

APPENDIX E4

SECTION 106 DOCUMENTATION

Date	To	From	Reference
October 9, 2002	Nina Archabal, SHPO	Joel Ettinger, FTA	Letter Authorizing MnDOT to Begin Section 106 Consultation
February 4, 2003	Charlene Zimmer, Zan Associates et al.	Steve Morris, RCRRA	Central Corridor DEIS Conference Call with FTA
March 18, 2003	Steve Morris, RCRRA et al.	Kathryn DeSpiegelaere, RCRRA	Update on Properties Needing Further Analysis
April 28, 2003	N/A	Joe Hudak, MnDOT CRU et al.	Meeting Notes on Central Corridor LRT Phase I Report
March 14, 2008	David Werner, FTA	Jackie Sluss, MnDOT	Notification to ACHP of Intent to Develop Section 106 Programmatic Agreement (Contains Documentation on the Identification of and Consultation for Cultural Resources from 1995)
May 13, 2008	Dennis Gimmestad, SHPO	Jackie Sluss, MnDOT	Potential for Pre-contact and Historical Archaeology at State Capitol Station
May 23, 2008	Jackie Sluss, MnDOT	Dennis Gimmestad, SHPO	Recommendation that Archaeological Survey be Conducted at Capitol Station
June 17, 2008	James Simpson, FTA	John Fowler, ACHP	Decision to Aid Development of Programmatic Agreement
June 25, 2008	Jackie Sluss, MnDOT	Kelly Gregg-Johnson, SHPO	Reversal of Decision on Archaeological Survey
July 21, 2008	N/A	Joe Ossi and David Warner, FTA; Kathryn O'Brien, CCPO; Joe Trnka, HDR	Notes from Conference Call to Discuss Section 106 Determinations
July 24, 2008	ACHP	CCPO	Presentation from Conference Call Regarding Section 106
August 25, 2008	Marisol Simon, FTA; Kathryn O'Brien, CCPO	Dennis Gimmestad, SHPO	Comments Regarding SDEIS
N/A	N/A	CCPO	Overview of Section 106 Process During Preliminary Engineering
April 30, 2009	Dennis Gimmestad, SHPO; Reid Nelson, ACHP	Marisol Simon, FTA	Determination of Effects
May 14, 2009	Marisol Simon, FTA	Britta Bloomberg, SHPO	Response to Determination of Effects Letter



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
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Nina Archabal
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. West
St. Paul, MN 55102

OCT - 9 2002

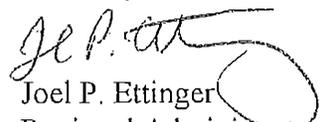
Dear Ms. Archabal:

The Ramsey County Regional Railroad Authority and Minnesota Department of Transportation (MnDOT) are seeking financial assistance from the Federal Transit Administration (FTA) for the Central Corridor Rapid Transit Project between St. Paul and Minneapolis, MN (the "Project"). The proposed Project is, therefore, a Federal undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations (CFR) Part 800). In accordance with 36 CFR Section 800.2(c)(5) of these regulations, FTA authorizes MnDOT, as an applicant for Federal assistance, to initiate the consultation process. This role will include preparing information, analysis, and recommendations regarding the Section 106 consultation process for the Project. The delegated authority to initiate consultation does not extend to the designation of consulting parties or to making determinations of adverse effect.

The proposed Project would provide enhanced transit service extending from downtown St. Paul, MN to downtown Minneapolis, MN along University Avenue. A more detailed description of the alternatives under consideration will be provided by MnDOT during the National Environmental Policy Act process.

Mr. Joe Hudak of MnDOT will be contacting your office to initiate the Section 106 process for the Project. If you have any questions in the meantime, please contact Doug Gerleman of the FTA Region 5 Office at (312) 886-1621. FTA looks forward to working with your office on the Project with a spirit of stewardship for the historic resources that may be affected.

Sincerely,


Joel P. Ettinger
Regional Administrator

Morris, Steve

Feb 106

From: Morris, Steve
Sent: Tuesday, February 04, 2003 1:23 PM
To: DeSpiegelaere, Kathryn; Charlene Zimmer (E-mail); 'natalio.diaz@metc.state.mn.us'
Subject: Central Corridor DEIS Conference Call with FTA

February 4, 2003
Conference Call
Doug Gerleman, Joe Ossi - FTA
Steve Morris - RCRRRA
Anne Ketz - 106 Group

FTA is concerned that there are too many potentially eligible buildings listed in the cultural resources report. We discussed the APE and the fact that Anne is convinced that most of the buildings will be eliminated during the Phase I analysis. The number is impacted by the need to include larger areas around stations for the APE and buildings that may be 50 years old by the end of construction (assumed to be 1962 for purposes of this work).

Joe Ossi felt that they would normally have eligibility and APE determined as part of the DEIS. We agreed that it was part of the work that needed to be done but thought it should be done as part of the PE process, not prior to the DEIS submittal. Joe thinks that it could impact the choice of the LPA, it should be done in advance. He also thinks that some attention should be paid to differences in the BRT alignment, even if it is just buildings immediately adjacent to BRT stations. The BRT issue does not appear to be a big problem. They also feel that grouping more properties in historic districts would be helpful.

Anne estimates that the Phase I work could be done for under \$100k. Joe Ossi pointed out that they provide pre-award authority for NEPA work. Work done to meet NEPA requirements is "automatically" counted as local share for the project.

I told them we would discuss the issue this week and get back to them. We should talk options Thursday.

They had some other, minor issues. They would like to see the pages we agreed to change in advance as well as the summary chapter. I will talk to BRW on these issues.

Charlene, would you give me a call when you get this so we can discuss?

Steve Morris
RCRRRA
651 266-2784

Morris, Steve

106

From: DeSpiegelaere, Kathryn
Sent: Tuesday, March 18, 2003 9:19 AM
To: 'natalio.diaz@metc.state.mn.us'; 'czimmer@visi.com'; Morris, Steve
Subject: update from Joe Hudak

I talked to Joe Hudak this morning and the news appears to be favorable.

Mn/DOT cultural resources staff has been working with Dennis Gimmestad and Sue Roth from SHPO about the Central Corridor and finds SHPO to be reasonable.

The conclusion of Mn/DOT and SHPO is that rather than the 700 properties identified in the inventory as needing further analysis, the number has been reduced to a total of 60, and that could be reduced further. There are four conclusions:

- (1) There is one, not four districts as previously proposed that survived scrutiny. Iris Park is the district, and there are 40 residences, and that may not require a Phase II analysis, it could drop out with further analysis before Phase II.
- (2) There are several thematic properties on the west end of University Avenue, 20 buildings, that will require further analysis.
- (3) There may be a need to look at University Avenue thematically, but that also could drop out.
- (4) All other buildings are dropped out.

Joe Hudak has called Joe Ossi but his voice mail has been full for the last four days. Joe will continue to call.

Joe Hudak thinks that Joe Ossi will be pleased. He intends to tell him that as the agent of FTA, Mn/DOT doesn't want to spend taxpayer dollars inefficiently. He wants this to stay a smart, not a stupid project, he said.

I told Joe I'd let Steve, Nacho and Charleen know.

Joe Hudak will let me know as soon as he talks to Joe Ossi.

That's it for now. We'll need to figure out what we do next once FTA concurs with this.

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MEETING NOTES

MN/DOT CULTURAL RESOURCES UNIT

REGARDING CENTRAL CORRIDOR PHASE I REPORT

9:30 – 11:00 a.m., April 28, 2003
Mn/DOT Central Office Room G42

Attending: Joe Hudak, Mn/DOT CRU
Jackie Sluss, Mn/DOT CRU
Katby DeSpiegelaere, RCRRA
Steve Morris, RCRRA
Charleen Zimmer, Zan Associates (representing Metro Council)

The purpose of this meeting was to reach agreement on the specific tasks needed to satisfactorily complete a Phase I investigation and report for the Central Corridor Draft EIS. It was agreed by all that a Phase I study must be completed before publication of the Draft EIS. It was also agreed that a Phase II study would not need to be done for the Draft EIS (although it is usually required) but, instead, will be completed early in the PE/FEIS stage of project development. Joe Hudak indicated that Dennis Gimmetstad (SHPO) has concurred with this approach. [Note: Joe Hudak spoke with Doug Gerleman of the Federal Transit Administration (FTA) who also agreed with this approach via telephone on April 29, 2003].

After discussion, it was agreed that the following tasks are needed for completion of the Phase I investigation and report.

Iris Park

Historic context research and a review of historic maps should be completed to determine the boundaries of the Iris Park neighborhood. Architectural resources within these boundaries should be reviewed for architectural integrity. A determination of potential eligibility should be made and the rationale for the determination should be documented. If Iris Park is determined to be a potentially eligible historic district, then a SHPO long form should be completed for the district. No individual structures would need to be evaluated except those that are immediately adjacent to University Avenue (all were included in the initial photographic survey). If any of these properties were determined to be potentially eligible, then a long form would need to be prepared for those properties.

Multiple Property Documentation Form

A number of properties in the Highway 280/Raymond area, although not coherent enough for a district, may be eligible under a Multiple Property Documentation Form (MPDF) due to the historic transportation use that many properties in this area have in common. It was agreed that no additional research is required on this subject for the Phase I study. However, the Phase I report should identify this as an issue that needs to be addressed in the Phase II work.

Overview of University Avenue

There is no existing synthesis that identifies broad significant historic patterns relative to University Avenue. However, there are many smaller themes and historic patterns that have been considered and University Avenue has played an important role in the city over the years. Therefore, SHPO suggested that we step back and look at the entire corridor as a whole to determine if we are missing a broader historic theme/pattern that may reflect an overall historic story of how the Avenue developed over time. There may be a theme related to the brick commercial nodes seen along the corridor, or there may be nothing that holds together as an overall theme given the changing nature of development over time. It

was agreed that the consultant should review the results of their previous literature review with this "big picture" in mind and, where appropriate, review historic maps for development patterns. The consultant should make a recommendation on contextual theme, or lack thereof, and provide the rationale for the selection of additional Phase II properties or for determining potential eligibility as a historic district. If the corridor were determined to be potentially eligible (which is not likely), then a long SHPO form would need to be prepared for the district.

Preparation of SHPO Forms

Mn/DOT CRU has submitted a letter to SHPO documenting a proposed methodology and rationale for the review of material integrity and the related determination of potential eligibility of the standing structures identified in the initial photographic survey. The CRU's review identified 39 properties that may be potentially eligible. SHPO has agreed on the methodology and rationale. Based on this rationale, the consultant is expected to complete the SHPO short forms for the majority of properties in the photographic survey. These forms should include a statement of the reason for ineligibility based on the rationale developed by CRU or other appropriate application of National Register criteria. The criteria for architectural integrity has been set quite high because there are many properties throughout the city that are similar to the vintage of the properties in this corridor. Thus, for example, if vinyl siding has been used on a property, it is considered to lack architectural integrity.

The consultant should review the 39 properties previously identified as potentially eligible by Mn/DOT CRU. If the consultant concurs that they are potentially eligible, then a SHPO long form should be used to document that property, including the rationale for determining it to be potentially eligible. If the consultant does not concur that a property is potentially eligible, then a SHPO short form should be used to document that property, including the rationale for determining non-eligibility. If during this process, the consultant identifies any other properties that they deem potentially eligible, a SHPO long form should be used to document that property, including the rationale for determining it to be potentially eligible.

Dennis Gimmestad, SHPO, has indicated that he will review the rationale immediately but that it will take somewhat longer for him to review the properties. Jackie Sluss agreed to call Dennis to encourage him to complete this review as quickly as possible.

Archaeology

The Mn/DOT CRU archaeologist reviewed the material prepared for the 1995 Phase I/Phase II study and the remaining corridor. Joe Hudak reported that Mn/DOT CRU has determined that no additional archaeological research is needed since no tunneling is proposed outside the area studied during the 1995 Phase I/Phase II study.

Phase I Report

The Phase I report should meet all of the Section 106 requirements of a Phase I report. The report should synthesize the work completed in the 1995 Phase I/Phase II study, for the relevant portions of the current corridor. All additional work should be documented including the determination recommendations and supporting rationale.

Review Process

The agreed upon review process is as follows:

- The draft Phase I report should be submitted to Mn/DOT CRU for review. It may be returned for revisions based on CRU comments. Mn/DOT CRU will make review of this document a priority to complete this review within less than the desired 30-day review period.
- The revised (if required) draft Phase I report would be re-submitted to Mn/DOT CRU.

- Mn/DOT CRU would then make a courtesy call to FTA regarding the proposed approach, indicating that SHPO is in agreement with that approach (within a few days after receipt of Phase I report from consultant/agency).
- Mn/DOT CRU will submit the Phase I report to SHPO for concurrence. SHPO has 30 days to concur with the report. Mn/DOT CRU will work with SHPO, who understands the timing issues, to expedite their review within less than the required 30 days.
- Mn/DOT CRU and SHPO must agree that the Phase I is satisfactory before the DEIS can be sent to FTA for signature and published.
- A revised DEIS cultural resources section and related sections in the Summary must be prepared before the DEIS can be submitted to FTA for final signature and approval. These sections will be prepared and reviewed by the CRU concurrently with the Phase I report.
- It appears that it will take a minimum of 90 days, and probably longer, to prepare, review and approve the Phase I report and associated changes to the DEIS.

