Attachment F: Addendum to the Assessment of Effects

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Section 106 Assessment of Effects for Historic Properties, Addendum No. 3

METRO Blue Line Light Rail Extension

Metropolitan Council Contract No. 14P156

SHPO File No. 2011-3773

Minneapolis, Hennepin County, Minnesota
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Management Summary

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

FTA, as the lead federal agency, and the Council, as the local project sponsor, published the Project's Final Environmental Impact Statement (EIS) on July 15, 2016, in compliance with NEPA and MEPA. FTA signed a Record of Decision (ROD) on September 19, 2016. As defined in the final EIS and ROD, the project consisted of approximately 13.4 miles of new LRT guideway, approximately 7.8 miles of which was proposed to operate in BNSF Railway Company (BNSF) right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the Project in the BNSF corridor were unsuccessful. In 2020, the local Project sponsor (the Council) and its partner, Hennepin County, in coordination with other Project stakeholders and jurisdictions, began to identify and evaluate potential alternative Project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022, and reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by Project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022. The Council, under the direction of the FTA, published a Supplemental Draft EIS in June 2024 and published a Supplemental Final EIS in May 2025 to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. An Amended ROD will be published in August 2025. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties from the previous alignment are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016, and amended September 20, 2022 (FTA 2022). Further consultation with Minnesota State Historic Preservation Office (SHPO) and consulting parties to resolve adverse effects to historic properties will be completed pursuant to Stipulation XIV of the existing MOA and will be documented in an amendment to the MOA.

An assessment of effects report was completed for the Project by 106 Group in December 2024, which assessed effects to identified historic properties located within the Area of Potential Effects (APE) prior to design refinements for Municipal Consent (Wallace et al. 2024). In January 2025, an assessment of effects addendum report was completed to cover historic properties that were identified within an expanded APE that accounted for design refinements prepared during the Municipal Consent process. In April 2025, a Cultural Resources Literature Review and Section 106 Assessment of Effects for

Historic Properties Addendum 2 was prepared to address design refinements around the Lowry Avenue Station. This addendum No. 3 report analyzes Project effects to three historic properties that were found to be located within the APE/limits of disturbance (LOD) due to minor temporary easements needed to improve sidewalks up to the building faces. These three properties are located in Minneapolis, and include the National Register of Historic Places (NRHP)-listed Minneapolis Public Library, North Branch (HE-MPC-08089, 1834 Emerson Ave N), and two properties in the West Broadway Avenue Streetcar Historic District (HE-MPC-19637) that FTA is considering eligible (for the purposes of Section 106); and the Commercial Building/Upper Midwest American Indian Center (HE-MPC-06932, 1113 W Broadway Ave). There were no previously known historic archaeological sites identified within this portion of the APE/LOD and no areas of archaeological potential were identified. These areas of the APE/LOD were previously reported in the *Archaeological Literature Review and Assessment for the METRO Blue Line Light Rail Extension Project* that was prepared in March 2024 by 106 Group and the *Archaeological Literature Review and Assessment Addendum for the METRO Blue Line Light Rail Extension Project* that was prepared in January 2025 by 106 Group.

Based on these recommended findings of the effects, the Project will not have an Adverse Effect on the Minneapolis Public Library, North Branch; the West Broadway Avenue Streetcar Historic District; nor the Commercial Building/Upper Midwest American Indian Center.

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1 Introduction

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

The following report includes a description of Project components, a summary of Section 106 regulatory framework, methodology for assessing effects, and analyzes potential Project effects on three historic properties in Minneapolis.

2 Project Components

The Project will extend the existing METRO Blue Line Light Rail from downtown Minneapolis to Brooklyn Park, and it will include roadway construction and improvements, including five LRT bridges; one new roadway bridge at Bass Lake Road in Crystal; two new pedestrian bridges; trackway construction; 13 new stations; four park-and-ride facilities; one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park; stormwater best management practice (BMP) treatment locations; and traction power substations. The Project will result in temporary and permanent physical visual, noise, vibration, traffic and parking impacts at specific sites, such as changes to lane configuration, on-street parking availability, noise and vibrations from construction and operation, and/or access to off-street parking lots. Each Project component is described below, including use changes and construction activities.

2.1 Tracks and Light Rail Vehicles

Light Rail Vehicles (LRV) would operate on standard-gauge rail. The proposed system would be doubletracked throughout to provide separate tracks for northbound and southbound LRVs. Crossovers to allow LRVs to migrate from the northbound to southbound tracks would be provided at regular intervals for special operations or emergencies; locations are presented on the conceptual engineering drawings in the *METRO Blue Line Light Rail Extension (BLE) Supplemental Final Environmental Impact Statement* (HDR, Inc. 2024a). LRT tracks in streets would be either ballasted or embedded depending on the location and context of the street. Planned service level of operating LRVs is 10-minute frequencies for peak weekday operations.

Articulated train cars could be operated in either direction as a single-unit or multi-unit train. Cars would be designed for use with an overhead catenary system (OCS). Each car would have 66 seats and capacity for 160 customers (sitting and standing). Two- to three-car LRVs would operate at speeds up to 55 miles per hour (mph), with the average speed of 22 mph accounting for acceleration and deceleration near stations and slower speeds in the dense urban core of the City of Minneapolis. Cars would be fully compatible with Americans with Disabilities Act (ADA) standards. An operator would occupy each train and have control over acceleration and braking as well as operating the customer doors. Automated systems would inform the operator of various train and transitway operating conditions and would manage traffic signal priority, activation of crossing gates, and track switch operations (HDR, Inc. 2024a).

Construction of the Project would have intermittent transit impacts on bus operations on routes within the construction area. These impacts could include temporary stop relocations or closures, route detours, or suspensions of service on segments of routes operating on streets where the Project is being constructed. In the long term, the Project would affect fixed-route bus service as existing transit routes would be modified to directly serve the LRT stations, including the relocation of the Robbinsdale Transit Center (HDR, Inc. 2024a).

2.2 Overhead Catenary System

An overhead catenary system (OCS) will transmit electrical power from a Traction Power Substation (TPSS) to the LRV via a pantograph system that will be constructed along the entire Project ROW. The OCS consists of metal support poles with cross arms from which powered contact wires supported by messenger wires (catenary) are suspended above the LRT tracks to power the LRVs. The support poles are generally located between the two LRT tracks and support the wires for both alignments, although in some locations they may be positioned outside the LRT alignment. The poles may be painted or constructed from self-weathering steel (HDR, Inc. 2024a).

2.3 Traction Power Substation

TPSSs are proposed for the Project. TPSSs are sited between 0.5 and 1.2 miles apart, and there are two proposed at the OMF. TPSS locations are designed to minimize impacts on surrounding properties and resources and to balance safety, reliability, cost, and operational efficiencies. TPSS sites would be about 4,000 square feet and able to accommodate a single-story building about 40 feet long by 20 feet wide and access to the building would be provided to Metro Transit maintenance personnel (HDR, Inc. 2024a).

2.4 Operations and Maintenance Facility

The OMF would be located at the north end of the Project in the City of Brooklyn Park. The OMF site was selected based on its proximity to the end of the line, adequate space for the special trackwork required between the mainline track and the OMF, and adequate property for the OMF (about 10.4 acres). The OMF site would be occupied by a storage and maintenance building that has an area of about 150,000 square feet, surface parking for employees and visitors, trackwork, and open space. Compared to the Supplemental Draft EIS, the building would be approximately 10,000 square feet larger to accommodate additional LRV storage needs identified through continued coordination regarding operation's needs. The facility would include areas to store, service, and maintain up to 36 LRVs, vehicle washing and cleaning equipment, and office space to accommodate staff who would report for work at the OMF. LRV fleet size is calculated based on travel time and service planning. The OMF would be equipped to perform daily cleaning and repair activities on the LRVs as they enter and leave revenue service. Scheduled service and maintenance inspections also would be performed in the OMF (HDR, Inc. 2024a).

