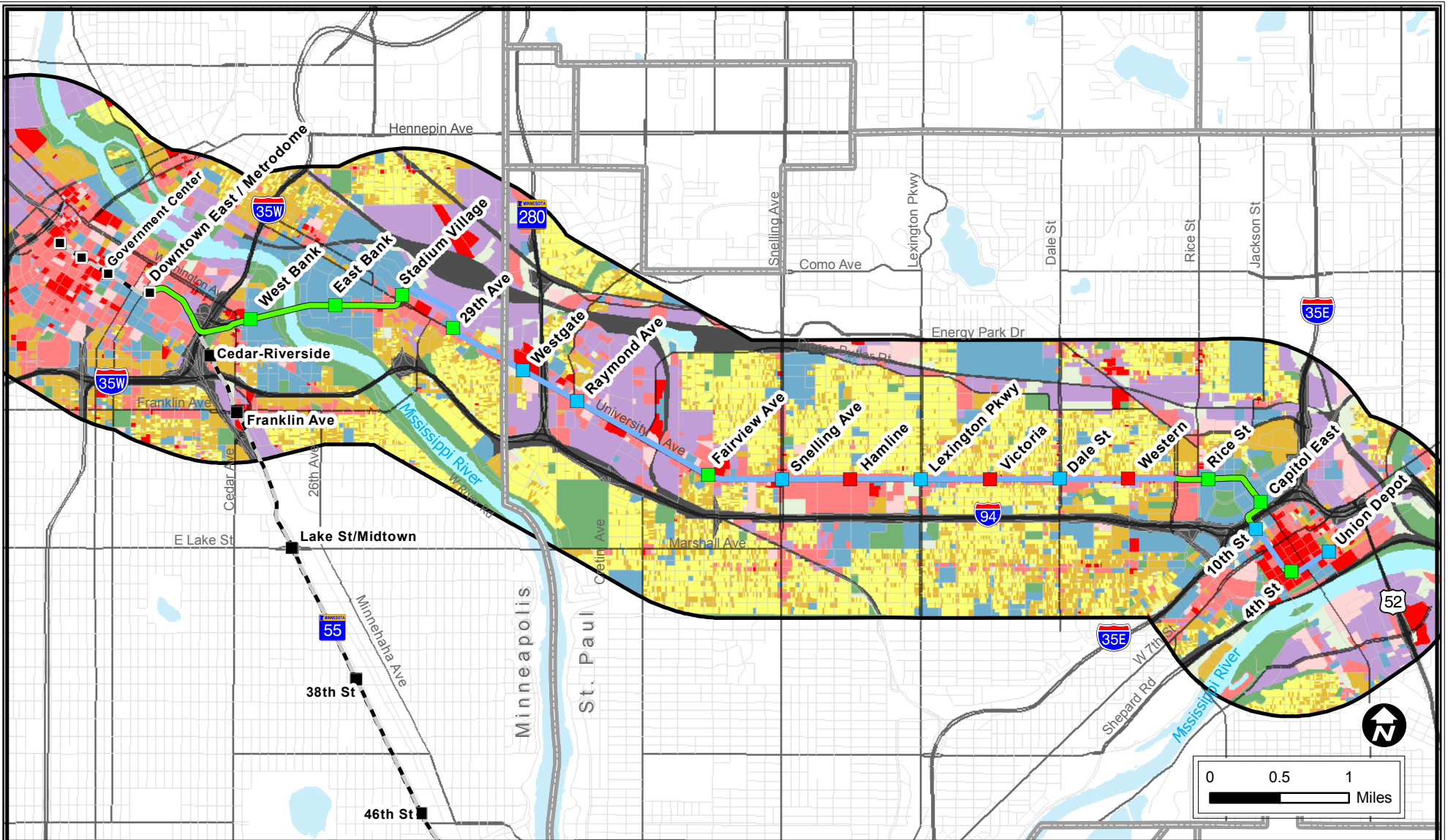
Zoning is typically based on a city's land use plans. It provides the legal basis for shaping future development according to adopted plans, and does not necessarily reflect what land uses are actually within a zoning district. Zoning districts seen on a map can indicate an existing condition, a condition that existed in the past and is still in effect, or a desired future condition, depending on when the zoning districts were enacted or changed.



CCLRT Station		Traffic Analysis Zones by Planning Segment	
■	Identical to DEIS	■	813-821, 826, 838, 883
■	Changed from DEIS	■	809-812, 843, 860-863, 882
■	Future infill station	■	864-866, 872, 874-879
CCLRT Alignment Status		■	905-912, 915
—	Identical to DEIS	■	355-363, 365-367, 415-416
—	Changed from DEIS	■	388-397, 399-413, 425-426
■	HLRT station		
- - -	Hiawatha Light Rail		

Figure 3.1-1
Traffic Analysis Zones (TAZ)

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CCLRT Station		Land Use Type	
■	Identical to DEIS	■	Single Family Residential
■	Changed from DEIS	■	Multifamily Residential
■	Future infill station	■	Office
—	CCLRT Alignment Status	■	Retail/Commercial
—		■	Undeveloped Land
—	Hiawatha Light Rail	■	Parks and Open Space
■	HLRT station	■	Industrial
		■	Public/Institutional
		■	Transportation Facility
		■	Water

Figure 3.1-2
Land Use - Entire Corridor

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Light Rail Transit

3.1.2.1 Downtown St. Paul

Land Use

As depicted in Figure 3.1-3, downtown St. Paul contains a compact concentration of offices, residential units, and entertainment venues, all of which are situated on a bluff above the Mississippi River. (Figures 3.1-3 through Figures 3.1-7 depict land use by segment, and are grouped together) Cedar Street is lined by the largest office towers in Downtown St. Paul and bisects the core area into east and west sides. Jackson Street defines the eastern extent of the core and is the western boundary of the Lowertown Historic District, which is home to the Union Depot and large warehouse buildings that have been converted to office and residential uses. The northeast corner of Downtown St. Paul is being redeveloped as a new medium-density residential area. The Xcel Energy Center Arena and the Science Museum on the southwest edge of Downtown St. Paul anchor a growing entertainment district, which also includes Roy Wilkins Auditorium and the RiverCentre convention venue.

Zoning

The majority of Downtown St. Paul is zoned "B-4 Central Business District," which allows high-intensity commercial, residential, and institutional uses (Figures 3.1-8 through 3.1-10 depict zoning by segment, and are grouped together). The "B-5 Central Business Service District" is also represented, and it allows some manufacturing uses. An I-1 district, which allows wholesale, warehouse, and other industrial operations whose external influences will not affect areas beyond the zoning district, is also present to the east of the downtown area.

3.1.2.2 Capitol Area

Land Use

The main land uses of this segment (Figure 3.1-3) are institutional as represented by the State Capitol and related government buildings, which are under the jurisdiction of the Capitol Area Architectural and Planning Board (CAAPB). The State Capitol area is located at the eastern end of University Avenue. Hospitals/clinics with commercial uses and small businesses are located west of Rice Street.

Zoning

Because the CAAPB controls the land use in the State Capitol area, the majority of the Capitol Area segment is outside the authority of the City of St. Paul Zoning Code. Those areas within the jurisdiction of the CAAPB and immediately surrounding the Central Corridor alignment are zoned either Governmental (G-1 or G-2 for buildings or open space) or Mixed Use (MX), allowing for government, office, commercial, or residential. Other portions within this segment, however, include City of St. Paul Zoning districts B-5, which allows a central business district with wholesale and warehouse operations, and RM-2 and RM-3 zones, which allow low- and medium-density multi-family dwellings (Figure 3.1-8).

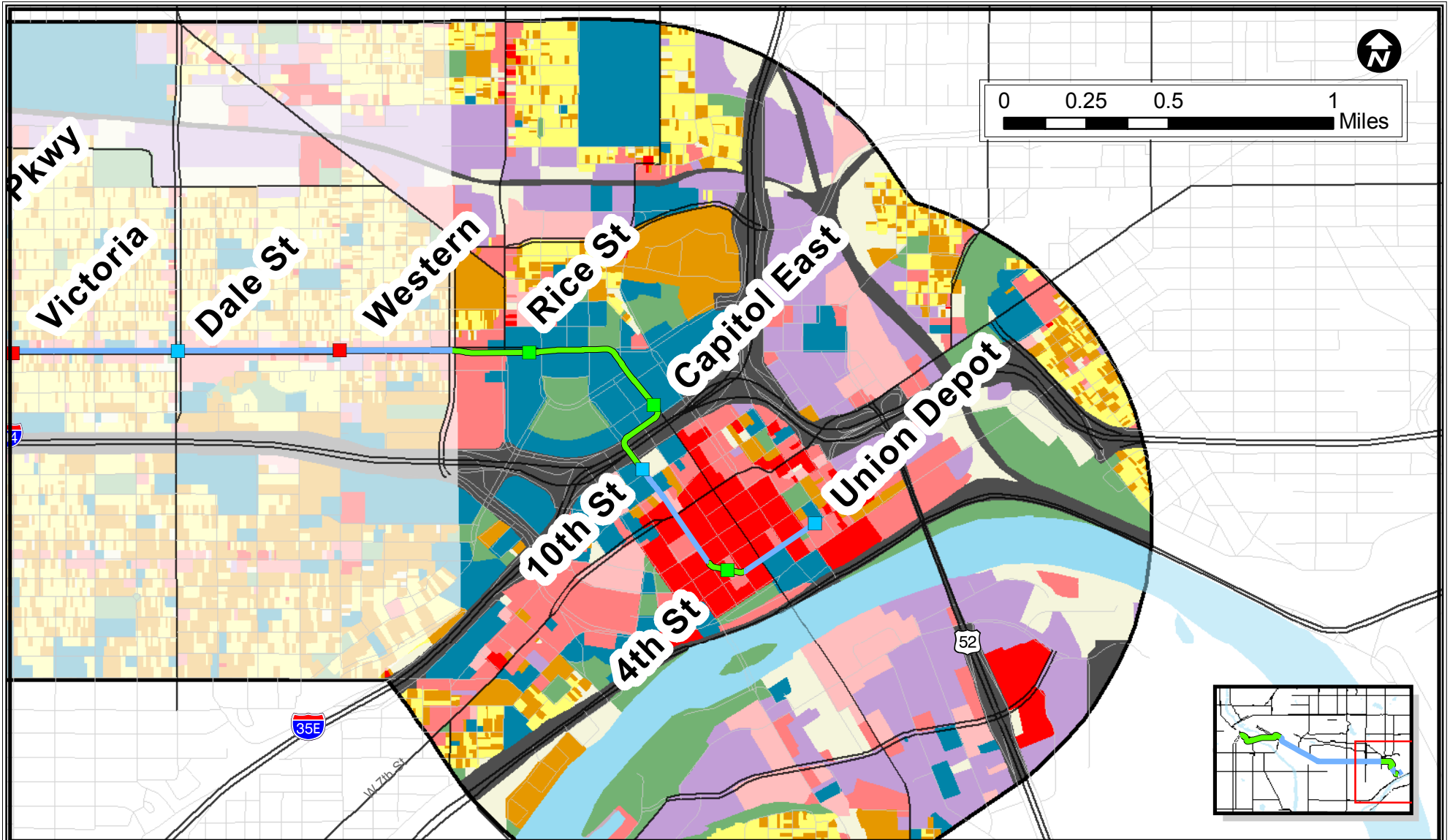
3.1.2.3 Midway East

Land Use

The Midway East segment, shown in Figure 3.1-4, has a mix of land uses and urban forms including older storefronts on small parcels adjacent to sidewalks; large regional shopping centers; small and large office and medical buildings, commercial warehouses, and automobile sales and service businesses. The dominant land use pattern immediately adjacent to University Avenue is commercial focused at main intersections, with residential

uses increasing as one proceeds away from University Avenue. This pattern is especially consistent to the north of University Avenue.

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CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS
- Hiawatha Light Rail
- HLRT station

Land Use Type

- | | |
|---|---|
| Single Family Residential | Industrial |
| Multifamily Residential | Public/Institutional |
| Office | Transportation Facility |
| Retail/Commercial | Undeveloped Land |
| Mixed Use | Water |
| Parks and Open Space | |

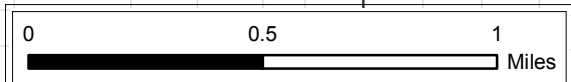
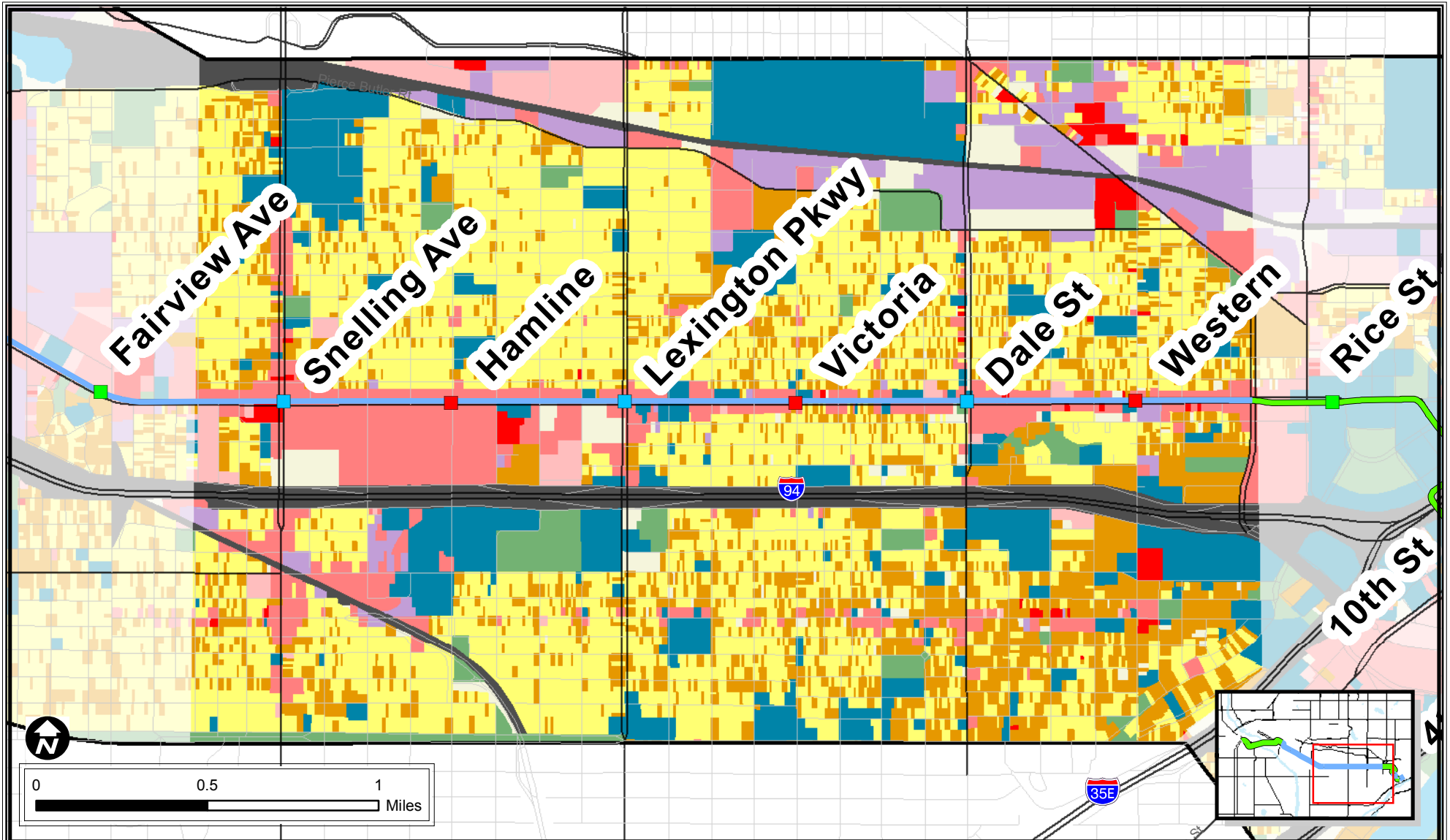
Figure 3.1-3

**Land Use
Downtown St. Paul and Capitol Area**

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CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS
- Hiawatha Light Rail
- HLRT station

Land Use Type

- Single Family Residential
- Multifamily Residential
- Office
- Retail/Commercial
- Mixed Use
- Parks and Open Space
- Industrial
- Public/Institutional
- Transportation Facility
- Undeveloped Land
- Water

Figure 3.1-4

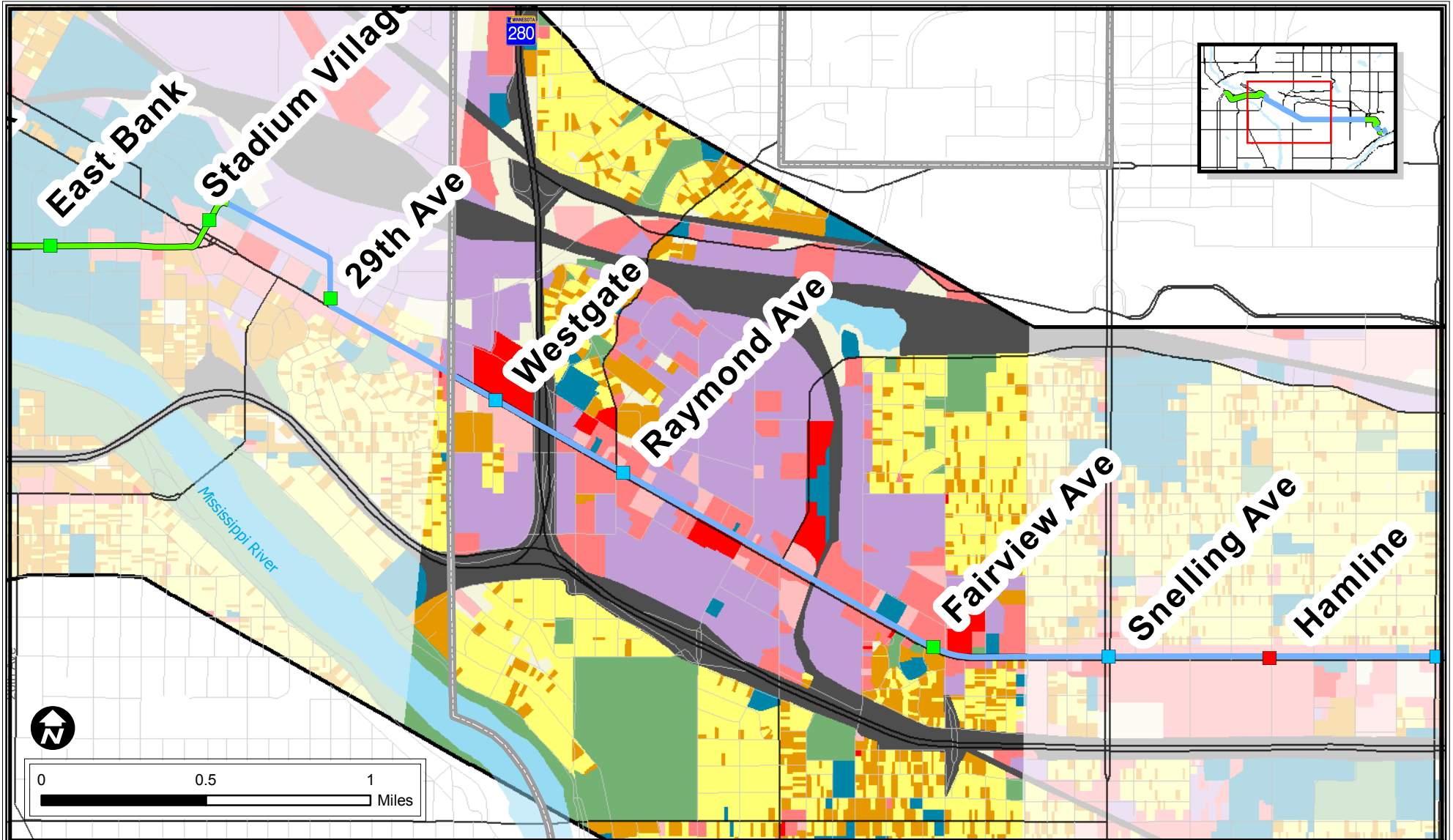
Land Use - Midway East

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CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS
- Hiawatha Light Rail
- HLRT station

Land Use Type

- | | |
|---|--|
| Single Family Residential | Industrial |
| Multifamily Residential | Public/Institutional |
| Office | Transportation Facility |
| Retail/Commercial | Undeveloped Land |
| Mixed Use | Water |
| Parks and Open Space | |

