



A-8. Appendix Chapter 8: Supplemental Draft Section 4(f) and 6(f) Evaluation

This appendix presents a summary of the Supplemental Draft Section 4(f) and 6(f) Evaluation for the Project, including regulatory background/methodology, analysis of properties, coordination, and preliminary determinations of Section 4(f) use associated with the various alignment and design options that were not incorporated into the Build Alternative but considered early in the supplemental environmental review process.

8.1 Introduction

The Project Supplemental Draft Section 4(f) and 6(f) Evaluation provides information on the impact of Project alignment and design option locations on Section 4(f) and 6(f) properties. The 2016 Alignment has changed since the publication of the Final Section 4(f) Evaluation and Concurrence Documentation (Attachment C in the 2016 ROD). In particular, this Supplemental Draft Section 4(f) Evaluation provides updated information regarding potential impacts to Section 4(f) and 6(f) properties for the Project, as defined by this Supplemental Draft EIS, and also presents information regarding Section 4(f) resources where the assessment of impacts has not changed from the 2016 ROD. FTA is seeking comments on the potential impact to these Section 4(f) properties.

Table A8-1 describes the preliminary determinations of the Section 4(f) properties affected by the Project alignment and design option locations, including no direct use determinations, five preliminary Section 4(f) *de minimis* impact determinations, seven temporary occupancy determinations, 13 no use determinations, and two properties where a preliminary determination cannot be made without further coordination with the OWJs. The locations of these Section 4(f) properties are shown in Figure A8-1 through Figure A8-6 along with the Project Alignment and LRT station locations, and the Project's Section 106 APE.

With this Supplemental Draft Section 4(f) Evaluation, FTA invites public and agency review and comment on the revised impact analysis. Comments received concerning the revised Section 4(f) evaluations will be considered by FTA and the entities with jurisdiction over the Section 4(f) properties prior to making Section 4(f) determinations for those properties.

This Supplemental Draft Section 4(f) Evaluation includes the following sections:

- Section 8.1: Introduction
- Section 8.2: Changes in the Project
- Section 8.3: Supplemental Draft Section 4(f) Evaluation Summary
- Section 8.4: Regulatory Background/Methodology
- Section 8.5: Purpose and Need
- Section 8.6: Description of the Project
- Section 8.7: Use of Section 4(f) Properties in the Project Area
- Section 8.8: Coordination
- Section 8.9: Preliminary Determination of Section 4(f) Use
- Section 8.10: Federally and State-Funded Parks



Table A8-1 Impacts to Section 4(f) Properties (All Alignment and Design Options)

Section 4(f) Property	Alignment and Design Option Affecting	Property Type	Official with Jurisdiction	Direct Use	De minimis Use	Temporary Occupancy	No Use
Park property adjacent to Rush Creek Regional Trail ^a	All	Park	Three Rivers Park District (TRPD)			✓	
College Park ^a	All	Park	City of Brooklyn Park		✓		
Tessman Park (identified as Unnamed Park in 2016 Final EIS) ^a	All	Park	City of Brooklyn Park		✓		
Crystal Lake Regional Trail	All	Trail	TRPD			✓	
Becker Park ^{a, b}	All	Park	City of Crystal				✓
Graeser Park (park property)	All	Park	City of Robbinsdale				✓
Twin Lakes Boat Launch	All	Park	TRPD			✓	
Spanjers Park	All	Park	City of Robbinsdale			✓	
Lakeview Terrace Park/ Crystal Lake Boat Ramp	All	Park	City of Robbinsdale			✓	
Victory Memorial Pkwy ^c and Theodore Wirth Pkwy	All	Park	MPRB		✓		
North Commons Park	All	Park	MPRB				✓
Cottage Park	All	Park	MPRB				✓
2105 Girard Ave N and associated parcels	N 21st Ave options	Undesignated recreation property	Minneapolis Public School District		✓		
Hall Park	Lyndale Ave N options	Park	MPRB		✓		
Minneapolis & Pacific/ Soo Line Railway Historic District ^a	All	Historic	SHPO				✓
W Broadway Avenue Residential Historic District ^a	All	Historic	SHPO		✓		
Hennepin County Library: Robbinsdale Branch ^a	All	Historic	SHPO			✓	
Robbinsdale City Hall	Robbinsdale design options using the	Historic	SHPO				✓



Section 4(f) Property	Alignment and Design Option Affecting	Property Type	Official with Jurisdiction	Direct Use	De minimis Use	Temporary Occupancy	No Use
	Upper Robin Center site for a park-and-ride						
Graeser Park (historic property)	All	Historic	SHPO			✓	
Grand Rounds Historic District: Victory Memorial and Theodore Wirth ^a segments	All	Historic	SHPO		✓		
Pilgrim Heights Community Church	All	Historic	SHPO				✓
Plymouth Masonic Lodge	West Broadway Ave options	Historic	SHPO				✓
Minneapolis Public Library: North Branch	West Broadway Ave options	Historic	SHPO				✓
Durnam Hall	West Broadway Ave options	Historic	SHPO				✓
Osseo Branch, St. Paul Minneapolis & Manitoba Railway Historic District ^a	All	Historic	SHPO				✓
Minneapolis Warehouse District ^a	All	Historic	SHPO				✓
St. Paul Minneapolis & Manitoba Railway Historic District (Minneapolis) ^a	All	Historic	SHPO				✓

See Section 8.4 for definitions of the potential types of Section 4(f) uses.

^a Section 4(f) resource listed in 2016 ROD.

^b Property developed with LWCF Act grant assistance.

^c Property developed with Outdoor Recreation Grant Program funding assistance.



Figure A8-1 Park Resources: Northern Portion of Project Alignment

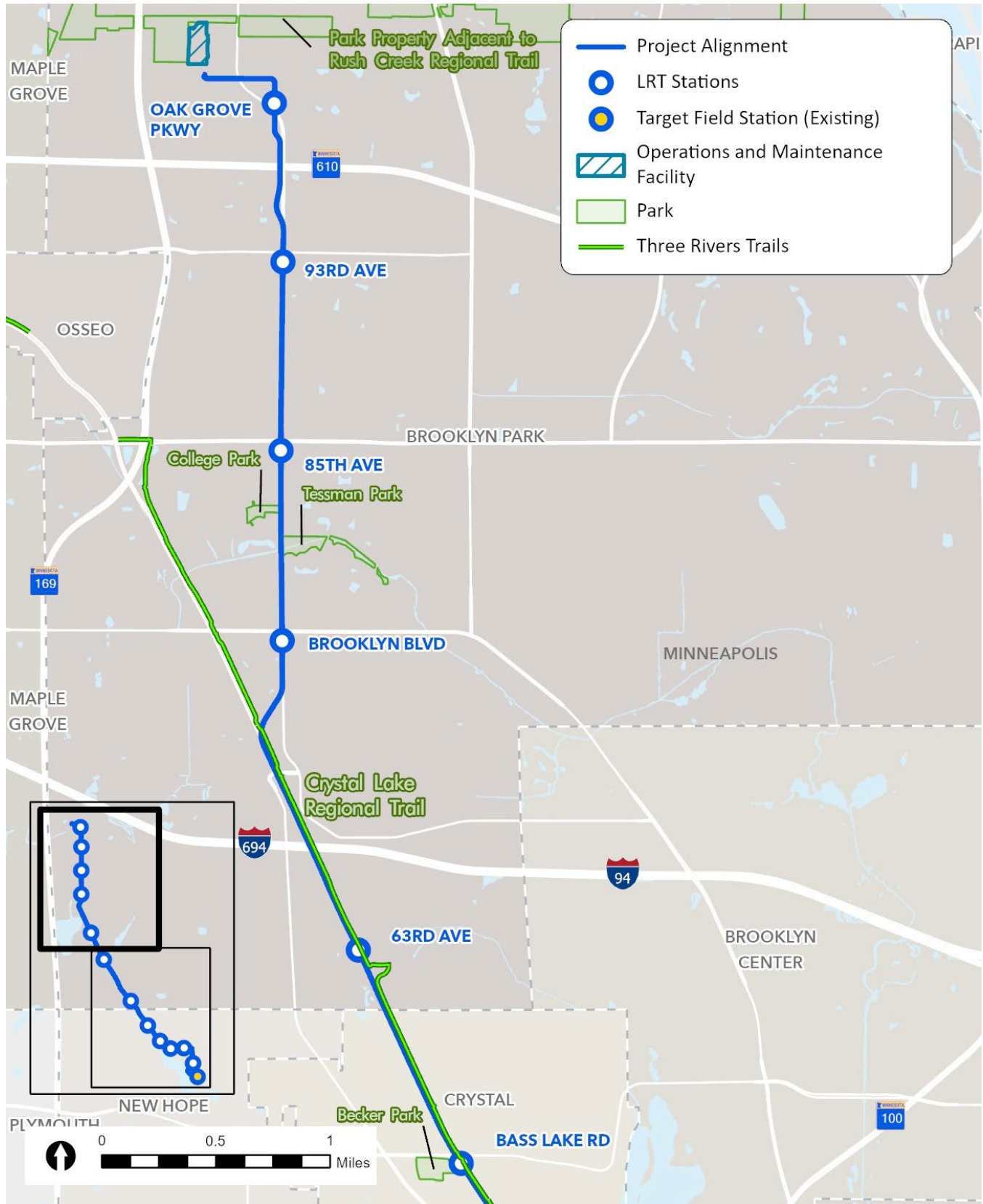




Figure A8-2 Park Resources: Southern Portion of Project Alignment

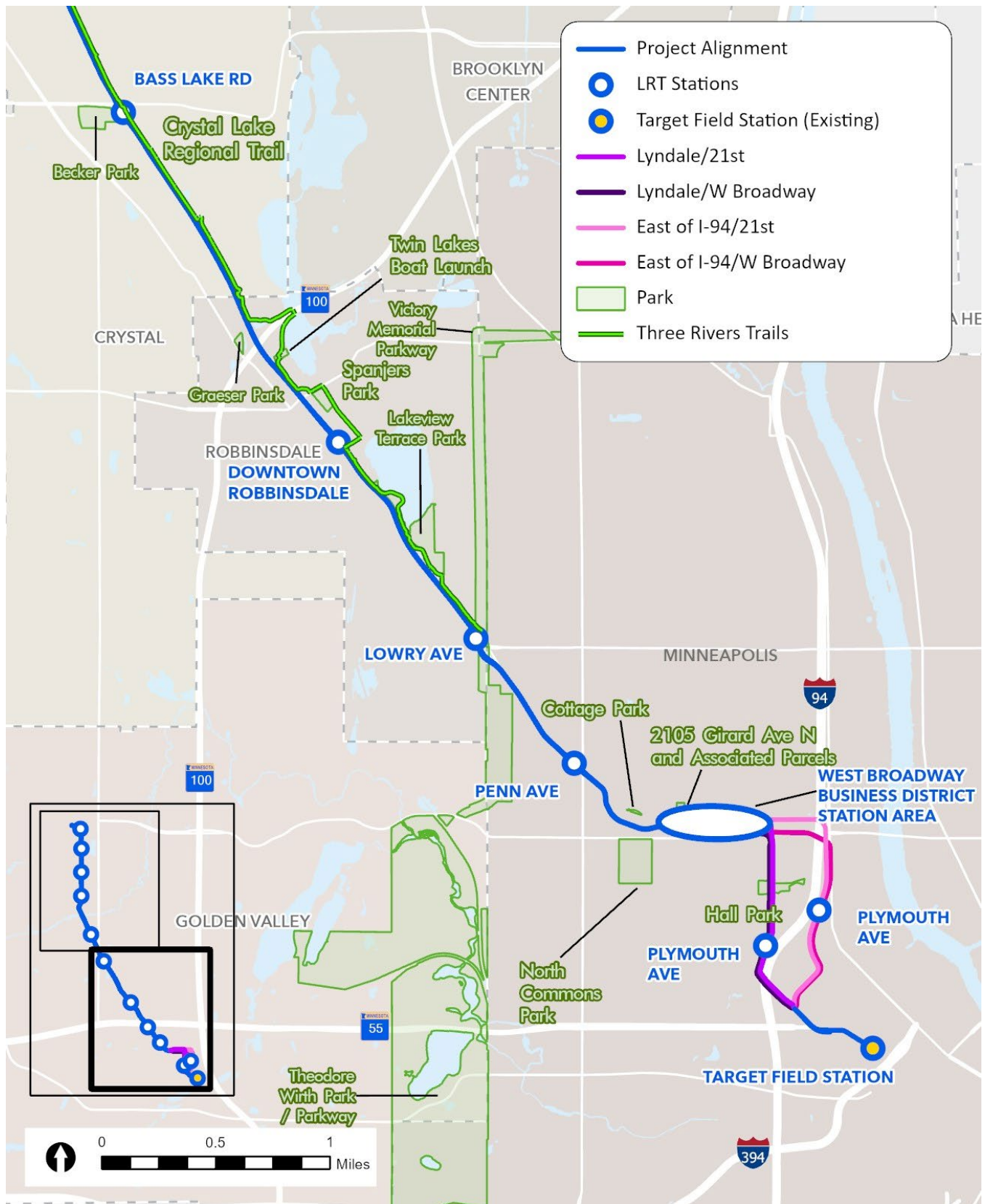




Figure A8-3 Architecture/History APE and Historic Sites: Northern Portion of Project Alignment

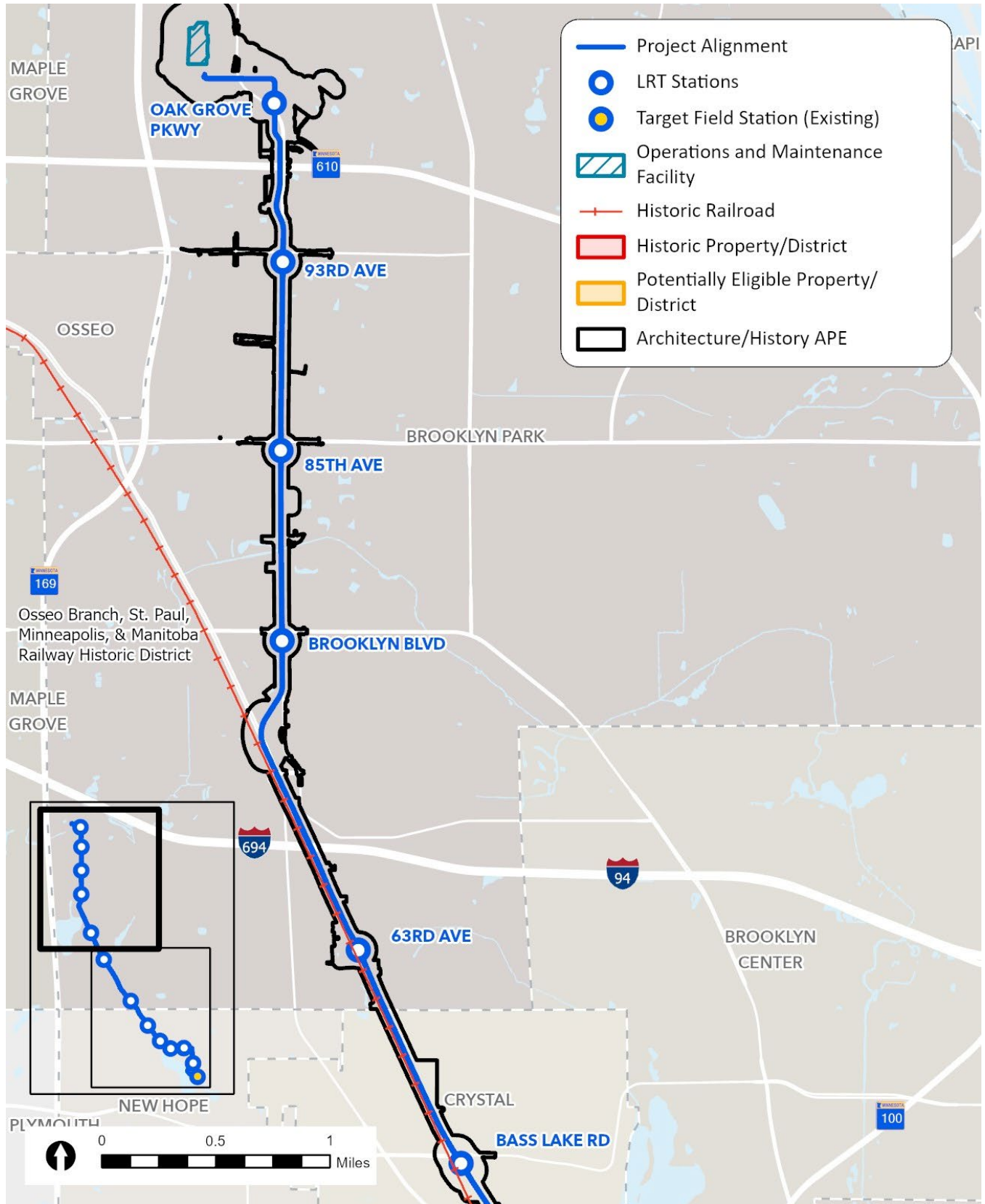




Figure A8-4 Architecture/History APE and Historic Sites: Southern Portion of Project Alignment

