

**Table 3-10 Properties Determined Eligible for or Listed on the National Register of Historic Places**

Inventory No.	Property Name	Address	NRHP Status
HE-MPC-0615	Minnesota Linseed Oil & Paint Company Building	1101 3 <sup>rd</sup> St. S., Mpls	Determined Eligible (1)
HE-MPC-4636	Fire Station G, Engine House 5 (Mixed Blood Theatre)	1501 4 <sup>th</sup> St. S, Mpls	Determined Eligible (1)
Not Assigned	Washington Avenue Bridge	Washington Avenue between Pleasant St. SE and 21 <sup>st</sup> Ave. S., Mpls.	Determined Eligible (3)
Not Assigned	East River Parkway	East River Parkway, Mpls.	Contributing to Eligible Grand Rounds (3)
Historic District	University of Minnesota Campus Mall Historic District (1)	University of Minnesota Minneapolis Campus	Determined Eligible (1) (3)
HE-MPC-3046	University of Minnesota Old Campus Historic District (The Knoll)		Listed (3)
HE-MPC-3265	Mines Experiment Station Building	56 East River Road, Minneapolis	Determined Eligible (3)
Not assigned	Pioneer Hall	615 Fulton Street SE, Minneapolis	Determined Eligible (3)
Historic District	Prospect Park Historic District	Vicinity of I-94, SE Williams Ave, University Ave SE and Emerald St SE. Mpls	Determined Eligible (2) (3)
HE-MPC-3052 Listed with HE-MPC-3177 and included in historic district	Prospect Park Water Tower	55 Malcolm Ave, Mpls	Listed
HE-MPC-3177 Listed with HE-MPC-3052 and included in historic district	Tower Hill Park	55 Malcolm Ave, St. Paul, Mpls	Listed
Historic District	University-Raymond Historic District	Along University Ave. W between Hampden and Cromwell Aves, St. Paul	Determined Eligible (2)
RA-SPC-6105	KSTP Production Studios & Transmission Tower	3415 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3931	Fire Station No. 25	2179 University Ave.	Determined Eligible

Inventory No.	Property Name	Address	NRHP Status
		W., St. Paul	(2)
RA-SPC-6103	Great Lakes Coal and Dock Company Office Building	2102 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-6309 Note: This item combined into a historic district with RA-SPC-6310	Minnesota Transfer Railway Company including Main Line, yard A, University Ave. bridge, round house and leads	East and west of Cleveland and Transfer Road, University Avenue	Determined Eligible (2) (3)
RA-SPC-6310 Note: This bridge combined into a historic district with RA-SPC-6309	Minnesota Transfer Railway Company University Avenue Bridge	Bridge over University Ave near Prior Street, St. Paul	Determined Eligible (2) (3)
RA-SPC-3927	Krank Building (Iris Park Place)	1885 University, St. Paul	Listed
RA-SPC-6102	Porky's Drive-In Restaurant	1884 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3923	Griggs, Cooper & Company Sanitary Food Manufacturing Plant	1821 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3912	Quality Park Investment Company Building	1577-1579 University Avenue, St. Paul	Determined Eligible (2) (3)
RA-SPC-3903	St. Paul Casket Company Factory	1222 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3895	Brioschi-Minuiti Company Building	908-910 University Ave, St. Paul	Determined Eligible (2)
Not assigned	Raths, Mills & Bell Company Building	823 University Ave., St. Paul	Determined Eligible (3)
RA-SPC-3887	Fire Station No. 18	681 University Avenue	Determined Eligible (2)
RA-SPC-3889	Owens Motor Company Building	709-719 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3877	Minnesota Milk Company Building	370-378 University Ave. St. Paul	Determined Eligible (2) (3)
RA-SPC-3868	Ford Motor Company Building	117 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3867	Norwegian Evangelical Lutheran Church	105 University, St. Paul	Determined Eligible (2)
RA-SPC-5619	State Capitol Mall Historic District	University Ave and Robert St., St. Paul	Determined Eligible (1) (2) (3)

Inventory No.	Property Name	Address	NRHP Status
RA-SPC-0229	Minnesota State Capitol	75 Constitution Ave, St. Paul	Listed
RA-SPC-0557	Minnesota Historical Society Building	690 Cedar St, St. Paul	Listed
RA-SPC-6109  Note: also included in historic district (RS-SPC-5619)	State Capitol Power Plant	691 Robert St., St. Paul	Determined Eligible (2)
RA-SPC-0553	Central Presbyterian Church	500 Cedar St, St. Paul	Listed
RA-SPC-0554	St. Louis King of France Church and Rectory	506 Cedar St., St. Paul	Determined Eligible (1)
RA-SPC-1200	St. Agatha's Conservatory of Music and Fine Arts	26 Exchange St., St. Paul	Listed
Undetermined	St. Paul Athletic Club	340 Cedar Street, St. Paul	Determined Eligible (1) (3)
Undetermined	Minnesota Building	46 E. 4 <sup>th</sup> St., St. Paul	Determined Eligible (1) (3)
Historic District	St. Paul Urban Renewal	Approximately Wabasha, Kellogg, Robert, and East 6 <sup>th</sup> Street, St. Paul	Determined Eligible (3)
RA-SPC-3167	Pioneer Press Building	336 Robert St N, St. Paul	Listed
RA-SPC-4645	First National Bank Building	107 E. 4 <sup>th</sup> St, St. Paul	Determined Eligible (1)
RA-SPC-5223	Endicott Building	141 E. 4 <sup>th</sup> St, St. Paul	Listed
RA-SPC-4580	Lowertown Historic District	Vicinity of Kellogg Blvd & Jackson, 7 <sup>th</sup> and Broadway Sts, St. Paul	Listed (2)
RA-SPC-5225 Also included in Lowertown Historic District	St. Paul Union Depot Including elevated railroad track deck (determined eligible)	214 E. 4 <sup>th</sup> St, St. Paul	Listed (3)

### 3.4.3.1 Downtown St. Paul

The following cultural resources were identified in the 2006 AA/DEIS:

- St. Paul Union Depot, 214 East 4<sup>th</sup> Street, including the building, the plaza in front of the building, and the concourse extending to Kellogg Boulevard. The property is listed on the National Register. It is also included within the boundaries of the Lowertown Historic District.
- Lowertown Historic District, the area approximately bounded by Kellogg Boulevard on the south, Jackson Street on the west, East 7<sup>th</sup> Street on the north, and Broadway on the east. The district is listed on the National Register; it is also a locally designated historic district under the jurisdiction of the St. Paul Heritage Preservation Commission.
- Endicott Building, 141 East 5<sup>th</sup> Street and 134 East 5<sup>th</sup> Street, including the original building designed by Cass Gilbert and several extensions designed by Gilbert's office. The property is listed on the National Register.
- Pioneer Press Building, 336 North Robert Street. The property is listed on the National Register.
- First National First Bank Building, 107 East 4<sup>th</sup> Street and 332 Minnesota Street. The property has been determined eligible for National Register listing.
- Saint Agatha's Conservatory of Music and Fine Arts, now Exchange Building, 26 Exchange Street. The property is listed on the National Register.
- Central Presbyterian Church, 500 North Cedar Street. The property is listed on the National Register.
- Saint Louis King of France Church and Rectory, 506 North Cedar Street. The property has been determined eligible for National Register listing.

Since the publication of the AA/DEIS, the following properties have been determined eligible for National Register listing:

- Minnesota Building, 46 East 4<sup>th</sup> Street.
- St. Paul Athletic Club, 340 Cedar Street.
- Union Depot Elevated Rail Yard (part of Union Depot eligible property)
- St. Paul Urban Renewal Historic District, the area approximately bounded by Wabasha Street, Kellogg Boulevard, Robert Street, and East Sixth Street.

### 3.4.3.2 Capitol Area

The following cultural resources were identified in the AA/DEIS:

- Minnesota Historical Society, 691 North Robert Street. This property is listed on the National Register and is also included within the National Register-eligible Minnesota State Capitol Mall Historic District.
- Minnesota State Capitol, 75 Rev. Dr. Martin Luther King, Jr. Boulevard. This property is listed on the National Register and is also included within the National Register-eligible Minnesota State Capitol Mall Historic District.

- Minnesota State Capitol Mall Historic District, including the State Capitol, the Minnesota Historical Society Building, the Power Plant (listed as a separate item) and several other buildings. The district is approximately bounded by University Avenue on the north, Robert Street on the east, 12<sup>th</sup> Street on the south, and Rice Street on the west. The boundary includes Leif Erikson Lawn at the northwest corner and the historic mall area envisioned by the Cass Gilbert plan for the approach to the Capitol. The boundary also encompasses several sites with archaeological potential that appear to be eligible for the National Register under Criterion D (BRW et al., 1995). The district has been determined eligible for listing on the National Register.
- Norwegian Evangelical Lutheran Church (presently known as Christ Lutheran Church on Capitol Hill), 105 University Avenue West. This property has been determined eligible for National Register listing.
- Ford Motor Company Building, 117 University Avenue West. This property has been determined eligible for National Register listing.

Since the publication of the AA/DEIS, the following properties have been determined eligible for National Register listing.

- Minnesota Milk Company Building (Old Home Dairy), 370-378 University Avenue West, St. Paul.
- Raths, Mills & Bell Company Building, 823 University Avenue West, St. Paul.
- Quality Park Investment Company Building (Midway Books), 1577-1579 University Ave. West, St. Paul.

#### 3.4.3.3 Midway East

The following cultural resources were identified in the AA/DEIS:

- Fire Station No. 18, 681 University Avenue West. This property has been determined eligible for National Register listing.
- Owens Motor Company Building, 709-719 University Avenue West. This property has been determined eligible for National Register listing.
- Brioschi-Minuiti Company Building, 908-910 University Avenue West. This property has been determined eligible for National Register listing.
- St. Paul Casket Company Factory, 1222 University Avenue West. This property has been determined eligible for National Register listing.

#### 3.4.3.4 Midway West

The following properties were identified in the AA/DEIS:

- Griggs, Cooper and Company Sanitary Food Manufacturing Plant, now Griggs-Midway Building, 1821 University Avenue West. This property has been determined eligible for National Register listing.
- Porky's Drive-In Restaurant, 1884 University Avenue West. This property has been determined eligible for National Register listing.
- Krank Building, now Iris Park Place, 1885 University Avenue West. This property is listed on the National Register of Historic Places,

- Minnesota Transfer Railway Company Historic District, including the main line, Yard A, the bridge over University Avenue, the round house at 508 Cleveland Avenue, and the leads. The district extends east and west of Transfer Road and Cleveland Avenue, as far north as railroad tracks just south of Energy Park Drive, and as far south as Gilbert Avenue. The district has been determined eligible for National Register listing. (The main line and the bridge were listed separately in the AA/DEIS. The round house was determined eligible as the result of the 1995 investigation.)
- Great Lakes Coal and Dock Company Office Building, now St. Paul Board of Education district office, 2101 University Avenue West. This property has been determined eligible for National Register listing.
- University-Raymond Commercial Historic District, including 22 contributing buildings and sites. The boundary extends along University Avenue between Hampden Avenue on the east and Highway 280 on the west. The district is a National Register certified local historic district (CLHD) and is also locally designated under the jurisdiction of the St. Paul HPC.
- KSTP Studios and Transmission Tower, 3415 University Avenue West. This property has been determined eligible for National Register listing.

The following property was not included in the AA/DEIS:

- Fire Station No. 25, 2179 University Avenue West. This property has been determined eligible for National Register listing.

#### 3.4.3.5 University of Minnesota/Prospect Park

The following properties were identified in the AA/DEIS:

- Prospect Park Water Tower and Tower Hill Park, 55 Malcolm Avenue S.E. This property is also included within the National Register-eligible Prospect Park Historic District. It is listed on the National Register of Historic Places.
- Prospect Park Historic District. The boundary is approximately University Avenue on the north, Emerald Avenue on the east, Williams Avenue and Arthur Avenue on the west, and Interstate 94 on the south. The district has been determined eligible for listing on the National Register.
- University of Minnesota Campus Mall Historic District (called the Greater University Plan Historic District) that includes the campus buildings and landscape north of Washington Avenue. Following the issuance of the AA/DEIS the boundary was reviewed by MnDOT-CRU and SHPO and expanded to include the footbridges spanning Washington Avenue and Coffman Memorial Union south of Washington Avenue. The boundary coincides with the historic campus plan envisioned by Cass Gilbert. The district has been determined eligible for listing on the National Register.

Since the issuance of the AA/DEIS the following properties have been determined eligible for the National Register:

- East River Parkway, extending along the east bank of the Mississippi River. The parkway has been determined to be a contributing element to the National Register-eligible Grand Rounds of the Minneapolis Park system.

- Washington Avenue Bridge, Washington Avenue spanning the Mississippi River between Pleasant Street S.E. and 21<sup>st</sup> Avenue South. This property has been determined eligible for National Register listing.
- Mines Experiment Station Building, 56 East River Road. This property has been determined eligible for National Register listing.
- Pioneer Hall, 615 Fulton Street S.E. This property has been determined eligible for National Register listing.

The APE was expanded to include the National Register-listed Old University of Minnesota Campus Historic District.

#### 3.4.3.6 Downtown Minneapolis

The following properties were identified in the AA/DEIS:

- Fire Station G, Engine House 5, now Mixed Blood Theater, 1501 4<sup>th</sup> Street South. This property has been determined eligible for National Register listing.
- Minnesota Linseed Oil Company Buildings, now Valspar Company, 1101 3<sup>rd</sup> Street South and 312 11<sup>th</sup> Avenue South. This property has been determined eligible for National Register listing.

#### 3.4.4 Long-Term Effects

##### 3.4.4.1 No-Build Alternative

There are no anticipated effects to the identified cultural resources if the proposed changes to the AA/DEIS LPA are not implemented.

##### 3.4.4.2 Key Project Elements

Key Project Elements are described in Section 2.2 of this SDEIS. The Central Corridor LRT project will have few direct effects because the alignment, with few exceptions, follows existing streets. Some visual effects are anticipated and include the overhead catenary system (poles and wires) and the location of stations along the route. Historically, University Avenue was a streetcar route and had power poles and wires overhead to power the trains.

Table 3-11 provides a summary of preliminary effects evaluation. It is important to note that potential impacts as identified in the table that follows do not equate to adverse effects. Determination of adverse effects to the resources as noted has not yet been made. Consultation with MnDOT-CRU, SHPO, the FTA, the Advisory Council on Historic Preservation (ACHP), and other relevant resource agencies will continue with development and execution of a Programmatic Agreement (see Appendix H). The following sections provide more specific details for those properties with potential effects.

**Table 3-11 Potential Impacts to Eligible or Listed National Register of Historic Places Properties**

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Minnesota Linseed Oil & Paint Company Building	Determined Eligible	None	None Hiawatha LRT already in place	None	None
Fire Station G, Engine House 5 (Mixed Blood Theatre)	Determined Eligible	None	Poles, catenary and bridge structure may be visible No adverse effects due to distance from tracks	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
West River Parkway	Contributing to Eligible Grand Rounds	None	None LRT line will run on bridge above the parkway.	Even though LRT route will run on bridge above the parkway, there is the potential for vibration, noise, traffic, and visual impacts during construction	None
Washington Avenue Bridge	Determined Eligible	Traffic on the bridge would be reduced to one-lane each direction (from two lanes currently) with two LRT tracks replacing the two center vehicular lanes Would not be considered an adverse effect.	Improvements to the bridge will take place without changing the profile or significantly altering its current aesthetic characteristics. Design and placement of poles and catenary need to be evaluated in relation to bridge elements and university buildings flanking the west bridge approach.	Temporary vibration, noise, traffic and visual impacts during construction May impact university buildings flanking the west bridge approach; such impacts could be monitored.	None

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
East River Parkway	Contributing to Eligible Grand Rounds	Traffic volumes on East River Parkway north and south of the Washington Avenue Bridge would increase. Potential for adverse effects on significant parkway elements.	None LRT line will run on bridge above the parkway.	Temporary vibration, noise, traffic and visual impacts during construction	Reconfiguration of one intersection on the Parkway at E. River Road and Washington Avenue Depending on design, no adverse effect.
Pioneer Hall	Determined Eligible	Traffic volumes on East River Parkway, which runs in front of Pioneer Hall, would increase.	None, not within sight of LRT tracks.	Temporary vibration, noise, traffic and visual impacts during construction  Such impacts could be monitored	None.
University of Minnesota Campus Mall Historic District	Determined Eligible	Additional traffic on Pleasant Avenue and other traffic impacts due to closure of Washington Avenue to automobile traffic. Potential adverse effects to pedestrians, building access and building integrity.	Poles and catenary visible Potential adverse effects depending on design and placement.	Temporary vibration, noise, traffic and visual impacts during construction Potential adverse effects which would require mitigation.	None
University of Minnesota Old Campus Historic District (The Knoll)	Listed	Additional traffic on portions of East River Road in district,	None, not within sight of LRT tracks.	None anticipated	None

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
		Pillsbury Drive, and Pleasant Street due to closure of Washington Avenue to automobile traffic			
Mines Experiment Station Building	Determined eligible	Traffic volumes on East River Parkway, which runs in front of the Mines Experiment Station Building, would increase.	None, not within sight of LRT tracks	None anticipated	None
Prospect Park Historic District	Determined Eligible	Median closed at Clarence and Arthur; right-in/right-out but minor impact on access. Potential increased traffic impacts through district on Franklin Avenue from East River Parkway; signal installation at 29 <sup>th</sup> and University west of district. On-street parking removed from University Avenue.	Poles and catenary visible but in median of University Ave; no adverse effects. Depending on how medians are closed on University, there might be an adverse effect on landscaped triangles by Tower Hill Park.	Traffic impacts during construction.	Potential increase in non-resident parking on streets adjacent to University, which could be mitigated by the City of Minneapolis through permitting, parking restrictions, and other strategies.
Prospect Park Water Tower and Tower Hill Park	Listed	Median closed at Clarence; right-in/right-out but minor	Poles and catenary visible but in median of University	None	None

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Also included within the Prospect Park Historic District		impact on access	Ave. no adverse effects		
University-Raymond Historic District	Determined Eligible Certified local historic district	Median closed at Carleton and La Salle; some on-street parking removed. No adverse effects	Station at Raymond in median of University Ave Poles and catenary visible but in median of University Ave.  No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Potential for redevelopment in this area A proposed traction power substation may be located within the district boundaries. No adverse effects depending on the site location.
KSTP Production Studios & Transmission Tower	Determined Eligible	None, LRT line will not affect site access	Poles and catenary visible but in median of University Ave  Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None
Fire Station No. 25	Determined Eligible	Modifications to median; signage.signal added to accommodate fire engine access	Poles and catenary visible but in median of University Ave  Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None
Great Lakes Coal and Dock Company Office Building	Determined Eligible	None, location of LRT line will not affect access.	Poles and catenary visible but in median of University Ave  Probably no adverse effects depending on design and	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
			placement		
Minnesota Transfer Railway Company including Main Line, yard A, University Ave. Bridge, round house and leads	Determined Eligible	None, except traffic lanes will be divided under the bridge on University, and signs and will be added	None, except poles and catenary will be installed under the bridge. The potential for adverse effects will dependent on design and placement.	Vibration, noise, traffic and visual impacts during construction are not likely to affect a rail transfer facility	None
Krank Building (Iris Park Place)	Listed	None, location of LRT line will not affect access. On-street parking will be removed	Poles and catenary visible but in median of University Ave Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
Porky's Drive-In Restaurant	Determined Eligible	University Avenue median closed at Lynnhurst W but no change to existing property access	Poles and Catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
Griggs, Cooper & Company Sanitary Food Manufacturing Plant	Determined Eligible	University Avenue median closed at Beacon but no change to existing property access On-street parking will be removed	Poles and catenary visible but in median of University Ave Station in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None
Quality Park Investment Company	Determined eligbile	Full vehicle access will be maintained	Poles and catenary visible but in median	Temporary vibration, noise, traffic and visual	Some long-term potential redevelopment