Figure 3.1-5

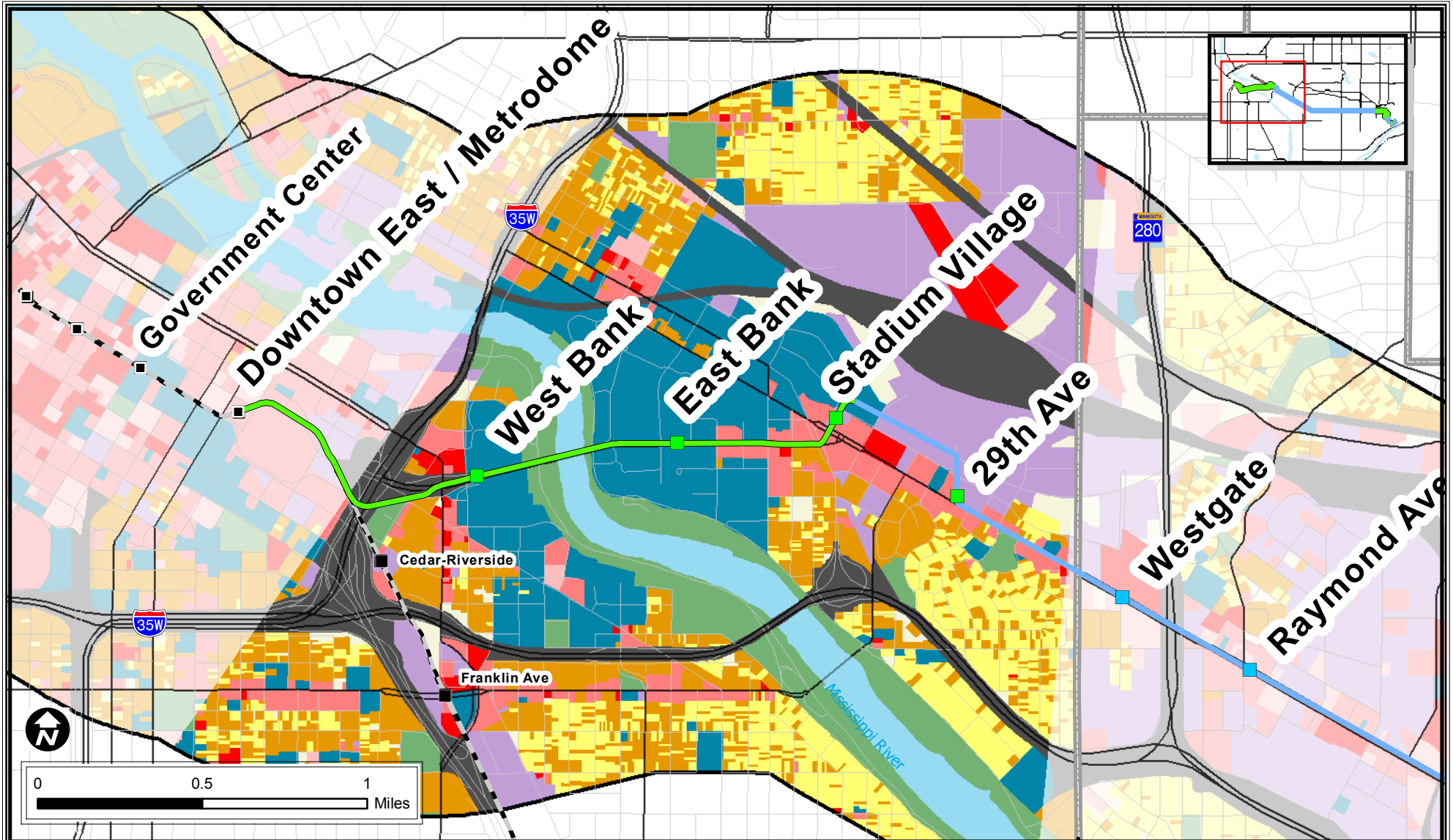
Land Use - Midway West

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Light Rail Transit

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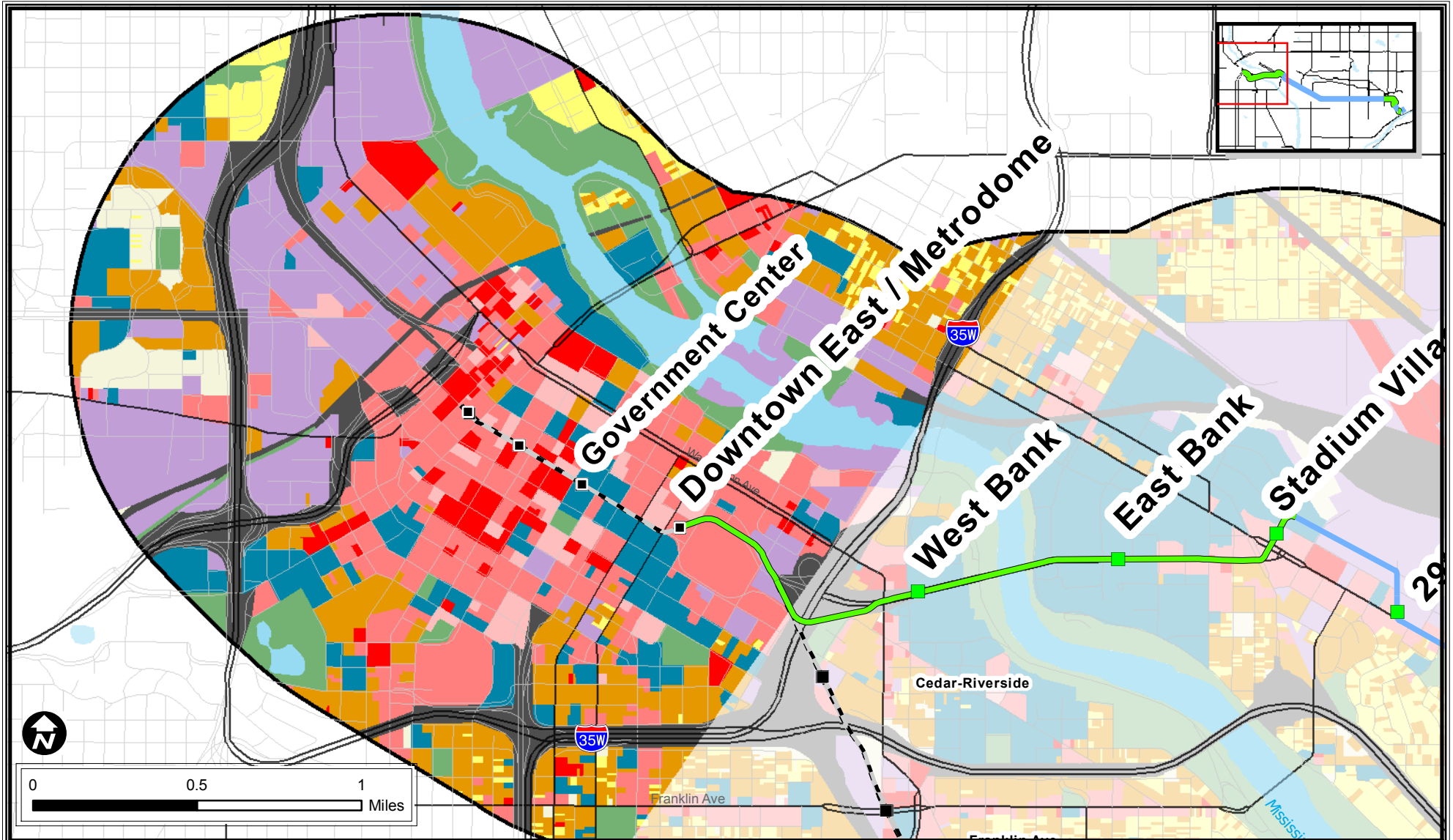
CCLRT Station		Land Use Type			
■	Identical to DEIS	■	Single Family Residential	■	Industrial
■	Changed from DEIS	■	Multifamily Residential	■	Public/Institutional
■	Future infill station	■	Office	■	Transportation Facility
CCLRT Alignment Status		■	Retail/Commercial	■	Undeveloped Land
—	Identical to DEIS	■	Mixed Use	■	Water
—	Changed from DEIS	■	Parks and Open Space		
- - -	Hiawatha Light Rail				
■	HLRT station				

Figure 3.1-6
Land Use -
University & Prospect Park

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Central Corridor
Light Rail Transit



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS
- Hiawatha Light Rail
- HLRT station

Land Use Type

- | | |
|---|---|
| Single Family Residential | Industrial |
| Multifamily Residential | Public/Institutional |
| Office | Transportation Facility |
| Retail/Commercial | Undeveloped Land |
| Mixed Use | Water |
| Parks and Open Space | |

Figure 3.1-7

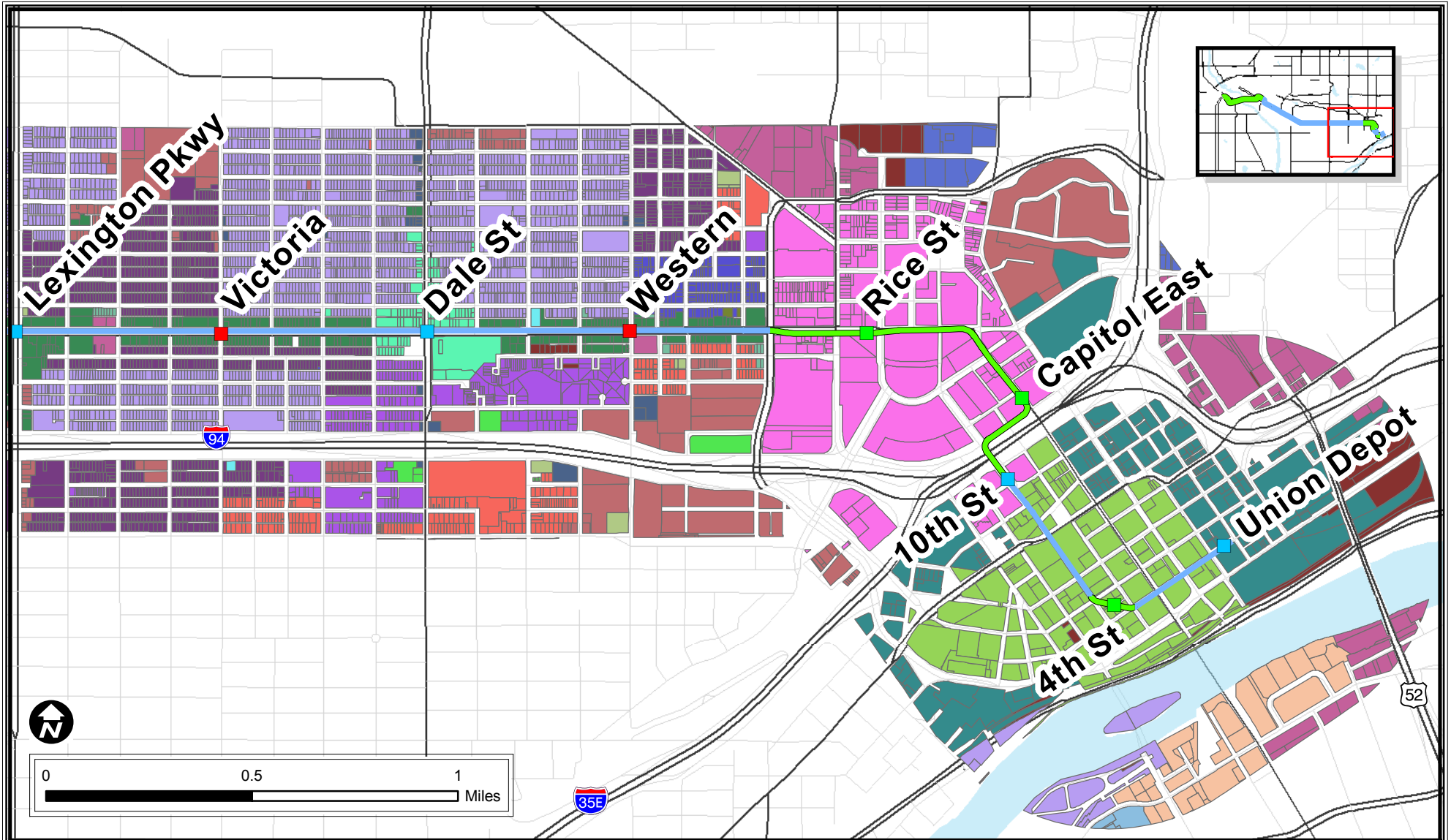
Land Use - Downtown Minneapolis

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Central Corridor
Light Rail Transit

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CCLRT Station		St. Paul Zoning Districts									
■	Identical to DEIS	■	B-1	■	CAAPB	■	P-1	■	RCI-1	■	RT-2
■	Changed from DEIS	■	B-2	■	I-1	■	PD	■	RM-1	■	TN2
■	Future infill station	■	B-3	■	I-2	■	R-1	■	RM-2	■	TN3
CCLRT Alignment Status		■	B-4	■	INDETERMINATE	■	R-3	■	RM-3	■	VR
■	Identical to DEIS	■	B-5	■	OS-1	■	R-4	■	RT-1		
■	Changed from DEIS										
■	Hiawatha Light Rail										
■	HLRT station										

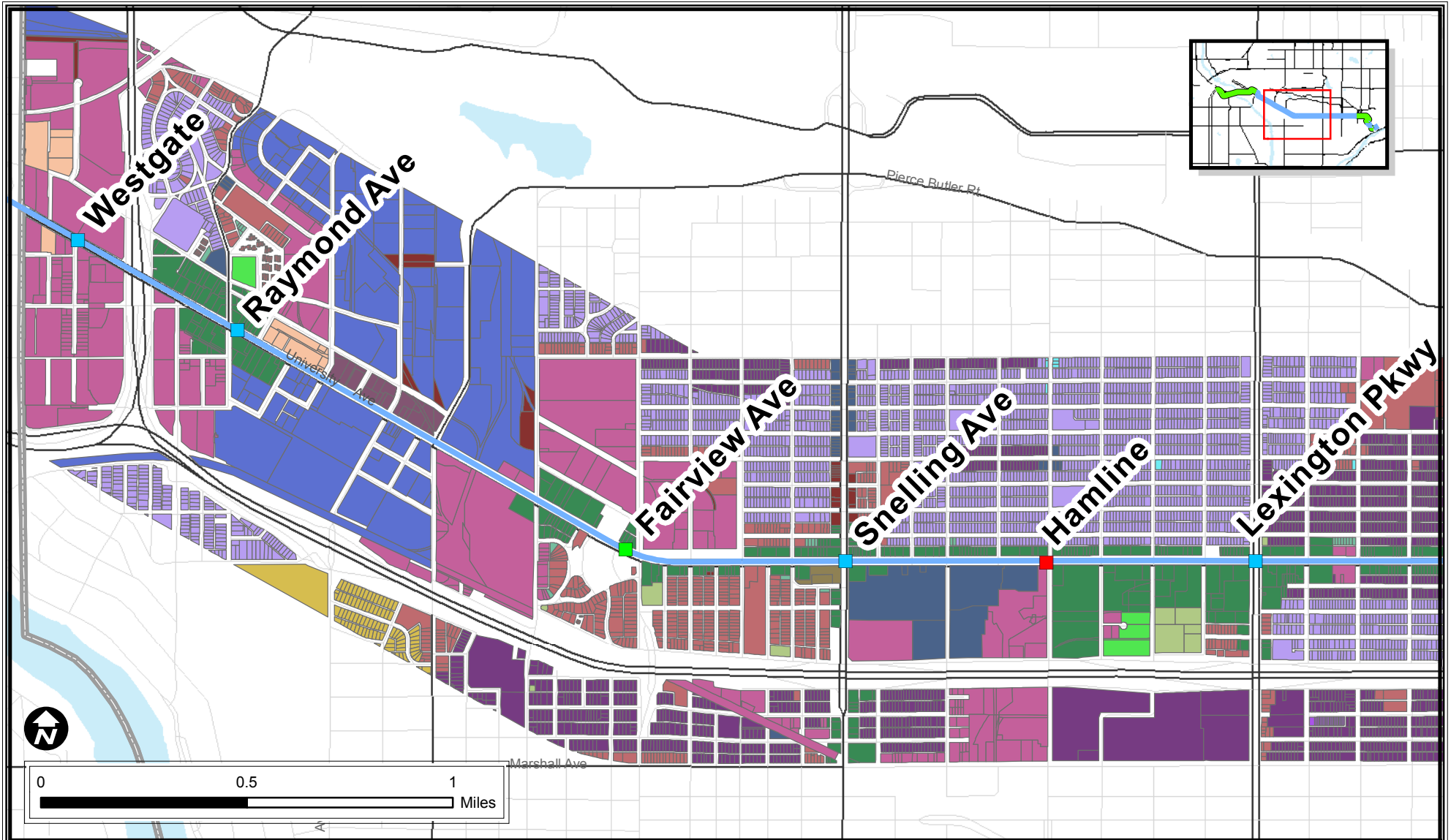
Figure 3.1-8

Zoning: St. Paul - East

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Data Sources: City of Minneapolis, City of St. Paul, Minnesota Center for Environmental Advocacy



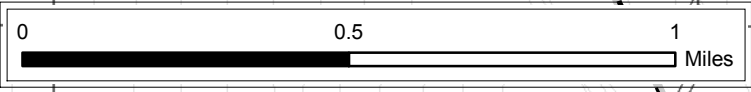
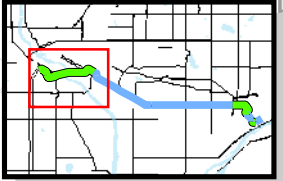
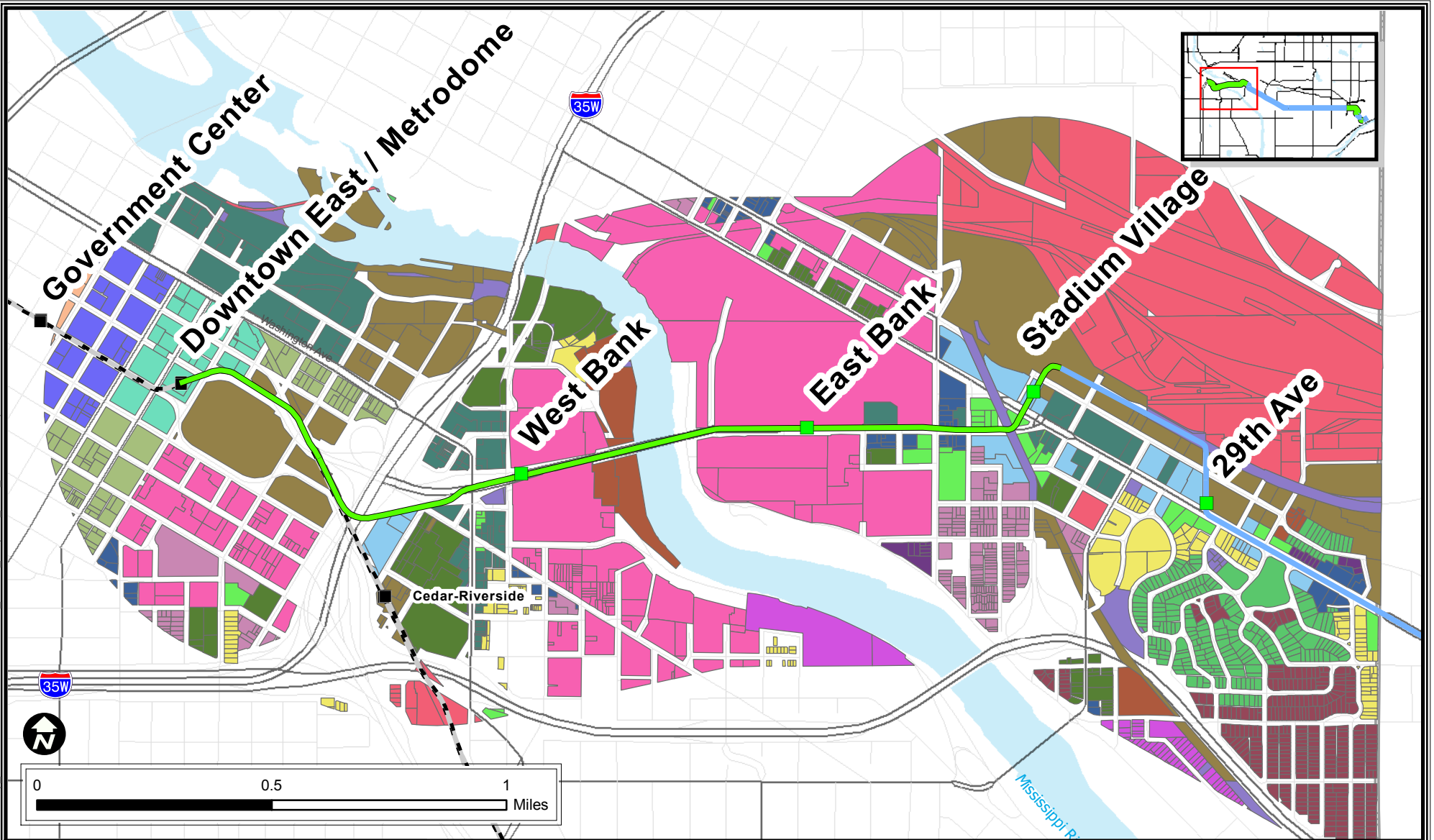
CCLRT Station		St. Paul Zoning Districts									
■	Identical to DEIS	■	B-1	■	CAAPCJ	■	P-1	■	RCI-1	■	RT-2
■	Changed from DEIS	■	B-2	■	I-1	■	PD	■	RM-1	■	TN2
■	Future infill station	■	B-3	■	I-2	■	R-1	■	RM-2	■	TN3
CCLRT Alignment Status		■	B-4	■	INDETERMINATE	■	R-3	■	RM-3	■	VR
—	Identical to DEIS	■	B-5	■	OS-1	■	R-4	■	RT-1		
—	Changed from DEIS										
—	Hiawatha Light Rail										
■	HLRT station										

Figure 3.1-9
Zoning: St. Paul - West


 Central Corridor
 Light Rail Transit

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CCLRT Station		Minneapolis Zoning Districts									
■	Identical to DEIS	■	B4-1	■	C-1	■	I-1	■	R-1	■	R-4
■	Changed from DEIS	■	B4-2	■	C-2	■	I-2	■	R-1A	■	R-5
■	Future infill station	■	B4S-1	■	C-3A	■	OR-1	■	R-2B	■	R-6
CCLRT Alignment Status		■	B4S-2	■	OR-2	■	R-3	■	OR-3		
—	Identical to DEIS										
—	Changed from DEIS										
■	HLRT station										
—	Hiawatha Light Rail										

Figure 3.1-10

Zoning: Minneapolis

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The majority of the housing units were originally constructed as single-family dwellings. A few nodes of higher population density can be found, however, and some single-family dwellings were subsequently divided into flats. Although there are only a few large apartment buildings, the resulting number of housing units is substantial.