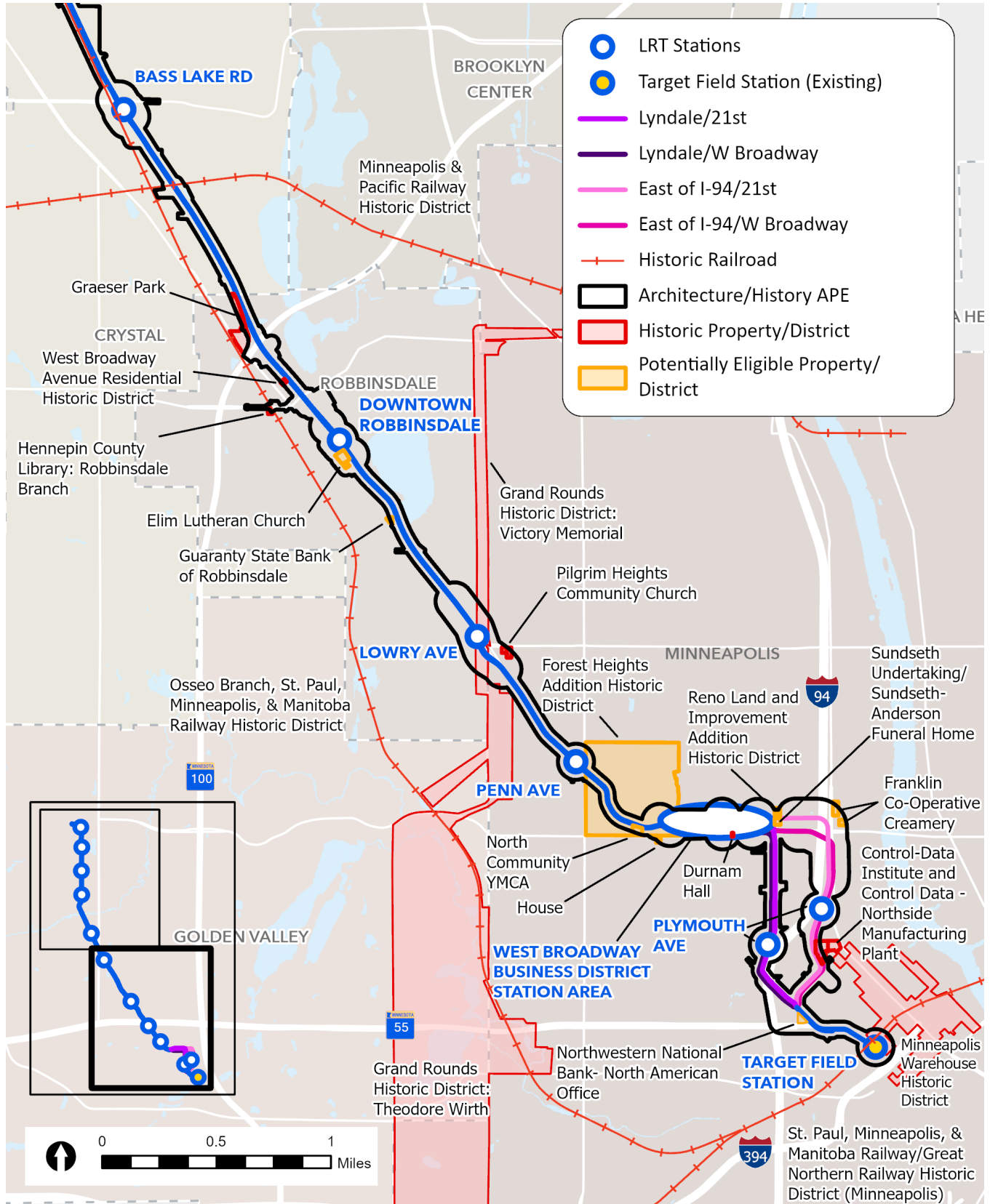


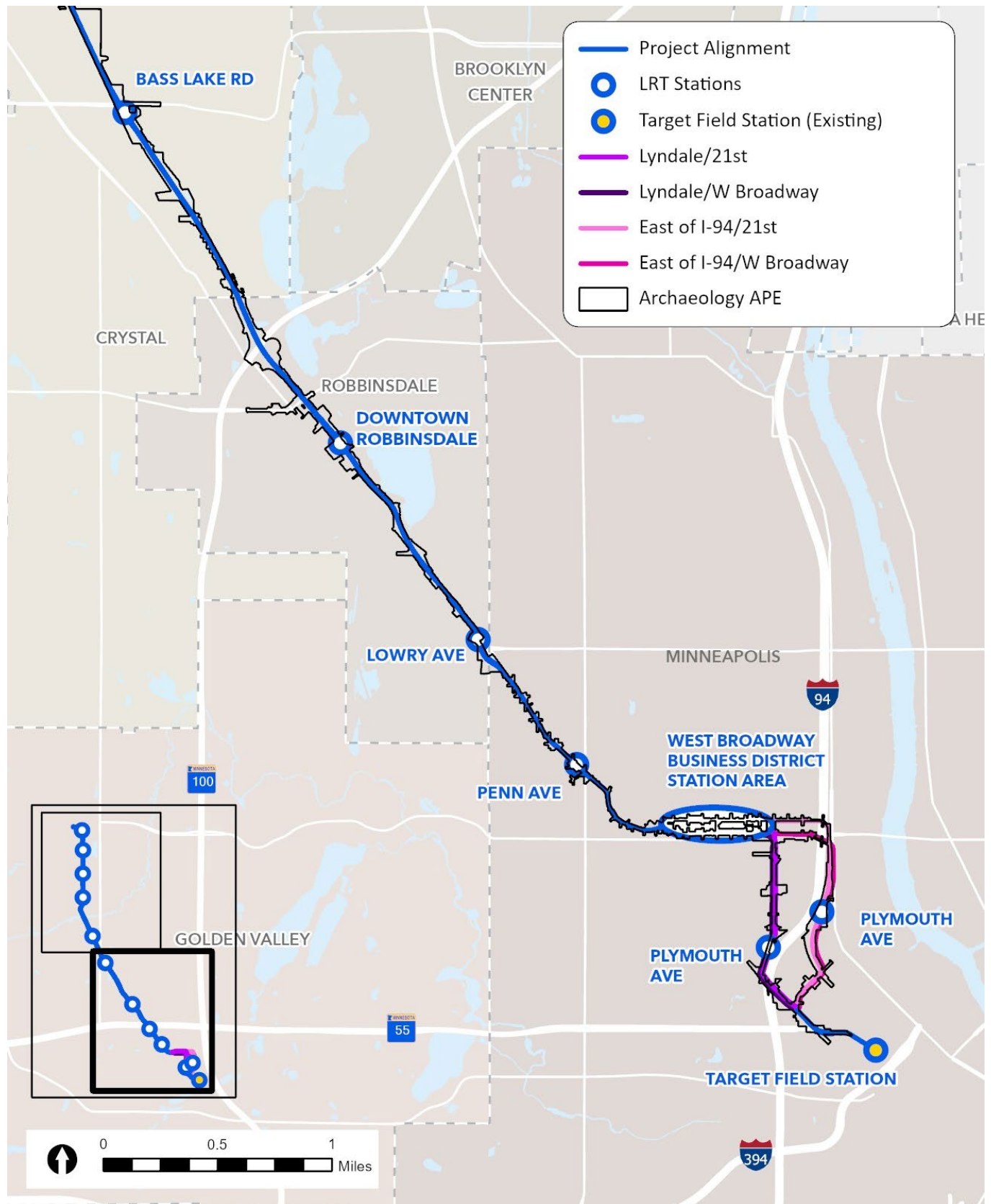


Figure A8-5 Archaeology APE: Northern Portion of Project Alignment





Figure A8-6 Archaeology APE: Southern Portion of Project Alignment





Appendix A-E includes the conceptual engineering drawings referenced in this Supplemental Draft Section 4(f) Evaluation. In summary, this report documents FTA’s revised, preliminary Section 4(f) use determinations for Section 4(f) properties (including *de minimis* uses) as a result of the Project.

8.2 Changes in the Project

Table A8-2 summarizes the changes in potential impacts to Section 4(f) properties made in this Supplemental Draft Section 4(f) Evaluation compared to the 2016 ROD/Final Section 4(f) Evaluation. These changes are mainly due to the change in the 2016 Alignment. After the publication of the 2016 Final EIS and ROD, the local Project sponsors identified alignment options for the Project, which are the subject of this Supplemental Draft EIS. Properties identified for alternate options that were considered are included. In addition to the 2016 Alignment changes, Xylon Ave N (in the City of Brooklyn Park) has been constructed by others, including a crossing of Rush Creek Regional Trail. The OMF is located east of Xylon Ave N and south of Rush Creek Regional Trail.

Table A8-2 Comparison of Impacts to Section 4(f) Properties in the ROD and Supplemental Draft Section 4(f) Evaluations

Property	2016 ROD Section 4(f) Determination	Supplemental Draft Section 4(f) Preliminary Determination	Alignment and Design Option Affecting
Park property adjacent to Rush Creek Regional Trail	Temporary occupancy	Temporary occupancy	All
College Park	No use	<i>De minimis</i> use	All
Tessman Park (identified as Unnamed Park in 2016 Final EIS)	No use	<i>De minimis</i> use	All
Crystal Lake Regional Trail	Not evaluated	Temporary occupancy	All
Becker Park	Temporary occupancy	No use	All
Graeser Park (park property)	Not evaluated	No use	All
Twin Lakes Boat Launch	Not evaluated	Temporary occupancy	All
Spanjers Park	Not evaluated	Temporary occupancy	All
Triangle Park	No use	No longer within 300’ ^a	N/A
Lakeview Terrace Park/Crystal Lake Boat Ramp	Not evaluated	Temporary occupancy	All
Lee Park	No use	No longer within 300’ ^a	N/A
South Halifax Park	Temporary occupancy	No longer within 300’ ^a	N/A
Sochacki Park: Sochacki Management Unit	Temporary occupancy	No longer within 300’ ^a	N/A
Sochacki Park: Mary Hills Management Unit	Temporary occupancy	No longer within 300’ ^a	N/A
Glenview Terrace Park	<i>De minimis</i> use	No longer within 300’ ^a	N/A
Theodore Wirth Regional Park	<i>De minimis</i> use	No longer within 300’ ^a	N/A
Harrison Park	No use	No longer within 300’ ^a	N/A
Victory Memorial Pkwy and Theodore Wirth Pkwy	Not evaluated	<i>De minimis</i> use	All
North Commons Park	Not evaluated	No use	All



Property	2016 ROD Section 4(f) Determination	Supplemental Draft Section 4(f) Preliminary Determination	Alignment and Design Option Affecting
Cottage Park	Not evaluated	No use	All
2105 Girard Ave N and associated parcels	Not evaluated	<i>De minimis</i> use	N 21 st Ave options
Hall Park	Not evaluated	<i>De minimis</i> use	Lyndale Ave N options
Minneapolis & Pacific/Soo Line Railway Historic District	No use	No use	All
Jones-Osterhus Barn	No use	No longer within APE	N/A
W Broadway Ave Residential Historic District	No use	<i>De minimis</i> use	All
Hennepin County Library: Robbinsdale Branch	No use	Temporary occupancy	All
Robbinsdale Waterworks	No use	No longer within APE	
Robbinsdale City Hall	Not evaluated	No use	Robbinsdale option using the Upper Robin Center site for a park-and-ride
Sacred Heart Catholic Church	No use	No longer within APE	
Graeser Park (historic property)	Not evaluated	Temporary occupancy	All
Grand Rounds Historic District: Victory Memorial and Theodore Wirth segments	Victory Memorial: not evaluated; Theodore Wirth: direct use	<i>De minimis</i> use	All
Pilgrim Heights Community Church	Not evaluated	No use	All
Plymouth Masonic Lodge	Not evaluated	No use	W Broadway Ave options
Minneapolis Public Library: North Branch	Not evaluated	No use	W Broadway Ave options
Durnam Hall	Not evaluated	No use	W Broadway Ave options
Osseo Branch, St. Paul Minneapolis & Manitoba Railway Historic District	Direct use	No use	All
Homewood Historic District	No use	No longer within APE	N/A
Bridge No. L9327	No use	No longer within APE	N/A
Floyd B. Olson Memorial Statue	No use	No longer within APE	N/A
Labor Lyceum	No use	No longer within APE	N/A



Property	2016 ROD Section 4(f) Determination	Supplemental Draft Section 4(f) Preliminary Determination	Alignment and Design Option Affecting
Wayman African Methodist Episcopal Church	No use	No longer within APE	N/A
Sumner Branch Library	No use	No longer within APE	N/A
Northwestern Knitting Company Factory	No use	No longer within APE	N/A
Minneapolis Warehouse District	No use	No use	All
St. Paul Minneapolis & Manitoba Railway Historic District (Minneapolis)	No use	No use	All

^a See Section 8.4: 350' is used because it is the unobstructed screening distance for FTA noise impact assessments and allows for identification of noise impacts to Section 4(f) properties.

8.3 Supplemental Draft Section 4(f) Evaluation Summary

FTA is issuing a revised, preliminary Section 4(f) use, *de minimis* use, or temporary occupancy use determinations for 12 Section 4(f) properties along the Project Alignment. The rationale for the revised, preliminary determinations is documented in Section 8.7 and supporting documentation is provided in the attachments to this appendix. In general, this Supplemental Draft Section 4(f) Evaluation is based on the current level of design for the Project.

The documentation and figures within Section 8.7 of this Supplemental Draft Section 4(f) Evaluation provide detail on the Project improvements and construction activities and its impacts on Section 4(f) properties.

8.4 Regulatory Background/Methodology

Section 4(f) of the USDOT Act of 1966, 49 USC § 303, is a federal law that protects publicly owned parks, recreation areas, wildlife and/or waterfowl refuges, and significant historic sites, whether publicly or privately owned. Section 4(f) requirements apply to all transportation projects that require funding or other approvals by USDOT, including FTA. FTA's Section 4(f) implementing regulations are at 23 CFR Part 774.

This Section 4(f) documentation has been prepared in accordance with 49 USC § 303, the joint FHWA/FTA regulations for Section 4(f) compliance codified as 23 CFR Part 774, the FHWA Technical Advisory T6640.8A,¹ and the revised FHWA Section 4(f) Policy Paper.² The FTA guidance on Section 4(f) is based on the revised FHWA policy paper.

Various methods were used to identify Section 4(f) properties near the Project and to assess the potential use of those properties. Section 4(f) properties more than 350 feet from the Project Alignment were assumed to experience no potential for use. This distance is used because 350 feet is the unobstructed screening distance for FTA noise impact assessments and would allow identification of potential noise impacts to Section 4(f) properties. Maps, aerial photography, and local comprehensive plans were consulted to determine the location of Section 4(f) properties. The proximity of Section 4(f) properties to the Project, based on property ownership boundaries and construction limits of disturbance (see Appendix A-E), was evaluated to determine the potential for direct use and temporary occupancy. Potential constructive use was assessed based on the proximity to the Project and the potential effects to the activities, features, and attributes of the Section 4(f) property. Field visits and coordination with local jurisdictions provided additional information for evaluating the potential use of Section 4(f) properties.



FTA will make its final Section 4(f) determinations in the Project’s Supplemental Final EIS/Amended ROD, and subsequent to its consideration of public and agency comments received on the Supplemental Draft EIS. FTA will seek concurrence from the OWJs on the preliminary determinations, prior to making a final determination in the Supplemental Final EIS/Amended ROD, as required by regulations.

8.4.1 Types of Section 4(f) Properties

Section 4(f) requires consideration of the following:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public that are listed in, or eligible for listing in, the NRHP

8.4.2 Section 4(f) Approvals

FTA cannot approve the use of a Section 4(f) resource, as defined in 23 CFR § 774.17, unless FTA determines that either of the following conditions is true:

- There is no feasible and prudent avoidance alternative, as defined in 23 CFR § 774.1, to the use of land from the Section 4(f) property, and the action includes all possible planning, as defined in 23 CFR § 774.17, to minimize harm to the Section 4(f) property resulting from such use
- The use of the Section 4(f) property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement features) committed to by the applicant would have a *de minimis* use, as defined in 23 CFR § 774.17, on the Section 4(f) property

8.4.3 Section 4(f) Evaluation Process

After identifying the Section 4(f) properties in the Project area, FTA analyzed whether and how the Project would impact each Section 4(f) property and whether the impact qualified as a use of the property.

The primary steps in an individual Section 4(f) Use evaluation are described below:

- **Analyze avoidance alternatives:** In this step, FTA considers alternatives that completely avoid the use of a Section 4(f) property. The avoidance analysis applies the Section 4(f) feasible and prudent criteria (23 CFR §§ 774.17(2) and 774.17(3)). An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. An avoidance alternative is not considered prudent if:
 1. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need
 - It results in unacceptable safety or operational problems
 - After reasonable mitigation, it still causes:
 - Severe social, economic, or environmental impacts
 - Severe disruption to established communities
 - Severe disproportionate impacts to minority or low income populations
 - Severe impacts to environmental resources protected under other federal statutes
 - It results in additional construction, maintenance, or operational costs of an extraordinary magnitude
 - It causes other unique problems or unusual factors



- It involves multiple factors in items 1 through 5 of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude
2. **Consider all possible planning to minimize harm:** After determining that there are no feasible and prudent alternatives to avoid the use of Section 4(f) property, the project approval process for an individual Section 4(f) evaluation requires the consideration and documentation of all possible planning to minimize harm to Section 4(f) property (see 23 CFR § 774.3(a)(2)). All possible planning, defined in 23 CFR § 774.17, means that all reasonable measures identified in the Section 4(f) evaluation to minimize harm or to mitigate for adverse impacts and effects must be included in the project. All possible planning to minimize harm does not require analysis of feasible and prudent avoidance alternatives because such analysis would have already occurred in the context of searching for feasible and prudent alternatives that would avoid Section 4(f) properties altogether under 23 CFR § 774.3(a)(1). Minimization and mitigation measures should be determined through consultation with the OWJs over the Section 4(f) resource. Mitigation measures involving public parks, recreation areas, or wildlife or waterfowl refuges may involve replacement of land and/or facilities of comparable value and function, or monetary compensation to enhance remaining land. Mitigation of historic sites usually consists of those measures necessary to preserve the integrity of the site and agreed to in the Project's Section 106 MOA in accordance with 36 CFR Part 800 by FTA, SHPO, and other consulting parties.
 3. **Determine alternative(s) with least overall harm:** If no feasible and prudent alternatives are identified that would avoid using a Section 4(f) property, FTA also determines the alternative that would cause the least overall harm to Section 4(f) properties using the following factors (23 CFR § 774.3(c)(1) and the results of considering all possible planning to minimize harm:
 - The ability to mitigate adverse impacts to each Section 4(f) property
 - The relative severity of the remaining harm after mitigation
 - The relative significance of each Section 4(f) property
 - The views of the OWJs over each property
 - The degree to which each alternative meets the Project purpose and need
 - The magnitude of adverse effects to resources not protected by Section 4(f)
 - Substantial cost differences among the alternatives
 4. **Coordinate with OWJs:** Section 4(f) regulations require coordination with the OWJ over the Section 4(f) property prior to Section 4(f) approval in several situations. The OWJs include:
 - SHPO in the case of historic sites
 - Officials of the agency or agencies that own or administer the property in the case of public parks and recreation areas

The concurrence of OWJs is required in the case of making *de minimis* findings or applying the temporary occupancy exception.

See 23 CFR Part 774 for additional information regarding coordination with OWJs.

8.4.4 Section 4(f) Use Definitions and Requirements

This section provides definitions of types of potential Section 4(f) uses and their related requirements, including (1) individual Section 4(f) evaluation, (2) temporary occupancy exception, (3) *de minimis* impact determinations, and (4) constructive use.



8.4.4.1 Individual Section 4(f) Evaluation

The term “individual Section 4(f) evaluation” is used to refer to the process of assessing avoidance alternatives, determining the alternative with the least overall harm, and considering all possible planning to minimize harm for each property that would be used by the Project and where that use would not be *de minimis* (*de minimis* use is described below in Section 8.4.4.3). These individual evaluations will be completed only if FTA finds there is a Section 4(f) use of a property.

8.4.4.2 Temporary Occupancy Exception

Temporary occupancies that meet each of the following five criteria as specified in 23 CFR § 774.13(d) are not subject to Section 4(f) approval:

- Duration of occupancy must be temporary (that is, less than the time needed for construction of the project), and there can be no change in ownership of the land.
- The scope of work must be minor (that is, both the nature and magnitude of the changes to the Section 4(f) property are minimal).
- There can be no anticipated permanent adverse physical impacts, nor can there be interference with the activities, features, or attributes of the property on either a temporary or permanent basis.
- The land being used must be fully restored (that is, the property must be returned to a condition that is at least as good as that which existed prior to the project).
- Written concurrence must be obtained from the OWJs, documenting agreement with the above conditions. If the OWJs do not agree with a temporary occupancy exception determination, an analysis of use must be conducted.

8.4.4.3 De Minimis Impact Determinations

De minimis impacts to parks are defined as those that do not “adversely affect the activities, features, and attributes” of the Section 4(f) property. To distinguish the activities, features, or attributes of a Section 4(f) park property that are important to protect from those that can be used without resulting in an adverse effect, FTA carefully considered the activities, features, and attributes of the properties noted in this analysis. *De minimis* impacts on historic sites are defined as the determination of either “No Adverse Effect” or “No Historic Properties Affected” in compliance with Section 106 of the NHPA.

- **De minimis impact determination:** A *de minimis* impact determination is made for a permanent incorporation or temporary occupancy (e.g., construction) of Section 4(f) property. A *de minimis* impact determination requires agency coordination and public involvement as specified in 23 CFR § 774.5(b). For park properties and recreation areas, the OWJs over the property must be informed of the intent to make a *de minimis* impact determination, after which an opportunity for public review and comment must be provided. After considering any comments received from the public, if the OWJs concur in writing that the Project would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then FTA may finalize the *de minimis* impact determination.
- **Parks, recreational areas, and refuges:** For a *de minimis* impact determination to be approved for a Section 4(f) park property, the following conditions must be met:
 - The transportation use of the Section 4(f) property, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the Project, does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f)
 - The public has been afforded an opportunity to review and comment on the effects of the Project on the protected activities, features, or attributes of the Section 4(f) property



- The OWJs over the property, after being informed of the public comments and FTA’s intent to make the *de minimis* impact finding, concur in writing that the Project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f)
- **Historic properties:** For a *de minimis* impact determination to be approved for a Section 4(f) historic property, the following conditions must be met:
 - The consulting parties identified as part of the Section 106 process must be consulted
 - The public has been afforded an opportunity to review and comment on the effects of the Project on the Section 4(f) property
 - SHPO or the Tribal Historic Preservation Office, after being informed of the public comments and FTA’s intent to make the *de minimis* impact finding, concur in writing with the *de minimis* determination

8.4.4.4 Constructive Use

A constructive use involves no actual physical use of the Section 4(f) property via permanent incorporation of land or a temporary occupancy of land into a transportation facility. A constructive use occurs when the proximity impacts of a project adjacent to or nearby a Section 4(f) property result in substantial impairment to the property’s activities, features, or attributes that qualify the property for protection under Section 4(f). As a general matter, substantial impairment means that the value of the resource, in terms of its Section 4(f) purpose and significance, would be meaningfully reduced or lost. The types of impacts that may qualify as constructive use are addressed in 23 CFR § 774.15. The degree of impact and impairment must be determined in consultation with the OWJs in accordance with 23 CFR § 774.15(d)(3). In situations where a potential constructive use can be reduced below a substantial impairment level by the inclusion of mitigation measures, there would be no constructive use and Section 4(f) use would not apply. If there is no substantial impairment, notwithstanding an adverse effect determination (under Section 106), there is no constructive use and Section 4(f) use does not apply. A project’s proximity to a Section 4(f) property is not in itself an impact that results in constructive use. Also, the assessment for constructive use is based on the impact that is directly attributable to the project under review, not the overall combined impacts to a Section 4(f) property from multiple sources over time.

8.5 Purpose and Need

The Project’s purpose and need is presented in Chapter 1. It is summarized in this section as reference for the Supplemental Draft Section 4(f) Evaluation.

8.5.1 Project Purpose

The purpose of the Project is to provide transit service, which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

Additionally, the Project will invest in an area that has experienced a history of systemic racism and disinvestment, provide improved connectivity and access for communities in the Project area, and advance local and regional equity.

8.5.2 Project Need

The following list summarizes the six factors contributing to Project need:

- Growing travel demand
- Reducing local pollution with a balanced transportation network
- Increased reliance on transit
- Improved transit service in BIPOC communities



- Changing travel patterns from COVID-19
- Regional objectives for growth

8.6 Description of the Project

The Project would be an LRT line of approximately 13 miles operating from the City of Brooklyn Park through the Cities of Crystal and Robbinsdale to Downtown Minneapolis. The Project Alignment would be an extension of the METRO Blue Line and would also connect to the METRO Green Line in Downtown Minneapolis (see Figure A8-7).

On Aug. 22, 2014, the Project entered FTA's New Starts program, receiving formal approval to enter Project Development. After the publication of the 2016 Final EIS and ROD, the local Project sponsors embarked on an intensive community-driven process beginning in August 2020 to identify alignment options for the Project once it was determined that an agreement would not be achieved regarding the use of BNSF (freight rail carrier) right-of-way. This process, which identified alignments to be carried forward, provides the basis for FTA's Supplemental Draft Section 4(f) evaluation and preliminary determinations.

