Appendix A-4: Archaeological and Architecture/History Reports

Appendix A-4: Archaeological and Architecture/History Reports are companion documents to the Supplemental Final Environmental Impact Statement containing Chapter 4 (Community and Social Analysis). Metropolitan Council and the United States Department of Transportation - Federal Transit Administration are committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

To request special accommodations, contact Kaja Vang, Community Outreach Coordinator, by phone at 612-373-3918 or by email at Kaja.Vang@metrotransit.org.

Documents are separated into four volumes due to file size and collectively include:

- Archaeological Literature Review and Assessment Addendum*
- Archaeological Literature Review and Assessment Addendum No. 2*
- Phase I Archaeological Survey of the 1517 Hillside Avenue North Parcel*
- Reconnaissance Architectural History Survey (December 2024, revised to address SHPO comments)
- Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey
- Intensive Architecture/History Survey Addendum of the Bassett Creek Tunnel System
- Section 106 Assessment of Effects for Historic Properties
- Section 106 Assessment of Effects for Historic Properties Addendum
- Cultural Resources Literature Review and Section 106 Assessment of Effects Addendum 2

*Due to the sensitive nature of this report only the cover pages are provided for reference.

106GROUP

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SECTION 106 ASSESSMENT OF EFFECTS FOR HISTORIC PROPERTIES FOR THE METRO BLUE LINE LIGHT RAIL EXTENSION PROJECT

Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota

January 2025

SECTION 106 ASSESSMENT OF EFFECTS FOR HISTORIC PROPERTIES FOR THE METRO BLUE LINE LIGHT RAIL EXTENSION PROJECT

Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota

Metropolitan Council Contract No. 14P156

SHPO File No. 2011-3773

106 Group Project No. 3145

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January 2025

MANAGEMENT SUMMARY

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

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

Reconnaissance and intensive architectural history surveys were completed to facilitate compliance with Section 106 and with applicable state cultural laws, such as the Minnesota Historic Sites Act (MS 138.661-9). This assessment of effects study was prepared to comply with the aforementioned legislative requirements.

This report describes the proposed Project; its Area of Potential Effect (APE); efforts to identify and evaluate historic properties within the Project's APE to determine their eligibility for listing on the National Register of Historic Places (NRHP); and evaluates the Project's effects on those properties. Based on recommended findings of the effects assessments, the Project would have an **Adverse Effect** on two (2) historic properties: the Forest Heights Addition Historic District and the Northwestern National Bank-North American Office.

January 17, 2025

Signature of Principal Investigator

Date

TABLE OF CONTENTS

1.0 INTRODUCTION 1

2.0 PROJECT COMPONENTS 3

2.1 Trackway and Light Rail Vehicles (LRV) 3
2.2 Overhead Catenary Systems (OCS) 4
2.3 Traction Power Substation (TPSS) 4
2.4 Stations and Park-and-Ride Facilities 4
2.5 Operations and Maintenance Facility (OMF) 5
2.6 Bicycle and Pedestrian Improvements 5
2.7 Roadway Construction, Improvements, Bridges 5
2.7.1 City of Brooklyn Park 5
2.7.2 City of Crystal 6
2.7.3 City of Robbinsdale 6
2.7.4 City of Minneapolis 6
2.8 Construction Activities 7
2.9 Transit Operations 7
2.10 Parking 7

3.0 SECTION 106 LEGAL AND REGULATORY CONTEXT 9

4.0 IDENTIFICATION OF HISTORIC PROPERTIES 10

4.1 Area of Potential Effects 10
4.1.1 Architectural History APE 10
4.1.2 Archaeology APE 12
4.2 Identification and Evaluation of Historic Properties 13
4.2.1 National Register Criteria 13
4.2.2 Historic Properties Surveys 14
4.2.3 Results of Investigations 14

5.0 ASSESSMENT OF EFFECTS STUDY 15

5.1 Assessing Effects on Historic Properties 15
5.1.1 Noise and Vibration 16
5.2 Effects Assessment and Effects Recommendations 17
5.3 Assessment of Effects 17

5.3.1 Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District (HE-RRD-00002) 18
5.3.2 Minneapolis & Pacific Railway Historic District (HE-CRC-00199) 20
5.3.3 Graeser Park (HE-RBC-00025) 23
5.3.4 West Broadway Residential Historic District (HE-RBC-00158) 25
5.3.5 Hennepin County Library: Robbinsdale Branch (HE-RBC-00024) 28
5.3.6 Guaranty State Bank of Robbinsdale (HE-RBC-01513) 30
5.3.7 Grand Rounds Historic District (XX-PAK-00003); Theodore Wirth Parkway (HE-GVC-00377); Victory Memorial Drive (HE-RBC-00364) 32
5.3.8 Pilgrim Heights Community Church (HE-MPC-08277) 37
5.3.9 All Pets Animal Clinic (HE-MPC-22664) 39
5.3.10 Forest Heights Addition Historic District (HE-MPC-22600) 42
5.3.11 North Community YMCA (HE-MPC-08033) 46
5.3.12 Durnam Hall (HE-MPC-08028) 49
5.3.13 Reno Land and Improvement Company Addition Historic District (HE-MPC-22244) 51
5.3.14 Sundseth Undertaking/Sundseth-Anderson Funeral Home (HE-MPC-22130) 54
5.3.15 Franklin Co-Operative Creamery Association North Side Complex (HE-MPC-22706) 56
5.3.16 Control Data Institute (HE-MPC-16694) and Control Data Institute Northside Manufacturing Plant (HE-MPC-16699) 59
5.3.17 Northwestern National Bank – North American Office (HE-MPC-16722) 62
5.3.18 Minneapolis Warehouse District (HE-MPC-00441) 65
5.3.19 St. Paul, Minneapolis & Manitoba Railway/Great Northern Railway Historic District (Minneapolis) (XX-RRD-00010) 67

6.0 RECOMMENDATIONS/SUMMARY 71

REFERENCES CITED 74

APPENDIX A: HISTORIC PROPERTIES

APPENDIX B: PLAN VIEWS: BLUE LINE LIGHT RAIL EXTENSION PROJECT

APPENDIX C: PROJECT PERSONNEL

LIST OF FIGURES

FIGURE 1. PROJECT LOCATION....11
FIGURE 2. ARCHAEOLOGY APE....112
FIGURE 3. VIEW FROM PROJECT AREA TOWARD OSSEO BRANCH LINE, ST. PAUL, MINNEAPOLIS, AND MANITOBA RAILWAY HISTORIC DISTRICT, FACING EAST (GOOGLE 2022). 19
FIGURE 4. VIEW FROM OSSEO BRANCH LINE, ST. PAUL, MINNEAPOLIS, AND MANITOBA RAILWAY HISTORIC DISTRICT TOWARD PROJECT AREA, FACING SOUTHEAST (GOOGLE 2021)…….....19
FIGURE 5. VIEW FROM MINNEAPOLIS & PACIFIC RAILWAY HISTORIC DISTRICT TOWARD THE PROJECT AREA, FACING NORTHEAST (GOOGLE 2022). 21
FIGURE 6. VIEW FROM PROJECT AREA TOWARD THE MINNEAPOLIS & PACIFIC RAILWAY HISTORIC DISTRICT, FACING WEST-SOUTHWEST (GOOGLE 2022). 22
FIGURE 7. VIEW FROM GRAESER PARK TOWARD PROJECT AREA, FACING NORTHEAST FROM LAKELAND AVENUE NORTH. FEATURING THE OVERLOOK WALL AND PICNIC AREA. SOUND WALL IN THE BACKGROUND (GOOGLE 2022)....24
FIGURE 8. VIEW FROM PROJECT AREA TOWARD GRAESER PARK, FACING SOUTHWEST FROM TH 100 OFFRAMP (GOOGLE 2022)....24
FIGURE 9. VIEW TOWARD WEST BROADWAY RESIDENTIAL HISTORIC DISTRICT FROM PROJECT AREA, FACING SOUTHWEST (GOOGLE 2022). 26
FIGURE 10. VIEW FROM WEST BROADWAY RESIDENTIAL HISTORIC DISTRICT TOWARD PROJECT AREA, FACING NORTHEAST (GOOGLE 2022)....26
FIGURE 11. VIEW FROM PROJECT AREA TOWARD HENNEPIN COUNTY LIBRARY: ROBBINSDALE BRANCH, FACING SOUTHWEST (GOOGLE 2022). 28
FIGURE 12. VIEW FROM HENNEPIN COUNTY LIBRARY: ROBBINSDALE BRANCH TOWARD PROJECT AREA, FACING NORTHEAST (GOOGLE 2022)....29
FIGURE 13. VIEW TOWARD GUARANTY STATE BANK OF ROBBINSDALE FROM PROJECT AREA, FACING WEST-SOUTHWEST (GOOGLE 2022). 31
FIGURE 14. VIEW TOWARD PROJECT AREA FROM GUARANTY STATE BANK OF ROBBINSDALE, FACING NORTHEAST (GOOGLE 2019). 31
FIGURE 15. CURRENT VIEW LOOKING SOUTH TOWARD PROPOSED LOWRY AVENUE SATION FROM VICTORY MEMORIAL DRIVE WITHIN THE GRAND ROUNDS HISTORIC DISTRICT NON-CONTRIBUTING SEGMENT (SEH 2024)....34
FIGURE 16. RENDERING LOOKING SOUTH TOWARD PROPOSED LOWRY AVENUE SATION FROM VICTORY MEMORIAL DRIVE WITHIN THE GRAND ROUNDS HISTORIC DISTRICT NON-CONTRIBUTING SEGMENT (SEH 2024). 34
FIGURE 17. CURRENT VIEW LOOKING NORTHEAST TOWARD THE PROPOSED LOWRY AVENUE STATION, FROM THEODORE WIRTH PARKWAY WITHIN THE GRAND ROUNDS HISTORIC DISTRICT NON-CONTRIBUTING SEGMENT (SEH 2024). 35
FIGURE 18. RENDERING LOOKING NORTHEAST TOWARD THE PROPOSED LOWRY AVENUE STATION, FROM THEODORE WIRTH PARKWAY WITHIN THE GRAND ROUNDS HISTORIC DISTRICT NON-CONTRIBUTING SEGMENT (SEH 2024). 35
FIGURE 19. VIEW FROM PROJECT AREA TOWARD PILGRIM HEIGHTS COMMUNITY CHURCH, FACING EAST (GOOGLE 2021). 37

FIGURE 20. VIEW FROM PILGRIM HEIGHTS COMMUNITY CHURCH TOWARD PROJECT AREA, FACING WEST (CYCLOMEDIA 2020). 38
FIGURE 21. VIEW FROM PROJECT AREA TOWARD PILGRIM HEIGHTS COMMUNITY CHURCH, FACING EAST (CYCLOMEDIA 2020). 38
FIGURE 22. VIEW FROM ALL PETS ANIMAL CLINIC TOWARD PROJECT AREA, FACING SOUTHEAST. 40
FIGURE 23. VIEW FROM PROJECT AREA TOWARD ALL PETS ANIMAL CLINIC, FACING NORTHWEST. 40
FIGURE 27. RENDERING OF THE PROPOSED VIEW TOWARD FOREST HEIGHTS ADDITION HISTORIC DISTRICT FROM PROJECT AREA WITH PROJECT INFRASTRUCTURE, FACING WEST FROM THE CORNER OF LOGAN AVENUE NORTH AND WEST BROADWAY AVENUE (SEH 2024). 44
FIGURE 28. VIEW FROM PROJECT AREA TOWARD NORTH COMMUNITY YMCA, FACING SOUTHWEST. 47
FIGURE 29. VIEW FROM PROJECT AREA TOWARD NORTH COMMUNITY YMCA, FACING SOUTH. 47
FIGURE 30. VIEW TOWARD DURNAM HALL FROM PROJECT AREA, FACING SOUTHWEST (GOOGLE 2023). 49
FIGURE 31. VIEW TOWARD PROJECT AREA FROM DURNAM HALL, FACING NORTHEAST (GOOGLE 2023). ..50
FIGURE 32. VIEW FROM PROJECT AREA TOWARD RENO LAND AND IMPROVEMENT COMPANY ADDITION HISTORIC DISTRICT (2102 LYNDALE AVENUE NORTH), FACING NORTHEAST. 51
FIGURE 33. VIEW FROM RENO LAND AND IMPROVEMENT COMPANY ADDITION HISTORIC DISTRICT (2102 LYNDALE AVENUE NORTH), TOWARD PROJECT AREA, FACING NORTHWEST (GOOGLE 2019). 52
FIGURE 34. VIEW FROM PROJECT AREA TOWARD SUNDSETH UNDERTAKING/SUNDSETH-ANDERSON FUNERAL HOME, FACING NORTHEAST. 54
FIGURE 35. VIEW TOWARD PROJECT AREA FROM SUNDSETH UNDERTAKING/SUNDSETH-ANDERSON FUNERAL HOME, FACING SOUTH. 55
FIGURE 36. VIEW TOWARD FRANKLIN CO-OPERATIVE CREAMERY ASSOCIATION NORTH SIDE COMPLEX FROM PROJECT AREA, FACING NORTHEAST. 57
FIGURE 37. VIEW TOWARD FRANKLIN CO-OPERATIVE CREAMERY ASSOCIATION NORTH SIDE COMPLEX FROM PROJECT AREA, FACING SOUTHEAST. 57
FIGURE 38. VIEW TOWARD THE CONTROL DATA INSTITUTE AND CONTROL DATA INSTITUTE NORTHSIDE MANUFACTURING PLANT FROM THE PROJECT AREA, FACING WEST (GOOGLE 2023). 60
FIGURE 39. VIEW TOWARD THE PROJECT AREA FROM THE CONTROL DATA INSTITUTE AND CONTROL DATA INSTITUTE NORTHSIDE MANUFACTURING PLANT FACING NORTH (GOOGLE 2023). 60
FIGURE 40. VIEW TOWARD THE CONTROL DATA INSTITUTE AND CONTROL DATA INSTITUTE NORTHSIDE MANUFACTURING PLANT FROM 12TH AVENUE NORTH FACING SOUTH (CYCLOMEDIA 2020). 61
FIGURE 41. VIEW OF NORTHWESTERN NATIONAL BANK - NORTH AMERICAN OFFICE, FACING NORTHWEST. 64
FIGURE 42. VIEW OF NORTHWESTERN NATIONAL BANK - NORTH AMERICAN OFFICE, FACING SOUTHEAST. 64
FIGURE 43. VIEW TOWARDS MINNEAPOLIS WAREHOUSE HISTORIC DISTRICT (CORNER OF WASHINGTON AVENUE NORTH AND 10TH AVENUE NORTH) FROM PROJECT AREA, FACING SOUTHEAST (GOOGLE 2023). 66

FIGURE 44. VIEW TOWARDS PROJECT AREA FROM MINNEAPOLIS WAREHOUSE HISTORIC DISTRICT (CORNER OF WASHINGTON AVENUE NORTH AND 10TH AVENUE NORTH), FACING NORTH-NORTHWEST (GOOGLE 2023). 66
FIGURE 45. VIEW TOWARD ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY/GREAT NORTHERN RAILWAY HISTORIC DISTRICT FROM THE PROJECT AREA, FACING NORTH (GOOGLE 2023). 68
FIGURE 46. VIEW TOWARD THE PROJECT AREA FROM THE ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY/GREAT NORTHERN RAILWAY HISTORIC DISTRICT, FACING SOUTHWEST (GOOGLE 2023)....68

LIST OF TABLES

TABLE 1. STATION CHARACTERISTICS 4
TABLE 2. REPORTS DOCUMENTING RESULTS OF SURVEYS TO IDENTIFY HISTORIC PROPERTIES IN THE PROJECT'S APES....14
TABLE 3. LAND USE CATEGORIES AND METRICS FOR TRANSIT NOISE AND VIBRATION IMPACT CRITERIA 16
TABLE 4. REFERENCES USED FOR ASSESSMENT OF EFFECTS 17
TABLE 5. RECOMMENDED FINDING OF EFFECTS 71

1.0 INTRODUCTION

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

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

Reconnaissance and intensive architectural history surveys were completed to facilitate compliance with Section 106 and with applicable state cultural laws, such as the Minnesota Historic Sites Act (MS 138.661-9). This assessment of effects study was prepared to comply with the aforementioned legislative requirements.

This report provides a summary description of the Project, an overview of the legal and regulatory requirements for Section 106, and a summary of the results of efforts completed to date to identify and evaluate historic properties for the NRHP that could be potentially affected by the Project. It also assesses effects of the Project on NRHP listed and eligible properties located within the APE and provides recommendations of effect for each property. Appendix A includes a mapbook of the architectural history APE and historic properties. Appendix B includes engineering plan views for the entire Blue Line Light Rail Extension Project alignment, from Brooklyn Park to Minneapolis. A list of Project personnel can be found in Appendix C.

2.0 PROJECT COMPONENTS

The Project would extend the existing METRO Blue Line Light Rail from downtown Minneapolis to Brooklyn Park, and it would include roadway construction and improvements, including five LRT bridges (TH 610, 73rd Avenue North flyover CR 81, CP rail, TH 100, and North 21st Avenue over I-94); one new roadway bridge at Bass Lake Road in Crystal; two new pedestrian bridges; trackway construction; 13 new stations; four park-and-ride facilities; one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park; stormwater treatment best management practices (BMP) locations; and 18 traction power substations. The Project would result in temporary and permanent physical visual, noise, vibration, traffic and parking impacts at specific sites, such as changes to lane configuration, on-street parking availability, noise and vibrations from construction and operation, and/or access to off-street parking lots. However, with the several significant exceptions described in more detail in Section 4, these impacts would be limited to properties immediately adjacent to stations. Each Project component is described below, including use changes and construction activities.

2.1 Trackway and Light Rail Vehicles (LRV)

Light Rail Vehicles (LRV) would operate on standard-gauge rail. The proposed system would be doubletracked throughout to provide separate tracks for northbound and southbound LRVs. Crossovers to allow LRVs to migrate from the northbound to southbound tracks would be provided at regular intervals for special operations or emergencies; locations are presented on the conceptual engineering drawings that are provided in Appendix B. LRT tracks in streets would be either ballasted or embedded depending on the location and context of the street. Planned service level of operating LRVs is 10-minute frequencies for peak weekday operations.

LRV Characteristics:

- Articulated train cars could be operated in either direction as a single-unit or multi-unit train.
- Cars would be designed for use with an overhead catenary system (OCS).
- Each car would have 66 seats and capacity for 160 customers (sitting and standing).
- Two- to three-car LRVs would operate at speeds up to 55 miles per hour (mph), with the average speed of 22 mph accounting for acceleration and deceleration near stations and slower speeds in the dense urban core of the City of Minneapolis.
- Cars would be fully compatible with Americans with Disabilities Act (ADA) standards.

An operator would occupy each train and have control over acceleration and braking as well as operating the customer doors. Automated systems would inform the operator of various train and transitway operating conditions and would manage traffic signal priority, activation of crossing gates, and track switch operations.

Construction of the Project would have intermittent transit impacts on bus operations on routes within the construction area. These impacts could include temporary stop relocations or closures, route detours, or

suspensions of service on segments of routes operating on streets where the Project is being constructed. In the long term, the Project would affect fixed-route bus service as existing transit routes would be modified to directly serve the LRT stations, including the relocation of the Robbinsdale Transit Center.

2.2 Overhead Catenary Systems (OCS)

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

2.3 Traction Power Substation (TPSS)

A load flow study determined the number and location of TPSSs; however, the limits of disturbance (LOD) are conservative to capture property impacts related to TPSS siting needs. Eighteen TPSSs are proposed for the Project. TPSSs are sited between 0.5 and 1.2 miles apart, and there are two proposed at the OMF. TPSS locations are designed to minimize impacts on surrounding properties and resources and to balance safety, reliability, cost, and operational efficiencies. TPSS sites would be about 4,000 square feet and able to accommodate a single-story building about 40 feet long by 20 feet wide and access to the building would be provided to Metro Transit maintenance personnel.

2.4 Stations and Park-and-Ride Facilities

The Project proposes the construction of 12 new Stations, connecting at the existing Target Field Stations (see Table 1). Proposed Stations and customer drop-off and park-and-ride facilities that would be built as part of the Project are listed in Table 1. Park-and-ride facilities would be provided at Oak Grove Parkway, 63rd Avenue North, Bass Lake Road, and Downtown Robbinsdale. The 63rd Avenue North Station and Bass Lake Road Station (at-grade option) would have pedestrian bridges over County Road (CR) 81.

Table 1. Station Characteristics

Station	Designated Customer Drop-Off	Park-and-Ride Facility
Target Field	N/A	N/A
Plymouth Avenue (on Washington Avenue)	No	No
Lyndale Avenue	No	No
James Avenue	No	No
Penn Avenue	No	No
Lowry Avenue	No	No
Downtown Robbinsdale	Yes	Up to 300 spaces (parking ramp)

Station	Designated Customer Drop-Off	Park-and-Ride Facility
Bass Lake Road	Yes	Up to 170 spaces (surface lot)
63rd Avenue North	Yes	Up to 565 spaces (existing ramp spaces)
Brooklyn Boulevard	Yes	No
85th Avenue North	Yes	No
93rd Avenue North	Yes	No
Oak Grove Parkway	Yes	Up to 400 spaces (parking ramp)

2.5 Operations and Maintenance Facility (OMF)

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

2.6 Bicycle and Pedestrian Improvements

The Project includes a variety of bicycle and pedestrian improvements to provide safe bicycle and pedestrian crossings of the proposed LRT alignment, to accommodate the proposed LRT and roadway improvements, and/or to provide bicycle and pedestrian connections to the proposed LRT stations. These improvements would affect several trails and sidewalks within the vicinity of the Project and include, but are not limited to, construction of ADA compliant curb ramps and detectable warnings, and relocations of regional and local trails (FTA 2016).

2.7 Roadway Construction, Improvements, Bridges

2.7.1 City of Brooklyn Park

In the City of Brooklyn Park, the northern portion of the Project Alignment ends at the OMF. The northern portion of the Project Alignment is located in the median of CR 103 north of 73rd Avenue North. North of Trunk Highway (TH) 610 the Project Alignment is center-running. The Project Alignment would be center running on West Broadway Avenue (CR 103) from Oak Grove Parkway to 73rd Avenue North in the City of Brooklyn Park. As a result of coordination with the City of Brooklyn

Park, stakeholders, and the community, additional roadway improvements are now included in the Project to facilitate construction efficiencies.

South of 73rd Avenue North, the Project Alignment is proposed within a median, running on CR 81 with a flyover bridge over the northbound lanes of CR 81 and West Broadway Avenue (CR 103). The Project would include five LRT stations in Brooklyn Park, located at Oak Grove Parkway, 93rd Avenue North, 85th Avenue North, Brooklyn Boulevard, and 63rd Avenue North. The 63rd Avenue North Station would be north of 63rd Avenue North with the existing park-and-ride facility in the northwest quadrant of the intersection. A pedestrian bridge connecting the park-and-ride to the LRT station is included as part of the Project.

2.7.2 City of Crystal

In the City of Crystal, the Project Alignment is located within the median on CR 81 from 62nd Avenue North (the border between the Cities of Brooklyn Park and Crystal) to 47th Avenue North. Reconstruction of CR 81 from 62nd Avenue North to 47th Avenue North would include four lanes with a grade-separated intersection at Bass Lake Road. The Project would include one LRT station with a center platform located at-grade south of Bass Lake Road between the northbound and southbound travel lanes of CR 81 in the City of Crystal.

A park-and-ride facility would be located west of the Project Alignment approximately one-quarter mile south of Bass Lake Road with vehicular access from Lakeland Avenue North and additional pedestrian access from Bass Lake Road. The proposed park-and-ride facility would accommodate up to 170 stalls in a surface lot.

2.7.3 City of Robbinsdale

In the City of Robbinsdale, the Project Alignment would be center-running on CR 81 between 47th Avenue North and the transition to West Broadway Avenue at the Robbinsdale and Minneapolis city limits. CR 81 would retain its existing four lanes from 47th Avenue North to West Broadway Avenue through its reconstruction to accommodate the Project. The Project includes two stations serving Robbinsdale: a downtown LRT station and the Lowry Avenue Station on its southern border with the City of Minneapolis. The Downtown Robbinsdale Station would be a center platform north on 40th Avenue North. A park-and-ride facility would be located at the U.S. Bank site and would be integrated with a bus transit center relocated from Downtown Robbinsdale to include facilities for bus drivers and Metro Transit Police.

2.7.4 City of Minneapolis

In the City of Minneapolis, the Project Alignment would be center-running on West Broadway Avenue (CR 81) to Knox Avenue North where it would shift from West Broadway Avenue to 21st Avenue North and continue east across I-94 on a new 21st Avenue North bridge. The Project Alignment would then turn south and be center-running on Washington Avenue to 10th Avenue North where it would change direction to follow 10th Avenue North to 7th Street North and transition to the LRT Target Field Station existing access structure on the south side of 6th Avenue North. The Project includes six new LRT stations in Minneapolis along with the one existing LRT station at Target Field. The Lowry Avenue

Station would serve the Cities of Minneapolis and Robbinsdale. The Project would include new LRT stations west of Penn Avenue North, at James Avenue North, Lyndale Avenue North, Washington Avenue/West Broadway Avenue, and Plymouth Avenue North at 10th Avenue North.

West Broadway Avenue would be reconstructed between Knox Avenue North and the mid-block of Lyndale Avenue North and 5th Street North; this roadway reconstruction and the construction of LRT track on 21st Avenue North would include pedestrian and bicycle improvements on the cross streets to facilitate a better multimodal transportation environment. Further, there would be pedestrian and bicycle improvements on 2nd Street North in downtown Minneapolis.

2.8 Construction Activities

Roadway construction and improvements are described in Section 2.7. At each station site, sidewalk and/or lane demolition and excavation would be required to prepare the road surface and the right-of-way for construction activities along the corridor. Curb, truck, and median aprons and new paving would also be required at each station site. With several significant exceptions described in more detail in Section 4, construction would generally be limited to the public right-of-way with some additional activities performed as needed to adjust utilities and establish electrical/communications connectivity to stations.

2.9 Transit Operations

The Project entails a number of changes to transit operations in the corridor including existing and planned bus systems of Metro Transit. The service plans would be revised prior to opening and would be a result of a service planning process that complies with the Council's service planning policies, with federal requirements (e.g., Title VI), and a variety of external factors (e.g., transit demand, funding availability, public and agency comment).

The Project would have the effect of increasing both the average weekday light rail vehicle miles traveled (VMT) and revenue hours in the region, relative to the present (average weekday, 2040). Since the Project would have an interline connection with the existing METRO Blue Line, the Project's operating hours and frequency of service would be similar to the existing METRO Blue Line. As such the Project is expected to operate on 10-minute peak-period headways (average time between transit vehicles operating in the same direction) from approximately 6:30 a.m. to approximately 9:00 p.m., with less frequent service during early morning and late evening hours, and no service between approximately 2:00 a.m. and 4:30 a.m.

2.10 Parking

The Project would result in permanent traffic impacts at specific sites, such as changes to lane configuration, on-street parking availability, and/or access to off-street parking lots. However, with the several significant exceptions described in more detail in Section 4, these impacts would be limited to properties immediately adjacent to stations. The Project would incur the loss of an estimated 945 on-street parking spaces and an estimated 935 to 986 off-street parking spaces in total across the four

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

3.0 SECTION 106 LEGAL AND REGULATORY CONTEXT

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

As described in 36 CFR § 800 et. seq., which implements Section 106, the Section 106 process includes the following steps:

- Initiation of the Section 106 process:
    - Establish the undertaking;
    - Notify the State Historic Preservation Officer (SHPO) and any Tribal Historic Preservation Officers (THPOs);
    - Plan to involve the public; and
    - Identify other consulting parties.
- Identification of historic properties:
    - Determine the APE; and
    - Complete a survey of the APE to identify historic properties that are listed in or eligible for inclusion in the NRHP.
- Assessment of adverse effects:
    - Apply criteria of adverse effect.
- Resolution of adverse effects.
    - Continue consultation to consider measures to avoid, minimize, or mitigate adverse effects;
    - Reach agreement with the SHPO, any THPOs, and the ACHP (if it chooses to participate in the consultation); and
    - Prepare a Section 106 agreement to document measures that would be implemented by the Federal agency to avoid, minimize, and/or mitigate adverse effects.

In accordance with the MOA, the following tasks have been completed for the Project: initiation of the Section 106 process, determination or recommendation of an APE, identification of consulting parties, and identification of historic properties (FTA 2022; Bring and Barnes 2023; Wallace et al. 2023; Wallace et al. 2024). All work has been conducted in accordance with all federal, state, and local laws, and the reporting has been prepared in accordance with Stipulation I of the MOA, *SHPO's Manual for Archaeological Projects in Minnesota*, *Minnesota State Archaeologist's Manual for Archaeological Projects in Minnesota*, *SHPO's Historic and Architectural Survey Manual*, and the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (Anfinson 2005, 2011; SHPO 2017; NPS 1983). See Sections 4 and 5 for details.

4.0 IDENTIFICATION OF HISTORIC PROPERTIES

4.1 Area of Potential Effects

The APEs for architectural history and archaeology account for any physical, auditory, atmospheric, or visual impacts on historic properties. The *METRO Blue Line Light Rail Extension Project Section 106 Compliance Plan Technical Memorandum of 2023* describes the architectural history APE (Bring and Barnes 2023). The Minnesota SHPO has concurred with both APEs.

4.1.1 Architectural History APE

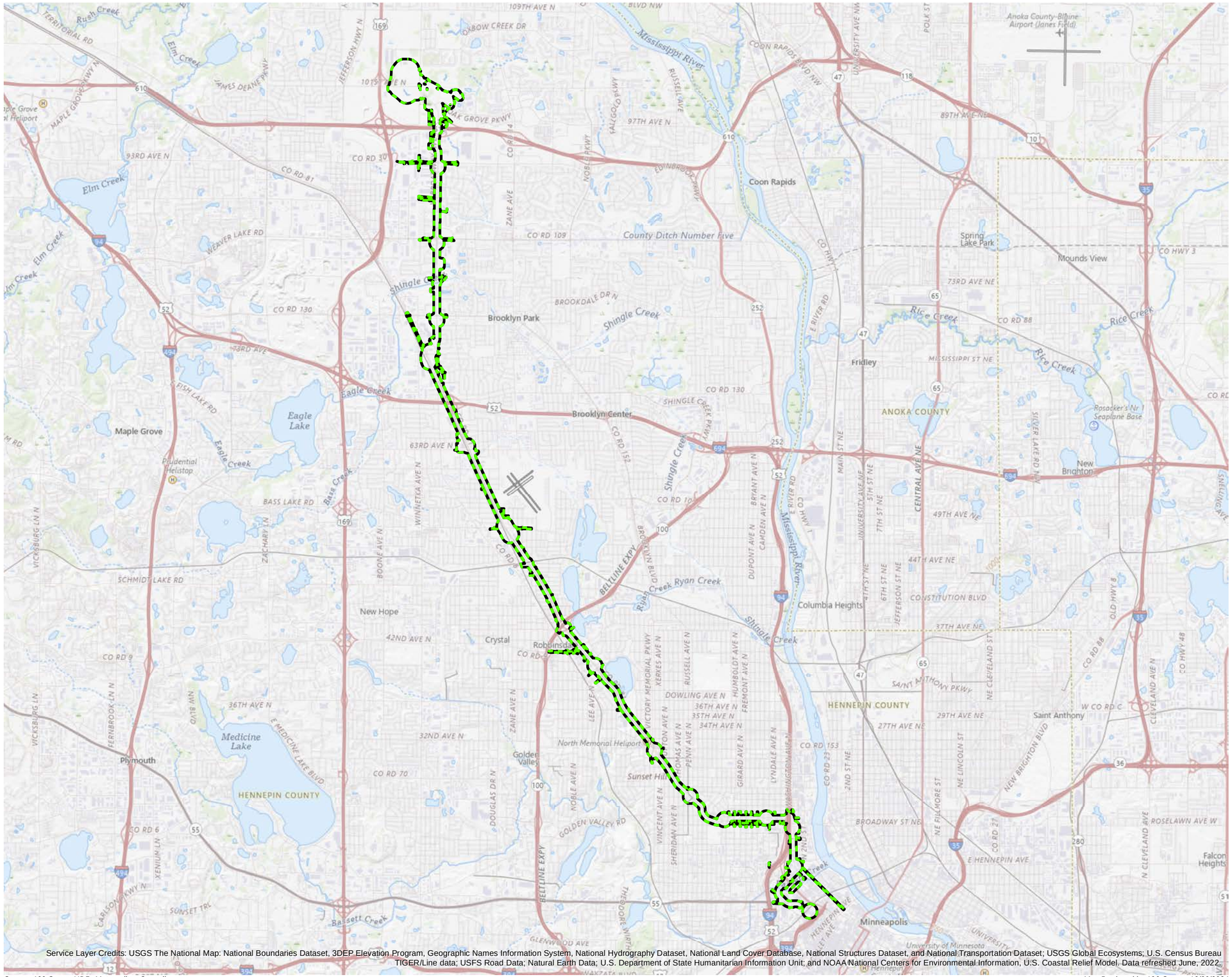
Based on current Project plans, the architecture history APE includes:

- All properties within 200 feet of the centerline of the proposed alignment;
- All properties within 500 feet (roughly equates to one block in urban areas) of the center point of each proposed station;
- All properties within 750 feet of the perimeter of the OMF site;
- All properties within 200 feet of the perimeter of each existing or new bridge structure less than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within 500 feet of the perimeter of each existing or new bridge structure more than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within the construction limits/ LOD existing roadways and parking lots within existing right-of-way;
- The first tier of properties directly fronting the roadway and intersections of new or relocated roadways not within existing right-of-way;
- The first tier of adjacent properties to new surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads;
- All properties within the construction limits/LOD of bicycle and pedestrian improvements, utilities and systems, borrow/fill and floodplain/stormwater/wetland mitigation areas, and noise walls (Bring and Barnes 2023; Figure 1).[1]

[1] Per the METRO Blue Line Light Rail Extension Project Section 106 Compliance Plan Technical Memorandum: for bridges, previous project profile was more than six feet above grade, and noise walls are not part of the current design but may be part of the updated design (Bring and Barnes 2023).

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



Service Layer Credits: USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed June, 2022.

Source: 106 Group; HDR; Metropolitan Council

Map Produced by 106 Group 12/20/2024

Architectural History APE

0 1,500 Meters

0 3,000 Feet

1:80,000

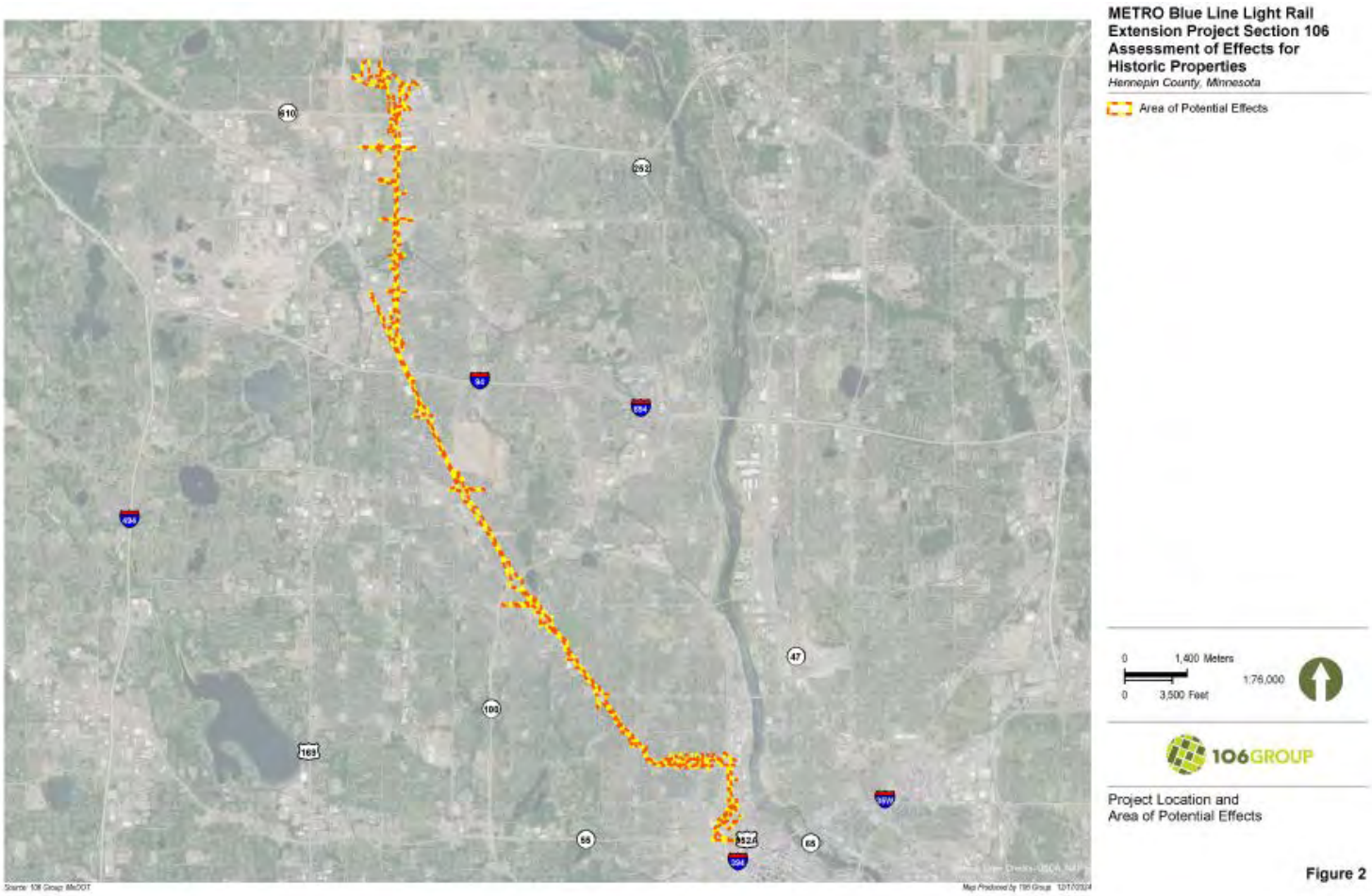
106GROUP

Project Location

Figure 1

4.1.2 Archaeology APE

An appropriate archaeology APE includes all areas of proposed construction activities or other potential ground disturbing activities associated with the Project, totaling 554 acres (224.2 hectares [ha]) within the Central Lakes Deciduous archaeological region (Figure 2).



