



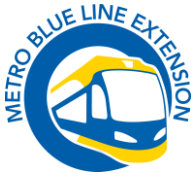
Appendix A-4 Chapter 4: Cultural Resources Documents

Appendix A-4: Cultural Resources Documents is a companion document 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 include:

- Section 106 Consulting Parties meetings materials
- Invitations to new Consulting Parties
- Minnesota State Historic Preservation Office (SHPO) coordination and correspondence



Meeting Title: Section 106 Coordination Meeting

Date: June 6, 2024 **Time:** 11:00 am – 12:00 pm

Location: Blue Line Project Office

Attendees:

In Person

Kelcie Young, Metro Transit
Neha Damle, Metro Transit
Cathy Gold, Hennepin County
Adam Arvidson, MPRB
Paul Mogush, Brooklyn Park
Audua Pugh, Jordan Area Community Council
Tina Blount, Jordan Area Community Council
Jenny Bring, HDR
Saleh Miller, HDR

Online

Anshu Singh, FTA
Andrea Burke, Minneapolis HPC
Erin Que, Minneapolis HPC
Katie Haun Schuring, MnDOT CRU
Amy Spong, SHPO
Ginny Way, SHPO
Nicole Foss, SHPO

Discussion Topics

1. Introductions
2. Section 106 Process Overview
 - a. Jenny provided a summary while walking through the PowerPoint presentation.
3. Project Background
 - a. Jenny provided a summary while walking through the PowerPoint presentation.
 - b. Jenny explained that this is the second Section 106 consultation meeting since re-opening the Section 106 process in August 2023.
4. Current Project Description
 - a. Jenny noted that, at the time of the last Section 106 consultation meeting, several alignment and design options were under consideration. Since then, further analysis and outreach has been conducted and the design has progressed, and one Build Alternative has been selected.
 - b. Jenny and Neha provided an overview of the current Build Alternative and walked through mapping available at [PublicCoordinate](#)
5. Area of Potential Effects



- a. Jenny acknowledged that, during the previous Section 106 consultation, a Memorandum of Agreement (MOA) was executed. The terms of the MOA allowed for revisions to the Area of Potential Effects (APE) in response to project changes, supplemental historic property identification surveys, and resolution of adverse effects to newly identified historic properties.
 - b. The updates to the APE to reflect the current route, as well as the current historic property identification studies, are being completed per the terms of the existing MOA.
 - i. Katie Haun Schuring asked when the existing MOA would be amended to reflect the current historic properties in the updated APE and updated measures to mitigate adverse effects. Jenny indicated that the Supplemental Final Environmental Impact Statement (EIS) is scheduled to be published in May/June of 2025. The intent is to work to amend the MOA around the same time.
 - c. The APE defined by FTA and methodology for the current studies is outlined in the Section 106 Compliance Plan for the project, which was previously reviewed and concurred with by SHPO. The APE considers both direct and potential indirect effects to historic properties.
 - i. Amy Spong indicated that changes in access to properties can also be an effect.
 - d. The APE boundary illustrated in the Section 106 Compliance Plan encompassed all alignment and design options originally considered, so it was larger than is needed now. The surveys covered this larger area. The APE is now updated using the parameters outlined and approved in the Section 106 Compliance Plan to
6. Section 106 Studies for Build Alternative
- a. Archaeology Literature Review & Assessment Summary
 - i. Jenny summarized that there are two areas encompassing five parcels within the currently defined limits of disturbance (LOD) for the Build Alternative that have been identified as having moderate to high archaeological potential. Archaeological survey will be completed and inform the analysis in the Supplemental Final EIS.
 - ii. Audua Pugh from Jordan Area Community Council asked about the level of disturbance that is possible within the LOD . She asked if areas within the LOD are areas that could be removed for the project. Audua mentioned concerns with this project only providing two stations in North Minneapolis, the continued struggles with safety on existing Metro Transit LRT lines, and that people who live in these areas of North Minneapolis do not want this project. She recommended three other options for this project: 1) LRT alignment to follow I-94, 2) use Bus Rapid Transit (BRT) as opposed to LRT, 3) LRT alignment to follow Lowry (less residential impact).
 - iii. Kelcie and Jenny provided some responses to clarify that:
 1. the Section 106 process focuses on historic properties
 2. differing levels of disturbance are possible within the LOD, from temporary construction workspaces to property acquisition
 3. the design is still being developed and the extent of property removals is still being determined
 - iv. Kelcie acknowledged the issues that the Jordan Area Community Council has raised and suggested a meeting to discuss those specific concerns. Audua provided



Meeting Agenda & Notes

METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

her personal phone number and said she was available anytime for a discussion.

The Jordan Area Community Council members then exited the meeting.

- b. Reconnaissance Architecture/History Surveys
 - i. Jenny briefly reviewed the PowerPoint slides summarizing the known historic properties, potentially eligible properties, and their locations within the APE for the Build Alternative. The cultural resources reports will imminently be submitted to SHPO for review, and after that they will be provided to consulting parties.

7. Schedule

a. NEPA and Section 106

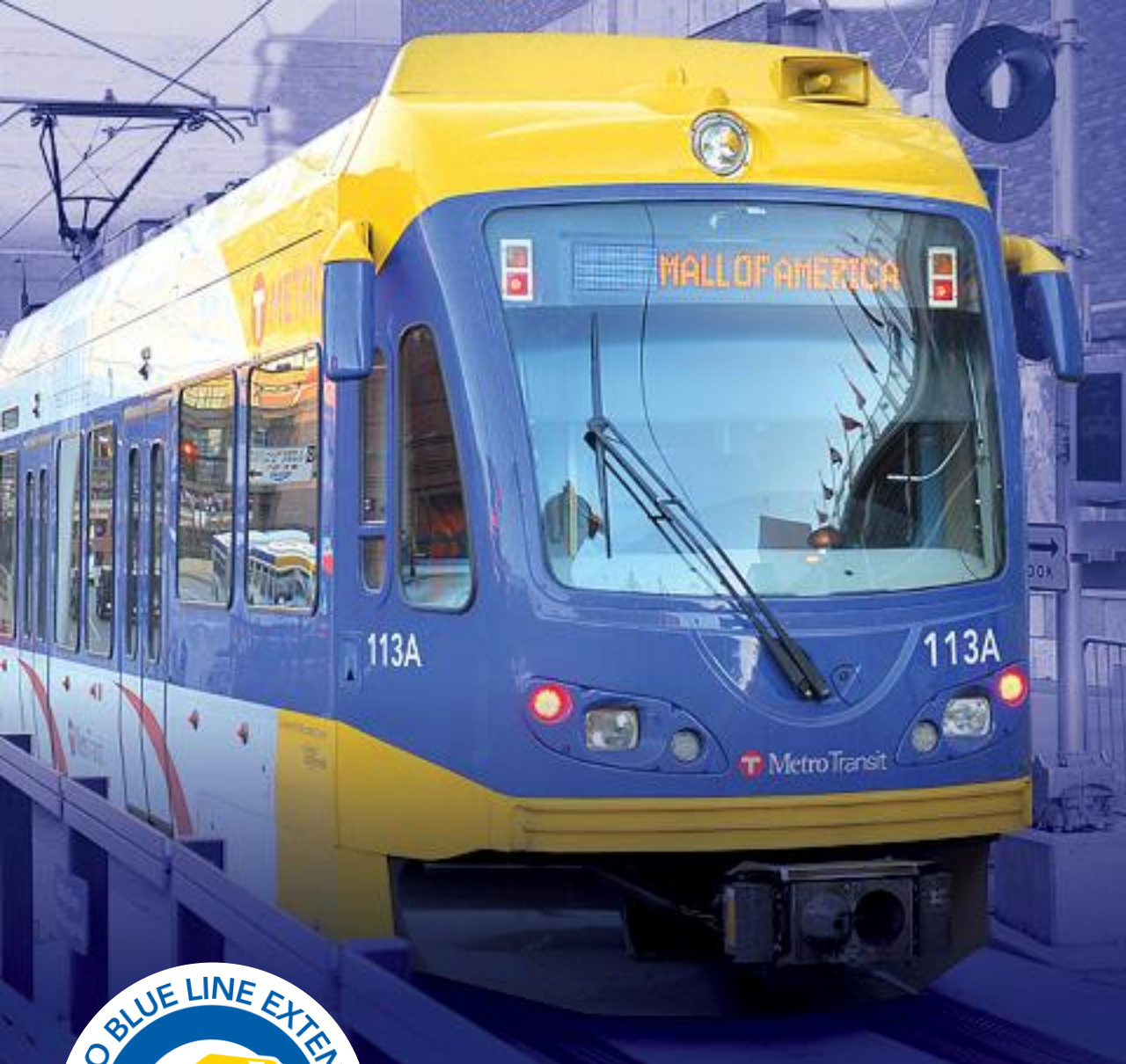
- i. Jenny provided a summary while walking through the PowerPoint presentation.
- ii. The Supplemental Draft EIS includes the results of the Reconnaissance (Phase I) architecture/history surveys and the archaeological assessment, as well as a summary of the potential types of effects based on project component.
- iii. The Supplemental Final EIS will include the results of the Phase I archaeological survey, determinations of eligibility for properties recommended potentially eligible at the reconnaissance survey stage, and an assessment of the effects the Project will have on the identified historic properties.
- iv. The anticipated schedule for future Section 106 consultation meetings was reviewed (see PowerPoint presentation).

8. Discussion/Next Steps – No questions, meeting adjourned

Agenda

- Section 106 Process Overview
- Project Background
- Current Project Description
- Area of Potential Effect
- Section 106 Studies for Build Alternative
- Schedule





Section 106 Consultation

06/06/2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Section 106 of the National Historic Preservation Act

- Federal Transit Administration (FTA) funding likely, thus needs to comply with Section 106
- Requires Federal agencies take into account the effects of their “undertakings” on historic properties
- Process completed in coordination with:
 - National Environmental Policy Act (NEPA)
 - Section 4(f) of the Department of Transportation Act



Section 106 Purpose

- Goal is to identify historic properties potentially affected by the project, assess effects, and seek ways to avoid, minimize or mitigate any adverse effects
- What Section 106 is *not*
 - A mandate for preservation of historic properties
 - Applicable to projects that involve no federal funds or permits



Section 106 Terminology

- Area of Potential Effect (APE)
 - Geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties
- Historic Property
 - Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places



Section 106 Terminology

- National Register of Historic Places (NRHP)
 - Official national list of properties worthy of preservation
- Integrity
 - Ability of a property to convey its significance
- Effect
 - Changes to the characteristics of a historic property that qualifying it for inclusion in or eligibility for the NRHP



Project Background

- Final Environmental Impact Statement (EIS) published and Record of Decision (ROD) signed in 2016
- Recommended modified route adopted by the Council and Hennepin County in June 2022 to avoid using 7.8 miles of BNSF right-of-way
- Supplemental Environmental Impact Statement (SEIS) is being prepared
- Re-opened Section 106 process in August 2023



Current Project Description

- Approximately 13.5 miles long from downtown Minneapolis (Target Field Station), through Robbinsdale and Crystal, and ending in Brooklyn Park
- 12 stations
- 4 park-and-ride facilities
 - Existing at 63rd Avenue Station
 - New at Robbinsdale, Bass Lake Road, and Oak Grove stations
- New and reconstructed bridges/elevated structures
- New OMF in Brooklyn Park



Memorandum of Agreement (MOA)

- Executed August 23, 2016; amended September 20, 2022
- Outlines measures to avoid, minimize, or mitigate adverse effects from the “2016 Alignment”
- Includes other stipulations to address:
 - Design review after Final EIS/ROD
 - APE revisions
 - Supplemental historic property identification surveys



Section 106 Process

- Initiate the Section 106 process
- Identify historic properties – **WE ARE HERE**
- Assess adverse effects
- Resolve adverse effects (if any)



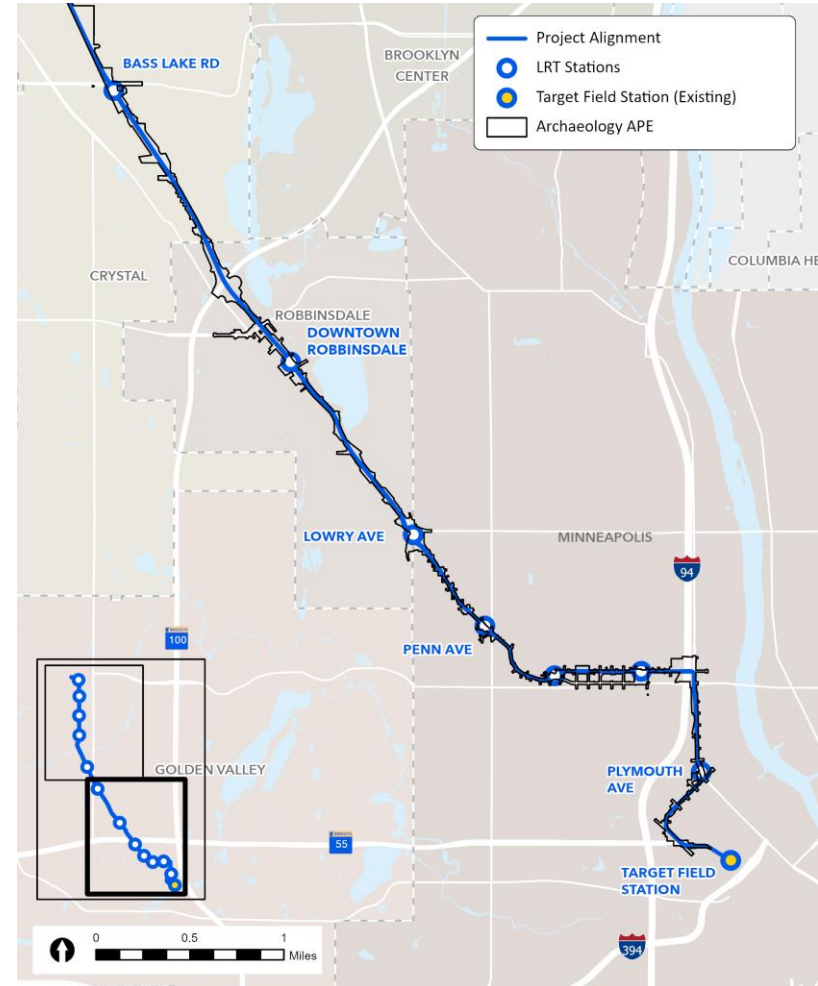
Area of Potential Effects (APE)

Project Element	Updated APE Limit and Rationale
Alignment	All properties within 200 feet of the centerline
Stations	All properties within 500 feet from the center point of the station
OMF	All properties within 750 feet from the perimeter of the OMF site
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Roadways – modifications within existing ROW	All properties within the construction limits/Limits of Disturbance (LOD)
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New surface parking facilities	First tier of adjacent properties
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Utilities (above and below-ground, excluding HVTL)	All properties within the construction limits/LOD
Borrow/fill and floodplain/stormwater/ wetland mitigation areas	All properties within the construction limits/LOD
Noise walls	All properties within 100 feet of the construction limits/LOD



Area of Potential Effects (APE)

- APE has been updated based on the Build Alternative



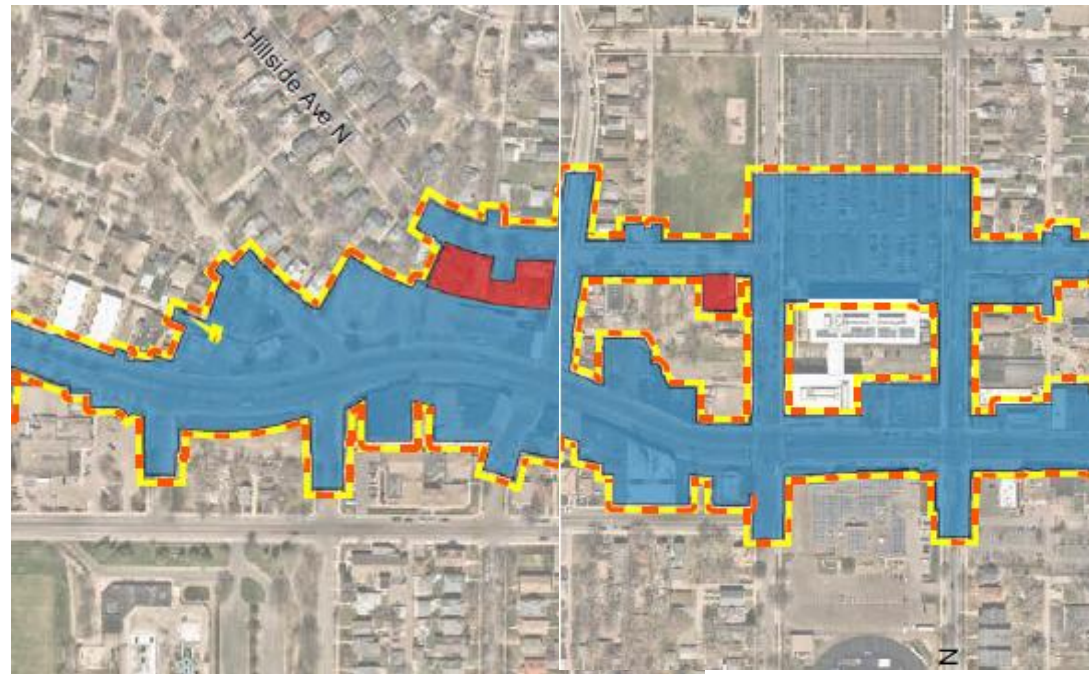
Section 106 Studies for Build Alternative

- Per stipulations in the MOA, steps to date include:
 - Revisions to the APE (Stipulation III.A)
 - Initiated historic property identification (Stipulation I)
- Initiated consultation with the SHPO and Consulting Parties



Archaeological Assessment

- Two area along the West Broadway/21st Avenue North Alignment in Minneapolis with moderate to high archaeological potential



Phase I Architecture/History Survey

- Previously identified historic properties
 - 6 historic districts
 - 5 individual properties
- Phase I (Reconnaissance) survey results (potentially eligible)
 - 2 historic districts
 - 6 individual properties
 - 1 multiple property complex



Previously Identified Historic Properties

Historic Properties	Location	NRHP Status
Osseo Branch, St. Paul, Minneapolis & Manitoba Railway Historic District	Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis	Eligible
Minneapolis & Pacific Railway Historic District	Crystal	Eligible
West Broadway Avenue Residential Historic District	Robbinsdale	Eligible
Graeser Park	Robbinsdale	Eligible
Hennepin County Library, Robbinsdale Branch	Robbinsdale	NRHP-listed
Grand Rounds Historic District	Robbinsdale, Golden Valley, and Minneapolis	Eligible
Pilgrim Heights Community Church	Minneapolis	Eligible
Durnam Hall	Minneapolis	Eligible
Control-Data Institute and Control Data – Northside Manufacturing Plant	Minneapolis	Eligible
Minneapolis Warehouse Historic District	Minneapolis	NRHP-listed
St. Paul, Minneapolis & Manitoba Railway Historic District/Great Northern Railway Historic District	Minneapolis	Eligible

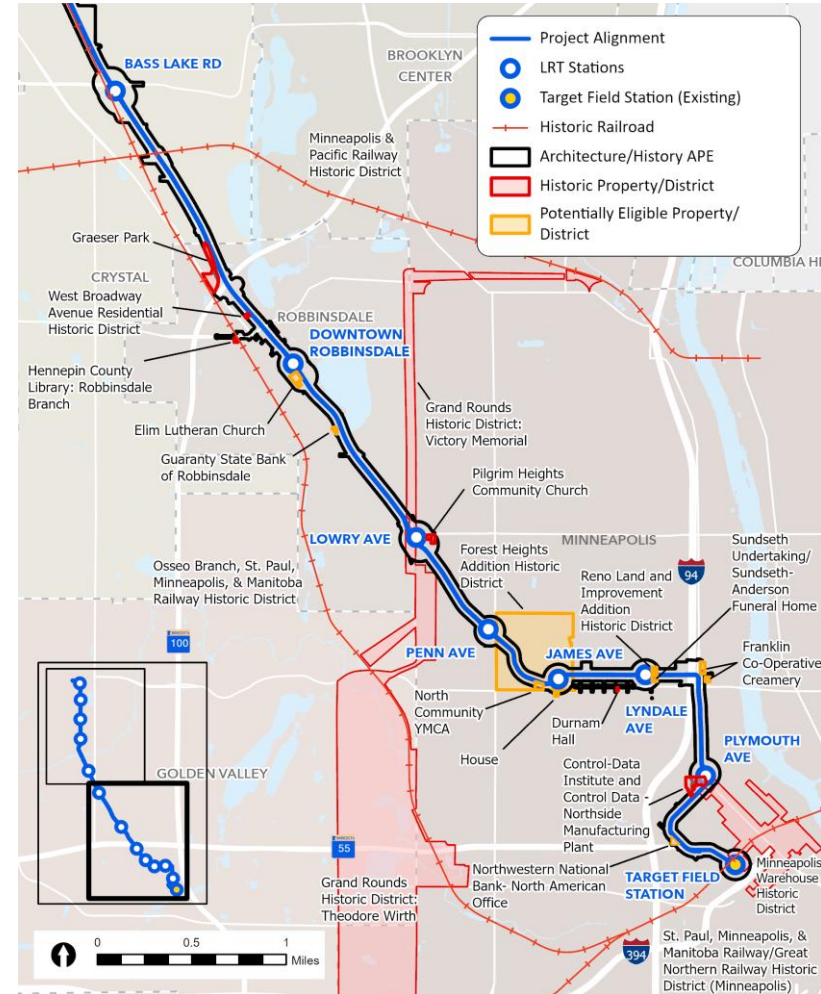
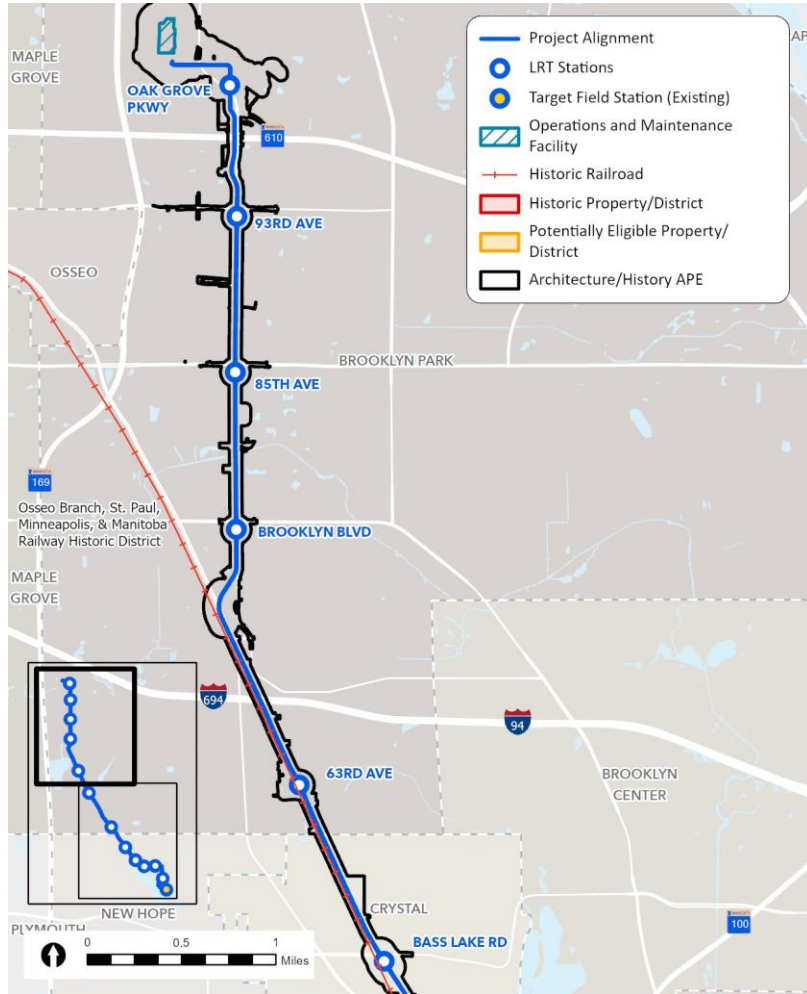


Phase I Architecture/History Survey Results

Property	Location	NRHP Status
Elim Lutheran Church	Robbinsdale	Potentially Eligible
Guarantee State Bank of Robbinsdale	Robbinsdale	Potentially Eligible
Forest Heights Addition Historic District	Minneapolis	Potentially Eligible
North Community YMCA House	Minneapolis	Potentially Eligible
Reno Land and Improvement Company Addition Historic District	Minneapolis	Potentially Eligible
Sundseth Undertaking/Sundseth-Anderson Funeral Home	Minneapolis	Potentially Eligible
Franklin Co-Operative Creamery	Minneapolis	Potentially Eligible
Northwestern National Bank – North American Office	Minneapolis	Potentially Eligible



Phase I Architecture/History Survey



Phase I Architecture/History Survey

Elim Lutheran Church

3978 West Broadway Avenue, Robbinsdale

- Potentially Eligible under NRHP Criterion A in the area of community planning and development



Phase I Architecture/History Survey

Guaranty State Bank of Robbinsdale

3700 W Broadway Ave, Robbinsdale

- Potentially Eligible under NRHP Criterion C in the area of architecture

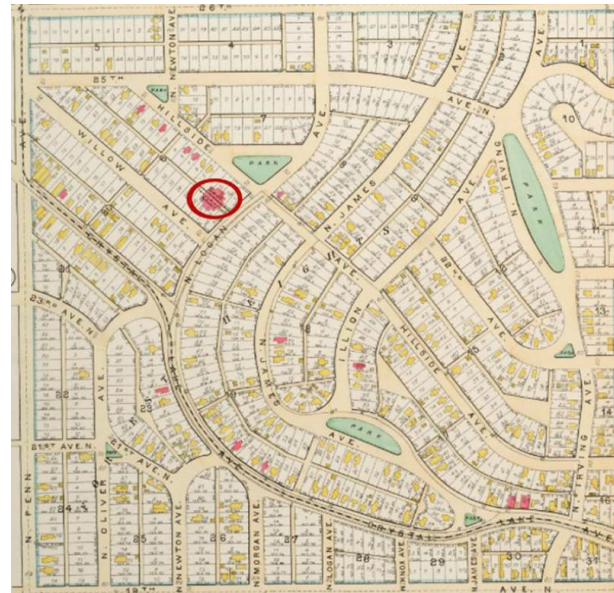


Phase I Architecture/History Survey

Forest Heights Addition Historic District

26th Ave N, Penn Ave N, Golden Valley Road, and Humboldt Ave N, Minneapolis

- Potentially Eligible under NRHP Criterion A in the area of community planning and development, Criterion B for its association with property developers Gale and Company, and Criterion C in the area of landscape architecture



Phase I Architecture/History Survey

North Community YMCA

1711 W Broadway Ave, Minneapolis

- Potentially Eligible under NRHP Criterion A in the area of community planning and development and Criterion C in the area of architecture and the work of a master



Phase I Architecture/History Survey

House

1830 James Ave N, Minneapolis

- Potentially eligible under NRHP Criterion C as the work of a master for its association with the Architects' Small House Service Bureau



Phase I Architecture/History Survey

Reno Land and Improvement Company Addition Historic District

2102-2134 Lyndale Ave N, Minneapolis

- Potentially eligible under NRHP Criterion C as the work of a master for its association with architect William Kenyon and the builder M. Schumacher



Phase I Architecture/History Survey

Sundseth Undertaking/Sundseth-Anderson Funeral Home

2024 Lyndale Ave N, Minneapolis

- Potentially eligible under NRHP Criterion C in the area of architecture and as the work of a master for its association with architect Carl J. Bard



Phase I Architecture/History Survey

Franklin Co-Operative Creamery

2017 2nd St N & 2108 Washington Ave N, Minneapolis

- Potentially eligible under NRHP Criterion A in the areas of commerce and industry and Criterion C as the work of a master for its association with the Union Construction Company



Phase I Architecture/History Survey

Northwestern National Bank – North American Office

615 7th Street N, Minneapolis

- Potentially eligible under NRHP Criterion A in the area of social history



Aligning Section 106 & NEPA

- Public involvement as part of the Supplemental EIS process includes Section 106 information
- Supplemental Draft EIS will include:
 - Potential historic property identification (Phase I/Reconnaissance architecture/history survey and archaeological assessment)
 - Summary of potential effects based on project component



Aligning Section 106 & NEPA

- Supplemental Final EIS will include:
 - Phase I archaeological survey
 - Determinations of NRHP eligibility (Phase II/Intensive architecture/history survey)
 - Assessment of effects to historic properties
 - Amended Record of Decision
- Amend MOA to document updated effects and mitigation measures



Anticipated Meeting Timeframes & Objectives

- **Q2 2024 / Q3 2024** Review Phase I/Reconnaissance architecture/history survey and archaeological assessment results
- **Q4 2024** Review Phase I archaeology and Phase II/Intensive architecture/history results
- **Q1 2025** Review Assessment of Effects findings
- **Q1 2025 / Q2 2025** Initiate resolution of effects/MOA amendment consultation



Next Steps

- Review results of studies completed to date
- Bring forward questions/comments to inform next steps in Section 106 process
- Review results of studies that will be prepared for the Supplemental Final Draft EIS (Phase I archaeology survey, Phase II architecture/history survey, assessment of effects)



Questions?



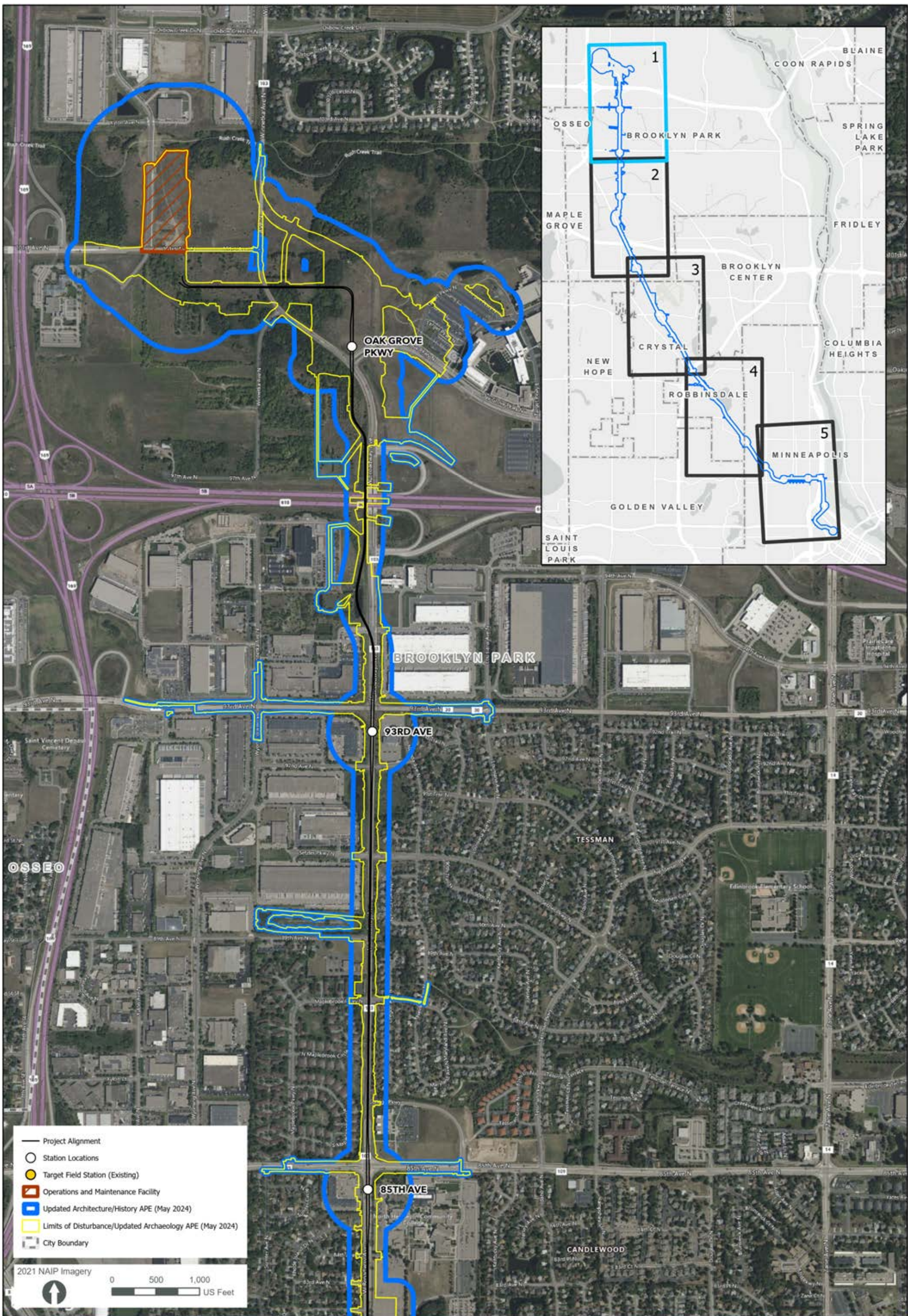


FIGURE 1: UPDATED AREA OF POTENTIAL EFFECTS

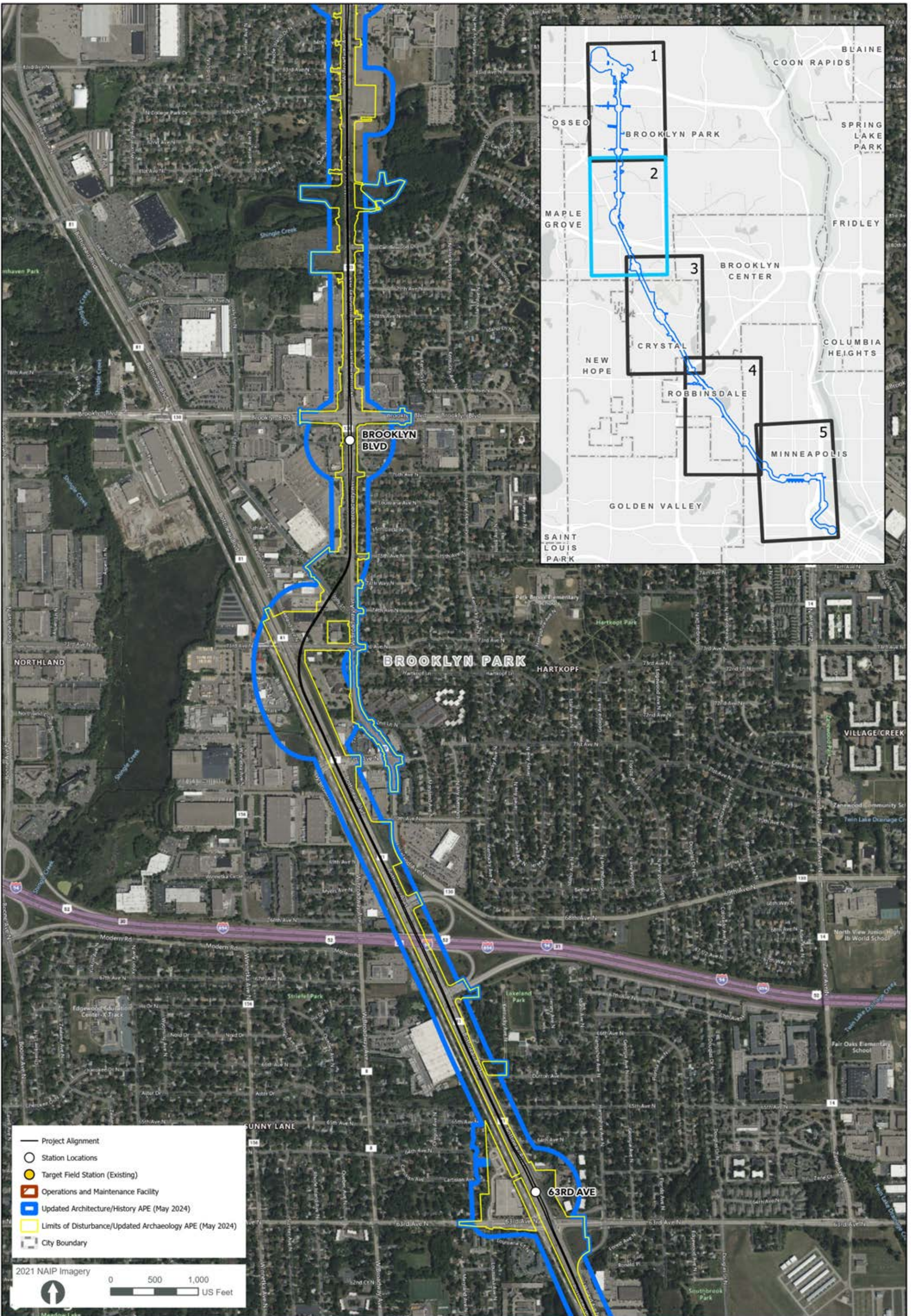


FIGURE 2: UPDATED AREA OF POTENTIAL EFFECTS

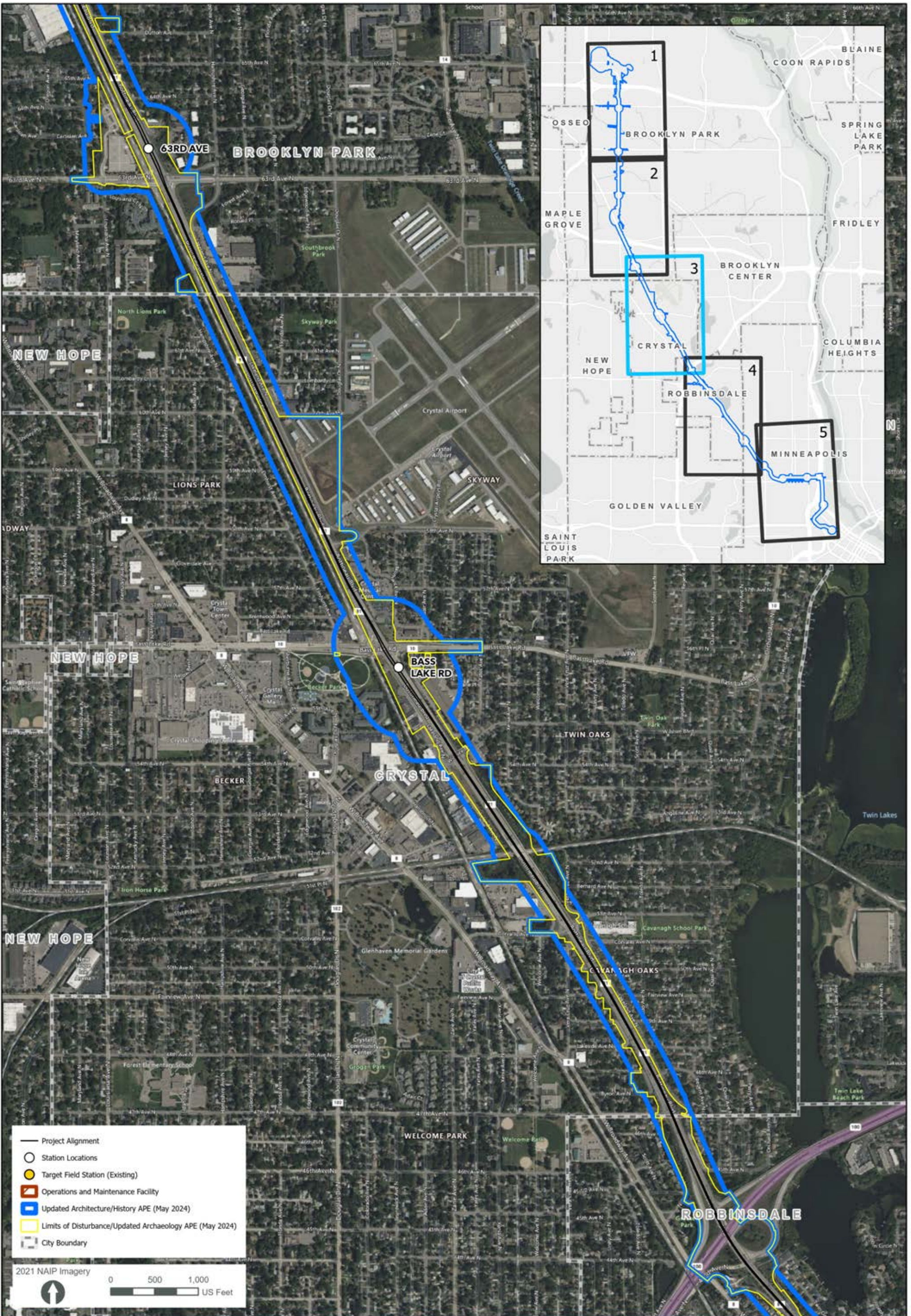


FIGURE 3: UPDATED AREA OF POTENTIAL EFFECTS

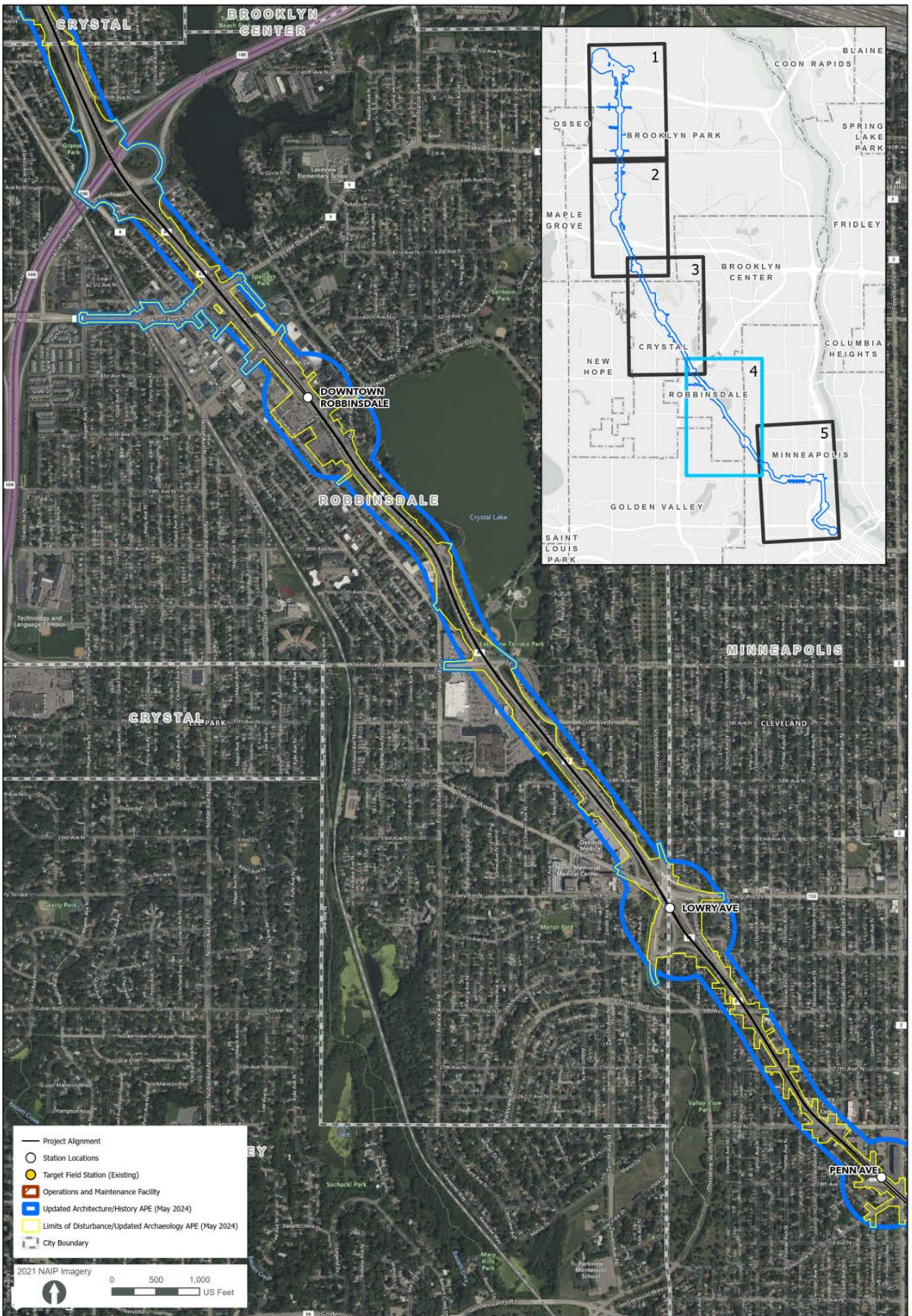


FIGURE 4: UPDATED AREA OF POTENTIAL EFFECTS

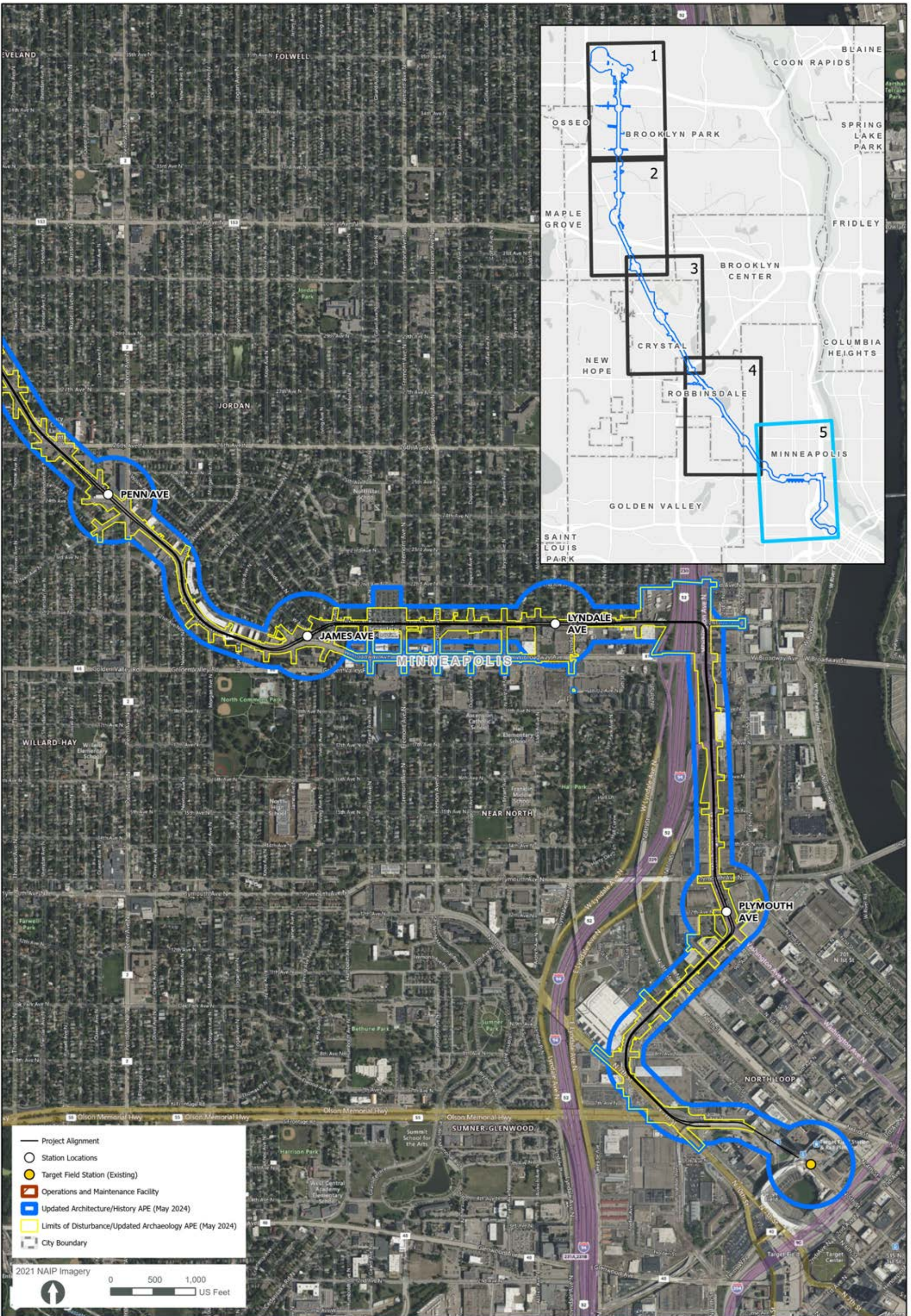


FIGURE 5: UPDATED AREA OF POTENTIAL EFFECTS





Figure 1 Architecture/History APE and Properties Identified (North)

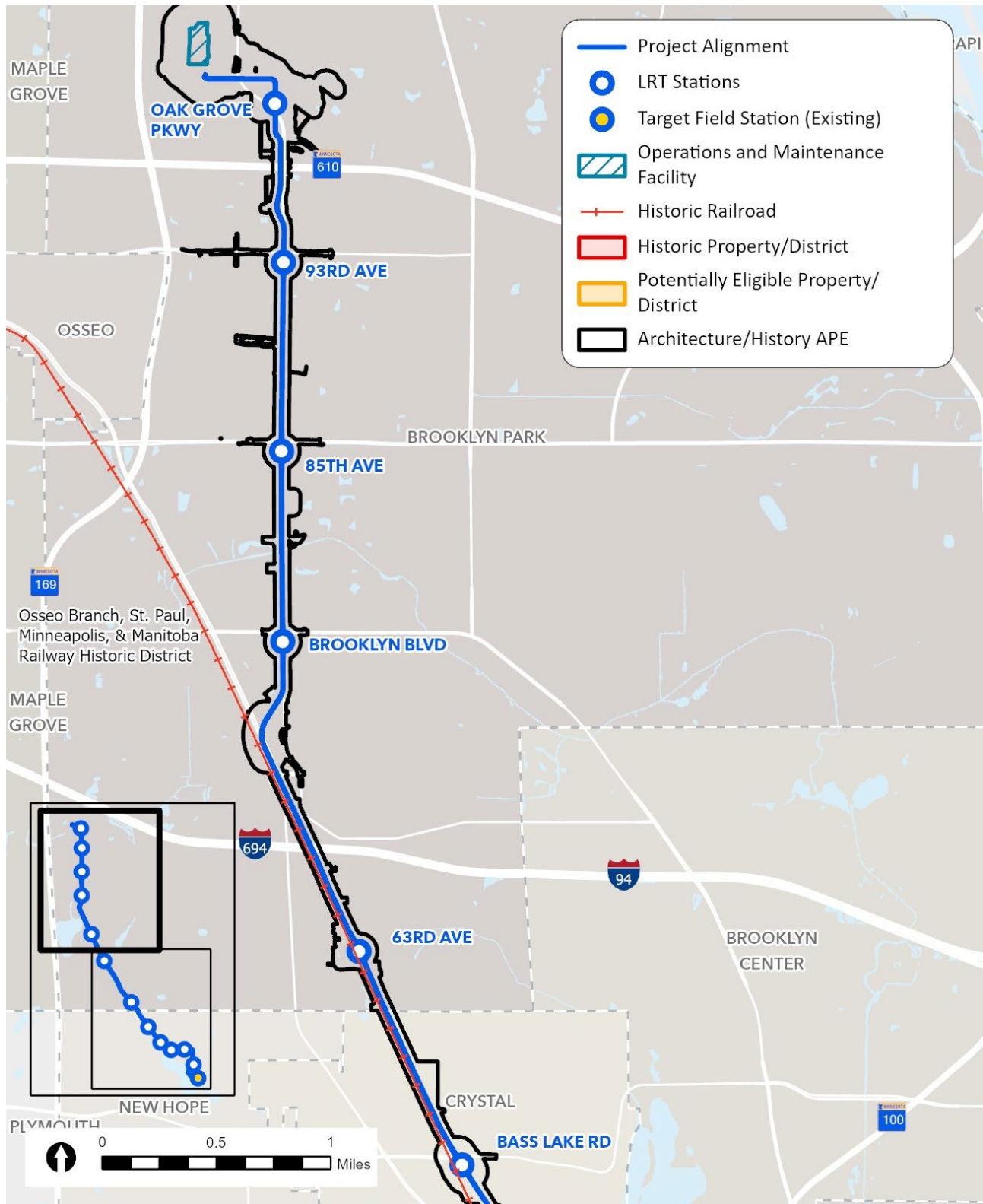
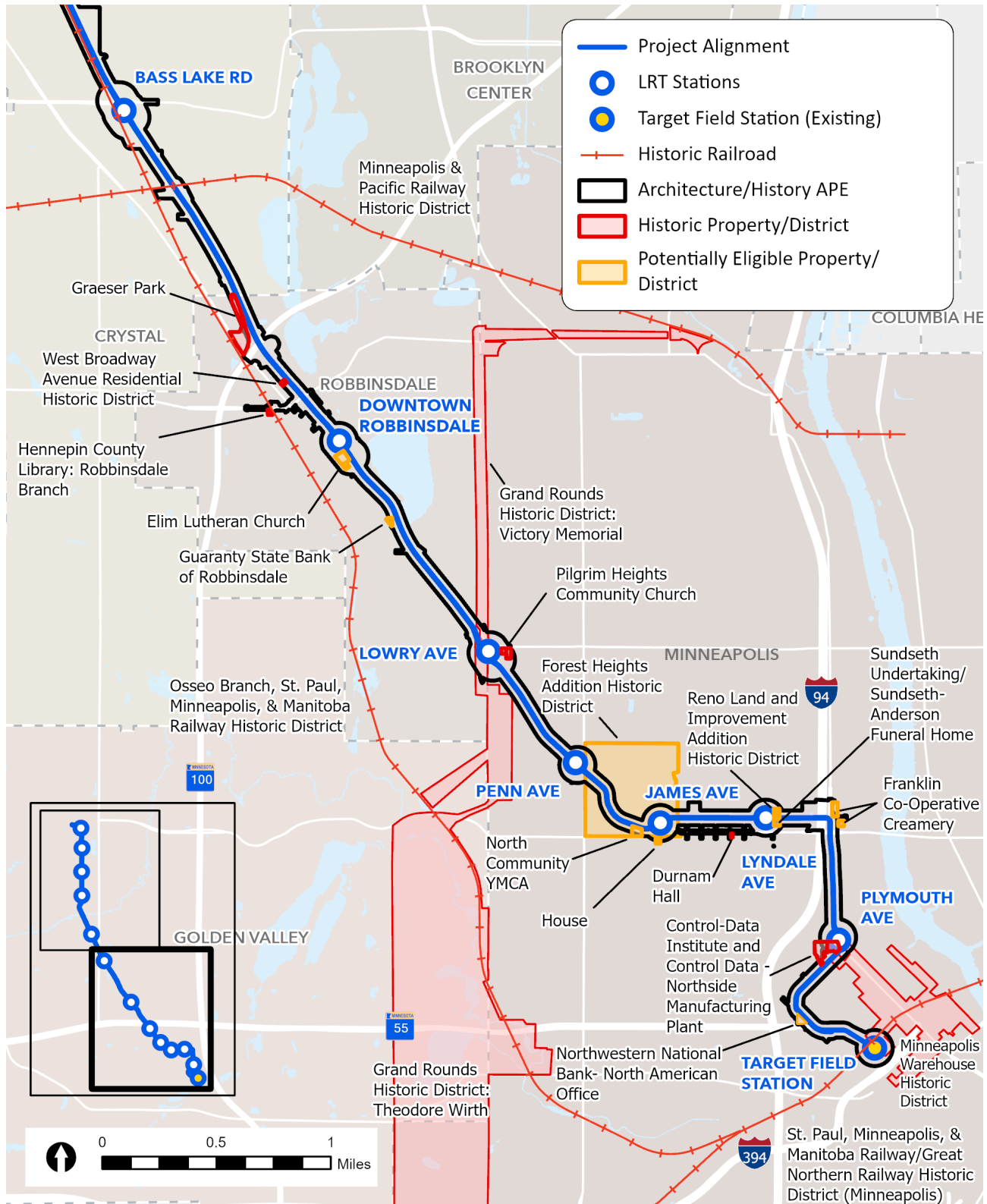




Figure 2 Architecture/History APE and Properties Identified (South)





Meeting Title: Section 106 Coordination Meeting
Date: 3/3/2025 **Time:** 10:30 AM – 12:00 PM
Location: Virtual - [Join the meeting now](#)
Attendees: Per invite
Purpose of Meeting: Consulting Parties Meeting #3

Discussion Topics

1. Introductions & Meeting Purpose
 - a. Participants:
 - Cara Donovan, City of Brooklyn Park
 - Catherine M Gold, Hennepin County
 - Andrea Burke, City of Minneapolis
 - Erin Que, City of Minneapolis
 - Jim Voll, City of Minneapolis
 - Adam Arvidson, MPRB
 - Maggie Jones, MnDOT CRU
 - Barbara Howard, SHPO
 - Nicole Foss, SHPO
 - Anndrea Young, Heritage Park Neighborhood Assoc.
 - Barb Johnson
 - Matt Bruns, 918 Lofts
 - Elizabeth Breiseth, FTA
 - Anshu Singh, FTA
 - Susan Weber, FTA
 - Kelcie Young, Metro Transit
 - Ryan Kronzer, Metro Transit
 - Nick Landwer, Metro Transit
 - Meghan Litsey, Metro Transit
 - Jenny Bring, HDR
 - Saleh Miller, HDR
2. Section 106 Overview
 - a. Jenny Bring provided an overview of Section 106 process and purpose, summarized the previous Consulting Parties meetings, and provided some Section 106 terminology that will be used throughout the presentation.
3. Project Background and Current Project Description
 - a. Kelcie Young provided project background and an overview of changes to the project since the SDEIS, including ongoing design development, the Municipal Consent process, and ongoing coordination with stakeholders and MPRB. Most of these changes are in the City of Minneapolis.
4. Existing MOA and Area of Potential Effects
 - a. Jenny B. provided a summary of the existing Memorandum of Agreement (MOA), which has stipulations to address design review after EIS publication, APE revisions, and supplemental identification, effects analysis and resolution of adverse effects discussions. She clarified that the APE revisions, identification studies, and effects analysis are being completed per the stipulations of the existing MOA. Resolutions of identified adverse effects will also be resolved per the existing MOA stipulations, and measures to avoid, minimize, and mitigation adverse effects will be memorialized in a future amendment to the MOA.
 - b. Jenny provided a summary of the archaeological and architecture/history APE, which have been defined in consultation with the State Historic Preservation Office (SHPO) and summarized in the Section 106 Compliance Plan for the project.