Zoning

Existing zoning along University Avenue in St. Paul is predominantly "B-3 General Business District," as shown in Figure 3.1-8. This commercial zoning designation "is intended to provide sites for more diversified types of businesses than those in the B-1 and B-2 Business Districts, and is intended for location along major traffic arteries" (St. Paul, 2008). This zoning district allows a wide variety of commercial uses including small and large retail establishments, automobile dealerships and service stations, printing and small-scale manufacturing, and hospitals and motels. Indeed, all these uses are found within the University Avenue corridor, resulting in a broad mix of businesses in a wide variety of structures.

The "OS-I Office Service" classification is more restrictive than the "B-2" and "B-3 General Business" classifications. The "OS-I" and "B-2" classifications are applied to some parcels in the corridor. The shopping center area at Snelling Avenue and University Avenue is classified "B-2," and a small number of "Office Service" parcels are defined along University Avenue.

Many blocks along University Avenue that are zoned for commercial uses include parcels fronting the avenue (half of the block depth); the half-block behind is zoned for residential use. Large portions of these residential areas carry the classification of "R-4 One-Family Residential District," but "RT-I Two-Family Residential District," "RM-1," and "RM-2" are also included. These districts allow low- and medium-density multiple-family dwellings. A number of parcels are zoned "P-I Vehicular Parking District," which is used for parking lots ancillary to businesses, institutions, or multiple family residences.

3.1.2.4 Midway West

Land Use

The fourth corridor planning segment, Midway West, is illustrated on Figure 3.1-5. Part of Midway West continues the variety of land uses evident in Midway East, with commercial uses fronting University Avenue and residential uses starting on rear half-blocks south and north of University Avenue.

West of Prior Avenue, industrial uses become much more common and occupy significant portions of land in both directions from University Avenue. Other areas remain bordered by commercial uses, with industrial facilities to the north and south. The Westgate development, on the north side of University Avenue, lies between Minneapolis's Prospect Park and TH 280 in St. Paul. This area consists of a growing business park and an area of mixed land uses to the south. A single block of houses is surrounded by industrial plants and warehouses along Curfew Street.

Zoning

Zoning in the Midway West segment (Figure 3.1-9) is similar to that of Midway East, with a handful of parcels along University Avenue zoned "I-1 Industrial District." This is St. Paul's lightest industrial classification, allowing warehouse, wholesale, and assembly uses. The heavier industrial classification of "I-2" is found in the Midway Industrial District, which is located between TH 280 and Prior Avenue to the north and south of University Avenue.

3.1.2.5 University/Prospect Park

Land Use

The University/Prospect Park segment, illustrated on Figure 3.1-6, extends from the St. Paul/Minneapolis city limit to the eastern portion of Downtown Minneapolis. Between the Minneapolis limit and the University of Minnesota (U of M), and south of University Avenue, land use is predominantly residential. The residential area is one of the oldest in the city and has many large, well-kept homes. North of University Avenue, the Southeast Minneapolis Industrial (SEMI) area is the predominant feature. SEMI contains warehouses and grain elevators. Adjacent to University Avenue, mixed uses include student housing, retail, offices, and residences.

The U of M - Minneapolis campus is located on both sides of the Mississippi River east of Downtown Minneapolis. The Washington Avenue Bridge connects the West Bank of the campus, with its concentration of classrooms and libraries, to the East Bank with its very dense area of classrooms, lecture halls, laboratories, the University Hospital, and clinics. Surrounding areas—Stadium Village and Dinkytown—are comprised of older storefronts with small businesses that serve the students. This area also includes a complex of sports facilities including Mariucci Hockey Arena, Williams Arena, and the TCF Bank Stadium, which is currently under construction. Along Cedar Avenue between the U of M and Downtown Minneapolis, high-density housing and retail nodes can be found.

Zoning

The U of M – Minneapolis campus is an entity with home rule powers independent of the City of Minneapolis and State of Minnesota, and is not covered by the City of Minneapolis' zoning regulations. The U of M has control of the land uses within its boundaries. The Stadium Village area is within the City of Minneapolis. Zoning at Stadium Village is a mix of "C-3A, C-1, and C-2" districts, which allow various scales of commercial development. Parcels fronting on University Avenue are zoned for a mix of Office Residential and Commercial uses, backed by large areas of Industrial zoning to the north and residential zoning to the south. An overview can be found in Figure 3.1-10. Downtown Minneapolis

3.1.2.6 Downtown Minneapolis

Land Use

As shown on Figure 3.1-7, Downtown Minneapolis is the westernmost segment of the Central Corridor LRT project. Downtown Minneapolis is the major employment center in the Twin Cities Metropolitan Area. Its office core has a large number of high-rise office towers and related retail and hospitality establishments. High and medium density residential land uses are located along Hennepin Avenue, the riverfront, and in the neighborhoods that surround the downtown core.

Land use is divided into functional zones, including the Warehouse District entertainment area to the west, the central business district (CBD), which includes Nicollet Mall retail businesses and parking areas, and the Hubert H. Humphrey Metrodome stadium in the eastern part of downtown. The Hiawatha Light Rail Transit (LRT) line operates through downtown Minneapolis on Fifth Street.

Zoning

Downtown Minneapolis, within the study area, has specific regulations under the "B-4" zoning classification that permit a wide variety of business, service, and commercial uses, and high intensity development (Figure 3.1-10). Along the eastern edge of the downtown area, such as around the Metrodome, zoning also allows light industrial and commercial uses.

3.1.3 Socioeconomics

This section discusses the socioeconomic characteristics of the study area. The section also discusses characteristics of the neighborhoods within the study area and draws comparisons between the study area and the seven-county metropolitan region, Hennepin and Ramsey counties, and the cities of Minneapolis and St. Paul. Socioeconomic factors considered in this analysis include the total population and households, population by age, race and ethnicity, employment, household income and poverty, and vehicle availability. Pursuant to federal guidelines, an enhanced analysis and discussion of impacts to sensitive communities, such as minority and low-income populations, is provided in Section 3.8 Environmental Justice.

3.1.3.1 Total Population and Households

Population characteristics considered relevant to the social setting of the study area include the total population, population by age, race and ethnicity, households, household income, and poverty status. Population, household characteristics, and employment data for 2000 and 2030 derived from the 2000 U.S. Census and the Metropolitan Transportation Policy Plan were presented in Chapter 1, Purpose and Need. Based on the 2000 U.S. Census, the study area population was estimated to be approximately 150,578, comprising roughly 5.7 percent of the seven-county metropolitan region’s total population. According to Census tract data, 63,574 households were located in the study area in 2000.

3.1.3.2 Population by Age

Table 3-2 identifies the number and percentage of population by age cohort. The data indicate that the majority of the study area population is between the ages of 18 and 64, with children and young adults under the age of 18 comprising the second largest age cohort.

Table 3-2 Study Area Population by Age

Age Cohort	Number of persons	Percentage of total
Under 18 Years	30,261	20
18 to 64 Years	107,620	71
65 Years and Over	12,697	8
Total	150,578	100

Source: U.S. Census Bureau, Census 2000 Summary File 3 (S F 3), 2001

3.1.3.3 Population by Race and Ethnicity

The study area is comprised of a variety of racial and ethnic groups, all of whom contribute to the unique urban character of the study area and the greater Minneapolis-St. Paul metropolitan region. Race may be defined as a self-identification data item based on an individual’s perception of his or her racial identity. Respondents to the 2000 Census selected the race(s) with which they most closely identified themselves. Ethnicity is defined as the classification of a population that share common characteristics such as religion, cultural traditions, language, tribal heritage, or national origin. In the 2000 Census Bureau population by race/ethnicity data, the Hispanic/Latino population is included in the following seven racial categories: White, Black or African American, American Indian and Alaskan Native, Asian, Native Hawaiian and other Pacific Islander, Some Other Race, or Two or

More Races. Table 3-3 provides an overview of the study area population by race and ethnicity.

Table 3-3 Population by Race and Ethnicity

Race/Ethnicity	Study Area		City of Minneapolis		City of St. Paul	
	Number of persons	Percentage of total	Number of persons	Percentage of total	Number of persons	Percentage of total
White (Non-Hispanic)	88,220	59	249,186	65	192,444	67
Black or African-American	28,360	19	68,818	18	33,637	12
Asian	11,655	8	23,455	6	35,488	12
Hispanic or Latino ^a	17,303	11	29,175	8	22,715	8
All Others	16,695	11	41,159	11	25,582	9
Total	150,578	100	382,618	100 ^b	287,151	100 ^b

Source: U.S. Census Bureau, Census 2000 Summary File 1 (S F 1), 2001; City of Minneapolis, City of St. Paul

^a By definition, the ethnic category “Hispanic or Latino” includes persons of any race; however, for purposes of this study, Hispanic or Latino persons comprise their own ethnic category and their number are included with the race categories (White, Black, Asian, etc.). However, the Census Bureau excludes Hispanic or Latino from the race categories when considering the racial composition of the city population to avoid double-counting of persons. The category “all others” includes American Indian and Alaska Native, Native Hawaiian or other Pacific Islander, “some other race,” and persons of two or more races.

^b The Hispanic or Latino category is not counted separately by the cities, thus the percentage total is more than 100.

3.1.3.4 Income and Poverty

Using Census 2000 data, the study area median household income was calculated to be \$29,956, based on 1999 dollars. This figure represents a weighted average of the median incomes for the census tracts located within the Central Corridor LRT Study Area. A weighted average was used because median household incomes for census tracts within the corridor are varied. Median household income ranged from less than \$11,580 to over \$69,490 for the tracts considered. As displayed in Table 1-1 of Chapter 1, the median household income for the study area was significantly lower as compared to the cities of Minneapolis and St. Paul, Hennepin and Ramsey counties, and the greater metropolitan area.

The 2000 Census data indicate that 23.1 percent, or 34,737 persons, living in the study area had incomes at or below the poverty level. Poverty rates were greatest in the Midway East, University/Prospect Park (clustered nearer the U of M and the Cedar Riverside community), and portions of Downtown Minneapolis planning segments. Figure 3.8-3 provides a graphic representation of poverty concentrations in the study area. It should be noted that student populations living in proximity of the U of M likely are responsible for the segment displaying a higher poverty rate. Students represent a group of persons whose incomes are relatively limited, but who are considered residents of the census tracts during their time at the U of M.

3.1.3.5 Housing

As displayed in Table 3-4, the total number of housing units in the study area totaled 66,822 in year 2000. The number of renter-occupied units (44,661) far surpassed the number of owner-occupied units (18,948), a difference of 25,713 occupied housing units. An estimated 3,213 units, or 5 percent of all housing units within the study area, were considered vacant. The table considers the study area in comparison with the cities of Minneapolis and St. Paul.

Table 3-4 Housing by Occupancy and Tenure

Occupancy/Tenure	Study Area		City of Minneapolis		City of St. Paul	
	Number of units	Percentage of total	Number of units	Percentage of total	Number of units	Percentage of total
Owner-occupied	18,948	28	83,408	49	61,464	53
Renter-occupied	44,661	67	78,944	47	50,645	44
Vacant	3,213	5	6,254	4	3,604	3
Total	66,822	100	168,606	100	115,713	100

Source: U.S. Census Bureau, Census 2000 Summary File 3 (S F 3), 2001

3.1.3.6 Employment

Total employment for the study area was estimated to be approximately 318,130 in 2000. Of this number, approximately 148,880 jobs were located in downtown Minneapolis and 46,040 jobs were located in downtown St. Paul. Using Traffic Analysis Zone (TAZ) data, employment in the study area was expected to grow by 35 percent to nearly 428,320 jobs corridor wide in 2030. Unlike Census data, which provide data for the number of employed persons within a Census tract, TAZ data provide an estimate of the number of jobs based on geographic area. Table 3-5 provides the current and projected jobs for the study area based on TAZ data. Figures 1-6 through 1-8 (See Chapter 1) display the shifting nature of employment within the study area, suggesting changes in land use patterns and relocation of jobs and housing in the study area.

Table 3-5 Central Corridor Employment (jobs) by Segment

Study Area Segment*	2000	Projected 2010	Percent change from 2000	Projected 2030	Percent change from 2000
Downtown St. Paul	46,040	57,580	25	72,610	58
Capitol Area	32,560	31,470	-3	31,910	-2
Midway East	16,190	17,650	9	20,070	24
Midway West	30,400	29,950	-2	30,990	2
University of Minnesota	44,060	46,130	5	46,990	7
Downtown Minneapolis	148,880	150,010	1	195,260	31
Total Corridor Study Area	318,130	333,880	5	428,320	35

Source: The Metropolitan Council and the State of Minnesota Department of Administration, Land Management Information Center, October 2005

3.1.3.7 Neighborhood Characteristics

Of the twelve neighborhoods in the corridor, nine neighborhoods have poverty levels at a higher rate than their respective city's poverty rate. The 2000 (1999 income data) median household income in Hennepin County was \$51,711, and the median household income in Ramsey County was \$45,722. All Central Corridor neighborhoods have median household incomes below the median incomes of the two counties. Compared to the median income of the two cities, nine of the fourteen neighborhoods have median household incomes below

the cities' rates. Table 3-6 Year 2000 Race and Ethnicity by Neighborhood, demonstrates the ethnic and racial diversity of the corridor, as well as the total population for each of these neighborhoods.

Table 3-6 Year 2000 Race or Ethnicity Composition by Neighborhood

Neighborhood (From St. Paul to Minneapolis)	Race						Total Population for One Race	Ethnicity
	White Alone	Black or African American Alone	American Indian and Alaska Native Alone	Asian, Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Population of Two or More Races		Hispanic or Latino
Downtown St. Paul ^a	4,374	934	64	276	137	111	5,896	353
Summit-University ^a	8,117	6,532	181	1,958	396	855	18,039	850
Thomas-Dale ^a	4,697	3,884	238	6,650	690	1,089	17,248	1,507
Hamline-Midway ^a	8,967	1,541	129	538	203	444	11,822	524
Merriam Park, Snelling-Hamline, Lexington-Hamline ^a	15,294	1,850	138	646	268	607	18,803	594
Saint Anthony Park ^a	4,982	300	30	562	65	137	6,076	172
Prospect Park/East River Road ^b	4,839	481	70	639	53	244	6,326	155
University of Minnesota ^b	3,540	130	10	216	32	98	4,026	98
Cedar-Riverside ^b	3,174	2,428	67	1,190	286	400	7,545	426
Elliot Park ^b	3,361	2,037	182	215	213	468	6,476	500
Downtown East – Minneapolis ^{bc}	81	32	1	3	8	3	128	12
Downtown West – Minneapolis ^b	3,072	1,047	80	221	38	123	4,581	139
Total	64,498	21,196	1,190	13,114	2,389	4,579	106,966	5,330

^a City of Saint Paul, Department of Planning and Economic Development. Data Resources: U.S. Census; ESRI Inc.; Wilder Research Center

^b City of Minneapolis, Department of Community Planning and Economic Development. Data Resources: U.S. Census Bureau

^c Some 2000 Census Data not available for Downtown East neighborhood.

Note: Data for the above table was obtained from the cities of Minneapolis and St. Paul. These neighborhood boundaries do not match census tracts and do not conform to Study Area boundaries. Totals by neighborhood do not match Study Area totals.

Table 3-7 2000 Census Population Characteristics

Characteristic	Hennepin County		Ramsey County		Study Area	
	Population	Percentage of Total County Population	Population	Percentage of Total County Population	Population	Percentage of Total Study Area Population
Persons Below Poverty Level ^b	90,384	8.3	52,673	10.6	34,737	23.1
Median Household Income	\$51,711		\$45,722		\$29,956 ^a	

Source: U.S. Census Bureau, Census 2000 Summary File 3 (SF 3), 2001.

^a This figure represents the weighted average of median incomes for the Census tracts located within the Central Corridor LRT study area. A weighted average was used because median household incomes for Census tracts within the corridor varied. In order to determine the median household income for the entire corridor, the total number of households in each Census tract were weighted against the median household incomes for the tract, and averaged across the entire number of households in the study area.

^b U.S. Census Bureau Poverty Definition: "Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty

3.1.4 Long-Term Effects

This section discusses the potential effects of the No-Build and the Key Project Elements on land use and zoning in the Central Corridor Study Area, and whether or not the project is in accordance with local and regional plans. Effects are discussed by segment including the proposed changes to the AA/DEIS LPA.

3.1.4.1 No-Build

Compatibility with Adopted Plans

The No-Build Alternative is not consistent with the *St. Paul Comprehensive Plan*, which states the city's desire to improve transit efficiency and encourage development along the corridor. The No-Build Alternative is similarly not in accordance with the *2030 Regional Development Framework* adopted by the Metropolitan Council in 2004, which also encourages multi-modal methods of transportation to decrease congestion.

Land Use, Zoning, and Socioeconomic Effects

The No-Build Alternative would not alter land use or zoning in the Central Corridor. However, with population, housing, and employment expected to increase significantly by 2030, the projected increase in traffic related to such growth would have a negative effect on the existing quality of life in the area. The No-Build Alternative would not encourage higher-density land use oriented towards mass transit users. Without increased mass-transit options, residents of the Central Corridor may continue to rely on private transportation, creating the need for additional parking lots or garages to meet this need. Streets and sidewalks along the Central Corridor would not be improved with the No-Build Alternative.

3.1.4.2 Key Project Elements

Compatibility with Adopted Plans

Since the publication of the AA/DEIS, two new plans have been adopted that support the Central Corridor LRT.

- *The Fitzgerald Park Precinct Plan (Area Plan)* was adopted by the St. Paul City Council on August 16, 2006. This plan envisions a neighborhood that is diverse, mixed-use sustainable, human scaled, transit-oriented, safe, beautiful, and well-maintained. It values historic buildings, and appreciates new buildings that are designed to be compatible with them. The plan aims to meet and balance the needs of pedestrians, bike riders, drivers, transit users, and those of limited physical mobility. The neighborhood strives to provide a central green for residents and visitors to gather, and recognizes that it has a strong sense of place and identity. Specifically related to the Central Corridor LRT, the plan says that, “light rail transit should be implemented to increase transit options, beautify Cedar Street, and provide an impetus to redevelopment...”
- The *Central Corridor Development Strategy* was adopted by the St. Paul City Council as a chapter of the City's Comprehensive Plan in October 2007. It creates a set of guidelines for the development of the light rail line and surrounding areas. The City is conducting more detailed planning for the areas approximately ¼-mile around the seven planned LRT stations on University Avenue. The plans are currently in draft form and are anticipated to be adopted by the City Council in the summer or early fall of 2008.

The recommended strategy includes establishing location-specific Transit Opportunity Zones (TOZs) along the corridor. The proposed station change and Key Project Element for the Diagonal at 4th/Cedar Street is included as one of the programmed TOZs.

The TOZs are overlay districts (zones), which, generally, would be promote and facilitate desired change or improvement through redevelopment and rehabilitation activities. In the specific case of the TOZs, two policy layers would be included to promote mixed-use development by establishing: 1) an enabling layer that establishes a priority approach for a range of finance and policy incentives, planning efforts, infrastructure investments, economic development initiatives and capital improvements, and 2) a regulatory layer that consists of a set of transit-supportive planning and development directions. Within each TOZ, multi-disciplinary City TOZ teams would be established to implement policy directions, work with developers on incentives and bonus packages, alternate redevelopment scenarios, and financing models that optimize the development potential of strategic sites; prepare future station area plans; and coordinate, consult, and communicate with area residents, businesses, and stakeholders.

In addition, the City of Minneapolis is updating its comprehensive plan, *The Minneapolis Plan for Sustainable Growth*, which recognizes the importance of strategic infrastructure investments along transportation corridors, the vitality of its downtown neighborhoods, and its relationship to important institutions such as the U of M.

Land Use, Zoning, and Socioeconomic Effects

Before discussing the effects of the SDEIS Key Project Elements segment by segment, two SDEIS Key Project Elements are discussed that would affect all segments of the proposed Central Corridor LRT. These are the locations and facilities associated with traction power substations (TPSS), and three-car platforms at each of the proposed stations. These Key Project Elements are fully described in Chapter 2 of this SDEIS in Section 2.3.

- **Traction Power Substations** – 13 TPSS are required along the alignment (one TPSS is also required for operations and the Vehicle Maintenance and Storage

Facility) and should be located no further and 500 feet from the guideway to convert electricity to power light rail trains (Figure 2-3, in Chapter 2). Because the stations can be placed within an approximately 0.1 mile-radius of the desired area indicated in Figure 2-3, the parcels would be selected to minimize land use and socioeconomic effects. Infill may be possible without the demolition of existing structures, but if removal of existing buildings is necessary, precautions would be taken to avoid or minimize adverse impacts.