2.5 Stations and Park-and-Ride Facilities

The Project will include the construction of 13 new Stations, connecting with the existing METRO Blue Line at the Target Field Station. New Stations would include Oak Grove Parkway, 93rd Avenue, 85th Avenue, Brooklyn Boulevard, 63rd Avenue, Bass Lake Road, Downtown Robbinsdale, Lowry Avenue, Penn Avenue, James Avenue, Lyndale Avenue, West Broadway, and Plymouth Avenue. At each station site, sidewalk and/or lane demolition and excavation would be required to prepare the road surface and the right-of-way for construction activities along the corridor. Curb, truck, and median aprons and new paving would also be constructed at each station site.

Proposed customer drop-off and park-and-ride facilities would be built as part of the Project. Park-and-ride facilities would be provided at Oak Grove Parkway, 63rd Avenue North, Bass Lake Road, and Downtown Robbinsdale. The 63rd Avenue North Station would include a pedestrian bridge over County Road (CR) 81.

2.6 Bicycle and Pedestrian Improvements

The Project includes a variety of bicycle and pedestrian improvements to provide safe bicycle and pedestrian crossings of the proposed LRT alignment, to accommodate the proposed LRT and roadway improvements, and/or to provide bicycle and pedestrian connections to the proposed LRT stations. These improvements would affect several trails and sidewalks within the vicinity of the Project and include, but are not limited to, construction of ADA compliant curb ramps and detectable warnings, and relocations of regional and local trails (HDR, Inc. 2024a). Restriping for a protected bike lane along 2nd Street North, between Plymouth Avenue and Hennepin Avenue in Minneapolis would also occur.

2.7 Roadway and Bridge Construction and Improvements

This addendum report covers three properties in Minneapolis; therefore, this section only includes a description of related roadway and bridge Project components within the City of Minneapolis.

In the City of Minneapolis, the Project Alignment would be center running on West Broadway Avenue to Knox Avenue North where it would shift from West Broadway Avenue to 21st Avenue North and continue east across I-94 on a new 21st Avenue North bridge. The Project Alignment would then turn south and be center running on Washington Avenue to 10th Avenue North where it would change direction to follow 10th Avenue North to 7th Street North and transition to the existing LRT Target Field Station access structure on the south side of 6th Avenue North. The Project includes six new LRT stations in Minneapolis along with the one existing LRT station at Target Field. The Lowry Avenue Station would serve the Cities of Minneapolis and Robbinsdale. The Project would include new LRT stations west of Penn Avenue North, at James Avenue North, Lyndale Avenue North, Washington Avenue/West Broadway Avenue, and Plymouth Avenue North at 10th Avenue North (HDR, Inc. 2024a).

West Broadway Avenue would be reconstructed between Knox Avenue North and the mid-block of Lyndale Avenue North and 5th Street North; this roadway reconstruction and the construction of LRT track on 21st Avenue North would include pedestrian and bicycle improvements on the cross streets to facilitate a better multimodal transportation environment (HDR, Inc. 2024a).

2.8 Parking

The Project would result in permanent traffic impacts at specific sites, such as changes to lane configuration, on-street parking availability, and/or access to off-street parking lots. The Project would incur the loss of an estimated 1,002 on-street parking spaces and an estimated 952 to 989 off-street parking spaces in total across the four municipalities. In

addition, potential spill-over parking is expected in neighborhoods adjacent to the LRT stations and increased demand due to likely transit-oriented development.

2.9 Transit Operations

2.9.1 Construction

The Council expects construction of the Project to cause temporary disruption to traffic operations, including lane closures, short-term intersection and roadway closures, detours, and increased truck trips related to construction that would cause localized increases in congestion. Maintenance-of-traffic (MOT) plans will be developed during final design or construction and submitted for approval to the roadway authorities. The Project team will notify area residents of activities in advance, as possible.

2.9.2 Operation

The Supplemental Final EIS evaluation is based on planned service levels of trains operating at 10-minute frequencies for peak weekday operations. The Project would add new signals and crossing restrictions to safely accommodate LRT operations. Signals enhance safety by providing controlled crossings that reduce the risk of accidents, manage vehicular and pedestrian flow along the corridor, improve pedestrian visibility, and reduce conflict points between travel modes, making the conditions safer and more comfortable. Signals would increase the travel times for walking and biking due to the wait required for crossing at the signals. Travel time increases range from less than 5 seconds to approximately 5 minutes, with the highest increases along the 10th Ave corridor due to the concentration of new signals. As the Project design progresses, the timings of signals will be considered to balance travel times across modes.

3 Section 106 Regulatory Context

Prior to implementing an undertaking, Section 106 of the NHPA requires federal agencies to consider the effects of undertakings on historic properties that are included in, or are eligible for inclusion in, the NRHP. An adverse effect can occur if any aspect of a historic property's integrity is diminished through a direct or indirect effect of an undertaking. Undertakings include projects that a federal agency carries out, approves or licenses, and/or funds. Federal agencies must also afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking prior to the agency making a decision.

In accordance with Stipulation I of the MOA, the steps in the Section 106 process that have been completed for the Project include initiating the Section 106 process; identifying historic properties; conducting survey and evaluation; and assessing effects. Resolution of adverse effects will be discussed in consultation with SHPO, Tribal Historic Preservation Officers (THPOs), Consulting Parties, and the ACHP to consider measures to avoid, minimize, or mitigate adverse effects and will be documented in an amendment to the Project MOA.

3.1 Assessing Effects

The criteria that must be used to assess effects of Federal undertakings on historic properties that are listed in, or are eligible for listing in, the NRHP are set forth in 36 CFR § 800.5(a)(1). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

An adverse effect can occur if any aspect of a historic property's integrity is diminished. Examples of adverse effects are identified in 36 CFR § 800.5(a)(2) and include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property that is not consistent with the Secretary of the Interior's (SOI's) Standards for the Treatment of Historic Properties (36 CFR § 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration; and

- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Direct and indirect effects will be considered. According to the ACHP direct effects occur from the undertaking at the same time and place with no intervening cause regardless of its specific type (e.g., whether it is visual, physical, auditory, etc.). Indirect effects are those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable (ACHP 2019).

3.2 Area of Potential Effects

An APE is “the geographical area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking” (36 CFR § 800.16[d]). An APE must account for both direct and indirect effects, including permanent and temporary effects. The Project APEs were defined by the FTA in consultation with SHPO and are documented in the *METRO Blue Line Light Rail Extension Project Section 106 Compliance Plan Technical Memorandum of 2023* (Bring and Barnes 2023).

3.2.1 Architecture/History

The APE for architecture/history accounts for any physical, auditory, atmospheric, or visual impacts to historic properties (see Figure 1). Based on current Project plans, the architecture/history APE includes:

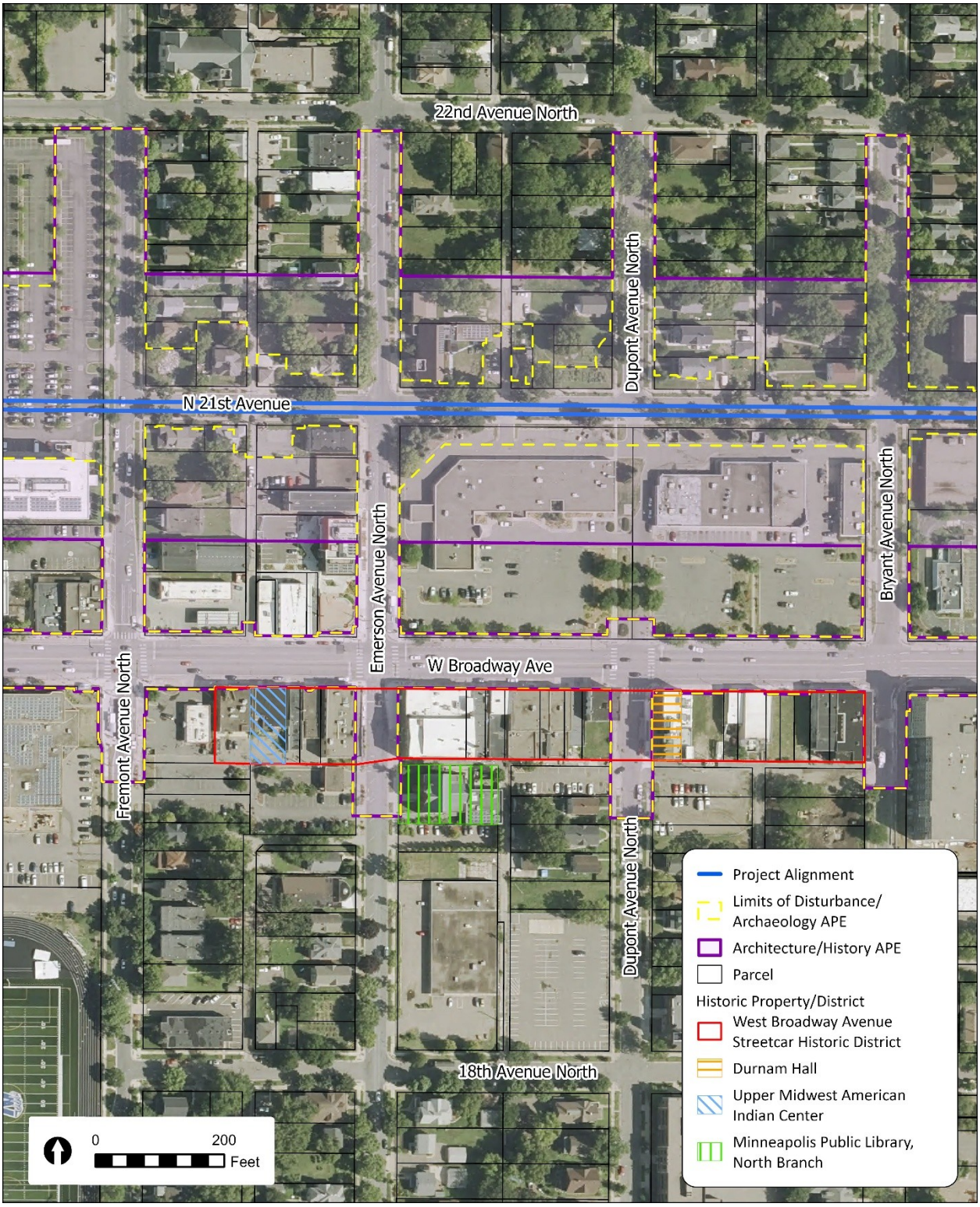
- All properties within 200 feet of the centerline of the proposed alignment;
- All properties within 500 feet (roughly equates to one block in urban areas) of the center point of each proposed station;
- All properties within 750 feet of the perimeter of the OMF site;
- All properties within 200 feet of the perimeter of each existing or new bridge structure less than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within 500 feet of the perimeter of each existing or new bridge structure more than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within the construction limits/limits of disturbance (LOD) of existing roadways and parking lots within existing right-of-way;
- The first tier of properties directly fronting the roadway and intersections of new or relocated roadways not within existing right-of-way;
- The first tier of adjacent properties to new surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads; and

- All properties within the construction limits/LOD of bicycle and pedestrian improvements, utilities and systems, borrow/fill and floodplain/stormwater/wetland mitigation areas, and noise walls (Bring and Barnes 2023).

3.2.2 Archaeological

The archaeological APE covers all areas within the Project LOD, where ground disturbing activities may be located (see Figure 1).

Figure 1. Project Location, APEs, and Historic Properties



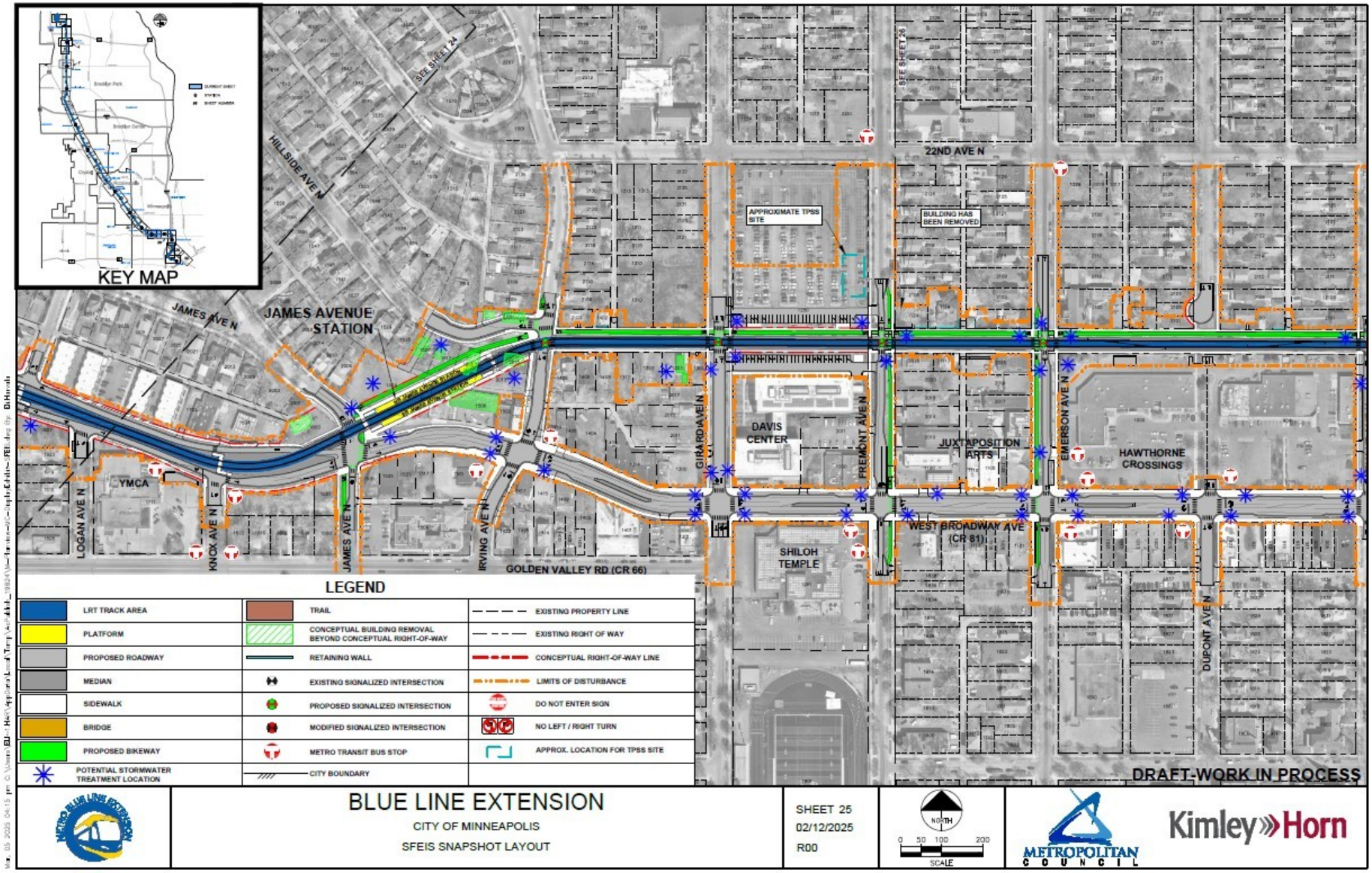
4 Assessment of Effects

In accordance with Stipulation I.C of the MOA, the criteria of adverse effect were applied to three historic properties located within the Project's architecture/history APE. Reference materials utilized in assessing effects on historic properties, but not included in the body of this report, are summarized in Table 1. The effects assessments and finding of effect recommendations for each of these properties are presented below. Project effects were assessed based on the Supplemental Final EIS Conceptual Engineering Drawings (see Figure 2).