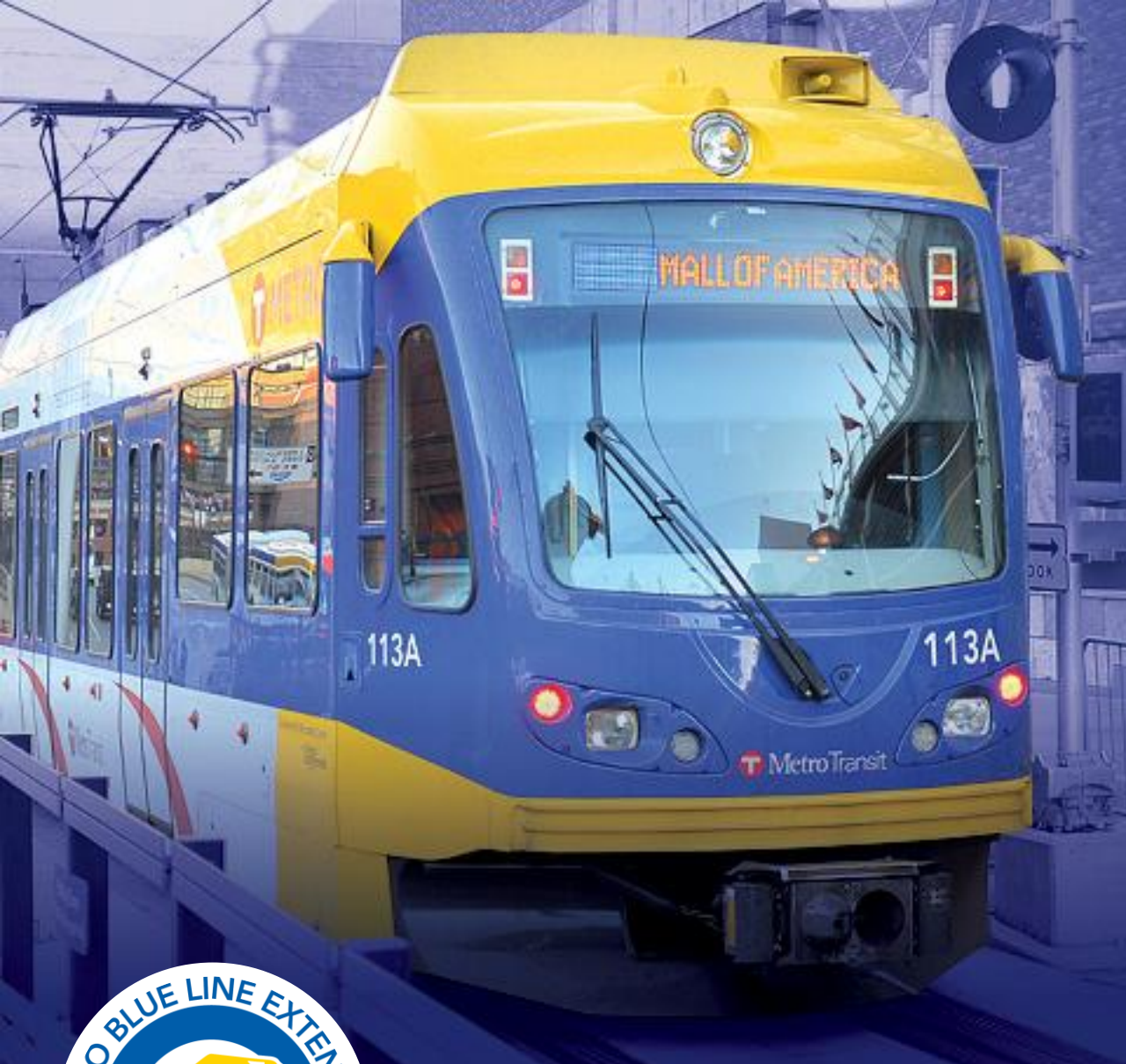
5. Section 106 Studies to date
 - a. Archaeology Summary
 - a) Jenny B. provided a status of where we are in the Section 106 process and a summary of the archaeological assessments and Phase I survey that has been completed to date.
 - b) Adam Arvidson mentioned that MPRB recently completed an archaeological survey at Willard Park. They completed field survey and used ground penetrating radar. Many artifacts were identified and are archived with MNHS. Adam indicated the context could be similar, while the MPRB survey/area is not located within the Blue Line Extension archaeological APE. Adam will email a copy to Jenny B. and Kelcie Y.
 - b. Intensive Architecture/History Summary
 - a) Saleh Miller provided a summary of the 13 known historic properties within the APE and the 11 properties that were evaluated at the intensive level, 8 of which have been recommended by the consultant as eligible for the NRHP. FTA has concurred with the recommendations. The recommendations are pending SHPO review.
 - c. Assessment of Effects Summary
 - a) Saleh Miller provided a summary of anticipated effects from the project, how a historic property can be adversely affected, and went over the rationale for the recommended finding of adverse effects to 2 historic properties: the Forest Heights Addition Historic District and the Northwestern National Bank – North American Office (currently Wells Fargo). Saleh also provided a high-level summary of the effects considered and rationale for a finding of no adverse effect on the remaining 19 historic properties within the project APE.
 - b) Matt Bruns asked about the 918 Lofts building being a historic property and how it was analyzed within the Historic District. Jenny B. discussed that the district is the historic property pursuant to Section 106 so, overall effects to the Minneapolis Warehouse Historic District and the associated properties were analyzed in the assessment of effects.
 - c) Adam A. had questions and concerns related to the Grand Rounds Historic District (GRHD). Adam indicated that the updated design is an improvement, but the relocation of the parkway off of MPRB owned property would impact the connectivity of the historic district. Barb Johnson asked if we are discussing the at-grade crossing or the new design with the ongoing coordination with MPRB. The new design that MPRB has approved that eliminates the at-grade crossing of the LRT with the parkway is what is currently proposed. Barb indicated she concurred with Adam's comments.
 - i. Jenny B. discussed the evolution of the GRHD non-contributing segment alterations and offered to provide Adam and Barb with a copy of the W. Broadway Ave bridges analysis/consultation between MnDOT and SHPO, where this segment was previously determined non-contributing.
 - ii. Kelcie Y. added that design that we are carrying forward does not include the at-grade crossing of the parkway. There are other steps we will be working on related to the Section 4(f) park impacts. Under Section 106, we need to consider direct impacts from the project which fall within the non-contributing segment, as well as the overall effects to the District as a whole. We will continue these conversations with MPRB as design advances.
 - iii. Adam A. indicated he appreciated that analysis, and the MPRB's biggest concern is that the GRHD is made whole, MPRB wants fee title rights. Further detail/analysis should be completed regarding the indirect impacts to the GRHD, not just focus on direct effects to the non-contributing segment, as Adam believes the indirect impacts could be profound.
 - iv. Jenny B. thanked Adam for this feedback and that we can take these comments back, review and refine/elaborate the analysis. In addition, there are other means to minimize effects, if identified, that could be stipulated in the amended MOA, such as ongoing design review. We have another meeting planned for April to discuss comments from this meeting, updated analysis, and resolution of effects.
6. Schedule
 - a. NEPA and Section 106



Meeting Agenda & Notes

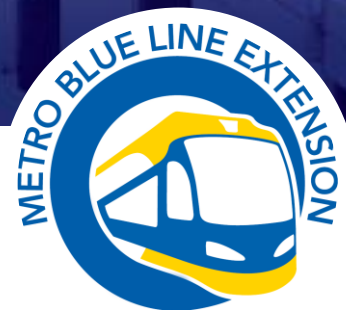
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www.bluelineext.org

- i. Jenny B. provided a summary of the schedule for providing the cultural resources reports to SHPO and consulting parties and the intent of our next meeting.
7. Next Steps/Action Items
 - a. Provide participants the meeting notes and presentation materials from this meeting.
 - b. Schedule Consulting Parties meeting #4 in April
8. Adjourn



Section 106 Consultation

03/03/2025



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Agenda

- Section 106 Process Overview
- Project Background
- Current Project Description
- Existing MOA and Area of Potential Effects
- Section 106 Studies to Date
- Schedule



Section 106 of the National Historic Preservation Act

- Federal Transit Administration (FTA) funding to be requested, thus needs to comply with Section 106
- Requires Federal agencies take into account the effects of their “undertakings” on historic properties
- Process completed in coordination with:
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 - New at Robbinsdale, Bass Lake Road, and Oak Grove stations
- New and reconstructed bridges/elevated structures
- New OMF in Brooklyn Park



Design Changes since the SDEIS

- Ongoing Design Development
- Changes to respond to feedback received during the Municipal Consent process
- Changes to respond to ongoing coordination with MPRB regarding the Lowry Station area



Memorandum of Agreement (MOA)

- Executed August 23, 2016; amended September 20, 2022
- Outlines measures to avoid, minimize, or mitigate adverse effects from the “2016 Alignment”
- Includes other stipulations to address:
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 - Supplemental historic property identification surveys, effects analysis, and resolution of new adverse effects



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Section 106 Process

- Initiate the Section 106 process
- Identify historic properties
- Assess adverse effects– **WE ARE HERE**
- Resolve adverse effects



Section 106 Studies to date

- Per stipulations in the MOA, steps to date include:
 - Revisions to the APE (Stipulation III.A)
 - Completed historic property identification (Stipulation I)
 - Completed assessment of effects analysis (Stipulation I.C)
- Initiated and continuing consultation with the SHPO and Consulting Parties



Archaeological Assessment & Phase I Survey

- Nine areas identified with moderate to high archaeological potential, primarily around the James Ave Station area.
- Phase I archaeological survey has been completed for one parcel: 1517 Hillside Ave.
- Remaining areas not yet surveyed due to lack of property access permissions



Intensive Architecture/History Survey

- Previously identified historic properties
 - 7 historic districts
 - 6 individual properties
- Intensive (Phase II) survey results – eligible properties/districts
 - 2 historic districts
 - 5 individual properties
 - 1 multiple property complex



Previously Identified Historic Properties

Historic Properties	Location	NRHP Status
Osseo Branch, St. Paul, Minneapolis & Manitoba Railway Historic District	Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis	Eligible
Minneapolis & Pacific Railway Historic District	Crystal	Eligible
West Broadway Avenue Residential Historic District	Robbinsdale	Eligible
Graeser Park	Robbinsdale	Eligible
Hennepin County Library, Robbinsdale Branch	Robbinsdale	Listed
Grand Rounds Historic District	Robbinsdale, Golden Valley, and Minneapolis	Eligible
Pilgrim Heights Community Church	Minneapolis	Eligible
Durnam Hall	Minneapolis	Eligible
Control-Data Institute and Control Data – Northside Manufacturing Plant	Minneapolis	Eligible
Minneapolis Warehouse Historic District	Minneapolis	Listed
Saint Anthony Falls Historic District	Minneapolis	Listed
Cameron Transfer & Storage Building	Minneapolis	Listed
St. Paul, Minneapolis & Manitoba Railway Historic District/Great Northern Railway Historic District	Minneapolis	Eligible

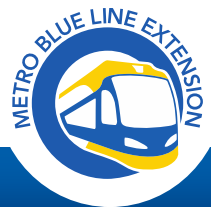
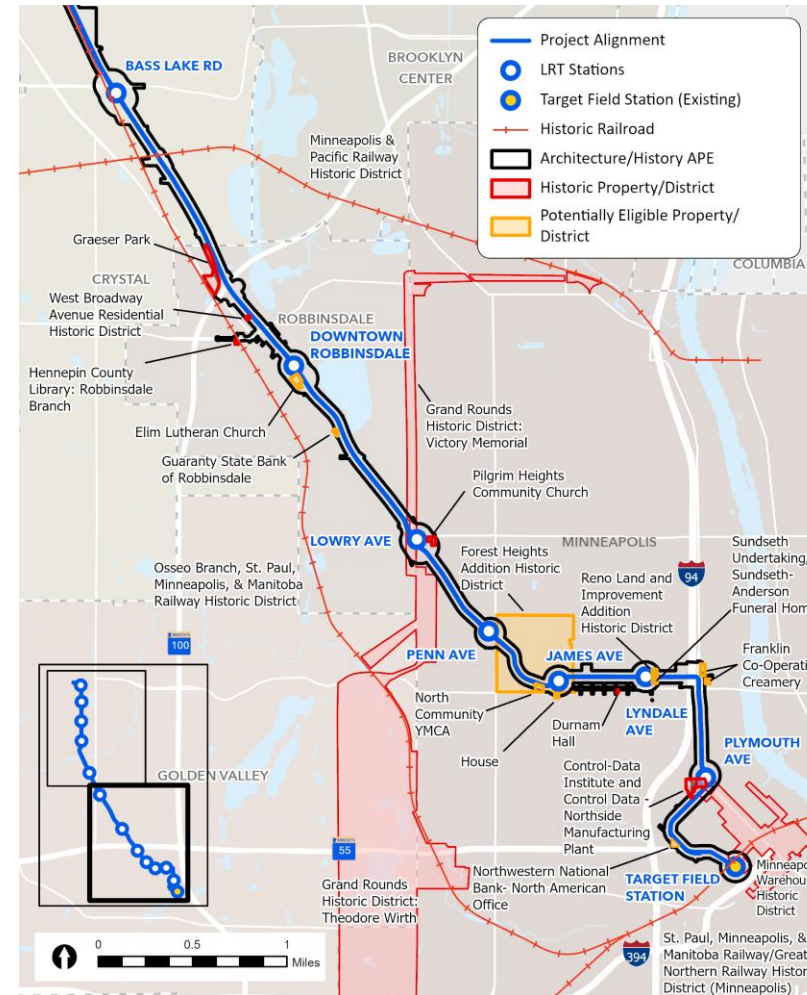
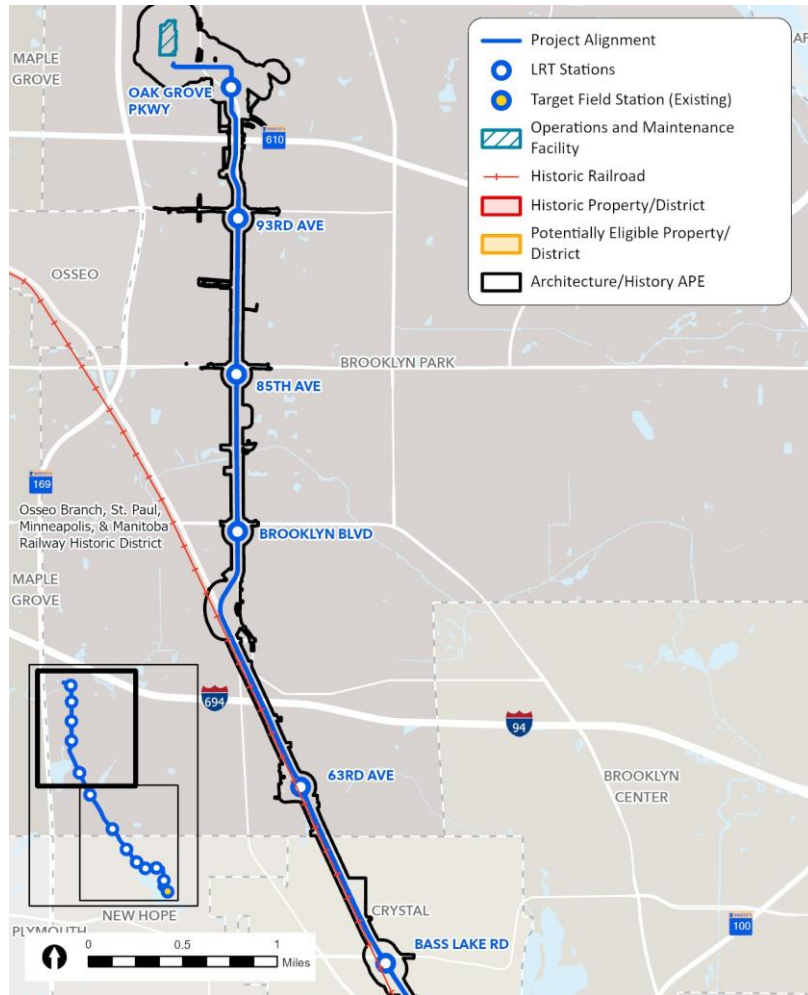


Intensive Architecture/History Survey Results

Property	Location	NRHP Status
Elim Lutheran Church	Robbinsdale	Not Eligible
Guarantee State Bank of Robbinsdale	Robbinsdale	Eligible
All Pets Animal Clinic	Minneapolis	Eligible
Forest Heights Addition Historic District	Minneapolis	Eligible
North Community YMCA	Minneapolis	Eligible
House	Minneapolis	Not Eligible
Reno Land and Improvement Company Addition Historic District	Minneapolis	Eligible
Sundseth Undertaking/Sundseth-Anderson Funeral Home	Minneapolis	Eligible
Franklin Co-Operative Creamery Association North Side Complex	Minneapolis	Eligible
Northwestern National Bank – North American Office	Minneapolis	Eligible
Bassett Creek Tunnel System	Minneapolis	Not Eligible



Intensive Architecture/History Survey



Intensive Architecture/History Survey

Elim Lutheran Church

3978 West Broadway Avenue, Robbinsdale

- Not Eligible due to a lack of historic significance



Intensive Architecture/History Survey

Guaranty State Bank of Robbinsdale

3700 W Broadway Ave, Robbinsdale

- Eligible under NRHP Criterion C in the area of architecture. Local significance as an outstanding example of Midcentury Modernism applied to a bank building.



Intensive Architecture/History Survey

All Pets Animal Clinic

2727 W Broadway Ave, Minneapolis

- Eligible under NRHP Criterion C in the area of architecture. Local significance as an outstanding example of Midcentury Modernism with prominent breezeblock details.



Intensive Architecture/History Survey

Forest Heights Addition Historic District

26th Ave N, Penn Ave N, Golden Valley Road, and Humboldt Ave N, Minneapolis

- Eligible under NRHP Criterion A in the area of community planning and development, under Criterion B for its association with prominent real estate developer and Minneapolis civic leader Samuel Gale (Gale and Company), and Criterion C in the area of landscape architecture.



Intensive Architecture/History Survey

North Community YMCA

1711 W Broadway Ave, Minneapolis

- Eligible under NRHP Criterion District but community planning and development due to its role as one of the earliest reinvestment construction projects in North Minneapolis following the 1967 civil unrest.

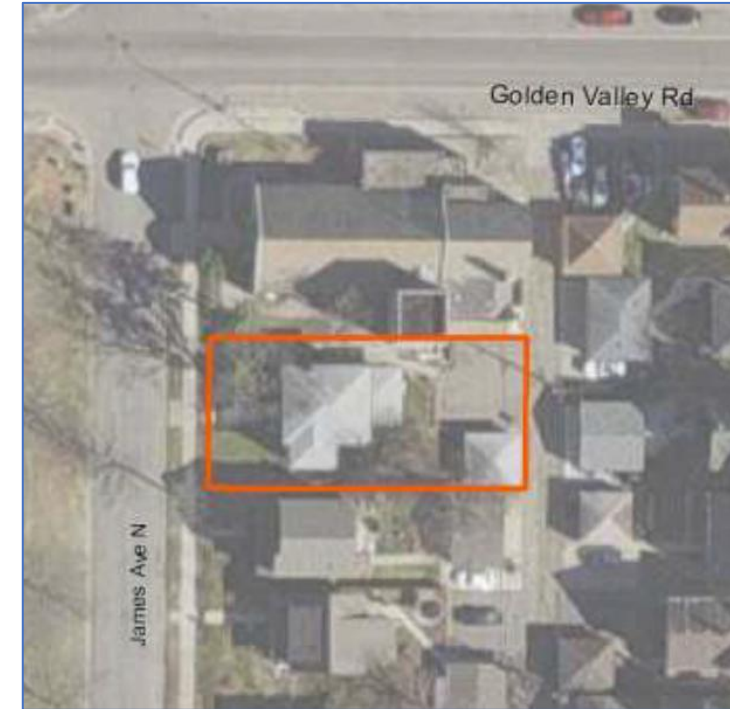


Intensive Architecture/History Survey

House

1830 James Ave N, Minneapolis

- Not Eligible due to a lack of historic significance.



Intensive Architecture/History Survey

Reno Land and Improvement Company Addition Historic District

2102-2134 Lyndale Ave N, Minneapolis

- Eligible under NRHP Criterion C as the work of a master for its association with builder Maurice Schumacher. This district is the earliest extant example of one of Schumacher's projects that expanded beyond a single property.



Intensive Architecture/History Survey

Sundseth Undertaking/Sundseth-Anderson Funeral Home

2024 Lyndale Ave N, Minneapolis

- Eligible under NRHP Criterion C in the area of architecture as one of the only extant example of an Italian Renaissance style cultural institution in Minneapolis.



Intensive Architecture/History Survey

Franklin Co-Operative Creamery Association North Side Complex

2017 2nd Street N & 2108 Washington Ave N, Minneapolis

- Complex is Eligible under NRHP Criterion A in the areas of industry and social history within the history of Minneapolis' labor movement.



Intensive Architecture/History Survey

Northwestern National Bank – North American Office

615 7th Street N, Minneapolis

- Eligible under NRHP Criterion A in the area of social history for the educational opportunities and social services the bank offered to residents after the 1967 civil unrest to address community inequities.



Intensive Architecture/History Survey

Bassett Creek Tunnel System

Intersection of 2nd Avenue N and Van White Memorial Boulevard traveling NE to Mississippi River, Minneapolis

- Not Eligible due to a lack of historic significance.



Assessment of Effects

- Assessment determines whether the Project would cause adverse effects on the 21 historic properties within the Project's APEs
- Anticipated effects from the Project include the following. Effects to specific historic properties vary by location within the APE:
 - direct physical effects
 - visual effects
 - noise and vibration during construction and operation
 - temporary and permanent parking impacts
 - temporary and permanent changes to trails/pedestrian routes



Assessment of Effects

- 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;



Assessment of Effects

- Adverse effects examples (continued):
 - 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.

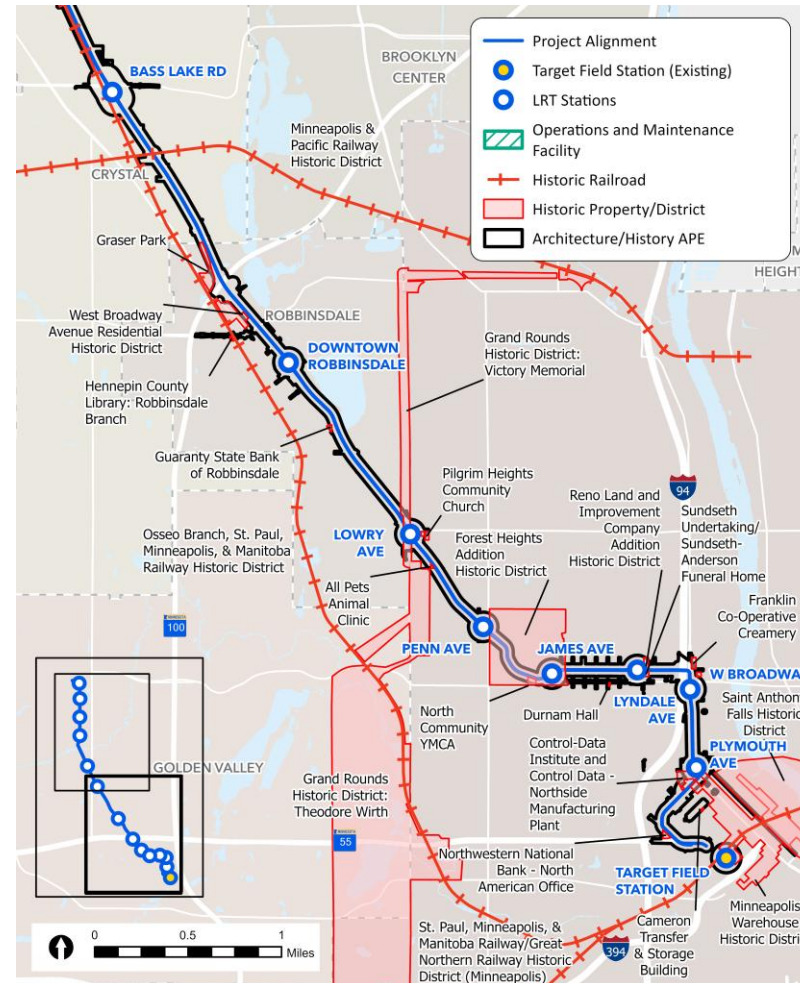
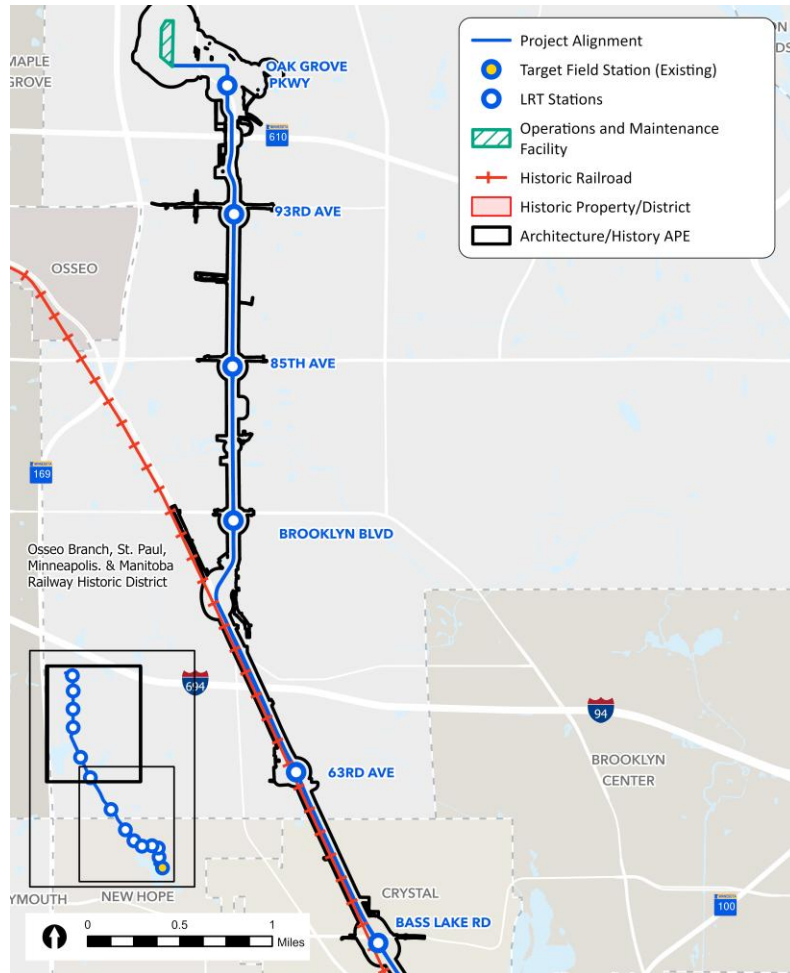


Assessment of Effects

- Not all Project effects result in 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. Factors to consider when assessing whether the visual effect is adverse 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
 - the overall importance of integrity of setting to the historic property's ability to convey its significance and maintain its eligibility for the NRHP



Assessment of Effects



Assessment of Effects – Adverse Effects

Property/District Name	Rationale for Adverse Effect Finding
Forest Heights Addition Historic District	<p>Effects Considered:</p> <ul style="list-style-type: none"> • Direct physical effects from the acquisition of nine properties within the District, four are contributing to the significance of the District. • Direct visual effects from one proposed station located in the District, one station located one block from the District; addition of the LRT alignment and OCS in the District; and roadway and sidewalk alterations. • Temporary noise and vibration during construction and operation. • Temporary parking impacts during construction and permanent parking impacts during operation. <p>Rationale for Adverse Effect Finding:</p> <ul style="list-style-type: none"> • Acquisition and permanent use of portions of the historic district, including the demolition of four contributing properties. Integrity of the District's setting, design, materials, and workmanship will be affected, thereby limiting the District's ability to convey its historic significance under Criteria A, B, and C.
Northwestern National Bank – North American Office	<p>Effects Considered:</p> <ul style="list-style-type: none"> • Acquisition of historic property and loss of all buildings on site. <p>Rationale for Adverse Effect Finding:</p> <ul style="list-style-type: none"> • Acquisition and loss of historic property. Complete loss of integrity of setting, feeling, association, location, design, materials, and workmanship.



Assessment of Effects – No Adverse Effects

Property/District Name(s)	Rationale for No Adverse Effect Finding
<ul style="list-style-type: none"> • Osseo Branch, St. Paul Minneapolis & Manitoba Railway Historic District • Guarantee State Bank of Robbinsdale • Pilgrim Heights Community Church • St. Paul, Minneapolis & Manitoba Railway/Great Northern Railway Historic District (Minneapolis) • Saint Anthony Falls Historic District • Cameron Transfer and Storage Building 	<p>Effects Considered:</p> <ul style="list-style-type: none"> • Direct visual effects from Project infrastructure. • Temporary parking impacts during construction and permanent parking impacts during operation. <p>Rationale for No Adverse Effect Finding:</p> <ul style="list-style-type: none"> • Views of Project infrastructure and temporary and permanent parking impacts would not alter characteristics qualifying the property/district eligible for the NRHP.
<ul style="list-style-type: none"> • Minneapolis & Pacific Railway Historic District (Soo Line) 	<p>Effects Considered:</p> <ul style="list-style-type: none"> • Direct physical effects from crossing of the LRT alignment in one location of the District. • Direct visual effects from Project infrastructure. <p>Rationale for No Adverse Effect Finding:</p> <ul style="list-style-type: none"> • Views of Project infrastructure and temporary and permanent parking impacts would not alter characteristics qualifying the property/district eligible for the NRHP.



Assessment of Effects – No Adverse Effects

Property/District Name(s)	Rationale for No Adverse Effect Finding
<ul style="list-style-type: none"> • Graeser Park • Hennepin County Library, Robbinsdale Branch • All Pets Animal Clinic • North Community YMCA • Durnam Hall • Sundseth Undertaking/Sundseth-Anderson Funeral Home • Franklin Co-Operative Creamery Association North Side Complex • Minneapolis Warehouse Historic District 	<p>Effects Considered:</p> <ul style="list-style-type: none"> • Direct physical effects from sidewalk, roadway, and/or parking lot reconstruction and/or improvements. • Direct visual effects from Project infrastructure. • Temporary parking impacts during construction and permanent parking impacts during operation. <p>Rationale for No Adverse Effect Finding:</p> <ul style="list-style-type: none"> • Direct physical effects, views of Project infrastructure, and temporary and permanent parking impacts would not alter characteristics qualifying the property/district eligible for the NRHP.



Assessment of Effects – No Adverse Effects

Property/District Name(s)	Rationale for No Adverse Effect Finding
<ul style="list-style-type: none"> • West Broadway Ave Residential Historic District • Reno Land and Improvement Company Addition Historic District • Control-Data Institute and Control Data –Northside Manufacturing Plant 	<p>Effects Considered:</p> <ul style="list-style-type: none"> • Direct physical effects from sidewalk, roadway, and/or parking lot reconstruction and/or improvements. • Direct visual effects from Project infrastructure. • Temporary noise and vibration during construction and operation. • Temporary parking impacts during construction and permanent parking impacts during operation. <p>Rationale for No Adverse Effect Finding:</p> <ul style="list-style-type: none"> • Direct physical effects, views of Project infrastructure, temporary noise and vibration, and temporary and permanent parking impacts would not alter characteristics qualifying the property/district eligible for the NRHP.



Assessment of Effects – No Adverse Effects

Property/District Name(s)	Rationale for No Adverse Effect Finding
<ul style="list-style-type: none"> Grand Rounds Historic District (Theodore Wirth Pkwy segment and Victory Memorial Dr segment) 	<p>Effects Considered:</p> <ul style="list-style-type: none"> Direct physical effects from construction of station, LRT alignment, OSC, bridge extensions, and roadway and sidewalk realignments within a non-contributing segment of the District. Direct visual effects from proposed Lowry Ave Station, LRT alignment, OCS, and roadway and sidewalk alterations. Temporary noise and vibration during construction and operation. Temporary parking impacts and impacts to trail and traffic patterns during construction and permanent impacts during operation. <p>Rationale for No Adverse Effect Finding:</p> <ul style="list-style-type: none"> Direct physical effects will be located within a non-contributing segment of the District; and views of Project infrastructure; temporary noise and vibration; and parking, trail, and traffic pattern impacts would be negligible and would not alter characteristics qualifying the District for NRHP eligibility.



Aligning Section 106 & NEPA

- Supplemental Final EIS will summarize results from:
 - Supplemental desktop archaeological assessment and Phase I survey
 - Determinations of NRHP eligibility (Phase II/Intensive architecture/history survey)
 - Findings of effects to historic properties
- MOA Amendment will document updated effects from the Project and measures to avoid, minimize, and mitigation adverse effects



Anticipated Meeting Timeframes & Objectives

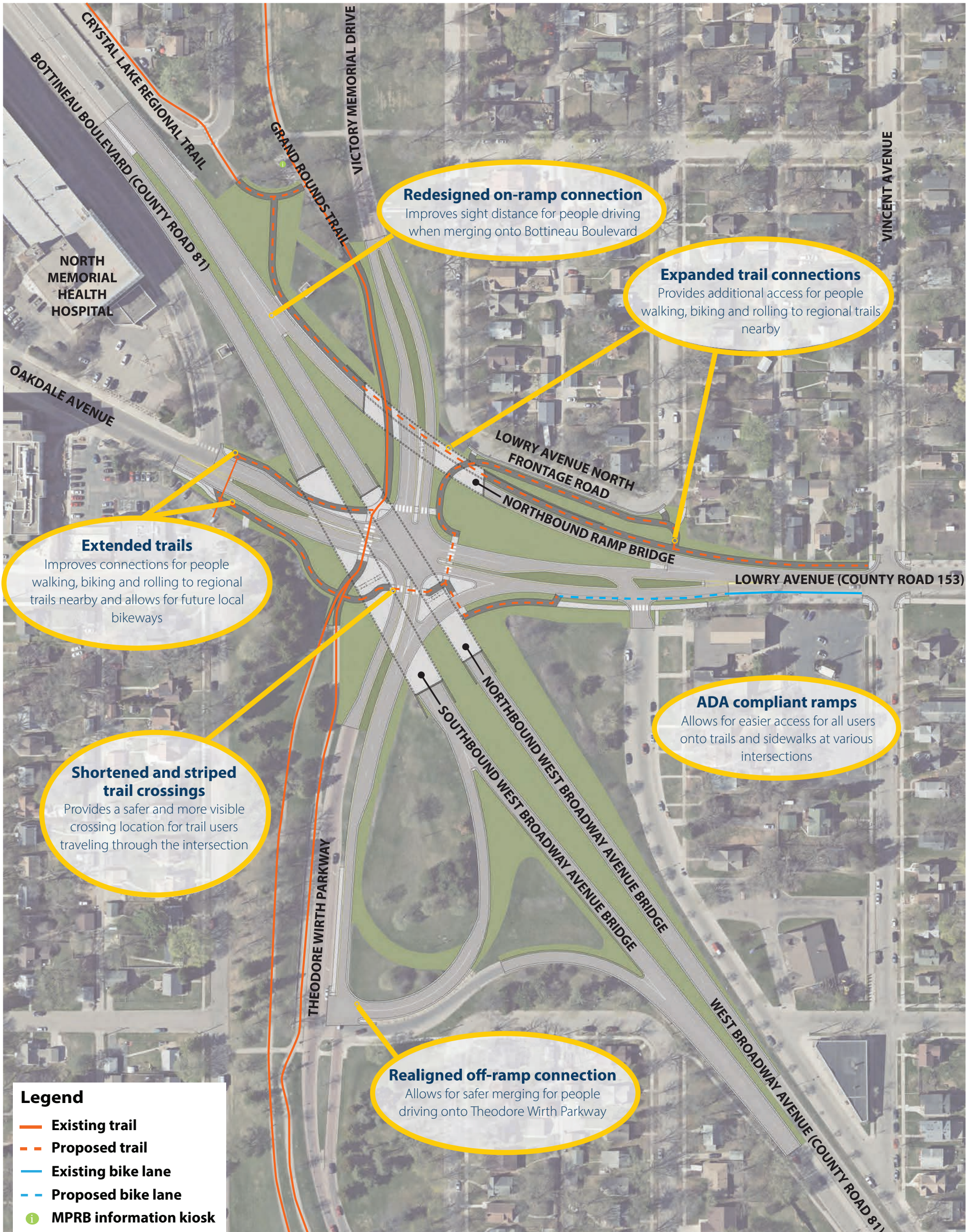
- **Q1 2024** Review results from addendum archaeology assessments, Phase I archaeology survey, Intensive architecture/history results, and assessment of effects
- **Q2 2025** Resolution of adverse effects/MOA amendment consultation



Questions?



Community focused improvements





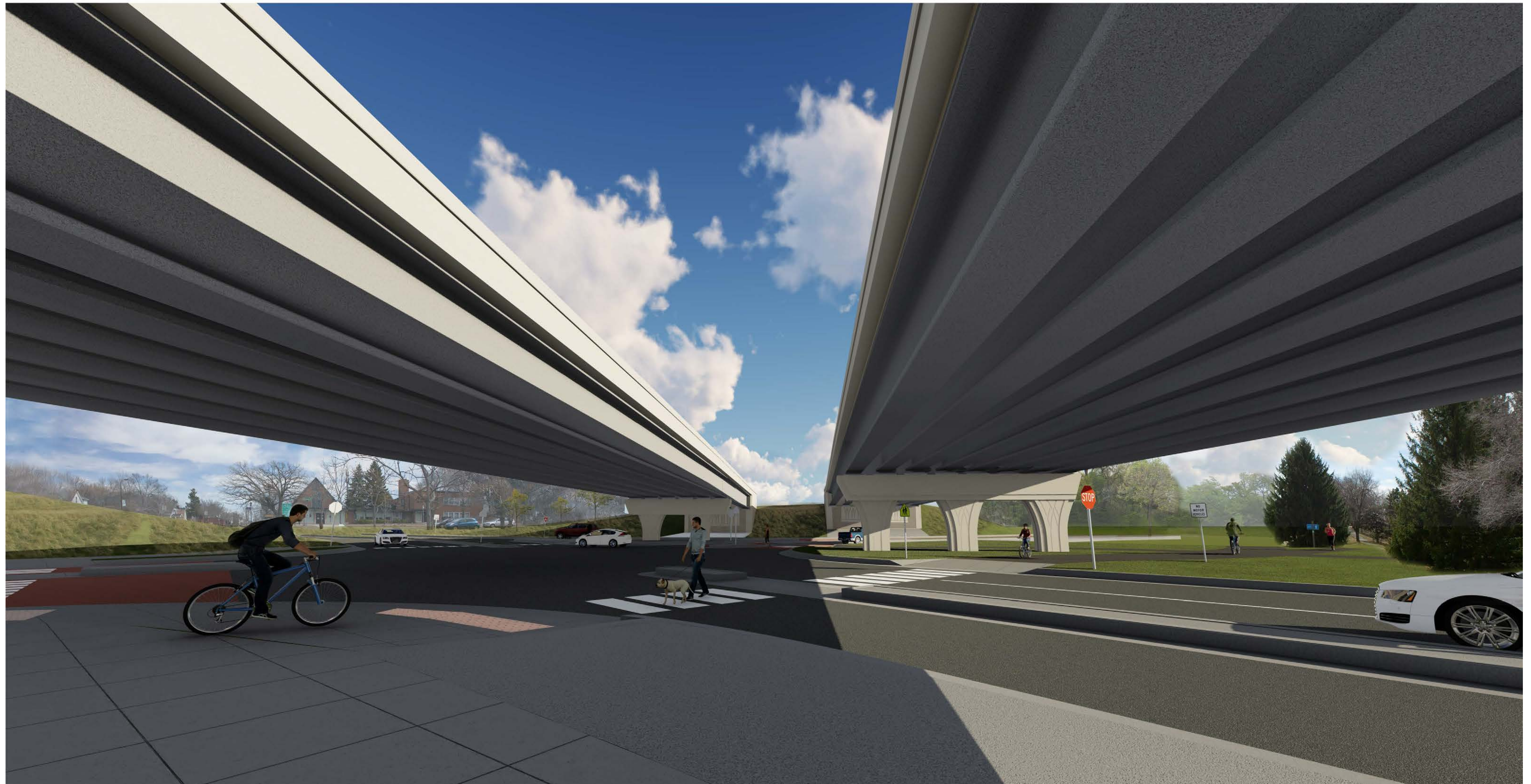
West Broadway Avenue Bridges Reconstruction- Existing Conditions Looking North
October, 22nd 2019



West Broadway Avenue Bridges Reconstruction
October, 22nd 2019



West Broadway Avenue Bridges Reconstruction- Existing Conditions Looking East
October, 22nd 2019



West Broadway Avenue Bridges Reconstruction- Proposed Conditions Looking East
October, 22nd 2019



West Broadway Avenue Bridges Reconstruction- Existing Conditions Looking South

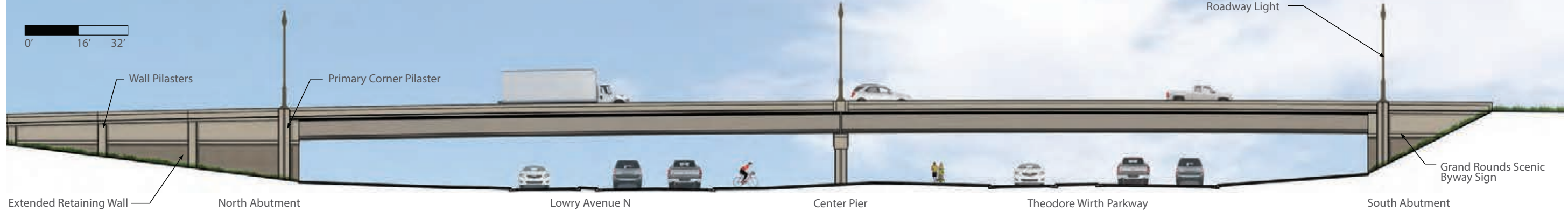
October, 22nd 2019



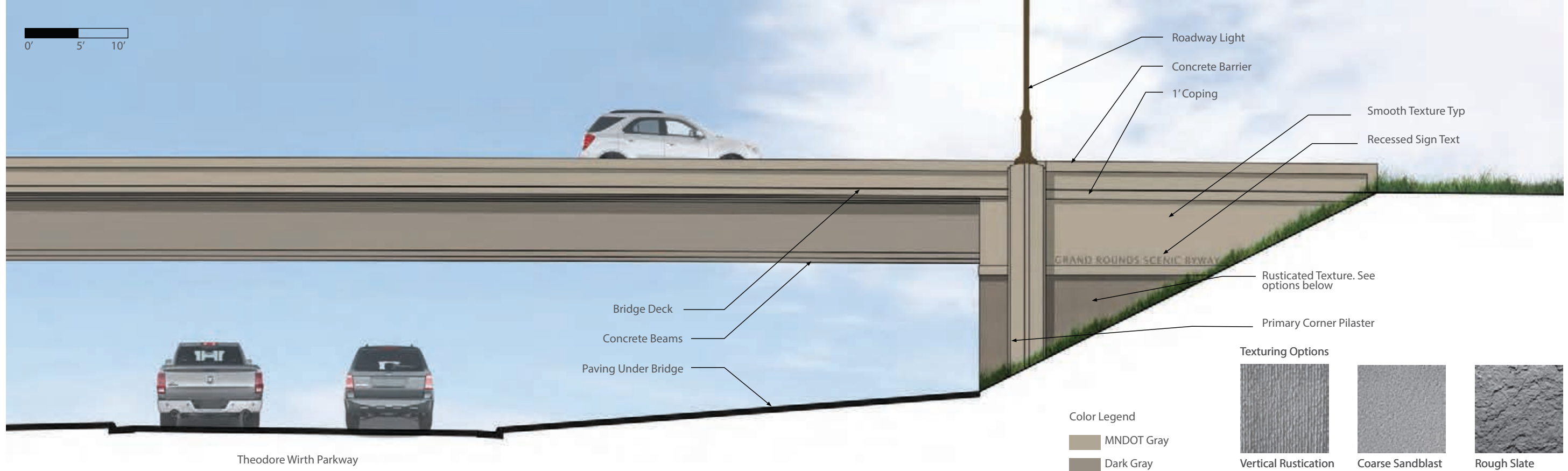
West Broadway Avenue Bridges Reconstruction- Proposed Conditions Looking South
October, 22nd 2019

Bridge Aesthetics

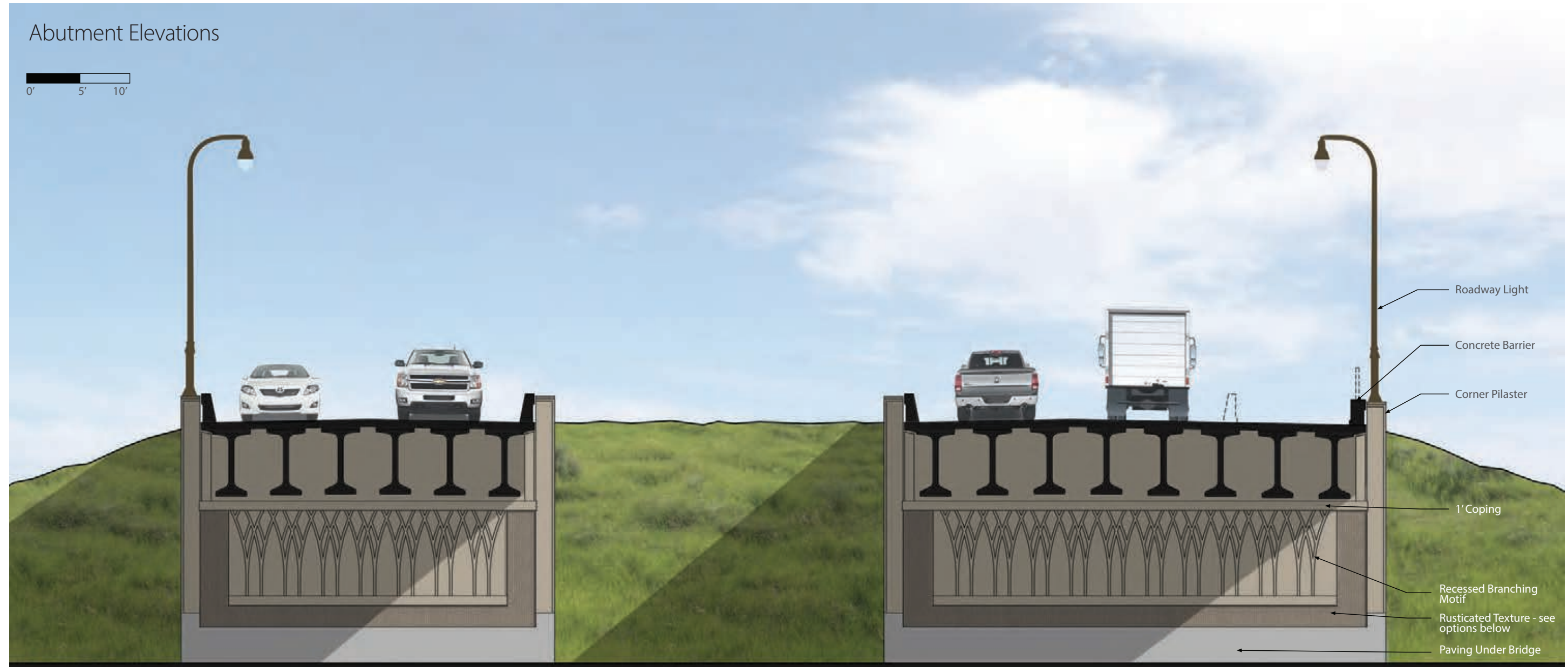
Southbound Bridge - Overall West Elevation



Southbound Bridge - Abutment and Wing Wall Detail



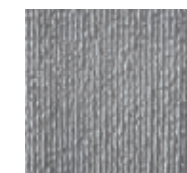
Bridge Aesthetics



Northbound West Broadway

Southbound West Broadway

Texturing Options



Vertical Rustication



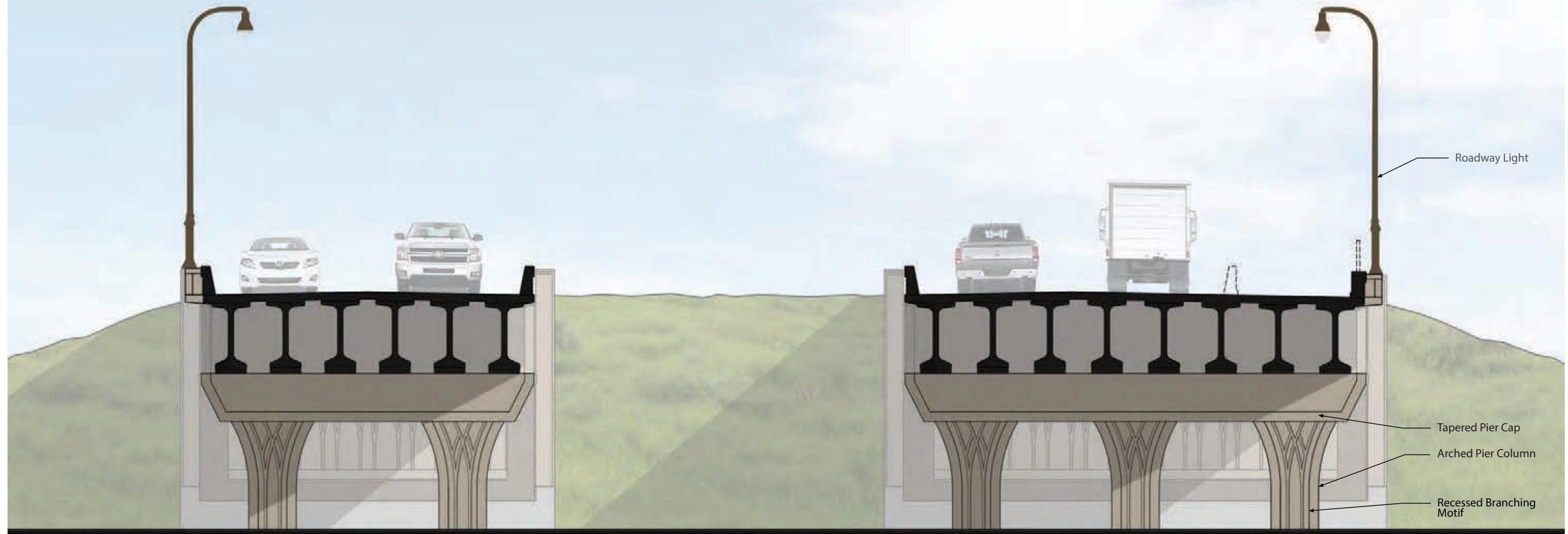
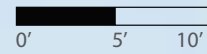
Coarse Sandblast



Rough Slate

Bridge Aesthetics

Pier Elevations

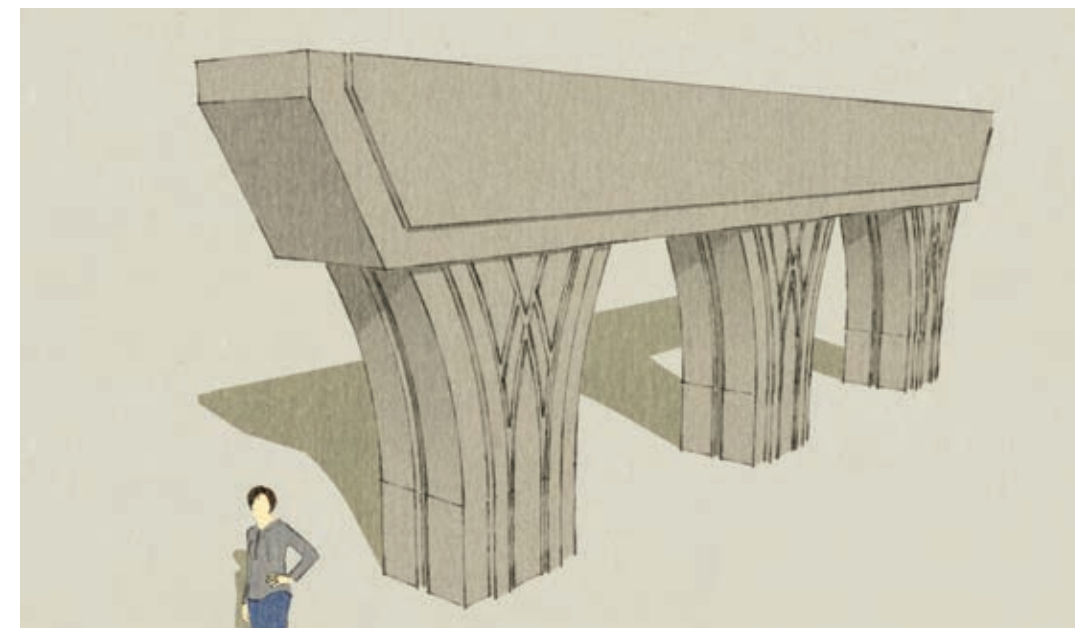
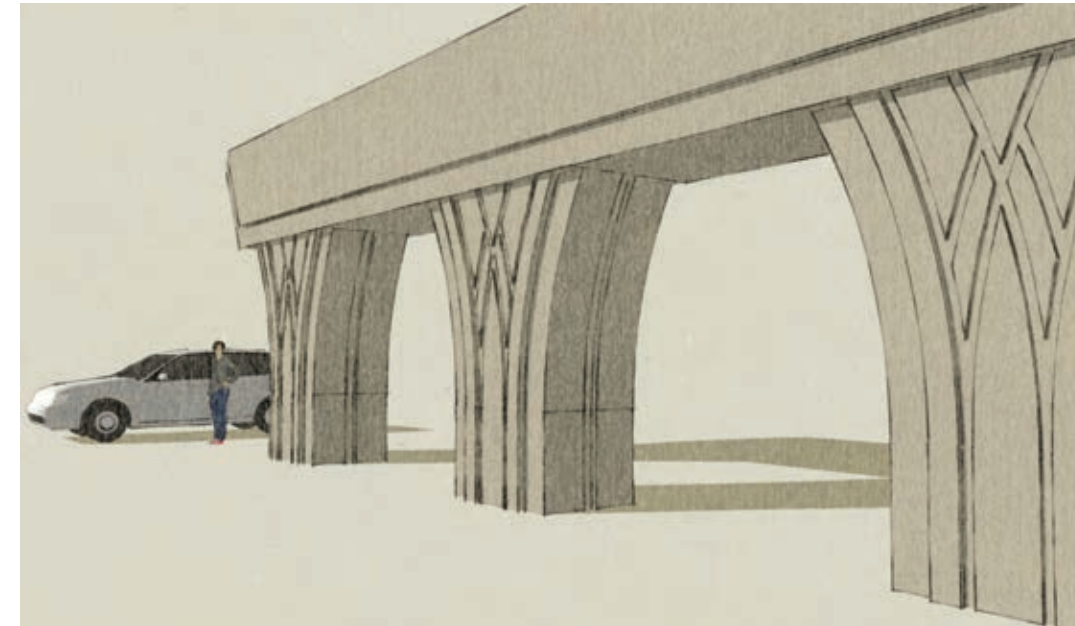
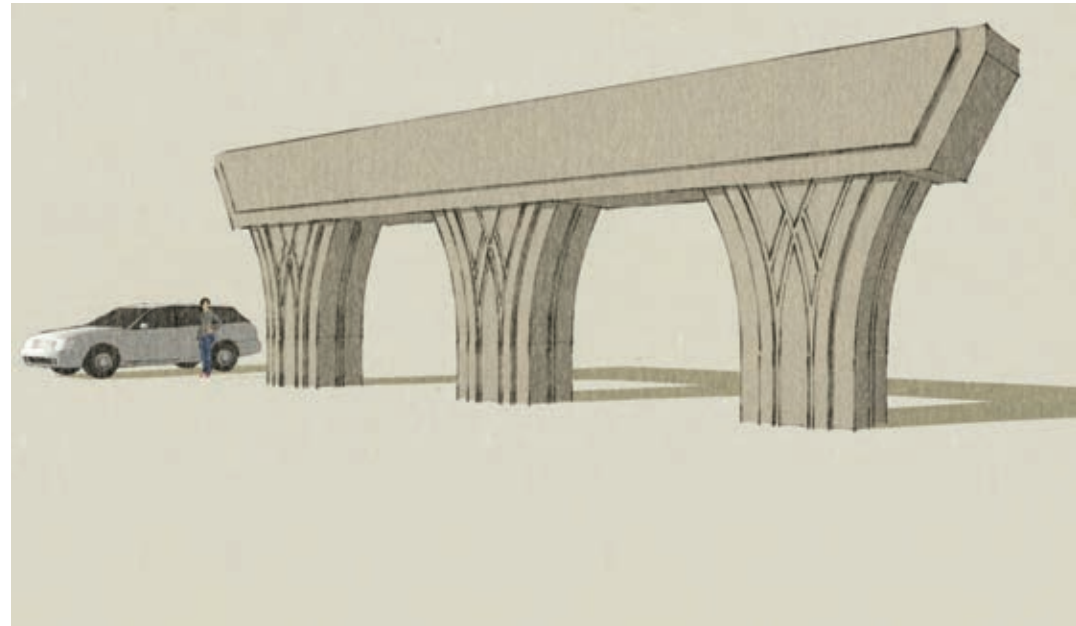


Northbound West Broadway

Southbound West Broadway

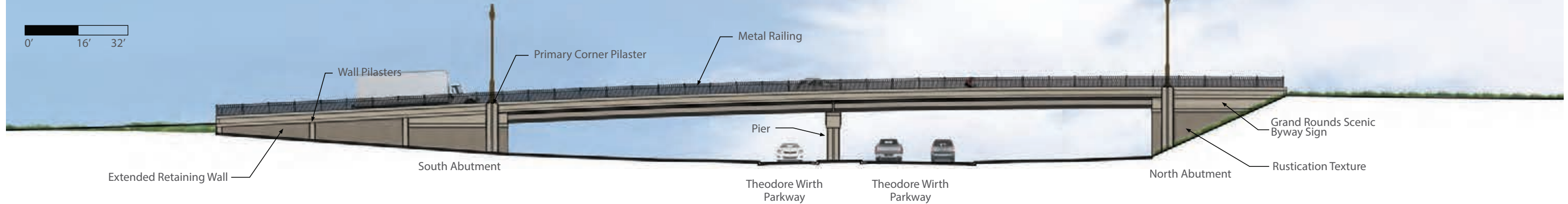
Bridge Aesthetics

Southbound Bridge Pier Model Views

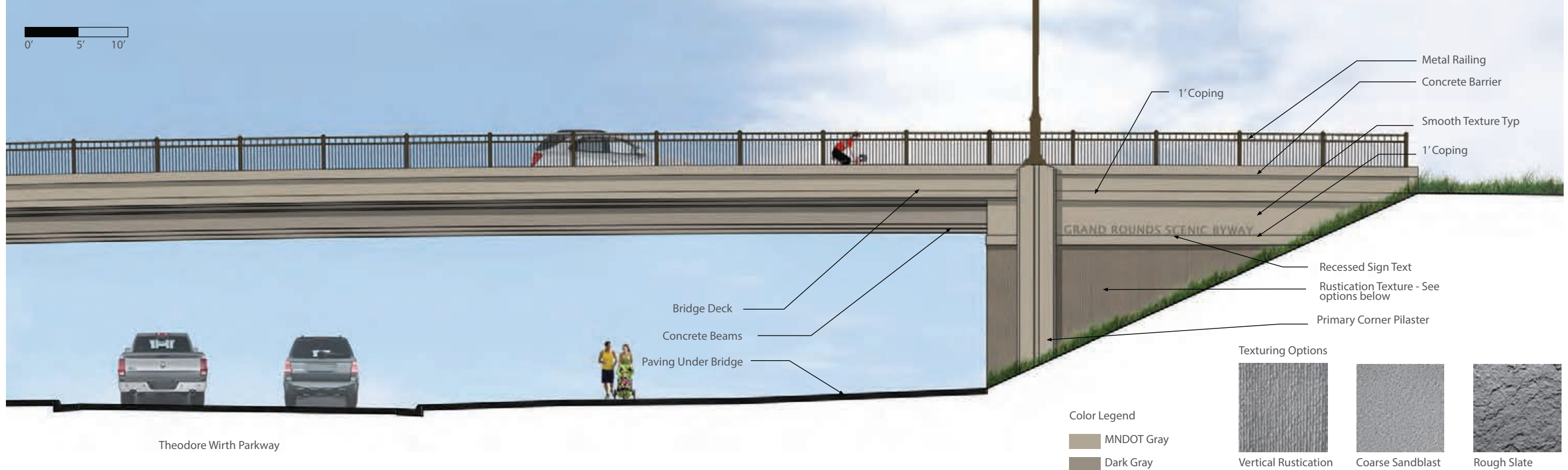


Bridge Aesthetics

Ramp Bridge - Overall West Elevation



Ramp Bridge - Abutment and Wing Wall Detail



Color Legend

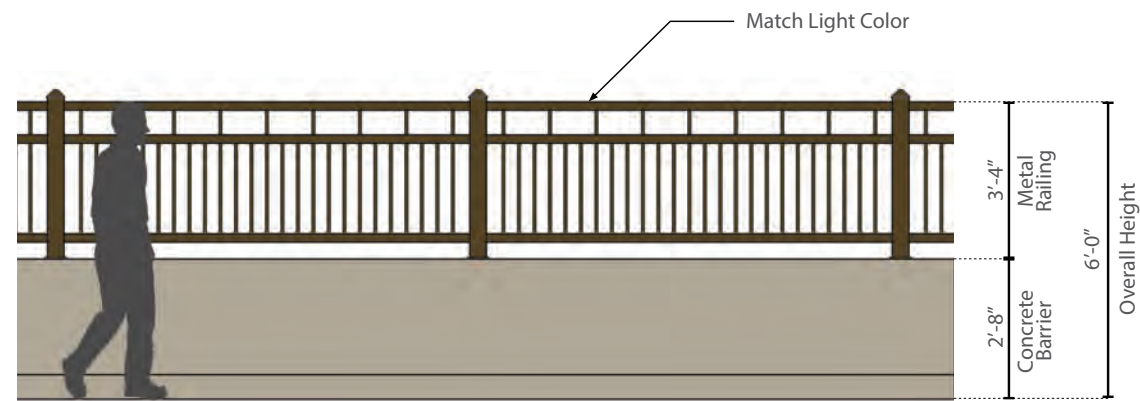
- MNDOT Gray
- Dark Gray

Texturing Options

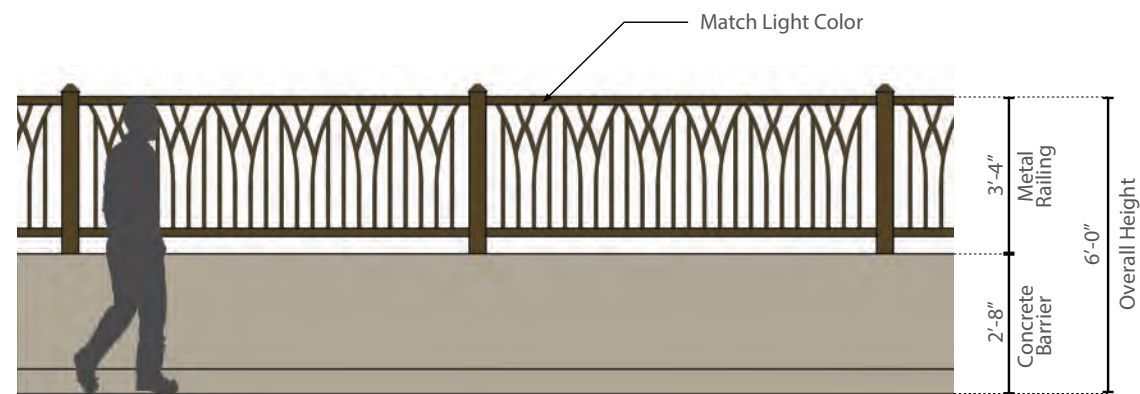
- Vertical Rustication
- Coarse Sandblast
- Rough Slate

Bridge Aesthetics

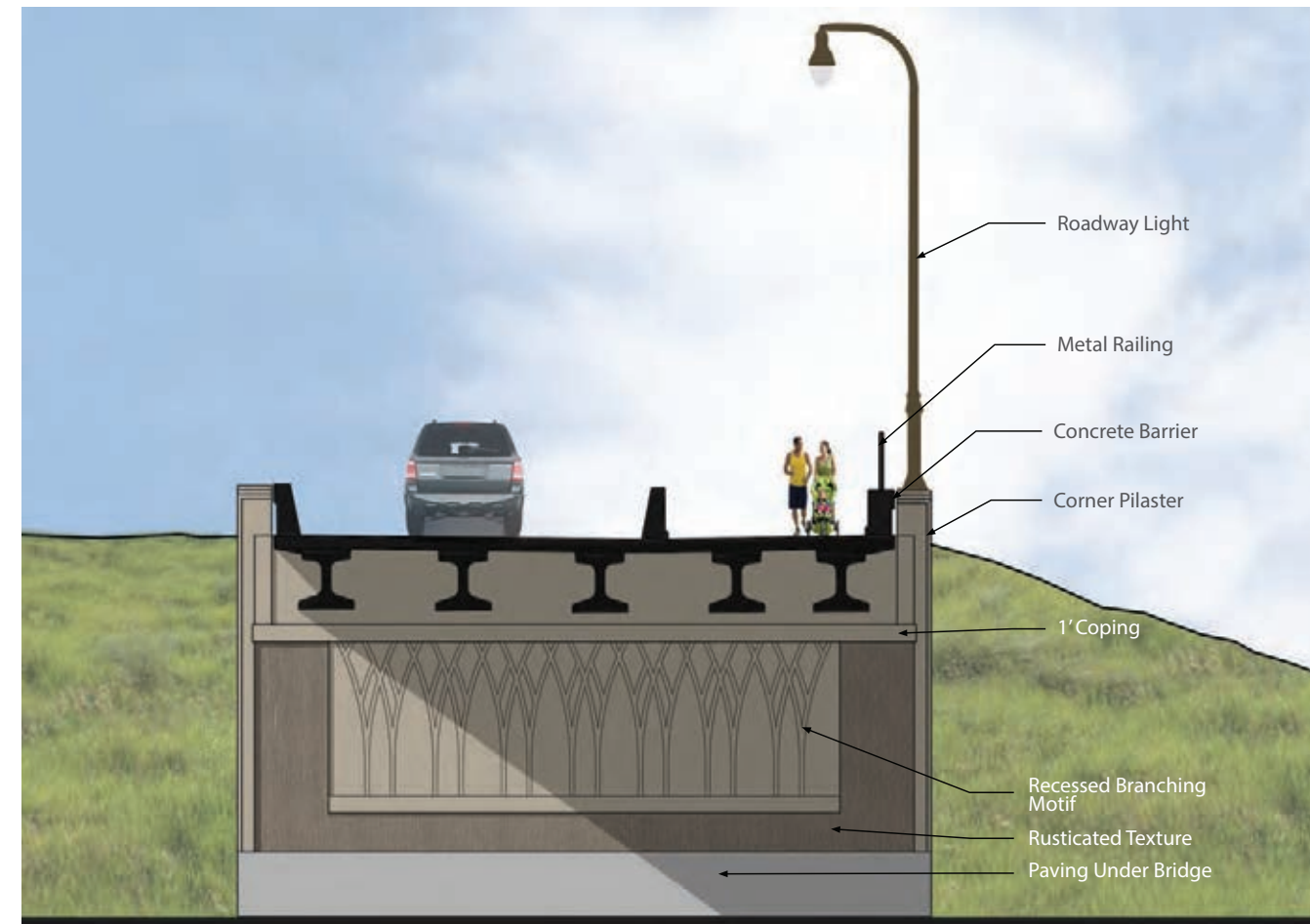
Ramp Bridge Railing Options



Option 1

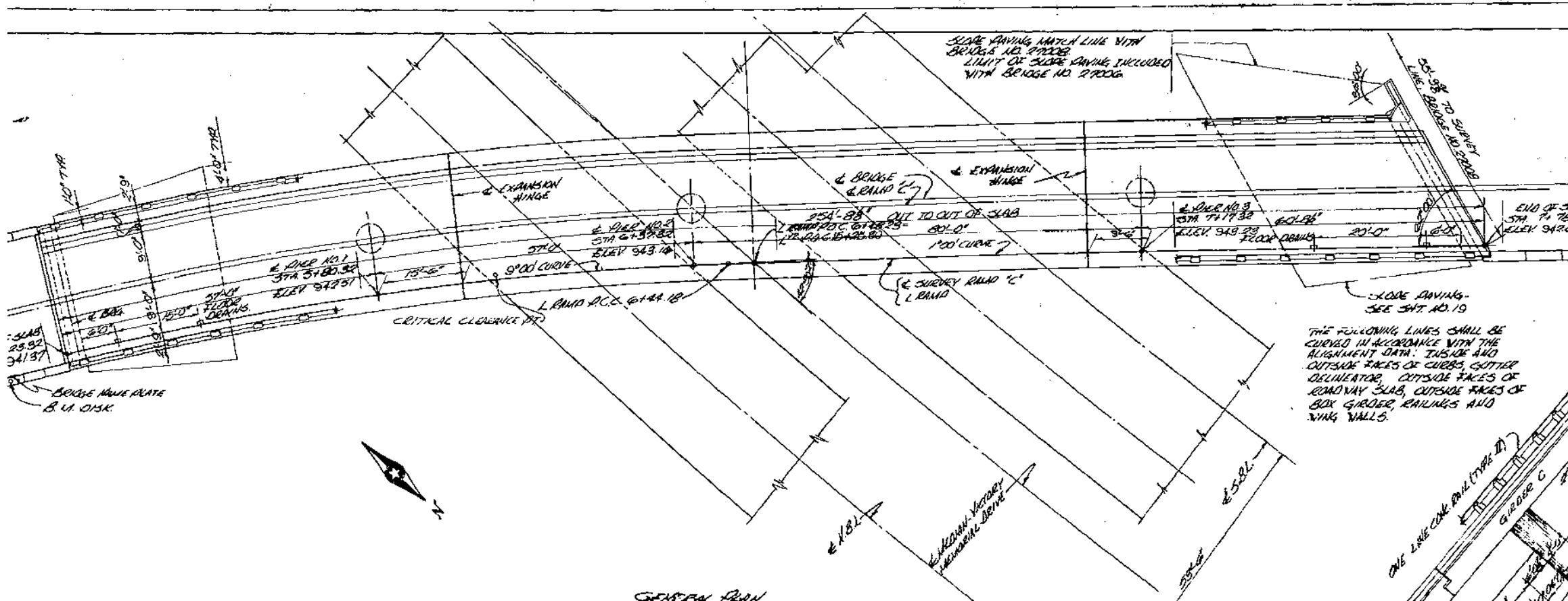


Option 2

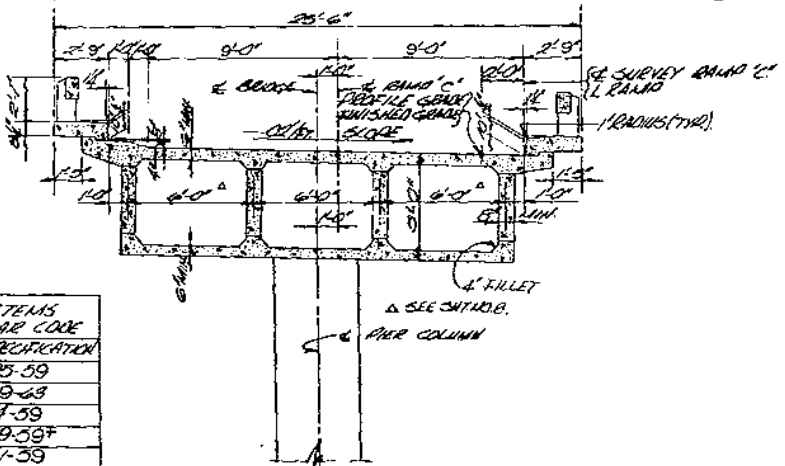


Ramp Bridge North Abutment Elevation





GENERAL PLAN
SCALE: 1" = 10'-0"



TYPICAL TRANSVERSE SECTION THROUGH BRIDGE
SCALE: 1/2" = 1'-0"

STRUCTURAL METAL ITEMS	MINN. SPECIFICATION - YEAR CODE
305	3305-59
309	3309-63
314	3314-59
320	3320-59F
321	3321-59

USE AS INDICATED IN THE PLANS.