- **Three-car Platforms** – Three-car platforms, to accommodate the future need for three-car trains, would be approximately 300 feet in length. Impacts of two-car platforms were disclosed in the AA/DEIS and the change proposed here (three-car platforms) is not anticipated to have any additional impacts beyond that disclosed in AA/DEIS.

Downtown St. Paul

An increase in development might occur at station locations, consisting of a combination of housing, office, and retail uses that mimic existing land use. No adverse socioeconomic effects are anticipated with any of the proposed alternatives.

The majority of downtown St. Paul is zoned “B-4 Central Business District,” which allows high-intensity commercial, residential, and institutional uses (Figure 3.1-8). The proposed station would be compatible with this zoning district. No impacts in regard to zoning would occur.

Diagonal at 4th/Cedar Street

As described in Section 2.3, this alignment would take a currently vacant building on the southeast corner of Fifth Street and Cedar Avenue. It would also displace surface parking lots on its approach to 4th Street (see Section 3.3 Acquisitions, Displacements/Relocations). Locating the proposed LRT station on a diagonal alignment between buildings would combine two AA/DEIS stations on 4th Street and 6th Street into one station, creating a major transit station for downtown St. Paul.

As indicated in plans adopted by the City of St. Paul, this alignment provides the greatest impetus to redevelopment of 4th/Cedar block, and avoids highest concentration of District Energy infrastructure. The alignment also retains a station on 4th Street in front of Union Depot, which would provide better service to 2000+ people living within one-quarter mile of Union Depot. Having LRT on 4th Street would help animate first-floor uses, enliven the pedestrian environment along 4th Street, create new and dynamic pedestrian connections at both the street and skyway levels, and would provide strong and convenient pedestrian links directly to primary north/south and east/west transit routes.

The alignment would preserve surface parking lots east of Wacouta for future redevelopment, and hasten their redevelopment. This alignment would retain access for Lifetime Fitness (Athletic Club) and Pioneer Press, and it would avoid major curb cut conflicts with the parking ramp on the south side of 4th Street between Cedar and Minnesota streets.

This alignment would probably mean a greater intensity of development on 4th/Cedar block. This area of downtown St. Paul is zoned “B-4 Central Business District.” No impacts in regard to zoning would occur.

The Wacouta Mid-Block Alternative

This downtown alignment option (Figure 2-3) provides a potential connection to the maintenance and storage facility site and an alternative for a future alignment to the Union Depot Concourse. This alignment retains the station on 4th Street in front of Union Depot, and provides good access to 2000+ people living within ¼ mile of Union Depot and the potential maintenance and storage facility site. It also retains surface parking lots east of Wacouta, which could be used as a development site.

This alignment, however, takes key development sites east of Wacouta for rail purposes, takes the Depot Bar, and the proposed bridge over Kellogg may negatively impact views to the river.

This area of downtown St. Paul is zoned “B-5 Central Business Service District,” which allows some manufacturing uses. The proposed alignment would be compatible with this zoning district. No impacts in regard to zoning would occur.

The Broadway Alternative

The Broadway Alternative would retain the station on 4th Street in front of Union Depot, which would good access to 2000+ people living within ¼ mile of Union Depot. The alignment would block the Farmers Market entrances and exits on 4th Street and would not allow through-traffic on 4th Street between Wacouta and Wall.

This area of downtown St. Paul is zoned “B-5 Central Business Service District,” which allows some manufacturing uses. The proposed alignment would be compatible with this zoning district. No impacts in regard to zoning would occur.

Vehicle Maintenance and Storage Facility Site

The proposed facility, would be located east of Broadway Street and south of Kellogg Boulevard, and would occupy what are currently underutilized surface parking lots. Although a considerable number of parking spaces in downtown St. Paul would be replaced with the proposed facility, ample parking would still be available. Any potential relocations are discussed in Section 3.3.

The site is subject to air space restrictions of the nearby St. Paul Downtown Airport. The southern section of the existing parking lots is partly within Zone A, which prevents the construction of buildings. The northern portion of the surface lots is in Zone B, which permits a building to be constructed as long as the site is at least 3 acres in size, a requirement the maintenance facility would meet. In addition, the Airport Zoning Standards permit up to 15 persons (site population) per acre per shift (CITATION). The maintenance facility would be designed to comply with the zoning restrictions so aviation operations would not be affected.

Capitol Area

Capitol Area Alignment and Stations

No land use would be negatively affected under the changes proposed from the AA/DEIS LPA. No relocations or displacements are anticipated.

The proposed Rice Street station is now proposed to occupy the southeastern portion of the Rice and University intersection. This station would likely attract development and redevelopment activities, which would be the result of natural market forces. These forces may be apparent in increased real estate investments and higher-density development.

The AA/DEIS-identified location for the Capitol East station has been changed from Columbus Avenue to the north of 12th Street on Robert Street. Additional development is less likely to occur in this location, because the area is largely occupied by state offices and health facilities without significant infill potential. This station is not expected to adversely affect socioeconomic factors.

Midway East

In the Midway East segment, the Central Corridor LRT alignment would provide improved transit service to such neighborhoods as Thomas-Dale, Hamline-Midway, and Summit-University. The increased access to the neighborhoods brought by transit improvements and the siting of LRT stations may act as catalysts for new investment in the University Avenue corridor. Proposed stations would also 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 businesses. Such infill development would increase the amount of potential patrons for businesses located near stations.

Future Infill Stations

The future infill stations proposed in the Midway East segment are at Hamline Avenue, Victoria Street, and Western Avenue. All three locations would likely attract development and redevelopment activities on underutilized parcels within one-quarter mile of the proposed stations which would be the result of natural market forces. These forces may become apparent in increased real estate investments and, enhances the potential for new higher-density residential properties on University Avenue.

- The Hamline Avenue Station—Future Infill Station—would serve the Snelling-Hamline, Lexington-Hamline, and Hamline-Midway neighborhoods, and provide access to a regional retail center consisting of such stores as Target, Wal-Mart, Borders, Herberger's, the Skyline Tower, and nearby medical facilities.
- The Victoria Street Station—Future Infill Station—would serve the Summit-University and Thomas-Dale neighborhoods, an area mainly consisting of commercial uses fronting on University Avenue with single-family homes extending north and south of University Avenue. This station area is considered especially attractive for new higher-density residential uses on existing low-density residential properties.
- The same pattern can be seen at the potential Western Avenue Station—Future Infill Station—which also would serve the Summit-University and Thomas-Dale neighborhoods.

Saint Paul recently adopted the *Central Corridor Development Strategy* (October 2007). The plan addresses development in the Central Corridor and recommends a strategy for regulating future growth and development in the corridor. The strategy includes TOZs, which, generally, would be established to preserve and protect underlying zoning while, at the same time, promoting and facilitating a desired change or improvement through redevelopment and rehabilitation activities. Within each TOZ, multi-disciplinary City TOZ teams would be established to implement policy directions, work with developers and coordinate, consult, and communicate with area residents, businesses, and stakeholders.

Midway West

In the Midway West segment, the proposed Central Corridor LRT Alternative would provide improved transit service to such neighborhoods as St. Anthony Park and Merriam Park.

Similar to the Midway East segment, the increased access brought by transit improvements may act as a catalyst for new investment in the area. These natural market forces may result in higher-density development.

Saint Paul recently adopted the Central Corridor Development Strategy (October 2007), and it would be applicable to Midway West stations. The strategy includes TOZs that would overlay existing zones and guide more dense and intense development. In addition, the strategy contains an Inclusive Housing strategy that is intended to mitigate the potential displacement of low-income individuals and families from the corridor as property values rise. Three specific strategies are identified including home ownership assistance.

University/Prospect Park

Hundreds of campus parking spaces have been removed to assemble the site of the new TCF Bank Stadium. Although approximately 79 more on-street spaces would be removed by the Central Corridor LRT project, providing LRT service to the U of M would aid considerably in reducing parking needs around the campus by improving mass transit service for students and faculty whose trips to the U of M originate in the Central Corridor. The U of M proposes development of a multimodal transit station at Stadium Village; the Stadium Village Station is an important element of that plan.

University of Minnesota Alignment

The At-Grade Transit/Pedestrian Mall, as described in Section 2.2, would impact traffic patterns because all vehicles except buses and emergency vehicles would be prohibited from the mall area. The alignment, however, is not expected to have adverse effects on land use because pedestrian, bicycle, and transit access to the institutional (classrooms, laboratories, administration, etc.), offices, and commercial uses along the mall would be enhanced. Approximately one block of commercial uses would need to be provided with alternative vehicular access including the Radisson hotel on the north side of Washington Avenue, and a mix of bars, restaurants, and similar establishments on the south side of Washington Avenue. Alternate vehicle access will be detailed during the design process and will be documented in the FEIS. Businesses that are not oriented toward pedestrian and transit customers could experience an adverse impact, which might lead to changes in businesses and office occupancies. No on-street parking would be acquired to construction the At-Grade Transit/Pedestrian Mall.

The U of M campus is primarily a pedestrian setting, which would be enhanced by the removal of private vehicles from Washington Avenue. Rather than decreasing neighborhood continuity, the At-grade Transit/Pedestrian Mall would improve the connectivity of activities within the East Bank campus, and would build on the campus's aesthetics, functionality, and safety by reducing pedestrian/bicycle and vehicle conflicts along this stretch of Washington Avenue and improving pedestrian access to transit vehicles. Metropolitan Council is committed to work with the U of M in designing and constructing the proposed mall.

A U of M circulation system study is being conducted to determine what actions are required to maintain automobile access across University Avenue (north to south) with the At-Grade Transit/Pedestrian Mall (Traffic Study #4). The study will address, in addition to other concerns, how to maintain the necessary level of vehicle/patient access to the Fairview hospital and clinic buildings. The results of this study will be disclosed and documented in the FEIS.

The East Bank Station and Stadium Village Station would be at-grade stations in locations similar to the AA/DEIS LPA. The Stadium Village Station would be located at the proposed U of M multi-modal center. The East Bank Station would be located at Church Street. No

adverse effects to land use are anticipated because enhancements would be made to pedestrian and other transit facilities operating in this segment.

As noted above, the U of M – Minneapolis campus is an entity with home rule powers independent of the City of Minneapolis and State of Minnesota, and is not covered by the City of Minneapolis' zoning regulations.

Downtown Minneapolis

The proposed Central Corridor LRT vehicles would operate on tracks and use stations constructed for the Hiawatha LRT line in Downtown Minneapolis. Development in Minneapolis that has, in part, resulted from the existing Hiawatha LRT line, such as in Downtown East, demonstrates what may occur in other locations. With the Central Corridor LRT line, increased demand for businesses, residences, and other uses in the downtown area are likely to occur. No adverse socioeconomic effects are expected to result from the Central Corridor LRT in this segment.

The "B-4" zoning classification is in effect in the study area. It permits a wide variety of business, service, and commercial uses, and high intensity development. The Central Corridor LRT project would not be in conflict with the provisions of this district.

Hiawatha/Central Corridor LRT Connection

The alignment is not expected to have adverse effects on land use or socioeconomics of Downtown Minneapolis. No impacts related to zoning are anticipated.

Washington Avenue Bridge

The Washington Avenue Bridge would be modified to accommodate the Central Corridor LRT on the existing structure. No land use, socioeconomic, or zoning issues have been identified as part of these proposed improvements.

3.1.5 Short-Term Construction Effects

The short-term construction effect on land use would be the roads and sidewalks that would be rebuilt through most of the corridor, requiring temporary access to buildings and parking lots. Potential utility relocations and reconstruction are discussed in Section 4.9.

3.1.6 Mitigation

Short-term impacts will be minimized by using standard construction best management practices (BMPs) such as dust control, erosion control, proper mufflers on equipment and restricted times for construction. In addition, BMPs would include working with residents and business-owners to provide alternative access their neighborhoods and businesses, giving them adequate notice about construction plans and phasing, keeping access to bus stops and school routes, and alerting the public to detours.

Increased development and redevelopment along the Central Corridor LRT, particularly in station areas, is being addressed by both cities. Stabilization of natural market forces in the neighborhoods is the goal of such plans as the *Central Corridor Development Strategy* to the *Comprehensive Plan* (2008), wherein St. Paul has created a set of guidelines for the development of the light rail line and surrounding areas.

3.2 Neighborhoods, Community Services, and Community Cohesion

This section describes the 14 neighborhoods adjacent to the proposed Central Corridor LRT alignment and evaluates the effect of the proposed No-Build and Key Project Elements on the quality and cohesion of these neighborhoods and their community services.

To summarize briefly, the most common effect of the Central Corridor LRT on surrounding neighborhoods is an improvement in connectivity between communities along the corridor. Overall, neighborhood cohesion would not be affected and the pedestrian environment would likely be enhanced around station locations.

The bullets below summarize the effects of the proposed changes to the AA/DEIS LPA as described in the Key Project Elements.

Summary of Neighborhood Impacts from the Key Project Elements:

- **Hiawatha/Central LRT Connection** The alignment would not adversely affect neighborhoods or community cohesion because of the urban nature of downtown Minneapolis. Connectivity to other neighborhoods along the corridor would be increased.
- **U of M Alignment** The proposed alignment and stations would increase connectivity between corridor neighborhoods. The U of M campus is primarily a pedestrian setting, which would be enhanced by the removal of private vehicles from Washington Avenue. Rather than decreasing neighborhood continuity, the At-grade Transit/Pedestrian Mall would improve the connectivity of activities within the East Bank campus.
- **Future Infill Stations** Future infill stations at Hamline Avenue, Victoria Street, and Western Avenue would increase connectivity for surrounding neighborhoods because the distance between adjacent stations would be reduced from 1 mile to one-half mile. The increased access brought by transit improvements may act as a catalyst to new real estate investments in the infill station areas.
- **Capitol Area Alignment/ Stations** Increased access brought by transit improvements may act as a catalyst to new real estate investments in the Rice Street Station area.
- **Downtown St. Paul Alignment/ Stations** In downtown St. Paul, both the Wacouta and Broadway Alternatives would increase connectivity between neighborhoods. The increased access brought by transit improvements may act as a catalyst to new real estate investments in the station areas. The 4th and Cedar Streets Station would create a new and dynamic pedestrian environment along 4th Street. No adverse effects to neighborhood cohesion are anticipated.
- **Traction Power Substations** Specific sites have not yet been identified, but the TTPS are not anticipated to have adverse effects on neighborhood cohesion.
- **Three-car Platforms** Three-car platforms would not cause permanent adverse effects on neighborhood cohesion because safe crossings at intersections would be provided.
- **Vehicle Maintenance and Storage Facility** This facility is proposed to be located on the site of underutilized parking lots and is not expected to have any adverse effects on community cohesion.

- **Washington Avenue Bridge** Connectivity with other neighborhoods would increase as a result of modifying the bridge to implement Central Corridor LRT.

3.2.1 Methodology

The descriptions of the neighborhoods in the AA/DEIS were verified and updated by conducting field surveys. Documents on schools and new developments prepared by the Metropolitan Council were reviewed to help verify current information. The cities of St. Paul and Minneapolis were consulted for locations of existing fire and police stations. Comprehensive and small area plans were consulted to determine if the No-Build and proposed changes to the AA/DEIS LPA—the Key Project Elements—are in accord with these plans.

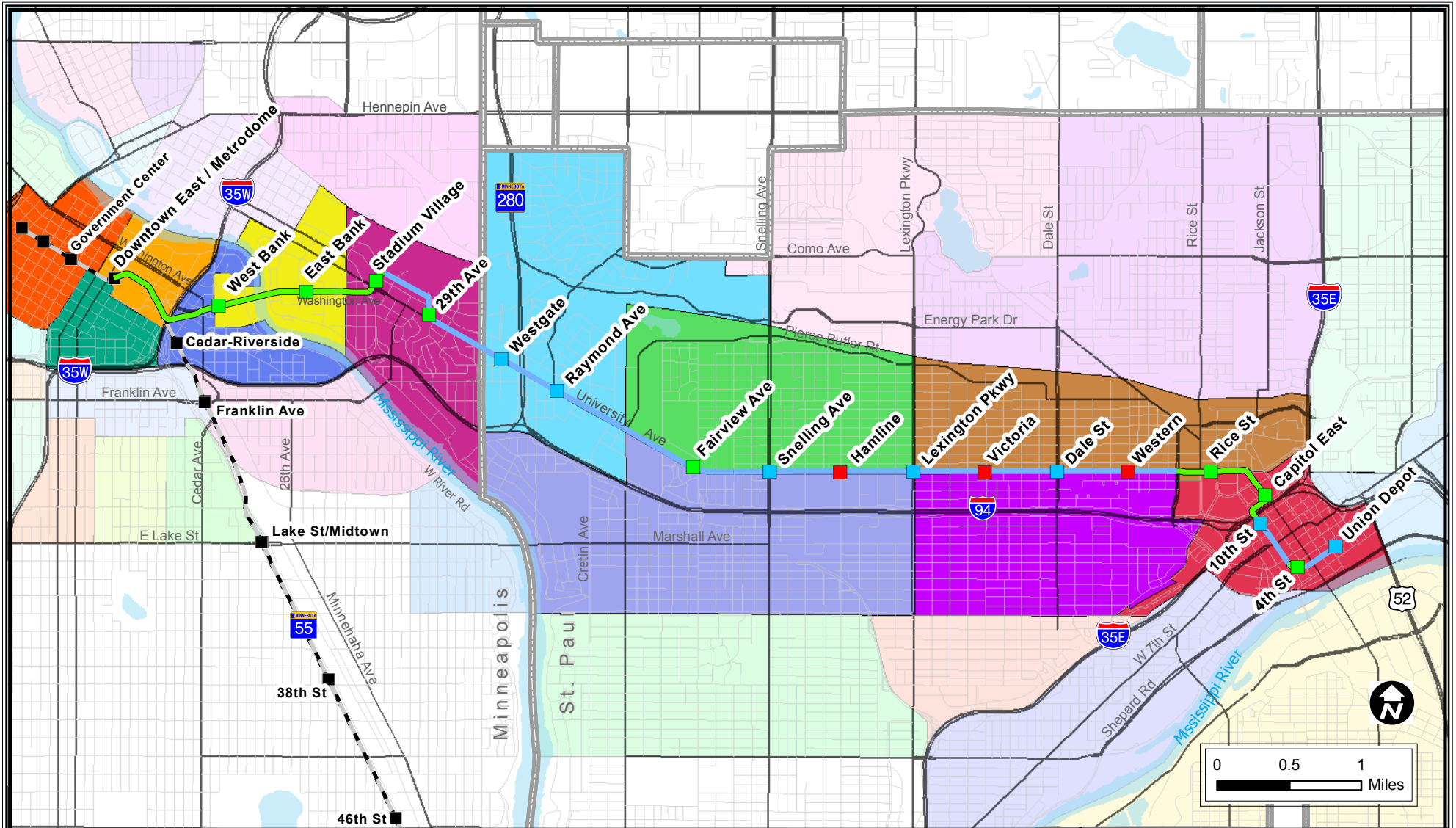
3.2.2 Existing Conditions

Fourteen neighborhoods are adjacent to the Central Corridor LRT alignment. The six planning segments and the boundaries and locations of the neighborhoods within the Central Corridor LRT study area are shown in Figure 3.2-1. Some neighborhoods cross segment boundaries. Some important characteristics of the neighborhoods are described below. The neighborhoods are fully described in the AA/DEIS.

3.2.2.1 Downtown St. Paul

In addition to functioning as the CBD, downtown St. Paul is also a designated neighborhood (District 17).

- District 17 includes the Minnesota State Capitol, which is separated from the CBD by I-94. (Figure 3.2-2)
- The St. Paul CBD is a compact eight blocks from 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 becoming a major regional entertainment destination.
- The northeast corner of downtown is also being redeveloped as a new medium- to high-density area called Wacouta Commons. East of Jackson Street and south of Seventh 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 landmark train station in Lowertown that is proposed as a multimodal hub of commuter and regional rail service. The once-bustling depot closed its doors in 1971. The LOCATE Task Force was formed in 2002 to identify a site for a multi-modal transit center in downtown St. Paul. Its members include elected officials, businesses and transit providers, including Amtrak and Greyhound. It concluded that the current depot site could form the heart of a multi-use transportation center featuring Amtrak, commuter rail, light rail, high-speed rail, inter-city buses, and Metro Transit services. Ramsey County Regional Rail Authority is now conducting an environmental assessment, which is completely independent of the Central Corridor EIS. Although the environmental assessment is currently not available to the public, Metropolitan Council is coordinating with the Ramsey County Regional Rail Authority because the Regional Transportation Plan includes several transit corridors that would converge at Union Depot including the Central Corridor LRT.