Table 1. Assessment of Effects Reference Materials

Title	Description	Reference
METRO Blue Line Extension Bottineau LRT Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties	Assessment of Effects Analysis from previous Project iteration in 2016	MnDOT CRU 2016
METRO Blue Line Extension Light Rail Transit Project Section 106 Assessment of Effects	Assessment of Effects Analysis	Wallace et al. 2024
METRO Blue Line Light Rail Extension Supplemental Final Environmental Impact Statement (SFEIS)	Technical document with project details, layouts and plans, visualizations, and detailed descriptions of impact criteria and potential impacts on environmental and cultural resources	HDR, Inc. 2024a
Noise and Vibration Technical Report for Metro Blue Line Light Rail Extension Project Supplemental Final Environmental Impact Statement (EIS)	Technical memo on noise and vibration impacts	Meister and Suits 2024
Visual Quality Technical Report	Existing conditions and rendered views for the architecture/history APE	SEH 2024
METRO BLE Traffic Operations Technical Report	Existing conditions and build conditions traffic modeling	HDR, Inc. 2024b

Figure 2. Supplemental Final EIS Conceptual Engineering Drawing, Minneapolis



4.1 Noise and Vibration

During the construction and operation of the Project, there will be temporary increases in noise and vibration. Construction noise would be limited to physical construction and installation of LRT infrastructure (track, OCS, curb, median, and truck aprons, and roadway construction). During operation, noise and vibration impacts would be primarily due to the running of the LRVs on the tracks (wheel/rail interaction). FTA noise and vibration criteria are based on the land use category of the location (HDR 2024a) and include three levels of impact. The three levels of impact include:

- **No Impact**: Project-generated noise is not likely to cause community annoyance. Noise projections in this range are considered acceptable by FTA and mitigation is not required.
- **Moderate Impact**: Project-generated noise in this range is considered to cause impact at the threshold of measurable annoyance. Moderate impacts serve as an alert to Project planners for potential adverse impacts and complaints from the community. Mitigation should be considered at this level of impact based on project specifics and details concerning the affected properties.
- **Severe Impact**: Project-generated noise in this range is likely to cause a high level of community annoyance. The Project sponsor should first evaluate alternative locations/alignments to determine whether it is feasible to avoid severe impacts altogether. In densely populated urban areas, evaluation of alternative locations may reveal a trade-off of affected groups, particularly for surface rail alignments. Projects that are characterized as point sources rather than line sources often present greater opportunities for selecting alternative sites. This guidance manual and FTA's environmental impact regulations both encourage Project sites which are compatible with surrounding development when possible. If it is not practical to avoid severe impacts by changing the location of the Project, mitigation measures must be considered (FTA 2018).

4.2 West Broadway Avenue Streetcar Historic District (HE-MPC-19637)

The West Broadway Avenue Streetcar Historic District was identified as a potential commercial historic district during the development of the *Streetcar Commercial Building Context and Intensive Thematic Survey* that was prepared by New History in 2020. During this study, the West Broadway Avenue Streetcar Historic District was found to have significance for local Minneapolis Heritage Preservation Commission (HPC) eligibility, but did not rise to the level of NRHP significance, within the *Streetcar Commercial Building Context*. However, while the SHPO concurred that the district was not NRHP eligible under this existing context it did note that if a broader context addressing Streetcar Suburbs was developed that this district should be re-evaluated for NRHP eligibility. For the purposes of Section 106, SHPO and FTA have agreed to consider this district as eligible for listing in the NRHP. Within a Streetcar Suburbs historic context, this district would likely have

local significance under NRHP Criterion A within the area of Community Planning and Development. The period of significance would be the district's development period as related to the streetcar system, which includes the time period of 1875 to 1954. This district boundary includes the commercial properties along the south side of W Broadway Avenue between Fremont Ave N (excluding the property at the southeast corner of the block) and Bryant Avenue N (see Figure 1, Figure 2 and Figure 3). The district includes 21 parcels that have 17 extant commercial properties (see Figure 7, Figure 8 and

Figure 9). Character-defining features of this streetcar commercial historic district include a grouping of properties that front a historic streetcar line; an area located within six blocks of a historic streetcar stop; buildings with little to no setbacks from the sidewalks; small commercial centers near streetcar stops that consist of small scale buildings, two to three stories in height, with retail on the first level and offices or apartments above; and a setting that includes residential development on neighboring streets, that were developed during the operation of the neighboring streetcar system (Ludt et al. 2020:65). The district retains good overall integrity of location, setting, feeling, association, materials, design, and workmanship.

Effects Considered:

There would be direct physical effects from sidewalk and roadway improvements within the district boundaries. The sidewalk improvements would go up to all building faces and in some cases where the sidewalk slightly overlaps the parcel line, which is where the historic district boundary is drawn. There are temporary easements on 15 parcels within district boundaries (see Table 2). Eleven of these are to improve the sidewalk within recessed building entrances, the remaining four are on vacant lots where the sidewalk slightly overlaps the parcel line. There will also be a direct physical effect within the district along a section of Emerson Avenue N and Dupont Avenue N to the south of West Broadway Avenue where the sidewalks and roads will be improved within the existing right-of-way, and the existing bikeway along the west side of Emerson Avenue N will be improved. Other potential effects from the Project include direct visual, vibration, noise, and parking impacts.

Table 2. West Broadway Avenue Streetcar Historic District Properties with Proposed Temporary Easements

Address	PID	Property Type
1119 West Broadway Avenue	1602924130095	Commercial
1113 West Broadway Avenue	1602924130094	Commercial
1109 West Broadway Avenue	1602924130092	Commercial
1105 West Broadway Avenue	1602924130093	Commercial
1101 West Broadway Avenue	1602924130091	Commercial
1001 West Broadway Avenue	1602924140168	Commercial
927 West Broadway Avenue	1602924140195	Commercial

Address	PID	Property Type
921 West Broadway Avenue	1602924140196	Vacant lot
919 West Broadway Avenue	1602924140165	Commercial
915 West Broadway Avenue	1602924140164	Commercial
913 West Broadway Avenue	1602924140163	Vacant lot
911 West Broadway Avenue	1602924140162	Vacant lot
909 West Broadway Avenue	1602924140160	Vacant lot
905 West Broadway Avenue	1602920000000	Commercial
901 West Broadway Avenue	1602920000000	Commercial

Rationale for Effects Recommendation:

Direct physical effects within the district would occur due to sidewalk improvements located within 15 of the 21 parcels, a bikeway on a section of Emerson Avenue N, and roadway improvements to a section of Emerson Avenue N and Dupont Avenue N. Two of the parcels within the district that have direct physical effects are also individually eligible: the Commercial Building/Upper Midwest American Indian Center (HE-MPC-06932) at 1113 W Broadway Avenue and Durnam Hall (HE-MPC-08028) at 927 W Broadway Avenue (see Figure 1). Please see Section 4.3 for an individual assessment of effects on the Commercial Building/Upper Midwest American Indian Center. Durnam Hall was previously analyzed in the *Section 106 Assessment of Effects for Historic Properties for the METRO Blue Line Light Rail Extension Project* and found to have No Adverse Effect (Wallace et al. 2025). The Project would not directly affect any of the buildings within the West Broadway Avenue Streetcar Historic District. One of the 15 parcels with direct effects has a material other than concrete within a recessed entryway. The westernmost recessed entry for the Commercial Building/Upper Midwest American Indian Center (HE-MPC-06932) at 1113 W Broadway Avenue has tile as the flooring within the recessed entry, which appears to date to before the period of significance for this property (see Figure 10). The Project design will leave this tile in place, and sidewalk improvements will go up to the tile as opposed to up to the building face in this location. While there will be direct effects to some sidewalks and roadways within the district, their alignment, materials, and proximity from the building setbacks will not be altered, and therefore, these direct effects would not affect the district's integrity nor its ability to convey its significance. Additionally, ongoing design review will be implemented to minimize potential effects as the Project design develops. A Construction Protection Plan will also be prepared to protect historic properties from unanticipated damage during construction.

The West Broadway Avenue Streetcar Historic District is located one block south of the proposed LRT track alignment, which would run along 21st Avenue North. There are also five potential stormwater BMPs located adjacent to the district boundaries. The district will have direct views of the roadway and sidewalk improvements along and around West Broadway Avenue during construction; therefore, there would be temporary direct visual effects. The LRT tracks, infrastructure, and OCS would be constructed along an existing

vehicular roadway one block north of the historic district. Due to this distance, and that views would be limited to the cross streets within the district, these temporary and permanent visual effects would not affect the viewsheds to and from the historic district in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this district. Therefore, these visual effects would be minimal and would not affect the historic district's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the Project would slightly change the historic district's setting, it would not adversely affect the integrity of setting.

Based on FTA noise and vibration criteria, the properties within the West Broadway Avenue Streetcar Historic District do not have a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified along the section of West Broadway Avenue where this district is located (Meister and Suits 2024). Therefore, the noise and vibration effects from the Project would not adversely affect the West Broadway Avenue Streetcar Historic District's ability to convey its historical significance.