4.2 Identification and Evaluation of Historic Properties

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties that are listed in or are eligible for inclusion in the NRHP, which is the nation's official list of historic places worthy of preservation. Therefore, historic property surveys were undertaken to identify and evaluate historic properties listed in or eligible for inclusion in the NRHP located within the Project's architectural history and archaeological APEs.

4.2.1 National Register Criteria

In order to qualify for inclusion in the NRHP a property must possess significance under at least one of four criteria:

- Criterion A: Association with events that have made significant contributions to broad patterns of history.
- Criterion B: Association with the lives of persons significant in our past.
- Criterion C: Embodiment of distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Has yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4; NPS 1997).

In general, a historic property must be at least 50 years of age or older to be considered for the NRHP; however, properties less than 50 years of age may be considered for listing if they possess exceptional significance. According to Stipulation 1.A of the MOA, properties 50 years of age or older from the estimated start of construction date meet the criteria for survey. Project construction is anticipated to start in 2025-2026; therefore, properties built in 1976 or earlier will be included in the survey (Bring and Barnes 2023).

In addition to possessing significance, a property must also retain sufficient historic integrity to be eligible for the NRHP. There are seven aspects or qualities that must be considered to determine whether a property retains integrity:

- Location: the place where the historic property was constructed or the place where the historic event occurred;
- Design: the combination of elements that create the form, plan, space, structure, and style of a property;
- Setting: the physical environment of a historic property;
- Materials: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- Feeling: a property's expression of the aesthetic or historic sense of a particular period of time; and

- Association: the direct link between an important historic event or person and a historic property.

4.2.2 Historic Properties Surveys

To identify historic properties within the Project's architectural history and archaeological APEs, two architectural history surveys, one archaeological literature review and desktop assessment, and one archaeological survey have been completed since 2016 (Table 2). This effort included documenting previously identified or evaluated properties, as well as conducting field surveys to document any previously unidentified properties 50 years of age or older. To encompass the environmental review period and construction process, all properties that were constructed in 1976 or earlier within the Project's APEs were surveyed and evaluated, according to MOA Stipulation 1.A (Bring and Barnes 2023).

Table 2. Reports Documenting Results of Surveys to Identify Historic Properties in the Project's APEs

Title	Author and Date
Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota. Prepared for the Metropolitan Council, St. Paul, Minnesota	Wallace et al. 2023
Archaeological Literature Review and Assessment for the Metro Blue Line Light Rail Extension Project	Bray and Rufledt 2024a
Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota	Wallace et al. 2024
Phase I Archaeological Survey for the Metro Blue Line Light Rail Extension (BLRT) Project – 1517 Hillside Avenue North	Bray and Rufledt 2024b

4.2.3 Results of Investigations

Based on the results of the investigations identified above, 19 NRHP listed and eligible properties have been identified in the Project's architectural history APE (see Table 5). Within the archaeology APE, five properties were identified for survey, but only one property was surveyed, 1517 Hillside Avenue North. The additional four properties have not yet been surveyed, due to lack of access. Those four properties that have not been surveyed are 1513 Hillside Avenue North, 2015 Irving Avenue North, 2013 Irving Avenue North, and 1303 21st Avenue North (Bray and Rufledt 2024a, 2024b).

5.0 ASSESSMENT OF EFFECTS STUDY

5.1 Assessing Effects on Historic Properties

The criteria that must be used to assess effects of federal undertakings on historic properties that are listed in, or are eligible for listing in, the NRHP are set forth 36 CFR § 800.5(a)(1):

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

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

- Physical destruction of or damage to all or part of the property;
- Alteration of a property that is not consistent with the Secretary of the Interior's (SOI's) Standards for the Treatment of Historic Properties (36 CFR § 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration; and
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

It is important to note that just because an undertaking may have an effect on a historic property, it does not necessarily constitute an adverse effect. For example, project elements may be visible from a historic property without the effect rising to the level of an adverse effect. In this example, factors to consider when assessing whether the visual effect is adverse would include proximity of project components to the historic property, the nature of the element being introduced to the setting, the significance of the views to and from the historic property, and the overall importance of integrity of setting to the historic property's ability to convey its significance and maintain its eligibility for the NRHP. Direct effects, however, are often more likely to result in an adverse effect due to the actual physical changes they cause to a historic property; although one notable exception is rehabilitation projects completed in accordance with the SOI's Standards for the Treatment of Historic Properties (36 CFR § 68).

5.1.1 Noise and Vibration

During the construction and operation of the Project, there would be temporary increases in noise and vibration. Construction noise would be limited to physical construction and installation of LRT infrastructure (track, OCS, curb, median, and truck aprons, and roadway construction). During operation, noise and vibration impacts would be primarily due to the running of the LRVs on the tracks (wheel/rail interaction), grade crossing bells, and location of crossovers. FTA noise and vibration criteria are based on the land use category of the location (Table 3) and include three levels of impact.

The three levels of impact include:

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

Table 3. Land Use Categories and Metrics for Transit Noise and Vibration Impact Criteria[2]

Land Use Category	Noise Metric (dBA)	Description
1	Outdoor Leq(h)	Land where quiet is an essential element of its intended purpose. Example land uses include preserved land for serenity and quiet, outdoor amphitheaters and concert pavilions, and national historic landmarks with considerable outdoor use. Recording studios and concert halls are also included in this category.
2	Outdoor Ldn	This category is applicable to all residential land use and buildings where people normally sleep, such as hotels and hospitals.

[2] FTA 2018. Leq for the noisiest hour of transit-related activity during hours of noise sensitivity.

Land Use Category	Noise Metric (dBA)	Description
3	Outdoor Leq(h)	This category is applicable to institutional land use primarily daytime and evening use. Example land uses include schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also included in this category.

5.2 Effects Assessment and Effects Recommendations

In accordance with 36 CFR § 800.5(a), the criteria of adverse effect was applied to all NRHP-isted and eligible historic properties located within the Project's architectural history APE properties. Reference materials utilized in assessing effects on historic properties, but not included in the body of this report, are summarized in Table 4. The effects assessments and resultant recommended finding of effect for each of these properties is presented in Section 5.3.

Table 4. References Used for Assessment of Effects

Title	Description
METRO Blue Line Extension Light Rail Transit Project Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties (2016)	Assessment of Effects Analysis from previous Project iteration in 2016
METRO Blue Line Light Rail Extension Supplemental Final Environmental Impact Statement Snapshot Layout	Engineering layouts and visualizations
Noise and Vibration Technical Report	Technical memo on noise and vibration impacts
Visual Quality Technical Report	Existing conditions and rendered views for the architectural history APE
Traffic Operations Technical Report	Analysis of potential impacts on traffic operations and proposed improvements

5.3 Assessment of Effects

To aid in the assessment of effects study, field notes and digital photographs were taken on December 19, 2022; January 10, 2023; May 2, 2023; September 25, 2023; June 19, 2024; July 5, 2024; and November 8, 2024. Some field photos were supplemented with Cyclomedia, Google Street View, and Key Viewpoint images, which are cited when used. The purpose of fieldwork was to assess the physical and visual impacts on known historic properties. Additionally, the study examined photographs, engineering layouts and visualizations, and project element descriptions of the proposed Project.

This analysis includes an examination of the following potential effects: physical, visual, noise, vibration, traffic, and parking. Potential effects were analyzed for individually NRHP-listed or determined eligible properties within the architectural history APE. Potential effects were also analyzed for NRHP-listed or determined eligible historic districts that overlap with the APE. Properties that are contributing to NRHP-listed or eligible historic districts not only share the same significance and generally require the same integrity to convey that significance, but potential effects to all contributing properties would be universal. Therefore, the effects on historic properties within a historic district were assessed as a whole, rather than on individual properties within the district that are not also individually NRHP-listed or eligible (Advisory Council on Historic Preservation [ACHP] 2019). Potential effects on historic properties within the Project APE for architectural history are summarized in more detail below.

5.3.1 Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District (HE-RRD-00002)

NRHP Status

The Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District (District) was determined eligible in 2012 as part of the *Phase I & II Architectural History Survey for the Bottineau Transitway Project, Crystal, Brooklyn Park, Golden Valley, Maple Grove, Minneapolis, New Hope, and Robbinsdale, Hennepin County, Minnesota*. The District is comprised of the railroad itself, which includes the single track mainline with numerous sidings, spurs, crossings, signs and signals, and five bridges which carry the railroad over other features, and ten bridges which carry roadways over the railroad (106 Group 2012a). The property has significance under NRHP Criterion A, under registration requirement #2 of the Multiple Property Documentation Form (MPDF) "Railroads in Minnesota, 1862-1956" (Schmidt 2007). This segment of the line west of the yard limits in Osseo is not eligible under registration requirement #2 of the MPDF for association with the potato industry of northern Hennepin County in and around Osseo. Historically, the rail corridor extended beyond Osseo to St. Cloud. Today, the line only extends to Monticello, and approximately 24 miles of line between Monticello and St. Cloud have been abandoned and the tracks removed (Appendix A:Maps 1-7). Additionally, the segment of the line between Osseo and St. Cloud appears to lack historic associations with the potato industry. The period of significance begins in 1881 when construction on the line started and the line entered service to Osseo. The period of significance concludes in 1931, which marks the peak of potato production in the Osseo area, as well as the beginning of a severe decline of the potato industry (106 Group 2012a; Figures 3-4).

Figure 2. View from project Area toward Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District, facing east (Google 2022).

Figure 3. View from Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District toward Project area, facing southeast (Google 2021).

Effects

The Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District runs parallel to the LRT alignment for about 2.5 miles between 73rd Avenue North in Brooklyn Park and Bass Lake Road in Crystal, crossing into the Project area at one location directly west of the intersection of 73rd Avenue North and Bottineau Boulevard in Crystal (Appendix B:10-16). Because the Project area intersects with the Osseo Branch Line at one location, there would be direct physical effects. The construction of the alignment at that location includes LRT infrastructure limited to track, OCS, and paved roadway. Though there are direct physical effects, they are only in one location of a long, linear resource and would not affect the District's integrity of location, design, materials, workmanship, feeling or association. The LRT alignment at the location of crossover and adjacent to the District would slightly affect the District's integrity of setting, but it would not significantly impact the District's ability to

convey its historic significance. Therefore, the Project's physical impacts would not result in an adverse effect on the property.

Because it overlaps with the APE and runs parallel to the alignment for about 2.5 miles, there would be direct visual effects during construction and operation. However, the proposed LRT infrastructure at these locations, which includes tracks, OCS, curb, median, and truck apron, and roadway improvements, would be constructed along an existing vehicular roadway adjacent to the District, and the visual effects would not affect the viewshed to and from the District in such a way as to detract from its integrity of location, design, materials, workmanship, feeling, or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the District's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the District's setting, it would not adversely affect this historic property's integrity of setting. Therefore, this Project's visual effects would not have an adverse effect on the District.

Based on FTA noise and vibration criteria, the Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District is not a noise or vibration sensitive land use (FTA 2018). In the cities of Brooklyn Park, Crystal, and Robbinsdale, where this District is located, no noise impacts from the Project have been identified that would affect this District (noise impacts in Brooklyn Park are limited to five single-family properties, and there are no noise impacts in Crystal and Robbinsdale). Additionally, in the cities of Brooklyn Park, Crystal, and Robbinsdale, no vibration impacts from the Project have been identified (Meister and Suits 2024). Therefore, the Project would not adversely affect the District's ability to convey its historical significance under NRHP Criterion A.

During construction and operation, there would be parking impacts in the vicinity of the District. This loss of parking would potentially affect traffic in the area, as well as on-street parking congestion. However, as the property does not require parking access, any temporary and permanent parking effects would not adversely affect the Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District's ability to convey its historic significance.

Therefore, the proposed Project would not significantly affect the Osseo Branch Line, St. Paul, Minneapolis, and Manitoba Railway Historic District's ability to convey its historical significance and thus, would not result in an adverse effect on the District.

5.3.2 Minneapolis & Pacific Railway Historic District (HE-CRC-00199)

NRHP Status

The Minneapolis & Pacific Railway Historic District (District) was determined eligible in 2006 as part of the *Phase I & II Architectural History Survey for the CSAH 81 Project, Crystal, Hennepin County, Minnesota*. The District is comprised of the railroad itself, which is a single-track line generally extending in a westerly direction along a relatively flat right-of-way through Crystal, Minnesota. The line crosses the M&NW RR at a diamond just west of CSAH 81. Bridge No. 5220 carries CSAH 81 over the railroad

and West Broadway Avenue bisects the railroad at a grade crossing (106 Group 2006). The property has significance under NRHP Criterion A, under registration requirement #2 of the Multiple Property Documentation Form (MPDF) "Railroads in Minnesota, 1862-1956" (Schmidt 2007). The railroad played a critical role in the development of the state by providing the flour mills in Minneapolis with a means to control shipping rates to eastern markets. The Minneapolis & Pacific Railway line was significant because it provided mills in Minneapolis with a link to the wheat farms in western Minnesota. The railroad also played a key role in the development of the areas along the line by providing rural areas with a means for shipping agricultural products to Minneapolis and receiving finished products from eastern manufacturing centers. The railroad line runs from Minneapolis through Buffalo, Paynesville, and Elbow Lake, Minnesota to Boynton, North Dakota. A period of significance was not included in the evaluation form (Appendix A: Map 4; 106 Group 2006; Figures 5-6).

Effects

The Minneapolis & Pacific Railway Historic District crosses below the LRT alignment at one location in Crystal where Bottineau Boulevard crosses over the railroad tracks via a bridge between Wilshire Boulevard and Corvallis Avenue North. The LRT alignment intersects with the District from the bridge, and the LRT alignment would use the existing bridge to cross over the railroad tracks from an elevated position. The construction of the alignment at that location includes LRT infrastructure limited to track, OCS, and paved roadway at the existing bridge. None of the LRT construction would be located within the District's boundaries, so there would be no direct physical effects. The LRT alignment at the location of crossover and adjacent to the District would slightly affect the District's integrity of setting, but it would not significantly impact the District's ability to convey its historic significance. The District would retain its integrity of location, design, materials, workmanship, feeling, and association. Therefore, the Project's physical effects would not result in an adverse effect on the property (Appendix B:16).

Figure 4. View from Minneapolis & Pacific Railway Historic District toward the Project Area, facing northeast (Google 2022).

Figure 5. View from Project Area toward the Minneapolis & Pacific Railway Historic District, facing west-southwest (Google 2022).

Because it crosses below the LRT alignment at one location, there would be direct visual effects during construction and operation. However, the proposed LRT infrastructure at this location, which includes tracks, OCS, curb, truck, and median apron, and roadway improvements, would be constructed along an existing vehicular roadway bridge, and the visual effects would not affect the viewshed to and from the District in such a way as to detract from its integrity of location, design, materials, workmanship, feeling, or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the District's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the District's setting, it would not adversely affect this District's integrity of setting. Therefore, this Project's visual effects would not have an adverse effect on the District.

Based on FTA noise and vibration criteria, the Minneapolis & Pacific Railway Historic District is not a noise or vibration sensitive land use (FTA 2018). Additionally, in the City of Crystal where this historic property is located, no noise or vibration impacts from the Project have been identified (Meister and Suits 2024). Therefore, the Project would not adversely affect the District's ability to convey its historical significance under NRHP Criterion A.

During construction and operation, there would be parking impacts in the vicinity of the District. This loss of parking would potentially affect traffic in the area, as well as on-street parking congestion. However, as the property does not require parking access, any temporary and permanent parking effects would not adversely affect the District's ability to convey its historic significance.

Therefore, the proposed Project would not significantly affect the Minneapolis & Pacific Railway Historic District's ability to convey its historical significance and thus, would not result in an adverse effect on the District.

5.3.3 Graeser Park (HE-RBC-00025)

NRHP Status

Graeser Park was determined eligible for NRHP listing in 2023 through an Intensive Architectural History Survey completed by Landscape Research, LLC. Graeser Park is significant at the statewide level under Criterion C in the area of Landscape Architecture for its outstanding and flexible expression of the National Park Service Rustic Style. The Rustic Style characterized federal relief-era roadside park design in Minnesota and encompassed naturalistic landscape design as well as that of structures, buildings, and objects. The boundary includes the entire park parcel, which is irregular in shape. The park consists of a triangular-shaped portion at the south end where historic features including a rock garden, picnic area and tables, beehive fireplace, and overlook wall. The north end of the park is a long narrow segment, known as the "peninsula" that extends northwest along the TH 100 ramp and Bottineau Boulevard (CSAH 81) until the intersection of 47th Street North. The period of significance is the date of construction, 1940 to 1941. Non-historic features within the park include a circa 2002 stormwater retention pond, an electrical tower, and a sound wall that runs along the TH 100 ramp and CSAH 81. Some vegetation within the park may be historic; however, plans for the plantings have not been located. Following the reconstruction of TH 100 in 2004, new vegetation was planted within the park adjacent to the highway. The naturalistic design of the park took advantage of the sloping topography, which is a character-defining feature (Appendix A: Map 5; Zellie 2023; Figures 7-8).

Effects

Graeser Park is located within the architectural history APE for the Project (Appendix B:17, 27). Graeser Park is a triangular park located at the northwestern corner of Robbinsdale, bound by West Broadway Avenue on the southwest side, Lakeland Avenue North on the northwest side, and the TH 100 entrance ramp from Bottineau Boulevard on the east. The park also includes a landscaped boulevard "peninsula" that extends northwest to the intersection of 47th Street North along the TH 100 ramp and CSAH 81. A sidewalk improvement is proposed at the northern end of the historic property's "peninsula" allowing pedestrian connection along 47th Avenue North across CSAH 81, and two potential BMP locations are proposed within the boundaries of the parcel, one on either side of the current noise wall, roughly between 45th and 46th Avenues North within the northern "peninsula" area. The southernmost BMP would be located approximately 515 feet from the southern section of the park that contains the WPA-built features and character-defining resources of the park. The LOD does extend within the park boundary due to reconstruction associated with the exit ramp, including the "peninsula" area and a small portion of the southeastern boundary (see Appendix B, 17, 27). While there would be direct physical effects, they would be minimal, slightly affecting the integrity of design. The sidewalk replaces an existing one in the same location, and the BMPs are to be located within a landscaped area approximately 515 feet away from the park area with the character-defining features; they would be relatively small in scale, compared to the 6-acre size of the park. These Project components would be minimally visible, and thus, the property would retain its integrity of location, setting, materials, workmanship, feeling, and

association. Therefore, the direct physical effects from the Project would not have an adverse effect on the property.

Figure 6. View from Graeser Park toward Project area, facing northeast from Lakeland Avenue North. Featuring the overlook wall and picnic area. Sound wall in the background (Google 2022).

Figure 7. View from Project area toward Graeser Park, facing southwest from TH 100 offramp (Google 2022).

The southern section of Graeser Park containing the WPA-built features is partially shielded from the proposed LRT track alignment, which would run along Bottineau Boulevard to the East-Northeast of this property, by existing vegetation and a traffic noise barrier. Graeser Park would have a direct, somewhat obscured, view of the Project, both during construction and operation; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT infrastructure, including tracks; OCS; curb, median, and truck apron changes; and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic property, and the visual effects would not affect the viewshed to and from Graeser Park in such a way as to detract from its integrity of location,

design, materials, workmanship, feeling, or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers within this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the park's setting, it would not adversely affect this historic property's integrity of setting. Therefore, this Project's visual effects would not have an adverse effect on the historic property.

Based on FTA noise and vibration criteria, Graeser Park is not a noise or vibration sensitive land use (FTA 2018). Additionally, in the City of Robbinsdale where this historic property is located, no noise or vibration impacts from the Project have been identified (Meister and Suits 2024). Therefore, the Project would not adversely affect Graeser Park's ability to convey its historical significance under NRHP Criterion C within the area of Landscape Architecture.

During construction and operation, there would be parking impacts in the vicinity of the historic property. However, any parking impacts would not affect Graeser Park, as its designated on-street parking on Lakeland Avenue would not be affected. Therefore, any temporary and permanent parking effects would not adversely affect Graeser Park's ability to convey its significance under Criterion C.

The Project would not significantly affect Graeser Park's integrity of location, setting, design, materials, workmanship, feeling or association. Therefore, the Project would not affect the historic property's ability to convey its historical significance and would not result in an adverse effect on the historic property.

5.3.4 West Broadway Residential Historic District (HE-RBC-00158)

NRHP Status

The West Broadway Residential Historic District (District) was determined eligible for NRHP listing in 1995 as a part of Trunk Highway 100/Lilac Way Reconstruction Project. The District consists of 31 contributing and 10 non-contributing buildings, encompassing roughly three city blocks. The District is eligible for the NRHP under Criterion A for its association with the development of Robbinsdale as an early-twentieth-century suburb of Minneapolis. The general boundaries of the District include the BNSF Railroad tracks to the west, Highway 100 to the north, Bottineau Boulevard to the east, and 42 ½ Avenue North to the south. The District's period of significance is 1919 to 1941, the time period when the properties were constructed (Appendix A: Map 6; Henning 1997; Figures 9-10).

Figure 8. View toward West Broadway Residential Historic District from Project area, facing southwest (Google 2022).

Figure 9. View from West Broadway Residential Historic District toward Project area, facing northeast (Google 2022).

Effects

Six properties (four contributing) within the West Broadway Residential Historic District are located within the architectural history APE for this Project (Appendix B:27,28). These properties are located on the southwest side of Lakeland Avenue North, between 43rd Avenue North and 42 ½ Avenue North, with the proposed LRT track directly adjacent to the District on Bottineau Boulevard (4350 West Broadway Avenue and 4275, 4269, 4263, 4257, and 4253 Lakeland Avenue North). Construction of LRT infrastructure, including the rail track and OCS, is planned for the entire section of Bottineau Boulevard located just northeast of the boundaries of the District; and proposed road and cross street reconstruction of Lakeland Avenue North, between 43rd Avene North and 42 ½ Avenue North, is included. Construction of the proposed Project would slightly extend across the parcel boundaries of those properties along Lakewood Avenue North that are within the District. However, the LOD is outside of the parcel

boundaries for 4350 West Broadway Avenue. Although the proposed road and cross street reconstruction and intersection safety improvements would slightly affect the five parcels fronting Lakewood Avenue North by acquiring 0.10 acres of land from these parcels (1.0% of the District) and a temporary easement of 0.01 acres, no proposed components of the Project would physically affect the buildings within the District that help to convey the District's significance as a residential District. There will be minor affects to the District's integrity of setting and feeling, but these direct physical effects would not adversely affect the District's integrity of location, design, materials, workmanship, and association. Therefore, the Project would not adversely affect the West Broadway Residential Historic District's ability to convey its historical significance under NRHP Criterion A for its association with the development of Robbinsdale as an early-twentieth-century suburb of Minneapolis.

Five properties within the West Broadway Residential Historic District are located on Lakeland Avenue North on a slight hill directly across from the proposed LRT track alignment, which would run along Bottineau Boulevard to the east-northeast of the District boundaries. Due to this slight elevation and close proximity to the LOD, the District properties would have a direct view of the Project, both during construction and operation; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT tracks and infrastructure, including OCS; curb, median, and truck apron changes; and roadway improvements would be constructed along an existing vehicular roadway adjacent to the District, and the visual effects would not affect the viewshed to and from the District in such a way as to detract from its integrity of location, design, materials, workmanship, feeling, or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the District's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the District's setting, it would not adversely affect this historic district's integrity of setting. Therefore, the Project's visual effects would not adversely affect the District.

Based on FTA noise and vibration criteria, the District is a noise and vibration sensitive land use, as there are residential properties located there (FTA 2018). However, during preparation of the Supplemental EIS, the Council modeled noise levels at residential properties adjacent to the Project Alignment between 47th Avenue North and North Lowry Avenue in the City of Robbinsdale, and based on FTA criteria, no noise impacts were identified in the City of Robbinsdale. Additionally, in the City of Robbinsdale where this District is located, no vibration impacts from the Project have been identified (Meister and Suits 2024). Therefore, the Project would not adversely affect the West Broadway Residential Historic District's ability to convey its historical significance under NRHP Criterion A for its association with the development of Robbinsdale as an early-twentieth-century suburb of Minneapolis.

During construction and operation, there would be parking impacts in the general location of the historic property. This loss of parking would potentially affect traffic in the area, as well as create on-street parking congestion. However, because street parking is prohibited within the District along Lakeland Avenue North, any parking impacts would not significantly affect the West Broadway Residential Historic District. Therefore, any temporary and permanent parking effects would not adversely affect the

West Broadway Residential Historic District's ability to convey its significance under Criterion A nor affect its historical integrity.

Therefore, the proposed Project would not significantly affect the West Broadway Residential Historic District ability to convey its historical significance and would not result in an adverse effect on the historic district.

5.3.5 Hennepin County Library: Robbinsdale Branch (HE-RBC-00024)

NRHP Status

The Hennepin County Library Robbinsdale Branch was listed in the NRHP in 1978 with local significance under Criterion A in the area of Education for its association with the Robbinsdale Library Club (Club), which began in 1907 and has functioned continuously since that date. In 1925, the year the library was built, the service organizations and clubs in Robbinsdale dedicated their fund-raising efforts to helping the library project. Although the operating function of the library was turned over to Hennepin County in 1922, even before the building itself was constructed, the Club continued to own and maintain the building until 1976 when it was donated to the City of Robbinsdale. The property boundaries include the entire property parcel. The period of significance is 1925-1949, beginning the year the library was constructed and ending when the Club ended (Appendix A: Map 7; Baker 1977; Figures 11-12).

Figure 10. View from Project area toward Hennepin County Library: Robbinsdale Branch, facing southwest (Google 2022).

Figure 11. View from Hennepin County Library: Robbinsdale Branch toward Project area, facing northeast (Google 2022).

Effects

The Hennepin County Library Robbinsdale Branch is located within the Project's architectural history APE and overlaps the Project LOD at the north end of the historic property boundary (Appendix B:28). The property is located at the southwest corner of 42nd Avenue North and Railroad Avenue North, the latter of which parallels the Burlington Northern Santa Fe Railroad tracks to the northeast. The proposed reconstruction of the road, cross street, and sidewalk along the north and east sides of the property would occur within the roadway right-of-way and existing paved sidewalks, which are not character-defining features. Additionally, sidewalk improvements would include matched paving up to the building entrance. These impacts would not significantly change the overall integrity of the Hennepin County Library Robbinsdale Branch. Therefore, this direct physical effect would not result in an adverse effect on the Hennepin County Library Robbinsdale Branch.

The Hennepin County Library Robbinsdale Branch is located at the southwest corner of 42nd Avenue North and Railroad Avenue North. The topography in this area is generally flat. Due to this elevation and proximity to the Project, the Hennepin County Library Robbinsdale Branch would have a direct view of the Project both during and after construction resulting in temporary and permanent direct visual effects. However, the proposed new LRT tracks and infrastructure would be constructed along an existing vehicular roadway adjacent to the historic property, and the visual effects would not affect the viewshed to and from the Hennepin County Library Robbinsdale Branch in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although

construction of these new amenities would slightly change the building's setting, it would not adversely affect this historic property's integrity of setting.

Based on FTA noise and vibration criteria, the Hennepin County Library Robbinsdale Branch is not a noise or vibration sensitive land use (FTA 2018). Additionally, in the City of Robbinsdale where this historic property is located, no noise or vibration impacts from the Project have been identified (Meister and Suits 2024). Therefore, the Project would not adversely affect the Hennepin County Library Robbinsdale Branch's ability to convey its historical significance under NRHP Criterion A within the area of Education.

During construction, there would be parking impacts in the vicinity of the historic property. This loss of parking would potentially affect traffic in the area, as well as on-street parking congestion. However, any direct parking impacts on the Hennepin County Library Robbinsdale Branch, which relies on the roads immediately adjacent to the historic property for limited on-street parking, would be temporary and limited to the activities associated with the reconstruction of the adjacent road, intersection, and sidewalks. There are no proposed permanent parking impacts located adjacent to this historic property. Therefore, parking impacts would not affect the historic property's integrity of location, setting, design, materials, workmanship, association, or feeling, and temporary parking effects would not adversely affect the Hennepin County Library Robbinsdale Branch's ability to convey its significance under Criterion A.

Therefore, the proposed Project would not significantly affect the Hennepin County Library Robbinsdale Branch's ability to convey its historical significance and would not result in an adverse effect on the historic property.

5.3.6 Guaranty State Bank of Robbinsdale (HE-RBC-01513)

NRHP Status

The Guaranty State Bank of Robbinsdale was determined as individually eligible for listing in the NRHP as a part of this Project. The property has local significance under NRHP Criterion C, in the area of Architecture, as an outstanding example of the Midcentury Modernism style, especially as it was applied to banks to create a distinct, inventive visual identity after decades of traditional bank design. The property boundary is the current parcel boundary. The period of significance for this property is 1963 to 1964, which encompasses the period in which the property was planned, designed, and constructed (Appendix A: Map 8; Wallace et al. 2024; Figure 13-14).

Figure 12. View toward Guaranty State Bank of Robbinsdale from Project area, facing west-southwest (Google 2022).

Figure 13. View toward Project area from Guaranty State Bank of Robbinsdale, facing northeast (Google 2019).

Effects

The Guaranty State Bank of Robbinsdale is located within the architectural history APE for the Project. At its closest point, the southern edge of the historic property parcel boundary is located roughly 100 feet southwest of the Project LOD (Appendix B:29). Construction of the proposed Project would occur outside of the historic property boundary of the Guaranty State Bank of Robbinsdale; therefore, there would be no direct physical effects.

The Guaranty State Bank of Robbinsdale is built into a small hill, so it is elevated from the proposed LRT track alignment, which would run along Bottineau Boulevard to the east-northeast of this property. Due to this elevation difference, the Guaranty State Bank of Robbinsdale would have a direct view of the Project, both during construction and operation; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT tracks and infrastructure, including OCS; curb, median, and truck

apron changes; and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic property, and the visual effects would not affect the viewshed to and from the Guaranty State Bank of Robbinsdale in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the building's setting, it would not adversely affect this historic property's integrity of setting.

Based on FTA noise and vibration criteria, the Guaranty State Bank of Robbinsdale is not a noise or vibration sensitive land use (FTA 2018). Additionally, in the City of Robbinsdale where this historic property is located, no noise or vibration impacts from the Project have been identified (Meister and Suits 2024). Therefore, the Project would not adversely affect the Guaranty State Bank of Robbinsdale's ability to convey its historical significance under NRHP Criterion C within the area of Architecture.

During construction and operation, there would be parking impacts in the vicinity of the historic property. In downtown Robbinsdale, south of 40th Avenue, which is less than one-half mile north-northwest of the property, there would be a net loss of 113 off-street parking spots. This loss of parking would potentially affect traffic in the area, as well as on-street parking congestion. However, any parking impacts would not significantly affect the Guaranty State Bank of Robbinsdale, as its own customer parking lot would not be affected, and the roads immediately adjacent to the historic property have on-street parking that would not be affected during Project construction and operation. Therefore, parking impacts would not affect the historic property's integrity of location, setting, design, materials, workmanship, association, or feeling, and any temporary and permanent parking effects would not adversely affect the Guaranty State Banks's ability to convey its significance under Criterion C.

Therefore, the proposed Project would not significantly affect the Guaranty State Bank of Robbinsdale ability to convey its historical significance and would not result in an adverse effect on the historic property.

5.3.7 Grand Rounds Historic District (XX-PAK-00003); Theodore Wirth Parkway (HE-GVC-00377); Victory Memorial Drive (HE-RBC-00364)

NRHP Status

The Grand Rounds Historic District (District) was determined eligible for listing in the NRHP in 2012. The historic district includes 4,662 acres of land and approximately 50 miles of parks and parkways that encircles the City of Minneapolis. This district is significant under NRHP Criterion A, within the areas of Community Planning and Development, and Entertainment/Recreation, and under NRHP Criterion C in the area of Landscape Architecture. The Grand Rounds, which includes seven segments, was first established in 1883 by the Minneapolis Board of Park Commissioners (later known as the Minneapolis

Park and Recreation Board [MPRB]) (Roise et al. 2012). A draft NRHP nomination for the District has been prepared but has not yet been approved. The draft nomination recommends a period of significance from 1884 when work began on Loring Park, to 1942 when the Minneapolis Park and Recreation Board used Depression-era federal relief programs to improve the parks and parkways in the system (Appendix A: Map 9; Roise et al. 2012; Figures 15-18). The Project APE for architectural history is within a non-contributing segment of the District, where Victory Memorial Parkway, Theodore Wirth Parkway, and Oakdale Avenue/Lowry Avenue meet. This includes sections within the Theodore Wirth Parkway (HE-GVC-00377) and Victory Memorial Drive (HE-RBC-00364).

Effects

The Grand Rounds Historic District is located within the architectural history APE for the Project. Approximately 6.4 acres of the 4,662 acre District is located within the APE. The Project LOD is located within a non-contributing segment of the District (see Appendix A: Map 9). Project elements located within the District include the reconstruction of the southbound West Broadway Avenue bridge and the intersection below the bridges, and three potential BMPs. Construction of LRT infrastructure, including the tracks and OCS are proposed for the entire section of West Broadway Avenue located within the boundaries of the District, but in a non-contributing segment of the District (Appendix B: 30-31). Three bridges that carry traffic over the Lowry Avenue-Theodore Wirth Parkway-Victory Memorial Parkway intersection would be replaced, including two vehicular bridges that carry northbound (Bridge 27008) and southbound (Bridge 27007) CSAH 81/West Broadway Avenue/Bottineau Boulevard and an adjacent bridge (Bridge 27006) that connects westbound CSAH 153/Lowry Avenue North to northbound CSAH 81. The loop ramp from southbound CSAH 81 to Theodore Wirth Parkway would be removed, and a new ramp would be constructed in its place. The footprint of the reconstructed interchange would fit within the existing interchange; however, the center of the intersection would be shifted to the east compared to existing conditions. Construction of an at-grade LRT station, that features one-story concrete shelters with flat roofs, an elevated concrete platform, pay stations, and signage is proposed to be located at Lowry Avenue under West Broadway Avenue bridges, south of Theordore Wirth Parkway. Portions of the Theodore Wirth Parkway, Victory Memorial Parkway, and Grand Rounds Trail would be realigned to accommodate the Project. This realignment will remove the southbound CR 81 exit ramp from Theodore Wirth Parkway and realign the intersection of Theodore Wirth Parkway, Victory Memorial Parkway, Oakdale Avenue, and Lowry Avenue east outside of the District boundary, thereby reducing the impervious surface within the District. Paved areas that are no longer in use within the District would be replaced with green space that would be available for recreational activities. Proposed reconstruction of three bridges, slightly changing alignment of the roadway, installation of BMPs, and construction of a new LRT station at Lowry Avene within the District boundaries would impact the non-contributing segment of this District. As these impacts are limited to within a non-contributing segment of the District, these direct physical effects would not result in an adverse effect on the Grand Rounds Historic District.

Figure 14. Current view looking south toward proposed Lowry Avenue Sation from Victory Memorial Drive within the Grand Rounds Historic District non-contributing segment (SEH 2024).

Figure 15. Rendering looking south toward proposed Lowry Avenue Sation from Victory Memorial Drive within the Grand Rounds Historic District non-contributing segment (SEH 2024).

Figure 16. Current view looking northeast toward the proposed Lowry Avenue Station, from Theodore Wirth Parkway within the Grand Rounds Historic District non-contributing segment (SEH 2024).