8.6.1 Description of Project Alignment and Design Options

The following Project alignment and design options are the subject of this Supplemental Draft EIS:

- No-Build Alternative
- Alignment options:
 - Lyndale Ave N/N 21st Ave alignment option
 - Lyndale Ave N/W Broadway Ave alignment option
 - East of I-94/N 21st Ave alignment option
 - East of I-94/W Broadway Ave alignment option
- Design Options (LRT station and/or park-and-ride design options in the Cities of Crystal, Robbinsdale, and Minneapolis)

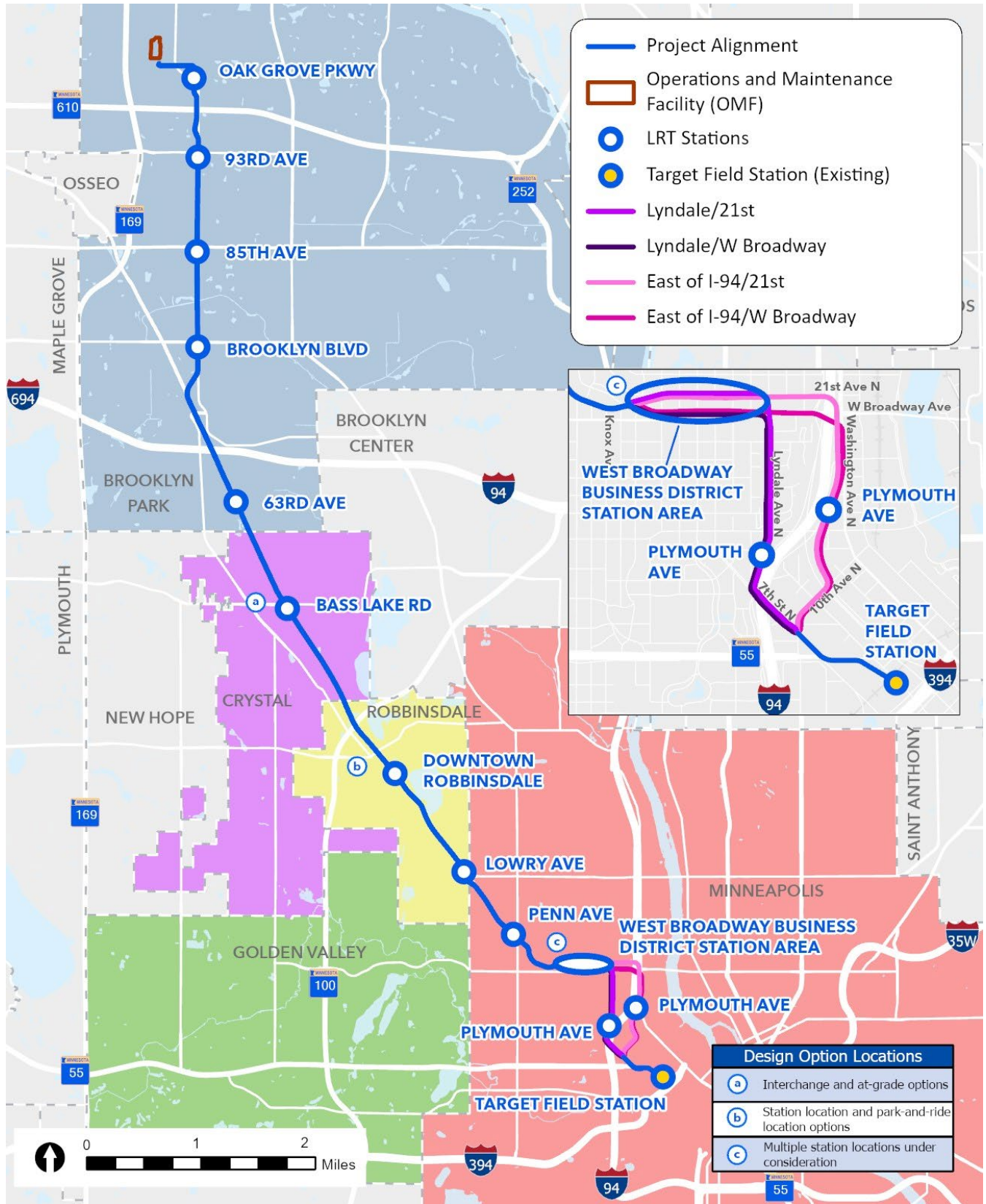
The Project is located north of TH 610 near the Target North Campus; passes through the Cities of Brooklyn Park, Crystal, and Robbinsdale, and North Minneapolis; and ends at the Target Field Station in Downtown Minneapolis, as illustrated in Figure A8-7.

General elements of the Project transitway system are new LRT bridges, roadway bridges, pedestrian bridges, LRT stations, OMF, TPSSs, fare collection system, rail tracks, vehicles, train control, and operating frequencies. For a more detailed discussion of the No-Build and Build Alternatives and other alignment and design options considered see Chapter 2.

The LRT station locations were selected based on general Project Alignment with the original stations, connections with existing transit services and urban design principles including access and safety, public space availability, local plans, ridership catchment areas, and engineering feasibility (see Figure A8-7). Four of the LRT stations would include park-and-ride facilities, while the remaining stations would be walk-up facilities. Access plans for each LRT station have been developed to enhance pedestrian and transit access for nearby communities. Ramps, stairs, elevators, and escalators in compliance with ADA would be provided where needed.



Figure A8-7 Project Alignment and LRT Station/Park-and-Ride Design Options





8.7 Use of Section 4(f) Properties in the Project Area

This section addresses the Section 4(f) properties where the potential impacts to Section 4(f) properties differ from the 2016 ROD/Final Section 4(f) Evaluation. In Section 8.7.1, 14 publicly owned park and recreation areas are addressed; 12 of these park and recreation areas have updated Section 4(f) impact assessments or are additional Section 4(f) resources not addressed in 2016. Section 8.7.2 addresses 13 historic properties; 11 of these historic properties have updated Section 4(f) impacts assessments or are additional Section 4(f) resources not addressed in 2016. All of the properties evaluated are listed and briefly described in Table A8-3.

Table A8-3 Section 4(f) Properties Evaluated in This Supplemental Draft Section 4(f) Evaluation

Property Name	Alignment and Design Option Affecting	Property Type	Location	Official with Jurisdiction	Section 4(f) Qualifying Description ^{b,d}
Park property adjacent to Rush Creek Regional Trail ^a	All	Park	Located north of, and parallel to, 101st Ave N between Elm Creek Park Reserve in Hennepin County and Coon Rapids Dam Regional Park in Anoka County; travels through Oak Grove Park in Hennepin County	Three Rivers Park District (TRPD)	6.4-mile multi-use trail (232.8-acre public park)
College Park	All	Park	8233 W Broadway Ave (located west of W Broadway Ave, between 82nd Ave N and N College Park Dr)	City of Brooklyn Park	5.9-acre public park
Tessman Park (identified as Unnamed Park in 2016 Final EIS)	All	Park	Located south of North Hennepin Community College Park and east of W Broadway Ave	City of Brooklyn Park	16.2-acre public park
Crystal Lake Regional Trail	All	Trail	3769 Crystal Lake Blvd (located in northeast quadrant of 35th Ave N and CR 81)	TRPD	8.6-mile multi-use trail
Becker Park ^{a, c}	All	Park	6225 56th Ave N (located in southwest quadrant of CR 81 and Bass Lake Rd and adjacent to the west side of the BNSF railway)	City of Crystal	12.2-acre public park
Graeser Park (park property)	All	Park	4400 Lakeland Ave N (located north of TH 100 at CR 81)	City of Robbinsdale	1.8-acre public park
Twin Lakes Boat Launch	All	Park	CR 81 south of TH 100	TRPD	2.1-acre boat launch (public park)



Property Name	Alignment and Design Option Affecting	Property Type	Location	Official with Jurisdiction	Section 4(f) Qualifying Description ^{b,d}
Spanjers Park	All	Park	Located south of Lake Dr, between Lakeview Ave N and Lake Rd	City of Robbinsdale	4.5-acre public park
Lakeview Terrace Park/Crystal Lake Boat Ramp	All	Park	3769 Crystal Lake Blvd (located in northeast quadrant of 35th Ave N and CR 81)	City of Robbinsdale	26.0-acre public park
Victory Memorial Pkwy ^c and Theodore Wirth Pkwy	All	Park	Victory Memorial Pkwy: ~2.8 miles from Lowry Ave north to 45th Ave N, then east to Webber Pkwy. Theodore Wirth Pkwy: ~3.5 miles from I-394 to Lowry Ave (northwest corner of Minneapolis and eastern Robbinsdale).	MPRB	~ 6.3-mile linear public park with multi-use trails
North Commons Park	All	Park	1801 N James Ave (located southwest quadrant of Golden Valley Rd and N James Ave)	MPRB	25.7-acre public park
Cottage Park	All	Park	2100 N James Ave (located southeast quadrant of N Ilion Ave and N James Ave)	MPRB	0.5-acre public park
2105 Girard Ave N and associated parcels	N 21st Ave options	Undesignated recreation property	2105 N Girard Ave	Minneapolis Public School District	1.9-acre grassed area with playground equipment
Hall Park	Lyndale Ave N options	Park	1524 Aldrich Ave N (located east and west of Lyndale Ave N at N 16th Ave)	MPRB	6.2-acre public park
Minneapolis & Pacific/Soo Line Railway Historic District ^a	All	Historic	City of Crystal	SHPO	Eligible for NRHP
W Broadway Ave Residential Historic District ^a	All	Historic	W Broadway Ave, between 42nd Ave N and TH 100, Lakeland Ave N to BNSF right-of-way: Robbinsdale	SHPO	Eligible for NRHP
Hennepin County Library: Robbinsdale Branch	All	Historic	4915 42nd Ave N, Robbinsdale	SHPO	Listed on NRHP



Property Name	Alignment and Design Option Affecting	Property Type	Location	Official with Jurisdiction	Section 4(f) Qualifying Description ^{b,d}
Robbinsdale City Hall	Robbinsdale park-and-ride design option using the Upper Robin Center site	Historic	4100 Lakeview Ave N, Robbinsdale	SHPO	Eligible for NRHP
Graeser Park (historic property)	All	Historic	4400 Lakeland Ave N (located north of TH 100 at CR 81)	SHPO	Eligible for NRHP
Grand Rounds Historic District: Victory Memorial and Theodore Wirth segments	All	Historic	Cities of Minneapolis and Robbinsdale	SHPO	Eligible for NRHP
Pilgrim Heights Community Church	All	Historic	3120 Washburn Ave N, Minneapolis	SHPO	Eligible for NRHP
Plymouth Masonic Lodge	W Broadway Ave options	Historic	1025–1035 W Broadway Ave, Minneapolis	SHPO	Eligible for NRHP
Minneapolis Public Library: North Branch	W Broadway Ave options	Historic	1834 Emerson Ave N, Minneapolis	SHPO	Listed on NRHP
Durnam Hall	W Broadway Ave options	Historic	927 W Broadway Ave, Minneapolis	SHPO	Eligible for NRHP
Osseo Branch, St. Paul Minneapolis & Manitoba Railway Historic District	All	Historic	Cities of Minneapolis, Golden Valley, Crystal, Robbinsdale, Brooklyn Park, Osseo	SHPO	Eligible for NRHP
Minneapolis Warehouse District ^a	All	Historic	Bounded by 1st Ave N, 1st St N, 10th Ave, and 6th St: Downtown Minneapolis	SHPO	Listed on NRHP
St. Paul Minneapolis & Manitoba Railway Historic District (Minneapolis) ^a	All	Historic	City of Minneapolis	SHPO	Eligible for NRHP

^a Section 4(f) resource where FTA’s preliminary determination has not changed since the publication of the 2016 ROD.

^b All listed parks are publicly owned, publicly accessible, and of local significance.

^c Property developed with LWCF grant assistance or Outdoor Recreation Grant Program funding.

^d All acreages in this table are approximate.

8.7.1 Publicly Owned Parks and Recreational Areas

The following section summarizes FTA’s revised assessment of Section 4(f) properties and also includes how many acres of each property would be used under the Project (compared to the property’s acreage).

The North Hennepin Community College athletic fields are located at the southern boundary of the 75-acre campus. The two athletic fields occupy the area east of W Broadway Ave and south of Campus Park Dr. Although public use of the ball fields is not prohibited, arrangements must be made with the facilities manager. According to athletic



department staff, the athletic fields are seldom used by the public. Therefore, the ball fields are not considered a Section 4(f) resource.

8.7.1.1 Park Property Adjacent to Rush Creek Regional Trail

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for the park property adjacent to Rush Creek Regional Trail.

Section 4(f) Property Description

The green space surrounding the Rush Creek Regional Trail is located north of, and generally parallel to, 101st Ave N (see Figure A8-8) in the City of Brooklyn Park. The Rush Creek Regional Trail extends between Elm Creek Park Reserve (Hennepin County) and Coon Rapids Dam Regional Park (Anoka County). The trail travels through Oak Grove Park in the City of Brooklyn Park. Two multi-use trail properties lie within the property boundary of the park—the primary trail is a 10-foot-wide multi-use paved trail and a secondary turf trail is situated south of and roughly parallel to the paved trail. The park property and both the trails lie within property owned by the Three Rivers Park District (TRPD). As the park property is publicly owned and publicly accessible, and the Rush Creek Regional Trail is a park property of local significance, the property is a Section 4(f) protected property.

Potential Property Impacts

The 2016 ROD indicated a temporary easement of approximately 1.1 acres on park property at Xylon Ave N; this is no longer required because Xylon Ave N has been built. Based on the current level of design, the Project would not result in a permanent incorporation or temporary easement of park land at Xylon Ave N but would result in a temporary easement of less than 0.01 acre on park property at Winnetka Ave N. This temporary easement is required for construction of a multi-use trail on the west side of Winnetka Ave N that would connect to Rush Creek Regional Trail. Construction activities would include grading work to match adjacent roadway elevations.

The overall duration of construction for the entire Project is approximately four years. The duration of the construction activities for the portion affecting the park property is estimated to be approximately 12 months—additional time may be needed for restoration activities, depending on variables such as seasonal timing of the activities and weather conditions. There would be no change in ownership of the park land that would be temporarily occupied.

The portion of park property to be temporarily occupied during construction includes land with recreational amenities (the trail). Temporary trail closures and detours would likely be required during some of the construction activities. The construction activities on the park property would consist of grading work. All areas of the park property that would be affected by construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with TRPD. Access to Rush Creek Regional Trail would be improved as a result of Project actions. Currently people accessing the trail via Winnetka Ave would have to do so from the roadway shoulder; the Project would provide a separate multi-use trail connection.

None of the aforementioned activities, features, or attributes of the park property would be permanently impacted nor would temporary construction activities at the park permanently interfere with visitors using the park as they do currently. Council staff would coordinate with park staff from TRPD to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities and any required detours.

Temporary Occupancy

Based on the current level of design, the Project would:

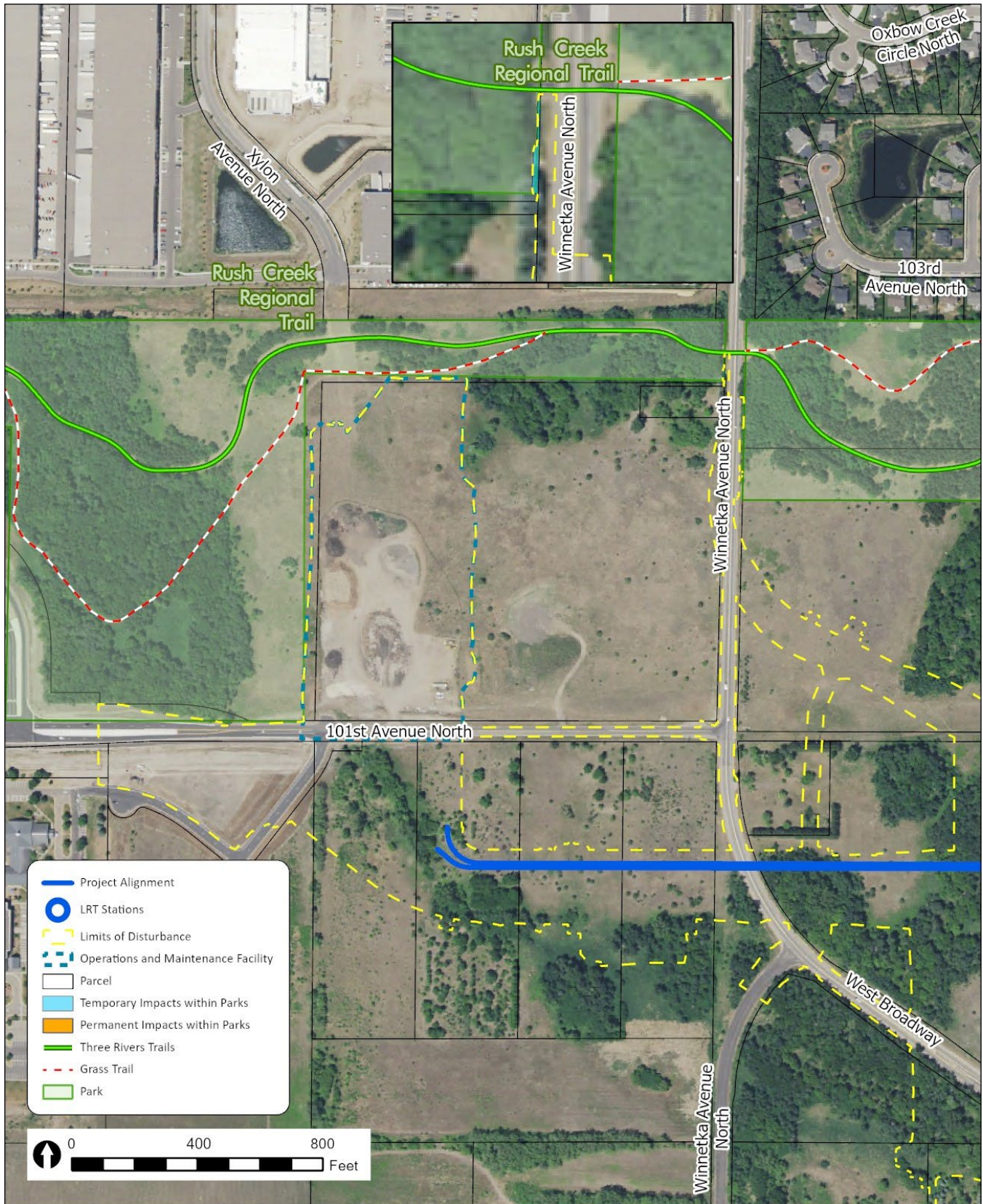


METRO Blue Line LRT Extension (BLE)

- Avoid the temporary occupancy of property from Rush Creek Regional Trail during construction adjacent to Xylon Ave N
- Result in the temporary occupancy of park property at Winnetka Ave N



Figure A8-8 Park Property Adjacent to Rush Creek Regional Trail





Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project. Although the sound of LRVs and the OMF could be audible from within the park, the park is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the Oak Grove Pkwy Station could result in an increase in Rush Creek Regional Trail usage, which could have potential for both positive and negative consequences. The Project would result in changes in the park's setting and visitors' visual experience through the introduction of the OMF east and south of the park. The visual changes and impacts would not alter or impair the overall use or function of Rush Creek Regional Trail and adjacent park property.

In summary, the proximity impacts of the Project on park property adjacent to Rush Creek Regional Trail would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of park property adjacent to Rush Creek Regional Trail under the Project, consistent with 23 CFR § 774.15(a).

Coordination

TRPD is involved in the design process for the Project and is aware that there are no permanent acquisitions but that temporary easements are required at this park site. Project staff will continue to coordinate with TRPD as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.2 College Park

This section presents a Section 4(f) property description, potential property impacts, and coordination for College Park.

Section 4(f) Property Description

College Park is located west of W Broadway Ave and between 82nd Ave N and N College Park Dr in the City of Brooklyn Park (see Figure A8-9). The 6-acre park has a playground, skating rink (winter), picnic pavilion, and park activity building. The park is under the jurisdiction of the City of Brooklyn Park. As the park is a publicly owned, publicly accessible park of local significance, College Park is considered by FTA to be a Section 4(f) protected property.

Potential Property Impacts

The 2016 ROD indicated no use for this park; however, because of the change in the Project Alignment, the park would now be affected. Based on the current level of design, the Project would result in a permanent incorporation of park land of 0.05 acre and a temporary easement of approximately 0.03 acre on park property. This permanent acquisition and temporary easement are required for construction of the center-running LRT along W Broadway Ave and the right-in, right-out driveway to W Broadway Ave. Construction activities would include grading along this approximately 200-foot-long segment of roadway and construction of the driveway.

The portion of park property to be acquired to allow for construction of the Project is green space adjacent to the roadway and does not contain recreational amenities. The construction activities on the park property would consist of grading work to match adjacent roadway elevations and reconstruction of the driveway. All areas of the park property that would be affected by construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with the City of Brooklyn Park. The park would still be accessible to the public throughout construction.



Figure A8-9 College Park





None of the aforementioned recreational activities, features, or attributes of the park property would be permanently impacted by the Project; the strip of permanent easement from the park is largely unused green space adjacent to W Broadway Ave. The Project would replace the current dirt driveway with a paved access. Temporary construction activities would limit access to the park from W Broadway Ave; park patrons would need to access the park from the trail connecting to N College Park Dr or 82nd Ave N during construction adjacent to the park. Council staff would coordinate with park staff from the City of Brooklyn Park to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities.

