Appendix A-4: Visual Quality Technical Report

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Visual Quality Technical Report

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Blue Line Extension Project Technical Report

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Executive Summary

This Visual Quality Technical Report has been prepared in support of the Supplemental Final Environmental Impact Statement associated with the proposed METRO Blue Line Light Rail Extension Project (Project). The Project is located in Hennepin County, Minnesota, extending approximately 13.4 miles from the City of Brooklyn Park through the Cities of Crystal and Robbinsdale through North Minneapolis toward Downtown Minneapolis. The light rail Project is anticipated to serve a broader area to the northwest, including the communities of New Hope, Brooklyn Center, Maple Grove, Osseo, Champlin, and Dayton.

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. The Project is needed to effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel-time competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.

The methodology used to evaluate aesthetics and visual quality impacts of the Project is based on the federal guidelines provided in the Federal Highway Administration's *Guidelines for the Visual Impact Assessment of Highway Projects* (January 2015), which outlines the four phases used to assess visual impacts: establishment, inventory, analysis, and mitigation.

For the purposes of this visual and aesthetics resource analysis, the Project was divided into three landscape units: City of Brooklyn Park, Cities of Crystal/Robbinsdale, and City of Minneapolis. During the route modification process, a variety of alignment and station location options were analyzed, including Bass Lake Road intersection, and alternative routes, including W Broadway Ave, N 21st Ave, Lyndale Ave N, Washington Ave N, and 10th Ave N. This document focuses on the Build Alternative which would transition from W Broadway at Irving Ave N to N 21st Ave across Interstate 94 to Washington Ave N to 10th Ave N on to Target Field Station. Potential aesthetic impacts resulting from implementation of the Project were determined based on direct field observation from multiple vantage points; evaluation of existing visual character; and review of conceptual engineering plans and features. Visual impact assessment was based on direct field observation from multiple vantage points, including from neighboring properties and roadways; evaluation of existing visual character; and review of conceptual engineering plans and features. Visual impact assessment was also based on photographic documentation of several key views of the Project.

This resulting aesthetics and visual resources analysis focuses on Project features that would have direct impacts on the Project area by changing the visual character and visual quality of the existing landscape. The analysis concluded that the Project would not result in a substantial change to the visual character of the corridor, and neutral effects on visual quality are anticipated to result from Project implementation along most segments. The existing contemporary, highway-oriented commercial and corporate campus suburban development patterns within the Cities of Brooklyn Park and Crystal segments of the corridor establishes a varied and resilient visual character and quality. Consequently, impacts on visual character and quality of the transitway through these areas would be primarily neutral except for the adverse visual impact of the proposed operations and maintenance facility and the interchange at the Bass Lake Rd Station. Coordination with stakeholders would continue throughout the Project design process to provide input about the design of the interchange. Given the extents of the former City of Minneapolis-St. Paul streetcar system through much of the transitway, visual impacts resulting from the reintroduction of electrified rapid transit infrastructure such as power poles,

overhead catenary, and guideway to the Cities of Robbinsdale and Minneapolis will have neutral impacts on visual character and neutral to moderate impacts on visual quality in these segments, depending upon the proximity of existing high-quality visual features.

Neutral impacts are anticipated because of station and traction power substation (TPSS) construction. Stations would be designed to be aesthetically attractive and to complement their surroundings. Additionally, TPSSs would be designed to be compatible with their surroundings and may incorporate landscaping and/or other built features such as walls or fencing to minimize visual intrusion as appropriate. However, it is anticipated that station features would also include passenger information displays, lighting, and security systems, which could alter the visual quality and character of the view for sensitive viewer groups. Coordination with stakeholders would continue throughout the Project design process to address the siting of TPSSs to maintain neutral visual impacts at the stations. This process may include the development of additional visual screening as required. To further minimize visual quality impacts of TPSS siting, the siting would be customized for each location based on the context of each facility in relation to adjacent properties and resources.

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1 Introduction

1.1 Project Background

The objective of this report is to evaluate the proposed METRO Blue Line Light Rail Extension Project's (Project) potential effects on visual quality within the study area, including:

- The effect of the Project on the character of the natural visual features of the study area
- The effect of the Project on the character of the built visual features of the study area
- The effect of the Project as visually perceived by the affected population in the study area

1.2 Definition of Terms

1.2.1 Visual Features

The term *visual features* refer to the components of the natural, built, or project environments that are capable of being seen, as described in further detail below.

- ***Natural Visual Features*** include the land, water, vegetation, and animals that compose the natural environment. Although natural features may have been altered or imported by people, features that are primarily geological or biological in origin are considered natural.
- ***Built Visual Features*** include the buildings, structures, and artifacts that compose the surrounding built environment, also known as the cultural environment. These are features that were constructed by people.
- ***Project Visual Features*** include the geometrics, structures, and fixtures that compose a project environment. These are the constructed features that would be placed in the environment as part of the Project.

1.2.2 Visual Quality

The term *visual quality* refers to what viewers like and dislike about the visual features that compose a particular scene. Visual quality is inherently subjective—different viewers may evaluate visual features differently. In general, people respond favorably to scenes that create a sense of perceived harmony, order, and coherence.

Based on the developed urban and suburban context of the Project study area, specific features were identified as *higher-quality visual features* when they exemplified one of the following characteristics:

- A remnant natural feature exemplary of pre-settlement conditions
- A visually distinct natural or built feature that stands out from the surroundings, which contributes physically and symbolically in a positive way to the overall community's visual quality
- A natural or built feature that is an integral component of the broader physical pattern of the community and is generally regarded positively

1.2.3 Affected Population

The term *affected population* is defined as the viewers who occupy land adjacent to a project—in either the long or short term. These are people who live, work, shop, recreate, dine, etc., and commute through the area. They can also be characterized by their association with a specific adjacent land-use, including residential, commercial, industrial, agricultural, recreational, and institutional parcels. An

example of a long-term viewer would be a homeowner with property along a project. An example of a short-term viewer would be a runner using a trail in a park adjacent to the transitway.

1.2.4 General Visual Context

The term *general visual context* is the appearance of the nearby surroundings from the vantage point of a person from ground level (i.e., as one would perceive it from a car, train, bus, bicycle, or on foot). The Project passes through developed urban and suburban areas with a wide range of development patterns. In Chapter 4 of the Supplemental Final Environmental Impact Statement (EIS), a brief description of the general visual context of each area is provided as a basis for understanding the identified effects on specific visual features.

2 Assessment Methodology

The methodology used to evaluate aesthetics and visual quality impacts is based on the Federal Highway Administration's (FHWA) *Guidelines for the Visual Impact Assessment of Highway Projects* (January 2015), which outlines the four phases used to assess visual impacts. The four phases are establishment, inventory, analysis, and mitigation, as described in detail below.

- ***Establishment:*** The primary purpose of the establishment phase is to define the study area. The establishment phase is documented in Section 3, which defines the Project's visual character, and Section 4, which defines the Project's study area, including viewsheds and landscape units.
- ***Inventory:*** The purpose of the inventory phase is to examine visual quality, or the relationship between viewers and their environment. The inventory phase is documented in Section 4, which describes the affected environment and visual quality of the study area.
- ***Analysis:*** The purpose of the analysis phase is to evaluate impacts on visual quality. The analysis phase is documented in Section 5, which assesses the changes to visual quality because of the Project implementation, including a review of Project features as seen from a progression of key views within the Project.
- ***Mitigation:*** The purpose of the mitigation phase is to define the mitigation and enhancement efforts to be included in Project design. The mitigation phase is documented in Section 6, which outlines the mitigation measures to be implemented during Project construction and operation.

2.1 Visual Character and Quality

The visual impacts of a proposed project are determined by assessing the visual resource changes that would occur as the result of a project and by predicting viewer response to those changes. Visual resource change is the sum of the change in visual character and the change in visual quality. This change can be determined by assessing the compatibility of a project with the visual character of the existing landscape, and then comparing the visual quality of the existing resources with projected visual quality after implementation of a project.

Visual character refers to the description of physical attributes of the project area. It is descriptive and non-evaluative, which means it is based on defined attributes that are neither good nor bad themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. Both natural and artificial landscape features contribute to the visual character of an area or view.

Visual quality is the value viewers place on the existing visual character of the affected environment based on their visual preferences. FHWA outlines the following three aspects of visual perception, which determine the visual quality of a particular scene.

- When viewing the components of a scene's natural environment, viewers inherently evaluate the natural harmony of the existing scene, determining if the composition is harmonious or inharmonious.
- When viewing the components of the cultural environment, viewers evaluate the scene's cultural order, determining if the composition is orderly or disorderly.
- When viewing a project environment, viewers evaluate the coherence of the project components, determining if the project's composition is coherent or incoherent.

According to FHWA guidelines, people typically perceive the landscape from or to a linear transportation feature as a composition, and the more the composition meets their visual preferences and expectations, the more they like it. The more they like it, the more memorable, or vivid, it becomes. Therefore, it is useful to evaluate whether the new composition will be as vivid as the existing one, and whether the improvements have enhanced or detracted from the original scene.

2.1.1 Viewer Groups

The population affected by a proposed project is referred to as viewers. Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how a viewer might react to visual changes brought about by a project. Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, the type of viewer activity, the duration of the view, the speed at which the viewer moves, and the position of the viewer.

Low viewer sensitivity results when there are few viewers who experience a defined view, or when they may be less focused on the view, such as a freeway commuter on the freeway. Low viewer sensitivity is also related to viewer expectations resulting from what viewers are used to seeing along the corridor. High viewer sensitivity results when there are many viewers who have a view of frequent or long duration. High viewer sensitivity is also related to familiarity with a view, such as when viewing a resource from a residence, a recreational site, or a commuter route. For example, recreational and residential viewers tend to have extended viewing periods and may be more concerned about changes in views.

The study area for the Project includes several types of viewer groups, such as light rail transit (LRT) users, roadway users, pedestrians, residents, workers, and recreational users, as described in further detail below.

- ***LRT Users:*** LRT users include both occasional and frequent (e.g., commuters) passengers on rail lines utilizing the Project. Single views for LRT users are typically of short duration. LRT users who frequently travel a route generally possess low to moderate visual sensitivity to their surroundings, as the passing landscape becomes familiar. Also, LRT users may be less focused on the passing views and more focused on activities such as reading or use of electronic devices.
- ***Roadway Users:*** Roadway users include both routine (e.g., commuters) and occasional (e.g., recreational) travelers through the Project area. Roadway users travel at varying speeds due to differences in the mode of transportation used (e.g., vehicles, bicycles, etc.), topography of the route, the traveler's familiarity with the route, and roadway and weather conditions. Single

views for roadway users are typically of short duration. Roadway users are generally assumed to have moderate levels of sensitivity due to the typically short-term exposure to changes. Roadway users who frequently travel a route generally possess low to moderate visual sensitivity to their surroundings, as the passing landscape becomes familiar. Also, roadway users may be less focused on the passing views and more focused on roadway conditions.

- ***Parkway Users:*** Parkway users include a unique category of roadway users for the Project and specifically captures users of the Grand Rounds National Scenic Byway, a linked series of park areas in the City of Minneapolis and part of the FHWA's National Scenic Byways Program[1]. Grand Rounds users are a combination of the routine (e.g., commuters) and occasional (e.g., recreational) travelers described above. According to the Minneapolis Park and Recreation Board, Grand Rounds users are not truly "roadway users" because the Grand Rounds was developed and is managed as a pleasure-driving loop with a focus on scenic attributes; speeds are slower, and the intended experience is park-like and not transportation-focused. Yet, these users are also not just "recreational users" because they are not seeking the same natural experience.
- ***Pedestrians:*** Pedestrians include individuals who are traveling on foot along or in the vicinity of the Project. Pedestrians may include individuals traveling to and from residences, schools, places of employment, retail centers, transportation facilities, etc. Pedestrians are generally assumed to have higher levels of viewer sensitivity due to the typically long-term exposure to changes in the environment.
- ***Residents:*** Residents include individuals whose homes are located along or in the vicinity of the Project. Residential viewers are generally assumed to have higher levels of viewer sensitivity due to a concern for their home environment and typically long-term exposure to changes in that environment. Residents may have moderately high viewer sensitivity because they are likely to place a high value on their local visual resources and to be more sensitive to changes in views.
- ***Business Owners:*** Business owners include individuals whose business and/or work activities are located along or in the vicinity of the Project. Business owners are generally assumed to have lower levels of viewer sensitivity to a work environment. Viewer sensitivity is moderate among business owners, as they are typically less focused on the visual resources surrounding their business and therefore are less sensitive to changes in views. However, depending on the nature of the business, some business owners may place a higher value on the visual resources surrounding their business, especially if the business is focused on the use or enjoyment of a natural or peaceful setting.
- ***Workers:*** Workers include individuals whose place of employment or work activities are located along or in the vicinity of the Project. Workers are generally assumed to have lower levels of viewer sensitivity to a work environment, as they are typically less focused on the visual resources surrounding their workplace and therefore are less sensitive to changes in views.
- ***Recreational Users:*** Recreational users include individuals who walk/jog, bike, and view nature in the several parks and along the trails that are within the Project area. Recreational viewers are generally assumed to have higher levels of viewer sensitivity due to a particularly focused interest in scenic quality. Viewer sensitivity is moderately high among recreational users

[1] The United States Department of Transportation, FHWA oversees the National Scenic Byways Program, which helps recognize, preserve, and enhance selected roads throughout the US National Scenic Byways are recognized based on one or more archaeological, cultural, historic, natural, recreational, and/or scenic qualities. The Grand Rounds National Scenic Byway is eligible for the National Register of Historic Places.

because they are more likely to place a high value on the natural environment and to be more sensitive to changes in views.

2.1.2 Levels of Visual Impact

According to FHWA guidelines, impacts are defined as either changes to the environment, measured by the compatibility of the impact, or changes to viewers, measured by sensitivity to the impact. Together, the compatibility and sensitivity determine the degree of the impact, which is defined as a beneficial, adverse, or neutral change to visual quality. For example, a project may benefit visual quality by enhancing visual resources and/or views and improving the experience of visual quality. Similarly, a project may adversely affect visual quality by degrading visual resources or obstructing or altering desired views.

2.1.3 Assessing Visual Change

The visual impacts of the Project were determined by evaluating the changes to existing visual resources that would occur because of the Project implementation and assessing the anticipated viewer response to those changes. Aesthetic impacts resulting from the Project implementation were determined based on direct field observation from multiple vantage points, including from neighboring properties and roadways; evaluation of existing visual character; and review of conceptual engineering plans and features. Visual impact assessment was also based on photographic documentation of several key views of the Project. Key views are described in further detail below in Section 5. Key views represent specific locations within a landscape unit from which the Project would be visible. Within the landscape unit, key views are used to characterize the existing visual conditions and to represent examples of visual character and visual quality. They are also used to determine impacts by demonstrating how the Project would change views within the landscape unit.