Figure 17. Rendering looking northeast toward the proposed Lowry Avenue Station, from Theodore Wirth Parkway within the Grand Rounds Historic District non-contributing segment (SEH 2024).

Approximately 6.4 acres of the Victory Memorial Parkway and the Theodore Wirth Parkway that comprise the District are located within the APE. Due to this immediate proximity to the LOD, this section of the District would have a direct view of the Project, both during construction and operation; therefore, there would be temporary and permanent direct visual effects. The proposed LRT tracks and

infrastructure, including OCS; curb, median, and truck apron changes; and roadway improvements would be constructed along existing vehicular roadways through the District, thereby limiting the effect to the District's integrity of feeling and setting. Portions of the Theodore Wirth Parkway, Victory Memorial Parkway, and Grand Rounds Trail would be realigned to accommodate the Project; however these roadway improvements are located within the non-contributing District segment. The visual effects would not affect the viewshed to and from the District in such a way as to detract from its integrity of location, design, materials, and workmanship, or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this District. Therefore, these visual effects would be minimal as they affect a small portion of this larger, linear District (approximately 6.4 acres of the 4,662 acre District), and would not affect the District's integrity of location, design, materials, workmanship, or association. Although construction of the LRT infrastructure would slightly change the District's setting and feeling, it would not adversely affect this District's integrity of setting or feeling due to the minimal nature of the changes that are located within a non-contributing portion of a larger, linear District.

Based on FTA noise and vibration criteria, the District is not a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified in Robbinsdale or Minneapolis in the vicinity of this District (Meister and Suits 2024). Therefore, the Project would not adversely affect the Grand Rounds Historic District's ability to convey its historical significance under NRHP Criterion A, within the areas of Community Planning and Development, and Entertainment/Recreation, and under NRHP Criterion C in the area of Landscape Architecture.

During the construction of the Project, there would be temporary impacts on trail and traffic patterns within and in the vicinity of the District, including the closure of 700 feet of off-street trails; along with a temporary closure of one lane of traffic on Lowry Avenue and the complete closure of Lowry Avenue in both direction for three months. Once constructed, the LRT infrastructure and Lowry Avenue station would affect vehicular traffic along West Broadway Avenue by shifting the intersection alignment east to accommodate the LRT alignment. Additionally, the multiuse trails along Victory Memorial Parkway and Theodore Wirth Parkway would be realigned to connect to the Lowry Avenue Station, providing direct access to the District from the Project. A traffic signal would be installed in the Lowry Avenue Station area to regulate pedestrians and vehicle interaction. While there will be temporary and permanent changes to trails/pedestrian routes, these Project components would improve pedestrian comfort, safety, and access. As these Project components are located within a non-contributing segment of the District, they would not affect the overall District's integrity of location, setting, design, materials, workmanship, feeling, or association. Therefore, any temporary and permanent impacts on trail and traffic patterns from the Project would not adversely affect this District's ability to convey its significance under Criteria A or C.

During construction and operation, there would be parking impacts in the vicinity of the District. Directly to the east of the District there is an anticipated loss of 18 on-street parking spaces at Washburn Avenue at the 30th Avenue curve to accommodate changes to West Broadway Avenue at the Lowry Avenue interchange from the Project. There would also be an anticipated loss of 62 on-street parking spaces on

Washburn Avenue from West Broadway Avenue to Lowry Avenue to accommodate a multiuse shared roadway (HDR, Inc. 2024). While this loss of parking would potentially create on-street parking congestion in the vicinity of the District, parking impacts would not affect the District, as the Lowry Avenue-Theodore Wirth Parkway-Victory Memorial Parkway intersection within the historic district already prohibits on-street parking. Therefore, these Project components would not affect the District's integrity of location, setting, feeling, association, design, materials, or workmanship and would not adversely affect the District's ability to convey its significance under Criteria A or C.

Therefore, the proposed Project would not significantly affect the Grand Rounds Historic District ability to convey its historic significance and would not result in an adverse effect to the District.

5.3.8 Pilgrim Heights Community Church (HE-MPC-08277)

NRHP Status

The Pilgrim Heights Community Church was determined eligible for listing in the NRHP in 2013, following consultation with SHPO, conducted as part of the *Phase I & II Architectural History Survey for the CSAH 81 Project, Crystal, Hennepin County, Minnesota* (106 Group 2012b). The property is eligible under Criterion C, as an important contribution to the development of Mid-Century Modern ecclesiastical architecture. The property boundary is the entire property parcel. The period of significance was not described in the survey form but because it is eligible under Criterion C, its period of significance likely corresponds to its 1953 construction date (Appendix A: Map 9; 106 Group 2012b; Figures 19-21).

Figure 18. View from Project area toward Pilgrim Heights Community Church, facing east (Google 2021).

Figure 19. View from Pilgrim Heights Community Church toward Project area, facing west (Cyclomedia 2020).

Figure 20. View from Project area toward Pilgrim Heights Community Church, facing east (Cyclomedia 2020).

Effects

The Pilgrim Heights Community Church is located within the architectural history APE for the Project. At its closest point, the western edge of the historic property parcel boundary is located roughly 150 feet east of the Project LOD (Appendix B:30-31). Construction of the proposed Project would occur outside of the historic property boundary of the Pilgrim Heights Community Church; therefore, there would be no direct physical effects to the historic property.

The Pilgrim Heights Community Church is across the street from an existing embankment formed by the approach to the bridge that carries West Broadway Avenue northwest over Lowry Avenue North (Figure 18). It is partially obscured by foliage from the proposed LRT track alignment, which would run along West Broadway Avenue to the west-northwest of this property. The proposed Lowry Station, planned to be located to the west of the historic property, would be completely obscured from view by the West Broadway Avenue embankment. The Pilgrim Heights Community Church would have a direct view of the Project along Lowry Avenue North, both during construction and operation; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT tracks and infrastructure, including OCS; curb, median, and truck apron changes; stormwater treatment locations; trail

improvements and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic property. The visual effects would not affect the viewshed to and from the Pilgrim Heights Community Church in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the building's setting, it would not adversely affect this historic property's integrity of setting.

Based on FTA noise and vibration criteria, the Pilgrim Heights Community Church is a noise sensitive land use (FTA 2018). However, no noise impacts from the Project have been identified where this historic property is located. Additionally, no vibration impacts from the Project have been identified at or within the vicinity of where this historic property is located (Meister and Suits 2024). Therefore, the Project would not adversely affect the Pilgrim Heights Community Church's ability to convey its historical significance under NRHP Criterion C within the area of Architecture.

During construction and operation, there would be parking impacts in the vicinity of the historic property. However, any parking impacts would not significantly impact the Pilgrim Heights Community Church, as its own congregation's parking lot would not be affected, and the roads immediately adjacent to the historic property have on-street parking. Therefore, any temporary and permanent parking effects would not adversely affect the Pilgrim Heights Community Church's ability to convey its significance under Criterion C.

Therefore, the proposed Project would not significantly affect the Pilgrim Heights Community Church's integrity of location, design, materials, workmanship, association, or feeling. The Project would not impact the historic property's ability to convey its historical significance and would not result in an adverse effect on the historic property.

5.3.9 All Pets Animal Clinic (HE-MPC-22664)

NRHP Status

All Pets Animal Clinic was determined individually eligible for listing in the NRHP as a part of this Project. This property has local significance under NRHP Criterion C, in the area of Architecture, as one of the only extant examples of a Midcentury Modern-style building in Minneapolis with prominent breezeblock details, an increasingly rare material and high-style characteristic of the architectural style. The property boundary is the current parcel boundary with a triangular shape. The original parcel contributed to the unique setback siting of the building in relation to West Broadway Avenue. The period of significance for this property under Criterion C is 1970, the year in which the building was constructed (Appendix A: Map 9; Wallace et al. 2024; Figures 22-23).

Figure 21. View from All Pets Animal Clinic toward Project area, facing southeast.

Figure 22. View from Project area toward All Pets Animal Clinic, facing northwest.

Effects

All Pets Animal Clinic is located within the architectural history APE for this Project, along the LRT alignment at the corner of West Broadway Avenue and 29th Avenue North in Minneapolis. Planned construction of LRT infrastructure includes the LRT track and OCS, new paved roadway, sidewalk, and curb and truck apron. The roadway reconstruction and sidewalk improvements to accommodate the LRT track and OCS would be located adjacent to the All Pets Animal Clinic historic property boundary, requiring a temporary easement of approximately 0.11 acres of the paved lot during construction (Appendix B:31). These temporary impacts would affect the integrity of setting, feeling, and association.

The temporary easement required during construction would minimally affect the property's design, as the parking lot footprint itself is original to initial design and construction. Because these effects would not require the moving of any buildings/structures on the property, they would not adversely affect the property's integrity of location. The historic property would maintain its integrity of materials and workmanship, as the All Pets Animal Clinic building would remain intact and would not be physically impacted by the Project. Therefore, these temporary impacts would not adversely impact the ability of the historic property to convey its historic significance under NRHP Criterion C within the area of Architecture.

All Pets Animal Clinic would have a direct view of the Project during construction and operation; therefore, there would be temporary and permanent direct visual effects. Due to the Project's location within the historic property boundary, the viewshed to and from the All Pets Animal Clinic building would be slightly obstructed by the addition of infrastructure. As such, these visual effects would affect the historic property's integrity of setting, feeling, and association; however, the Project would not introduce features larger in scale than anything in the current setting. As no project components would be constructed in the property parcel, the visual impacts would not affect the property's design, materials, and workmanship. Overall, the visual effects would not adversely affect the historic property's ability to convey its historic significance.

Based on FTA noise and vibration criteria, the All Pets Animal Clinic is not a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified at or within the vicinity of this historic property (Meister and Suits 2024). Therefore, the Project would not adversely affect the historic property's ability to convey its historical significance under NRHP Criterion C within the area of Architecture.

During construction and operation, there would be parking impacts in the general vicinity of the historic property. On West Broadway Avenue between 29th Street North and Irving Avenue North, there would be a net loss of 364 off-street parking spots, though no parking spot loss is expected within the historic property parcel. Additionally, the temporary impacts within the parcel for adjacent roadway reconstruction and sidewalk improvements would not physically affect the All Pets Animal Clinic building, and therefore, any temporary and permanent parking effects would not adversely affect the All Pets Animal Clinic's ability to convey its significance under Criterion C.

The planned construction would temporarily impact a small section of the paved lot within the historic property parcel. In addition, there would be LRT infrastructure in immediate proximity to the historic property; however, there are no Project components planned to be constructed within the Property parcel. The Project would not introduce features larger in scale than anything in the current setting. Therefore, the proposed Project would not significantly impact the All Pets Animal Clinic's ability to convey its historic significance and would not result in an adverse effect on the historic property.

5.3.10 Forest Heights Addition Historic District (HE-MPC-22600)

NRHP Status

The Forest Heights Addition Historic District (District) is determined eligible for listing in the NRHP as a part of this Project. The District has significance under Criterion A, in the area of Community Planning and Development; under Criterion B, for its association with Samuel Gale of Gale and Company, a prominent real estate developer and Minneapolis civic leader; and under Criterion C, in the area of Landscape Architecture. The Forest Heights Addition Historic District includes 716 parcels covering approximately 151.84 acres that are bound by 26th Avenue North on the north, Penn Avenue North on the west, Golden Valley Road on the south, and on the east by a line that follows the alignment of Humboldt Avenue North and extends south, bisecting the block between Irving Avenue North and Girard Avenue North (Appendix A: Map 10; Figures 24-27). The period of significance for Criteria A and C is 1883 to 1930, which spans the Forest Heights Addition District's initial period of development. The period of significance for Criterion B is 1883, the year Gale and Company platted Forest Heights.

Effects

One hundred and twenty properties (102 contributing, 18 non-contributing) within the Forest Heights Addition Historic District are located within the Project APE. Within the District and Project APE is the proposed James Avenue Station, nine potential BMP locations, and LRT alignment from Penn Avenue North and West Broadway Avenue to 21st Avenue North and between Irving and Girard Avenues North. The District is also located less than one block away from the proposed Penn Avenue Station (Appendix B:18-20). Construction of LRT infrastructure, including tracks; OCS; curb, median, and truck apron changes; and roadway improvements, is planned for the entire section of West Broadway Avenue located within the boundaries of the District. Construction of an at-grade LRT station that features one-story concrete shelters with flat roofs, an elevated concrete platform, pay stations, and signage is proposed to be located between Irving Avenue North and James Avenue North. Nine potential BMP locations are located in the southeastern area of the District, located primarily around the James Avenue Station area. For construction of the James Avenue Station, and shift of the LRT alignment from West Broadway Avenue to 21st Avenue North, demolition is planned for seven properties located within the boundaries of the District, two of which are contributing properties (1513 and 1517 Hillside Avenue North). Two additional contributing properties near West Broadway Avenue and Penn Avenue North would also be demolished (2117 and 2119 West Broadway Avenue) (see Figures 25-26; Appendix B, Map 19). Proposed demolition of nine properties (four of which are contributing) within the District (approximately 1.55 acres or 1.02% of the District) and the construction of a new LRT station at James Avenue North would have permanent physical impacts on the District, adversely affecting the integrity of setting, design, materials, and workmanship. Acquisition and demolition of four contributing properties for the Project would remove buildings constructed within the District's period of significance. The Project also includes changing the alignment of the roadway and constructing a modern transit station in the space previously occupied by contributing district properties, thus compromising the District's integrity of setting, design, materials, and workmanship. The integrity of feeling and association would be affected in the areas of the District located directly adjacent to the Project, but overall, the District would retain its integrity of feeling and association. The District would retain its integrity of location. However, these direct physical effects would result in an adverse effect on the Forest Heights Addition Historic District.

Figure 24. Current view toward Forest Heights Addition Historic District from Project area, facing southeast from corner of Penn Avenue North and West Broadway Avenue (SEH 2024).

Figure 25. Rendering of the proposed view toward Forest Heights Addition Historic District from Project area with Project infrastructure, facing southeast from corner of Penn Avenue North and West Broadway Avenue (SEH 2024).

Figure 26. Current view within the Forest Heights Addition Historic District, facing west from the corner of Logan Avenue North and West Broadway Avenue (SEH 2024).

Figure 23. Rendering of the proposed view toward Forest Heights Addition Historic District from Project area with Project infrastructure, facing west from the corner of Logan Avenue North and West Broadway Avenue (SEH 2024).

The Forest Heights Addition Historic District features curvilinear streets that traverse a low, broad hill, the apex of which is near the intersection of Hillside Avenue North and Ilion Avenue North, at roughly the center of the subdivision. This District also features many old-growth deciduous trees, providing a dense tree cover throughout. Given its hilly topography and dense tree coverage, only some of the properties within the District would have direct views of the proposed LRT infrastructure along West

Broadway Avenue, the proposed new James Avenue Station, and/or the proposed new Penn Avenue Station. The properties that are directly adjacent to these stations and the LRT alignment would have direct views, and thus, permanent direct visual impacts. The proposed LRT infrastructure would include OCS visible along the section of West Broadway Avenue within the District boundaries from Penn Avenue North to just east of Irving Avenue North. Where the LRT alignment transitions from running along West Broadway Avenue to 21st Avenue North is where the James Avenue Station is proposed. The James Avenue Station construction would permanently remove seven existing properties, two of which are contributing to the District, and replace them with an at-grade LRT station that features one-story concrete shelters with flat roofs, an elevated concrete platform, pay stations, and signage. Additionally, because it would be constructed within one block of the District's western boundary, the proposed new Penn Avenue Station would have permanent direct visual effects on the District. The Project would introduce visual barriers within and in the vicinity of this District but would not introduce features larger in scale than anything in the current setting. Additionally, the LRT alignment and OCS would not block viewsheds within the District (see Figures 24-27). Therefore, the District would retain its integrity of location, design, materials, and workmanship, but the integrity of setting, feeling, and association would be slightly affected in the areas of the District located directly adjacent to the physical construction in the Project Area, as the changes would change the immediate, primarily commercial setting. These direct visual effects would not adversely affect the Forest Heights Addition Historic District's ability to convey its historical significance.

Based on FTA noise and vibration criteria, the Capri Theater (2027 West Broadway Avenue) and residential properties within the District are noise and vibration sensitive land uses (FTA 2018; Meister and Suits 2024). The increase in noise and vibration would occur during LRT operation related to wheel/rail interaction, train bells, and crossover, which would be limited in duration but occurring at frequent intervals. FTA noise and vibration criteria are based on the land use category of the sensitive receptor and use Ldn for locations where people sleep (Category 2) and Leq for locations with daytime and/or evening use (Category 1 or 3). According to these criteria, the District belongs in Categories 2 (residential land use and buildings where people normally sleep, such as hotels and hospitals) and 3 (institutional land uses with primarily daytime and evening use, such as theaters). The Category 2 areas, the residential properties, are located throughout the District, but for the most part are sited further away from the proposed alignment and stations, which generally follows the commercial corridor of West Broadway Avenue. According to FTA noise and vibration impact criteria, the Project would have No Impact on the District. Including the Capri Theater (Category 3), as no vibration or ground-borne noise impact was identified at the theater or recording studios in the building. Therefore, the Project would not adversely affect the District's overall integrity or ability to convey its historic significance under NRHP criteria A, B, or C.

During the construction of the Project, there would be temporary impacts to traffic patterns within and in the vicinity of the District. Once constructed, the LRT infrastructure and James Avenue Station would affect vehicular traffic along West Broadway Avenue by limiting traffic to one lane in each direction, and 21st Avenue North would be changed to remove vehicle traffic to accommodate the LRT alignment. These roadway changes would have impacts on pedestrian and bicyclist traffic and safety, as well.

Pedestrian improvements within the District would include a new sidewalk along the south side of the James Avenue Station connecting to Irving Avenue North and James Avenue North, with new traffic signals. Mid-block pedestrian crossing would be provided at Knox Avenue. New traffic signals would be constructed at Irving Avenue and Hillside Avenue, and to the east of the District at North 21st Avenue at Girard Avenue North, North 21st Avenue at Fremont Avenue North, and North 21st Avenue and Emerson Avenue North. Improved sidewalk facilities would be provided to ensure connectivity and comfort improvements. Temporary or permanent traffic impacts are being mitigated with refinements to LRT track crossing and intersection design and signals to reduce impacts to safety and connectivity. Therefore, any temporary and permanent traffic effects would not adversely affect this District's ability to convey its significance under Criteria A, B, or C.

During construction and operation, there would be parking impacts in the general vicinity of the District. On West Broadway Avenue between 29th Street North and Irving Avenue North, there would be a net loss of 364 off-street parking spots. This loss of parking would potentially affect traffic in the area, as well as create on-street parking congestion. These parking impacts would minimally affect the integrity of setting and feeling; however these impacts would not affect the integrity of location, association, materials, design, or workmanship as they would not physically affect contributing properties within the District. As such, any temporary and permanent parking effects would not adversely affect the District's ability to convey its significance under Criteria A, B, or C.

Due to the physical destruction of part of the District (nine properties, four of which are contributing), the proposed Project would significantly affect the Forest Heights Addition Historic District's integrity of setting, design, materials, and workmanship. Therefore, the Project would limit the District's ability to convey its historic significance under Criteria A, B, and C and would result in an adverse effect on the District.

5.3.11 North Community YMCA (HE-MPC-08033)

NRHP Status

The North Community YMCA was determined as individually eligible for listing in the NRHP as a part of this Project. The property has local significance under NRHP Criterion A, in the area of Community Planning and Development, due to its role as one of the earliest reinvestment construction projects in North Minneapolis following civil unrest in the area during the late 1960s. The determined eligible property boundary is the current parcel boundary. The period of significance for this property is 1973 to 1974, which encompasses the period in which the structure's development and construction occurred (Appendix A: Map 10; Wallace et al. 2024; Figures 28-29). The property's parking lot can be seen in use as early as 1979, approximately five years after the property was completed (NETR 1979). "In" and "Out" signs located next to the property's curb cuts on Golden Valley Road near the intersection of Knox Avenue North very likely date to the property's initial construction, further indicating that the parking lot has been a part of the property's layout since its completion. Therefore, the property's parking lot is contributing to the property's significance. Additionally, the North Community YMCA is located within

the boundaries of the recommended eligible Forest Heights Addition Historic District, however based on its build date it is recommended as a non-contributing property to the District.

Figure 24. View from Project area toward North Community YMCA, facing southwest.

Figure 25. View from Project area toward North Community YMCA, facing south.

Effects

The North Community YMCA is located within the architectural history APE for this Project. The historic property's northern, northeastern, and northwestern boundaries are located within the Project LOD (Appendix B:20). Project components within the historic property boundary include reconfiguration of the existing sidewalk, which would be limited to the parking lot on this parcel, acquisition of a portion of the north end of the parking lot, and potential construction activities up to the building face. Although there would be minimal loss of parking spaces, the new pedestrian crossing created with the sidewalk reconfiguration would create better access to this YMCA and the nearby park. These impacts would not significantly change the overall integrity of the North Community YMCA. Therefore, this direct physical effect would not result in an adverse effect on the North Community YMCA. Construction work

undertaken within the property's parking lot as part of this Project would slightly affect the property's integrity of setting. However, the construction impacts on the parking lot are relatively minor, and would not affect the property's integrity of location, design, materials, workmanship, feeling, or association. Therefore, the Project would not result in an adverse effect on the North Community YMCA.

The North Community YMCA is located at the south-southwest corner of West Broadway Avenue, within an area of flat topography. Due to this elevation and proximity to the Project area, the North Community YMCA would have a direct view of the Project both during construction and after; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT tracks and infrastructure, including OCS; curb, median, and truck apron changes; and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic property, and the visual effects would not affect the viewshed to and from the North Community YMCA in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the building's setting, it would not adversely affect this historic property's integrity of setting.

Based on FTA noise and vibration criteria, the North Community YMCA is not a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified along the section of West Broadway Avenue where this historic property is located (Meister and Suits 2024). Therefore, the Project would not adversely affect the North Community YMCA's ability to convey its historical significance under NRHP Criterion A, in the area of Community Planning and Development.

During construction and operation, there would be parking impacts in the vicinity of the historic property. On West Broadway Avenue, between 29th Street North and Irving Avenue North, there would be a net loss of 364 off-street parking spots. This loss of parking would potentially affect traffic in the area, as well as create on-street parking congestion. The direct parking impacts on the North Community YMCA, which has its own parking lot, would result in a minimal loss of parking spaces (4-6 spaces, loss of 6-10%). The new pedestrian crossing created with the sidewalk reconfiguration would create better pedestrian access to this YMCA and the nearby park. Therefore, any temporary and permanent parking effects would not adversely affect the North Community YMCA's ability to convey its significance under Criterion A.

Therefore, the proposed Project would not significantly affect the North Community YMCA's ability to convey its historic significance and thus, would not result in an adverse effect on the historic property.

5.3.12 Durnam Hall (HE-MPC-08028)

NRHP Status

Durnam Hall was determined eligible for listing in the NRHP in 2019, as a part of a Federal Historic Tax Credit application (AWH Architects 2019). This property has significance under Criterion A for its association and use as a social and entertaining gathering place that provided an important community venue that made a significant contribution to the cultural neighborhood patterns of North Minneapolis. The boundary of the historic property is the parcel boundary. The period of significance is from 1889, when it was built, until 1932 when its use as a hall was greatly reduced due to shifting economics and cultural needs, as well as the expansion of suburban community life, and the waning influence of neighborhood social groups (Appendix A: Map 11; AWH Architects 2019; Figures 30-31).

Effects

Durnam Hall is located within the architectural history APE for the Project, with the north and west edges of the historic property parcel boundary slightly overlapping the Project LOD (Appendix B:20-21). Construction of the proposed Project within the historic property boundary would include sidewalk paving up to the building's face, including the recessed entries at the northwest and northeast corners of the building. However, the Project would not directly affect the building. Although there would be minimal direct effects to the historic property boundary, these impacts would not significantly change the overall integrity of Durnam Hall. Therefore, this direct physical effect would not result in an adverse effect on Durnam Hall.

Figure 26. View toward Durnam Hall from Project area, facing southwest (Google 2023).

Figure 27. View toward Project area from Durnam Hall, facing northeast (Google 2023).

Durnam Hall is located one block south of the proposed LRT track alignment, which would run along 21st Avenue North to the north of this property, and it is located directly south of planned roadway construction on West Broadway Avenue between Knox Avenue North and Lyndale Avenue North. Concrete footing of the building would not be impacted by proposed sidewalk improvements along the northern and western edges of the parcel along West Broadway Avenue and Dupont Avenue North, but paving would go up to the historic property's north-facing elevation. A proposed BMP is located directly north of the historic property, at the sidewalk. Due to this proximity to the LOD, Durnam Hall would have a direct view of the Project's construction on West Broadway Avenue, both during construction and operation; therefore, there would be temporary and permanent direct visual effects. However, the LRT tracks, infrastructure, and OCS would be constructed along an existing vehicular roadway one block north of the historic property, thus significantly minimizing any views of that element of the Project. The visual effects would not affect the viewshed to and from Durnam Hall in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the historic property's setting, it would not adversely affect this historic property's integrity of setting. Therefore, visual impacts from this Project would not adversely affect the historic property.

Based on FTA noise and vibration criteria, Durnam Hall is not a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified along the section of West Broadway Avenue where this historic property is located (Meister and Suits 2024). Therefore, the Project would not adversely affect Durnam Hall's ability to convey its historical significance under NRHP Criterion A.

During construction and operation, there would be parking impacts in the vicinity of the historic property, particularly along West Broadway Avenue during its construction. Given its location, parking impacts could slightly affect the historic property as parking density would likely increase along side streets, such as Dupont Avenue North, directly to the west of the historic property. However, any parking impacts would not significantly impact Durnam Hall, as the roads immediately adjacent to the historic property have on-street parking. Therefore, any temporary and permanent parking effects would not adversely affect Durnam Hall's ability to convey its significance under Criterion A.

Therefore, the proposed Project would not significantly affect Durnam Hall's ability to convey its historical significance and would not result in an adverse effect on the historic property.

5.3.13 Reno Land and Improvement Company Addition Historic District (HE-MPC-22244)

NRHP Status

The Reno Land and Improvement Company Addition Historic District (District) was determined eligible for NRHP listing as part of this Project. The District has significance under Criterion C, as the work of a master, for its association to builder Maurice Schumacher. The District boundary runs along the east side of Lyndale Avenue North between 21st Avenue North and 22nd Avenue North (2102-2134 Lyndale Avenue North). The nine properties within the District are on the west half of the block bound by Lyndale Avenue North on the west, 6th Street North on the east, North 21st Avenue on the south, and North 22nd Avenue on the north. Seven properties are contributing; two are non-contributing. The period of significance is 1901, the year in which the District was constructed (Appendix A: Map 12; Wallace et al. 2024; Figures 32-33).

Figure 28. View from Project area toward Reno Land and Improvement Company Addition Historic District (2102 Lyndale Avenue North), facing northeast.

Figure 29. View from Reno Land and Improvement Company Addition Historic District (2102 Lyndale Avenue North), toward Project area, facing northwest (Google 2019).

Effects

All nine of the properties (seven contributing) that comprise the Reno Land and Improvement Company Addition Historic District are located within the architectural history APE for this Project. There is an LOD overlap for the southern five properties with the District (2102, 2106, 2110, 2114, and 2118 Lyndale Avenue North). The largest overlap is with 2102 Lyndale Avenue North, which may experience a slight reduction of the parcel according to Project plans. The remaining four parcels would have minor overlap due to temporary construction for roadway reconstruction and sidewalk improvements. The planned Lyndale Avenue Station is located directly south and southwest of the District (Appendix B:21). Construction of LRT infrastructure, including tracks; OCS; curb and median improvements; and removal of vehicle traffic, is planned for the entire section of 21st Avenue North just south of the District boundaries. Construction of an at-grade LRT station that features one-story concrete shelters with flat roofs, an elevated concrete platform, pay stations, and signage is proposed to be located on 21st Avenue North from just west of Aldrich Avenue North to just east of Lyndale Avenue North. The station would require the reconfiguration of 21st Avenue North to allow for the LRT alignment (Appendix B:21). The roadway changes, construction of the Lyndale Avenue station, and LRT infrastructure located slightly within the property parcel of 2102 Lyndale Avenue North and directly south of the District, as well as the approximately 0.02 acre reduction of the parcel at 2102 Lyndale Avenue North, would have permanent, direct physical impacts on the District, affecting the integrity of setting. However, the Project would not require any changes to the residential buildings in the District, and it would not require the moving of any buildings/structures, the District would retain integrity of location, design, materials, workmanship, feeling, and association. Therefore, these physical effects would not result in an adverse effect on the District.

The Reno Land and Improvement Company Addition Historic District is constructed on a slight incline, with 2102 Lyndale Avenue North located at its lowest elevation. Each of the properties within the District

would have a view of the Project both during construction and after, though only 2102 and 2106 Lyndale Avenue North would have direct views. Therefore, there would be temporary and permanent direct visual effects. The planned infrastructure would be at-grade adjacent to the District, and it would include one-story concrete shelters with flat roofs, an elevated concrete platform, pay stations, signage, an LRT track and OSC, sidewalk, curb, median, and truck apron, and new paved roadway. All of these elements would affect the viewshed to and from the southernmost properties in the District and would partially diminish the District's integrity of setting. On the whole, visual effects from the LRT infrastructure would be somewhat obscured from most of the District due to distance and intervening buildings and vegetation, and would not affect the District's integrity of location, design, materials, workmanship, feeling, or association. Therefore, these visual effects would not result in an adverse effect on the District.

FTA noise and vibration criteria are based on the land use category of the sensitive receptor and use Ldn for locations where people sleep (Category 2) and Leq for locations with daytime and/or evening use (Category 1 or 3). According to these criteria, this District belongs in Category 2, as a residential historic district. Compared to existing conditions, outdoor noise levels at residential properties between North Lyndale Avenue and I-94 would vary, increasing between 3 dB and 8 dB depending on the location. Existing noise is relatively low along this segment of the Project—recorded at 55 dBA—and the proximity of the tracks (wheel/rail interaction) and the crossing bells at Lyndale Avenue would cause a noise increase. However, the District's topographical incline away from the LOD would minimize the increase in noise for the contributing properties north of 2106 Lyndale Avenue North. Due to the proximity of the Project to 2102 Lyndale Avenue North, there would be a Moderate Noise Impact for this property. Therefore, any noise associated with the Project would minimally affect the District's integrity of setting, association, and feeling. No vibration impacts from the Project have been identified within the District (Meister and Suits 2024). Therefore, while noise impacts from the Project would minimally affect the District's integrity of setting, association, and feeling, it would not adversely affect the District's ability to convey its historical significance under NRHP Criterion C as the work of a master.

During construction and operation, there would be parking impacts in the vicinity of the District. There would be no parking impacts along Lyndale Avenue. 21st Avenue North, along the southern boundary of the District would be closed to vehicular traffic for the LRT operation. Therefore, on 21st Avenue North, from Irving Avenue North to North 4th Street there would be a net loss of 215 off-street parking spots. This loss of parking would potentially affect traffic in the area, as well as create on-street parking congestion. On-street parking directly adjacent to the District would be affected, due to changes to traffic patterns along 21st Avenue North, so the District's integrity of setting would be slightly impacted. However, these parking impacts would not affect these property's access to their garages or parking on other secondary streets in the vicinity, and therefore, the parking impacts would not affect the District's integrity of location, design, materials, workmanship, feeling, or association. Therefore, any temporary and permanent parking effects would not adversely affect the District's ability to convey its significance under Criterion C.

Though the physical and visual impacts would directly affect the District's integrity of setting, the Project would not significantly affect the District's ability to convey its historical significance as a cohesive residential district, and therefore, would not result in an adverse effect on the District.

5.3.14 Sundseth Undertaking/Sundseth-Anderson Funeral Home (HE-MPC-22130)

NRHP Status

The Sundseth Undertaking/Sundseth-Anderson Funeral Home was determined as individually eligible for listing in the NRHP as a part of this Project. This property has local significance under NRHP Criterion C, in the area of Architecture, as one of the only extant examples of an Italian Renaissance style cultural institution building in Minneapolis in the area of the work of a master, for association with Carl J. Bard as the mortuary. It was constructed during the pivotal years in Carl J. Bard's solo career, which solidified his personal style and influenced later Mediterranean revival designs and is his only known mortuary building; and in the area of type, period, or method of construction, as it exemplifies a recognizable architectural building type, as the oldest, extant, purpose-built residential-style mortuary in Minneapolis. The property boundary is the current parcel boundary. The period of significance for this property under Criterion C is 1925, the year in which the original building was constructed (Appendix A: Map 12; Wallace et al. 2024; Figures 34-35).

Figure 30. View from Project area toward Sundseth Undertaking/Sundseth-Anderson Funeral Home, facing northeast.

Figure 31. View toward Project area from Sundseth Undertaking/Sundseth-Anderson Funeral Home, facing south.

Effects

The Sundseth Undertaking/Sundseth-Anderson Funeral Home is located within the architectural history APE for the Project. The Project LOD slightly overlaps the historic property's northern and western boundaries (Appendix B:21). Project components within the historic property boundary include construction of the proposed sidewalk improvements up to the building, including a slight bump out along 21st Avenue North, and the reconfiguration of a stair on the north side to provide access to a secondary entrance would occur within existing paved sidewalks and strip of grass around the building's perimeter, which are not character-defining features. These impacts would not significantly change the overall integrity of the Sundseth Undertaking/Sundseth-Anderson Funeral Home. Therefore, this direct physical effect would not result in an adverse effect on the Sundseth Undertaking/Sundseth-Anderson Funeral Home.

The Sundseth Undertaking/Sundseth-Anderson Funeral Home is located at the southeast corner of Lyndale Avenue North and 21st Avenue North on relatively flat topography. Due to this elevation and proximity to the Project area, the Sundseth Undertaking/Sundseth-Anderson Funeral Home would have a direct view of the Project area both during construction and after; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT infrastructure, including track; OCS; curb, median, and truck apron changes; sidewalk; trail and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic property, and the visual effects would not affect the viewshed to and from the Sundseth Undertaking/Sundseth-Anderson Funeral Home in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or

association. Although construction of the LRT infrastructure would slightly change the building's setting, it would not adversely affect this historic property's integrity of setting.

Based on FTA noise and vibration criteria, the Sundseth Undertaking/Sundseth-Anderson Funeral Home is not a noise or vibration sensitive land use (FTA 2018). While there will be noise impacts from the Project in the vicinity of this historic property, the sensitive land uses identified were limited to residential properties that are located north of this historic property (Meister and Suits 2024). Therefore, the Project would not adversely affect the Sundseth Undertaking/Sundseth-Anderson Funeral Home's ability to convey its historical significance under NRHP Criterion C within the area of Architecture.

During construction and operation, there would be traffic and parking impacts in the vicinity of the historic property. 21st Avenue North, sited north of the historic property, would be closed to vehicular traffic for LRT operation causing impacts to traffic patterns along adjacent side streets. On 21st Avenue North, from Irving Avenue North to North 4th Street, there would be a net loss of 215 off-street parking spots. This loss of parking would potentially affect traffic in the area, as well as on-street parking congestion. Any parking impacts would not significantly affect the Sundseth Undertaking/Sundseth-Anderson Funeral Home, as its own customer parking lot would not be affected, and the roads immediately adjacent to the historic property have on-street parking that would not be affected by the Project. Therefore, parking impacts would not affect the historic property's integrity of location, setting, design, materials, workmanship, association, or feeling, and any temporary and permanent parking effects would not adversely affect the Sundseth Undertaking/Sundseth-Anderson Funeral Home's ability to convey its significance under Criterion C.

Therefore, the proposed Project would not significantly affect the Sundseth Undertaking/Sundseth-Anderson Funeral Home's ability to convey its historical significance and thus, would not result in an adverse effect on the historic property.

5.3.15 Franklin Co-Operative Creamery Association North Side Complex (HE-MPC-22706)

NRHP Status

The Franklin Co-Operative Creamery Association North Side Complex is determined as eligible for listing in the NRHP as part of this Project. The Complex has local significance under NRHP Criterion A in the areas of Industry and Social History. The period of significance is 1922 to 1959, the period between its construction and the year in which the Franklin Co-operative Creamery Association (FCCA) ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc. Contributing resources within the complex based on this period of significance are the FCCA North Side Plant (HE-MPC-22144) and the FCCA Barn and Garage (HE-MPC-22160). The boundary of the complex consists of two discontinuous parcels, the parcel boundaries of the FCCA North Side Plant and the FCCA Barn and Garage (Appendix A: Map 13; Wallace et al. 2024; Figures 36-37).

Figure 32. View toward Franklin Co-Operative Creamery Association North Side Complex from Project area, facing northeast.

Figure 33. View toward Franklin Co-Operative Creamery Association North Side Complex from Project area, facing southeast.