Coordination

The City of Brooklyn Park is involved in the design process for the Project and is aware that permanent acquisitions and temporary easements are required at this park site. Project staff will continue to coordinate with City of Brooklyn Park staff as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that *de minimis* use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.3 Tessman Park (Identified as Unidentified Park in the 2016 Final EIS)

This section presents a Section 4(f) property description, potential property impacts, and coordination for Tessman Park.

Section 4(f) Property Description

Tessman Park is located directly south of North Hennepin Community College in the City of Brooklyn Park (see Figure A8-10). The approximately 16-acre passive-use park consists of open-space grasslands, woodlands, wetlands, and a playground. An existing trail along the north side of Shingle Creek flows through the park. The park is under the jurisdiction of the City of Brooklyn Park. As the park is a publicly owned, publicly accessible park of local significance, Tessman Park is considered by FTA to be a Section 4(f) protected property.

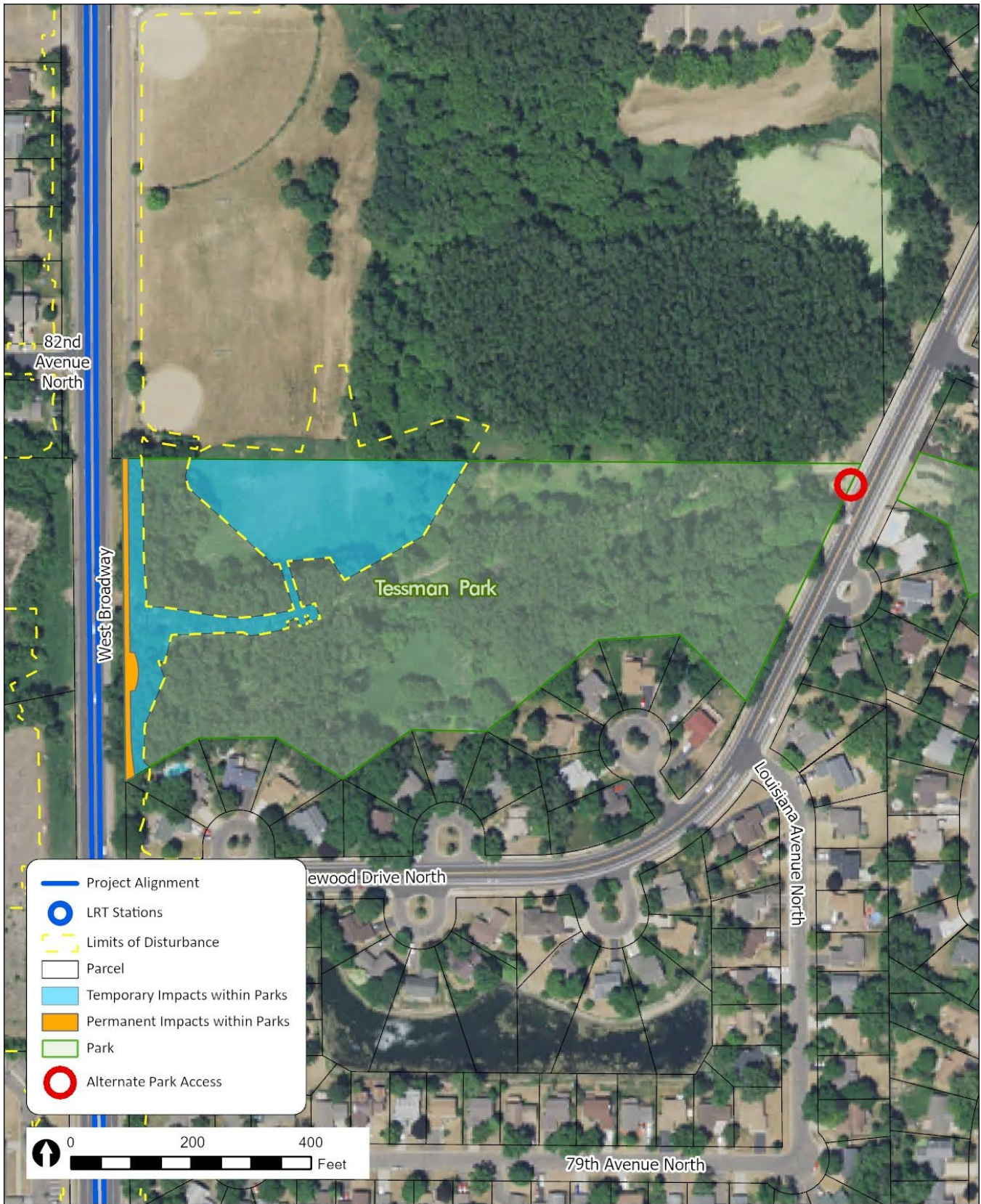
Potential Property Impacts

The 2016 ROD indicated no use for this park; however, because of the change in the Project Alignment the park would now be affected. Based on the current level of design, the Project would result in a permanent incorporation of park land of 0.14 acre and a temporary easement of approximately 2.02 acres on park property. This permanent acquisition and temporary easement would be required for construction of the center-running LRT along W Broadway Ave, culvert and turtle crossing for Shingle Creek under W Broadway Ave, trail reconstruction, and floodplain mitigation. Construction activities would include grading work to match adjacent roadway elevations, trail construction, and drainage/water resources facilities.

The portion of park property to be permanently acquired for the Project includes wooded green space without recreational amenities. The construction activities on the park property would consist of grading work to match adjacent roadway elevations, construction of the culvert and turtle crossing under W Broadway Ave, reconnection of the trail, and tree removal for floodplain work. All areas of the park property that would be affected by construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with the City of Brooklyn Park. The park would still be accessible to the public throughout construction, although access from W Broadway Ave would be closed during construction activities adjacent to the park. Park patrons would need to access Tessman Park from the trail connection at Candlewood Dr east of the Project.



Figure A8-10 Tessman Park





Council staff would coordinate with park staff from the City of Brooklyn Park to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities.

Coordination

The City of Brooklyn Park is involved in the design process for the Project and is aware that permanent acquisitions and temporary easements are required at this park site. Project staff will continue to coordinate with City of Brooklyn Park staff regarding impacts to Tessman Park as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that *de minimis* use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.4 Crystal Lake Regional Trail

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for the Crystal Lake Regional Trail.

Section 4(f) Property Description

The Crystal Lake Regional Trail is generally parallel to and east of CR 81 between the Elm Creek Park Reserve and Victory Memorial Pkwy, both located in Hennepin County (see Figure A8-11 through Figure A8-16). In the Project area the trail travels through the Cities of Brooklyn Park, Crystal, and Robbinsdale. The 8.6-mile-long, multi-use trail uses a combination of a 10-foot-wide multi-use paved trail and local roads. The trail is owned by TRPD. As the trail is a publicly owned and publicly accessible trail of local significance, the Crystal Lake Regional Trail is a Section 4(f) protected property.

Potential Property Impacts

Based on the current level of design, the Project would not result in a permanent incorporation of the trail but would result in temporary closure/detours of approximately 2,850 LF of existing trail which would be impacted. The proposed trail would be approximately 3,000 LF resulting in the relocation of approximately 150 LF of trail along the Project between Wilshire Blvd and Crystal Airport Rd in the City of Crystal. Approximately 2,770 LF of temporary impacts to the Crystal Lake Regional Trail is throughout the City of Robbinsdale which includes a small amount of the trail impacted within the Lowry Station area. These temporary closures/detours and relocations are required for reconstruction of portions of the multi-use paved trail to maintain trail connectivity. Construction activities would include reconstruction of portions of the paved trail and grading work.

The overall duration of construction for the entire Project is approximately four years. The duration of the construction activities for the portion affecting the trail property is estimated to be approximately 12 months—additional time may be needed for restoration activities, depending on variables such as seasonal timing of the activities and weather conditions. There would be no change in ownership of the trail that would be temporarily occupied.

The portion of the trail to be temporarily occupied during construction is a recreational amenity. The construction activities that would affect the trail include excavation and grading work required for construction. All areas of the trail that would be affected by construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with TRPD. The trail would generally be accessible to the public during construction; trail detours would likely be required in certain areas depending on the types and proximity of construction activities. There would be no permanent change to trail connectivity as a result of Project.



Figure A8-11 Crystal Lake Regional Trail





Figure A8-12 Crystal Lake Regional Trail





Figure A8-13 Crystal Lake Regional Trail





Figure A8-14 Crystal Lake Regional Trail

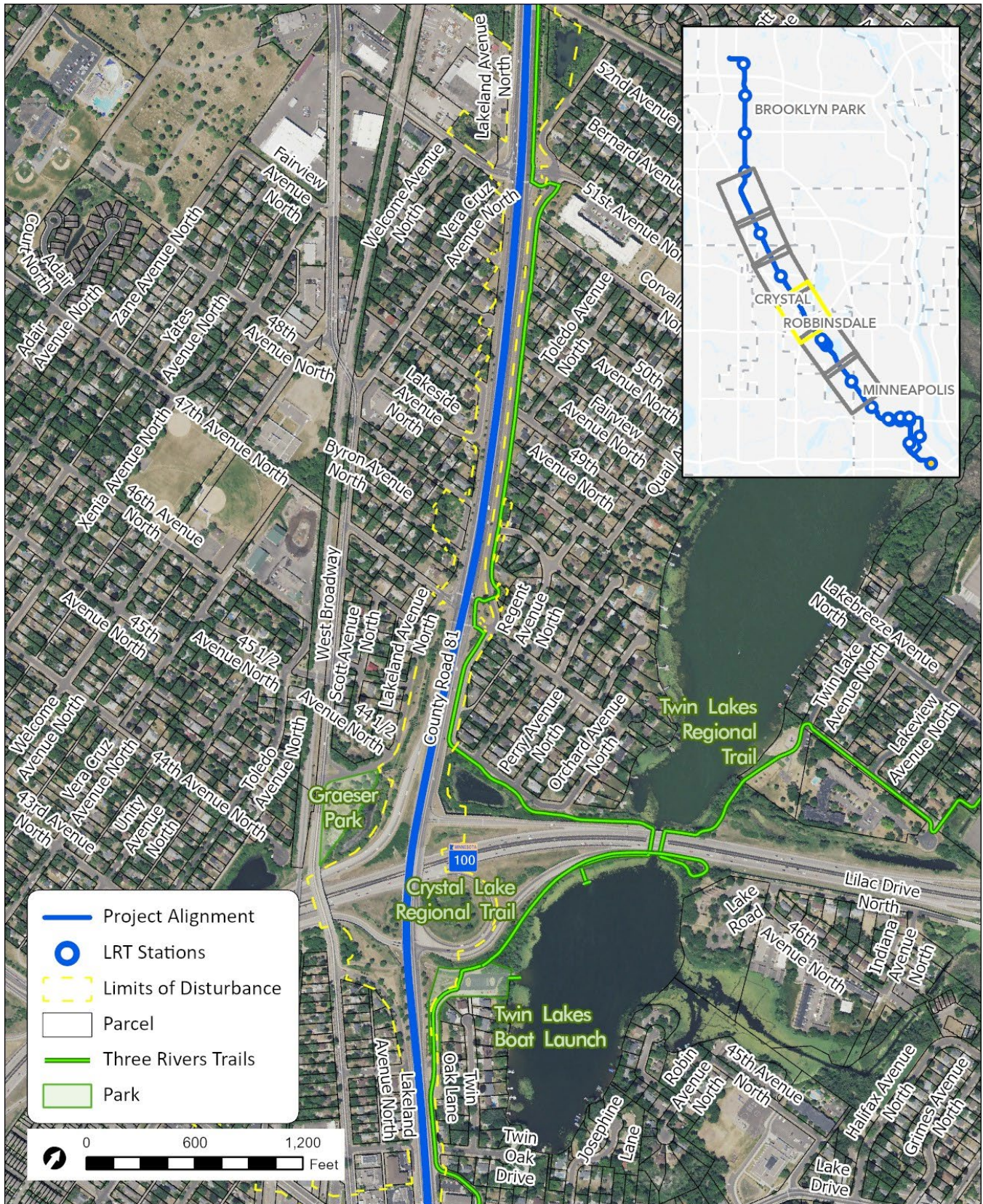




Figure A8-15 Crystal Lake Regional Trail

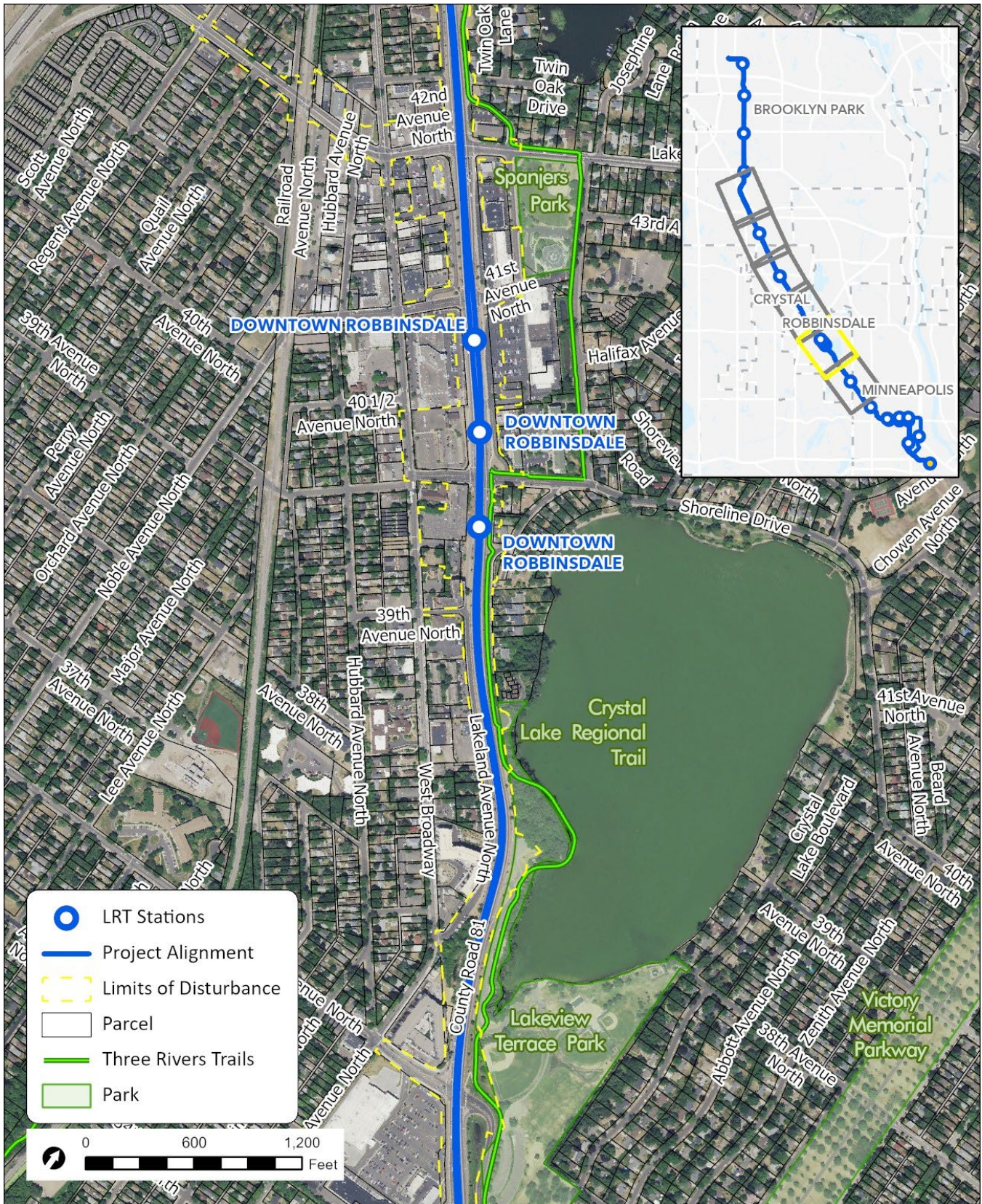
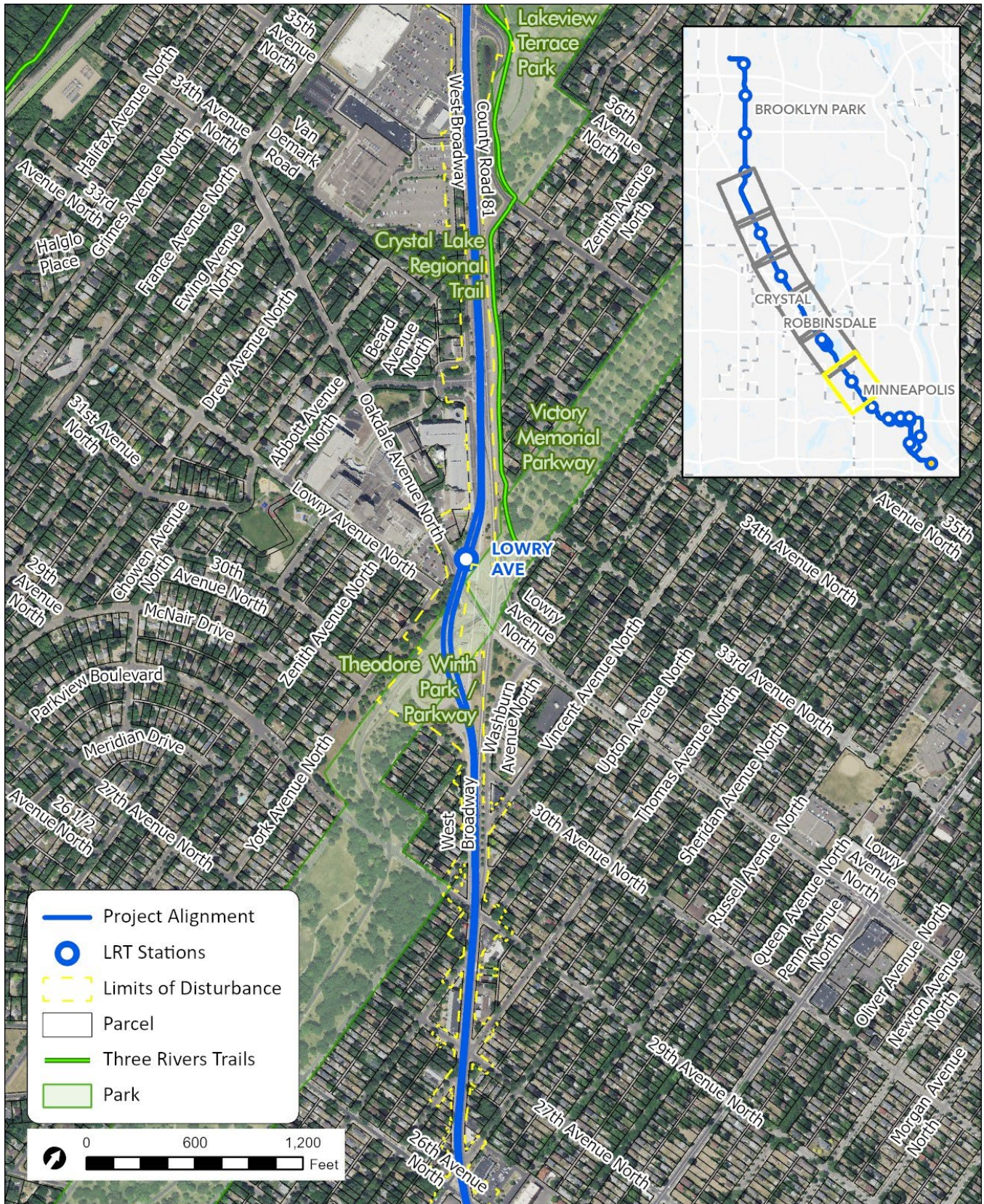




Figure A8-16 Crystal Lake Regional Trail





None of the aforementioned activities, features, or attributes of the trail would be permanently impacted. Construction activity may require detours for portions of the trail at certain times. Council staff would coordinate with park staff from TRPD to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities and any required detours.

Temporary Occupancy

Based on the current level of design, the Project would result in the temporary occupancy of portions of the trail during construction.

Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the trail would be maintained under the Project. Although the sound of LRVs could be audible from trail, the trail is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the LRT stations could result in an increase in usage of the trail, which could have potential for both positive and negative consequences. The Project would result in changes to the trail's setting and visitors' visual experience through the introduction of the Project Alignment west of the trail. The visual changes and impacts would not alter or impair the overall use or function of Crystal Lake Regional Trail.

In summary, the proximity impacts of the Project on the trail would not substantially impair the qualifying activities, features, or attributes of the Section 4(f) resource and, therefore, FTA has determined that there would be no Section 4(f) constructive use of Crystal Lake Regional Trail under the Project, consistent with 23 CFR § 774.15(a).

Coordination

TRPD is involved in the design process for the Project and is aware that there are no permanent acquisitions but that temporary easements are required from this trail. Project staff will continue to coordinate with TRPD as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.5 Becker Park

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for Becker Park.