8 1/2" ELEV. 981.01
ADN. 606 & LOWRY & 18 FT
WEST OF EAST CURB LINE
U.S.G.S. DATUM (1929 ADJ.)

DESIGN DATA
1961 A.R.S.H.O. DESIGN SPECIFICATIONS
H20-5.16 LOADING
MINIMUM ALLOWABLE DESIGN STRESSES
F_c = 2000 P.S.I. (1" = 8")
F_s = 2000 P.S.I. (INTERMEDIATE GRADE STEEL)
F_s = 1800 P.S.I. (STRUCTURAL STEEL A572/500)

CONSTRUCTION NOTES
THIS SPECIFICATION FOR HIGHWAY CONSTRUCTION DATED MAY 1, 1959 AND SUBMITTED FOR APPROVAL BY THE DIVISION ENGINEER OF THE BUREAU OF PUBLIC ROADS ON JANUARY 24, 1959 SHALL GOVERN.
1. SPALLS FOR PAINTED JOINT TO BE CAST CONCRETE ROAD SHALL BE 1" MAX. SIZE OR APPROVED EQUIV.
ALL KEYWAY SIZES ARE NOMINAL.

THE FOLLOWING LINES SHALL BE CURVED IN ACCORDANCE WITH THE ALIGNMENT DATA: INSIDE AND OUTSIDE FACES OF CURBS, GUTTER DRAINAGE, OUTSIDE FACES OF ROADWAY SLAB, OUTSIDE FACES OF BOX GIRDERS, RAILINGS AND WING WALLS.

TOP CONCRETE DIRT SEALER, SEE SPECIAL PROVISIONS.
SLAB POURING SEQUENCE SHALL BE AS INDICATED ON PLAN. CURBS SHALL BE PLACED AFTER ENTIRE ROADWAY SLAB HAS BEEN PLACED AND ALL FALSE WORK REMOVED FROM SUPERSTRUCTURE.

LIST OF SHEETS	
NO.	DESCRIPTION
1	GENERAL PLAN AND ELEVATION
2	BRIDGE LAYOUT
3	EAST ABUTMENT DETAILS
4	EAST ABUTMENT REINFORCEMENT
5	WEST ABUTMENT DETAILS
6	WEST ABUTMENT REINFORCEMENT
7	PIER DETAILS
8	PLAN OF TOP BOTTOM BOX GIRDER A
9	PLAN OF TOP BOTTOM BOX GIRDER B
10	PLAN OF TOP BOTTOM BOX GIRDER C
11	PIER CAP DETAILS & TYPICAL SECTIONS
12	DIAPHRAGM & HINGE SECTIONS
13	BOTTOM SLAB REINFORCEMENT
14	WEB REINFORCEMENT
15	TOP SLAB REINFORCEMENT
16	DETAILS AND TYPICAL SMALL DETAILS
17	ONE-LINE CONCRETE BUILT TYPE II
18	DETAILS
19	DETAILS
20	BRIDGE SURVEY
21	BRIDGE SURVEY

SEE SPECIAL ADVISORY

SCHEDULE OF QUANTITIES FOR ENTIRE BRIDGE

CLASS	CONCRETE	REINFORCING	STEEL	DRUMS	EXPANSION JOINTS	STANDARD
(AMT. IN CU. YD.)	(AMT. IN CU. YD.)	(AMT. IN CU. YD.)	(AMT. IN CU. YD.)	(AMT. IN CU. YD.)	(AMT. IN CU. YD.)	(AMT. IN CU. YD.)
355	97	463	58	138,080	138,080	390
4	10	10	ONE			

REINFORCING AT EACH ABUTMENT SHALL BE CONSTRUCTED TO FULL HEIGHT & CROSS SECTION IN ADVANCE OF ABUTMENT CONSTRUCTION UNDER SAME CONTRACT.

GENERAL ELEVATION
SCALE: 1" = 10'-0"
QUANTITY OF CLAS. U. ELEVATION IS COMPUTED FROM THIS SECTION AS THE CHANGE LIMIT. QUANTITY WILL BE BASED ON PLAN QUANTITY SEE SPECIAL PROVISIONS.

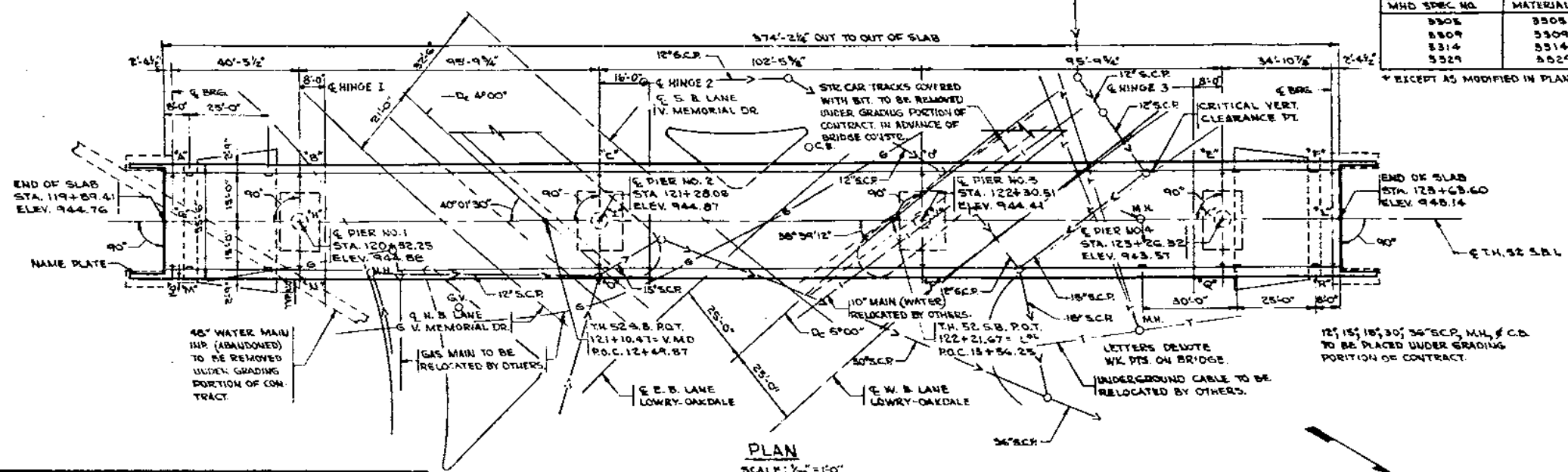
I hereby certify that this Plan was prepared by me or under my direct supervision and that I am a duly registered professional engineer under the laws of the State of Minnesota.
Signed: L. C. [Signature]
Date: 3-7-63 Reg. No. 4872

MINN. PROJ. NO. U008-3(30)
STATE PROJ. NO. 2721-34 (T.H. 52-3)
SHEET 1 OF 21 SHEETS 27006

BRIDGE NO. 27006
LOWRY AVE. (N.B.) TO 24.52 N.B. OVER VICTORY MUNICIPAL DRIVE TO SLENNOC AVE. (N.B.) BETWEEN ROBINSON & MINNAPOLIS. BOX GIRDER SPANS.
GENERAL PLAN AND ELEVATION
SEC. 8 TWP. 29 N. R. 10 W. CO. 3. BROWN & MINNEAPOLIS HARDEN CO.
APPROVED: [Signature]
DATE: 3-11-63
BRIDGE ENGINEER

STRUCTURAL METAL ITEMS MATERIAL SPECIFICATION - YEAR	
MHD SPEC. NO.	MATERIAL SPEC.
8305	8305-89
8309	8309-88
8314	8314-89
8329	8329-84

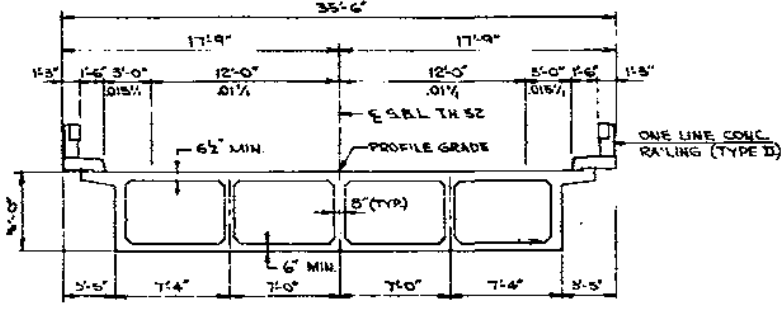
DESIGN DATA
 1961 A.A.S.H.O. DESIGN SPECIFICATIONS
 H20-31.5 LIVE LOAD
 $f_c = 1500$ P.S.I. $f_s = 8$
 $f_c = 20,000$ P.S.I. INTERMEDIATE REINF.
 $f_s = 18,000$ P.S.I. STRUCT. STL. MHD 8305



CONSTRUCTION NOTES
 THE "SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" DATED MAY 1, 1959 AND SUBMITTED FOR APPROVAL BY THE DIVISION ENGINEER OF THE BUREAU OF PUBLIC ROADS ON MARCH 20, 1959 SHALL GOVERN ASPHALT FOR PAINTED JOINT TO BREAK. CONCRETE BOND SHALL BE MHD 8166 OR APPROVED EQUAL.
 CURB SHALL BE PLACED AFTER ALL FORMS HAVE BEEN REMOVED FROM SUPERSTRUCTURE.
 SEE SPEC. PROV. FOR CONC. JT. SEALER. ALL KEYWAY SIZES ARE NOMINAL. ALL BAR DETAILS SHALL CONFORM TO A.C.I. 318-51.
 ALL REINFORCEMENT BAR DIMENSIONS ARE OUT TO OUT.

ITEM NO.	ITEM	UNIT	QUANTITY
2401.501	CONCRETE (MIX NO. 1A6)	CU. YD.	236
2401.501	CONCRETE (MIX NO. 3YG)	CU. YD.	858
2401.501	CONCRETE (MIX NO. 3Y60)	CU. YD.	85
2401.525	CLASS U EXCAVATION	CU. YD.	670
401.641	FURNISHING REINFORCEMENT BARS	LB.	513255
401.741	PLACING REINFORCEMENT BARS	LB.	513255
2402.546	FLOOR DRAINS (TYPE I)	UNIT	9
2402.577	STANDARD NAME PLATES	UNIT	ONE
2514.501	SLOPE PAVING	SQ. YD.	260
2402.894	EXPANSION BEARING ASSEMBLIES (TYPE I)	UNIT	25
2452.507	CAST-IN-PLACE CONCRETE PILING DELIVERED	LIN. FT.	2040
2452.508	CAST-IN-PLACE CONCRETE PILING DRIVEN	LIN. FT.	1930
2402.521	STRUCTURAL STEEL	LB.	450
2481.501	THREE-PLY JOINT WATERPROOFING	LIN. FT.	16
2452.519	CAST-IN-PLACE CONC. TEST PILES IN PLACE, 25 FT. LG.	PILE	8
2452.519	CAST-IN-PLACE CONC. TEST PILES IN PLACE, 40 FT. LG.	PILE	4

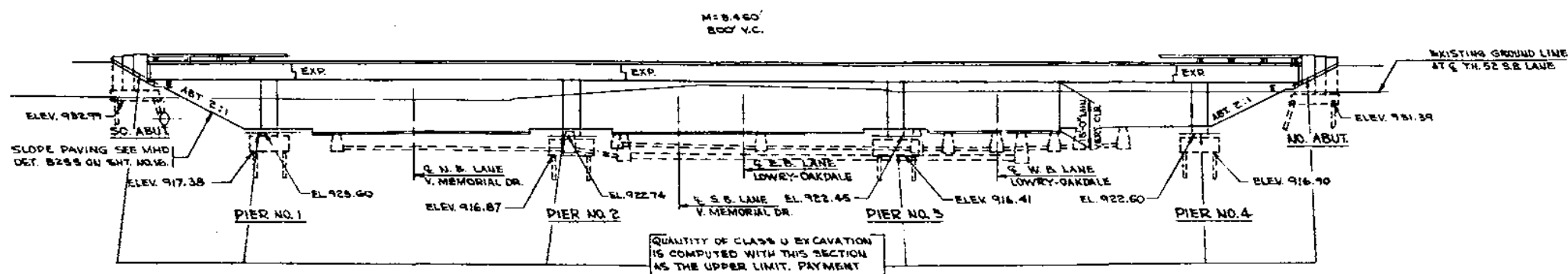
* SEE SPECIAL PROVISIONS.



TYPICAL TRANSVERSE SECTION
 SCALE: 3/8" = 1'-0"

ROADWAY EXCAVATION IS LISTED FOR PAYMENT IN GRADING PORTION OF CONTRACT.

NO APPROX. FILL SHALL BE CONSTRUCTED TO FULL HEIGHT AND CROSS SECTION IN ADVANCE OF ABUTMENT CONSTRUCTION UNDER GRADING PORTION OF CONTRACT.



QUANTITY OF CLASS U EXCAVATION IS COMPUTED WITH THIS SECTION AS THE UPPER LIMIT. PAYMENT WILL BE BASED ON PLAN QUANTITY. SEE SPECIAL PROVISIONS.

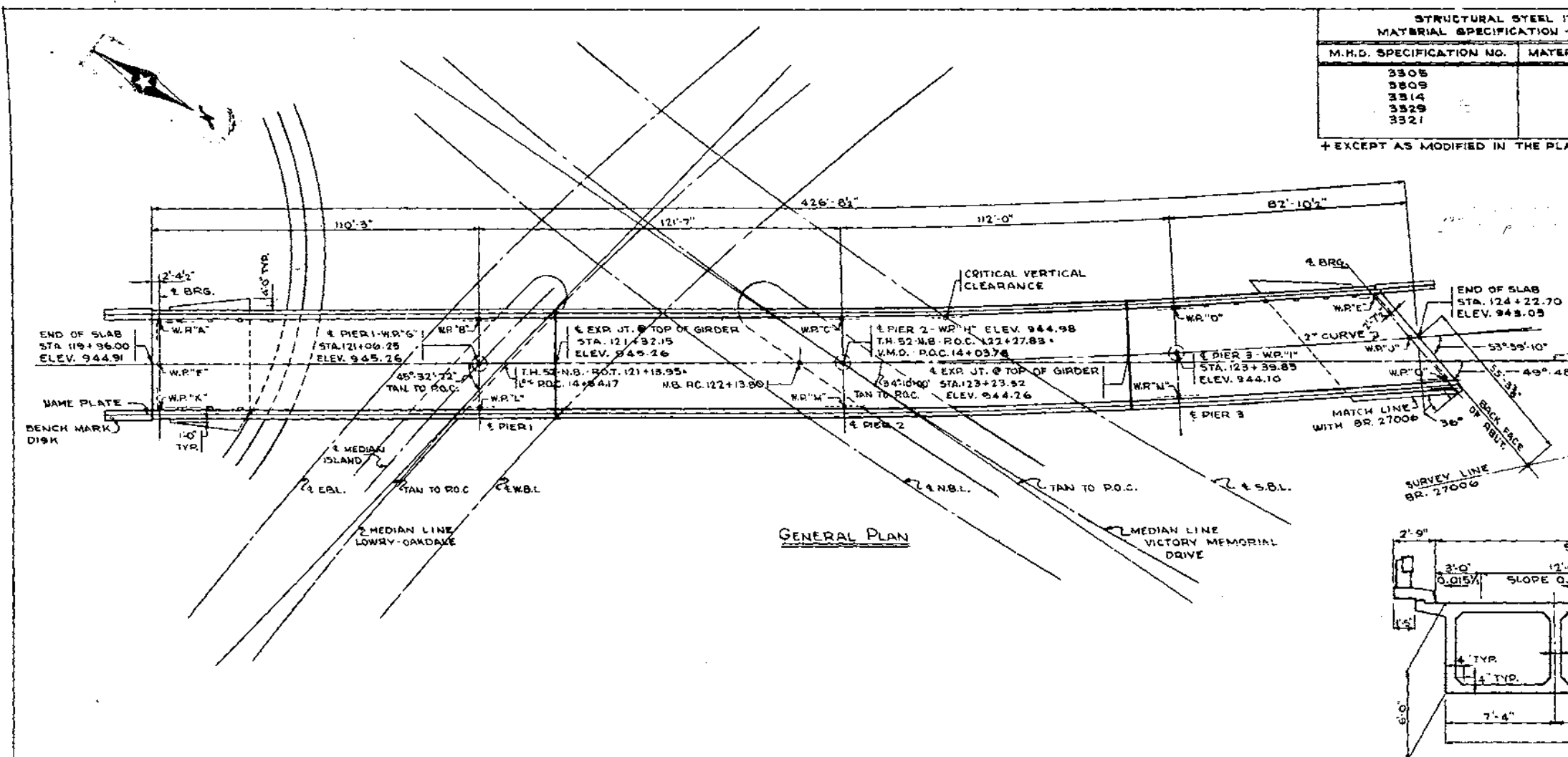
ELEVATION

NO.	DESCRIPTION
1	GENERAL PLAN & ELEVATION
2	LAYOUT
3	ABUT. DETAILS
4	ABUT. REINF.
5	PIER DETAILS
6	PIER CAP DET. - TYP. DECK SECTION
7	DIAPHRAGM & HINGE SECTIONS
8	PLAN & SECTIONS - GIRDERS A & B
9	PLAN & SECTIONS - GIRDERS C & D
10	TOP & BOTT. SLAB REINF. - GIRDERS A & B
11	TOP & BOTT. SLAB REINF. - GIRDERS C & D
12	TOP & BOTT. SLAB REINF. GIRDER D
13	WEB REINFORCEMENT
14	BEARING & DRAIN DETAILS
15	RAILING DETAILS
16	DETAILS
17	DETAILS
18	SURVEY
19	SURVEY
20	SURVEY

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINN.
 DATE: 3-11-63 REG. NO. 1177

MICRO-FILMED

TRUNK HIGHWAY 52
 STATE OF MINNESOTA
 DEPARTMENT OF HIGHWAYS
 BRIDGE NO. 27007
 TH. 52 S.B. OVER JULIUS WOOD PKWY. TO V. MEMORIAL DR. LOWRY AVE. BETWEEN PLYMOUTH & S.W. 1/4 S.E. 1/4 S.P. 15.
 40'-96'-102'-96'-35' BOX GIRDER SPANS
 30 FT. RDWY. 2'-15 FT. CURBS
GENERAL PLAN & ELEVATION
 SEC. B T394 HENNEPIN COUNTY RWAW
 APPROVED: 3-11-63
 Bridge Engineer Deputy Chief Engineer



STRUCTURAL STEEL ITEMS		DESIGN DATA	
M.H.D. SPECIFICATION NO.	MATERIAL SPECIFICATION	1961 A.A.S.H.O. DESIGN SPECIFICATIONS	
3305	3305-59	H10-816 LOADING	
3309	3309-63	$f_c = 18000$ PSI.	
3314	3314-59	$f_s = 18000$ PSI. STRUCTURAL STEEL	
3329	3329-59 +	M.H.D. 3305	
3321	3321-59	$f_s = 20000$ H.S.I. INTERMEDIATE GRADE REINFORCEMENT	

CONSTRUCTION NOTES

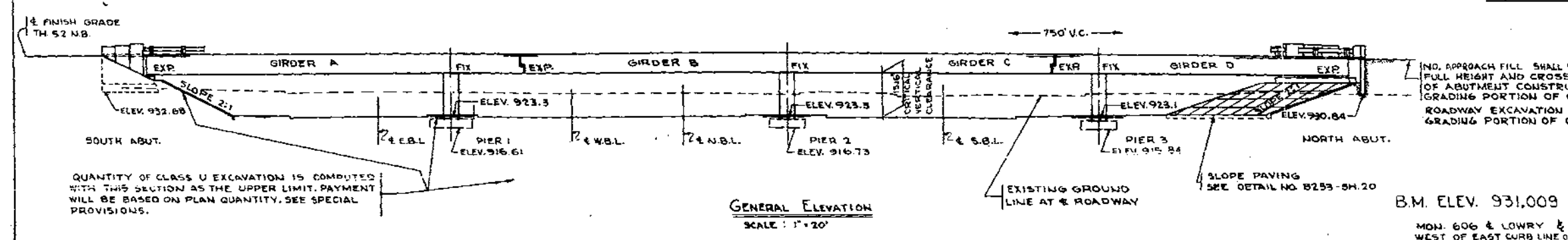
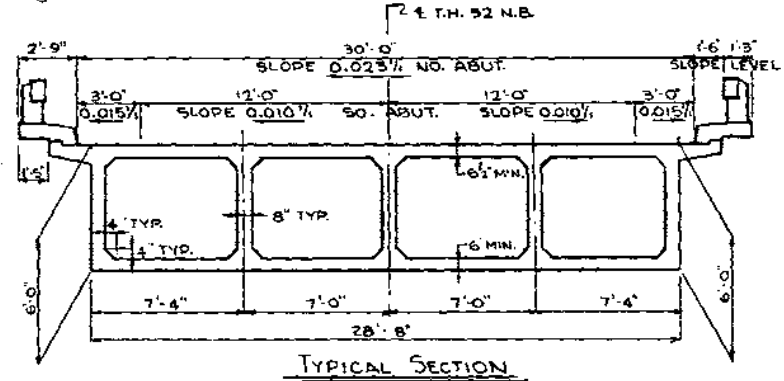
THE "SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" DATED MAY 1, 1959 AND SUBMITTED FOR APPROVAL BY THE DIVISION ENGINEER OF THE BUREAU OF PUBLIC ROADS ON MARCH 26, 1959 SHALL GOVERN.

ASPHALT FOR PAINTED JOINT TO BREAK CONCRETE BOND SHALL BE M.H.D. 3166 OR APPROVED EQUAL.

ALL KEYWAY SIZES ARE NOMINAL.

SLAB POURING SEQUENCE SHALL BE AS INDICATED IN THE PLAN. THE CURBS SHALL BE PLACED AFTER THE ENTIRE ROADWAY SLAB HAS BEEN PLACED AND ALL FALSEWORK HAS BEEN REMOVED FROM SUPERSTRUCTURE.

FOR CONCRETE JOINT SEALER SEE SPECIAL PROVISIONS.



QUANTITY OF CLASS U EXCAVATION IS COMPUTED WITH THIS SECTION AS THE UPPER LIMIT. PAYMENT WILL BE BASED ON PLAN QUANTITY. SEE SPECIAL PROVISIONS.

SEE SPECIAL PROVISIONS

SUMMARY OF QUANTITIES FOR ENTIRE BRIDGE							
ITEM NO.	ITEM	UNIT	QUANTITY	ITEM NO.	ITEM	UNIT	QUANTITY
2401501	CONCRETE (MIX NO. 1A6)	CU. YD.	195	2452507	CAST-IN-PLACE CONCRETE PILING DELIVERED	LIN. FT.	2720
2401501	CONCRETE (MIX NO. 3Y6)	CU. YD.	1091	2452508	CAST-IN-PLACE CONCRETE PILING DRIVEN	LIN. FT.	2613
2401501	CONCRETE (MIX NO. 3Y60)	CU. YD.	97	2452519	CAST-IN-PLACE CONC. TEST PILES IN PLACE, 75 FT. LG.	PILE	2
2401525	CLASS U EXCAVATION	CU. YD.	549	2452519	CAST-IN-PLACE CONC. TEST PILES IN PLACE, 50 FT. LG.	PILE	4
2401641	FURNISHING REINFORCEMENT BARS	LB.	404380	2452519	CAST-IN-PLACE CONC. TEST PILES IN PLACE, 35 FT. LG.	PILE	2
2401741	PLACING REINFORCEMENT BARS	LB.	404380	2452519	CAST-IN-PLACE CONC. TEST PILES IN PLACE, 45 FT. LG.	PILE	2
2402521	STRUCTURAL STEEL	LB.	480				
2402546	FLOOR DRAINS (TYPE I)	UNIT	14				
2402577	STANDARD NAME PLATES	UNIT	ONE				
2402584	EXR BEARING ASSEMBLIES (TYPE I)	UNIT	20				
2481501	3-PLY JOINT WATERPROOFING	LIN. FT.	57				
2514501	SLOPE PAVING	SQ. YD.	296				

SHEET INDEX			
NO.	TITLE	NO.	TITLE
1	GENERAL PLAN & ELEVATION	14	BOTTOM SLAB REINFORCEMENT
2	BRIDGE LAYOUT	15	WEB REINFORCEMENT
3	SOUTH ABUTMENT	16	TOP SLAB & CURB REINFORCEMENT (A) & (B)
4	NORTH ABUTMENT	17	DETAILS
5	REINFORCEMENT	18	ONE-LINE CONCRETE RAIL TYPE II
6	PIER DETAILS	19	DETAILS
7	PLAN TOP & BOTTOM OF BOX GIRDER B	20	DETAILS
8	" " " "	21	BRIDGE SURVEY
9	" " " "	22	" " " "
10	" " " "	23	" " " "
11	DIAPHRAGM & HINGE SECTIONS		
12	DIAPHRAGM/HINGE & PIER SECTIONS		
13	BEARINGS & MISC. DETAILS		

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

R.K. [Signature]
DATE: 9-24-62 REG. NO. 1410

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS

BRIDGE NO. 2700B

TH. 52 N.B. OVER VICTORY MEMORIAL DRIVE TO GLENWOOD PKWY. & LOWRY AVE. BETWEEN ROBBINSDALE & MPLS. 110'-122'-112'-83' BOX GIRDER SPANS 50' FT. ROADWAY 2 1'-6" CURBS

GENERAL PLAN & ELEVATION

SEC. 8 TWP. 29N R24W HENNEPIN COUNTY

APPROVED: 3-11-63 *[Signature]*
BRIDGE ENGINEER DEPUTY CHIEF ENGINEER

MINNESOTA DEPARTMENT OF TRANSPORTATION HENNEPIN COUNTY TRANSPORTATION DEPARTMENT

CONSTRUCTION PLAN FOR: BITUMINOUS SURFACING, CURB AND GUTTER, RETAINING WALLS, LIGHTING
BRIDGE NO. 27C62, BRIDGE NO. 27C63, AND BRIDGE NO. 27C64

WEST BROADWAY AVENUE BRIDGE RECONSTRUCTION

CITY OF MINNEAPOLIS / CITY OF ROBBINSDALE

FROM: APPROXIMATELY 600 FEET NORTH OF N 29TH AVENUE TO
APPROXIMATELY 500 FEET SOUTH OF ABBOT AVENUE N

GROSS LENGTH 1,869.43 FEET 0.354 MILES
BRIDGE LENGTH 294.00 FEET 0.056 MILES
EXCEPTION LENGTH 0.00 FEET 0.000 MILES
NET LENGTH 1,869.43 FEET 0.354 MILES

LENGTH AND DESCRIPTION BASED UPON NB CSAH 81

MINN. PROJ. NO.

GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION
"STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION", SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM AND BE INSTALLED IN
ACCORDANCE TO THE LATEST EDITION OF THE "MINNESOTA MANUAL ON
UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD) INCLUDING THE LATEST
"FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS".

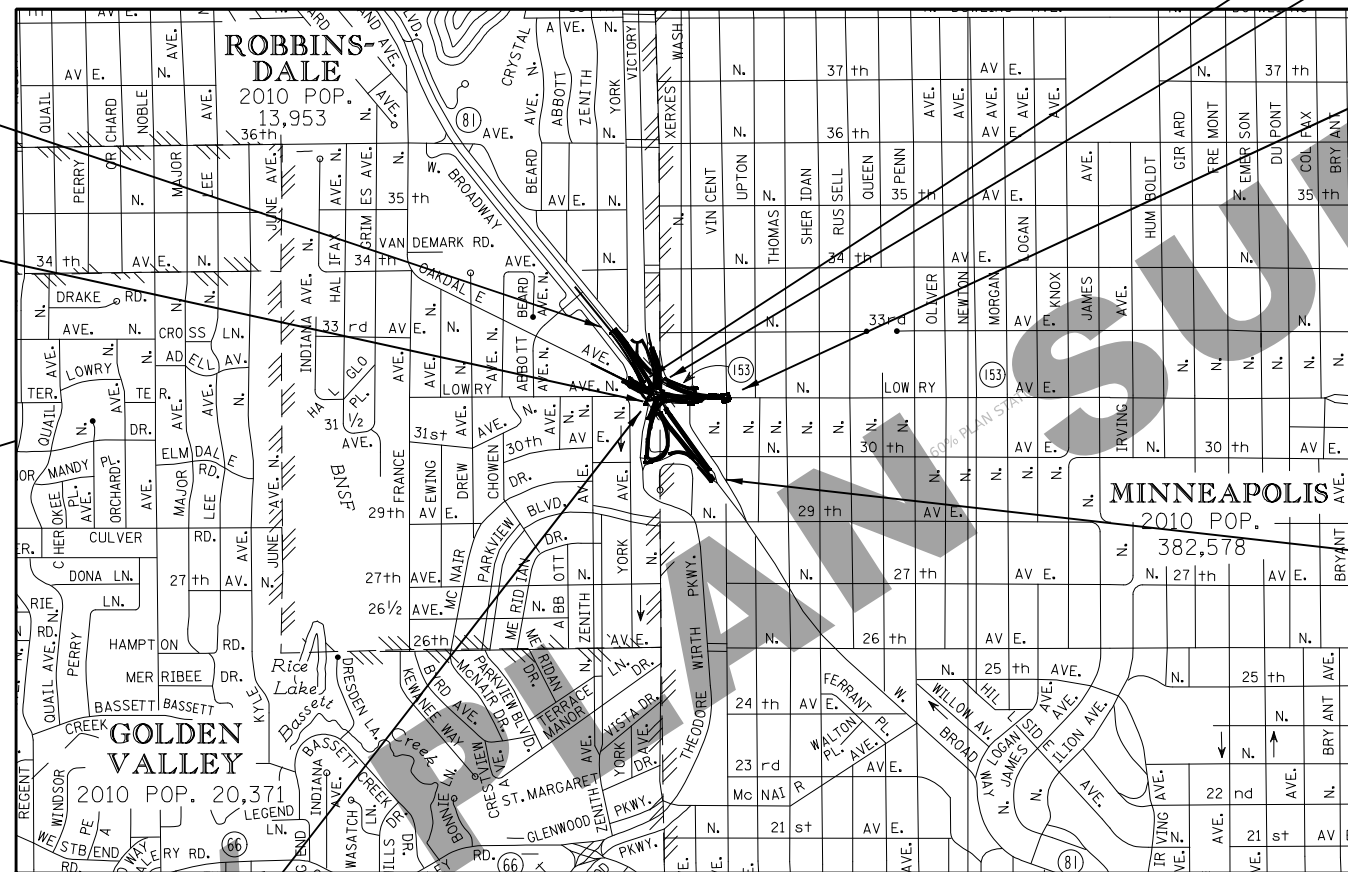
INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL LAYOUT
3 - 6	STATEMENT OF ESTIMATED QUANTITIES
7	CONSTRUCTION/SOILS NOTES
8	STANDARD PLATES AND INDEX OF TABULATIONS
9	EARTHWORK SUMMARY AND TABULATIONS
10 - 15	EXISTING UTILITY TABULATIONS
16 - 21	MISCELLANEOUS DETAILS
22 - 53	STANDARD PLANS
54 - 63	TYPICAL SECTIONS
64 - 67	ALIGNMENT PLAN AND TABULATIONS
68 - 70	DETOUR PLANS
71 - 73	STAGING AND TRAFFIC CONTROL PLANS AND DETAILS
74 - 79	EXISTING TOPOGRAPHY AND UTILITY PLANS
80 - 85	REMOVAL PLANS
86 - 94	SIGNING AND STRIPING REMOVAL PLANS
95 - 100	CONSTRUCTION PLANS
101 - 110	PROFILES
111 - 113	INTERSECTION DETAILS AND CURB PROFILES
114 - 120	PEDESTRIAN CURB RAMP DETAILS
121 - 126	DRAINAGE PLANS
127 - 130	DRAINAGE PROFILES, TABULATIONS, AND DETAILS
131 - 136	TURF ESTABLISHMENT AND SUPERELEVATION PLANS
137 - 139	STORM WATER POLLUTION PREVENTION PLAN
140 - 152	SIGNING AND STRIPING PLANS AND DETAILS
153 - 161	LIGHTING PLANS AND DETAILS
162	CROSS SECTION LAYOUT PLANS
163 - 192	CROSS SECTIONS
B1 - B42	BRIDGE NO. 27C62 PLANS
B1 - B40	BRIDGE NO. 27C63 PLANS
B1 - B38	BRIDGE NO. 27C64 PLANS

THIS PLAN CONTAINS 192 SHEETS

APPROVED	HENNEPIN COUNTY: COUNTY HIGHWAY ENGINEER	DATE
RECOMMENDED FOR APPROVAL	HENNEPIN COUNTY: DESIGN DIVISION ENGINEER	DATE
APPROVED	CITY OF MINNEAPOLIS: CITY ENGINEER	DATE
APPROVED	CITY OF ROBBINSDALE: CITY ENGINEER	DATE
APPROVED	DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AND FEDERAL AID RULES/POLICY	DATE
APPROVED	APPROVED FOR STATE AND FEDERAL AID FUNDING: STATE AID ENGINEER	DATE

THE SUBSURFACE UTILITY INFORMATION
IN THIS PLAN IS UTILITY QUALITY LEVEL D.
THIS QUALITY LEVEL WAS DETERMINED
ACCORDING TO "GUIDELINES OF CI/ASCE
38-02 ENTITLED "STANDARD GUIDELINES
FOR THE COLLECTION AND DEPICTION OF
EXISTING SUBSURFACE UTILITY DATA."



BRIDGE NO. 27C64
BRIDGE NO. 27C62
END HENNEPIN COUNTY
PROJECT NO. 2167600
SP 027-681-038
WB CSAH 153 (LOWRY AVE)
STA. 615+00.46

BEGIN HENNEPIN COUNTY
PROJECT NO. 2167500
SP 027-681-038
NB CSAH 81
STA. 105+60.72

END HENNEPIN COUNTY
PROJECT NO. 2167500
SP 027-681-038
NB CSAH 81
STA 124+30.15

BEGIN HENNEPIN COUNTY
PROJECT NO. 2167600
SP 027-681-038
WB CSAH 153 (LOWRY AVE)
STA 607+50.17

DESIGN DESIGNATION FOR:	CSAH 81	CSAH 153	TRAIL
R-VALUE	XX	20	-
ADT (Opening Year) 2020 =	16,800	10,400	-
ADT (Future Year) 2040 =	18,400	11,550	-
T (HEAVY COMMERCIAL)	4.8%	4.4%	-
PAVEMENT DESIGN	10 TON	10 TON	-
FUNCTIONAL CLASSIFICATION	A-MINOR AUGMENTOR	A-MINOR AUGMENTOR	-
NO. OF TRAFFIC LANES	4	2	-
NO. OF PARKING LANES	0	0	-
SHOULDER WIDTH	N/A	N/A	-
ESALS (20)	2,309,000 (20 YRS.)	1,431,000 (20 YRS.)	-
Design Speed	35 & 40 MPH	30 MPH	20 MPH
Based on Sight Distance	STOPPING	STOPPING	STOPPING
Height of eye / Height of Object	3.5' / 2.0'	3.5' / 2.0'	4.5' / 0.0'
Design Speed not achieved at:	N/A	N/A	XXXX

BRIDGE NO. 27C63

PLAN	60'
GENERAL LAYOUT	300'
INDEX MAP	2000'
PROFILE	100' HORIZ. 10' VERT.
DRAIN PROFILE	100' HORIZ. 10' VERT.

PROJECT LOCATION
HENNEPIN COUNTY
MnDOT METRO DISTRICT

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

BRANDON J. MAAS, PROFESSIONAL ENGINEER
SRF CONSULTING GROUP, INC
53788 LICENSE NO. XX/XX/XX DATE

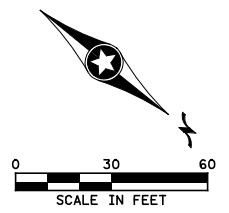
SRF CONSULTING GROUP, INC.

TITLE SHEET
CSAH 81 BRIDGES OVER LOWRY/ THEODORE WIRTH PKWY
HENNEPIN COUNTY PROJECT NO. 2167500, 2167600
SP 027-681-038

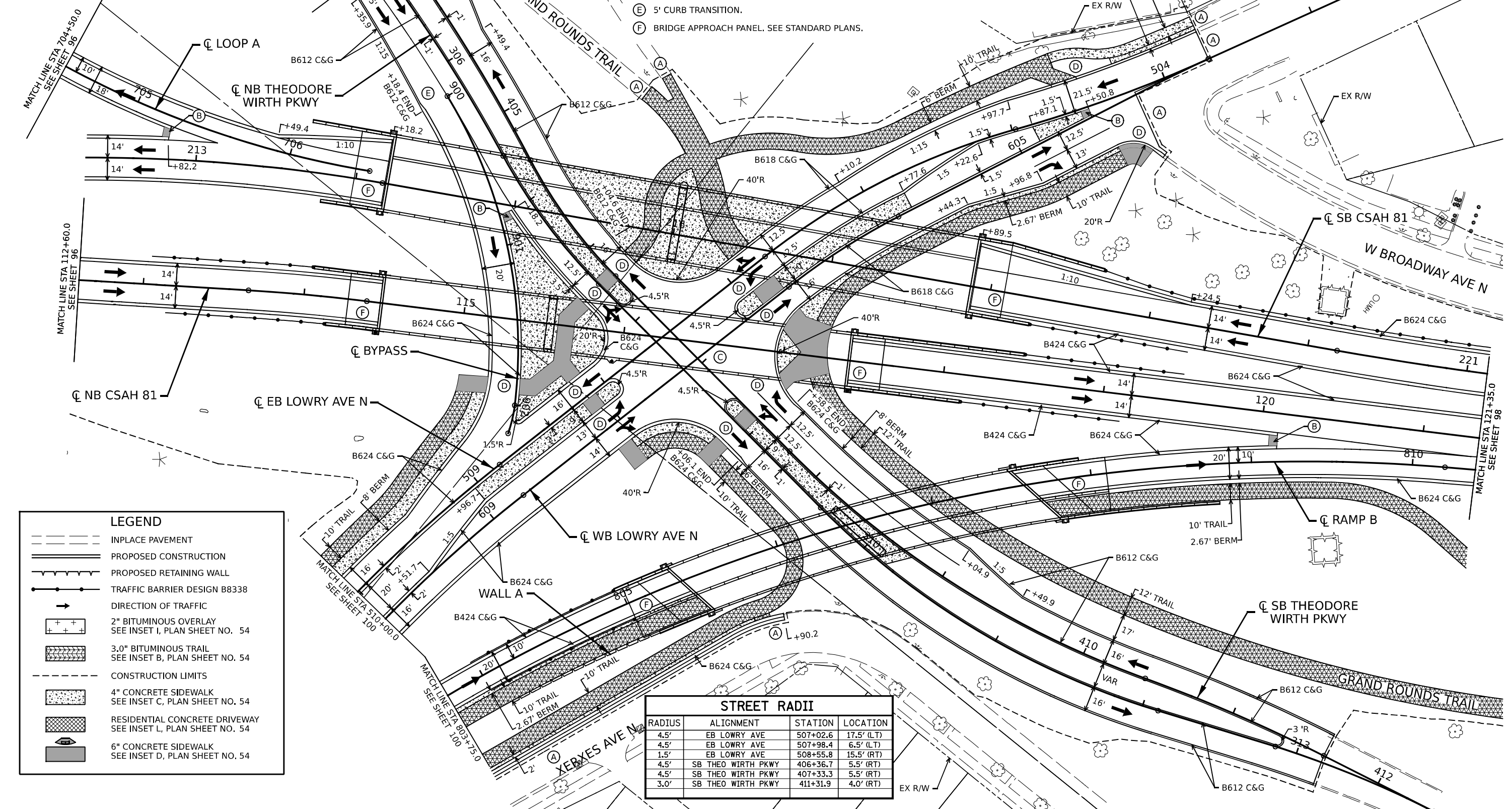
SHEET

1

192



- NOTES:
- FOR GENERAL NOTES SEE SHEET 95
 - (A) MATCH EXISTING
 - (B) CONSTRUCT CONCRETE APPROACH NOSE PER MNDOT STD. PLATE 7113. PAID FOR AS 6" CONCRETE WALK.
 - (D) CONSTRUCT PEDESTRIAN CURB RAMPS PER MNDOT STD. PLANS 5-297-250. SEE PEDESTRIAN CURB RAMP DETAILS AND STANDARD PLANS.
 - (E) 5' CURB TRANSITION.
 - (F) BRIDGE APPROACH PANEL. SEE STANDARD PLANS.



LEGEND

- INPLACE PAVEMENT
- == PROPOSED CONSTRUCTION
- - - PROPOSED RETAINING WALL
- - - TRAFFIC BARRIER DESIGN B8338
- DIRECTION OF TRAFFIC
- ++ 2" BITUMINOUS OVERLAY SEE INSET I, PLAN SHEET NO. 54
- ▨ 3.0" BITUMINOUS TRAIL SEE INSET B, PLAN SHEET NO. 54
- - - CONSTRUCTION LIMITS
- ▨ 4" CONCRETE SIDEWALK SEE INSET C, PLAN SHEET NO. 54
- ▨ RESIDENTIAL CONCRETE DRIVEWAY SEE INSET L, PLAN SHEET NO. 54
- ▨ 6" CONCRETE SIDEWALK SEE INSET D, PLAN SHEET NO. 54

STREET RADII

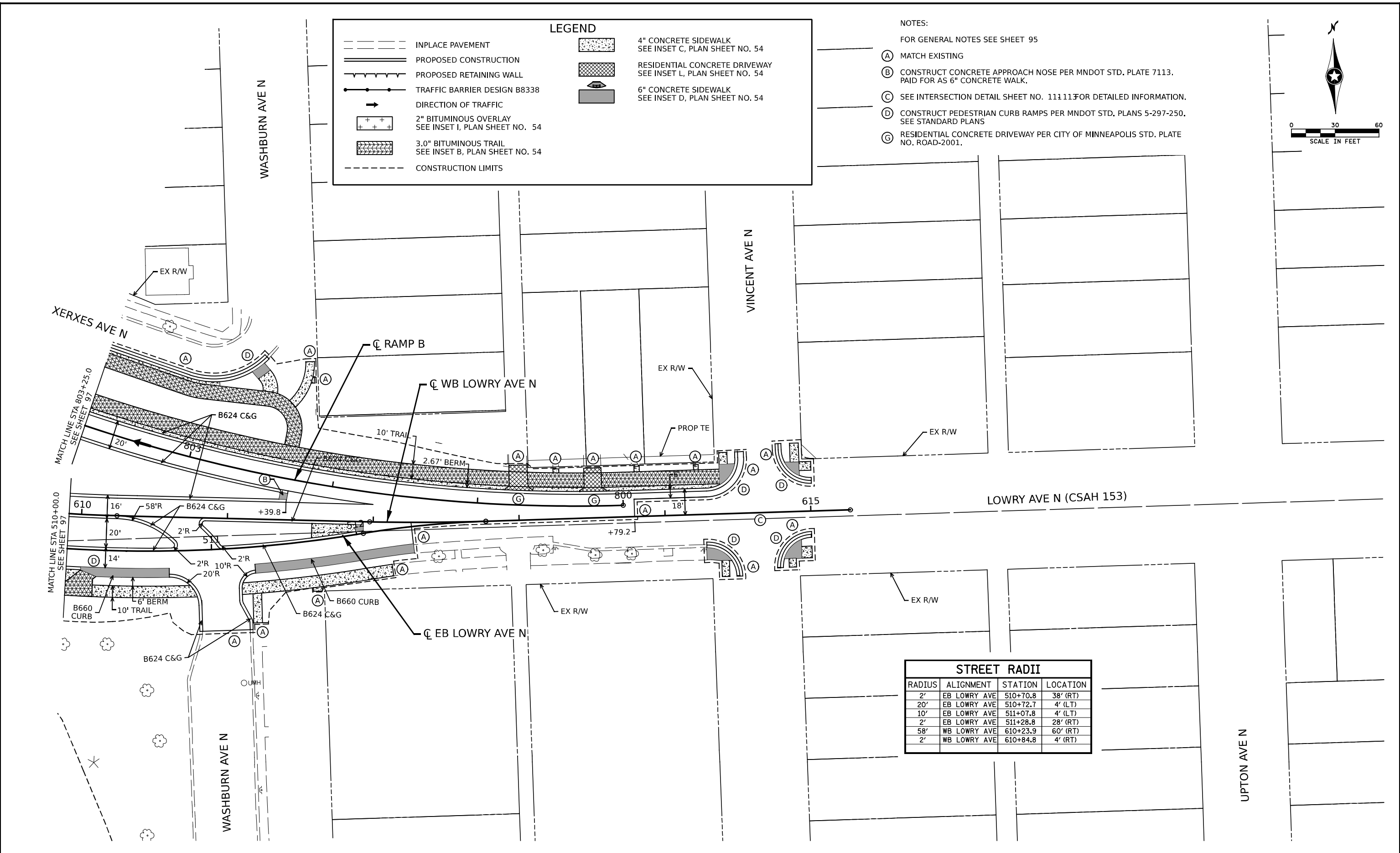
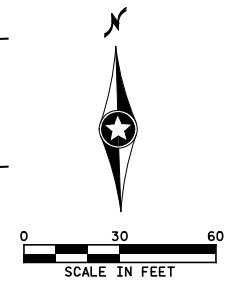
RADIUS	ALIGNMENT	STATION	LOCATION
4.5'	EB LOWRY AVE	507+02.6	17.5' (LT)
4.5'	EB LOWRY AVE	507+98.4	6.5' (LT)
1.5'	EB LOWRY AVE	508+55.8	15.5' (RT)
4.5'	SB THEO WIRTH PKWY	406+36.7	5.5' (RT)
4.5'	SB THEO WIRTH PKWY	407+33.3	5.5' (RT)
3.0'	SB THEO WIRTH PKWY	411+31.9	4.0' (RT)

	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	DESIGN BY: K. STRANDBERG CAD BY: J. VAN BECK CHECKED BY: B. MAAS LAST REVISION:	CONSTRUCTION PLANS CSAH 81 BRIDGES OVER LOWRY/ THEODORE WIRTH PKWY HENNEPIN COUNTY PROJECT NO. 2167500, 2167600 SP 027-681-038	SHEET 97 192
	BRANDON J. MAAS, PROFESSIONAL ENGINEER <small>SRF CONSULTING GROUP, INC</small>	53788 <small>LICENSE NO.</small>	XX/XX/XX <small>DATE</small>	

LEGEND

	INPLACE PAVEMENT		4" CONCRETE SIDEWALK SEE INSET C, PLAN SHEET NO. 54
	PROPOSED CONSTRUCTION		RESIDENTIAL CONCRETE DRIVEWAY SEE INSET L, PLAN SHEET NO. 54
	PROPOSED RETAINING WALL		6" CONCRETE SIDEWALK SEE INSET D, PLAN SHEET NO. 54
	TRAFFIC BARRIER DESIGN B8338		
	DIRECTION OF TRAFFIC		
	2" BITUMINOUS OVERLAY SEE INSET I, PLAN SHEET NO. 54		
	3.0" BITUMINOUS TRAIL SEE INSET B, PLAN SHEET NO. 54		
	CONSTRUCTION LIMITS		

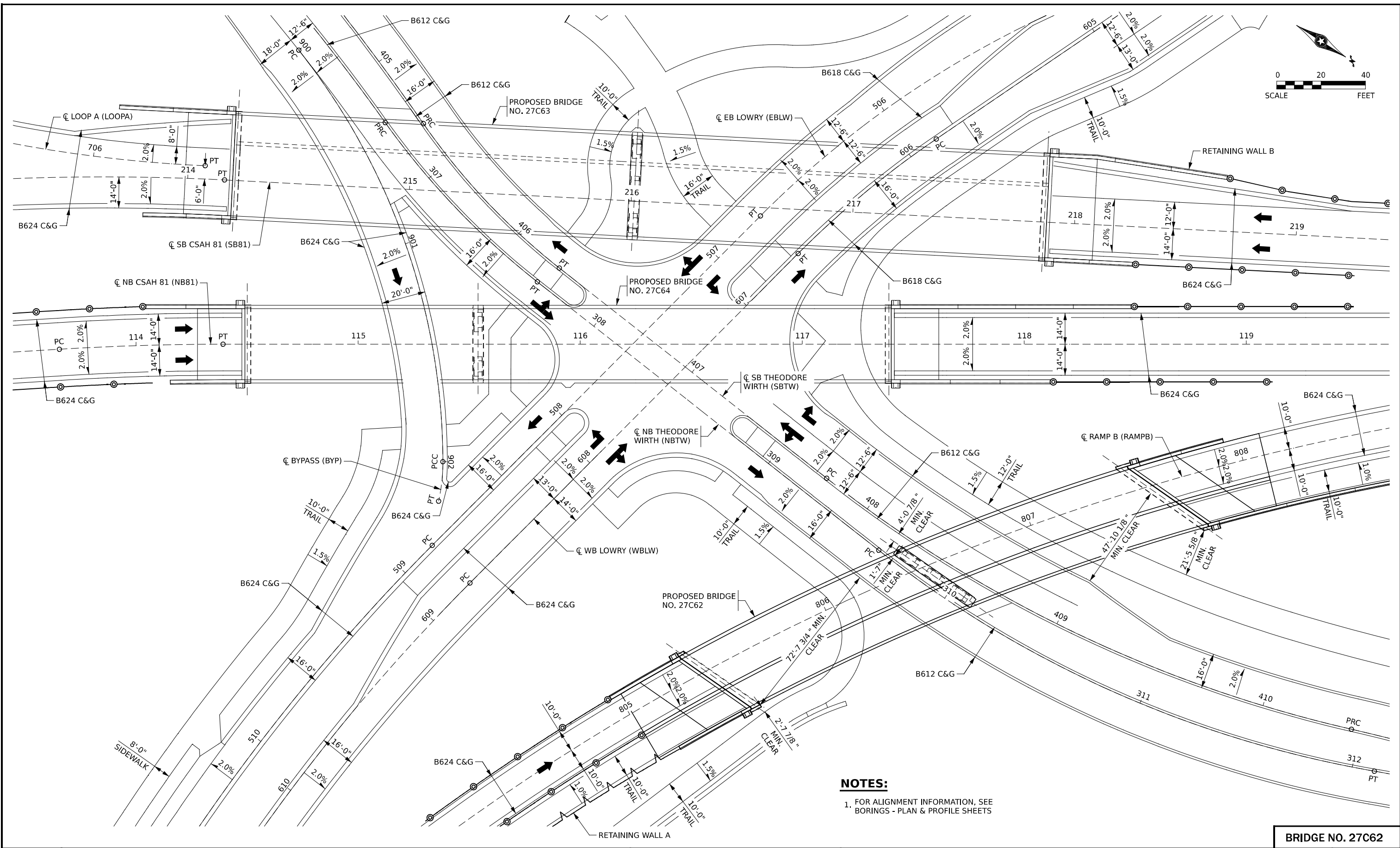
- NOTES:**
FOR GENERAL NOTES SEE SHEET 95
- (A) MATCH EXISTING
 - (B) CONSTRUCT CONCRETE APPROACH NOSE PER MNDOT STD. PLATE 7113. PAID FOR AS 6" CONCRETE WALK.
 - (C) SEE INTERSECTION DETAIL SHEET NO. 11111 FOR DETAILED INFORMATION.
 - (D) CONSTRUCT PEDESTRIAN CURB RAMPS PER MNDOT STD. PLANS 5-297-250. SEE STANDARD PLANS
 - (G) RESIDENTIAL CONCRETE DRIVEWAY PER CITY OF MINNEAPOLIS STD. PLATE NO. ROAD-2001.



STREET RADII			
RADIUS	ALIGNMENT	STATION	LOCATION
2'	EB LOWRY AVE	510+70.8	38' (RT)
20'	EB LOWRY AVE	510+72.7	4' (LT)
10'	EB LOWRY AVE	511+07.8	4' (LT)
2'	EB LOWRY AVE	511+28.8	28' (RT)
58'	WB LOWRY AVE	610+23.9	60' (RT)
2'	WB LOWRY AVE	610+84.8	4' (RT)

	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	DESIGN BY: K. STRANDBERG	CONSTRUCTION PLANS	SHEET
	BRANDON J. MAAS, PROFESSIONAL ENGINEER SRF CONSULTING GROUP, INC	CAD BY: J. VAN BECK		
53788	XX/XX/XX	CHECKED BY: B. MAAS	192	
LICENSE NO.	DATE	LAST REVISION:		


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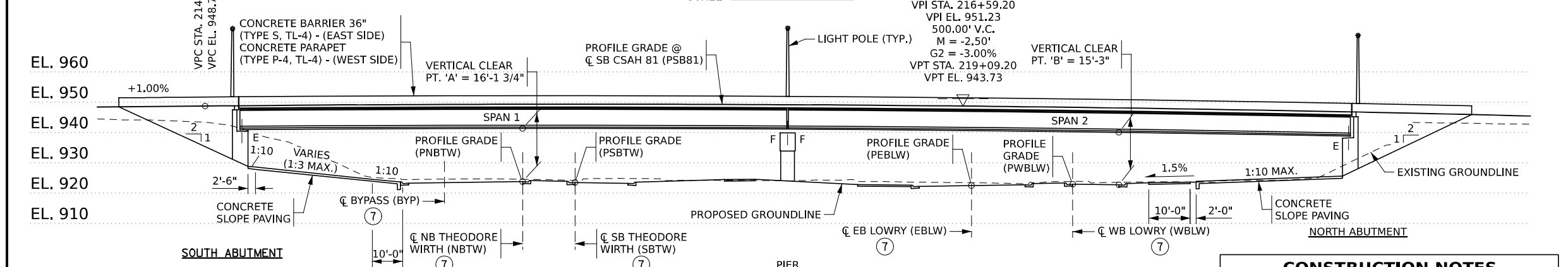
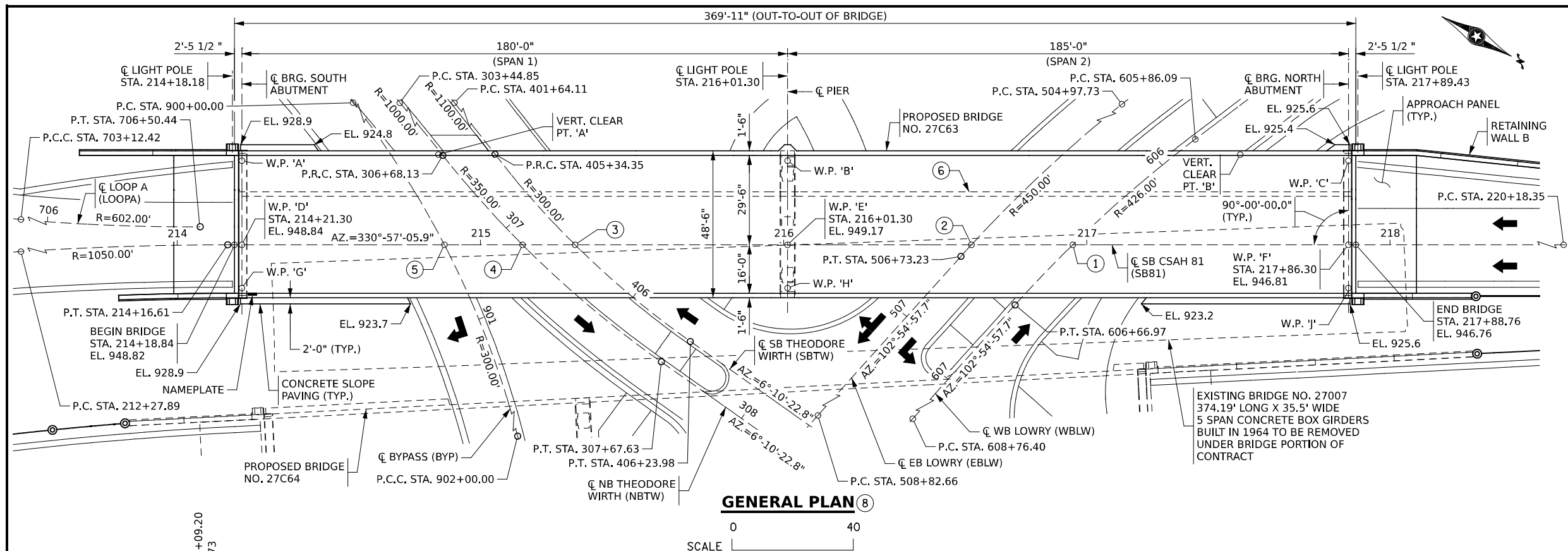


NOTES:

- 1. FOR ALIGNMENT INFORMATION, SEE BORINGS - PLAN & PROFILE SHEETS

BRIDGE NO. 27C62

	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.		DESIGN BY: Z. HANSON CAD BY: E. JOHNSON CHECKED BY: L. HARALDSON LAST REVISION: / /	ROADWAY INTERSECTION LAYOUT WEST BROADWAY AVENUE BRIDGES RECONSTRUCTION S.P. 027-681-038 / HENNEPIN COUNTY PROJECT 1676		SHEET B40 B42
	LINDSEY B. HARALDSON, LICENSED PROFESSIONAL ENGINEER	51351 LICENSE NO.	xx/xx/2019 DATE			



B.M. ELEVATION 945.677 (NAVD88)
 MNDOT B.M. 2721 T
 IN MINNEAPOLIS, 2.05 MI S ON CTY RD 81 FROM
 THE JCT OF TH 100 AND TH 52, IN THE SE CORNER
 OF WB TH 52 BR NO 27008 OVER TH 278 (LOWRY),
 10.0 FT FROM THE END OF THE BR, 0.5 FT FROM
 THE GUARDRAIL.

NOTES:

- ① CONTROL POINT:
 C SB CSAH 81 (SB81)
 STA. 216+95.38
 C WB LOWRY (WBLW)
 STA. 606+39.49
 X=516626.065
 Y=181092.573
 L= 44°-20'-19.3" T.T.C.
- ② C SB CSAH 81 (SB81)
 STA. 216+61.95
 C EB LOWRY (EBLW)
 STA. 506+68.12
 X=516642.297
 Y=181063.348
 L= 47°-23'-04.0" T.T.C.
- ③ C SB CSAH 81 (SB81)
 STA. 215+31.20
 C SB THEODORE WIRTH (SBTW)
 STA. 405+74.29
 X=516705.779
 Y=180949.050
 L= 44°-42'-43.9" T.T.C.
- ④ C SB CSAH 81 (SB81)
 STA. 215+13.89
 C NB THEODORE WIRTH (NBTW)
 STA. 307+07.69
 X=516714.187
 Y=180933.913
 L= 45°-02'-00.4" T.T.C.
- ⑤ C SB CSAH 81 (SB81)
 STA. 214+88.11
 C BYPASS (BYP)
 STA. 900+72.96
 X=516726.705
 Y=180911.375
 L= 62°-35'-07.8" T.T.C.
- ⑥ BARRIER FOR FUTURE TRAIL BY OTHERS.
- ⑦ FOR ROADWAY GEOMETRY AND CROSS-SLOPE
 INFORMATION SEE ROADWAY INTERSECTION
 LAYOUT ON SHEET B37.
- ⑧ FOR LATERAL CLEARANCES TO SUBSTRUCTURES,
 SEE ROADWAY INTERSECTION LAYOUT ON SHEET B37.
- 9. BRIDGE APPROACH PANEL LAYOUT STANDARDS 5-297.222 AND
 5-297.223 APPLY.
- 10. BRIDGE APPROACH TREATMENT STANDARD 5-297.233 APPLIES.
- 11. SEE BORINGS - PLAN & PROFILE SHEETS FOR IN-PLACE UTILITIES.
- 12. E DENOTES EXPANSION BEARING.
 F DENOTES FIXED BEARING.

CONSTRUCTION NOTES

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF
 TRANSPORTATION "STANDARD SPECIFICATIONS FOR
 CONSTRUCTION" SHALL GOVERN.

SEE SPECIAL PROVISIONS FOR ALL xxxx.6xx SERIES
 PAY ITEMS FOR ADDITIONAL REQUIREMENTS.

BAR SIZES SHOWN IN THIS PLAN ARE IN U.S.
 CUSTOMARY DESIGNATIONS.

BARS MARKED WITH THE SUFFIX "E" SHALL BE
 EPOXY COATED IN ACCORDANCE WITH SPEC. 3301.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN
 IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY
 LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES
 OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES
 FOR THE COLLECTION AND DEPICTION OF EXISTING
 SUBSURFACE UTILITY DATA".

THE PILE LOADS SHOWN IN THE PLANS AND THE
 CORRESPONDING NOMINAL PILE BEARING RESISTANCE (RN)
 WERE COMPUTED USING LRFD METHODOLOGY. PILE
 BEARING RESISTANCE DETERMINED IN THE FIELD SHALL
 INCORPORATE THE METHODS AND/OR FORMULAS
 DESCRIBED IN THE SPECIAL PROVISIONS.