Effects

The Franklin Co-Operative Creamery Association North Side Complex is located within the architectural history APE for this Project. The Project LOD slightly overlaps the northern parcel's southern boundary

(Appendix B:22). Project components within the historic property boundary include sidewalk paving and a new parking lot apron. Improvements to 21st Avenue North, which runs between the two property parcels, would likely involve driveway reconstruction, with grading and sidewalk construction with minimal property encroachment and most activities occurring mostly within the roadway right-of-way and existing paved sidewalks, which are not character-defining features. These impacts would not significantly change the overall integrity of the Franklin Co-Operative Creamery Association North Side Complex. Therefore, this direct physical effect would not result in an adverse effect on the Franklin Co-Operative Creamery Association North Side Complex.

The Franklin Co-Operative Creamery Association North Side Complex is located on the east side of Washington Avenue North between 21st Avenue North and 22nd Avenue North on flat topography. Due to this elevation and proximity to the Project area, the Franklin Co-Operative Creamery Association North Side Complex would have a direct view of the Project area both during construction and after; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT infrastructure, including tracks; OCS; curb, median, and truck apron changes; sidewalk; and trail and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic property complex, and the visual effects would not affect the viewshed to and from the Franklin Co-Operative Creamery Association North Side Complex in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. These visual effects would be minimal and would not affect the historic property complex's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the property's setting, it would not adversely affect this historic property complex's integrity of setting. Therefore, the Project's visual impacts would not have an adverse effect on the historic property complex.

Based on FTA noise and vibration criteria, the Franklin Co-Operative Creamery Association North Side Complex is not a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified at or within the vicinity of this historic property (Meister and Suits 2024). Therefore, the Project would not adversely affect the Franklin Co-Operative Creamery Association North Side Complex's ability to convey its historical significance under NRHP Criterion A in the areas of Industry and Social History.

During construction and operation, there would be parking impacts in the vicinity of the historic property complex. This loss of parking would potentially affect traffic in the area, as well as on-street parking congestion. Further, any parking impacts would be temporary and minimal and do not directly affect the Franklin Co-Operative Creamery Association North Side Complex parking lots. Therefore, any temporary and permanent parking effects would not adversely affect the Franklin Co-Operative Creamery Association North Side Complex's ability to convey its significance under Criterion A.

Therefore, the proposed Project would not significantly affect the Franklin Co-Operative Creamery Association North Side Complex's ability to convey its historical significance and thus, would not result in an adverse effect on the historic property complex.

5.3.16 Control Data Institute (HE-MPC-16694) and Control Data Institute Northside Manufacturing Plant (HE-MPC-16699)

The Control Data Institute and Control Data Institute Northside Manufacturing Plant (Control Data Institute) was determined eligible for listing in the NRHP in 2023 as part of the *Phase I Architecture/History Survey and Phase II Evaluation TH 252/I-94 Corridor Project (S.P. 2748-65) Minneapolis, Brooklyn Center, and Brooklyn Park, Hennepin County* undertaken by MnDOT CRU. As a complex, Control Data Institute has significance under Criterion A, in the area of Social History, as the first local private investments in North Minneapolis following the civil unrest in 1967. The company and its founder, William Norris, used the North Minneapolis location as a testing site for many of the unique and trend-setting corporate responsibility programs that characterized the period following the unrest, and to address social justice issues in North Minneapolis. The historic boundary encompasses both the parcels of the institute building and the manufacturing plant. There is a rectangular, paved parking lot between the two buildings, but this parking lot is not historic. While there is a paved rectangular parking lot present in this location in aerial photographs from 1970, which are the earliest available immediately after construction, the parking lot footprint at that time extended further south than the present-day parking lot. By 2006, a small grass rectangular piece was added to the lot's north end, and a slim grass median was added in the center of the lot. Further, the construction of the six-story residential building at 1010 3rd Street North in 2020 cut into the parking lot again, furthering altering the lot's footprint from how it appeared in 1970. The period of significance for the property complex is from 1968, when the plant was constructed, to 1988 when both the plant and the institute were closed (University of Minnesota 1970; NETR 1970, 1993, 2006; Appendix A: Maps 14, 16; Pettis and Reiss 2023a and b; Figures 38-40).

Figure 34. View toward the Control Data Institute and Control Data Institute Northside Manufacturing Plant from the Project Area, facing west (Google 2023).

Figure 35. View toward the Project Area from the Control Data Institute and Control Data Institute Northside Manufacturing Plant facing north (Google 2023).

Figure 36. View toward the Control Data Institute and Control Data Institute Northside Manufacturing Plant from 12th Avenue North facing south (Cyclomedia 2020).

Effects

The Control Data Institute is located within the architectural history APE for the Project. The LOD surrounds this complex along 12th Avenue North, Washington Avenue North, 10th Avenue North, and 3rd Street North, and encompasses the parking lot between the two structures on the property (Appendix B: 23-24). Due to the closure of 10th Avenue North between Washington Avenue North and 4th Street North for the construction and operation of the LRT, new roadway connections and improvements are proposed in the parking lot of the property and around this property. The new connection of 3rd Street North to 12th Avenue North would connect through this property's parking lot (currently the Minneapolis Public housing Authority's parking lot). Roadway and sidewalk improvements along 3rd Street North to 12th Avenue North adjacent to this property would be limited to the roadway right-of-way and existing paved sidewalks. These impacts would not significantly change the overall integrity of the Control Data Institute, as the existing parking lot configuration and footprint postdates the property's period of significance, having been changed several times since 1988. Therefore, this direct physical effect would not result in an adverse effect on the Control Data Institute.

The Control Data Institute is located on level ground at the northwest corner of Washington Avenue North and 10th Avenue North. Due to this elevation and proximity to the Project area, the Control Data Institute would have a direct view of the Project area both during construction and after; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT infrastructure, including tracks; OCS; curb, median, and truck apron changes; sidewalk; and trail and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic property complex, and the visual effects would not affect the viewshed to and from the Control Data Institute in such a way as to detract from the complex's integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property complex's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the building's setting, it would not adversely affect this historic property complex's

integrity of setting, and thus, the Project's visual impacts would not have an adverse effect on the historic property complex.

Based on FTA noise and vibration criteria, the current use of the Control Data Institute Northside Manufacturing Plant (HE-MPC-16699) as the Twin Cities International School is a noise and vibration sensitive land use. The eastern half of the Control Data Institute complex, which is sited along the Project alignment on Washington Avenue North and 10th Avenue North, and adjacent to the Plymouth Avenue Station, that is currently operated by the Minneapolis Public Housing Authority is not a noise or vibration sensitive land use (FTA 2018). During operation of the Project, there would be an increase in noise and vibration due to the running of the trains on the tracks (wheel/rail interaction), train bells, and crossover. However, the historic property complex's location in a commercial area near busy roads, such as Washington Avenue North, 10th Avenue North, and I-94, which create the dominant existing noise source in the area would not experience a chance in the integrity of feeling or association due to the Project. According to FTA noise impact criteria, the Project would have No Impact on the historic property (FTA 2018). Therefore, any noise and vibration associated with the Project would not affect the historic property complex's integrity of setting, location, design, materials, workmanship, association, or feeling. Therefore, the Project would not adversely affect the Control Data Institute's ability to convey its historical significance under NRHP Criterion A in the area of Social History.

During construction and operation, there would be parking impacts in the general vicinity of the historic property complex as well as within the parking lots that are a part of this historic property boundary. There would be a loss of 52 spots (45% loss) of the Minneapolis Public Housing Authority's lot, which is a part of this historic property boundary. This loss of parking would potentially create off- and on-street parking congestion. Additionally, the Control Data Institute has its own parking lot that would be reconfigured as part of the Project. This would result in temporary and permanent impacts to onsite parking and on-street parking congestion. As the parking lots are not character-defining features of this historic property, temporary and permanent parking effects would not adversely affect the Control Data Institute's ability to convey its significance under Criterion A.

Therefore, the proposed Project would not significantly affect the Control Data Institute and Control Data Institute Northside Manufacturing Plant's ability to convey its historical significance and thus, would not result in an adverse effect on the historic property complex.

5.3.17 Northwestern National Bank – North American Office (HE-MPC-16722)

NRHP Status

The Northwestern National Bank - North American Office was determined as individually eligible for listing in the NRHP as a part of this Project. This property has local significance under NRHP Criterion A, in the area of Social History, for its role as a primary location delivering the services and resources led and staffed by Northwestern National Bank of Minneapolis. The Northwestern National Bank of Minneapolis's award-winning adult continuing education classes, as well as their financial planning

service and youth athletics program, were a direct response to the grievances of the Black community brought to light by the uprising of 1967 in Minneapolis. The uprising was fueled by long-standing, widespread racial inequality and the demolition and displacement caused by the large-scale urban renewal initiative resulted in significant unrest and property damage along the Plymouth Avenue commercial corridor. The Northwestern National Bank - North American Office was purposefully constructed at its site in an effort to provide easier access to financial services to residents living in under-resourced areas nearby. The property boundary is the current parcel boundary. The period of significance for this property is 1969 to 1974, which encompasses the period in which the property was constructed through the year that the Northwestern National Bank of Minneapolis won the National Bank Association award for its adult education program (Appendix A: Map 15; Wallace et al. 2024; Figures 41-42).

Effects

The entire property parcel of the Northwestern National Bank - North American Office, currently operated as a Wells Fargo, is located within the architectural history APE for this Project. Construction of the Project would include the acquisition of this property, demolition of the building, parking structure, and paved lots within the property parcel (Appendix B:26). Due to space constraints along 7th Street North and Oak Lake Avenue, as the alignment approaches the property from the north and turns southeasterly, there is not sufficient room for the LRT tracks, roadways, and sidewalks. Additionally, the structures on this property slightly cantilever beyond the building footprint. Due to construction requiring the removal of the buildings/structures within this historic property, the Project would have permanent, direct, physical effects. By removing the property, the Project would eliminate all of the Property's integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, the Project would have an adverse effect on the Property.

Due to the proposed demolition as a result of the Project, the Project would permanently affect the historic property's ability to convey its historic significance under Criterion A, and therefore, the Project would have an adverse effect on the historic property.

Figure 37. View of Northwestern National Bank - North American Office, facing northwest.

Figure 38. View of Northwestern National Bank - North American Office, facing southeast.

5.3.18 Minneapolis Warehouse District (HE-MPC-00441)

NRHP Status

The Minneapolis Warehouse Historic District (District) was listed in the NRHP in 1989. The District has significance under NRHP Criterion A, in the area of Commerce, and under Criterion C, in the area of Architecture. The Minneapolis Warehouse Historic District is historically significant as an area of early commercial growth during the development of the City of Minneapolis. The City's warehouse and wholesaling district expanded during the late 19th and early 20th centuries when Minneapolis became a major distribution and jobbing center for the Upper Midwest. The District is architecturally significant for its remarkably intact concentration of commercial buildings designed by the City's leading architects in styles which evolved from the Italianate Style. The District has 142 contributing buildings and structures and 20 non-contributing buildings. The District boundaries are 1st Avenue North, 1st Street North, 10th Avenue and 6th Street. The period of significance is 1865 to 1930 (Appendix A: Map 14, 16; Anderson 1987; Figures 43-44).

Effects

The Minneapolis Warehouse Historic District is located within the architectural history APE for the Project. The Project LOD crosses the District's north-northwestern boundary, and along 2nd Street North towards the northeastern end of the District (Appendix B:23-24). Construction of the proposed road and sidewalk reconstruction, plus improvement of ADA accessibility at intersections and restriping along 2nd Street North, would occur within the roadway right-of-way and existing paved sidewalks, which are not character-defining features and would not directly affect the historic district. These impacts would not significantly change the overall integrity of the District. Therefore, the direct physical effects are minor, and they would not result in an adverse effect on the Minneapolis Warehouse Historic District.

The Minneapolis Warehouse Historic District is located southwest of the Project area along 10th Avenue North in Minneapolis. The District encompasses about 116 acres of relatively flat terrain between 10th Avenue North and Hennepin Avenue from northwest to southeast and between 6th Street North and the east side of 1st Street North from southwest to northeast. Due to this elevation and proximity to the LOD, the District would have a direct view of the Project both during construction and after; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT infrastructure, including tracks; OCS; curb, median, and truck apron changes; sidewalk; and roadway improvements would be constructed along an existing vehicular roadway adjacent to the historic district, and the visual effects would not affect the viewshed to and from the District in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the District's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the District's setting, it would not adversely affect this District's integrity of setting.

Figure 39. View towards Minneapolis Warehouse Historic District (corner of Washington Avenue North and 10th Avenue North) from Project area, facing southeast (Google 2023).

Figure 40. View towards Project area from Minneapolis Warehouse Historic District (corner of Washington Avenue North and 10th Avenue North), facing north-northwest (Google 2023).

Based on FTA noise and vibration criteria, residential units within the District are noise and vibration sensitive land uses (FTA 2018). During preparation of the Supplemental EIS, noise and vibration testing was conducted along the Project corridor. A vibration receptor was placed at 1020 North 3rd Street, which is located across 10th Avenue North from the District boundaries. During this testing, 918 North 3rd Street, which is a contributing property to the District, was identified as having Moderate Noise Impacts from Project operation, mainly related to wheel/rail interaction, train bells, and crossover (Meister and Suits 2024). The majority of the District is located at such a distance from the Project, that there will not be noise and vibration impacts. However, there will be temporary increases in noise and vibration during construction and operation to the properties located along 10th Avenue North, which forms the northwestern boundary of the District. From a historical perspective, where the District was used for warehousing and light industry, and is significant for its commerce and architecture, these

increases in noise and vibration from the Project would not affect the District's integrity of design, materials, workmanship, location, setting, feeling, or association. Therefore, the Project will not adversely affect the District's ability to convey its historical significance under NRHP Criterion A, in the area of Commerce and under Criterion C, in the area of Architecture.

During operation of the Project, there would be an increase in noise and vibration primarily due to the running of the trains on the tracks (wheel/rail interaction); however, because of the District's location in a busy commercial area between 10th Avenue North and Hennepin Avenue, this would result in a minimal increase in noise and vibration. According to FTA noise impact criteria, the Project would have No Impact on the Historic District (FTA 2018). The dominant existing noise source in proximity to this property is traffic between 10th Avenue North to the north-northwest, Hennepin Avenue, to the south-southeast, and the I-94 ramp to the west-southwest. Therefore, any noise and vibration associated with the construction and operation of the Project would not affect the District's integrity of location, design, materials, workmanship, association, or feeling. Any temporary direct vibration and noise impacts during construction could minimally affect the District's integrity of setting; however, they would be short in duration. Any permanent noise and vibration impacts during operation could minimally affect the District's integrity of setting; however, the noise and vibration impacts would be relatively minimal and infrequent. Therefore, the Project would not adversely affect the Minneapolis Warehouse Historic District's ability to convey its historical significance under NRHP Criterion A, in the area of Commerce and under Criterion C, in the area of Architecture.

During construction and operation, there would be parking impacts in the vicinity of the District. This loss of parking would potentially affect traffic in the area, as well create on-street parking congestion. However, any direct parking impacts on the Minneapolis Warehouse Historic District would be temporary and limited to the activities associated with the reconstruction of the adjacent road, intersection, and sidewalks. Additionally, the streets within the District are not character-defining features, therefore, parking impacts would not affect the District's integrity of location, setting, design, materials, workmanship, association, or feeling. Therefore, any temporary and permanent parking effects would not adversely affect the District's ability to convey its significance under Criterion A.

Therefore, the Project would not significantly affect the Minneapolis Warehouse Historic District's ability to convey its historical significance and thus, would not result in an adverse effect on the District.

5.3.19 St. Paul, Minneapolis & Manitoba Railway/Great Northern Railway Historic District (Minneapolis) (XX-RRD-00010)

NRHP Status

The St. Paul, Minneapolis & Manitoba Railway (StPM&M)/Great Northern Railway Historic District (District) was determined eligible in 2018. The Minnesota and Northwestern Railroad Company was incorporated in 1878 to build and operate lines from Minneapolis to Fergus Falls, and from Minneapolis to Hutchinson. A line was constructed from Lyndale Junction in Minneapolis as far as St. Cloud from 1881 to 1882, before the StPM&M purchased the railroad in 1883. Once established, this line provided a

second connection for the StPM&M to St. Cloud, running on the west side of the Mississippi River, to its main line that led to the northwest corner of the state and ran along the east side of the Mississippi River. Great Northern acquired the StPM&M in 1907. Burlington Northern (BN) subsumed Great Northern in 1970 and merged with the Santa Fe Railway in 1995 to create BNSF. The District is eligible for listing in the NRHP under Criterion A because it established a railroad connection that did not previously exist and/or served as the dominant transportation corridor and facilitated the expansion of the industrial, commercial, and agricultural practice along the corridor. The period of significance is 1882-1956 (Schmidt 2024; Appendix A: Map 16; Figures 45-46).

Figure 41. View toward St. Paul, Minneapolis & Manitoba Railway/Great Northern Railway Historic District from the Project Area, facing north (Google 2023).

Figure 42. View toward the Project Area from the St. Paul, Minneapolis & Manitoba Railway/Great Northern Railway Historic District, facing southwest (Google 2023).

Effects

The St. Paul, Minneapolis & Manitoba Railway/Great Northern Railway Historic District is located within the architectural history APE for this Project (Appendix B:26). No project components would be constructed within the District boundaries. Therefore, there are no direct physical effects that would result in an adverse effect on the District.

The District is located on level ground and intersects with the Project area at two points; directly northeast of Target Field, within the Minneapolis Warehouse Historic District, and near the intersection of 4th Avenue North and 2nd Street North. Due to this elevation and proximity to the Project area, the District would have a direct view of the LOD both during construction and after; therefore, there would be temporary and permanent direct visual effects. However, the proposed LRT infrastructure, including tracks; OCS; curb, median, and truck apron changes; sidewalk; and roadway improvements would be constructed along an existing vehicular roadway adjacent to the District, and the visual effects would not affect the viewshed to and from the District in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Because the project is adjacent to a small portion of this large, linear property, these visual effects would be minimal and would not affect the District's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the LRT infrastructure would slightly change the property's setting, it would not adversely affect this District's integrity of setting.

Based on FTA noise and vibration criteria, the District is not a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified where this District is located (Meister and Suits 2024). Therefore, the Project would not adversely affect the District's ability to convey its historical significance under NRHP Criterion A.

During operation of the Project, there would be an increase in noise and vibration primarily due to the running of the trains on the tracks (wheel/rail interaction); however, because of the District's location along the southwest of a busy commercial area, this would result in a minimal increase in noise and vibration. According to FTA noise impact criteria, the Project would have No Impact. The dominant existing noise source in proximity to this property, in addition to its own railroad traffic, is traffic on 42nd Avenue North and West Broadway Avenue. Therefore, any noise and vibration associated with the construction and operation of the Project would not affect the District's integrity of location, design, materials, workmanship, association, or feeling. Any temporary direct vibration and noise impacts during construction could minimally affect the District's integrity of setting; however, they would be short in duration. Any permanent noise and vibration impacts during operation could minimally affect the District's integrity of setting; however, the noise and vibration impacts would be relatively minimal and infrequent. Therefore, the Project would not adversely affect the District's ability to convey its historical significance.

During construction and operation, there would be parking impacts in the vicinity of the District. This loss of parking would potentially effect on-street parking congestion. However, as the property does not

require parking access, any temporary and permanent parking effects would not adversely affect the District's ability to convey its significance.

Therefore, the proposed Project would not significantly affect the District's ability to convey its historical significance and thus, would not result in an adverse effect.

6.0 RECOMMENDATIONS/SUMMARY

During the assessment of effects study, effects of the Project were assessed for:

- 1 NRHP-listed historic district;
- 2 determined eligible historic districts;
- 3 determined eligible historic railroad districts;
- 1 NRHP-listed individual property;
- 3 determined eligible individual properties;
- 1 determined eligible complex;
- 2 historic districts, 1 multiple property complex, and 5 individual properties that were determined eligible as part of the Project.

Finding of Effects recommendations, with properties sited from north to south, are included in Table 5. Based on the effects assessments, the Project would have **Adverse Effects** on two historic properties, the Forest Heights Addition Historic District and the Northwestern National Bank North American Office.

Table 5. Recommended Finding of Effects

Inventory No.	Property Name	NRHP Status	Effects	Recommended Finding of Effect
HE-RRD-00002	Osseo Branch, St. Paul Minneapolis and Manitoba Railway Historic District	Determined Eligible Historic Railroad District	Minimal direct effects	No Adverse Effect
HE-CRC-00199	Minneapolis & Pacific Railway Historic District	Determined Eligible Historic Railroad District	Minimal direct effects	No Adverse Effect
HE-RBC-00025	Graeser Park	Determined Eligible	Minimal direct effects	No Adverse Effect
HE-RBC-00158	West Broadway Avenue Residential Historic District	Determined Eligible Historic District	Minimal direct effects	No Adverse Effect

Inventory No.	Property Name	NRHP Status	Effects	Recommended Finding of Effect
HE-RBC-00024	Hennepin County Library: Robbinsdale Branch	NRHP-Listed	Minimal direct effects	No Adverse Effect
HE-RBC-01513	Guaranty State Bank of Robbinsdale	Determined Eligible	Minimal direct effects	No Adverse Effect
XX-PAK-00003 HE-GVC-00377 HE-RBC-00364	Grand Rounds Historic District, Theodore Wirth Parkway, and Victory Memorial Drive	Determined Eligible Historic District	Minimal direct effects	No Adverse Effect
HE-MPC-08277	Pilgrim Heights Community Church	Determined Eligible	Minimal direct effects	No Adverse Effect
HE-MPC-22664	All Pets Animal Clinic	Determined Eligible	Minimal direct effects	No Adverse Effect
HE-MPC-22600	Forest Heights Addition Historic District	Determined Eligible Historic District	Direct effects	Adverse Effect
HE-MPC-08033	North Community YMCA	Determined Eligible	Minimal direct effects	No Adverse Effect
HE-MPC-08028	Durnam Hall	Determined Eligible	Minimal direct effects	No Adverse Effect
HE-MPC-22244	The Reno Land and Improvement Company Addition	Determined Eligible Historic District	Minimal direct effects	No Adverse Effect
HE-MPC-22130	Sundseth Undertaking/Sundseth-Anderson Funeral Home	Determined Eligible	Minimal direct effects	No Adverse Effect
HE-MPC-22706	Franklin Co-Operative Creamery Association North Side Complex	Determined Eligible Complex	Minimal direct effects	No Adverse Effect
HE-MPC-16694 HE-MPC-16699	Control Data Institute and Control Data Institute Northside Manufacturing Plant	Determined Eligible Complex	Minimal direct effects	No Adverse Effect
HE-MPC-16722	Northwestern National Bank – North American Office	Determined Eligible	Direct effects	Adverse Effect
HE-MPC-00441	Minneapolis Warehouse District	NRHP-Listed Historic District	Minimal direct effects	No Adverse Effect

Inventory No.	Property Name	NRHP Status	Effects	Recommended Finding of Effect
XX-RRD-00010	St. Paul, Minneapolis & Manitoba Railway/Great Northern Railway Historic District (Minneapolis)	Determined Eligible Historic Railroad District	Minimal direct effects	No Adverse Effect

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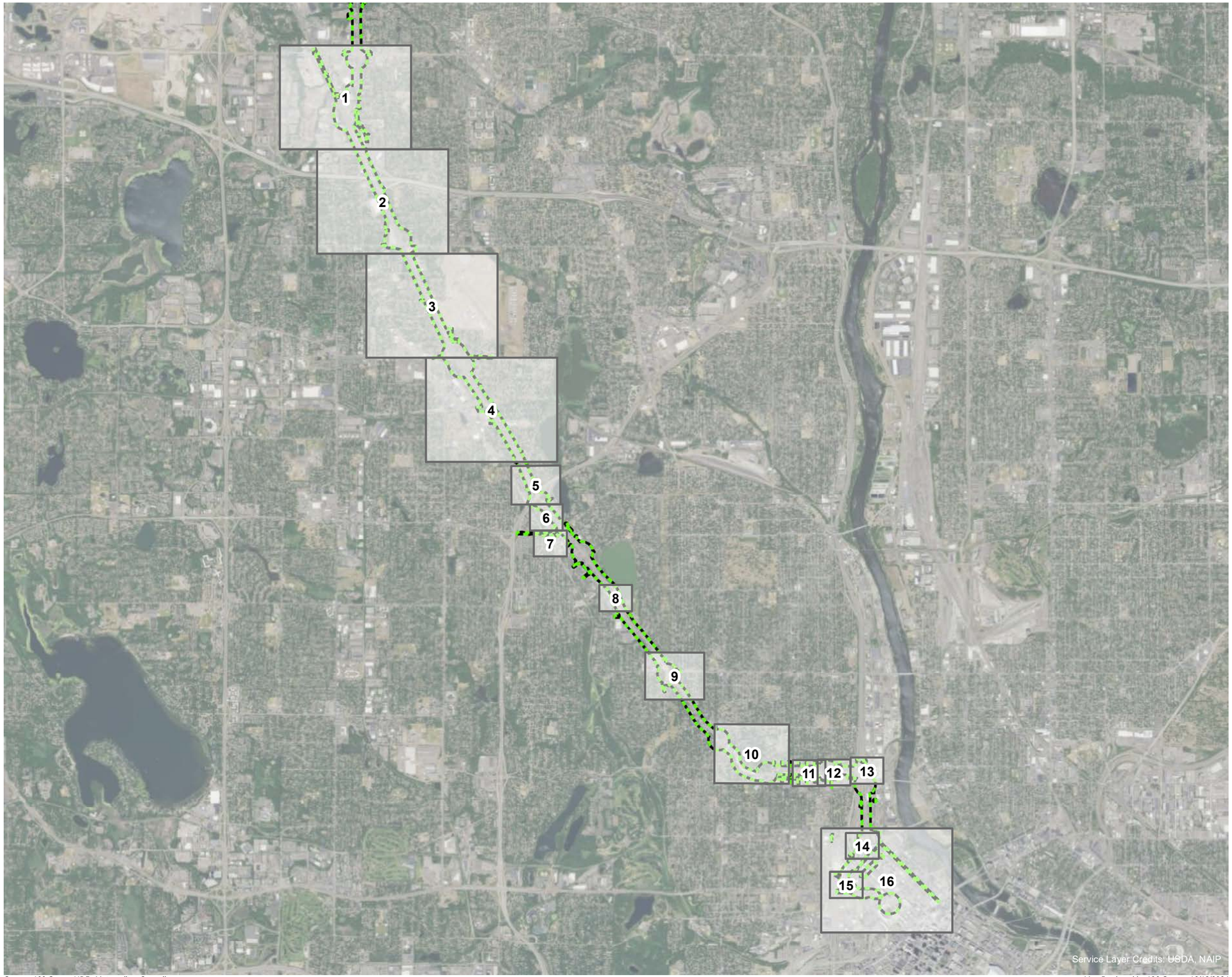
2023 *Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota. Prepared for the Metropolitan Council, St. Paul, Minnesota*. Prepared by 106 Group, St. Paul, Minnesota. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

Wallace, Lindsey, Max Chavez, Steve Gallo, and Emily Wallrath Schmidt [Wallace et al. 2024]
2024 *Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota*. Prepared for the Metropolitan Council, St. Paul, Minnesota. Prepared by 106 Group, St. Paul, Minnesota. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

Zellie, Carole
2023 Phase II Intensive Architectural History Survey: Graeser Park, HE-RBC-00025. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

APPENDIX A: HISTORIC PROPERTIES



METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota

Architectural History APE

Map Number

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0 3,000 Feet

1:56,000

106GROUP

Historic Properties

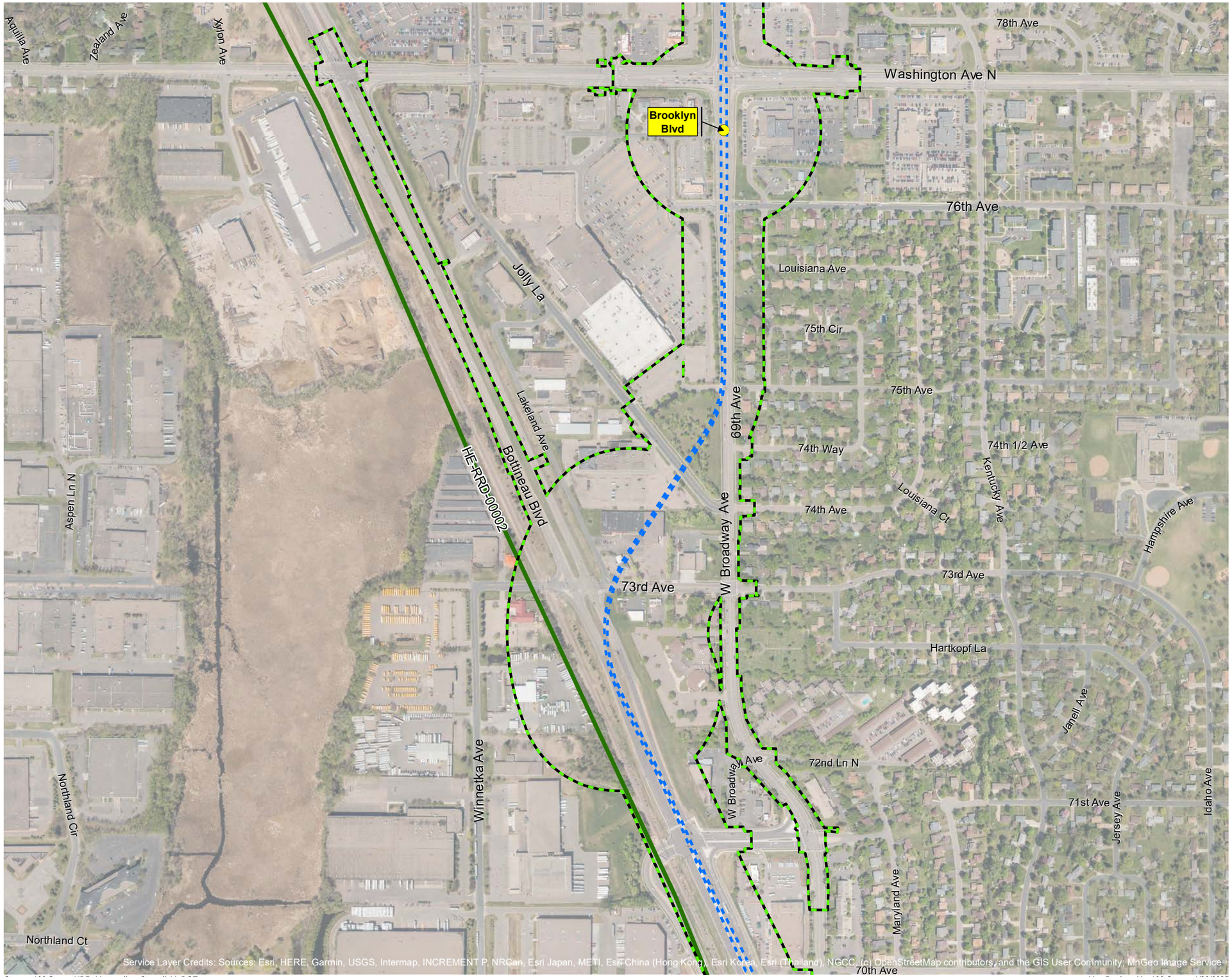
Appendix A: Overview

Source: 106 Group; HDR; Metropolitan Council

Map Produced by 106 Group 12/18/2024

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; MnGeo Image Service

Architectural History APE

Proposed Station

Alignment

Non-Contributing to a Determined Eligible Historic District

NRHP-Listed District

NRHP-Listed Property

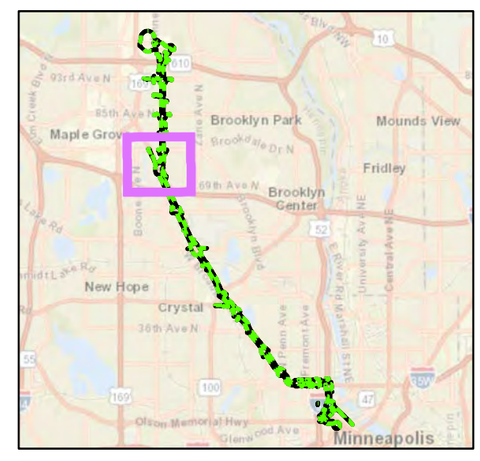
Determined Eligible Historic District

Determined Eligible Complex

Determined Eligible Property

Determined Eligible Property

Determined Individually Eligible Property



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0 240 Feet

1:6,000

106GROUP

Historic Properties

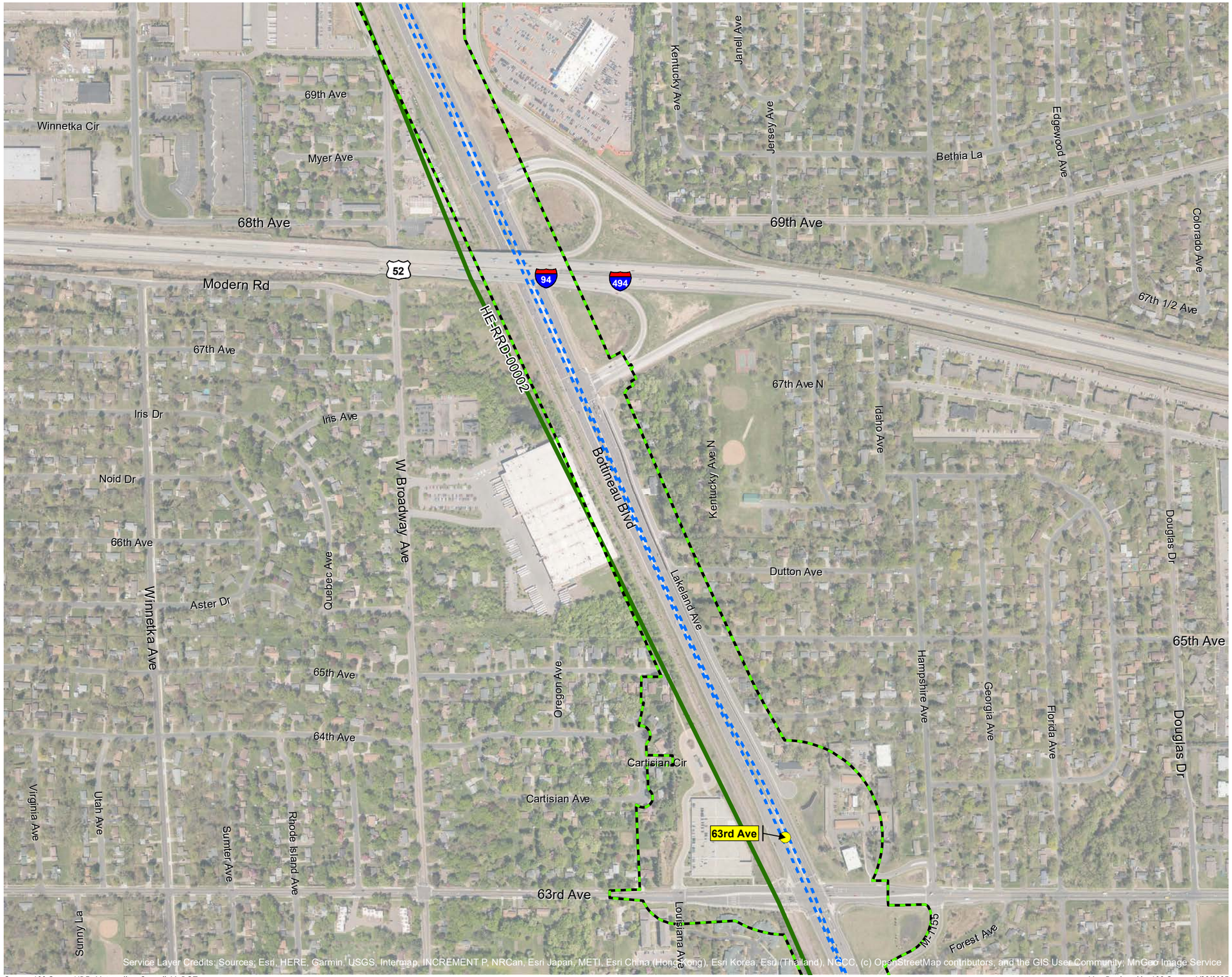
Appendix A: Map 1

Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota

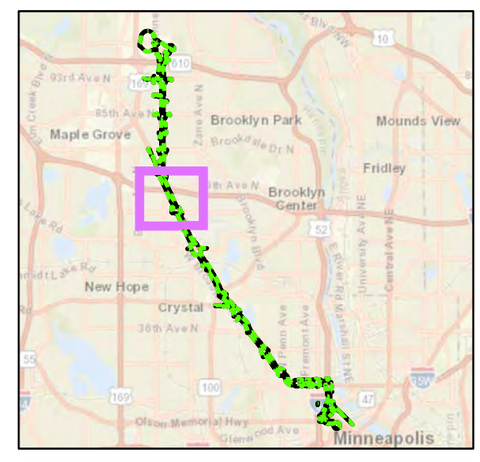


Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; MnGeo Image Service

Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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0 240 Feet