Section 4(f) Property Description

Becker Park, owned and operated by the City of Crystal, is located in the southwest quadrant of CR 81 and Bass Lake Rd in the City of Crystal (see Figure A8-17). This 12.4-acre park contains walking and biking paths, skating rink (winter), baseball/softball fields, tennis, pickleball and basketball courts, playground equipment, a splash pad, and a shelter structure. The park was developed using LWCF Act grant assistance (see Section 8.10.1 for discussion of Becker Park relative to LWCF concerns). The eastern border of the park abuts the existing rail property, west of the Project Alignment. Becker Park is accessible by automobile via two existing parking lots located off Sherburne Ave and Douglas Dr. Pedestrian and bicycle access is also provided through connections to local sidewalks and off-street trails. As the park is a publicly owned, publicly accessible park of local significance, Becker Park is considered by FTA to be a Section 4(f) protected property.



Figure A8-17 Becker Park





Potential Property Impacts

The 2016 ROD indicated a temporary occupancy of 0.1 acre in the northeast corner for this park; however, because of the change in 2016 Alignment this area would no longer be affected. Based on the current level of design, the Project would not result in a permanent incorporation of park land from Becker Park for both the at-grade intersection design option and the grade-separated intersection design option at Bass Lake Rd and CR 81. A bus pad on the northern edge of the park on the west side of Elmhurst Ave at Bass Lake Rd would be added as a part of this Project; however, no temporary easement from the park would be required. In the vicinity of the park, a trail on the east side of the rail property (not within the park) would be reconstructed to avoid the southbound ramp to CR 81 and existing cell tower but still maintain access to Lakeland Ave N and Becker Park. A bike route would also be added along Bass Lake Rd from Welcome Ave to CR 81, increasing access to Becker Park.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from Becker Park during construction.

Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project. The Project Alignment east of Becker Park would be in the center of CR 81. Although the sound of LRVs would be audible from within the park, the park is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the Bass Lake Rd Station could result in an increase in Becker Park usage, which could have potential for both positive and negative consequences.

The Project would also result in changes to the park's setting and visitors' visual experience with the addition of either the pedestrian bridge over CR 81 for the at-grade intersection design option or the bridges carrying CR 81 for the grade-separated intersection design option. Some users' visual experiences could be perceived as adversely affected by the introduction of LRVs, a new LRT station, and the introduction of either roadway bridges (grade-separated intersection design option) or a pedestrian overpass (at-grade intersection design option) located east of the park. However, the visual changes and impacts would not substantially alter or impair the overall use or function of the park.

In summary, the proximity impacts of the Project on park property would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of Becker Park under the Project, consistent with 23 CFR § 774.15(a).

Coordination

The City of Crystal is involved in the design process for the Project and is aware that no permanent acquisitions or temporary easements are required at this park site. Project staff will continue to coordinate with City of Crystal staff as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.



8.7.1.6 Graeser Park (Park Property)

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for the Graeser Park.

Section 4(f) Property Description

The Graeser Park property, owned and operated by the City of Robbinsdale, is located west of CR 81 and north of TH 100 in the City of Robbinsdale (see Figure A8-18); this 1.8-acre park includes a picnic area. As the park is a publicly owned, publicly accessible park of local significance, Graeser Park is considered by FTA to be a Section 4(f) protected property.

Potential Property Impacts

Based on the current level of design, the Project would not result in a permanent incorporation of land from Graeser Park for all design options in the City of Robbinsdale.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from Graeser Park during construction for all design options in the City of Robbinsdale.

Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project. Although the sound of LRVs could be audible from within the park, the park is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the Bass Lake Rd and Downtown Robbinsdale Stations could result in an increase in Graeser Park usage, which could have potential for both positive and negative consequences. The Project would result in changes in the park's setting and visitors' visual experience through the introduction of the Project Alignment east of the park. The visual changes and impacts would not alter or impair the overall use or function of Graeser Park.

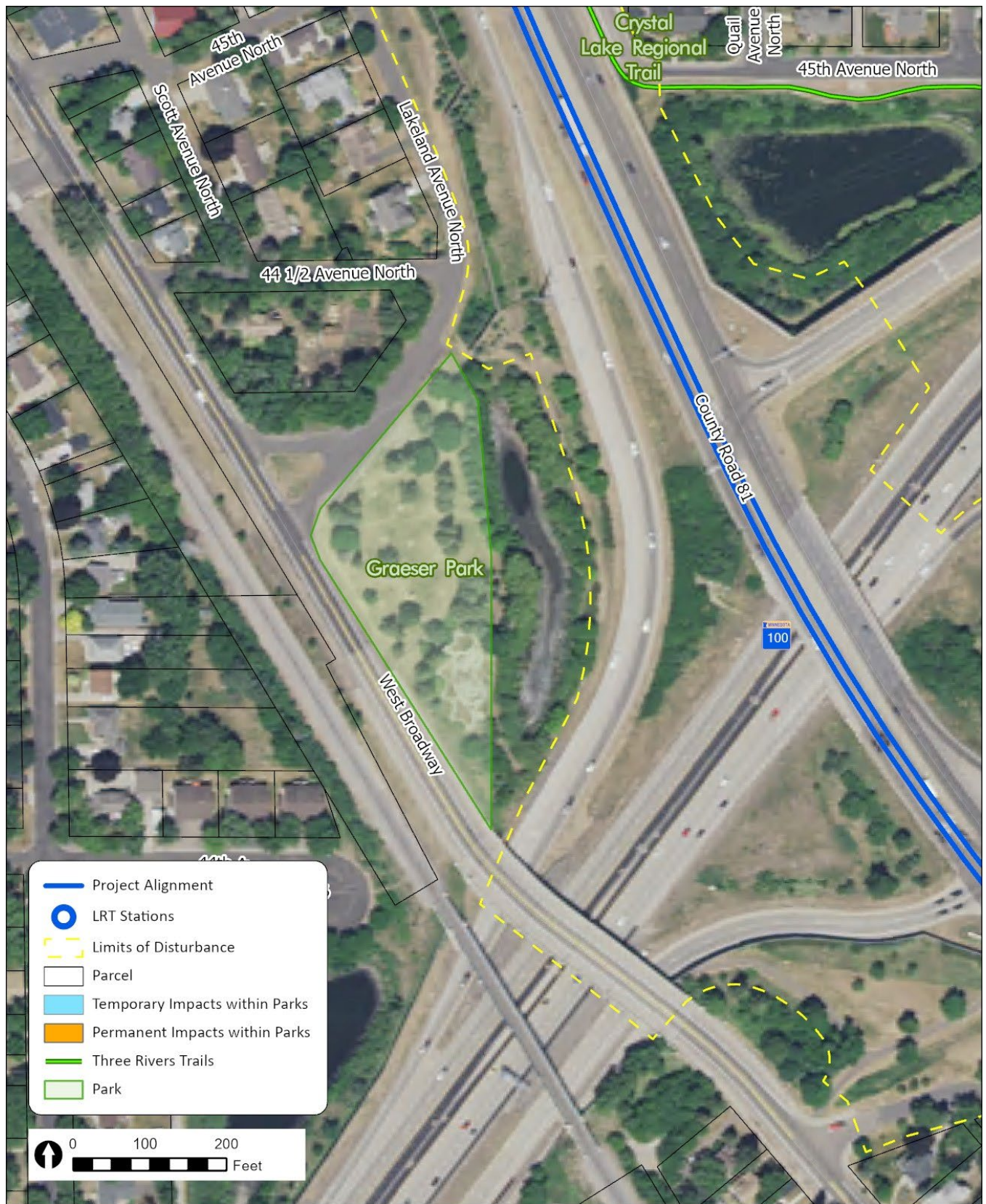
In summary, the proximity impacts of the Project on park property would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of Graeser Park under the Project, consistent with 23 CFR § 774.15(a).

Coordination

The City of Robbinsdale is involved in the design process for the Project and is aware that no permanent acquisitions or temporary easements are required at this park site. Project staff will continue to coordinate with City of Robbinsdale staff as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.



Figure A8-18 Graeser Park (Park Property)





8.7.1.7 Twin Lakes Boat Launch

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for the Twin Lakes Boat Launch.

Section 4(f) Property Description

The Twin Lakes Boat Launch is located east of CR 81 and south of TH 100 in the City of Robbinsdale (see Figure A8-19). The 2.1-acre park includes a boat launch, the Crystal Lake Regional Trail, and a connecting trail, which travels under CR 81. The park is under the jurisdiction of TRPD. As the park is a publicly owned, publicly accessible park of local significance, the Twin Lakes Boat Launch is considered by FTA to be a Section 4(f) protected property.

Potential Property Impacts

Based on the current level of design, the Project would not result in a permanent incorporation of park land but would result in a temporary easement of approximately 0.54 acre on park property. This temporary easement is required for construction of drainage/water resources facilities and extending the MnDOT-owned bicycle tunnel under CR 81. Construction activities would include grading work for drainage/water resources facilities and tunnel construction for all design options in the City of Robbinsdale. The Crystal Lake Regional Trail (discussed in Section 8.7.1.4) and connecting trail, which travels under CR 81, would be maintained. The Project would block the southbound left-turn access to Lakeland Ave N (which accesses the Twin Lakes Boat Launch) and require park patrons to travel approximately one-third mile farther to access the park via Lake Dr to Lakeland Ave N.

The overall duration of construction for the entire Project is approximately 4 years. The duration of the construction activities for the portion affecting the Twin Lakes Boat Launch is estimated to be approximately 12 months—additional time may be needed for restoration activities, depending on variables such as seasonal timing of the activities and weather conditions. There would be no change in ownership of the park land.

The portion of park property to be temporarily occupied during construction includes land with recreational amenities. The park amenities would not be affected. The construction activities on the park property would consist of grading work for drainage/water resources activities and tunnel construction. All areas of the park property that would be affected by the Project's construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with TRPD. The park would still be accessible to the public throughout construction. There would be no permanent change to adjacent park property as a result of the Project.

None of the aforementioned activities, features, or attributes of the park property would be permanently impacted nor would temporary construction activities at the park permanently or temporarily interfere with visitors using the park as they do currently. Council staff would coordinate with park staff from TRPD to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities.

Temporary Occupancy

Based on the current level of design, the Project would result in the temporary occupancy of property from the Twin Lakes Boat Launch during construction for all design options in the City of Robbinsdale.



Figure A8-19 Twin Lakes Boat Launch





Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project, although park patrons traveling southbound on CR 81 would need to travel approximately one-third mile farther to access the boat launch. Although the sound of LRVs could be audible from within the park, the park is not considered a sensitive noise receptor based on FTA’s criteria. Changes in development density in areas surrounding the Bass Lake Rd and Downtown Robbinsdale Stations could result in an increase in usage of the boat launch, which could have potential for both positive and negative consequences. The Project would result in changes in the park’s setting and visitors’ visual experience through the introduction of the Project Alignment west of the park. The visual changes and impacts would not alter or impair the overall use or function of the Twin Lakes Boat Launch.

In summary, the proximity impacts of the Project on park property would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of the Twin Lakes Boat Launch under the Project, consistent with 23 CFR § 774.15(a).

Coordination

TRPD is involved in the design process for the Project and is aware that there are no permanent acquisitions but that temporary easements are required at this park site. Project staff will continue to coordinate with TRPD as the Project’s design advances and, at the appropriate time prior to publication of the Project’s Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.8 Spanjers Park

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for Spanjers Park.

Section 4(f) Property Description

Spanjers Park is located south of Lake Dr between Lakeview Ave N and Lake Rd in the City of Robbinsdale. The 4.5-acre public park is located approximately 300 feet east of the Project Alignment (see Figure A8-20). Park amenities consist of a softball field. The Crystal Lake Regional Trail runs along the eastern edge of the park. The park is under the jurisdiction of the City of Robbinsdale. As the park is a publicly owned, publicly accessible park of local significance, Spanjers Park is considered by FTA to be a Section 4(f) protected property.

Potential Property Impacts

Based on the current level of design, the Project would not result in a permanent incorporation of park land but would result in a temporary easement of approximately 0.1 acre on park property. This temporary easement is required for construction of the sidewalk ramp at the southeast corner of Lake Dr and Lakeview Ave N for all design options in the City of Robbinsdale. There is a park-and-ride facility design option in Downtown Robbinsdale at Upper Robin Center (4100 Lakeland Ave N). This location is across the street from Spanjers Park. If this park-and-ride design option is chosen, Upper Robin Center would be replaced with a multilevel park-and-ride facility with approximately 500 spaces. Construction activities for the temporary easement would include grading work to match adjacent sidewalk elevations. The Crystal Lake Regional Trail (discussed in Section 8.7.1.4) would be maintained.

The overall duration of construction for the entire Project is approximately four years. The duration of the construction activities for the portion affecting the park property is estimated to be approximately three months—additional time may be needed for restoration activities, depending on variables such as seasonal timing of the activities and weather conditions. There would be no change in ownership of the park land that would be temporarily occupied.



Figure A8-20 Spanjers Park





The portion of park property to be temporarily occupied during construction does not include any portion of the softball field but would affect adjacent green space. The softball field would not be affected. The construction activities on the park property would consist of grading work to match adjacent sidewalk elevations. All areas of the park property that would be affected by the Project's construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with the City of Robbinsdale. The park would still be accessible to the public throughout construction. There would be no permanent change to adjacent park property as a result of Project actions.

None of the aforementioned activities, features, or attributes of the park property would be permanently impacted nor would temporary construction activities at the park permanently or temporarily interfere with visitors using the park as they do currently. Council staff would coordinate with park staff from the City of Robbinsdale to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities.

Temporary Occupancy

Based on the current level of design, the Project would result in the temporary occupancy of property from Spanjers Park during construction for all design options in the City of Robbinsdale.

Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project. Although the sound of LRVs could be audible from within the park, the park is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the Downtown Robbinsdale Station and a possible park-and-ride facility across the street could result in an increase in the Spanjers Park usage, which could have potential for both positive and negative consequences. The Project could result in changes in the park's setting and visitors' visual experience through the introduction of the Project Alignment one block west of the park and a possible park-and-ride facility across the street. The visual changes and impacts would not alter or impair the overall use or function of Spanjers Park.

In summary, the proximity impacts of the Project on park property would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of Spanjers Park under the Project, consistent with 23 CFR § 774.15(a).

Coordination

The City of Robbinsdale is involved in the design process for the Project and is aware that there are no permanent acquisitions but that temporary easements are required at this park site. Project staff will continue to coordinate with City of Robbinsdale staff as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.9 Lakeview Terrace Park/Crystal Lake Boat Ramp

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for Lakeview Terrace Park and the Crystal Lake Boat Ramp.

Section 4(f) Property Description

Lakeview Terrace Park is located east of CR 81 and north of 35th Ave N in the City of Robbinsdale. The 26.0-acre park is at the south end of Crystal Lake (see Figure A8-21). Park amenities include athletic fields, playground, picnic area, walking path, the Crystal Lake Regional Trail, and the Crystal Lake Boat Ramp. The park is under the jurisdiction of



the City of Robbinsdale. As the park is a publicly owned, publicly accessible park of local significance, Lakeview Terrace Park is considered by FTA to be a Section 4(f) protected property.

Potential Property Impacts

Based on the current level of design, the Project would not result in a permanent incorporation of park land but would result in a temporary easement of approximately 0.91 acre of park property. The temporary easement is required for construction of the center-running LRT along CR 81 and drainage/water resources facilities for all design options in the City of Robbinsdale. Construction activities would include grading work to match adjacent roadway elevations and for drainage/water resources facilities. The Crystal Lake Regional Trail (discussed in Section 8.7.1.4) would be maintained. The Project would eliminate the southbound left-turn access directly to Lakeland Ave N, which accesses the Crystal Lake Boat Ramp and requires southbound park patrons to travel approximately one-half mile farther south to access the park via a U-turn from southbound CR 81 to northbound CR 81 at 36th Ave N.

The overall duration of construction for the entire Project is approximately four years. The duration of the construction activities for the portion affecting Lakeview Terrace Park/Crystal Lake Boat Ramp is estimated to be approximately 12 months—additional time may be needed for restoration activities, depending on variables such as seasonal timing of the activities and weather conditions. There would be no change in ownership of the park land.

The portion of park property to be temporarily occupied during construction includes land with green space, walking path, multi-use trail, and a road to the boat ramp. The park amenities including the athletic fields would not be affected, although access to the facilities could be modified during construction. The construction activities on the park property would consist of grading work to match adjacent roadway elevations and drainage/stormwater facilities. All areas of the park property that would be affected by the Project's construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with the City of Robbinsdale. The park would still be accessible to the public throughout construction. There would be no permanent change to adjacent park property as a result of Project actions.

None of the aforementioned activities, features, or attributes of the park property would be permanently impacted nor would temporary construction activities at the park permanently or temporarily interfere with visitors using the park as they do currently. Council staff would coordinate with park staff from the City of Robbinsdale to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities.

Temporary Occupancy

Based on the current level of design, the Project would result in the temporary occupancy of property from Lakeview Terrace Park/Crystal Lake Boat Ramp during construction for all design options in the City of Robbinsdale.

Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project, although park patrons traveling southbound on CR 81 would need to travel approximately one-half mile farther to access the boat ramp and additional parking areas for the park. Although the sound of LRVs could be audible from within the park, the park is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the Downtown Robbinsdale Station could result in an increase in the Lakeview Terrace Park/Crystal Lake Boat Ramp usage, which could have potential for both positive and negative consequences. The Project would result in changes in the park's setting and visitors' visual experience through the introduction of the Project Alignment west of the park. The visual changes and impacts would not alter or impair the overall use or function of the Lakeview Terrace Park.



Figure A8-21 Lakeview Terrace Park





In summary, the proximity impacts of the Project on park property would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of Lakeview Terrace Park/Crystal Lake Boat Ramp under the Project, consistent with 23 CFR § 774.15(a).

Coordination

The City of Robbinsdale is involved in the design process for the Project and is aware that there are no permanent easements but that temporary easements are required at this park site. Project staff will continue to coordinate with City of Robbinsdale staff as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.10 Victory Memorial Pkwy and Theodore Wirth Pkwy

This section presents a Section 4(f) property description, potential property impacts, and coordination for Victory Memorial Pkwy and Theodore Wirth Pkwy.

Section 4(f) Property Description

Victory Memorial Pkwy and Theodore Wirth Pkwy are elements of the Minneapolis Grand Rounds Scenic Byway System. These parkways are also NRHP-eligible segments of the Grand Rounds Historic District, which is discussed in Section 8.7.2.6. Victory Memorial Pkwy and Theodore Wirth Pkwy are located in the northwest corner of the Cities of Minneapolis and eastern Robbinsdale (see Figure A8-22). Victory Memorial Pkwy extends approximately 2.8 miles from Lowry Ave north to 45th Ave N, then east to Webber Pkwy, and was developed using DNR's Outdoor Recreation Grant Program funding assistance. Victory Memorial Pkwy is 100.0 acres. Theodore Wirth Pkwy extends approximately 3.5 miles from I-394 to Lowry Ave. The portion of Theodore Wirth Pkwy between Lowry Ave and Golden Valley Rd is 65.22 acres. From Golden Valley Rd south to I-394, Theodore Wirth Pkwy is an element of Theodore Wirth Regional Park; the park is 740.29 acres. The parkways feature recreational open space; low-volume vehicular traffic; parking areas; and multi-use trails including the Crystal Lake Regional Trail, Theodore Wirth Trail, and Grand Rounds Trail. Victory Memorial Pkwy includes the Victory Monument (World War I memorial), a statue of Abraham Lincoln, and an informational kiosk for the Grand Rounds Trail. The parkways are under the jurisdiction of the MPRB. As the parkways are publicly owned, publicly accessible parkways of local significance, Victory Memorial Pkwy and Theodore Wirth Pkwy are considered by FTA to be Section 4(f) protected properties.

This area of the Project includes an existing Hennepin County right-of-way easement at CR 81, currently in a transportation use. The Hennepin County easement encompasses about 5.93 acres of Victory Memorial Pkwy/Theodore Wirth Pkwy.

Potential Property Impacts

Based on the current level of design, the Project's proposed limits of disturbance would overlap approximately 7.05 acres of Victory Memorial Pkwy/Theodore Wirth Pkwy. The primary project elements (light rail tracks, station, and associated infrastructure) would be constructed within the 5.93-acre Hennepin County easement. Realignment of the roadways and trails in the area would require an additional 0.89 acres of temporary easement from park property outside the Hennepin County easement. Portions of the Theodore Wirth Pkwy and Victory Memorial Pkwy alignments would be shifted to accommodate the Project.



Figure A8-22 Victory Memorial Pkwy and Theodore Wirth Pkwy





The overall duration of construction for the entire Project is approximately four years. The duration of the construction activities for the portion affecting the parkway land is estimated to be approximately 18 months—additional time may be needed for restoration activities, depending on variables such as seasonal timing of the activities and weather conditions. It is anticipated that there would be no change in the underlying ownership of the parkway land.

The portion of parkway property to be temporarily disturbed during construction includes land with open space, roads, and trails. The construction activities on the parkway property would consist of grading and reconstruction of roadways, trails, and sidewalks. All areas of the parkway property that would not be a part of realignment or modification but would be affected by construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with MPRB. The parkways would generally be accessible to the public during construction; trail detours would likely be required in certain areas depending on the types and proximity of construction activities.

Council staff would coordinate with parkway staff from MPRB to set the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities and required detours.

Coordination

MPRB is involved in the design process for the Project and is aware that temporary easements may be required for construction activities. The realignment of Theodore Wirth Pkwy and Victory Memorial Pkwy in this area has been discussed with MPRB staff and appears to be a viable concept from the perspective of the MPRB. At this time, a preliminary *de minimis* use or temporary occupancy is anticipated. Project staff would continue to coordinate with MPRB as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of the appropriate Section 4(f) determination.