DESIGN DATA

DESIGNED IN ACCORDANCE WITH 2017 AND CURRENT
 INTERIM AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
 HL-93 LIVE LOAD
 DEAD LOAD INCLUDES 20 POUNDS PER SQUARE FOOT
 ALLOWANCE FOR FUTURE WEARING COURSE MODIFICATIONS

MATERIAL DESIGN PROPERTIES:
 REINFORCED CONCRETE:
 f'c = 4 KSI CONCRETE
 fy = 60 KSI PLAIN AND EPOXY COATED BARS
 n = 8 FOR REINFORCEMENT BARS

PRESTRESSED CONCRETE:
 f'c = 9 KSI CONCRETE
 fpu = 270 KSI LOW RELAXATION STRANDS
 n = 1 FOR PRETENSIONING STRANDS
 0.75 fpu FOR INITIAL PRESTRESS

DESIGN SPEED:
 OVER = 40 MPH
 UNDER = 30 MPH (LOWRY)
 UNDER = 30 MPH (THEODORE WIRTH)

APPROXIMATE DECK AREA = 17,950 SQUARE FEET

2040 PROJECTED TRAFFIC VOLUMES:
 ROADWAY OVER ROADWAY UNDER
 9,200 ADT 11,550 (LOWRY)
 6,750 (THEODORE WIRTH)

HL-93 LRFR BRIDGE OPERATING RATING FACTOR RF = X

LIST OF SHEETS

B1	GENERAL PLAN & ELEVATION
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HENNEPIN COUNTY

BRIDGE NO. 27C63

SB WEST BROADWAY AVE (CSAH 81) OVER
 LOWRY AVE N & THEODORE WIRTH PKWY
 1.75 MI W OF JCT I-94 & LOWRY AVE N

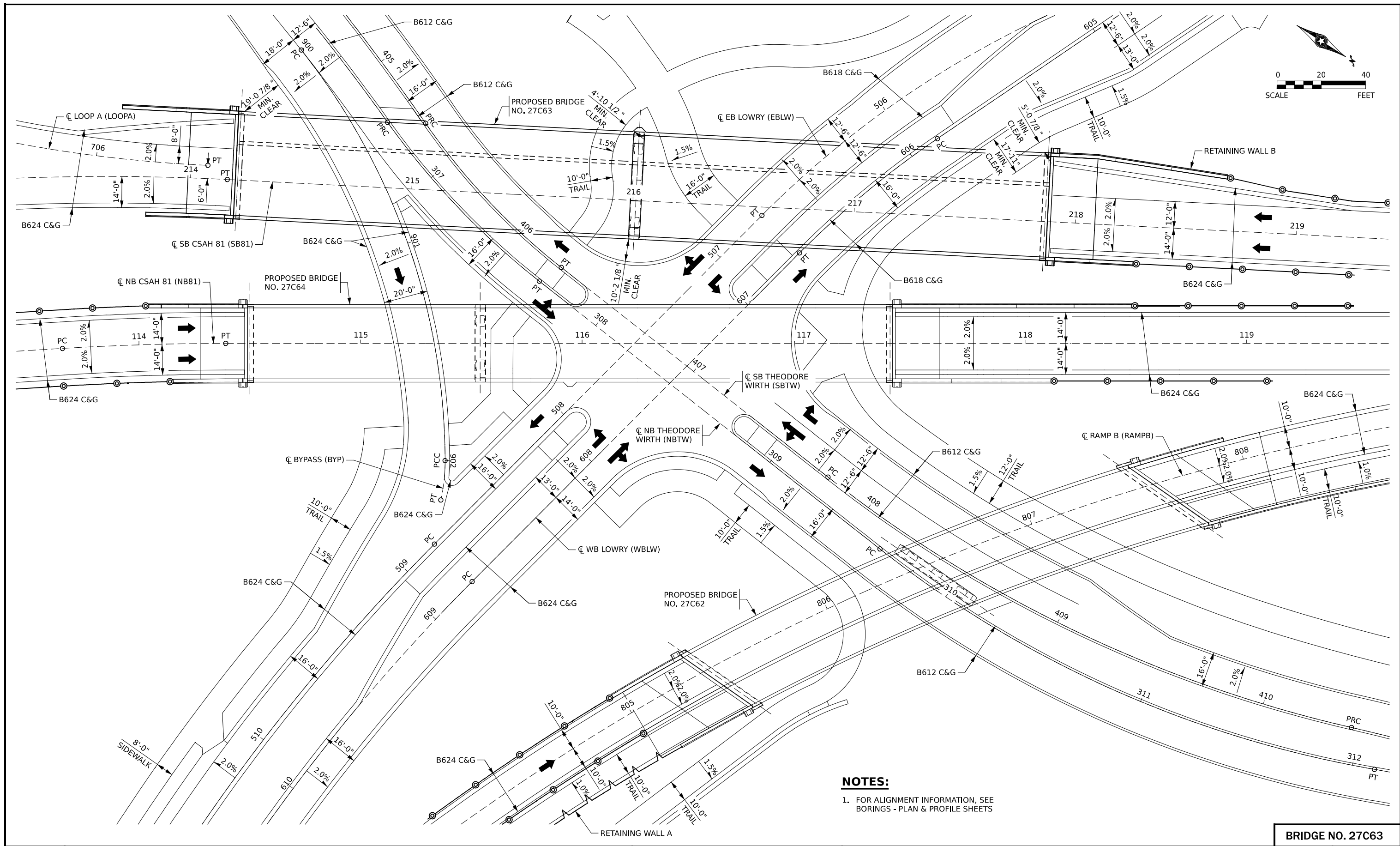
BRIDGE I.D. NO. 501

SEC. 8, T29N, R24W,
 CITY OF ROBBINSDALE/CITY OF MINNEAPOLIS
 HENNEPIN COUNTY

APPROVED: _____ DATE _____
 HENNEPIN COUNTY BRIDGE ENGINEER

APPROVED: _____ DATE _____
 STATE BRIDGE ENGINEER


	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	DESIGN BY: Z. HANSON	GENERAL PLAN & ELEVATION
	LINDSEY B. HARALDSON, LICENSED PROFESSIONAL ENGINEER	CAD BY: E. JOHNSON	WEST BROADWAY AVENUE BRIDGES RECONSTRUCTION
51351	CHECKED BY: L. HARALDSON	S.P. 027-681-038 / HENNEPIN COUNTY PROJECT 1676	SHEET
xx/xx/2019	LAST REVISION: / /		B1 B40
LICENSE NO.	DATE		

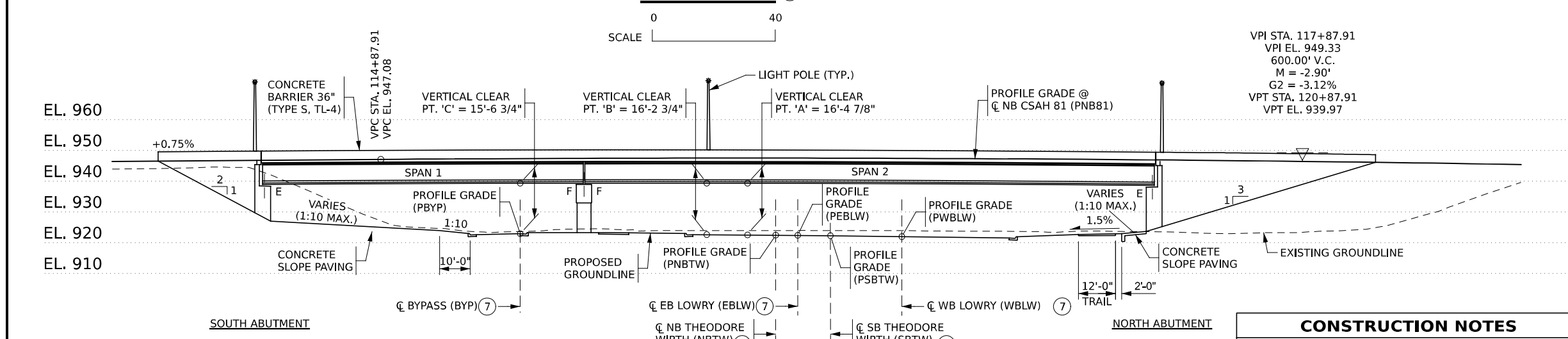
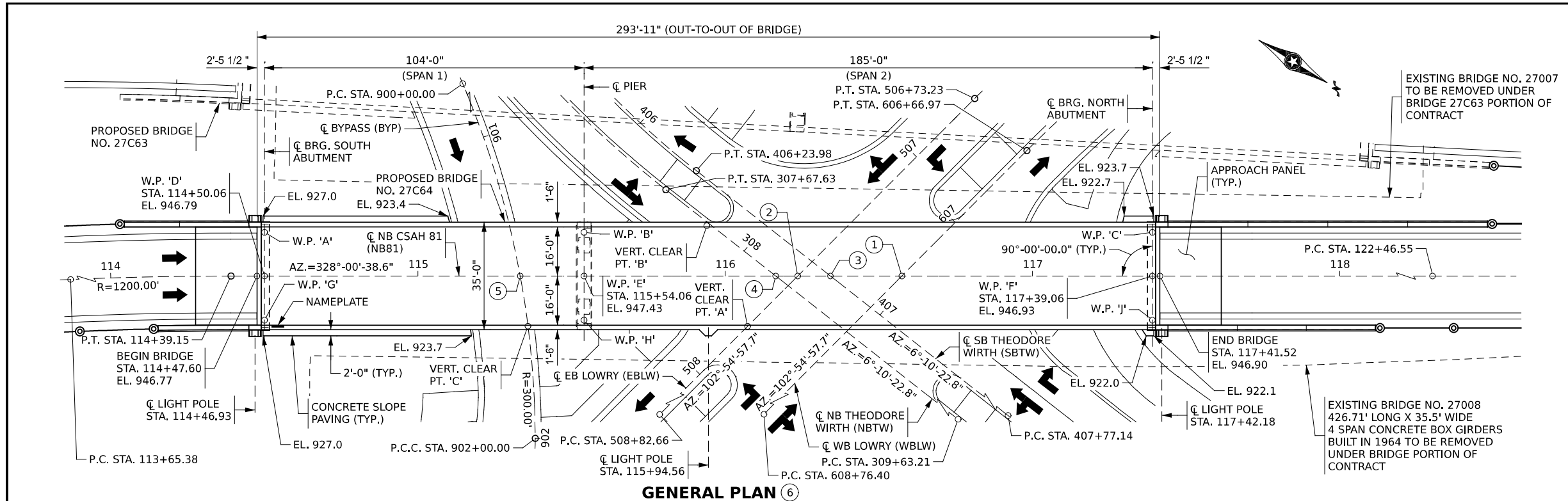


NOTES:

1. FOR ALIGNMENT INFORMATION, SEE BORINGS - PLAN & PROFILE SHEETS

BRIDGE NO. 27C63

	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.		DESIGN BY: Z. HANSON CAD BY: E. JOHNSON CHECKED BY: L. HARALDSON LAST REVISION: / /	ROADWAY INTERSECTION LAYOUT WEST BROADWAY AVENUE BRIDGES RECONSTRUCTION S.P. 027-681-038 / HENNEPIN COUNTY PROJECT 1676	SHEET B37 B40
	LINDSEY B. HARALDSON, LICENSED PROFESSIONAL ENGINEER 51351 LICENSE NO.	xx/xx/2019 DATE			



B.M. ELEVATION 945.677 (NAVD88)
 MNDOT B.M. 2721 T
 IN MINNEAPOLIS, 2.05 MI S ON CTY RD 81 FROM
 THE JCT OF TH 100 AND TH 52, IN THE SE CORNER
 OF WB TH 52 BR NO 27008 OVER TH 278 (LOWRY),
 10.0 FT FROM THE END OF THE BR, 0.5 FT FROM
 THE GUARDRAIL.

NOTES:

- ① CONTROL POINT:
 C NB CSAH 81 (NB81)
 STA. 116+57.51
 C WB LOWRY (WBLW)
 STA. 607+24.63
 X=516708.835
 Y=181072.682
 Z= 45°-05'-40.9"
- ② C NB CSAH 81 (NB81)
 STA. 116+23.63
 C EB LOWRY (EBLW)
 STA. 507+54.81
 X=516726.786
 Y=181043.943
 Z= 45°-05'-40.9"
- ③ C NB CSAH 81 (NB81)
 STA. 116+34.27
 C SB THEODORE WIRTH (SBTW)
 STA. 406+79.48
 X=516721.149
 Y=181052.967
 Z= 38°-09'-44.2"
- ④ C NB CSAH 81 (NB81)
 STA. 116+16.46
 C NB THEODORE WIRTH (NBTW)
 STA. 308+13.10
 X=516730.580
 Y=181037.868
 Z= 38°-09'-44.2"
- ⑤ C NB CSAH 81 (NB81)
 STA. 115+33.29
 C BYPASS (BYP)
 STA. 901+46.82
 X=516774.643
 Y=180967.324
 Z= 79°-37'-59.9" T.T.C.
- ⑥ FOR LATERAL CLEARANCE TO SUBSTRUCTURES, SEE
 ROADWAY INTERSECTION LAYOUT ON SHEET B35.
- ⑦ FOR ROADWAY GEOMETRY AND CROSS-SLOPE INFORMATION
 SEE ROADWAY INTERSECTION LAYOUT ON SHEET B35.
- 8. BRIDGE APPROACH PANEL LAYOUT STANDARDS
 5-297.222 AND 5-297.223 APPLY.
- 9. BRIDGE APPROACH TREATMENT STANDARD 5-297.233 APPLIES.
- 10. SEE BORINGS - PLAN & PROFILE SHEETS FOR IN-PLACE UTILITIES.
- 11. E DENOTES EXPANSION BEARING,
 F DENOTES FIXED BEARING.

DESIGN DATA

DESIGNED IN ACCORDANCE WITH 2017 AND CURRENT
 INTERIM AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
 HL-93 LIVE LOAD
 DEAD LOAD INCLUDES 20 POUNDS PER SQUARE FOOT
 ALLOWANCE FOR FUTURE WEARING COURSE MODIFICATIONS
 MATERIAL DESIGN PROPERTIES:
 REINFORCED CONCRETE:
 f'c = 4 KSI CONCRETE
 fy = 60 KSI PLAIN AND EPOXY COATED BARS
 n = 8 FOR REINFORCEMENT BARS

PRESTRESSED CONCRETE:
 f'c = 9 KSI CONCRETE
 fpu = 270 KSI LOW RELAXATION STRANDS
 n = 1 FOR PRETENSIONING STRANDS
 0.75 fpu FOR INITIAL PRESTRESS

DESIGN SPEED:
 OVER = 40 MPH
 UNDER = 30 MPH (LOWRY)
 UNDER = 30 MPH (THEODORE WIRTH)

APPROXIMATE DECK AREA = 10,290 SQUARE FEET

2040 PROJECTED TRAFFIC VOLUMES:
 ROADWAY OVER ROADWAY UNDER
 5,700 ADT 11,550 (LOWRY)
 6,750 (THEODORE WIRTH)

HL-93 LRFR BRIDGE OPERATING RATING FACTOR RF = X

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CONSTRUCTION NOTES

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

SEE SPECIAL PROVISIONS FOR ALL xxxx.6xx SERIES PAY ITEMS FOR ADDITIONAL REQUIREMENTS.

BAR SIZES SHOWN IN THIS PLAN ARE IN U.S. CUSTOMARY DESIGNATIONS.

BARS MARKED WITH THE SUFFIX "E" SHALL BE EPOXY COATED IN ACCORDANCE WITH SPEC. 3301.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

THE PILE LOADS SHOWN IN THE PLANS AND THE CORRESPONDING NOMINAL PILE BEARING RESISTANCE (RN) WERE COMPUTED USING LRFD METHODOLOGY. PILE BEARING RESISTANCE DETERMINED IN THE FIELD SHALL INCORPORATE THE METHODS AND/OR FORMULAS DESCRIBED IN THE SPECIAL PROVISIONS.

HENNEPIN COUNTY

BRIDGE NO. 27C64

NB WEST BROADWAY AVE (CSAH 81) OVER
 LOWRY AVE N & THEODORE WIRTH PKWY
 1.75 MI W OF JCT I-94 & LOWRY AVE N

BRIDGE I.D. NO. 501

SEC. 8, T29N, R24W,
 CITY OF ROBBINSDALE/CITY OF MINNEAPOLIS
 HENNEPIN COUNTY

APPROVED: _____ DATE _____
 HENNEPIN COUNTY BRIDGE ENGINEER

APPROVED: _____ DATE _____
 STATE BRIDGE ENGINEER

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

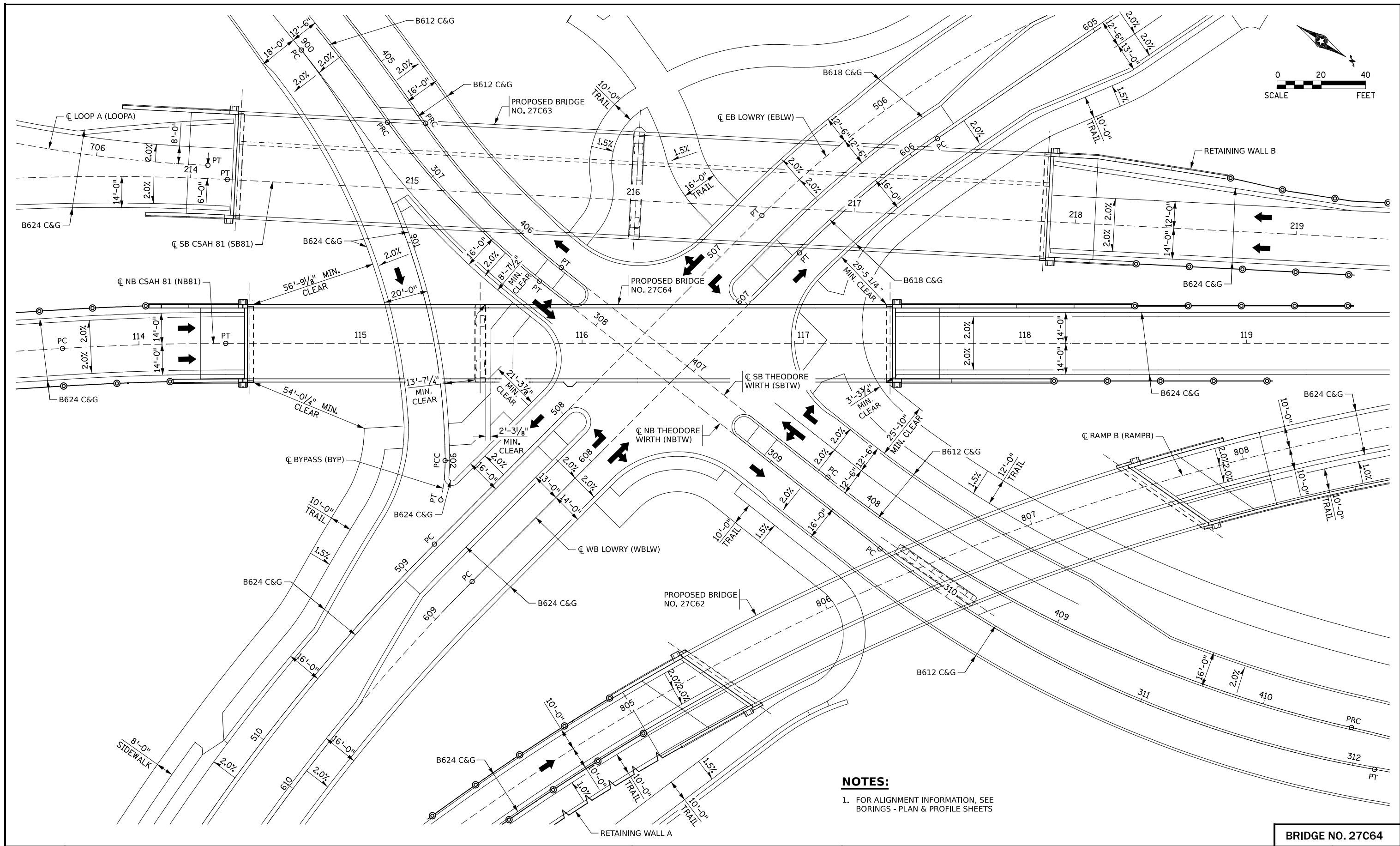
LINDSEY B. HARALDSON, LICENSED PROFESSIONAL ENGINEER
 LICENSE NO. 51351 DATE xx/xx/2019

DESIGN BY: Z. HANSON
CAD BY: E. JOHNSON
CHECKED BY: L. HARALDSON
LAST REVISION: / /

GENERAL PLAN & ELEVATION

WEST BROADWAY AVENUE BRIDGES RECONSTRUCTION
 S.P. 027-681-038 / HENNEPIN COUNTY PROJECT 1676


SHEET
 B1
 B38



NOTES:

1. FOR ALIGNMENT INFORMATION, SEE BORINGS - PLAN & PROFILE SHEETS

BRIDGE NO. 27C64

	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.		DESIGN BY: Z. HANSON CAD BY: E. JOHNSON CHECKED BY: L. HARALDSON LAST REVISION: / /	ROADWAY INTERSECTION LAYOUT WEST BROADWAY AVENUE BRIDGES RECONSTRUCTION S.P. 027-681-038 / HENNEPIN COUNTY PROJECT 1676		SHEET B35 B38
	LINDSEY B. HARALDSON, LICENSED PROFESSIONAL ENGINEER LICENSE NO. 51351 DATE xx/xx/2019					

December 31, 2019

Sarah Beimers, Environmental Review Program Manager
State Historic Preservation Office
Administration Building #203
50 Sherburne Ave.
Saint Paul, MN 55155

Re: SP 027-681-038, West Broadway Avenue Bridge Replacement
Robbinsdale and Minneapolis, Hennepin County
T29, R24, Section 8

Dear Ms. Beimers:

Minnesota Department of Transportation's Cultural Resources Unit (CRU) has reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 306108 (formerly known as Section 106 of the National Historic Preservation Act [54 USC 300101 et seq.]) and its implementing regulations, 36 CFR 800, and as per the terms of the 2015 Section 106 Programmatic Agreement between the FHWA and the Minnesota State Historic Preservation Office (SHPO). MnDOT is not responsible for compliance with the Minnesota Historic Sites Act (MS 138.665-.666) since we are not funding or permitting the project, or for compliance with the Field Archaeology Act of Minnesota (MS 138.40) and the Private Cemeteries Act (MS 307.08) on this project, since MnDOT does not control the said lands. However, we did consult with the Minnesota Indian Affairs Council (MIAC) and the Office of State Archaeologist (OSA) on behalf of Hennepin County.

DESCRIPTION OF UNDERTAKING

According to the Project Historical/Archaeological Review Request (dated May 29, 2019), the purpose of this project is to replace two vehicular bridges that carry northbound (Bridge 27008) and southbound (Bridge 27007) CSAH 81/West Broadway Avenue/Bottineau Boulevard. An adjacent bridge (Bridge 27006) that connects westbound CSAH 153/Lowry Avenue North to northbound CSAH 81 will also be replaced (see Attachment "Current Bridges" for location). These three bridges carry traffic over the Lowry Avenue-Theodore Wirth Parkway-Victory Memorial Parkway intersection. According to an August 2018 structural report, the bridges, constructed in 1964, exhibit severe deterioration, including reinforcement corrosion, extensive spalling, exposed rebar, and areas of trapped water, chlorides, and debris. Their condition has required the enforcement of load restrictions. Additionally, the bridges' design restrict pedestrian and bicycle access. The replacement bridges *will not* follow the current bridges' alignments, but will be constructed along the west side of the current structures (see Attachment "Proposed New Greenspace vs. Restored Greenspace").

The proposed design for the new northbound and southbound CSAH 81 bridges (Bridge 27C64 and 27C63, respectively) would include two 12'-wide travel lanes and 4'-wide shoulders. The southbound bridge will be designed to accommodate a bicycle/pedestrian facility placed on its shoulder at a future date. The ramp from westbound CSAH 153 to northbound CSAH 81 (Bridge 27C62) will include a 16'-wide travel lane and a 12'-wide shared-use pedestrian/bicycle facility (see Sheet 97/192). The proposed bridge design will reduce the number of bridge piers compared to existing conditions.

The approach roadways on CSAH 81 will be reconstructed. The loop ramp from southbound CSAH 81 to Theodore Wirth Parkway will be removed, and a new ramp will be constructed in its place. The Lowry-

Theodore Wirth-Victory Memorial intersection under the bridges will be redesigned to accommodate the new bridges. The intersection's size will be reduced through the removal of free right-turn movements and through lane consolidation. The footprint of the reconstructed interchange will fit within the existing interchange; however, the center of the intersection would be shifted to the east compared to existing conditions. The new design will create a reduced intersection footprint, reduce crossing distances for pedestrians and cyclists, and provide median refuges at all four legs of the intersection. Funding for the project will be a mixture of federal, state, and local funds.

CONSULTATION SUMMARY

MnDOT CRU requested consultation with SHPO, which was provided at the MnDOT CRU-SHPO monthly meeting held on July 2, 2019. At that meeting, SHPO Staff Sarah Beimers and Ginny Way provided recommendations on determining the boundaries of the APE for this project (see "Identification of Historic Properties" for more information).

Our unit consulted with the following tribal groups, as per 36 CFR 800 or existing agreement between FHWA and certain tribes: Lower Sioux Indian Community, Prairie Island Indian Community, and Shakopee Mdewakanton Sioux Community. Consultation was sent with the first proposed design of the project in November 2018 and in October 2019, after the project scope had changed. None of the communities responded to our consultation requests.

In addition, consultation letters were sent to the Office of the State Archaeologist and the Minnesota Indian Affairs Council, requesting information regarding sites not found during our searches. Neither responded with documentation of any such sites.

Hennepin County began public outreach for the project in the spring of 2019. The project team conducted surveys and attended local community meetings and events throughout spring and summer. Design needs and concepts were identified at these meetings. A preliminary design open house held on October 8, 2019, provided the public with the results of the input gained through the outreach work. Hennepin County currently maintains a website providing information to the public about the proposed project, including a timeline, visual renderings, and project contact information.¹

AREA OF POTENTIAL EFFECT (APE)

The APE, which takes into account direct and indirect effects associated with the undertaking, includes areas of parkland acquisition and alterations (e.g., parkland used in realignment of the intersection and pedestrian paths); ground-disturbing activities, including earth moving and pile driving; access changes; and visual, audible, and atmospheric effects during and after construction. The APE encompasses the proposed construction limits (see attachment "APE Map") and the first tier of adjacent properties that are not visually screened from the project. The APE Map shows the area of ground-disturbing activities, including areas of parkland acquisition and reclamation.

IDENTIFICATION OF HISTORIC PROPERTIES

Archaeological Resources

Based on MnDOT CRU review of SHPO, MIAC, and OSA databases, there are no known archaeological sites or burials within or directly adjacent to the APE. Because previous parkway, highway, and bridge construction have disturbed the natural Holocene sediments within the project's limits of ground disturbance, it is unlikely that the project will affect unidentified intact and significant archaeological deposits. Therefore, we determined that no further archaeological investigation is warranted.

Architecture/History Resources

NRHP-Listed or Eligible Properties

¹ Hennepin County Minnesota, "West Broadway Avenue Bridges Reconstruction," <https://www.hennepin.us/westbroadwaybridges> (accessed October 21, 2019).

No properties within the APE are listed on the National Register of Historic Places (NRHP). Most of the project takes place within the boundaries of the Grand Rounds Historic District (GRHD; XX-PRK-001), which has been **determined eligible** for listing in the NRHP. The GRHD is significant under Criterion A, in the areas of Community Planning and Development and Entertainment/Recreation. It is also significant under Criterion C for Landscape Architecture. In particular, the project will take place at the meeting point of two contributing features (structures) within the GRHD—Theodore Wirth Parkway (HE-GVC-0377)² and Victory Memorial Drive (HE-RBC-364). The recommended level of significance for the GRHD is National. The period of significance is 1884–1942. Although this determination was made around ten years ago, our unit believes that the GRHD retains sufficient integrity to maintain this determination.

Following the comments from the July 2 discussion with SHPO, our unit also reviewed all of the properties adjacent to the APE to see if any were individually eligible or eligible as part of a district and to determine if a survey of the residential properties within the APE was merited. Research into our GIS database has determined that all properties adjacent to the APE were surveyed in 2012 as part of the Blue Line Extension (formerly Bottineau) Light Rail Transit DEIS. The Phase I and II work done at that time determined that no properties within the current project's APE are individually eligible for the National Register nor is there potential for a historic district. Because the Blue Line Extension LRT survey was undertaken within the past ten years, our unit re-reviewed these findings, available information, methodologies, and found that the results are still valid and new survey work on first-tier properties adjacent to the APE is not warranted. Upon staff review of the Pilgrim Heights Community Church (HE-MPC-8277; 3120 Washburn Avenue North, Minneapolis) Phase II Form submitted by the Blue Line LRT project³, SHPO disagreed with the not eligible finding and determined that the Church is eligible for the NRHP under Criterion for Architecture, because of its "important mid-century contributions to the development of mid-century modern ecclesiastical architecture."⁴ Thus, MnDOT is treating the Church as a property that has been **determined eligible** for listing in the NRHP.

The project proposes the demolition of the three CSAH bridges defined under *Description of Undertaking*: Bridge 27006 (1964, HE-RBC-366), Bridge 27007 (1964, HE-RBC-367), and Bridge 27008 (1964, HE-RBC-368). In 2010, all three bridges were evaluated by Mead & Hunt as part of the survey of Minnesota Bridges built from 1955 to 1970⁵ and were determined to be **not eligible** for the NRHP. MnDOT CRU reviewed the inventory, methodology, and information presented on these bridges and continues to concur with this evaluation and determines that none of the bridges are eligible for the NRHP.

Therefore, the historic properties and contributing resources within the project's APE have been identified as:

SHPO Inventory No.	Historic Name	Period of Significance	Status
XX-PRK-001	Grand Rounds Historic District (GRHD)	1884–1942	Eligible for NRHP
HE-GVC-0377	Theodore Wirth Parkway		Feature contributing to GRHD
HE-MPC-5884	Victory Memorial Parkway (Drive)		Feature contributing to GRHD
HE-MPC-8277	Pilgrim Heights Community Church	1952–1953	Eligible for NRHP

² In the draft NRHP form for the GRHD, Theodore Wirth Parkway was assigned the inventory number HE-GVC-082. MnDOT CRU's most recent copy of the SHPO Historic Inventory Database shows a different property entered into the database with that number in 2012. Therefore, during this review, a new inventory number was requested and assigned to Theodore Wirth Parkway.

³ The Bottineau LRT DEIS survey also prepared a Phase II evaluation for the Victory Memorial Hospital/North Memorial Hospital Complex (HE-RBC-1279; 3300 Oakdale Avenue North, Robbinsdale). SHPO concurred with the Project's not eligible finding for the property.

⁴ Mary Ann Heidemann, MnSHPO, "Bottineau Transitway [...]" letter to Dennis Gimmetstad, MnDOT CRU, January 29, 2013.

⁵ *Field Survey Recommendations and Preliminary Evaluations: Minnesota Bridges, 1950–1970*, report prepared by Mead & Hunt for the Minnesota Department of Transportation (updated March 2010).

BROADWAY-LOWRY-THEODORE WIRTH-VICTORY MEMORIAL INTERSECTION

Intersection Design History

In 1910, during Superintendent Theodore Wirth's tenure as superintendent of Minneapolis's park system, the Minneapolis Board of Park Commissioners (MBPC) acquired a strip of land "along the northwesterly boundary of the city" extending from 16th to 44th Avenues North then east to Camden Park, "for the purpose of extending the circuit drive."⁶

In 1914, Wirth recommended that construction along the parkway between 19th and Lowry Avenues North commence in the spring of 1915, stating that "this [work] would give an entrance to the parkway system where the Robbinsdale road or Crystal Lake [now Broadway] Avenue enters the City."⁷ Wirth described his design plans for the parkway, "Let us enter the grounds at what I will tentatively call Northwest Gate, the junction of Lowry Avenue, Xerxes Avenue, Crystal Lake Road, and the parkway. This is the western terminus of Lowry Avenue, the one straight East and West crosstown avenue, which will be paved in the very near future. This is also the Crystal Lake Road entrance to the city and to the 'Grand Rounds' parkway system [...]. It is the northwestern gateway to our city and as such should receive a dignified and conspicuous treatment, as is shown on the plan; some kind of plaza into which all the different roads lead and where they lose their identity."⁸ W section of the Grand Rounds, which would require minimal grading, but would quickly bring this corner of the city into step with the rest of the park system.

The 1916 MBPC report provides a proposed design for the Northwest Gate in which Glenwood-Camden Parkway, Crystal Lake Road, Lowry Avenue, the streetcar line to Robbinsdale, and paths through the adjacent parkland meet at a fan-shaped plaza (see "Supplemental Figures," Figure 1). Wirth's 1920 plans for Victory Memorial Drive show that the plaza, labeled "West Gate," was in place, as it was incorporated into the plan for the future Drive (Figure 2). Due to the constraints of WWI, parkway improvements between 19th and Lowry Avenues were not completed until 1920.⁹

The MBPC's plans for the parkway north of Lowry changed after the end of World War I. It was then proposed to turn the parkway into a memorial for local men lost in the Great War. Wirth's design called for a "formal allee of elm trees"¹⁰ a roadway on the section going north" with "two promenades for the entire length, lawn spaces and plantings" with "the grounds [that] will be brought to a uniform grade along its entire width."¹¹ T of the drive between Lowry and Camden Park was officially dedicated as "Victory Memorial Drive" in 1921.¹² F commented on the Drive's high degree of integrity, noting that it "remained as it was developed after World War I."¹³ L

The Northwest Gate was still in place in 1938; an aerial from that year shows little in the way of landscaping or traffic control within the site (Figure 3). This is confirmed by a ca. 1935 street-level

⁶ Minneapolis Board of Park Commissioners, *Twenty-eighth Annual Report, Board of Park Commissioners, Minneapolis, Minnesota* (1910), 17.

⁷ Minneapolis Board of Park Commissioners, *Thirty-Second Annual Report, Board of Park Commissioners, Minneapolis, Minnesota* (1914), 111.

⁸ Minneapolis Board of Park Commissioners, *Thirty-Fourth Annual Report* (Minneapolis, 1916), 43-44.

⁹ David C. Smith, "Commemorating the 'Great War' in Minneapolis Parks: Cavell, Pershing, Longfellow, an Airport and a Memorial Drive," *Minneapolis Park History*, November 11, 2018, <https://minneapolisparkhistory.com/tag/victory-memorial-drive/>.

¹⁰ Eckbo, Dean, Austin and Williams (EDAW), *Minneapolis Parkway System Concepts for the Future*, report prepared for the Minneapolis Park and Recreation Board (1971), 3.63.

¹¹ *Thirty-seventh Annual Report*, 23.

¹² While only the section of parkway between Lowry Avenue and Camden Park was designated and designed as a memorial space, Wirth explained that the roadways known as Cedar Lake Boulevard, Glenwood Parkway, and Glenwood-Camden Parkway would now be known as Victory Memorial Drive (Minneapolis Board of Park Commissioners, *Thirty-Seventh Annual Report* (Minneapolis, 1919), 23; Minneapolis Board of Park Commissioners, *Thirty-Ninth Annual Report* (Minneapolis, 1921), 14.

¹³ EDAW, *Minneapolis Parkway System Concepts for the Future*, 3.63.

photograph, which depicts the intersection as a juncture of numerous streets surrounded by commercial and residential structures and joined by a wide, empty plaza (Figure 5).

In 1942, the intersection was rebuilt into a roundabout (Figure 4) at which traffic from seven different streets were required to navigate around a circular island bisected by the Robbinsdale streetcar line. The design was first proposed by Minneapolis's city engineer, Herman E. Olson. A simplified plan was then agreed to by the city council and the Minnesota Department of Highways (MDH), the latter sharing the cost of construction. Locally, the complex intersection was called "Victory Circle."¹⁴ A comparison of Figures 3 and 4 indicate that the Circle was essentially placed on top of the North West Gate plaza. The curbed edges of the plaza were left in place (visible in Figure 6), and the remaining space around the Circle served as traffic lanes.

Victory Circle became a well-known wayfinding landmark, but this "experiment in traffic-handling [...] couldn't handle the heavier, faster moving traffic flows"¹⁵ o determined to be "too small to handle the vehicles' weaving movements efficiently."¹⁶ M 1956 report for the Minneapolis Park Commissioners, landscape architect Felix K. Dhanin advised that the Glenwood-Camden Parkway retain its scenic aspects "without being encroached upon by commercial or industrial developments" due to the segment's scenic and memorial functions. He suggested retaining the current "informal and naturalistic state" of the parkway south of Lowry Avenue, but provided no guidance on the intersection and its worsening traffic.¹⁷

In 1959, the Robbinsdale City Council approved the Minnesota Department of Highway's plans to remove the Circle and replace it with a grade separation (Figure 7).¹⁸ I new bridge overpass-underpass was intended to be part of a "northwest diagonal freeway" that ran from Lyndale and Plymouth Avenues and Broadway Avenue/TH 52.¹⁹ M redesign the Lowry/Broadway/Theodore Wirth/Victory Memorial intersection. Three bridges (27006, 27007, and 27008) would carry Broadway Avenue over the parkway. Underneath, Theodore Wirth Parkway would run continuously to Victory Memorial Drive, impeded only by a four-way stop shared with Lowry Avenue, which was now rerouted to connect to Oakdale Drive in Robbinsdale. Access to the intersection via Lowry and Broadway²⁰ A

When evaluating the park system in 1971, EDAW remarked on the intrusive effect that adjacent freeways created. Regarding the subject intersection, the firm said that "the bridge at Broadway Avenue over Victory Drive is an example where plant materials could soften the effect of the structure."²¹ S addition of trails, there have been minimal changes to the design of the intersection since the 1964 bridge construction and no major changes to the alignment.

Analysis

The Lowry Avenue/Broadway Avenue/Theodore Wirth Parkway/Victory Memorial Parkway intersection has a history of attempts to create a design that fits on the boundary between the two cities while sufficiently handling increasing traffic volume. Wirth's "North West Gate," the only park board design

¹⁴ "Traffic Circle Plans Advance," *Minneapolis Morning Tribune* February 7, 1942; "Traffic Circle Plan Approved," *Minneapolis Morning Tribune*, February 11, 1942; Robbinsdale Historical Society, "Flying Free in '63," <https://www.robbinsdale.org/flying-free-in-63/> (accessed October 23, 2019); Peter James Ward Richie, *Images of Robbinsdale* (Arcadia Publishing: Charleston, S.C., 2014), 98.

¹⁵ "No More 'Circle,'" *Minneapolis Morning Tribune*, April 8, 1963.

¹⁶ "City to Lose Its Only Traffic Circle," *Minneapolis Morning Tribune*, December 14, 1959.

¹⁷ Minneapolis (Minn.). Board of Park Commissioners and F. K. (Felix K.) Dhanin, *Land Use And Development Policies, Large Parks And Parkways: Including Golf Courses And Miscellaneous Park Areas* (Minneapolis, Minn.: Board of Park Commissioners, 1956), 29–31

¹⁸ "Robbinsdale Ok's End of Traffic Circle," *Minneapolis Star*, April 7, 1959.

¹⁹ "No More 'Circle.'"

²⁰ The alignment of West Broadway Avenue continues as Bottineau Boulevard west of the intersection. In Robbinsdale, the street called West Broadway parallels Bottineau's southwest side. Broadway terminates at the east at Oakdale Avenue.

²¹ EDAW, *Minneapolis Parkway System Concepts for the Future*, report prepared for Minneapolis Park and Recreation Board (1971), 2.06.

implemented at the intersection during the GRHD's period of significance, was removed and replaced with the Victory Circle in 1942. The Park Board may have weighed in on the design, but the final decision rested in the hands of Minneapolis and the Department of Highways. The Circle, an experimental design, became inadequate within two decades, requiring the construction of a grade separation. The grade separation design is the only design that has capably handled traffic numbers at the intersection. The 1964 overhaul of the intersection, however, had a significant effect on this historic design of the two parkways. The Victory Circle already dealt a design blow with the removal of Wirth's Northwest Gate, yet, like its predecessor, the Circle did not dramatically change the parkway's boundaries or the alignment of the parkways as it sat within the outline of the Gate (Figure 11).

Since its establishment by the Minneapolis Park Board, this portion of the Grand Rounds where Theodore Wirth and Victory Memorial Parkways meet was historically united as Glenwood-Camden Parkway, which was laid out with a distinct eastern boundary formed by Xerxes Avenue. To accommodate the bridges and related infrastructure, the grade separation required significant land acquisition to the east between 30th, Washburn, and Lowry Avenues North. As a result, the triangular residential/commercial block that had bounded Theodore Wirth Parkway on its east side since its platting was razed and incorporated into a large parcel of right-of-way green space (Figures 4, 8, and 9). Xerxes Avenue was cut off north and south of the intersection and rerouted back to Washburn Avenue. Additionally, the historic alignments of the parkways were adjusted to accommodate the new intersection. Figure 12 shows that Theodore Wirth Parkway was routed into two lanes beginning around 30th Avenue North. The aerial also shows that Victory Memorial Parkway was altered; the entry drive was split in two, with the historic alignment creating the southbound lane and a new roadway with a deeper curve to the east created for northbound traffic.

Historically, Theodore Wirth and Victory Memorial Parkways were seen from each other in a wide vista, separated only by an at-grade intersection. The 1964 intersection redesign interrupted this visual continuity with the introduction of three modern bridges and their related infrastructure. The visual continuity between the parkways was reduced significantly, as the bridges created a tunnel-like effect over the intersection.

Integrity

The grade separation, while mandated for growing safety concerns, greatly compromised the integrity of the intersection. Its predecessor, the Victory Circle, had already introduced a non-park board designed element into the system that affected integrity. The Circle was constructed in 1942, the last year of the GRHD's period of significance. The grade separation was constructed twenty years after the end of the period of significance.

Upon their completion, the 1964 bridges and their related infrastructure compromised the GRHD's integrity of:

- *Design, Materials and Workmanship* through the realignment and redesign of the parkways and the changes to the historic boundary along Xerxes and Broadway Avenues. Integrity of design had already been compromised with the loss of the Wirth-designed plaza and possibly of Victory Circle.
- *Association* by removing the residential/commercial areas to the east, thereby affecting the parkway's long-term association with the adjacent residential areas and compromising their role as city parkways abutted by local neighborhoods.
- *Setting* through the introduction of three midcentury highway bridges into a World-War I section of the park system, thereby affecting the physical environment or historic setting. The bridges also affect integrity of *Feeling*, or the parkways' "expression of the aesthetic or historic sense of a particular period of time."

The Grand Rounds Historic District, which was evaluated less than ten years ago when this intersection infrastructure was in place, was determined to be eligible for listing in the NRHP under Criteria A and C. It is beyond the scope of this project to re-evaluate the entire district to determine if it maintains sufficient integrity. As there have been no significant changes or losses affecting the overall district, it is the determination of our unit that *the GRHD as a whole retains sufficient integrity* to be considered eligible for listing on the National Register.

While the overall integrity of the GRHD is sufficient, *the integrity of the District specifically at this location is poor*. The 1964 grade separation severely compromised the integrity of this area so that it no longer conveys the character-defining features of the original parkway and park system as envisioned and designed by Theodore Wirth. It is therefore the determination of this unit that **the portion of the GRHD in the project APE is a non-contributing portion of the NRHP-eligible district**.

Red Aggregate Top Coat

In its 1971 conceptual plan for Minneapolis's park system, EDAW explained that "the surfacing on Parkways should be different from that on the City Roads. [...as] an effective way to maintain the visual continuity of the Parkway Road System."²² T recognizable surfacing, namely a red chip aggregate top coat. Although both parkways retain the red aggregate within the APE, it is in poor condition and has many areas of patching with materials in different colors.

Because it is part of the EDAW design, the red aggregate postdates the GRHD's official period of significance that ended in 1942. Upcoming transportation projects with APEs crossing the Grand Rounds have proposed the reinstallation of red aggregate in locations where it may be removed during construction. For example, the Southwest LRT's specifications note at the Grand Rounds' parkways, "Aggregate must be predominately **red** in color, as to conform to the color of chips used historically in the City of Minneapolis parkway sealcoating."²³ At the consultation meeting for the Blue Line Extension LRT held on September 12, 2017, the Project Office proposed the "use of [red] chip overlay through [Golden Valley Road] to define [Theodore Wirth Parkway]."²⁴ S both of these projects.

Following this precedent, this project proposes to replace the red aggregate top coat in kind. To adhere with EDAW's guidelines that "precedence should be given to the Parkways"²⁵ (see Figure 10), the red aggregate will follow the boundaries of the parkways across Lowry Avenue, visually joining the parkways together.

The removal of the extant aggregate and its replacement in kind will not constitute an adverse effect. It follows the approved precedent of other GRHD projects, and it follows the principles of Standards 4 and 6 of *Secretary of the Interior's Standards for Rehabilitation* by respecting the historic significance of materials added to the GHRD after its period of significance.

PILGRIM HEIGHTS COMMUNITY CHURCH (HE-MPC-8277)

The Pilgrim Heights Community Church parcel fronts onto the south side of CSAH 153 (Lowry Avenue) between its intersections with Washburn and Vincent Avenues North. The primary facade of the church faces west, fronting onto Washburn. Work proposed adjacent to this property includes bituminous

²² EDAW, *Minneapolis Parkway System Concepts for the Future*, report prepared for Minneapolis Park and Recreation Board (1971), 4.12.

²³ Southwest LRT, "S-42B (2356) Bituminous Seal Coat," January 10, 2017.

²⁴ Blue Line LRT, Section 106 Consultation, meeting notes, September 12, 2017.

²⁵ EDAW, 4.21.

removal and replacement; concrete saw cutting, removal, and replacement; tree and bush grubbing, and signage replacement.

During and after the project, the church will remain on its historic site, thereby retaining its integrity of location. No project work is proposed for the church building or its parcel, and no work will have a physical effect on either. All adjacent work will take place within public right-of-way. Thus, the church will retain its high integrity of design, materials, and workmanship.

The church's main facade faces Theodore Wirth Parkway, but its prominent north face and adjacent parking lot utilizes the busy CSAH 153 corridor for easy parking accessibility. The project will narrow the north entrance to Washburn at Lowry to a small degree, but this will not affect access. Also, the project will not remove pedestrian or parking lot access to the church property along Washburn, Lowry, or Vincent Avenues. The project street work at Lowry is primarily replace in-kind with improved materials, safety, and accessibility. The overall design of the blocks, sidewalks, and road widths will be maintained and near the parcel, new sidewalks and boulevards will match existing in most areas. Therefore, the project will maintain the church's integrity of setting, feeling, and association.

As currently proposed, the project work adjacent to the church meets Standards 1, 2, and 5 of the *Secretary of the Interior's Standards for Preserving Historic Buildings*. Thus, it is the finding of our unit that the project as currently proposed will have **NO ADVERSE EFFECT** on the Plymouth Heights Community Church.

Vibration Monitoring

In order to avoid any potential unforeseen adverse effects to the Plymouth Heights Community Church caused by vibration-producing activities during construction, the project will reduce possible vibrations through the techniques it will utilize—for example, sawcutting concrete instead of jackhammering. Additionally, the project will have a vibration monitoring plan in place, which will be developed in consultation with our unit, with monitoring around the Church identified in the environmental document.

Temporary Direct and Indirect Effects Caused by Construction

It is anticipated that there will be some effects to the GRHD and the Church resulting from construction during the Project, mainly audible, visual, and atmospheric effects that are consistent with any road projects. These impacts will be temporary, will not continue beyond the duration of construction activities, and are not anticipated to have any significant or adverse effect to the historic properties.

FINDING

MnDOT CRU has reviewed the enclosed materials, and it is the finding of our unit that the project as currently proposed will have **NO ADVERSE EFFECT** to any historic properties as per the terms of Section 106, since:

- All the proposed work will occur in a non-contributing portion of the Grand Rounds Historic District; and
- None of the proposed work will affect the contributing portions of the GRHD; and
- The Plymouth Heights Community Church will retain all seven aspects of integrity during and after the project, and thus will remain eligible for listing in the NRHP.

This finding is based on the following conditions:

- Red aggregate top coat will be replaced on Theodore Wirth and Victory Memorial Parkways within the project APE in order to maintain the visual continuity of the parkways, following the direction shown in Figure 10 and guidance provided by MnDOT CRU, as needed;

- Hennepin County includes vibration monitoring language in its environmental document commitments and special provisions that specifies monitoring in the area of the Plymouth Heights Community Church, following guidance provided by MnDOT CRU, as needed; and
- MnDOT CRU shall review the 95% Plans to ensure there are no substantive changes (i.e., changes that would alter our unit's findings of effects).

Please provide any comments within **30 days of receipt of this letter**, and do not hesitate to contact me if you have any questions, would like more information, or would like to schedule a meeting or conference call to discuss this project.

Sincerely,



Stephanie Atwood Hatzenbuehler
Historian
MnDOT Cultural Resources Unit

Enclosures:

- MnDOT CRU
 - "APE Map" (1 sheet)
 - "Supplemental Figures" (6 sheets)
- Hennepin County
 - "Community-focused Improvements," site plan, July 2019 (1 sheet)
 - "Proposed New Greenspace vs. Restored Greenspace," site plan, July 2019 (1 sheet)
 - "West Broadway Avenue Bridges Reconstruction," 3D renderings, October 22, 2019 (6 sheets)
 - "Bridge Aesthetics," 3D renderings, October 22, 2019 (6 sheets)
- State of Minnesota Dept. of Highways/Hennepin County
 - "Bridge No. 27006," "Bridge No. 27007," and "Bridge No. 27008," from "S.P. 2721-34 (TH 52-3)," March 11, 1963 (3 sheets)
 - "W. Broadway Ave. Bridge Reconstruction," 60% Plans (partial set), SRF Consulting Group, December 2019 (8 sheets)

cc: Brett Danner, SRF Consulting Group
John Ekola, Hennepin County Public Works
MnDOT CRU Project File

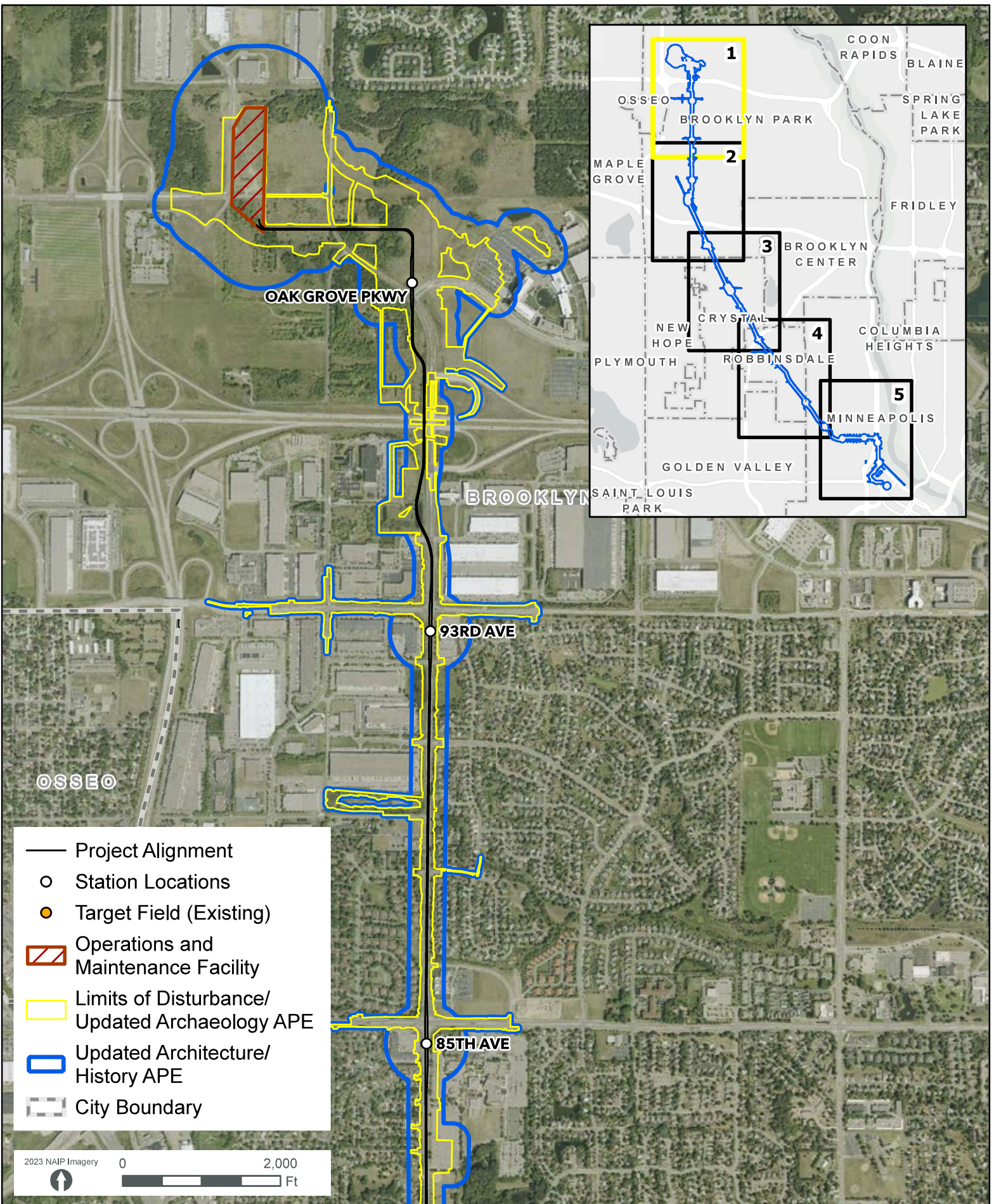


FIGURE 1: UPDATED AREA OF POTENTIAL EFFECTS



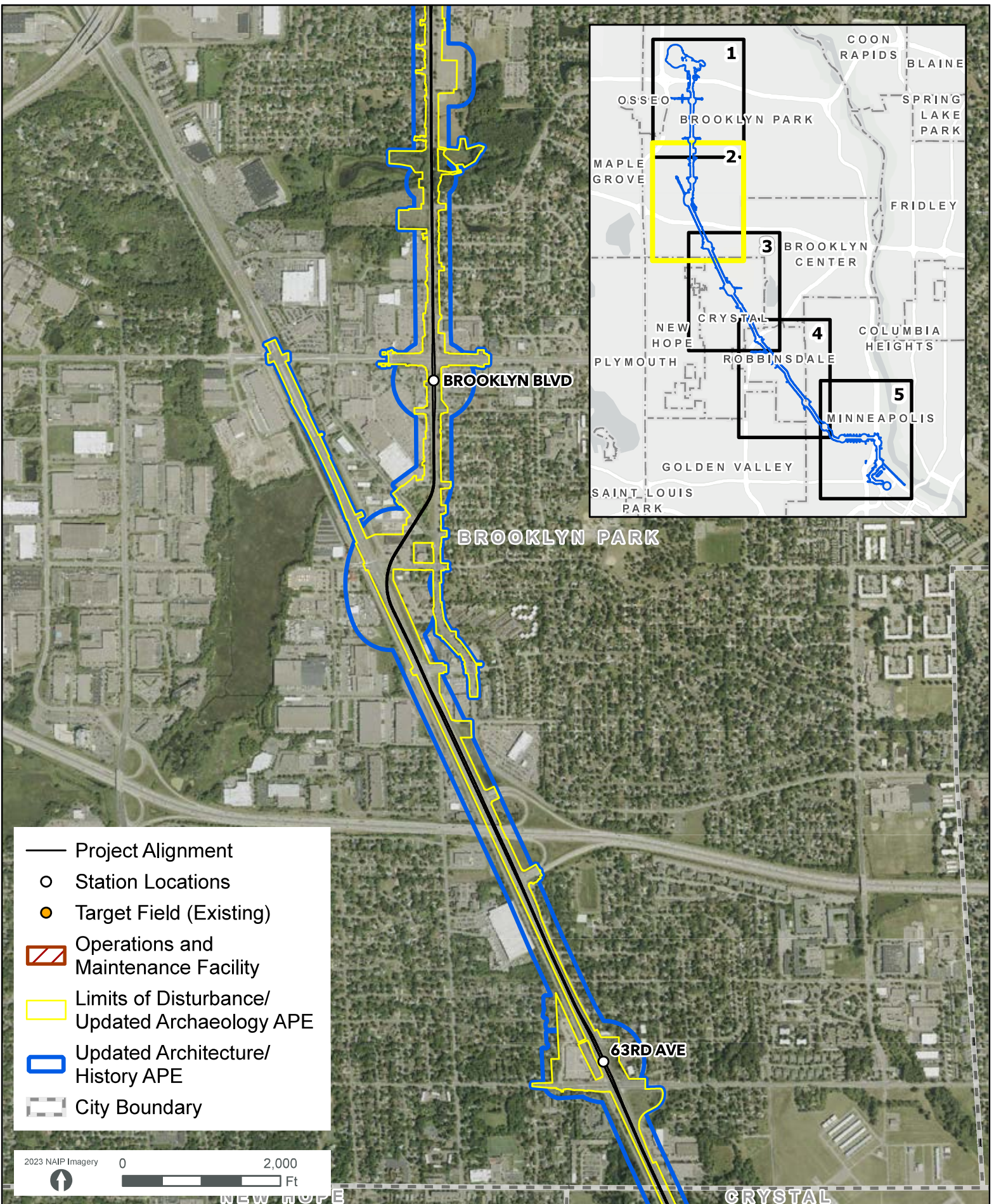
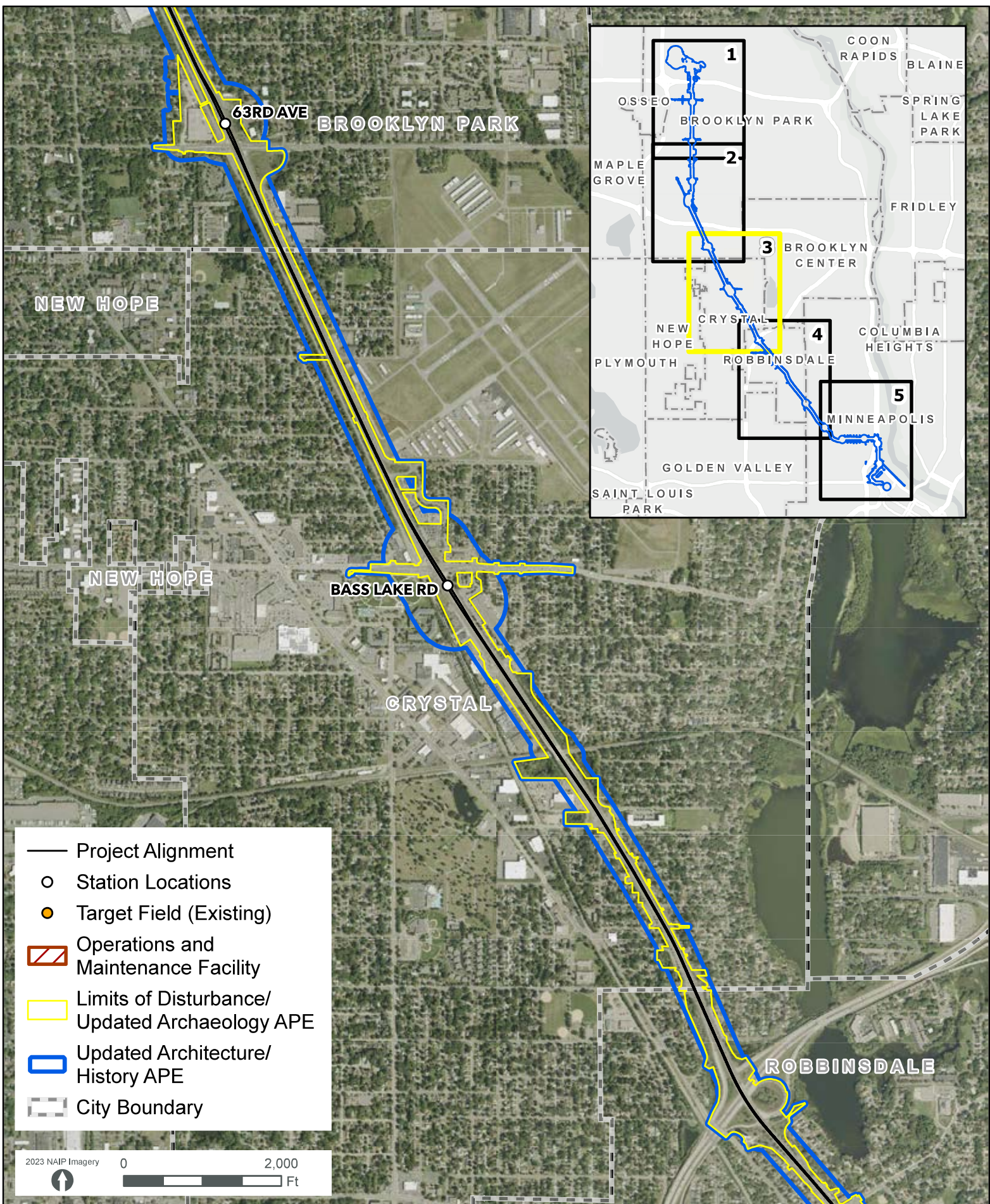


FIGURE 2: UPDATED AREA OF POTENTIAL EFFECTS





- Project Alignment
- Station Locations
- Target Field (Existing)
- ▨ Operations and Maintenance Facility
- Limits of Disturbance/ Updated Archaeology APE
- Updated Architecture/ History APE
- - - City Boundary



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FIGURE 3: UPDATED AREA OF POTENTIAL EFFECTS

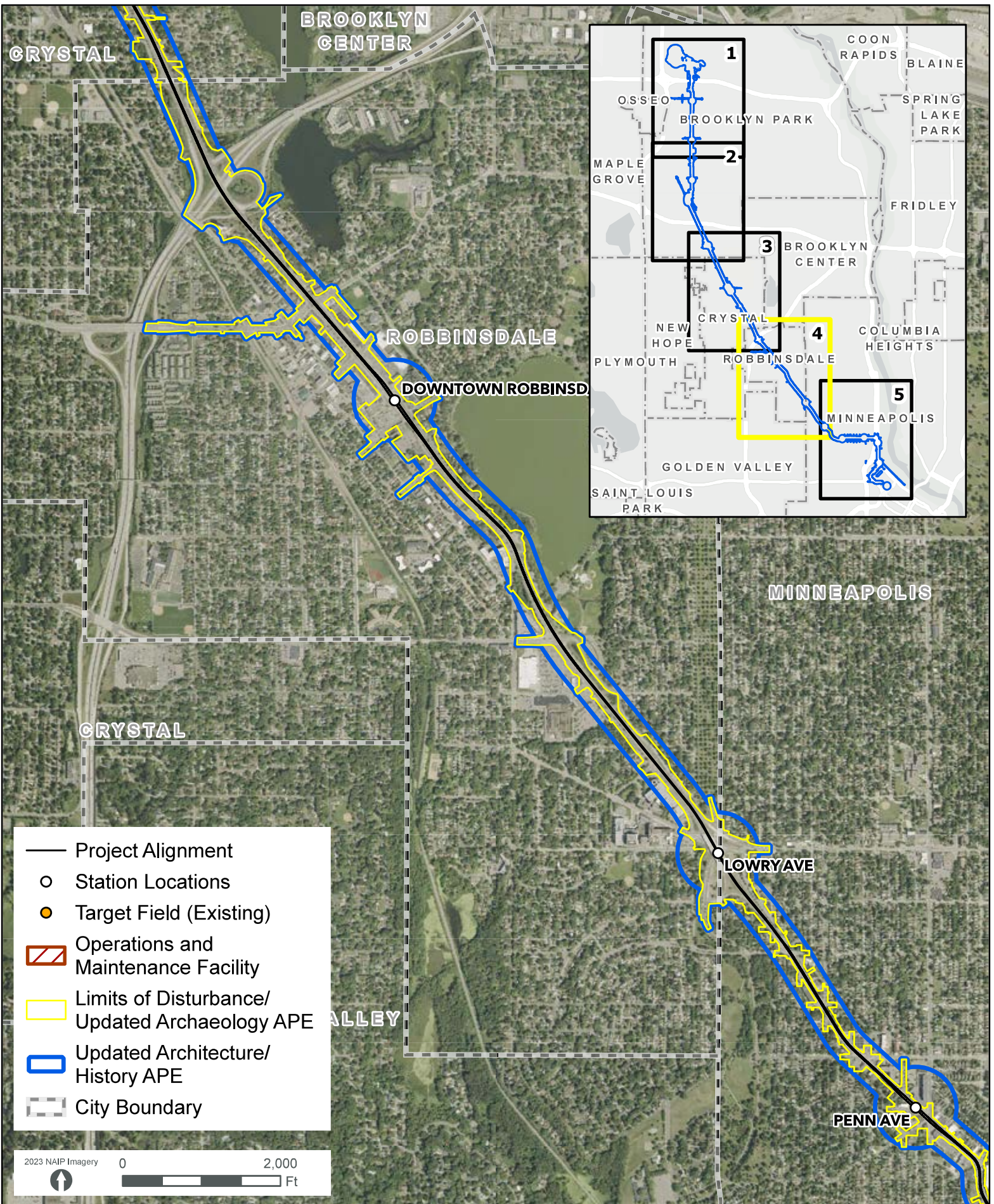
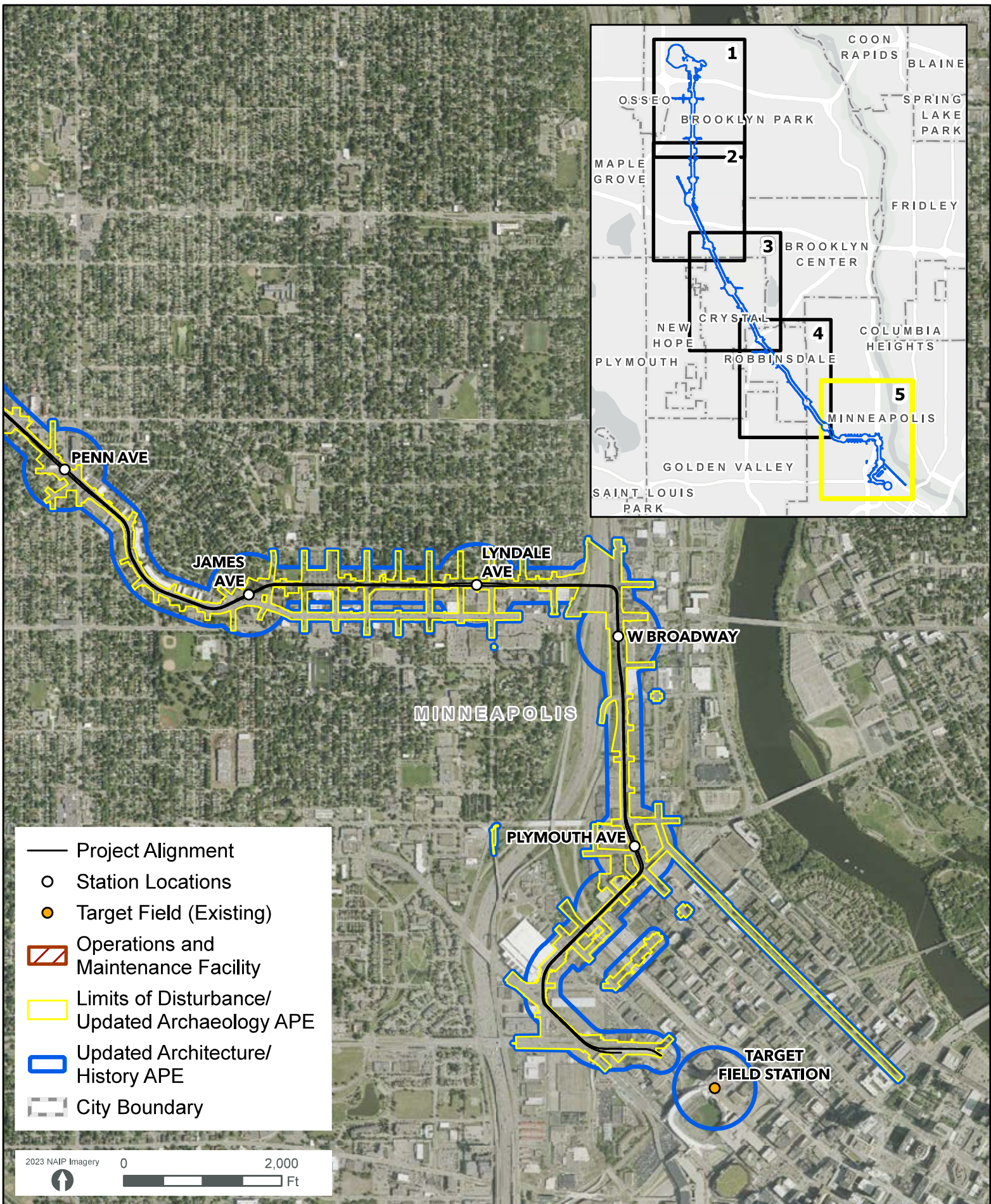


FIGURE 4: UPDATED AREA OF POTENTIAL EFFECTS





- Project Alignment
- Station Locations
- Target Field (Existing)
- ▨ Operations and Maintenance Facility
- ▭ Limits of Disturbance/ Updated Archaeology APE
- ▭ Updated Architecture/ History APE
- - - City Boundary



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FIGURE 5: UPDATED AREA OF POTENTIAL EFFECTS



Meeting Title: Section 106 Consultation Meeting
Date: 4/23/2025 **Time:** 10:00 – 11:30 AM
Location: Virtual - [Join the meeting now](#)
Attendees: Per invite
Purpose of Meeting: Consulting Parties Meeting #4

Discussion Topics

1. Introductions & Meeting Purpose
 - a. Participants:
 - i. Elizabeth Breiseth, FTA
 - ii. Anshu Singh, FTA
 - iii. Kelcie Young, Metro Transit
 - iv. Meghan Litsey, Metro Transit
 - v. Adam Arvidson, MPRB
 - vi. Jim Voll, City of Minneapolis
 - vii. Andrea Burke, City of Minneapolis
 - viii. Erin Que, City of Minneapolis
 - ix. Cara Donovan, City of Brooklyn Park
 - x. Daniell Diguseppe
 - xi. Nicole Foss, SHPO
 - xii. Barbara Howard, SHPO
 - xiii. Tim Sandvick, City of Robbinsdale
 - xiv. Kristi Gibson, Robbinsdale Historical Society
 - xv. Dianne Sannes, Brooklyn Historical Society
 - xvi. Matt Bruns, 918 Lofts
 - xvii. Colleen Klungseth, West Broadway Business & Area Coalition
 - xviii. Jenny Bring, HDR
 - xix. Saleh Miller, HDR
 - xx. Catherine Judd, HDR
2. Section 106 Process
 - a. Jenny Bring provided summary of Section 106 process and purpose and where the project is in the process – consulting to resolve adverse effects. Summarized surveys and reports that have been completed for the SFEIS and the MOA amendment, which will be discussed further later in the meeting.
3. Summary of Historic Properties
 - a. Jenny Bring provided a summary of the archaeological assessment and Phase I survey recommendations.
 - b. Saleh Miller summarized the locations, types, and findings of effect for the 21 known and newly identified historic properties within the APE, all of which are architecture/history properties. Summarized the names/types of cultural resources reports that have been provided to consulting parties for review and where the various documentation can be found. Documented adverse effect to the Forest Heights Addition Historic District (FHAHD) and Northwestern National Bank – North American Office (Northwestern National Bank).