3 Project Location and Description

3.1 Project Location

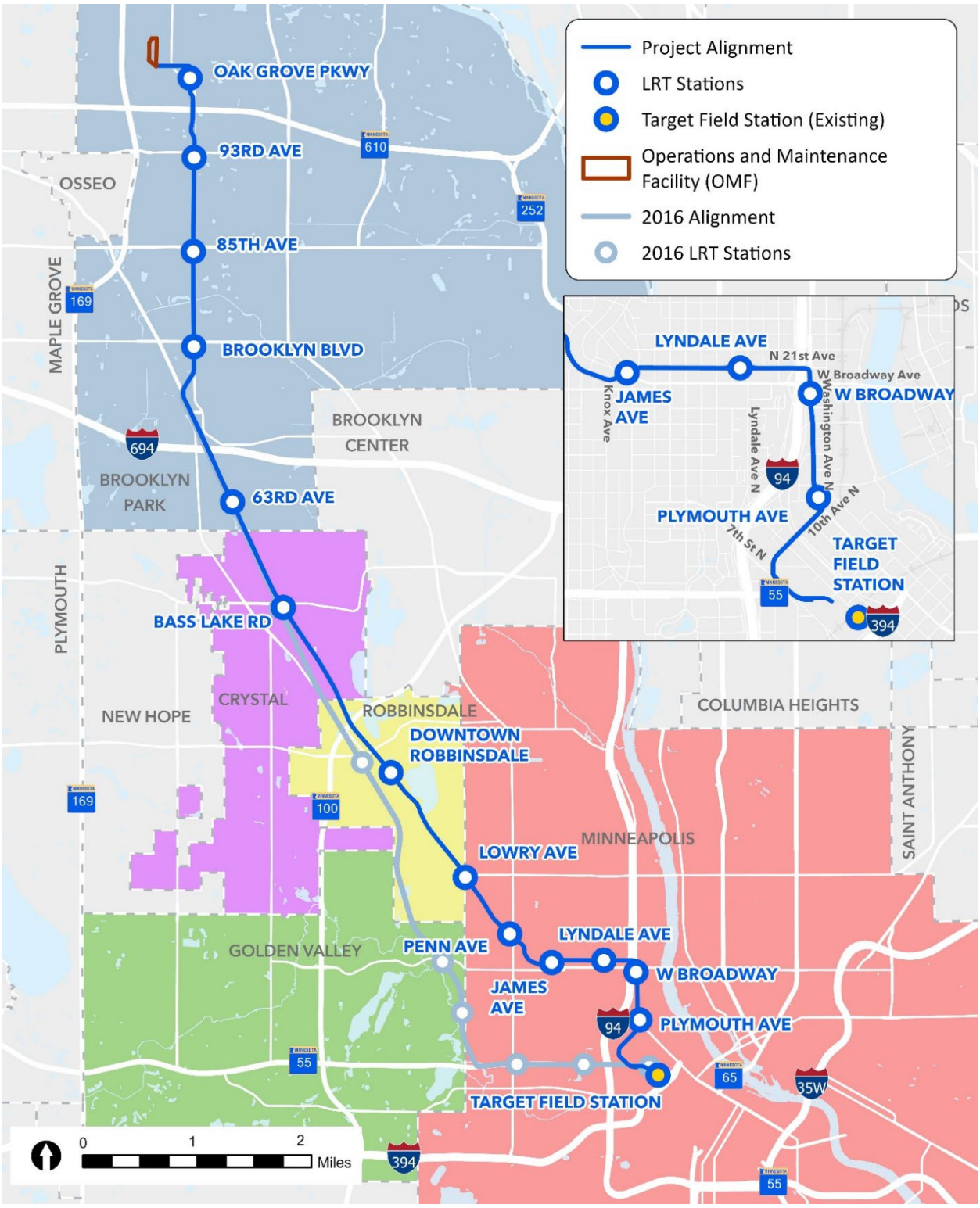
The Project is located in Hennepin County, Minnesota, extending approximately 13.4 miles from the City of Brooklyn Park to Downtown Minneapolis, serving the Cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis. Figure 1 illustrates the Project area. Key transportation facilities within the Project area include Bottineau Blvd (County Road [CR] 81), W Broadway Ave (CR 103), Interstate 94 (I-94), and Crystal Airport.

3.2 Project Setting

The character of the area surrounding the Project transitions from a less dense suburban setting in the City of Brooklyn Park, extends south through the Cities of Crystal and Robbinsdale to the moderately dense urban setting of North Minneapolis and then to Downtown Minneapolis. The Project area includes a variety of land use patterns that have been influenced by the transportation-oriented history of the corridor. Low-density, auto-oriented land uses have heavily influenced existing development patterns in the areas of the Brooklyn Park and Crystal corridor, which primarily reflect highway-oriented regulations and traditional suburban development forms. In the Cities of Robbinsdale and Minneapolis, electric streetcar service provided by Twin City Rapid Transit helped shape early development with concentrations of commercial and moderate density residential development in Downtown Robbinsdale and around the W Broadway Ave corridor.

In the City of Brooklyn Park north of 73rd Ave, development adjacent to W Broadway Ave includes mixed commercial and retail, commercial office/corporate campus (Target North Campus), residential, and institutional use (North Hennepin Community College and Hennepin County Library). In the City of Brooklyn Park south of 73rd Ave and in Northern Crystal, development adjacent to the Project includes highway-oriented commercial activity and the Crystal Airport. Residential neighborhoods are located along the Project in the Cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis. Existing development in the City of Robbinsdale and North Minneapolis reflects the history of W Broadway Ave as a commercial streetcar corridor, with strips of auto-oriented commercial activity developed more recently. Several activity centers are located along the Project corridor, including the City of Brooklyn Park commercial strip, North Hennepin Community College, the Crystal Shopping Center, Downtown Robbinsdale, Theodore Wirth Regional Park, and Downtown Minneapolis. In addition, large commercial developments with substantial employment concentrations are anticipated by 2040 in the City of Brooklyn Park (surrounding the Target North Campus north of Trunk Highway [TH] 610).

Figure 1 Proposed Project



3.3 Project Description

The Project is an LRT project located in the Cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis. The scope of the Supplemental Final EIS is generally described below; a No-Build Alternative will be analyzed as well as required by environmental review rules.

3.3.1 W Broadway Ave/Brooklyn Park

The location of the LRT on W Broadway Ave and the location of the operations and maintenance facility (OMF) north of TH 610 are unchanged since the 2016 Final EIS. The LRT would follow W Broadway Ave (CR 103) from Oak Grove Pkwy to 73rd Ave in the City of Brooklyn Park. The Project would include stations at Oak Grove, 93rd Ave, 85th Ave, and Brooklyn Blvd. The reconstruction and expansion of W Broadway Ave (from north of Brooklyn Blvd to 93rd Ave) is now part of the scope of the Supplemental Final EIS.

3.3.2 Bottineau Blvd (CR 81)/Southern Brooklyn Park and City of Crystal

A shift in LRT alignment to run within the median on Bottineau Blvd was evaluated. Stations at 63rd Ave and Bass Lake Rd remain at similar locations as the 2016 Alignment; however, they have been moved from the freight rail right-of-way to the median of Bottineau Blvd, with corresponding changes in station access and design. The Supplemental Final EIS has also evaluated changes to Bottineau Blvd needed to accommodate the LRT, including a grade-separated interchange carrying Bottineau Blvd over Bass Lake Rd.

3.3.3 Bottineau Blvd (CR 81)/City of Robbinsdale

In the City of Robbinsdale, LRT would follow Bottineau Blvd (CR 81) between 73rd Ave in the City of Brooklyn Park to the transition of CR 81 to W Broadway Ave at the border of the Cities of Robbinsdale and Minneapolis. The Project includes stations at 63rd Ave and Bass Lake Rd in the City of Crystal, and stations at North Memorial Hospital and in Downtown Robbinsdale. A shift in LRT alignment from the 2016 Final EIS to run within the median on Bottineau Blvd will be evaluated. A new station located in the median of Bottineau Blvd with a park-and-ride facility in Downtown Robbinsdale will be evaluated. A station at Lowry Ave near North Memorial Hospital would be placed at-grade between the north and southbound Bottineau Blvd bridges. Construction of this station would require replacement, and modifications to existing Bottineau Blvd Bridge segments, realignment of short segments of Victory Memorial Dr, Theodore Wirth Pkwy, Lowry Ave, and Oakdale Ave.

3.3.4 City of Minneapolis

In the City of Minneapolis, the Project would follow W Broadway Ave from the border of the Cities of Minneapolis and Robbinsdale to James Ave N, after which it would follow N 21st Ave across I-94 on a new highway bridge to Washington Ave N. The Project would follow 10th Ave N to N 7th Street and to Target Field Station.

3.3.5 Project Elements

The general elements of the proposed transitway system are the stations, the OMF, the traction power substations (TPSSs), fare collection, guideway, vehicles, train control, operating frequencies, and noise walls proposed to mitigate noise impacts. These features are summarized below.

- ***Stations:*** The Project includes 13 new stations. It is anticipated that station features would include overhead canopies, information displays, lighting, and security systems.

- ***Operations and Maintenance Facility:*** The OMF site would be located at the north end of the Project in the City of Brooklyn Park. The OMF site was selected based on its proximity to the end of the line, adequate space for the special trackwork required between the mainline track and the facility, and adequate property for the facility (about 10.4 acres). The OMF site would be occupied by a storage and maintenance building that is about 150,000 square feet, surface parking for employees and visitors, trackwork, and open space. The facility would include areas to store, service, and maintain up to 36 light rail vehicles (LRVs), vehicle washing and cleaning equipment, and office space to accommodate staff who would report for work at this facility. The facility would be equipped to perform daily cleaning and repair activities on the LRVs as they enter and leave revenue service. Scheduled service and maintenance inspections would also be performed in this facility. It is anticipated that OMF features would also include lighting and security systems.
- ***Traction Power Substations:*** A total of 18 potential TPSS site locations have been identified along the Project. The TPSS locations are represented by areas with a 300-foot diameter. These areas would be refined through more-detailed engineering to minimize impacts to surrounding properties and resources and to balance safety, reliability, cost, and operational efficiencies. TPSS sites, once located, would be about 4,000 square feet and able to accommodate a single-story building about 40 feet by 20 feet. Access to the building must also be accommodated. It is anticipated that most TPSS sites would be located within existing transportation right-of-way.
- ***Fare-Collection System:*** A self-service, proof-of-payment fare-collection system was assumed for the Project, consistent with what is used on the other regional transitways today. A proof-of-payment fare-collection system minimizes the right-of-way needed for each station.
- ***Trackway:*** LRVs would operate on standard-gauge rail. The proposed system would be double-tracked throughout to provide separate tracks for northbound and southbound trains. Crossovers to allow trains to cross from the northbound to the southbound tracks would be provided at regular intervals for special operations or emergencies. Alignments would be either ballasted or embedded depending on the location and the context of the street.
- ***Vehicles:*** The conceptual engineering to support the Supplemental Final EIS assumes the following LRV characteristics:
    - Articulated train cars could operate in either direction and could be operated as a single-unit or multi-unit train.
    - Cars would be designed for use with an overhead catenary system.
    - Each car would have 66 seats and capacity for 160 passengers (sitting and standing).
    - Two- to three-car trains would operate at speeds up to 55 miles per hour (mph).
    - Cars would be fully compatible with Americans with Disabilities Act (ADA) standards.
- ***Train Control:*** An operator would occupy each train and would have control over acceleration and braking as well as operating the passenger doors. Automated systems would inform the operator of various train and transitway operating conditions and would manage traffic signal priority, activation of crossing gates, and track switch operations.
- ***Operating Frequencies:*** The Supplemental Final EIS assumes that trains would operate at 10-minute frequencies for weekday operations.

4 Existing Conditions

4.1 Study Area

The study area is defined as the right-of-way for the Project and the adjacent properties with a visual connection to the transitway, which include residential, commercial, and park properties. In select instances, the extent of analysis was expanded to account for specific features that were visible by field observation along the proposed transitway due to topography, physical scale, architectural distinction, or other considerations.

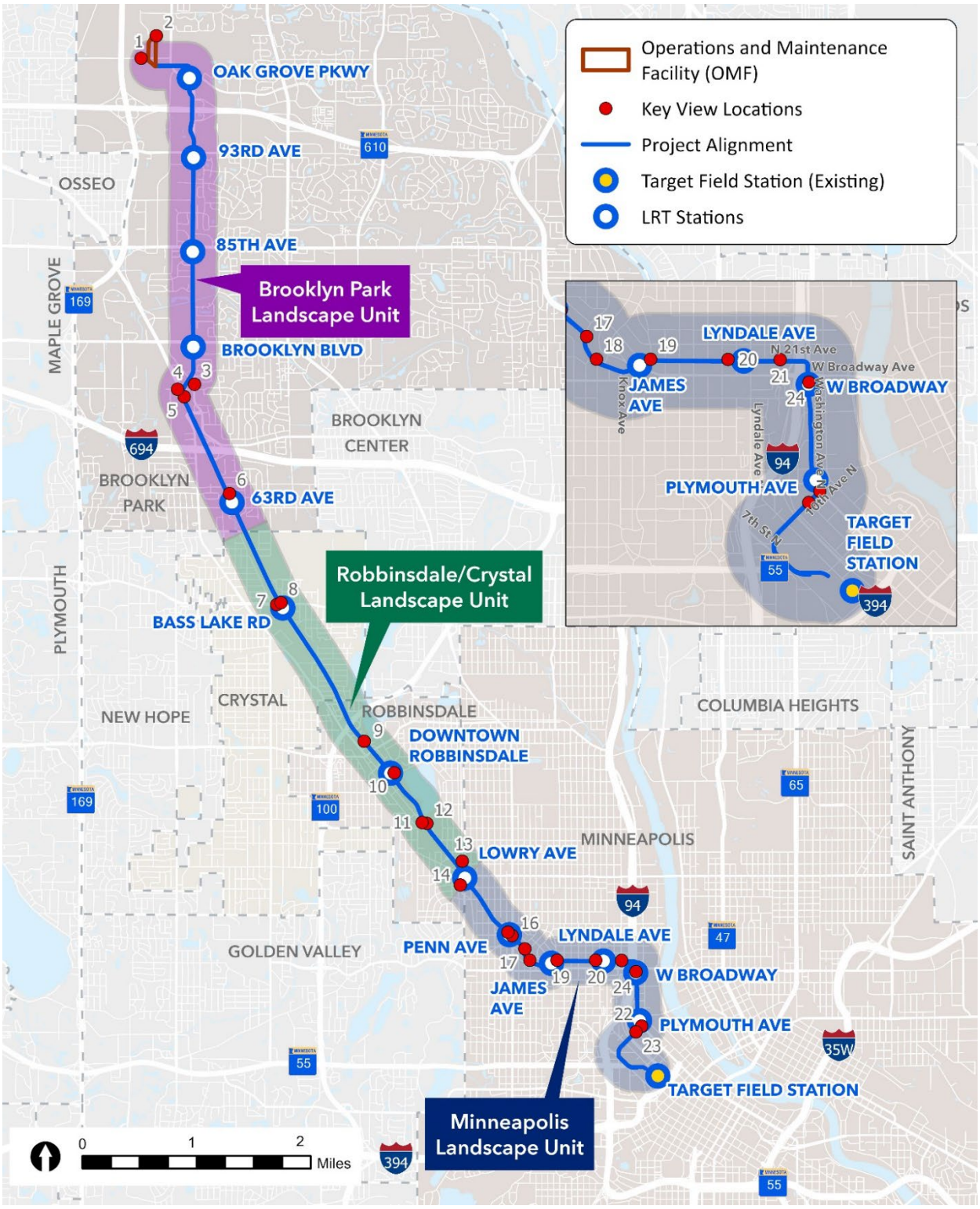
The study area includes a diverse array of development patterns, central business districts, commercial corridors, parks and natural areas, railroads, highways, and local roadways. A summary of the general visual context and a listing of identified higher quality and unique visual features are provided below.