Phase II Report

Kathy DeSpiegelaere stated that Mn/DOT has sent a letter regarding the funding for PE/FEIS on the Central Corridor and the RCRRRA intends to move ahead quickly to complete the Phase II report, even starting before FTA approval for PE/DEIS. Mn/DOT CRU strongly supported this strategy and recommended that this intention be reflected in the Phase I report and the DEIS text. There was a very brief discussion of scope of work for a Phase II study and the appropriate selection process. It was agreed that the scope of work would be a standard Phase II scope. Jackie Sluss will assist RCRRRA in preparing a scope of services for a Request for Proposal. It was agreed that a RFP must be prepared to meet FTA selection process requirements. Joe Hudak recommended that RCRRRA obtain a list of cultural resources consultants from SHPO for distributing the RFP. Joe Hudak also indicated that the Mn/DOT CRU staff would serve on a selection committee if desired by RCRRRA.

Meeting Notes

It was agreed that meeting notes should be prepared and circulated for revisions, if necessary, and concurrence so that decisions made at this meeting are well documented.

Meeting notes prepared by Charleen Zimmer, April 28, 2003. Revised based on review by Joe Hudak, Jackie Sluss and Steve Morris, May 1, 2003.



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

March 14, 2008

Mr. David Werner
Federal Transit Administration, Region V
200 W. Adams St. Suite 320
Chicago Ill. 60606

re: Notification to the Advisory Council on Historic Preservation of Intent to Develop a Section 106 Programmatic Agreement for the Central Corridor Transit Project, Minneapolis and St. Paul, Minnesota

Dear Mr. Werner,

Enclosed you will find the Section 106 documentation as defined under CFR 36 Part 800.11 for the use of a Programmatic Agreement under CFR 36 Part 800.14(b)ii in the ongoing assessment and resolution of yet unidentified effects to historic properties along the Central Corridor LRT line being proposed between in Minneapolis and St. Paul, Minnesota. I am providing this documentation to your office as your designee to assist your agency with the Section 106 process. This documentation summarizes the process of identification and consultation for cultural resources beginning in 1995. Please forward to the Advisory Council on Historic Preservation (ACHP) as appropriate.

The Central Corridor LRT project will connect St. Paul to the existing Hiawatha LRT line in Minneapolis via an 11 mile corridor that runs between the two central business districts (see current project map). Between the two business districts, the route runs largely along existing University Avenue, one of several arteries that connect the two cities. The project, with very few exceptions, runs down the center of the street and will stay within the existing curb line. Most of the route carried electric streetcars until the mid 1950s. However, several aspects of the project including station location and design, the visual effects of pole and catenary lines, noise, changes to traffic patterns, and related development, pose potential effects to the National Register and eligible and listed properties along the route. Until more detailed plans are available, a programmatic Section 106 agreement for the review of the alignment's effects will be necessary.

The Section 106 process for the Central Corridor light rail transit project began in 1995 with the first Phase I and II survey and evaluations. Since that time, there have been alternatives analyses, comprehensive cost-benefit analyses, project administrative changes, and alignment shifts, resulting in interruptions in the Section 106 process over a period of 12 years. The following is intended to apprise the ACHP of the continuing process of the inventory and evaluation of historic properties, consultation with the Minnesota State Historic Preservation Office and interested parties, and the current need for a programmatic Section 106 agreement for the timely

assessment of effects to historic properties as project development continues.

Initial Phase I and II cultural resources identification and evaluation studies were completed for the Ramsey County and Hennepin County Regional Rail Authorities (RCRRA and HCRRA) and the Minnesota Department of Transportation (MnDOT) in 1995. When the route of the proposed transit line was changed in 2001, largely to bring the route out of the I-94 corridor to run along University Avenue between the two cities (see enclosed maps), the area of potential effect for the project changed, and additional Phase I and II identification and evaluation studies were begun in 2003 and completed in September, 2004.

On February 8, 2006 a meeting with the MnSHPO was held to discuss and confirm several changes to the recommendations for eligibility within the 2004 Phase II report. At that time it was also agreed that two properties needed additional research to complete the evaluation. On April 5, 2006, the Phase II report was sent to the MnSHPO for review with the recommended eligibility changes noted in the correspondence (see enclosed). On April 12, 2006, the *Central Corridor Alternatives Analysis and Draft Environmental Impact Statement* (DEIS) was released for public review. For reasons unknown, the results of the Phase II 2004 survey comprising a more complete list of National Register-eligible and listed properties were not included in the DEIS. On April 25th the final two evaluations were complete and a determination was sent to the MnSHPO (enclosed).

Public meetings were held on May 22, 23 and 24, 2006 that included a table devoted to the dissemination of information on cultural resources with simultaneous mailings to the each of the Minneapolis and St. Paul Heritage Preservation Commissions (HPC). Phase I and II identification and evaluation was complete at this time. The mailings and hand-outs included a map and a matrix of thirty-two National Register-eligible or listed properties (and districts) along the corridor and a brief summary of possible traffic, visual, and construction effects to those properties (enclosed).

Following the public meetings, on July 11, an on-the-ground review of the corridor was done with MnSHPO in order to assess effects. Several questions were raised and the Rail Authority responded on the basis of what was known at the time (see e-mails of July 20 and 24, 2006). On July 27, 2006, our office summarized the findings of the surveys to date and identified one known adverse effect: the demolition of the Minnesota Transfer Railway Company University Avenue Bridge (letter enclosed). The letter also indicated that the Rice Street and 10th Street station locations in St. Paul had been shifted to avoid or lessen effects to several National Register listed and eligible properties, but that plans were not finalized and further effects could not yet be assessed. Simultaneously, the project had transitioned in June from the Rail Authorities to the Metropolitan Council (Met Council) in June and discussions continued on project-wide issues, including additional possible alignment shifts.

In August, 2006 the St. Paul HPC inquired whether the literature review for the 2004 survey had included the HPC files and requested consulting status as an interested party. A December 5th response assured the HPC that their data had been used and recognized them as a consulting party. In a letter of January 18, 2007 (enclosed) the MnSHPO completed their review of the 2004

survey and recommended additional consultation with the St. Paul HPC and further analysis of effects. A meeting with MnSHPO and the HPC was held on February 14 to discuss HPC concerns and to transmit the Phase I survey information on 600-plus properties (they had received the Phase II report in June, 2006). On April 12, 2007 the St. Paul Heritage Preservation Commission (HPC) requested that two additional properties be evaluated for National Register eligibility and that additional research be conducted on seven properties previously studied in the 2004 Phase II evaluation.

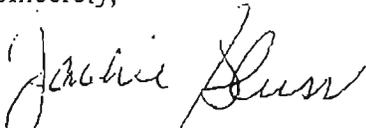
Beginning with the establishment of the Met Council Project Office in October, 2007, a third phase of identification and evaluation was begun to address new changes to the route, and to complete the additional research requested by the local St. Paul HPC. This survey is near completion at the writing of this letter.

Enclosed you will find a combined list of 44 properties and districts identified by the 1995 and 2004 evaluations and the results, thus far, of the current cultural resources investigation. The MnSHPO has been consulted and concurs with the National Register eligibility findings in the list (letter of March 3, 2008). No additional adverse effects have been identified at this time, and the Minnesota Transfer Railway Bridge over University Avenue is now slated to remain in place. However, in order to ensure that effects to cultural resources are considered in the project design in a meaningful way, there is a need to move forward with the assessment of effects to maintain the proper sequencing of effects assessment and project design. The State Historic Preservation Office has urged that the Federal Transit Administration inform the Advisory Council that a programmatic agreement will be developed soon in order to assure that sequencing.

Consultation with preservation interests as well as the public at large continues. Two interested parties have requested Section 106 consulting status thus far: the St. Paul Heritage Preservation Commission and the Prospect Park and East River Road Improvement Association (PPERRIA). A public meeting with the Historic St. Paul organization was held on March 5th. Additional meetings with preservation interest groups are scheduled for March 19th and 20th.

If you have any questions regarding this letter, please contact me at (651) 366-3624.

Sincerely,



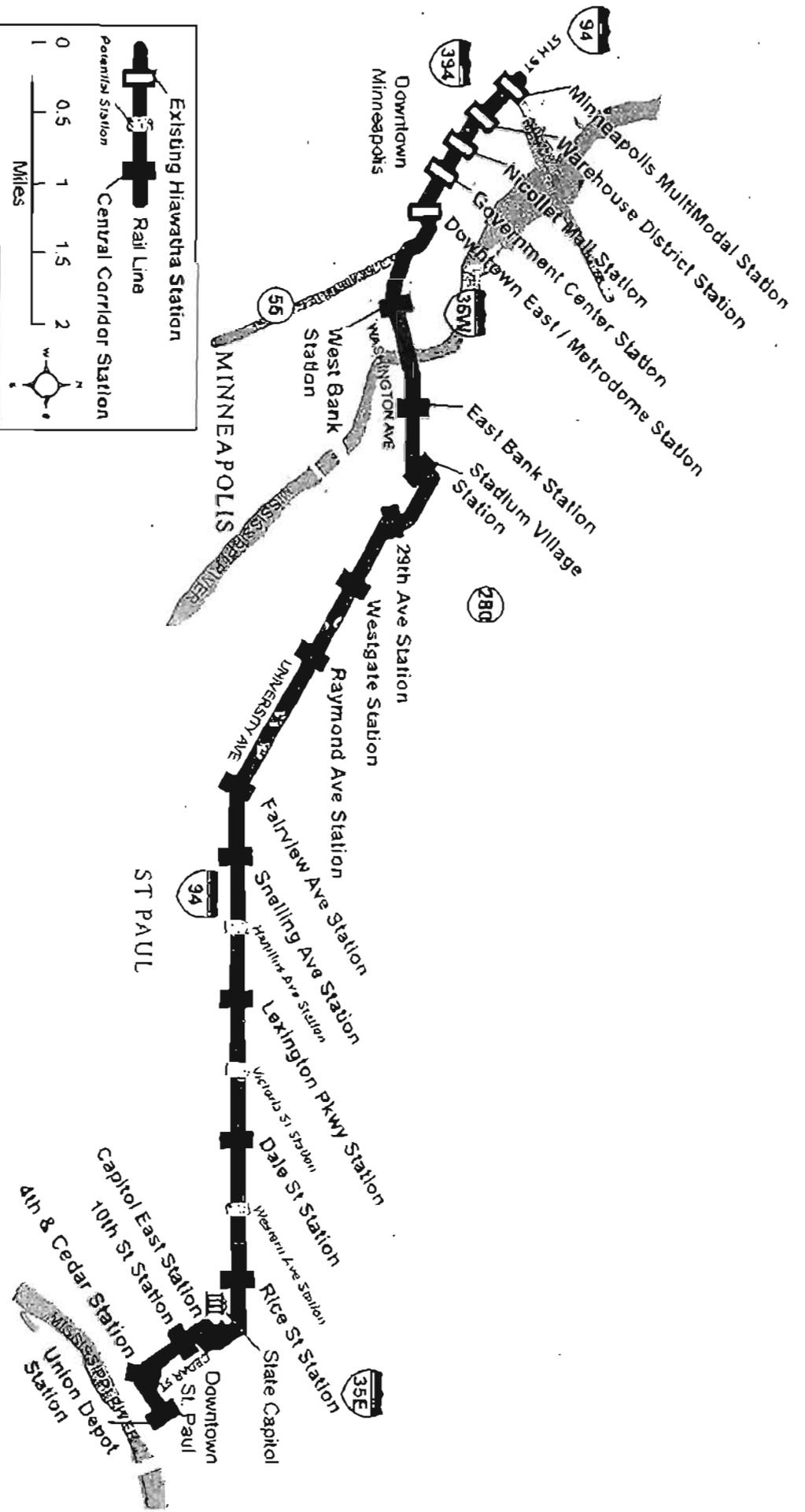
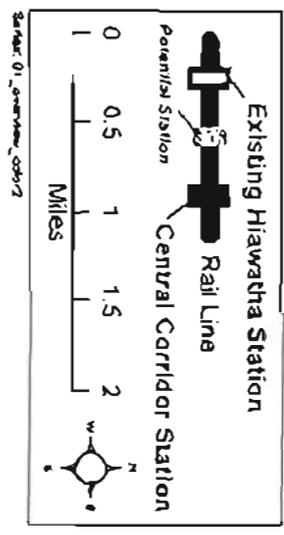
Jackie Sluss

Historian, MnDOT Cultural Resources Unit

cc: MnDOT Central Office file
Joe Hudak, MnDOT CRU
CRU project file
Kathryn O'Brien, Met Council
Carissa Ptacek, MnDOT Liason
Dennis Gimmetstad, MnSHPO