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Building/Midway Books		through the Snelling intersection. Station platform will be placed in front of building. On-street parking will be removed	of University Avenue. Station platform in front of building. Probably no adverse effects for poles or catenary. Effects of station platform will be dependent on design.	impacts during construction Such impacts could be monitored	in general area
St. Paul Casket Company Factory	Determined Eligible	Full vehicle access will be maintained through the Griggs intersection with the installation of a traffic signal On-street parking will be removed.	Poles and catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential redevelopment in general area
Raths, Mills, Bell and Co. Building	Determined eligible	Potential change to parking lot access. On-street parking will be removed	Poles and catenary visible but in median of University Avenue No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential redevelopment in general area
Brioschi-Minuti Company Building	Determined Eligible	Median closed at Milton – restricts access to right-in/right-out On-street parking will be removed	Poles and catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential for redevelopment in general area Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Fire Station No. 18	Determined Eligible	None Modifications to median; signage. Signal added to accommodate fire engine access	Poles and catenary visible but in median of University Ave Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential for redevelopment in general area
Owens Motor Company Building	Determined Eligible	Full vehicle access will be maintained through the Grotto intersection with the installation of a traffic signal On-street parking removed	Poles and catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential for redevelopment in general area
Minnesota Milk Company Building	Determined eligible	Full-vehicle access will be maintained through the Western intersection with the retention of traffic signals. On-street parking removed.	Poles and catenary visible but in median of University Ave Infrastructure for future Western station will be installed. No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential for redevelopment in general area
Ford Motor Company Building	Determined Eligible	None, on-street parking removed	Poles and catenary visible on south side of University Ave Station at SE corner of Rice Street and University Ave The potential for adverse effects will be	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
			dependent on design and placement of the poles, catenary, and station platform		
Norwegian Evangelical Lutheran Church	Determined Eligible	None, on-street parking removed	Poles and catenary visible on south side of University Ave Station at SE corner of Rice Street and University Ave The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station platform	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None
State Capitol Mall Historic District Including the State Capitol Power Plant	Determined Eligible	Closure of vehicle access from MLK Boulevard to Robert Street	Poles and catenary visible on south side of University Ave and west side of Robert Street Station located at SE corner of Rice Street and University Ave Station located on west side of Robert Street The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station platforms	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Changes to pedestrian access at north face of Capitol building. Changes to vehicular access to parking area on west side of Capitol building and at MLK Boulevard E. Encroachment into Leif Erikson Lawn as part of Rice St. Station siting. Depending on the design and placement, this may be an adverse effect. A proposed traction power substation may

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
					be located within the district boundaries. No adverse effects depending on the site location
Minnesota State Capitol Also in the State Capitol Mall Historic District	Listed	None, covered by district	Poles and catenary visible on south side of University Ave Station located at SE corner of Rice and University Ave The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station platforms	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Changes to pedestrian access at north face of Capitol building. Changes to vehicular access to parking area on west side of Capitol building. Probably not adverse effects
Minnesota Historical Society Building Also in the State Capitol Mall Historic District	Listed	None, not directly on LRT line	None, not visible from LRT line	None, far enough away from LRT line	None
Central Presbyterian Church	Listed	Potential for access closure; on-street parking removed Closure of access could be an adverse effect	Poles and catenary visible on Cedar St. Station at 10 <sup>th</sup> Street in median of Cedar St. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station platforms	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
St. Louis King of France Church and Rectory	Determined Eligible	On-street parking removed	Poles and catenary visible on Cedar St. Station at 10 <sup>th</sup> Street in median of Cedar St. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
St. Agatha's Conservatory of Music and Fine Arts	Listed	On-street parking removed on Cedar Street	Potential for adverse effects will be dependent on design and placement of the poles, catenary, and station	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
St. Paul Athletic Club	Determined Eligible	On-street parking removed	Poles and catenary visible on Cedar St. 4 <sup>th</sup> Street station would be constructed behind the building. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Diagonal station alignment would impact Athletic Club Addition. The effects would be dependent on how the addition was removed and the original wall was treated.
St. Paul Urban Renewal Historic District	Determined eligible	4 <sup>th</sup> St. will become one-way WB; on-street parking removed	Poles and catenary visible on Cedar Street and 4 <sup>th</sup> Street. Cedar and 4 <sup>th</sup> Streets	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be	Diagonal station alignment will require removal of one building that falls within period of significance and

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
			station would be constructed on a site in the district. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station	monitored	Athletic Club addition. The effects would be dependent on how the addition was removed and the original wall was treated. Findings would have to be made on the other building being removed.
Minnesota Building	Determined Eligible	4 <sup>th</sup> St. will become one-way WB; on-street parking removed	Poles and catenary visible but in median of 4 <sup>th</sup> Street The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts during construction  Such impacts could be monitored	None
Pioneer Press Building	Listed	4 <sup>th</sup> St. will become one-way WB; on-street parking removed	Poles and catenary visible but in median of 4 <sup>th</sup> Street The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts; such impacts could be monitored. Access to parking garage may be restricted during construction	None
Endicott Building	Listed	4 <sup>th</sup> St. will become one-way WB; on-street parking removed	Poles and catenary visible but in median of 4 <sup>th</sup> St The potential for adverse effects will be dependent on design and placement of the poles and	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
			catenary		
First National Bank Building	Determined Eligible	4 <sup>th</sup> St. will become one-way WB; on-street parking removed	Poles and catenary visible but in median of 4 <sup>th</sup> St The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None
Lowertown Historic District	Listed	<u>Wacouta Plus alignment alternative:</u> 4 <sup>th</sup> St. becomes one-way WB; on-street parking removed; median closed at Wacouta <u>Broadway alignment alternative:</u> 4 <sup>th</sup> St. closed to traffic between Wall Street and Broadway; on-street parking removed	Poles and catenary visible but in median of 4 <sup>th</sup> St. The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	A proposed traction power substation may be located within the district boundaries. No adverse effects depending on the site location
St. Paul Union Depot and elevated rail yards (determined eligible) Also included in Lowertown Historic District	Listed	4 <sup>th</sup> St. will become one-way WB; on-street parking removed; access and parking removed in front of building	Poles and catenary visible but in median of 4 <sup>th</sup> St. The potential for adverse effects will be dependent on design and placement of the poles and catenary Station in front of Depot will change some views of the building; station will impact	Temporary vibration, noise, traffic and visual impacts; Such impacts could be monitored Access to depot may be affected during construction	Construction of the Vehicle Storage and Maintenance facility may impact the elevated rail yards behind the Depot Concourse. The potential for adverse effects will be dependent on design and placement.

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
			circular drive Potential for adverse effects is dependent on design.		

## Downtown St. Paul

### Downtown St. Paul Alignments and Stations

The alignment extends through the National Register-listed Lowertown Historic District. The diagonal alignment change to the AA/DEIS LPA off Cedar Street would require property acquisition adjacent to the National Register-eligible St. Paul Athletic Club, as would the Wacouta Mid-block alternative, which is within the Lowertown Historic District (to provide access to the platform/concourse of the Union Depot and/or the vehicle maintenance and storage facility).

The Diagonal at 4<sup>th</sup>/Cedar Alternative required the review of two additional properties.

- Minnesota Mutual Building, 345 Cedar at East 5<sup>th</sup> Street. When this building was reviewed in the 1995 DEIS it was considered not eligible because it was less than 50 years old. SHPO and St. Paul HPC requested a re-evaluation because the building is now 50 years old. The re-evaluation recommended that it be reviewed in the St. Paul Urban Renewal Historic District for its precedent-setting role in St. Paul, although it did not appear to meet National Register eligibility criteria by itself (Hess Roise, 2008). MN-DOT-CRU and SHPO concurred with the recommendation.
- St. Paul Athletic Club Building, 340 Cedar Street at East 4<sup>th</sup> Street. The 1995 DEIS recommended the building as not eligible. MnDOT-CRU and SHPO requested a re-evaluation because the revised and preferred alternative alignment would extend diagonally through the block on which the building is located. A report was prepared that recommends that the building is eligible for National Register listing under Criteria A and C (Hess Roise, 2008). MnDOT-CRU and SHPO has concurred with this recommendation.

SHPO has expressed concern about the design and locations of the poles, catenary, and stations, particularly in relation to National Register-listed Union Depot and the National Register-listed and eligible properties in the vicinity of Cedar Street and Exchange Place—Central Presbyterian Church, St. Agatha’s Conservatory of Music and Fine Arts/Exchange Building, and St. Louis King of France Church and Rectory.

SHPO requested further research and analysis of the setting of Union Depot as a basis for determining a station location in Downtown St. Paul. Any station site along East 4<sup>th</sup> Street would be within the boundaries of the Lowertown Historic District. The Wacouta Mid-block Alternative and the Broadway Alternative are also within the boundaries of the Lowertown Historic District.

### Vehicle Maintenance and Storage Facility

A site east and south of the Union Depot is being investigated that would extend the APE. This site is adjacent to the Lowertown Historic District and partly overlaps the Union Depot Elevated Rail Yard (Figure 3.4-1). The vehicle maintenance and storage facility would have visual impacts on contributing properties at the east end of the district. These are the addresses of potential affected properties: 300 Broadway, 300 East 4th Street, 308 Prince Street, 255 East Kellogg Blvd., 271 East Kellogg Blvd., 281-299 East Kellogg Blvd.; also the railroad track deck at Union Depot.

### Traction Power Substations

The proposed location near Union Depot is within the boundaries of the Lowertown Historic District. The placement of the TPSS may have visual impacts.

The proposed location in the North Downtown St. Paul area encompasses the National Register-listed and eligible properties in the vicinity of Cedar Street and Exchange Place—Central Presbyterian Church, St. Agatha's Conservatory of Music and Fine Arts/Exchange Building, and St. Louis King of France Church and Rectory. The placement of the TPSS may have visual impacts.

### Three-car Platforms

Depending on the location and design, visual impacts on cultural resources in the vicinity of the following planned stations could occur: Union Depot, 4<sup>th</sup> Street, and 6<sup>th</sup> Street. Any platform, whether for two-car trains or three-car trains, could potentially have a visual impact on cultural resources in the vicinity, depending on how the platform is designed and where it is placed.

## **Capitol Area**

### Capitol Area Alignment/Stations

In the Rice Street Station vicinity, the ROW would encroach onto the north edge of Leif Erikson Lawn, which is within the boundary of the Minnesota State Capitol Mall Historic District.

SHPO has expressed concern about the design and locations of the poles, catenary, and stations, particularly in relation to the north side of the State Capitol, the location of the Leif Erikson statue, and the National Register-eligible Norwegian Evangelical Lutheran Church and Ford Motor Company Building on the north side of University Avenue, east of Rice Street. SHPO has also expressed concern about pedestrian access to the State Capitol and the impact of changed traffic patterns.

SHPO requested clarification for the boundary of the Minnesota State Mall Capitol Historic District and asked that it be drawn to incorporate the State Capitol Power Plant, 691 Robert Street, which had been determined eligible as a result of the 2004 study. In October 2007, SHPO and MnDOT-CRU jointly agreed on a boundary, based on the geographic extent of the historic Cass Gilbert plan for the State Capitol grounds (Figure 3.4-2).

SHPO asked for additional research on the history of Leif Erikson Lawn, which is included in the boundaries of the historic district, and the relationship of the location of the Leif Erikson statue to the Capitol (to the east) and to the Norwegian Evangelical Lutheran Church, 105 University Avenue West (to the north). A report accompanied by maps and photographs was prepared and presented to MnDOT-CRU and SHPO (Hess Roise, 2008)

### Traction Power Substations

The proposed location along Robert Street partially falls within the boundaries of the National Register-eligible Minnesota State Capitol Mall Historic District. The placement of the TPSS may have visual impacts.

### Three-car Platforms

Depending on the location and design, visual impacts on cultural resources in the vicinity of the following planned stations could occur: 10<sup>th</sup> Street, Capitol East, and Rice Street. Any platform, whether for two-car trains or three-car trains, could potentially have a visual impact on cultural resources in the vicinity, depending on how the platform is designed and where it is placed.

### **Midway East**

#### Future Infill Stations

The University Avenue frontage for all three station areas was analyzed in the 2003 Phase I study. Adding these stations required the establishment of a larger APE that would be comparable to the APE around the other station locations identified in the AA/DEIS (approximately a one-quarter mile area around each station). Figure 3.4-3 shows the eligible properties near the proposed stations.

Future land use changes around the proposed station sites have the potential to affect cultural resources. Redevelopment is likely to occur in the areas surrounding the proposed station sites. Between the stations, redevelopment would most likely to occur on properties immediately facing the alignment.

#### Western Avenue

Minnesota Milk Company/Old Home Dairy, 370-378 University Avenue at the southeast corner of Western Avenue, was not recommended for eligibility for National Register listing in the Phase I report. St. Paul HPC asked for re-evaluation regarding National Register eligibility on the basis of local significance. A report was submitted that recommended National Register eligibility under Criterion A. MnDOT-CRU and SHPO concurred with the recommendation.

#### Victoria Street

The Victoria Theater, 825 University Avenue, between Victoria and Avon, was not recommended for eligibility for National Register listing in the 2004 Phase II study. It, along with the adjacent Rath's, Mills & Bell Company Building at 823 University Avenue, was studied further at the request of St. Paul HPC. Further research on the history of the Rath's, Mills, Bell Company Building indicated that it was eligible under National Register Criterion A for the role it played in the development of the film industry in Minnesota. An evaluation report was submitted, and MnDOT-CRU and SHPO concurred with the recommendation.

Also of interest within the enlarged APE is the former University Avenue Congregational Church, 507 North Victoria, at Sherburne. Research was done to assess eligibility for National Register listing under Criterion C. An evaluation report was submitted to MnDOT-CRU and SHPO that stated that it might meet Criterion C, but had lost sufficient interior integrity to be eligible.

#### Hamline Avenue

One property of potential interest within the enlarged APE is on the north side of University Avenue. This is the Town House Bar (formerly Tip Top Restaurant), 1415 University

Avenue. St. Paul HPC has asked for further evaluation to assess National Register eligibility. The evaluation report submitted to MnDOT-CRU and SHPO recommended that it was not eligible.

St. Paul HPC also asked for further evaluation to assess the National Register eligibility of the commercial building, often called the Quality Park Investment Company Building, at 1577-1579 University Avenue, at Snelling Avenue. The evaluation report submitted to MnDOT-CRU and SHPO recommended that it was eligible, and MnDOT-CRU and SHPO concurred.

### Traction Power Substations

The proposed location area west of Victoria Street encompasses the National Register-eligible Brioschi-Minuiti Company Building. The placement of the TPSS may have visual impacts.

### **Three-car Platforms**

Depending on the location and design, visual impacts on cultural resources in the vicinity of the following planned stations could occur: Dale Street, Lexington Avenue, Snelling Avenue, and in the vicinity of the future stations at Western Avenue, Victoria Street, and Hamline Avenue. Any platform, whether for two-car trains or three-car trains, could potentially have a visual impact on cultural resources in the vicinity, depending on how the platform is designed and where it is placed.

### **Midway West**

#### Traction Power Substations

Two of the 13 identified areas for TPSS may have long-term effects on cultural resources, but the proposed 0.1 mile radius for location should allow for these effects to be avoided or minimized.

The proposed location area near the Fairview Station encompasses the National Register-listed Krank Building and is close to the National Register-eligible Porky's Drive-in Restaurant. The placement of the TPSS may have visual impacts.

The proposed location near the Raymond Station area is partially within the boundaries of the University-Raymond Commercial Historic District. The placement of the TPSS may have visual impacts.

#### Three-car Platforms

Depending on the location and design, visual impacts on cultural resources in the vicinity of the following planned stations could occur: Fairview Avenue, and Raymond Avenue. Any platform, whether for two-car trains or three-car trains, could potentially have a visual impact on cultural resources in the vicinity, depending on how the platform is designed and where it is placed.

### **University/Prospect Park**

#### University of Minnesota Alignment

As described in Section 2.2, the Transit/Pedestrian Mall alignment would extend through the National Register-eligible U of M Campus Mall Historic District. SHPO has expressed concerns about the design and locations of the poles, catenary, and station platforms in relation to the contributing buildings and site elements of the historic district.

Vehicular traffic that would be diverted from Washington Avenue as part of implementing the transit/pedestrian mall concept may have adverse effects on National Register-eligible East River Parkway, the National Register-eligible Pioneer Hall, which fronts East River Parkway, the National Register-eligible Mines Experiment Station, the National Register-listed Old University Campus Historic District, as well as portions of the Campus Mall Historic District. Revised traffic routing may also have adverse effects on the National Register-eligible Prospect Park Historic District.

SHPO requested clarification of a boundary for the U of M Campus Mall Historic District. In October 2007, SHPO and MnDOT-CRU jointly agreed on a boundary that encompasses the historic extent of the Cass Gilbert plan for the campus and incorporates the two tiers of buildings and landscape of the Mall, Coffman Memorial Union and its setting. This boundary extends across Washington Avenue S.E. and incorporates the two footbridges over the avenue (Figures 3.4-4).

Because of proposed changes in traffic patterns that would result from the at-grade transit/pedestrian mall, SHPO and MnDOT-CRU asked that the APE be extended northward, east of East River Parkway, as far as University Avenue. This larger area would encompass the U of M Old Campus Historic District (also known as the Knoll), which is listed on the National Register of Historic Places, and the U of M Mines Experiment Station, 56 East River Road, which has been determined eligible for National Register listing.

Farther east along Washington Avenue, a revised alignment would extend between Oak Street S.E. and Huron Street S.E. Only the north side of Washington Avenue, between Oak Street and Ontario Street, and the southeast corner of Washington Avenue and Oak Street had been previously assessed. No properties were found eligible. The two block fronts of Washington Avenue, between Ontario Street and Huron Street, have buildings that are much less than fifty years old. The south side of Washington Avenue between Oak Street and Ontario Street has three additional buildings that are more than fifty years old: 806, 814, 818-824 Washington Avenue S.E.

The results of preliminary research and assessment of these three buildings were presented to MnDOT-CRU and SHPO on Dec. 20, 2007 (Hess Roise, 2007). The consensus of the group was that the buildings did not appear to be National Register eligible and no further assessment was needed.

### Traction Power Substations

A TPSS will be located in the vicinity of Fire Station G, Engine House 5. The placement of the TPSS may have visual impacts.

### Three-car Platforms

Depending on the location and design, visual impacts on cultural resources in the vicinity of the University East station could occur. Any platform, whether for two-car trains or three-car trains, could potentially have a visual impact on cultural resources in the vicinity, depending on how the platform is designed and where it is placed.

### Washington Avenue Bridge

MnDOT CRU and SHPO requested an evaluation of the Washington Avenue Bridge for National Register eligibility. A report that recommends the bridge is eligible for listing under Criterion A and Criterion C was submitted (Hess Roise, 2008). MnDOT-CRU and SHPO has concurred with this recommendation. Potential affects have not been identified at this time.

## **Downtown Minneapolis**

### Hiawatha/Central LRT connection

The Hiawatha/Central LRT connection is not anticipated to have any effects on identified cultural resources.

#### **3.4.5 Short-Term Construction Effects**

##### **3.4.5.1 No-Build Alternative**

There are no construction effects to the identified cultural resources if the project does not occur.

##### **3.4.5.2 Key Project Elements**

Vibration, noise, traffic, and visual impacts would be experienced during construction through all area segments. The Hiawatha/Central Corridor connection does not have any anticipated short-term construction effects on identified cultural resources. The other eight Key Project Elements discussed in the SDEIS have potential short-term construction effects on identified cultural resources and are discussed as follows.

## **Downtown St. Paul**

### Downtown St. Paul Alignment and Stations

SHPO has expressed concern about vibration, noise, and traffic impacts, particularly in relation to Union Depot, the St. Paul Athletic Club located near the diagonal alignment off Cedar Street, and the National Register-listed and eligible properties in the vicinity of Cedar Street and Exchange Place—Central Presbyterian Church, St. Agatha's Conservatory of Music and Fine Arts/Exchange Building, and St. Louis King of France Church and Rectory.

### Vehicle Maintenance and Storage Facility

There may be construction impacts on contributing properties at the east end of the Lowertown Historic District and/or the raised railroad deck at the Union Depot site. These are the addresses of the potential affected properties: 300 Broadway, 300 East 4<sup>th</sup> Street, 308 Prince Street, 255 East Kellogg Blvd., 281-299 East Kellogg Blvd.; also the railroad track deck at Union Depot.

### Traction Power Substations

The proposed location near Union Depot is within the boundaries of the Lowertown Historic District. Depending on the placement of the TPSS, there may be construction impacts.

### Three-car Platforms

Depending on the precise location of the construction area for the three-car platforms, there may be construction impacts on cultural resources in the vicinity of the following planned stations: Union Depot, 4<sup>th</sup> Street, and 6<sup>th</sup> Street.