4.2 Landscape Units and Viewshed

A landscape unit is a portion of the regional landscape. These units are commonly used to divide long linear projects into logical geographic entities for assessment purposes. Landscape units generally are made up of areas with similar visual characteristics, although smaller locations within each landscape unit may differ from the overall unit's character. For the purposes of this visual quality analysis, the study area is divided into three landscape units: City of Brooklyn Park, Cities of Crystal/Robbinsdale, and City of Minneapolis. The limits of the three landscape units are shown in Figure 2 and are described in detail below.

A viewshed is a subset of a landscape unit; this subset is comprised of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the Project. The viewshed also includes the locations of viewers likely to be affected by visual changes resulting from the addition of Project features. The study area for the Project includes the areas that could potentially have views of the Project features and the areas that LRT users could potentially view as they travel through the landscape.

Figure 2 Landscape Units



4.2.1 City of Brooklyn Park Landscape Unit

The City of Brooklyn Park Landscape Unit is bound by the OMF to the north and by the city limits of Brooklyn Park/Crystal to the south (see Figure 2).

4.2.1.1 General Visual Context

North of TH 610 up to 101st Ave, open field agriculture land is the predominant land use with some remnant woodland and grassland areas. The Target North Campus with its multi-story buildings is located along Oak Grove Pkwy east of W Broadway Ave and has landscaped grounds characterized by mowed lawns and trees. Future redevelopment with higher-intensity land use is envisioned for the area, which would likely bring a more suburban development pattern with new streets, buildings, parking, and landscaping.

South of TH 610, the adjacent land use transitions from agricultural to a mix of single-story commercial and light-industrial buildings and single-family residential neighborhoods. The commercial areas have front yards characterized by mowed lawns, trees, and stormwater treatment ponds. The homes face away from W Broadway Ave, and fences and landscaping visually separate backyards from the roadway. North Hennepin Community College, located in the southeast corner of the W Broadway Ave and 85th Ave intersection is comprised of one and two-story buildings organized around a central green space. The perimeter of the campus is dominated by surface parking lots, with two ball fields and a mowed lawn located south of the college.

At the southern end of the City of Brooklyn Park Landscape Unit, the development pattern is comprised of single-story commercial buildings oriented toward Bottineau Blvd.

4.2.1.2 Higher-Quality Visual Features

Based on the developed urban and suburban context of the study area, the following features of the City of Brooklyn Park Landscape Unit were identified as higher-quality visual features:

- ***Rush Creek Regional Trail:*** The Rush Creek Regional Trail is approximately 10 miles of paved trail linking Elm Creek Park Reserve to Coon Rapids Dam Regional Park. The popular trail is known for its comfortable width and its network that weaves through a variety of landscapes. The trail is located adjacent to large, mowed turf in some areas and wooded and dense vegetation in other areas.
- ***W Broadway Ave Bridge over TH 610:*** The W Broadway Ave Bridge over TH 610 was designed and constructed in accordance with the Minnesota Department of Transportation's TH 610 aesthetic design guidelines developed for bridges and other features throughout the corridor.
- ***Brooklyn Park Library:*** Located at Broadway Ave and College Pkwy, the split-faced, stacked-slate façade with zinc metal panels and western red-cedar accents are unique architectural elements in the area and stand out as visually significant.
- ***Shingle Creek:*** View of Shingle Creek where it crosses W Broadway Ave north of Candlewood Dr softens the predominantly built appearance of the area. East of W Broadway Ave, the creek is located in a residential area and has a natural meandering shape edged by tree cover. To the west, the creek straightens through the commercial area with little tree cover.

4.2.2 Cities of Crystal/Robbinsdale Landscape Unit

The Cities of Crystal/Robbinsdale Landscape Unit is bound by the city limits of Brooklyn Park/Crystal to the north and by the city limits of Robbinsdale/Minneapolis to the south (see Figure 2).

4.2.2.1 General Visual Context

In the Cities of Crystal/Robbinsdale Landscape Unit, the transitway would be located within the center median of Bottineau Blvd, a multi-lane divided-median county highway, bisecting the lanes of travel.

The northernmost segment of the corridor has a suburban character with a mix of light industrial and commercial. The development pattern in this area is comprised of single-story commercial buildings oriented towards Bottineau Blvd. The BNSF Railway (BNSF) railway parallels Bottineau Blvd at Bass Lake Rd; the railroad right-of-way doubles as a utility corridor and includes overhead utility lines and poles. The Crystal Airport is a prominent feature on the east side from Bass Lake Rd to 60th Ave N.

The visual character in the City of Crystal is suburban residential with large single-family homes, accessed by frontage roads separated from Bottineau Blvd by planted shoulders and a landscaped center median. The divided roadway includes six travel lanes, multiuse trails, and sidewalks.

The visual character in the City of Robbinsdale exhibits an eclectic mix of older single-family homes, midrise residential buildings, surface parking lots, concrete retaining walls, strip malls, and free-standing commercial businesses. While Downtown Robbinsdale lies to the west of the corridor, it is not readily visible from Bottineau Blvd.

Some segments of Bottineau Blvd include sidewalks and or trails with many gaps. It also features a center landscape median with brick pavers, lawn, street trees, decorative lighting, and low-scale entry monument signs at several intersections.

South of Downtown Robbinsdale, the corridor has mixed suburban residential and commercial areas with single family homes, large surface parking lots, frontage roads, mature trees, and Lakeview Terrace Park, which features Crystal Lake.

North Memorial Health Hospital is a prominent facility adjacent to Bottineau Blvd. The hospital includes a six-level parking garage that towers over the corridor.

4.2.2.2 Higher-Quality Visual Features

Based on the developed urban and suburban context of the study area, the following features of the Cities of Crystal/Robbinsdale Landscape Unit were identified as higher-quality visual features:

- ***BNSF rail corridor:*** The BNSF rail corridor runs parallel to Bottineau Blvd north of Bass Lake Rd, providing a buffer greenway from adjacent homes. The rail corridor gives the illusion of natural greenspace while traveling on the adjacent roadway.
- ***City of Crystal gateway area:*** As part of the Bottineau Blvd Roadway Reconstruction, an architectural gateway monument, landscaping, and decorative lighting were installed at the southwest corner of Bottineau Blvd and Bass Lake Rd to call attention to the entrance to the City of Crystal's primary commercial area to the west. Street trees, landscaping, and decorative lighting extend in both directions along both Bass Lake Rd and Bottineau Blvd.
- ***Bottineau Blvd Bridge over the Canadian Pacific Kansas City (CPKC) rail corridor:*** As part of the Bottineau Blvd Roadway Reconstruction, a new bridge with aesthetic treatments and long approaches supported by retaining walls was constructed.

- ***City of Robbinsdale Entry Monument at TH 100:*** Located on the southwest corner of Bottineau Blvd and the TH 100 northbound on/off ramps, this decorative entry monument includes landscaping and decorative lighting. The monument reads "City of Robbinsdale Hennepin County" with the City of Robbinsdale bird logo in blue.
- ***Elim Lutheran Church:*** Located at 40th Ave and Bottineau Blvd, this two-story beige brick building fronts Bottineau Blvd and occupies the entire block between Robbins Landing and 40th Ave with parking in the southern half. The chapel located in the northeast corner of the lot was built in 1924.
- ***Birdtown Flats:*** Located at Broadway Ave and France Ave, this modern apartment building overlooks Crystal Lake. The six-story building façade features limestone and brick.
- ***Parker Station Flats:*** Located at 36th Ave and Bottineau Blvd, the six-story building features red-and-white panels in a modern style with balconies overlooking the park.
- ***Lakeview Terrace Park and Crystal Lake:*** Located at Crystal Lake Blvd, the large park and lake are visually distinct natural features along the corridor.

4.2.3 City of Minneapolis Landscape Unit

The City of Minneapolis Landscape Unit is bound by the city limits of Minneapolis/Robbinsdale to the northwest and by Target Field to the east (see Figure 2).

4.2.3.1 General Visual Context

The City of Minneapolis Landscape Unit begins at the junction of Theodore Wirth Pkwy and Victory Memorial Dr as a part of the Grand Rounds National Scenic Byway. This recreational landscape shifts to the W Broadway Ave segment between Theodore Wirth Pkwy and Queen Ave N with an urban neighborhood visual character. There is a mixture of older single-family homes, duplexes, newer mid-rise residential, and small businesses. Between 29th Ave N and Queen Ave N, the avenue has a five-lane configuration with continuous sidewalk with decorative, pedestrian-scale and taller streetlights and four travel lanes divided by a continuous left turn lane. A paved and landscaped center median is introduced west of 29th Ave N.

The W Broadway Ave segment between Queen Ave N and Logan Ave N exhibits a traditional neighborhood mixed commercial character with small, one- and two-story brick clad commercial buildings along with a surface parking lot and several older homes converted to rentals. The avenue has a five-lane configuration and a continuous sidewalk with decorative, pedestrian-scale and taller streetlights, curbside lanes serving time-limited on-street parking, two opposing continuous travel lanes, and a continuous center turn lane.

Substantial redevelopment of mid-rise residential buildings placed close to the sidewalk has occurred between Logan Ave N and James Ave N. This shift in visual character from urban commercial to mixed urban neighborhood is further reinforced by the free-standing gas station/convenience store, YMCA, and single-family homes. The avenue has a four-lane configuration with continuous sidewalks with decorative, pedestrian-scale and taller streetlights, two travel lanes in each direction, and a narrow, landscaped center median; on-street parking is prohibited.

The W Broadway Ave corridor also exhibits a variety of visual character types from traditional urban main street to modern, urban neighborhood redevelopment.

The easterly segment of W Broadway Ave corridor between James Ave N and I-94 exhibits the visual character of a diverse, mixed urban commercial corridor. Clusters of brick, single- and multi-story mixed-use buildings from the late 19th and early 20th century exhibit a traditional urban main street character, while intermittent blocks of late-20th century strip and large format commercial buildings fronted by surface parking lots convey a more suburban commercial character. In this segment, the avenue has four travel lanes with limited on-street parking, continuous sidewalks, and tall streetlights.

The N 21st Ave alignment exhibits a mixed visual character. The south side of the alignment is urban mixed use with low to midrise industrial, commercial, institutional, and multifamily residential buildings, tall fencing, and surface parking and loading facilities. The north side is urban residential with a mix of low-density single- and multifamily homes and a converted church. Large surface parking lots are located at the eastern and western ends of N 21st Ave.

Near Target Field in Downtown Minneapolis, 7th Street branches into one-way outbound 7th Street and one-way inbound 10th Street. Northeast of the Target Field Station at 5th Ave, 6th Ave realigns to the street grid of the North Loop section of Downtown. The taller buildings of Downtown Minneapolis are visible in the near distance. Between Target Field Station and I-94, low-rise industrial, midrise multifamily residential, small commercial and civic buildings line the potential routes of N 7th Street, 10th Ave N, and Washington Ave N. There is little greenery aside from occasional street trees.

4.2.3.2 Higher-Quality Visual Features

Section 1.2.2 outlines the characteristics that a feature would exemplify to be considered a “higher-quality visual feature.” Based on the developed urban and suburban context of the study area, the following features of the City of Minneapolis Landscape Unit were identified as higher-quality visual features:

- ***Grand Rounds, Theodore Wirth Pkwy and Victory Memorial Dr:*** Theodore Wirth Pkwy and Victory Memorial Dr are part of the Grand Rounds National Scenic Byway, which was created for the purpose of scenic pleasure driving. The Grand Rounds was envisioned, designed, and is maintained as a facility with high visual quality.
- ***City of Minneapolis Public Schools and Community Education Headquarters:*** Located at the northeast corner of W Broadway Ave and Girard Ave N and at the southwest corner of N 21st Ave and Freemont Ave N, the multi-building complex exhibits four- and five-story modern brick and metal panel clad buildings with glass curtain walls; rhythmic patterns of tall, narrow windows; a landscaped outdoor seating area; and large, landscaped surface parking lots.
- ***Blossoms of Hope Public Art Transit Stop:*** Located at the southeast corner of W Broadway Ave and Penn Ave N, Blossoms of Hope is an artist-designed plaza and bus shelter, featuring five large, brightly painted steel flowers rising approximately 20 feet high.
- ***The Capri Theater:*** Located at 2027 W Broadway Ave at the southwest corner of Logan Ave N, the two-story red brick theater was built in 1927 and features a prominent sign and marquee overhanging the adjacent sidewalk.
- ***Traditional W Broadway Corridor Commercial Buildings:*** Clustered along the north and south sides of W Broadway Ave corridor between Bryant and Fremont Ave N are multiple one-, two-, and three-story brick commercial buildings featuring large ground floor display windows, prominent entries, and decorative cornices. Built in the late 19th and early 20th centuries, these buildings exemplify the corridors’ original main street character.