8.7.1.11 North Commons Park

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for North Commons Park.

Section 4(f) Property Description

North Commons Park is located in the southwest quadrant of Golden Valley Rd and N James Ave in the City of Minneapolis. The 25.7-acre public park is located approximately 300 feet south of the Project Alignment (see Figure A8-23). Park amenities include baseball, football, soccer, and softball fields; basketball and tennis courts; biking path; skating rink (winter); picnic area; playground; wading pool; walking path; and water park. The park is under the jurisdiction of MPRB. As the park is a publicly owned, publicly accessible park of local significance, North Commons Park is considered by FTA to be a Section 4(f) protected property.

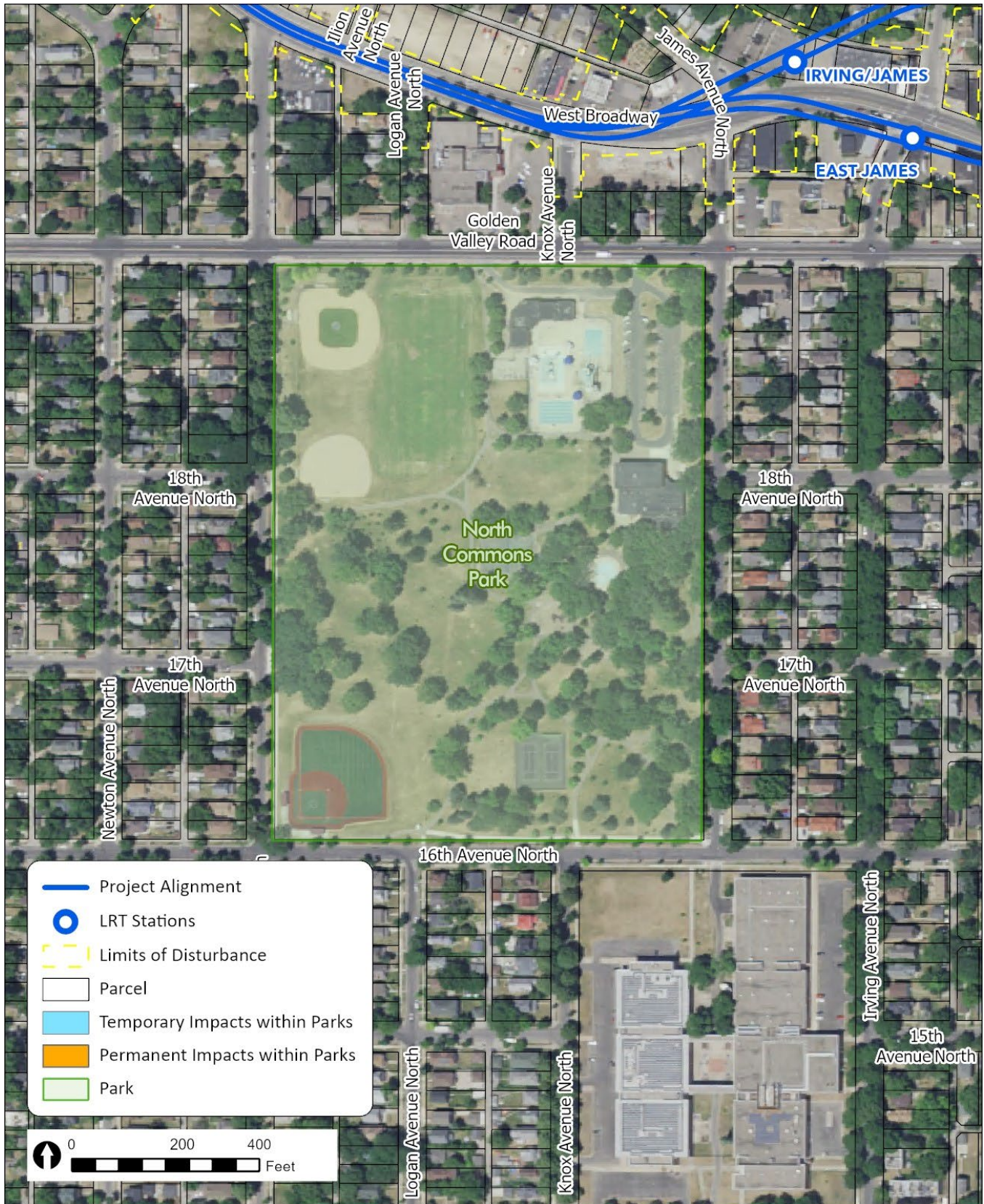
Potential Property Impacts

In the area of North Commons Park there are two Project alignment options and four LRT station design options:

- One station at Emerson/Dupont on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Emerson/Dupont on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at E James and one station at Bryant/Aldrich on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Irving/James, and one station at Bryant/Aldrich on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)



Figure A8-23 North Commons Park





Based on the Project's current level of design, all Project alignment and design options in this area would not result in a permanent incorporation of land or temporary easement on land from North Commons Park.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from North Commons Park during construction for all Project alignment and design options in the City of Minneapolis.

Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project. Although the sound of LRVs could be audible from within the park, the park is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the LRT station(s) could result in an increase in the North Commons Park usage, which could have potential for both positive and negative consequences. The Project could result in changes in the park's setting and visitors' visual experience through the introduction of the Project Alignment one block north of the park. The visual changes and impacts would not alter or impair the overall use or function of North Commons Park.

In summary, the proximity impacts of the Project on park property would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of North Commons Park under the Project, consistent with 23 CFR § 774.15(a).

Coordination

MPRB is involved in the design process for the Project and is aware that no permanent acquisitions or temporary easements are required from this park site. Project staff would continue to coordinate with MPRB as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.12 Cottage Park

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, potential constructive use, and coordination for Cottage Park.

Section 4(f) Property Description

Cottage Park is located in the southeast quadrant of N Ilion Ave and N James Ave in the City of Minneapolis. The 0.5-acre public park is located approximately 300 feet north of the Project Alignment (see Figure A8-24). Park amenities include a playground. The park is under the jurisdiction of MPRB. As the park is a publicly owned, publicly accessible park of local significance, Cottage Park is considered by FTA to be a Section 4(f) protected property.

Potential Property Impacts

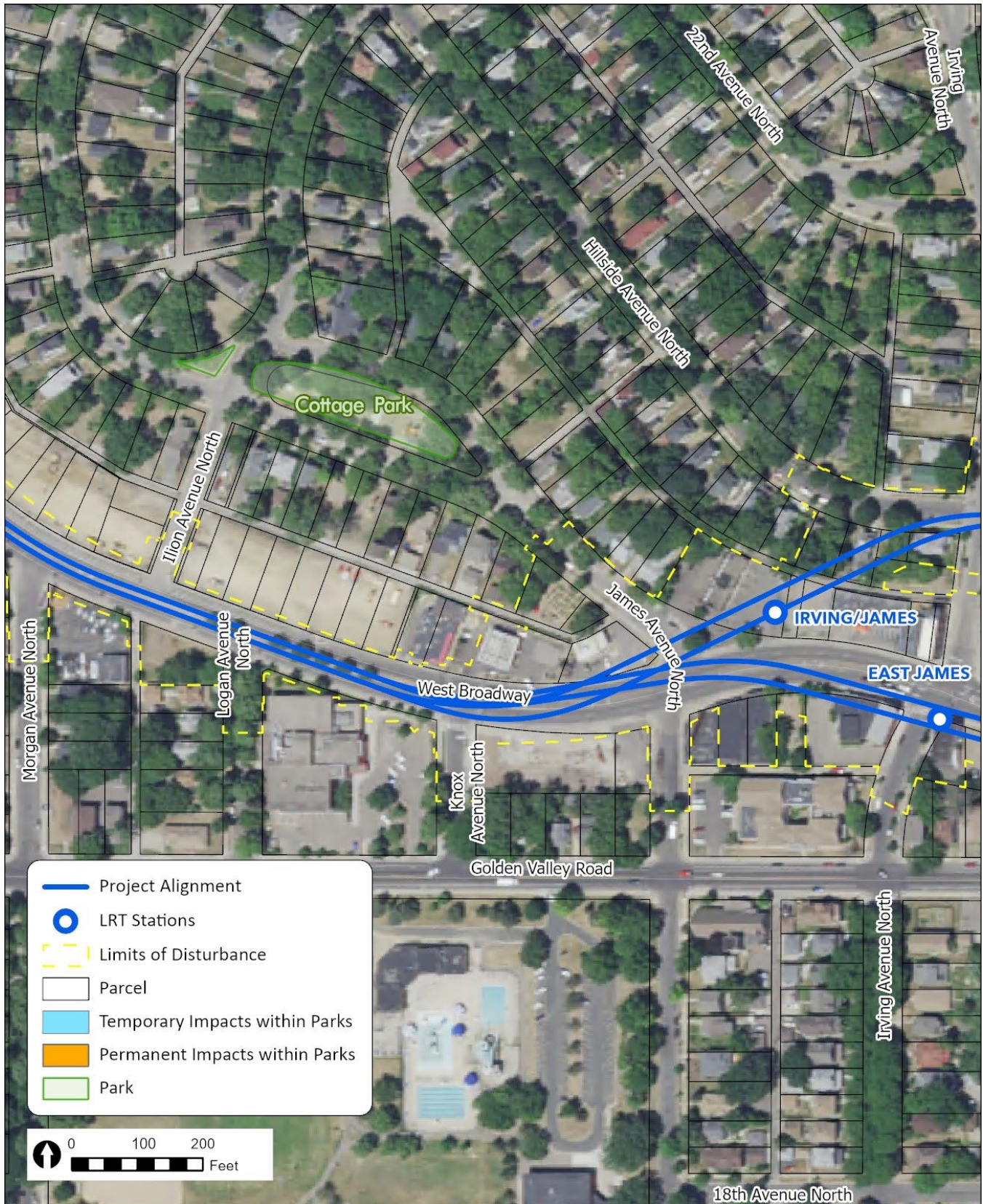
In the area of Cottage Park there are two Project alignment options and four LRT station design options:

- One station at Emerson/Dupont on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Emerson/Dupont on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at E James and one station at Bryant/Aldrich on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Irving/James, and one station at Bryant/Aldrich on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)

Based on the Project's current level of design, none of the Project alignment or design options in this area would result in a permanent incorporation of land or temporary easement of land from Cottage Park.



Figure A8-24 Cottage Park





Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from Cottage Park during construction regardless of which Project alignment or design options are implemented in the City of Minneapolis.

Potential for Constructive Use

Existing bicycle, pedestrian, and vehicular access to the park would be maintained under the Project. Although the sound of LRVs could be audible from within the park, the park is not considered a sensitive noise receptor based on FTA's criteria. Changes in development density in areas surrounding the LRT station(s) could result in an increase in Cottage Park usage, which could have potential for both positive and negative consequences. The Project could result in changes in the park's setting and visitors' visual experience through the introduction of the Project Alignment one block south of the park. The visual changes and impacts would not alter or impair the overall use or function of Cottage Park.

In summary, the proximity impacts of the Project on park property would not substantially impair the qualifying activities, features, or attributes of the park and, therefore, FTA has determined that there would be no Section 4(f) constructive use of Cottage Park under the Project, consistent with 23 CFR § 774.15(a).

Coordination

MPRB is involved in the design process for the Project and is aware that no permanent acquisitions or temporary easements are required from this park site. Project staff would continue to coordinate with MPRB as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.13 2105 Girard Ave N and Associated Parcels

This section presents a Section 4(f) property description, potential property impacts, and coordination for 2105 Girard Ave N and associated parcels.

Section 4(f) Property Description

2105 Girard Ave N and associated parcels are located west of Girard Ave N and south of N 22nd Ave in the City of Minneapolis, west of the Minneapolis Public School District (referred to as Minneapolis Public Schools [MPS]) administration building. The 1.9-acre grassed area is bordered by an alley on the west and N 21st Ave on the south (see Figure A8-25). Park amenities include playground equipment and basketball hoops. The property is under the jurisdiction of MPS. As the property is a publicly owned, publicly accessible facility with recreational amenities of local significance, 2105 Girard Ave N and the associated parcels are collectively considered by FTA to be a Section 4(f) protected property.

Potential Property Impacts

In the area of this property there are two Project alignment options and four LRT station design options:

- One station at Emerson/Dupont on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Emerson/Dupont on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at E James and one station at Bryant/Aldrich on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Irving/James and one station at Bryant/Aldrich on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)



Figure A8-25 2105 Girard Ave N and Associated Parcels





Based on the Project's current level of design, the Lyndale Ave N/N 21st Ave alignment option and the east of I-94/N 21st Ave alignment option would result in a permanent incorporation of 0.005 acre and a temporary easement of approximately 0.03 acre from 2105 Girard Ave N and associated parcels regardless of the design option selected. The permanent incorporation and temporary easement are required for construction of the LRT along N 21st Ave at the south edge of the property. Construction activities would include grading work to match adjacent roadway elevations.

The Lyndale Ave N/W Broadway Ave alignment option and the east of I-94/W Broadway Ave alignment option would not affect the property.

The portion of property to be acquired to allow for construction of the Project is green space adjacent to the roadway and does not contain the playground equipment or basketball hoops. The playground equipment and basketball hoops are more than 150 feet from the temporary easement. The construction activities on the property would consist of grading work to match adjacent roadway elevations. All areas of the property that would be affected by construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with park staff from MPS. The majority of the property would still be accessible to the public throughout construction.

None of the aforementioned activities, features, or attributes of the property would be permanently impacted nor would temporary construction activities at the property permanently or temporarily interfere with visitors using the property as they do currently. Council staff would coordinate with park staff from MPS to avoid activities identified by the City that should be considered when setting the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities and highlighting sidewalk closures and detour routes.

Coordination

MPS is involved in the design process for the Project and is aware that permanent acquisitions and temporary easements are required at this site. Project staff will continue to coordinate with MPS personnel as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that *de minimis* use pursuant to this Section 4(f) property will result from Project implementation.

8.7.1.14 Hall Park

This section presents a Section 4(f) property description, potential property impacts, and coordination for Hall Park.

Section 4(f) Property Description

Hall Park is situated east and west of Lyndale Ave N in the City of Minneapolis (see Figure A8-26). The park is north of N 15th Ave and south of N 17th Ave. The 6.2-acre park has a basketball court, biking path, picnic area, playground, wading pool, walking path, and a pedestrian bridge over Lyndale Ave N that connects the east and west portions of the park. The park is under the jurisdiction of MPRB. As the park is a publicly owned, publicly accessible park of local significance, Hall Park is considered by FTA to be a Section 4(f) protected property.



Figure A8-26 Hall Park





Potential Property Impacts

In the area of this property the Lyndale Ave N/N 21st Ave alignment option and the Lyndale Ave N/W Broadway Ave alignment option would impact the park. Based on the Project's current level of design, both the Lyndale Ave N/N 21st Ave alignment option and the Lyndale Ave N/W Broadway Ave alignment option would result in a permanent incorporation of park land of 0.08 acre and a temporary easement of approximately 3.76 acre on park property. This permanent acquisition and temporary easement are required for construction of the LRT along the west side of Lyndale Ave N, the construction of a replacement pedestrian bridge across Lyndale Ave N, and drainage/water resources facilities. Construction activities would include grading work to match adjacent roadway elevations, construction of the replacement pedestrian bridge, and drainage/water resources grading.

The portion of Hall Park to be acquired to allow construction of the Project is green space adjacent to the roadway and does not contain recreational features. Pedestrians entering the park would be provided a temporary pedestrian path detour. Construction activities within Hall Park property would include construction of a replacement pedestrian bridge to connect to the east and west portions of the park, and grading work to match the adjacent roadway elevations and for drainage/water resources facilities. The park would still be accessible to the public throughout construction for vehicles, bicycles, and pedestrians via the respective off-street sidewalk paths surrounding the park. All areas of the park property that would be affected by the Project's construction activities would be restored to existing conditions or better and restoration plans would be developed and implemented in consultation with MPRB.

None of the aforementioned activities, features, or attributes of Hall Park would be permanently impacted nor would temporary construction activities at the park permanently interfere with visitors using the park as they do currently. Council staff would coordinate with park staff from MPRB to avoid park activities identified by the City that should be considered when setting the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities and highlighting sidewalk closures and detour routes.

Coordination

MPRB is involved in the design process for the Project and is aware that permanent acquisitions and temporary easements are required at this park site. Project staff will continue to coordinate with MPRB as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that *de minimis* use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2 Historic Properties

Cultural resources studies of historic properties for the Project under Section 106 of NHPA are ongoing. In accordance with Stipulation I of the previously executed MOA (August 2016), titled *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*, surveys to identify potential historic properties (potentially eligible architecture/history and archaeological resources) have been completed. To inform evaluation of the design options, a preliminary assessment of the effect the Project could have on historic properties or potential historic properties (properties identified as potentially eligible for listing in the NRHP) was completed. The Section 4(f) evaluation includes the historic properties and NRHP-eligible properties within the Project APE. (See Chapter 4 of the Supplemental Draft EIS for further discussion of historic property identification and preliminary assessment of effects under Section 106.)



Section 4(f) applies to historic sites of national, state, or local significance in public or private ownership, regardless of whether they are open to the public, that are listed in or eligible for the NRHP. NRHP eligibility criteria are defined as follows:

- **Criterion A:** association with events that have made a significant contribution to broad patterns of history
- **Criterion B:** association with the life of a historically significant person
- **Criterion C:** embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master; or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction
- **Criterion D:** has yielded, or is likely to yield, information important in history or prehistory (this generally is understood to refer to archaeological significance)

It is important to recognize the difference between Section 4(f) use of historic properties, discussed below, and Section 106 Project effects to historic properties, which are discussed in Chapter 4 of the Supplemental Draft EIS. Section 4(f) and Section 106 are similar in that they both mandate consideration of historic sites in the planning of a federal undertaking. Section 4(f) applies to the actual use or occupancy of a historic site, while Section 106 involves an assessment of adverse effects of an action on historic properties. The Section 106 process is integral to the Section 4(f) process when historic sites are involved. Specifically, the Section 106 process identifies listed and eligible historic properties and determines if the proposed action would have an adverse effect on a property. The eligibility of and adverse effects to a historic property are the basis for FTA's determination of a Section 4(f) use of that historic property. Furthermore, a finding of adverse effect under Section 106 would preclude a determination of *de minimis* use or temporary occupancy insofar as a resource is either eligible for or listed on the NRHP. A further complication for certain Section 4(f) properties within the Project's APE is that certain NRHP-listed or -eligible resources are also public parks and recreation areas, which may mean that competing OWJs (park agencies for the resource insofar as it is a park, and SHPO for the resource insofar as it is NRHP-listed or -eligible) may come to differing conclusions regarding potential use.

The location of these historic properties relative to the Project, based on parcel boundaries and preliminary construction limits, was used to determine the potential for direct use and temporary occupancy. Potential constructive use was based on preliminary assessments of effect and the potential for adverse effect from proximity impacts as discussed in Chapter 4 of the Supplemental Draft EIS (e.g., noise, vibration) for those properties where there would be no temporary occupancy or direct use.

Once the historic property identification surveys are complete, effects from the Project on historic properties within the revised APE will be assessed pursuant to Stipulation I.C of the MOA and documented in the Supplemental Final EIS. If a finding of Adverse Effect is made for the Project, FTA will consult with SHPO, the Council, and Section 106 consulting parties and the public pursuant to Stipulation XIV of the MOA to determine the appropriate means to resolve the adverse effects and develop mitigation plans as required. The MOA will be amended to document the historic properties within the APE for the Project Alignment and the resolution of adverse effects to those properties.

Tasks completed to date as part of the Section 106 process were completed in consultation with the SHPO and other Section 106 consulting parties. Additional consultation with SHPO and the Section 106 consulting parties will continue throughout the Section 106 process. The ACHP was invited to participate in the consultation related to the 2016 Alignment; however, in a letter dated March 15, 2016 (see Appendix A-4), ACHP declined the opportunity to participate. ACHP will be invited to consult regarding the Build Alternative. A copy of the previously executed Section 106 MOA is included for reference in Appendix A-4.



Of the 13 historic properties identified in Table A8-3, nine were determined to have no Section 4(f) use based on information provided in Section 4.4. Table A8-4 summarizes FTA’s revised, preliminary Section 4(f) use determinations for the remaining four Section 4(f) properties; Sections 8.7.2.2, 8.7.2.3, 8.7.2.5, and 8.7.2.6 discuss in detail the evaluation of the remaining historic properties. All historic Section 4(f) properties are discussed in the following sections.

Table A8-4 Summary of Preliminary Permanent Section 4(f) Historic or Potential Historic Property Uses

Section 4(f) Property	Alignment or Design Option Affecting	Direct Use	De minimis Use	Temporary Occupancy	Existing Property Magnitude ^a	Percentage of Property Used
W Broadway Ave Residential Historic District	All	None	0.016-acre permanent easement from two parcels	TBD ^b	10.3 acre	Less than 1%
Hennepin County Library: Robbinsdale Branch	All	None	N/A	0.02 acre temporary easement	0.3 acre	N/A
Graeser Park (historic property)	All	None	N/A	2.97 acres	7.09 acres	N/A
Grand Rounds Historic District: Victory Memorial and Theodore Wirth segments	All	None	7.05	N/A ^d	District is 4,662 acres	Less than 1%

See Section 8.4 of the Supplemental Draft EIS for definitions of the potential types of Section 4(f) uses.