## **Capitol Area**

### Capitol Area Alignment and Stations

SHPO has expressed concern about vibration, noise, and traffic impacts, particularly in relation to the State Capitol, Leif Erikson Lawn, and the National Register-eligible Norwegian Evangelical Lutheran Church and Ford Motor Company Building on the north side of University Avenue, east of Rice Street.

### Traction Power Substations

The proposed location area along Robert Street partially falls within the boundaries of the National Register-eligible Minnesota State Capitol Mall Historic District. Depending on the placement of the TPSS, there may be construction impacts.

### Three-car Platforms

Depending on the location of construction for the three-car platforms, there may be construction impacts on cultural resources in the vicinity of the following planned stations: 10<sup>th</sup> Street, Capitol East, and Rice Street.

### **Midway East**

#### Future Infill Stations

SHPO would have concerns about vibration, noise, and traffic impacts in relation to National Register-listed and eligible properties in the vicinity of these future infill stations. The same properties may be affected as those described under long-term effects.

### Traction Power Substations

The proposed location area west of Victoria Street encompasses the National Register-eligible Brioschi-Minuiti Company Building. Depending on the placement of the TPSS, there may be construction impacts.

### Three-car Platforms

Depending on the location of construction for the three-car platforms, there may be construction impacts on cultural resources in the vicinity of the following planned stations: Dale Street, Lexington Avenue, and Snelling Avenue, and in the vicinity of the future added stations at Western Avenue, Victoria Street, and Hamline Avenue.

### **Midway West**

#### Traction Power Substations

The proposed Fairview location area encompasses the National Register—listed Krank Building and is close to the National Register—eligible Porky’s Drive-in Restaurant. Depending on the placement of the TPSS, there may be construction impacts.

The proposed Raymond location area is partially within the boundaries of the University-Raymond Commercial Historic District. Depending on the placement of the TPSS, there may be construction impacts.

### Three-car Platforms

Depending on the location of construction for the three-car platforms, there may be construction impacts on cultural resources in the vicinity of the Fairview Avenue and Raymond Avenue stations.

### **University of Minnesota/Prospect Park**

#### University of Minnesota Alignment and Stations

SHPO has expressed concerns about vibration, noise, and traffic impacts, in relation to the U of M Mall Historic District.

### Traction Power Substations

The proposed West Bank location area encompasses the National Register—eligible Fire Station G, Engine House 5. Depending on the placement of the TPSS, there may be construction impacts.

### Three-car Platforms

Depending on the location of construction for the three-car platforms, there may be construction impacts on cultural resources in the vicinity of the planned University East station.

#### 3.4.6 Mitigation

The Section 106 process consists of steps for identifying and evaluating historic properties; assessing the effects of a proposed project on historic properties; and consultation for methods to avoid, minimize, or mitigate any adverse impacts. It is the goal of the Section 106 process to avoid adverse effects to historic properties. Where avoidance cannot be accomplished, measures to mitigate adverse effects are undertaken. Adverse effects occur when the project results in changes to the property, its setting, or its use that affect the National Register characteristics of the property in a manner that diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. For example, because a transit station will be a new element in front of the historic Union Depot, every measure will be taken to ensure that the station design is appropriate to the setting of the depot. The depot will retain its architectural design and its historic function as a transportation depot.

Methods for avoidance, minimization, or mitigation of impacts to historic property (any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the NRHP) will be developed in coordination under the Section 106 consultation process.

The CCPO and MnDOT-CRU have had ongoing coordination with SHPO, FTA and other consulting parties including Prospect Park and East River Road Improvement Association, Historic St. Paul, Church of St. Louis - King of France, the St. Paul Heritage Preservation Commission, and Preservation Alliance of Minnesota (tentative) to continue inventory and evaluation of historic properties and complete a programmatic Section 106 agreement for the assessment of effects to historic properties as project development continues (see Appendix H). The consulting parties include the CAAPB, historic preservation professionals associated with the Lowertown Historic Districts and the Union Depot in the City of St. Paul, representatives from the University of Minnesota, representatives of several historic buildings in St. Paul, the St. Paul Heritage Preservation Commission, and the Prospect Park and East River Road Improvement Association (PPERRIA). The ACHP has also indicated that it will participate in the Section 106 process. Details of the ongoing Section 106 coordination are included in Appendix D- Agency Coordination and Correspondence.

### 3.5 Parklands and Recreation Areas

This section discusses the existing parklands, open space and recreation areas that are located in proximity to the Central Corridor. This section does not make a determination of whether the identified “parks, open space and recreation areas” meet the federal definition as a park under Section 4(f). Rather, this section only evaluates the potential direct and indirect impacts to public properties that are generally used as parks, open areas, and recreation areas by the public. The Section 4(f) discussion is included in Chapter 7 of this SDEIS.

Table 3-12 provides a summary of the parklands, open space, and recreation areas that were evaluated for this study.

**Table 3-12 Summary of Potential Impacts to Parklands and Recreational Areas**

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	No parklands or recreation area effects	No parklands or recreation area effects	No parklands or recreation area effects	No parklands or recreation area effects	N/A
Capitol Area	N/A	N/A	N/A	Permanent impact to Leif Erikson Lawn and potential/unlikely impact to Cass Gilbert Park	N/A	No parklands or recreation area effects	No parklands or recreation area effects	N/A	N/A
Midway East	N/A	N/A	No parklands or recreation area effects	N/A	N/A	No parklands or recreation area effects	No parklands or recreation area effects	N/A	N/A
Midway West	N/A	N/A	N/A	N/A	N/A	No parklands or recreation area effects	No parklands or recreation area effects	N/A	N/A
University/ Prospect Park	Temporary impact to Currie Park and possible impact to MNRRA	Possible/ unlikely impact to Tower Hill Park, West River Parkway and East River Parkway	N/A	N/A	N/A	No parklands or recreation area effects	No parklands or recreation area effects	N/A	N/A
Downtown Minneapolis	No parklands or recreation area effects	N/A	N/A	N/A	N/A	No parklands or recreation area effects	No parklands or recreation area effects	N/A	No parklands or recreation area effects

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

### 3.5.1 Legal and Regulatory Requirements

Parklands are regulated under United States Department of Transportation (USDOT) Act of 1966, Section 4(f) as amended (49 USC 303) and Land and Water Conservation Fund Act: Section 6(f) (16 USC 460). The detailed Section 4(f) and 6(f) discussion is provided in Chapter 7.0 Section 4(f).

### 3.5.2 Methodology

For this analysis, the Study Area was identified as a 0.5-mile wide area centered on the Central Corridor LRT alignment. Identification of the parks and recreation areas was based on the AA/DEIS, review of electronic data from the cities of Minneapolis and St. Paul and the DNR. This evaluation included consideration of both direct and indirect impacts based on field observations and the current conceptual plans for those parks. Direct impacts are those which involve acquisition of land for permanent use or for temporary construction easements. Indirect impacts are those caused by the proximity of the key project elements to the parkland; which substantially impair or diminish the features, attributes, or activities which qualify the park for protection under Section 4(f) of the Department of Transportation Act of 1966.

### 3.5.3 Existing Conditions

Parks, parkways, and recreation facilities in the City of Minneapolis are owned and maintained by the independent Minneapolis Parks and Recreation Board. The U of M Minneapolis campus has landscaped open space features that may also be subject to federal regulations. In the City of St. Paul, the department of Parks and Recreation maintains a variety of facilities including major city parks and neighborhood recreation centers. Land in the vicinity of the Minnesota State Capitol is under the jurisdiction of the CAAPB. These lands include open space surrounding the capitol buildings which place the capitol in a setting of landscaped malls important to preserving views of the capitol building and as gathering places for political rallies and civic events. The National Park Service oversees the MNRRA overlay district, which borders the Mississippi through Minneapolis and St. Paul.

An inventory of facilities within 0.5 mile of the project alignment in each jurisdiction was summarized in the AA/DEIS. Two additional parks, Currie Park and the MNNRA overlay district, have been added to this analysis based on their proximity to Key Project Elements and are described in Table 3-13.

**Table 3-13 Park and Recreation Resources Present within the Study Area**

Park Name	Park Jurisdiction	Park Resources
Downtown St. Paul		
Mississippi National River and Recreation Area Overlay District	National Park Service	No public ownership. MNRRA is a designated corridor that has NPS administrative oversight.
Raspberry Island	St. Paul Parks and Recreation	Approximately 2 acres of public open space on Raspberry Island, which is located in the Mississippi River. Accessed via stairs leading off the Wabasha Bridge.
Downtown Children's Play Area	St. Paul Parks and Recreation	Downtown play area of less than 0.2 acres in size. Provides play equipment, landscaped areas, benches, and a mural.

Park Name	Park Jurisdiction	Park Resources
Kellogg Mall Park	St. Paul Parks and Recreation	Approximately 4.2-acre scenic overlook of the Mississippi River. Provides scenic overlooks complimented by interpretive sculptures.
Mears Park	St. Paul Parks and Recreation	Approximately 2-acre park in the Lowertown neighborhood. Features bandstand, gardens, and a naturalized stream fountain. Mears Park hosts many events throughout the year.
Landmark Plaza	St. Paul Parks and Recreation	Urban plaza located west of St. Peter Street.
Rice Park	St. Paul Parks and Recreation	Approximately 1.6-acre historic park. Park fronts the St. Paul Library and the Ordway Theater and includes a large fountain. Located between 4 <sup>th</sup> and 5 <sup>th</sup> Streets, Market Street, and Washington Street. The park hosts numerous events year round, including the annual ice sculpture event during the Winter Carnival.
Ecolab Plaza	St. Paul Parks and Recreation	Urban plaza of approximately 0.5 acre in size. Located at Wabasha Street and 5 <sup>th</sup> Street. Features a large sculpture.
Hamm Plaza	St. Paul Parks and Recreation	Urban plaza of less than 0.2 acres in size. Located on St. Peter Street.
Museum Park	St. Paul Parks and Recreation	Landscaped urban open space south of the former museum building. Located along Exchange Street between Cedar and Wabasha Streets. No amenities are present at this park.
Capitol Area		
Capitol Mall	Capitol Area Architectural and Planning Board	Approximately 15.5-acre open space area surrounding the Capitol building. Includes large lawns and monuments with walking paths.
Leif Erikson Lawn	Capitol Area Architectural and Planning Board	Approximately 4-acre triangular open space. Includes sidewalks, turf, mature trees, parking, and a statue of Leif Erikson. Located in the northwest corner of the Capitol Mall complex
Cass Gilbert Park	Capitol Area Architectural and Planning Board	Approximately 4.5-acre open space. Provides an overlook vista of the Capitol area and downtown St. Paul. Located on a rise above University Avenue at Cedar Street.
Valley Recreation Center	St. Paul Parks and Recreation	Approximately 11.4-acre open space with recreational facilities. Located to the northeast of University Avenue and Jackson Street.
Midway East		
Central Village	St. Paul Parks and Recreation	Approximately 4-acre neighborhood park with walking paths, tennis courts, and play equipment. Located south of University Avenue between Dale Street and Western Avenue.

Park Name	Park Jurisdiction	Park Resources
Western Park	St. Paul Parks and Recreation	Approximately 4.5-acre neighborhood park. Includes commons for surrounding residential development and the Western Park Sculpture Garden. Located west of Marion Street between University Avenue and I-94.
Horseshoe Park	St. Paul Parks and Recreation	Approximately 0.7-acre park. Includes horseshoe pits.
Scheffer Recreation Center	St. Paul Parks and Recreation	Approximately 2.6-acre recreation center. Includes baseball diamonds, ice skating rink, basketball courts, and play equipment. Located south of Como Avenue at Marion Street.
Ryan Park	St. Paul Parks and Recreation	Approximately 1.2-acre neighborhood park. Includes play equipment, picnic tables, and benches. Located east of Victoria Street and 5 blocks north of University Avenue
Carty Park	St. Paul Parks and Recreation	Approximately 3.6-acre park. Includes tennis courts, basketball court, horseshoe pits, and play equipment. Located between Victoria Street and Dale Street one block south of I-94.
Martin Luther King Jr. Recreation Center	St. Paul Parks and Recreation	Approximately 2.3-acre recreation center. Includes the Penumbra Theater, tennis courts, ice skating rink, and play equipment. Adjacent to Rondo Education Center.
Hamline Playground	St. Paul Parks and Recreation	Approximately 1.75-acre playground. Includes open space and playfields. Located on Snelling Avenue 5 blocks north of University Avenue.
Dunning Field	St. Paul Parks and Recreation	Approximately 41.8-acre recreation area. Includes lighted baseball diamond with bleachers, tennis and basketball courts, and community building. Located between I-94 and Marshall Avenue.
Jimmy Lee Recreation Center & Oxford Pool	St. Paul Parks and Recreation	Approximately 8.9-acre recreation center. Includes lighted baseball diamond, play equipment, gymnasium, and swimming pool. Located east of Lexington Parkway and south of I-94.
Midway West		
Dickerman Park	St. Paul Parks and Recreation	Approximately 1.75-acre linear open space. Park includes substantial parking, open space, and playground equipment that is maintained and used by the YMCA and Community Learning Center charter school. Located between Fairview Avenue and Aldine Street along the north side of University Avenue.

Park Name	Park Jurisdiction	Park Resources
Merriam Park	St. Paul Parks and Recreation	Approximately 17.6-acre park that includes community center, recreational facilities, football and soccer fields, lighted baseball diamond, tennis courts, and a winter skating rink. Located immediately south of I-94.
Iris Park	St. Paul Parks and Recreation	Approximately 0.5-acre walking park with paths, benches, and a restored water fountain. Located adjacent to University Avenue.
Hampden Park	St. Paul Parks and Recreation	Approximately 2.9-acre neighborhood park with walking paths, picnic tables, and benches. Located east of Highway 280 at Raymond Avenue and Hampden Avenue.
South Saint Anthony Park and Recreation Center	St. Paul Parks and Recreation	Approximately 12-acre neighborhood park with baseball fields, basketball court, tennis courts, play equipment, and a community building. Located east of Highway 280 and north of University Avenue.
University/Prospect Park		
Tower Hill Park	Minneapolis Park and Recreation Board	Approximately 4.5-acre historic neighborhood park with listed water tower, tennis court, turf, sidewalks and mature trees. Located along the south side of University Avenue in the Prospect Park neighborhood.
Luxton Park	Minneapolis Park and Recreation Board	Approximately 4.5-acre neighborhood park with softball diamonds, basketball courts, soccer field, wading pool, and gymnasium. Located between Williams Avenue and I-94 in the Prospect Park neighborhood.
The Knoll	University of Minnesota	Approximately 4 acres of historic landscaped campus open space with turf, mature trees, and a wrought iron fence along University Avenue between 14 <sup>th</sup> and 15 <sup>th</sup> Avenues
Northrop Mall	University of Minnesota	Approximately 2.75 acres of turf, mature trees, and sidewalks on Main Campus
Intramural Fields	University of Minnesota	Approximately 5 acres of turf used for informal and intramural recreation activities
East River Parkway	Minneapolis Park and Recreation Board	<p>East River Parkway follows the east bank of the Mississippi River, much of it atop the river bluff, from the Minneapolis city limit to Arlington Avenue SE on the U of M campus.</p> <p>Includes East River Flats: 26-acre park, situated below 25-foot limestone bluffs on a large bend in the river and just below the U of M. It is the site of the recently completed boathouse for the U of M's women's rowing team. User facilities are limited to a pay parking lot, paths, and picnic tables.</p>

Park Name	Park Jurisdiction	Park Resources
West River Parkway	Minneapolis Park and Recreation Board	West River Parkway winds along the Mississippi River from Plymouth Ave. in Downtown Minneapolis to Minnehaha Park. It is a scenic drive that blends a natural habitat in an urban setting. Facilities include biking path, walking path, tennis courts, picnic areas, parking, restroom facilities, playground, and a well.  Includes Bohemian Flats
Downtown Minneapolis		
Mississippi National River and Recreation Area Overlay District	National Park Service	No public ownership. MNRRA is a designated corridor that has NPS administrative oversight.
Currie Park	Minneapolis Park and Recreation Board	Currie Park includes a recreation center, ball fields, tennis courts, and practice courts. A portion of this park is on land owned by MN DOT under a limited use permit granted in 1974. Currie Park is an important destination as the only park in the immediate area off of Cedar Ave. Currie Park (4.8 acres) and the Coyle Community Center provide recreational opportunities and programs.

### 3.5.4 Long-Term Effects

A discussion of the potential impacts to parklands is presented in the following section and summarized in Table 3-14 Particular attention is paid to those parkland resources that are within 350 feet of the Key Project Elements because that is the unobstructed screening distance for FTA noise impact assessments.

#### 3.5.4.1 No-Build Alternative

The No-Build Alternative would have no adverse impacts on parks and recreation areas.

#### 3.5.4.2 Key Project Elements

The following parks and recreation resources are found within 350 feet of the Central Corridor LRT Key Project Elements: MNRRA overlay district, Currie Park, West River Parkway, East River Parkway, Northrop Mall, Tower Hill Park, Iris Park, Dickerman Park, Capitol Mall, Leif Erikson lawn, Cass Gilbert Park, and Museum Park. Proximity impacts to these park resources would be limited to a minor increase in noise and a possible minor visual intrusion as the transit vehicles pass by these parks. Because the existing parks are in urban settings that are both fairly noisy and visually busy, these impacts would be minor in nature. These impacts would not result in the substantial impairment of the use of any of the recreational resources within the corridor.

Project construction activity would require short-term impacts (temporary occupancy) to a portion of Currie Park. Other possible long- and short-term impacts to parks are listed in the table below and are limited to the potential temporary occupancy of the parks during construction; no long-term effects are anticipated. When project construction limits are set,

any temporary occupancy of these resources will be confirmed. If at all possible, temporary use of these resources will be avoided during construction.

### 3.5.5 Short-Term Construction Effects

Construction impacts may result in temporary air, noise, vibration, water quality, visual, and access impacts to parks and recreation resources that are within 350 feet of the Central Corridor LRT. These impacts would be temporary in nature and would end once construction was completed. Table 3-14 summarizes the potential impacts to parks and recreation resources within 350 feet of the Central Corridor LRT Key Project Elements.

**Table 3-14 Parks, Recreation Areas and Open Space Located Within 350 Feet of the Central Corridor LRT Key Project Elements**

Park Name	Park located within 350 ft of CCLRT	Short-Term Effect	Long-Term Effect
<b>Downtown St. Paul</b>			
MNRRRA Overlay District	Yes	Possible	Unlikely
<b>Capitol Area</b>			
Cass Gilbert Park	Yes	Possible	Unlikely
Leif Erikson Lawn	Yes	Possible	Unlikely
Capitol Mall	Yes	Possible	Unlikely
<b>Midway East</b>			
<b>Midway West</b>			
Dickerman Park	Yes	No	No
Iris Park	Yes	No	No
<b>University/Prospect Park</b>			
Tower Hill Park	Yes	Possible	Unlikely
Northrop Mall	Yes	No	No
West River Parkway Bohemian Flats	Yes	Possible	Unlikely
East River Parkway East River Flats	Yes	Possible	Unlikely
<b>Downtown Minneapolis</b>			
MNRRRA Overlay District	Yes	Possible	Possible
Currie Park	Yes	Yes	No

### 3.5.6 Mitigation

Long-term impacts will be evaluated in accordance with Section 4(f). Details on Section 4(f) impacts are provided in Chapter 7. Short-term impacts will be minimized by using standard construction BMPs such as dust control, erosion control, and proper mufflers.

## 3.6 Visual Quality and Aesthetics

This section describes the visual characteristics and aesthetic resources of the project corridor, potential for impacts at various locations along the proposed alignment, and proposed means to mitigate potential impacts.

### 3.6.1 Methodology

The discussion of visual quality and aesthetics is based on a qualitative review of the existing and proposed environment surrounding the Central Corridor LRT. The study area for this analysis includes the proposed track, stations and associated Central Corridor LRT facilities and the surrounding area into which they are being introduced. Visual and aesthetic resources within the study area were identified through review of aerial photographs and field study. Generally, visual and aesthetic resources within the area include historic, residential, and commercial structures (also see Section 3.4 Cultural Resources) and parklands. Existing conditions and long-term effects of the Key Project Elements are discussed by planning segment (Figure 1-2 in Chapter 1).