During construction and operation, there would be parking impacts in the vicinity of the district, particularly along West Broadway Avenue during construction. Parking impacts could slightly affect the historic district, as parking density would likely increase along side streets within the district creating potential access issues or delays for vehicular drivers. Temporary parking impacts during construction may slightly affect the integrity of feeling by creating parking inconveniences in the vicinity of this property during construction; however, these effects will be temporary and there will not be a significant parking impact from the Project during operation due to the distance between the Project alignment and this historic property. Temporary parking effects would be minimal and would not adversely affect the West Broadway Avenue Streetcar Historic District's ability to convey its significance.

Effects Recommendation:

Direct physical effects will be located within existing paved sidewalks and streets, but these improvements will include in-kind materials and will not change the current alignment of these transportation networks nor alter the setback of the buildings from these features. The tile flooring within the westernmost recessed entryway of 1113 W Broadway Avenue will be retained, and sidewalk improvements will go up to the tile as opposed to up to the building face in this location. Ongoing design review will be implemented to minimize potential effects as the Project design develops. Additionally, a Construction Protection Plan will also be prepared to protect historic properties from unanticipated damage during construction. Views of Project infrastructure and parking impacts from the Project will be negligible and would not alter characteristics qualifying the district as eligible for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the West Broadway Avenue Streetcar Historic District.

Figure 3. Supplemental Final EIS Conceptual Engineering Drawing Detail of the West Broadway Avenue Streetcar Historic District. District boundary outlined in red. Orange denotes the LOD/APE. See Figure 2 for all Project element details

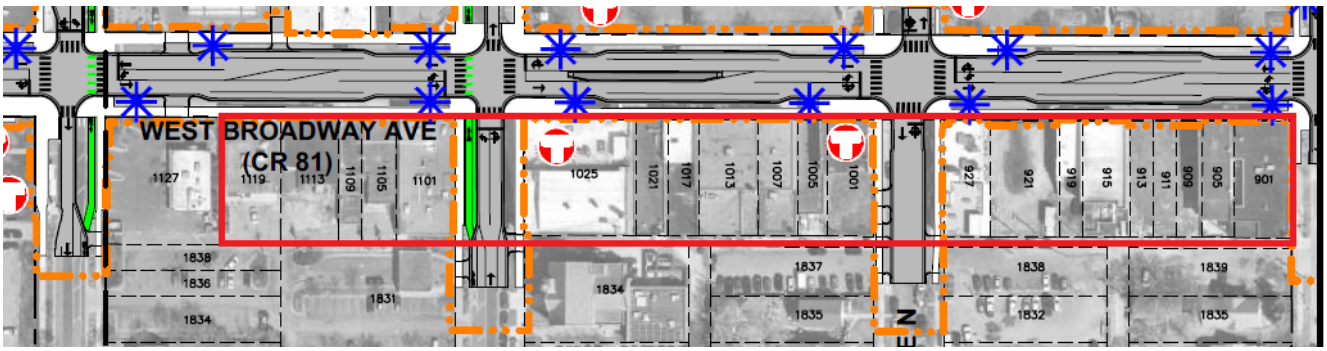


Figure 4. Supplemental Final EIS Conceptual Engineering Drawing Detail of the West Broadway Avenue Streetcar Historic District. Western block between Fremont and Emerson Avenues N. District boundary outlined in red. Orange denotes the LOD/APE. See Figure 2 for all Project element details

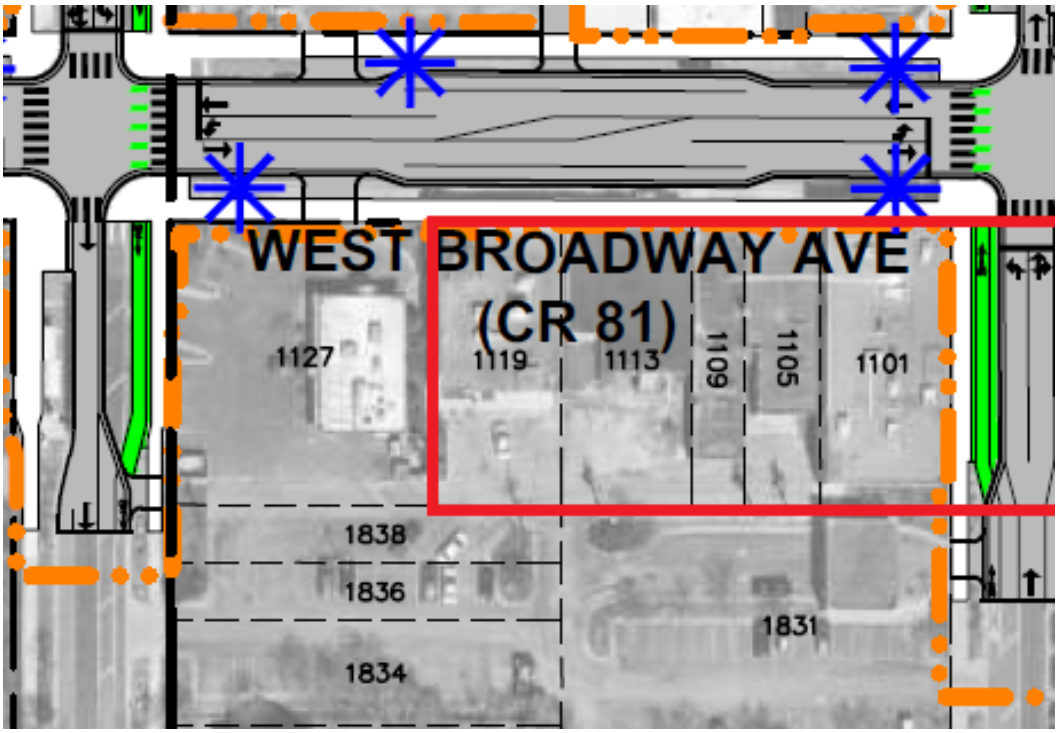


Figure 5. Supplemental Final EIS Conceptual Engineering Drawing Detail of the West Broadway Avenue Streetcar Historic District. Central block between Emerson and Dupont Avenues N. District boundary outlined in red. Orange denotes the LOD/APE. See Figure 2 for all Project element details

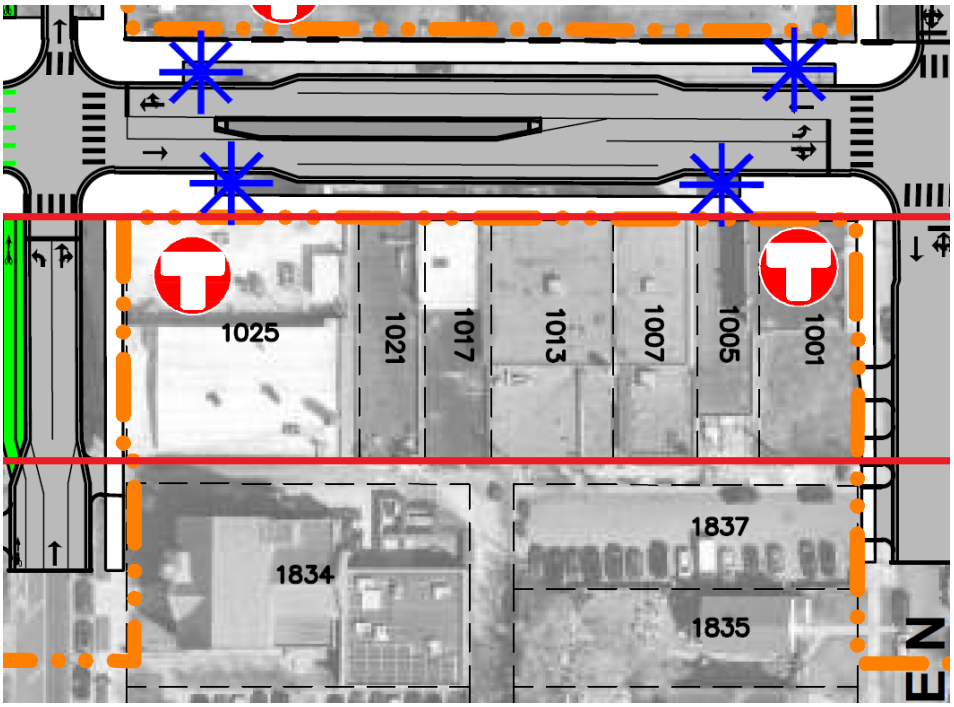


Figure 6. Supplemental Final EIS Conceptual Engineering Drawing Detail of the West Broadway Avenue Streetcar Historic District. Eastern block between Dupont and Bryant Avenues N. District boundary outlined in red. Orange denotes the LOD/APE. See Figure 2 for all Project element details