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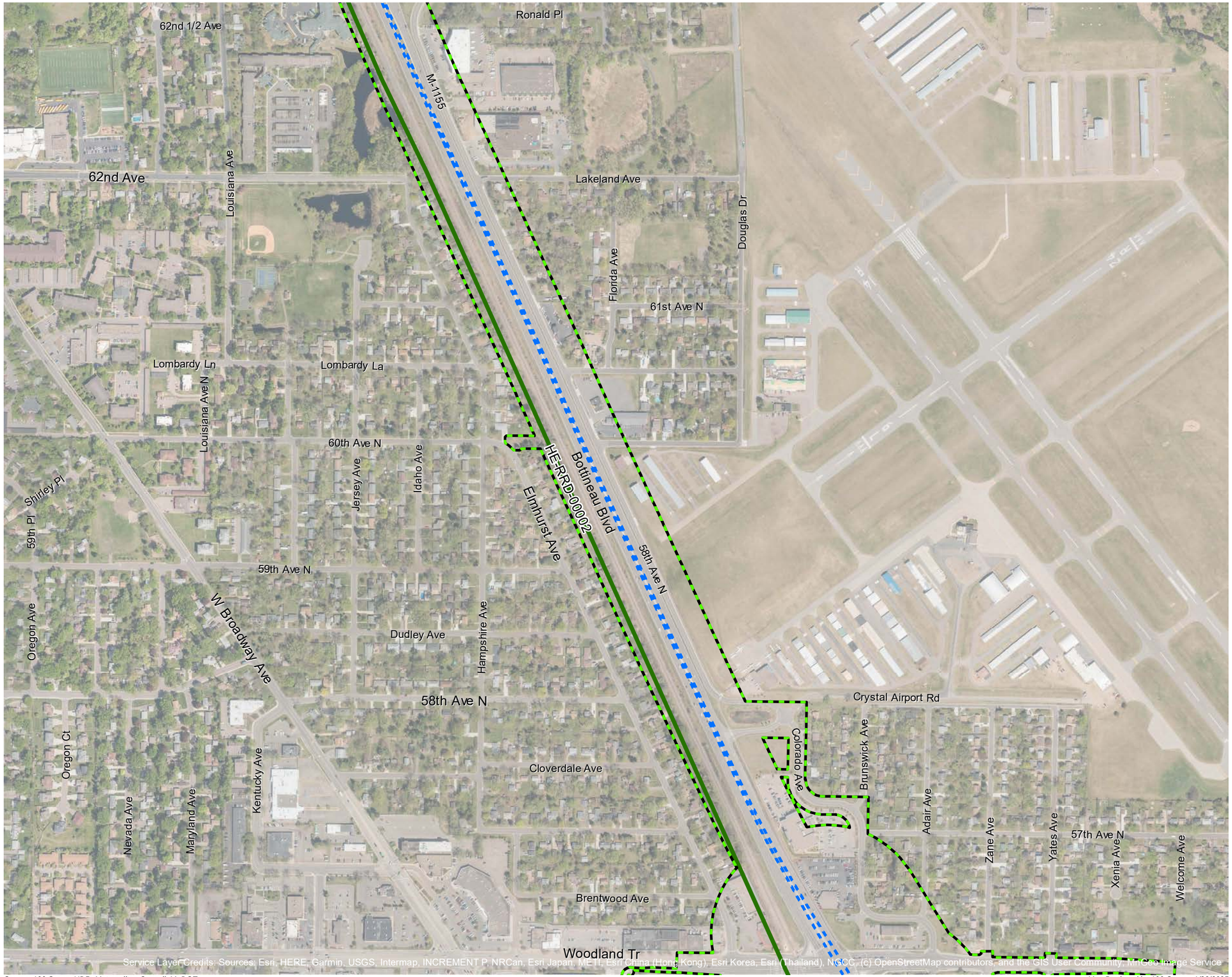
106GROUP

Historic Properties

Appendix A: Map 2

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

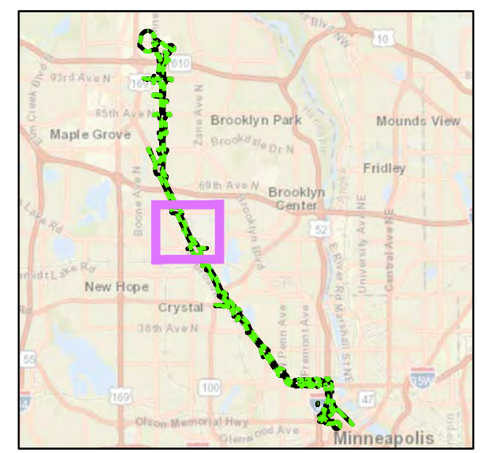
Hennepin County, Minnesota



Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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1:6,000

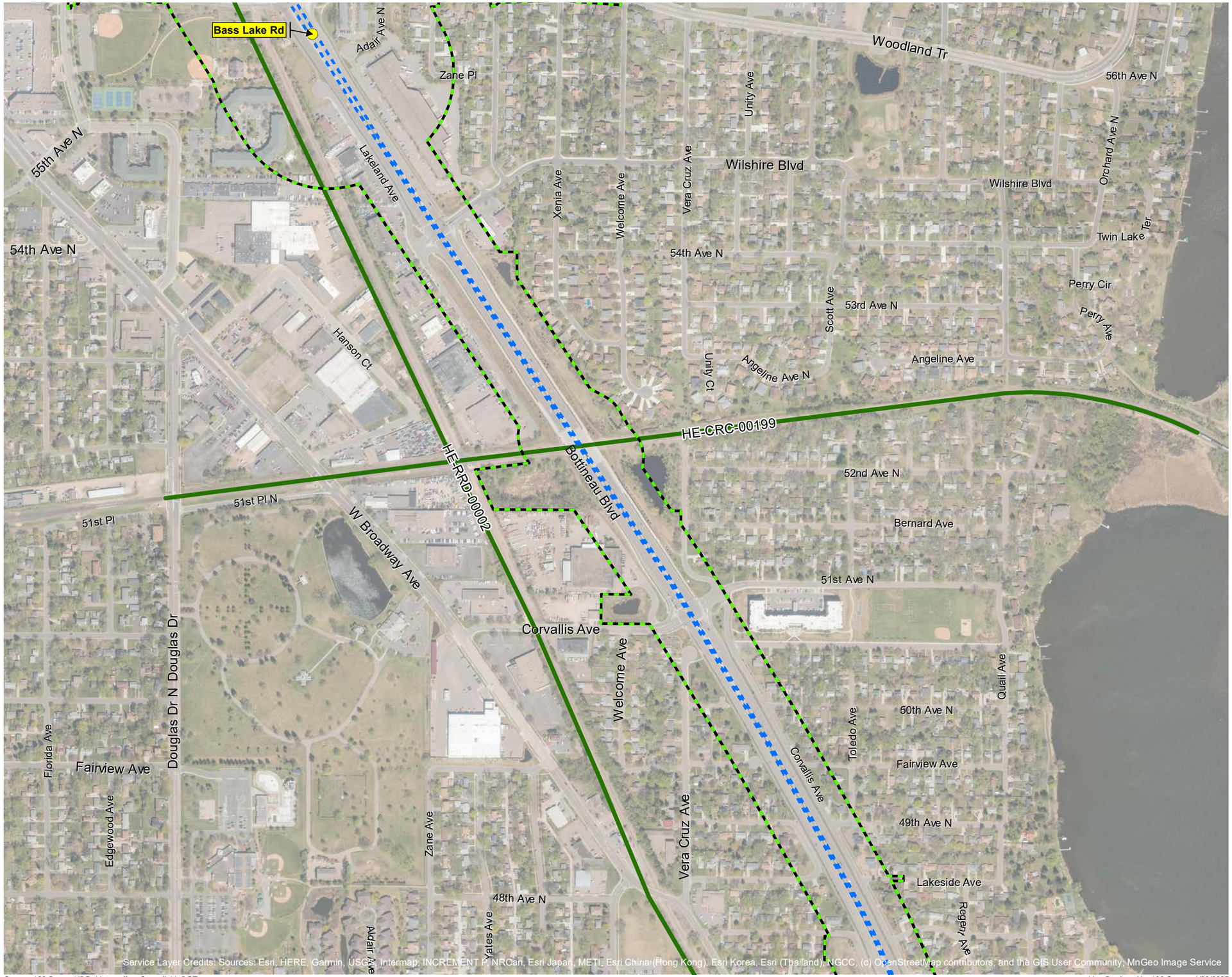
106GROUP

Historic Properties

Appendix A: Map 3

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota

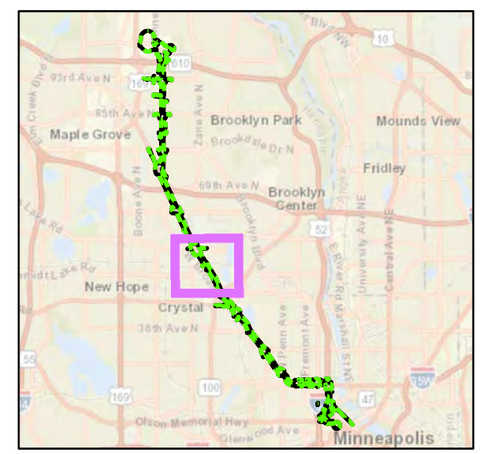


Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, MnGeo Image Service

Source: 106 Group; HDR: Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



0 120 Meters

0 240 Feet

1:6,000

106GROUP

Historic Properties

Appendix A: Map 4

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota

Architectural History APE

Proposed Station

Alignment

Non-Contributing to a Determined Eligible Historic District

NRHP-Listed District

NRHP-Listed Property

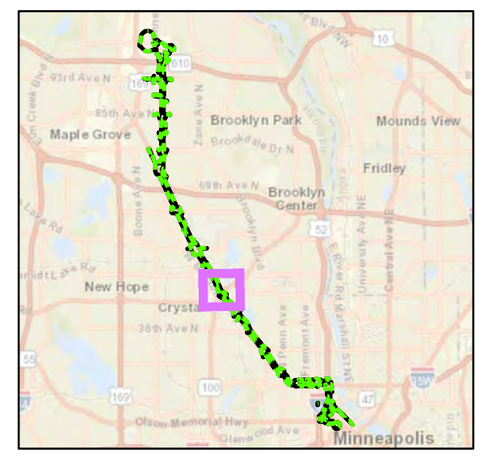
Determined Eligible Historic District

Determined Eligible Complex

Determined Eligible Property

Determined Eligible Property

Determined Individually Eligible Property



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0 90 Feet

1:2,300

106GROUP

Historic Properties

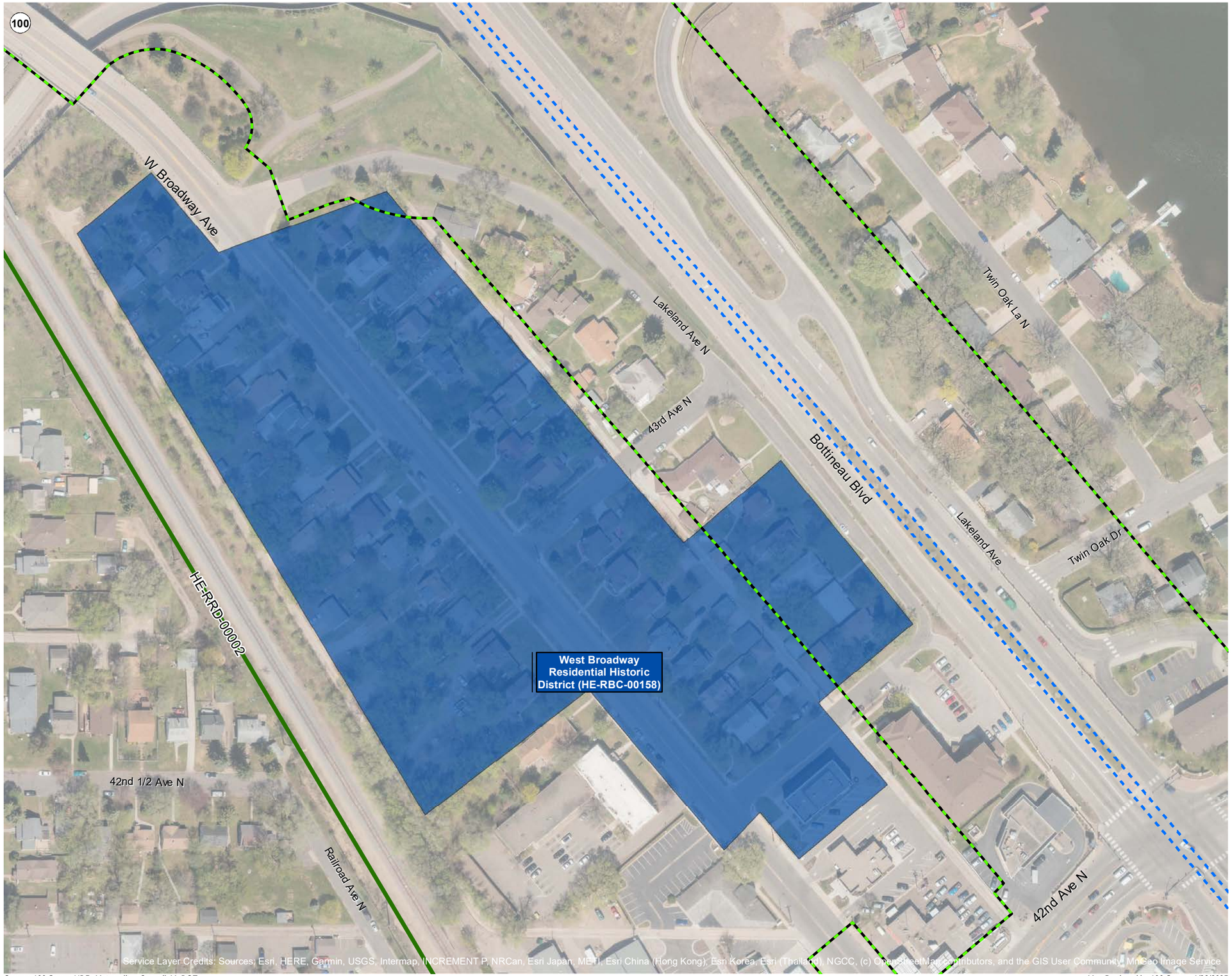
Appendix A: Map 5

Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



Architectural History APE

Proposed Station

Alignment

Non-Contributing to a Determined Eligible Historic District

NRHP-Listed District

NRHP-Listed Property

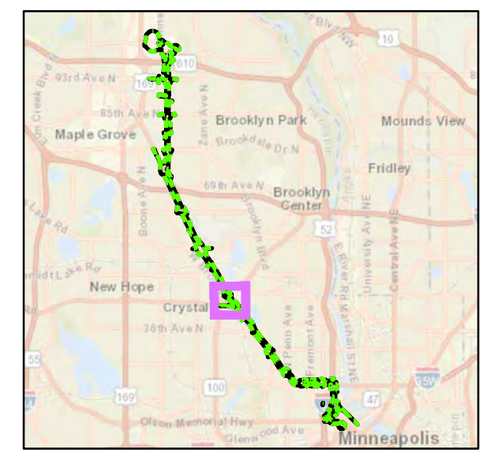
Determined Eligible Historic District

Determined Eligible Complex

Determined Eligible Property

Determined Eligible Property

Determined Individually Eligible Property



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0 60 Feet

1:1,500

106GROUP

Historic Properties

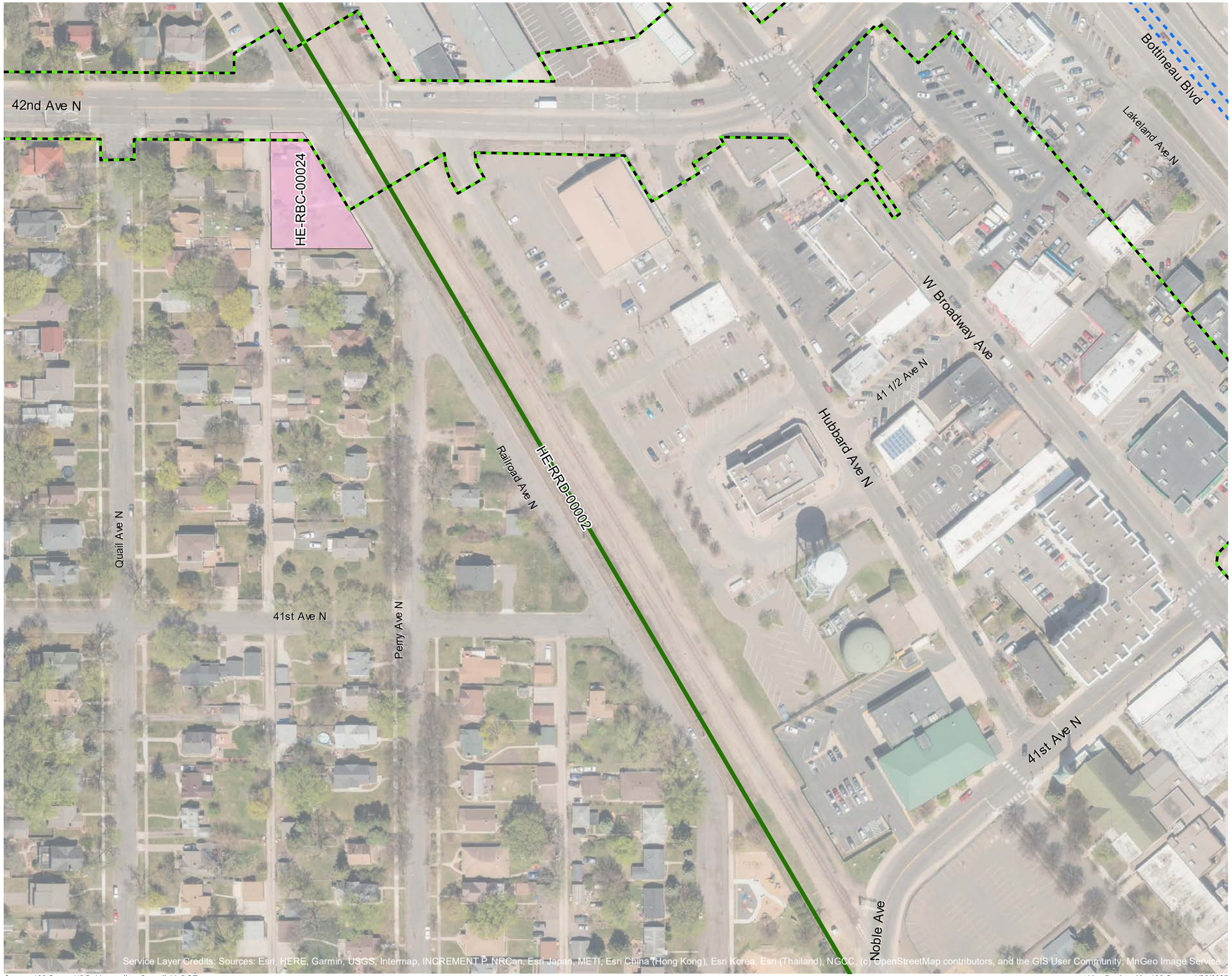
Appendix A: Map 6

Source: 106 Group; HDR; Metropolitan Council; MnDOT

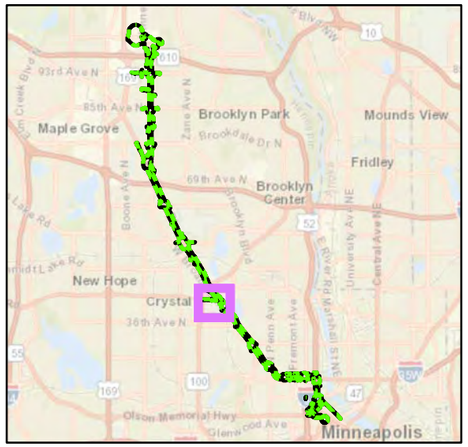
Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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106GROUP

Historic Properties

Appendix A: Map 7

Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

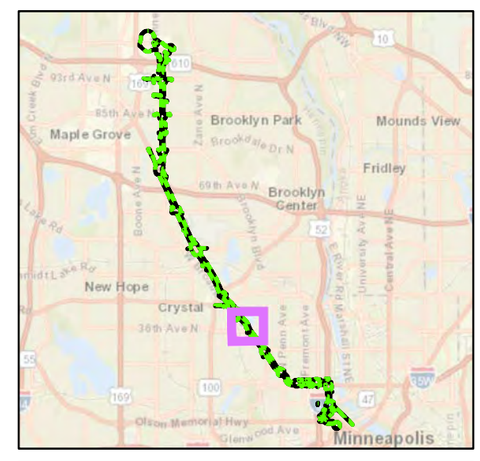
Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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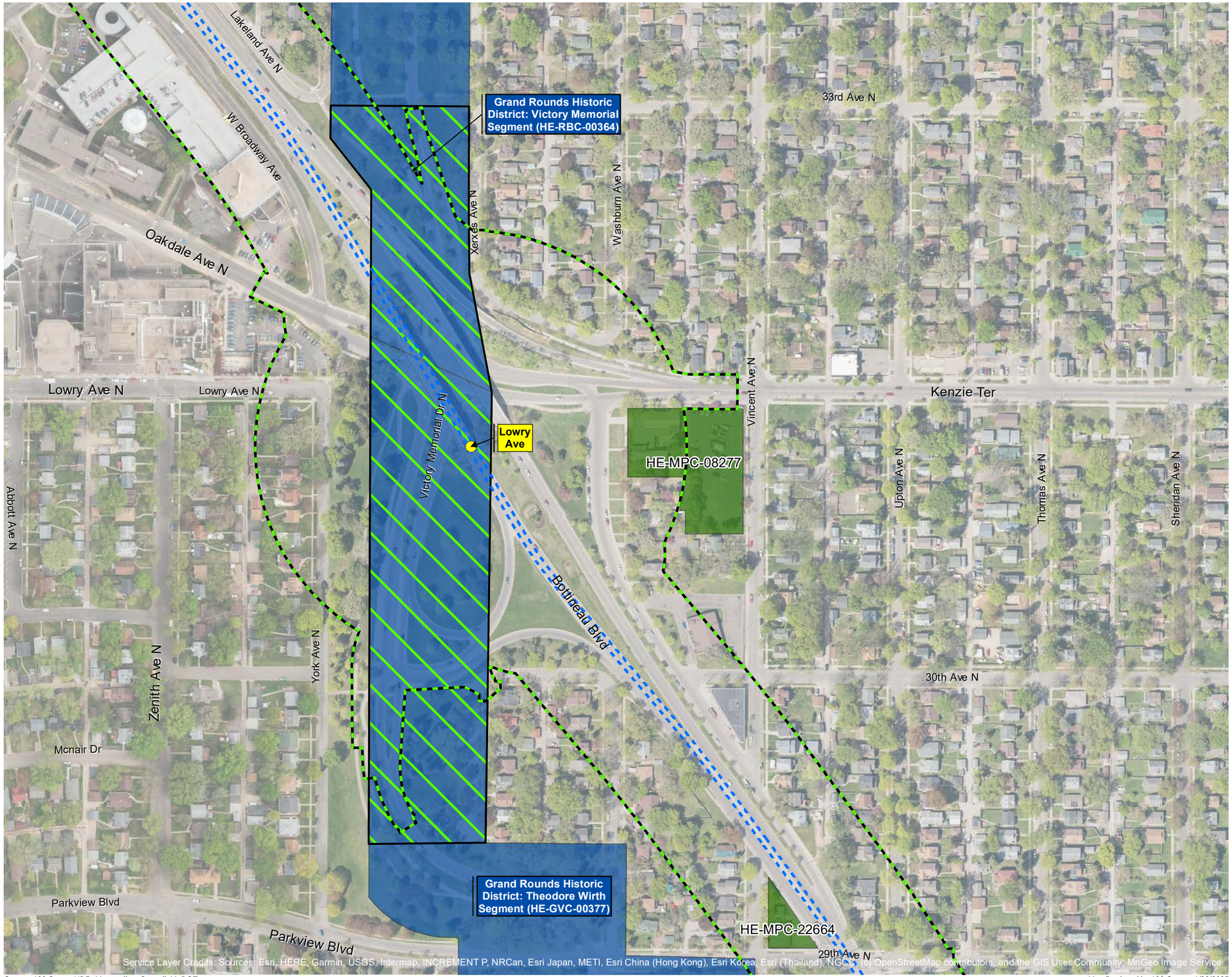
106GROUP

Historic Properties

Appendix A: Map 8

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

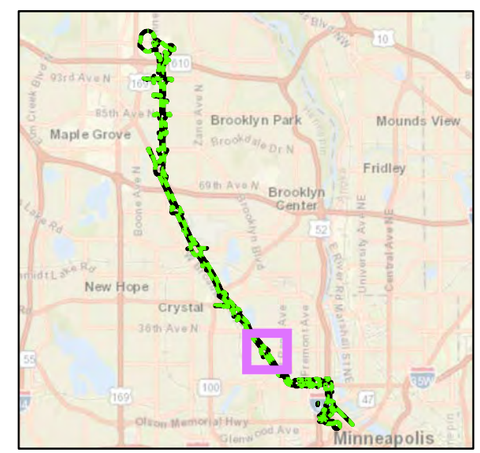
Hennepin County, Minnesota



Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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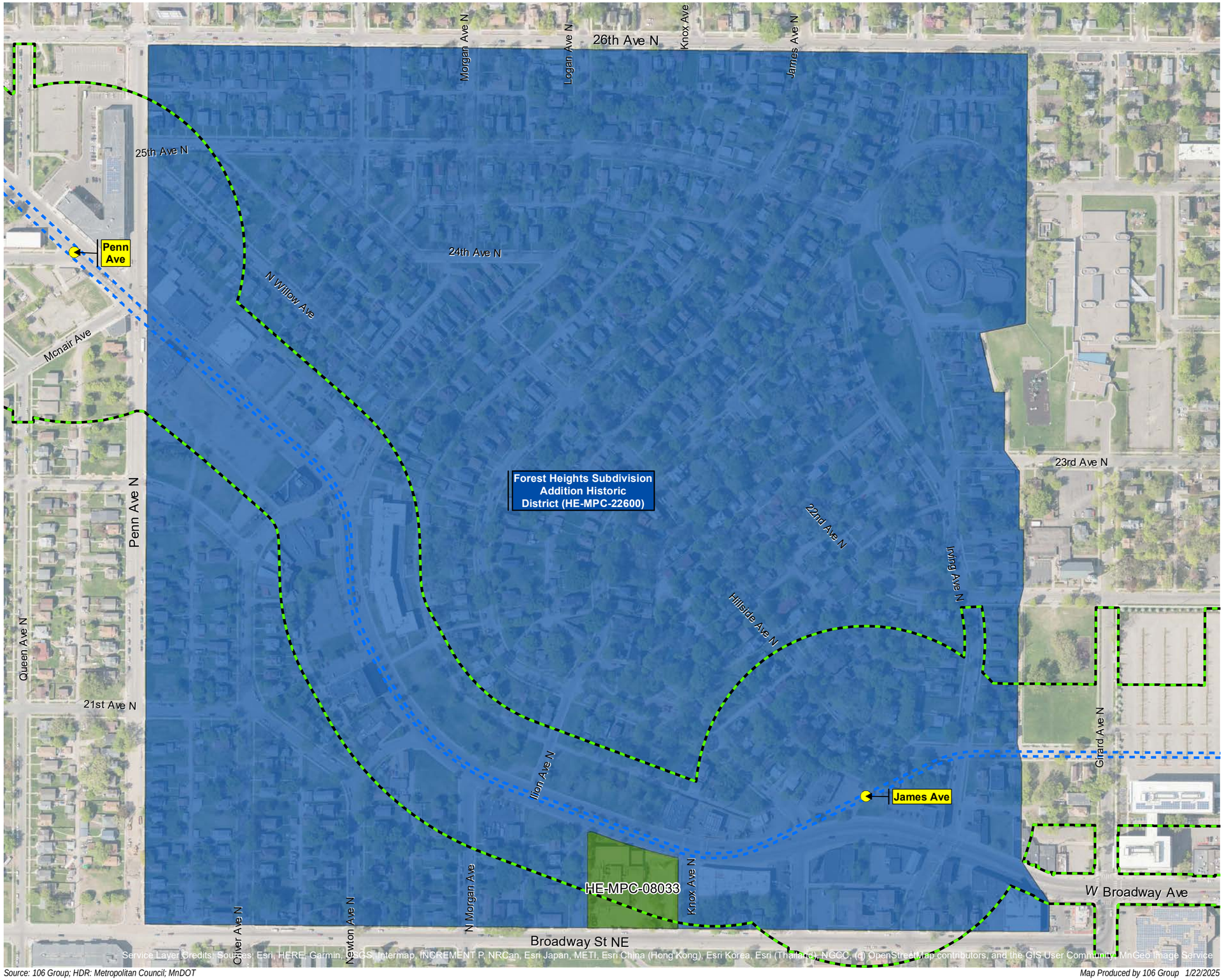
106GROUP

Historic Properties

Appendix A: Map 9



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; MnGeo Image Service

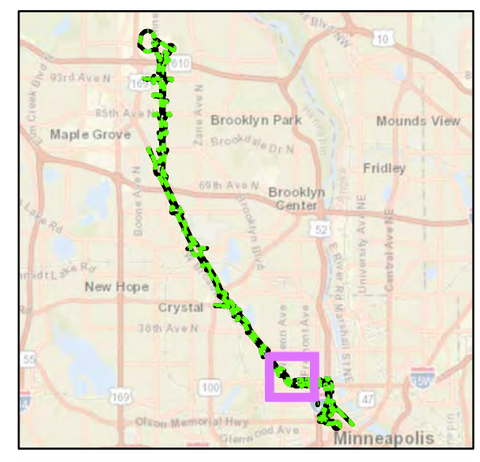
Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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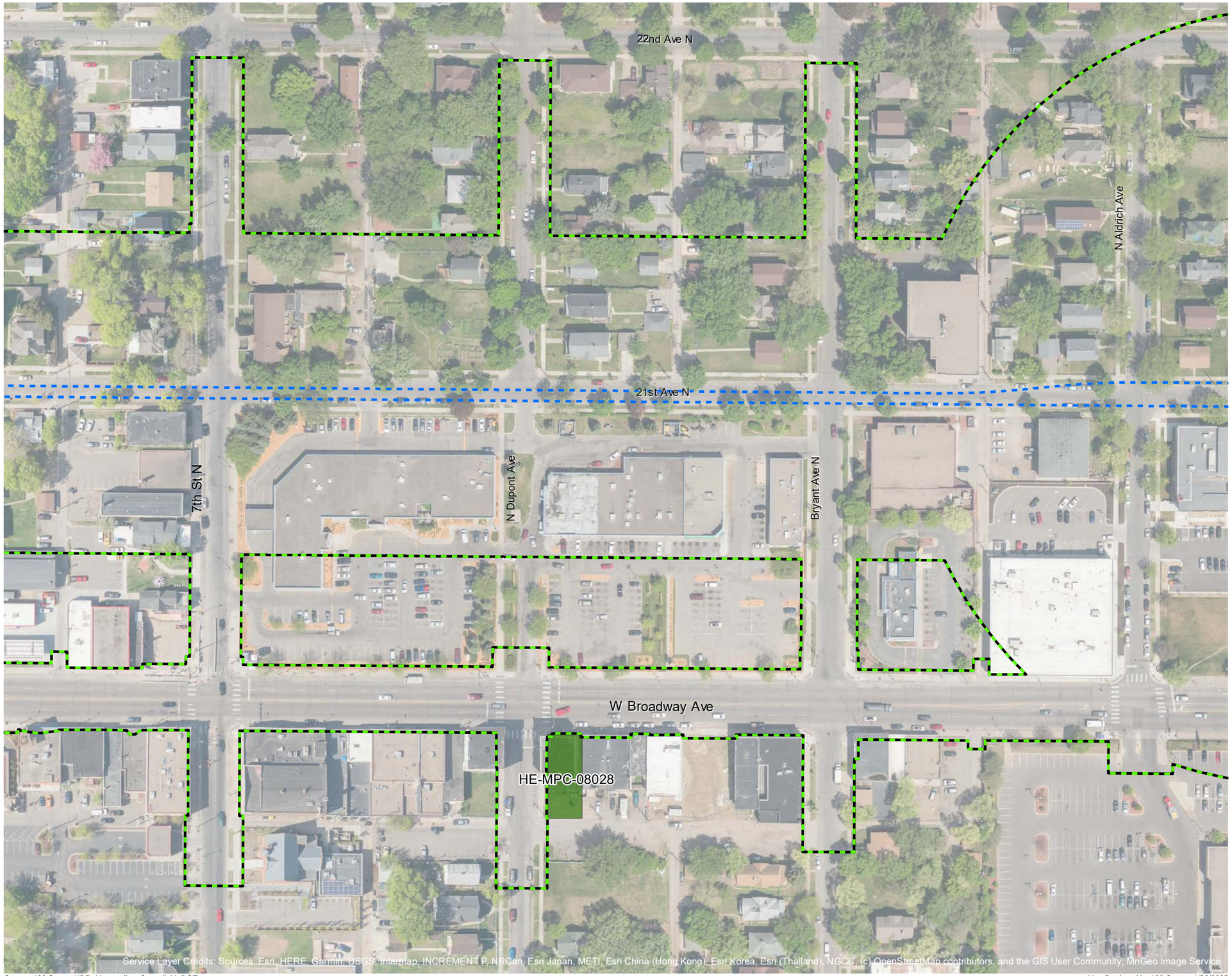
106GROUP

Historic Properties

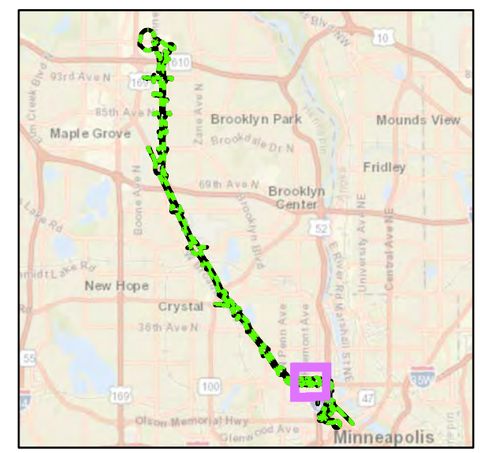
Appendix A: Map 10

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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1:1,500

106GROUP

Historic Properties

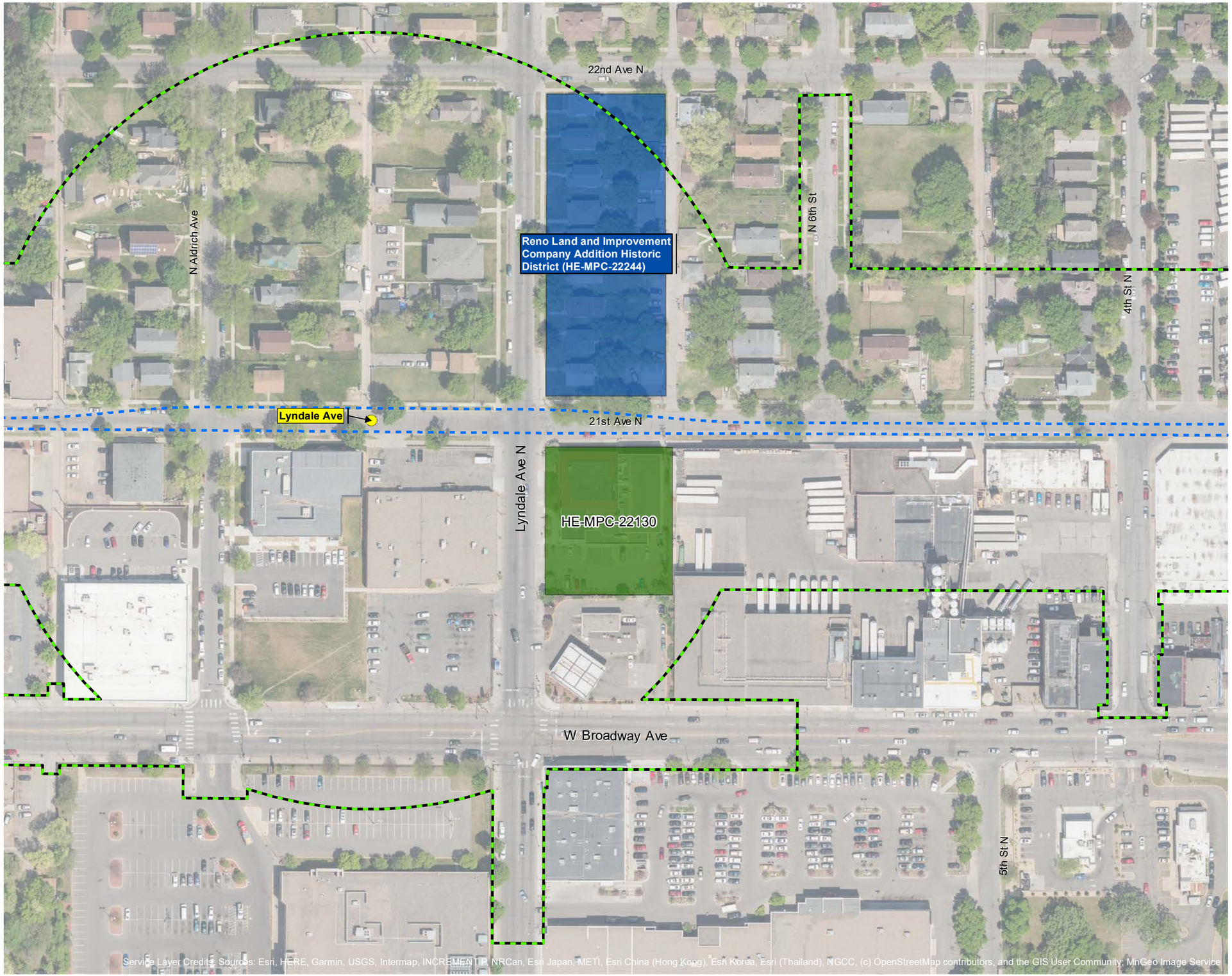
Appendix A: Map 11

Source: 106 Group; HDR; Metropolitan Council; MnDOT

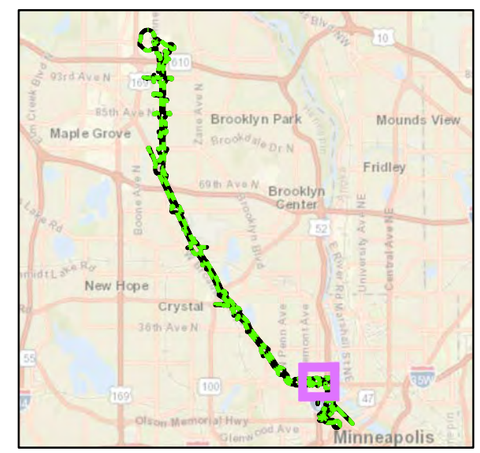
Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