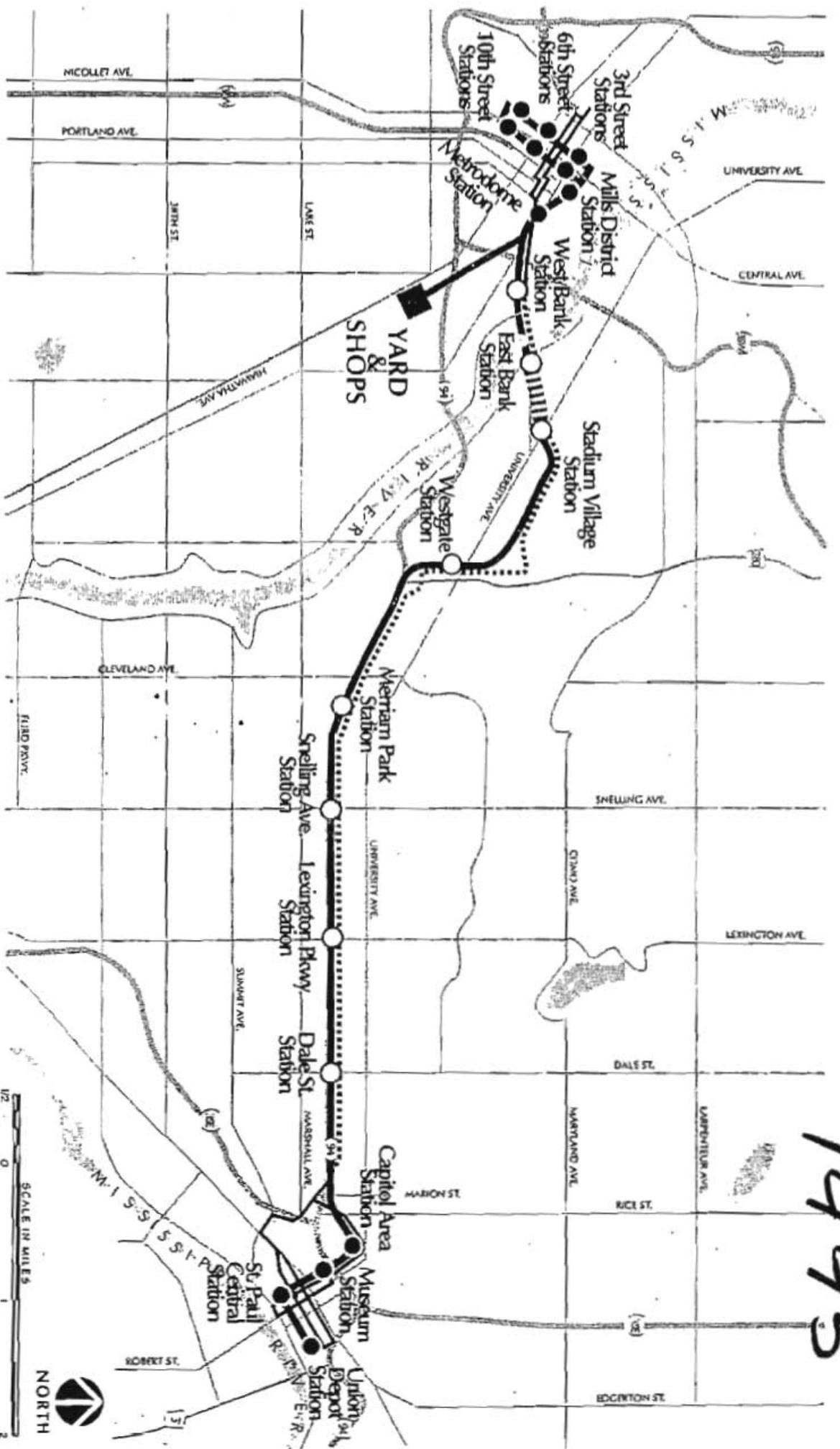
Central Corridor LRT

Project Location



2008

1995



- LRT Alignment
- LRT Station
- Busway Alignment
- Busway Station or LRT Station
- ||||| Tunnel Alignment
- Downtown Bus Alignment



Map of Entire Corridor
Showing Projected
Route of Busway and
LRT Alts
atives

Figure 2.1

Central Corridor LRT

Correspondence



OLD ALIGNAN

MINNESOTA HISTORICAL SOCIETY

March 17, 1997

Ms. Allyson Brooks
Minnesota Department of Transportation
Transportation Building - MS 676
St. Paul, MN 55155

Dear Ms. Brooks:

RE: Central Corridor Transit Project
Minneapolis, Hennepin County; and St. Paul, Ramsey County
SHPO Number: 96-0059

We last wrote the Minnesota Department of Transportation regarding the above referenced project on 10 July 1996. In that letter, we indicated that we felt that additional evaluation was necessary for two properties - St. Louis King of France Church and Westminster Presbyterian Church.

Subsequent to our letter, we discussed these properties with you and reached consensus that they both met National Register criteria. However, we have discovered that we did not follow up that discussion with a written file record of our opinion on the properties' eligibility.

This letter is written to supply that record, as follows:

1. We believe that St. Louis King of France Church meets National Register criterion C, as an important design of noted architect Emmanuel Masqueray.
2. We believe that Westminster Presbyterian Church meets National Register criterion C, as an important surviving late 19th century ecclesiastical design in the city of Minneapolis.

If you have any questions regarding our review of this project, please contact our Review and Compliance Section at 612-296-5462.

Sincerely,

Britta L. Bloomberg
Deputy State Historic Preservation Officer

cc: Homer Hruby
State Historic Preservation Office

Kathryn DeSpiegelaere
Ramsey County Regional Rail Authority
360 Ramsey County Government Center West
St. Paul, MN 55102

Ken Stevens
Hennepin County Regional Rail Authority
Hennepin County Government Center
Minneapolis, MN 55487

Aaron Rubenstein
St. Paul Heritage Preservation Commission
c/o LIEP
350 St. Peter #300
St. Paul, MN 55102

Amy Lucas
Minneapolis Heritage Preservation Commission
210 City Hall
350 South 5th Street
Minneapolis, MN 55415-1385



MINNESOTA HISTORICAL SOCIETY
STATE HISTORIC PRESERVATION OFFICE

February 14, 2002

Ms. Evelyn M. Tidlow
URS/BRW, Inc.
Thresher Square
700 3rd Street South
Minneapolis, MN 55415-1199

RE: Central Corridor Transit Project – Construction of Light Rail Transit from the Union Depot (St. Paul), along University Avenue to the west side of downtown Minneapolis Ramsey and Hennepin Counties
SHPO Number: 2002-1236

Dear Ms. Tidlow:

Thank you for consulting with our office regarding the continuation of cultural resource surveys for the Central Corridor project area.

We have the following comments at this time:

1. Since this is a project of Ramsey County utilizing FTA funds, you should clarify the role of the MnDOT Cultural Resource Unit in the review of the project.
2. Your submittal indicates that the results of the 1995 survey will be incorporated into the results of the new survey. Effective integration of survey results into a single integrated report is extremely important. Fragmented survey results often result in confusion and delays as project planning proceeds.
3. We would think that the APE for the project should include all properties that face the corridor, not just those in selected areas.
4. Delineation of the APE for station locations or other project elements should take into account factors such as significant increases or changes in traffic volume or patterns, and/or induced development, not just visual effects.

We look forward to working with you as the planning for this project proceeds. Contact us at 651-296-5462 with questions or concerns. Please refer to the SHPO Number above in any correspondence.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dennis A. Gimmetstad'.

Dennis A. Gimmetstad
Government Programs and Compliance Officer

cc: Jackie Sluss, MnDOT



MINNESOTA HISTORICAL SOCIETY



October 1, 2002

Ms. Jackie Sluss
Cultural Resource Unit
MN Dept. of Transportation
Transportation Building, MS 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Re: Central Corridor Transit Project
Convention Center, Minneapolis to Lowertown, St. Paul
Hennepin and Ramsey Counties
SHPO Number: 1996-0059PA

Dear Ms. Sluss;

Our last correspondence on this project was on 14 February 2002, when we wrote Evelyn Tidlow at URS regarding the continuation of cultural resource surveys for the project.

Since it has been some time since the completion of the Section 106 Programmatic Agreement for this project (1997), we are requesting that we meet to discuss the overall timetable for the project, and completion of the surveys, and the assessment of effects. We also note that the Prospect Park neighborhood has expressed an interest in cultural resource issues for this project review. Since the PA does not address public involvement in the final evaluation of properties and in the assessment of effects, we would also like to discuss this issue with you.

It does not appear that we have received a copy of the final signed Programmatic Agreement for our files, and we would appreciate a copy.

We look forward to working with you as the review of this project proceeds. Contact us at 651-296-5462 with questions or concerns.

Sincerely,

Dennis A. Gimmestad
Government Programs & Compliance Officer

cc: Evelyn Tidlow, URS
Joseph Ring, Prospect Park East River Road Improvement Association

MT Reed Dec 16, 2002

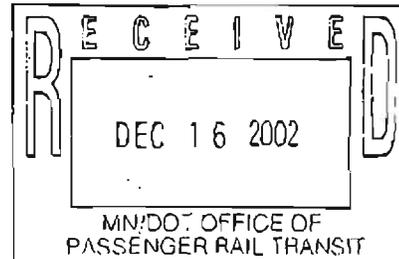


U.S. Department
of Transportation
Federal Transit
Administration

REGION V
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Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-888-0351 (fax)

Ms. Kathryn DeSpiegelaere, Director
Ramsey County Regional Rail Authority
665 Ramsey County Government Center-West
50 W Kellogg Boulevard
St. Paul, MN 55102



Dear Ms. DeSpiegelaere:

This letter is in response to your letter dated November 1, 2002 regarding the Central Corridor draft Environmental Impact Statement (DEIS). All responses to our October 1, 2002 comments on your Central Corridor AA/DEIS Report are satisfactory except Comment #10. Ramsey County promises to supply the Section 106 information at a later time. We, however, need to review this information before the DEIS can be approved and submitted for public review.

We have three additional comments that are of an administrative nature.

1. References to the following Federal laws should be added to the signature page after the reference to NEPA:

Federal Transit Laws (49 USC §§5301(e), 5323(b), and 5324(b));
National Historic Preservation Act, Section 106 (16 USC §470f);
Department of Transportation Act, Section 4(f) (49 USC §303).

2. The "List of Preparers" should include Douglas Gerleman, Brian Jackson, and Joseph Ossi.

3. The "List of DEIS Recipients" does not list the Minnesota State Historic Preservation Office under State Agencies. They should be included.

In addition, we want to be sure that you understand that although FTA's New Start criteria (e.g., travel time savings and transit area coverage) are not required for local selection of a preferred alternative, we encourage you to submit draft New Starts criteria to FTA prior to submitting a formal preliminary engineering (PE) request. This allows FTA and the study sponsors to address any deficiencies early in the planning process. This could reduce the possibility of delay in the processing of a formal request for PE funding.

We also want to be sure that you understand that FTA is phasing the user benefit measure (defined as the incremental cost divided by the transportation system user benefits) into effect to replace the cost effectiveness measure (incremental cost per incremental passenger) - per the New Starts Final Rule and as indicated in the Reporting Instructions for the Section 5309 New Starts Criteria (June 2002). The user benefit measure replaces the cost effectiveness (CE) measure. Previously, CE was defined as the incremental cost per incremental rider. However, CE is now defined as the

incremental cost per transportation system user benefit. In other words, the modified CE measure de-emphasizes new riders by measuring not only the benefits to people who change modes, but also accounts for benefits to existing riders and highway users.

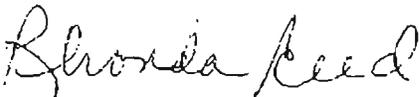
In addition, please note that "linked trips" refer to trips that begin at the trip origin and end at the final destination. One linked trip could be composed of several "unlinked trips" such as driving to a park-and-ride lot, riding a commuter train, and taking a bus to the final destination. This is all one "linked trip," but is made up of three "unlinked trips" and two transit system boardings. This definition should be reflected in future versions of the Central Corridor AA/DEIS, particularly in a discussion of the Section 5309 New Starts criteria (project justification section).

Once a locally preferred alternative is chosen and FTA funding is requested for the project's preliminary engineering, FTA must evaluate the New Starts criteria. The criteria must be included in the subsequent Final EIS for the Central Corridor and updated to incorporate refined engineering, financial plans and public input.

Please submit the Section 106 information and address the changes noted above so we can concur in public review of the DEIS.

For further information about these issues please contact Doug Gerleman at 312.886.1621.

Sincerely,



Ms. Rhonda Reed
Director
Office of Planning & Program Development

cc:

Natalio Diaz, MC
Mike Setzer, MT
Mukhtar Thakur, MNDOT



MEMORANDUM

To: Anne Ketz, 106 Group
Carol Lezotte, Hennepin County
Jackie Steuss, Mn/DOT Cultural Resources Unit
Steve Morris, RCRR

From: Charleen Zimmer

Date: December 2, 2002

Re: CLARIFICATION OF CENTRAL CORRIDOR APE



Attached are several maps for the proposed station areas along the Central Corridor. Per our discussion last week, I have identified specific boundaries for potential redevelopment that may (or may not) occur around future LRT stations. These areas have all been field checked and reflect recent and current station area master planning, a commitment by the City of St. Paul to protect existing stable residential areas and known development activities and proposals. In describing these areas, it is important to indicate that redevelopment is not a part of the proposed LRT project but could result as a secondary impact of the project.