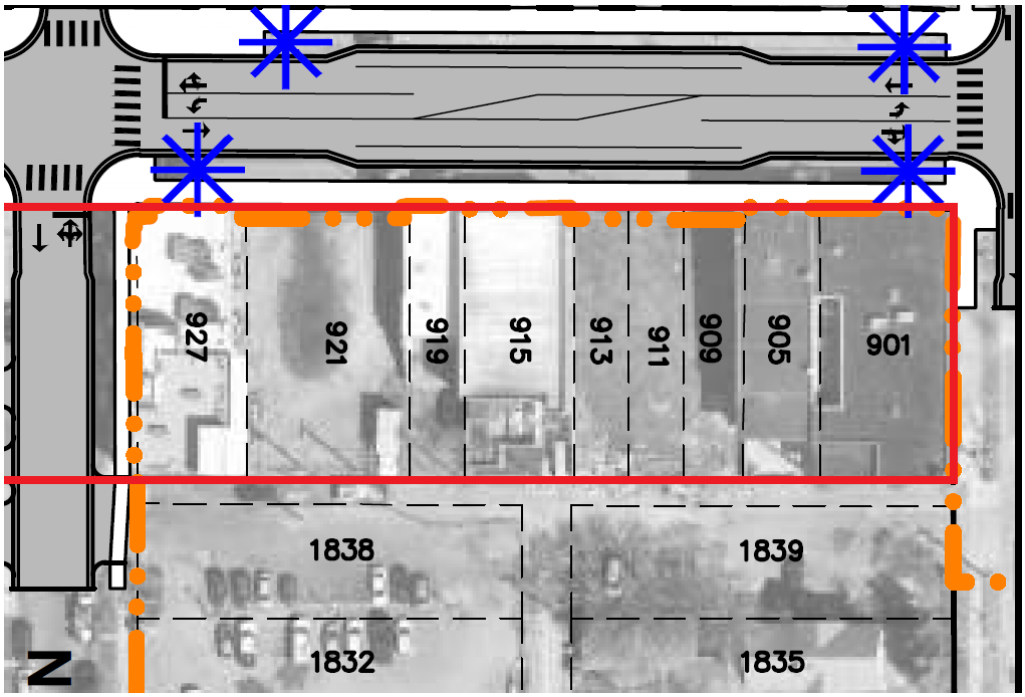


Figure 7. West Broadway Avenue Streetcar Historic District, view of the south side of West Broadway Avenue from Fremont Avenue N, Facing Southeast (Google 2023)

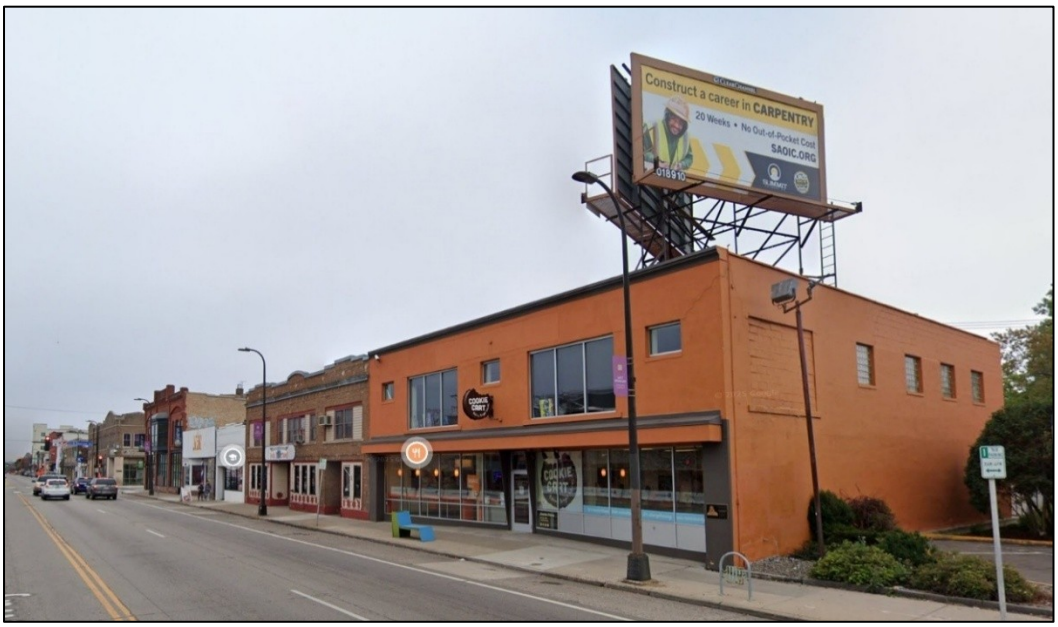


Figure 8. West Broadway Avenue Streetcar Historic District, view of the south side of West Broadway Avenue at Dupont Avenue with Durnam Hall at center, Facing Southeast (Google 2023)

Figure 9. West Broadway Avenue Streetcar Historic District, view of the south side of West Broadway Avenue from Bryant Avenue N, Facing Southwest (Google 2023)

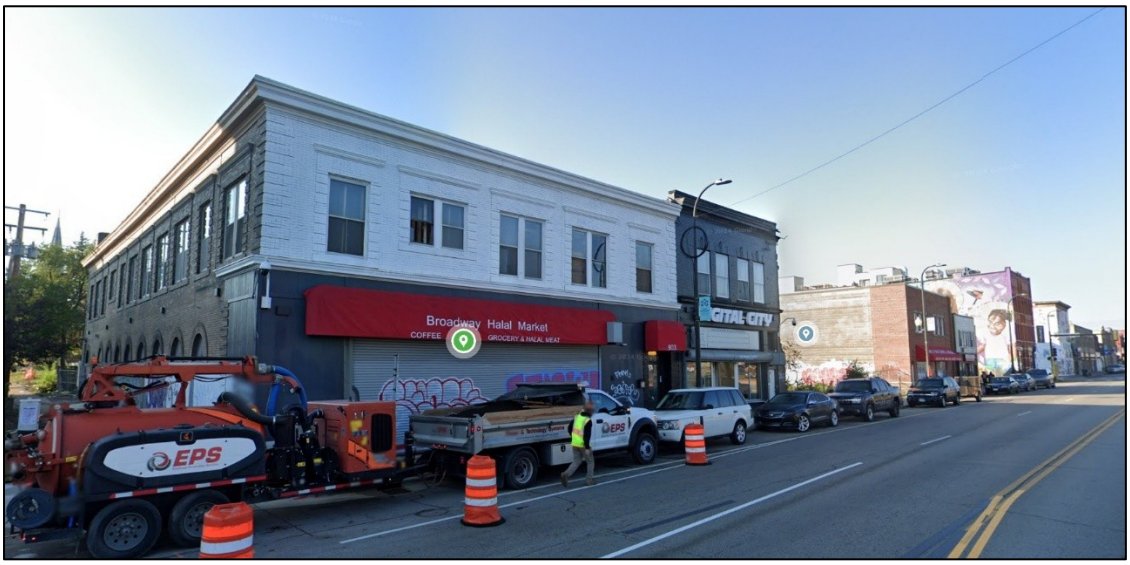


Figure 10. Westernmost entryway of 1113 West Broadway Avenue with tile flooring (Cyclomedia 2022)