^a All acreages in this table are approximate.

^b Final grading limits to be determined.

^c Further coordination with OWJ required to determine use – potential for temporary occupancy, de minimis, or programmatic net benefit determinations.

^d Based on the ongoing coordination with MPRB the 4(f) path anticipated is *de minimis*.

8.7.2.1 Minneapolis & Pacific/Soo Line Railway Historic District

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for the Minneapolis & Pacific/Soo Line Railway Historic District.

Section 4(f) Property Description

The Minneapolis & Pacific/Soo Line Railway Historic District is located in the City of Crystal. This historic district is eligible for the NRHP under Criterion A.

Potential Property Impacts

The 2016 ROD indicated no use for this historic district. Based on the current level of design, the Project would not result in a permanent incorporation of land from the Minneapolis & Pacific/Soo Line Railway Historic District. The roadway bridges spanning over the historic district would be reconstructed to incorporate the Project LRT facilities



and the Crystal Lake Regional Trail (see Section 8.7.1.4 for further discussion of this trail) for all design options in the City of Crystal.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from the Minneapolis & Pacific/Soo Line Railway Historic District during construction for all design options in the City of Crystal.

Potential for Constructive Use

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect on the Minneapolis & Pacific/Soo Line Railway Historic District. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2.2 W Broadway Ave Residential Historic District

This section presents a Section 4(f) property description and potential property impacts for the W Broadway Ave Residential Historic District.

Section 4(f) Property Description

The W Broadway Ave Residential Historic District is located in the City of Robbinsdale along W Broadway Ave, between 42nd Ave N and TH 100, Lakeland Ave N to the BNSF right-of-way. The W Broadway Ave Residential Historic District is eligible for the NRHP under Criterion C.

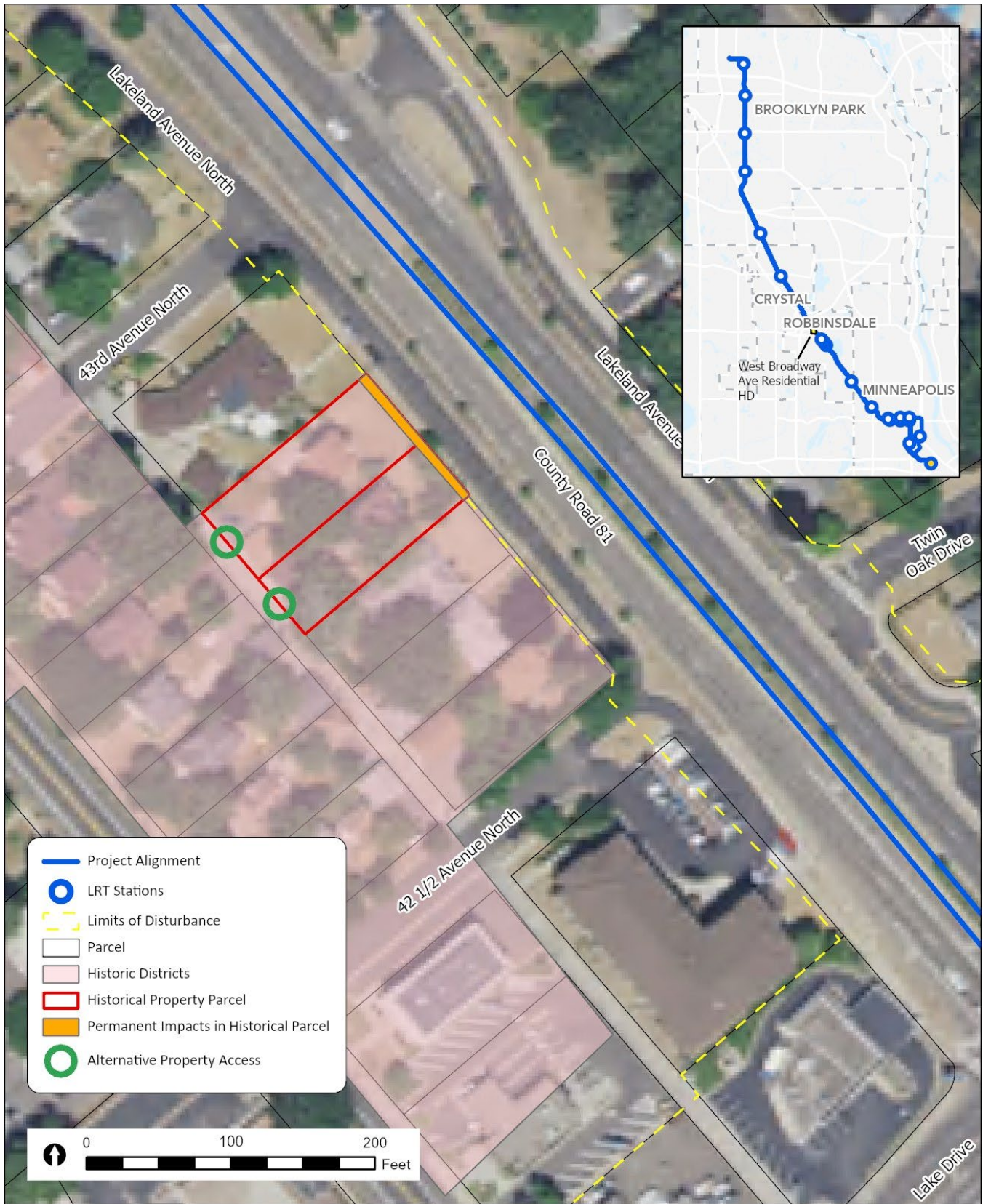
Potential Property Impacts

The 2016 ROD indicated no use for this historic district; however, the 2016 Alignment has changed. All design options in the City of Robbinsdale would place the Project LRT facilities approximately 50 feet from the W Broadway Ave Residential Historic District in the center of CR 81 (see Figure A8-27). In the area of this historic district there are three LRT station design options and three potential park-and-ride facility design options; only one station and one park-and-ride facility design option would be chosen. However, these design options do not change the impact to the historic district. Based on the Project's current level of design, all design options in the City of Robbinsdale would result in a permanent incorporation of approximately 0.022 acre of land from the historic district.

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect at the W Broadway Ave Residential Historic District. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that *de minimis* use pursuant to this Section 4(f) property will result from Project implementation.



Figure A8-27 W Broadway Ave Residential Historic District





8.7.2.3 Hennepin County Library: Robbinsdale Branch

This section presents a Section 4(f) property description and potential property impacts for the Hennepin County Library: Robbinsdale Branch.

Section 4(f) Property Description

The Hennepin County Library: Robbinsdale Branch is located in the City of Robbinsdale at 4915 42nd Ave N. This historic property is listed on the NRHP under Criterion A. For more detailed information on this historic property, see Section 4.4 and Appendix A-4.

Potential Property Impacts

The 2016 ROD indicated no use for this historic property. While the alignment of the Project has changed, based on the current level of design, the Project would not result in a permanent incorporation of land from the Hennepin County Library: Robbinsdale Branch.

Temporary Occupancy

The project would require a temporary easement of approximately 0.02 acre from the Hennepin County Library: Robbinsdale Branch (see Figure A8-28). This temporary occupancy is required to allow for reconstruction in kind of the property (sidewalks, curb, lot regrading) adjoining 42nd Ave N associated with the roadway improvements including a quiet zone-ready intersection regardless of which design options are selected in the City of Robbinsdale. Construction activities would include roadway reconstruction with new concrete medians.

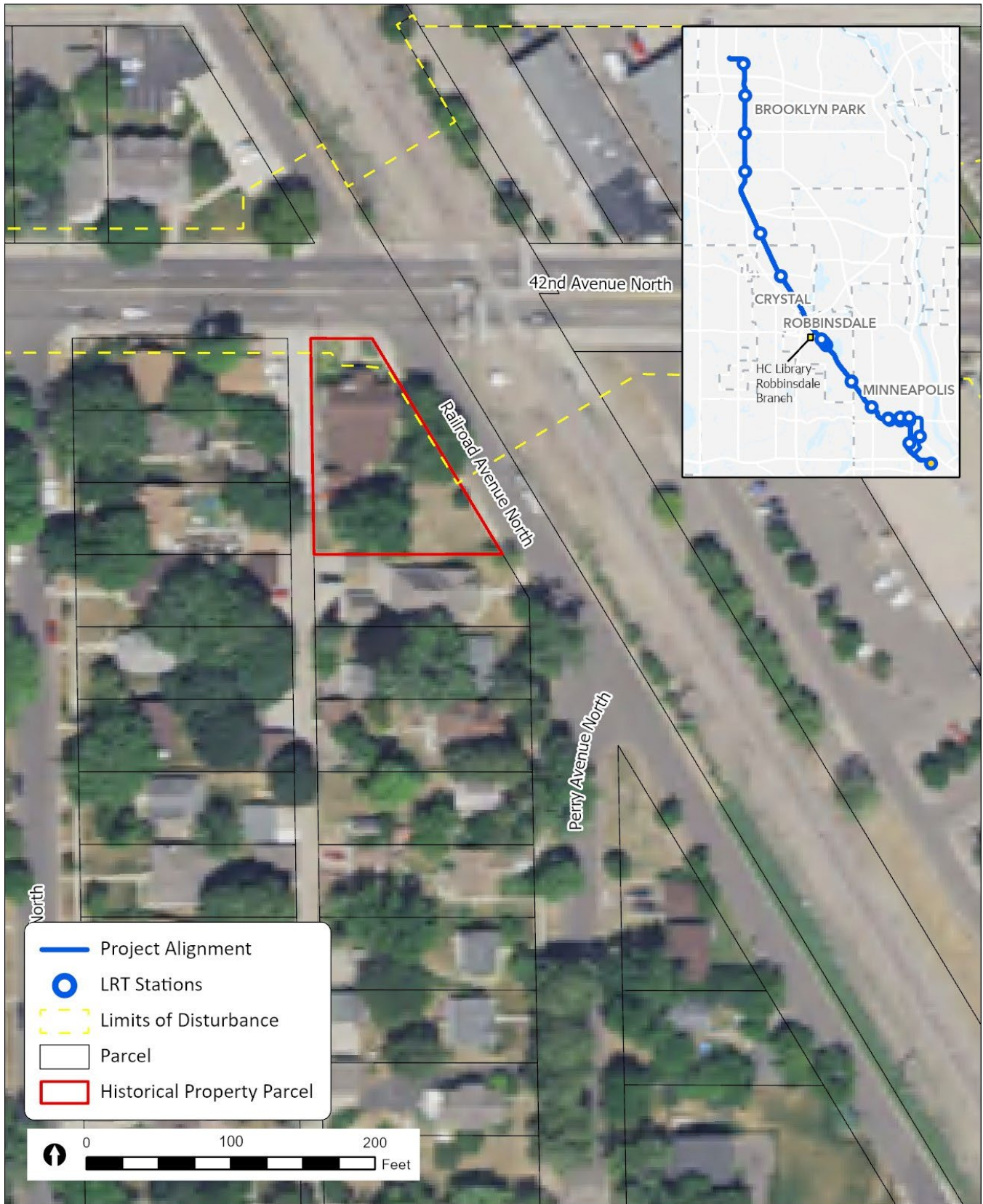
Potential for Constructive Use

Construction activities would not interfere with the public accessing the building. Council staff would coordinate with library staff to avoid activities that should be considered when setting the schedule for construction activities. Impacts related to temporary changes to access would be mitigated by development of a Construction Communication Plan, which would include advance notice of construction activities and highlighting sidewalk closures and detour routes. Restoration plans would be developed and implemented in consultation with the SHPO. There would be no permanent change to the historic building as a result of Project actions.

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect at the Hennepin County Library: Robbinsdale Branch. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.



Figure A8-28 Hennepin County Library: Robbinsdale Branch





8.7.2.4 Robbinsdale City Hall

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for Robbinsdale City Hall.

Section 4(f) Property Description

Robbinsdale City Hall is located in the City of Robbinsdale at 4100 Lakeview Ave N. This historic property is eligible for the NRHP under Criterion A.

Potential Property Impacts

Based on the current level of design, the Project would not result in a permanent incorporation of land from Robbinsdale City Hall. There is a design option for the park-and-ride facility in Downtown Robbinsdale at Upper Robin Center (4100 Lakeland Ave N). This location is across the street from Robbinsdale City Hall (see Figure A8-29). If this design option is chosen, Upper Robin Center would be replaced with a multilevel park-and-ride facility with approximately 500 spaces.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from Robbinsdale City Hall during construction.

Potential for Constructive Use

Based on the Project's current level of design, a preliminary determination of effect cannot be made for Robbinsdale City Hall until further coordination has occurred. The Project would not result in a permanent incorporation of land from Robbinsdale City Hall. If in the future it is determined that a Section 106 finding of Adverse Effect is made because of the introduction of the park-and-ride facility across the street affecting the historic property's integrity of setting and feeling, it is unlikely that these impacts would be to a degree that would affect Robbinsdale City Hall's eligibility for the NRHP. Continued coordination with SHPO and consulting parties will occur as the Project progresses and the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2.5 Graeser Park (Historic Property)

This section presents a Section 4(f) property description and potential property impacts for Graeser Park (historic property).

Section 4(f) Property Description

Graeser Park was evaluated in 2023 and recommended eligible for listing in the NRHP at the statewide level under Criterion C in the area of Landscape Architecture for its outstanding and flexible expression of the National Park Service Rustic Style. The Rustic Style characterized federal-relief era roadside park design in Minnesota and encompassed naturalistic landscape design as well as that of structures, buildings, and objects. The period of significance is the date of the park's construction, 1940-1941. Character-defining features of the park include the overlook wall, rock garden, beehive fireplace, 11 picnic table and pads, stone curbing, W Broadway Ave park entry triangle, and the Lakeland Ave entry peninsula. Features within the historic park boundary that do not contribute to its significance as they retain poor integrity or were constructed outside the period of significance include the W Broadway stair, W Broadway Ave concrete sidewalk, a stormwater retention pond, electrical high-line tower, sound wall, chain link fence, and an ADA-accessible path. MnDOT Cultural Resources Unit and SHPO concurred that the park was eligible for the NRHP in January 2024.



Figure A8-29 Robbinsdale City Hall





Potential Property Impacts

The Project would not result in the permanent incorporation of property from the historic Graser Park site.

Temporary Occupancy

The Project would require a temporary easement of approximately 2.97 acres of the historic Graeser Park property. This is necessary to allow for grading associated with potential southbound CR 81 to southbound TH 100 ramp improvements.

Potential for Constructive Use

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect at Graeser Park; this is based on the temporary easement being located in an area of the property where the features likely to be impacted do not define the historic character of the property (see Figure A8-30). Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2.6 Grand Rounds Historic District: Victory Memorial and Theodore Wirth Segments

This section presents a Section 4(f) property description and potential property impacts for the Grand Rounds Historic District: Victory Memorial and Theodore Wirth segments.

Section 4(f) Property Description

The Grand Rounds Historic District is a nationally significant example of urban park development in the nineteenth and twentieth centuries and is one of the most iconic features of the City of Minneapolis. The unique district represents a conscious effort to link all areas of the City of Minneapolis into a comprehensive and unified system. The district is the most comprehensive design by nationally prominent landscape architect Horace William Shaler Cleveland and the most important work by nationally prominent landscape architect and park professional Theodore Wirth. Victory Memorial Pkwy is a contributing element to the Victory Memorial segment of the district. Theodore Wirth Regional Park is a contributing element to the Theodore Wirth segment of the district. The Grand Rounds Historic District is approximately 4,662 acres. The Grand Rounds Historic District is eligible for the NRHP under Criteria A and C.

The Grand Rounds Historic District includes Hennepin County right-of-way at CR 81, currently in a transportation use (see Figure A8-22 above). The portion of the Grand Rounds Historic District in the Project area is a non-contributing portion of the NRHP-eligible district. The Project may result in a slight expansion of the Hennepin County transportation easement within this non-contributing portion of the district.

Potential Property Impacts

The 2016 ROD indicated a direct use of 0.7 acre of the Grand Rounds Historic District: Theodore Wirth segment; however, the 2016 Alignment has changed. Based on the current level of design, the light rail elements of the project would be constructed within the Hennepin County transportation easement over a portion of the Grand Rounds Historic District. An additional temporary easement (outside of the County easement) of approximately 0.89 acres would be required within the boundaries of the Grand Rounds Historic District: Victory Memorial and Theodore Wirth segments (see also Figure A8-22 above).



Figure A8-30 Graeser Park (Historic Property)





This temporary easement is required for realignment of the roadways and trails in the area. Construction activities would include reconstruction of roadways and trails, and grading work. Portions of the Theodore Wirth Pkwy and Victory Memorial Pkwy alignments would be shifted to accommodate the Project; this may require a property transaction to maintain MPRB ownership of the parkways.

At this time, it is uncertain whether or not these impacts to the historic district's setting and feeling would be to a degree that would affect the Grand Rounds Historic District's eligibility for the NRHP. However, the work would be on a segment of the Grand Rounds Historic District that has been determined to be non-contributing. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and a Section 106 finding will be finalized as the Project's design advances. At the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, Council and FTA will seek written concurrence from the OWJ in support of the final Section 4(f) determination.

8.7.2.7 Pilgrim Heights Community Church

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for the Pilgrim Heights Community Church.

Section 4(f) Property Description

The Pilgrim Heights Community Church is located in the City of Minneapolis at 3120 Washburn Ave N. This historic property is eligible for the NRHP under Criterion C.

Potential Property Impacts

Based on the current level of design, the Project would not result in a permanent incorporation of land from the Pilgrim Heights Community Church regardless of which Project alignment and design options are selected in the Cities of Robbinsdale and Minneapolis. The Lowry Ave Station with circulation towers and the LRT bridge would be constructed between 250 and 400 feet west of Pilgrim Heights Community Church.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from the Pilgrim Heights Community Church during construction.

Potential for Constructive Use

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect at the Pilgrim Heights Community Church. The Project would not result in a permanent incorporation of land from Pilgrim Heights Community Church. If in the future it is determined that a Section 106 finding of Adverse Effect is made because of the introduction of the Lowry Ave Station with circulation towers and the LRT bridge affecting the historic property's integrity of setting and feeling, it is unlikely that these impacts would be to a degree that would affect Pilgrim Heights Community Church's eligibility for the NRHP. Continued coordination with SHPO and consulting parties will occur as the Project progresses and the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2.8 Plymouth Masonic Lodge

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for the Plymouth Masonic Lodge.



Section 4(f) Property Description

The Plymouth Masonic Lodge is located in the City of Minneapolis at 1025–1035 W Broadway Ave. This historic property is eligible for the NRHP under Criterion A.

Potential Property Impacts

In the area of this property there are two Project alignment options and four LRT station design options:

- One station at Emerson/Dupont on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Emerson/Dupont on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at E James and one station at Bryant/Aldrich on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Irving/James and one station at Bryant/Aldrich on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)

Based on the current level of design, the Project would not result in a permanent incorporation of land from the Plymouth Masonic Lodge under any of the Project alignment or design options in the City of Minneapolis.

The Lyndale Ave N/W Broadway Ave alignment option and the east of I-94/W Broadway Ave alignment option would place the LRT facilities approximately 40 feet from the Plymouth Masonic Lodge on W Broadway Ave (see Figure A8-31). The Lyndale Ave N/N 21st Ave alignment option and the east of I-94/N 21st Ave alignment option would place the Project LRT facilities approximately 400 feet from the Plymouth Masonic Lodge on N 21st Ave.