4. Assessment of Effects Findings

- a. Saleh Miller provided a summary of the three assessment of effects reports that have been prepared and shared with everyone to document the potential effects on the 21 historic properties within the APE, and the type of anticipated project effects that were considered. Our discussion focus today will be on the two adverse effects and the updated effects analysis that was prepared for the Grand Rounds Historic District (GRHD) related to design refinements at the Lowry Ave Station and comments provided in our last consulting parties meeting. Open to questions on the other properties with no adverse effects at any time.
- b. Opened the discussion to questions pertaining to effects:
 - i. Matt Bruns – has some questions related to the Minneapolis Warehouse Historic District and some properties within the district, specifically 918 Lofts (918 N 3rd St) and Club Jager Bar as did not see documentation in the reports related to these being considered historic. Saleh Miller – these properties are included within the NRHP-listed district, so effects to these properties were considered under the overall district. According to FTA N&V criteria – analysis completed along the project corridor – 1020 north 3rd street: moderate noise impact from project operation, 918 lofts building only property with moderate noise impact within the district – no other N&V effects. Historically the 918 Lofts building was a warehouse and did not have residential use. We considered the integrity related to the association, setting, feeling, during period of significance as light industrial and warehousing. Jenny Bring added that pursuant to Section 106 we look at properties that are significant as a district or have individual significance, while 918 Lofts has been identified as contributing to the NRHP-listed district and it has not been identified as individually significant. Matt – concerned we are not addressing its historic significance within its own right. Jenny – we can provide additional information related to Section 106 identification and previous documentation on the district, such as the NRHP nomination.
- c. FHAHD
 - i. Saleh Miller summarized the rationale for adverse effect finding for the FHAHD. Evaluation and assessment of effects is under SHPO review. There is an adverse effect due to the acquisition of 9 properties within the district; including four contributing properties - two adjacent to Penn Ave Station and two at the James Ave Station.
 - ii. No questions/comments received.
- d. Northwestern National Bank
 - i. Saleh Miller - the Northwestern National Bank also has an adverse effect due to the acquisition and demolition of the structure. The evaluation and assessment of effects is under SHPO review.
 - ii. No questions/comments received.
- e. Grand Rounds Historic District
 - i. Saleh Miller - the recent addendum report that was prepared was based on design refinements at the Lowry Ave Station and to address comments received on the GRHD in our previous consulting party meeting. The largest changes to effects upon the GRHD include direct physical effects and visual effects. Project elements located within the GRHD include the Lowry Ave Station, LRT tracks and infrastructure, road and trail realignment and improvements, reconstruction/construction of new bridges, and installation of one stormwater management pond. These Project elements within the GRHD boundaries would have a direct physical impact on the GRHD. As these impacts are limited to within a non-contributing segment of the GRHD, these direct physical effects would not result in an adverse effect on the GRHD. Same for visual effects from project infrastructure and parkway and trail realignment to accommodate the project corridor. All components will be located within the non-contributing segment. Visual effects were considered for the larger GRHD, located to the north and south. Visual effects to the larger GRHD will be diminished by distance from the Project, and interceding vegetation that will be added within the noncontributing segment to the south of Lowry Ave N as part of the Project, and interceding vegetation that is located north along Victory Memorial Drive and to the south along Theodore Wirth Parkway. These 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.



Meeting Agenda & Notes

METRO Blue Line LRT Extension (BLE)

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- ii. Jenny Bring – additionally the addendum report documents that although the parkways will be routed to the east around the Lowry Ave Station onto property that is not currently owned by the MPRB, the Council intends to convey the property acquired for the new parkway construction to the MPRB, which will maintain the historic association of the GRHD on MPRB property.
- iii. Opened for questions:
 - Adam Arvidson – liked the mention of transition of property to MPRB to maintain park board owned property; supplemental does help Adam understand the AoE determination. Question related to the non-contributing segment boundary. The text appears to say the southern boundary is 30th Ave, but also mentioned MnSHIP mapping inaccuracies, and 30th doesn't match Figure 8 in the report. Saleh provided some clarification that the 30th Ave boundary from the report was from the CRU memo and is an appropriate boundary description, Figure 8 is correct. We could provide better language clarification in the report regarding the boundary. Adam asked that the report is updated concerning GRHD boundaries and be very specific on the boundaries. I would also like to see the project limits be restricted slightly but see that they currently fit in the non-contributing segment. Also on page 16 there is a list of project elements, however, don't think this is comprehensive based on coordination with the engineering team. There are other project elements such as a TPSS, signal bungalow for maintenance vehicles, and ongoing stormwater management conversations. The report specifically mentions one stormwater management pond but design for stormwater management may change. Report text should be modified to be flexible to allow for the design to progress.
 - Jenny – Thank you, helpful trying to capture all effects but also understanding on where we are in the design development. We are currently at 30% design and things will evolve as design advances. We can take a look at bolstering this language to be all encompassing or general re: the list of components and storm water management can be discussed related to ongoing design evolution.
 - Jenny discussed current MOA and how the MOA amendment will include ongoing design review. So it some significant factor related to design the project will reexamine the design as it continues to move forward. The more we can incorporate the design description as flexibility into this Addendum AoE all the better. In the MOA amendment we intend to keep the design review stipulation.
 - Kelcie Young – we will also continue to coordinate with MPRB on design development. Good approach to review the design at those levels of design process.

5. MOA and Resolving Adverse Effects

a. MOA

- i. Jenny Bring - current executed MOA from the previous EIS from 2016 was amended in 2022 to identify a change in role regarding MnDOT CRU and identify a consultant as the Preservation Lead role to move the Section 106 process forward. The MOA includes more programmatic agreement type stipulations, such as stipulations to address design review after EIS publication, APE revisions, and supplemental identification, effects analysis and resolution of adverse effects discussions.

b. Mitigation

- i. Saleh Miller - examples of mitigation for adversely affected properties could include an NRHP nomination, archival documentation like an MHPR, or interpretation. The goal of developing mitigation measures relevant to each historic properties' significance, location, affect from the project, and to understand and celebrate its unique history. For the two historic properties that will be adversely affected by the project potential mitigation could include archival documentation and/or interpretation. Summarized types of archival documentation and locations interpretive panels could be located at project stations to reach the affected community. Opened for questions:
 - Erin Que – questions about outreach with the community and organizations related to the FHAHD. Kelcie Young – some community organizations are consulting parties but beyond that we have not specifically discussed this adverse effect or mitigation for the district with the impacted community. We would be interested in the city's thoughts or recommendations. Erin – and because there is a loss of 9 properties would like to see Northside resident's



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redevelopment Council and W Broadway Council involved in this process. This kind of documentation is rarely shared with the public, its prepared, goes to SHPO and sits on a shelf. For other transit projects interpretive panels have been a good benefit in station areas. Don't have a strong feeling on mitigation for the bank, has been more change over time there than within FHAHD.

- Barbara Howard – SHPO agrees with Erin's comments regarding outreach to residents and community organizations. Archival documentation typically sits on a shelf so recommend we think creatively, other surveys, nominations for other adjacent properties, etc. We want to get these stories out to the communities, rather than documentation that sits on a shelf.
- Jenny Bring – Understood, thank you both for these comments. There are ways to use the formal output of archival documentation or types of interpretation, in addition we have seen website developed, or hanout prepared, there are broader ways to document interpretation. We do have representatives of some of these community organizations as consulting parties but will work with Outreach to discuss focused outreach to area neighborhood associations.

c. Minimization

- i. Jenny Bring - the current MOA has avenues for addressing minimization. The amended MOA will also include avenues for minimizing effects. Concerning noise that we discussed, there could be sound insulation testing related to noise impacts – there is a documented moderate noise impact within the Minneapolis Warehouse Historic District and one within the Reno Land and Improvement Company Historic District. Analysis does not currently identify moderate or severe vibration effects to historic properties. We would anticipate including continued design review during the design milestones. Other ideas/thoughts for possible minimization or avoidance methods that we retain from the existing MOA or that we revise for the amended MOA?

- Matt Bruns – what happens if the noise or vibration effects change during the design and its higher during construction. Jenny – the amended MOA will include language related to the process for which those could be addressed, identified who would be involved in this consultation, what are the means for mitigating this effect. Stipulation would include steps in the process. Matt – there is a process to continue monitoring the process? The concern is that once the report is out its not just complete. Jenny – yes, the MOA stipulation more defines the process, parties involved, and steps to be completed and when, not necessarily the resolution.
- Matt Bruns – another comment re: the minimization to the noise impacts is we have advocated highly for a route change to avoid impacts to 918 Lofts. Advocate for avoidance/mitigation re: the route change. Jenny – Thank you and noted. As has been documented in the SDEIS and will be documented in the SFEIS there has been a significant study of the alternatives analysis, this has been documented as the preferred alignment. Matt – understand other alignment have been evaluated. Other route that the community recommended has not been analyzed. And have significant concerns related to community outreach and input.
- Barbara – related to minimization. Could possibly include reviewing the GRHD to the SOI standards, that could address Adam's concern related to design advancements during the project. Also, the FHAHD could include design review related to specific project elements located within the district.
- Jenny – thank you everyone for your feedback, we will have ongoing coordination during the preparation of the Amended MOA.
- Adam – one final comment, in our last meeting I mentioned sharing the archaeological survey MPRB prepared for Willard Park. Jenny – we had not received this but if MPRB could share it would be appreciated.

6. Schedule/Next Steps

- a. Jenny Bring wrapped up the meeting noting that the Section 106 schedule currently includes review of cultural reports and ongoing resolution of adverse effects. We anticipate a potential future consulting

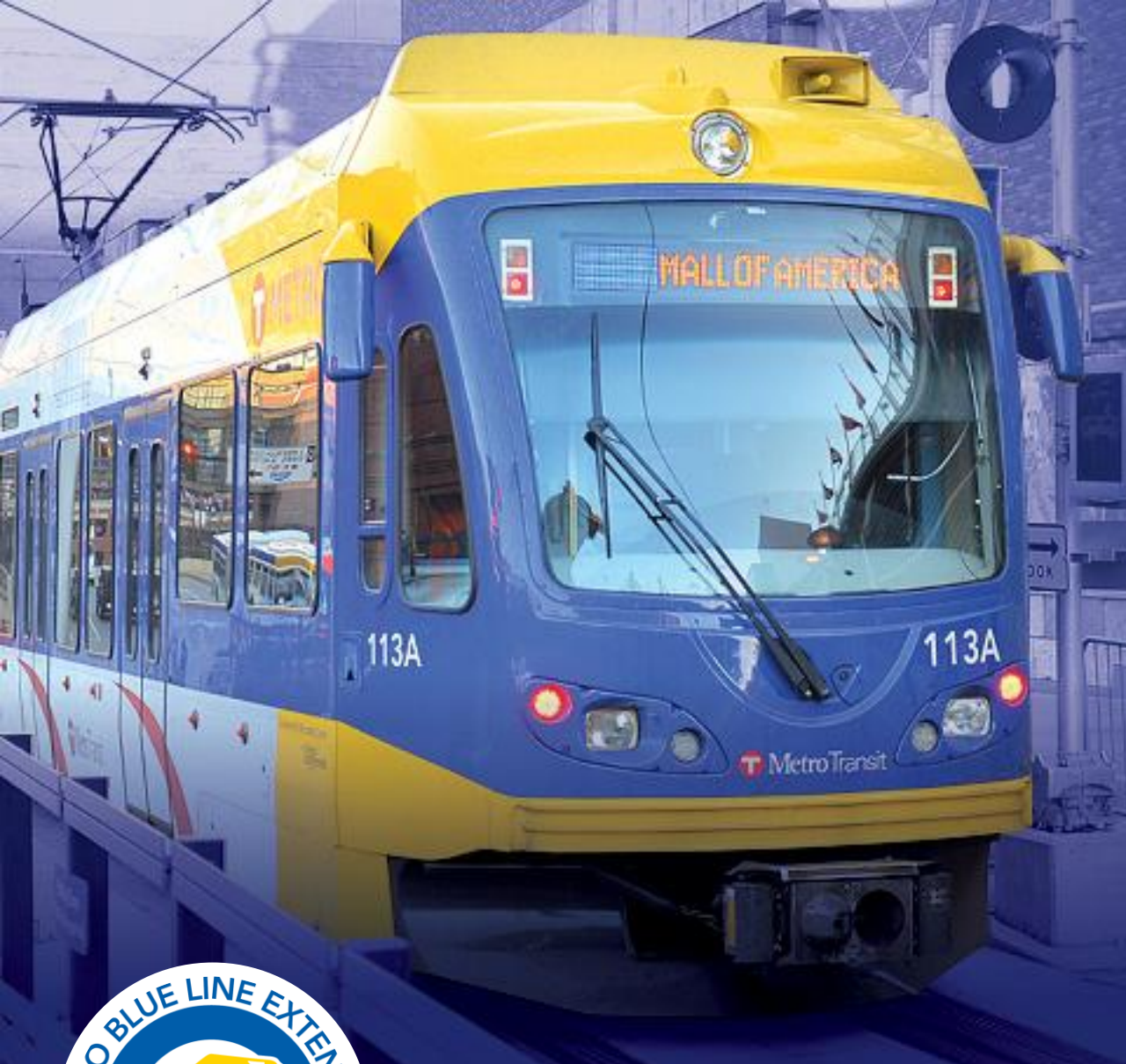


Meeting Agenda & Notes

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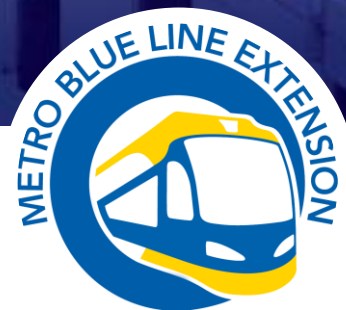
parties meeting that could review the amended MOA. Plan to have the amended MOA move through the execution process by the end of 2025, or in advance of construction. If any questions/comments come up please email Jenny, Kelcie, and/or Saleh, we will be in touch regarding the next steps for consultation on the MOA amendment.

7. Adjourn



Section 106 Consultation

04/23/2025



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Agenda

- Section 106 Process
- Historic Properties
- Assessment of Effects
- MOA and Resolving Adverse Effects



Section 106 of the National Historic Preservation Act

- Federal Transit Administration (FTA) funding to be requested, thus needs to comply with Section 106
- Requires Federal agencies take into account the effects of their “undertakings” on historic properties
- Process completed in coordination with:
 - National Environmental Policy Act (NEPA)
 - Section 4(f) of the Department of Transportation Act



Section 106 Process

- Initiate the Section 106 process
- Identify historic properties
- Assess adverse effects
- Resolve adverse effects– **WE ARE HERE**



Aligning Section 106 & NEPA

- Supplemental Final EIS will summarize results from:
 - Supplemental desktop archaeological assessment and Phase I survey
 - Determinations of NRHP eligibility (Phase II/Intensive architecture/history survey)
 - Findings of effects to historic properties
- MOA Amendment will document updated effects from the Project and measures to avoid, minimize, and mitigation adverse effects

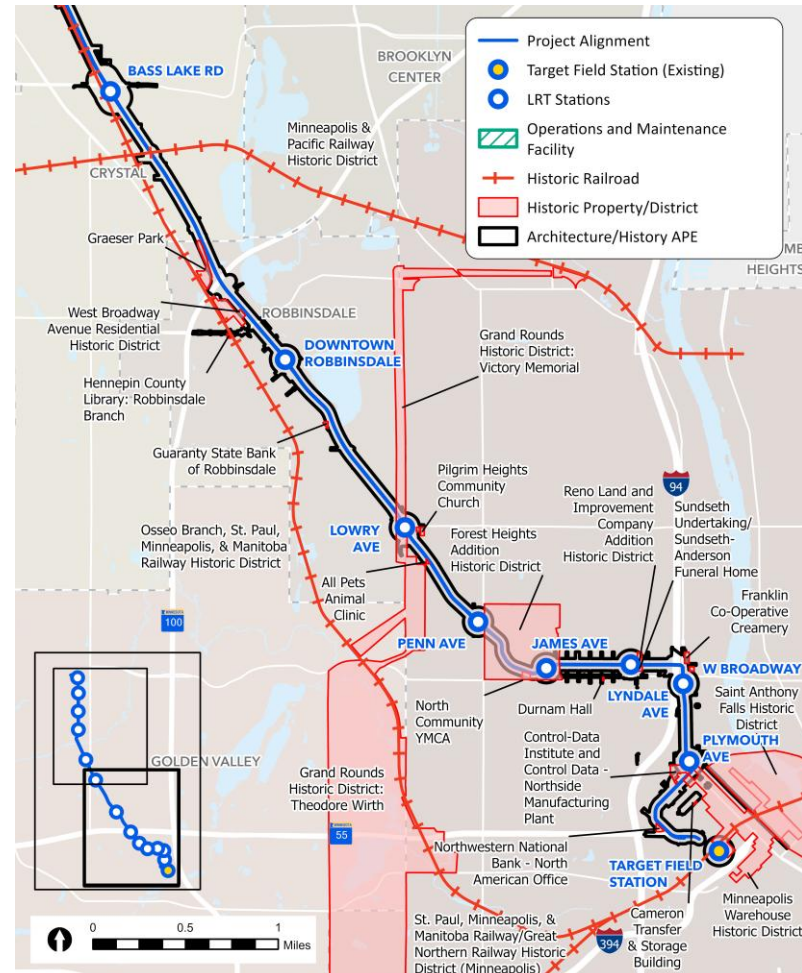
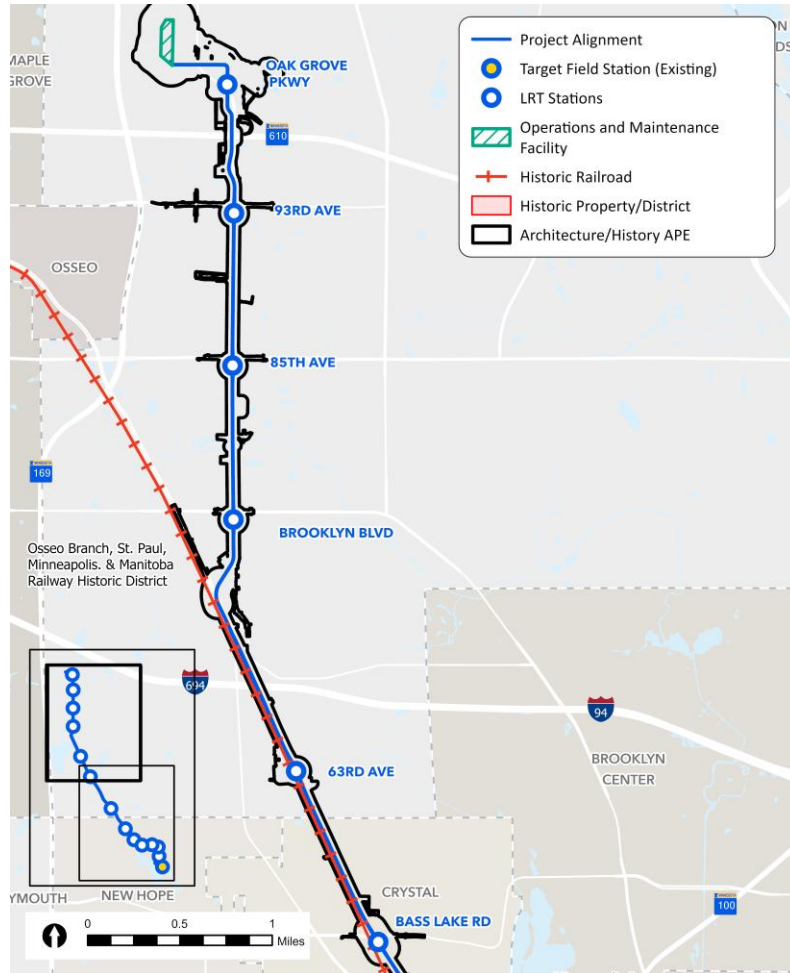


Archaeological Assessment & Phase I Survey

- Nine areas identified with moderate to high archaeological potential, primarily around the James Ave Station area
- Phase I archaeological survey has been completed for one parcel: 1517 Hillside Ave
- Remaining areas not yet surveyed due to lack of property access permissions



Historic Properties



Previously Identified Historic Properties

Historic Property/District	Location	NRHP Status	Finding of Effect
Osseo Branch, St. Paul, Minneapolis & Manitoba Railway Historic District	Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis	Eligible	No Adverse Effect
Minneapolis & Pacific Railway Historic District	Crystal	Eligible	No Adverse Effect
West Broadway Avenue Residential Historic District	Robbinsdale	Eligible	No Adverse Effect
Graeser Park	Robbinsdale	Eligible	No Adverse Effect
Hennepin County Library, Robbinsdale Branch	Robbinsdale	Listed	No Adverse Effect
Grand Rounds Historic District	Robbinsdale, Golden Valley, and Minneapolis	Eligible	No Adverse Effect
Pilgrim Heights Community Church	Minneapolis	Eligible	No Adverse Effect
Durnam Hall	Minneapolis	Eligible	No Adverse Effect
Control-Data Institute and Control Data – Northside Manufacturing Plant	Minneapolis	Eligible	No Adverse Effect
Minneapolis Warehouse Historic District	Minneapolis	Listed	No Adverse Effect
Saint Anthony Falls Historic District	Minneapolis	Listed	No Adverse Effect
Cameron Transfer & Storage Building	Minneapolis	Listed	No Adverse Effect
St. Paul, Minneapolis & Manitoba Railway Historic District/Great Northern Railway Historic District	Minneapolis	Eligible	No Adverse Effect



Newly Identified Historic Properties

Historic Property/District	Location	NRHP Status	Finding of Effect
Guarantee State Bank of Robbinsdale	Robbinsdale	Eligible	No Adverse Effect
All Pets Animal Clinic	Minneapolis	Eligible	No Adverse Effect
Forest Heights Addition Historic District	Minneapolis	Eligible	Adverse Effect
North Community YMCA	Minneapolis	Eligible	No Adverse Effect
Reno Land and Improvement Company Addition Historic District	Minneapolis	Eligible	No Adverse Effect
Sundseth Undertaking/Sundseth-Anderson Funeral Home	Minneapolis	Eligible	No Adverse Effect
Franklin Co-Operative Creamery Association North Side Complex	Minneapolis	Eligible	No Adverse Effect
Northwestern National Bank – North American Office	Minneapolis	Eligible	Adverse Effect



Assessment of Effects

- Assessment determines whether the Project would cause adverse effects on the 21 historic properties within the Project's APEs
- Anticipated effects from the Project include the following. Effects to specific historic properties vary by location within the APE:
 - direct physical effects
 - visual effects
 - noise and vibration during construction and operation
 - temporary and permanent parking impacts
 - temporary and permanent changes to trails/pedestrian routes, roadways, sidewalks

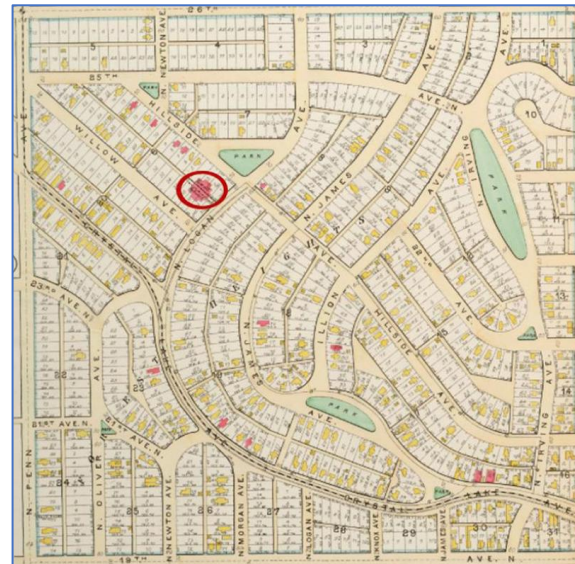


Assessment of Effects – Adverse Effects

Forest Heights Addition Historic District

26th Ave N, Penn Ave N, Golden Valley Road, and Humboldt Ave N, Minneapolis

- Eligible under NRHP Criterion A in the area of community planning and development, under Criterion B for its association with prominent real estate developer and Minneapolis civic leader Samuel Gale (Gale and Company), and Criterion C in the area of landscape architecture.



Rationale for Adverse Effect Finding

Effects Considered:

- Direct physical effects from the acquisition of nine properties within the District, four are contributing to the significance of the District
- Direct visual effects from one proposed station located in the District, one station located one block from the District; addition of the LRT alignment and OCS in the District; and roadway and sidewalk alterations
- Temporary noise and vibration during construction and operation
- Temporary parking impacts during construction and permanent parking impacts during operation

Rationale for Adverse Effect Finding:

- Acquisition and permanent use of portions of the historic district, including the demolition of four contributing properties. Integrity of the District's setting, design, materials, and workmanship will be affected, thereby limiting the District's ability to convey its historic significance under Criteria A, B, and C.



Assessment of Effects – Adverse Effects

Northwestern National Bank – North American Office

615 7th Street N, Minneapolis

- Eligible under NRHP Criterion A in the area of social history for the educational opportunities and social services the bank offered to residents after the 1967 civil unrest to address community inequities.



Rationale for Adverse Effect Finding

Effects Considered:

- Acquisition of historic property and loss of all buildings on site

Rationale for Adverse Effect Finding:

- Acquisition and loss of historic property. Complete loss of integrity of setting, feeling, association, location, design, materials, and workmanship.

Assessment of Effects – No Adverse Effects

Grand Rounds Historic District

- Eligible 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.
- Addendum Assessment of Effects report prepared based on Lowry Ave Station design refinements and comments from Consulting Parties.

Rationale for No Adverse Effect Finding

Effects Considered:

- Direct physical effects from construction of station, LRT alignment, OSC, bridge extensions, new roadway and LRT bridges, roadway and sidewalk realignments, and potential stormwater management ponds within a non-contributing segment of the District
- Direct visual effects from Project infrastructure
- Temporary parking impacts during construction and permanent parking impacts during operation.
- Temporary impacts to trail and traffic patterns during construction and permanent impacts during operation

Rationale for No Adverse Effect Finding:

- Direct physical effects will be located within a non-contributing segment of the District; views of Project infrastructure; temporary noise and vibration; and parking, trail, and traffic pattern impacts would be negligible and would not alter characteristics qualifying the District for NRHP eligibility.



Memorandum of Agreement (MOA)

- Executed August 23, 2016; amended September 20, 2022
- Outlines measures to avoid, minimize, or mitigate adverse effects from the “2016 Alignment”
- MOA will be amended to outline measures to avoid, minimize, or mitigate adverse effects from the current Project



Mitigation

- Examples of mitigation could include, but are not limited to:
 - Preparation of a National Register of Historic Places nomination for the historic property/district
 - Historic documentation, such as a Minnesota Historic Property Record
 - Interpretive signs/panels

MINNESOTA HISTORIC PROPERTY RECORD
SAINT PAUL UNION DEPOT CARRIAGEWAY, STEPS, AND PLAZA
 RA-SPC-5225

PART I. PROPERTY IDENTIFICATION AND GENERAL INFORMATION

A. **Name:** Saint Paul Union Depot Carriageway, Steps, and Plaza

B. **Identification Number:** RA-SPC-5225

C. **Location:** 214 East Fourth Street
 Saint Paul, Ramsey County, Minnesota
 USGS Saint Paul East Quadrangle
 Ramsey County: Township 28; Range 22; Section 6
 UTM Coordinates: Zone 15; 493174; 4977170

D. **Present Owner:** Ramsey County Regional Railroad Authority
 Ramsey County Government Center West
 50 West Kellogg Boulevard
 Saint Paul, Minnesota 55102

Present Use: Parking / Other

E. **Significance:** The Saint Paul Union Depot was constructed from 1917-1926 as a combined effort of consolidation of the railroad company's operations. The depot represents the history of Saint Paul in the transportation industry. The Saint Paul Union Depot, a Charles Sumner building, is the Lower

PART II. HISTORICAL INFORMATION

A. **Physical History**

1. **Date of Erection:**

NPS Form 10-800 OMB Control No. 1024-0018
 expiration date 03/31/2022

United States Department of the Interior
 National Park Service
National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property
 Historic name: Hopkins Downtown Commercial Historic District
 Other names/site number: N/A
 Name of related multiple property listing: N/A
 (Enter "N/A" if property is not part of a multiple property listing)

2. Location
 Street & number: Mainstreet between 8th and 11th Avenues North
 City or town: Hopkins State: MN County: Hennepin
 Not For Publication: n/a Vicinity: n/a

3. State/Federal Agency Certification
 As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I want at the following

Date _____
 Government _____
 does not meet the National Register criteria.
 Date _____
 State or Federal agency/bureau or Tribal Government _____



Mitigation

- Adverse Effect to Historic Properties
 - Forest Heights Historic District &
 - Northwestern National Bank – North American Office
- Potential Mitigation
 - Archival documentation
 - Interpretation



Minimization

- Minimization measures could include, but are not limited to:
 - Continued design review
 - Sound insulation testing for properties with moderate to severe noise impact
 - Vibration measures during construction
 - Design Project elements to the Secretary of the Interiors' *Standards for the Treatment of Historic Properties* (36 CFR § 68)



Archaeological Phase I Survey

- Survey of remaining areas of archaeological potential to be completed prior to construction
- Amended MOA will define the process to complete the survey and resolve adverse effects to newly identified historic properties, if encountered



Anticipated Meeting Timeframes & Objectives

- **Q2 2025** Review results from addendum archaeology assessments, Phase I archaeology survey, Intensive architecture/history results, and assessment of effects

Resolution of adverse effects/MOA amendment consultation
- **Q3/Q4 2025** Prepare amended MOA



Questions?



From: [Miller, Saleh](#)
To: [Barbara Johnson](#)
Cc: [Young, Kelcie](#); [Damle, Neha](#); [Landwer, Nick](#); [Hume, Rob](#); [william.wheeler](#); [Singh, Anshu \(FTA\)](#); [Judd, Catherine](#); [Bring, Jennifer](#)
Subject: RE: Blue Line extension
Date: Tuesday, August 20, 2024 10:47:00 AM
Attachments: [BLE Consulting Parties Re-opening Section 106 Sample Letter.pdf](#)

Ms. Johnson,

The sample letter was at the very end of the PDF package that was emailed to you on August 12th. I've attached just that item for your reference.

Best,
Saleh

Saleh Miller
D 763.591.6657 M 612.380.8901
hdrinc.com/follow-us

-----Original Message-----

From: Barbara Johnson <barbjohnsonmpls@gmail.com>
Sent: Tuesday, August 20, 2024 8:49 AM
To: Miller, Saleh <Saleh.Miller@hdrinc.com>
Subject: Re: Blue Line extension

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Also- I did not receive the "attached sample letter" to reopen the consulting meetings? Will you resend please?

Barb Johnson
Sent from my iPhone

> On Aug 20, 2024, at 8:23 AM, Miller, Saleh <Saleh.Miller@hdrinc.com> wrote:

>

> Ms. Johnson,

>

> Yes, you will receive invites to future Blue Line Extension Consulting Parties meetings.

>

> Best,

> Saleh

>

>

> Saleh Miller

> D 763.591.6657 M 612.380.8901

> hdrinc.com/follow-us

>

> -----Original Message-----

> From: Barbara Johnson <barbjohnsonmpls@gmail.com>

> Sent: Tuesday, August 20, 2024 5:02 AM

> To: Miller, Saleh <Saleh.Miller@hdrinc.com>

> Subject: Re: Blue Line extension

>

> CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>

>

> Sales, As a consulting party, will I be invited to future meetings?

> Thank you.

> Barb Johnson

> Sent from my iPhone

>

>

>> On Aug 12, 2024, at 5:37 PM, Miller, Saleh <Saleh.Miller@hdrinc.com> wrote:

>>

>> Ms. Johnson,

>>

>> The Metropolitan Council and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension project (Project), which consists of approximately 13.5 miles of new Light Rail Transit guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration as the lead federal agency has invited you as a Consulting Party for the Project under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process happens concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project as a Consulting Party.

>>

>> Attached for your reference please find the Section 106 Compliance Plan that was developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward. Also please find attached a sample letter to Consulting Parties to re-open Section 106 consultation and materials and notes from the Consulting Parties Meeting #1 and Consulting Parties Meeting #2.

>>

>> The Project is currently in the process of completing studies to identify currently unknown historic properties within the defined APE. An archaeological desktop assessment and Reconnaissance architecture/history survey have been completed for the Project. SHPO has reviewed these studies, and our team is working on responding to SHPO comments. Preliminary results of these studies were shared with Consulting Parties in Consulting Parties Meeting #2. A Phase I archaeological survey and Intensive architecture/history survey are currently in-progress. We will present the recommendations from these surveys at a future Consulting Parties meeting.

>>

>> If you have any questions about the enclosed materials or the Section 106 process, please let us know.

>>

>> Regards,

>> Saleh

>>

>>

>> Saleh Miller

>> Environmental Project Manager

>> HDR

>> 1601 Utica Avenue South, Suite 600

>> St. Louis Park, MN 55416-3400

>> D 763.591.6657

>> M 612.380.8901

>> Saleh.Miller@hdrinc.com

>>

>>

>> -----Original Message-----

>> From: Singh, Anshu (FTA) <anshu.singh1@dot.gov>

>> Sent: Thursday, August 1, 2024 7:55 AM

>> To: Barbara Johnson <barbjohnsonmpls@gmail.com>

>> Cc: Young, Kelcie <Kelcie.Young@metrotransit.org>; Damle, Neha <Neha.Damle@metrotransit.org>;
william.wheeler <William.Wheeler@dot.gov>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Judd, Catherine
<Catherine.Judd@hdrinc.com>; Bring, Jennifer <jennifer.bring@hdrinc.com>; Miller, Saleh
<Saleh.Miller@hdrinc.com>; Hume, Rob <Rob.Hume@metrotransit.org>; Zuehlke, Graham
<Graham.Zuehlke@metrotransit.org>

>> Subject: RE: Blue Line extension

>>

>> CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open
attachments unless you recognize the sender and know the content is safe.

>>

>>

>> Hello Ms. Johnson,

>>

>> This email serves as an official correspondence confirming you as a consulting party for the Met Council's Blue
Line Extension Project. Met Council is copied on this email, and they will be sharing Section 106 documentation
with you.

>>

>> Feel free to reach out if you have any questions.

>>

>> Thanks,

>> Anshu

>>

>> -----Original Message-----

>> From: Barbara Johnson <barbjohnsonmpls@gmail.com>

>> Sent: Thursday, July 25, 2024 5:05 PM

>> To: Singh, Anshu (FTA) <anshu.singh1@dot.gov>

>> Subject: Re: Blue Line extension

>>

>> CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on
links or open attachments unless you recognize the sender and know the content is safe.

>>

>>

>> I would like to be a consulting party.

>> Barbara Johnson

>> 4318 Xerxes Ave. N

>> Minneapolis, Mn

>> 55412

>> Barbjohnsonmpls@gmail.com

>> Sent from my iPhone

>>

>>>> On Jul 25, 2024, at 3:28 PM, Singh, Anshu (FTA) <anshu.singh1@dot.gov> wrote:

>>>>

>>>> Hello Ms. Johnson,

>>>>

>>>> Thank you for your email. Please let us know if you would want to be a consulting party or would you like
prefer your group to be a consulting party?

>>>>

>>>> Thanks,

>>>> Anshu

>>>>

>>>> Anshu Singh, Ph.D. (She/Her)

>>>> Environmental Protection Specialist

>>>> Federal Transit Administration, Region V

>>>> 200 West Adams, Suite 320, Chicago, IL 60606

>>>> Phone: 312-353-4344

>>>> Email: anshu.singh1@dot.gov

>>>>

>>>

>>> -----Original Message-----

>>> From: Barbara Johnson <barbjohnsonmpls@gmail.com>

>>> Sent: Wednesday, July 10, 2024 11:42 AM

>>> To: Greep, Anthony (FTA) <anthony.greep@dot.gov>; Singh, Anshu (FTA) <anshu.singh1@dot.gov>

>>> Subject: Blue Line extension

>>>

>>> CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

>>>

>>>

>>> Dear sirs,

>>> My name is Barb Johnson. I am a former Minneapolis City Councilmember and City Council President. I am also a registered nurse who worked for the Veterans Administration at four VA hospitals in my prior career as a nurse.

>>> I am writing to ask to be designated as a consulting party as referenced in the Section 106 process.

>>> The proposed extension of the Blue Line light rail project impacts a designated State of Minnesota Historic District, Victory Memorial Drive. It also affects a federally designated byway, The Grand Rounds Scenic Byway. Both of these entities would be severely impacted by the proposed routing of the light rail line. Victory Memorial Drive is the largest World War 1 memorial in the country and honors the soldiers and nurses from Hennepin County who died in World War 1. The Grand Rounds Scenic Byway is a contiguous bike, pedestrian and automobile route throughout Minneapolis that was designed by the famous architect, Horace Cleveland.

>>> The plan for the light rail station at Lowry Ave would take land from the south entrance of Victory Memorial Drive which contains an entrance monument and change the current straightforward route of trails and roadways to a circuitous mess that requires a crossing of dangerous rail tracks at grade and another crossing with a semaphore. It impacts the 800,000 users who use the route each year and is in the midst of an impacted neighborhood. Nowhere else in the park system is such a travesty considered. There are underpasses, overpasses and tunnels in the rest of the system to avoid such dangerous situations. Several people have lost their lives at light rail crossings in the system in the Twin Cities.

>>> Please add my name and know that I am organizing a group called Protect Victory Memorial Drive to attempt to protect these historic resources from being forever changed. Most people in the community I live in are unaware of this great challenge to the park system in North Minneapolis.

>>> Thank you for your consideration.

>>> Barb Johnson

>>> Protect Victory Memorial Drive

>>>

>>> Thank you for your consideration

>>> Sent from my iPhone

>> <BLE Consulting Parties_Cultural Resources Documents_email.pdf>

From: [Miller, Saleh](#)
To: [Matt Bruns](#)
Cc: [kelcie.young](#); [Weber, Susan \(FTA\)](#); [Landwer, Nick](#); [Judd, Catherine](#); [Bring, Jennifer](#); [Hume, Rob](#); [Singh, Anshu \(FTA\)](#)
Subject: RE: Blue Line LRT - Request for Consulting Party status
Date: Monday, February 10, 2025 9:56:00 AM

Mr. Bruns,

Thank you for your follow up. The Minneapolis Warehouse Historic District, of which your building is a contributing resource to, is listed in the National Register of Historic Places (NRHP). The Project is currently assessing effects to historic properties (those listed in or eligible for listing in the NRHP), the preliminary results of which will be presented and discussed with Consulting Parties at an upcoming meeting. We are hoping to host this meeting in early March and will be reaching out to all Consulting Parties shortly to schedule a time.

Regards,
Saleh

Saleh Miller

D 763.591.6657 M 612.380.8901
hdrinc.com/follow-us

From: Matt Bruns <matt_bruns@hotmail.com>
Sent: Monday, February 3, 2025 12:46 PM
To: Miller, Saleh <Saleh.Miller@hdrinc.com>
Cc: kelcie.young <Kelcie.Young@metrotransit.org>; Weber, Susan (FTA) <susan.weber@dot.gov>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Judd, Catherine <Catherine.Judd@hdrinc.com>; Bring, Jennifer <Jennifer.Bring@hdrinc.com>; Hume, Rob <Rob.Hume@metrotransit.org>; Singh, Anshu (FTA) <anshu.singh1@dot.gov>
Subject: Re: Blue Line LRT - Request for Consulting Party status

Some people who received this message don't often get email from matt_bruns@hotmail.com. [Learn why this is important](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Saleh,

I appreciate this summary. I am most concerned with the historic buildings and district along the 10th Ave. N. Portion of the route. Are you or someone else able to provide specifics for buildings along that section?

Thanks,

Matt

From: Miller, Saleh <Saleh.Miller@hdrinc.com>

Sent: Wednesday, January 22, 2025 8:46 AM

To: Matt Bruns <matt_bruns@hotmail.com>

Cc: kelcie.young <Kelcie.Young@metrotransit.org>; Weber, Susan (FTA) <susan.weber@dot.gov>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Judd, Catherine <Catherine.Judd@hdrinc.com>; Bring, Jennifer <Jennifer.Bring@hdrinc.com>; Hume, Rob <Rob.Hume@metrotransit.org>; Singh, Anshu (FTA) <anshu.singh1@dot.gov>

Subject: RE: Blue Line LRT - Request for Consulting Party status

Mr. Bruns,

The Metropolitan Council and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension project (Project), which consists of approximately 13.5 miles of new Light Rail Transit guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration as the lead federal agency has invited you as a Consulting Party for the Project under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process happens concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project as a Consulting Party.

Attached for your reference please find documentation that has been provided to Consulting Parties. In this attachment you will find the Section 106 Compliance Plan that was developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The Compliance Plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward. This attachment also includes materials and notes from the Consulting Parties Meeting #1 (8/7/2023) and Consulting Parties Meeting #2 (6/6/2024), as well as a sample letter to Consulting Parties to re-open Section 106 consultation (8/2/2023).

The Project is currently in the process of completing studies to identify unknown historic properties within the defined APE. An archaeological desktop assessment and Reconnaissance architecture/history survey have been completed for the Project. SHPO has reviewed these studies, and our team is working on responding to SHPO comments. Preliminary results of these studies were shared with Consulting Parties in the Consulting Parties Meeting #2 (please see attached meeting presentation and meeting notes). A Phase I archaeological survey, Intensive architecture/history survey, supplemental archaeological assessments, and assessment of effects studies are currently in-progress. We will present the recommendations from these studies at a future Consulting Parties meeting.

If you have any questions on the attached materials or the Section 106 process, please let us know.

Regards,
Saleh

Saleh Miller

*Environmental Project Manager &
Cultural Resources Team Lead*

HDR

1601 Utica Avenue South, Suite 600
St. Louis Park, MN 55416-3400
D 763.591.6657
M 612.380.8901
Saleh.Miller@hdrinc.com

hdrinc.com/follow-us

From: Matt Bruns <matt_bruns@hotmail.com>
Sent: Friday, January 17, 2025 9:57 AM
To: Singh, Anshu (FTA) <anshu.singh1@dot.gov>
Cc: Young, Kelcie <Kelcie.Young@metrotransit.org>; Weber, Susan (FTA) <susan.weber@dot.gov>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Judd, Catherine <Catherine.Judd@hdrinc.com>; Bring, Jennifer <jennifer.bring@hdrinc.com>; Miller, Saleh <Saleh.Miller@hdrinc.com>; Hume, Rob <Rob.Hume@metrotransit.org>
Subject: Re: Blue Line LRT - Request for Consulting Party status

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Thank you, Dr. Singh,

I look forward to learning more and collaborating on this project.

Met Council and project staff, please let me know how I access this documentation and how I can contribute.

Many Thanks
Matt Bruns

From: Singh, Anshu (FTA) <anshu.singh1@dot.gov>
Sent: Thursday, January 16, 2025 4:25 PM
To: matt_bruns@hotmail.com <matt_bruns@hotmail.com>
Cc: Young, Kelcie <Kelcie.Young@metrotransit.org>; Weber, Susan (FTA) <susan.weber@dot.gov>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Judd, Catherine <Catherine.Judd@hdrinc.com>; Bring, Jennifer <jennifer.bring@hdrinc.com>; Miller, Saleh <Saleh.Miller@hdrinc.com>; Hume, Rob <Rob.Hume@metrotransit.org>

Subject: RE: Blue Line LRT - Request for Consulting Party status

Hello Mr. Burns,

This email officially confirms you as a consulting party for the Met Council's Blue Line Extension Project. Met Council is copied on this email and will share the Section 106 documentation with you.

Feel free to reach out if you have any questions.

Thanks,
Anshu

Anshu Singh, Ph.D. (She/Her)
Environmental Protection Specialist
Federal Transit Administration, Region V
200 West Adams, Suite 320, Chicago, IL 60606
Phone: 312-353-4344
Email: anshu.singh1@dot.gov

From: Foss, Nicole (ADM) <Nicole.Foss@state.mn.us>
Sent: Monday, January 13, 2025 10:33 AM
To: Singh, Anshu (FTA) <anshu.singh1@dot.gov>
Cc: matt_bruns@hotmail.com
Subject: FW: Blue Line LRT - Request for Consulting Party status

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Bruns,

I am forwarding your email requesting consulting party status for the Blue Line LRT project to Anshu Singh, Federal Transit Administration (FTA), as it is the federal agency, in this case FTA, who involves consulting parties in the Section 106 process per 36 CFR 800.2.

Thank you,
Nicole

Nicole Foss (she/her) | **Environmental Review Transportation Liaison**
State Historic Preservation Office
50 Sherburne Avenue, Suite 203
Saint Paul, MN 55155
(651) 201-3248
nicole.foss@state.mn.us

From: Matt Bruns <matt_bruns@hotmail.com>
Sent: Friday, January 10, 2025 9:33 PM
To: MN_ADM_ENV Review SHPO <ENReviewSHPO@state.mn.us>
Subject: Request for Consulting Party status

You don't often get email from matt_bruns@hotmail.com. [Learn why this is important](#)

This message may be from an external email source.

Do not select links or open attachments unless verified. Report all suspicious emails to Minnesota IT Services Security Operations Center.

As a representative and homeowner of the Historic 918 Lofts, our association requests to be a consulting party on the Section 106 Review pertaining to the proposed Blue Line LRT Extension in Minneapolis. This project poses to have significant impacts on our neighborhood, the culture, the historical design and feel, in addition to the potential risks to the structural integrity of a designated historic building. As property owners and stewards of the historic neighborhood we ask that you allow us to be a consulting party as this review progresses.

Regards,
Matthew Bruns
419-305-9002

918 Lofts
918 3rd St. N
Unit #301
Minneapolis, MN 55401

From: [Miller, Saleh](#)
To: jnergard@sr-re.com
Cc: [Singh, Anshu \(FTA\)](#); [Weber, Susan \(FTA\)](#); [Young, Kelcie](#); [Landwer, Nick](#); [Hume, Rob](#); [Judd, Catherine](#); [Bring, Jennifer](#)
Subject: RE: Blue Line LRT - Request for Consulting Party status
Date: Friday, March 21, 2025 2:04:00 PM
Attachments: [BLE Consulting Parties Cultural Resources Documents_email.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Ms. Nergard,

The Metropolitan Council and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension project (Project), which consists of approximately 13.5 miles of new Light Rail Transit guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration as the lead federal agency has invited you as a Consulting Party for the Project under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process happens concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project as a Consulting Party.

Attached for your reference please find documentation that has been provided to Consulting Parties. In this attachment you will find the Section 106 Compliance Plan that was developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO). The Compliance Plan outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward. This attachment also includes materials and notes from the Consulting Parties Meeting #1 (8/7/2023) and Consulting Parties Meeting #2 (6/6/2024), as well as a sample letter to Consulting Parties to re-open Section 106 consultation (8/2/2023).

The Project is currently in the process of completing studies to identify unknown historic properties and assess potential effects to historic properties from the Project within the APE. An archaeological desktop assessment and reconnaissance architecture/history survey have been completed for the Project. Preliminary results of these studies were shared with Consulting Parties in the Consulting Parties Meeting #2 (please see attached meeting presentation and meeting notes). Subsequently, a Phase I archaeological survey, intensive architecture/history survey, supplemental archaeological assessments, and assessment of effects studies were completed for the Project and preliminary results of those studies were shared in Consulting Parties Meeting #3 (3/3/2025). Materials presented in the meeting earlier this month will be shared with Consulting Parties shortly.

We are currently coordinating with Consulting Parties to hold another meeting on Wednesday, April 23 from 10-11:30 am. You should receive an invitation to this meeting soon.

If you have any questions on the attached materials or the Section 106 process, please let us know.

Regards,
Saleh

Saleh Miller

*Environmental Project Manager &
Cultural Resources Team Lead*

HDR

1601 Utica Avenue South, Suite 600
St. Louis Park, MN 55416-3400

D 763.591.6657

M 612.380.8901

Saleh.Miller@hdrinc.com

hdrinc.com/follow-us

From: Singh, Anshu (FTA) <anshu.singh1@dot.gov>

Sent: Wednesday, March 19, 2025 1:41:07 PM

To: Jen Nergard <jnergard@sr-re.com>

Cc: Matt Bruns <matt_bruns@hotmail.com>; Young, Kelcie <Kelcie.Young@metrotransit.org>; Weber, Susan (FTA) <susan.weber@dot.gov>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Judd, Catherine <Catherine.Judd@hdrinc.com>; Bring, Jennifer <jennifer.bring@hdrinc.com>; Miller, Saleh <saleh.miller@hdrinc.com>; Hume, Rob <Rob.Hume@metrotransit.org>

Subject: [EXTERNAL] RE: Blue Line LRT - Request for Consulting Party status

Hello Jen,

This email officially confirms you as a consulting party for the Met Council's Blue Line Extension Project. Met Council is copied on this email and will share the Section 106 documentation with you.

Feel free to reach out if you have any questions.

Thanks,
Anshu

From: Jen Nergard <jnergard@sr-re.com>

Sent: Wednesday, March 19, 2025 2:38 PM

To: Singh, Anshu (FTA) <anshu.singh1@dot.gov>

Cc: Matt Bruns <matt_bruns@hotmail.com>

Subject: RE: Blue Line LRT - Request for Consulting Party status

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I wish to become a consulting party for the Blue Line Extension project.

Please let me know if there is anything further you need for my consideration.

Jen Nergard | Vice President, Commercial Property Management & Leasing

Direct: [612-359-5854](tel:612-359-5854) | Cell: [612-201-9211](tel:612-201-9211)

www.sr-re.com | jnergard@sr-re.com



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901 North Third Street

Suite 100

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From: Singh, Anshu (FTA) <anshu.singh1@dot.gov>
Sent: Wednesday, March 19, 2025 1:36 PM
To: Jen Nergard <jnergard@sr-re.com>
Cc: Matt Bruns <matt_bruns@hotmail.com>
Subject: RE: Blue Line LRT - Request for Consulting Party status

WARNING - External email; exercise caution.

Hello Jen Nergard,

If you wish to become a consulting party for the Blue Line Extension Project, please submit your request to me.

Thanks,
Anshu

From: Matt Bruns <matt_bruns@hotmail.com>
Sent: Thursday, March 13, 2025 2:20 PM
To: Singh, Anshu (FTA) <anshu.singh1@dot.gov>; Jen Nergard <jnergard@sr-re.com>

Subject: Re: Blue Line LRT - Request for Consulting Party status

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Hi Anshu,

Jen Nergard with Schafer Richardson represents multiple buildings along the Blue Line Extension in Minneapolis. She would like to join as a Consulting Party for the Section 106 review. I've included her on this email, please advise on next steps.

Regards,

Matthew Bruns
918 3rd St. N. #301
Minneapolis, MN 55401
Cell: 419-305-9002

From: Singh, Anshu (FTA) <anshu.singh1@dot.gov>

Sent: Thursday, January 16, 2025 4:25 PM

To: matt_bruns@hotmail.com <matt_bruns@hotmail.com>

Cc: Young, Kelcie <Kelcie.Young@metrotransit.org>; Weber, Susan (FTA) <susan.weber@dot.gov>; Landwer, Nick <Nick.Landwer@metrotransit.org>; Judd, Catherine <Catherine.Judd@hdrinc.com>; Bring, Jennifer <jennifer.bring@hdrinc.com>; Miller, Saleh <Saleh.Miller@hdrinc.com>; Hume, Rob <Rob.Hume@metrotransit.org>

Subject: RE: Blue Line LRT - Request for Consulting Party status

Hello Mr. Burns,

This email officially confirms you as a consulting party for the Met Council's Blue Line Extension Project. Met Council is copied on this email and will share the Section 106 documentation with you.

Feel free to reach out if you have any questions.

Thanks,
Anshu

Anshu Singh, Ph.D. (She/Her)
Environmental Protection Specialist
Federal Transit Administration, Region V

200 West Adams, Suite 320, Chicago, IL 60606
Phone: 312-353-4344
Email: anshu.singh1@dot.gov

From: Foss, Nicole (ADM) <Nicole.Foss@state.mn.us>
Sent: Monday, January 13, 2025 10:33 AM
To: Singh, Anshu (FTA) <anshu.singh1@dot.gov>
Cc: matt_bruns@hotmail.com
Subject: FW: Blue Line LRT - Request for Consulting Party status

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Hello Mr. Bruns,

I am forwarding your email requesting consulting party status for the Blue Line LRT project to Anshu Singh, Federal Transit Administration (FTA), as it is the federal agency, in this case FTA, who involves consulting parties in the Section 106 process per 36 CFR 800.2.

Thank you,
Nicole

Nicole Foss (she/her) | **Environmental Review Transportation Liaison**
State Historic Preservation Office
50 Sherburne Avenue, Suite 203
Saint Paul, MN 55155
(651) 201-3248
nicole.foss@state.mn.us

From: Matt Bruns <matt_bruns@hotmail.com>
Sent: Friday, January 10, 2025 9:33 PM
To: MN_ADM_ENV Review SHPO <ENReviewSHPO@state.mn.us>
Subject: Request for Consulting Party status

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As a representative and homeowner of the Historic 918 Lofts, our association requests to be a

consulting party on the Section 106 Review pertaining to the proposed Blue Line LRT Extension in Minneapolis. This project poses to have significant impacts on our neighborhood, the culture, the historical design and feel, in addition to the potential risks to the structural integrity of a designated historic building. As property owners and stewards of the historic neighborhood we ask that you allow us to be a consulting party as this review progresses.

Regards,
Matthew Bruns
419-305-9002

918 Lofts
918 3rd St. N
Unit #301
Minneapolis, MN 55401

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Section 106 Compliance Plan



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Section 106 Compliance Plan

To: Bill Wheeler, FTA Region V
Elizabeth Breiseth, FTA Region V

From: Jennifer Bring, Senior Environmental Project Manager, HDR
Jeanne Barnes, Cultural Resources Practice Lead, HDR

Date: 5-16-2023

Introduction and Project Background

The proposed METRO Blue Line Light Rail Extension (BLRT Extension) project consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. This project anticipates 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 of 1966, as amended (54 United States Code § 306108) and its implementing regulations, 36 Code of Federal Regulations (CFR) 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 BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with NEPA and MEPA. FTA signed a Record of Decision (ROD) on September 19, 2016. For compliance with Section 106, FTA consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an Area of Potential Effects (APE), conduct surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties 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.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in 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 that 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, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. In anticipation of reopening review of the project under Section 106, this memo outlines a



recommended APE for the modified route and the approach for completing additional cultural resources studies, as necessary, for compliance with Section 106.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; four park-and-ride facilities (one existing at 63rd Avenue Station and three new at Robbinsdale, Bass Lake Road, and Oak Grove stations); and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line, and other planned routes; the Northstar Commuter Rail; and express bus routes.

The following modified route, described from north to south, meets the project's principles and stated goals, and will be advanced for supplemental environmental and cultural resources review:

- West Broadway Avenue (CSAH 103) from Oak Grove Parkway to 73rd Avenue North in Brooklyn Park. Includes stations at Oak Grove, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard.
- Bottineau Boulevard (County Road 81) between 73rd Avenue North in Brooklyn Park to the intersection of County Road 81 and West Broadway Avenue in Minneapolis. Includes stations at 63rd Avenue and Bass Lake Road in Crystal, and a station in the downtown (three location options being considered) and at Lowry Avenue/North Memorial Hospital (Lowry Avenue Station) in Robbinsdale.
- West Broadway Avenue from County Road 81 to North Lyndale Avenue in North Minneapolis. This includes a design option along 21st Avenue North from North Irving Avenue to North Lyndale Avenue or Washington Avenue, one block to the north of West Broadway Avenue. Includes stations at Penn Avenue (CSAH 2) and either one station at North Emerson/Dupont Avenue or two stations, one at Irving/James Avenue and the other at Bryant/Aldrich Avenue along either the West Broadway Avenue or 21st Avenue North alignment.
- Two options will be evaluated to connect from West Broadway to Target Field Station:
 - North Lyndale Avenue to North 7th Street or Olson Memorial Highway (TH 55), eventually terminating at the existing Target Field Station in downtown Minneapolis. Includes a station at Plymouth Avenue North.
 - A new bridge over I-94 at either 21st Avenue or just south of West Broadway Avenue, and an alignment running parallel to Washington Avenue east of I-94 that connects to Target Field Station using North 7th Street and 10th Ave North. Includes a station at Plymouth Avenue North.

The modified route includes potential new or reconstructed vehicular bridges to accommodate LRT. Design options under consideration may also add or eliminate some of these potential new bridges or bridge reconstructions:

- New bridge parallel to the existing West Broadway Avenue bridge across TH 610
- Elevated structure to transition LRT from West Broadway Avenue over 73rd Avenue North to County Road 81
- Potential new bridges to elevate the County Road 81 traffic lanes over Bass Lake Road
- Reconstruction of the existing bridge over the Canadian Pacific (CP) railroad corridor in Crystal



- Reconstruction of the existing bridge over TH 100 in Robbinsdale
- Elevated structure at the North Memorial Hospital to carry LRT over North Lowry Avenue and Theodore Wirth Parkway
- Reconstruction of the existing North 7th Street bridge to carry LRT over I-94 to follow North 7th Street or to East Lyndale Avenue North and Olson Memorial Highway (Lyndale Option only)
- New bridge over I-94 either at 21st Avenue or just south of West Broadway Avenue (I-94 east option only)
- Reconstruction of the Plymouth Avenue Bridge over the west-bound I-94 ramps (I-94 east option only)
- Reconstruction of the 3rd Street Connector Viaducts over 10th Avenue North (I-94 east option only)
- New bridge parallel to existing LRT bridge at Target Field Station

Area of Potential Effects

The APE for the project was originally defined in 2011 and refined in 2018 by FTA based on the former preferred alternative reviewed in the 2016 Final EIS. Although the project traverses almost all the same municipalities and has similar features (stations, park-and-ride facilities, OMF), the modified route follows a different alignment, a substantive change as defined in Stipulation III.A of the MOA necessitating a reexamination of and a revision to the APE. Based on the potential effects of the modified route and to align with APEs for similar FTA transit projects throughout the region and nationally, changes to the parameters of the previously defined APE are recommended. A summary of the previous parameters and the current proposed APE parameters are summarized below. As design of the project advances, FTA in coordination with the Council's Preservation Lead (Preservation Lead), may revise the APE as appropriate in consultation with the SHPO.

Archaeology APE

The previously defined APE included all areas of proposed construction activities or other potential ground disturbing activities associated with construction with 500-foot buffers from the center point of stations and from the limits of disturbance (LOD) for proposed park-and-rides and the OMF. Based on the project as currently defined, and in keeping with FTA's other projects in the state/region, the recommended archaeology APE would include areas of potential ground disturbance, which would be defined through the modified route's LOD (see **Figures 1-5**). The archaeology APE includes areas subject to ground disturbance associated with the construction of the alignment, stations, park-and-rides, parking lots, new bridges, OMF, and areas where roadway, parking, pedestrian, bicycle, utility, or trail segments are being improved.

As design advances and details for these and other ancillary project elements are known, the archaeology APE would be adjusted as appropriate, by FTA in consultation with the SHPO.

Architecture/History APE

Potential effects of the project include increases in noise and vibration due to construction, demolition activities, and increased rail or bus traffic. The construction of new stations and other ancillary features have a higher potential for physical, auditory, or visual impacts due to the new construction, as well as the increase in traffic around the station areas and possibility for increased development in suburban areas.

The elements of the previously defined APE and the current recommended APE parameters are summarized in **Table 1**.



METRO Blue Line LRT Extension (BLRT)

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Table 1. Revised Architecture/History APE Parameters

Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
Alignment	500 feet on either side of the proposed alignment to account for potential vibration effects during construction, construction and operation noise, and permanent visual effects.	All properties within 200 feet of the centerline of the proposed alignment not blocked from view to the alignment by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for construction and operation noise and vibration effects, and permanent visual effects that have the potential to change the character or use of the historic property.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for LRT is 175 feet with intervening buildings, 350 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the alignment.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – Given the low profile of the LRT track and intervening buildings and vegetation along much of the corridor, it is anticipated that potential permanent visual effects would be limited to properties immediately fronting the alignment (approximately 150-200 feet from the alignment).</p>



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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
Stations	0.25-mile radius from the center point of proposed stations to account for potential vibration effects during construction, construction and operation noise, permanent visual effects, and potential increased redevelopment.	All properties within 500 feet (roughly equates to one block in urban areas) from the center point of the station to account for potential construction and operation noise, vibration effects during construction, permanent visual effects that have the potential to change the character or use of the historic property, and potential for increased redevelopment which would likely be limited within close proximity to the new station.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for stations is 100 feet with intervening buildings, 200 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the station.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – Given intervening buildings and vegetation along much of the corridor, it anticipated that potential permanent visual effects would be limited to properties immediately fronting the alignment (approximately 150-200 feet from the alignment). Potential visual effects may extend further in locations of a park-and-ride structure.</p> <p>Redevelopment – Some areas of potential redevelopment are located along the alignment. Land use planning and potential redevelopment is occurring on a regular basis in these communities. Potential redevelopment more directly associated with the introduction of the station would be limited to the close proximity (up to 500 feet/~1 block) of the new station.</p>



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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
Operations and Maintenance Facility (OMF)	0.25-mile buffer from the perimeter of the OMF site to account for potential vibration effects during construction, construction and operation noise, and permanent visual effects.	All properties within 750 feet from the perimeter of the OMF site to account for potential construction and operation noise, vibration effects during construction, and permanent visual effects that have the potential to change the character or use of the historic property.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for yards/shops is 650 feet with intervening buildings, 1,000 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity to the OMF, even in an unobstructed area.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – The OMF is located in an area with few intervening buildings or vegetation. However, it is anticipated that visibility of the OMF building would dissipate with distance.</p>



METRO Blue Line LRT Extension (BLRT)

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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
Bridges (see Table 2 for additional detail regarding APE for specific proposed bridges)			
New locations or replacements of an existing bridge with a profile (deck surface/top of railhead) no more than 12 feet above an existing grade and/or surface of the feature being crossed	All properties within 600 feet from the perimeter of the structure to account for potential vibration effects during construction (assumes the potential for pile driving), construction and operation noise, and minor permanent visual effects.	All properties within 200 feet from the perimeter of the structure and not blocked from view by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for potential vibration effects during construction (assumes the potential for pile driving), construction and operation noise, changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for LRT is 175 feet with intervening buildings, 350 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the alignment/bridge.</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Visual – Bridges in this category (see Table 2) would be constructed adjacent to reconstructions of existing bridges. Any difference in grade between the bridge and the surrounding area is anticipated to be small and potential visibility would be further blocked by intervening buildings and vegetation. It anticipated that potential permanent visual effects it anticipated that potential permanent visual effects would be limited to properties immediately fronting the alignment (approximately 150-200 feet from the alignment).</p>
*Previous project profile was no more than 6 feet above grade			



METRO Blue Line LRT Extension (BLRT)

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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
<p>New locations or replacements of an existing bridge with a profile more than 12 feet above (higher) an existing grade and/or surface of the feature being crossed</p>	<p>All properties within 0.25 miles from the perimeter of the structure to account for potential vibration effects during construction (assumes the potential for pile driving), construction and operation noise, and more substantial permanent visual effects.</p>	<p>All properties within 500 feet from the perimeter of the structure and not blocked from view by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for potential construction and operation noise, vibration effects during construction (assumes the potential for pile driving), changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.</p>	<p>Noise – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, the noise screening distance for LRT is 175 feet with intervening buildings, 350 feet unobstructed (see Attachment A, Figure 1). However, not all potential noise impacts result in an adverse effect to historic properties. It is anticipated that potential noise impacts that could rise the level of adversely affecting an historic property would be located in close proximity (adjacent) to the alignment/bridge</p> <p>Vibration – According to FTA’s 2018 <i>Transit Noise and Vibration Impact Assessment Manual</i>, vibration from impact pile driving, which generates the highest vibration level for typical construction projects, has the potential to cause superficial damage to structures up to 150 feet from the piling, depending on the type of building (see Table 7-4, Equation 7-2, and Table 7-5 in Attachment A, Excerpt 1). Vibration levels generated by other construction activities would be less than those generated by piling. Vibration levels generated by operations are well below the thresholds for damage.</p> <p>Traffic – Although traffic patterns may shift or be otherwise temporarily affected during construction of the bridges, it is anticipated there would be little impact to existing traffic and shifts in traffic patterns would not result in rerouting major traffic volumes into areas not already affected by traffic.</p> <p>Visual – Bridges in this category (see Table 2) would likely be more visible but it is anticipated that potential permanent visual effects would dissipate with distance, especially given the intervening buildings and vegetation along the corridor.</p>

*Previous project profile was more than 6 feet above grade



METRO Blue Line LRT Extension (BLRT)

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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
Roadways and Parking Lots <i>(includes above ground elements, e.g., lighting, signage, signal systems, trees, etc.)</i>			
Modifications to existing collector (local) streets and access within existing right-of-way	All property within 125 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic, temporary and permanent noise and vibration effects, and minor permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.	APE for similar project element with similar effects for Gold Line BRT project.
Modifications to existing major arterial streets and highways (non-limited access) within existing ROW	All property within 150 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic, temporary and permanent noise and vibration effects, and permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.	APE for similar project element with similar effects for Gold Line BRT project.
Modifications to existing highways (limited access) within existing ROW	All property within 300 feet from the perimeter of the construction limits/LOD to account for potential changes in traffic, temporary and permanent noise and vibrations effects, and permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction.	APE for similar project element with similar effects for Gold Line BRT project.