4.3 Commercial Building/Upper Midwest American Indian Center (HE-MPC-06932)

The Commercial Building/Upper Midwest American Indian Center (HE-MPC-06932) at 1113 W Broadway Avenue in Minneapolis was identified as potentially eligible in the *Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Extension Project* report (Wallace et al. 2024). The property was originally located within the larger study area for the project but was outside of the APE/LOD, so an intensive evaluation was not prepared. However, due to the need for a temporary easement within the property parcel to accommodate sidewalk improvements up to the building face where there are recessed entryways along the west and north elevations, this property is located within the Project APE (see Figure 1). For the purposes of Section 106, FTA considers this property as eligible for listing in the NRHP. The historic property boundary includes the current parcel, which does not include the sidewalk along the north elevation (see Figure 1, Figure 2 and Figure 11). The property has local significance within NRHP Criteria A and B, for its association with the Upper Midwest American Indian Center. Under Criterion A, the property has local significance within the area of Social History related to urban renewal initiatives and the effects of social movement activities that characterized parts of North Minneapolis during the second half of the twentieth century. Under Criterion B, the property had local significance for its association with Emily Peake and James S. Longie, who organized and operated the Upper Midwest American Indian Center. The period of significance dates from 1971, when the Upper Midwest American Indian Center began operating out of this building, until 1975, the fifty-year cutoff for the NRHP. The Upper Midwest American Indian Center currently operates at 1025 W Broadway Avenue, located approximately a block east of this property, which is also located within the boundaries of the considered eligible West Broadway Avenue Streetcar Historic District and contributes to that district's significance, but is located outside of the Project APE. Character-defining features of the Commercial Building/Upper Midwest American Indian Center, include its location and setting within a commercial corridor, and the buildings association and use as a commercial property (see Figure 12). The property retains good integrity of location, feeling, association, and workmanship. The integrity of setting, materials, and design have been slightly compromised. Overall, the property retains fair integrity.

Effects Considered:

There would be direct physical effects from sidewalk improvements within the recessed entryways of this historic property boundary. These improvements would go up to the building face and includes a temporary easement on the parcel to improve the sidewalk within two recessed entryways on the building's north elevation (see Figure 11). Other potential effects from the Project include direct visual, vibration, noise, and parking impacts.

Rationale for Effects Recommendation:

Direct physical effects would occur due to sidewalk improvements within the recessed entryways in the historic property boundary. The Project would not directly affect the building. The westernmost recessed entry of this building has tile as the exterior flooring,

which appears to date to before the period of significance for this property. Therefore, the Project design will leave this tile in place, and sidewalk improvements will go up to the tile as opposed to up to the building face in this location. While there will be direct effects to the sidewalk, its alignment, materials, and the building setback will not be altered, and therefore these direct effects would not affect the historic property's integrity nor its ability to convey its significance. Sidewalk improvements will include in-kind concrete replacement. Additionally, ongoing design review will be implemented to minimize potential effects as the Project design develops. A Construction Protection Plan will also be prepared to protect historic properties from unanticipated damage during construction.

The Commercial Building/Upper Midwest American Indian Center is located one block south of the proposed LRT track alignment, which would run along 21st Avenue North. There are also four potential stormwater BMPs sited on the same block as this property. The property will have direct views of the roadway and sidewalk improvements along West Broadway Avenue during construction and, therefore, there would be temporary direct visual effects. The LRT tracks, infrastructure, and OCS would be constructed along an existing vehicular roadway one block north of this property. Due to this distance, and because this property is located mid-block, views of this Project infrastructure will be limited. These temporary and permanent visual effects would not affect the viewsheds to and from this property in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the Project would slightly change the historic property's setting, it would not adversely affect the integrity of setting.

Based on FTA noise and vibration criteria, this property does not have a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified along the section of West Broadway Avenue where this property is located (Meister and Suits 2024). Therefore, the noise and vibration effects from the Project would not adversely affect the Commercial Building/Upper Midwest American Indian Center's ability to convey its historical significance.

During construction and operation, there would be parking impacts in the vicinity of the property, particularly along West Broadway Avenue during construction. Parking impacts could slightly affect the property, as parking density would likely increase along side streets within the vicinity of this property creating potential access issues or delays for vehicular drivers. Temporary parking impacts during construction may slightly affect the integrity of feeling by creating parking inconveniences in the vicinity of this property during construction; however, these effects will be temporary and there will not be significant parking impacts from Project operation due to the distance between the Project alignment and this historic property. Temporary parking effects would be minimal and would not adversely affect the Commercial Building/Upper Midwest American Indian Center's ability to convey its significance.

Effects Recommendation:

Direct physical effects will be located within an existing paved sidewalk within the two recessed entryways on the north elevation of this building. These improvements will

include in-kind materials and will not alter the setback of the building. The tile flooring within the westernmost recessed entryway of this building will be retained, and sidewalk improvements will go up to the tile as opposed to up to the building face in this location. Ongoing design review will be implemented to minimize potential effects as the Project design develops. Additionally, a Construction Protection Plan will also be prepared to protect historic properties from unanticipated damage during construction. Views of Project infrastructure and parking impacts from the Project will be negligible and would not alter characteristics qualifying the property as eligible for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the Commercial Building/Upper Midwest American Indian Center.

Figure 11. Supplemental Final EIS Conceptual Engineering Drawing Detail of the Commercial Building/Upper Midwest American Indian Center. Property boundary outlined in red. Orange denotes the LOD/APE. See Figure 2 for all Project element details

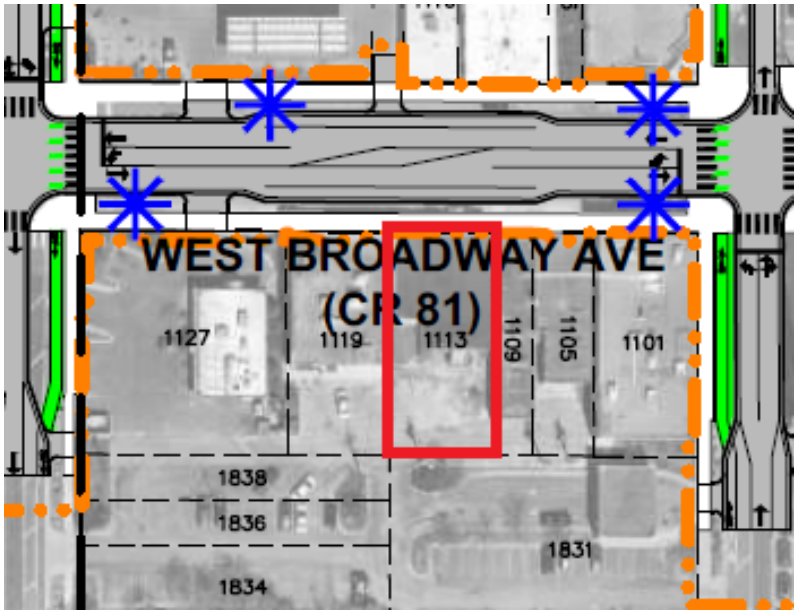


Figure 12. Commercial Building/Upper Midwest American Indian Center, Facing South (Google 2023)

4.4 Minneapolis Public Library, North Branch (HE-MPC-08089)

The Minneapolis Public Library, North Branch (HE-MPC-08089) at 1834 Emerson Avenue N in Minneapolis was listed in the NRHP in 1977. The library was constructed in 1893 and designed by Minneapolis architect Fredrick Corser. The building has statewide significance under NRHP Criterion C, within the area of Architecture as a good example of the popular Medieval Revival style that replaced Richardsonian Romanesque in public buildings in the late nineteenth century. The building also has statewide significance under NRHP Criteria A, within the area of Education as "the first building in the country to be erected solely for use as an open shelf public branch library" (Nelson 1977). The NRHP nomination notates that the period of significance falls within the time period of 1800-1899. Based on the property's significance within NRHP Criteria A and C, it is assumed that the period of significance is 1893, the year in which the building was constructed and the year it opened as "the first building in the country to be erected solely for use as an open shelf public branch library." The historic property boundary includes the property parcel, which includes the 1893 former library building, a rear addition that was built in 1914, and the front lawn to the west of the building (see Figure 1, Figure 2, and Figure 13). Character-defining features include the Medieval Revival style components of the building including the brick masonry, the low "basket-arch" entry with sculptural stone and terra-cotta ornament, the stepped and high-pitched gables; and the overall sense of verticality of the building, which was furthered by the retaining wall at the sidewalk that is no longer extant (Nelson 1977). The building is no longer operated as a Minneapolis Public Library and is currently owned by EMERGE Community Development. The property retains good integrity of location, setting, materials, design, and workmanship. The integrity of association and feeling have been slightly compromised by the change in use of the building. Overall, the property retains good integrity.