Temporary Occupancy

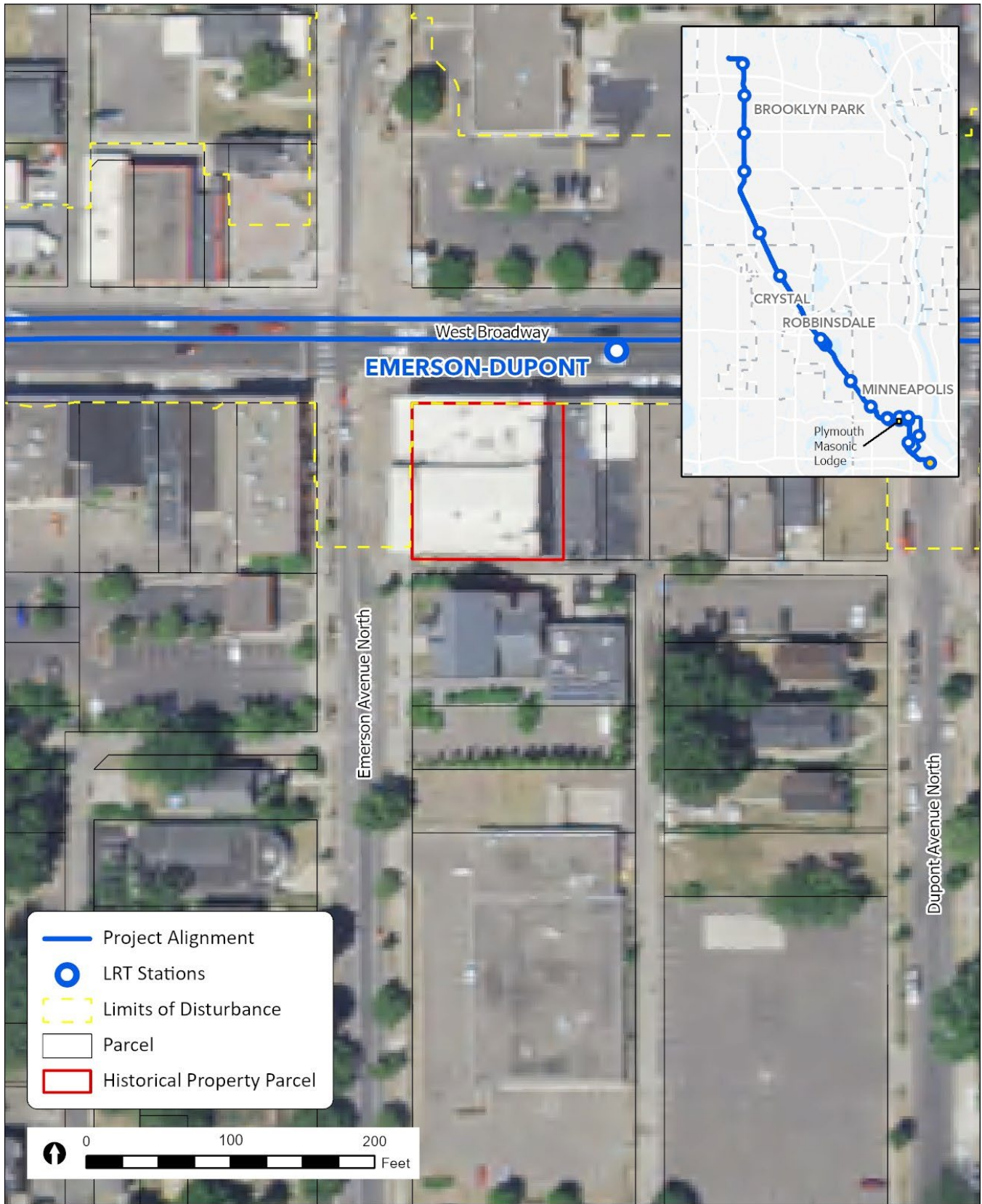
Based on the current level of design, the Project would not result in the temporary occupancy of property from the Plymouth Masonic Lodge during construction under any of the Project alignment and design options in the City of Minneapolis.

Potential for Constructive Use

Based on the Project's current level of design, a preliminary determination of effect cannot be made for the Plymouth Masonic Lodge until further coordination has occurred. The Project would not result in a permanent incorporation of land from the Plymouth Masonic Lodge. If in the future it is determined that a Section 106 finding of Adverse Effect is made because of the introduction of the LRT facilities on W Broadway Ave affecting the historic property's integrity of setting and feeling, it is unlikely that these impacts would be to a degree that would affect the Plymouth Masonic Lodge's eligibility for the NRHP. Continued coordination with SHPO and consulting parties will occur as the Project progresses and the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.



Figure A8-31 Plymouth Masonic Lodge





8.7.2.9 Minneapolis Public Library: North Branch

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for the Minneapolis Public Library: North Branch.

Section 4(f) Property Description

The Minneapolis Public Library: North Branch is located in the City of Minneapolis at 1834 Emerson Ave N. This historic property is listed on the NRHP under Criterion A.

Potential Property Impacts

In the area of this property there are two Project alignment options and four potential LRT station design options:

- One station at Emerson/Dupont on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Emerson/Dupont on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at E James and one station at Bryant/Aldrich on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Irving/James and one station at Bryant/Aldrich on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)

Based on the current level of design, the Project would not result in a permanent incorporation of land from the Minneapolis Public Library: North Branch under any of the Project alignment and design options in the City of Minneapolis.

The Lyndale Ave N/W Broadway Ave alignment option and the east of I-94/W Broadway Ave alignment option would place the LRT facilities approximately 160 feet from the Minneapolis Public Library: North Branch on W Broadway Ave. The Lyndale Ave N/N 21st Ave alignment option and the east of I-94/N 21st Ave alignment option would place the Project LRT facilities approximately 520 feet from the Minneapolis Public Library: North Branch on N 21st Ave.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from the Minneapolis Public Library: North Branch during construction.

Potential for Constructive Use

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect at the Minneapolis Public Library: North Branch. The Project would not result in a permanent incorporation of land from Minneapolis Public Library: North Branch. If in the future it is determined that a Section 106 finding of Adverse Effect is made because of the introduction of the LRT facilities on W Broadway Ave affecting the historic property's integrity of setting and feeling, it is unlikely that these impacts would be to a degree that would affect Minneapolis Public Library: North Branch's eligibility for the NRHP. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2.10 Durnam Hall

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for Durnam Hall.



Section 4(f) Property Description

Durnam Hall is located in the City of Minneapolis at 927 W Broadway Ave. This historic property is eligible for the NRHP under Criterion A.

Potential Property Impacts

In the area of this property there are two Project alignment options and four LRT station design options:

- One station at Emerson/Dupont on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Emerson/Dupont on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at E James and one station at Bryant/Aldrich on W Broadway Ave (Lyndale Ave N and east of I-94 alignment options)
- One station at Irving/James and one station at Bryant/Aldrich on N 21st Ave (Lyndale Ave N and east of I-94 alignment options)

Based on the current level of design, the Project would not result in a permanent incorporation of land from Durnam Hall for all Project alignment and design options in the City of Minneapolis. The Lyndale Ave N/W Broadway Ave alignment option and the east of I-94/W Broadway Ave alignment option would place the Project LRT facilities approximately 40 feet from the Durnam Hall on W Broadway Ave (see Figure A8-32). The Lyndale Ave N/N 21st Ave alignment option and the east of I-94/N 21st Ave alignment option would place the Project LRT facilities approximately 400 feet from the Durnam Hall on N 21st Ave.

Temporary Occupancy

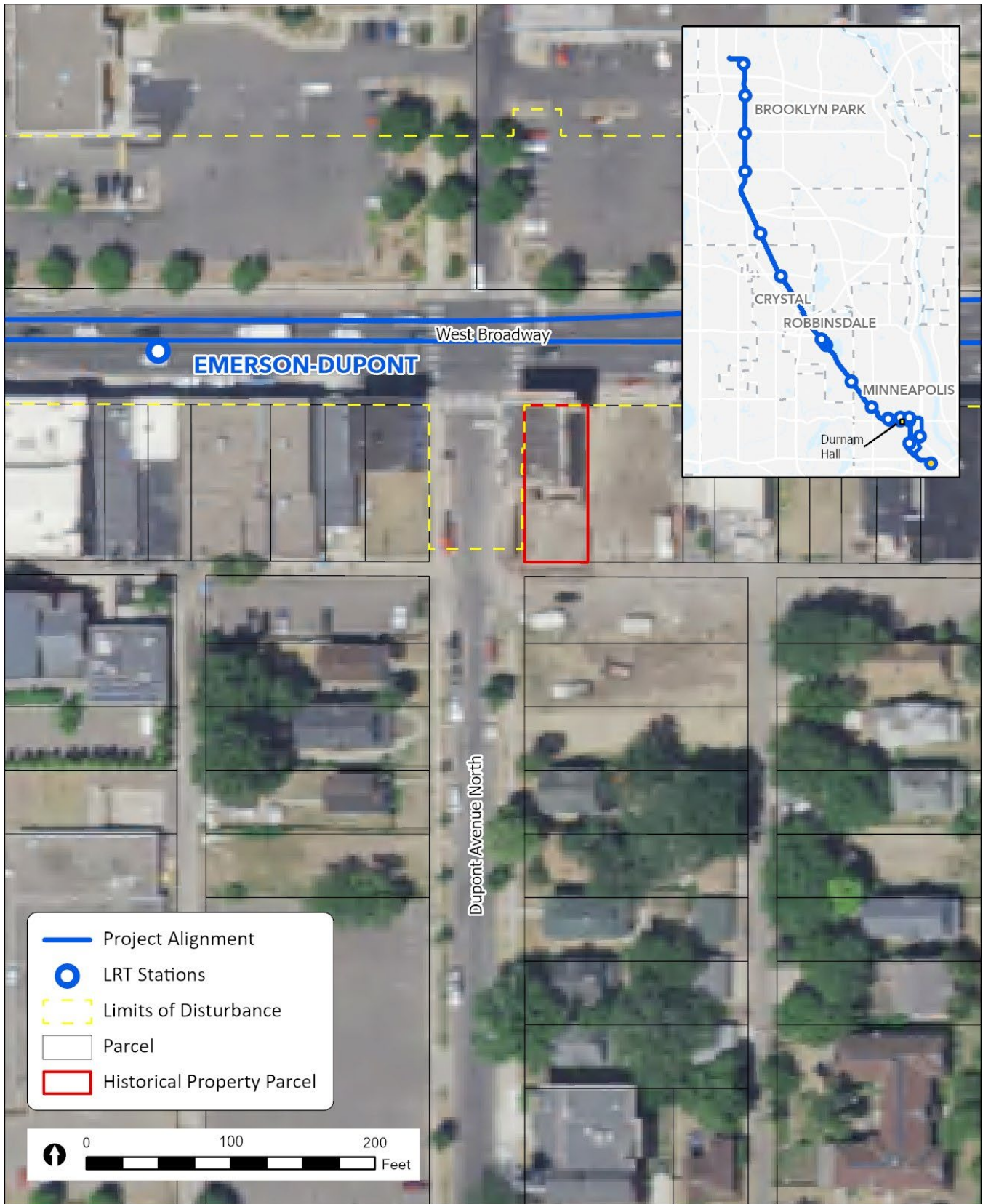
Based on the current level of design, the Project would not result in the temporary occupancy of property from Durnam Hall during construction.

Potential for Constructive Use

Based on the Project's current level of design, a preliminary determination of effect cannot be made for Durnam Hall until further coordination has occurred. The Project would not result in a permanent incorporation of land from Durnam Hall. If in the future it is determined that a Section 106 finding of Adverse Effect is made because of the introduction of the LRT facilities on W Broadway Ave affecting the historic property's integrity of setting and feeling, it is unlikely that these impacts would be to a degree that would affect Durnam Hall's eligibility for the NRHP. Continued coordination with SHPO and consulting parties will occur as the Project progresses and the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.



Figure A8-32 Durnam Hall





8.7.2.11 Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for the Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District.

Section 4(f) Property Description

The Osseo Branch (a portion of the St. Paul Minneapolis & Manitoba Railway Historic District) is a 13-mile-long segment of rail line that is generally 100 feet wide from the Cities of Minneapolis to Osseo. The Osseo Branch supported the potato farming development of Osseo and surrounding areas. It established a farm-to-market connection that did not previously exist. This connection resulted in a significant expansion of the potato-growing region in northern Hennepin County from the construction of the line until the decline of the potato industry in the region. The Osseo Branch is eligible for the NRHP under Criterion A.

Potential Property Impacts

The 2016 ROD indicated a direct use of 43 acres for this historic district; however, the 2016 alignment has changed. Based on the current level of design, the Project would not result in a permanent incorporation of land from the Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District under any Project alignment or design options.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from the Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District during construction under any Project alignment or design options.

Potential for Constructive Use

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect on the Osseo Branch Line of the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2.12 Minneapolis Warehouse Historic District

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for the Minneapolis Warehouse Historic District.

Section 4(f) Property Description

The Minneapolis Warehouse Historic District, located in the City of Minneapolis, is bounded by 1st Ave N, 1st Street N, 10th Ave, and 6th Street. This historic district is listed on the NRHP under Criteria A and C.

Potential Property Impacts

The 2016 ROD indicated no use for this historic district. Based on the current level of design, the Project would not result in a permanent incorporation of land from the Minneapolis Warehouse Historic District under any Project alignment or design options.



Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from the Minneapolis Warehouse Historic District during construction under any Project alignment or design options.

Potential for Constructive Use

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect on the Minneapolis Warehouse Historic District. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.7.2.13 St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District (Minneapolis)

This section presents a Section 4(f) property description, potential property impacts, temporary occupancy, and potential constructive use for the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District.

Section 4(f) Property Description

The St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District is located in the City of Minneapolis. This historic district is eligible for the NRHP under Criterion A.

Potential Property Impacts to the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District

The 2016 ROD indicated no use for this historic district. Based on the current level of design, the Project would not result in a permanent incorporation of land from the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District under any Project alignment or design options.

Temporary Occupancy

Based on the current level of design, the Project would not result in the temporary occupancy of property from the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District during under any Project alignment or design options.

Potential for Constructive Use

Based on the Project's current level of design, it is anticipated that there would be a Section 106 finding of No Adverse Effect on the St. Paul, Minneapolis & Manitoba Railroad/Great Northern Railway Historic District. Continued coordination with SHPO and consulting parties will occur as the Project progresses, and this finding will be confirmed as the Project's design advances and, at the appropriate time prior to publication of the Project's Supplemental Final EIS/Amended ROD, seek written concurrence from the OWJ in support of a determination that no use pursuant to this Section 4(f) property will result from Project implementation.

8.8 Coordination

This section summarizes the Project's Section 4(f) coordination activities that have occurred since publication of the ROD, which address Section 4(f) coordination and concurrence requirements set forth in 23 CFR Part 774.



8.8.1 United States Department of the Interior

The United States Department of the Interior has been provided a copy of the Supplemental Draft EIS. FTA will address comments on both the Supplemental Draft Section 4(f) Evaluation and the Supplemental Final EIS in the Amended ROD.

8.8.2 Officials with Jurisdiction

See Appendix A-4 for documentation of the Section 106 consultation process and for documentation of Section 4(f) coordination meetings with OWJs. OWJs include:

- SHPO
- TRPD
- City of Brooklyn Park
- City of Crystal
- City of Robbinsdale
- MPRB
- MPS

8.9 Preliminary Determination of Section 4(f) Use

Based on the Project's current level of design and analysis conducted to date, FTA has made the following preliminary Section 4(f) determinations:

- The Project would have a Section 4(f) *de minimis* impact on the following four Section 4(f) park/recreational properties:
 - College Park
 - Tessman Park
 - 2105 Girard Ave N and associated parcels
 - Hall Park

Measures to minimize harm, such as avoidance, minimization, mitigation, and enhancement measures, include the following:

- **College Park:** The recreational amenities of College Park would be unaffected by the proposed 0.05-acre permanent incorporation of land. The small area of temporary impact (0.03 acre) would be restored to existing or better condition following construction.
- **Tessman Park:** The recreational amenities of Tessman Park would be unaffected by the proposed 0.14-acre permanent incorporation of land. The area of temporary impact (2.02 acres) would be restored to existing or better condition following construction.
- **2105 Girard Ave N and associated parcels:** The recreational amenities of 2105 Girard Ave N and associated parcels would be unaffected by the proposed 0.005-acre permanent incorporation of land. The small area of temporary impact (0.03 acre) would be restored to existing or better condition following construction.
- **Hall Park:** The recreational amenities of Hall Park would be unaffected by the proposed 0.08-acre permanent incorporation of land. The area of temporary impact (3.76 acres) would be restored to existing or better condition following construction.
- The Project would result in Section 4(f) temporary occupancies during construction of the following five Section 4(f) park/recreation properties:
 - Park property adjacent to Rush Creek Regional Trail



- Crystal Lake Regional Trail
- Twin Lakes Boat Launch
- Spanjers Park
- Lakeview Terrace Park/Crystal Boat Ramp

Measures to minimize harm, such as avoidance, minimization, mitigation, and enhancement measures, include the following:

- **Park property adjacent to Rush Creek Regional Trail:** The recreational amenities of the park property adjacent to Rush Creek Regional Trail would be unaffected by the proposed temporary occupancy of less than 0.01 acre and would be restored to existing or better condition following construction.
- **Crystal Lake Regional Trail:** The recreational amenities of the Crystal Lake Regional Trail would be unaffected by the proposed temporary occupancy of 6,000 feet of trail and would be restored to existing or better condition following construction.
- **Twin Lakes Boat Launch:** The recreational amenities of the Twin Lakes Boat Launch would be unaffected by the proposed temporary occupancy of 0.54 acre would be restored to existing or better condition following construction.
- **Spanjers Park:** The recreational amenities of the Spanjers Park would be unaffected by the proposed temporary occupancy of 0.01 acre would be restored to existing or better condition following construction.
- **Lakeview Terrace Park/Crystal Boat Ramp:** The recreational amenities of the Lakeview Terrace Park/Crystal Boat Ramp would be unaffected by the proposed temporary occupancy of 0.91 acre would be restored to existing or better condition following construction.

It has been preliminarily determined that Section 4(f) temporary occupancy exception criteria in 23 CFR § 774.13(d) would be met in all instances and therefore no use would result at any of these five properties (see Sections 8.7.1.1, 8.7.1.4, and 8.7.1.7 through 8.7.1.10).

- FTA has preliminarily determined that none of the Section 4(f) park/recreational properties along the Project Alignment would be subject to a constructive use.
- At this time, FTA cannot make a preliminary determination regarding Theodore Wirth Parkway/Victory Memorial Parkway; additional coordination with the OWJ is necessary.
- The Project would have a Section 4(f) *de minimis* impact on the following historic property:
 - W Broadway Ave Residential Historic District

Measures to minimize harm, such as avoidance, minimization, mitigation, and enhancement measures, include the following:

- **W Broadway Ave Residential Historic District:** The historic setting and feeling of the W Broadway Ave Residential Historic District would be unaffected by the proposed 0.016-acre permanent incorporation of land.
- The Project would result in a Section 4(f) temporary occupancy on the following historic properties:
 - Hennepin County Library: Robbinsdale Branch
 - Graeser Park (historic property)

The historic setting and feeling of the Hennepin County Library: Robbinsdale Branch would be unaffected by the proposed temporary impact (0.02 acre) and would be restored to existing or better condition following construction. Similarly, the setting and feeling of Graeser Park would be unaffected by the proposed



temporary impact (2.97 acres), and the property would be restored to existing or better condition following construction.

- FTA has preliminarily determined that none of the historic properties along the Project Alignment would be subject to a constructive use.
- At this time, FTA cannot make a preliminary determination regarding the Grand Rounds Historic District; additional coordination with the OWJ is necessary.

8.10 Federally and State-Funded Parks

Many parks and recreational facilities are developed through funding that restricts the use of the property. Some federally and state-funded programs require the land to be retained and operated solely for outdoor recreation, and any conversion of any portion of the land to a different use would require approval of the funding entity and the replacement of the converted land. This section describes the two programs under which impacted parks and recreation areas were funded that restrict their use: the federal Land and Water Conservation Act Program of Assistance to States and Urban Parks and Minnesota’s Outdoor Recreation Grant Program.

8.10.1 Section 6(f)(3) of the Land and Water Conservation Fund Act

Established by the LWCF Act of 1965 (Public Law 88-578), which is codified as 16 USC § 460, the LWCF Program of Assistance to States and Urban Parks has provided funding for parks and recreational facilities across the United States for more than 50 years. Section 6(f)(3) of the LWCF Act, commonly referred to as Section 6(f), contains provisions to protect federal investments in park and recreation resources and ensure that the public outdoor recreation benefits achieved through the use of these funds are maintained. Section 6(f)(3) of the LWCF Act states:

No property acquired or developed with assistance under this section shall, without prior approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive Statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

Regulations at 36 CFR Part 59, “Land and Water Conservation Fund Program of Assistance to States; Post-Completion Compliance Responsibilities,” implement the requirements of Section 6(f). These regulations delegate approval authority under Section 6(f) to the Regional Directors of the National Park Service. In Minnesota, the LWCF Act is administered by DNR. The Director of Parks and Trails at DNR is the State Liaison Officer to the National Park Service for LWCF Act coordination.

A review of the LWCF grants database and consultation with DNR indicate that one property was developed with LWCF grant assistance within the Project area: Becker Park. This property would not be impacted by the Project (see Figure A8-17 above).

8.10.2 Minnesota Department of Natural Resources Outdoor Recreation Grant Program

The Outdoor Recreation Grant Program administered by DNR assists local governments in acquiring park land and developing or redeveloping outdoor recreation facilities. Established in Minnesota Statute 85.019, the program provides matching grants to local units of government for up to 50 percent of the cost of acquisition, development, and/or redevelopment of local parks and recreation areas. Parks and outdoor recreation areas, natural and scenic areas, regional trails, and trail connections are all eligible for funding under this program.



The State Comprehensive Outdoor Recreation Plan, Minnesota’s outdoor recreation policy plan, was developed with the input of Minnesota outdoor and natural resource leaders. It establishes outdoor recreation priorities for Minnesota to assist outdoor recreation and natural resource managers, the state legislature, and the executive branch in decision making about the state’s outdoor recreation system and sets out criteria for awarding grants consistent with these identified priorities. All applications for funding under the Outdoor Recreation Grant Program are assessed to ensure that the Project is consistent with priorities established in the most recent State Comprehensive Outdoor Recreation Plan.

A review of the DNR database of Grant-Funded Parks and Natural Areas Subject to Permanent Grant Program Requirements indicated that one property that was developed through program funding is located within the Project area: Victory Memorial Pkwy (see Figure A8-22 above). Council and FTA are coordinating with DNR to determine the appropriate next steps to obtain approvals, if necessary, for the temporary construction activities that would occur within the Victory Memorial Parkway limits.

¹ Federal Highway Administration, Technical Advisory T6640.8A: Guidance for Preparing and Processing Environmental and Section 4(F) Documents (Washington, D.C.: Federal Highway Administration, 1987), https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx.

² Federal Highway Administration, Section 4(f) Policy Paper (Washington, D.C.: Federal Highway Administration, 2012), <https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx>.