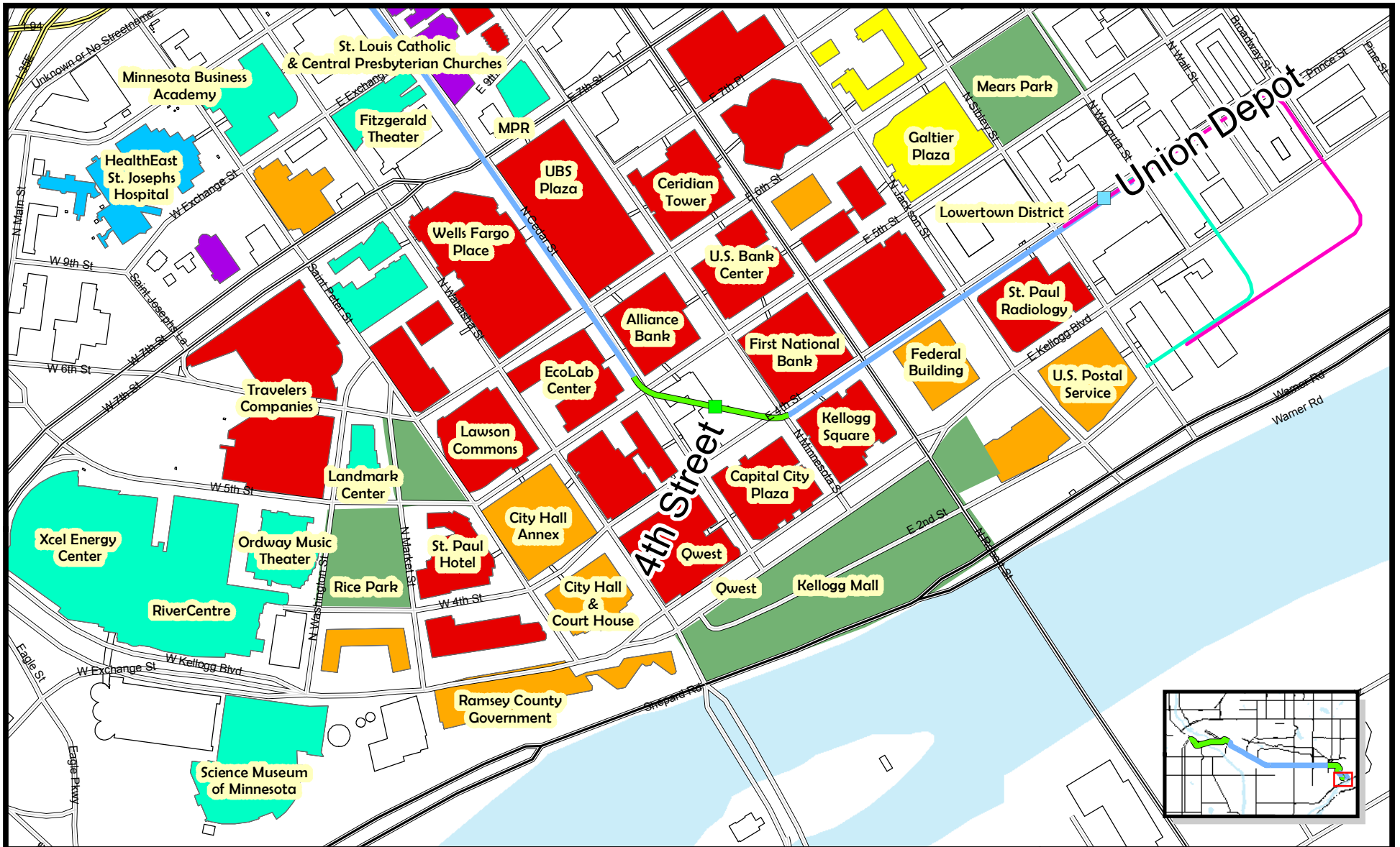


CCLRT Station	Minneapolis Neighborhoods	St. Paul Neighborhoods
■ Identical to DEIS	■ Prospect Park - East River Road	■ Downtown
■ Changed from DEIS	■ University of Minnesota	■ Summit-University
■ Future infill station	■ Cedar Riverside	■ Thomas Dale
CCLRT Alignment Status	■ Elliot Park	■ Hamline-Midway
— Identical to DEIS	■ Downtown East	■ Merriam Park-Snelling-Lexington-Hamline
— Changed from DEIS	■ Downtown West	■ St. Anthony Park
■ HLRT station		
— Hiawatha Light Rail		

Figure 3.2-1
Neighborhoods and Boundaries

DRAFT

Metropolitan Council Central Corridor Light Rail Transit



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS

Community Facility Type

- | | |
|--|--|
| ■ Medical | ■ Places of Worship |
| ■ Public/Institutional | ■ Transportation/Parking |
| ■ Office/Commercial | ■ Educational/University |
| ■ Residential | ■ Parks and Open Space |
| ■ Major Activity Center | |

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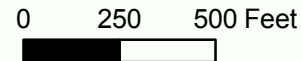


Figure 3.2-2

**Landmarks & Community Facilities
Downtown St. Paul**

Downtown St. Paul has many landmarks and community facilities.

- Large office towers include the Wells Fargo Place, North Central Life Tower, Piper Jaffray Plaza, Firststar Center, and 401 Robert.
- 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.

3.2.2.2 Capitol Area

The Capitol Area segment, as shown in Figure 3.2-1, extends across I-94 to 7th Street and several blocks west to Marion Street. This segment includes portions of the CBD, as well as portions of the Downtown St. Paul, Thomas-Dale, Payne-Phalen, Summit-University, and West Seventh districts (neighborhoods). 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 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 (Figure 3.2-3).
- Other amenities in the neighborhood include the Capitol Mall, Leif Erikson Lawn, and Cass Gilbert Park, which are under the CAAPB's purview.
- Nearby parklands maintained by the City of St. Paul are the Valley Recreation Center (not shown in figure) and Museum Park.

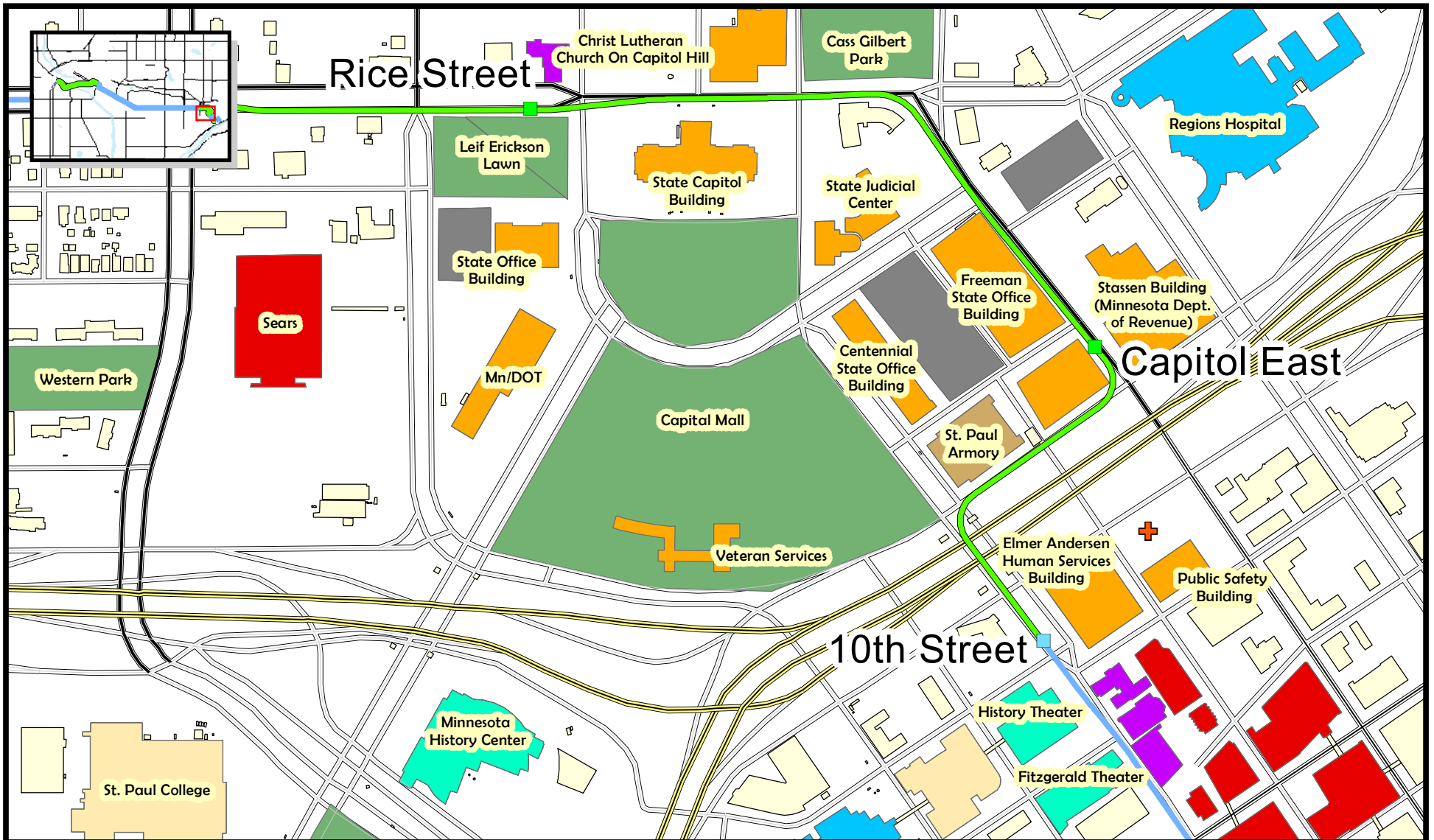
3.2.2.3 Midway East

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 that are commonly grouped together—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

The boundaries, community facilities, and landmarks of this neighborhood are shown on Figures 3.2-4 through 3.2-6).

- 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, Dale, and Western Avenues.
- 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, but proposals have been made to redevelop the site as an Asian center with office, retail, and senior housing units.



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS

Community Facility Type

- | | | |
|--|--|--|
| ■ Medical | ■ Places of Worship | + Fire Station |
| ■ Public/Institutional | ■ Transportation/Parking | |
| ■ Office/Commercial | ■ Educational/University | |
| ■ Residential | ■ Parks and Open Space | |
| ■ Major Activity Center | | |

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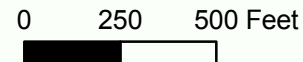
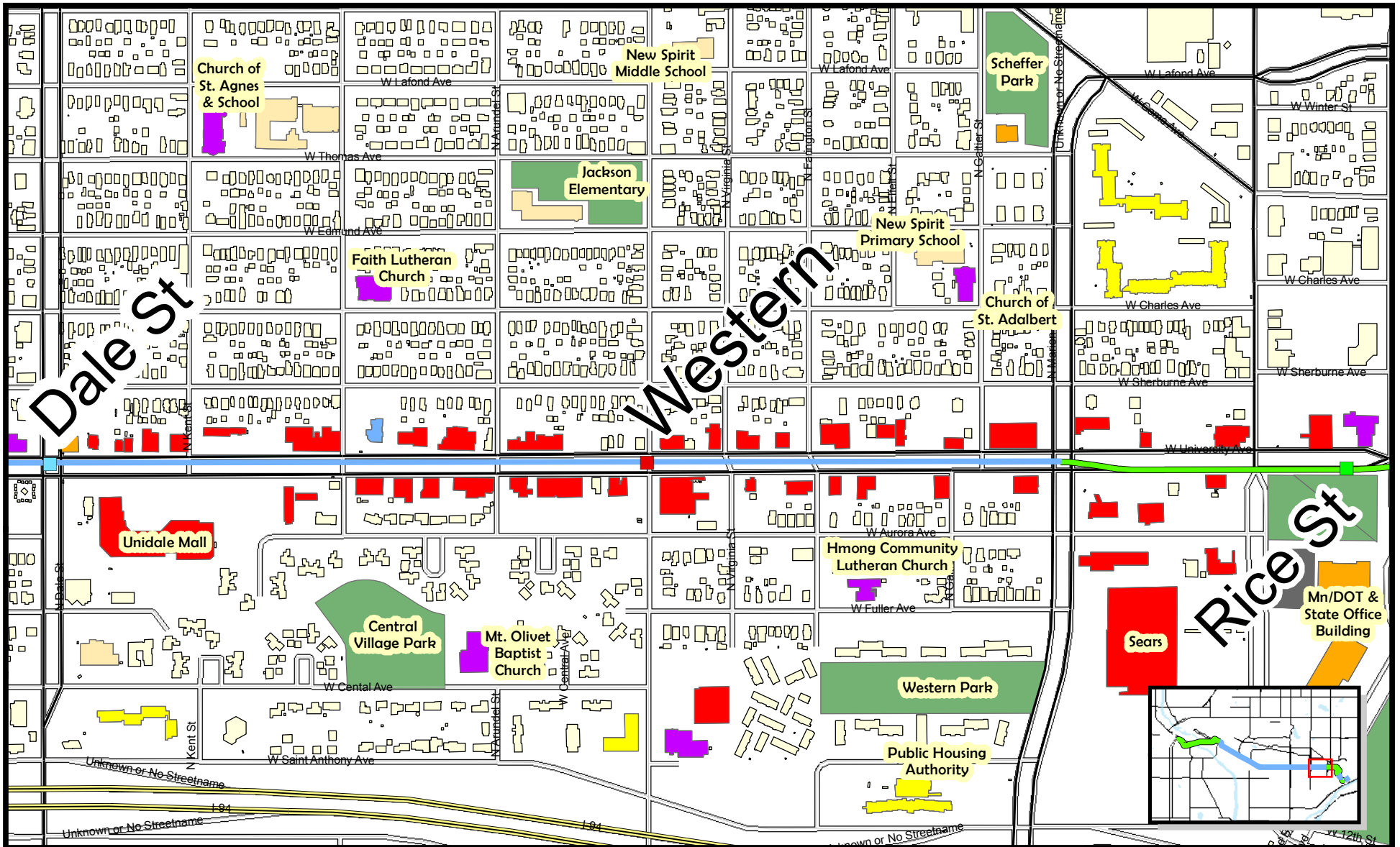


Figure 3.2-3

**Landmarks and Community Facilities
Capitol Area**



Central Corridor
Light Rail Transit

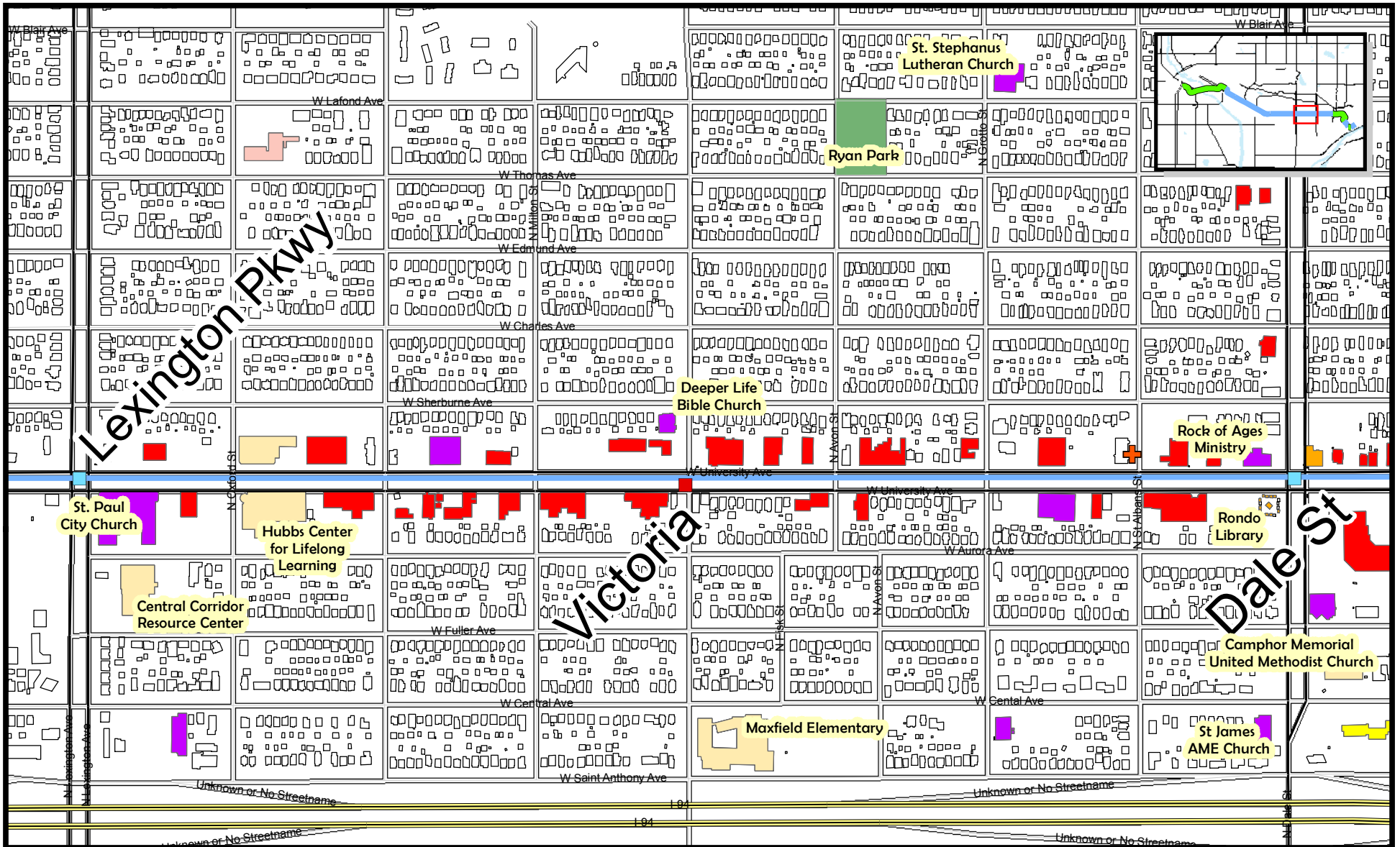





CCLRT Station		Community Facility Type		DRAFT
	Identical to DEIS		Medical	
	Changed from DEIS		Places of Worship	
	Future station		Transportation/Parking	
CCLRT Alignment Status			Office/Commercial	0 300 600 Feet
	Identical to DEIS		Residential	
	Changed from DEIS		Parks and Open Space	

Figure 3.2-4

**Landmarks and Community Facilities
Midway East - Section 1**

**Central Corridor
Light Rail Transit**



<p>CCLRT Station</p> <ul style="list-style-type: none"> ■ Identical to DEIS ■ Changed from DEIS ■ Future infill station <p>CCLRT Alignment Status</p> <ul style="list-style-type: none"> — Identical to DEIS — Changed from DEIS 		<p>Community Facility Type</p> <ul style="list-style-type: none"> ■ Medical ■ Public/Institutional ■ Office/Commercial ■ Residential ■ Places of Worship ■ Transportation/Parking ■ Educational/University ■ Parks and Open Space 		<p>DRAFT</p>  <p>0 300 600 Feet</p> 	<p>Figure 3.2-5</p> <p>Landmarks and Community Facilities Midway East - Section 2</p> <p> Central Corridor Light Rail Transit</p>
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CCLRT Station		Community Facility Type	
Identical to DEIS	Medical	Places of Worship	Transportation/Parking
Changed from DEIS	Public/Institutional	Residential	Educational/University
Future infill station	Office/Commercial	Parks and Open Space	
CCLRT Alignment Status			
Identical to DEIS			
Changed from DEIS			

DRAFT

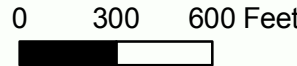


Figure 3.2-6

**Landmarks and Community Facilities
Midway East - Section 3**

Central Corridor
Light Rail Transit

- Community facilities and landmarks within Summit-University include an urban farmers' market, Mount Olivet Baptist Church, and the school and Church of Saint Peter Claver.
- Parks and schools include Maxfield Elementary School, Jimmy Lee Recreation Center, Carty Park, and Martin Luther King Jr. Recreation Center.

Thomas-Dale

The boundaries, community facilities, and landmarks of this district are shown in Figures 3.2-4 through 3.2-6.

- Locally referred to as "Frogtown," the area is predominantly comprised of single-family and duplex dwellings.
- The Thomas-Dale neighborhood 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 recent renovations and reuse of commercial property are the work of Southeast Asian and Mexican immigrants.
- Community facilities and landmarks in Thomas-Dale include St. Steven's Lutheran Church, Church of St. Agnes and School, Jackson Elementary, and St. Vincent DePaul School.
- Fire Station No. 18 and a Police District Office are located on University Avenue near the intersection with Dale Street.
- The neighborhood has three small parks: Ryan Park, Horseshoe Park, and Scheffer Recreation Center.

Hamline-Midway

The boundaries, community facilities, and landmarks of the Hamline-Midway district are shown in Figures 3.2-4 through 3.2-6.

- 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 neighborhood is mainly residential with single-family homes, but some industrial uses to the west form a portion of the Midway Industrial District.
- Hamline-Midway has a number of private and public schools, such as Wilson Middle School, Galtier School, and Saint Columba School.
- Hamline University is a major feature of the neighborhood and is located a little over one-half mile north of University Avenue.
- The YMCA and Community Learning Center are also important community facilities.

Merriam Park, Snelling-Hamline, Lexington-Hamline

These three neighborhoods, commonly grouped together, extend into the Midway West segment. The boundaries, community facilities, and landmarks of these districts are shown in Figures 3.2-4 through 3.2-6.

- Large surface parking lots serve Midway East's concentration of shopping and employment opportunities.

- The intersection at Snelling and University Avenues is an area commercial node and a regional destination.
- The small section of the Merriam Park neighborhood included in this segment is primarily developed with residential uses, some commercial uses, and the HealthEast Midway Campus.
- Residential areas are built around Merriam Park, Iris Park, and the Town and Country Club (Midway East segment).
- South of I-94, residential uses are common, but adjacent to the freeway they are intermixed with industrial and institutional uses.

A wide variety and large number of community facilities and landmarks are found in the Merriam Park, Snelling-Hamline, and Lexington-Hamline communities.