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0 60 Feet

1:1,500

106GROUP

Historic Properties

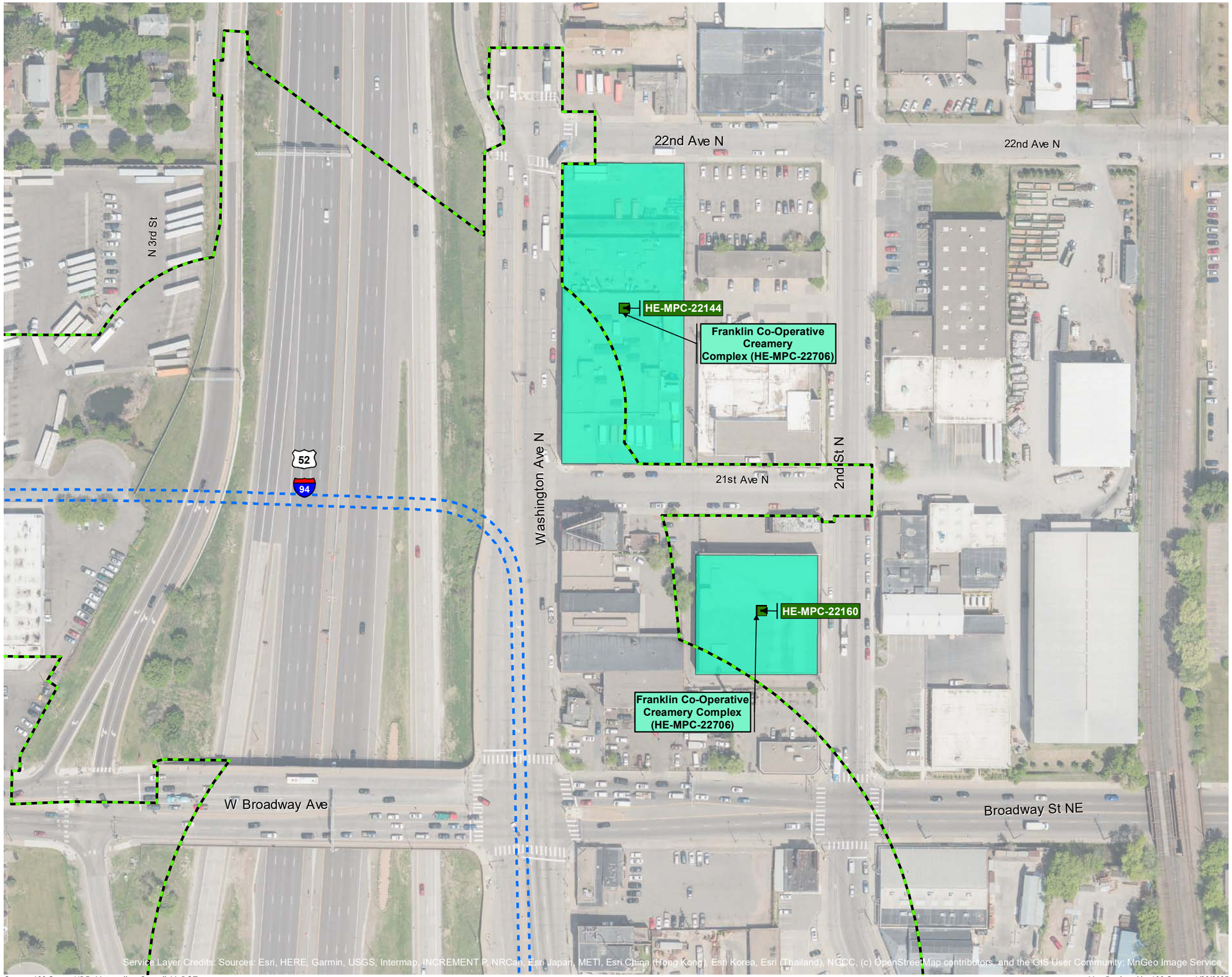
Appendix A: Map 12

Source: 106 Group; HDR; Metropolitan Council; MnDOT

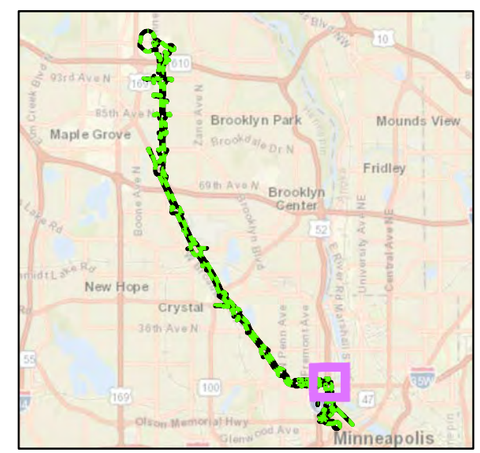
Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



0 30 Meters

0 60 Feet

1:1,500

106GROUP

Historic Properties

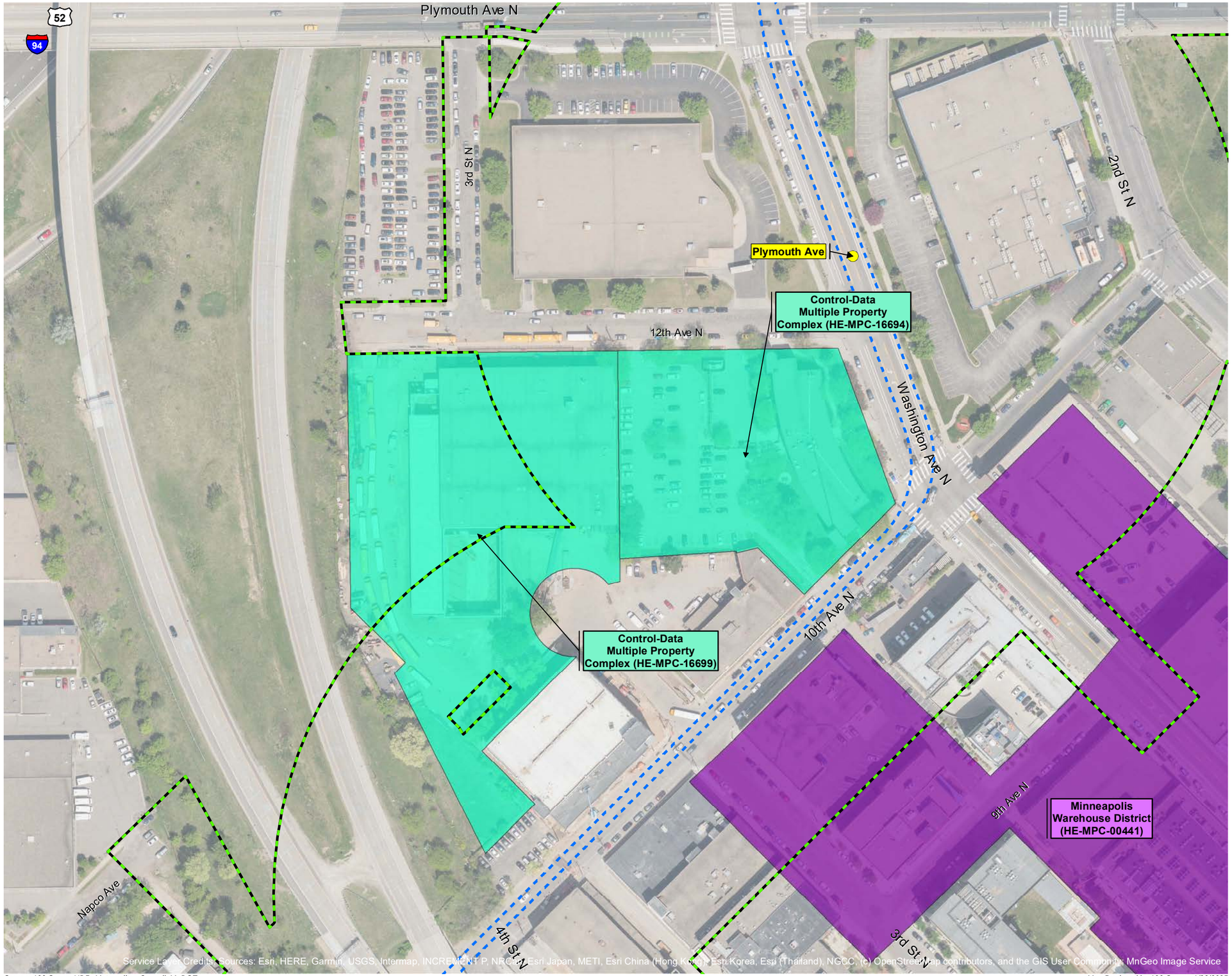
Appendix A: Map 13

Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota



Architectural History APE

Proposed Station

Alignment

Non-Contributing to a Determined Eligible Historic District

NRHP-Listed District

NRHP-Listed Property

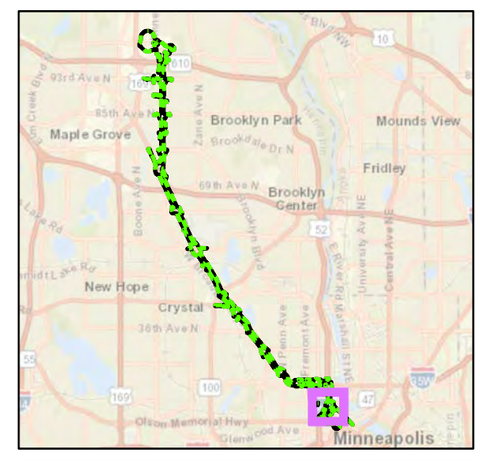
Determined Eligible Historic District

Determined Eligible Complex

Determined Eligible Property

Determined Eligible Property

Determined Individually Eligible Property



0 30 Meters

0 60 Feet

1:1,500

106GROUP

Historic Properties

Appendix A: Map 14

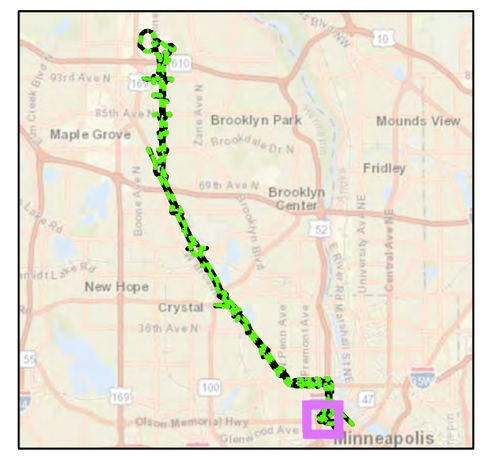
Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

Hennepin County, Minnesota

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



0 30 Meters

0 60 Feet

1:1,500

106GROUP

Historic Properties

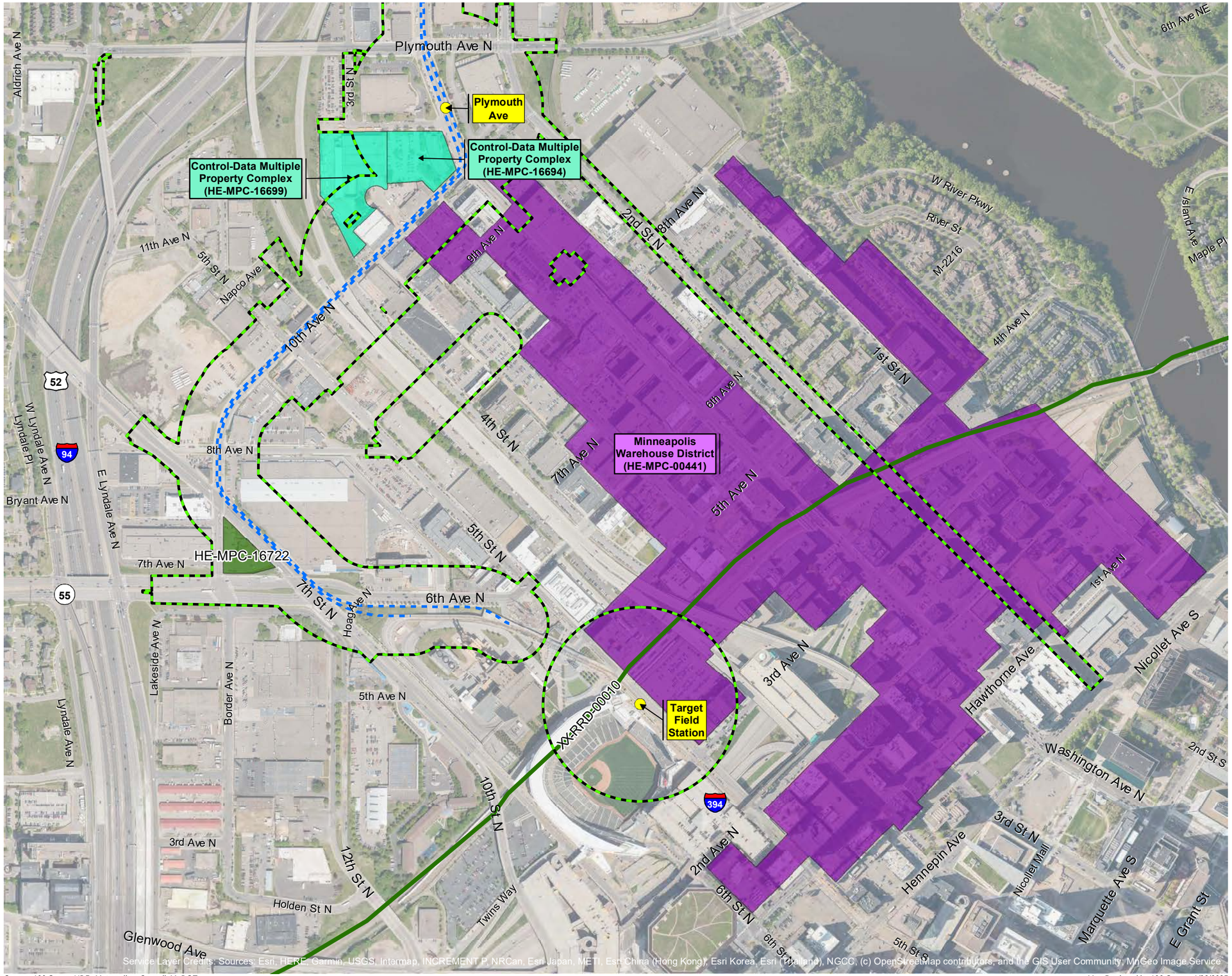
Appendix A: Map 15

Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

METRO Blue Line Light Rail Extension Project Section 106 Assessment of Effects

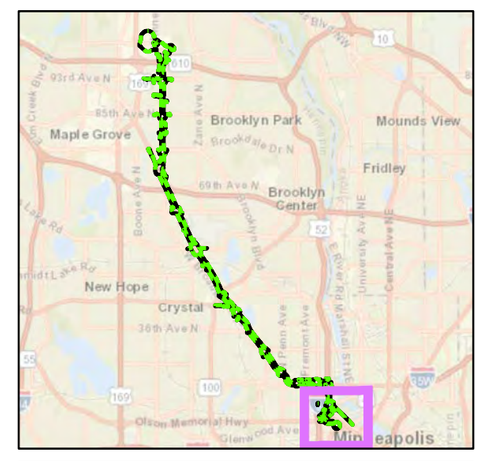
Hennepin County, Minnesota



Source: 106 Group; HDR; Metropolitan Council; MnDOT

Map Produced by 106 Group 1/22/2025

- Architectural History APE
- Proposed Station
- Alignment
- Non-Contributing to a Determined Eligible Historic District
- NRHP-Listed District
- NRHP-Listed Property
- Determined Eligible Historic District
- Determined Eligible Complex
- Determined Eligible Property
- Determined Eligible Property
- Determined Individually Eligible Property



0 120 Meters

0 240 Feet

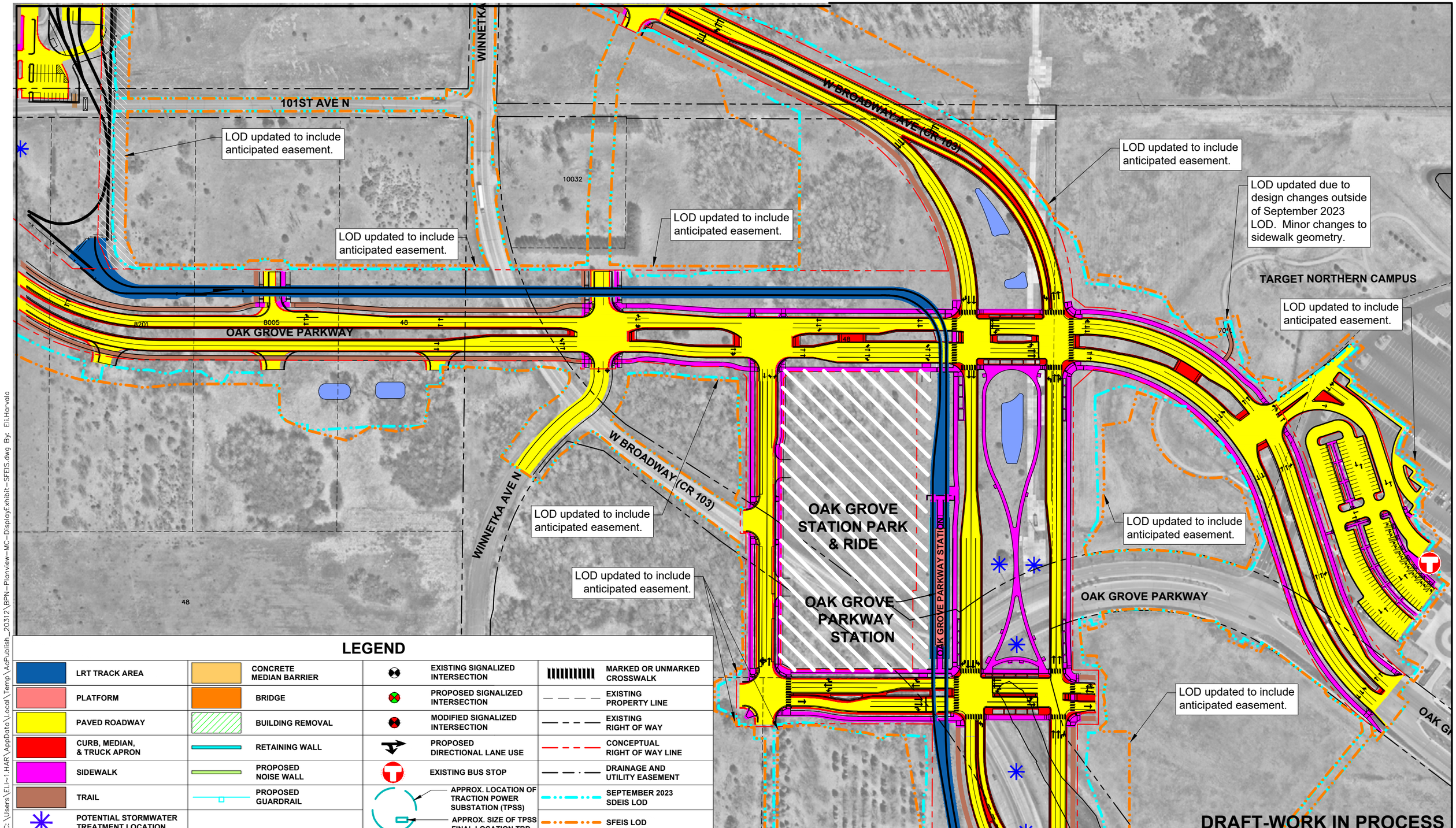
1:6,000

106GROUP

Historic Properties

Appendix A: Map 16

APPENDIX B: PLAN VIEWS: BLUE LINE LIGHT RAIL EXTENSION PROJECT



LEGEND

LRT TRACK AREA	CONCRETE MEDIAN BARRIER	EXISTING SIGNALIZED INTERSECTION	MARKED OR UNMARKED CROSSWALK
PLATFORM	BRIDGE	PROPOSED SIGNALIZED INTERSECTION	EXISTING PROPERTY LINE
PAVED ROADWAY	BUILDING REMOVAL	MODIFIED SIGNALIZED INTERSECTION	EXISTING RIGHT OF WAY
CURB, MEDIAN, & TRUCK APRON	RETAINING WALL	PROPOSED DIRECTIONAL LANE USE	CONCEPTUAL RIGHT OF WAY LINE
SIDEWALK	PROPOSED NOISE WALL	EXISTING BUS STOP	DRAINAGE AND UTILITY EASEMENT
TRAIL	PROPOSED GUARDRAIL	APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)	SEPTEMBER 2023 SDEIS LOD
POTENTIAL STORMWATER TREATMENT LOCATION		APPROX. SIZE OF TPSS FINAL LOCATION TBD	SFEIS LOD

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

R02

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SCALE

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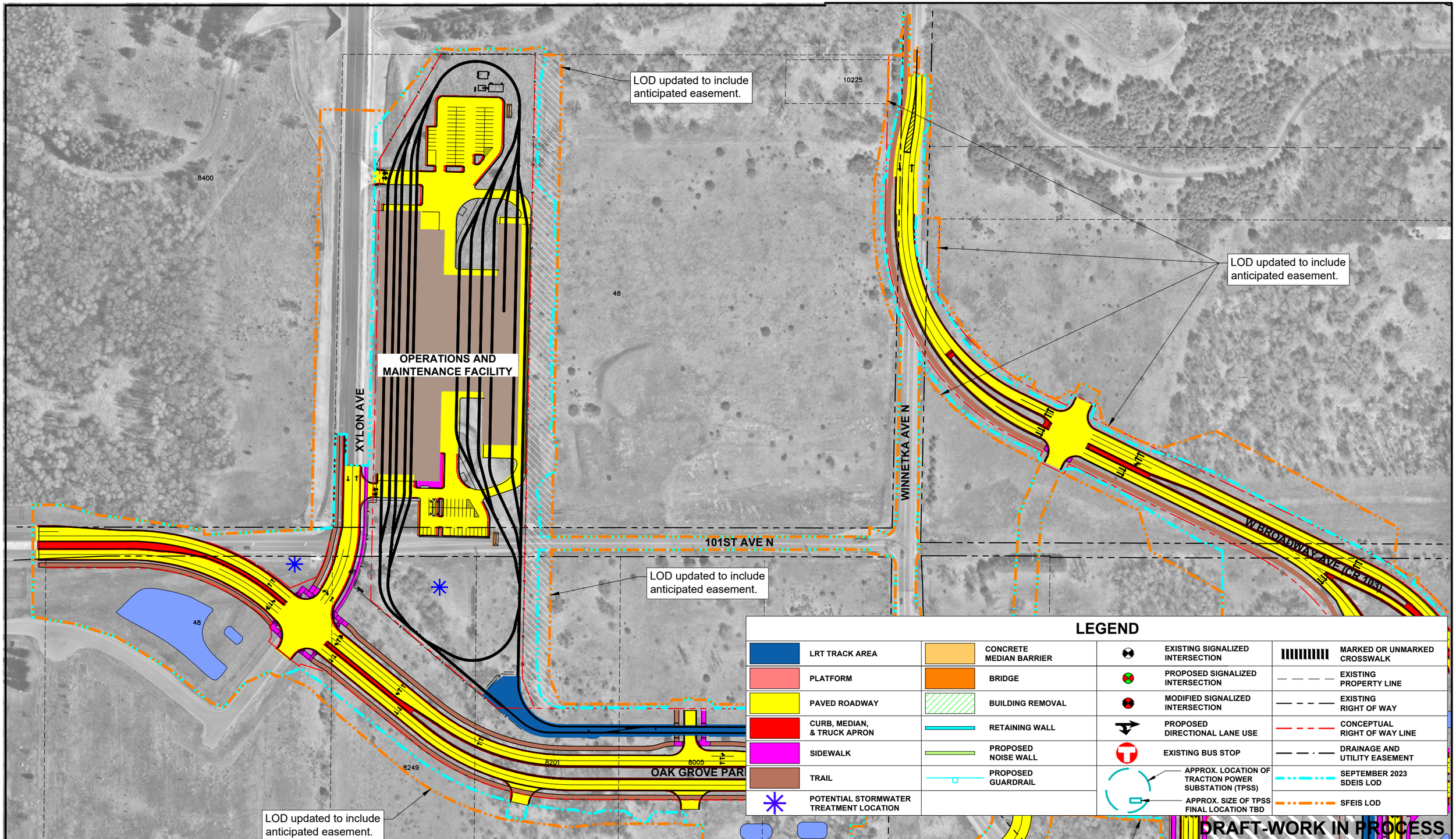

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METRO BLUE LINE EXTENSION

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

R02

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SCALE

METROPOLITAN COUNCIL

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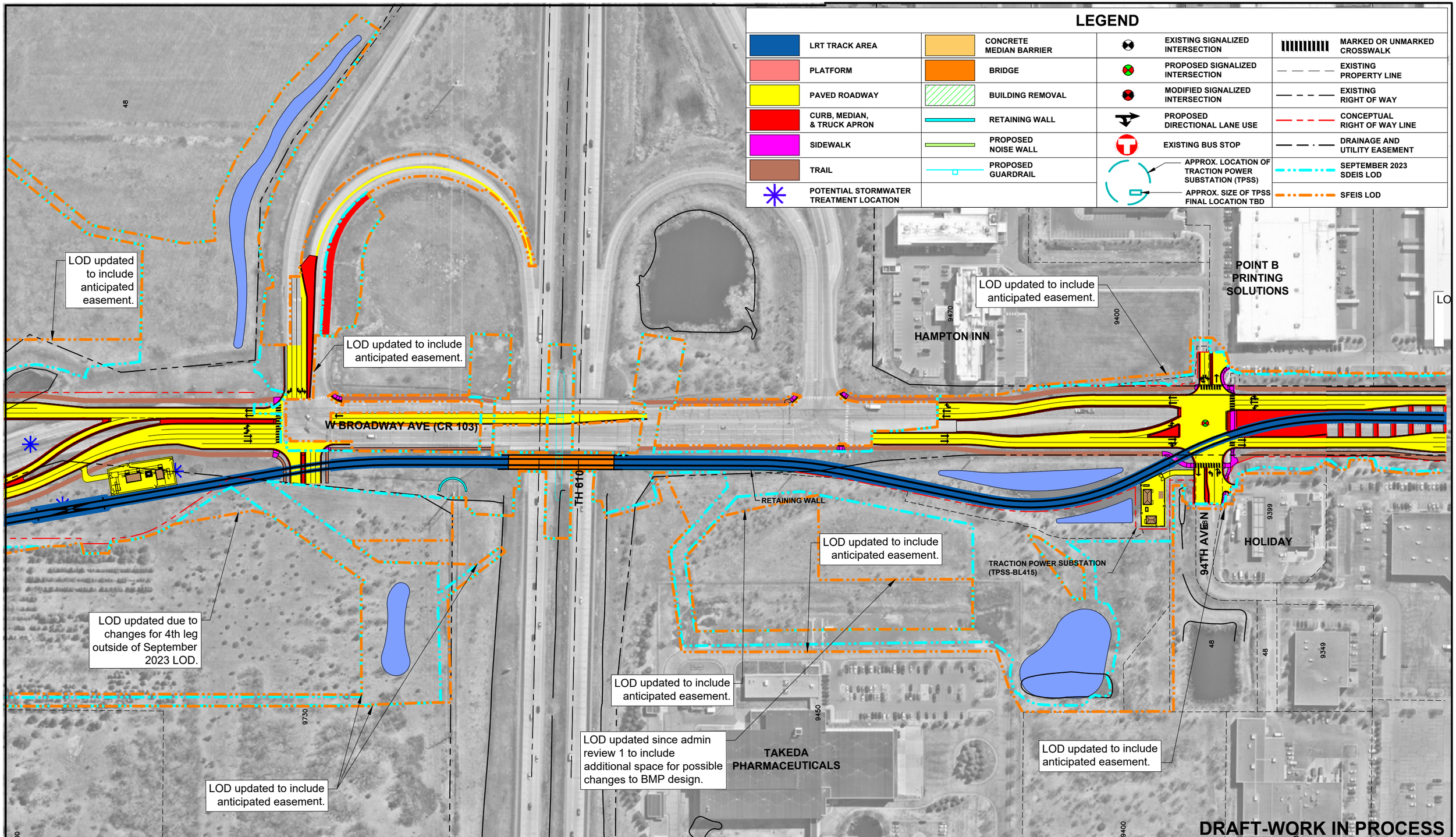

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

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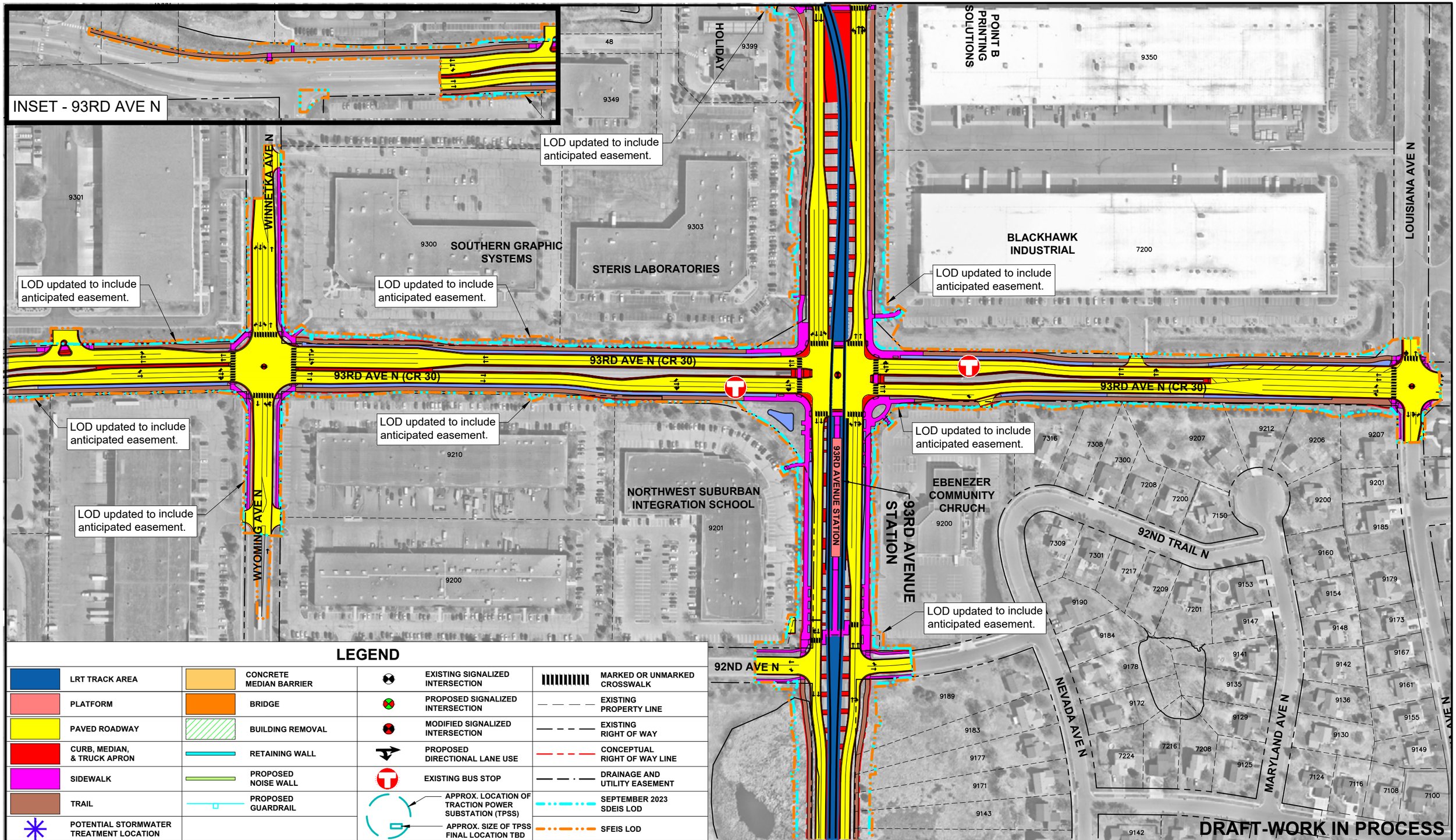

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METRO BLUE LINE EXTENSION

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

R02

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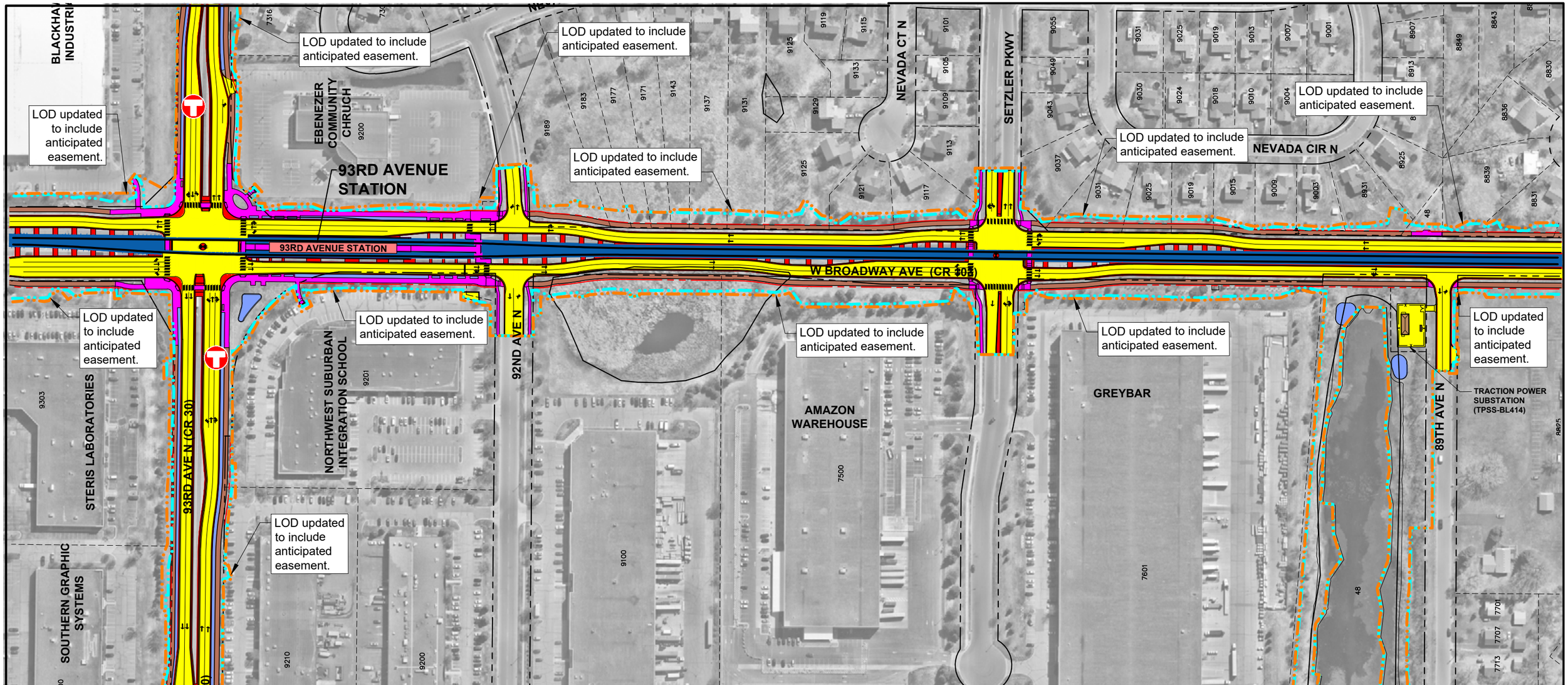