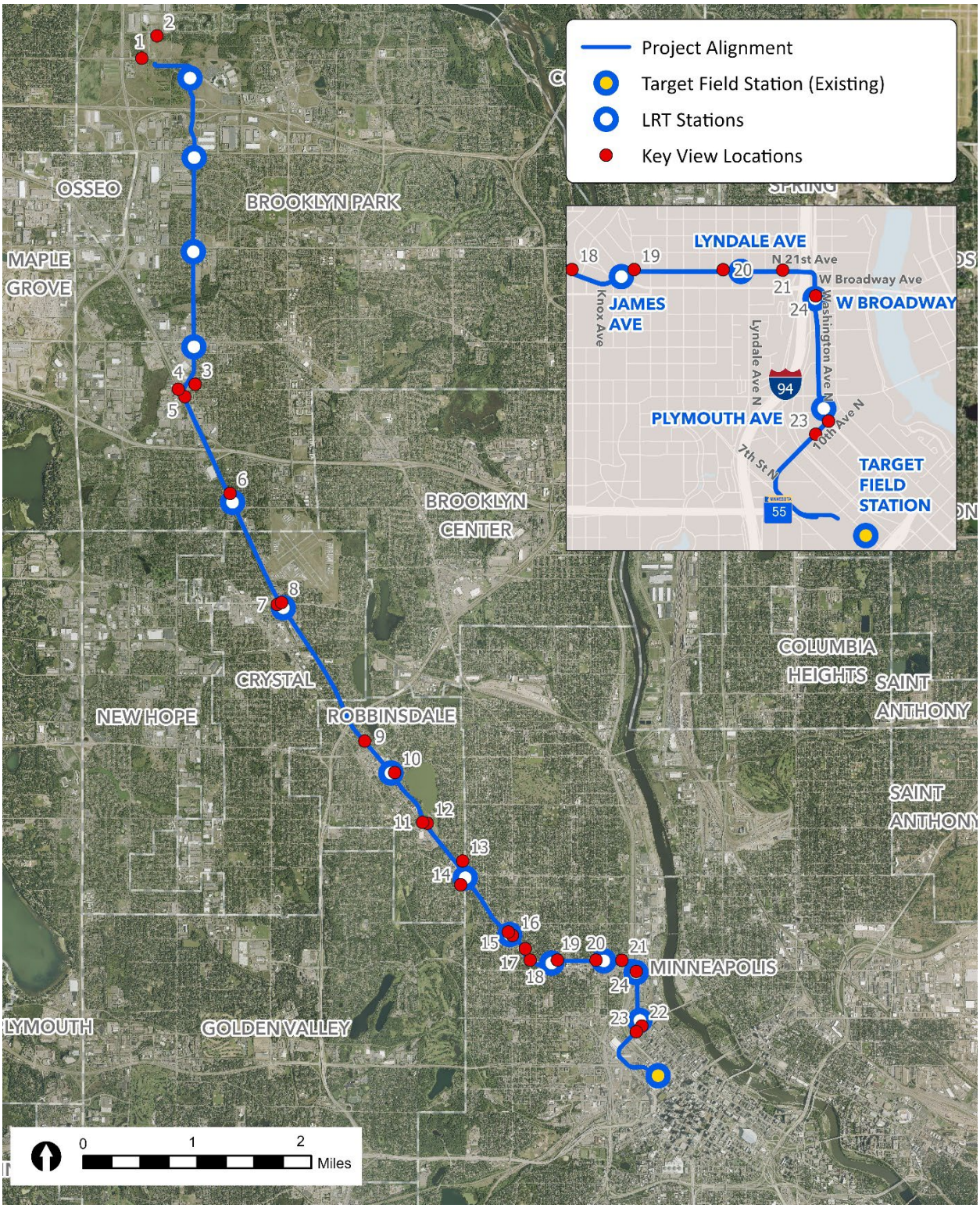
- ***Juxtaposition Arts Skate-able Art Plaza and We Are North Mural:*** Located at the northwest corner of W Broadway Ave and Emerson Ave N, this colorful skate and seating plaza provides opportunities for area youth to recreate while also serving as a venue for Juxtaposition Arts programs and a neighborhood gather space. The mural provides a distinct colorful backdrop for the skate plaza and strengthens identity and sense of place.
- ***Friedmans Department Store Building:*** Located at 400 W Broadway Ave, the 1890s three-story brick commercial building is representative of the W Broadway corridor's original main street character.
- ***4th Street Saloon Gateway Mural:*** Located at the northwest corner of the W Broadway Ave and I-94 Bridge, this colorful mural serves as an iconic gateway to north Minneapolis and the historic W Broadway commercial corridor.
- ***North Minneapolis Youth Leadership Building:*** Located at the northeast corner of N 21st Ave and Emerson Ave N, the converted brick -clad church features a bell tower, limestone detailing, and a composition of multi-story decorative windows facing N 21st Ave.
- ***Bell Building:*** Located at 816 N 21st Ave, the renovated three-story red brick apartment building features distinctive, narrow windows and decorative brick detailing and was formerly occupied by the Bell Telephone Company.
- ***Masjid An-Nur Mosque:*** Located at the southwest corner of Lyndale Ave N and 18th Ave N, the single-story mosque of beige brick features a large copper-color dome and an iconic, approximately three-story dome-capped spire.
- ***Club Jaeger Building:*** Located at the southwest corner of Washington Ave N and 10th Ave N, and built in 1906, the two-story building features decorative brick detailing and stained glass windows and contributes to the urban aesthetic and visual quality of Washington Ave.
- ***Metro Transit Headquarters:*** Located at the corner of 6th Ave and 7th St, the five-story modern building has a brick, metal, and glass façade.
- ***Hennepin Energy Recovery Center (HERC) site landscaping:*** Located at the southeast corner of 6th Ave and 7th St, this landscaped area stands out because there is very little other vegetation in the vicinity.
- ***Ford Building:*** Located at the northeast corner of the intersection of 5th St and 5th Ave, the recently redeveloped historic 10-story building has a brick façade with large window openings and a recently renovated primary entrance oriented toward the parking lot off 5th Ave.
- ***Target Field Station Mixed-Use Transit-Oriented Development (TOD):*** Located at 5th St and 5th Ave, the mixed-use TOD includes transit stations for the North Star commuter Rail Line, existing METRO Blue and Green Line LRT stations, professional offices, a structured parking facility, a free-standing coffee shop, the seven-story brick and metal clad Filmore Minneapolis performance venue, and the Westin/Element Hotel clustered around multi-level public plazas.

5 Visual Impact Assessment

5.1 Introduction

As described in Section 2.1.3, the visual impacts of the Project were determined by evaluating the changes to existing visual resources that would occur because of the Project implementation and assessing the anticipated viewer response to those changes. Visual impact assessment was based on direct field observation from multiple vantage points, including from neighboring properties and roadways, evaluation of existing visual character, and review of conceptual engineering plans, visualizations, and features. Visual impact assessment was also based on photographic documentation of several key views of the Project (See Figure 3).

Figure 3 Key Viewpoint Locations



5.2 Key Viewpoints

This visual quality impact assessment included an evaluation of photographic documentation of numerous key views of the Project. The location of key viewpoints (KVPs) for the Build Alternative are shown on Figure 3. Key views were selected at critical viewpoints, along commonly traveled routes, or at other likely observation points to document the existing conditions of the study area. Photo simulation vantage points were selected to provide representative public views from which the Project components that would be most visible to the various types of sensitive receptors that are anticipated to be located within the landscape units identified for the Project. These locations are noted as a KVP followed by a figure number.

Analysis of aesthetic impacts resulting from the Project implementation included an evaluation of the photographic documentation of key views of the Project, the extrapolation and interpolation of transitway features upon the existing photographic documentation as well as the simulation condition drawings which illustrate the Project components from several KVP locations. KVP locations were selected based on the sensitivity of the resource (e.g., to support the historic resources Section 106 consultation process) or locations of key vertical features of the Project that could potentially change the visual character or views of an affected area.

Each of the 24 KVPs is included in Figure 3. KVPs are represented with a “before the Project” existing condition photograph and a digital photo-simulation of the conceptual “after the Project” condition. The digital photo-simulations were prepared using digital photographs and computer modeling procedures to represent the visual changes that would result from implementation of the Project. The KVP location maps and photographs are provided in Appendix A of this report.

Throughout the analysis process of developing this Visual Quality Technical Report, several alignment and station location options were considered. Key views were created for several of the options considered but not carried forward, draft digital photo simulations of the concepts are included in Appendix B of this report.

5.3 Visual Impact Assessment

The following sections describe the anticipated changes in visual quality and character within each landscape unit and for each KVP because of the Project implementation. As described above in Section 4.2, the Project would pass through three landscape units, for which 24 KVPs were analyzed using available resources including conceptual technical plans and visualizations displayed on the Project website “Public Coordinate” as well as photo simulations at several locations. It is important to note when assessing KVPs, that seasonal changes and weather patterns typical of the Project area would produce variations to vegetation and ground cover. To represent an accurate long-term view of the Project area, in addition to representation of new Project features, a series of visual photo-simulations for the Project illustrate a simulation of established vegetation. Thus, in the short term, Project features may be more visible when vegetation is young, and, in the long term, Project features may be less visible when vegetation is mature. Therefore, depending upon the timeframe of the view, both seasonal and vegetation variations could result in altered views than those represented in each existing condition and photo-simulations.

5.3.1 No-Build Alternative

The No-Build Alternative reflects existing and committed improvements to the regional transit network for the horizon year of 2040, not including the Project. The No-Build Alternative is based on the Metropolitan Council’s (Council) *Thrive MSP 2040 Transportation Policy Plan*. Under the No-Build

Alternative, there would be no alteration of the visual quality and character of the Project. Therefore, there would be no visual effects, and mitigation would not be required.

5.3.2 Operational Impacts

5.3.2.1 Overview

Anticipated visual effects during operation of the Project would generally be consistent with existing, similar features, and the Project would not substantially obstruct Project area views or substantially alter the existing visual character of the Project. Additional discussion of operational impacts on the higher-quality visual features identified in Section 4.2 and other prominent visual features of each of the three landscape units is provided below. A summary of Build Alternative KVP analysis (photographic and simulation analysis) by landscape unit is provided below in Table 1 through Table 3. A summary of impacts resulting from the addition of primary Project features, as well as impacts on existing higher-quality visual features is provided below in Table 4 through Table 6. Note that a summary of photographic documentation locations is presented in Table 4 through Table 6 for locations where a current condition photograph and a simulation exist.

Table 1 Summary of Photographic Documentation for the Build Alternative – City of Brooklyn Park Landscape Unit

Designation and Description of View	Degree of Visual Change in Quality or Character	Level of Visual Sensitivity
KVP 1 (view to the southwest toward the proposed OMF from Rush Creek Regional Trail)	Character and quality substantially altered	Moderately High
KVP 2 (view to the east toward the proposed OMF from 101st Ave)	Character and quality substantially altered	Moderate
KVP 3 (view to the northwest toward the proposed 73rd Ave/Bottineau Blvd Bridge from W Broadway Ave at 74th Ave)	Character unaltered and quality altered	Moderate
KVP 4 (view to the east toward proposed 73rd Ave/Bottineau Blvd Bridge from the southwest corner of Bottineau Blvd and 73rd Ave)	Character unaltered and quality altered	Moderate
KVP 5 (view to the north toward the proposed 73rd Ave/Bottineau Blvd Bridge from Bottineau Blvd at Prince of Peace Lutheran Church)	Character unaltered and quality altered	Moderate
KVP 6 (view to the south from Lakeland Ave N toward proposed 63rd Ave station and park-and-ride garage)	Character and quality unaltered	Low

Table 2 Summary of Photographic Documentation for the Build Alternative – Cities of Crystal/Robbinsdale Landscape Unit

Designation and Description of View	Degree of Visual Change in Quality or Character	Level of Visual Sensitivity
KVP 7 (view to the east from the southwest corner of Bass Lake Rd and Bottineau Ave toward the proposed Bass Lake Rd Station)	Character unaltered, quality highly altered	High
KVP 8 (view to the south along Bottineau Blvd from the northeast corner of Bass Lake Rd and Bottineau Blvd looking toward the proposed Bass Lake Rd Station)	Character unaltered, quality highly altered	High
KVP 9 (view to the southeast along Bottineau Blvd from Twin Oak Dr.)	Character and quality not substantially altered	Low
KVP 10 (view to the north along Bottineau Blvd at the northeast corner of 40th Ave of the proposed Downtown Robbinsdale Station with the proposed park-and-ride structure in the background.)	Character and quality not substantially altered	Moderate
KVP 11 (view to the north from Parker Station Flats toward Crystal Lake)	Character and quality not substantially altered	Low
KVP 12 (view to the south from Lakeview Terrace Park at Bottineau Blvd)	Character not substantially altered, quality moderately altered	Low

Table 3 Summary of Photographic Documentation for the Build Alternative – City of Minneapolis Landscape Unit

Designation and Description of View	Degree of Visual Change in Quality or Character	Level of Visual Sensitivity
KVP 13 (view to the south from Victory Memorial Dr toward the Project)	Character and quality unaltered	High
KVP 14 (view looking north from Theodore Wirth Pkwy toward the Project)	Character and quality unaltered	High
KVP 15 (view looking northwest from northeast corner of Queen Ave N and W Broadway Ave)	Character and quality unaltered	Moderate
KVP 16 (view to the southeast from corner of Penn Ave N and W Broadway Ave)	Character unaltered, quality moderately altered	Moderate
KVP 17 (view looking west from corner of Logan Ave N and W Broadway Ave toward Capri Theater)	Character unaltered, quality moderately altered	Moderately High
KVP 18 (view looking eastward on W Broadway Ave near Morgan Ave N)	Character and quality moderately altered	High
KVP 19 (view looking southwest from the northeast corner of N 21st Ave and Irving Ave N)	Character and quality moderately altered	High
KVP 20 (view looking east from Bell Lofts apartments and sidewalk at N 21st Ave); design option with station	Character and quality not substantially altered	Moderately High
KVP 21 (view looking west from Bell Building apartments and sidewalk at N 21st Ave); design option without station	Character and quality not substantially altered	Moderately High
KVP 22 (view looking north from the southwest corner of 10th Ave and Washington Ave N)	Character and quality unaltered	Moderate
KVP 23 (view looking northeast along 10th Ave N and 3rd Street N toward Washington Ave)	Character unaltered, quality moderately altered	Moderate
KVP 24 (view from the corner of W Broadway Ave and Washington Ave N looking south toward the Project)	Character and quality unaltered	Moderate

Note: For several views described in the table, Appendix A includes a “before the Project” existing condition photograph and a computer-generated sketch-up simulation of the conceptual “after the Project” condition.