This analysis rates the potential effects of the Key Project Elements on the visual quality of the project area as “minimal,” “moderate,” or “high.” These ratings are based on the following criteria:

- High: Introduction of new elements that could substantially impact the quality of the visual/aesthetic resources
- Moderate: introduction of new elements that may have an impact on the quality of the visual/aesthetic resources
- Minimal: Introduction of new elements that are not likely to have an impact on any visual/aesthetic resources

The nine key project elements would have minimal visual effects on Central Corridor LRT areas. Exceptions to this include

- Minimal to moderate effects of the Transit/Pedestrian Mall in the vicinity of the East Bank Station in the University of Minnesota/Prospect Park segment
- Minimal to moderate effects of the relocated Rice Street Station within the Capitol Area segment
- Moderate to high effects of the Diagonal at 4th/Cedar Street Station in the Downtown St. Paul segment
- Minimal to moderate effects of the Traction Power Substation in the vicinity of the Union Depot in the Downtown St. Paul segment

### 3.6.2 Existing Conditions

An update to existing conditions along the Central Corridor, as summarized in the AA/DEIS, is presented below. Existing conditions are also presented for facilities being evaluated in the SDEIS such as the TPSS, alignment and station options, and the vehicle maintenance and storage facility site.

In the following summaries of the six segments, visual and aesthetic resources are generally described traveling from Downtown St. Paul to Minneapolis along the proposed Central Corridor LRT alignment.

### 3.6.3 Downtown St. Paul

#### Downtown St. Paul Alignments and Stations

The viewshed from the Mississippi River toward the beginning of the Central Corridor at the Union Depot is from the river or the south river bank. The view from the river is primarily of Shepard (or Warner) Road and the wall on the south side of the elevated train tracks. From the south the depot's concourse and elevated waiting room is visible.

The viewshed, from the northern shore of the river toward the south, from an elevated position at the depot (see Figure 3.6-1), is a wide panorama of the Mississippi River. Because of the elevated railroad tracks between Kellogg Boulevard and the river, the actual view from ground level to the river is obscured in most places. The south side of the river presents a view of an open flat area, with suburban-style office buildings and large parking lots. There are also barge mooring areas along the shoreline.

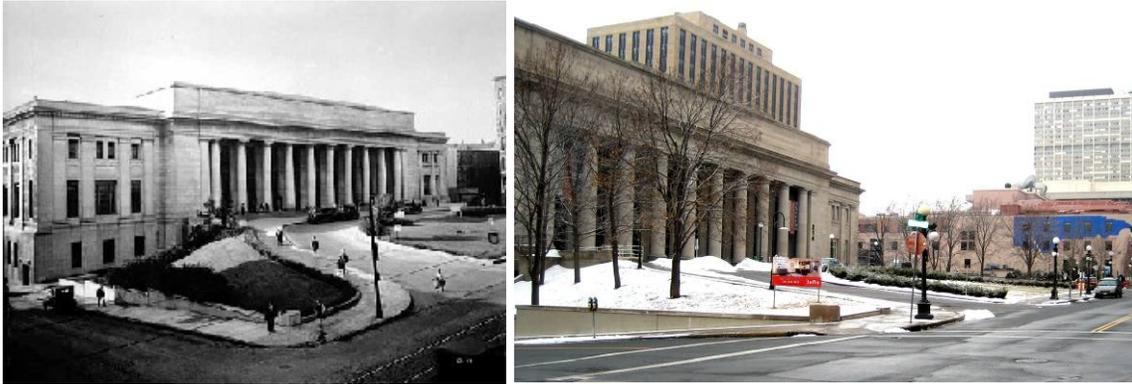
**FIGURE 3.6-1**



Viewshed from Union Depot Balcony south to the Mississippi River.

The view from east of Sibley Street on 4<sup>th</sup> Street is opened by the generous setback of the Union Depot on the south side of 4<sup>th</sup> Street. Doric columns stretch across the front facade and up to the second story level. A landscaped lawn and circular drive are visible in front of the depot. Looking to the north side of the street, brick industrial style structures and a two-level parking deck are seen. South and west of the Union Depot, the U.S. Post Office is visible, directly west from Wacouta and 4<sup>th</sup> are historic buildings on the south side of 4<sup>th</sup> Street and the more modern Kellogg Square in the distance (Figures 3.6-2 and 3.6-3).

**FIGURES 3.6-2 AND 3.6-3**



The Union Depot then and now. On the left circa 1920, on the right in 2008

The right-of-way in front of the Union Depot is wider than the blocks to the west; the open space in front of the depot allows sunlight for street trees on the north side of the street (Figure 3.6-4).

**FIGURE 3.6-4**



Looking west on 4<sup>th</sup> Street from the intersection of Wacouta and 4<sup>th</sup> to the northeast of the Union Depot.

East of Jackson Street and between Kellogg Boulevard and 5<sup>th</sup> Street, buildings within the Lowertown Historic District, which is listed on the National Register, are visible. On the southwest corner of 4th Street and Sibley Street, the St. Paul Radiology Center (a modern structure) is visible and includes the mural on the east facade overlooking a playground. Decorative lamps line the streets distinguishing the Lowertown Historic District.

On 4th Street, between Robert and Jackson Streets the brick facades of the Pioneer and Endicott buildings are visible, with a skyway connecting across 4th Street to the Federal

Courts building. A multi-story parking ramp is visible at the northwest corner of Jackson and 4th Streets. Views from 4th Street to the north at Minnesota Street and Robert Street are of large office buildings; to the south a view of the sky opens at the river bluff, but the river itself is not visible. Looking east on 4<sup>th</sup> Street, a surface parking lot is visible on the northwest corner of 4<sup>th</sup> and Minnesota Streets. This open landscape allows a clear view of the facade of the First National Bank building facing Minnesota Street on the west and 4<sup>th</sup> Street on the south. A skyway connecting across 4<sup>th</sup> Street from the First National Bank building to Kellogg Square constrains views down the street. Views to the west on 4th Street are enclosed by the Qwest Towers following the curve of the road. Two skyways also cross 4th Street west of Cedar Street.

To the east between 5<sup>th</sup> and 4<sup>th</sup> streets, the concrete and glass facade of a now vacant building is seen on the southeast corner of Cedar and 5<sup>th</sup> streets next to the brick and stone facade of the University Club Downtown Clubhouse (formerly known as the St. Paul Athletic Club). The Pioneer Press building is visible to the west, with a mid-block skyway blocking views to some extent. The grade of Cedar Street begins to rise again from 4th to 5th Streets. South of 7<sup>th</sup> Street, the view is nearly enclosed due to the blank walls of the Macy's store (southwest side of Cedar) and Town Square building, and because of the parking ramp which extends over Cedar Street between 6th and 5th Streets. The long shadows and minimal streetscaping create a dark environment looking south on Cedar Street in this block.

Wells Fargo Place (formerly the Minnesota World Trade Center), the tallest building in Downtown St. Paul, rises above Cedar Street at 7<sup>th</sup> Street, paired with the UBS Plaza across Cedar Street to the east. Wells Fargo Place and UBS Plaza create a canyon effect on Cedar Street with constraining views, while buildings farther north appear in the view, accentuating the perspective. A skyway is seen connecting across Cedar Street between Wells Fargo Place and UBS Plaza. On the northwest corner of 7<sup>th</sup> Street and Cedar is a grassy area of open space with the new offices of Minnesota Public Radio across the street to the east. The land rises to the north toward Exchange Street, where the view is enclosed by parking garages with office space above on the east side and the older brick of the Exchange Building (known historically as St. Agatha's Conservatory of Music and Fine Arts) and public parking ramp on the west side. Looking north from Cedar Street (and the vicinity of Exchange Street) the State Capitol's dome is visible.

### **Traction Power Substation**

All downtown St. Paul locations under consideration for TPSS would be within the areas described above.

### **Alternatives and Station Locations for Downtown St. Paul**

#### Diagonal at 4<sup>th</sup>/Cedar Street

The existing views in this area are discussed above.

#### Wacouta Mid-Block Alternative

This alternative would have views of the eastern side of the Union Depot as the corridor descends Wacouta Street toward the river. Views to the east are of surface parking lots and the windowless walls of brick buildings until the alignment would travel on to a bridge structure that would cross over Kellogg Boulevard and on to what is now an existing surface parking lot. Views from the LRT would be limited because this alternative is proposed to go under the concourse area of the Union Depot.

### Broadway Alternative

The views as the LRT would continue east past the Union Depot are of a two lane roadway with metered parking and historic brick buildings located adjacent to the sidewalks on both sides. The Farmer's Market dominates the scene at the corner of Broadway and 4<sup>th</sup> Street with its low wide roof tops covering a parking lot, which is turned into an active market on the weekends during the spring, summer, and fall months and serves as a parking lot during the winter. As the alignment continues south on Broadway (See Figure 3.6-5 at right), the views continue of red-brick historic buildings—most of which have been rehabilitated and updated with modern windows and doors. Many of these historic buildings have been converted to condominiums. The view south toward the river from Broadway is of an old two-story parking ramp which blocks the view to the river. The rail line would cross Kellogg Boulevard at-grade and then ascend to the second story of the elevated parking ramp. Views are open to buildings on the north and the river on the south until the rail ends under the concourse area of the Union Depot.

### Vehicle Maintenance and Storage Facility

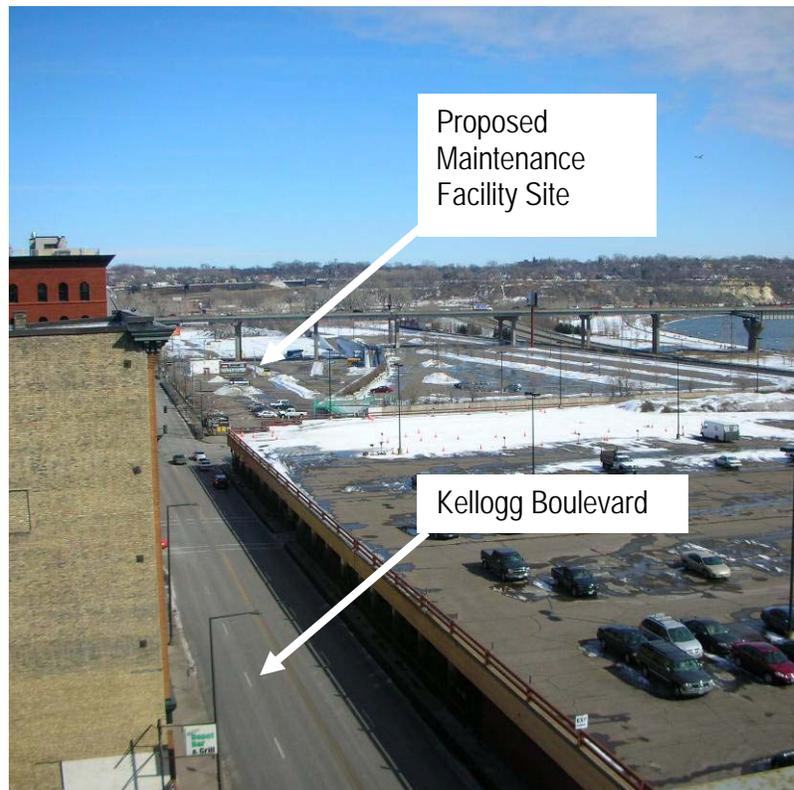
The proposed location is shown in Figure 2-8 in Section 2.3 and in the photo at right (Figure 3.6-6). The views in this vicinity are surface parking lots and two-story parking ramps. Train traffic can be observed to the south, as the tracks are located between the site and Warner Road. Farther to the southeast the bluffs of the northwest shore of the Mississippi River can be seen. Looking north from the site the tops of brick buildings in the Lowertown Historic District are visible in the downtown skyline. The Lafayette Bridge (US 52) spans overhead.

**FIGURE 3.6-5**



From intersection of Broadway and 4th Street looking south to Kellogg and the ramp to the elevated parking ramp.

**FIGURE 3.6-6**



View from Union Depot balcony to the southeast along Kellogg Boulevard (toward the proposed maintenance facility site).

Looking east from Broadway (north of Kellogg at approximately 4<sup>th</sup> Street) the landscape consists of historic commercial/residential buildings and of industrial buildings (the Diamond/Gillette Building, now vacant). Because the surface parking lots south of Kellogg are elevated above Warner Road this area affords a panoramic view of the Mississippi River and bluffs to the west as well as views of the recently established Bruce Vento Nature Sanctuary (formerly known as Indian Mounds Park).

## **Capitol Area**

### Viewshed to the Capitol

Following the proposed alignment north from Downtown St. Paul on Cedar Street, the double cupola towers of the St. Louis Catholic Church are visible next to the taller steeple of Central Presbyterian Church across from the Exchange Building (on the south corner of Cedar and Exchange) creating a grouping of historic buildings.

Looking north from Cedar and 11<sup>th</sup> Streets, a wide boulevard is visible with landscaped medians, and an elaborate, covered sidewalk promenade on the freeway overpass, and a view that extends all the way to the Capitol Mall lawn.

After crossing over I-94, the views are of government office buildings. The proposed Capitol East Station has been relocated between 14<sup>th</sup> Street and the vacated Columbus Avenue. The new Freeman Building is visible on the west side of Robert Street at 12<sup>th</sup> Street. Looking southward, a broad view to Downtown St. Paul opens on Robert Street, which is flanked by new office buildings and surface parking lots. Continuing north as Robert Street ascends with views of office buildings associated with the Capitol, the view is constrained by a steep rise to the north. This is Cass Gilbert Park and the observation platform can be seen from Robert and University. The graceful arch of the Cedar Street Bridge passes over University Avenue, while University Avenue quickly descends to Robert Street. The State Capitol can also be viewed to the south when heading west on University Avenue. To the north of the Capitol is a view of an aging concrete parking garage.

The State Capitol sits on the top of a rise, with a viewshed of the mall descending to the south. The Capitol building has Aurora Avenue directly to the south and front of the building, Cedar Street to the east, and Rev. Dr. Martin Luther King Jr. Boulevard on the west. Views from the Capitol across the mall are to the freeway corridor and Downtown St. Paul. To the west of the mall, views are of state office buildings fronting on Rev. Dr. Martin Luther King, Jr. Boulevard and John Ireland Boulevard. To the east of the mall, the view is of a long office building fronting on Cedar Street. The mall is designed with a primary axis aligned to the center of the capitol facade and a bilaterally symmetrical apron expanding out from the capitol axis to the framing streets of John Ireland Boulevard and Cedar Street. Careful attention has been paid to creating and controlling views of the capitol facade.

Leif Erikson Lawn, on the southwest corner of Rev. Dr. Martin Luther King Jr. Boulevard and University Avenue, creates a green foreground for views of the State Capitol dome. The historic Norwegian Evangelical Lutheran Church with its unique coloring and twin towers provides the feeling of an earlier time in St. Paul's past. Approaching the park on University from the west the vegetation and mature trees constrain views to the south until Rev. Dr. Martin Luther King, Jr. Boulevard; there the full view of the capitol across the landscaped Capitol Mall is opened along the curve of Rev. Dr. Martin Luther King, Jr. Boulevard from the side facade around to the front.

At the intersection of Rice Street and University Avenue, in the area of the State Capitol, the character of development changes from office buildings and institutions to commercial

buildings and parking lots. The League of Minnesota Cities building on the northwest corner with Rice Street presents large, arched windows and a clock tower.

### Traction Power Substation

The location under consideration for a TPSS would be within the area described above. (See Figure 3.6-7)

### Alignment Alternatives and Station Locations

Columbus Street at Robert Street relocated to 12<sup>th</sup> Street at Robert Street: This area is covered by the previous discussion. (See Figure 3.6-7)

### **Midway East**

Proceeding west on University Avenue, the number of vacated car dealerships and other businesses for sale on both sides of the street creates wide open spaces interspersed with groups of brick storefronts, many with billboards mounted on their roofs. These interrupted spaces are seen from Rice Street all the way to Western Avenue. Glimpses of frame houses are caught to the north of University Avenue from Rice Street to approximately Aldine Street.

The steeple of the Rock of Ages Baptist Church can be seen from the intersection of Dale Street at University Avenue one block north of Dale Street. At Dale Street, a handsome set of two-story brick storefronts with awnings extending over the sidewalk is visible on the northwest corner. The newly constructed four-story Rondo Community Outreach Library dominates and updates the Dale-University intersection on the southwest corner. The tile and metal facade of the Unidale Mall is seen across a surface parking lot on the southeast corner of Dale Street, with a high-rise housing tower visible behind.

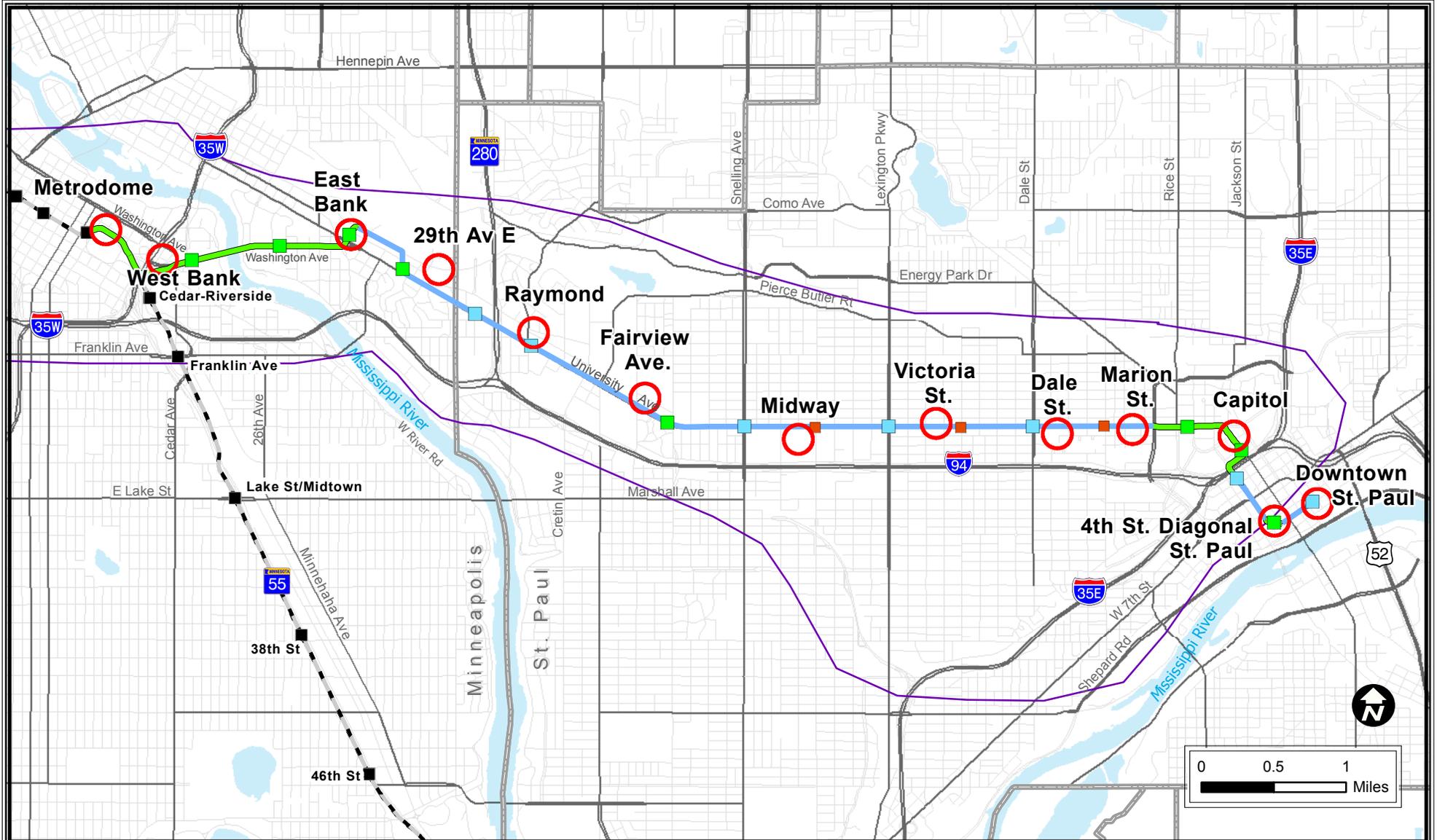
A wide variety of commercial structures and groups of older frame houses are visible along University Avenue from Dale Street to Lexington Parkway and around the site of the proposed (future) Victoria Street station.

Automobile parts stores and car wash signs, gas stations and fast food restaurants are found north of University Avenue at Lexington Parkway. To the south, the large Skyline Tower unfurls rows and columns of windows against the sky on the freeway horizon. Next to the tower is the rectangular brick mass of the Central Medical building. In the foreground of these two large structures is a haphazard mix of one-story strip malls, individual structures, and surface parking lots.