- Parks include Merriam Park, Iris Park, Dunning Field, and Jimmy Lee Recreation Center.
- Medical facilities include the Lynhurst Health Care Center, HealthEast Midway campus, and Central Medical.
- Shopping destinations include Rainbow Foods, Cub Foods, Walgreen's, Herberger's, Wal-Mart, and Target.
- The Spruce Tree Center is a mixed-use office complex.
- Large housing developments include the Iris Park Common Retirement complex, and the Skyline Tower high-rise apartment building.
- Other notable landmarks, south of the freeway, are Concordia University and St. Paul Central High School.

3.2.2.4 Midway West

The segment includes the western portions of the Hamline-Midway and Merriam Park neighborhoods, described above, and the St. Anthony Park neighborhood.

St. Anthony Park

The boundaries, community facilities, and landmarks of this neighborhood are shown in Figures 3.2-7 through 3.2-9 is divided by the BNSF mainline into north and south neighborhood units.

- The eastern end of St. Anthony Park includes the Midway Industrial District.
- The residential areas of Saint 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 and an area of mixed land uses to the south.
- Community facilities and landmarks include Westgate Business Park, Court International and Court West, Hampden Park, South St. Anthony Park and Recreation Center, Seal High-Rise, Midtown Commons, and the Raymond Avenue commercial node.

- Parks within this segment include Hampden Park, South St. Anthony Park and Recreation Center, Merriam Park, Iris Park, and Dickerman Park.

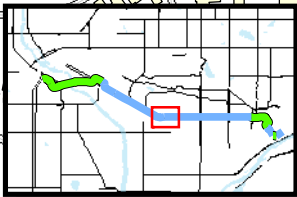
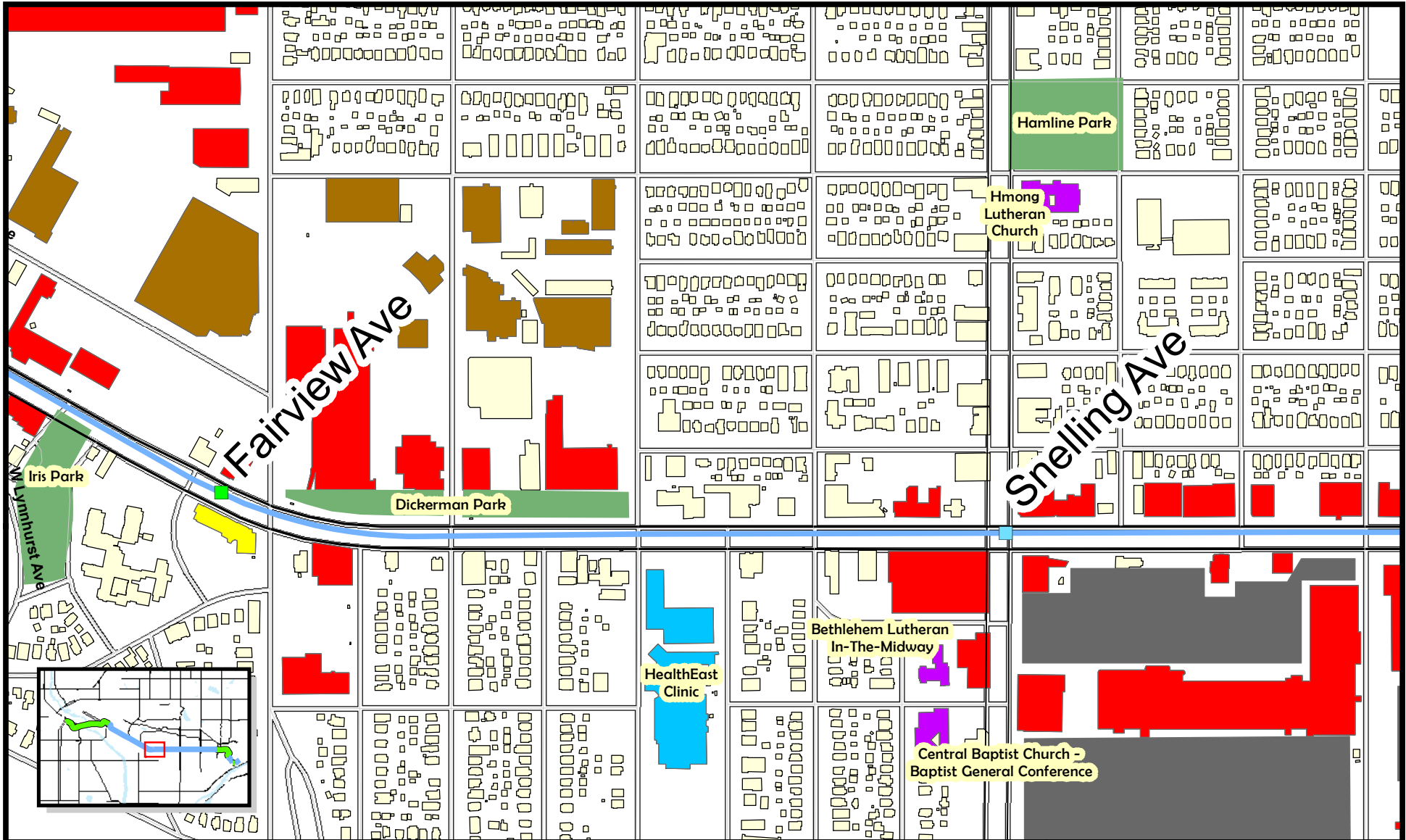
3.2.2.5 University/Prospect Park

The University/Prospect Park segment is illustrated in Figure 3.2-1. The alignment in this segment would affect Prospect Park, the U of M, and Cedar-Riverside neighborhoods.

Prospect Park

The Prospect Park neighborhood (Figure 3.2-10) is located between the U of M campus and the eastern city (Minneapolis) and county (Hennepin) limit.

- The neighborhood is predominantly residential to the south of University Avenue, one of the oldest residential areas in the city with many large, well-kept homes.
- The SEMI area occupies most of the area to the north of University Avenue, containing such facilities as warehouses and grain elevators.
- The most prominent landmarks in Prospect Park include the Witch's Hat tower in Tower Hill Park, the nine-story University Park Plaza office building, and KSTP television tower.
- Community facilities serving Prospect Park include Pratt Community School, Luxton Park, Tower Hill Park, and Prospect Park United Methodist Church.



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS

Community Facility Type

- | | |
|---|--|
| ■ Medical | ■ Places of Worship |
| ■ Public/Institutional | ■ Transportation/Parking |
| ■ Office/Commercial | ■ Educational/University |
| ■ Residential | ■ Parks and Open Space |
| ■ Industrial/Warehousing | |

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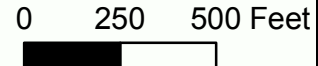
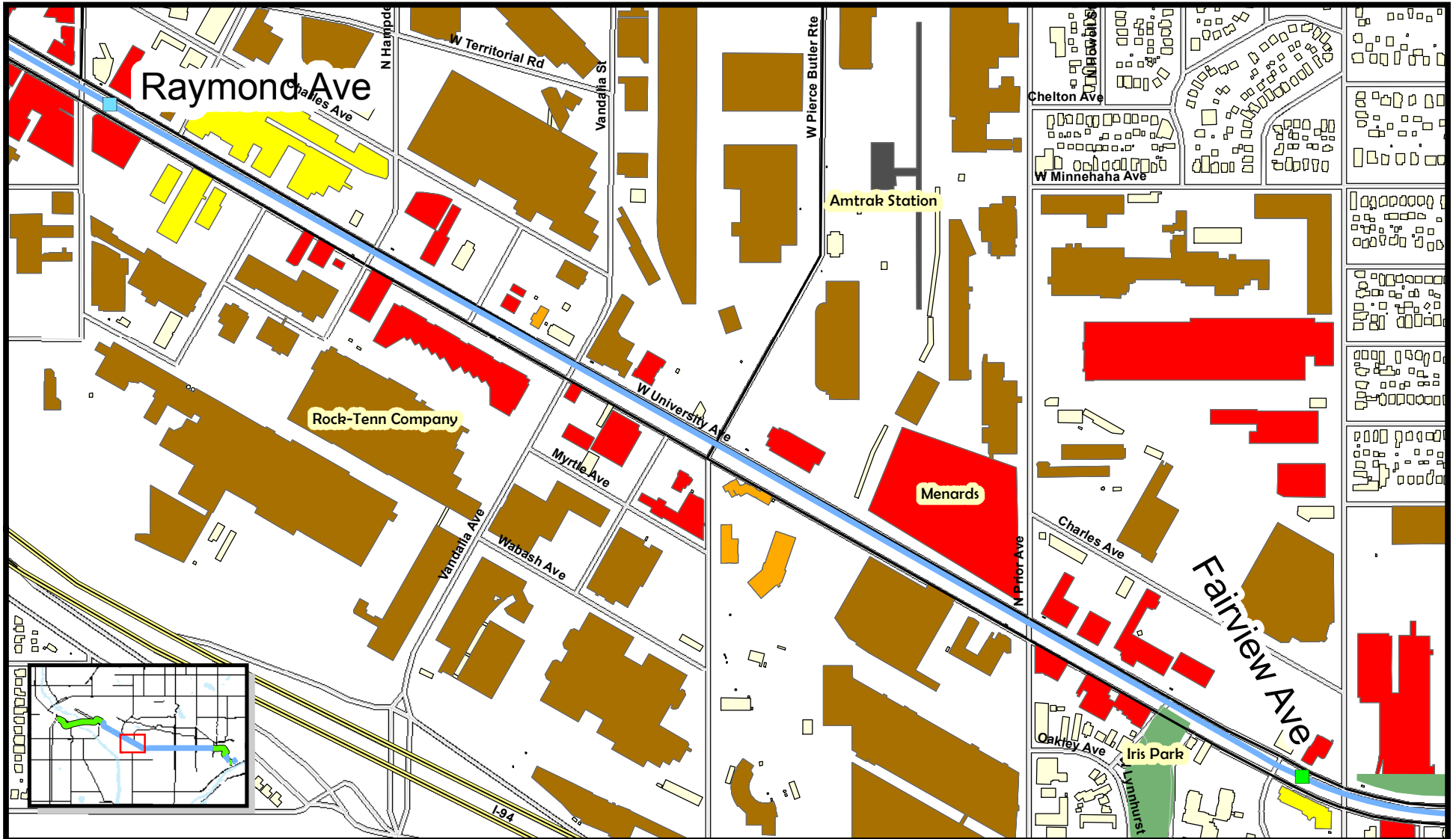


Figure 3.2-7

**Landmarks and Community Facilities
Midway West - Section 1**



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS

Community Facility Type

- | | |
|---|--|
| ■ Medical | ■ Places of Worship |
| ■ Public/Institutional | ■ Transportation/Parking |
| ■ Office/Commercial | ■ Educational/University |
| ■ Residential | ■ Parks and Open Space |
| ■ Industrial/Warehousing | |

DRAFT



0 300 600 Feet

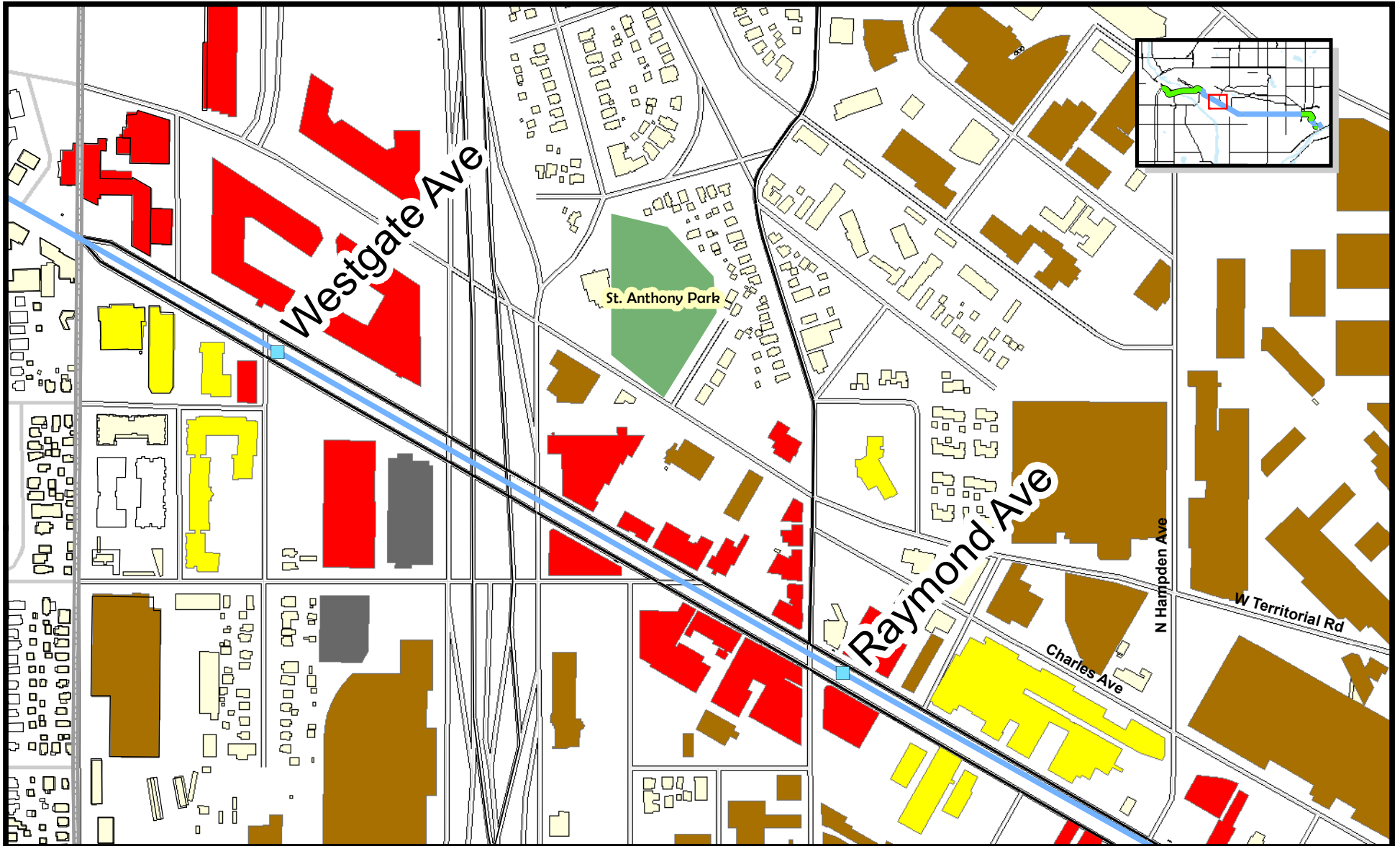


Figure 3.2-8

**Landmarks and Community Facilities
Midway West - Section 2**



Central Corridor
Light Rail Transit



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS

Community Facility Type

- | | |
|---|--|
| ■ Medical | ■ Places of Worship |
| ■ Public/Institutional | ■ Transportation/Parking |
| ■ Office/Commercial | ■ Educational/University |
| ■ Residential | ■ Parks and Open Space |
| ■ Industrial/Warehousing | |

DRAFT

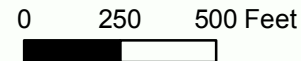
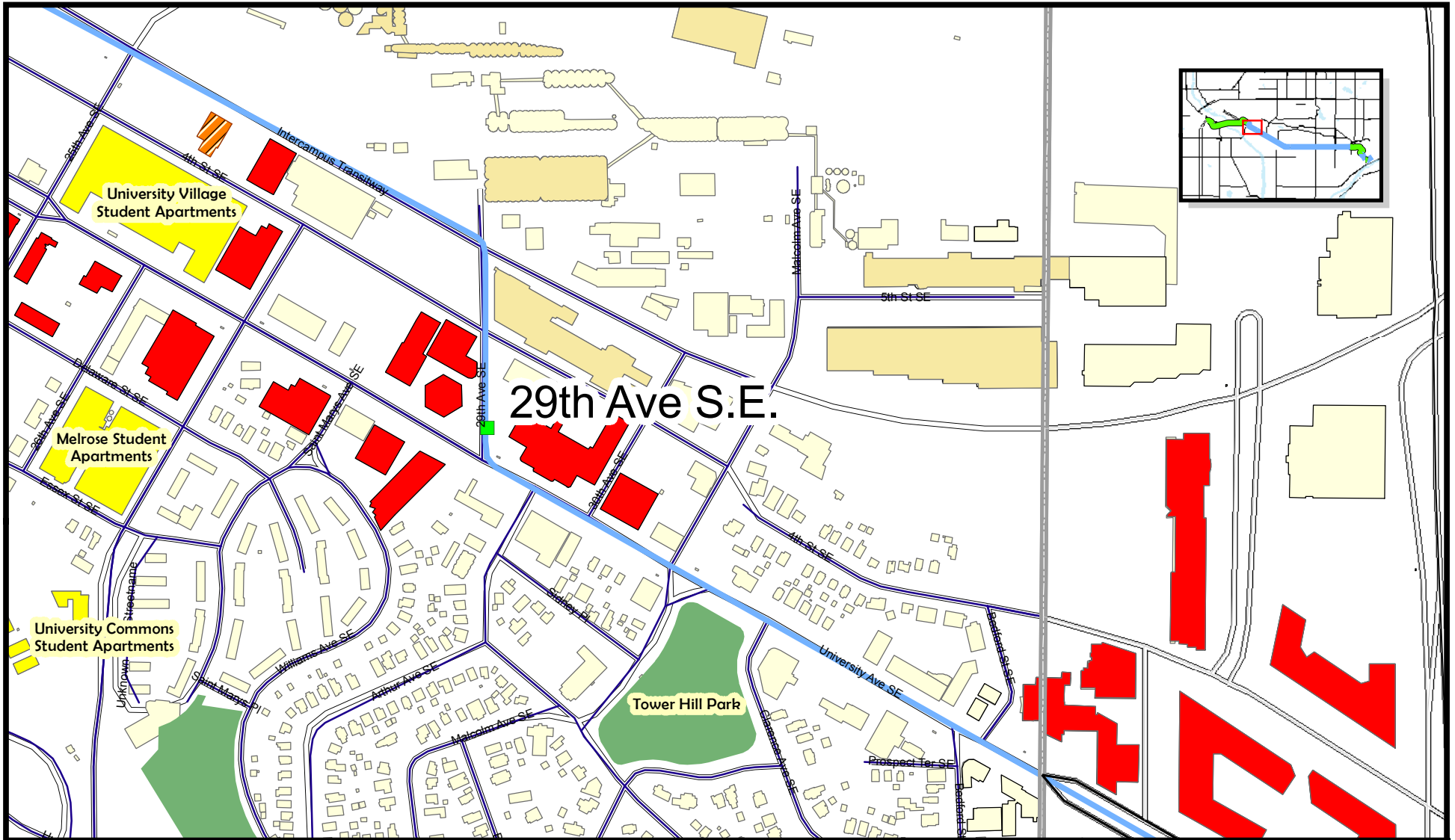


Figure 3.2-9

**Landmarks and Community Facilities
Midway West - Section 3**



Central Corridor
Light Rail Transit



CCLRT Station		Community Facility Type		DRAFT
Identical to DEIS	Changed from DEIS	Medical	Places of Worship	
Future infill station		Public/Institutional	Transportation/Parking	
CCLRT Alignment Status		Office/Commercial	Educational/University	 0 250 500 Feet
Identical to DEIS	Changed from DEIS	Residential	Parks and Open Space	
		University of Minnesota		

Figure 3.2-10

Landmarks and Community Facilities Prospect Park

Metropolitan Council Central Corridor
 Light Rail Transit

University of Minnesota

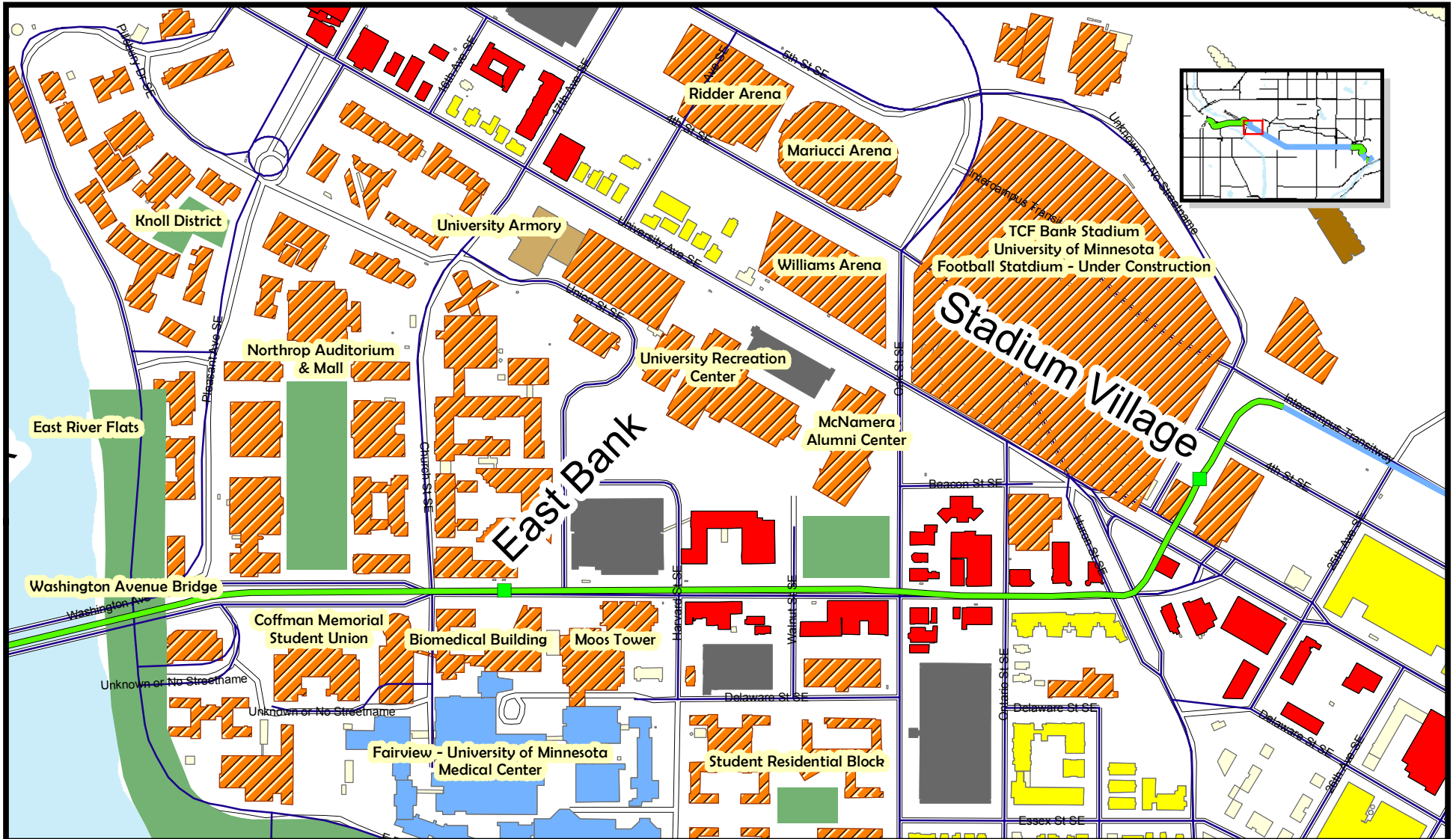
The U of M - Minneapolis campus is divided by the Mississippi River into the historic East Bank and the newer West Bank area (Figure 3.2-11). The Washington Avenue Bridge connects the two areas.