METRO Blue Line LRT Extension (BLRT)

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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
New and relocated/realigned collector (local), major arterial streets, and highways (non-limited access) not within existing right-of-way	All property within 200 feet from the perimeter of the construction limits/LOD to account for temporary and permanent noise and vibration effects, new traffic, and permanent visual effects.	First tier of properties directly fronting the roadway and intersections not blocked by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for construction and operation noise, changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
New surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads	All property within 150 feet from the perimeter of the construction limits/LOD to account for temporary and permanent noise and vibration effects, new traffic, and permanent visual effects.	First tier of adjacent properties not blocked by vegetation, topography, intervening development (e.g., other buildings), or infrastructure (e.g., the interstate) to account for construction and operation noise, changes in traffic, and permanent visual effects that have the potential to change the character or use of the historic property.	APE for similar project element with similar effects for Gold Line BRT project.



METRO Blue Line LRT Extension (BLRT)

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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
<i>Pedestrian and Bicycle Improvements</i>			
Pedestrian (ADA) ramps	All property within 50 feet from the perimeter of the construction limits/LOD to account for minor visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
Sidewalks and trail improvements (no above grade elements other than curbs and medians)	All property within 100 feet from the perimeter of the construction limits/LOD to account for potential minor visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property. If proposed sidewalk or trail improvements directly abut a property, the property would be included within the APE.	APE for similar project element with similar effects for Gold Line BRT project.
Pedestrian enhancements (e.g., sidewalks and trails) that include above grade elements (e.g., lighting, trees, signage, etc.)	All property within 125 feet from the perimeter of the construction limits/LOD to account for potential visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.



METRO Blue Line LRT Extension (BLRT)

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Technical Memorandum

Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
Utilities and Systems			
Below ground (no pile driving)	All property within 25 feet from the perimeter of the construction limits/LOD to account for construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
Above ground utility lines other than high-voltage transmission lines (no pile driving)	All property within 125 feet from the perimeter of the construction limits/LOD to account for permanent visual effects and construction related noise and vibration effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.
Borrow/Fill and Floodplain/Stormwater/Wetland Mitigation Areas			
Borrow/fill and floodplain/stormwater/ wetland mitigation areas	Generally, all property within 125 feet from the perimeter of the construction limits/LOD to account for vibration during construction and potential permanent visual effects.	All properties within the construction limits/LOD to account for physical effects and temporary noise and vibration effects during construction that have the potential to change the character or use the historic property.	APE for similar project element with similar effects for Gold Line BRT project.



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Project Element	APE Limit and Rationale Previous Route 90% (2018)	APE Limit and Rationale Modified Route (2022)	Notes
Noise Walls			
Noise walls (no pile driving)	Not previously addressed.	All properties within 100 feet of the construction limits/LOD to account for physical effects, temporary noise/vibration during construction, and potential visual effects that have the potential to change the character or use the historic property. This may be increased or decreased, depending on the change in grade and the method of construction.	APE for similar project element with similar effects for Gold Line BRT project.
<p><i>*Noise walls are not part of the current design but may be part of the updated design.</i></p>			



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The APE limit and rationale for the proposed new or reconstructed bridges is summarized in **Table 2** below.

Table 2. Architecture/History APE for Bridges

Bridge Location	APE Limit and Rationale
New bridge over TH 610	<i>200 feet from the perimeter of the structure</i> – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing TH 610. The new bridge will parallel an existing bridge along West Broadway Avenue over TH 610. It is assumed the new bridge will have a similar height and massing to the existing bridge, which will minimize potential permanent visual effects.
Elevated structure at 73 rd Avenue North	<i>500 feet from the perimeter of the structure</i> – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.
New bridges at Bass Lake Road	<i>500 feet from the perimeter of the structure</i> – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.
Bridge reconstruction over CP Railroad	<i>200 feet from the perimeter of the structure</i> – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from the existing CP Railroad and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
Bridge reconstruction over TH 100	<i>200 feet from the perimeter of the structure</i> – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from the existing roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
Elevated structure at North Memorial Hospital	<i>500 feet from perimeter of the structure</i> – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.



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Bridge Location	APE Limit and Rationale
Bridge reconstruction along North 7th Street over I-94	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
New bridge over I-94 at either 21st Avenue or just south of West Broadway Avenue	500 feet from perimeter of the structure – Potential vibration (possible pile driving) during construction and noise during construction and operation. The new structure will likely be more than 12 feet above the surrounding grade and has potential for increased permanent visual effects.
Bridge reconstruction along Plymouth Avenue over I-94 on ramps	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridge, which will minimize potential permanent visual effects.
Bridge reconstruction of 3rd Street Connector Viaducts over 10th Avenue North	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. It is anticipated the reconstruction will maintain a similar height to the existing bridges, which will minimize potential permanent visual effects.
New bridge parallel to existing LRT bridge at Target Field Station	200 feet from the perimeter of the structure – Potential vibration (possible pile driving) and noise effects during construction will be temporary and short in duration. Potential noise during operation will be nominal compared to the noise from existing highways and roadways. The new bridge will parallel an existing bridge at Target Field Station. It is assumed the new bridge will have a similar height and massing to the existing bridge, which will minimize potential permanent visual effects.

The recommended architectural history APE for the route based on the current design is shown on **Figures 1-5**. Design is continuing to advance and details regarding roadway, parking lot, pedestrian, bicycle, and utility improvements, or the location of borrow/fill and floodplain, stormwater, or wetland mitigation areas are being identified. As design develops, the recommended revised APE parameters summarized in **Table 1** will be applied. Further changes to the design details which result in changes to the APE as outlined above will be coordinated with FTA and SHPO as appropriate.



Cultural Resources Studies

Identify Historic Properties

For the purpose of Section 106, historic properties include resources that are listed in or determined eligible for listing in the National Register of Historic Places (NRHP). As determined through conversations with FTA, the Preservation Lead will be responsible for overseeing cultural resources investigations for the proposed project, including a literature review, Phase I and II (if necessary) surveys to identify historic properties within the APE, and an assessment of effects the project may have on historic properties. FTA, as the Lead Federal Agency, will review these studies and make final determinations of eligibility and findings of effect for each historic property in the APE, in consultation with SHPO and consulting parties. A summary of the proposed methodology for the investigations is provided below. All work will be conducted in accordance with all federal, state, and local laws, and the reporting will be prepared in accordance with Stipulation I of the MOA, SHPO's *Manual for Archaeological Projects in Minnesota* (Anfinson 2005), *Minnesota State Archaeologist's Manual for Archaeological Projects in Minnesota* (Anfinson 2011), SHPO's *Historic and Architectural Survey Manual* (2017), and the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (NPS 1983).

Archaeological Resources

The following work plan outlines the approach to identifying and evaluating (Phase I and II, respectively) precontact and post-contact archaeological properties that are eligible for inclusion in the NRHP in the project's archaeology APE. The primary tasks that comprise this approach include research and assessment (Task 1), inventory and evaluation (Task 2), and analysis and reporting (Task 3).

Under the direction of the Preservation Lead, archaeological investigations will be conducted by a principal investigator who meets the *Secretary of the Interior's Professional Qualification Standards* for archaeology. The survey will be conducted in accordance with applicable federal, state, and local requirements including the Minnesota Field Archaeology Act and the Minnesota Private Cemeteries Act.

Task 1: Research and Assessment

To inform the route modification process, a review of known cultural resources along alternative modified routes under consideration was completed in November 2021. At this early stage of design, a 0.25-mile study area was used as a buffer to encompass areas that may be included within a final APE. Supplemental research at the Minnesota Historical Society (MNHS), the Minnesota Office of the State Archaeologist (OSA), and the SHPO will be conducted to identify known archaeological sites that have been previously identified within a one-mile radius of the project area. The one-mile radius aids in the determination of archaeological sites potential. Reports of previous archaeological surveys, including the archaeological assessment completed for the previous route, will be reviewed. Research will also be conducted at the University of Minnesota to access historical aerial photographs, historical plat maps, and soil data. Precontact and post-contact period contexts will be briefly reviewed, with a focus to inform the discussion of potential site types within the APE and assessment of potential for intact archaeological resources to exist.

Based on the results of the research and desktop map analysis, the principal investigator, in coordination with the Preservation Lead, will identify portions of the APE that have not been previously surveyed and do not appear to be disturbed and conduct a preliminary field assessment. This preliminary investigation will assess archaeological site potential, identify areas of previous disturbance, and attempt to identify surface features that may not be depicted on historical maps or aerial photographs. Portions of the APE that have been previously assessed for this project will be reviewed to determine whether investigations have occurred in the area since it was last reviewed or if there are substantive changes in field conditions. The results of this assessment will inform the locations of Phase I survey, if necessary (Task 2).



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As the design of the project and location of ancillary features are identified, it is assumed areas that may be impacted by proposed construction may change. Therefore, assessment of new areas identified outside of the current APE will be conducted as they are identified and will inform the Supplemental EIS.

The research results will be compiled in an archaeological assessment report. This brief report will identify:

- Known archaeological sites and historic properties within a one-mile radius of the project area
- Sections of the APE that have been previously documented/surveyed
- Sections of the APE that have been previously disturbed
- Portions of the APE that have not been previously surveyed that may require survey in the future.

At the conclusion of the archaeological assessment, the Council and Preservation Lead will meet with FTA to discuss the results and confirm identified areas requiring Phase I archaeological survey, if any. The Preservation Lead will submit a report of the archaeological assessment results to FTA for its review. The Preservation Lead will work with the principal investigator to address comments and submit a revised version of the report to FTA. FTA will then transmit the report to SHPO and consulting parties for review.

Task 2: Inventory and Evaluation

If any portions of the APE were identified during Task 1 as requiring additional survey, and FTA concurs with the assessment, Task 2 will begin with a Phase I archaeological survey of those areas. During the Phase I survey, subsurface testing, likely in the form of shovel testing, may be employed in the high potential areas identified in the archaeological assessment report. In addition, limited shovel testing may be completed for identified sites to more clearly determine the overall character and delineate the horizontal and vertical extent of the sites. Newly identified archaeology sites will be documented on a Minnesota Archaeological Site Form. At the conclusion of the Phase I archaeological survey, the Council and the Preservation Lead will meet with FTA to discuss the results and confirm areas requiring Phase II archaeological evaluation, if any.

If the results of the Phase I survey identify archaeology sites within the APE that are potentially eligible for inclusion in the NRHP, a Phase II evaluation of these properties will be completed to determine their eligibility. A Phase II archaeological evaluation may involve the excavation of formal test units to assess the soil stratigraphy, types of artifacts present, vertical artifact densities, potential for features, site extent, and site condition. Test unit excavations are controlled excavations of typically 1 x 1-meter squares to determine the presence of buried artifacts and/or features.

Artifacts encountered during the Phase I and II investigations will be collected in a manner consistent with SHPO's *Manual for Archaeological Projects in Minnesota* (Anfinson 2005) and the *Minnesota State Archaeologist's Manual for Archaeological Projects in Minnesota* (Anfinson 2011).

Task 3: Analysis and Reporting

Following completion of any Phase I and Phase II archaeological survey that may be necessary, the principal investigator will analyze the data and prepare a technical report of the investigations describing project methodology, previous investigations, appropriate historical contexts, results, and recommendations. The reporting will be prepared in accordance with the SHPO's *Manual for Archaeological Projects in Minnesota* (Anfinson 2005) and the *Minnesota State Archaeologist's Manual for Archaeological Projects in Minnesota* (Anfinson 2011). Sites documented during the survey will be recorded on new or updated Minnesota Archaeological Site Forms. Collected artifacts will be processed and analyzed in compliance with the survey guidelines of the SHPO. Artifacts from private property will be returned to the landowner after they are analyzed. Artifacts identified on publicly owned lands during the Phase I and II investigations will be curated at the MNHS, per the requirements of the OSA archaeological license.



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The Preservation Lead will submit the report to FTA for its review. The Preservation Lead will work with the principal investigator to address comments and submit a revised version of the report to FTA. FTA will then transmit the report and their determinations of eligibility to SHPO and consulting parties for review. If FTA determines there are historic properties in the APE and SHPO concurs with FTA's determinations of eligibility, effects will be assessed as discussed below. If SHPO does not concur with FTA's determinations of eligibility, the disagreement will be resolved pursuant to Stipulation XVIII of the MOA.

Architectural History Properties

The following work plan outlines the approach to identifying and evaluating (Phase I and II, respectively) architectural history properties that are eligible for inclusion in the NRHP in the project's APE. The primary tasks that comprise this approach include research and assessment (Task 1), inventory and evaluation (Task 2) and analysis and reporting (Task 3).

Under the direction of the Preservation Lead, architectural history investigations will be conducted by a principal investigator who meets the *Secretary of the Interior's Professional Qualification Standards* for architectural history and/or history. The survey will be conducted in accordance with applicable federal, state, and local requirements including the Minnesota Historic Sites Act.

Task 1: Research and Assessment

As noted above, to inform the route modification process, a review of known cultural resources along alternative routes under consideration was completed in November 2021. At this early stage of design, a 0.25-mile study area was used as a buffer to encompass areas that may be included within a final APE. Supplemental research will be conducted at the SHPO to review reports of previously conducted surveys within the APE. Research will be completed at MNHS and local historical societies to locate historical maps, aerial photographs, and local histories to aid in the development of historical contexts. Previously developed historic contexts will be identified and utilized. Existing contexts may be updated, or new contexts may be developed (e.g., for new geographic areas), as needed, to facilitate evaluation of properties within the architectural history APE.

As shown in **Figures 1-5**, most of the architectural history APE for the modified route was surveyed as part of the Section 106 review during previous stages of this project. The first survey for the project was completed in 2012 to support the Draft EIS (properties built in 1965 or earlier). This investigation covered several alternatives that were under consideration at that time. A second survey was completed in 2013 to evaluate properties within the APE for the Plymouth Avenue Station, which had been added to the project. In 2015, a Cultural Landscape Study was prepared for Theodore Wirth Regional Park. In 2017, a supplemental survey was completed to document properties built between 1966 and 1972 per Stipulation I (Identification of Additional Historic Properties) of the MOA. In 2018, another supplemental survey was completed to document properties within a revised and expanded APE, evaluate the Park Lane Residential District, and to address additional information received about properties associated with Prince Rogers Nelson within the APE. It is recommended that properties previously surveyed for this project, which were completed within the last 10 years, do not need to be resurveyed unless a new area of potential significance for a property is identified. Other properties surveyed within the last 10 years for Section 106 compliance will also be excluded from further survey and evaluation if the documentation of the evaluations is adequate for the purposes of this project.

According to Stipulation I.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. The Hennepin County property database provides building construction dates for tax parcels. These dates are assumed to be generally reliable for properties erected in the second half of the twentieth century and will be used to eliminate properties from the survey that were built after 1976. Additionally, parcel data will be reviewed to identify if properties that were built in 1976



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or earlier that fall within the APEs for previous surveys were not previously evaluated due to their age and, therefore, would now require survey. It will not be necessary to re-evaluate NRHP-listed or previously determined eligible properties unless there has been a significant change in their integrity or if additional information is needed to assess potential project effects.

The Council recommends use of new desktop tools for the initial assessment of architectural history properties to inform and streamline the Phase I survey. Available Google Street View imagery within the APE, which dates from 2019 to 2022 throughout most of the corridor, will be reviewed to complete an initial assessment of properties built in 1976 or earlier and not previously evaluated for Section 106 compliance within the last 10 years. In addition, imagery dating to November 2020 through Hennepin County's Cyclomedia program will be reviewed to supplement the Street View imagery and further inform the initial assessment. Properties will be assessed further in the field (see Task 2 below). Properties within the APE that are built after 1976 with no potential for exceptional significance and, therefore, per the SHPO's *Historic and Architectural Survey Manual* (2017), do not meet the requirements for survey will be documented with Street View or Cyclomedia imagery, recorded in table format, and mapped.

Task 2: Inventory and Evaluation

For properties within the APE that meet the requirements for survey (built in 1976), the principal investigator, in coordination with the Preservation Lead, will conduct a Phase I (reconnaissance) architectural history investigation. The study will be conducted according to the *Secretary of the Interior's Standards for Identification* (NPS 1983), SHPO's *Historic and Architectural Survey Manual* (2017), and the recommended methodology outlined below.

Following the initial desktop assessment, a windshield reconnaissance of the properties within the APE that meet the requirements for Phase I survey will be completed. During the windshield reconnaissance, surveyors will be observant of all properties to identify those that may have been incorrectly assessed as lacking significance or integrity during the desktop assessment due to inaccurate or incomplete data, or to identify potential historic districts. Outreach to local community members and stakeholders, including Section 106 consulting parties, will be completed to gather input regarding locally important properties, as well as identify local community members to potentially accompany field staff to further inform and facilitate in-field survey and documentation.

Sanborn Fire Insurance Maps and historical aerial photographs will be reviewed to narrow construction dates and understand the land use history of each property. Each property that meets the criteria for survey (built in 1976 or earlier) will be assessed during the Phase I study for potential eligibility for the NRHP. Based on the results of the desktop review, community outreach, windshield reconnaissance, and supplemental research, a supplemental field visit to properties or districts identified as potentially eligible will be completed. Each potentially eligible property or district will be documented with field notes and photographed with a digital camera from the public right-of-way. Additionally, the principal investigator will assess the historic integrity of properties within the APE that were previously determined eligible within the last 10 years and NRHP-listed properties within the APE to determine if there have been significant changes to each property's integrity. If there have been no significance or integrity changes, each previously determined eligible or NRHP-listed property will be photodocumented, mapped, and recorded in table format, but will not be documented on an inventory form unless its integrity has been compromised.

Each property surveyed (constructed in 1976 or earlier) will receive a SHPO inventory number and will be documented on a Minnesota Individual Property Inventory Form. An example Phase I Minnesota Individual Property Inventory Form utilizing available Google Street View and Cyclomedia imagery is included as Attachment B. Documentation will include architectural descriptions, assessments of integrity, brief narratives and statements of significance, recommendation of eligibility, photographs, and GIS mapping. A Minnesota Multiple Property Inventory Form will be completed for linear resources or potential historic districts identified within the APE.



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If any of the Phase I properties are recommended as having potential significance, the Council and the Preservation Lead will meet with FTA to discuss the results and receive concurrence from FTA to proceed with completing a Phase II (intensive) survey and evaluation of those properties to determine their eligibility. A Phase II architectural history evaluation will include additional property-specific supplemental research at MNHS, SHPO, the University of Minnesota and other local repositories as appropriate. Properties will be documented with detailed field notes and additional photographs with a digital camera may be taken. Each property will be evaluated for eligibility according to the NRHP criteria. The principal investigator will also evaluate the seven aspects of integrity for each property. The results of the Phase II evaluation will be recorded on an updated Minnesota Architecture-History Inventory form.

Task 3: Analysis and Reporting

Following survey, the principal investigator will compile the Phase I and II survey results into a report that will meet the requirements outlined in the SHPO's *Historic and Architectural Survey Manual* (2017). Separate reports may be prepared to align with and inform the Supplemental Draft EIS. The report(s) will describe project methodology; survey results; include maps of the project location, APE, known historic properties, and survey results; and provide recommendations of eligibility for each surveyed property. The Preservation Lead will submit the report(s) to FTA for its review. The Preservation Lead will work with the principal investigator to address comments and submit revised versions of the survey report(s) and inventory forms to FTA. FTA will then transmit the report(s), inventory forms, and their determinations of eligibility to SHPO and consulting parties for review. If FTA determines there are historic properties in the APE, and SHPO concurs with FTA's determinations of eligibility, effects will be assessed as discussed below. If SHPO does not concur with FTA's determinations of eligibility, the disagreement will be resolved pursuant to Stipulation XVIII of the MOA.

Assess Effects to Historic Properties

The potential effects from the project on historic properties within the revised APE will be assessed by the Preservation Lead pursuant to Stipulation I.C of the MOA. Pursuant to 36 CFR 800.5, the assessment of effects will summarize the significance of each historic property within the APE, assess how the project may affect each historic property's integrity and/or ability to convey its significance, and apply the criteria of adverse effect. The results of the study will be presented in a report with recommendations for FTA's findings of effect. The report will also clarify whether any of the findings of effect presented in the *Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties* (January 2016) remain valid.

If FTA finds that the project will result in No Adverse Effect to historic properties and SHPO agrees, no further consultation is required pending implementation of any conditions tied to the finding. If FTA finds the project will result in adverse effects to historic properties and SHPO agrees, FTA will resolve the adverse effects as discussed below. If SHPO does not concur with FTA's finding of effect, the disagreement will be resolved pursuant to Stipulation XVIII of the MOA.

Resolve Adverse Effects

If a finding of Adverse Effect is made for the project, FTA will consult with SHPO, the Council, and consulting parties pursuant to Stipulation XIV of the MOA to determine the appropriate means to resolve the adverse effects and develop mitigation plans as required. The MOA will be amended to document the historic properties within the APE for the modified route and the resolution of any adverse effects to those properties.

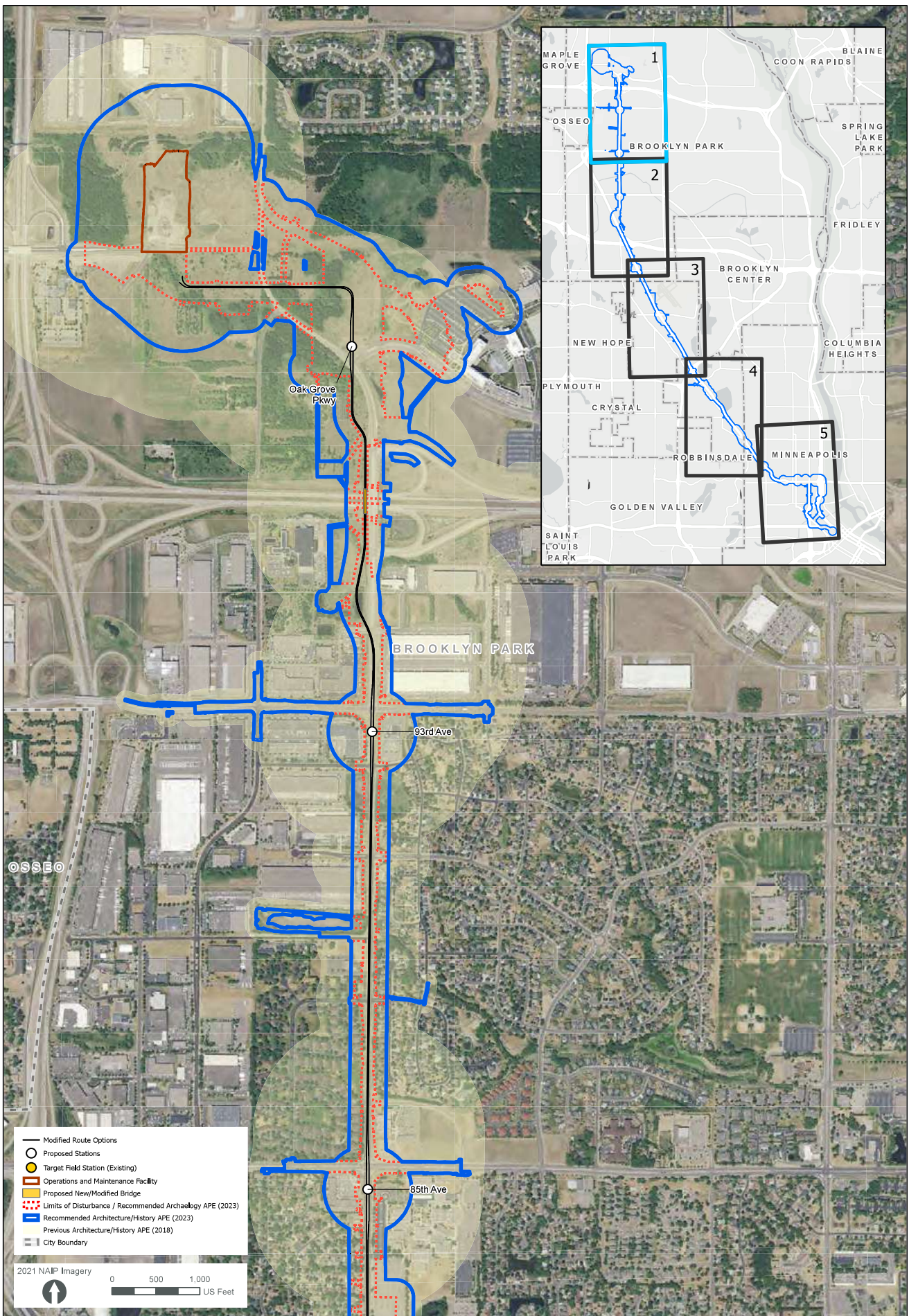


FIGURE 1: RECOMMENDED AREA OF POTENTIAL EFFECTS



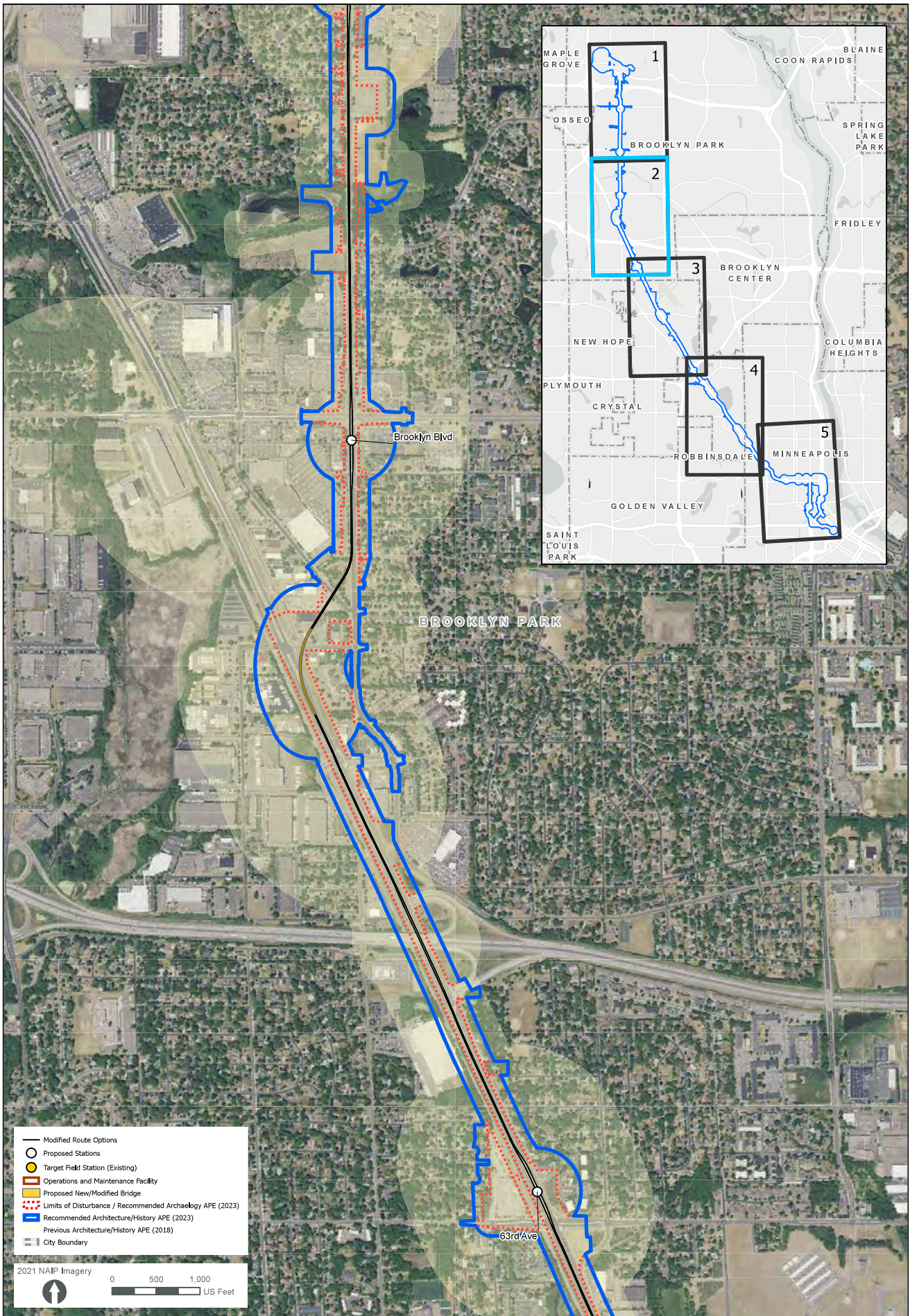


FIGURE 2: RECOMMENDED AREA OF POTENTIAL EFFECTS



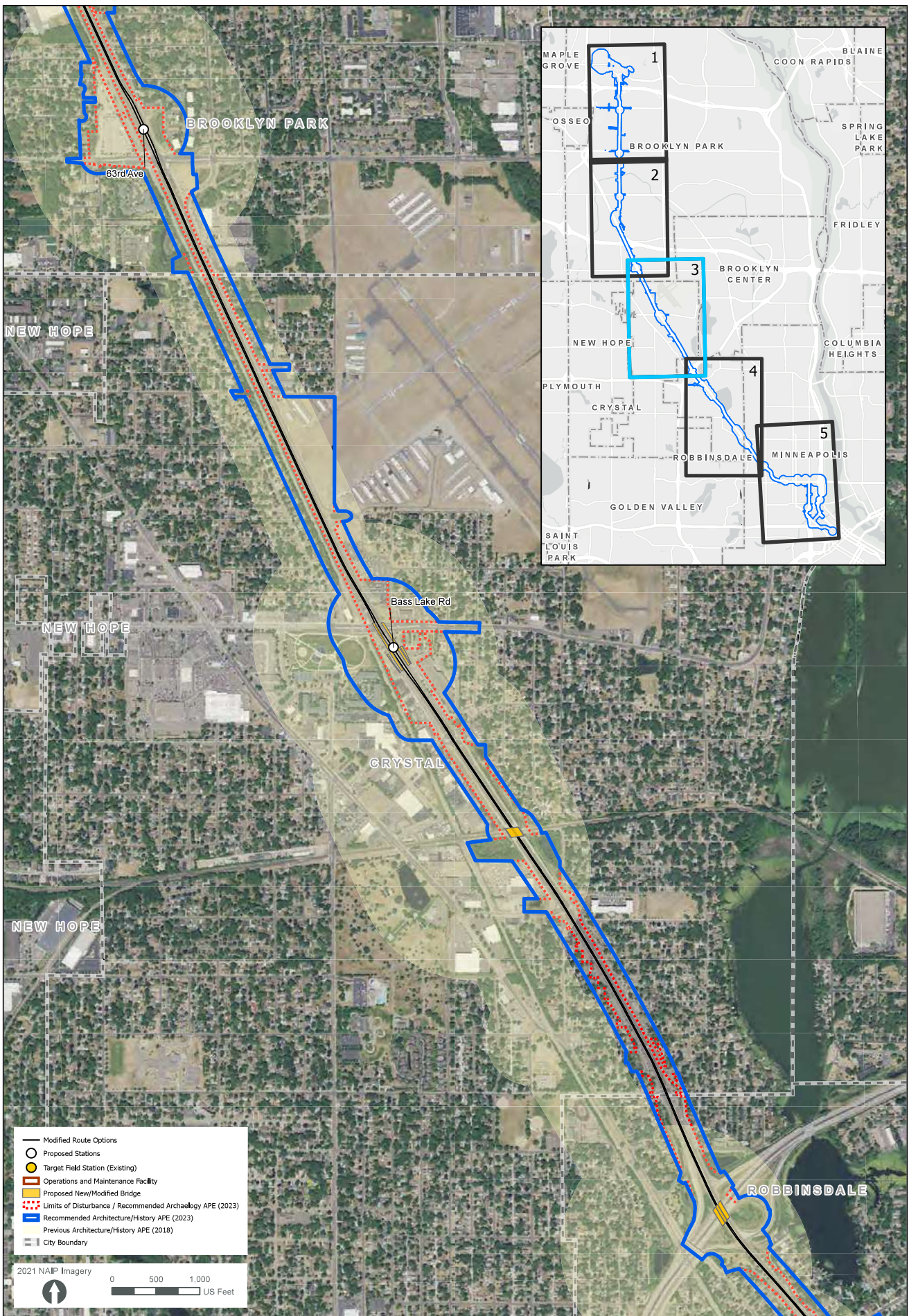
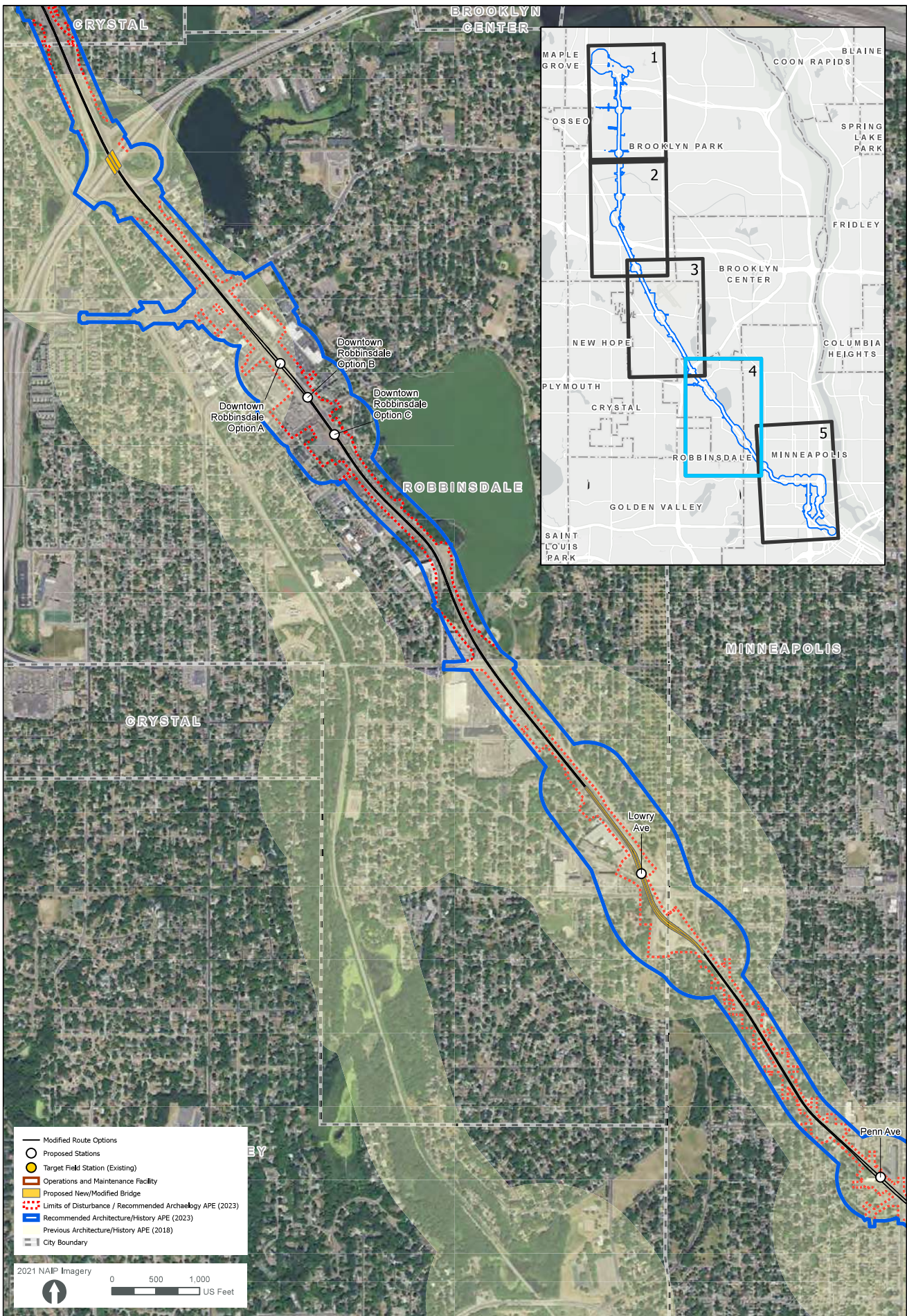


FIGURE 3: RECOMMENDED AREA OF POTENTIAL EFFECTS





- Modified Route Options
- Proposed Stations
- Target Field Station (Existing)
- ▭ Operations and Maintenance Facility
- ▭ Proposed New/Modified Bridge
- - - Limits of Disturbance / Recommended Archaeology APE (2023)
- ▭ Recommended Architecture/History APE (2023)
- - - Previous Architecture/History APE (2018)
- - - City Boundary

2021 NAIP Imagery

0 500 1,000 US Feet

FIGURE 4: RECOMMENDED AREA OF POTENTIAL EFFECTS



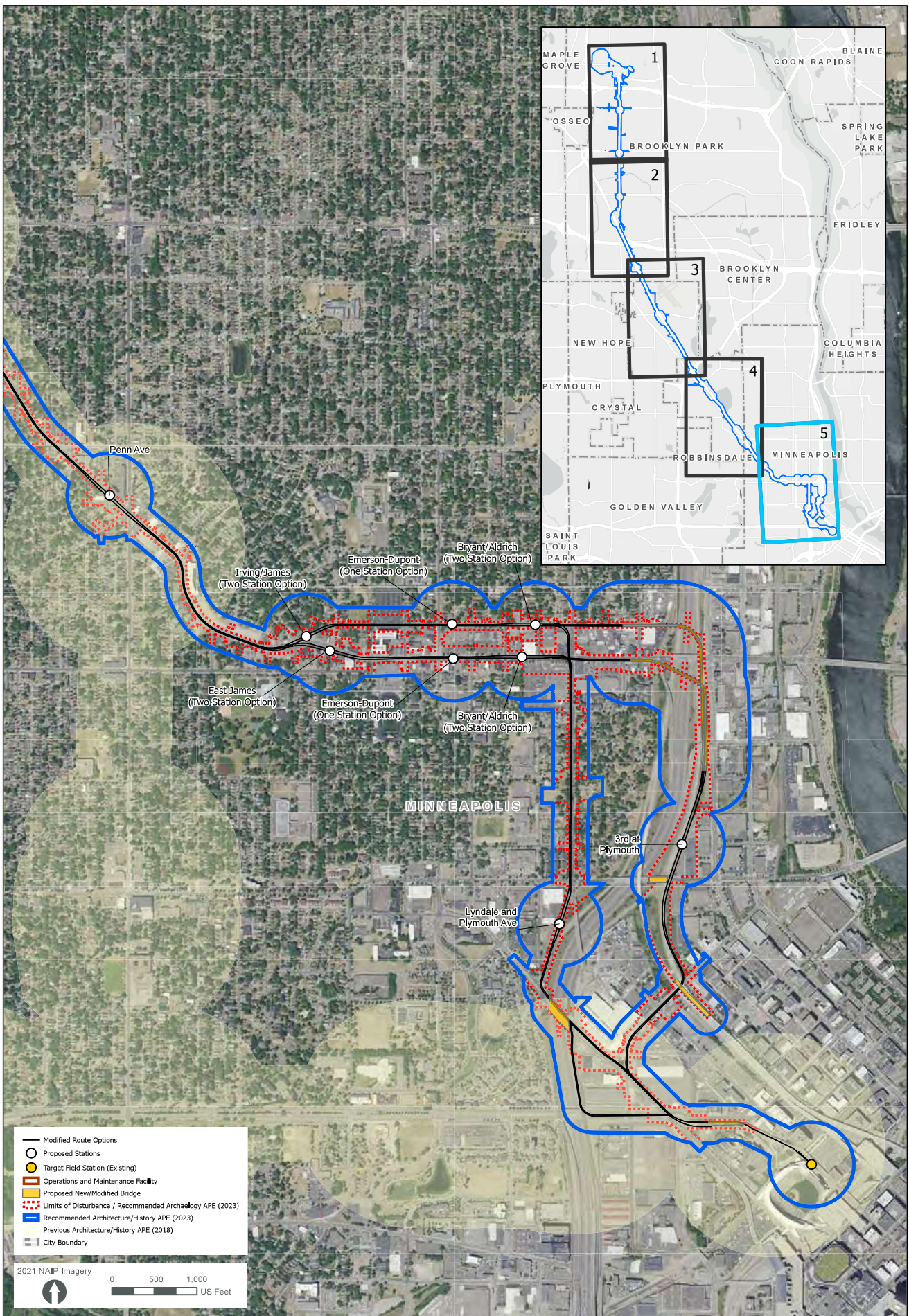


FIGURE 5: RECOMMENDED AREA OF POTENTIAL EFFECTS





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Attachment A. FTA Noise and Vibration Impact Assessment Guidance



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Table 4-7 Screening Distance for Noise Assessments

Project Systems	Screening Distance, ft*		
	Unobstructed	Intervening Buildings	
Fixed-Guideway Systems			
Commuter Rail Mainline	750	375	
Commuter Rail Station	With Horn Blowing	1,600	1,200
	Without Horn Blowing	250	200
Commuter Rail Road Crossing with Horns and Bells	1,600	1,200	
RRT	700	350	
RRT Station	200	100	
LRT	350	175	
Streetcar	200	100	
Access Roads to Stations	100	50	
Low and Intermediate Capacity Transit	Steel Wheel	125	50
	Rubber Tire	90	40
	Monorail	175	70
Yards and Shops	1000	650	
Parking Facilities	125	75	
Access Roads to Parking	100	50	
Ancillary Facilities: Ventilation Shafts	200	100	
Ancillary Facilities: Power Substations	250	125	
Bus Systems			
Busway	500	250	
Bus Rapid Transit (BRT) on exclusive roadway	200	100	
Bus Facilities	Access Roads	100	50
	Transit Mall	225	150
	Transit Center	225	150
	Storage & Maintenance	350	225
	Park & Ride Lots w/Buses	225	150
Ferry Boat Terminals	300	150	

*Measured from centerline of guideway for fixed-guideway sources, from the ROW on both sides of the roadway for highway/transit sources, from the center of noise-generating activity for stationary sources, or from the outer boundary of the proposed project site for fixed facilities spread out over a large area.

Figure 1. Selection from the FTA Transit Noise and Vibration Impact Assessment Manual (2018, page 35) showing the screening distances for noise assessments.



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Excerpt 1. Selection from the FTA Transit Noise and Vibration Impact Assessment Manual (2018, pages 184-186) showing the vibration source levels for construction equipment (Table 7-4) and the equation to calculate the distance from construction equipment at which damage may occur (Equation 7-2), and the thresholds for damage for various types of buildings (Table 7-5).



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TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT MANUAL

Note that the criteria in Section 7.2, Step 4 do not apply to qualitative assessments.

Step 3: Use a Quantitative Construction Vibration Assessment

Use a quantitative construction vibration assessment to estimate vibration for appropriate projects per Section 7.2, Step 1b.

For quantitative construction vibration assessments, follow the recommended procedure in this step. Vibration source levels from typical construction equipment and operations are provided below, and procedures on how to estimate construction vibration for damage and annoyance are provided in Steps 3a and 3b, respectively.

- Vibration Source Levels from Construction Equipment** – Table 7-4 presents average source levels in terms of velocity for various types of construction equipment measured under a wide variety of construction activities. The approximate rms vibration velocity levels were calculated from the PPV limits using a crest factor of 4, representing a PPV-rms difference of 12 dB. Note that although the table gives one level for each piece of equipment, there is considerable variation in reported ground vibration levels from construction activities. The data in Table 7-4 provide a reasonable estimate for a wide range of soil conditions.⁽⁶⁶⁾⁽⁶⁷⁾⁽⁶⁸⁾⁽⁶⁹⁾

Table 7-4 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft, in/sec	Approximate Lv [*] at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

* RMS velocity in decibels, VdB re 1 micro-in/sec

3a. Damage Assessment

Assess for building damage for each piece of equipment individually.

Construction vibration is generally assessed in terms of peak particle velocity (PPV), as described in Section 5.1.



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TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT MANUAL

- Determine the vibration source level (PPV_{ref}) for each piece of equipment at a reference distance of 25 ft as described above and in Table 7-4.
- Use Eq. 7-2 to apply the propagation adjustment to the source reference level to account for the distance from the equipment to the receiver. Note that the equation is based on point sources with normal propagation conditions.

$$PPV_{equip} = PPV_{ref} \times \left(\frac{25}{D}\right)^{1.5} \quad \text{Eq. 7-2}$$

where:

- PPV_{equip} = the peak particle velocity of the equipment adjusted for distance, in/sec
- PPV_{ref} = the source reference vibration level at 25 ft, in/sec
- D = distance from the equipment to the receiver, ft

3b. Annoyance Assessment

Assess for annoyance for each piece of equipment individually. Ground-borne vibration related to human annoyance is related to rms velocity levels, expressed in VdB as described in Section 5.1.

Estimate the vibration level (L_v) using Eq. 7-3.

$$L_{v,distance} = L_{vref} - 30 \log\left(\frac{D}{25}\right) \quad \text{Eq. 7-3}$$

where:

- $L_{v,distance}$ = the rms velocity level adjusted for distance, VdB
- L_{vref} = the source reference vibration level at 25 ft, VdB
- D = distance from the equipment to the receiver, ft

Step 4: Assess Construction Vibration Impact

Compare the predicted vibration levels from the Quantitative Construction Vibration Assessment with impact criteria to assess impact from construction vibration.

Assess potential damage effects from construction vibration for each piece of equipment individually. Note that equipment operating at the same time could increase vibration levels substantially, but predicting any increase could be difficult. The criteria presented in this section should be used during the environmental impact assessment phase to identify problem locations that must be addressed during the engineering phase.

Compare the PPV and approximate L_v for each piece of equipment determined in Section 7.2, Step 3 to the vibration damage criteria in Table 7-5, which is presented by building/structural category, to assess impact.⁽⁷⁰⁾⁽⁷¹⁾ The approximate rms vibration velocity levels were calculated from the PPV limits using a crest factor of 4.



Table 7-5 Construction Vibration Damage Criteria

Building/ Structural Category	PPV, in/sec	Approximate L_v
Reinforced-concrete, steel or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

RMS velocity in decibels, VdB re 1 micro-in/sec

Compare the L_v determined in Section 7.2, Step 3 to the criteria for the General Vibration Assessment in Section 6.2 to assess annoyance or interference with vibration-sensitive activities due to construction vibration.

Step 5: Determine Construction Vibration Mitigation Measures

Evaluate the need for mitigation and select appropriate mitigation measures where potential human impacts or building damage from construction vibration have been identified according to Section 7.2, Step 4.

5a. Determine the appropriate approach for construction vibration mitigation considering equipment location and processes.

- **Design considerations and project layout**
 - Route heavily-loaded trucks away from residential streets. Select streets with the fewest homes if no alternatives are available.
 - Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible.
- **Sequence of operations**
 - Phase demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be substantially less when each vibration source operates separately.
 - Avoid nighttime activities. Sensitivity to vibration increases during the nighttime hours in residential neighborhoods.
- **Alternative construction methods**
 - Carefully consider the use of impact pile-driving versus drilled piles or the use of a sonic/vibratory pile driver or push pile driver where those processes might create lower vibration levels if geological conditions permit their use.
 - Pile-driving is one of the greatest sources of vibration associated with equipment used during construction of a project. The source levels in Table 7-4 indicate that sonic pile drivers may provide substantial reduction of vibration levels compared to impact pile drivers. But, there are some additional vibration effects of sonic pile drivers that may limit their use in sensitive locations.
 - A sonic pile driver operates by continuously shaking the pile at a fixed frequency, literally vibrating it into the ground. Continuous operation at a fixed frequency may, however, be more



Technical Memorandum

METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Attachment B. Example Phase I Inventory Form

Minnesota Individual Property Inventory Form



Please refer to the *Historic and Architectural Survey Manual* before completing this form.

Must use *Adobe Acrobat Reader* to complete and save this form. *Adobe Acrobat Reader* can be downloaded at: <https://get.adobe.com/reader/?promoid=KLXME>

General Information

Historic Name: House & Garage

Other Names: _____

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No.): _____

New or Updated Form: New

Review and Compliance No.: 2022-XXXX

Extant: Yes

Agency Proj. No.: XXXX

Survey Type: Reconnaissance (Phase 1)

Grant No.: _____

Location Information

Street Address: 1324 Upton Avenue North

County: Hennepin

City/Twp: Minneapolis

If Multiple, List All Counties: _____

If Multiple, List All Cities/Townships: _____

Total Acres: Less than one acre

UTM Coordinates:

Datum: NAD83

USGS 7.5 Quad Name(s): Minneapolis South

UTM Zone	Easting	Northing
<u>15N</u>	<u>475228</u>	<u>4982157</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Township: 29 Range: 24 E/W: E Section: 17

QtrQtrQtr: _____ QtrQtr: SWSE Qtr: _____

Township: _____ Range: _____ E/W: _____ Section: _____

QtrQtrQtr: _____ QtrQtr: _____ Qtr: _____

Urban:

Subdivision: WH Lauderdales Addn to MPLS

Block(s): 003

Lot(s): 022

Property Identification Number (PIN): 1702924430205

Previous Determinations

Previous Individual Determination:

- National Register Listed
- NPS DOE
- State Register Listed
- CEF
- SEF
- Locally Designated
- Not Eligible

Previous District Determination:

- District Name: _____
- Within a National Register-Listed District
Contributing Status: _____
 - Within a State Register-Listed District
Contributing Status: _____
 - Within a CEF District
Contributing Status: _____

- Within a SEF District
Contributing Status: _____
- Within a Locally Designated District
Contributing Status: _____

Minnesota Individual Property Inventory Form

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Classification

Associated Properties (Name and Inventory No.): _____

Property Category: Building

Number of Resources on the Property:

Buildings: 2 Structures: _____ Sites: _____ Objects: _____

Function or Use

Historic:

Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Current:

Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Description

Provide full Narrative Description on Continuation Sheet.

Architectural Style: Bungalow

Architectural Style (if other): _____

Exterior Material: Stucco

Exterior Material (if other): _____

Significance

Provide full Statement of Significance on Continuation Sheet.

Applicable National Register of Historic Places Criteria:

Criterion A: Property is associated with significant events. Yes No More Research Recommended

Criterion B: Property is associated with the lives of significant persons. Yes No More Research Recommended

Criterion C: Property has significant architectural characteristics. Yes No More Research Recommended

Criterion D: Property may yield important information in history/prehistory. Yes No More Research Recommended

Criteria Considerations? No Yes

If yes, describe in Statement of Significance on Continuation Sheet.

Area of Significance: _____

Additional or Other Area(s) of Significance: _____

Period(s) of Significance: _____

Date(s) Constructed: ca. 1923

Other Significant Construction Dates: _____ *Discuss in Statement of Significance on Continuation Sheet.*

Date Source(s): Hennepin County Assessor

Architect/Builder/Engineer: Unknown

Architect/Builder/Engineer Documentation: _____

Minnesota Individual Property Inventory Form

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Bibliography

Complete Bibliography on Continuation Sheet.

Additional Documentation

For all properties, the following additional documentation must be submitted with the inventory form. Refer to the *Historic and Architectural Survey Manual* for guidance.

1. Photographs
2. Maps

Preparer's Information and Recommendation

Preparer Name and Title: Jeanne Barnes, Senior Architectural Historian

Organization/Firm (if applicable): HDR

Date Inventory Form Prepared: 10/04/2022

Recommended Individual Evaluation:

Recommended District Evaluation:

Eligible for the National Register

Within a National Register-Eligible District

Not Eligible for the National Register

Contributing Status: _____

More Information Needed for Evaluation

District Name: _____

District Inventory Number: _____

Eligible for Local Designation

Within a Locally-Eligible District

Not Eligible for Local Designation

Contributing Status: _____

More Information Needed for Local Designation

District Name: _____

District Inventory Number: _____

State Historic Preservation Office Comments (SHPO Use Only)

Initials: _____ Date: _____

Individual Recommendation (NRHP)

Concur

Does Not Concur

More Information Needed

Historic District Recommendation (NRHP)

Concur

Does Not Concur

More Information Needed

Contributing/Noncontributing Status Recommendation

Concur

Does Not Concur

More Information Needed

Comments:

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Narrative Description

The one-and-a-half-story, two-bay, front-gabled house sits on a solid concrete foundation and has a rectangular plan. The house is covered with stucco and has three intersecting front gables that are finished with wide overhanging boxed eaves with a bracketed cornice. The Sanborn Fire Insurance Map of 1930 indicates the house is wood-frame construction, covered with stucco, and originally had a composition roof. The roof is now covered with asphalt shingles and is pierced by an interior brick chimney with a plain cap and a front-gabled dormer, both on the southern slope. The main entry is a single-leaf entry on the northern bay of the façade that is reached by a set of concrete steps with metal railing. Window openings hold replacement single and paired one-over-one, double-hung windows, and in the southern bay of the façade, a large picture window flanked by narrow one-over-one, double-hung windows. The rear of the house has a one-story, one-bay projecting front-gabled bay fenestrated with paired window openings and the same material treatment as the main block.

The house sits on the east side of the street and is set back approximately 35 feet from the road. The property is fronted by a concrete sidewalk and a concrete walkway with stairs and a metal handrail leads to the main entry on the façade. The back yard is enclosed with a wood privacy fence. Landscaping is minimal with a small flowerbed on the façade and a few mature trees.

To the rear (east) of the house is a one-story, one-bay, two-car, wood-frame garage clad with T-111 siding. The garage appears to date to ca. 1985 based on its form and materials. It sits on a poured concrete foundation and is capped with a front-gabled, asphalt-shingled roof with wide overhanging eaves. Visible fenestration is limited to a metal roll-up vehicular garage door.

The house retains its integrity of location, design, setting, feeling, and association. Integrity of workmanship and materials has been minimally affected by replacement windows and doors.

Statement of Significance

1324 Upton Avenue North is located within W.H. Lauderdale’s Addition to Minneapolis, which was platted in June 1889 by William H. Lauderdale and his wife Susan A. Lauderdale. The subdivision consisted of four blocks between Sixteenth Avenue North on the north, Sheridan Avenue on the east, Plymouth Avenue on the south, and Upton Avenue on the west. Each block contained 29 or 30 lots, roughly 40 feet wide and 129 feet deep, each with an alley. Parcels within this subdivision were not developed until the early 1920s.

The property at 1324 Upton Avenue North is typical of the suburban development of Minneapolis and Hennepin County in the first half of the twentieth century. It is not associated with any significant events in local, state, or national history, nor is it associated with any significant individuals (Criteria A and B). The house is typical of Bungalows constructed in the 1920s and does not represent a significant architectural type, style, method of construction, or the work of a master (Criterion C). The property is unlikely to yield information important to historical study (Criterion D).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Due to an overall lack of historic significance found during the Phase I reconnaissance level survey, the property at 1324 Upton Avenue North does not warrant further investigation.

Bibliography

Sanborn Insurance Maps of Minneapolis, Minnesota. Sanborn Map Company, Vol. 2, 1930. Sheet 182. Map. Hennepin County Library.

<https://digitalcollections.hclib.org/digital/collection/p17208coll17/id/5057/rec/1>

W.H. Lauderdale's Addition to Minneapolis. 1889. Plat Map. Hennepin County Library.

<https://digitalcollections.hclib.org/digital/collection/p17208coll17/id/6820/rec/1>

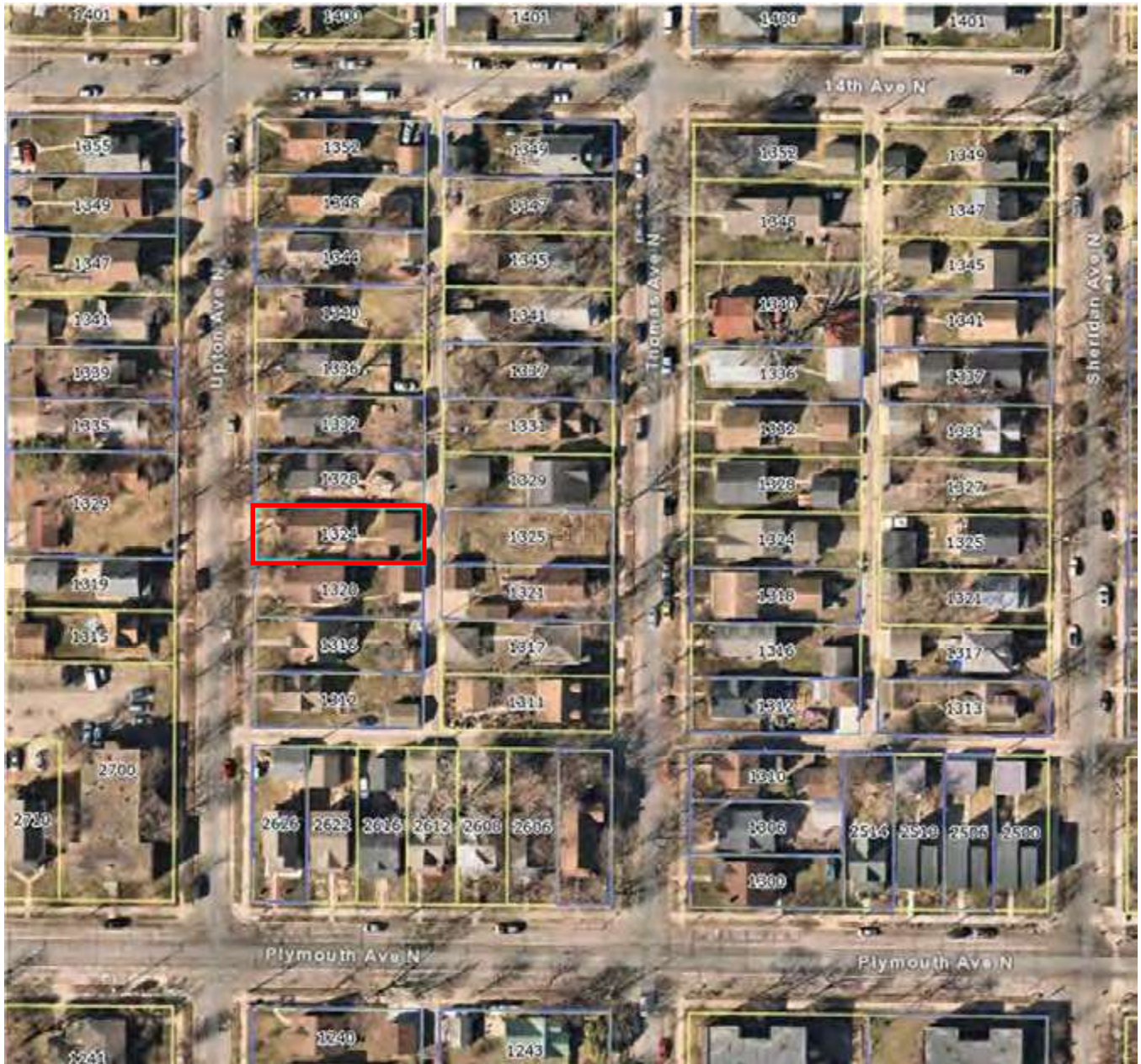
**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Maps



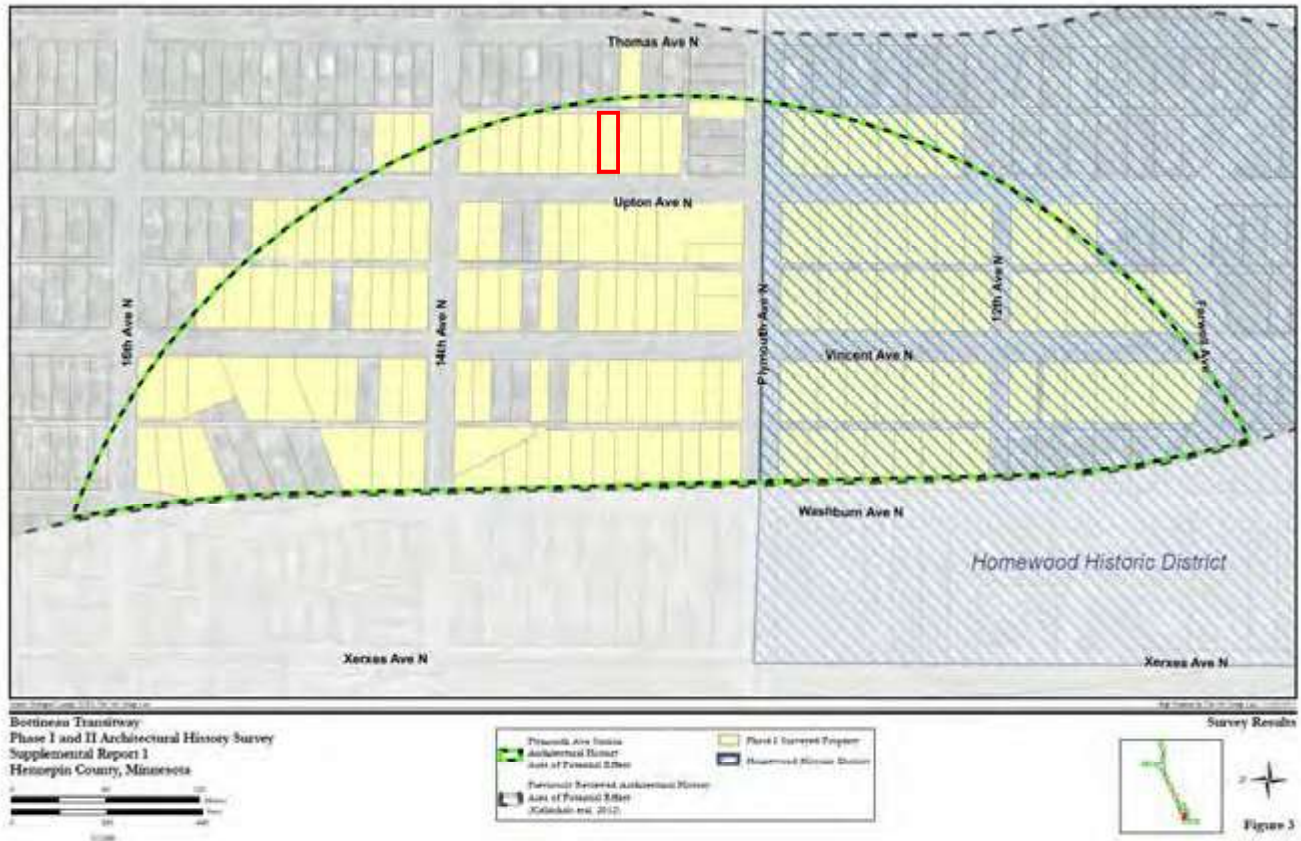
HE-MPC-9170, Hennepin County Property Interactive Map (parcel highlighted in red).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, Property location within APE (parcel highlighted in red).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____

Photographs



HE-MPC-9170, November 2020, front elevation, view east (Hennepin County Cyclomedia image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, November 2022, front elevation, view northeast (Hennepin County Cylcomedia image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, November 2020, front and side elevation, view southeast (Hennepin County Cyclomedia image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, May 2019, rear elevation and garage, view west (Google Street View image).

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: House & Garage

Inventory No.: HE-MPC-9170

Associated MN Multiple Property Form (Name and Inventory No): _____



HE-MPC-9170, May 2019, garage, view northwest (Google Street View image).