Where once there were scenes of cars parked in rows facing University Avenue, decorative flags, and lot lights for car dealerships east and west of Hamline Avenue, there are now vacant surface parking lots. Just east and north of Hamline is an active used car lot across from the massive parking lot of the new Super Target store, which is set far back from University Avenue.

One block east of Snelling Avenue, a major shopping center area extends for slightly less than one-half mile along the south side of University Avenue from east of Hamline Avenue to Snelling Avenue, with the open space of the freeway corridor apparent to the south. Approaching the intersection of Snelling and University Avenues, the view is of a major intersection with turn lanes and heavy traffic. To the south, the stepped massing of the Spruce Tree Centre culminates at a four-sided clock tower. The green tinted glass and tiled facade provides an aesthetically interesting presence that wraps around the intersection.

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- CCLRT Station**
- Identical to DEIS
  - Changed from DEIS
  - Future infill station
- CCLRT Alignment Status**
- Identical to DEIS
  - Changed from DEIS
  - HLRT station
  - Hiawatha Light Rail
- General Area for TPSS Placement

**Figure 3.6-7**  
**Traction Power Substation (TPSS) Locations**

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The Modernist-style American Bank building across Snelling Avenue (to the east) complements the Spruce Tree Centre, with a brand new drugstore chain building provide a contrast with the older, smaller storefront on the northeast corner, which exhibits variety in height, materials, and architectural details. While the older storefronts enclose the viewshed on the northeast corner of University Avenue, an area of big box retail outlets on the southeast corner opens wide and long views across large surface parking lots. Since the AA/DEIS was published, the northwest corner of Snelling and University avenues has become more stylistically similar to the retail scene to the southeast, with the construction of a CVS store (mentioned above).

The repeated spacing of cobra-head street lights creates a visual rhythm along the length of University Avenue in St. Paul. Traffic signal arms extend into the avenue's viewshed at major intersections. Utility poles hold wires, frequently crossing University Avenue but rarely strung along it. As a whole, the character of University Avenue is utilitarian, but it displays the vitality of the marketplace and life of the community. The mix of retail, hospitality, office, and industrial land uses is rough in places, yet touches of color and charm are seen in individual buildings and groups of structures. The wide variety of old and new, urban storefronts and shopping malls, cars, buses, and people make a trip down University Avenue a parade of visual experiences.

### Traction Power Substation

Most St. Paul sites under consideration for TPSS have been described above; those remaining are described below (see Figure 3.6-7).

#### Marion Street

Surface parking lots (some in use, some abandoned car sales lots) dominate this potential TPSS area. One and two story store fronts border the parking lots.

#### Dale Street

Surface parking lots occupy almost one block of the south side of University Avenue. Looking east, groups of brick storefronts, many with billboards mounted on their roofs, are seen from Western Avenue all the way to Rice Street. Much of the area appears to be in a state of transition giving it a very wide open and empty appearance.

#### Victoria Street

Surface parking areas in front of empty-looking commercial buildings occupy the north side of University Avenue. There is a gas station on the southeast corner of University Avenue and Chatsworth Street, and one and two-story store fronts are interspersed with parking lots. Single family houses are located opposite of the commercial area.

### Midway Area

There are surface parking lots dominating the view to the south from University Avenue. The view toward I-94 (to the south) is interrupted by big box storefronts such as Wal-Mart, Cub Foods, and Borders Books.

### Future Infill Stations

The Western Avenue Station, Victoria Street Station, and Hamline Avenue Station areas are discussed in the corridor descriptions above.

## Midway West

Northwest of the intersection of Fairview and University avenues the view includes vacant land. On the southwest corner, a new senior housing complex creates an attractive new facade, with existing single-family houses visible to the south. The view up Fairview Avenue to the north shows the transition from industrial buildings to residential neighborhoods. The Griggs Building on the northeast corner of Fairview Avenue shows an interesting conversion from an industrial plant to retail and office uses, while across University Avenue on the south side the large signs of fast food restaurants are designed to attract passing motorists. Dickerman Park, a narrow, landscaped strip with mature trees, is located in front of the Griggs Building, the YMCA, and the Community Learning Center. Mature trees are also visible on the south side of University Avenue in front of the HealthEast Midway campus, which mask the true size of this large medical facility.

The 1919 University building is the tallest structure visible in the area—about 7-stories—located east of Prior Avenue on the north side of University. On the south side, the narrow frontage of Iris Park limits the visibility of this green space from University Avenue. The derby-topped pig's head sign for Porky's Drive-In is a highly visible landmark and remnant of post-war automobile culture. Signs of all types are one of the prominent visual features along University Avenue. East of Prior Avenue, older storefronts adjacent to the sidewalk enclose the view for a half block and also include the view of motels on each side of the street with more industrial buildings behind.

University Avenue descends to below-grade west of Prior Avenue to cross under a railroad bridge between Cleveland and Prior Avenues. The Minnesota Commercial Railway Bridge or MCRR, as it is currently known, and the general area is historically referred to as the Minnesota Transfer Railway Company District. Views to the areas behind University Avenue are of brick, concrete, and sheet metal industrial structures, with associated railroad spurs and truck depots.

A mix of commercial buildings front University Avenue, including a fast food restaurant on the north side and the one-story University Crossing, a showroom building, on the south side of Vandalia Street. Ascending from Vandalia Street at-grade structures at the intersection with Raymond Avenue come into view. East of Raymond Avenue the Midway Industrial District's buildings come into view on both sides of University Avenue. The handsome brick buildings are set close to the sidewalk, with facades that round the corner from University Avenue onto Raymond Avenue. South of the Raymond Avenue intersection, more industrial buildings are visible.

Looking to the east, the view opens where University Avenue crosses over TH 280. This expanse, without structures framing the roadway, creates a visual separation between the Westgate and Raymond Avenue areas.

At the St. Paul and Minneapolis city limits, University Avenue crests a hill and descends, opening a broad view to the Westgate area and beyond. On the north side, the view of the Westgate business park is of two-story structures with long facades and picture windows as are typically found in mixed-use business parks. On the south side, the view includes a pair of large structures: one is an eight-story office building with a square massing, and the other is a four-story structure built with red brick and divided windows in a style common to mid-twentieth century industrial plants.

## Traction Power Substation

Most St. Paul sites under consideration for TPSS have been described above; those remaining are described below (see Figure 3.6-7 for locations).

### Fairview Street

One and two story industrial buildings with surface parking lots can be viewed here. A Menard's store is on the west edge of the potential TPSS location, and one and two-story commercial buildings with brick and window facades are on the south side of University Avenue.

### Raymond Street

Trees have been planted to surround the surface parking lots serving the brick, concrete commercial buildings in this neighborhood. East of Raymond on University Avenue there are one-story store fronts.

### University/Prospect Park

The University/Prospect Park segment's eastern boundary (Figure 1-2 in Chapter 1) is located northwest of the proposed Westgate Station and just west of the Minneapolis-St. Paul border. The median that separated traffic on University Avenue terminates at Emerald Avenue, and the industrial land use that characterized the area around the proposed Westgate Station changes to offices interspersed with multi-unit housing.

University Avenue defines a view corridor consisting of multiple drive lanes with no median, parking lanes, sidewalks and building frontage.

East of Tower Hill Park, the view along University Avenue includes a handful of older frame houses that are set between commercial buildings on the north side of the street. The commercial buildings in this area lack distinguishing architectural features. Radio and television transmission towers on the north side of University Avenue provide a visual indicator of the city border. Rising above treetops, the "witch's hat" tower in Tower Hill Park is the most prominent landmark in the residential area to the south of University Avenue. The nine-story, hexagonal University Park Plaza office tower is a landmark at 29th Avenue SE and University Avenue. A large industrial area including railroad tracks and large grain elevators is visible north from 29<sup>th</sup> Avenue SE. The University of Minnesota Transitway is visible as a ribbon of blacktop running along the edge of the industrial area.

The University Village development occupies the view to the south of the Transitway between 25th and 27th Avenues SE, with its three-story elevation divided by ground floor retail shops and apartments located above.

### At-grade Transit/Pedestrian Mall

The SDEIS alignment, as it travels east to west, turns southwest just before 23<sup>rd</sup> Avenue SE, (Figure 3.6-) continues in a southwesterly direction to Washington Avenue, where it then turns due west on Washington Avenue (at the intersection of Washington and Huron Street). The AA/DEIS described the effects of "depressing the tracks" or a below-grade tunnel from approximately 4<sup>th</sup> Street (see Figure 2-2 in Chapter 2) to the Northrop Mall, where the East Bank Station had been proposed. The tunnel's portals and associated facilities such as retaining walls were described as having high impacts to the visual environment.

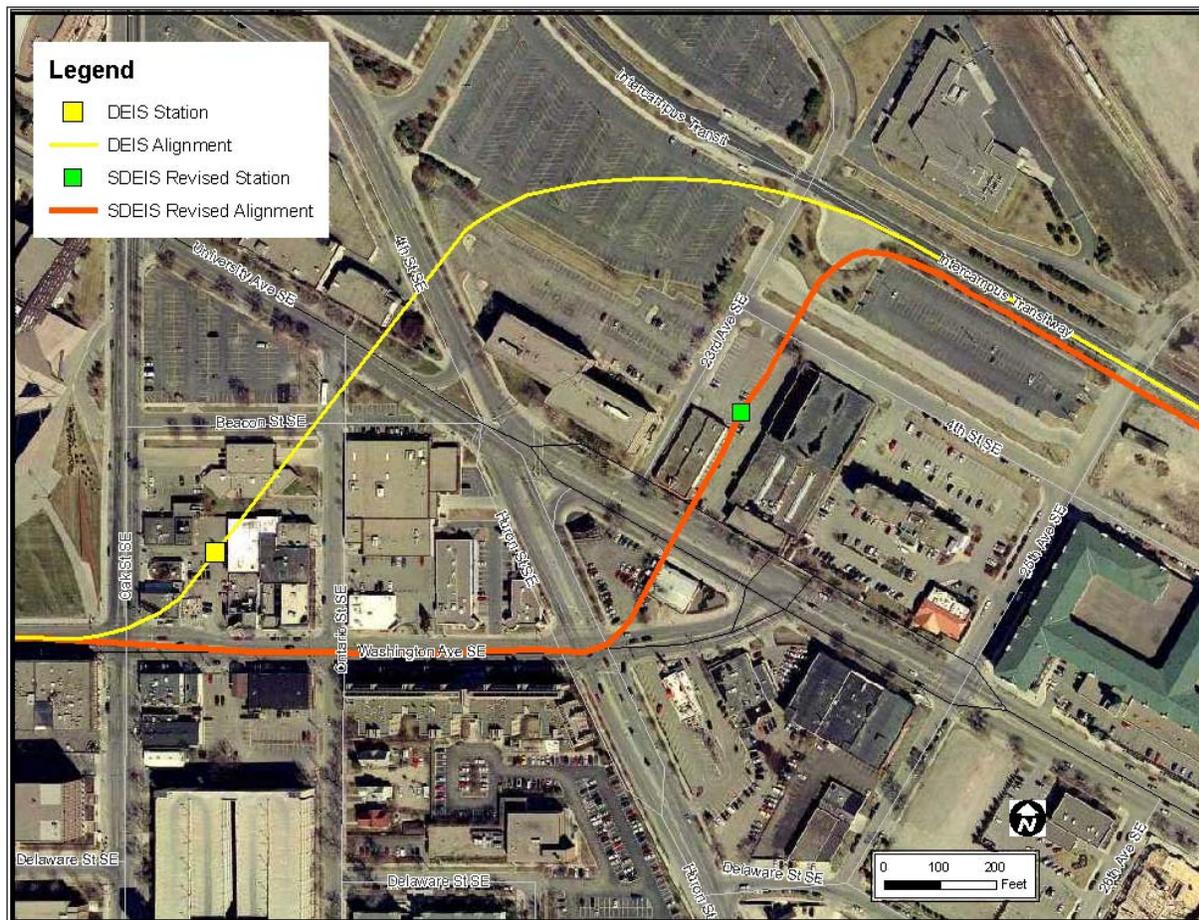
Views in this area now consist primarily of surface parking lots with office buildings of various ages at the intersection of University and 23<sup>rd</sup> Avenue. The future view to the west will be of an open air football stadium with capacity for 50,000 people, associated parking lots, and amenities. The proposed Stadium Village Station will be located midway between the Transitway on the north and Washington Avenue on the south.

The views along the portion of the alignment between University Avenue and Washington Avenue depict a campus that is embracing changes. There is road construction on all sides

of the alignment; buildings have been cleared so that there is a wide-open landscape in this area.

As the alignment turns west on to Washington Avenue there are views of a four-story apartment residence to the south and a one-story strip mall with various stores and restaurants. Power lines span the south side of the street on wooden T-posts. The street is now two-way with metered parking on both sides of the street.

**FIGURE 3.6-8**



Proposed SDEIS Alignment Relative to the AA/DEIS Alignment.

The scale and vintage of buildings changes to smaller commercial structures at Oak Street and Washington Avenue in the Stadium Village area (Figure 3.6-9). The views on Washington Avenue are of traffic on a narrow city street with metered parking lining the corridor. There are electric poles and lines on the south side of the street, and parking meters on both sides. The overhead electric lines are present until just east of Harvard Avenue where the lines then cross over the street (to the northwest) and end at Harvard and Washington. Sidewalks vary in width, and some wide sidewalks dominate the view. Landscaping and trees along the street break up the concrete and brick walls of the buildings. The commercial buildings vary in height and vary in their setbacks from the sidewalks. Parking lots adjacent to the sidewalks in front of the building create a more expansive feeling. Views to the areas behind Washington Avenue are of multi-storied brick office, classroom, and parking ramp buildings.

Looking west on Washington Avenue, the biological science campus and University Medical Center present a dense mass of buildings on the south side of the street.

Figure 3.6-9



Transit/pedestrian mall alternative at the University Of Minnesota.

Northrop Mall opens to the north of Washington Avenue. This landscaped, urban, green space is flanked by some of the oldest buildings on campus and serves as the crossroads of daily campus activity. To the south of Washington Avenue, stairs lead from the Coffman Union plaza and upper bridge deck down to street level where bus transit stops are located.

### Washington Avenue Bridge

The views from the Washington Avenue Bridge contain vistas of the Mississippi River and sandstone bluffs visible on the east bank of the river. These bluffs are mimicked by the architecture of the Weisman Art Museum located immediately south of the bridge, which was designed by Frank Gehry. The west bank of the river presents an expanse of parkland with lawn next to the river and then an area of forest covering the bluff. The bridge ends where it meets the West Bank Campus of the University of Minnesota. Stairs lead from the building plazas down to the lower level where bus transit stops are located on Washington Avenue.

Looking west from Washington Avenue as the alignment ascends from below-grade at the West Bank station area, the view is of a large freeway interchange, with I-35W on a bridge above the roadway and a number of entrance and exit ramps on both sides. After passing over the freeway, the Metrodome comes into view along with the Hiawatha LRT bridge. The alignment is below ground level in this area and eventually, as the alignment ascends to an at-grade position, there are adjacent surface parking lots with commercial buildings visible within two blocks to the north.

The area around the Metrodome/Downtown East Hiawatha LRT station, where the Central Corridor LRT would merge with the Hiawatha LRT, is characterized by large surface parking lots adjacent to both nondescript and architecturally significant structures. There is a large plaza surrounding the Hiawatha LRT station, which experiences crowds of riders during Metrodome events. The Metrodome itself is an unadorned stadium superstructure capped by a white, inflated fabric roof.

### Traction Power Substation

- **29th Avenue** – Views are of industrial structures located north of the alignment. There are numerous overhead electric lines and the industrial buildings are various vintages and sizes—some look old and abandoned, and others are surrounded by new fencing, curbs, and sidewalks. A portion of the site has views of vacant treeless land. A portion of the view to the north is of single family residences on 4<sup>th</sup> Street SE, which are surrounded by trees. The U of M Transitway passes through portions of the proposed TPSS area.
- **West Bank** – The views are primarily of interstate highway, the ramps that connect them, and the open grasslands that separate them. Views farther to the north are of brick apartment buildings that vary in height from 2 to 4 stories.

### U of M Alternative Alignments and Station Locations

These have been described in the previous sections.

### Hiawatha/Central LRT Connection

The general view in all directions is of a large freeway interchange. The views are of interstate highway to the north and commercial buildings of varying heights in the distance to the south.

### **Downtown Minneapolis**

There are no changes to the conditions described in the AA/DEIS.

### Traction Power Substation

**Metrodome** – The white dome is the dominant view to the south of 4th Street with parking lots to the north of 4th Street.

#### 3.6.4 Long Term Effects

##### 3.6.4.1 No-Build Alternative

The No-Build Alternative would have no additional visual or aesthetic impact, nor would it improve existing conditions.

##### 3.6.4.2 Key Project Elements

The visual effects of building the proposed Key Project Elements in each planning segment are described below. For visual effects on specific buildings and sites, see Section 3.4 Cultural Resources, Table 3-9.

Before describing the visual effects for each planning segment, the effects of TPSS and three-car platforms are discussed because of the similarity of their minimal effects along the entire corridor.

### **Traction Power Substations**

The proposed general locations for the TPSS are shown in Figure 3.6-7. As described in Section 2.3 Alternatives Considered, TPSS would be located at approximately 1-mile intervals along the corridor. The substations consist of a single story building approximately 40 feet x 20 feet constructed on a limited access site approximately 45 feet wide by 80 feet long (about 40,000 square feet). There would also be contact lines connecting the TPSS with the catenary system. The substation building would be secured by fences or walls around the perimeter of the site. The proposed TPSS locations would be sited to minimize

impacts to the surrounding properties; however, the locations are subject to change during final design. Metropolitan Council would track any changes in the proposed locations and identify mitigation, if needed. If significant changes to locations of the TPSSs would result, the impacts would be addressed in the FEIS.

### Three-car Platforms

The length of the station areas would be extended, but general viewshed impacts are consistent with those disclosed in the AA/DEIS. Because the project is primarily located in an existing transportation corridor, three-car platforms would have minimal visual effects when compared to the AA/DEIS LPA.

### **Downtown St. Paul**

#### Downtown St. Paul Alignments and Stations Alternatives

##### *Wacouta Mid-Block Alternative*

The overall long-term visual effects to this environment would be moderate for this alignment alternative. The structures within this segment are parking lots and ramps, commercial structures with minimal windows or views to the alignment, and a one-story building containing a bar (See Figures 3.6-10 and 3.6-11). The LRT Alternative would introduce new tracks, catenary poles, and wires. This alternative would introduce new visual elements (though historically there were similar tracks servicing the trolley lines delivering people to the Union Depot train station).

**FIGURES 3.6-10 AND 3.6-11**



At left: Wacouta & 4th streets looking northeast. At right, view to the east on 4th street from the intersection of Wacouta and 4th

##### *Broadway Alternative*

The overall long term visual effects to 4<sup>th</sup> Street would be moderate for this alignment alternative. The LRT Alternative would introduce new tracks, catenary poles, and wires. This alternative would introduce new visual elements (though historically there were similar tracks on 4<sup>th</sup> Street servicing the trolley lines transporting people to the Union Depot train station). As the LRT progresses eastward and then south on Broadway the overall effect would be high. The project would keep vehicular traffic to a single lane but eliminate the metered parking and place traffic immediately adjacent to the sidewalks. Many of the structures (residential and commercial) in this area are listed or eligible for the historic register.

##### *Diagonal at 4<sup>th</sup>/Cedar-4th Streets*

This alternative would result in the removal of at least one building on the southeast corner of 5th Street and Cedar. The remaining building, the University Club of St. Paul –Downtown Clubhouse, (known historically as the St. Paul Athletic Club) would remain on the southwest corner of the block. The impact on this historic structure would be minimal. The renovation of the Clubhouse building has obliterated the windows on the east side of the building (see Figures 3.6-12 and 3.6-13) and constructed a skyway extending through the building on 5<sup>th</sup> Street across the block to 4<sup>th</sup> Street. There are no views to the east from the building addition on the north side of the Clubhouse. The view from the station would be of the back of the University Club – Downtown Clubhouse toward the southwest, and other office and commercial buildings to the east and north.