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BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

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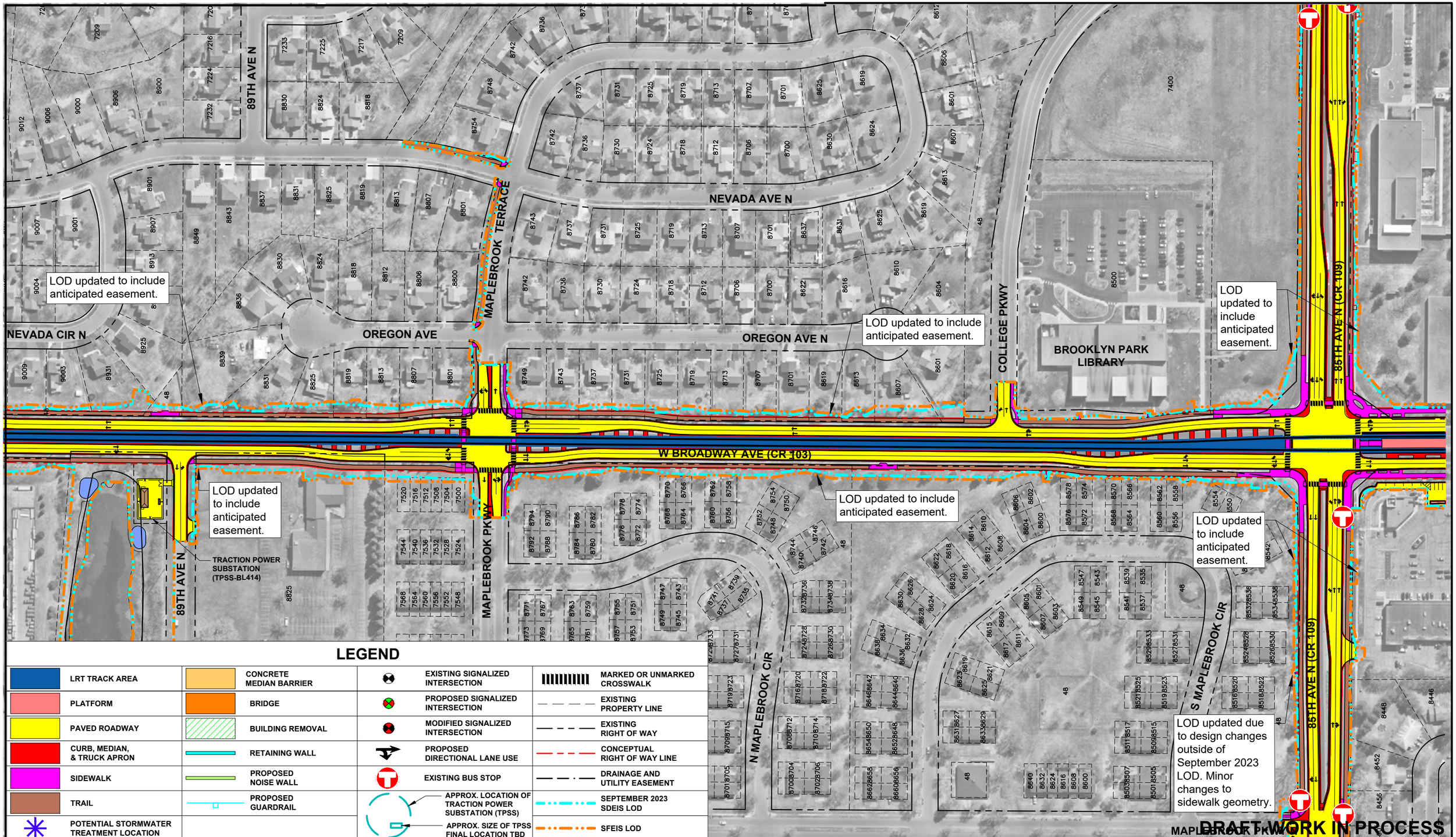

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METRO BLUE LINE EXTENSION

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

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SCALE

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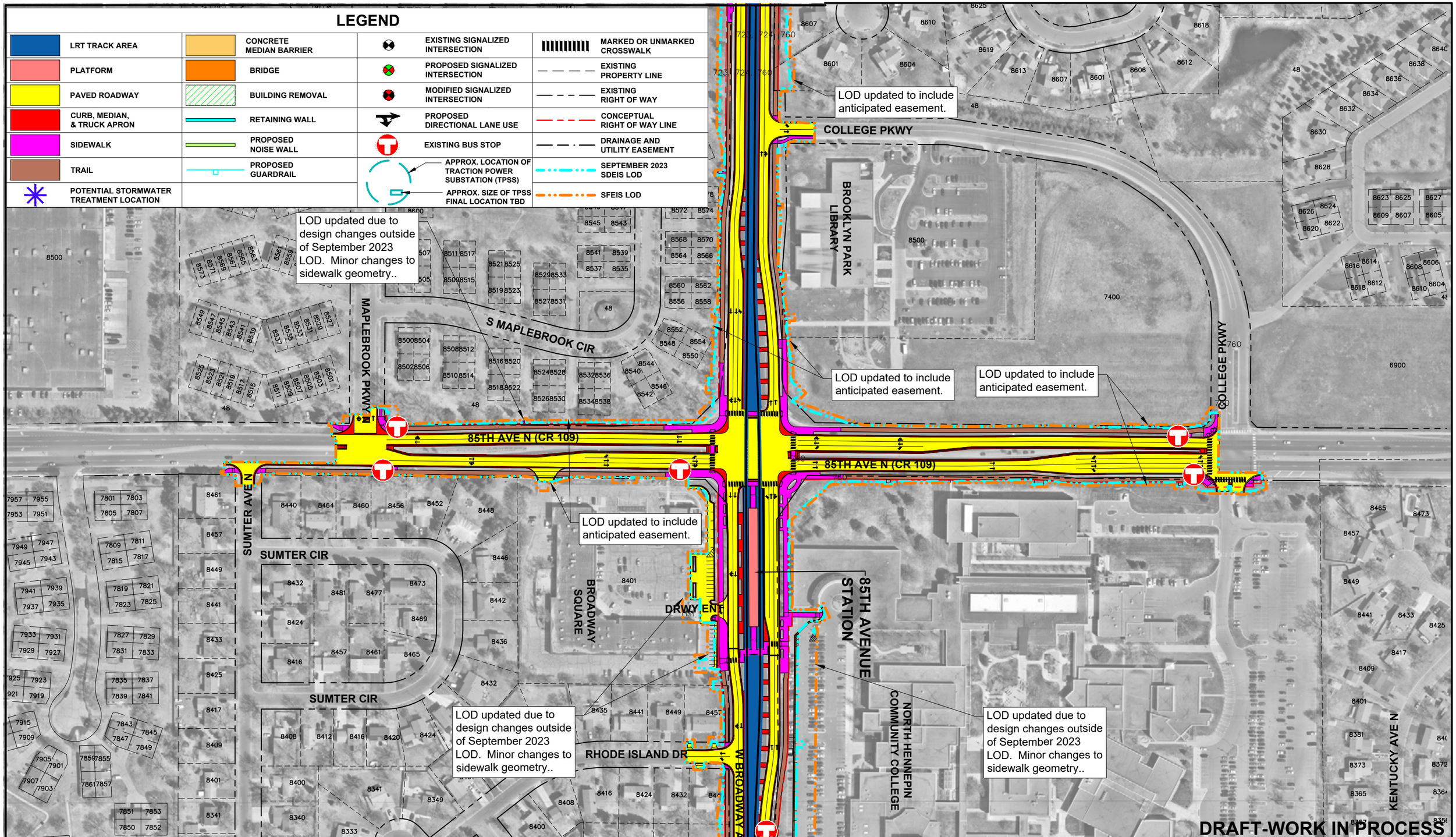

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

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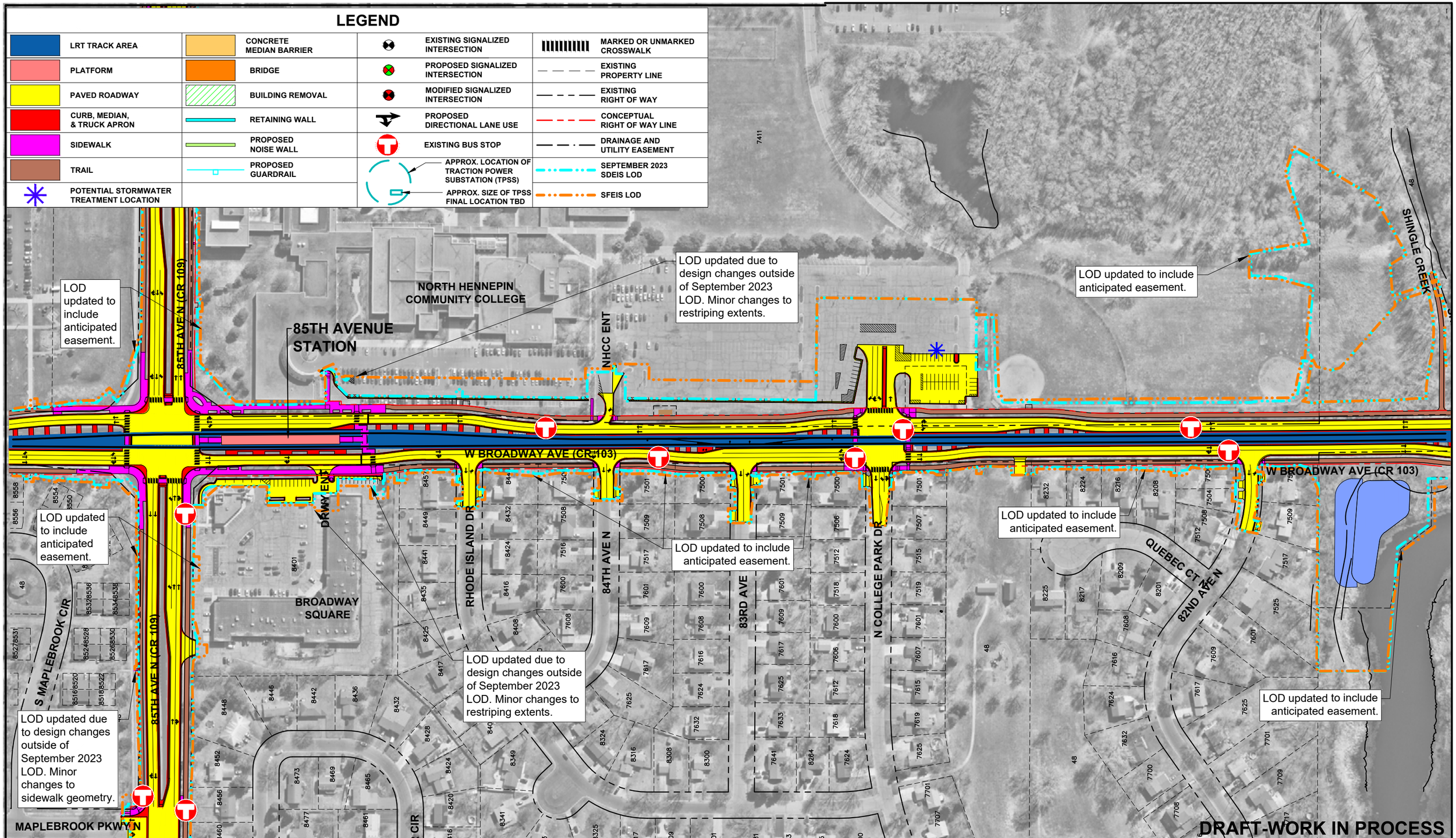

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

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SCALE

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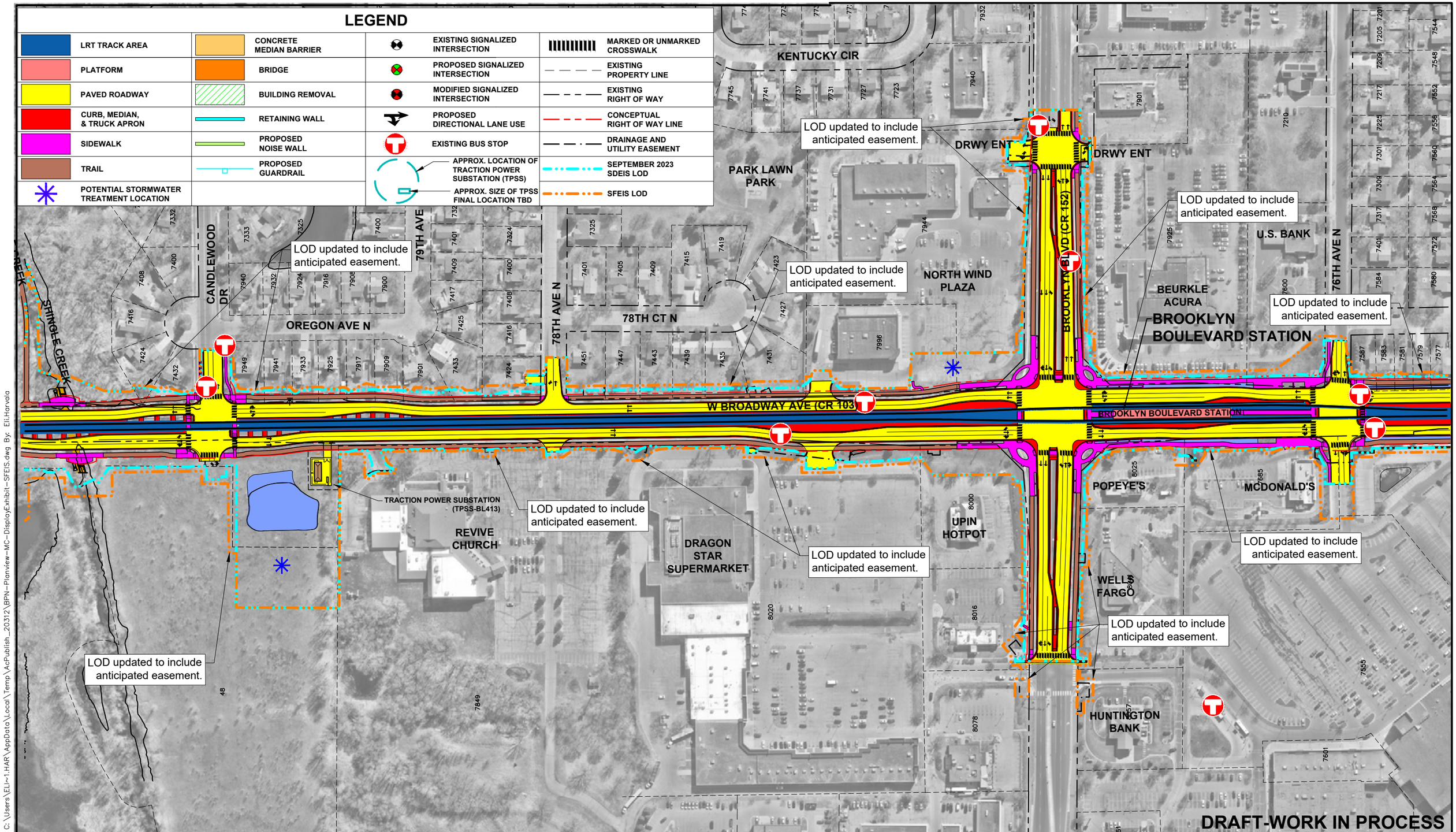

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

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SCALE

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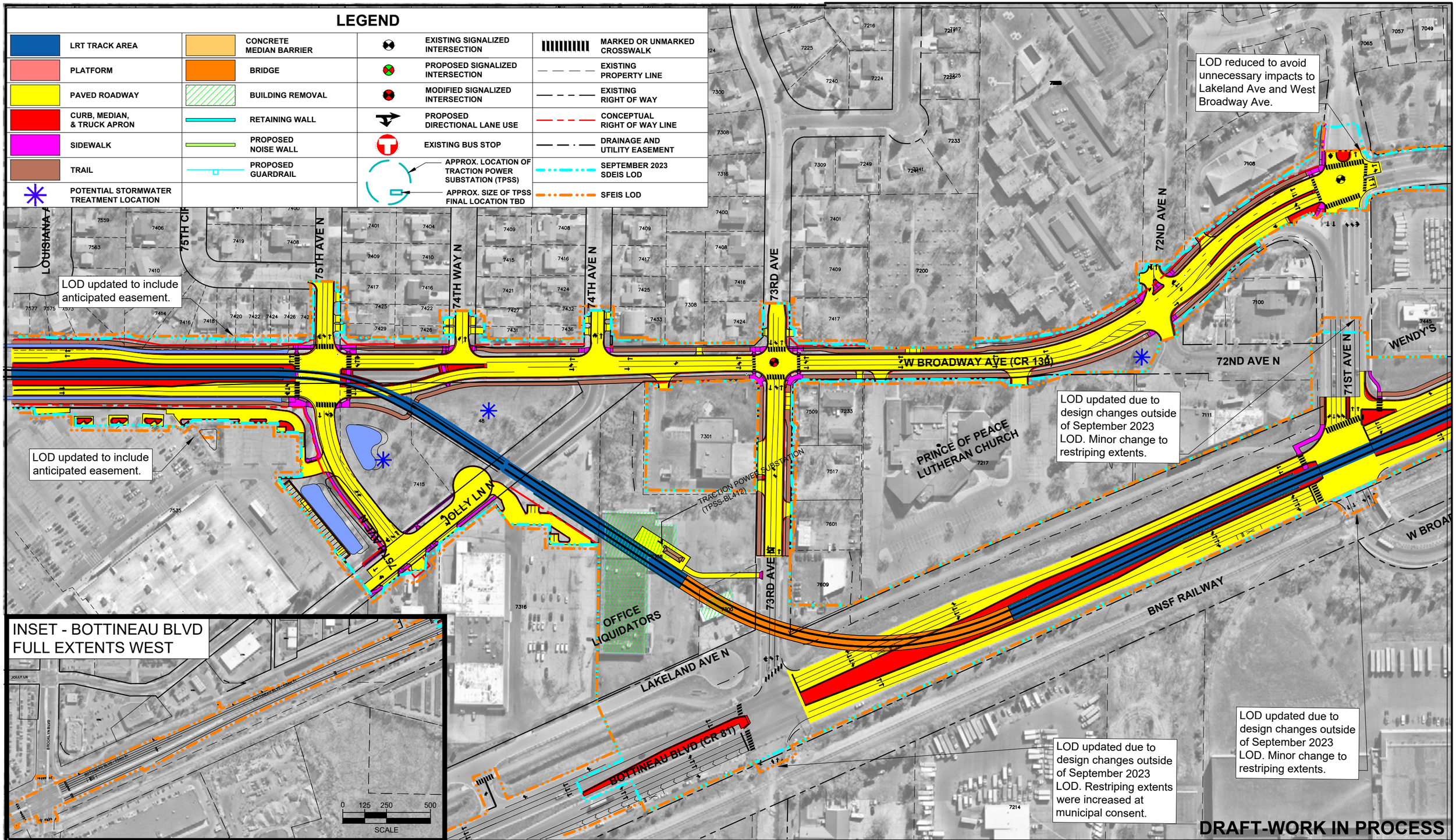

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

11/13/2024

R01

NORTH

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SCALE

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LEGEND

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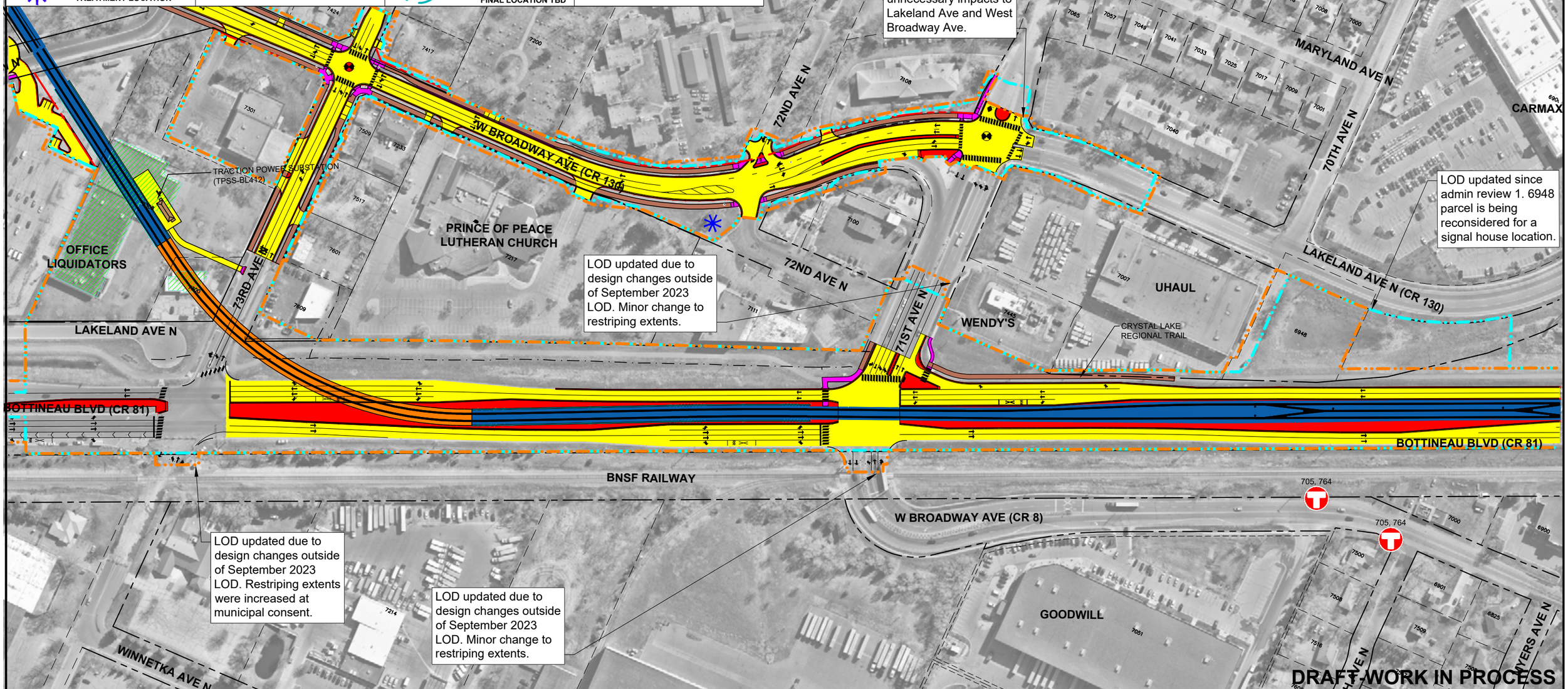
POTENTIAL STORMWATER TREATMENT LOCATION			SFEIS LOD



BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

11/13/2024

R01

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SCALE

METROPOLITAN COUNCIL

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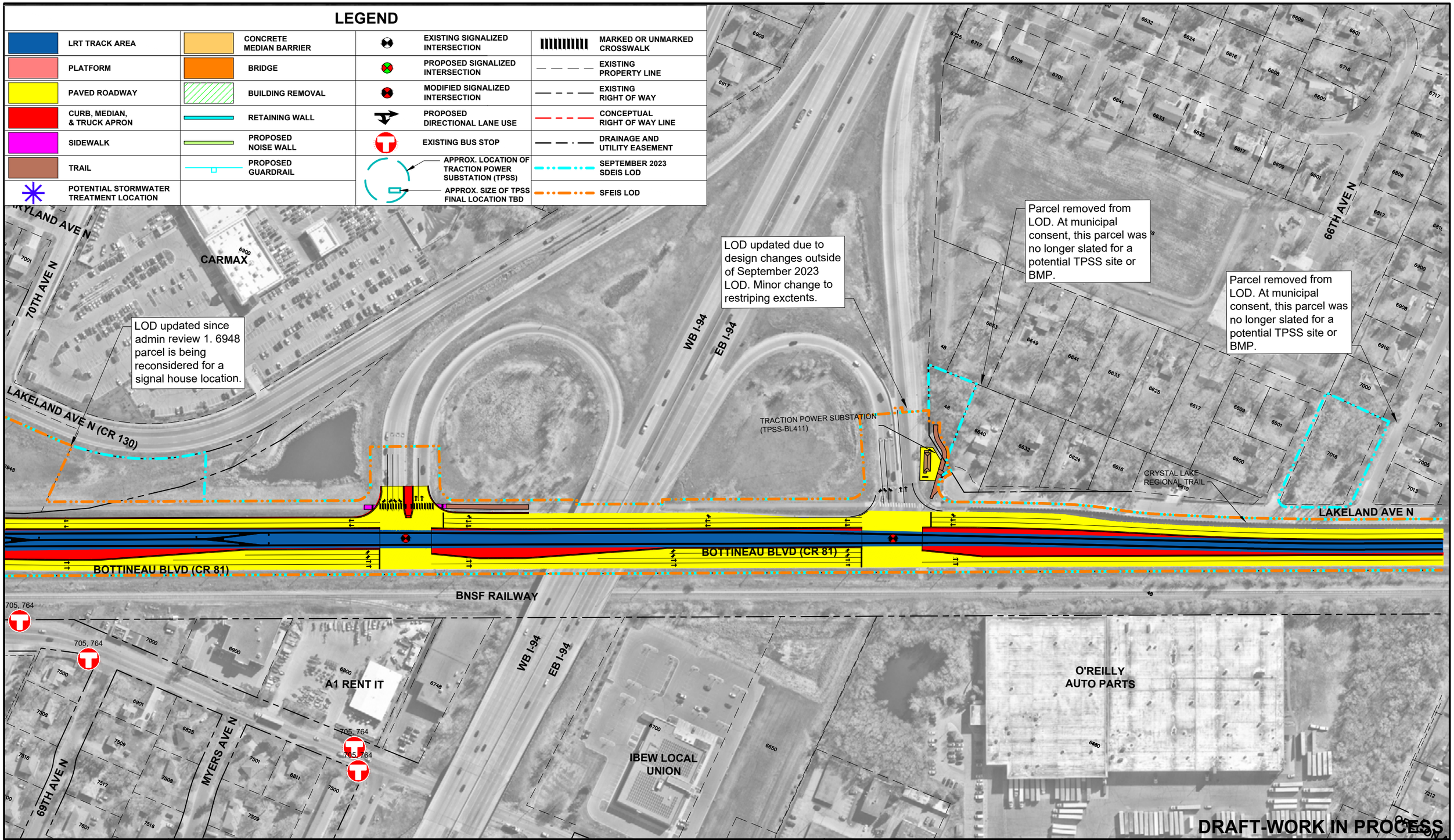

BLUE LINE EXTENSION

CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

11/13/2024

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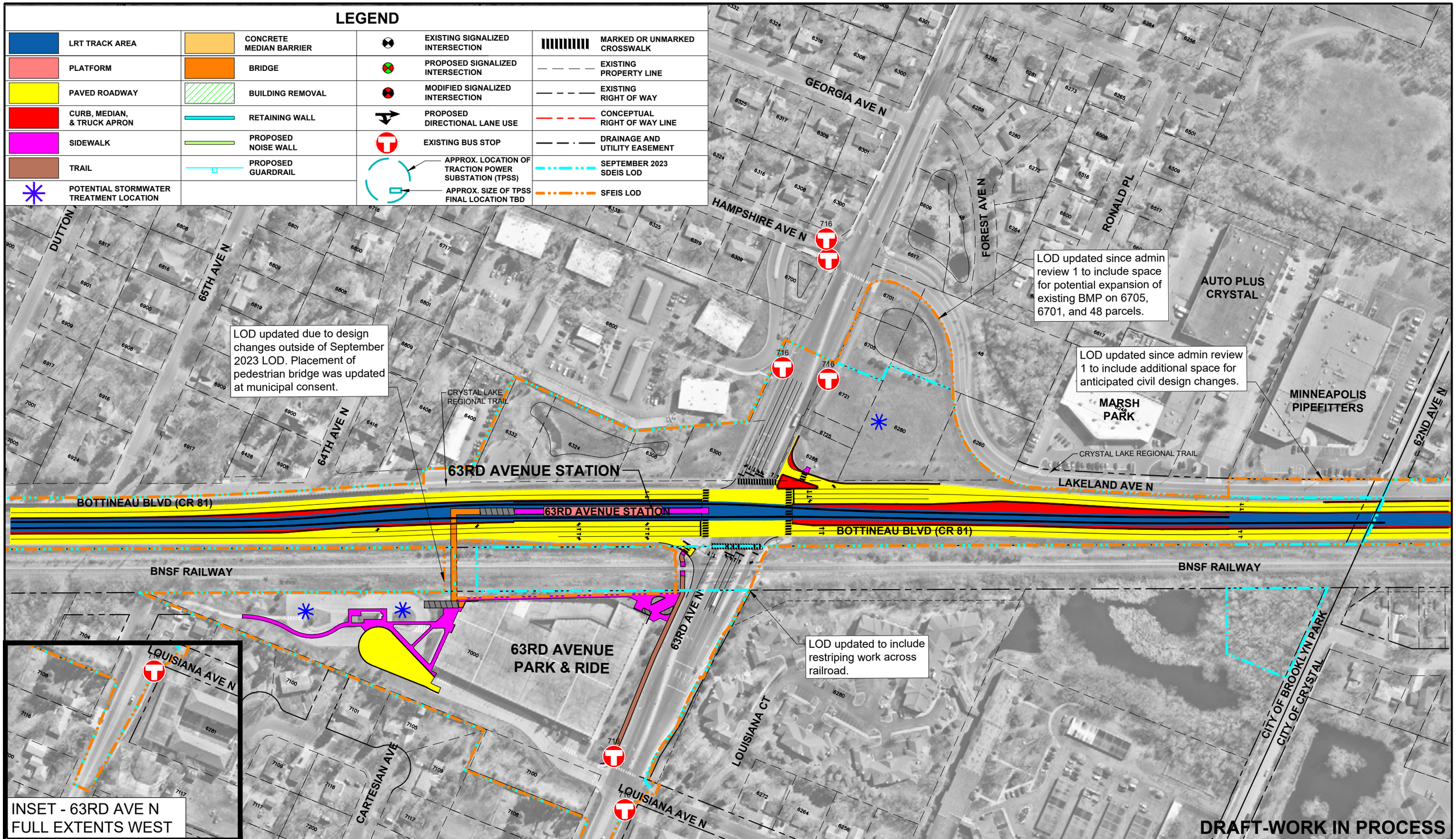

BLUE LINE EXTENSION

CITY OF CRYSTAL/CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

11/13/2024

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SCALE

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METROPOLITAN COUNCIL

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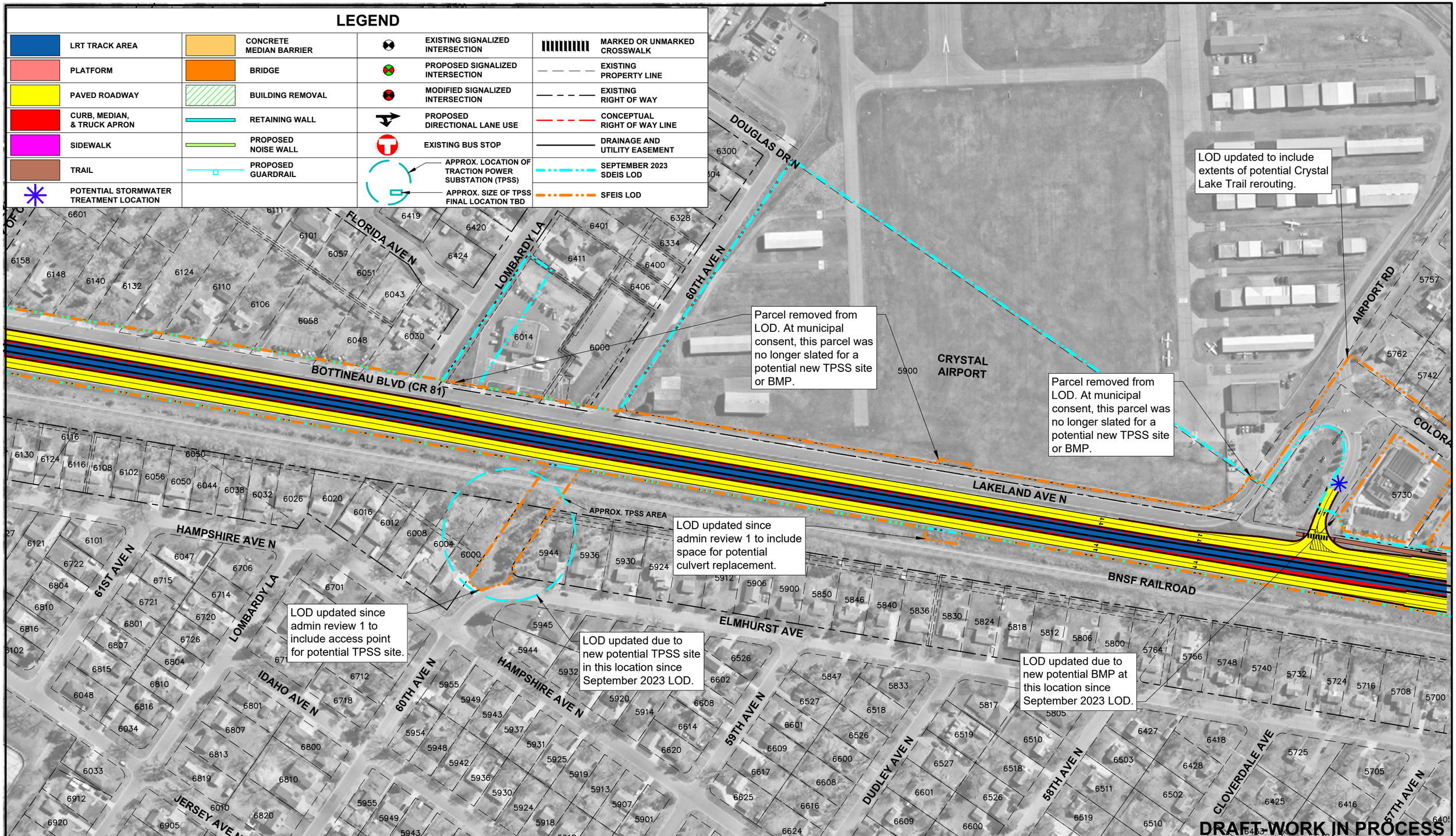