Section 106 Consultation Meeting Materials



METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

Meeting Title:

Section 106 Consultation Meeting

Date:

August 7, 2023

Time: 11:00am-12:30pm (CDT)

Location:

BPO North Conference Room (6th Floor) and Microsoft Teams

Attendees:

Federal Transit Administration (FTA): Hannah Smith, Anshu Singh
Metro Transit: Kelcie Young, Neha Damle
HDR: Jenny Bring, Scott Reed, Laura Koski, Catherine Judd
State Historic Preservation Office (SHPO): Sarah Beimers
Minnesota Department of Transportation (MnDOT): Barbara Howard
Hennepin County: Dan Soler, Cathy Gold
City of Brooklyn Park: Amber Turnquest
City of Golden Valley: Jason Zimmerman
City of Robbinsdale: Tim Sandvik
City of Minneapolis: Jim Voll
City of Minneapolis Heritage Preservation Commission: Andrea Burke, Erin Que
Minneapolis Parks and Recreation Board: Emma Pachuta
Brooklyns Historical Society: Diane Sannes
Heritage Park Neighborhood Association: Andrea Young
Jordan Area Community Council: Tou Xiong
West Broadway Business and Area Coalition: Donna Sanders, Sandy Khalil, Thakurdyal Singh

Agenda

1. Project Introduction
2. Section 106 Process Overview
3. Project Background
4. Current Project Description
5. Section 106 Studies for Current Route
6. Compliance Plan & Area of Potential Effect
7. Schedule
8. Discussion/Next Steps
9. Adjourn

Notes

1. Project Introduction (Kelcie Young)

- Kelcie provided Project introduction, background, and current Project status.
 - Broadly, the Project involves approximately 13-miles of light rail right-of-way, stations, and an operations and maintenance facility (OMF).
 - The previous phase of the Blue Line Extension Light Rail Transit (BLRT) Project concluded in a Record of Decision (ROD) in 2016. Following the ROD, challenges were encountered negotiating with Burlington Northern Santa Fe (BNSF) railroad to move forward using BNSF right-of-way as previously proposed. The Project has since needed to reconsider an alternative route from Brooklyn Park to the Target Field Station.
 - Changes to the proposed route require a re-visitation of the Section 106 process to investigate and consult regarding potential impacts to historic properties from the alternative route.
 - This meeting is a kick-off for re-opening the Section 106 consultation.



2. Section 106 Process Overview (Jenny Bring)

- Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their projects on historic properties. Historic properties are properties Listed or Eligible for Listing in the National Register of Historic Places (NRHP).
- The Section 106 process is completed in coordination with National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act.
- The Section 106 process is intended to minimize adverse effects to historic properties where possible.
- The Federal Transit Administration (FTA), as the likely funding agency, is designated as the lead federal agency and is responsible for complying with Section 106.
- This process involves assessing potential effects to known historic properties previously identified within the Project Area of Potential Effects (APE), as well as studies to identify if there are other historic properties within the APE.

3. Project Background (Kelcie Young and Jenny Bring)

- Section 106 Consultation was concluded in 2016 for this Project and measures to mitigate adverse effects to historic properties were outlined in a Memorandum of Agreement (MOA), executed August 23, 2016 and amended September 20, 2022 to clarify a change in role of the MnDOT Cultural Resources Unit.
- The existing MOA includes other stipulations to address:
 - Design review after Final EIS/ROD
 - APE revisions
 - Supplemental historic property identification surveys
- Today, on behalf of the FTA, the Project is re-opening the Section 106 process. A supplemental Environmental Impact Statement (EIS) will also be prepared for compliance with NEPA.
- Following completion of additional studies and consultation associated with the modified alignment, the existing MOA will need to be amended to document which historic properties are within the updated APE, adverse effects to those properties, if any, and mitigation to resolve adverse effects.

Attendee Question: Will the modification of the MOA include removing mitigative requirements that no longer apply?

Answer: Yes, for historic properties that no longer fall within the APE, or for historic properties where the effect has changed and is no longer adverse, the MOA will document those changes as well as new adverse effects, if any.

4. Current Project Description (Scott Reed)

- The Project is approximately 13 miles long from downtown Minneapolis (Target Field Station) through Robbinsdale, Crystal, and ending in Brooklyn Park.
 - Brooklyn Park segment is mostly the same as original alignment
 - 12 stations
 - 4 park and ride facilities
 - Existing at 63rd Ave Station
 - New at Robbinsdale, Bass Lake Road, and Oak Grove stations
 - Several additional options are being explored for these new locations
 - New and reconstructed bridges/elevated structures
 - OMF in Brooklyn Park

Scott shared Public Coordinate maps on the Project website (<https://app.publiccoordinate.com/#/projects/BLRT/map>). Kelcie indicated that the alignments on Public Coordinate may not match what is in the Compliance Plan as there have been some updates to the options being considered since the plan was finalized, including an option along Washington Avenue and 10th Street. Jenny stated that, as these changes are finalized, formal documentation regarding APE changes, using the approved APE parameters documented in the Compliance Plan, will be sent to the State Historic Preservation Office (SHPO) and Consulting Parties. Kelcie also clarified the Public Coordinate map is not specific to Section 106 and does not reflect cultural resources information.



Attendee Question: Can you clarify what the icons are depicting on the map?

Answer: Scott explained the four different types of icons. Green pluses are positive comments or opportunities identified by the public. Exclamation points are public concerns. Cameras denote points with visualized renderings of what the Project may look like in that location. Pencil/ruler points contain preliminary plans for those locations.

5. Section 106 Studies for Current Route (Jenny Bring)

- Per MOA stipulations, steps initiated to date include:
 - Revisions to the APE (Stipulations III.A)
 - Initiated historic property identification studies (Stipulation I)
- Consultation with the SHPO has also been initiated
- Consulting Parties list has been updated and invitations have been sent to new Consulting Parties
- Section 106 Consultation has been formally re-opened as of today (August 7, 2023)

6. Compliance Plan & Area of Potential Effect (Jenny Bring and Keltie Young)

- Section 106 Compliance Plan outlines the updated APE for the Project and describes the studies necessary for the re-opened Section 106 process. This includes:
 - Phase I/Reconnaissance (identification of potential historic properties);
 - Phase II/Intensive survey (evaluation of properties to determine if they are historic properties);
 - Assessment of effects (identification of adverse effects, if any);
 - Resolution of effects (avoid, minimize, or mitigate adverse effects).
- The Compliance Plan identifies an APE to account for anticipated direct or indirect effects for each component of the Project (i.e. stations versus OMF involve different types/extent of effects).
 - APE was updated in consultation with the SHPO to reflect the current project and align with FTA APEs for similar projects both regionally and nationally.
 - The defined parameters will be applied consistently throughout the Project if/when there are project changes.
- Alignment of Section 106 and NEPA
 - Supplemental Draft EIS will include a summary of:
 - Potential historic property identification (Phase I and archaeological assessment)
 - High-level summary of potential effects based on proximity to Project component
 - Results of Phase II evaluations to identify historic properties and findings regarding analysis of effects to historic properties will be included in the Supplemental Final EIS.

7. Schedule (Jenny Bring)

- Current Anticipated Meeting Timeframes and Objectives
 - Q4 2023/Q1 2024 = Review Phase I and archaeological assessment results
 - Q2 2024 = Review Phase II Results
 - Q3/Q4 2024 = Review assessment of effects findings
 - Q4 2024 = Initiate resolution of effects/MOA amendment consultation

8. Discussion and Next Steps (Jenny Bring)

- This meeting is intended to establish an understanding of the current stage of the Project and kick-off the additional Section 106 review for the Project.
- At this stage, consulting parties are invited to review and ask questions regarding the information in the Compliance Plan. There will be additional opportunities to meet, share information from the ongoing studies, and for Consulting Parties to provide input.
- Keltie indicated Metro Transit would appreciate input from Consulting Parties regarding historic properties, or potential historic properties, with particular significance to their communities. This is especially true for cultural resources not readily reflected in the historic record or already recorded at the state agencies of SHPO and/or OSA.
 - Local knowledge is valuable and can be difficult to obtain without direct local engagement
 - The Project has been engaging local community groups to attempt to gather this information but additional input is always welcome and encouraged.



- Sarah Beimers (SHPO) commented that the Section 106 process is not exclusively between FTA, Metro Transit, and SHPO. It does also need engagement from Consulting Parties to truly be successful in avoiding or minimizing adverse effects to locally significant cultural resources that are Listed in, or Eligible for listing in, the NRHP.
- Sarah Beimers (SHPO) asked about the Supplemental Draft and Final EIS process timeline. She stated those documents are very useful to the public to review and understand potential impacts to historic properties. She was concerned the Supplemental EIS will only include the Phase I identification review, and the public would not be able to review or comment on the Phase II evaluation included in the Supplemental Final EIS because there is not a public comment period for the Supplemental Final EIS.
 - Kelcie indicated the goal for the entire project is robust public engagement and it is anticipated that we would engage the public following completion of the Phase II evaluations and analysis of effects prior to publication of the Supplemental Final EIS.
- Donna Sanders (West Broadway Business and Area Coalition) explained West Broadway could be considered an Historic District considering both historic and recent residents and events. She stated the potential district needs to be considered beyond just identification and evaluation of the individual buildings within the district.
 - Jenny responded that we have and will continue to engage with the West Broadway Business and Area Coalition regarding the results of their consultant's work regarding a potential district along West Broadway to inform the Section 106 review for this project.

9. Adjournment



Section 106 Consultation

08/07/2023



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Agenda

- Project Introduction
- Section 106 Process Overview
- Project Background
- Current Project Description
- Section 106 Studies for Current Route
- Compliance Plan & Area of Potential Effect
- Schedule



Project Introduction

- Project proposers: Metropolitan Council (Council) and Hennepin County
 - Approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs
 - Stations and park-and-rides
 - New and reconstructed bridges/elevated structures
 - Operations and maintenance facility (OMF)
- Federal Transit Administration (FTA) funding likely, thus needs to comply with Section 106



Section 106 of the National Historic Preservation Act

- Requires Federal agencies take into account the effects of their “undertakings” on historic properties
- Process completed in coordination with:
 - National Environmental Policy Act (NEPA)
 - Section 4(f) of the Department of Transportation Act



Section 106 Purpose

- Goal is to identify historic properties potentially affected by the project, assess effects, and seek ways to avoid, minimize or mitigate any adverse effects
- What Section 106 is *not*
 - Not a process that will stop a project from being built
 - Does not mandate preservation of historic properties
 - Does not apply to projects that involve no federal funds or permits



Section 106 Terminology

- Area of Potential Effect (APE)
 - Geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties.
- Historic Property
 - Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places.



Section 106 Terminology

- National Register of Historic Places (NRHP)
 - Official national list of properties worthy of preservation
- Integrity
 - Ability of a property to convey its significance
- Effect
 - Changes to the characteristics of a historic property that qualifying it for inclusion in or eligibility for the NRHP



Section 106 Process

- Initiate the Section 106 process
- Identify historic properties
- Assess adverse effects
- Resolve adverse effects (if any)



Project Background

- Final Environmental Impact Statement (EIS) published July 15, 2016
- Record of Decision (ROD) signed September 19, 2016
- For compliance with Section 106, FTA:
 - consulted with the Minnesota State Historic Preservation Office (SHPO) and other interested parties;
 - defined an Area of Potential Effects (APE);
 - conducted surveys to identify and evaluate historic properties within the APE;
 - assessed effects of the project on historic properties; and
 - resolved adverse effects to historic properties.



Project History

- Previous project proposed 7.8 miles of the alignment to operate in BNSF right-of-way, negotiations unsuccessful
- In 2020, the Council and Hennepin County, in coordination with other stakeholders worked to identify and evaluate modified project routes
- Recommended modified route adopted by the Council and Hennepin County in June 2022; options continue to be evaluated between Plymouth Ave and Target Field Station
- Project changes necessitate:
 - Supplemental Environmental Impact Statement (SEIS)
 - Re-opening of the Section 106 process



Memorandum of Agreement (MOA)

- Executed August 23, 2016; amended September 20, 2022
- Outlines measures to avoid, minimize, or mitigate adverse effects from the “2016 Alignment”
- Includes other stipulations to address:
 - Design review after Final EIS/ROD
 - APE revisions
 - Supplemental historic property identification surveys



Current Project Description

- Approximately 13 miles long from downtown Minneapolis (Target Field Station), through Robbinsdale and Crystal, and ending in Brooklyn Park
- 12 stations
- 4 park-and-ride facilities
 - Existing at 63rd Avenue Station
 - New at Robbinsdale, Bass Lake Road, and Oak Grove stations
- New and reconstructed bridges/elevated structures
- OMF in Brooklyn Park



Section 106 Studies for Current Route

- Per stipulations in the MOA, steps to date include:
 - Revisions to the APE (Stipulation III.A)
 - Initiated historic property identification studies (Stipulation I)
- Initiated consultation with the SHPO
- Consulting Parties
 - Updated list of Consulting Parties
 - Invitations to new potential Consulting Parties
 - Re-opened Section 106 consultation (today)



Compliance Plan

- Compliance Plan details the approach to complete studies to comply with Section 106
 - Phase I/Reconnaissance
 - Phase II/Intensive
 - Assessment of Effects
 - Resolution of Effects
- Outlines the updated APE for the Project



Area of Potential Effects (APE)

Project Element	Updated APE Limit and Rationale
Alignment	All properties within 200 feet of the centerline
Stations	All properties within 500 feet from the center point of the station
OMF	All properties within 750 feet from the perimeter of the OMF site
Bridges (no more than 12 feet above existing grade)	All properties within 200 feet from the perimeter of the structure
Bridges (more than 12 feet above existing grade)	All properties within 500 feet from the perimeter of the structure
Roadways – modifications within existing ROW	All properties within the construction limits/Limits of Disturbance (LOD)
Roadways – modification outside existing ROW	First tier of properties directly fronting the roadway and intersections
New surface parking facilities	First tier of adjacent properties
Pedestrian ramps, sidewalks/trails, pedestrian enhancements	All properties within the construction limits/LOD
Utilities (above and below-ground, excluding HVTL)	All properties within the construction limits/LOD
Borrow/fill and floodplain/stormwater/ wetland mitigation areas	All properties within the construction limits/LOD
Noise walls	All properties within 100 feet of the construction limits/LOD



Aligning Section 106 & NEPA

- Supplemental Draft EIS will include summary
 - Potential historic property identification (Phase I and archaeological assessment)
 - Summary of potential effects based on project component
- Supplemental Final EIS
 - Determinations of National Register eligibility (Phase II)
 - Assessment of effects to historic properties
- Amend MOA to document updated effects and mitigation measures



Anticipated Meeting Timeframes & Objectives

- **Q4 2023 / Q1 2024** Review Phase I and archaeological assessment results
- **Q2 2024** Review Phase II results
- **Q3 / Q4 2024** Review Assessment of Effects findings
- **Q4 2024** Initiate resolution of effects/MOA amendment consultation



Next Steps

- Review Compliance Plan
- Bring forward questions



Questions?





Meeting Agenda & Notes

METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

Meeting Title: Section 106 Coordination Meeting

Date: June 6, 2024 **Time:** 11:00 am – 12:00 pm

Location: Blue Line Project Office

Attendees:

<u>In Person</u>	<u>Online</u>
Kelcie Young, Metro Transit	Anshu Singh, FTA
Neha Damle, Metro Transit	Andrea Burke, Minneapolis HPC
Cathy Gold, Hennepin County	Erin Que, Minneapolis HPC
Adam Arvidson, MPRB	Katie Haun Schuring, MnDOT CRU
Paul Mogush, Brooklyn Park	Amy Spong, SHPO
Audua Pugh, Jordan Area Community Council	Ginny Way, SHPO
Tina Blount, Jordan Area Community Council	Nicole Foss, SHPO
Jenny Bring, HDR	
Saleh Miller, HDR	

Discussion Topics

1. Introductions
2. Section 106 Process Overview
 - a. Jenny provided a summary while walking through the PowerPoint presentation.
3. Project Background
 - a. Jenny provided a summary while walking through the PowerPoint presentation.
 - b. Jenny explained that this is the second Section 106 consultation meeting since re-opening the Section 106 process in August 2023.
4. Current Project Description
 - a. Jenny noted that, at the time of the last Section 106 consultation meeting, several alignment and design options were under consideration. Since then, further analysis and outreach has been conducted and the design has progressed, and one Build Alternative has been selected.
 - b. Jenny and Neha provided an overview of the current Build Alternative and walked through mapping available at [PublicCoordinate](#)
5. Area of Potential Effects



Meeting Agenda & Notes

METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

- a. Jenny acknowledged that, during the previous Section 106 consultation, a Memorandum of Agreement (MOA) was executed. The terms of the MOA allowed for revisions to the Area of Potential Effects (APE) in response to project changes, supplemental historic property identification surveys, and resolution of adverse effects to newly identified historic properties.
 - b. The updates to the APE to reflect the current route, as well as the current historic property identification studies, are being completed per the terms of the existing MOA.
 - i. Katie Haun Schuring asked when the existing MOA would be amended to reflect the current historic properties in the updated APE and updated measures to mitigate adverse effects. Jenny indicated that the Supplemental Final Environmental Impact Statement (EIS) is scheduled to be published in May/June of 2025. The intent is to work to amend the MOA around the same time.
 - c. The APE defined by FTA and methodology for the current studies is outlined in the Section 106 Compliance Plan for the project, which was previously reviewed and concurred with by SHPO. The APE considers both direct and potential indirect effects to historic properties.
 - i. Amy Spong indicated that changes in access to properties can also be an effect.
 - d. The APE boundary illustrated in the Section 106 Compliance Plan encompassed all alignment and design options originally considered, so it was larger than is needed now. The surveys covered this larger area. The APE is now updated using the parameters outlined and approved in the Section 106 Compliance Plan to
6. Section 106 Studies for Build Alternative
- a. Archaeology Literature Review & Assessment Summary
 - i. Jenny summarized that there are two areas encompassing five parcels within the currently defined limits of disturbance (LOD) for the Build Alternative that have been identified as having moderate to high archaeological potential. Archaeological survey will be completed and inform the analysis in the Supplemental Final EIS.
 - ii. Audua Pugh from Jordan Area Community Council asked about the level of disturbance that is possible within the LOD. She asked if areas within the LOD are areas that could be removed for the project. Audua mentioned concerns with this project only providing two stations in North Minneapolis, the continued struggles with safety on existing Metro Transit LRT lines, and that people who live in these areas of North Minneapolis do not want this project. She recommended three other options for this project: 1) LRT alignment to follow I-94, 2) use Bus Rapid Transit (BRT) as opposed to LRT, 3) LRT alignment to follow Lowry (less residential impact).
 - iii. Kelcie and Jenny provided some responses to clarify that:
 1. the Section 106 process focuses on historic properties
 2. differing levels of disturbance are possible within the LOD, from temporary construction workspaces to property acquisition
 3. the design is still being developed and the extent of property removals is still being determined
 - iv. Kelcie acknowledged the issues that the Jordan Area Community Council has raised and suggested a meeting to discuss those specific concerns. Audua provided



Meeting Agenda & Notes

METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

her personal phone number and said she was available anytime for a discussion. The Jordan Area Community Council members then exited the meeting.

- b. Reconnaissance Architecture/History Surveys
 - i. Jenny briefly reviewed the PowerPoint slides summarizing the known historic properties, potentially eligible properties, and their locations within the APE for the Build Alternative. The cultural resources reports will imminently be submitted to SHPO for review, and after that they will be provided to consulting parties.

7. Schedule

- a. NEPA and Section 106
 - i. Jenny provided a summary while walking through the PowerPoint presentation.
 - ii. The Supplemental Draft EIS includes the results of the Reconnaissance (Phase I) architecture/history surveys and the archaeological assessment, as well as a summary of the potential types of effects based on project component.
 - iii. The Supplemental Final EIS will include the results of the Phase I archaeological survey, determinations of eligibility for properties recommended potentially eligible at the reconnaissance survey stage, and an assessment of the effects the Project will have on the identified historic properties.
 - iv. The anticipated schedule for future Section 106 consultation meetings was reviewed (see PowerPoint presentation).

8. Discussion/Next Steps – No questions, meeting adjourned



Section 106 Consultation

06/06/2024



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Agenda

- Section 106 Process Overview
- Project Background
- Current Project Description
- Area of Potential Effect
- Section 106 Studies for Build Alternative
- Schedule



Section 106 of the National Historic Preservation Act

- Federal Transit Administration (FTA) funding likely, thus needs to comply with Section 106
- Requires Federal agencies take into account the effects of their “undertakings” on historic properties
- Process completed in coordination with:
 - National Environmental Policy Act (NEPA)
 - Section 4(f) of the Department of Transportation Act



Section 106 Purpose

- Goal is to identify historic properties potentially affected by the project, assess effects, and seek ways to avoid, minimize or mitigate any adverse effects
- What Section 106 is *not*
 - A mandate for preservation of historic properties
 - Applicable to projects that involve no federal funds or permits



Section 106 Terminology

- Area of Potential Effect (APE)
 - Geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties
- Historic Property
 - Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places



Section 106 Terminology

- National Register of Historic Places (NRHP)
 - Official national list of properties worthy of preservation
- Integrity
 - Ability of a property to convey its significance
- Effect
 - Changes to the characteristics of a historic property that qualifying it for inclusion in or eligibility for the NRHP



Project Background

- Final Environmental Impact Statement (EIS) published and Record of Decision (ROD) signed in 2016
- Recommended modified route adopted by the Council and Hennepin County in June 2022 to avoid using 7.8 miles of BNSF right-of-way
- Supplemental Environmental Impact Statement (SEIS) is being prepared
- Re-opened Section 106 process in August 2023



Current Project Description

- Approximately 13.5 miles long from downtown Minneapolis (Target Field Station), through Robbinsdale and Crystal, and ending in Brooklyn Park
- 12 stations
- 4 park-and-ride facilities
 - Existing at 63rd Avenue Station
 - New at Robbinsdale, Bass Lake Road, and Oak Grove stations
- New and reconstructed bridges/elevated structures
- New OMF in Brooklyn Park



Memorandum of Agreement (MOA)

- Executed August 23, 2016; amended September 20, 2022
- Outlines measures to avoid, minimize, or mitigate adverse effects from the “2016 Alignment”
- Includes other stipulations to address:
 - Design review after Final EIS/ROD
 - APE revisions
 - Supplemental historic property identification surveys



Section 106 Process

- Initiate the Section 106 process
- Identify historic properties – **WE ARE HERE**
- Assess adverse effects
- Resolve adverse effects (if any)



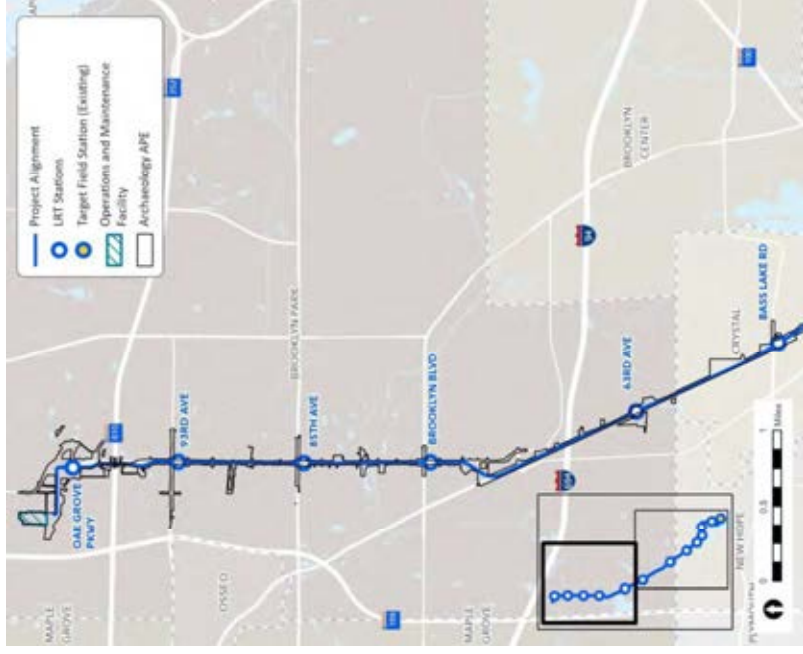
Area of Potential Effects (APE)

Project Element	Updated APE Limit and Rationale
Alignment	All properties within 200 feet of the centerline
Stations	All properties within 500 feet from the center point of the station
OMF	All properties within 750 feet from the perimeter of the OMF site
Bridges (no more than 12 feet above existing grade)	All properties within 200 feet from the perimeter of the structure
Bridges (more than 12 feet above existing grade)	All properties within 500 feet from the perimeter of the structure
Roadways – modifications within existing ROW	All properties within the construction limits/Limits of Disturbance (LOD)
Roadways – modification outside existing ROW	First tier of properties directly fronting the roadway and intersections
New surface parking facilities	First tier of adjacent properties
Pedestrian ramps, sidewalks/trails, pedestrian enhancements	All properties within the construction limits/LOD
Utilities (above and below-ground, excluding HVTL)	All properties within the construction limits/LOD
Borrow/fill and floodplain/stormwater/ wetland mitigation areas	All properties within the construction limits/LOD
Noise walls	All properties within 100 feet of the construction limits/LOD



Area of Potential Effects (APE)

- APE has been updated based on the Build Alternative



Section 106 Studies for Build Alternative

- Per stipulations in the MOA, steps to date include:
 - Revisions to the APE (Stipulation III.A)
 - Initiated historic property identification (Stipulation I)
- Initiated consultation with the SHPO and Consulting Parties



Archaeological Assessment

- Two area along the West Broadway/21st Avenue North Alignment in Minneapolis with moderate to high archaeological potential



Phase I Architecture/History Survey

- Previously identified historic properties
 - 6 historic districts
 - 5 individual properties
- Phase I (Reconnaissance) survey results (potentially eligible)
 - 2 historic districts
 - 6 individual properties
 - 1 multiple property complex

Previously Identified Historic Properties

Historic Properties	Location	NRHP Status
Osseo Branch, St. Paul, Minneapolis & Manitoba Railway Historic District	Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis	Eligible
Minneapolis & Pacific Railway Historic District	Crystal	Eligible
West Broadway Avenue Residential Historic District	Robbinsdale	Eligible
Graeser Park	Robbinsdale	Eligible
Hennepin County Library, Robbinsdale Branch	Robbinsdale	NRHP-listed
Grand Rounds Historic District	Robbinsdale, Golden Valley, and Minneapolis	Eligible
Pilgrim Heights Community Church	Minneapolis	Eligible
Durnam Hall	Minneapolis	Eligible
Control-Data Institute and Control Data – Northside Manufacturing Plant	Minneapolis	Eligible
Minneapolis Warehouse Historic District	Minneapolis	NRHP-listed
St. Paul, Minneapolis & Manitoba Railway Historic District/Great Northern Railway Historic District	Minneapolis	Eligible

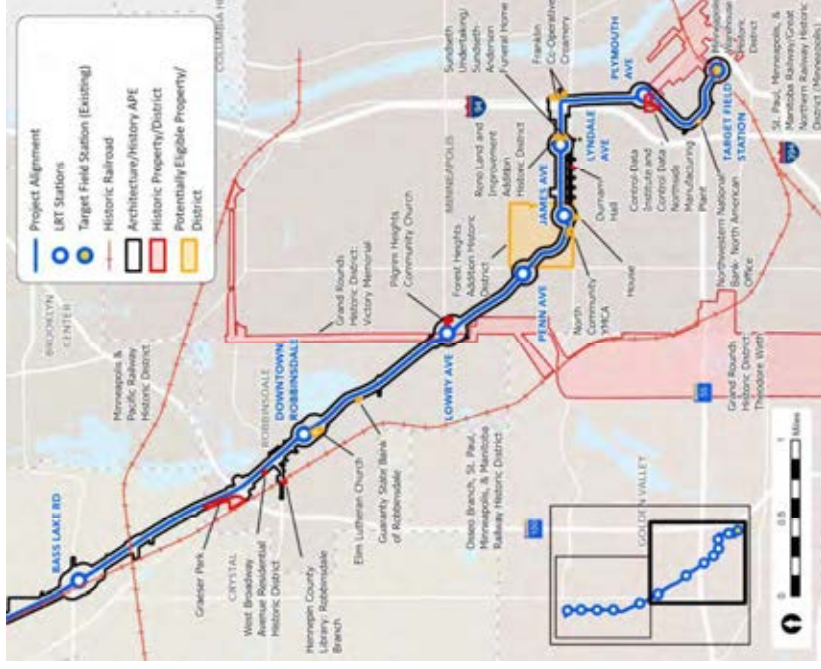


Phase I Architecture/History Survey Results

Property	Location	NRHP Status
Elim Lutheran Church	Robbinsdale	Potentially Eligible
Guarantee State Bank of Robbinsdale	Robbinsdale	Potentially Eligible
Forest Heights Addition Historic District	Minneapolis	Potentially Eligible
North Community YMCA	Minneapolis	Potentially Eligible
House	Minneapolis	Potentially Eligible
Reno Land and Improvement Company Addition Historic District	Minneapolis	Potentially Eligible
Sundseth Undertaking/Sundseth-Anderson Funeral Home	Minneapolis	Potentially Eligible
Franklin Co-Operative Creamery	Minneapolis	Potentially Eligible
Northwestern National Bank – North American Office	Minneapolis	Potentially Eligible



Phase I Architecture/History Survey



Phase I Architecture/History Survey

Elim Lutheran Church

3978 West Broadway Avenue, Robbinsdale

- Potentially Eligible under NRHP Criterion A in the area of community planning and development



Phase I Architecture/History Survey

Guaranty State Bank of Robbinsdale

3700 W Broadway Ave, Robbinsdale

- Potentially Eligible under NRHP Criterion C in the area of architecture



Phase I Architecture/History Survey

Forest Heights Addition Historic District

26th Ave N, Penn Ave N, Golden Valley Road, and Humboldt Ave N, Minneapolis

- Potentially Eligible under NRHP Criterion A in the area of community planning and development and Criterion C in the area of landscape architecture



Phase I Architecture/History Survey

North Community YMCA

1711 W Broadway Ave, Minneapolis

- Potentially Eligible under NRHP Criterion A in the area of community planning and development and Criterion C in the area of architecture and the work of a master



Phase I Architecture/History Survey

House

1830 James Ave N, Minneapolis

- Potentially eligible under NRHP Criterion C as the work of a master for its association with the Architects' Small House Service Bureau



Phase I Architecture/History Survey

Reno Land and Improvement Company Addition Historic District

2102-2134 Lyndale Ave N, Minneapolis

- Potentially eligible under NRHP Criterion C as the work of a master for its association with architect William Kenyon and the builder M. Schumacher



Phase I Architecture/History Survey

Sundseth Undertaking/Sundseth-Anderson Funeral Home

2024 Lyndale Ave N, Minneapolis

- Potentially eligible under NRHP Criterion C in the area of architecture and as the work of a master



Phase I Architecture/History Survey

Franklin Co-Operative Creamery

2017 2nd St N & 2108 Washington Ave N, Minneapolis

- Potentially eligible under NRHP Criterion A in the areas of commerce and industry and Criterion C as the work of a master for its association with the Union Construction Company



Phase I Architecture/History Survey

Northwestern National Bank – North American Office

615 7th Street N, Minneapolis

- Potentially eligible under NRHP Criterion A in the area of social history



Aligning Section 106 & NEPA

- Public involvement as part of the Supplemental EIS process includes Section 106 information
- Supplemental Draft EIS will include:
 - Potential historic property identification (Phase I/Reconnaissance architecture/history survey and archaeological assessment)
 - Summary of potential effects based on project component



Aligning Section 106 & NEPA

- Supplemental Final EIS will include:
 - Phase I archaeological survey
 - Determinations of NRHP eligibility (Phase II/Intensive architecture/history survey)
 - Assessment of effects to historic properties
 - Amended Record of Decision
- Amend MOA to document updated effects and mitigation measures

Anticipated Meeting Timeframes & Objectives

- **Q2 2024 / Q3 2024** Review Phase I/Reconnaissance architecture/history survey and archaeological assessment results
- **Q4 2024** Review Phase I archaeology and Phase II/Intensive architecture/history results
- **Q1 2025** Review Assessment of Effects findings
- **Q1 2025 / Q2 2025** Initiate resolution of effects/MOA amendment consultation



Next Steps

- Review results of studies completed to date
- Bring forward questions/comments to inform next steps in Section 106 process
- Review results of studies that will be prepared for the Supplemental Final Draft EIS (Phase I archaeology survey, Phase II architecture/history survey, assessment of effects)

Questions?



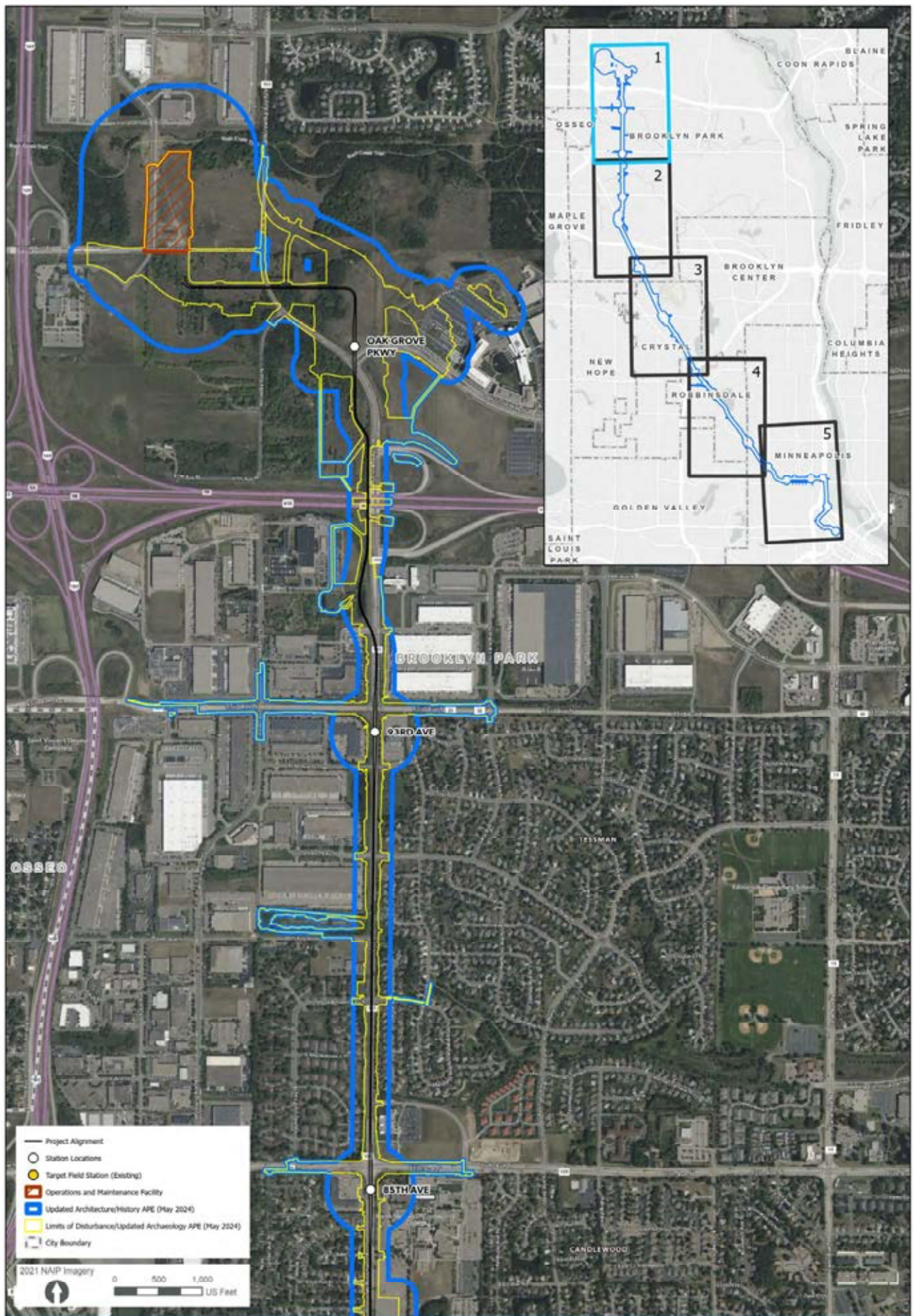


FIGURE 1: UPDATED AREA OF POTENTIAL EFFECTS



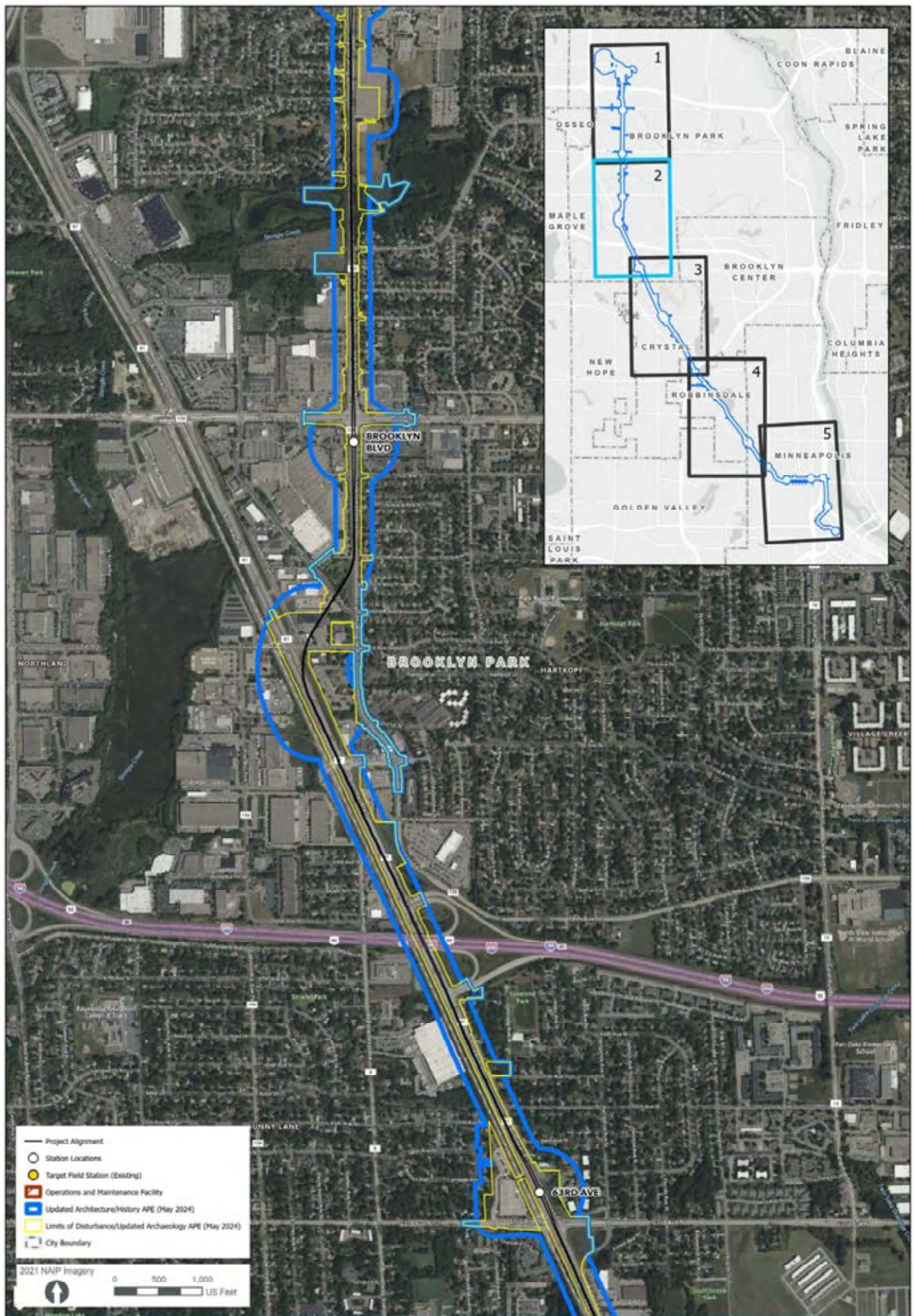


FIGURE 2: UPDATED AREA OF POTENTIAL EFFECTS



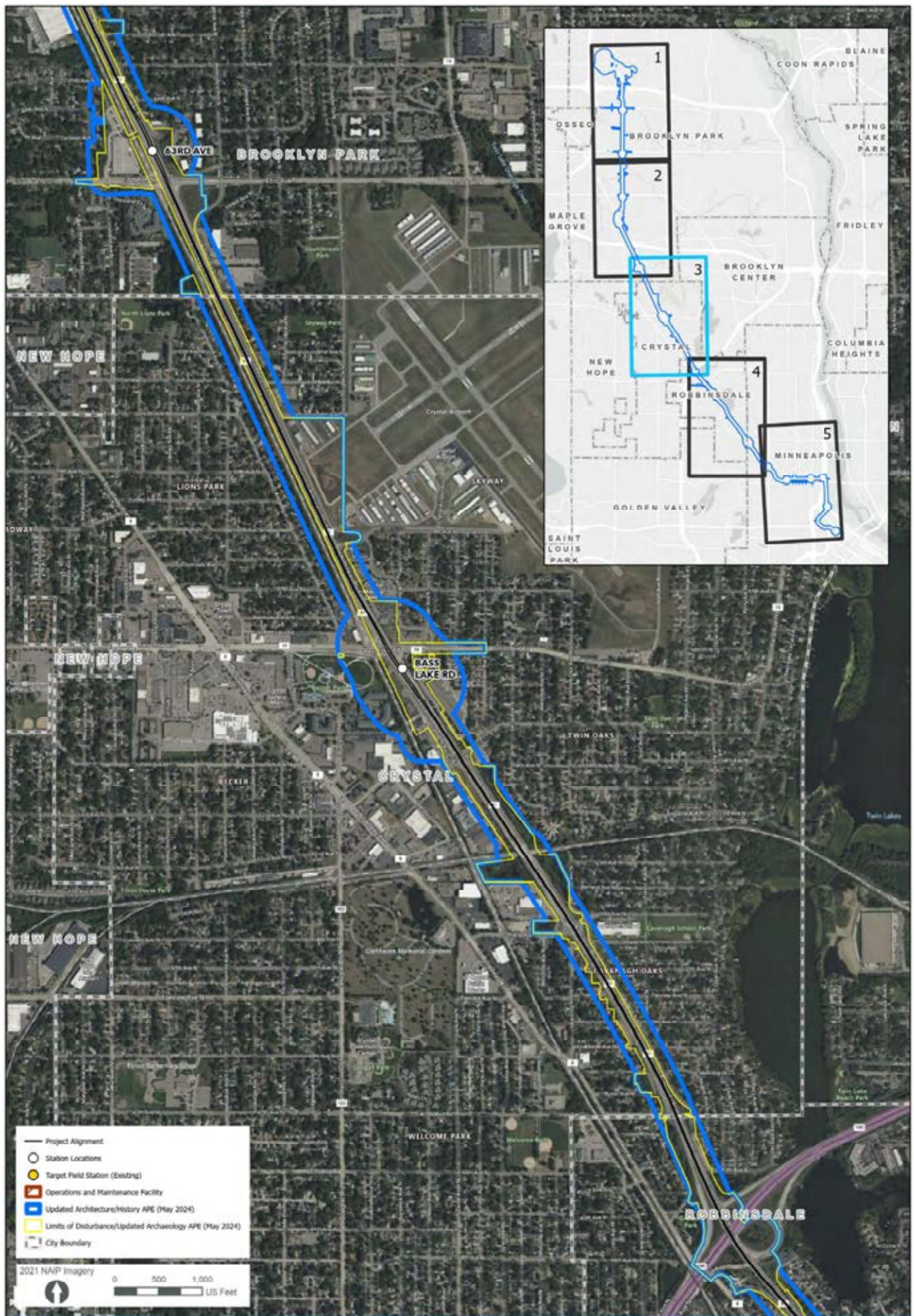


FIGURE 3: UPDATED AREA OF POTENTIAL EFFECTS



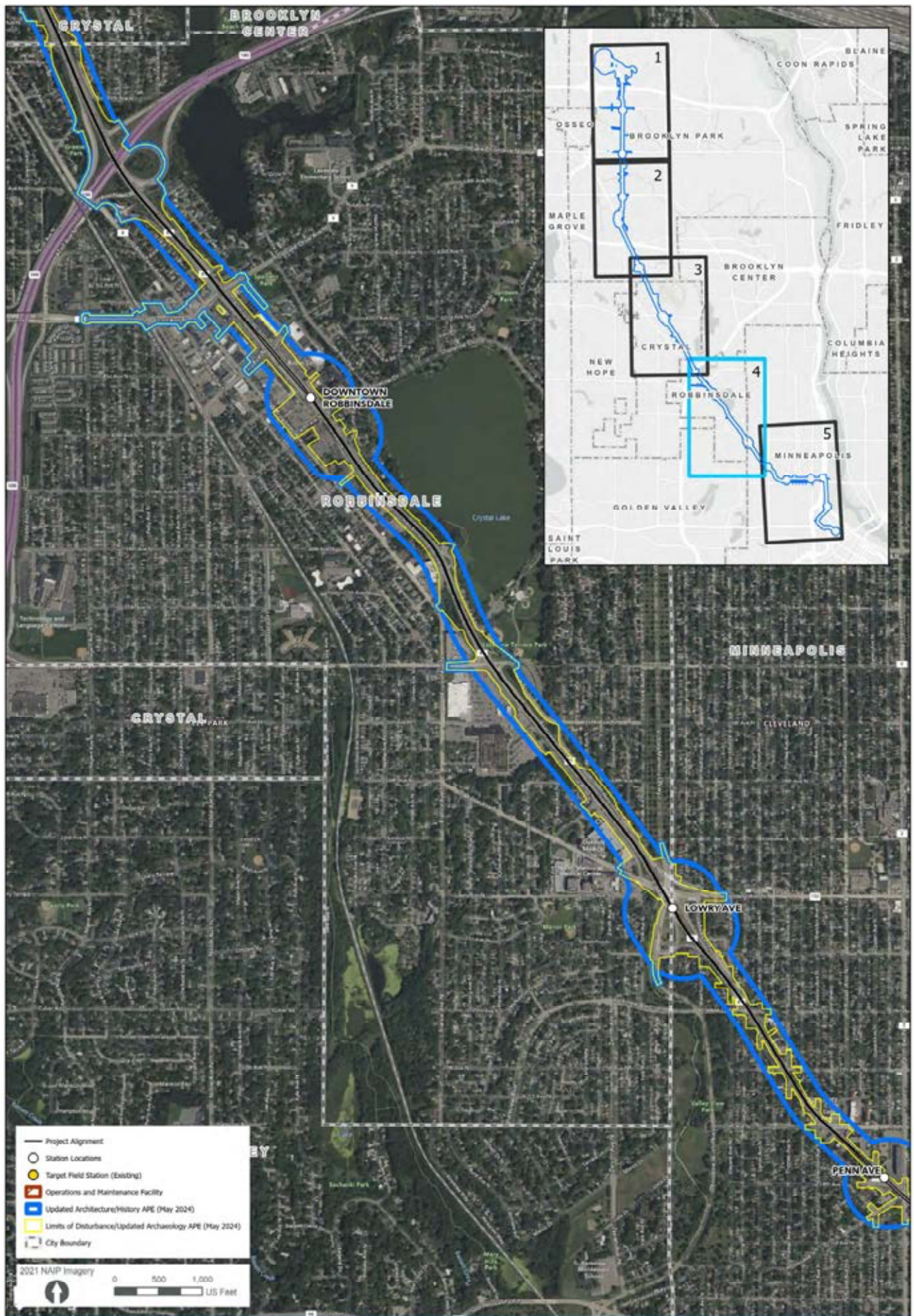


FIGURE 4: UPDATED AREA OF POTENTIAL EFFECTS



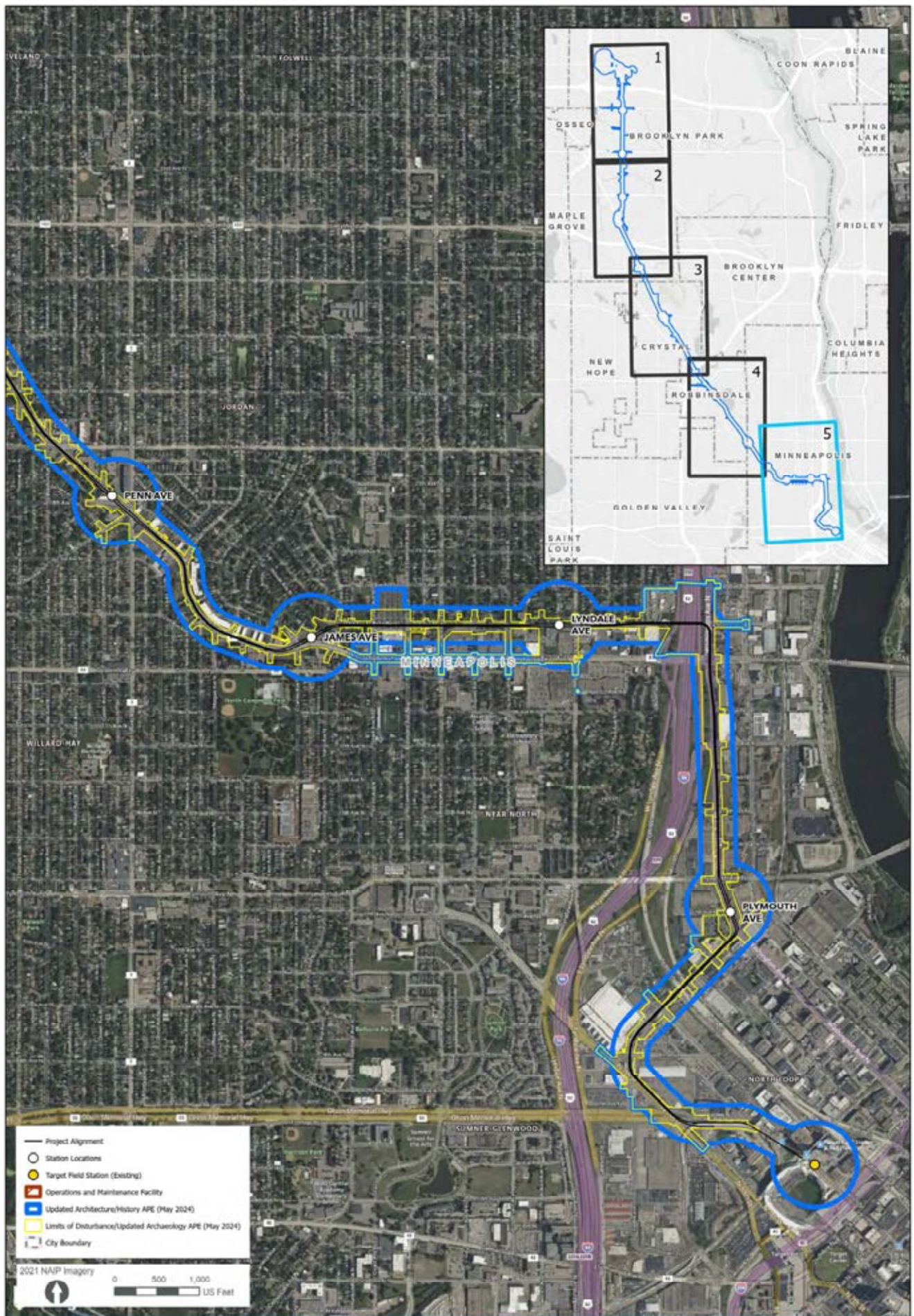


FIGURE 5: UPDATED AREA OF POTENTIAL EFFECTS



Sample Re-Opening of
Section 106 Consultation
Letter (08/2023)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 2, 2023

Anna Gerdeen
Director
The Camden Collective
4150 Dupont Ave N
Minneapolis, MN 55412

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Re-opening of Section 106 Consultation, Invitation to Participate in Section 106
Consultation, Section 106 Compliance Plan

Dear Anna Gerdeen,

The Metropolitan Council (Council) and Hennepin County are proposing to construct the METRO Blue Line Light Rail Extension (BLRT Extension) project (Project), which consists of approximately 13 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Federal Transit Administration (FTA) will likely be providing funding for the project, and as the lead federal agency, is writing to notify you of the re-opening of consultation for the Project, under Section 106 of the National Historic Preservation Act, as amended (54 U.S.C. § 306108) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. A previous invitation to participate in the Section 106 consultation process was provided to your organization on December 14, 2022. However, we are writing to extend another invitation to you or your respective agency/organization to participate in the Section 106 process as a Consulting Party. Attached for your reference is the Section 106 Compliance Plan developed for this Project in consultation with the Minnesota State Historic Preservation Office (SHPO) that outlines the Area of Potential Effects (APE) for the Project, as well as the approach for completing the steps in the Section 106 process moving forward.

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are sites, buildings, structures, districts, or objects that are listed in or eligible for listing in the National Register of Historic Places. The Section 106 process runs concurrently with the National Environmental Policy Act (NEPA) process and there will be many opportunities to consult and provide input on the Project. As someone with an interest in

historic properties that may be affected by the Project, you are invited to participate in this consultation process. If you would like more information on the Section 106 process or the roles and responsibilities of consulting parties, please see the Advisory Council on Historic Preservation's *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Project Background

As you may be aware, FTA and the Council published the BLRT Extension project's Final Environmental Impact Statement (EIS) on July 15, 2016, for compliance with the NEPA and the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). FTA signed a Record of Decision (ROD) for the Project on September 19, 2016. For compliance with Section 106, FTA consulted with the SHPO and other interested parties with assistance from the Minnesota Department of Transportation Cultural Resources Unit to define an APE, conduct cultural resources surveys to identify and evaluate historic properties within the APE, assess effects of the project on historic properties, and resolve adverse effects to historic properties. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties 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.

As defined in the Final EIS and ROD, the project consisted of approximately 13 miles of new LRT guideway from downtown Minneapolis (Target Field Station) to the northwest, serving north Minneapolis and the suburbs of Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. Approximately 7.8 miles of the project alignment was proposed to operate in 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 worked 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 that 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, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. As such, the proposed Project changes necessitate re-opening of the Section 106 process.

For more information about the Project to date, and for future updates, please visit the Project's website at <https://metro council.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension.aspx>.

Project Description

The BLRT Extension project will run from downtown Minneapolis to Brooklyn Park, connecting some of the region's most diverse communities to jobs, education, and opportunities. The proposed modified route is located within the cities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The project includes new stations; park-and-ride facilities; and one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park. The proposed BLRT Extension project would connect north Minneapolis and the region's northwest suburbs with the region's system of transitways that consist of existing LRT on the Blue Line and Green Line (and the Green Line Extension under construction); bus rapid transit (BRT) on the Red Line (Cedar Avenue), Orange Line (I-35W South), C Line, D Line (under construction), and other planned routes; the Northstar Commuter Rail; and express bus routes. For more information about the Project, description of the APE defined for the Project, and the Section 106 consultation process, please see the enclosed Attachment A: Section 106 Compliance Plan.

Next Steps

As the Project Applicant, the Council has engaged Secretary of the Interior-qualified professionals to conduct archaeological and architectural investigations of the refined APE as shown in the Section 106 Compliance Plan (Attachment A). We anticipate conducting a consultation meeting on August 7, 2023 to officially re-open the Section 106 process, review the details in the Compliance Plan, summarize steps in the Section 106 process that have been initiated, and share further Project details.

If you or an agency or organization that you are affiliated with would like to accept this invitation to be a Consulting Party, please respond via email to Hannah Smith at hannah.smith@dot.gov. We look forward to consulting with you on this project and kindly request that you respond prior to the consultation meeting on August 7, 2023 if you would like to be a Consulting Party. Please contact Hannah Smith at (312) 705-1286 or hannah.smith@dot.gov with any questions.

Sincerely,



R. Stewart McKenzie, AICP
Interim Director, Office of Planning & Program Development

ecc: Hannah Smith, FTA
Bill Wheeler, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council

*Re-Opening of Section 106 Consultation, Invitation to Participate in
Section 106 Consultation, and Section 106 Compliance Plan
METRO Blue Line Extension Light Rail Transit Project, Hennepin County, MN
August 2, 2023*

Neha Damle, Metropolitan Council
Dan Soler, Hennepin County
Scott Reed, HDR
Jenny Bring, HDR
Catherine Judd, HDR
Caroline Miller, HDR

Enclosures: Attachment A: BLRT Section 106 Compliance Plan

**Attachment A:
BLRT Section 106 Compliance Plan**



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

June 5, 2024

Nicole Foss
Environmental Review Transportation Liaison
State Historic Preservation Office
Administration Building Suite 203
50 Sherburne Ave
St. Paul, MN 55155

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County,
Minnesota Modified Route, Reconnaissance Architecture/History Investigations,
Archaeology Literature Review, and Property Forms; SHPO #2011-3773

Dear Ms. Foss,

The Federal Transit Administration (FTA) is writing to continue consultation under the terms of the Section 106 Memorandum of Agreement (MOA), amended September 20, 2022, between FTA and the Minnesota State Historic Preservation Office (MnSHPO) for the Metropolitan Council (Council) METRO Blue Line Extension Light Rail Transit (LRT) Project (Project).

As noted in our September 11, 2020, correspondence and discussed at a meeting with staff from your office on August 11, 2022, meeting, Hennepin County and the Council have worked with agency and community partners to explore opportunities to advance the Project without using BNSF Railway right of way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022, that 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. In June 2022, Project sponsors (Council and Hennepin County) identified the final recommended route to advance in design and environmental review: West Broadway Avenue in Brooklyn Park to Bottineau Boulevard (County Road 81), Bottineau Boulevard in Crystal and Robbinsdale to West Broadway Avenue in North Minneapolis, connecting to Target Field Station in downtown Minneapolis.

FTA notified your office on December 12, 2022, that the Council, under the direction of the FTA, will complete a Supplemental Draft EIS and Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. FTA also re-opened Section 106 consultation under the terms of the MOA.

Revised APE

On June 27, 2023, FTA submitted the *METRO Blue Line LRT Extension (BLRT) Section 106 Compliance Plan* (Compliance Plan) for the Project that included FTA's determination of the revised Area of Potential Effects (APE) and the approach for completing Section 106 consultation. In correspondence dated January 27, 2023, your office stated that FTA's APE determination was appropriate to take into account the potential direct and indirect effects of Project. At the time the Compliance Plan was drafted, several potential alignment and design options were under consideration. The revised APE encompassed all potential alignment and design options under consideration. Cultural resources investigations were completed within this APE (identified as the "Study Area" in the enclosed reports).

Design development and extensive stakeholder engagement in 2023 lead to selection of a Build Alternative for further evaluation. The Supplemental EIS includes discussion of the alignment and design option locations not carried forward and how the Build Alternative was chosen. Using the APE parameters outlined in the Compliance Plan, the APE has been revised to reflect only the Build Alternative. The revised APE is mapped in the attached Figures 1-5. Also attached please find an updated bridge list for the Build Alternative.

Cultural Resources Investigations

From December 2022 through May 2024, the 106 Group completed an archaeological literature review and assessment of the archaeology study area. The archaeology Study Area includes several potential alignment and design options originally under consideration for the Project including the Build Alternative. The archaeological assessment identified portions of the study area that have either low (598 acres [242 ha]) or moderate to high (1.7 acres [0.7 ha]) potential to contain unknown intact archaeological resources that may be potentially eligible for listing in the NRHP. Along the West Broadway/21st Avenue North Alignment in Minneapolis there are five parcels of moderate to high potential to contain intact archaeological resources located along Hillside Avenue North, near its intersection with Irving Avenue North; along Irving Avenue North; and along 21st Avenue North. The West Broadway/21st Avenue North Alignment is within the updated APE for the Build Alternative, and therefore, FTA recommends archaeological survey of these areas. Additionally, there are two areas of moderate to high potential to contain unknown intact archaeological resources located along a previously considered alignment along Lyndale Avenue. This alignment is not part of the Build Alternative APE, and therefore, no additional archaeological survey is needed.

Two reconnaissance (Phase I) architecture/history survey reports were prepared for this Project. The reconnaissance architecture/history investigations are intended to identify and inventory all extant buildings, structures, objects, landscapes, and districts within the Study Area that were built in or before 1976 and to determine if any are potentially eligible for listing in the NRHP. From March 2022 through May 2024, Landscape Research completed a survey for the portion of the architecture/history study area within the cities of Brooklyn Park and Crystal. This survey included 43 properties, none of which are recommended for further study at the intensive level (see Tables 1-2). From December 2022 through May 2024, 106 Group completed a reconnaissance survey of the study area within the cities of Robbinsdale and Minneapolis. This survey included 272 properties (see Tables 1-2). Of those 272 properties in the larger Study Area, 11 individual properties, 2 historic districts, and one multiple property complex located within the study area

were recommended as potentially eligible for listing in the NRHP. However, FTA recommends Intensive (Phase II) survey for 6 individual properties, 2 historic districts and one multiple property complex (see Table 1) because they are located within the revised APE for the Build Alternative. No further work is needed for properties located outside of the revised APE (see Table 2).

Based on coordination with your office in April 2024, a varied process for inventory form transmittal was requested because the MnSHPO guidelines and inventory process changed in November 2023, after survey and evaluation was underway for the Project. At the request of MnSHPO, properties that were previously inventoried and require updated forms were prepared in the new Minnesota's Statewide Historic Inventory Portal (MnSHIP) process, as were newly inventoried properties that were surveyed after the launch of the MnSHIP system. Newly inventoried properties that were surveyed and evaluated prior to the release of the MnSHIP system have been prepared in the previous Minnesota Property Inventory Form PDFs. A GIS shapefile and Excel spreadsheet have also been prepared for these properties to provide location information. Please see Tables 1-2 for a list of all properties that were surveyed at the reconnaissance-level for this Project, which properties are located within the revised APE for the Build Alternative, their potential eligibility, and the inventory form format.

Enclosed for your review is the *Archaeological Literature Review and Assessment* report prepared by 106 Group, an *Architecture/History Reconnaissance Survey* for Brooklyn Park and Crystal prepared by Landscape Research, an *Architecture-History Reconnaissance Survey* for Robbinsdale and Minneapolis prepared by 106 Group, and the supporting inventory forms. FTA requests your concurrence with the recommendations within these reports. FTA requests your response within 60 days of receiving this submittal.

If you have any questions or would like to meet to discuss this Project and the enclosed studies, please feel free to contact Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov and (312) 353-4315.

Sincerely,

ANTHONY
W GREEP

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ANTHONY W GREEP
Date: 2024.06.05
16:17:53 -05'00'

Anthony W. Greep
Director, Office of Planning & Program Development

Ecc: Elizabeth Breiseth, FTA
Anshu Singh, FTA
Kelcie Young, Metropolitan Council
Neha Damle, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jenny Bring, HDR
Catherine Judd, HDR

Enclosure: *Updated Bridge List for the Build Alternative*
 Revised APE Mapbook
 Reconnaissance Architecture/History Survey Tables
 Table 1. Properties Surveyed in the Revised APE
 Table 2. Properties Surveyed Outside the Revised APE
 Archaeological Literature Review and Assessment
 Reconnaissance Architecture/History Investigation, Brooklyn Park and Crystal
 Renaissance Architectural History Survey, Minneapolis and Robbinsdale
 Minnesota Property Inventory Forms
 GIS shapefile and Excel spreadsheet for properties inventoried using the
 Minnesota Property Inventory Form PDFs

July 5, 2024

VIA E-MAIL

Anthony W. Greep, Director
Office of Planning & Program Development
Federal Transit Administration
200 West Adams St, Suite 320
Chicago IL 60608

RE: METRO Blue Line Extension Light Rail Transit Project
Hennepin County, Minnesota
SHPO Number: 2011-3773 MOA

Dear Mr. Greep,

Thank you for continuing consultation regarding the above-referenced federal undertaking. Information received in our office via e-mail on December 12, 2022 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), its implementing federal regulations, "Protection of Historic Properties" (36 CFR Part 800), and the terms of the 2016 Section 106 Memorandum of Agreement (MOA), as amended, which was executed for the proposed Blue Line Extension Light Rail Transit Project (BLRT Extension).

We have completed a review of your letter dated June 5, 2024 a submittal which included the following documentation in support of your agency's determinations of eligibility for the proposed federal undertaking:

- PDF titled "Revised APE Mapbook" (Metropolitan Council and Hennepin County, 5 pp.),
- PDF titled "Reconnaissance AH Survey Tables_Tables 1-2" (22 pp.) containing:
 - Table 1. Properties Surveyed in the Revised APE, and
 - Table 2. Properties Surveyed Outside the Revised APE,
- PDF titled "Updated Bridge List for the Build Alternative" (2 pp.),
- Report titled *Archaeological Literature Review and Assessment for the Metro Blue Line Light Rail Extension Project* (106 Group, May 2024, 52 pp.),
- Report titled *Reconnaissance (Phase I) Architecture/History Investigation for the Metro Blue Line Light Rail Extension Project, Brooklyn Park and Crystal, Hennepin County, Minnesota* (Landscape Research LLC, May 16, 2024, 65 pp.),
- Report titled *Renaissance Architectural History Survey for the Metro Blue Line Light Rail Extension Project, Minneapolis and Robbinsdale, Hennepin County, Minnesota* (106 Group, May 2024, 154 pp.),
- GIS shapefiles and Excel location data spreadsheets for properties inventoried using the Minnesota Property Inventory Form PDFs,
- 319 Minnesota Architecture-History Inventory Forms (submitted via MnSHIP).

Our comments are provided below.