Visual impacts for this alignment alternative would be moderate to high because it would introduce trains and a transit station plaza on this block (Cedar Avenue - 4th Street – Minnesota Street – 5th Street). There are, however, existing bus transit shelters on 5th Street and Minnesota, and the introduction of a light rail station would be in character with the existing landscape. The station plaza could enhance the visual environment by replacing a large surface parking lot with the addition of upgraded stations and lighted areas with increased activity.

**FIGURES 3.6-12 AND 3.6-13**



At left, the east side (back) of University Club building. At right, the view from the 5th Street/Minnesota Street intersection to Cedar/4th street diagonal alternative.

### Vehicle Maintenance and Storage Facility Site

The construction of a vehicle maintenance and storage facility, as described in Section 2.2 and located in Figure 2-8, would have a high visual effect on the view toward the site from the Lowertown Historic District and viewsheds related to the district. From the river to the south, the two-to-three story structure would introduce a major element into the landscape (See Figures 3.6-14 and 3.6- on the next page). The proposed structure would have moderate effects on some vantage points from the Mississippi River and south bank. The lower position of the river combined with the retaining wall along the north side of Warner Road, plus the periodic train traffic along the top of the retaining wall would serve to minimize the effect of the maintenance building on the view from the river. These characteristics would serve the same purpose (minimizing the visual intrusion) for the regional trail that follows the river shoreline and to a lesser degree the users of the Bruce Vento Nature Sanctuary to the east.

**FIGURES 3.6-14 AND 3.6-15**



Left, view to the site from residences on north side of Kellogg Boulevard. Right, view to the proposed site from Kellogg Boulevard. (Note: two-story parking ramp in background).

While the site is located in an area with industrial characteristics (train tracks, river barges, high voltage electric lines, and a major highway bridge) the site itself is quite open and provides a wide viewshed for the existing residents and offices of the area. The site is a surface parking lot –part of it at-grade and part is elevated (See Figures 3.6-16 and 3.6-). The TH 52 bridge (Lafayette Avenue) spans the entire site. This bridge is scheduled for reconstruction in the next 2 to 5 years. The view from the river is partially obscured because of the parking lot's elevated position in the landscape.

**FIGURES 3.6-16 AND 3.6-17**



Left, view from the proposed site to southeast towards Lafayette Bridge and river bluffs. Right, view from the proposed site to the west (towards Robert Street Bridge and downtown St. Paul).

Views from street level (particularly the residents on Kellogg Boulevard between approximately 300 and 450) would be less affected than the views from higher levels because the view to the south (and the river) is currently blocked by the elevated parking lot. There would, however, be an effect for residents in the upper levels of the multi-story buildings to the north. Their viewshed to the river would be reduced at building heights more

than 2 stories and at higher levels there would be an additional industrial element introduced to the landscape.

## **Capitol Area**

### **Capitol Area Alignment and Stations**

The long-term effect of the new location of the Capitol East Station and associated alignment change would be minimal. The alignment has been relocated one block further south of the Capitol Area (from Columbus Street to 12<sup>th</sup> Street) which reduces the visual impact within the view from the capitol building and mall. 12<sup>th</sup> Street follows the I-94 corridor, with the result of virtually no visual impact from the southeast. The area in front of the new Freeman Office Building was specifically designed to absorb an LRT station (see discussion in Section 2.2.2.3) for. Installation of OCS wires would add a new element to the streetscape with an overall positive effect because of the wide street with wide sidewalk and boulevard with trees.

The long-term effect of the revised location of the Rice Street station from the west to the east side of Rice Street on the south side of University Avenue results in a pleasant long-term effect for the users of the Central Corridor LRT because they will be loading and unloading next to Leif Erikson Lawn—an extension of the Capitol Mall. The long-term effect for the users of Leif Erikson Lawn would be moderate – there is a bus stop at this location.

## **Midway East**

### **Future Infill Stations**

The addition of the tracks, OCS wires, and associated improvements to University Avenue with its wide right-of-way, median, and streetscape would have a minimal long-term effect and may, in fact, improve the aesthetics of the right-of-way.

## **Midway West**

The Key Project Elements in this segment would be TPSS and three-car platforms. As stated previously, these would have a minimal visual effect.

## **University/Prospect Park**

### **At-grade Transit/Pedestrian Mall**

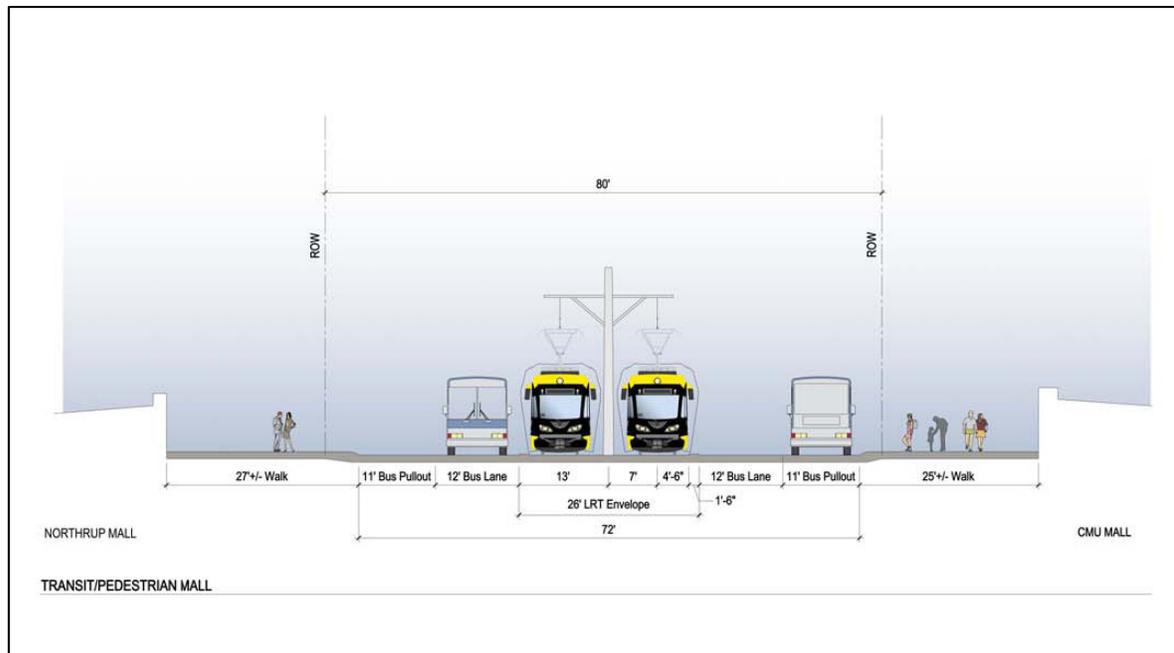
The long term visual effects associated with the proposed Transit/Pedestrian Mall would be considered moderate. There are a number of developments occurring in the area that will allow the addition of track, overhead lines, and associated crosswalks to blend in more easily. The new TCF Bank Stadium presents a major change to the visual environment of large dimensions. It is under construction less than a block to the west of the 23<sup>rd</sup> Avenue segment of the tracks. The stadium and its associated facilities diminish the long-term visual effect on the general setting of the revised Stadium Village Station location, since the size and dimensions of the stadium overwhelm the addition of a light rail system with its tracks and overhead catenaries. In addition, the relocated alignment will cross parking lots rather than through commercial neighborhoods and result in fewer building removals.

The long-term effect of the proposed Transit/ Pedestrian Mall, located between Oak Street and Northrop Mall, would be moderate. The introduction of the LRT tracks, poles, and OCS would be visible and especially dominant in the middle of Washington Avenue because of the narrow dimensions of the right-of-way and the closeness of the campus buildings. The introduction of the trains would not present major differences in traffic elements contributing to the visual character because of the many buses that currently travel Washington Avenue

(See Figure 3.6-, which indicates the relative height of buses and LRVs). Existing visual elements that impair views include the concrete median topped with iron fencing located between Northrop Mall (on the north side) and Coffman Union (on the south side) of Washington Avenue).

In the AA/DEIS the proposed East Bank Station was planned and described as a below-grade tunnel with stairways and elevators for access and located in the vicinity of Northrop Mall and Coffman Union (Figure 2-5). The East Bank Station is now planned as an at-grade, split-platform station located at Union Street (Figure 2-5). Elements of the station platforms include ticket vending machines, canopies, and lights. The lights and canopies have the highest potential for visual and aesthetic effects. Pedestrian crossings for access to the two platforms would add new visual elements to the streetscape. The redirection of traffic away from Washington Avenue in this area would remove visual elements (car traffic) reducing visual distractions and improving the environment for pedestrians.

**FIGURE 3.6-18**



Profile view of the proposed U of M transit/pedestrian mall.

### Washington Avenue Bridge

Because the bridge would not be changed in a way that would affect the view to the bridge or from the bridge, the visual impact would be minimal.

### **Downtown Minneapolis**

#### Hiawatha/Central LRT Connection

Option 303 (See Figure 2-4 and Figure 7-3 in chapters 2 and 7) would be directly adjacent to Currie Park on the park's northwest border. Because of the steep slope (descending from the park area to the corridor), the trains would travel on an alignment lower than the park area. Visual intrusion would be minimal. The area of the park closest to the alignment is a parking area which reduces the effect even further.

### 3.6.5 Short Term Construction Effects

Potential construction-related visual impacts may occur due to the placement of construction staging areas and equipment/materials storage in viewable areas from sensitive uses such as residences and recreational areas abutting the alignment. In addition, potentially substantial long-term adverse impacts could result from the construction phase removal of existing vegetation that provides visual screening of the roadway right-of-way for adjacent land uses.

Construction abutting historic resources would be carried out to avoid obscuring the primary architectural façade of these structures to the greatest extent possible. Construction activities and equipment may cause a temporary alteration of the setting of these resources. This effect, however, would be both entirely reversible and temporary; therefore, no adverse effect on these properties is anticipated.

Metropolitan Council would require the contractor to comply with appropriate Federal, state, and local regulations concerning the removal of existing vegetation. Prior to construction, a plan for protecting existing trees and vegetation that could be injured during construction activity would be developed. Metropolitan Council would also assess the need for additional landscaping to mitigate potential visual intrusion/privacy impacts following clearing and grubbing activities during construction.”

### 3.6.6 Mitigation

Mitigation activities for most of the corridor were discussed in the AA/DEIS and the proposed changes to the LPA would have minimal additional visual effects given that the project is primarily located in an existing transportation corridor.

The visual analysis indicated that the project would introduce new visual elements within an urban and existing transportation corridor setting. These new elements are predominantly in proximity to commercial, industrial, and a university campus area.

Mitigation for the historic districts and historic properties discussed in Section 3.6 are described in Section 3.4.6.

Mitigation treatments for visual impacts would be developed during the final design process through discussions with affected communities, resource agencies, and stakeholders.

## 3.7 Safety and Security

### 3.7.1 Legal and Regulatory Context

The Twin Cities Metropolitan Council follows safety and security policies that establish minimum requirements for each of the project subsystems based on local, state, and national codes or standards. These codes and standards include, but are not limited to, the applicable parts of the National Fire Protection Association (NFPA) 130, *Standard for Fixed Guideway Transit and Passenger Rail Systems*; the Uniform Building Code, 1997 Edition as amended by the cities of Minneapolis and St. Paul; Uniform Fire Code, 1997 Edition as amended, the 2007 Minnesota State Building Code, the Life Safety Code as well as ISO standards, and American National Standards Institute (ANSI) and American Society for Testing and Materials (ASTM) Standards. In addition, the FTA provides safety and security oversight for major capital projects (*Safety and Security Guidance for Recipients with Major Capital projects Covered by 49CFR, Part 633*). The design of the Central Corridor LRT project should meet the following minimum objectives:

- Design for minimum hazard through the identification and elimination of hazards through the use of appropriate safety design concepts and/or alternative designs,
- Use of fixed, automatic or other protective safety devices to control hazards which cannot be eliminated,
- Use of warning signals and devices if neither designs or safety devices can effectively eliminate or control an identified hazard,
- Provide special procedures to control hazards which cannot be minimized by the aforementioned devices.

In addition, safety and security aspects of the Central Corridor LRT system would be developed in accordance with the Metropolitan Council's Safety and Security Management Plan (SSMP) which is part of the Project Management Plan (PMP). The SSMP addresses activities that need to occur to ensure an acceptable level of system safety for the design, property and equipment acquisition, construction, installation and testing of the Central Corridor LRT system. Metro Transit employees and consultants are expected to fully comply with the provisions of the SSMP and fully cooperate during planning, engineering, and construction to assure a safe Central Corridor LRT system. Executive Order 13045, Protection of Children from Environmental Health and Safety Risks, mandates that Federal agencies identify and assess environmental safety risks that may disproportionately affect children as a result of implementation of Federal policies, programs, activities, and standards (*62 Federal Register 19883-19888, April 23, 1997*).

### 3.7.2 Existing Conditions

Public safety and security along the corridor is currently provided by the police, fire departments, and emergency response units of Minneapolis and St. Paul. Emergency medical services are generally concentrated within the two city centers and at the U of M.

Although security resources for the corridor are primarily the responsibility of the two city police departments, the Metropolitan Transit Police provides roving security for bus transit facilities within the corridor (Metro Transit, 2008). Transit police routinely patrol the bus routes and bus stop areas. Transit police officers on the Hiawatha LRT system, which is similar to the proposed Central Corridor LRT system, provide security at the LRT stations and in the rail cars.

### 3.7.2.1 Downtown St. Paul, Capitol Area, Midway East, Midway West

The St. Paul Police Department provides crime prevention services for the Central Corridor LRT alignment along University Avenue from the western city limits through the downtown area including the State Capitol complex.

The Minnesota Department of Public Safety, acting through the Minnesota State Patrol and the Capitol Security/Executive Protection unit, provides safety and security services for executive, judicial, and legislative officials, state employees, and the public on the approximately six-block Capitol Complex. Capitol Security is the primary responder to all emergencies and events in the State Capitol complex.

### 3.7.2.2 University/Prospect Park

The U of M Department of Public Safety provides safety and security services for the West and East bank campuses with a state of the art monitoring center (U of M, 2008). The Department of Emergency Management (DEM) provides assistance to the U of M and environs in the preparation and response for recovery from disasters. The U of M DEM maintains an Emergency Preparedness website for notification of emergencies and actions to take.

Of singular importance is the daytime movement of students crossing Washington Avenue between Coffman Memorial Union on the west and Huron Boulevard on the east. Two overhead pedestrian bridges provide safe pathways for students and others between Coffman Memorial Union and U of M classrooms and other buildings to the north. At-grade pedestrian crossing of Washington Avenue between Pleasant Street SE and Church Street SE is prevented by a centerline barrier on Washington Avenue. A pedestrian tunnel under Washington Avenue between the parking ramp on the north and the University Medical Center on the south provides safe crossing at that location.

### 3.7.2.3 Downtown Minneapolis

Minneapolis Police Precincts One and Two provide crime prevention services for Downtown Minneapolis and the Cedar-Riverside portion of the Central Corridor LRT alignment.

## 3.7.3 Long-Term Effects

### 3.7.3.1 No-Build Alternative

There are no beneficial impacts anticipated as a result of the No-Build Alternative. Conversely, if the project is not constructed there would be no enhancement of pedestrian and bicycle safety and security at the University of Minnesota or elsewhere along the Central Corridor LRT alignment, since there are no other plans that would add pedestrian, bicycle or vehicle traffic controls or structural measures to separate pedestrians and bicyclists from motorized vehicle traffic.

### 3.7.3.2 Key Project Elements

This section assesses the impacts to rail transit users, area residents and workers in relation to the Key Project Elements addressed in this SDEIS.

System safety and security oversight for the Central Corridor LRT project would be achieved through Metropolitan Council implementation of the Safety and Security Management Plan (Metropolitan Council, 2008). The plan would include requirements for development of a Metro Transit Security and Emergency Preparedness Plan (SEPP) to ensure continuation of

safety and security during Central Corridor LRT operations. Security and safety for the Central Corridor LRT project would also be facilitated by a Metro Transit Fire/Life Safety Committee (FLSC).

Before discussing the Key Project Elements by segment, the effects of two elements are similar in all segments: TPSS and three-car platforms.

- **Traction Power Substations** – No specific safety or security issues have been identified in regard to the TPSSs. As described in Section 2.3, they would be enclosed buildings inside fenced areas that are not accessible to the public. Normal precautions would be outlined in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.
- **Three-car Platforms** – Safety issues are not expected to be significantly different with two-car-versus three-car station platforms. Two-car platforms are discussed in the AA/DEIS. Normal precautions would be outlined in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

#### 3.7.3.3 Downtown St. Paul

##### **Downtown St. Paul Alignment and Stations**

No specific safety or security issues have been identified in regard to the alignments or stations in this segment. Normal precautions would be outlined in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

##### **Vehicle Maintenance and Storage Facility**

No specific safety or security issues have been identified in regard to this facility. Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

#### 3.7.3.4 Capitol Area

##### **Capitol Area Alignment and Stations**

No specific safety or security issues have been identified in regard to the alignment or stations in this segment. Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

#### 3.7.3.5 Midway East

##### **Future Infill Stations**

No specific safety or security issues have been identified in regard to future stations. Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

#### 3.7.3.6 Midway West

No specific safety or security issues have been identified in regard to the alignment or stations in this segment. Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

### 3.7.3.7 University/Prospect Park

#### **University of Minnesota Alignment**

Pedestrian safety of both the transit patron and area pedestrians is a concern in the Washington Avenue corridor at the U of M. Thousands of students move by foot or bicycle across Washington Avenue between the Coffman Memorial Union area and University Avenue (East Gate District). Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

The eastern portion of the U of M campus presently experiences heavy pedestrian activity during sporting events at Williams and Mariucci arenas when up to 24,000 fans can enter or leave that area before and after events. The addition of 50,000 visitors to the new football stadium (80,000 in the future) can be expected to increase conflicts between pedestrians and vehicles in the future. Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

#### **Washington Avenue Bridge**

No specific safety and security issues have been identified in regard to the bridge modifications. Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

### 3.7.3.8 Downtown Minneapolis

#### **Hiawatha/Central LRT Connection**

No specific safety and security issues attributable to the connection with the Hiawatha LRT or the required bridge crossing of Interstate I-35W have been identified. Normal safety and security precautions utilized for the remainder of the Central Corridor would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

### 3.7.4 Short-Term Effects

Worker safety will be an important concern during all phases of the project. Issues to be addressed as part of a required site safety and health plan will include the possibility for worker-vehicle conflict in restricted work spaces under traffic conditions, work in deep and confined spaces during utility relocations and construction, and the potential for exposure to potential contaminants during soil excavation and drilling work. Public safety, particularly the encroachment of pedestrians, bicyclists, and interested spectators near open excavations along the corridor is an issue to be resolved by the creation, proper timing, and placement of protective safety programs and measures. Normal precautions would be specified in the SSMP and SEPP and would be overseen by the Metropolitan Transit Police.

### 3.7.5 Mitigation

System safety and security oversight for the Key Project Elements covered in this SDEIS would be achieved through the Metropolitan Council implementation of the SSMP. The primary purpose of the SSMP is to ensure that safety and security are considered when designing and constructing the project. This plan would cover requirements for safety and security design criteria, hazard analyses, threat and vulnerability analyses, construction safety and security, operational staff training and emergency response measures. The plan would also include requirements for development of a Metro Transit SEPP to ensure continuation of safety and security during Central Corridor LRT operations.

Security and safety for the Central Corridor LRT project would also be facilitated by a Metro Transit Fire Life Safety Committee, which facilitates exchange of information on safety and security policy to minimize fire and life safety hazards to rail patrons, project employees and the public. The FLSC maintains project safety criteria and supports inspections of transit system elements in compliance with established fire/life safety criteria. The FLSC reviews design specifications, drawings and other related documents for Metro Transit facilities and systems for compliance with established federal, state, and local regulations, codes and standards relating to fire/life safety.

## 3.8 Environmental Justice

### 3.8.1 Introduction and Summary

This section contains a description of the methodology used to identify minority or low-income populations and evaluate potential environmental justice issues. Minority and low-income populations, the population's characteristics and conditions, and other factors affecting transit dependency are discussed to address specific issues and special user groups. The discussion includes long-term implications for environmental justice communities related to development of the Central Corridor LRT project, and the Key Project Elements analyzed throughout the SDEIS. This section also provides a discussion of short-term construction impacts and potential mitigation measures.

Environmental justice is defined as the equitable treatment and meaningful involvement of all persons regardless of race, color, national origin, or income. The purpose of considering environmental justice is to ensure that sensitive populations do not bear a disproportionate share of the negative impacts associated with the development of the Central Corridor LRT, and that benefits of the project are distributed fairly to all users, regardless of race, ethnicity, or socioeconomic status.