The color codes on the maps are as follows:

- Orange: Areas that have potential to redevelop (it is likely that many properties within these areas would remain, some might be renovated, and others might be demolished if redevelopment were to occur).
- Yellow: These areas have been recently cleared, have construction presently occurring, or have specific development proposals in the city review process. These developments will be built prior to the proposed LRT project.
- Green: These areas represent the properties immediately adjacent to potential redevelopment areas, which may experience visual impacts as a result of any redevelopment.
- Blue: These areas represent properties immediately adjacent to the proposed LRT alignment and outside areas with redevelopment potential associated with future transit stations.

I have also driven the streets immediately parallel to University Avenue. Straight through movements are not permitted across many major north-south streets (for example, Lexington Avenue), on the parallel streets. Therefore, no major shifts in traffic patterns are anticipated as a result of potential station area redevelopment. Since all development projects will be required to meet city codes and go through the city plan approval process, it is expected that these developments will be required to provide off-street parking and adequate traffic circulation. Therefore, we do not anticipate traffic and parking impacts outside the redevelopment areas.

I hope that this better clarifies the potential for secondary redevelopment impacts and the associated APE boundaries for the proposed LRT project. Please let me know if you have any questions or need additional clarification or explanation.

Central Corridor Assessment

Area of Potential Effect Refinement

December 20, 2002

The previous Central Corridor Light Rail Transit (LRT) study (*Phase I and II Cultural Resources Investigations of the Central Corridor Minneapolis, Hennepin County and St. Paul, Ramsey County, Minnesota*) was completed in 1995 (BRW, Inc. et al.). The extensive cultural resources survey work in that investigation was conducted according to the Secretary of the Interior's Standards for the *Phase I and II Cultural Resources Investigations of the Central Corridor Minneapolis, Hennepin County and St. Paul, Ramsey County, Minnesota* (BRW, Inc. et al. 1995). A partially new alignment of the proposed corridor is currently being proposed. The alignment differs from the previous alignment between the intersection of University and 29th Avenues SE in Minneapolis (Hennepin County) and the intersection of Cedar Street and Columbus Avenue in St. Paul (Ramsey County). The proposed new alignment is for the construction of the LRT within the median of University Avenue, Robert Street, and Columbus Avenue and includes nine station sites.

The analysis for a proposed APE is based on the following factors:

- right-of-way acquisition;
- changes in access to properties;
- noticeable traffic volume increase;
- alteration in traffic patterns;
- perceptible increase in noise;
- visual effects from changes in grade;
- increase in vibration;
- change in air quality; and
- change in land use and a property's setting.

Analysis of APE Factors

Right-of-Way Acquisition

Generally speaking, this project will not change the current curb alignment. Only minimal right-of-way acquisitions will be required for the construction of the new alignment of the LRT, primarily near the Fairview station area.

Change in Access to Properties

In a few cases, access to properties may be potentially affected by the loss of on-street parking near the station sites.

Noticeable Traffic Volume Increase

There will be no noticeable increase in traffic volume.

Alterations in Traffic Patterns

The streets immediately parallel to University Avenue were driven in order to anticipate potential traffic and parking impacts outside of the redevelopment area. Straight through movements are not permitted across many major north-south streets (for example, Lexington Avenue), on the parallel streets. Therefore, no major shifts in traffic patterns are anticipated as a result of potential station area redevelopment. Since all development projects will be required to meet city codes and go through the city plan approval process, it is expected that these developments will be required to provide off-street parking and adequate traffic circulation. Therefore, we do not anticipate traffic and parking impacts outside the redevelopment areas.

Perceptible Increase in Noise

There will be no perceptible increases in noise.

Visual Effects from Changes in Grade

Grades will generally not be altered, except at the Stadium Village station, where the project will be constructed underground. However, this APE has already been determined and properties within the APE studied and reviewed as part of the 1995 report.

Increase in Vibration

Increases in vibration are possible during the construction phase of the project, but will be limited to adjacent buildings.

Change in Air Quality

There will be no measurable change in air quality.

Impacts to Land Use and a Property's Setting

The impacts to land use in relation to the construction of the Central Transit Corridor will be among the most significant effects to the area due to the secondary impact of redevelopment surrounding the proposed station sites, not, however, due to the proposed LRT project itself. Where the LRT operates between stations, the potential impacts to land use and property setting are limited to the adjacent (facing) buildings.

Specific boundaries for potential redevelopment that may (or may not) occur around future LRT stations have been identified for the proposed station areas along the Central Corridor (see attached color-coded maps). These boundaries were informed by recent analyses of potential redevelopment (Hammel, Green and Abrahamson, Inc. 2002; University United Housing Task Force 2002; and URS-BRW 2002). These areas have all been field checked and reflect recent and current station area master planning, a commitment by the City of St. Paul to protect existing stable residential areas, and known development activities and proposals. In describing these areas, it is important to indicate

that redevelopment is not a part of the proposed LRT project but could result as a secondary impact of the project.

The color codes on the maps are as follows:

- **Orange:** Areas that have potential to redevelop (it is likely that many properties within these areas would remain, some might be renovated, and others might be demolished if redevelopment were to occur).
- **Yellow:** These areas have been recently cleared, have construction presently occurring, or have specific development proposals in the city review process. These developments will be built prior to the proposed LRT project.
- **Green:** These areas represent the properties immediately adjacent to potential redevelopment areas, which may experience visual impacts as a result of any redevelopment.
- **Blue:** These areas represent properties immediately adjacent to the proposed LRT alignment and outside areas with redevelopment potential associated with future transit stations.

Previously Surveyed Portions

The previous architectural history study of the Central Corridor LRT was completed in 1995. Within the areas west of 29th Avenue SE and south of Columbus Avenue, no significant changes have been made to the project's construction plans or alignment. Therefore, the previously established APE within these areas will not be altered. However, the previous architectural history study included properties built up to 1950. Therefore the temporal limits of the study need to be expanded. This study includes properties within the previously surveyed portion of the APE that were built between 1950 and 1962, based on a proposed construction start date of 2012 within the previously established APE.

Summary

Based on the above-mentioned factors, the APE for the re-alignment of the Central Corridor LRT between 29th Avenue SE and Columbus Avenue is defined as all properties within the right-of-way or construction zones, and the first tier of adjacent properties, with the addition properties potentially affected by secondary redevelopment impacts surrounding the proposed station sites (see attached figure: Area of Potential Effect).

References:

Hammel, Green and Abrahamson, Inc.

2002 *University Avenue Transit-Oriented Development Study: Snelling & Lexington Areas* (draft), City of Saint Paul.

University United Housing Task Force

2002 *Housing on University Avenue: A Plan for 3,000 New Residential Units.*

URS-BRW

2002 *Central Corridor Transit-Oriented Development Analysis*, Ramsey County Regional Railroad Authority.

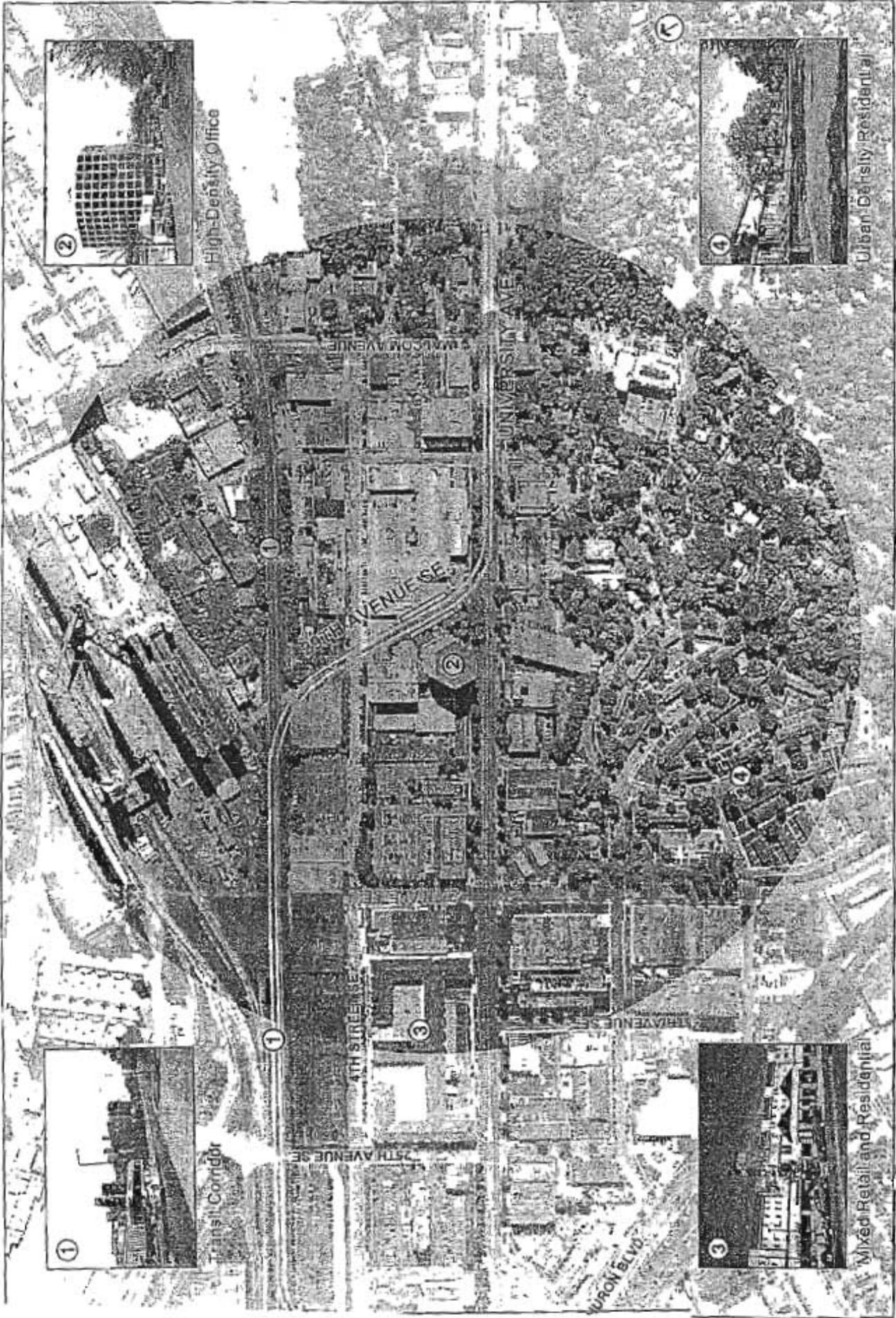
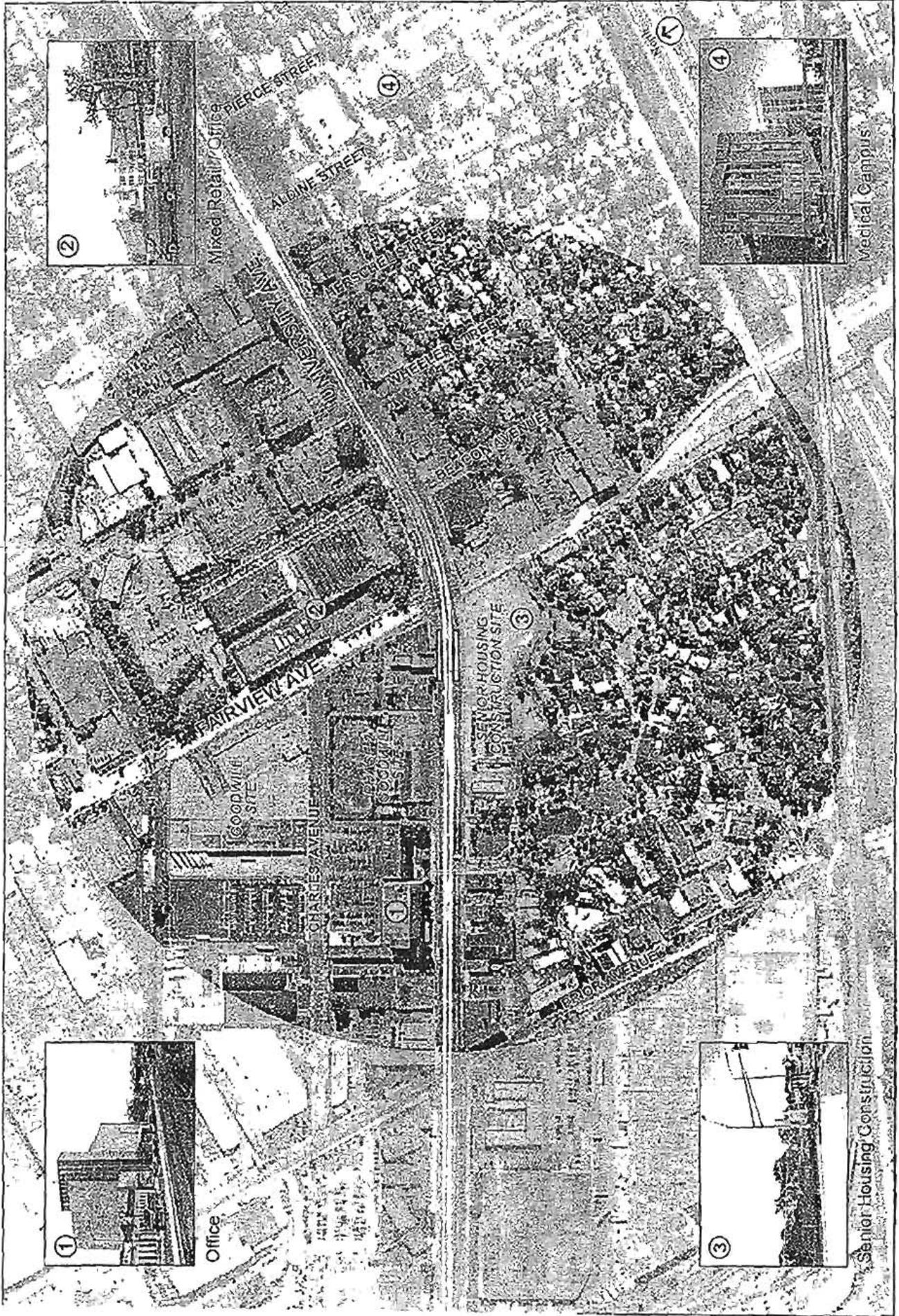