Table 4 Summary of Build Alternative Impacts – City of Brooklyn Park Landscape Unit

Description of View, Higher-Quality Visual Feature, or Primary Project Visual Feature	Photographic Documentation[1]	Level of Impact
KVP 1 (view to the southwest toward the proposed OMF from Rush Creek Regional Trail)	KVP 1	Adverse
KVP 2 (view to the east toward the proposed OMF from 101st Ave)	KVP 2	Adverse
KVP 3 (view to the northwest toward the proposed 73rd Ave/Bottineau Blvd Bridge from W Broadway Ave at 74th Ave)	KVP 3	Neutral
KVP 4 (view to the east toward proposed 73rd Ave/Bottineau Blvd Bridge from the southwest corner of Bottineau Blvd and 73rd Ave)	KVP 4	Neutral
KVP 5 (view to the north toward the proposed 73rd Ave/Bottineau Blvd Bridge from Bottineau Blvd at Prince of Peace Lutheran Church)	KVP 5	Neutral
KVP 6 (view to the south from Lakeland Ave N toward proposed 63rd Ave Station and park-and-ride garage)	KVP 6	Neutral
Rush Creek Regional Trail	Not applicable	Adverse
W Broadway Ave Bridge over TH 610	Not applicable	Neutral
Brooklyn Park Library	Not applicable	Neutral
Shingle Creek	Not applicable	Neutral
OMF	KVPs 1 and 2	Adverse
73rd Ave/Bottineau Blvd Bridge	KVPs 3, 4, and 5	Neutral
63rd Ave park-and-ride	KVP 6	Neutral

[1] "Not applicable" indicates that photographic documentation was not developed for that particular feature.

Table 5 Summary of Build Alternative Impacts – Cities of Crystal/Robbinsdale Landscape Unit

Description of View, Higher-Quality Visual Feature, or Primary Project Visual Feature	Photographic Documentation[1]	Level of Impact
KVP 7 (view to the east from the southwest corner of Bass Lake Rd and Bottineau Ave toward the proposed Bass Lake Rd Station)	KVP 7	Adverse
KVP 8 (view to the south along Bottineau Blvd from the northeast corner of Bass Lake Rd and Bottineau Blvd looking toward the proposed Bass Lake Rd Station)	KVP 8	Adverse
KVP 9 (view to the southeast along Bottineau Blvd from Twin Oak Dr.)	KVP 9	Neutral
KVP 10 (view to the north along Bottineau Blvd at the northeast corner of 40th Ave of the proposed Downtown Robbinsdale Station with the proposed park-and-ride structure in the background.)	KVP 10	Neutral
KVP 11 (view to the north from Parker Station Flats toward Crystal Lake)	KVP 11	Neutral
KVP 12 (view to the south from Lakeview Terrace Park at Bottineau Blvd)	KVP 12	Neutral
BNSF rail corridor	Not applicable	Neutral
City of Crystal gateway area	Not applicable	Neutral
Bottineau Blvd Bridge over CPKC rail corridor	Not applicable	Neutral
City of Robbinsdale gateway monument	Not applicable	Neutral
40th Streetscape	Not applicable	Neutral
Elm Lutheran Church	Not applicable	Neutral
Birdtown Flats	Not applicable	Neutral
Parker Station Flats	Not applicable	Neutral
Lakeview Terrace Park and Crystal Lake	KVPs 11 and 12	Neutral

[1] "Not applicable" indicates that photographic documentation was not developed for that particular feature.

Table 6 Summary of Build Alternative Impacts – City of Minneapolis Landscape Unit

Description of View, Higher-Quality Visual Feature, or Primary Project Visual Feature	Photographic Documentation[1]	Level of Impact
KVP 13 (view to the south from Victory Memorial Dr toward the Project)	KVP 13	Neutral
KVP 14 (view looking north from Theodore Wirth Pkwy toward the Project)	KVP 14	Neutral
KVP 15 (view looking northwest from northeast corner of Queen Ave N and W Broadway Ave)	KVP 15	Neutral
KVP 16 (view to the southeast from corner of Penn Ave N and W Broadway Ave)	KVP 16	Neutral
KVP 17 (view looking west from corner of Logan Ave N and W Broadway Ave toward Capri Theater)	KVP 17	Neutral
KVP 18 (view looking eastward on W Broadway Ave near Morgan Ave N)	KVP 18	Neutral
KVP 19 (view looking southwest from the northeast corner of N 21st Ave and Irving Ave N)	KVP 19	Neutral
KVP 20 (view looking east from Bell Building apartments and sidewalk at N 21st Ave); design option with station	KVP 20	Neutral
KVP 21 (view looking west from Bell Building apartments and sidewalk at N 21st Ave); design option without station	KVP 21	Neutral
KVP 22 (view looking north from the southwest corner of 10th Ave and Washington Ave N)	KVP 22	Neutral
KVP 23 (view looking northeast along 10th Ave N and 3rd Street N towards Washington Ave)	KVP 23	Neutral
KVP 24 (view from the corner of W Broadway Ave and Washington Ave N looking south toward the Project)	KVP 24	Neutral
Grand Rounds, Theodore Wirth Pkwy and Victory Memorial Dr	Not applicable	Neutral
Minneapolis Public Schools and Community Education Head Quarters	Not applicable	Neutral
Blossoms of Hope Public Art Transit Stop	KVP 16	Neutral
The Capri Theater	KVP 17	Neutral
North Minneapolis Youth Leadership Building (former church)	Not applicable	Neutral
Bell Building	Not applicable	Neutral
Club Jaeger building	KVP 22	Neutral
Metro Transit headquarters	Not applicable	Neutral
HERC site landscaping	Not applicable	Neutral
Ford Building	Not applicable	Neutral
Target Field Station Mixed-Use TOD	Not applicable	Neutral

[1]"Not applicable" indicates that photographic documentation was not developed for that particular feature.

5.3.2.2 City of Brooklyn Park Landscape Unit

Primary Project Visual Features

Stations

The following stations are proposed within the City of Brooklyn Park Landscape Unit:

- Oak Grove Pkwy (includes park-and-ride; see KVPs 1 and 2 below)
- 93rd Ave
- 85th Ave
- Brooklyn Blvd
- 63rd Ave (includes park-and-ride; see description of KVP 6 below)

Bridges and Structures

The following bridges and structures are proposed within the City of Brooklyn Park Landscape Unit:

- New OMF (see description of KVPs 1 and 2 below)
- New bridge over TH 610
- New bridge over 73rd Ave/Bottineau Blvd intersection (see description of KVPs 3, 4, and 5 below)
- New pedestrian overpass at 63rd Ave Station connected to parking garage (see description of KVP 6 below)

Photographic Documentation

The City of Brooklyn Park Landscape Unit includes KVPs 1 through 6, as described below. KVP location maps and photographs are provided in Appendix A of this report.

- ***KVP 1*** (view to the southwest toward the proposed OMF from Rush Creek Regional Trail) depicts changes to the viewshed as seen by recreational users. Views at this location would typically be of long duration, and viewers would have a moderately high sensitivity based on the recreational nature of land uses at this location. In the view from KVP 1, the new OMF building would be a prominent visual feature, altering the viewshed at this location. The new facility would introduce a large structure to an otherwise minimally developed area, resulting in a substantial alteration of the visual quality and character, as well as a partial obstruction of views. However, the Project would not preclude continued recreational use at this location. The overall visual quality impact would be adverse.
- ***KVP 2*** (view to the east toward the proposed OMF from 101st Ave) depicts changes to the viewshed as seen by roadway users and pedestrians. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a moderate sensitivity based on the rural and transportation-related nature of land uses at this location. In the computer modeled view from KVP 2, the new Project feature that would be most visible includes the new OMF, which would be prominent and alter the viewshed at this location. The new facility would introduce a large structure to an otherwise minimally developed area, resulting in a substantial alteration to the visual quality and character and introduce partial obstructions of long-distance views. The resulting visual quality impact would be adverse.
- ***KVP 3*** (view to the northwest toward the proposed 73rd Ave/Bottineau Blvd Bridge from W Broadway Ave at 74th Ave) depicts changes to the viewshed as seen by roadway users and pedestrians. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a moderate sensitivity based on the

transportation-related nature of land uses at this location. In the view from KVP 3, the new Project features that would be most visible include the new track, overhead catenary system, passing LRVs, and the new 73rd Ave/Bottineau Blvd Bridge. These new features would be highly visible and would alter the visual quality at this location. However, the new bridge would not substantially alter the visual character based on its location over an existing and highly used roadway, so the visual impact overall would be neutral.

- ***KVP 4*** (view to the east toward the proposed 73rd Ave/Bottineau Blvd Bridge from the southwest corner of Bottineau Blvd and 73rd Ave) depicts changes to the viewshed as seen by roadway users and pedestrians. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a moderate sensitivity based on the transportation-related nature of land uses at this location. In the view from KVP 4, the new Project features that would be most visible would be the new track, overhead catenary system, and passing LRVs. Additionally, the new 73rd Ave/Bottineau Blvd Bridge would be a prominent visual feature at this location. This new feature would be highly visible and would alter the visual quality at this location. However, the new bridge would not substantially alter the visual character based on its location over an existing and highly used roadway. Overall visual impact of the transitway in this location would be neutral.
- ***KVP 5*** (view to the north toward the proposed 73rd Ave/Bottineau Blvd Bridge from Bottineau Blvd at Prince of Peace Lutheran Church) depicts changes to the viewshed as seen by roadway users and pedestrians. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a moderate sensitivity based on the transportation-related nature of land uses at this location. In the computer-modeled view from KVP 5, the new Project feature that would be most visible would be the new 73rd Ave/Bottineau Blvd Bridge. This new feature would be highly visible and would alter the visual quality at this location. However, the new bridge would not substantially alter the visual character based on its location over an existing and highly used roadway, and the overall visual impact would be neutral.
- ***KVP 6*** (view to the south from Lakeland Ave N toward the 63rd Ave Station and park-and-ride garage) depicts changes to the viewshed as seen by roadway users and pedestrians. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a low sensitivity based on the transportation-related nature of land uses at this location. In the computer-modeled view from KVP 6, the new Project features that would be most visible would be the new track, overhead catenary system, and passing LRVs. These new features would be similar to the existing BNSF rail corridor, except located within the median of the roadway. Although the new rail would be noticeable, it would appear as a consistent linear feature within the corridor. Additionally, the new 63rd Ave Station and park-and-ride with pedestrian overpass structure would be highly visible. However, the new station and park-and-ride would not substantially alter the visual character or quality based on its location within an existing and highly used roadway. The overall visual quality impact would be neutral.

Summary of Visual Impacts

In the City of Brooklyn Park Landscape Unit, the corridor utilizes the existing right-of-way of W Broadway Ave. For much of the corridor, the transitway would be located in the center of the roadway and would have neutral effects to visual quality.

For most of the LRT alignment, the guideway would generally be level with adjacent land uses. However, at some locations, such as the new bridge over the 73rd Ave and Bottineau Blvd intersection, the

guideway would be elevated resulting in potential visual intrusions to adjacent sensitive receptors (e.g., residential land uses). Visual intrusions for sensitive receptors at these locations would result from both the altered viewshed for residents viewing the LRT corridor and vehicles and the ability for LRT users to view the residential land uses from passing LRT vehicles. However, where visual impacts would be adverse, implementation of Mitigation Measure 1 (Minimize Operational Night Lighting) and Mitigation Measure 2 (Visual Screening of Project Facilities), outlined below in Section 6.2, would help to further reduce the impacts of operation of the Project on sensitive viewer groups in the Project area.

Neutral impacts are anticipated because of station and TPSS construction, as these features would be designed to complement their surroundings, with variations in design that are consistent with the context of each station and TPSS location. TPSS features are introduced in Section 3.3, which include the size and siting considerations. However, it is anticipated that station features would also include passenger information displays, lighting, and security systems, which could alter the visual quality and character of the view for sensitive viewer groups. Coordination with stakeholders would continue throughout the Project design process for LRT stations and to address the siting of TPSSs to maintain neutral visual impacts. This process may include the development of additional visual screening as required.

Some Project features within the City of Brooklyn Park Landscape Unit would result in adverse effects to visual quality, as described below. Where visual impacts would be adverse, implementation of Mitigation Measure 1 (Minimize Operational Night Lighting) and Mitigation Measure 2 (Visual Screening of Proposed Project Facilities), outlined below in Section 6.2, would help to further reduce the impacts of operation of the Project on sensitive viewer groups in the Project area.

- ***OMF:*** The new OMF would be a prominent visual feature, altering the viewshed at this location. The new facility would introduce a large structure to an otherwise minimally developed area. Further, the new OMF would alter views for recreational users, and would result in adverse effects to visual quality. However, the new OMF and related Project elements, including landscaping and visual screening, would be designed in coordination with the City of Brooklyn Park and the Three Rivers Park District, and in accordance with local zoning ordinances.
- ***73rd Ave/Bottineau Bridge:*** While the Project was designed to minimize impacts on land uses/private property, the new 73rd Ave/Bottineau Bridge would result in the acquisition of commercial property to the south of the Brooklyn Blvd Station. The new bridge would be a prominent visual feature, altering the viewshed at this location and resulting in adverse effects to visual quality. However, the new bridge would not be out of character with the varied land uses (retail, commercial, transportation, etc.) at this location.
- ***63rd Ave Park-and-Ride/Pedestrian Bridge and Overpass:*** The new 63rd Ave park-and-ride and overpass would be prominent visual features, altering the viewshed at this location and resulting in adverse effects to visual quality. However, the new structure would not be out of character with the varied land uses (retail, commercial, transportation, etc.) at this location.

Impacts on the resources identified above in Section 4 as "higher-quality visual features" are described in detail below. Visual impacts to these resources because of Project implementation would generally be neutral. Where visual impacts would be adverse, implementation of Mitigation Measure 1 (Minimize Operational Night Lighting) and Mitigation Measure 2 (Visual Screening of Project Facilities), outlined below in Section 6.2, would help to further reduce the impacts of operation of the Project on sensitive viewer groups in the Project area. Impacts to the identified higher-quality visual features include:

- ***Rush Creek Regional Trail:*** Visual effects on the trail would be adverse. As described above, the new OMF would be a prominent visual feature, introducing a large structure to an otherwise minimally developed area. The presence of the OMF would alter views for recreational users of this existing trail.
- ***W Broadway Ave Bridge over TH 610:*** Visual effects on the bridge would be neutral. The new transitway bridge that would parallel the W Broadway Ave Bridge over TH 610 would block views of the W Broadway Ave Bridge, and the transitway bridge would be designed to be consistent with the TH 610 aesthetic guidelines.
- ***Brooklyn Park Library:*** Visual effects on the library would be neutral. The new transitway would run within the existing heavily trafficked transit corridor and would not change the visual quality from the library.
- ***Shingle Creek:*** Visual impacts on Shingle Creek would be neutral. The only transitway features in the vicinity would be the tracks and catenary in the center median of the roadway, and they would not visually interrupt clear views to the creek.

5.3.2.3 Cities of Crystal/Robbinsdale Landscape Unit

Primary Project Visual Features

Stations

The following stations are proposed within the Cities of Crystal/Robbinsdale Landscape Unit:

- Bass Lake Rd (includes park-and-ride)
- Robbinsdale (includes park-and-ride)

Bridges and Structures

The following bridges and structures are proposed within the Cities of Crystal/Robbinsdale Landscape Unit:

- New roadway grade-separated interchange over Bass Lake Rd
- New bridge over the CPKC rail corridor
- New bridge over TH 100

Photographic Documentation

The Cities of Crystal/Robbinsdale Landscape Unit includes KVPs 7 through 12, as described below. KVP location maps and photographs are provided in Appendix A of this report.