- The historic heart of the campus is on the East Bank of the Mississippi between the river and University Avenue.
- Major features include Northrop Mall, a traditional campus mall with Northrop Memorial Auditorium at the north end and 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 redeveloped with a new Visitor Center and Aquatic Center. The Stadium Village area includes private retail and hospitality businesses fronting on Washington Avenue and Oak Street.
- The new TCF Stadium is under construction between Oak Street and 23rd Avenue (East Gateway District), and several streets have been rerouted to accommodate this facility.
- Minneapolis Fire Station No. 19 is located on Ontario Street Southeast.
- Dinkytown lies north of University Avenue and is the retail focus of the campus and a complex of sports facilities, including Mariucci Hockey Arena and Williams Arena.
- The demand for parking on campus has led to construction of a large number of parking structures.

Cedar-Riverside

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

- Riverside Towers, 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 the U of M campus.
- The neighborhood's population is a diverse mix of students, Native Americans, East Africans, and seniors.
- Parks, parkways, and recreation facilities include West River Parkway, Luxton Park, Tower Hill Park, the East River Flats, and Currie Park.



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS

Community Facility Type

- | | | |
|-------------------------|------------------------|-------------------|
| Medical | Places of Worship | University Armory |
| Public/Institutional | Transportation/Parking | |
| Office/Commercial | Educational/University | |
| Residential | Parks and Open Space | |
| University of Minnesota | | |

DRAFT



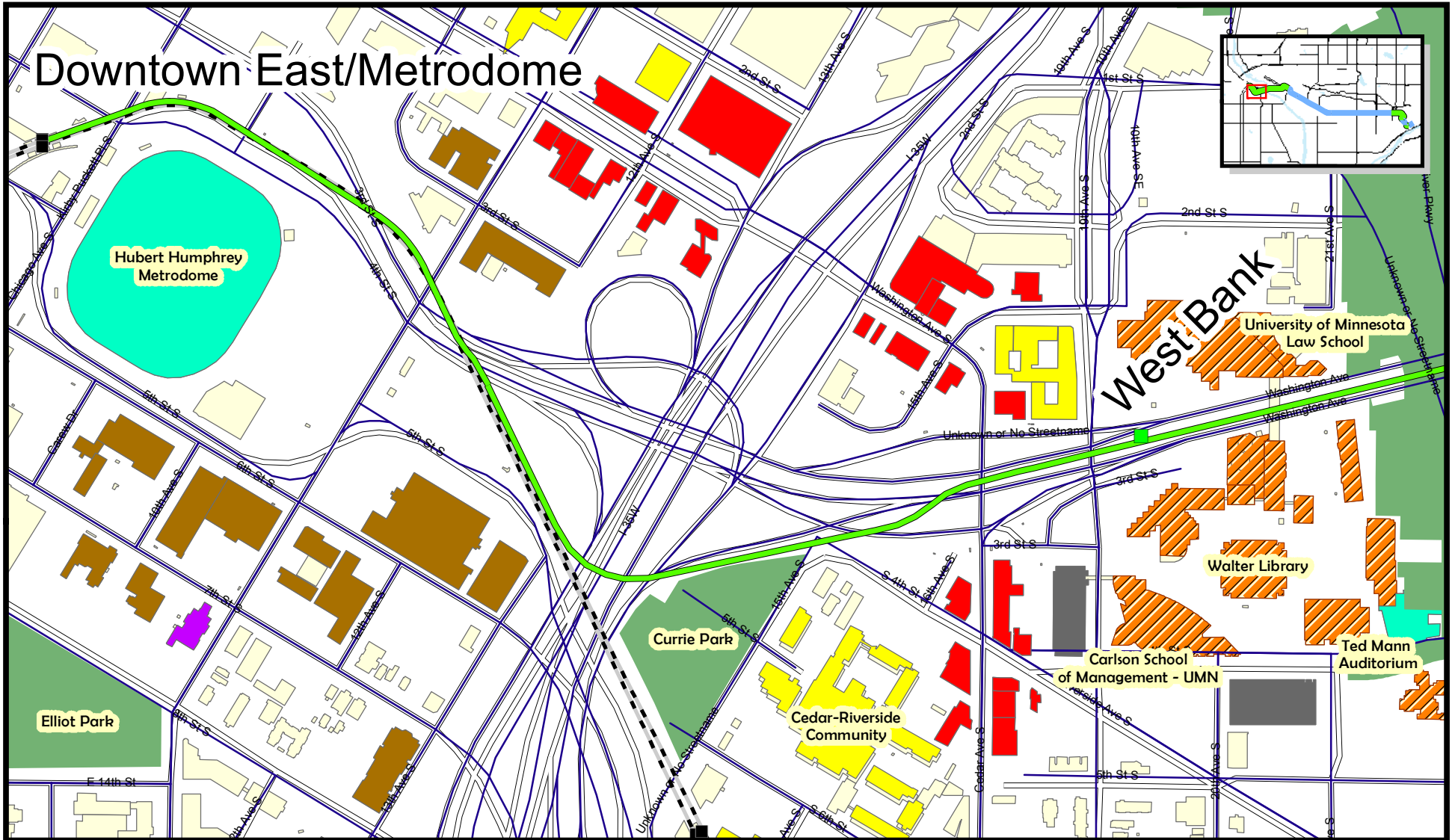
0 250 500 Feet

Figure 3.2-11

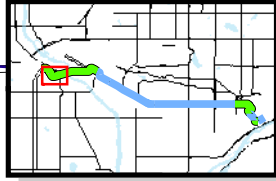
**Landmarks and Community Facilities
University of Minnesota**



Central Corridor
Light Rail Transit



Downtown East/Metrodome



CCLRT Station

- Identical to DEIS
- Changed from DEIS
- Future infill station

CCLRT Alignment Status

- Identical to DEIS
- Changed from DEIS

Community Facility Type

- | | | |
|---|--|--|
| ■ Medical | ■ Places of Worship | ■ Major Activity Destination |
| ■ Public/Institutional | ■ Transportation/Parking | ▨ University of Minnesota |
| ■ Office/Commercial | ■ Educational/University | |
| ■ Residential | ■ Parks and Open Space | |
| ■ Industrial/Warehousing | | |

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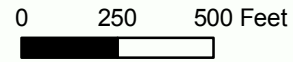


Figure 3.2-12

Landmarks and Community Facilities
Downtown East/West Bank



Central Corridor
Light Rail Transit

3.2.2.6 Downtown Minneapolis

The westernmost Central Corridor planning segment, as shown on Figure 3.2-1, is Downtown Minneapolis. Multiple neighborhoods are in this segment of the corridor, but the alignment runs through or adjacent to Elliot Park, Downtown East, and Downtown West.

Elliot Park

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

- Mansions constructed in the late 1800s and early 1900s are characteristic of this neighborhood. These homes, now converted to apartments accommodate a growing population and remain as remnants of early city development.
- Prominent facilities in the Elliot Park neighborhood are the Hennepin County Medical Center and North Central University.
- The neighborhood borders the Metrodome and is home to outdoor areas such as Franklin Steele Square and its namesake, Elliot Park.

Downtown East

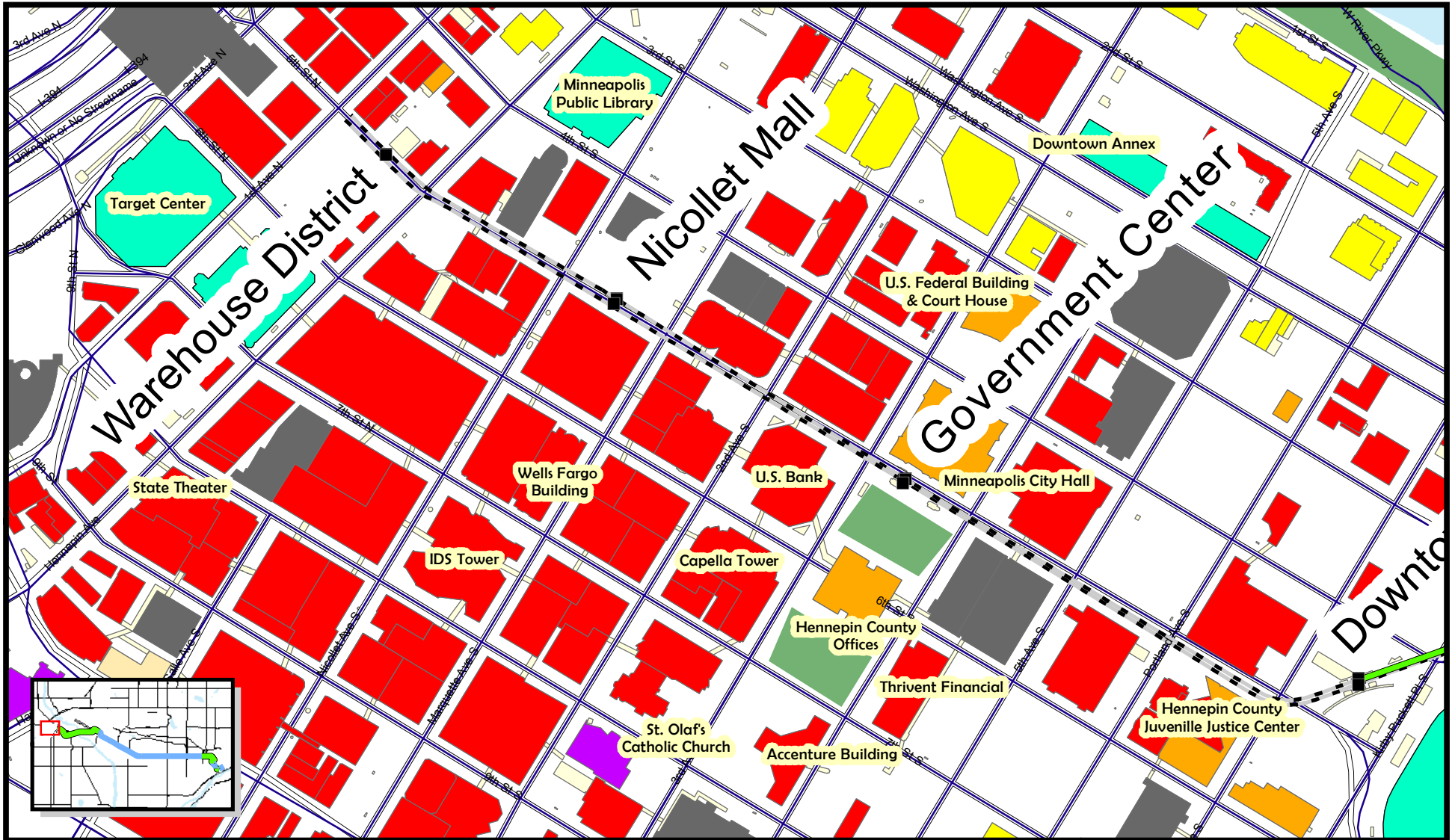
The neighborhood boundaries, community facilities, and landmarks are shown in Figure 3.2-13.

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

Downtown West

The neighborhood boundaries, 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 I-394 spur west of the Warehouse District, which is paralleled by a BNSF mainline, and the Northstar Commuter Rail.
- 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 Federal Courthouse (Figure 3.2-13).
- Other facilities include the newly constructed Minneapolis Public Library, the Target Center, St. Thomas University, Metropolitan State University, the Minneapolis Convention Center, the Hennepin County Medical Center, and to the west is the Walker Art Center and associated Sculpture Garden.



CCLRT Station		Community Facility Type		DRAFT
	Identical to DEIS		Medical	
	Changed from DEIS		Public/Institutional	
	Future station		Office/Commercial	
CCLRT Alignment Status			Places of Worship	0 250 500 Feet
	Identical to DEIS		Transportation/Parking	
	Changed from DEIS		Residential	Metropolitan Council Central Corridor Light Rail Transit
			Parks and Open Space	
			Major Activity Destination	

Figure 3.2-13
Landmarks and Community Facilities
Downtown Minneapolis

3.2.3 Long-Term Effects

This section discusses the potential effects of the No-Build and the Key Project Elements on community cohesion in the Central Corridor LRT Study Area by segment.

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 Neighborhoods and Community Cohesion for the 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 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 may become more dominated by automobile use. A pedestrian-oriented environment that supported by multimodal transit investment would not develop.

3.2.3.2 Neighborhoods and Community Cohesion for Key Project Elements

Before discussing the effects of the Key Project elements segment by segment, two Key Project Elements, which affect neighborhoods in all segments of the proposed corridor, are discussed below. These Key Project Elements are fully described in Section 2.2.

Traction Power Substations

TPSS are not anticipated to affect neighborhoods or community cohesion because locations compatible with existing land uses would be identified.

Three-car Platforms

Three-car platforms are not anticipated to affect neighborhoods or community cohesion beyond what was described in the AA/DEIS for 2-car platforms.

The following sections address the effects of the SDEIS Key Elements segment-by-segment.

Downtown St. Paul

The proposed Central Corridor LRT Project would improve transit service to Downtown St. Paul, and would also encourage a more pedestrian-oriented streetscape.

Downtown St. Paul Alignment and Stations

The proposed changes to the AA/DEIS LPA at the block bounded by 4th and Cedar Streets creates a new and dynamic pedestrian connection at both the street and skyway levels, as well as strong and convenient pedestrian links directly to primary north-south and east-west transit routes in Downtown St. Paul. Other community benefits include providing an impetus to redevelopment of the block, better service to the 2000+ people living with ¼ mile of Union Depot, and animating first floor uses near the station.

Future downtown alignment extensions (Figure 2-8) are the Broadway and Wacouta Mid-Block Alternatives. These alternatives also would provide better service to the 2000+ people living with ¼ mile of Union Depot, and enable links to the proposed LRT maintenance facility.

Vehicle Maintenance and Storage Facility Site

The proposed facility, would be located east of Broadway Street and south of Kellogg Boulevard, and would occupy what are currently underutilized surface parking lots. Although a considerable number of parking spaces in downtown St. Paul would be replaced with the proposed facility, ample parking would still be available (Figure2-8).

Capitol Area

The Central Corridor LRT would provide improved transit service to the State Capitol and other state offices in St. Paul and surrounding areas, 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 and surrounding state office buildings.

Capitol Area Alignment and Stations

As with all stations, the Central Corridor LRT stations in the Capitol area would help encourage pedestrian activity and connectivity between neighborhoods.

Midway East

In the Midway East segment, the proposed Central Corridor LRT 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 also 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 certain types of businesses.

Future Infill Stations

In fill stations at Hamline Avenue, Victoria Street, and Western Avenue would likely improve neighborhood cohesion at these locations. Proposed Central Corridor LRT stations would encourage pedestrian activity in the surrounding areas. Because stations at these intersections would reduce the distances between Central Corridor LRT stations from one mile to a half-mile, connectivity between these areas would be improved.

Midway West

In the Midway West segment, the proposed Central Corridor LRT would provide improved transit service to such neighborhoods as St. Anthony Park and Merriam Park. Similar to the other segments, the increased access brought by transit improvements may act as a catalyst to new investment in the area and create a welcoming, pedestrian-oriented environment and community focus.

University/Prospect Park

Central Corridor LRT service between the West Bank and East Bank stations would substantially improve connectivity across the Mississippi River. Efficient access would also be provided to the neighborhoods of Prospect Park and Cedar-Riverside, encouraging the

development of pedestrian-oriented environments. The Central Corridor LRT alignment would be located in the middle of University Avenue around Prospect Park, and would be at-grade around Stadium Village and the through the U of M. Neighborhood cohesion would not be adversely affected. 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.

University of Minnesota Alignment

As part of proposed changes to the AA/DEIS LPA, an At-Grade Transit/Pedestrian Mall would be built on Washington Avenue to accommodate the at-grade alignment of the LRT. Only pedestrians, transit vehicles, and emergency vehicles would be allowed on the mall. This facility would increase pedestrian safety and activity, and provide increased access to transit vehicles and LRT.

The At-Grade Transit/Pedestrian Mall, as described in Section 2.2, would impact traffic patterns because all vehicles except buses and emergency vehicles would be prohibited from the mall area. Anticipated traffic and parking impacts with the At-Grade Transit/Pedestrian Mall are discussed in Chapter 6, and a U of M circulation system study is being conducted to determine what actions are required to maintain automobile access across University Avenue (north to south) (Traffic Study #4), and to address neighborhood concerns. The study will address, in addition to other concerns, how to maintain the necessary level of vehicle/patient access to the hospital. The results of this study will be disclosed and documented in the FEIS.

Approximately one block of commercial uses would need to be provided with alternative vehicular access including the Radisson hotel on the north side of Washington Avenue, and a mix of bars, restaurants, and similar establishments on the south side of Washington Avenue. Alternate vehicle access will be detailed during the design process and will be documented in the FEIS. Businesses that are not oriented toward pedestrian and transit customers could experience an adverse impact, which might lead to changes in businesses and office occupancies.

The U of M campus is primarily a pedestrian setting, which would be enhanced by the removal of private vehicles from Washington Avenue. Rather than decreasing neighborhood continuity, the At-grade Transit/Pedestrian Mall would improve the connectivity of activities within the East Bank campus. Metropolitan Council is committed to work with the U of M in designing and constructing the proposed mall.

Washington Avenue Bridge

The proposed addition of LRT to the Washington Avenue Bridge is expected to ease connectivity between the neighborhoods on each side of the bridge.

Downtown Minneapolis

Transit service to Downtown Minneapolis would be improved by the proposed high-capacity service of the Central Corridor LRT project that would provide better connections from Downtown Minneapolis to the U of M campus, Midway, and Downtown St. Paul. The Downtown Minneapolis neighborhoods of Downtown West, Downtown East, and Elliot Park would benefit from increased access to each other, as well as the rest of the corridor. The Hiawatha LRT currently runs between the northern portion of Downtown East and the area around the Metrodome.

Hiawatha/Central Corridor LRT Connection

No adverse effects to neighborhood cohesion are expected in this highly urban environment; rather, increased access to LRT would improve connectivity among the affected neighborhoods.

3.2.4 Short-Term Construction Effects

There may be minor short-term construction effects to neighborhoods and community cohesion.

3.2.5 Mitigation

Short-term impacts would be minimized by using standard construction BMPs such as dust control, erosion control, proper mufflers on equipment, and restricted times for construction.

Maintenance of traffic and sequence of construction would be planned and scheduled so as to minimize traffic delays and inconvenience. Access to all neighborhoods would be maintained throughout the construction period. BMPs would include working with residents and business-owners to provide alternative access their neighborhoods and businesses, giving them adequate notice about construction plans and phasing, keeping access to bus stops and school routes, and alerting the public to detours.

Long-term effects such as increased development and redevelopment along the Central Corridor LRT, particularly in station areas, are being addressed by both cities. Stabilization of natural market forces in the neighborhoods is the goal of such plans as the *Central Corridor Development Strategy* to the *Comprehensive Plan* (2008), wherein St. Paul has created a set of guidelines for the development of the Central Corridor LRT and surrounding neighborhoods.

3.3 Acquisitions and Displacements/Relocations

Since the publication of the AA/DEIS for the Central Corridor LRT, proposed changes to the AA/DEIS LPA, as identified based on comments submitted during the AA/DEIS comment period and based on stakeholder and public participation and input, has required a reassessment of ROW needs. This section discusses property displacements, relocations, or acquisition (partial or full) that might occur due to implementation of these proposed changes, as summarized in the Key Project Elements.