Figure 5.2-6



Fairview Avenue Station - TOD Analysis

Figure 5.2-9

April 2002



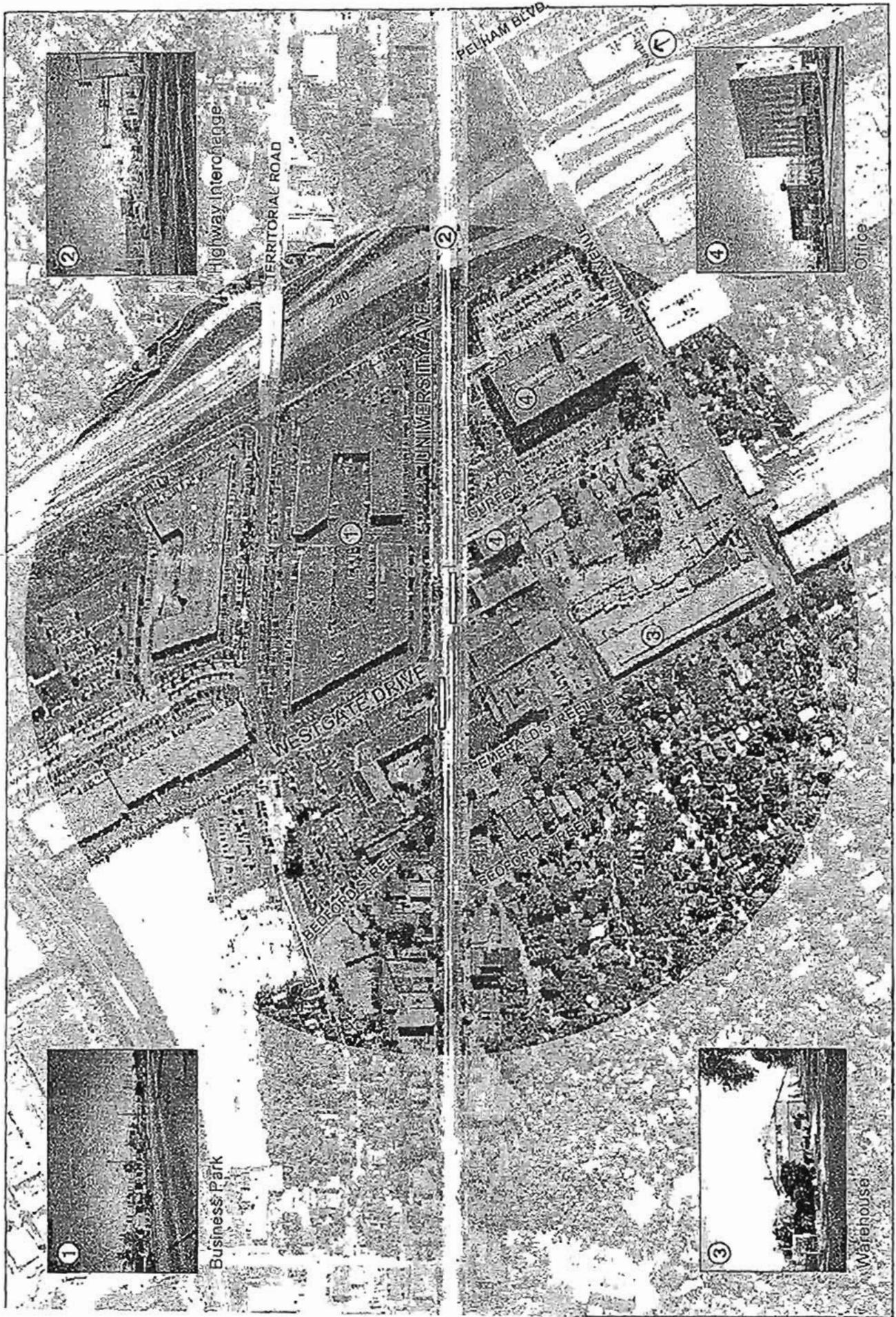


Figure 5.2-7

Westgate Station - TOD Analysis

April 2002



POTENTIAL INFILL OR REDEVELOPMENT AREA

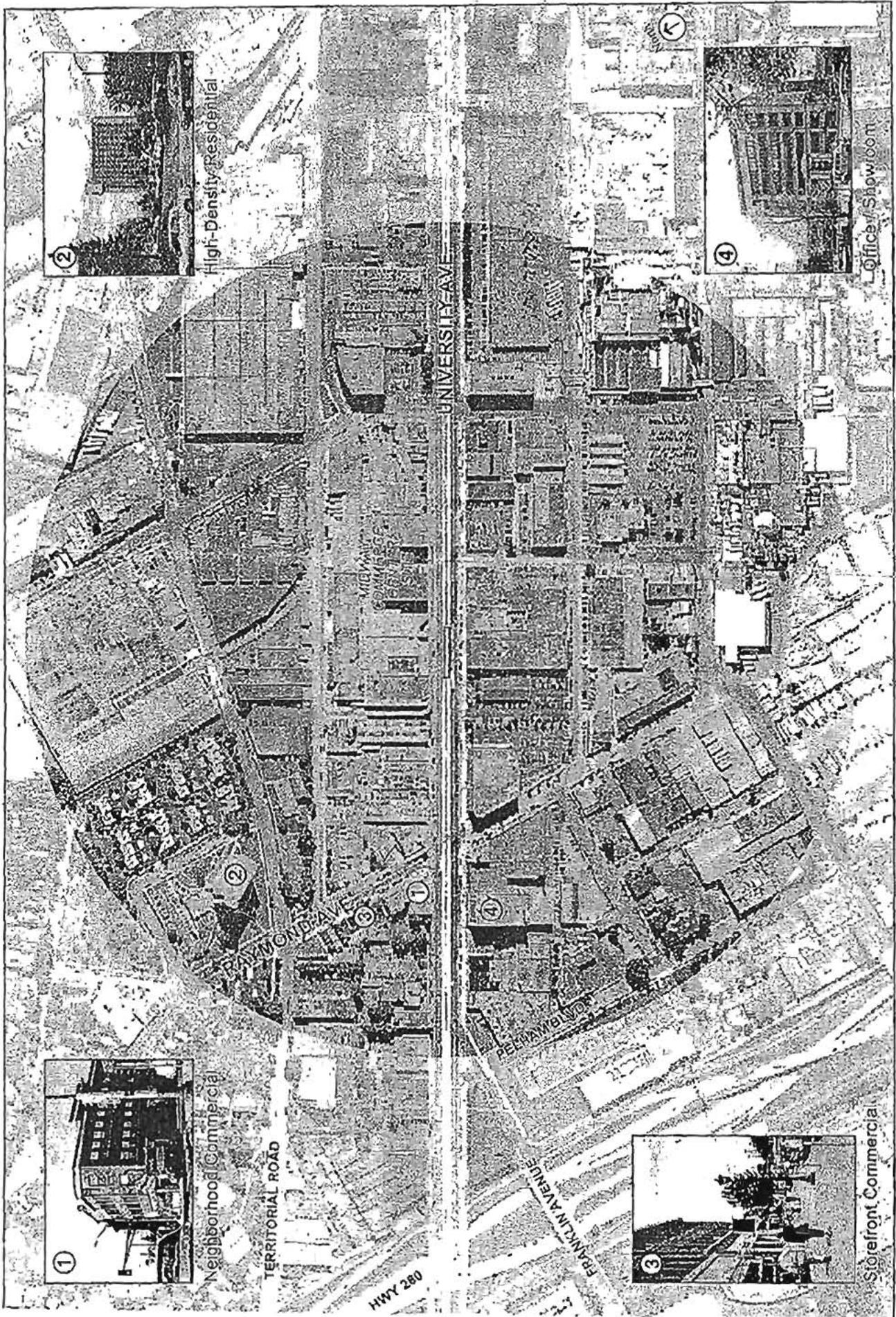


Figure 5.2-8

Raymond Avenue Station - TOD Analysis

April 2002



POTENTIAL INFILL OR REDEVELOPMENT AREA

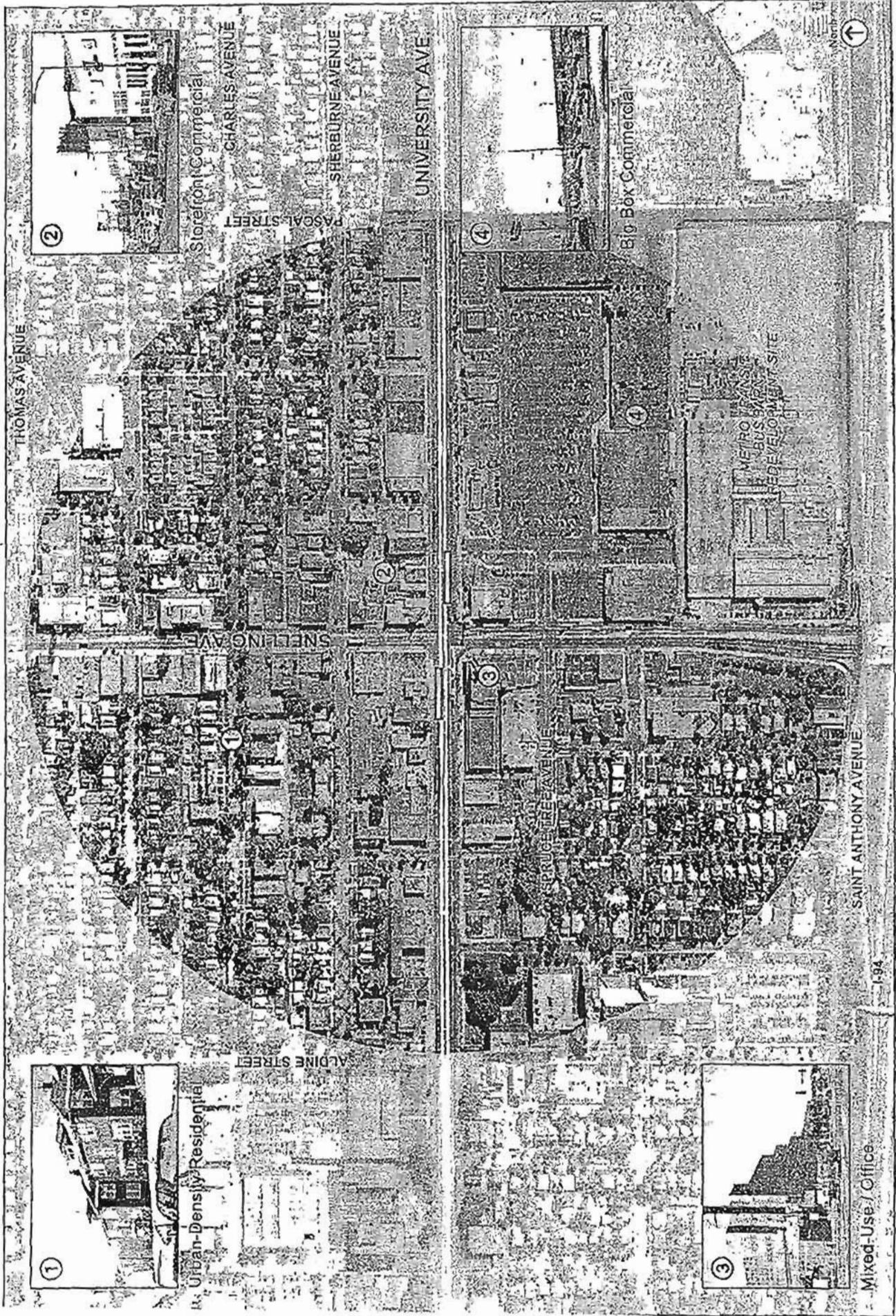
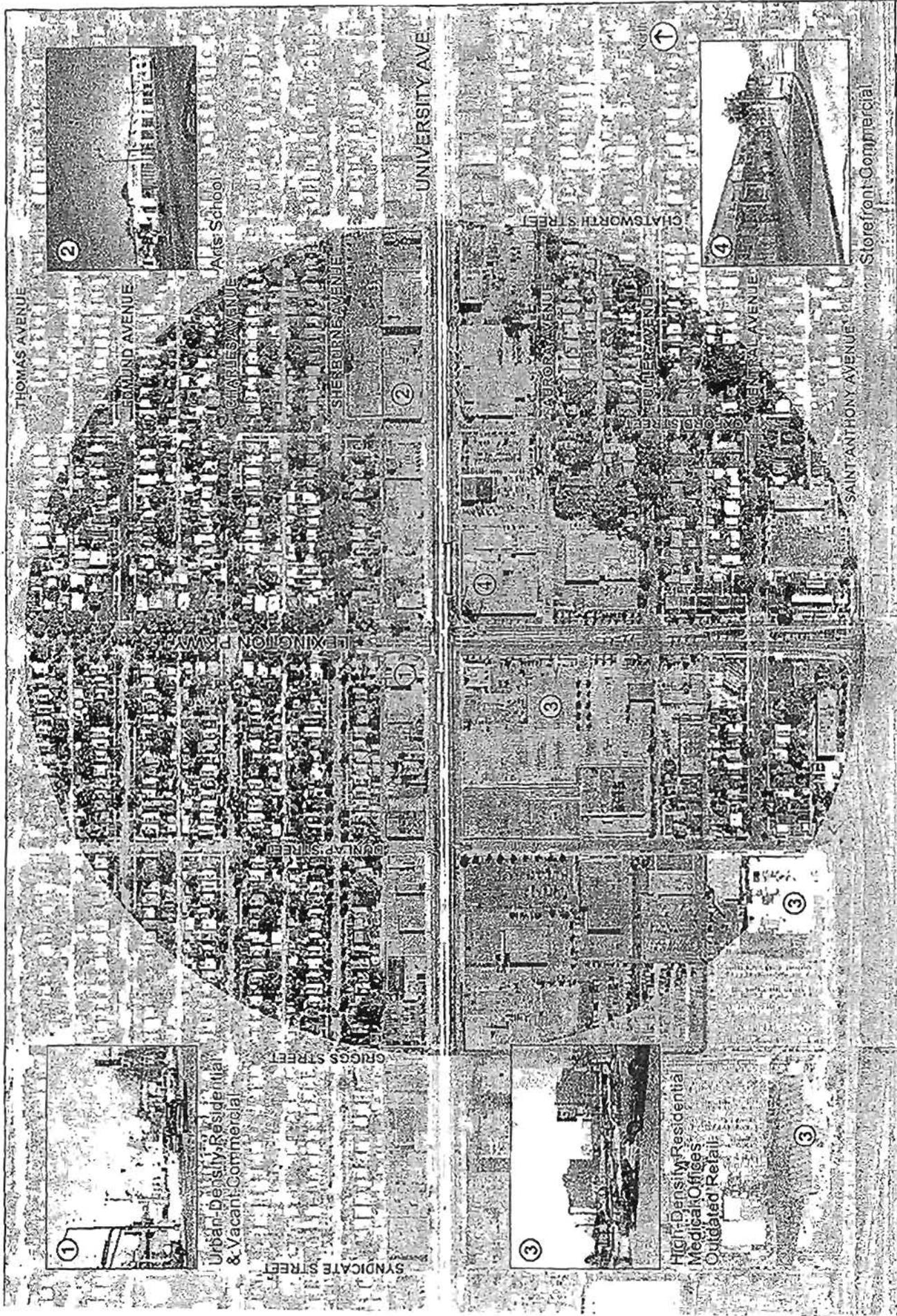