- ***KVP 7*** (view to the east from the southwest corner of Bass Lake Rd and Bottineau Ave toward the proposed Bass Lake Rd Station) depicts changes to the viewshed as seen by trail users and pedestrians. Views at this location would typically be of both short and medium duration, depending on the viewer group, and viewers would have a high sensitivity based on the recreational land use at this location. Based on comments received from the City of Crystal on the Supplemental Draft EIS, visual impacts were reexamined with a stronger emphasis on viewer sensitivity of nearby residents and pedestrians. In the view from KVP 7, the new Project features

that would be most visible would be the elevated roadway segments and multiple height piers raising Bottineau Ave above Bass Lake Rd with the Bass Lake Rd Station remaining at grade along with the new track, overhead catenary system, and passing LRVs. The interchange would be a highly noticeable visual shift from an at-grade multilane roadway to a more view-restricted, multistructure highway facility. This would highly change the visual quality, but the visual character would remain unchanged at this location. Overall visual impact of the transitway in this location would be adverse.

- ***KVP 8*** (view to the south along Bottineau Blvd from the northeast corner of Bass Lake Rd and Bottineau Blvd looking toward Bass Lake Rd Station) depicts changes to the viewshed as seen by roadway users and pedestrians, with pedestrians representing nearby residents, shoppers, and workers. Views at this location would typically be of multiple duration (short, medium, and long), depending on the viewer group, and viewers would have a high sensitivity based on the residential and commercial nature of land uses at this location. Based on comments received from the City of Crystal on the Supplemental Draft EIS, visual impacts were reexamined with a stronger emphasis on viewer sensitivity of park and trail users and pedestrians. In the computer-modeled view from KVP 8, the new Project features that would be most visible would be the multiple structural components of the roadway interchange (ramps, piers, abutments, bridge girders, and retaining walls from raising Bottineau Ave above Bass Lake Rd) as well as the at-grade station canopies, trackway, overhead catenary system, and passing LRVs. The interchange would be the most noticeable visual shift because it restricts views and limits the amount of daylight under the new bridge decks. This would change the visual quality, but the visual character would remain unchanged at this location. The visual impact of the of the Bass Lake Rd Station and interchange in this location would be adverse.
- ***KVP 9*** (view to the southeast along Bottineau Blvd from Twin Oak Dr) depicts changes to the viewshed as seen by roadway users and pedestrians, business owners, and workers. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a low sensitivity based on the varied land uses (residential, retail, commercial, transportation, etc.) at this location. In the computer-modeled view from KVP 9, the new Project features that would be most visible would be the new track, overhead catenary system, and passing LRVs. This area of the City of Robbinsdale is highly commercial and already functions as a high transit corridor. While the removal of the median plantings and streetscape features would be a visual change, it would not be substantial enough to change the character or quality of the view. The visual character and quality of Downtown Robbinsdale would not be substantially altered. The overall visual impact of the transitway in this location would be neutral.
- ***KVP 10*** (view to the north along Bottineau Blvd at the northeast corner of 40th Ave of the Downtown Robbinsdale Station with the proposed park-and-ride structure (scale under development) in the background) depicts changes to the viewshed as seen by pedestrians, roadway users, business owners, and workers. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a moderate sensitivity based on the varied land uses (residential, church, retail, commercial, transportation, etc.) at this location. In the computer-modeled view from KVP 10 (LRT station south of 40th Ave), the most visible Project features station platforms and canopies, trackway, overhead catenary system, LRVs, and the multi-story park-and-ride facility (scale under development) located in the adjacent U.S. Bank parking lot. This area of the City of Robbinsdale is highly commercial and already functions as a high transit corridor. Therefore, the visual character and quality will not be substantially altered. The proposed park-and-ride facility would be a visual shift from the existing surface parking lot. The size of the proposed structure would not alter the

existing character of the lot. The visual quality of the view would not be substantially altered by the addition of the station and park-and-ride facility. For these reasons, the overall visual impact of the transitway in this location would be neutral.

- ***KVP 11*** (view to the north from Parker Station Flats toward Crystal Lake) depicts changes to the viewshed as seen by residents of Parker Station Flats, pedestrians, and roadway users. Views at this location would be of both short and long duration, depending on the viewer group, and viewers would have a low sensitivity based on varied land uses (recreational, residential, commercial, transportation, etc.) at this location. In the view from KVP 11, the new Project features that would be most visible include the catenary system and passing LRVs. These new features would alter the visual quality by removing the planted median, however not substantially. The character and quality would not be substantially altered because of the location within an existing and highly used roadway. The overall visual impact of the transitway in this location would be neutral.
- ***KVP 12*** (view to the south from Lakeview Terrace Park at Bottineau Blvd) depicts changes to the viewshed as seen by roadway users, pedestrians, and park users. Views at this location would typically be of both short and long duration, depending on the viewer group, and viewers would have a low sensitivity based on the varied land uses (recreational, residential, commercial, transportation, etc.) at this location. In the computer-modeled view from KVP 12, the new Project features that would be most visible include the overhead catenary system and passing LRVs. These new features would be noticeable; however, the visual character would not be substantially altered at this location based on their location within an existing and highly used roadway. The decorative pergola and plantings at this location would be removed as part of the Project, negatively impacting the visual quality. Lakeview Terrace Park is set back from Bottineau Blvd and in a lower elevation, naturally screening the road from park users. Overall visual impact of the transitway in this location and the removal of aesthetic features would not substantially change the visual quality or character; the impact would be neutral.

Summary of Visual Impacts

In the Cities of Crystal/Robbinsdale Landscape Unit, the transitway would be located in the center of the roadway, removing the median from Bottineau Blvd. With the exception of an adverse visual quality impact from the interchange at Bass Lake Rd and Bottineau Blvd, the remaining impact on visual quality would be neutral because of the already high transit character of the roadway.

The LRT alignment would generally be level with adjacent land uses. However, at some locations, such as the new bridges over the CPKC rail corridor and TH 100, the guideway would be elevated and would result in similar visual intrusions to adjacent sensitive receptors (residential land uses) as described below.

Where sensitive receptors are located adjacent to the corridor, visual intrusions would result from the increased frequency of vehicles passing through the area, the introduction of new light sources from LRT vehicles and stations, and the altered viewshed for residents viewing the LRT corridor and vehicles. Additionally, the ability for LRT users to view the residential land uses from passing LRT vehicles could also constitute a visual intrusion. Visual intrusions for sensitive receptors would result from the altered viewshed for residents viewing the LRT corridor. Passengers on the LRT would also have visual intrusions to the residential land uses from passing LRT vehicles. At locations where moderate visual effects are anticipated, including where sensitive receptors are located adjacent to the corridor, transitway elements added to the rail corridor may be visually screened or softened using landscaping where adequate space permits. Implementation of Mitigation Measure 1 (Minimize Operational Night Lighting)

and Mitigation Measure 2 (Visual Screening of Project Facilities), outlined below in Section 6.2, would help to further reduce the impacts of operation of the Project on sensitive viewer groups in the Project area.

Neutral impacts are anticipated because of station and TPSS construction, as these features would be designed to complement their surroundings, with variations in design that are consistent with the context of each station and TPSS location. TPSS features are introduced in Section 3.3, which include the size and siting considerations. Coordination with stakeholders would continue throughout the Project design process to address the siting of TPSSs and to maintain neutral visual impacts, including additional visual screening as required. However, it is anticipated that station features would also include passenger information displays, lighting, and security systems. These features could alter the visual quality and character of the view for sensitive viewer groups.

Impacts on the resources identified above in Section 4 as "higher-quality visual features" are described in detail below. Visual impacts to these resources due to the Project implementation would generally be neutral. However, where visual impacts would be adverse, implementation of Mitigation Measure 1 (Minimize Operational Night Lighting), Mitigation Measure 2 (Visual Screening of Project Facilities), and Mitigation Measure 3 (Context-Sensitive, Aesthetic Facility Design Enhancement) outlined below in Section 6.2, would help to further reduce the impacts of operation of the Project on sensitive viewer groups in the Project area. Impacts to the identified higher-quality visual features include:

- ***BNSF rail corridor:*** Visual impacts on the rail corridor and the greenspace masking it would be neutral. The rail corridor would not be impacted by the new transit line and would not alter views of the green buffer.
- ***City of Crystal gateway area:*** Visual impacts on the gateway area would be neutral. The gateway sign and landscaping are near the intersection corner and would not conflict with the station location.
- ***Bottineau Blvd Bridge over CPKC rail corridor:*** Visual impacts on the bridge would be neutral because the bridge is not physically impacted. The new bridge for the transitway over the railroad would be separated visually by commercial development, which would minimize visual influence between them.
- ***City of Robbinsdale entry monument at TH 100:*** Visual impacts on the gateway area would be neutral. The gateway sign and landscaping are near the intersection and would not conflict with the station location.
- ***Elim Lutheran Church:*** Visual impacts on the church would be neutral because the transitway infrastructure would run within the existing Bottineau Blvd roadway and would not alter view of the building.
- ***Birdtown Flats:*** Visual impacts on the apartment building would be neutral because the transitway infrastructure would run within the existing Bottineau Blvd roadway and would not alter views of the building.
- ***Parker Station Flats:*** Visual impacts on the apartment building would be neutral because the transitway infrastructure would run within the existing Bottineau Blvd roadway and would not alter views of the building.
- ***Lakeview Terrace Park and Crystal Lake:*** Visual impacts on the park and lake would be neutral because the transitway infrastructure would run within the existing Bottineau Blvd roadway. Although views toward the park and lake may be interrupted, the natural views would remain unchanged.

5.3.2.4 City of Minneapolis Landscape Unit

Primary Proposed Project Visual Features

Stations

The following LRT stations are proposed within the City of Minneapolis Landscape Unit:

- Lowry Ave Station (Lowry/Oakdale Aves and Theodore Wirth Pkwy)
- Penn Ave N
- James Ave Station (N 21st Ave and James Ave N)
- Lyndale Ave Station (N 21st Ave and Aldrich/Lyndale Aves N)
- W Broadway Station (Washington Ave N and W Broadway Ave)
- Plymouth Ave Station (Washington Ave N between Plymouth and 10th Aves N)

Bridges and Structures

The following Project structures are proposed within the City of Minneapolis Landscape Unit:

- Replacement and modifications to existing Bottineau Blvd Bridge segments
- New bridge over I-94, N 21st Ave to Washington Ave N
- LRT structure at Target Field Station

Photographic Documentation

The City of Minneapolis Landscape Unit includes KVPs 13 through 24, as described in detail below. KVP location maps and several photographs are provided in Appendix A of this report.

- ***KVP 13*** (view to the south from Victory Memorial Dr toward the proposed Lowry Ave Station) depicts changes to the viewshed as seen by parkway users, including cyclists, joggers, walkers, and motorists, as well as adjacent residents and recreational users such as birdwatchers and picnickers. Views at this location would be of moderate to short duration, and viewers would have a high sensitivity based on the park and residential land uses. In this location, the Grand Rounds visually and physically interacts with overhead roadway bridges and access ramps serving Lowry Ave, Bottineau Blvd and W Broadway Ave. In views from KVP 13, Victory Memorial Dr and its associated trails and parkway furnishings are realigned to pass under a replacement bridge for Lowry Ave as well as an extension of the western segment of the Bottineau/Broadway Ave Bridge. New and expanded bridge features and a realigned parkway would not alter visual character or visual quality at this KVP due to the pre-existing bridges and local roadway infrastructure. Overall visual impact of the transitway in this location would be neutral.
- ***KVP 14*** (view looking north from Theodore Wirth Pkwy toward the proposed Lowry Ave Station) depicts changes to the viewshed as seen by parkway users, including cyclists, joggers, and walkers, recreational users such as birdwatchers and picnickers and adjacent residents. Views at this location would be of moderate to short duration, and viewers would have a high sensitivity based on the park and residential land uses. In this location, the Grand Rounds visually and physically interacts with overhead roadway bridges and access ramps serving Bottineau Blvd and W Broadway Ave. In views from KVP 14, new trails, landscape park space and the extended southbound Bottineau Blvd Bridge are visible in the foreground with a portion of the Lowry Ave Station canopy, overhead catenary system, and LRVs visible in the distance. Transitway features would not alter visual character or visual quality due to the pre-existing bridges and local roadway infrastructure. Overall visual impact of the transitway in this location would be neutral.

- ***KVP 15*** (view looking northwest from northeast corner of Queen Ave N and W Broadway Ave) depicts changes to the viewshed as seen by roadway users, pedestrians, residents, business owners, and workers. Views at this location would be of moderate to short duration, and viewers would have a moderate sensitivity based on the mixed residential and commercial land uses. In views from KVP 15, visible Project features include the crosswalk, low decorative pedestrian protection walls and bollards toward the west end of Penn Ave station, overhead catenary system, guideway, and passing LVRs. Transitway features would not significantly alter visual character or quality, so visual impact would be neutral.
- ***KVP 16*** (view to the southeast from corner of Penn Ave N and W Broadway Ave) depicts changes to the viewshed as seen by roadway users, pedestrians, residents, business owners, and workers. Introduction of the transitway in this area would include the removal of a two-story neighborhood commercial building and a minor relocation of the Blossoms of Hope Public Art Transit Stop. Views at this location would be of moderate to short duration, and viewers would have a moderate sensitivity based on the mix of commercial and residential land uses. The Blossoms of Hope Public Art Transit Stop enhances visual quality in this location. In view from KVP 16, visible Project features include the overhead catenary system, guideway with bollards and chains, and passing LVRs. Transitway features would not alter visual character or quality or obscure views of buildings, pedestrians, or roadway users. Visual impact would be neutral.
- ***KVP 17*** (view looking west from corner of Logan Ave N and W Broadway Ave toward Capri Theater) depicts changes to the viewshed as seen by roadway users, pedestrians, residents, business owners, and workers. Views at this location would typically be of short to medium duration, and viewers would have a moderately high sensitivity based on the adjacent mixed residential and commercial land uses. In views from KVP 17, the most visible Project features include the overhead catenary system, guideway, and passing LRVs. Transitway features would not obscure views of the Capri Theater or alter visual character or quality, so visual impact would be neutral.
- ***KVP 18*** (view looking eastward on W Broadway Ave near Morgan Ave N) depicts changes to the viewshed as seen by roadway users, pedestrians, and residents. Views at this location would typically be of medium duration, and viewers would have a high sensitivity based on the adjacent residential land use. The existing condition includes a narrow, center landscape median planted with lawn and shade trees. In views from KVP 18, the narrow, center landscape median and shade trees would be replaced by the transitway. The most visible transitway features visible from KVP 18 include the low pedestrian protection walls of the crosswalk, overhead catenary system, guideway, and passing LRVs. While transitway features moderately alter visual character and quality, overall visual impact would be neutral.
- ***KVP 19*** (view looking southwest from the northeast corner of N 21st Ave and Irving Ave N) depicts changes in the viewshed as seen by residents and pedestrians. Views at this location would be of short to medium duration, and viewers would have a high sensitivity based on the adjacent residential uses. Several existing buildings would be removed to accommodate the transitway and station. Visible transitway features from KVP 19 would include the guideway, overhead catenary, bollard and chain guideway separator, access ramp, station canopy, semi-transparent enclosure walls, and lighting. Transitway features would moderately alter the visual character and quality, and visual impact would be neutral.
- ***KVP 20*** (view looking east from Bell Building apartments and sidewalk at N 21st Ave) depicts changes to the viewshed as seen by residents, business owners, and workers. Several buildings along the north side of the street would be removed to accommodate the transitway. Views at this location would typically be of medium duration, and viewers would have a moderately high sensitivity based on the adjacent residential, commercial, and institutional land uses. For KVP

20, the street has been replaced by the transitway and adjacent curb height bikeways and walkways. The most visible Project features include the bollard and chain guideway separators, station canopy, semi-transparent enclosure walls, lighting, overhead catenary, and guideway, and passing LRVs. Transitway features would not substantially change visual character or quality, so visual impact would be neutral.