In determining compliance with the intent of Executive Order 12898, this analysis examines whether the proposed changes to the AA/DEIS LPA provides transit service equity, whether minority or low-income populations are disproportionately exposed to the adverse effects associated with the project's development, and whether these communities have had the opportunity to participate in activities related to planning the project.

#### **Summary of Key Findings**

The analysis determined that no impacts associated with the proposed changes to the LPA would be disproportionately borne by minority or low-income communities.

There will be a variety of short-term construction impacts, as well as long term impacts such as loss of on-street parking and changes to property access that would be experienced by all residents and users of the corridor. However, these impacts are not disproportionately borne by sensitive communities; rather they are borne by all communities along the corridor. Benefits of the project, including increased mobility along the Central Corridor, would be experienced by all populations.

Because the expected adverse impacts would not be disproportionate, no special mitigation measures beyond those proposed in the AA/DEIS would be necessary.

### 3.8.2 Methodology

The USDOT Final Order on Environmental Justice directs government agencies to determine whether the impact of a transportation activity or facility will have disproportionate effects on minority or low-income populations, and if so, what mitigation measures or off-setting benefits should be made to affected populations. Disproportionate or adverse impacts to minority or low-income populations are defined as those impacts that are predominantly borne by a minority or low-income population and are more severe or greater in magnitude than the impact felt by the community at-large.

The analysis considered several population characteristics as they pertained to identifying minority or low-income populations including total population and households, population by age, race and ethnicity, individual and household income, poverty, and housing status. Additional social factors were considered in the context of environmental justice and transit

dependency including vehicle accessibility, English language proficiency, and physical or mental disability. Environmental justice impacts were considered significant if a disproportionate number of minority or low-income communities were exposed to or adversely impacted by the proposed changes to the AA/DEIS LPA. The analysis also considered what benefits would be received by potential environmental justice communities in the study area.

The analysis conducted in the Central Corridor AA/DEIS discusses elements of environmental justice as they pertain to the natural or built environment of the study area. Unlike the AA/DEIS analysis, this analysis discusses environmental justice on existing conditions of minority and low-income populations, special needs populations, and the Key Project Elements defined in Chapter 2, Alternatives Considered. Furthermore, this analysis considers environmental justice in the context of the No-Build Alternative and proposed changes to the AA/DEIS LPA exclusively. Finally, at the time the AA/DEIS was conducted and published, select U.S. Census data were available and used and portions of the analysis relied on 1990 Census data. With 2000 Census information now readily available, certain aspects of the AA/DEIS environmental justice discussion have been updated to reflect this data.

The impact assessment area for this analysis was defined as one-half mile on either side of the proposed alignment. Despite other analyses being conducted at distances greater than one-half mile, it was determined that this area formed the “walkshed” area, and persons living within one-half mile of the alignment would experience the greatest levels of exposure to affects associated with the proposed changes to the AA/DEIS LPA. Socioeconomic data for the Census tracts and block groups in this area were obtained to provide a basis for determining exposure and impacts to minority or low-income communities within the defined study area.

The U.S. Census Bureau defines minority persons as Negro/Black/African-American, Hispanic/Latino, Asian or Pacific Islander, American Indian, Eskimo, or Aleut, or other non-white persons. Low-income persons are those whose median household income is at or below the Department of Health and Human Services poverty level.

### 3.8.2.1 Environmental Justice Legal and Regulatory Context

On February 11, 1994, President Clinton issued Executive Order 12898, entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Key points of the order are as follows:

- To the greatest extent practicable and permitted by law, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations [Subsection 1-101].
- Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under such programs, policies, and activities, because of their race, color, or national origin [Subsection 2-2].

- Each Federal agency shall work to ensure that public documents, notices, and hearings relating to human health or the environment are concise, understandable, and readily accessible to the public [Subsection 5-5 {c)].

In response to this order, the USDOT Final Order on Environmental Justice [DOT Order 5610.2, “Environmental Justice” (April 15, 1997)], was issued to provide guidelines to state agencies receiving USDOT funding on ensuring environmental justice requirements pursuant to Executive Order 12898. MnDOT’s *Environmental Justice Draft Guidance* serves as a guidance document for considering environmental justice issues for projects that may impact human or environmental health and the health of minority or low-income populations. The Federal Highway Administration (FHWA) approved *Hear Every Voice: a Guide to Public Involvement at MnDOT*, which contains the *Environmental Justice Draft Guidance*, along with the aforementioned USDOT regulations, and suggested guidance for engaging non-traditional transportation stakeholders in June 1999. In accordance with these guidelines, a public involvement plan was developed and implemented for the Central Corridor LRT project (see Chapter 11, Public and Agency Coordination and Comments).

### 3.8.3 Existing Conditions

#### 3.8.3.1 Minority Populations

METRO Transit’s long range plan is included in the adopted 2030 Transportation Policy Plan and provides a regionally balanced plan that serves various ethnicities in communities throughout the Twin Cities metropolitan region. Overall, the system will serve African American, Hispanic, White and Asian populations equally across the service area. The benefits and the impacts are equally dispersed. METRO Transit’s goal in developing their plan is to enhance mobility for residents, especially taking into account communities that are transit dependent. The plan has been developed to respond to these needs by maximizing service while minimizing impacts.

New services, and their resulting benefits to residents, are the background for the ridership forecasts of the Central Corridor LRT project. The Central Corridor LRT project benefits from the regional connectivity, dynamic travel choices and significant travel time savings that are provided by the long range plan.

Table 3-15 displays the total population and percent of total population by identified racial or ethnic heritage, as defined by the U.S. Census Bureau, for Hennepin and Ramsey Counties compared with the one-half mile study area in the Central Corridor. As displayed, the corridor has a larger ethnic minority population than either Hennepin County or Ramsey County as a whole.

**Table 3-15 Population and Percent of Total Population by Identified Racial or Ethnic Heritage**

Race/Ethnicity	Hennepin County		Ramsey County		Central Corridor study area	
	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total
<b>White (Non-Hispanic)</b>	898,921	80	395,406	77	88,220	59
<b>Black or African-American</b>	99,943	9	38,900	8	28,360	19

Race/Ethnicity	Hennepin County		Ramsey County		Central Corridor study area	
	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total
Hispanic or Latino <sup>a</sup>	45,439	4	26,979	5	11,655	8
Asian	53,555	4	44,836	9	17,303	11
All Others <sup>c</sup>	63,781	6	31,893	6	16,695	11
<b>Total<sup>b</sup></b>	<b>1,116,200</b>	<b>100</b>	<b>511,035</b>	<b>100</b>	<b>150,578</b>	<b>100</b>

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

<sup>a</sup> By Census Bureau definition, the ethnic category “Hispanic or Latino” includes persons of any race.

<sup>b</sup> The category “All Others” includes American Indian and Alaska Native, Native Hawaiian and other Pacific Islander, “some other race,” and persons who identified themselves as being of two or more races.

<sup>c</sup> The final totals for number of persons and percentage of totals in the counties exclude the Hispanic or Latino ethnic category to avoid double counting. When the columns are summed including the Hispanic or Latino ethnic category, the total number of persons is higher than the stated final total, and the percentage of total is greater than 100%.

As Table 3-15 outlines above, in 2000, there was a slim majority of non-Hispanic white persons living in the Central Corridor study area. However, ethnic minority populations comprise a significant portion of study area population (41 percent), and account for a higher total minority population percentage than Hennepin County (19 percent) and slightly less than Ramsey County (23 percent) (excluding the Hispanic or Latino category). Within the study area, the Black or African-American population represents the largest ethnic minority group next to non-Hispanic Whites with the Asian community being the next largest ethnic community group.

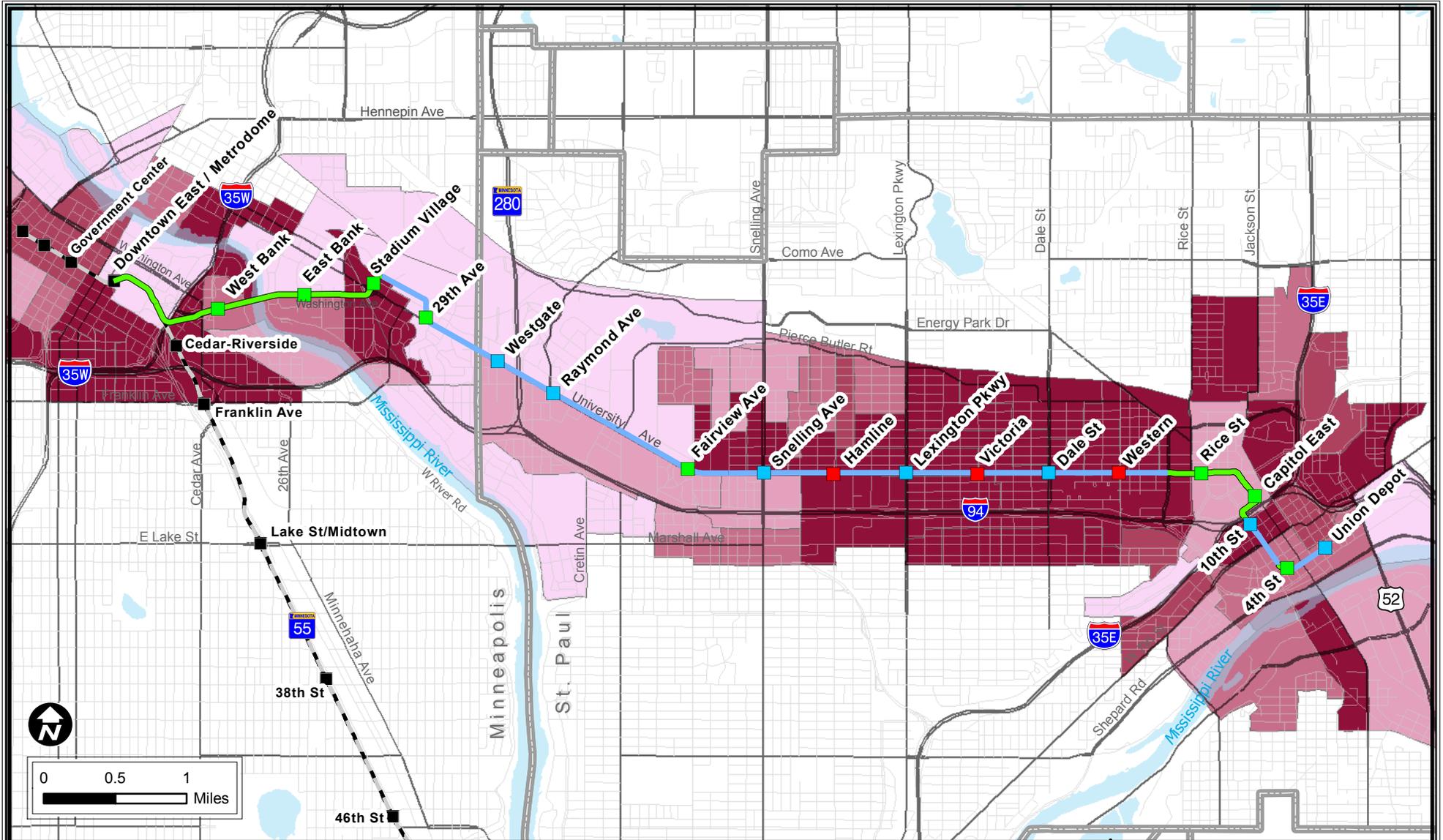
Figure 3.8-1 provides a graphic representation of minority group locations by Census block groups within the study area. Although minority populations are scattered throughout the study area, the highest concentrations of minority populations are located along the University Avenue from the Snelling Avenue intersection to the Rice Street intersection. Minority populations also represent a significant portion of the downtown St. Paul population, with the West Side neighborhood of St. Paul having a significantly higher concentration of ethnic minorities. The Cedar-Riverside neighborhood, located just east of Downtown Minneapolis is also home to a high ethnic minority population, comprised primarily of Somali and East African immigrants. As shown by the data, minority populations of African-Americans and Somali or other East African immigrants are also higher around the Hubert H. Humphrey Metrodome and the Elliot Park neighborhood. South of I-94 and the Cedar-Riverside neighborhood, Native American populations are strongest, particularly along Franklin Avenue between the Franklin Avenue Hiawatha LRT stop and I-35W.

Minority populations, particularly new immigrant minority groups, living within the Central Corridor Study Area tend to cluster near communities of similar ethnic backgrounds—where access to social services in their native languages or job opportunities are greatest. Additionally, many new immigrants to these communities are reliant upon public transportation. The current alignment runs through the Rondo neighborhood, the heart of St. Paul’s African-American community. In the 1950s, this neighborhood was devastated by the construction of I-94, and community members are concerned about maintaining the remaining neighborhood fabric and community cohesion. To help address neighborhood concerns, the Metropolitan Council’s outreach efforts included the hiring of six Community

Outreach Staff, each assigned to one of the six planning segments along the proposed route. The intent of this approach was for outreach staff to actively engage and solicit input from community members and the neighborhoods as part of the planning process within their specified planning segment. A more detailed discussion of the Community Outreach Staff is provided in Chapter 11.

### 3.8.3.2 Low-Income Populations

Potential impacts to low-income populations were evaluated through an examination of U.S. Census tracts and block group level data for one-half mile on each side of the proposed alignment. The U.S. Department of Health and Human Services defines low-income persons as those whose median household income is 80 percent or less of the county median. Because the study area traverses portions of two counties, the county with the lower median household income level was used for the analysis. Of the two counties, Ramsey County has the lower median household income level so it was used for the calculation. In 2000, the median household income of Ramsey County was \$45,722, and 80 percent of this value is \$36,577. Therefore, households with incomes below this value are considered low income. Within the study area, approximately 40,879 households were identified as having incomes below \$36,577 annually (U.S. Census Bureau, 2000).



CCLRT Station		Persons/Acre	
<span style="color: blue;">■</span>	Identical to DEIS	<span style="background-color: #f0e68c;">■</span>	0 - 10
<span style="color: green;">■</span>	Changed from DEIS	<span style="background-color: #d2b48c;">■</span>	11 - 20
<span style="color: orange;">■</span>	Future infill station	<span style="background-color: #c08080;">■</span>	21 - 30
CCLRT Alignment Status		<span style="background-color: #800000;">■</span>	31 - 40
<span style="color: blue;">—</span>	Identical to DEIS	<span style="background-color: #400000;">■</span>	> 40
<span style="color: green;">—</span>	Changed from DEIS		
<span style="color: black;">■</span>	HLRT station		
<span style="color: black;">—</span>	Hiawatha Light Rail		

**Figure 3.8-1**  
**Minority Population per Acre**  
**by Census Block Group**  
**2000 U.S. Census**

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**Metropolitan Council** Central Corridor  
 Light Rail Transit

The median household income for the Census tracts was established and compared to the median household incomes for Hennepin and Ramsey counties. Table 3-16 presents poverty characteristics for Hennepin and Ramsey counties, along with median income characteristics. The data indicate that median household incomes within the study area are significantly lower than either of the counties. A total of 34,737 or 23 percent of the study area are deemed to have incomes at or below the poverty level.

**Table 3-16 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
<b>Persons Below Poverty Level<sup>b</sup></b>	90,384	8.3	52,673	10.6	34,737	23.1
<b>Median Household Income</b>	\$51,711		\$45,722		\$29,956 <sup>a</sup>	

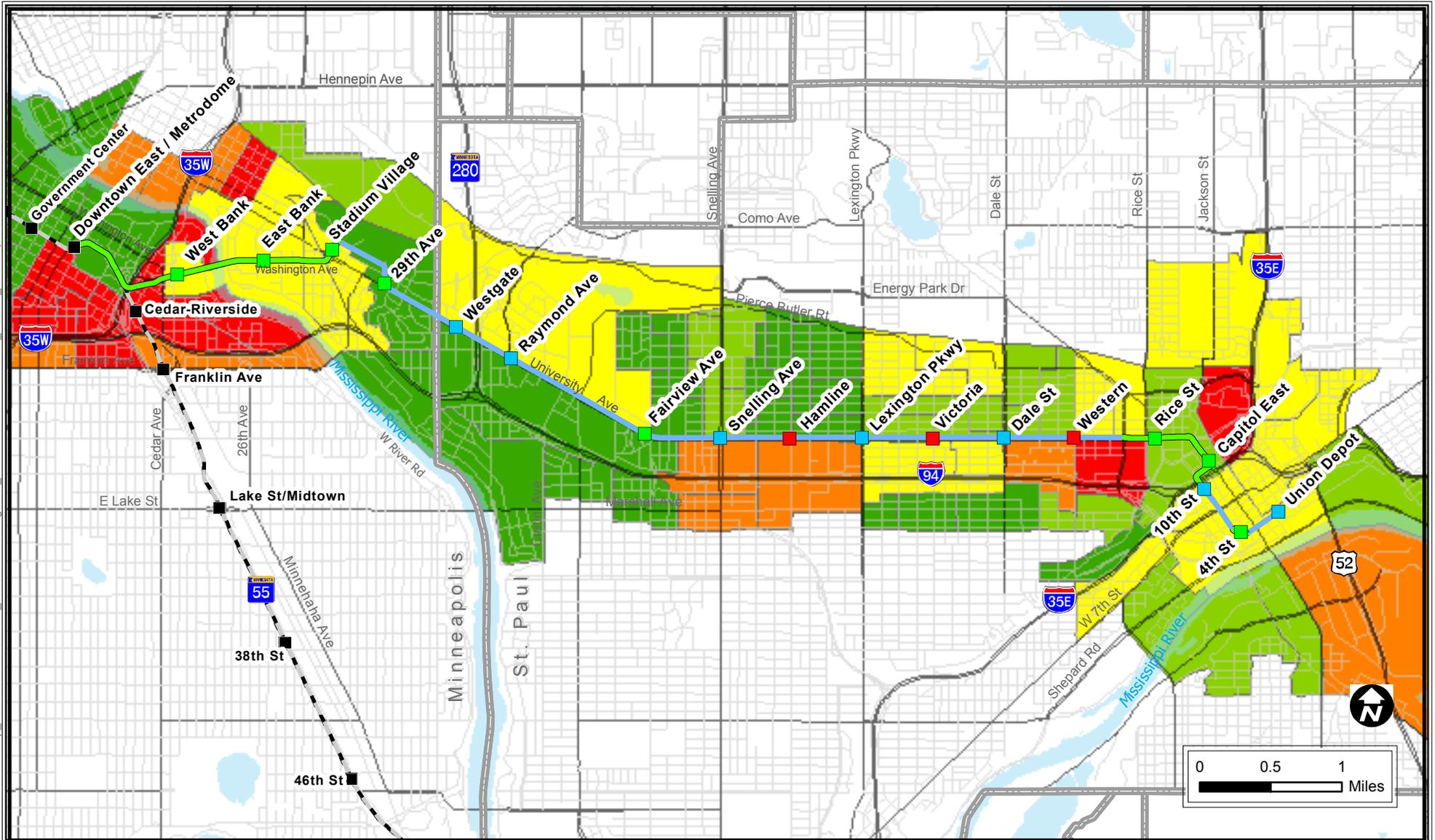
Source: U.S. Census Bureau, Census 2000 Summary File 3 (SF 3), 2001.

<sup>a</sup> 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. The final figure was rounded to the nearest whole dollar value.

<sup>b</sup> 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. The official poverty thresholds do not vary geographically, but they are updated for inflation using Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or non-cash benefits (such as public housing, Medicaid, and food stamps)."

According to Census data retrieved from the State of Minnesota, the 7 county region average of all households below the poverty level in 2000 was 6.9 percent. However, the poverty level for the Central Corridor one-half mile from the alignment is estimated to be nearly three times greater than the region's percentage. Figure 3.8-2 displays the distribution of median household incomes for the study area. Areas with significantly lower incomes are predominately located north and west of downtown St. Paul. Along the corridor, median household incomes are also relatively low in the Midway East and Midway West segments of the study area. Low-income populations are also located on the east side of Downtown Minneapolis, particularly the Elliot Park neighborhood south of the Downtown East/ Metrodome Hiawatha LRT station. (Figure 3.8-3)

Incomes are lowest surrounding the U of M. Relatively few households, however, are located within the Census tracts and block groups that surround the U of M. The primary form of housing on the campus is dormitories populated by students for select periods of time. Students typically comprise a lower-income group, and that group is reflected in the data.