Figure 5.2-10

Snelling Avenue Station - TOD Analysis
April 2002



□ POTENTIAL INFILL OR REDEVELOPMENT AREA



Lexington Parkway Station - TOD Analysis

Figure 5.2-11

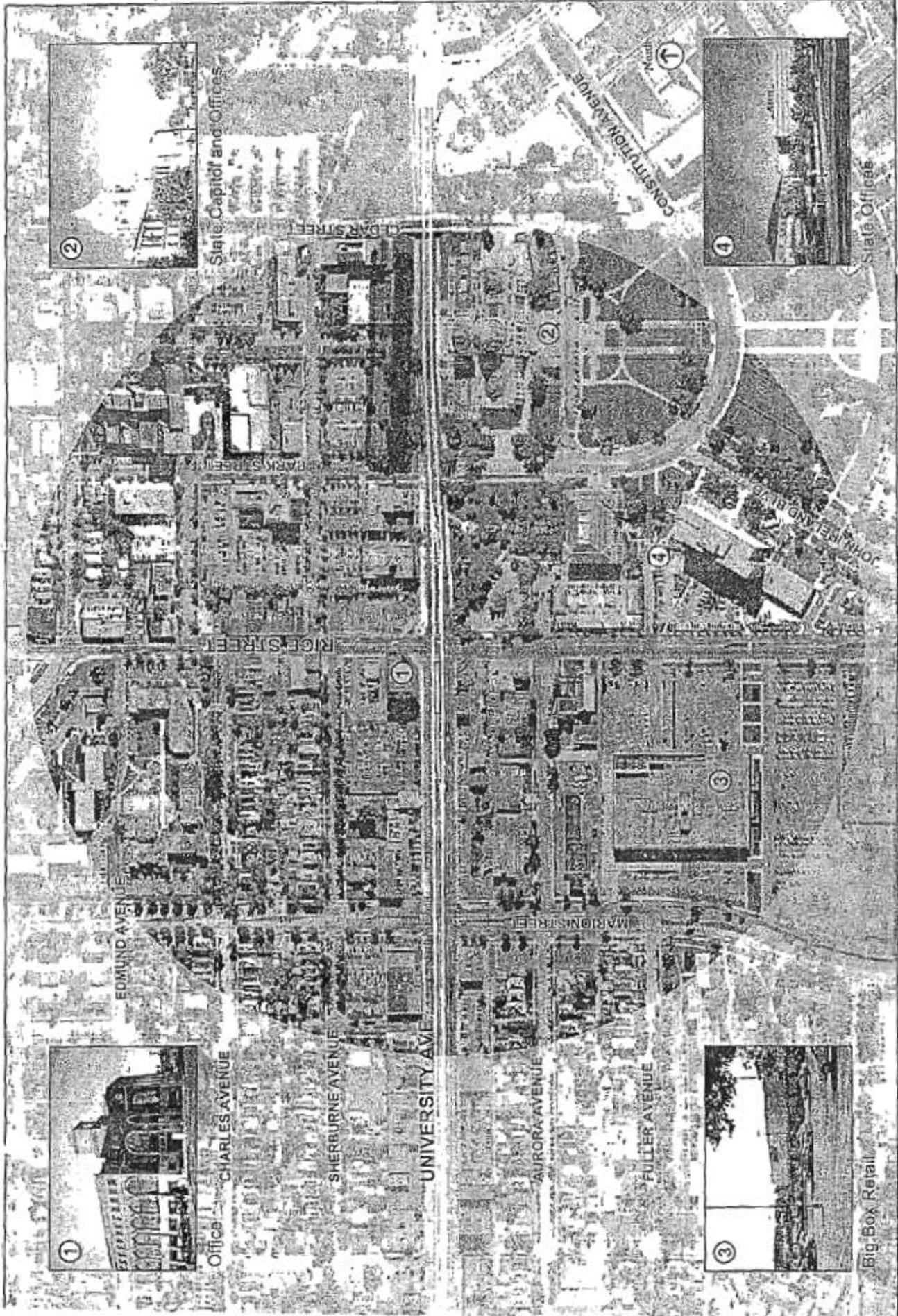


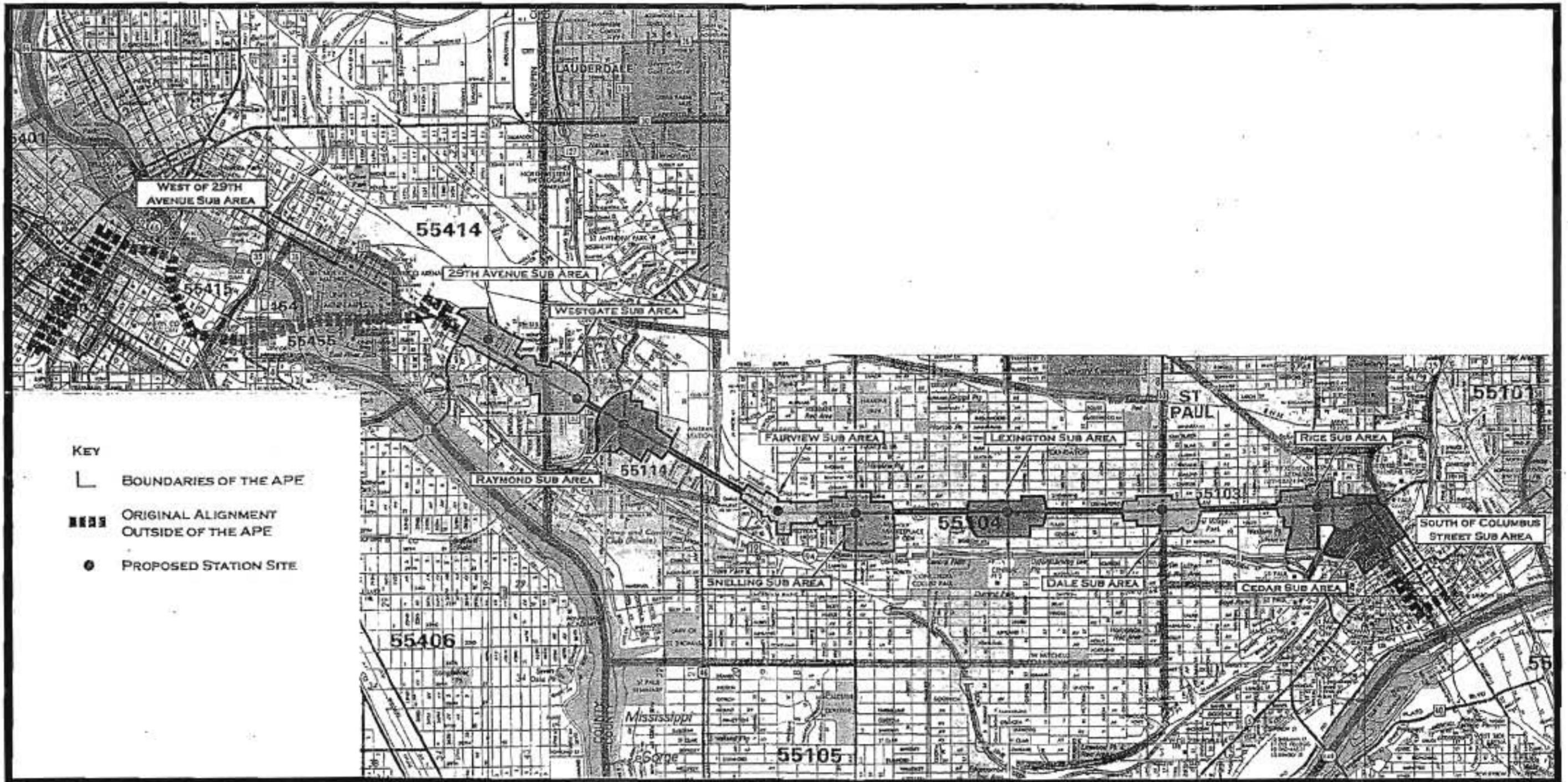
Figure 5.2-13

Rice Street Station - TOD Analysis

April 2002



POTENTIAL INFILL OR REDEVELOPMENT AREA



SOURCE: RAND McNALLY MINNEAPOLIS/ST. PAUL STREETFINDER, 1994; THE 106 GROUP FIELD NOTES, 2002.

CENTRAL TRANSIT CORRIDOR
 CULTURAL RESOURCES ASSESSMENT
 HENNEPIN AND RAMSEY COUNTIES, MINNESOTA

AREA OF POTENTIAL EFFECT

FIGURE 2



Minnesota Department of Transportation

Office of Environmental Services
395 John Ireland Boulevard, MS 620
St. Paul, MN 55155-1899

Fax: 651/ 284-3754
Phone: 651/ 284-3750

December 20, 2002

Mr. Dennis Gimmestad
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

re: Refinement of the Central Corridor APE

Dear Mr. Gimmestad,

Please review the following project information under the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's procedures for Section 106 review as described in 36 CFR Part 800 as well as the Minnesota Field Archaeology Act and the Minnesota Historic Sites Act.

The enclosed written rationale and graphics reflect our December 12th conversation with Ann Ketz of the 106 Group about the refinement of the area of potential of effect for the proposed Central Corridor.

If you have any questions regarding these refinements, please comment within 30 days. If we do not hear from you within that time frame, I will assume you are in concurrence.

Sincerely,

A handwritten signature in cursive script that reads 'Jackie Sluss'.