- ***KVP 21*** (view looking west from the Bell Building apartments and sidewalk at N 21st Ave) depicts changes to the viewshed as seen by residents, business owners, and workers. Views at this location would typically be of medium duration, and viewers would have a moderately high sensitivity based on the adjacent residential, commercial, and institutional land uses. Similar to KVP 20, the street has been replaced by the transitway and adjacent curb height bikeways and walkways. The most visible Project features include the bollard and chain guideway separators, the overhead catenary system, guideway, and passing LRVs. Transitway features would not substantially change visual character or quality, so visual impact would be neutral.
- ***KVP 22*** (view looking north from the southwest corner of 10th Ave N and Washington Ave N) depicts changes to the viewshed as seen by residents, workers, and business owners. Views at this location would typically be of medium duration, and viewers would have a moderate sensitivity based on the adjacent residential, commercial, and industrial land uses. Visible Project features would include low pedestrian protection walls, station canopy, semi-transparent enclosure walls, lighting, overhead catenary, guideway, and passing LRVs. Transitway features would not substantially change visual character or quality, so visual impact would be neutral.
- ***KVP 23*** (view looking northeast from the northeast corner of 10th Ave N and N 3rd Street) depicts changes to the viewshed as seen by residents, workers, and business owners. Views would typically be of moderately long duration and have a moderately high sensitivity based on the adjacent residential uses together with a mix of commercial and industrial land uses. For KVP 23, the street is replaced with the transitway, protected bike lanes, and sidewalks. The most visible Project features include the overhead catenary system, guideway, bollard and chain track separators, and passing LRVs. Transitway features would not substantially change visual character or quality, so visual impact would be neutral.
- ***KVP 24*** (view from the corner of W Broadway Ave and Washington Ave N looking south toward the Project) depicts changes to the viewshed as seen by pedestrians, residents, workers, business owners, and recreational users. Views at this location would be of short to medium duration, and viewers would have a moderate sensitivity based on the varied land uses (commercial, industrial, transportation, residential, and recreational) in this location. The most visible Project features include bollard and chain guideway separators, a station canopy, lighting, overhead catenary, guideway, and passing LRVs. Transitway features would not substantially change the visual character or visual quality, so the visual impact would be neutral.

Summary of Visual Impacts

Considering the existing extents of the former electric streetcar system through Downtown Robbinsdale and North Minneapolis and the industrial-utilitarian character of the area east of I-94 approaching Downtown, it is anticipated that visual impacts from the transitway would be neutral for the Build Alternative within the City of Minneapolis Landscape Unit.

Neutral impacts are anticipated because of station and TPSS construction, as these features would be designed to complement their surroundings, with variations in design that are consistent with the context of each station and TPSS location. TPSS features are introduced in Section 3.3, which includes the size and siting considerations. Coordination with stakeholders, including the Minneapolis Park and

Recreation Board, would continue throughout the Project design process to address the siting of TPSSs and to maintain neutral visual impacts, including additional visual screening as required. However, it is anticipated that station features would also include passenger information displays, lighting, and security systems, which could alter the visual quality and character of the view for sensitive viewer groups.

Impacts on the resources identified in Section 4 as "higher-quality visual features" are described in detail below. Visual impacts to these resources due to the Project implementation would generally be neutral. However, where visual impacts would be adverse (should the W Broadway or N 21st Ave I-94 flyover bridges be included), implementation of Mitigation Measures would be required. Mitigation Measure 1 (Minimize Operational Night Lighting) and Mitigation Measure 2 (Visual Screening of Project Facilities), outlined below in Section 6.2, would help to reduce impacts of the Project on highly sensitive viewer groups in the Project area. Impacts to the identified higher-quality visual features include:

- ***Grand Rounds, Theodore Wirth Pkwy and Victory Memorial Dr:*** Visual impacts on the Grand Rounds would be neutral because the new Project sits within the viewshed of multiple existing roadway bridges and access ramps.
- ***City of Minneapolis Public Schools and Community Education Head Quarters:*** Transitway features would not obscure views or alter the visual character and quality of the buildings; therefore, the visual impact would be neutral.
- ***Blossoms of Hope Public Art Transit Stop:*** Views of the artist-designed plaza, bus shelter, and large, brightly painted, steel flowers would not be obscured by transitway features, and the visual impact from the transitway would be neutral.
- ***The Capri Theater:*** Built in 1927, the two-story red brick theater was served by electric streetcar for more than a decade. Transitway features would not obscure views of the building or its iconic entrance canopy and sign; the visual impact from the transitway would be neutral.
- ***North Minneapolis Youth Leadership Building:*** In replacing the roadway with the transitway, in this alignment option, the plans and visualization illustrate the loss of several medium-size street trees growing in front of the former church building on both sides of N 21st Ave. The visual impact of the transitway would cause adverse visual impact because these existing trees soften the streetscape and help to unify the varied, eclectic visual character of the N 21st Ave corridor.
- ***Bell Building:*** As depicted in the plans and visualizations, the transitway would replace the roadway in this alignment alternative. Also depicted are the addition of new sidewalk, lawn, and street trees. Consequently, the visual impact of the transitway on the Bell Building would be neutral.
- ***Metro Transit headquarters:*** Visual impacts to the Metro Transit's building would be neutral because it is already located along a busy highway and serves as a transit vehicle service and storage site.
- ***HERC site landscaping:*** Visual impacts to the HERC site landscaping would be neutral. The transitway would run parallel to 6th Ave in a widened right-of-way that would require partial removal of planter wall, trees, and the lawn area at the southeast corner of 6th Ave and 7th St.
- ***Ford Building:*** Visual impacts to the Ford Building would be neutral because the existing METRO Blue and Green Line LRT alignment already pass the building along 5th Street.
- ***Target Field Station Mixed-Use TOD:*** Visual impacts to Target Field Station and its associated transit, public space, entertainment, hospitality, office, and commercial components would be neutral because the existing METRO Blue and Green Line LRT alignment already pass through the facilities.

5.3.3 Construction Impacts

Anticipated visual effects during construction of the Project would be similar to the appearance of typical roadway projects including the temporary presence of heavy equipment, traffic control measures, and construction activities. Areas where construction activities for Project features would be particularly noticeable to sensitive viewer groups include:

- The construction of the new bridge for the transitway over TH 610 would be highly visible to travelers along eastbound TH 610.
- Bass Lake Rd Interchange option would be disruptive and highly visible to travelers along Bottineau Blvd. The construction of the elevated roadway would likely require occasional temporary roadway closures or detours. The construction would also likely impact adjacent residences, businesses, and pedestrian access to Becker Park.
- Users of Theodore Wirth Pkwy and Victory Memorial Dr would likely perceive construction activity as undesirable and not consistent with their anticipated recreational experience. The construction of the Lowry Ave Station would be visible to Grand Rounds users.

In general, the potential short-term impacts that would occur during Project construction would be associated with construction staging areas, concrete and form installation, removal of some of the existing vegetation, lights and glare from construction areas, and generation of dust and debris in the Project area, as described in further detail below.

Temporary construction activities are anticipated to include partial or complete road and lane closures, vehicle and pedestrian detours, construction material deliveries, and transport of construction equipment. In general, construction staging areas would be located adjacent to the Project area, where the presence of construction equipment and earthmoving activities are not anticipated to be visually intrusive and would be compatible with the surrounding landscape. Where the transitway passes along recreation areas and residential neighborhoods, construction activities, such as grading, vegetation removal, and lighting of work areas, would likely be perceived as visually disruptive.

Construction impacts would be temporary, and construction staging areas would be restored to pre-Project conditions after construction is completed. At locations where higher visual effects are anticipated, the loss of existing vegetation on side slopes for grading or access purposes would be replaced to the extent feasible. Implementation of Mitigation Measure 3 (Minimize Visual Disruption from Construction Activities), outlined below in Section 6.2, would help to further reduce the impacts of construction of the Project on sensitive viewer groups in the Project area.

6 Conclusions and Recommendations

6.1 Overview of Evaluation Results

Overall, the Project would not result in a substantial change to the visual character of the corridor. Neutral visual effects are anticipated to result from the Project implementation along most segments. However, adverse visual effects would occur in some areas, such as the interchange at Bass Lake Rd and Bottineau Blvd.

At locations where adverse visual effects are anticipated, transitway elements added to the Project corridor may be visually screened or softened using landscaping where adequate space permits. Several local plans address aesthetic and visual resources in the Project area, and applicable policies include the establishment of design and landscape guidelines. The Minneapolis Park and Recreation Board and the

affected communities would be involved in the selection of landscape treatments that would be consistent with applicable local policies and be compatible with the character of the parks and surrounding neighborhoods. In general, lost vegetation for disturbed areas would be replaced with vegetation of a similar type where feasible. Where new physical features of the transitway are introduced, efforts would be made to screen or soften the view.

Neutral impacts are anticipated because of station and TPSS construction. Stations would be designed to be aesthetically attractive and to complement their surroundings. However, it is anticipated that station features would also include passenger information displays, lighting, and security systems. Coordination with stakeholders would continue throughout the Project design process for LRT stations. Additionally, TPSS facilities would be designed to complement their surroundings and would incorporate landscaping features to minimize visual intrusion as appropriate. To further minimize visual quality impacts of TPSS siting, the siting would be customized for each location based on the context of each facility in relation to adjacent properties and resources. Coordination with stakeholders would continue throughout the Project design process for proposed TPSSs.

6.2 Mitigation Measures

Implementation of Mitigation Measures 1 through 3, outlined below, would help to further reduce the impacts of operation and construction of the Project on sensitive viewer groups in the Project area.

6.2.1 Operational Mitigation Measures

6.2.1.1 Mitigation Measure 1: Minimize Operational Night Lighting

To minimize impacts on sensitive receptors resulting from nighttime operational lighting to the extent feasible and consistent with safety and security, permanent exterior lighting could be designed and installed so that (a) the lighting does not cause excessive reflected glare or light pollution, and (b) illumination of the Project and its immediate vicinity is minimized.

6.2.1.2 Mitigation Measure 2: Visual Screening of Project Facilities

To the extent feasible, Project facilities have been sited to avoid locations in proximity to residences, parks, or other sensitive visual receptors. Where avoidance is not feasible, or where greater visual or privacy effects are anticipated to result from the introduction of new physical features of the Project, mitigation efforts would be considered, such as to screen or soften the view using landscaping or walls where adequate space permits. Landscape treatments could be selected for consistency with applicable local policies, consideration for agency maintenance budgets and staffing, and for compatibility with the character of the parks and surrounding neighborhoods.

6.2.1.3 Mitigation Measure 3: Context-Sensitive, Aesthetic Facility Design Enhancement

Applying contextually sensitive aesthetic design enhancements to the development of Project facilities such as station canopies, railing systems, retaining walls, noise walls and bridges, as well as to the reconstruction (where required) of Project area streetscapes could help mitigate visual impacts by allowing facilities to enhance and complement the existing built environment, especially in areas of high use. The 2008 West Broadway Alive Small Area Plan includes references to enhancing the avenue's appearance by integrating culturally relevant public art, wayfinding, plantings, and decorative pedestrian lighting into new public streetscapes and redevelopment projects.

The Council has prepared design guidelines for key structures throughout the light rail alignment, focusing on bridges and retaining walls. Those guidelines are included within the *Visual Quality Guidelines for Key Structures* (Council 2015). These guidelines were developed by the Council, reflecting

various coordinating efforts with affected local jurisdictions. The guidelines have been used by the Council in the advancement of the Project's design and development. The guidelines have and will help to ensure a consistent aesthetic element for key structures throughout the Project Alignment, while allowing for some flexibility in wall treatments.

6.2.2 Construction Period Mitigation Measures

6.2.2.1 Mitigation Measure 4: Minimize Visual Disruption from Construction Activities

Mitigation activities could follow the Council's design guidelines to address construction impacts where appropriate and practical. Guidelines include:

- Locating staging areas in places where their visibility will be minimal and provide temporary construction screens or barriers to limit views into them from nearby residential areas, community facilities, recreational areas and trails, or other public open spaces from which they will be seen by visually sensitive viewers.
- Use of construction methods that minimize the need to remove vegetation to accommodate construction activities.
- Shielding light sources used in nighttime construction to reduce lighting impacts for residential areas.
- Restoring areas disturbed during construction.

7 References

City of Minneapolis

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2014 (April). Bottineau Transitway Draft Environmental Impact Statement.

USDOT, FTA and Hennepin County Regional Railroad Authority, Metropolitan Council

2012 (September). Bottineau Transitway Technical Report Visual Quality.