Construction and operation of the Central Corridor LRT would require permanent acquisition of property. Some permanent acquisition may require the purchase of buildings and structures which could entail the purchase of lands in fee title or the acquisitions of either temporary or permanent easements. The acquisition of buildings for the project would involve the displacement and relocation of present occupants and, in some instances, equipment and property, to new locations outside the project limits.

Table 3-8 summarizes acquisitions and displacements due to ROW required for the Key Project Elements of the Central Corridor LRT project.

Table 3-8 Acquisitions, Displacements and Relocation Summary for Key Project Elements

Planning Segment	Key Project Elements								
	Hiawatha/ Central LRT Connection	U of M Alignment	Future Infill Stations	Capitol Area Alignment/ Stations	Downtown St. Paul Alignment/ Stations	Traction Power Substations	Three-car Platforms	Vehicle Maintenance and Storage Facility	Washington Avenue Bridge
Downtown St. Paul	N/A	N/A	N/A	N/A	Up to 40,086 SF New ROW; 2 parcels and one vacant building for the Diagonal Alt; 3 parcels and a small business for the Wacouta Mid-block Alt	8,820 SF New ROW; 2 parcels	No additional ROW required	25.3 acres New ROW; 4 parcels of surface parking; removal of an existing bus shelter; property is owned by City of St. Paul	N/A
Capitol Area	N/A	N/A	N/A	24,020 SF New ROW; 9 parcels	N/A	4,410 SF New ROW; 1 parcel	2,350 SF New ROW; 2 parcels	N/A	N/A
Midway East	N/A	N/A	No additional ROW required	N/A	N/A	13,726 SF New ROW; 4 parcels	No additional ROW required	N/A	N/A

Midway West	N/A	N/A	N/A	N/A	N/A	8,200 SF New ROW; 2 parcels	2,725 SF New ROW; 6 parcels	N/A	N/A
University/ Prospect Park	N/A	93,894 SF New ROW; 19 parcels	N/A	N/A	N/A	18,640 SF New ROW; 4 parcels	52,374 SF New ROW; 5 parcels	N/A	N/A
Downtown Minneapolis	11,200 SF New ROW; 3 parcels	N/A	N/A	N/A	N/A	No additional ROW required	N/A	N/A	No additional ROW required

NA- Not Applicable. Indicates that the Key Project Element is not relevant to the particular planning segment.

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 Relocations 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. This information will be revised and updated using more detailed design that will be completed prior to developing the Final Environmental Impact Statement (FEIS).

3.3.3 Existing Conditions

The Study Area is primarily urban in nature. 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 several thousand square feet to more than 43 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

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, since this information was not available. Four of the buildings have already been acquired as part of the TCF Bank Stadium construction. Updated ROW evaluations indicate that the revised proposal would impact up to 64 parcels.

Two commercial buildings and the City of Minneapolis Fire Station No. 19 were identified as being displaced in the AA/DEIS. This is no longer the case because of proposed changes to the AA/DEIS LPA, which shifted the alignment and avoided the buildings.

Long-term impacts for the Key Project Elements are different than those proposed in the AA/DEIS. In particular, new acquisitions would be required for TPSS and the St. Paul Vehicle Maintenance and Storage Facility, since these activities were not previously

considered in the AA/DEIS. The Key Project Elements would include an estimated 31.48 acres of new ROW spread across 68 parcels. Most of the new ROW is currently under public ownership. Major acquisitions include:

- Two buildings would be affected, as would parking in downtown St. Paul. The Maintenance and Storage Facility site would require 25.3 acres; all of the property is owned by the city.
- The project would include 14 Traction Power Substations (TPSS). These would require partial acquisition of up to 13 parcels. One TPSS would be located within the parcels required for the Vehicle Maintenance and Storage Facility. The estimated amount of ROW required to locate each TPSS is 4,410 square feet. Total ROW required for the 13 parcels is estimated to be 1.23 acres. No existing buildings or structures are anticipated to be affected.
- Total ROW required for stations, track and three-car platforms is estimated to be 4.95 acres. No additional buildings or structures are anticipated to be affected.

The following section, organized by planning segments, provides a summary of parcels that would be affected by the implementation of the Key Project Elements.

3.3.4.1 Downtown St. Paul

Downtown St. Paul Alignments and Stations

Up to five parcels would be impacted in downtown St. Paul as part of implementing proposed changes to the AA/DEIS LPA. The estimated impact is up to 40,086 square feet, as follows:

- The Diagonal at 4th/Cedar Street Alternative would impact two parcels and require the acquisition of a vacant commercial building located between East 5th Street and East 4th Street.
- The Wacouta Mid-block Alternative would impact three parcels and require the acquisition of a small business.
- The Broadway Alternative would not result in changes as compared to the AA/DEIS

Vehicle Maintenance and Storage Facility

Four parcels comprising 25.3 acres would be required for the Vehicle Maintenance and Storage Facility, and track approach. All of this property is owned by the City of St. Paul. Existing parking facilities and a bus stop/shelter would be displaced by construction of the Vehicle Maintenance and Storage Facility.

Traction Power Substations

Two TPSS would be located in this segment. The estimated impact is 8,820 square feet. One additional TPSS would be co-located with the Vehicle Maintenance and Storage Facility.

3.3.4.2 Capitol Area

Capitol Area Alignment and Stations

Nine parcels would be affected by required purchase of new ROW. The estimated impact is 24,020 square feet. No additional buildings would be affected.

Three-car platforms

The new ROW requirement for the Capitol East Station would be 2,350 square feet in two parcels. No additional buildings would be affected.

Traction Power Substations

One TPSS would be located in this segment. The estimated impact is 4,410 square feet.

3.3.4.3 Midway East

Future Infill Stations

No parcels would be affected by construction of the future infill stations at Western Avenue, Victoria Street, and Hamline Avenue.

Traction Power Substations

Four TPSS would be located in this segment on four parcels. The estimated impact is 13,726 square feet.

3.3.4.4 Midway West

Three-car Platforms

Impacts related to station construction were included in this category. The ROW requirement for the Fairview Station is 2,725 square feet in six parcels. No buildings would be affected.

Traction Power Substations

Two TPSS would be located in this segment. The estimated impact is 8,200 square feet.

3.3.4.5 University of Minneapolis/Prospect Park

U of M Alignment

Eighteen parcels would be impacted by the need for new ROW. The estimated impact is 93,894 square feet for track alignment. No buildings would be affected.

Three-car Platforms

ROW requirements for the stations in this segment are identified as follows: the 29th Avenue Station would need 15,550 square feet, the Stadium Village Station would require 28,224 square feet, and the East Bank Station would need 8,600 square feet. No buildings would be affected. Overall, five parcels would be affected.

Traction Power Substations

Four TPSS would be located in this segment. The estimated impact is 18,640 square feet.

Washington Avenue Bridge

No parcels would be impacted as part of proposed modifications to the Washington Avenue Bridge.

3.3.4.6 Downtown Minneapolis

Hiawatha/Central Corridor LRT Connection

Three parcels would be affected by the required purchase of new ROW. The estimated impact is 11,200 square feet. No buildings would be affected.

Traction Power Substations

No parcels would be impacted by TPSS in this segment.

3.3.5 Short-Term Construction Effects

Short-term impacts are primarily related to construction activities that involve temporary easements. It would also require the modification or closure of some existing property accesses, elimination of some on-street parking, and possibly rerouting or closure of selected intersecting streets; these topics are discussed in other sections of this SDEIS.

Identification of the specific construction limits is required to determine the area of temporary impacts. Temporary construction impacts will be refined during later stages of detailed design, and will be disclosed in the FEIS.

3.3.6 Mitigation

The Metropolitan Council will, with the assistance of MnDOT, 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. 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 Relocations 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 any Central Corridor LRT real estate acquisitions. Any businesses or persons displaced from property by the Central Corridor LRT will be compensated in accordance with provisions of the Act. Currently, the cities of St. Paul and Minneapolis have commercial and residential properties available for sale or rent, such that displaced businesses or persons are expected to have local relocation opportunities.

3.4 Cultural Resources

This section describes and evaluates existing conditions of cultural resources in the Central Corridor and discusses potential impacts to these resources that would result from implementation of the project.

Table 3-9 summarizes potential impacts to cultural resources by segment and key issues. Generally, the Central Corridor LRT project will have few direct effects because the alignment, with few exceptions, follows existing streets. In addition, the project will not include street widening or the demolition of numerous buildings. Some visual effects are anticipated and include overhead catenary systems (poles and wires) and the location of stations along the route.

Table 3-9 Summary of Potential Effects to Cultural Resource from the Key Project Elements

Planning Segment	Key Project Elements								
	Hiawatha/ Central LRT Connection	U of M Alignment	Future Infill Stations	Capitol Area Alignment/ Stations	Downtown St. Paul Alignment/ Stations	Traction Power Substations	Three-car Platforms	Vehicle Maintenance and Storage Facility	Washington Avenue Bridge
Downtown St. Paul	N/A	N/A	N/A	N/A	Potential impacts to Lowertown Historic District (NRL), St. Paul Athletic Club (NRE), and Union Depot (NRL), and several NRL/E properties near Cedar St. and Exchange Pl.	Potential impacts to Lowertown Historic District (NRL) and several NRL/E properties near Cedar St. and Exchange Pl.	Potential visual impacts in the vicinity of stations proposed at Union Depot, and Cedar/ 4 th Street,	Potential impacts to Lowertown Historic District (NRL) and elevated railroad deck (NRE)	N/A
Capitol Area	N/A	N/A	N/A	Impacts to Leif Erikson Lawn, part of Capitol Mall Historic District (NRE), potential impacts to NRE eligible church and building	N/A	Potential impact to Capitol Mall Historic District (NRE)	Potential visual impacts in the vicinity of stations proposed at 10 th Street, Capitol East, Rice Street	N/A	N/A
Midway East	N/A	N/A	Potential impacts to NR listed and eligible properties.	N/A	N/A	Potential impact to Brioschi-Minuiti Bld (NRE)	Potential visual impacts to NR listed and eligible properties.	N/A	N/A
Midway West	N/A	N/A	N/A	N/A	N/A	Potential impact to Krank Bldg (NRL) and	Potential visual impacts in the vicinity of stations	N/A	N/A

Planning Segment	Key Project Elements								
	Hiawatha/ Central LRT Connection	U of M Alignment	Future Infill Stations	Capitol Area Alignment/ Stations	Downtown St. Paul Alignment/ Stations	Traction Power Substations	Three-car Platforms	Vehicle Maintenance and Storage Facility	Washington Avenue Bridge
						Porky's (NRE)	proposed at Fairview Avenue and Raymond Avenue		
University/ Prospect Park	N/A	Potential impacts to U of M Campus Mall Historic District (NRE), U of M Old Campus Historic District (NRL), Mines Experiment Station Building (NRE), East River Parkway (NRE), Pioneer Hall (NRE), and Prospect Park Historic District (NRE)	N/A	N/A	N/A	N/A	Potential visual impacts in the vicinity of the proposed University East station.	N/A	Potential impact to Washington Avenue Bridge (NRE)
Downtown Minneapolis	N/A	N/A	N/A	N/A	N/A	Potential impact to Fire Station G (NRE)	N/A	N/A	N/A

Notes: NRE – National Register - eligible
 NRL – National Register – listed
 EU – Eligibility Undetermined
 N/A – Not Applicable. Indicates that the Key Project Element is not relevant to the particular planning segment.

3.4.1 Legal and Regulatory Context

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as implemented by 36 CFR 800 Protection of Historic Properties, requires federal agencies, or designees to consider the effects of their actions on historic properties before undertaking a project. The Central Corridor LRT project is applying to receive FTA funding and therefore must comply with Section 106 of the NHPA of 1966, 1992 as amended, and with other applicable federal and state mandates, including the Minnesota Field Archaeology Act, the Minnesota Historic Sites Act, and the Minnesota Private Cemeteries Act.

A historic property is defined as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). The Section 106 process consists of steps for: 1) identifying and evaluating historic properties; 2) assessing the effects of an undertaking on historic properties; and 3) consultation for methods to avoid, minimize, or mitigate any adverse impacts.

3.4.2 Methodology

This section discusses the methodology of evaluation of cultural resources for the AA/DEIS LPA and the proposed changes to the AA/DEIS LPA that are the focus of this SDEIS.

The Area of Potential Effect (APE) for the re-alignment of the Central Corridor between Columbus Avenue and 29th Avenue S.E. (part of the Capitol Area, Midway East, Midway West segments), as discussed in the AA/DEIS, was defined as all properties within the construction zones, and the first tier of adjacent properties, with the addition of properties potentially affected by secondary redevelopment impacts surrounding the proposed station sites. The basis for the APE was documented in *Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2003).

A portion of the AA/DEIS LPA was the subject of a Section 106 Phase I and Phase II Architectural History investigation completed in 1995 as part of a previous AA/DEIS (*Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County and St. Paul, Ramsey County, Minnesota* [BRW, Inc., et al., 1995]). This earlier AA/DEIS, which pre-dates the current (2006) AA/DEIS, identified an alignment for the Central Corridor running, in part, in the I-94 trench before emerging to run on University Avenue. In the same study, archaeological research and investigations were carried out along the Central Corridor route as it was then defined.

The work consisted of the following components: Phase I and Phase II surveys and evaluations as well as archeological testing to determine potential for and the existence of undisturbed soil horizons for intact cultural materials in open areas. The archeological APE was defined as the limits of the construction zone. The archaeological investigations were carried out under license number 94-25, given by the Office of the State Archaeologist and under MnDOT Agreement #69887. Full information is contained in Minnesota State Historic Preservation Office (SHPO) referral file #92-33552.

The archaeological survey began with extensive literature and records reviews to establish contexts in which to assess later test results, followed by testing in open areas within the proposed project ROW that had high potential for preservation of archaeological remains. The last 150 years of construction have left much of the Central Corridor disturbed and, in many places, filled, built upon, or paved over. This substantially reduces the likelihood of finding pre-European contact sites, historic archaeological sites, and undisturbed soil horizons. Test borings were taken in several locations that remain within the APE of the

revised Central Corridor route discussed in the AA/DEIS, including Block 19 in downtown St. Paul, the State Capitol Mall, the Stadium Village station area, and the University of Minnesota East Bank station area. More detailed Phase II testing was undertaken in the areas by the East Bank and Stadium Village stations. Phase II site investigation was recommended for the Capitol Mall area prior to actual construction.

Only one intact soil horizon was identified during the pre-contact testing. However, a level of fill above it was determined to be sufficient to protect any potential archeological resources from project impacts.

Block 19 in downtown St. Paul (the block bounded by East 5th Street, Cedar Street, East 4th Street, and Minnesota Street), the Stadium Village station area, near the intersection of Oak Street and Washington Avenue, and the University of Minnesota East Bank station area were eliminated from further investigation after Phase I investigation.

A supplemental *Phase I Architectural History Investigation for the Proposed Central Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2003) was completed in July 2003 and 2004 to record and evaluate properties along the University Avenue alignment not included in the 1995 investigation. The 1995 APE included all buildings, structures, or districts adjacent to the corridor that had reached the 50-year NRHP threshold and retained sufficient integrity to reflect the historic period. The 2003 inventory included all properties built before 1962 in the new alignment. All properties constructed before 1962 and not previously recorded within the original 1995 APE were also assessed in 2003 to update the previous records.

The purpose of the 2003 Phase I architectural history investigation was to determine whether any of the architectural history properties within the project area would be potentially eligible for listing in the National Register of Historic Places. The MnDOT Cultural Resources Unit (MnDOT-CRU) determined that no additional archaeological research was needed for the corridor since no tunneling outside the University area or work outside the curb of the new alignment was being proposed.

The methodologies used for the assessment and the photographic log of properties were documented in *Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2003) and *Cultural Resources Assessment for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2002).

Another purpose of the investigation was to determine an APE, based on the potential for the following potential impacts:

- ROW acquisitions
- Changes in access to properties
- Noticeable traffic volume increases or alterations in traffic patterns
- Perceptible increases in noise
- Visual effects from changes in grade
- Increases in vibrations
- Changes in air quality
- Impacts to land use and a property's setting

In the AA/DEIS, within the areas south of Columbus Avenue (Downtown St. Paul, part of the Capitol Area) and west of 29th Avenue S.E. (University/Prospect Park, Downtown Minneapolis), no significant changes were made to the project's construction plans or alignment. Therefore, no change was made to the APE established in 1995.

Based on the above-mentioned factors and reviews by MnDOT-CRU and the SHPO, a total of 765 properties that were 40 years of age or older were recorded in the combined 1995 and 2003 APE for the Central Corridor. The Phase I report prepared in 2003 was reviewed by the SHPO. The SHPO concurred with the determination of properties to be included in a Phase II evaluation except that five additional properties were determined to need a Phase II evaluation.

Forty properties were evaluated in the *Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2004). The Phase II analysis recommended 22 properties as eligible and 18 properties as not eligible. Following further discussions and review with MnDOT- CRU and SHPO, 18 properties and three historic districts (Minnesota State Capitol Mall, Prospect Park, and U of M Campus Mall, which was called the Greater University Plan) were identified as eligible. (Two properties, the Willys-Overland/International Harvester Building, 2550 and 2572 University Avenue West, and the Twin City Rapid Transit route between St. Paul and Minneapolis, recommended for eligibility were overruled. The Midway Office Building, 2700 University Avenue West, remained under discussion for eligibility but was demolished in 2006.) Nine properties and one historic district (Lowertown) are listed in the National Register of Historic Places. One historic district (University-Raymond Commercial) that incorporates 22 eligible or contributing properties within the APE has been locally certified for the National Register as well as locally designated by the St. Paul Heritage Preservation Commission (HPC).

A historical overview of University Avenue, the primary artery of the Central Corridor, was undertaken during the 2003 Phase I investigation. University Avenue is an important corridor in Twin Cities geography and development, but the combined historical overview and results of the Phase I investigation concluded that the University Avenue corridor does not represent an overarching unified theme or context. Although portions of the corridor and several individual buildings appear to illustrate early commercial nodes, mid-twentieth-century automobile services, or industrial freight transfer-related facilities, none of these buildings or structures is geographically cohesive enough to form a district that extends the length of the corridor.

A significant pattern of historical properties found along the University Avenue corridor is the rail, trucking, warehousing, and manufacturing facilities between Prior Avenue and TH 280 in the Midway West segment of the corridor. The corridor links the State Capitol grounds on the east and the University of Minnesota campus on the west.

In 2006, the St. Paul HPC and the St. Paul City Council adopted the University-Raymond Commercial Historic District, which extends along University Avenue between Hampden Avenue on the east and TH 280 on the west. Later that year, the district was named an NRHP certified local historic district (CLHD) with 22 contributing buildings and sites.

A revised table of *Properties Determined Eligible for or Listed on the National Register of Historic Places and Potential Project Impacts* was issued as part of Section 9 of the AA/DEIS in May 2006.

In February 2007, SHPO requested several clarifications and corrections relating to addresses and historic district boundaries. SHPO also requested the addition of Fire Station

No. 25, 2179 University Avenue West, and the Minnesota Building, 46 East 4th Street, both of which had been determined eligible by SHPO. In addition, St. Paul HPC requested further evaluation of seven properties within the APE for National Register eligibility. The evaluation of these properties has been completed as part of Section 106 consultation during the early phases of PE.

3.4.3 Existing Conditions

Two major investigations, including research and additional inventory, were conducted during the early phases of PE (post AA/DEIS). This included evaluation of the APE for the AA/DEIS LPA and the proposed changes to the AA/DEIS LPA. The APE must be broad enough to consider potential project effects including direct physical effects as well as more indirect effects like changes in traffic patterns, access, noise, and visual effects.

The revisions and corrections to the list of National Register-eligible and listed properties are reflected in Table 3-10. The MnDOT CRU, on behalf of the FTA, consulted with SHPO to arrive at the final list. Maps for the U of M Campus Mall Historic District, the University of Minnesota Old Campus Historic District, the Minnesota Transfer Railroad Historic District, and the Minnesota State Capitol Mall Historic District, and the Saint Paul Urban Renewal Historic District are shown in Figures 3.4-2, 3.4-3, 3.4-3, and 3.4-5. MnDOT-CRU and SHPO determined the boundaries for the U of M Campus Mall Historic District and the Capitol Mall Historic District based on the historic extent of the Cass Gilbert plans for both institutions. The Minnesota Transfer Historic District was drawn to include the Minnesota Transfer Bridge, the main tracks, the main track yard, and the related leads, which had been determined eligible in the Phase II investigation, as well as the historic round houses, which had been determined eligible in the 1995 study. The boundaries of the Lowertown Historic District, the University-Raymond Commercial Historic District, and the Prospect Park Historic District are shown in Figures 3.4-1 through 3.4 -4.

Map Document: (N:\GIS\Proj\Met\Council\65891\map_docs\mxd\DEIS\CH3_Social\CulturalRes\COPY of Fig3.4-1_CultRes_SIPaul_042028_cs.mxd) 6/12/2008 --csers



Legend	
CCLRT Station	NRHP Status
■ Identical to DEIS	✱ Listed or Determined Eligible
■ Changed from DEIS	
■ Future infill station	District
CCLRT Alignment Status	 Lowertown Historic District
— Identical to DEIS	 St. Paul Urban Renewal
— Changed from DEIS	 Union Depot Elevated Rail Yard

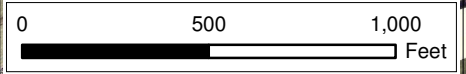


Figure 3.4-1

**Cultural Resources
Downtown St. Paul**

Metropolitan Council Central Corridor
Light Rail Transit