Jackie Sluss
Historian, MnDOT Cultural Resources Unit

cc: MnDOT Central Office file
Joe Hudak, MnDOT CRU
CRU project file
Charlene Zimmer, ZAN



MINNESOTA HISTORICAL SOCIETY

January 6, 2003

Ms. Jackie Sluss
Cultural Resource Unit
MN Dept. of Transportation
Transportation Building, MS 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Re: Central Corridor Project
SHPO Number: 1996-0059PA

Dear Ms. Sluss:

Thank you for submitting the revised Area of Potential effect, with justification, for the Central Corridor project.

This revised area responds to stipulations I.D. and I.E. of the Section 106 Programmatic Agreement for the project.

We look forward to reviewing the results of the survey efforts in the revised areas.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dennis A. Gimmestad'.

Dennis A. Gimmestad
Government Programs & Compliance Officer



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)

FEB 19 2003

Mr. Joseph W. Ring
PPERRIA
101 Melbourne Avenue SE
Minneapolis, MN 55414

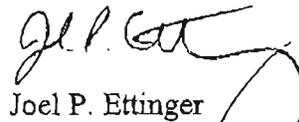
Dear Mr. Ring:

In your letter dated September 17, 2002, which was clarified by Mr. Steve Banks, President of the Prospect Park & East River Road Improvement Association (PPERRIA) in his letter to FTA dated January 13, 2003, you requested that PPERRIA be recognized as a consulting party on the proposed Central Corridor project. After consultation with the State Historic Preservation Office (SHPO) and the Ramsey County Regional Railroad (RCRRA), we concur in this request and hereby offer consulting party status to your organization.

It is our understanding that RCRRA will share with your organization copies of all Section 106 documents that are officially submitted to FTA and the SHPO for review.

Should you have any questions, please contact Douglas Gerleman of my staff at (312) 886-1621 or Kathy DeSpiegelare, Project Director, RCRRA, at (312) 664-7200- X4590.

Sincerely,


Joel P. Ettinger
Regional Administrator

cc: Kathy DeSpiegelare, RCRRA
Steve Morris, RCRRA
Dennis Gimmestad, Minnesota SHPO
G. Joseph Hudak, Minnesota DOT



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

April 14th, 2003

Mr. Dennis Gimmestad
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

Re: Light Rail, Central Corridor, Ramsey and Hennepin Counties

Dear Mr. Gimmestad,

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

I have reviewed the reconnaissance level inventory forms completed by the 106 Group for the Central Corridor (University Avenue) Project. As you are aware, our offices reviewed the Area of Potential Effect (APE) and generally reviewed the resources within the APE on March 5th. This meeting was followed by a closer inspection by your office staff of the possible historic districts identified in the 106 Group inventory on March 12th. It was concluded that only one of the proposed historic districts, Iris Park, may have district potential. The 106 Group is currently exploring Iris Park district potential by defining the boundaries of the development plat and examining the integrity of the homes within it. A second area, identified by the report as the Transitway Area, contains a number of buildings that, although not coherent enough for a district, may be eligible under a Multiple Property Documentation Form (MPDF) under a transportation theme. That work will be handled under Phase II of the project. In addition, the 106 Group is currently doing a literature review to determine if there may be other unifying historic themes or patterns to interpret the wide variety of resources along University Avenue as a whole. The corridor is a mix of rather simple commercial facades, turn-of-the-century and early 20th century housing, and occasional manufacturing plants.

My review of the current inventory forms indicates that there are very few properties that, based on the current level of contextual development, would warrant Phase II National Register Evaluations. Most of the housing stock in the APE dates between circa 1890 and 1930 with a preponderance of homes built between 1900 and 1920. Except for 3 or 4 houses, these homes are of the pattern book/vernacular type and do not represent examples of high style or the work of masters. Along University Avenue (the project corridor route), the gradual changeover from residential to commercial has resulted in the scattering of one or two residences in largely commercial areas or one or two blocks of housing alternating with commercial blocks. Residential areas off University Avenue proper but inside the larger APE drawn to include possible future cumulative impacts, contain similar housing and apartment complexes generally dating from the same period. Although some of these dwellings retain integrity of massing and fenestration, many others have been compromised by modern siding, eave treatments, and window sash and storm replacements. Therefore, unless the additional research focusing on University Avenue indicates potential eligibility under a not yet identified context, our office believes that none of the houses on University Avenue warrant a Phase II evaluation National Register criteria A, B, or C. In the remainder of the APE, less than a

handful of houses or apartment houses warrant phase II evaluations, those properties primarily for their design merit or as a particularly well-preserved dwelling type that is not prolific in the city. Any house with very good integrity deserves an inventory form and SHPO inventory number. Buildings with very good integrity should retain historic period massing, fenestration, and original building materials, particularly siding, eave treatments and compatible historic period windows. The remaining properties (the vast majority of properties on this project) may remain on the existing abbreviated survey forms for a photographic record. We believe that this is a reasonable approach given the number of properties along the corridor and what we know about the housing stock and its rate of occurrence in the city.

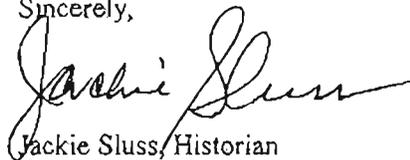
Most of the commercial and manufacturing structures are also modest in nature and it is not likely that they have potential for eligibility under criteria B or C. However, there are some older commercial buildings with moderate to high levels of integrity, many clustered at intersections. Unless the current research being done on University Avenue concludes that there are significant historic patterns (criterion A) within which these buildings are potentially eligible, only a few will meet the threshold for Phase II work. Again, those with high levels of integrity (retention of massing, materials, fenestration, and can reflect the original commercial or industrial use) deserve an inventory form and SHPO inventory number, but the remainder should be recorded on the existing abbreviated forms for a photographic record. Again, we believe that this is a reasonable approach given the number of properties along the corridor, the lack of apparent coherent districts along the Avenue, and what we know about commercial areas in the city.

I have tabbed 39 properties with blue tabs to indicate those properties in the photo inventory that our office has evaluated as needing further investigation at the Phase II level, either as individual properties or properties under the transportation related MPDF. Some of the tabbed phase II properties may be eliminated if it proves out that the integrity level for these buildings is poor (I can not clearly see building materials in the photos). It will be up to the consultant to judge the integrity level on the remaining properties (using the criteria outlined in this letter) and sift out those properties that warrant a SHPO inventory number and full inventory form. Again, those properties receiving SHPO numbers indicate that they retain a high level of integrity but are of such a general nature to lack National Register potential. The remainder of properties can stay in the existing abbreviated forms but with the determination of "not eligible" filled out. The purpose of this method and rationale is to provide a level of analysis to satisfy the Secretary of Interior's guidelines for inventory and evaluation and to meet the requirements of the NEPA process. Our office is seeking your opinion on this method and would appreciate a written response.

Upon completion of the aforementioned research on University Avenue and Iris Park, and any resulting additional phase II property recommendations, the current draft inventory document will be updated by the contractor as a completed Phase I document to be reviewed by your office and included in the draft environmental impact statement (DEIS).

We are providing you with this information pursuant to the responsibilities given the State Historic Preservation Office (SHPO) by the regulations at 36 CFR 800. If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,



Jackie Sluss, Historian
Cultural Resources Unit (CRU)

encs.

cc:

Joe Hudak, Mn/DOT CRU
Mn/DOT CO File
Mn/DOT CRU Project File
Charlene Zimmer, ZAN Associates



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

August 21, 2003

Mr. Dennis Gimmestad
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

re: Phase I Architectural History Investigation for the Proposed Central Transit Corridor,
Hennepin and Ramsey Counties, Minnesota, SHPO Number: 1996-0059PA

Dear Mr. Gimmestad,

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800). Enclosed for your review is a copy of Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota (two volumes) completed by the 106 Group Ltd. in August 2003. The report is a Phase I survey and includes recommendations for Phase II property evaluations. The report covers a new Central Transit Corridor route that runs along University Avenue and fulfills stipulation 1.D. and 1. E. of the Section 106 programmatic agreement concerning changes or additions to the Central Corridor project. We concur with the results and recommendations of the report.

Pending SHPO concurrence with the findings of the enclosed report, a Phase II report evaluating the properties recommended for National Register evaluation in this report will follow. The conclusions of the Phase II report will include the results of other pertinent reports including those discussed on page 11 of the report and any studies that may have been completed concurrently with this study.

We are providing you with this determination pursuant to the responsibilities given the State Historic Preservation Office (SHPO) by the regulations at 36 CFR 800. If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,

Handwritten signature of Jackie Sluss

Jackie Sluss, Historian
Cultural Resources Unit (CRU)

encs. 1 report

cc:

- Joe Hudak, Mn/DOT CRU
Mn/DOT CO File
Mn/DOT CRU Project File
Charleen Zimmer, Zan Associates
Steve Morris, Ramsey County Regional Rail
Carol Lezotte, Hennepin County

Post-it® Fax Note 7671
Date 9-30-03 # of pages 1
To Sarah J. Biemer From Jackie Sluss
Co./Dept. Co.
Phone # Phone #
Fax # 651. 282. 2374 Fax #



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Post-it® Fax Note 7671		Date 11/14/03	# of pages 3
To Susan Roth		From Julie Sluss	
Co./Dept. SHPO		Co.	
Phone #		Phone #	
Fax # 651.282.2374		Fax #	

November 14, 2003

Mr. Dennis Gimmestad
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

re: Phase I Architectural Investigation for the Proposed Central Corridor,
Hennepin and Ramsey Counties, SHPO number 1966-0059PA

Dear Mr. Gimmestad,

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

We have received information from your office regarding the proposed locally designated (St. Paul HPC) tax incentive district along University Avenue. This area, as depicted on a map sent to us by Susan Roth of your staff indicates that the proposed tax incentive district lies within the survey area of the Phase I Architectural History Investigation for the Proposed Central Transit Corridor, completed by the 106 Group, Ltd. in August 2003. If approved, the district will be considered eligible for the National Register of Historic Places. The proposed district includes properties that would not be thematically related to the proposed MPDF district described in the Phase I report. In addition, six properties related to the MPDF lie outside of the HPC district.

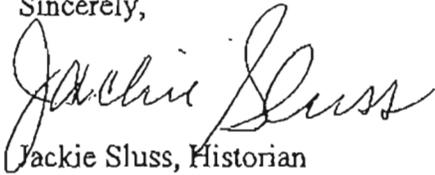
The attached table lists the properties as keyed to the proposed district map supplied by your office and indicates the August 2003 report eligibility recommendations (pending Phase II evaluations) and assigned SHPO numbers. The list is appended at the bottom with the list of properties under study as part of the MPDF, but outside the proposed tax incentive district. In consideration of this additional information, the following changes have been made to the recommendations for study in the Phase II property evaluations:

- The final eligibility status of the area shown on the map will be reflected in the Phase II Report.
- The previously recommended MPDF area will be redefined (if appropriate), with input from SHPO, during the Phase II Investigation after eligibility decisions are made relative to the proposed local heritage preservation district.

We look forward to received your comments on the Phase I report results. If you have any

questions regarding this project, please contact me at (651) 296-3065.

Sincerely,

A handwritten signature in cursive script that reads "Jackie Sluss". The signature is written in black ink and is positioned above the printed name.

Jackie Sluss, Historian
Cultural Resources Unit (CRU)

encs.

cc:

Joe Hudak, Mn/DOT CRU
Mn/DOT CO File
Mn/DOT CRU Project File
Steve Morris, RCRRA
Charleen Zimmer, ZAN Assoc.