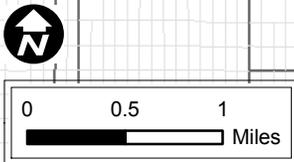
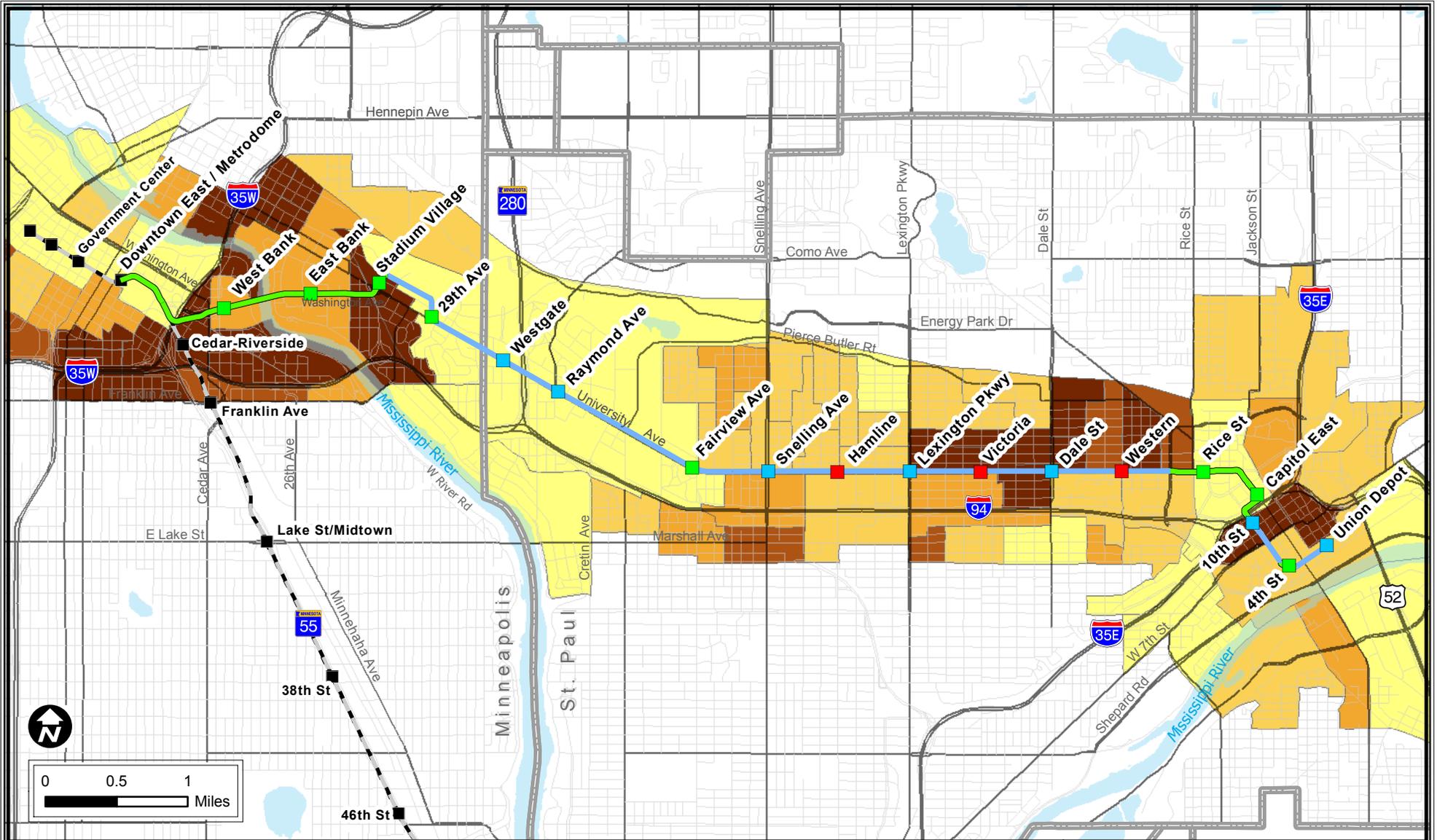


CCLRT Station		Median Household Income	
<span style="color: blue;">■</span>	Identical to DEIS	<span style="color: red;">■</span>	0 - 19999
<span style="color: green;">■</span>	Changed from DEIS	<span style="color: orange;">■</span>	20000 - 24999
<span style="color: brown;">■</span>	Future infill station	<span style="color: yellow;">■</span>	25000 - 29999
CCLRT Alignment Status		<span style="color: lightgreen;">■</span>	30000 - 34999
<span style="color: blue;">—</span>	Identical to DEIS	<span style="color: green;">■</span>	> 35000
<span style="color: green;">—</span>	Changed from DEIS		
<span style="color: black;">■</span>	HLRT station		
<span style="color: black;">- - -</span>	Hiawatha Light Rail		

**Figure 3.8-2**  
**Median Household Income**  
**2000 U.S. Census**


**Metropolitan Council** Central Corridor  
 Light Rail Transit

Map Document: (N:\GIS\Proj\MetCouncil\65891\map\_docs\mxd\ALIGNMENTS\CCLRT\_SDEIS\_template\_8x11\_033108.mxd)



CCLRT Station		Persons/Acre	
<span style="color: blue;">■</span>	Identical to DEIS	<span style="background-color: yellow;">■</span>	< 3
<span style="color: green;">■</span>	Changed from DEIS	<span style="background-color: orange;">■</span>	3 - 6
<span style="color: brown;">■</span>	Future infill station	<span style="background-color: darkorange;">■</span>	6 - 9
<b>CCLRT Alignment Status</b>		<span style="background-color: brown;">■</span>	9 - 12
<span style="color: blue;">—</span>	Identical to DEIS	<span style="background-color: darkbrown;">■</span>	> 12
<span style="color: green;">—</span>	Changed from DEIS		
<span style="color: black;">■</span>	HLRT station		
<span style="color: black;">—</span>	Hiawatha Light Rail		

**Figure 3.8-3**  
**Persons Below Poverty Level per Acre**  
**by Census Block Groups**  
**2000 U.S. Census**

**DRAFT**

**Metropolitan Council** Central Corridor Light Rail Transit

As discussed in the AA/DEIS, the strategic location of stations in minority or low-income population areas has the potential to directly and indirectly benefit these communities principally through job creation as the result of new development. The AA/DEIS ranked identified station locations based on their overall potential for transit oriented development suggesting that stations located in areas with preexisting commercial development would likely attract additional commercial or office development, which would lead to an influx of new jobs within that area and beyond. Stations located in principally residential areas would help attract new commercial development to serve residents living in proximity to the stations. Based on the methodology applied, the AA/DEIS indicates that stations would also have a positive effect on neighborhoods that are predominantly made up of minority or low-income populations. The Central Corridor LRT would be an essential component in attracting future development to minority or low-income population areas, as station construction and the presence of a fixed rail system would be an incentive for development and land investments.

### **Other Factors Affecting Transit Dependency**

Additional social and demographic factors often play a role in determining transit dependency. Although the 2000 Census contains a wealth of social data which could be considered part of any analysis, age, disability, language proficiency, and access to a personal vehicle were selected as demographics for consideration as part of this analysis.

#### **Age**

Age has a direct impact on a person's mobility, and as such, can play a determining factor in transit ridership. Adolescent populations must cope with age restrictions and driving competency, and are dependent upon others for transportation for various purposes. Elderly populations may not have access to vehicles, may not wish to drive, or may be physically incapable of operating a vehicle. Transit service provides independence and mobility for both of these populations. Table 3-17 displays the age and percentage of population by age for the study area compared to Hennepin and Ramsey Counties. According to the data, the 2000 Census indicates that the majority of residents in the study area are between the ages of 18 and 64.

**Table 3-17 Age and Percentage of Population**

Age Cohort	Hennepin County		Ramsey County		Study Area	
	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total
<b>Under 18 Years</b>	267,319	24	130,629	26	30,261	20
<b>18 to 64 Years</b>	726,998	65	320,854	63	107,620	71
<b>65 Years and Over</b>	121,883	11	59,552	12	12,697	9
<b>Total</b>	1,116,200	100	511,035	100	150,578	100

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

### Disabled Persons

The 2000 Census data indicate approximately 51,285 persons living within the study area identified themselves as having a disability. According to the data, persons with disabilities are distributed throughout the study area, with some noticeable concentrations. This is likely due to the availability of special needs housing facilities for persons with specific disabilities.

Persons with disabilities, as defined by the U.S. Census, present a special user group, which requires a transit system that is responsive and sensitive to their mobility needs. MetroTransit buses traveling in the Central Corridor are accessible for persons with special transportation needs. Metropolitan Council and MetroTransit currently provide the Metro Mobility transportation service, and ADA compliant paratransit service for certified riders unable to use regular fixed-route buses. The Hiawatha LRT station platforms and trains allow for easy access and safe travel on-board trains; the Central Corridor stations and trains will provide a similar set of facilities.

### English as a Second Language (ESL)

Executive Order 13166 mandates that federally-funded programs identify any need for services to those persons and households for whom English proficiency is limited. The order also established the principle that those persons with limited English speaking skills be represented and engaged as part of the planning process (The Census provides the following definition of a linguistically isolated household: "A linguistically isolated household is one in which no member 14 years old and over [1] speaks only English or [2] speaks a non-English language and speaks English very well.")

The 2000 Census data indicate that 6,297 households within the study area are categorized as linguistically isolated, or spoke English as a second language. The data suggest that 23 percent (1,421) of those households primarily are Spanish-speaking households, 32 percent (1,986) are households that speak Asian or Pacific languages, and 36 percent (2,247) are households that speak some other type of language not categorized by the Census. European languages account for 10 percent of the study area, or 643 households.

Non-English speaking households were analyzed with other socioeconomic factors, such as median household income. Thematic mapping suggest a strong relationship between household income and English proficiency—non-English speaking households are

predominantly located in Census tracts and block groups where median incomes are typically lower than other tracts or block groups in the study area.

Special efforts were taken to engage potentially underrepresented community members, particularly those for whom English may not be their first language. Printed materials were translated into multiple languages to facilitate communication with immigrant communities within the Central Corridor LRT Study Area. Additionally, Somali TV featured two outreach coordinators to help promote one of the West Bank Station meetings. Another outreach coordinator was interviewed by a Hmong radio show host before a meeting in the Frogtown community.

**Households without Vehicles**

The availability of a personal vehicle is strongly correlated with the amount of trips taken and distance of traveled. Data from the National Household Travel Survey indicate that persons in households without a vehicle took approximately 1,000 trips in 2001, as compared to households with at least 1 vehicle, which averaged 1,500 person trips for the same year. Households without vehicles made 37 percent of their total trips by foot and 20 percent by some mode of transit service. A strong relationship between household income and vehicle ownership is also observed (USDOT, Bureau of Transportation Statistics and the Federal Highway Administration, 2001 National Household Travel Survey, January 2003).

According to 2000 Census data for the study area, within one-half mile of the proposed LRT alignment, approximately 19,152 households are without a vehicle, or approximately 30 percent of all occupied housing units within the study area. Table 3-18 provides an analysis of no-vehicle households for the study area compared with no-vehicle households in Hennepin and Ramsey Counties and the Cities of Minneapolis and St. Paul. As evidenced, the proportion of households without a vehicle in the study area is significantly higher by comparison with the cities or counties.

**Table 3-18 No Vehicle Households**

Area	No Vehicle Households	Percentage No Vehicle Households
Hennepin County	48,930	11
Ramsey County	23,666	12
Minneapolis	31,991	20
St. Paul	18,866	16
Study Area	19,152	30

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

**3.8.4 Long-Term Effects**

As discussed in Chapter 11, Public and Agency Coordination and Comments, extensive public information and outreach activities were conducted as a part of the AA/DEIS and SDEIS processes for the Central Corridor LRT project to inform area residents and businesses about the project and provide an opportunity for public comment. These informational and outreach activities, coupled with the public hearings and comment periods, have allowed the public to provide input on the proposed alignment and alternatives, station locations, environmental issues, future development implications, the project planning process, and the selection of the LPA.

This input has resulted in concurrent planning processes undertaken by the City of St. Paul in the development of the Central Corridor Development Strategies (Urban Strategies, October 2007). This planning process addresses many of the issues and concerns raised by adjacent neighborhoods (see Section 5.3). Additionally, this input influenced the Central Corridor LRT project by assisting in the identification of future infill stations that will reduce station spacing and create economic opportunities around these stations.

#### 3.8.4.1 No-Build Alternative

The No-Build Alternative, as described in Chapter 2, includes roadway and bus system improvements along University Avenue and I-94 as specified in the appropriate agency Transportation Improvement Programs (TIPs) and 2030 Transportation Policy Plan for which funding has been committed. The current transportation and transit facilities and services, with minimal modifications or expansions, form the basis of the No-Build Alternative. From this analysis, the No-Build Alternative would not cause adverse or disproportionate impacts to the human or environmental health of minority, low income, or special user group populations in the Central Corridor. The No-Build Alternative would maintain the currently operating transportation network throughout the corridor, a network which is operating at and beyond capacity. The No-Build Alternative would not lead to major public infrastructure investments and improvements, and development throughout the corridor would continue at the current pace. Mobility benefits that would accrue with changes proposed to the AA/DEIS LPA would not be realized under the No-Build Alternative.

#### 3.8.4.2 Key Project Elements

The project would result in significant capital and economic investments throughout the Central Corridor Study Area, along with major transportation access and mobility improvements for area residents. It represents a substantial long-term capital investment in transit in an area with higher than average low-income and minority populations, and a higher-than-average dependence on transit services, as described in early sections of this environmental justice analysis. Increased transit access to employment and activity centers would benefit all area populations, regardless of socioeconomic status. Minority and low-income communities would not disproportionately experience any high or adverse impacts associated with the proposed changes to the AA/DEIS LPA, and the entire study area would benefit from this significant public infrastructure investment.

As part of the SDEIS analysis, environmental justice concerns have been considered in the context of the Key Project Elements.

Before discussing the Key Project Elements by planning segment, two of the Key Project Elements are discussed that would affect all of the planning segments.

#### **Traction Power Substations**

Thirteen TPSS locations have been identified and are dispersed throughout the corridor. The units are geographically dispersed throughout the corridor, and are not sited disproportionately in minority or low-income neighborhoods.

#### **Three-car Platforms**

The requirement that stations have the ability to handle three-car trains is not expected to have disproportionate high or adverse effects on minority or low-income communities.

## **Downtown St. Paul**

### **Downtown St. Paul Alignment and Stations**

None of the alignment alternatives and station locations/modifications under consideration for Downtown St. Paul are expected to have any disproportionately high or adverse impacts on minority or low-income populations. It is anticipated that station area development accompanying the LRT will help improve access to Downtown St. Paul, promote economic development, and foster job growth within the city center. Implementation would be a benefit to the entire St. Paul community.

### **Vehicle Maintenance and Storage Facility**

The vehicle maintenance and storage facility is proposed to be located in downtown St. Paul, under the Lafayette Bridge, east of the Union Depot facility. At present, the area is predominantly occupied by commercial and industrial land uses, along with vehicle and railroad transportation facilities. Concerns regarding noise levels associated with maintenance of trains or other activities at this site have been raised. From the noise analysis conducted (discussed in Chapter 4), noise levels associated with this facility would not result in noise impacts based on the FTA noise guidelines. Based on the existing land use patterns around the facility's proposed location, it is unlikely that any populations would experience impacts associated with the maintenance facility. As a result, the potential adverse impacts are not anticipated to disproportionately affect any identified minority or low-income populations within the study area.

## **Capitol Area**

### **Capitol Area Alignment and Stations**

The area surrounding the Rice Street Station and capitol complex has a higher concentration of minority and low-income populations than much of the corridor. Following the publication of the AA/DEIS and public comments received, the station at Rice Street was modified to enhance access for Midway East residents and Capitol area workers. Furthermore, public infrastructure investments in this area would likely spur economic opportunities in the neighborhood, leading to job creation and new employment for area residents. The Rice Street Station presents no disproportionate adverse impacts to minority or low-income populations.

## **Midway East**

### **Future Infill Stations**

This segment of the corridor has been evaluated for the potential of the Central Corridor LRT project to adversely or disproportionately affect environmental justice populations. Since publication of the AA/DEIS, several operational changes to the Baseline Alternative and AA/DEIS LPA were developed. These changes have been incorporated into the 2030 transit network and are used in the development of ridership results presented in Chapter 6 of this SDEIS. Changes affecting this segment include a frequency reduction on Route 16 and the addition of two new routes including the 60 and 83. Chapter 2 provides a detailed description of the Baseline Alternative and proposed changes to the AA/DEIS LPA operations plan.

While a reduced frequency on Route 16 has the potential to affect populations in this corridor, the introduction of LRT service running at 7.5 minutes at peak and the Route 60 serving as a circulator has the overall effect of increasing capacity in the corridor. Route 83

increases north/south access along Lexington Parkway. Additionally, end-to-end run times on the Central Corridor LRT are significantly faster than existing transit service.

To address community access issues in this segment and to respond to community concerns regarding station spacing, the Metropolitan Council is evaluating future stations at Hamline Avenue, Western Avenue, and Victoria Street. Public meetings were held in this segment of the corridor to elicit comment regarding the inclusion of future infill stations and other project attributes (see Chapter 11 and supporting documentation in Appendix F). The locations of these future infill stations would reduce the station spacing from approximately one mile to a half mile along University Avenue in the portion of the corridor. Recognizing the potential LRT stations have to enhance growth and development around station areas, the City of Saint Paul City Council adopted the Central Corridor Development Strategy. Although these stations are not included in the project as described in Section 2.3, the underlying infrastructure would be constructed in order for these stations to be built as ridership and finances allow, without disrupting the operation of the Central Corridor LRT.

### **Midway West**

Only two of the Key Project Elements are located in this segment – TPSS and three-car platforms at each station. As noted above, these elements are not expected to affect minority or low-income communities.

### **University/Prospect Park**

#### University of Minnesota Alignment

An at-grade transit/pedestrian mall running along Washington Avenue, with stations at Stadium Village and Union Street on the East Bank Campus has been selected as the proposed change to the AA/DEIS LPA by the Metropolitan Council. Key issues associated with this alternative are the traffic operations, parking, and pedestrian mobility around the campus. This alignment presents different challenges related to environmental justice.

As discussed in the low-income portion of the analysis, the U of M area is home to a large portion of low-income residents who are thought to primarily represent the student population. It is foreseeable that significant public infrastructure investment would likely not change this demographic; however, increased access and mobility for students and area workers employed by the U of M would likely lead to some changes in income levels. Because full-time students are less likely to maintain full or part-time jobs, their income levels are expected to stay relatively the same despite implementation of the transit/pedestrian mall for Central Corridor LRT development, and implementation would not impose any adverse economic implications on this group.

#### Washington Avenue Bridge

Construction of LRT facilities along the Washington Avenue Bridge between the East and West Bank campus' of the University of Minnesota are not anticipated to adversely impact minority or low-income populations. The AA/DEIS analysis supported this finding, indicating that impacts to traffic operations and environmental health would be minimal.

### **Downtown Minneapolis**

#### Hiawatha/Central Corridor LRT Connection

The connection would be made between the proposed West Bank and Downtown East/Metrodome stations. The proposed changes to the AA/DEIS LPA would not disproportionately impact minority or low-income populations.

### 3.8.5 Short-Term Effects

Construction of the Central Corridor LRT would result in several major and minor impacts to adjacent communities, but the adverse impacts would not be borne disproportionately by minority or low-income communities. Roadway operations and parking, access to businesses, public utility services, pedestrian and bicycle facilities, along with short-term impacts to air quality, noise, and vibration are likely to be the most significant impacts experienced by the people and businesses located adjacent to or near the construction zones.

### 3.8.6 Mitigation

To gain a full understanding of potential environmental justice issues, public involvement activities have been conducted during the course of this analysis, which provided the public with extensive opportunities to raise issues with project decision-makers (see Chapter 11 Public and Agency Coordination and Comments). Most frequently, environmental justice concerns raised by neighborhood residents included parking, accessibility, elder mobility and safety, community cohesion and neighborhood preservation, continued public outreach, and protection of small businesses already operating within the corridor. These concerns have been considered and the analysis determined that minority or low-income populations within the study area are not subject to any disproportionate impacts associated with the development of the Central Corridor LRT; furthermore, the benefits of the project are fairly distributed. No mitigation is proposed at this time.

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