Definition of Federal Undertaking and Area of Potential Effect

We understand from your June 5th letter that the Area of Potential Effects (APE) previously defined in the *METRO Blue Line LRT Extension (BLRT) Section 106 Compliance Plan* has been further revised to reflect only the Build Alternative selected through design development and stakeholder engagement conducted in 2023. Based upon our understanding of the scope and nature of the federal undertaking, we agree that your agency's revised definition of the APE, as documented in the Revised APE Mapbook in your June 5th submission, is generally appropriate to take into account both direct and indirect effects that the proposed undertaking may have on historic properties.

MINNESOTA STATE HISTORIC PRESERVATION OFFICE

50 Sherburne Avenue ■ Administration Building 203 ■ Saint Paul, Minnesota 55155 ■ 651-201-3287 mn.gov/admin/shpo ■ mnshpo@state.mn.us

AN EQUAL OPPORTUNITY AND SERVICE PROVIDER

Identification of Historic Properties

Archaeology

Based on a review of the excellent report, *Archaeological Literature Review and Assessment for the Metro Blue Line Light Rail Extension Project Hennepin County, Minnesota* (May 2024) prepared by 106 Group, we agree with their conclusion that, "For those areas identified as having moderate or high archaeological potential, if these areas fall within the final APE for the selected build option, then additional archaeological investigation is recommended prior to any Project construction activities. For areas of moderate to high archaeological potential outside of the final APE for the selected build option, no further work is necessary for the Project."

Architectural History

Thank you for submitting inventoried forms via a varied process to accommodate the transition of the digital inventory to the online MnSHIP application.

Based on the information provided in the *Reconnaissance (Phase I) Architecture/History Investigation for the METRO Blue Line Light Rail Extension Crystal and Brooklyn Park, Hennepin County, Minnesota* report and associated inventory forms, our office agrees with the agency finding, that **no intensive survey and evaluation** (Phase II) is warranted for the forty-three (43) properties listed in the Table 3. Phase I Properties: No Further Investigation Recommended (pp. 17-19 of the report). Please note that several addresses recorded in the MnSHIP data were inaccurate. Fortunately, the information in Table 3, the addresses on the attachments, and SHPO digital survey were able to confirm properties were accurately recorded. Please ensure data is consistent in future submissions.

Based on the information provided in the *Renaissance Architectural History Survey for the Metro Blue Line Light Rail Extension Project, Minneapolis and Robbinsdale, Hennepin County, Minnesota* (Minneapolis and Robbinsdale report) and associated inventory forms, our office agrees that **intensive survey and evaluation (Phase II)** is warranted for fourteen (14) properties listed in the Table 3. Properties Recommended for Further Intensive Survey (pp. 20-22 of the report). The final property (Lyndale Manor, HE-MPC-21895) falls outside of the current APE and was therefore not reviewed.

Based on the information provided in the Minneapolis and Robbinsdale Report and associated inventory forms, our office agrees that the seven (7) properties listed in Table 4. Properties Associated with the Reno Land and Improvement Company Addition Historic District (pp. 22 of the report) should be evaluated for their contribution status within the Reno Land and Improvement Company Addition Historic District (HE-MPC-22244). However, **no individual intensive survey and evaluation** (Phase II) is warranted for these seven properties.

With the two (2) exceptions noted below, our office agrees that fifty-five (55) buildings listed in the Table 5. Properties Associated with the Forest Heights Addition Historic District (pp. 22-25 of the Minneapolis and Robbinsdale Report) should be evaluated for their contribution status within the Forest Heights Addition Historic District. However, **no individual intensive survey and evaluation** (Phase II) is warranted for these properties. The exceptions are these two properties, which are not eligible for individual listing in the NRHP:

- Vacant Lot at 1524 Broadway Ave W (HE-MPC-06956) and
- Vacant Lot at 1625 Broadway Ave W (HE-MPC-06959).

With the six (6) exceptions noted below, based on the information provided in the Minneapolis and Robbinsdale Report and associated inventory forms, our office agrees that **no individual intensive survey and evaluation** (Phase II) is warranted for **156** buildings listed in the Report's Table 6. Properties Not Recommended for Intensive Survey (pp. 26-36). The remaining **31 properties fall outside of the APE** and were therefore not reviewed. The **exceptions** include:

- Four Directions at 113 Broadway Ave W (HE-MPC-06932) was included in Table 2 (Properties Recommended for Further Intensive Survey) on pg. 20 as the Upper Midwest American Indian Center. We agree **an evaluation of this property is warranted**.
- Wholesale Tractor Parts Warehouse 1 & 2 (HE-MPC-16268) is **non-extant** and, therefore, not eligible for individual listing in the NRHP.

- Warehouse (HE-MPC-16389) – MnSHIP notes that this property is associated with the Osseo Branch Line/St. Paul Minneapolis & Manitoba Railway Historic District (HE-RRD-00002). However, the district was not addressed in the current evaluation. Please **evaluate the contribution status of the resource** within the district.
- House at 1124 21st Ave N (NE-MPC-21909) is **non-extant** and, therefore, not eligible for individual listing in the NRHP.
- Commercial Building at 415-501 Royalston Avenue (HE-MPC-22666) – The attachments reference the Glenwood Industrial Area Historic District (HE-MPC-16263). Because **no information was submitted for this district** the SHPO cannot comment on the commercial building’s contributing status. SHPO agrees HE-MPC-22666 does not warrant individual intensive survey and evaluation (Phase II).
- **An Intensive Survey (Phase II) is recommended** for All Pets Animal Clinic (HE-MPC-22664). This appears to be an intact example of a modern commercial office building within its local context.

The **Glenwood Industrial Area Historic District (HE-MPC-16263)** was identified in associated inventory form text as a historic district that is “not recommended for further survey” for this project. However, the inventory number HE-MPC-16263 is associated with the Glenwood Industrial Redevelopment Area. The **Glenwood Industrial Redevelopment Area** was found to be not eligible for listing May 26, 2011. Is the intent of the project to reevaluate, and perhaps rename, the **Glenwood Industrial Redevelopment Area** or is this area different than the previously inventoried property? At present neither property mentioned above is listed in the Report Tables nor is there an updated form for HE-MPC-16263 included with the submission. Please clarify the status of the district so that SHPO can finalize evaluation of the properties within it.

Additional information is necessary before SHPO is able to complete review of the **West Broadway Ave Streetcar Commercial Historic District (HE-MPC-19637)** and the eight (8) resources within it. The 2020 Report *Streetcar Commercial Building Context and Intensive Survey* (Ludt, et al.) suggests that “in order to fully understand the impact of the streetcar system on the development of the City of Minneapolis, the preparation a context study of Minneapolis Streetcar Suburbs is recommended” (2). The authors define “a streetcar suburb is a residential area whose growth and development was dependent upon the streetcar line as a means of transportation. Streetcar lines, particularly electric streetcar lines, facilitated the development of residential communities further away from the central urban core than had previously been possible when residents were dependent upon horse car or pedestrian travel as a means of transportation (pg. 28). SHPO recommends that a Streetcar Suburb context for West Broadway be developed. Was this area considered a streetcar suburb? What was the community development pattern relative to commercial and residential growth? Is there a district that encompasses more than the commercial resources already surveyed?

Inventory forms were not received for the following properties:

- HE-MPC-21921 House
- HE-MPC-22072 House.

We look forward to continuing consultation with your agency on this project. Please contact Nicole Foss at (651) 201-3248 or nicole.foss@state.mn.us if you have any questions regarding our review of this project.

Sincerely,



Amy Spong
Deputy State Historic Preservation Officer

cc:

Elizabeth Breiseth, FTA

Anshu Singh, FTA

Kelcie Young, Metropolitan Council

Neha Damle, Metropolitan Council

Nick Landwer, Metropolitan Council

Daniel Soler, Hennepin County

Jennifer Bring, HDR, Inc.

Saleh Miller, HDR, Inc.

Catherine Judd, HDR, Inc.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

March 26, 2025

Nicole Foss
Environmental Review Transportation Liaison
State Historic Preservation Office
Administration Building Suite 203
50 Sherburne Ave
St. Paul, MN 55155

RE: METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota
Area of Potential Effects Revisions, Cultural Resources Surveys, and Findings of Effect SHPO
#2011-3773

Dear Ms. Foss,

The Federal Transit Administration (FTA) is writing to continue consultation under the terms of the Section 106 Memorandum of Agreement (MOA), amended September 20, 2022, between FTA and the Minnesota State Historic Preservation Office (SHPO) for the Metropolitan Council (Council) METRO Blue Line Extension Light Rail Transit (LRT) Project (Project).

On June 5, 2024, FTA notified your office of revisions to the Area of Potential Effects (APE) related to design advancements and selection of a Build Alternative, as well as documentation of cultural resources studies completed to date for review. Subsequent design advancements to the Build Alternative during preparation of the Supplemental Final Environmental Impact Statement have required additional refinements to the APE. Additional cultural resources studies have been completed to identify historic properties and assess effects from the Project on historic properties.

Revised APE

In 2024-2025, design development, extensive stakeholder engagement, and obtaining Municipal Consent from the four cities in which the Project is located has led to some changes to the limits of disturbance (LOD) for the Build Alternative. Also, in February 2025 a modification to the design for the Lowry Avenue station has been advanced to address stakeholder and Minneapolis Park and Recreation Board (MPRB) concerns. Using the APE parameters outlined in the Compliance Plan, the APE has been revised to reflect these design and LOD changes. The revised APE is mapped in the enclosed Figures 1-5. To further inform your review, mapbooks are enclosed comparing the archaeology and architecture/history APEs previously provided to your office in June 2024 to the current APEs to show the changes.

Identification

Architecture/History

The *Reconnaissance Architectural History Survey* report that was prepared in 2024 has been revised to respond to comments provided in your July 5, 2024, letter. Please see enclosed Table 1 for a response to

comments and the enclosed revised report. Additionally, after your letter dated July 5, 2024, there were subsequent email exchanges between Nicole Foss and HDR concerning potentially missing inventory forms in the June 5, 2024 submittal. Please see enclosed Table 2 for a response to the inventory questions your office identified in July 2024.

An Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey report (106 Group, January 2025) was prepared based on the recommendations presented in the reconnaissance survey report, as well as your recommendation to conduct an intensive for the All Pets Animal Clinic (HE-MPC-22664) at 2727 West Broadway Avenue, as requested in your letter dated July 5, 2024. In this report 12 properties/districts were evaluated at the intensive level for NRHP eligibility. Ten of these 12 properties/districts were recommended eligible, and FTA concurs with these findings. Updated inventory forms for these properties, districts, and the associated properties within the districts have been prepared and submitted in Minnesota's Statewide Historic Inventory Portal (MnSHIP). Please see Table 3 for a list of all properties included in this survey report. Forty properties within the Forest Heights Addition Historic District were missing in MnSHIP and based on a conversation with your office on February 27, 2025, it was requested that PDF Minnesota Individual Property Inventory Forms and individually zipped geometry be prepared for these properties so SHPO can correct their records and update MnSHIP. Please see Table 4 for a list of properties within the APE that could not be updated in MnSHIP. This submission includes PDF inventory forms and individually zipped geometry for these 40 properties.

The *Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey* report also included a supplemental reconnaissance survey to document new properties that are located within the updated APE due to Project design refinements. This supplemental reconnaissance survey included six properties, three of which were associated with the Bassett Creek Tunnel System (HE-MPC-22755), which was recommended as potentially eligible. An intensive survey was prepared for the linear Bassett Creek Tunnel System and four associated bridges that are located within the Project APE. HDR prepared an *Intensive Architecture/History Survey Addendum of the Bassett Creek Tunnel System* (HDR, January 2025) to evaluate these properties. The linear property and the four associated bridges within the Project APE were found to lack historical significance, and therefore, were recommended as not eligible for listing in the NRHP. FTA concurs with the findings of these two reports. Please see Table 3 for a list of the properties that were evaluated at the reconnaissance and intensive level.

Archaeology

Two archaeological literature review and assessment addendums have been prepared to cover new areas within the updated APE. In January 2025, 106 Group completed an *Archaeological Literature Review and Assessment Addendum* report. Three parcels were identified as having moderate to high potential for Post-Contact archaeological deposits during preparation of this additional assessment, however, fieldwork has not yet been conducted due to winter conditions. Also in January 2025, HDR completed an *Archaeological Literature Review and Assessment Addendum No. 2* report. One parcel was identified as having moderate to high potential for Post-Contact archaeological deposits during preparation of this additional assessment, however, fieldwork has not yet been conducted due to winter conditions.

Phase I Archaeological Survey

A Phase I archaeological survey was completed based on the recommendations presented in 106 Group's *Archaeological Literature Review and Assessment* report (April 2024). Survey was completed for one of the parcels: 1517 Hillside Avenue North. This survey recovered post-contact (modern and historical) archaeological materials; however, this site is recommended not eligible because this archaeological data and research did not suggest significance for listing in the NRHP. FTA concurs with this recommendation.

Multiple attempts were made to contact property owners of the remaining four parcels, that were identified in 2024 as having moderate to high potential, to obtain right-of-entry approval to conduct the survey. However, no responses were provided by these property owners, so right-of-entry was unable to be acquired and the survey could not be conducted. Survey of these four parcels, and the four parcels recommended for survey in the 2025 addendum reports would be completed prior to construction and, if historic properties are identified that would be adversely affected, the effects would be resolved through Stipulation XIV of the existing MOA.

Determination of Effects Findings

Potential effects from the Project were analyzed on 21 historic properties that are located within the APEs. These recommendations are presented in two reports: 106 Group's *Section 106 Assessment of Effects for Historic Properties* report and HDR's *Section 106 Assessment of Effects for Historic Properties Addendum*. FTA has determined that the Project would result in adverse effects on two historic properties in Minneapolis: the Forest Heights Addition Historic District (HE-MPC-22600) and the Northwestern National Bank - North American Office (HE-MPC-16722). FTA has found that no adverse effects would result from the Project on the other 17 of the historic properties within the updated APE. A report is being prepared to supplement the assessment of effects for two historic properties that are located within the APE in this area, the Grand Rounds Historic District and Pilgrim Heights Church, based on recent design changes at Lowry Avenue station. The supplemental assessment of effects for the Grand Rounds Historic District will also respond to comments recently received during the Consulting Parties meeting on March 3, 2025. This supplemental report will be transmitted to your office shortly to inform your review.

Consultation to determine appropriate measures to avoid, minimize, or mitigate the adverse effects will be completed in accordance with Stipulation XIV of the MOA and documented in an amendment to the Section 106 MOA.

FTA requests your response within 30 days of receiving this submittal. If you have any questions or would like to meet to discuss this Project, please feel free to contact Elizabeth Breiseth at Elizabeth.Breiseth@dot.gov and (312) 353-4315.

Sincerely,

ANTHONY WILLIAM GREEP Digitally signed by ANTHONY WILLIAM GREEP
Date: 2025.03.26 11:59:07 -05'00'

Anthony W Greep
Director, Office of Planning & Program Development

Ecc: Elizabeth Breiseth, FTA
Anshu Singh, FTA
Kelcie Young, Metropolitan Council
Nick Landwer, Metropolitan Council
Dan Soler, Hennepin County
Jenny Bring, HDR
Catherine Judd, HDR

Enclosure: *Revised APE Mapbook*
Comparison Mapbooks Showing Changes in the Archaeology and Architecture/History APEs
Table 1. Response to Comments on Reconnaissance Architectural History Survey report

Table 2. BLE Inventory Numbers Requested but Not Used

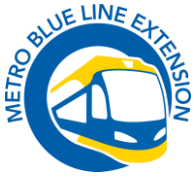
Table 3. List of Intensive and Supplemental Reconnaissance Architecture/History Properties

Table 4. BLE Inventory Forms Prepared but Not Updated in MnSHIP

Table 5. Reports for Review

Copies of the Following Reports

- *Reconnaissance Architectural History Survey – 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*
- *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*
- *Section 106 Assessment of Effects for Historic Properties*
- *Section 106 Assessment of Effects for Historic Properties Addendum*



Meeting Title: Section 106 Coordination Meeting

Date: May 28, 2024 **Time:** 9:00 -10:00 am (CDT)

Location: Microsoft Teams

Attendees: Per meeting invite:

Elizabeth Breiseth, FTA
Anshu Singh, FTA
Amy Spong, SHPO
Nicole Foss, SHPO
Ginny Way, SHPO

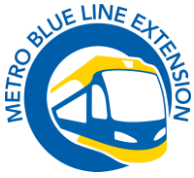
Kelcie Young, Met Council
Neha Damle, Met Council
Catherine Judd, HDR
Jenny Bring, HDR
Saleh Miller, HDR

Discussion Topics

1. Introductions & Meeting Purpose
 - a. *Provide an overview of Project and Section 106 tasks initiated or completed to date and discuss next steps and schedule for new SHPO reviewers.*

2. Project Overview
 - a. Build Alternative
 - i. *KY – Provided an overview of the project, EIS, and consultation before and since the 2016 ROD.*
 - ii. *JB - At the time of our meeting with SHPO and follow up Consulting Parties meeting last year, several potential alignment and design options were under consideration. APE maps in the Compliance Plan reflect the combined APE for all options under consideration at that time.*
 - iii. *Based on extensive community engagement and preliminary design and engineering, METRO Blue Line Extension staff recommended in August 2023 a single preferred route option in Minneapolis for continued study, which extends light rail from Target Field Station along a corridor that runs east of I-94. This Build Alternative would run along 10th Avenue and Washington Avenue, and on 21st Avenue between I-94 and James Avenue, where it would join West Broadway Avenue.*
 - iv. *JB – Walked thru Public Coordinate maps on Project website*

3. Cultural Resources Tasks/Studies to Date
 - a. Existing Memorandum of Agreement
 - i. *JB - Executed August 2016, amended September 2022. Cultural resources studies being completed per the stipulations in this existing agreement*
 - b. Section 106 Compliance Plan – May 2023
 - i. *JB - Included definition of Area of Potential Effects (APE) and methodology for cultural resources studies. SHPO concurred with FTA defined APE and methodology.*



- c. APE Update – May 2024
 - i. JB - Using the APE parameters outlined in the Section 106 Compliance Plan, the APE boundary has been updated to reflect the one Build Alternative. Maps: [20240517_BLE_UpdatedAreaofPotentialEffects.pdf](#)
 - ii. NF – Asked for clarification on the current APE, there is no expansion, but rather a narrowing within the previous APE? JB – Correct.
 - d. Section 106 Consultation Formally Reopened – August 2023
 - i. Formal letter & consultation meeting
 - e. Archaeological Literature Review and Assessment
 - i. JB - Completed for the archaeology study area (encompasses APE for all alignment and design options originally under consideration, larger than APE for Build Alternative)
 - ii. Results within APE for Build Alternative, walked thru a map of the Arch assessment report:
 - 1. 2 areas (5 parcels) along West Broadway/21st Avenue North
 - f. Reconnaissance Architecture/History Surveys
 - i. JB - Initiated in 2022; completed for the architecture/history study area (encompasses the APE for all alignment and design options originally under consideration, larger than APE for Build Alternative. Two reports prepared: one covers Brooklyn Park and Crystal, the other Robbinsdale and Minneapolis.
 - ii. SM – Potentially eligible results within APE for Build Alternative:
 - 1. 6 individual properties
 - 2. 2 historic districts
 - 3. one multiple property complex
 - iii. Transmittal letter to SHPO will clarify within APE vs. Outside APE to help prioritize review.
4. Anticipated Schedule (10 minutes)
- a. Supplemental Draft EIS anticipated to be published in June 2024
 - b. Section 106 consultation feeds into NEPA process
 - i. SDEIS
 - 1. Results of the Archaeological Assessment and Reconnaissance Architecture/History survey.
 - 2. High level preliminary effects summary focused on categories of potential effects.
 - 3. Amy Spang – Concerning the schedule, SHPO has been requesting longer review periods due to staff capacity, has this project built that possibility into their timeline?
 - 4. JB – Yes, from a project side we want to be as flexible as possible. We are finalizing the transmittal package and HDR will coordinate with FTA re: the requested review schedule to meet project needs.
 - 5. GW – Asked for clarification regarding the content of the architecture/history submittal, is that solely the intensive evaluations or everything surveyed to date?



METRO Blue Line LRT Extension (BLRT)

www.bluelineext.org

6. JB – This submittal only includes the reconnaissance survey but will be comprehensive of those couple hundred properties.
 7. GW – Does the reconnaissance submittal include context development or used existing contexts?
 8. JB – A little of both, established contexts are documented in the report/forms, and any newly established or expanded contexts are included in the survey reports.
 9. NF – Asked about the timeline for transmittal of the archaeology assessment?
 10. JB/EB - Same as architecture/history, soon, within 1-2 weeks.
 - ii. SFEIS
 1. Results of Phase I archaeology survey and Intensive Architecture/History survey
 2. Results of Assessment of Effects
 - c. Section 106 consultation will be part of the public outreach/participation process for NEPA
 - i. *JB - Communicate and receive feedback on identification of and impacts to historic properties for inclusion in the SFEIS.*
 - d. Future amendment to the MOA
 - i. *JB - Amendment anticipated to include an update re: the historic properties affected (some previously affected properties may no longer be affected), which historic properties will be adversely affected by the revised project, and the mitigation to resolve the updated adverse effects*
5. Next Steps/Action Items
- a. EB – FTA will transmit the cultural resources studies to SHPO within the next 1-2 weeks.
 - b. JB – SHPO can reach out to FTA and/or Jenny and Saleh with any questions.
6. Adjourn

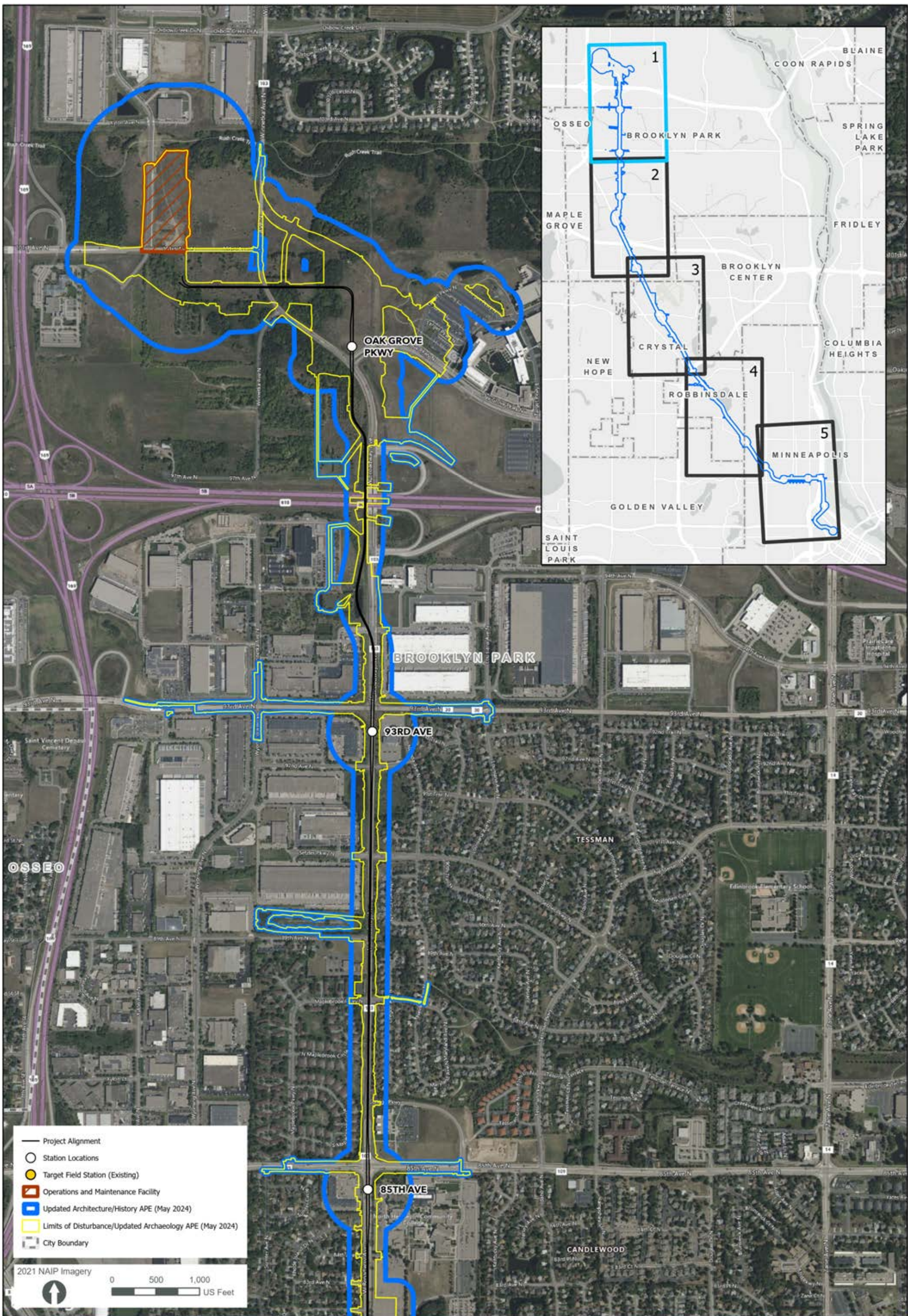


FIGURE 1: UPDATED AREA OF POTENTIAL EFFECTS

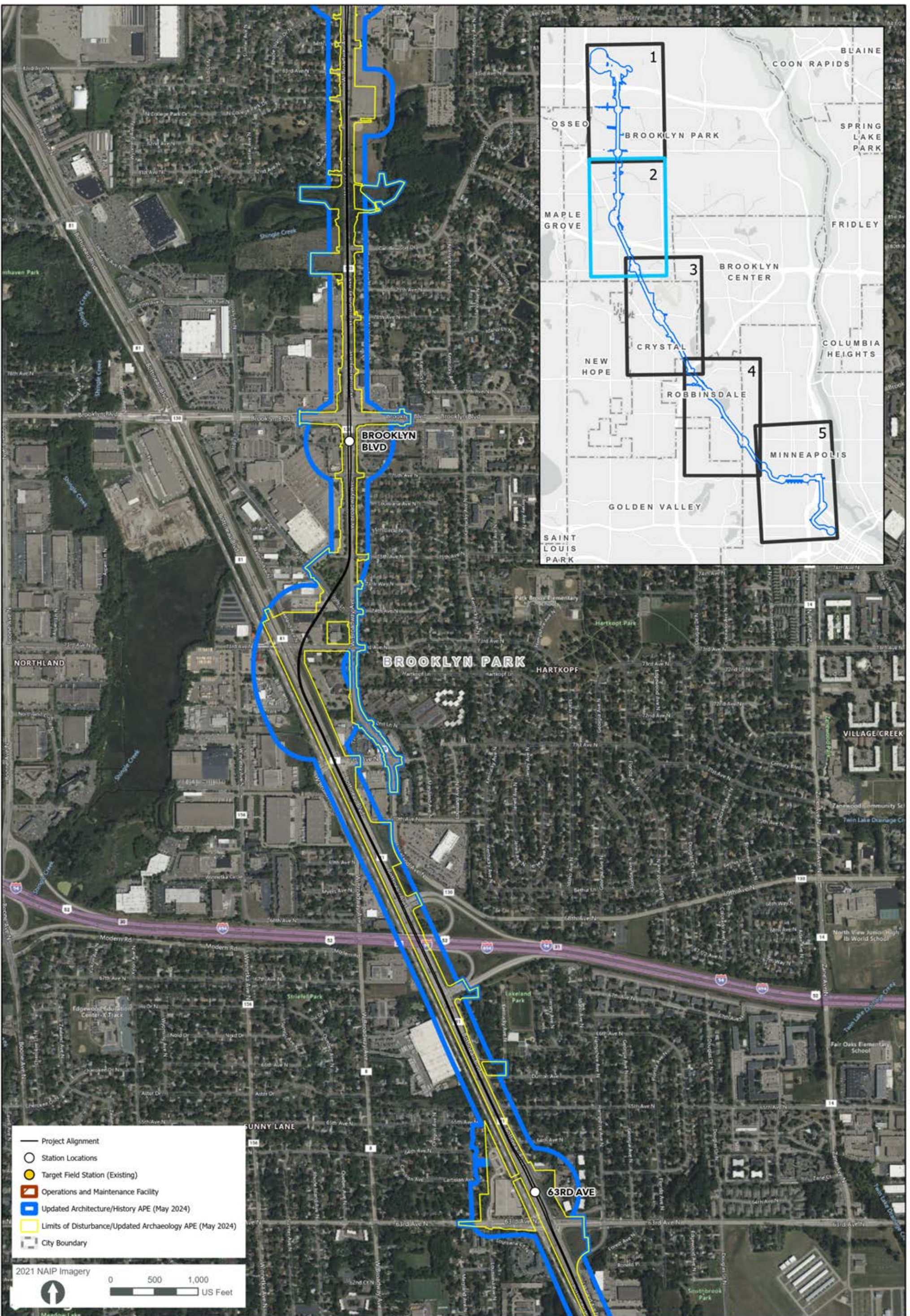


FIGURE 2: UPDATED AREA OF POTENTIAL EFFECTS

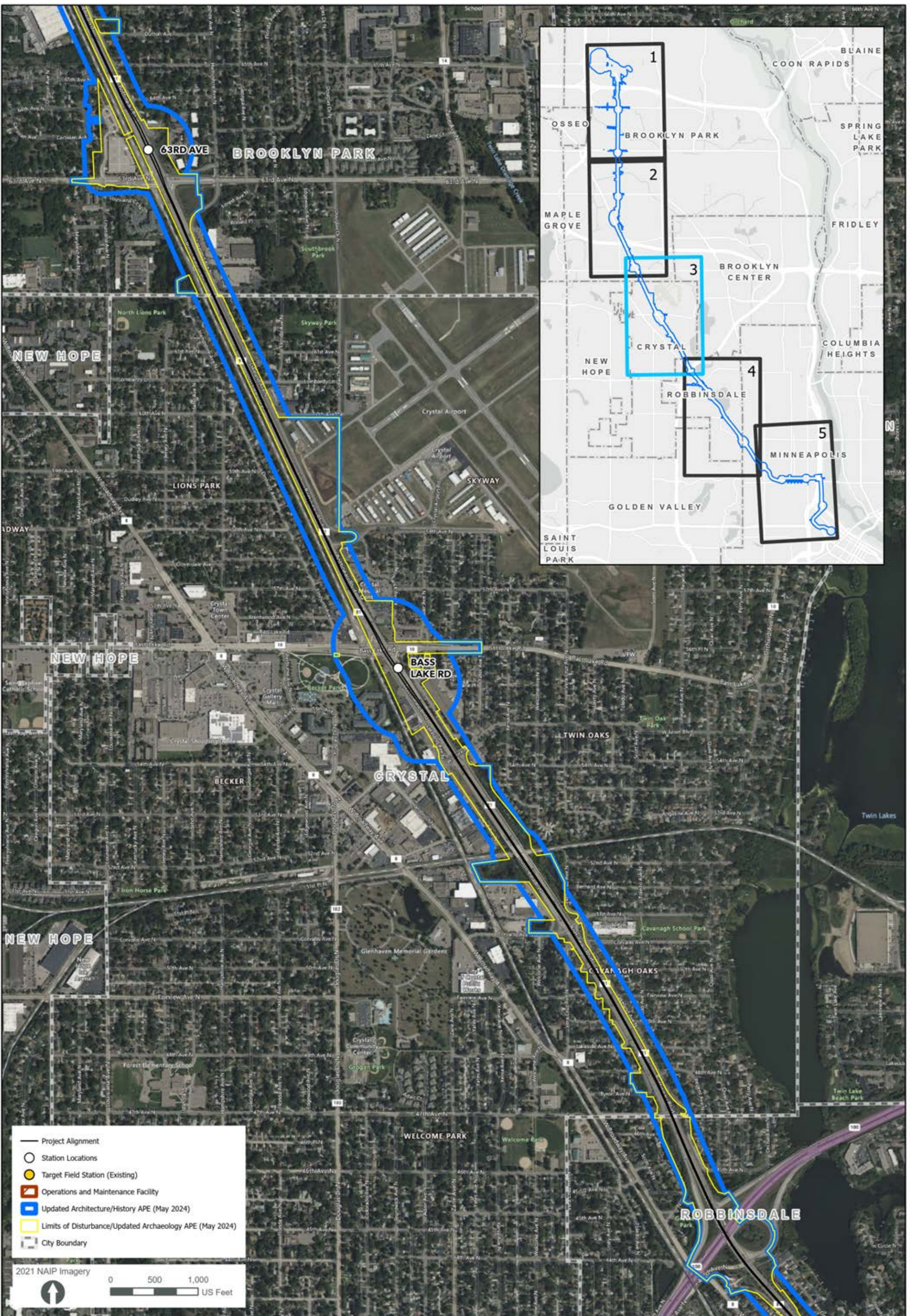


FIGURE 3: UPDATED AREA OF POTENTIAL EFFECTS

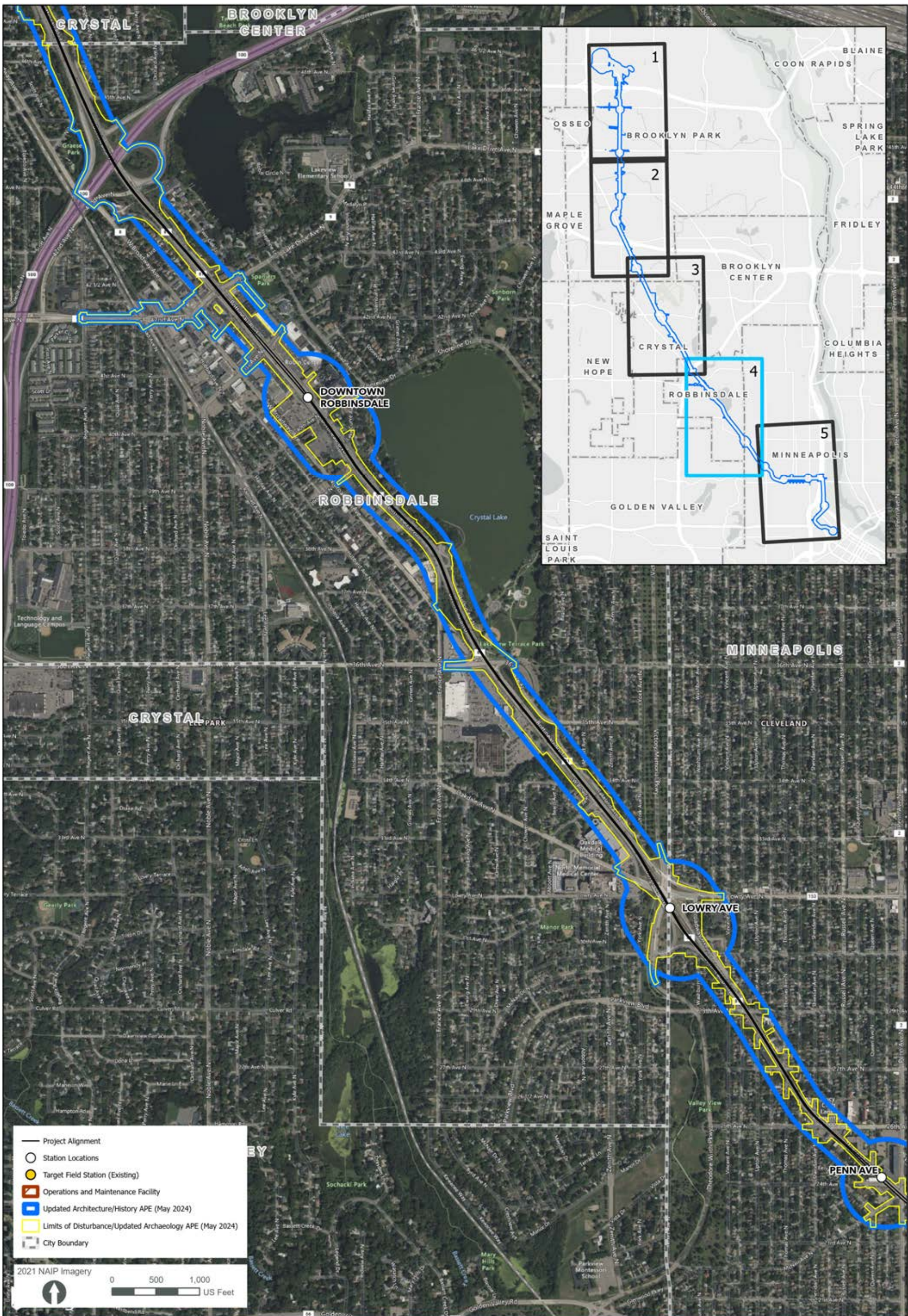


FIGURE 4: UPDATED AREA OF POTENTIAL EFFECTS

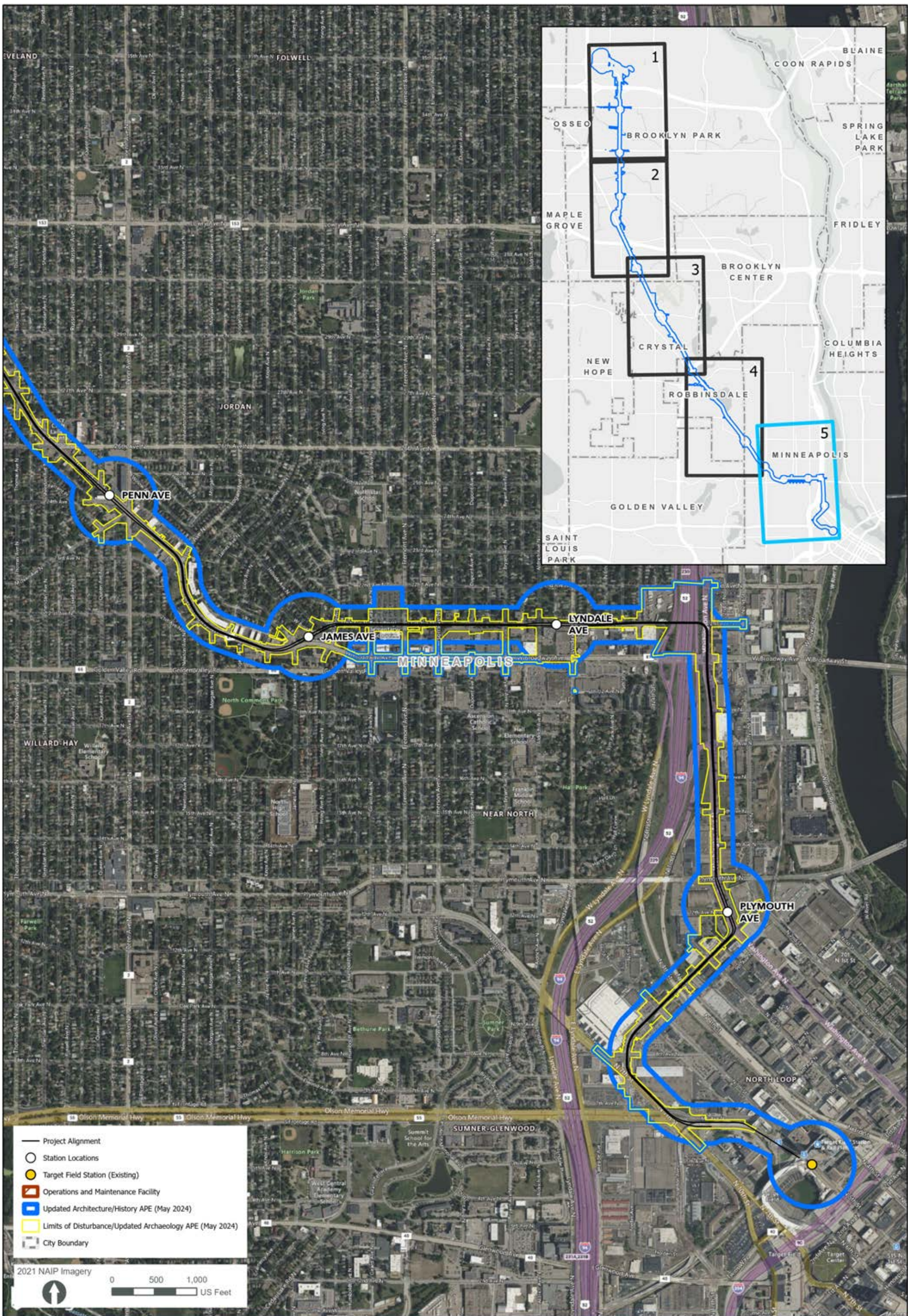


FIGURE 5: UPDATED AREA OF POTENTIAL EFFECTS



Meeting Title: **SHPO Pre-Submittal Coordination**

Date: 2/27/2025 **Time:** 10:00 AM **Duration:** 1 hour

Location: Virtual - [Join the meeting now](#)

Attendees: Anshu Singh, Elizabeth Breiseth, Nicole Foss, Barbara Howard, Kelcie Young, Meghan Litsey, Catherine Judd, Jenny Bring, Saleh Miller, Nick Landwer

Purpose of Meeting: Project Updates & Continued Section 106 Consultation

Discussion Topics

1. Introductions & Meeting Purpose
 - a) Overview of Project changes since SDEIS – KY - continued design refinements with stakeholder and communities, this also included design refinements for the Municipal Consent process. For the most part these were in Minneapolis and included roadway and bicycle improvements in tandem with the project. This has also included coordination with MPRB and other stakeholders specific to the Lowry Ave station.
2. APE Updates
 - a) SFEIS Design Development – JB - shared APE revisions maps, these will be included in a package to SHPO. Most of the northern alignment has not changed much, some LOD refinements as design has progressed, some minor refinements at Lowry Ave station based on MPRB coordination, and some additional areas were added to the APE in Minneapolis primarily related to roadway and/or bike ped improvements. The transmittal to SHPO will include a copy of this map set. Would more detailed maps of the APEs showing changes from SDEIS to SFEIS be helpful for SHPO’s review? Changes to the APE are following the same rationale as was outlined in the BLE Section 106 Compliance Plan.
NF – would be helpful to highlight the change areas.
JB – we have a map set at a larger scale that shows additions and subtractions from the APEs. We will include this in the SHPO transmittal, so it is easier to decipher the changes.
 - b) Municipal Consent Design Changes
 - c) MPRB Design Coordination – developing a memo documenting these APE changes
3. Upcoming SHPO Transmittal
 - a) Reconnaissance Architecture/History Report Revisions and associated inventory forms
 - i. In this next SHPO submission we will be providing an updated report, associated inventory forms, as well as a response to comments log.



b) Seven new cultural resources study reports and associated inventory forms, summarized here:

Archaeology	Author	Notes	Page Length
Addendum Desktop Archaeological Assessment	106 Group	Covers APE changes post SDEIS but prior to Municipal Consent	Less than 20 pages (not including figures)
Addendum Desktop Archaeological Assessment No. 2	HDR	Covers APE changes from Municipal Consent process	35 pages (not including figures)
Phase I Archaeology Survey Report	106 Group	Covers Phase I survey of 1517 Hillside Property	25 pages (including figures)
Architecture/History	Author	Notes	Page Length
Reconnaissance AH Report Revisions	106 Group	Addresses SHPO comments	N/A
Intensive AH Survey and Supplemental Reconnaissance AH Report	106 Group	Covers Phase II survey and Phase I survey of new properties within APE due to APE changes post SDEIS	145 pages (not including figures)
Addendum Intensive AH Survey Report	HDR	Phase II evaluation of the Bassett Creek Tunnel	20 pages (including figures)
Assess of Effects	Author	Notes	Page Length
Assessment of Effects	106 Group	Effects analysis for all historic properties within the APE, except for the St. Anthony Falls HD and the Cameron Transfer & Storage Building	75 pages (not including figures)
Addendum Assess of Effects	HDR	Effects analysis for St. Anthony Falls HD and the Cameron Transfer & Storage Building	20 pages (including figures)

JB - with the 2 archaeological addendum reports we have 9 areas with recommended moderate to high potential, all around the James Ave station. Survey was completed for one parcel, was recommended not eligible. Intensive AH report builds off of the potentially eligible properties from the Reconnaissance report. This report also includes a small supplemental Recon survey, covering those new APE areas. We have also prepared 2 assessment of effects reports for known historic properties and those recommended as eligible as part of this project. Due to schedule, we thought it was beneficial to move forward now with assessment of effects because many of these were known historic properties and the majority of the properties studied at the intensive level were post recommended eligible. The assessment of effects can be supplemented if additional questions/concerns arise during review of the AH reports.

- i. MnSHIP inventory number issues for some Forest Heights Addition Historic District properties
 - SM raised a question related to a handful of properties we identified where records are missing, or inventory numbers were reassigned in MnSHIP for properties that were previously inventoried in 2012 for BLE 1.0. How should we address issues/enter forms related to form updates that were prepared for this District to evaluate contributing and non-contributing status? Nicole is working on table updates for BLE records in MnSHIP as SHPO knows many are missing/incorrect from that previous survey. Nicole requested PDF forms and individual geometry, and she will update the MnSHIP records.

4. Anticipated Schedule

a) Consulting Parties Meetings

- i. JB - Consulting Parties meeting #3 is scheduled for Monday and we will be sending out a Doodle poll shortly to schedule a time in April for Consulting Parties meeting #4. Goal for meeting #3 is to update everyone on the identification studies and assessment of effects.

b) SFEIS Publication

- i. KY - these cultural resources studies are summarized in the SFEIS, and we are currently planning for publication in June timeframe. We are also working on 4(f) development related to adverse effects. The final 4(f) publication will include park properties and adverse effects to historic properties. We also plan to include some prelim info in the SFEIS re: potential mitigation for adverse effects.

c) Amendment to the MOA



Meeting Agenda & Notes

METRO Blue Line LRT Extension (BLE)

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- i. KY/JB - Current MOA is written akin to a PA, so have been completing the current studies pursuant to those existing MOA stipulations. In the SFEIS, we acknowledge what adverse effects we have and potential mitigation, and that the MOA will be the vehicle to move through the process to resolve adverse effects and identified mitigation will be documented within an amendment to the MOA after SFEIS publication.
 - ii. BH – Makes sense and glad to hear that is the planned process and schedule.
5. Next Steps/Action Items
- a) FTA to submit letter and cultural resources reports and associated inventory forms/geometry to SHPO
6. Adjourn

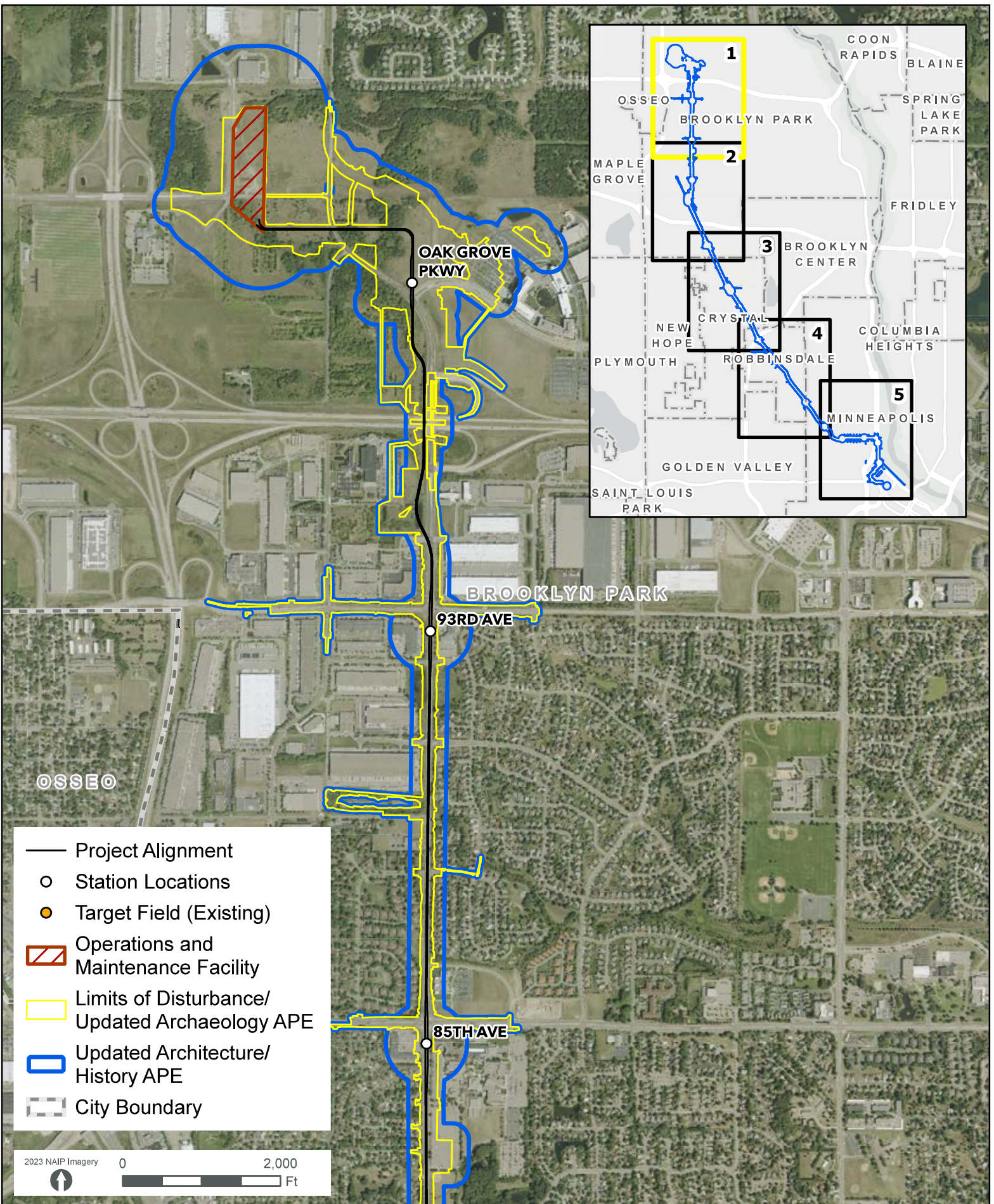


FIGURE 1: UPDATED AREA OF POTENTIAL EFFECTS



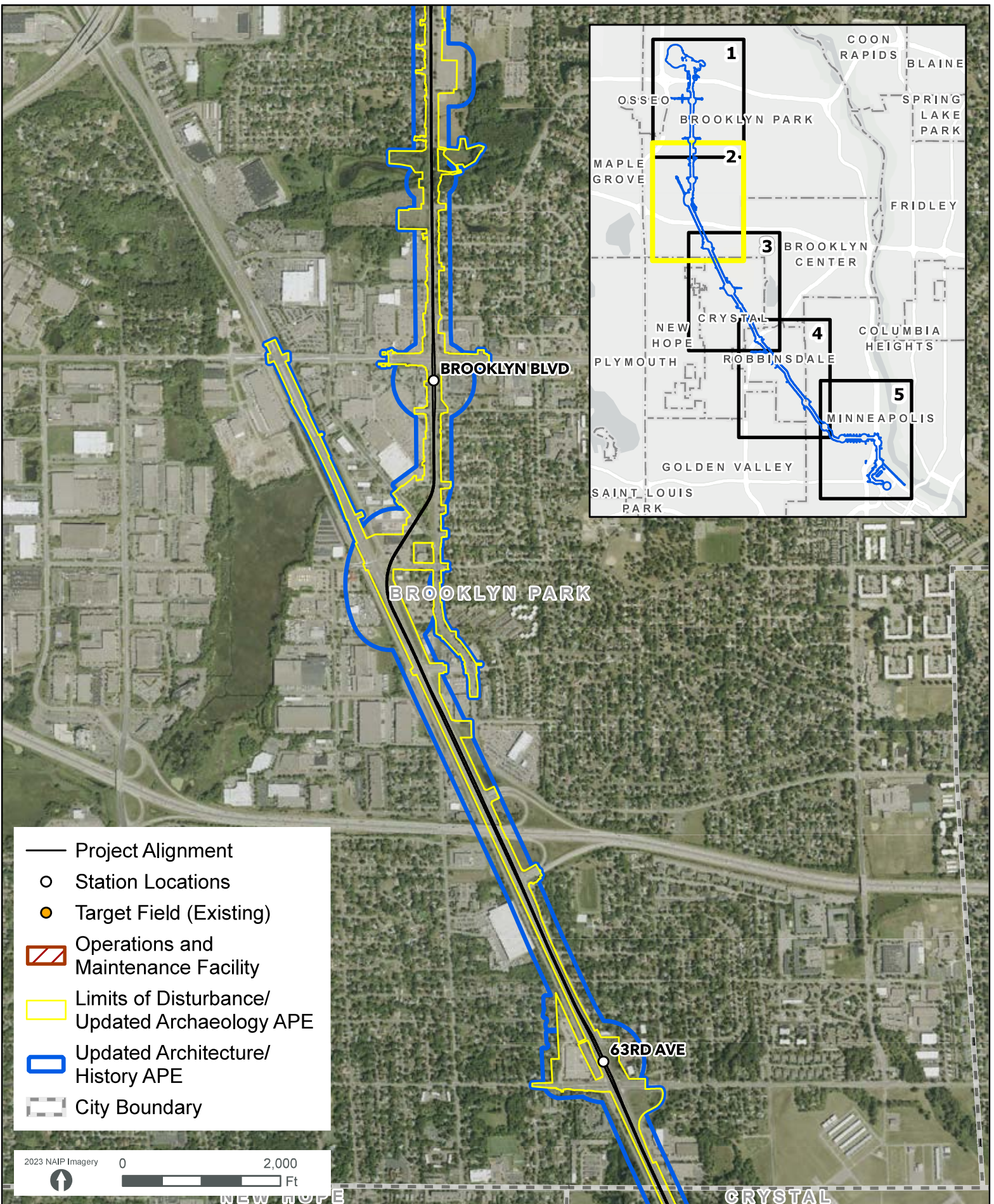


FIGURE 2: UPDATED AREA OF POTENTIAL EFFECTS



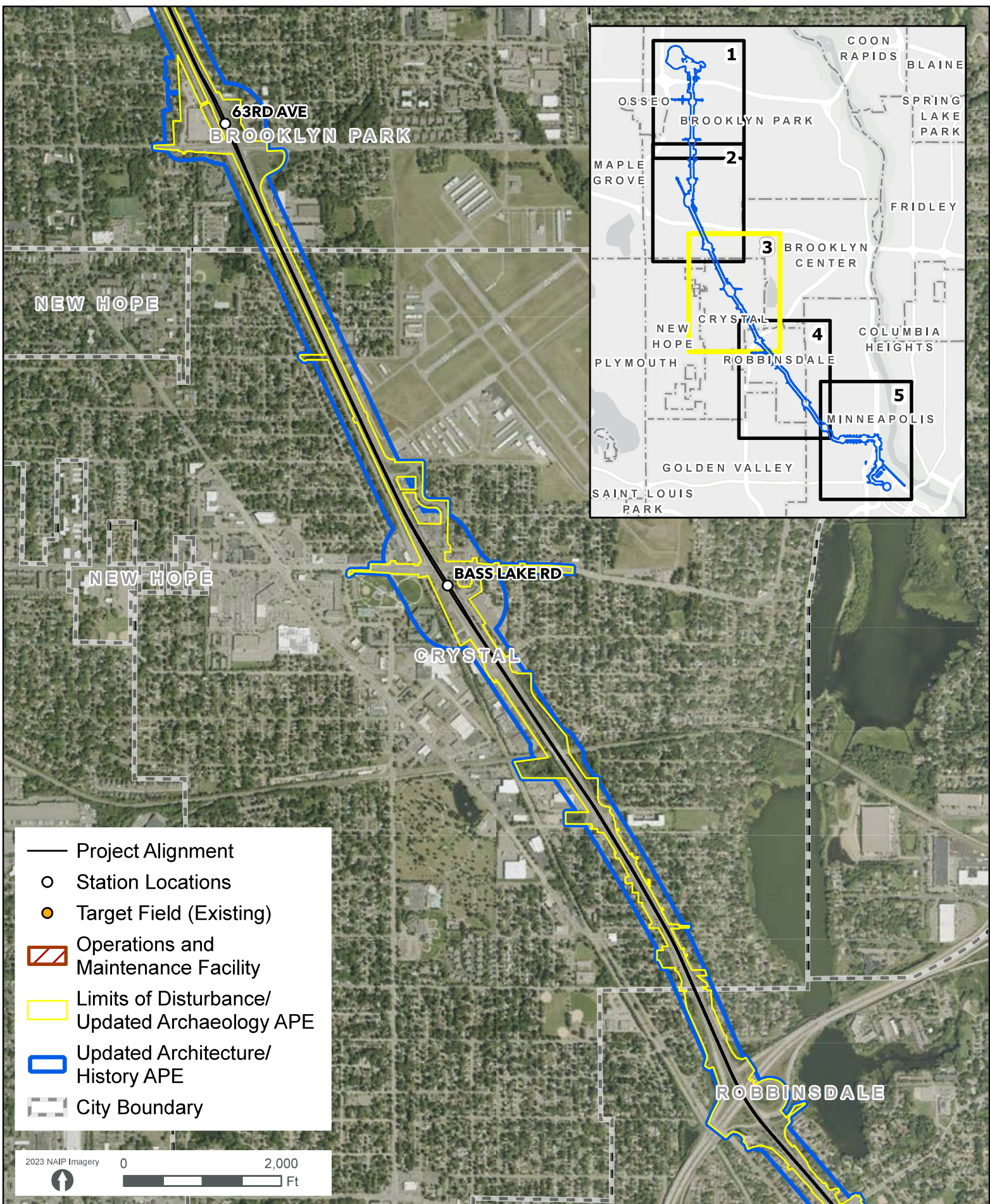


FIGURE 3: UPDATED AREA OF POTENTIAL EFFECTS



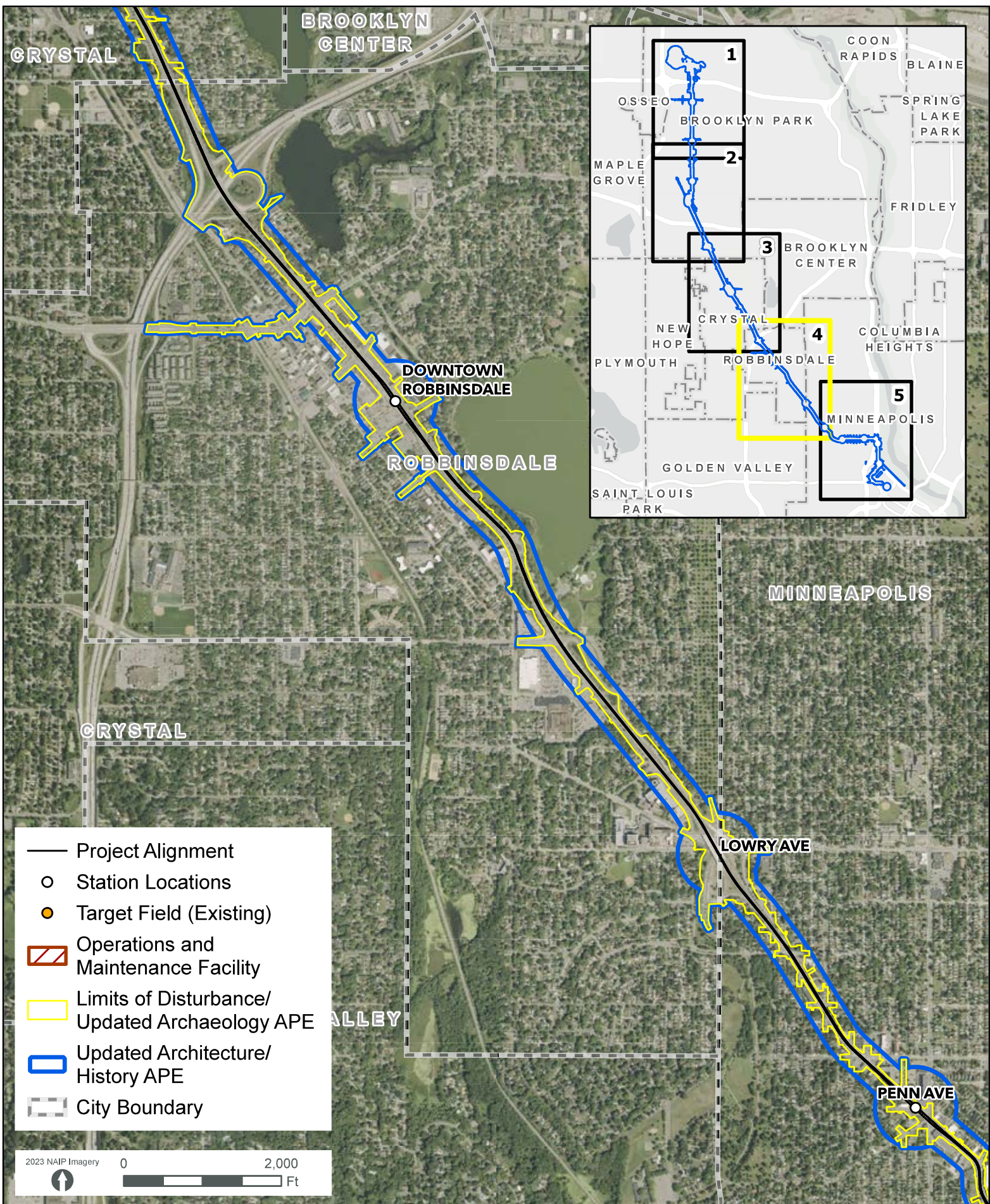
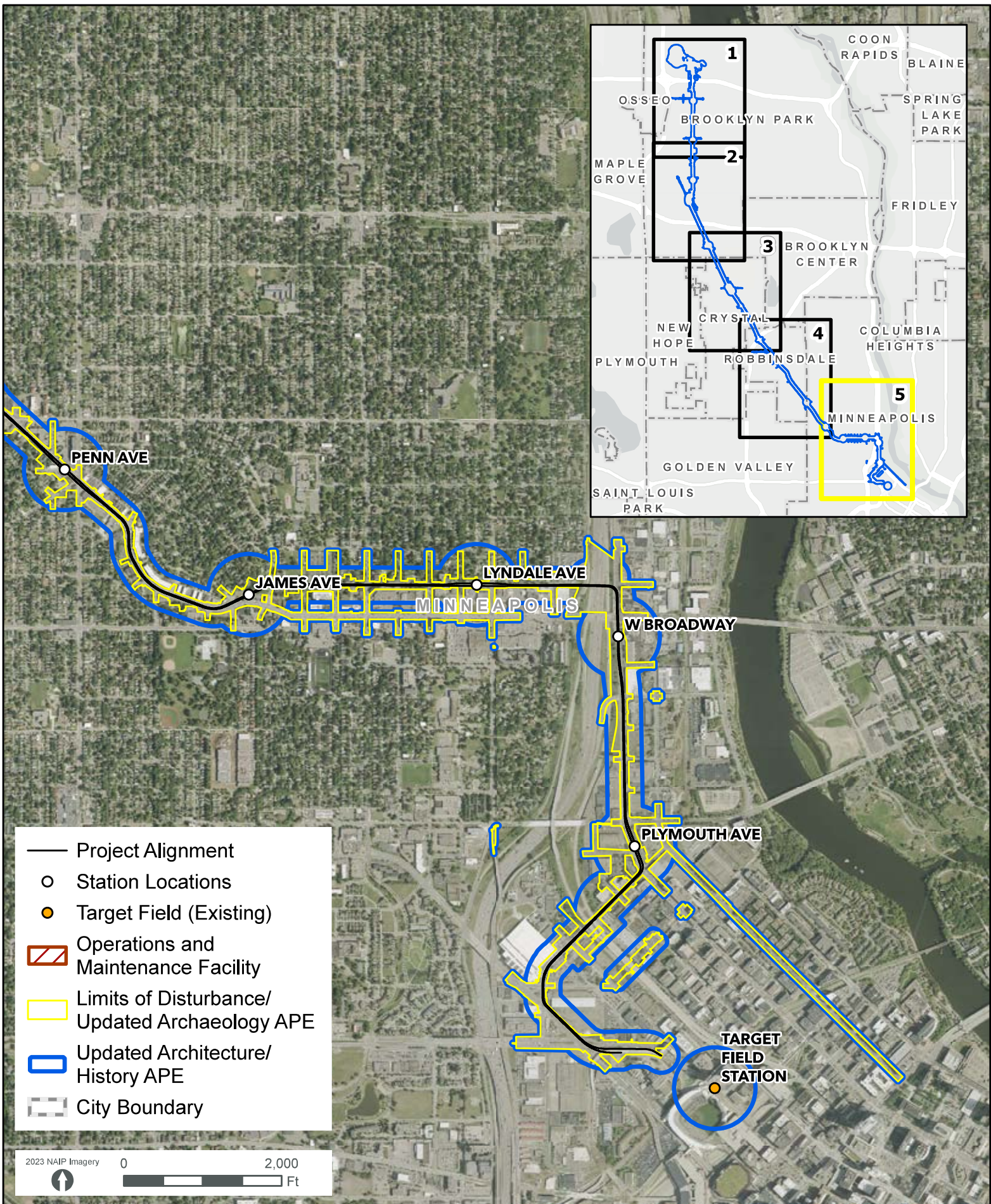


FIGURE 4: UPDATED AREA OF POTENTIAL EFFECTS





- Project Alignment
- Station Locations
- Target Field (Existing)
- ▨ Operations and Maintenance Facility
- Limits of Disturbance/ Updated Archaeology APE
- Updated Architecture/ History APE
- City Boundary

2023 NAIP Imagery 0 2,000
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FIGURE 5: UPDATED AREA OF POTENTIAL EFFECTS

Pre-Submittal Meeting Cultural Reports List

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