BLUE LINE EXTENSION

CITY OF CRYSTAL/CITY OF BROOKLYN PARK

SFEIS SNAPSHOT LAYOUT

12/13/2024

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SCALE

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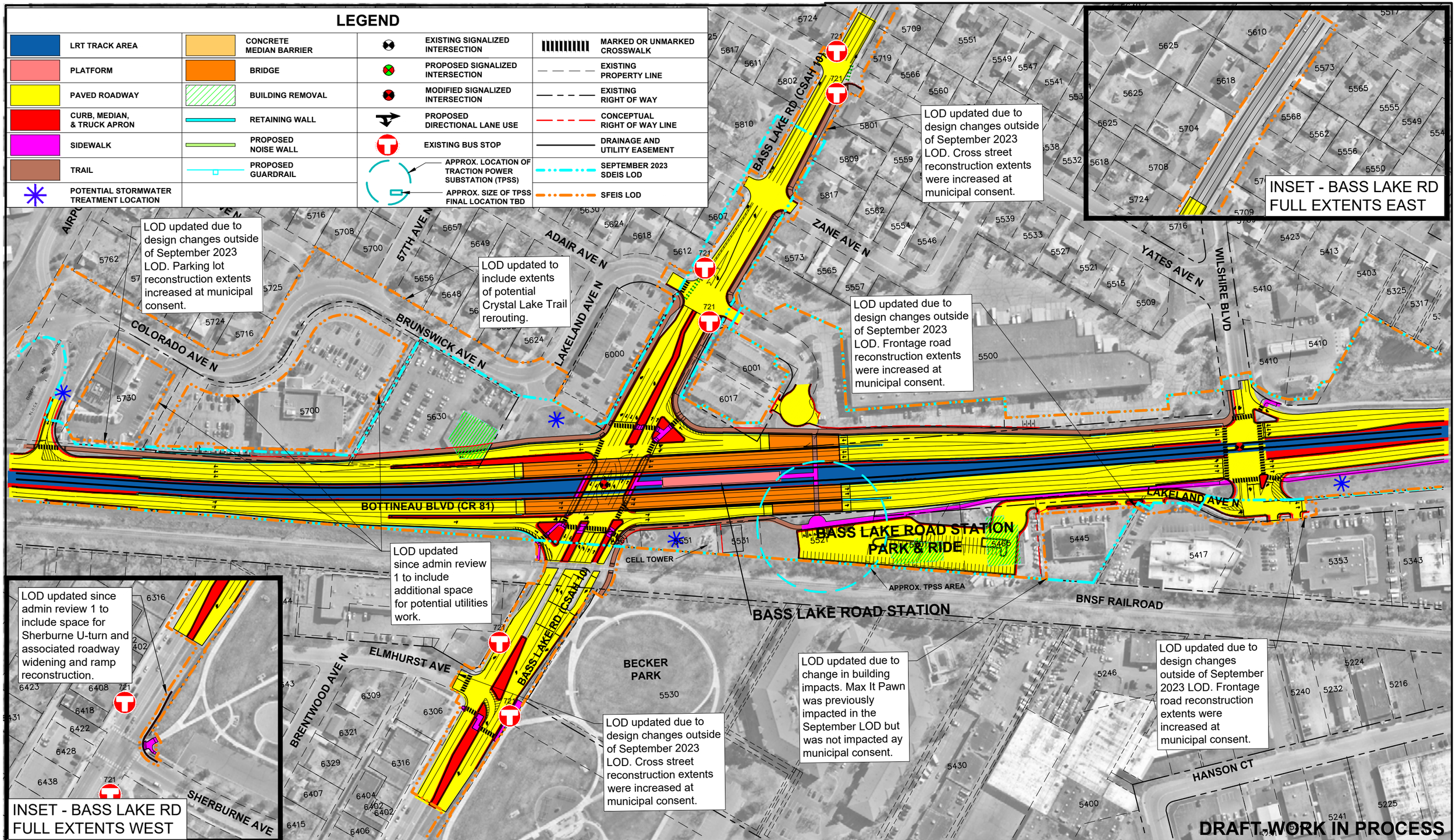

BLUE LINE EXTENSION

CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

12/13/2024

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SCALE

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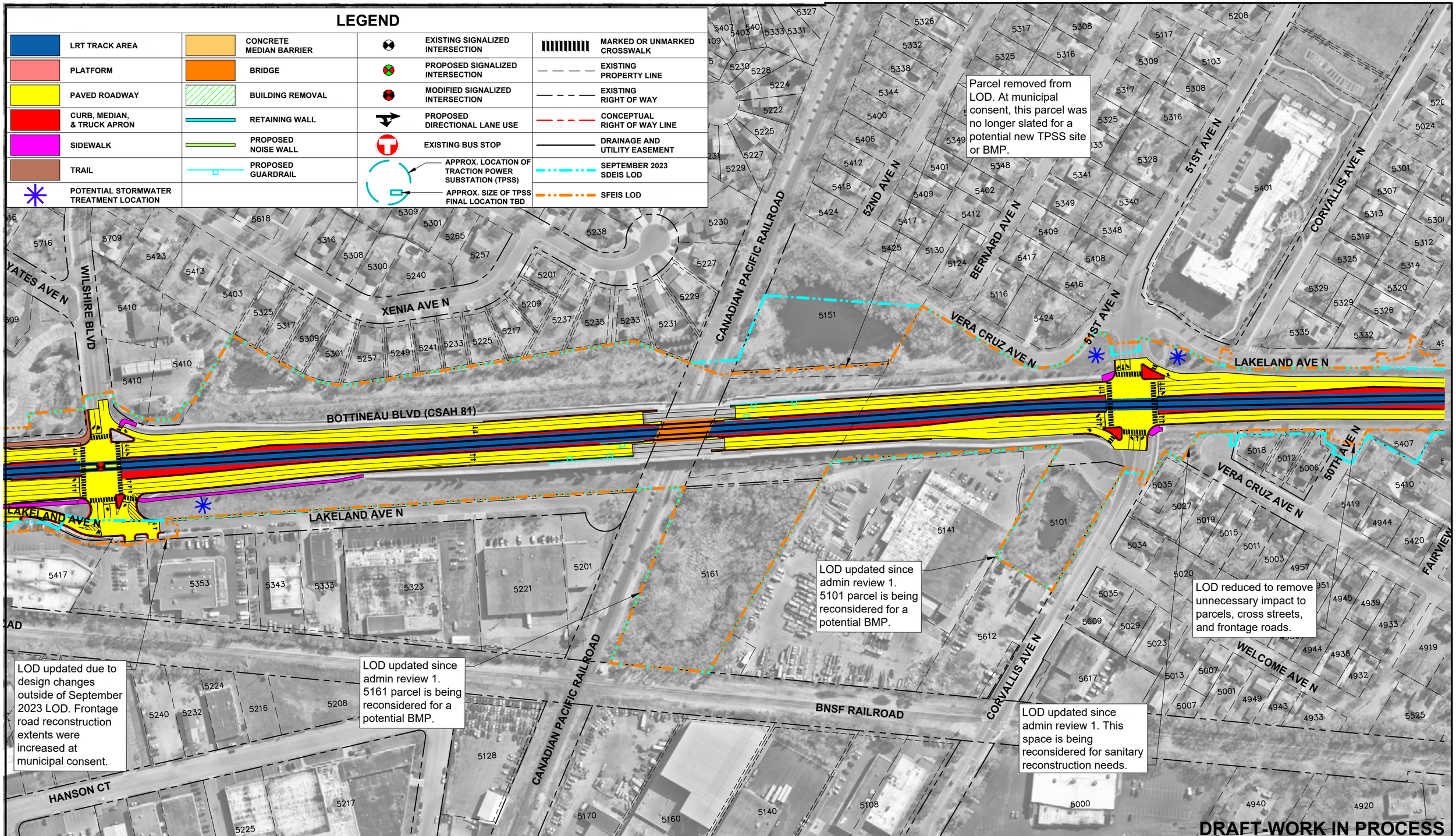

BLUE LINE EXTENSION

CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

12/13/2024

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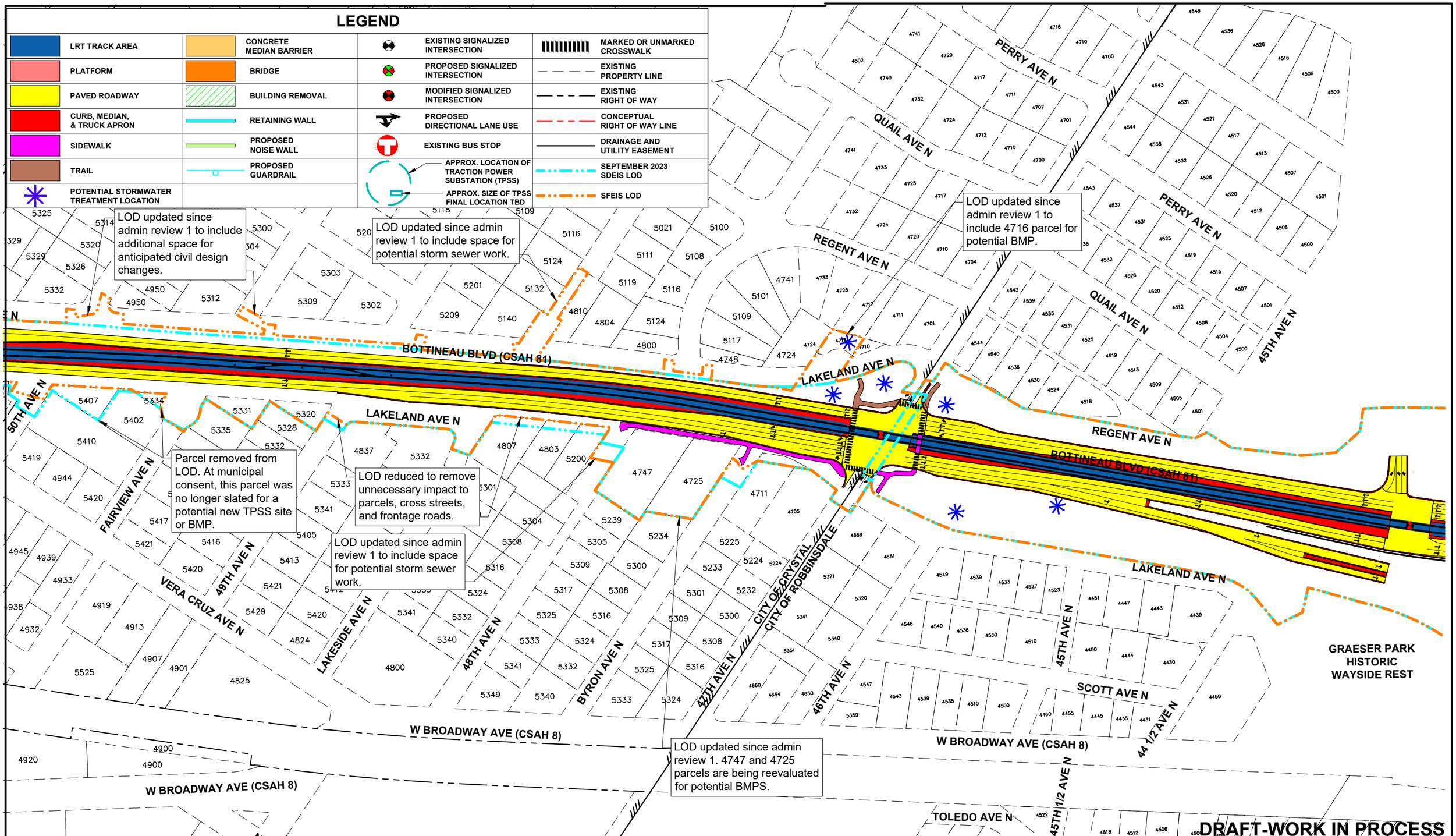

BLUE LINE EXTENSION

CITY OF ROBBINSDALE/CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

12/13/2024

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LOD updated at request of utilities team to allow sufficient space on cross streets for potential utility relocations.

LOD updated due to design changes outside of September 2023 LOD. Minor changes to parking lot reconstruction.

LOD updated at request of utilities team to allow sufficient space on cross streets for potential utility relocations.

APPROXIMATE TPSS AREA

BUILDING HAS BEEN REMOVED

LOD reduced since admin review 1. Parcel is no longer under consideration for TPSS site.

LOD updated to accommodate anticipated changes to property impacts on 21st Ave.

LOD changed due to new potential BMP on this parcel since admin review 1.

LOD updated due to new potential TPSS site under consideration on these parcels since September 2023 LOD.

LOD updated due to design changes outside of September 2023 LOD. West Broadway reconstruction extents have increased

CONCEPTUAL STUDY TO BE PERFORMED TO EXTEND WEST BROADWAY AVE (CR 81) RECONSTRUCTION FROM LYNDALE AVE N TO 2ND ST N

LOD updated since admin review 1 to include additional road reconstruction extents.

22ND AVE N

LYNDALE AVENUE STATION

21ST AVE N

WEST BROADWAY AVE (CR 81)

18TH AVE N

EB I-94 OFF RAMP WEST BROADWAY

EB I-94 OFF RAMP

JUXTAPOSITION ARTS

EMERSON AVE N

HAWTHORNE CROSSINGS

BRYANT AVE N

ALDRICH AVE N

SANCTUARY COVENANT CHURCH

MERWIN LIQUOR

LYNDALE AVE N

SALVATION ARMY

WINNER GAS

KEMPS

KEMPS TRUCK LOT

6TH ST N

4TH ST N

ELECTRIC MOTOR REPAIR INC.

DUPONT AVE N

CUB FOODS

BROADWAY CENTER

5TH ST N

TACO BELL

WENDY'S

DRAFT-WORK IN PROCESS

LEGEND

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BLUE LINE EXTENSION

CITY OF MINNEAPOLIS

SFEIS SNAPSHOT LAYOUT

12/13/2024

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NORTH

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SCALE

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Design updated due to municipal consent scope addition.

LOD updated due to new planned traffic mitigations at this intersection since the September 2023 LOD.

LOD reduced since admin review 1. Parcels are no longer anticipated to be fully impacted.

LOD updated to capture full extents of I-94 off ramp reconstruction.

LOD updated due to design changes outside of September 2023 LOD. Minor changes to sidewalk geometry and driveway reconstruction extents.

LOD updated since admin review 1 to include additional space for potential signal house.

LOD updated since admin review 1 to include new potential BMP and to accommodate anticipated grading needs.

LOD updated since admin review 1 to include new potential BMP and to accommodate anticipated removals.

LOD updated since admin review 1 to include additional road reconstruction extents.

2ND ST N
WEST BROADWAY AVE (CR 66)
22ND AVE N
21ST AVE N
18TH AVE N
17TH AVE N
16TH AVE N
15TH AVE N
CUBESMART SELF STORAGE
HOLIDAY CONVENIENCE STORE
GEC CABINET DEPOT
AMB AMBASSADOR PRESS
UPTOWN IMPORTS
NB W BROADWAY STATION
SB W BROADWAY STATION
WASHINGTON AVE N (CR 152)
WB I-94 OFF-RAMP
APPROXIMATE TPSS AREA
3RD ST N
WB I-94
EB I-94
EB I-94 ON RAMP
EB I-94 OFF RAMP
EB I-94 OFF RAMP WEST BROADWAY
KEMPS TRUCK LOT
ELECTRIC MOTOR REPAIR INC.
4TH ST N
WENDY'S
TACO BELL

LEGEND

LRT TRACK AREA	CONCRETE MEDIAN BARRIER	EXISTING SIGNALIZED INTERSECTION	MARKED OR UNMARKED CROSSWALK
PLATFORM	BRIDGE	PROPOSED SIGNALIZED INTERSECTION	EXISTING PROPERTY LINE
PAVED ROADWAY	BUILDING REMOVAL	MODIFIED SIGNALIZED INTERSECTION	EXISTING RIGHT OF WAY
CURB, MEDIAN, & TRUCK APRON	RETAINING WALL	PROPOSED DIRECTIONAL LANE USE	CONCEPTUAL RIGHT OF WAY LINE
SIDEWALK	PROPOSED NOISE WALL	EXISTING BUS STOP	DRAINAGE AND UTILITY EASEMENT
TRAIL	PROPOSED GUARDRAIL	APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)	SEPTEMBER 2023 SDEIS LOD
POTENTIAL STORMWATER TREATMENT LOCATION	BIKEWAY	APPROXIMATE TPSS FINAL LOCATION TBD	SFEIS LOD

DRAFT WORK IN PROCESS

BLUE LINE EXTENSION

CITY OF MINNEAPOLIS

SFEIS SNAPSHOT LAYOUT

12/13/2024

R02

NORTH

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SCALE

METROPOLITAN COUNCIL

Kimley»Horn

Dec. 13 2024 10:46 am C:\Users\KARLA~1.HER\AppData\Local\Temp\AcPublish_24064\M-Planview-MC-DisplayExhibit-SFEIS.dwg By: Karla.Hernandez

LOD updated since admin review 1 to include additional road reconstruction extents and 2nd St and Plymouth Ave.

LOD updated since admin review 1 to include potential signal house location.

LOD updated to accommodate anticipated H line platforms.

LOD updated due to design changes outside of September 2023 LOD.

LOD updated since admin review 1 to increase anticipated footprint of new roadway construction.

LOD updated since admin review 1 to increase anticipated footprint of new roadway construction.

LOD updated due to change in building impacts. GlassArt Design was previously impacted in the September LOD but was not impacted at municipal consent."

LOD updated since admin review 1 to include 5th Ave intersection redesign.

LOD reduced since admin review 1. Parcel is no longer anticipated to be fully impacted.

LOD updated since admin review 1. 3rd St/4th St connection design will be replaced with 3rd to 12th connection design.

LOD updated since admin review 1 to include new anticipated building impact due to potential track realignment .

LOD updated at request of structures team to allow sufficient space for Bassett Creek Tunnel reconstruction.

LOD updated since admin review 1 to add additional space for potential TPSS site needs.

LOD updated since admin review 1 to include space for potential traffic mitigation at Plymouth Ave and Lyndale Ave.

INSET - PLYMOUTH AVE N & LYNDALE AVE N

2ND ST N
XO COMMUNICATIONS
15TH AVE N
AMB AMBASSADOR PRESS
14TH AVE N
A&M BUSINESS INTERIOR SERVICES
PLYMOUTH AVENUE STATION
WASHINGTON AVE N (CR 152)
UPTOWN IMPORTS
ASI
PLYMOUTH AVE N
AVIVO VILLAGE
12TH AVE N
MINNEAPOLIS PUBLIC HOUSING AUTHORITY
TWIN CITIES INTERNATIONAL SCHOOL
THE REDWELL
CLUB JAGER
9TH AVE N
918 LOFTS
3RD ST N
NORTH LOOP PARKING GARAGE
8TH AVE N
SALVATION ARMY
4TH ST N
WB I-94 ON RAMP (3RD ST)
EB I-94 OFF RAMP (4TH ST)
8TH AVE N
5TH ST N
GLASSART DESIGN
THE HITCHING COMPANY
WB I-94 ON RAMP (3RD ST)
NAPCO AVE
APPROXIMATE TPSS AREA
5TH ST N
METRO TRANSIT CONTROL CENTER
METRO TRANSIT NORTH LOOP BUS GARAGE
METRO TRANSIT HEYWOOD GARAGE
OLD BASSETT CREEK TUNNEL
N LYNDALE AVE
PLYMOUTH AVE N

LEGEND

LRT TRACK AREA	CONCRETE MEDIAN BARRIER	EXISTING SIGNALIZED INTERSECTION	MARKED OR UNMARKED CROSSWALK
PLATFORM	BRIDGE	PROPOSED SIGNALIZED INTERSECTION	EXISTING PROPERTY LINE
PAVED ROADWAY	BUILDING REMOVAL	MODIFIED SIGNALIZED INTERSECTION	EXISTING RIGHT OF WAY
CURB, MEDIAN, & TRUCK APRON	RETAINING WALL	PROPOSED DIRECTIONAL LANE USE	CONCEPTUAL RIGHT OF WAY LINE
SIDEWALK	PROPOSED NOISE WALL	EXISTING BUS STOP	DRAINAGE AND UTILITY EASEMENT
TRAIL	PROPOSED GUARDRAIL	APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)	SEPTEMBER 2023 SDEIS LOD
POTENTIAL STORMWATER TREATMENT LOCATION	BIKEWAY	APPROX. SIZE OF TPSS FINAL LOCATION TBD	SFEIS LOD

DRAFT-WORK IN PROCESS

BLUE LINE EXTENSION

CITY OF MINNEAPOLIS

SFEIS SNAPSHOT LAYOUT

12/13/2024

R02

NORTH

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SCALE

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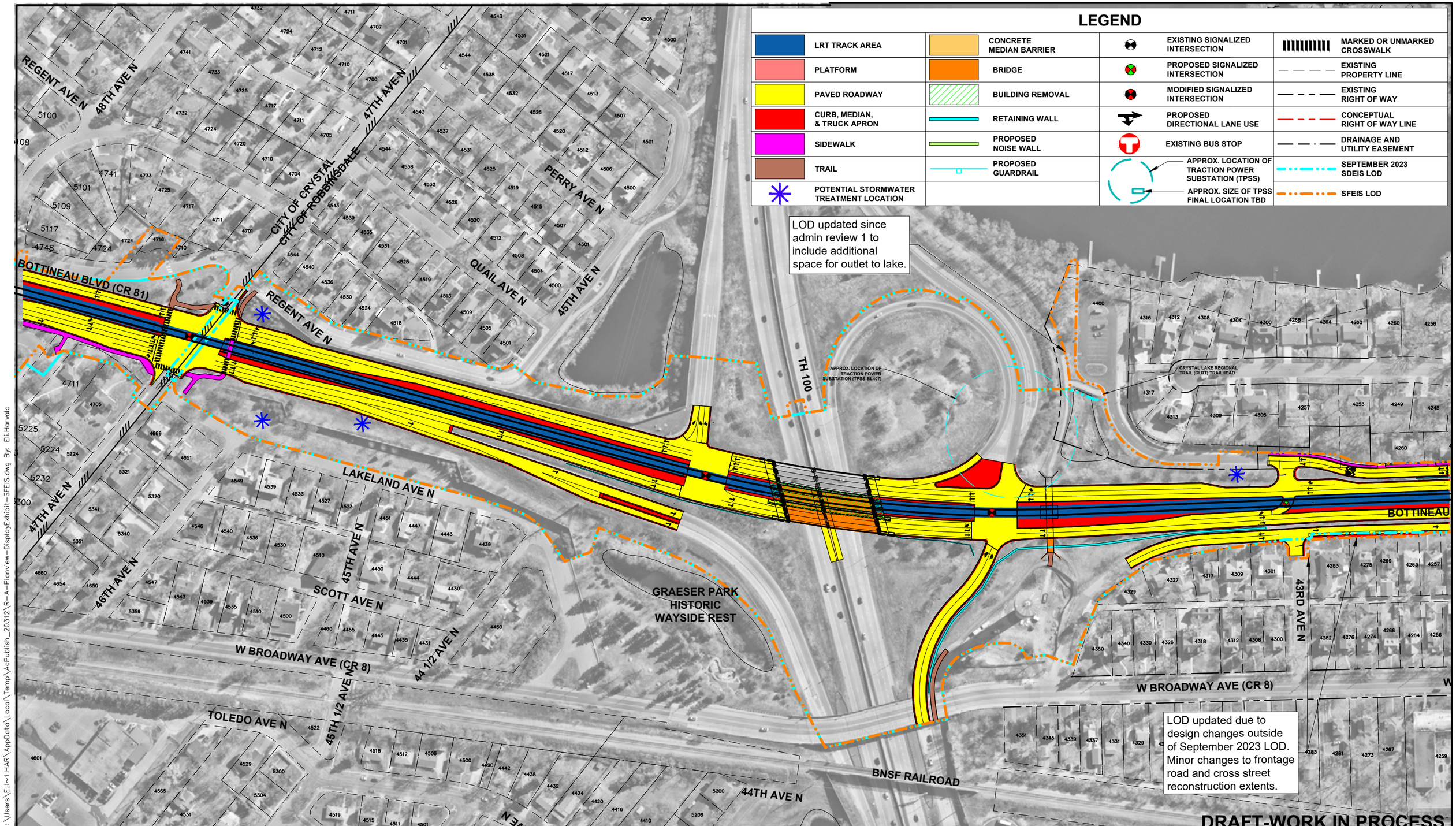

BLUE LINE EXTENSION

CITY OF ROBBINSDALE/CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

12/13/2024

R02

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SCALE

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LOD updated due to design changes outside of September 2023 LOD. Minor changes to parking lot reconstruction.

LOD reduced since admin review 1. Garages on these parcels are no longer anticipated to be impacted.

LOD updated since admin review 1 to include additional space for potential storm sewer connection.

LOD updated since admin review 1 to reduce parking impacts.

LOD updated due to change in building impacts. Robbinsdale Food Market was previously unimpacted in the September LOD but was impacted at municipal consent.

LOD updated due to design changes outside of September 2023 LOD. Minor increases to cross street and driveway reconstruction extents.

LOD reduced at McDonald's, Sipe's Car Care Center, and Pilgrim Dry Cleaners so as not to represent a building impact or full parcel acquisition.

LOD updated due to design changes outside of September 2023 LOD. 40th Ave reconstruction extents increased at municipal consent.

LOD updated due to design changes outside of September 2023 LOD. Additional space needed for potential future geometry changes at 39th Ave as noted at municipal consent.

LOD updated due to design changes outside of September 2023 LOD. Minor increases to cross street, driveway, and frontage road reconstruction extents.

LOD updated due to change in building impacts. Sawhorse Designers & Builders and Metro Building Companies were previously impacted in the September LOD but were not impacted at municipal consent.

LOD updated since admin review 1 to reduce impacts to 4915 parcel.

LOD updated since admin review 1 to include potential additional work up to TH 100 bridge.

INSET - 42ND AVE N TO REGENT AVE N

LEGEND

LRT TRACK AREA	CONCRETE MEDIAN BARRIER	EXISTING SIGNALIZED INTERSECTION	MARKED OR UNMARKED CROSSWALK
PLATFORM	BRIDGE	PROPOSED SIGNALIZED INTERSECTION	EXISTING PROPERTY LINE
PAVED ROADWAY	BUILDING REMOVAL	MODIFIED SIGNALIZED INTERSECTION	EXISTING RIGHT OF WAY
CURB, MEDIAN, & TRUCK APRON	RETAINING WALL	PROPOSED DIRECTIONAL LANE USE	CONCEPTUAL RIGHT OF WAY LINE
SIDEWALK	PROPOSED NOISE WALL	EXISTING BUS STOP	DRAINAGE AND UTILITY EASEMENT
TRAIL	PROPOSED GUARDRAIL	APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)	SEPTEMBER 2023 SDEIS LOD
POTENTIAL STORMWATER TREATMENT LOCATION		APPROX. SIZE OF TPSS FINAL LOCATION TBD	SFEIS LOD

BLUE LINE EXTENSION

CITY OF ROBBINSDALE/CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

12/13/2024

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SCALE

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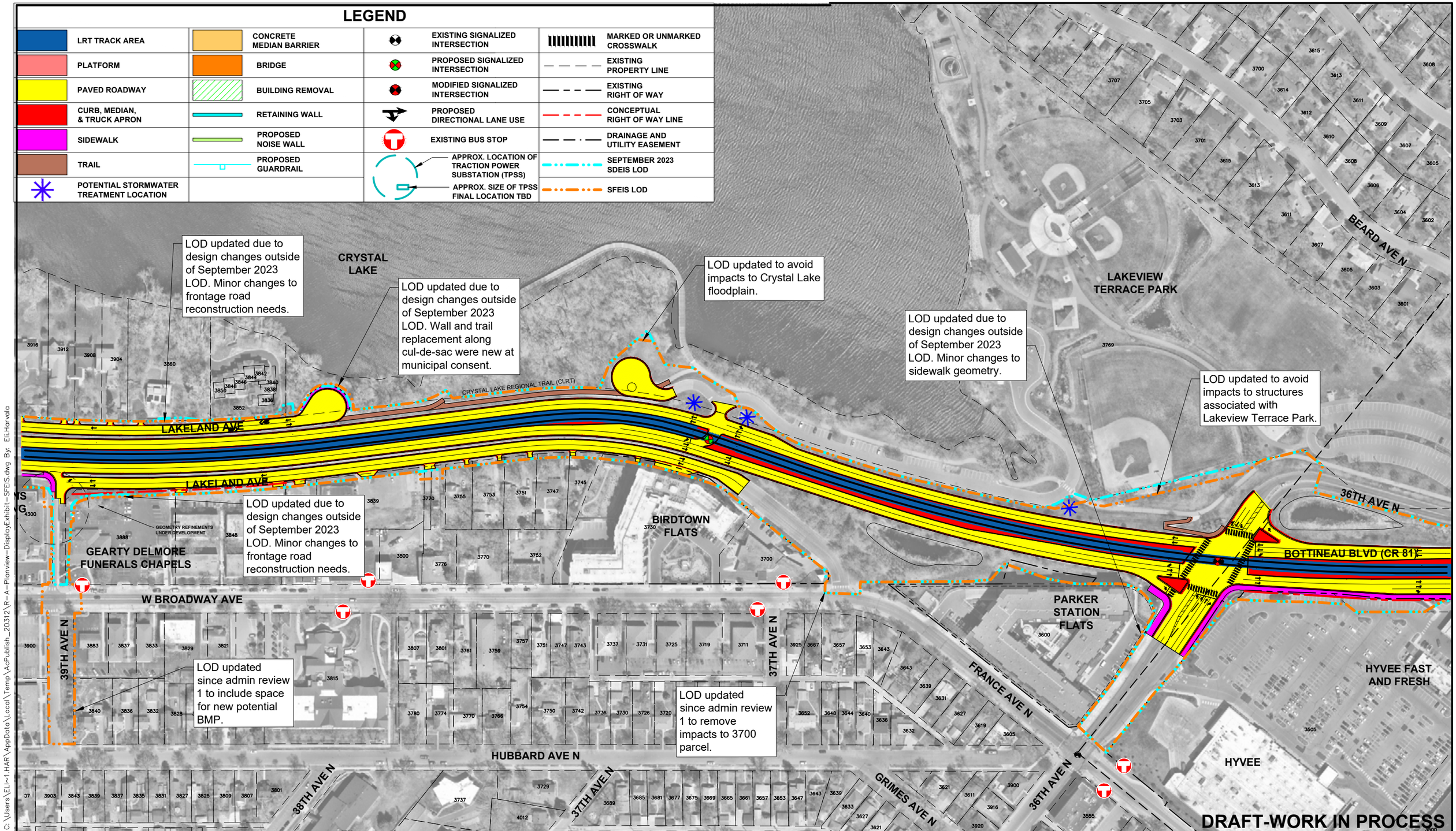
LEGEND

LRT TRACK AREA	CONCRETE MEDIAN BARRIER	EXISTING SIGNALIZED INTERSECTION	MARKED OR UNMARKED CROSSWALK
PLATFORM	BRIDGE	PROPOSED SIGNALIZED INTERSECTION	EXISTING PROPERTY LINE
PAVED ROADWAY	BUILDING REMOVAL	MODIFIED SIGNALIZED INTERSECTION	EXISTING RIGHT OF WAY
CURB, MEDIAN, & TRUCK APRON	RETAINING WALL	PROPOSED DIRECTIONAL LANE USE	CONCEPTUAL RIGHT OF WAY LINE
SIDEWALK	PROPOSED NOISE WALL	EXISTING BUS STOP	DRAINAGE AND UTILITY EASEMENT
TRAIL	PROPOSED GUARDRAIL	APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)	SEPTEMBER 2023 SDEIS LOD
POTENTIAL STORMWATER TREATMENT LOCATION		APPROX. SIZE OF TPSS FINAL LOCATION TBD	SFEIS LOD



BLUE LINE EXTENSION

CITY OF ROBBINSDALE/CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

12/13/2024

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SCALE

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LEGEND

LRT TRACK AREA	CONCRETE MEDIAN BARRIER	EXISTING SIGNALIZED INTERSECTION	MARKED OR UNMARKED CROSSWALK
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TRAIL	PROPOSED GUARDRAIL	APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)	SEPTEMBER 2023 SDEIS LOD
POTENTIAL STORMWATER TREATMENT LOCATION		APPROX. SIZE OF TPSS FINAL LOCATION TBD	SFEIS LOD

LOD updated since September 2023. Minor changes to sidewalk tie ins.

LOD reduced since admin review 1. 44 parcel is no longer under consideration for a BMP.

LOD updated due to design changes outside of September 2023 LOD. Frontage road reconstruction extents were increased at municipal consent.

LOD updated due to design changes outside of September 2023 LOD. Minor change to driveway reconstruction extents.

LOD updated since admin review 1 to provide additional space for grading.

LOD reduced to avoid encroachment on North Memorial Hospital parcel.

LOD updated since admin review 1 to include potential signal house location.

LOD updated due to design changes outside of September 2023 LOD. Sidewalk and roadway reconstruction extents increased at municipal consent.

XERXES AVE N
VICTORY MEMORIAL DR
YORK AVE N
ZENITH AVE N
35TH AVE N
ABBOTT AVE N
34TH AVE N
LAKELAND AVE N
BOTTINEAU BLVD (CR 81)
W BROADWAY AVE
CITY OF MINNEAPOLIS
CITY OF ROBBINSDALE
WASHBURN AVE N
LOWRY AVE N (CR 153)
NB LOWRY STATION
SB LOWRY STATION
THEODORE WIRTH PKWY
COMMUNITY DENTAL CARE
NORTH MEMORIAL HOSPITAL
ROBBINSDALE MEDICAL BUILDING
BEARD AVE N
OAKDALE AVE N
CHOWEN AVE N
DREW AVE N
NORTH MEMORIAL HEALTH SPECIALTY CENTER
30TH AVE N

DRAFT-WORK IN PROCESS

BLUE LINE EXTENSION

CITY OF ROBBINSDALE/CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

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LEGEND

LRT TRACK AREA	CONCRETE MEDIAN BARRIER	EXISTING SIGNALIZED INTERSECTION	MARKED OR UNMARKED CROSSWALK
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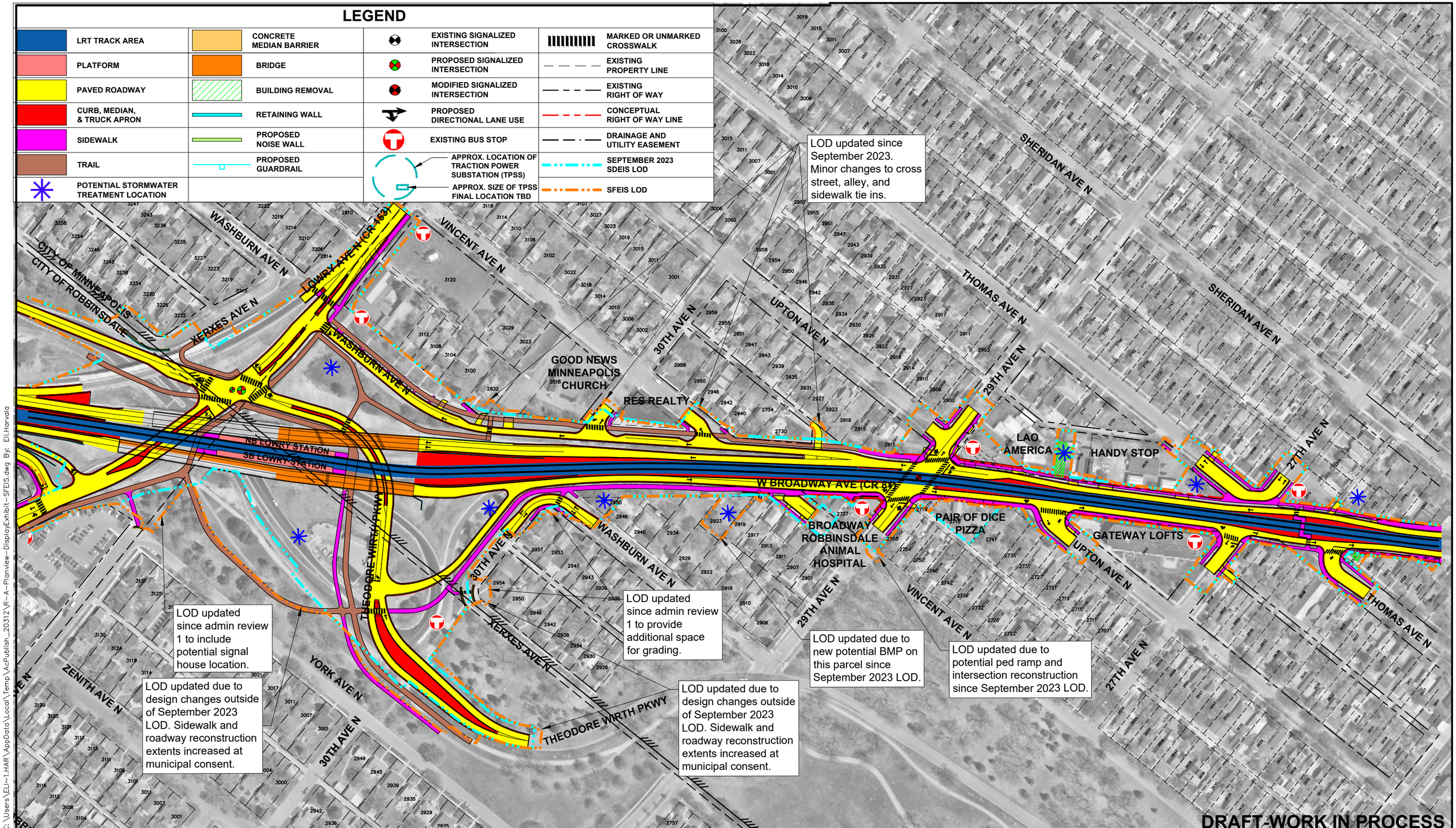
TRAIL	PROPOSED GUARDRAIL	APPROX. LOCATION OF TRACTION POWER SUBSTATION (TPSS)	SEPTEMBER 2023 SDEIS LOD
POTENTIAL STORMWATER TREATMENT LOCATION		APPROX. SIZE OF TPSS FINAL LOCATION TBD	SFEIS LOD



BLUE LINE EXTENSION

CITY OF ROBBINSDALE/CITY OF CRYSTAL

SFEIS SNAPSHOT LAYOUT

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APPENDIX C: PROJECT PERSONNEL

LIST OF PERSONNEL

Project Manager	Lindsey Wallace, M.A.
Historian	Lindsey Wallace, M.A. Laura Sadowsky, M.A. Emily Wallrath Schmidt, M.S.
Graphics and GIS	Josh Peterson, B.S.