Appendix A Key View Location Maps and Photographs for Project

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APPENDIX

REFERENCE VISUALIZATIONS

February 21, 2025

METRO BLUE LINE EXTENSION

BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS

METROPOLITAN COUNCIL

Hennepin

Federal Transit Administration

SFEIS Key View Point (KVP) Package*

KVP-01 ..... View looking southwest toward proposed OMF, from Rush Creek Regional Trail

KVP-02 ..... View looking east toward proposed OMF, from 101st Ave N

KVP-03 ..... View looking northwest along West Broadway Ave, from 73rd Ave N

KVP-04 ..... View looking east toward proposed 73rd Ave N/Bottineau Blvd bridge, from the southwest corner of Bottineau Blvd and 73rd Ave N

KVP-05 ..... View looking north toward proposed 73rd Ave N/Bottineau Blvd bridge, from Crystal Lake Regional Trail at Prince of Peace Lutheran Church

KVP-06 ..... View looking south toward proposed 63rd Ave Station and existing park-and-ride garage, from Lakeland Ave N

KVP-07 ..... View looking east toward proposed Bass Lake Rd Station, from southwest corner of Bass Lake Rd and Bottineau Blvd

KVP-08 ..... View looking south toward proposed Bass Lake Rd Station, from northeast corner of Bass Lake Rd and Bottineau Blvd

KVP-09 ..... View looking southeast along Bottineau Blvd toward proposed Downtown Robbinsdale Station, from 43rd Ave N

KVP-10 ..... View looking north along Bottineau Blvd, from northeast corner of 40th Ave N

KVP-11 ..... View looking north along Bottineau Blvd toward Crystal Lake, from Parker Station Flats

KVP-12 ..... View looking south along Bottineau Blvd, from Lakeview Terrace Park

KVP-13 ..... View looking south toward proposed Lowry Ave Station, from Victory Memorial Dr

KVP-14 ..... View looking northeast toward proposed Lowry Ave Station, from Theodore Wirth Pkwy

KVP-15 ..... View looking northwest, from northeast corner of Queen Ave N and West Broadway Ave

KVP-16 ..... View looking southeast, from corner of Penn Ave N and West Broadway Ave

KVP-17 ..... View looking west toward Capri Theater, from corner of Logan Ave N and West Broadway Ave

KVP-18 ..... View looking east on West Broadway Ave, from Morgan Ave N

KVP-19 ..... View looking west, from Irving Ave N and 21st Ave N

KVP-20 ..... View looking east, from Bell Lofts apartment building and sidewalk at 21st Ave N

KVP-21 ..... View looking west, from Bell Lofts apartment building and sidewalk at 21st Ave N

KVP-22 ..... View looking north toward proposed Plymouth Ave Station, from 10th Ave N and Washington Ave N

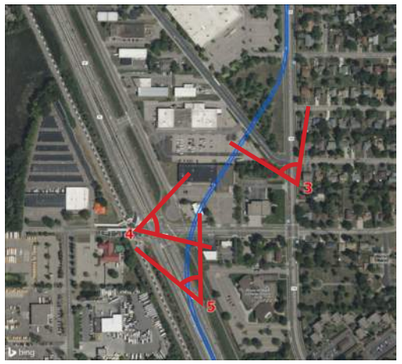
KVP-23 ..... View looking northeast, from 10th Ave N and 3rd St N

KVP-24 ..... View looking south, from Washington Ave N and West Broadway

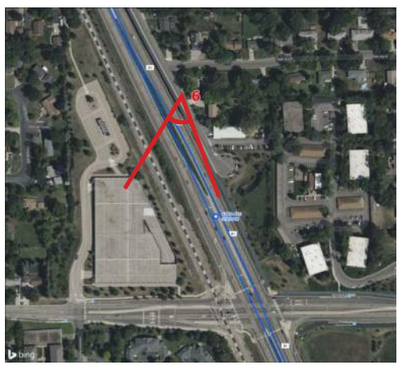
* *SFEIS KVP visualizations based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings. All elements represented are subject to change as the design process advances.*

KVP-01-02

KVP-03-05



KVP-06



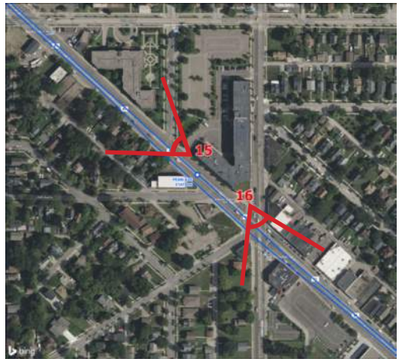
KVP-07-08

KVP-09-10

KVP-11-12

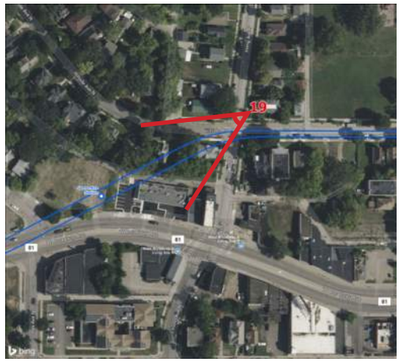
KVP-13-14

KVP-15-16



KVP-17-18

KVP-19



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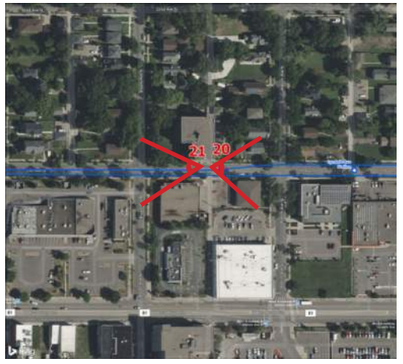
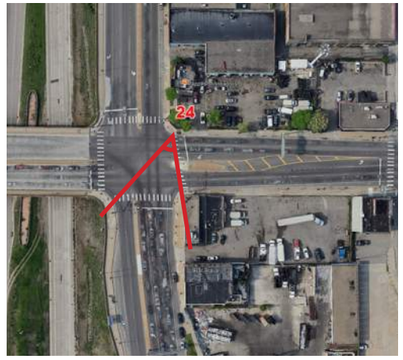


KVP-22-23

KVP-24



DRAFT - WORK IN PROCESS

BLUE LINE EXTENSION REFERENCE VISUALIZATIONS

KVP Viewsheds

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KVP-01: EXISTING

View looking southwest toward proposed OMF, from Rush Creek Regional Trail

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-01: PROPOSED

View looking southwest toward proposed OMF, from Rush Creek Regional Trail

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-02: EXISTING

View looking east toward proposed OMF, from 101st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-02: PROPOSED

View looking east toward proposed OMF, from 101st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-03: EXISTING

View looking northwest along West Broadway Ave, from 73rd Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-03: PROPOSED

View looking northwest along West Broadway Ave, from 73rd Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-04: EXISTING

View looking east toward proposed 73rd Ave N /Bottineau Blvd bridge, from the southwest corner of Bottineau Blvd and 73rd Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-04: PROPOSED

View looking east toward proposed 73rd Ave N/Bottineau Blvd bridge, from the southwest corner of Bottineau Blvd and 73rd Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-05: EXISTING

View looking north toward proposed 73rd Ave N/Bottineau Blvd bridge, from Crystal Lake Regional Trail at Prince of Peace Lutheran Church

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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METRO BLUE LINE EXTENSION

KVP-05: PROPOSED

View looking north toward proposed 73rd Ave N/Bottineau Blvd bridge, from Crystal Lake Regional Trail at Prince of Peace Lutheran Church

Hennepin

METROPOLITAN COUNCIL

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-06: EXISTING

View looking south toward proposed 63rd Ave Station and existing park-and-ride garage, from Lakeland Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-06: PROPOSED

View looking south toward proposed 63rd Ave Station and existing park-and-ride garage, from Lakeland Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-07: EXISTING

View looking east toward proposed Bass Lake Rd Station, from southwest corner of Bass Lake Rd and Bottineau Blvd

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-07: PROPOSED

View looking east toward proposed Bass Lake Rd Station, from southwest corner of Bass Lake Rd and Bottineau Blvd

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-08: EXISTING

View looking south toward proposed Bass Lake Rd Station, from northeast corner of Bass Lake Rd and Bottineau Blvd

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-08: PROPOSED

View looking south toward proposed Bass Lake Rd Station, from northeast corner of Bass Lake Rd and Bottineau Blvd

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-09: EXISTING

View looking southeast along Bottineau Blvd toward proposed Downtown Robbinsdale Station, from 43rd Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-09: PROPOSED

View looking southeast along Bottineau Blvd toward proposed Downtown Robbinsdale Station, from 43rd Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-10: EXISTING

View looking north along Bottineau Blvd, from northeast corner of 40th Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-10: PROPOSED

View looking north along Bottineau Blvd at Downtown Robbinsdale Station, from northeast corner of 40th Ave N.
Proposed Park & Ride structure shown, scale under development.

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-11: EXISTING

View looking north along Bottineau Blvd toward Crystal Lake, from Parker Station Flats

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-11: PROPOSED

View looking north along Bottineau Blvd toward Crystal Lake, from Parker Station Flats

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-12: EXISTING

View looking south along Bottineau Blvd, from Lakeview Terrace Park

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-12: PROPOSED

View looking south along Bottineau Blvd, from Lakeview Terrace Park

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-13: EXISTING

View looking south toward proposed Lowry Ave Station, from Victory Memorial Dr

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-13: PROPOSED

View looking south toward proposed Lowry Ave Station, from Victory Memorial Dr

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

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KVP-14: EXISTING

View looking north-northeast toward proposed Lowry Ave Station, from Theodore Wirth Pkwy

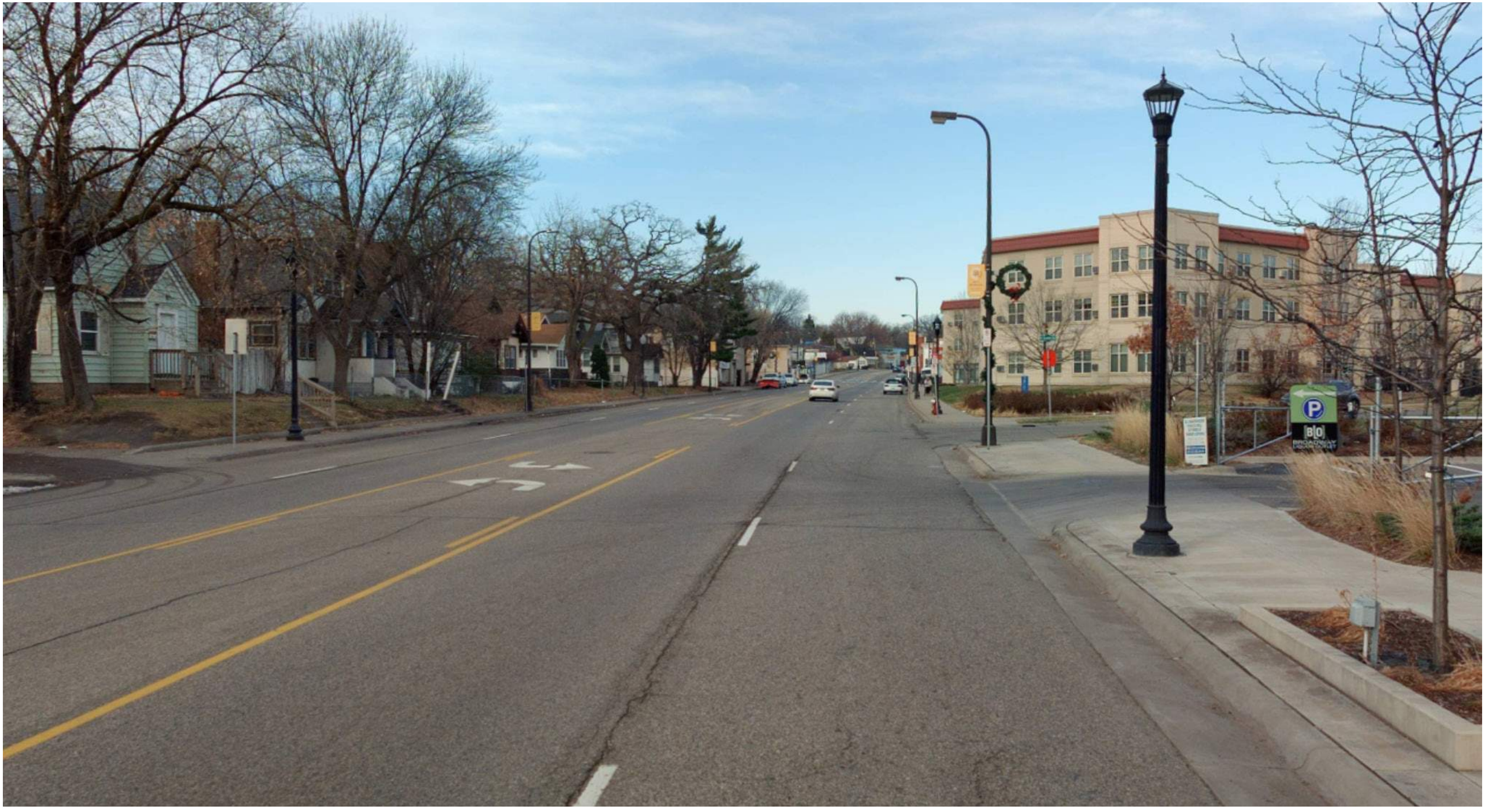
This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-14: PROPOSED

View looking north-northeast toward proposed Lowry Ave Station, from Theodore Wirth Pkwy

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.



DRAFT - WORK IN PROCESS

KVP-15: EXISTING

View looking northwest, from northeast corner of Queen Ave N and West Broadway Ave

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-15: PROPOSED

View looking northwest, from northeast corner of Queen Ave N and West Broadway Ave

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-16: EXISTING

View looking southeast, from corner of Penn Ave N and West Broadway Ave

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-16: PROPOSED

View looking southeast, from corner of Penn Ave N and West Broadway Ave

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-17: EXISTING

View looking west toward Capri Theater, from corner of Logan Ave N and West Broadway Ave

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-17: PROPOSED

View looking west toward Capri Theater, from corner of Logan Ave N and West Broadway Ave

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-18: EXISTING

View looking east on West Broadway Ave, from Morgan Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-18: PROPOSED

View looking east on West Broadway Ave, from Morgan Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-19: EXISTING

View looking west, from Irving Ave N and 21st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-19: PROPOSED

View looking west, from Irving Ave N and 21st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-20: EXISTING

View looking east, from Bell Lofts apartment building and sidewalk at 21st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-20: PROPOSED

View looking east, from Bell Lofts apartment building and sidewalk at 21st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-21: EXISTING

View looking west, from Bell Lofts apartment building and sidewalk at 21st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-21: PROPOSED

View looking west, from Bell Lofts apartment building and sidewalk at 21st Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-22: EXISTING

View looking north toward proposed Plymouth Ave Station, from 10th Ave N and Washington Ave N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

METRO BLUE LINE EXTENSION

KVP-22: PROPOSED

View looking north toward proposed Plymouth Ave Station, from 10th Ave N and Washington Ave N

Hennepin

METROPOLITAN COUNCIL

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-23: EXISTING

View looking northeast, from 10th Ave N and 3rd St N

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

METRO BLUE LINE EXTENSION

KVP-23: PROPOSED

View looking northeast, from 10th Ave N and 3rd St N

Hennepin

METROPOLITAN COUNCIL

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-24: EXISTING

View looking south, from Washington Ave N and West Broadway

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.

DRAFT - WORK IN PROCESS

KVP-24: PROPOSED

View looking south, from Washington Ave N and West Broadway

This visualization is based on limited conceptual design to illustrate general project elements as shown in Conceptual Engineering Drawings and is subject to change as design process advances.