Effects Considered:

There would be direct physical effects from sidewalk improvements within this historic property boundary. A temporary easement within this historic property boundary is needed for grading past the back of the sidewalk (see Figure 2 and Figure 13). Other potential effects from the Project include direct visual, vibration, noise, and parking impacts.

Rationale for Effects Recommendation:

Direct physical effects would occur due to sidewalk improvements and grading within a small portion of the historic property boundary. The Project would not directly affect the building. The sidewalk is located outside of the historic property boundary. At the time of the NRHP listing the property had a level front lawn and a stone retaining wall that bounded the north, east, and south edges of the property (see Figure 15). Today, the retaining wall is no longer extant along the west, a concrete retaining wall is present along the north and south, and the lawn slopes gently towards the sidewalk to the west (see Figure 14). The previous regrading of the lawn and partial loss of the retaining wall, which emphasized the verticality of the building, has affected the integrity of design. Therefore, the sidewalk improvements and grading would not affect the historic property's integrity nor its ability to convey its significance.

The Minneapolis Public Library, North Branch is located over one block south of the proposed LRT track alignment, which would run along 21st Avenue North. There are also four potential stormwater BMPs sited within a block of this property. The property will have direct views of the roadway and sidewalk improvements along Emerson Avenue N and West Broadway Avenue during construction, and therefore, there would be temporary direct visual effects. The LRT tracks, infrastructure, and OCS would be constructed along an existing vehicular roadway over one block north of this property. Due to this distance, these temporary and permanent visual effects would not affect the viewsheds to and from this property in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the Project would slightly change the historic property's setting, it would not adversely affect the integrity of setting.

Based on FTA noise and vibration criteria, this property, as operated by a commercial entity and no longer as a library, does not have a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified along the section of West Broadway Avenue or Emerson Avenue N where this property is located (Meister and Suits 2024). Therefore, the noise and vibration effects from the Project would not adversely affect the Minneapolis Public Library, North Branch's ability to convey its historical significance.

During construction and operation, there would be parking impacts in the vicinity of the property, particularly along West Broadway Avenue during construction. Parking impacts could slightly affect the property, as parking density would likely increase along side streets within the vicinity of this property. The adjacent parking to the south of this building, at 1830 Emerson St N, provides off-street parking for this property and will not be impacted

by the Project. Therefore, temporary and permanent parking effects would not adversely affect the Minneapolis Public Library, North Branch's ability to convey its significance.

Effects Recommendation:

Direct physical effects will be located within the existing paved sidewalk and a small portion of the front lawn. The Project would not directly affect the building. The sidewalk improvements will include in-kind materials and will not alter the current grading of the lawn or the setback of the building. Ongoing design review will be implemented to minimize potential effects as the Project design develops. Additionally, a Construction Protection Plan will also be prepared to protect historic properties from unanticipated damage during construction. Views of Project infrastructure and parking impacts from the Project will be negligible and would not alter characteristics qualifying the property as eligible for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the Minneapolis Public Library, North Branch.

Figure 13. Supplemental Final EIS Conceptual Engineering Drawing detail of the Minneapolis Public Library, North Branch. Property boundary outlined in red. Orange denotes the LOD/APE. See Figure 2 for all Project element details

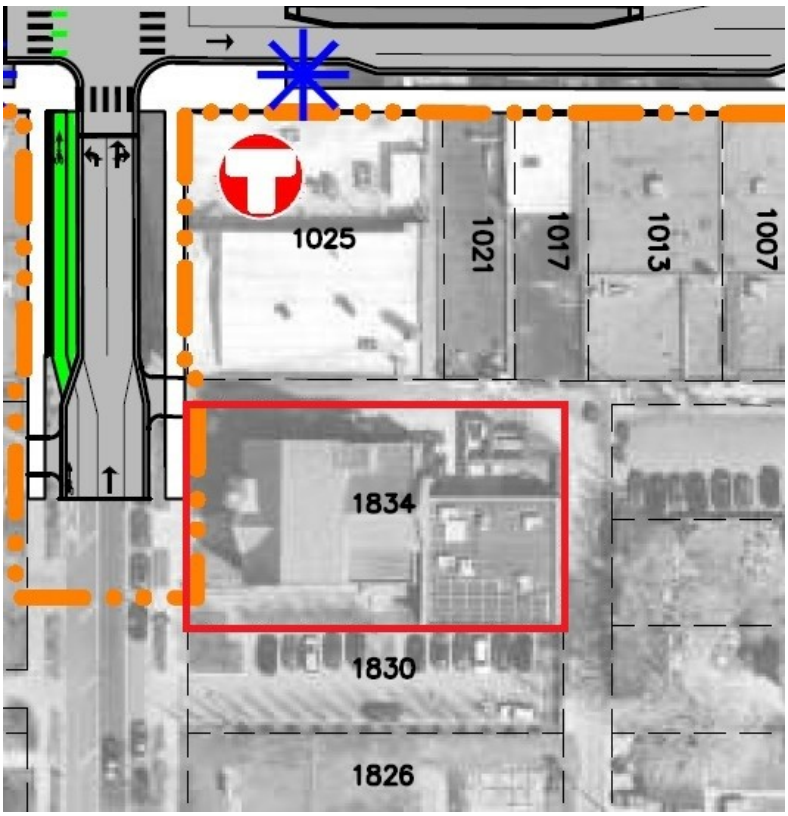
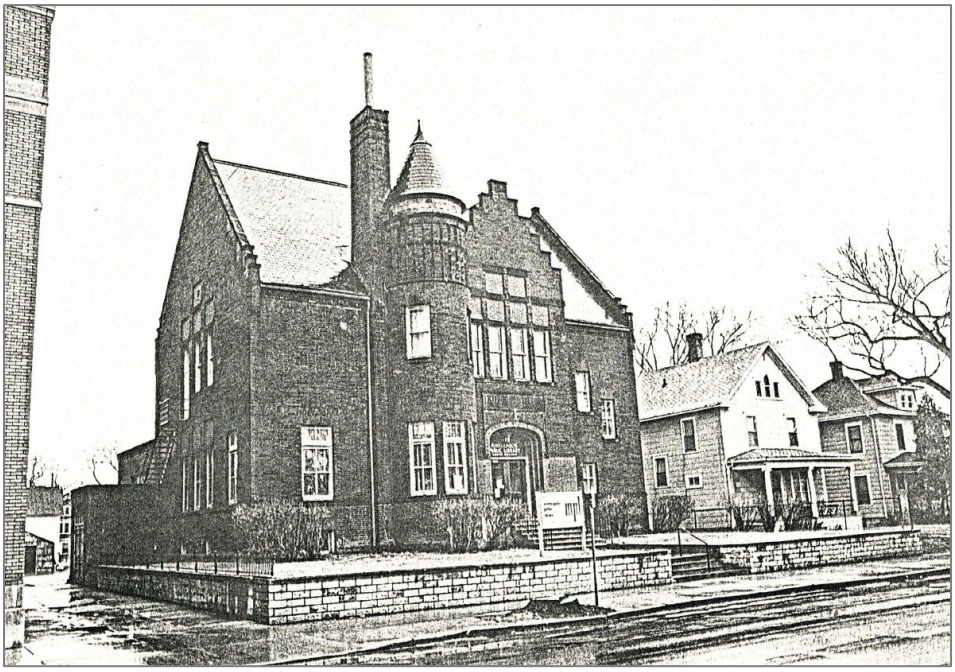


Figure 14. Minneapolis Public Library, North Branch, Facing Northeast (Google 2023)

Figure 15. Minneapolis Public Library, North Branch, from the 1977 NRHP nomination, Facing Southeast (Nelson 1977)



5 Recommendations

During this assessment of effects study, potential effects of the Project on one NRHP-listed and two considered NRHP-eligible historic properties/district were analyzed. Based on the assessment of effects, it is recommended that the Project will not have an Adverse Effect on the Minneapolis Public Library, North Branch; the West Broadway Avenue Streetcar Historic District; nor the Commercial Building/Upper Midwest American Indian Center. Ongoing design review will be implemented to minimize potential effects as the Project design develops. Additionally, a Construction Protection Plan will also be prepared to protect historic properties from unanticipated damage during construction.

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