Table of HPC/SHPO District Properties and Phase I (106 Group) Recommendations

HPC District Map ID #	Address	HPC District Category	Central Corridor Phase I Survey Recommendation	SHPO Number
1	2233 University	C	Eligible under MPDF	RA-SPC-3933
2	2242 University	C	Not Eligible (lack of integrity)	RA-SPC-3935
3	2251 University	NC	Not Eligible	Not assigned
4	2264 University	NC	Not Eligible	Not assigned
5	2274 University	NC	Not Eligible	Not assigned
6	2285 University	C	Eligible under MPDF	RA-SPC-6304
7	2295 University	C	Eligible under MPDF	RA-SPC-3934
8	2309 University	NC	Not Eligible	Not assigned
9	2314 University	NC	Not Surveyed (<50 years old?)	--
10	2324 University	C	Eligible under MPDF	RA-SPC-3938
11	2324-34 University	NC	Not Surveyed (<50 years old?)	--
12	2341 University	C	Eligible under MPDF	RA-SPC-3937
13	2345 University	C	Eligible under MPDF	RA-SPC-3938
14	2356-62 University	C	Eligible under MPDF	RA-SPC-3939
15	2363-73 University	NC	Not Eligible	Not assigned
16	2375 University	C	Eligible under MPDF	RA-SPC-6305
17	2383-87 University	NC	Not Eligible	Not assigned
18	2388 University	C	Eligible under MPDF	RA-SPC-3940
19	2396 University	C	Eligible under MPDF	RA-SPC-6301
20	2389-2401 University	C	Eligible under MPDF	RA-SPC-3941
21	2402-14 University	C	Eligible under MPDF	RA-SPC-3942
22	2420-22 University	C	Eligible under MPDF	RA-SPC-6307
23	2428-32 University	C	Not Eligible (lack of integrity)	Not assigned
24	2446 University	NC	Not Eligible	Not assigned
25	2429 University	C	Eligible under MPDF	RA-SPC-3943
26	2441 University	C	Eligible under MPDF	RA-SPC-3944
27	2447 University	C	Not Eligible (lack of significance and integrity)	Not assigned
28	2455 University	C	Not Eligible (lack of significance)	Not assigned
29	2469 University	NC	Not Surveyed (<50 years old?)	--
30	2470-2512 University	C	Eligible under MPDF	RA-SPC-6302
31	2505 University	C	Eligible under MPDF	RA-SPC-6104
32	765 Raymond	C	Not Eligible (lack of significance)	Not assigned
33	771-775 Raymond	C	Not Eligible (lack of significance)	Not assigned
34	779 Raymond	C	Eligible under MPDF	RA-SPC-6308

Properties recommended for MPDF, but not in HPC district:

- 705 Raymond
- 1821 University
- 2102 University
- 2550 University
- Mn Transfer Freight Railway Railroad
- Mn Transfer Freight Railway bridge

Nov 14

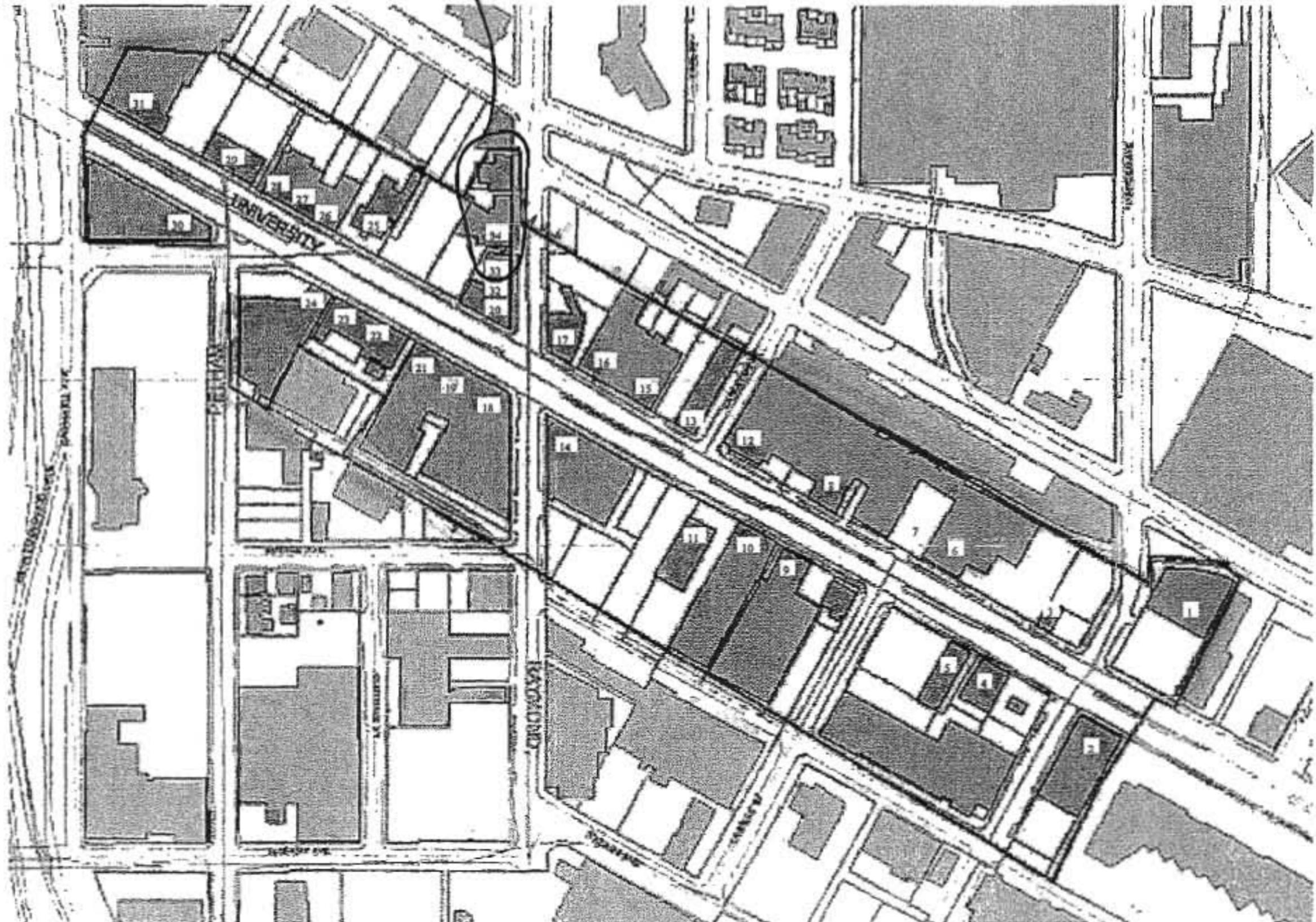
HPC is thinking about eliminating this small area from local district. SHPO will support exclusion

- district SHPO determines to essentially meet NR criteria & can be certified for investment tax credits

- HPC proposed local heritage preservation district



UNIVERSITY AVENUE SOUTH		
#	ADDRESS	CATEGORY
1	2233	C
2	2242	C
3	2251	NC
4	2254	NC
5	2274	NC
6	2285	C
7	2295	C
8	2300	NC
9	2314	NC
10	2324	C
11	2324-34	NC
12	2341	C
13	2345	C
14	2356-62	C
15	2363-73	NC
16	2375	C
17	2383-87	NC
18	2388	C
19	2396	C
20	2389-2401	C
21	2402-14	C
22	2430-22	C
23	2478-32	C
24	2446	NC
25	2429	C
26	2441	C
27	2447	C
28	2435	C
29	2449	NC
30	2470-2512	C
31	2505	C
RAYMOND AVENUE		
32	761	C
33	771-775	C
34	779	C



November 17, 2003



MINNESOTA HISTORICAL SOCIETY

Ms. Jackie Sluss
Cultural Resources Unit
MN Dept. of Transportation
Transportation Building, MS 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Re: Central Transit Corridor Project
Hennepin and Ramsey Counties
SHPO Number: 1998-0059PA

Dear Ms. Sluss:

Thank you for submitting the results of the phase I survey for the above referenced project. We have the following comments:

1. We concur with the determination that the properties included in Appendix A should have a Phase II evaluation.
2. We concur with the determination that the properties included in Appendix B do not require any further evaluation, with the following exceptions:
 - A. Engine Company No. 18, 681 University Avenue
 - B. Victoria Theater, 825 University Avenue
 - C. St. Paul Fire Department, 2179 University Avenue
 - D. 2700 University Avenue
 - E. Gas Station, 774 University Avenue
3. The report recommends a MPDF framework for buildings in the vicinity of University Avenue and Highway 280. As we have indicated to you, the St. Paul HPC is currently working on a "University-Raymond Historic District", which should be taken into account. Perhaps this district would become one component of the MPDF approach, while other individual buildings may fall outside of the district but qualify under the MPDF as well. We note that a few buildings in Appendix B are included in the district boundaries.
4. Has the St. Paul HPC been asked to review this document? Given the requirement for involvement by interested parties at each stage of the 106 process, it would seem that they may have an interest.

We look forward to working with you to complete this review. Contact us at 651-296-5462 with questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dennis A. Gimmestad'.

Dennis A. Gimmestad
Government Programs & Compliance

cc: Anna Katz, The 106 Group
Amy Spong, St. Paul HPC



Memo

Office of Environmental Services
Mail Stop 620
395 John Ireland Boulevard

To: Mr. Joel Ettinger, Region 5 Administrator, Federal Transit Administration
From: Jackie Sluss, Historian, Central Office, MnDOT
Date: November 19, 2003

re: Section 106 Coordination for the Central Corridor Transit Project,
Minneapolis-St. Paul, Ramsey and Hennepin Counties, Minnesota

A Phase I cultural resources investigation has been completed and reviewed by the Minnesota State Historic Preservation Office. I am enclosing correspondence documenting the results of the review. We have concurrence on the properties to be taken to Phase II and we are now ready to begin property evaluations for National Register eligibility. The Ramsey County Regional Rail Authority is currently drawing up a contract with a selected contractor. Our office shall continue to update you on the progress of the cultural resource identification and evaluation.

If you have any questions regarding this memo, please call me at 651-296-3065.

cc: CRU project file
Joe Hudak, CRU
Steve Morris, RCRRA



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

April 5, 2006

Mr. Dennis Gimmestad
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

re: Phase II Architectural History Investigation for the Proposed Central Transit Corridor
SHPO number 1996-0059PA

Dear Mr. Gimmestad

We are providing your office with this information pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

Enclosed you will find a copy of *Phase II Architectural History Investigation for the Proposed Central Transit Corridor* and related inventory forms completed for our office by the 106 Group Ltd. in September 2004. The project's uncertain future has been redirected and the final evaluation of these properties is now critical to the successful funding of the project.

The report evaluated 15 properties for individual eligibility and another 20 properties under eligibility criteria for the proposed multiple property documentation (MPDF) developed for the Midway Industrial District. Our office met with SHPO staff on February 8th to discuss the parameters for the MPDF for the Midway Industrial District as well as several individual eligibility findings in the report. We concurred to change five findings. Two properties are still under investigation: the Midway Office building at 2700 University Avenue (RA-SPC-6331) and the Minneapolis Street Railway Company Midway Carhouse at 2324 University Avenue (RA-SPC-3936). I am requesting your review and concurrence on the remaining properties in the report in order to move the process forward. The two additional property evaluations will be forwarded when completed.

The five eligibility findings that we agreed to reverse are the following properties. Note: some properties may have been given second inventory numbers.

Twin City Four Wheel Drive (RA SPC-6302) (or 6324). Our discussion found this property to be eligible under criteria for the Midway Industrial District. It occupies the entire block and dates to 1915 and relates to key types of commerce and industry (office and automotive) in the district. Cast stone plaques depicting a charioteer pulled by four wheels illustrates the historic use of the

building. This property meets eligibility criteria for an early Truck and Automobile Sales and Service Building in the Midway Industrial District.

General Motors Truck Company Building (RA-SPC-6301 (or 3940). This property meets eligibility criteria for an early Truck and Automobile Sales and Service Building in the Midway Industrial District. It was constructed as a General Motors Truck building in 1928 and the building displayed the GMC logo, first used by General Motors trucks at the 1912 New York Auto Show. It relates to key types of commerce and industry (office and automotive) in the district. The building façade retains good material integrity.

Upham Building (RA-SPC-3941). This especially prominent corner building, built in 1910 housed a business school, three labor union offices, Twin City Milk Producers, a chemical lab and a printing operation, all businesses that would have served or used the midway industrial district. The street level storefronts are altered but the entrances remain in place from the historic period and the second floor elevations retain good material integrity. This property meets eligibility criteria for a prominent and early Commercial Building that served the predominant business and industry in the district.

Patterson Sargent Warehouse Building (RA-SPC-3934). This building meets the criteria for an Industrial/Warehouse Building in the Midway Industrial District. The building was built in 1910 of mill construction. Although the loading dock on the north side is concealed, the relationship to the rail corridor on the north is compromised, but not erased. This prominent building retains a high level of material and stylistic integrity.

Fire Station No.18 (RA-SPC-3887). This fire hall was built for horse-drawn equipment in 1908. The towers were used for stairs and hose-drying. The report indicates that there are marked differences in fire stations built in two building periods in St. Paul: the pre-1918 stations which were designed by architects and built for horse drawn equipment, and the post-1918 stations designed by the city architect and built for motorized equipment. Fire Station No.18, built in 1908, was designed by Buechner and Orth and reflects the pre-1918 period where the hose-drying tower and stairways became important architectural mass. The post-1918 period properties were built to incorporate the hose drying towers into the design in a utilitarian rather than decorative manner. In 1914 Station 18, although built for horse-drawn equipment, became the second station to house a motorized squad. Changes to the vehicle entrances of Station 18 to accommodate larger vehicles (circa 1950) have erased the graceful arches of the original design, but the remaining architectural vocabulary has been retained. Our office recommends that the fire station is individually eligible under NRHP criterion C as a pre-1914 type of fire station built in St. Paul.

The following property was not discussed, but it is recommended eligible by our office:

Fire Station No. 25 (RA-SPC-3931) The phase II report states "The growth of the industrial area near the Minnesota Transfer Railroad yards prompted the construction of Station 25 at University Avenue and Vandalia Street (1920)." Although the fire station did not have a role in the development of the industrial area it was built during the period of significance (1905-1955) and

would have served to protect the interests of the businesses in the area. The property is located within the geographic boundaries of the Midway Industrial District. The property was designed by St. Paul city architect Charles Hausler and is typical of firehouses built after 1918. Windows have been filled with glass block, but the fenestration remains original. Our office recommends this property be considered eligible as part of the Midway Industrial District and that a criterion for public buildings serving the Midway Industrial District be added to the proposed MPDF criteria.

We concur with the remaining findings of the report. We look forward to concluding the research on the Midway Office building at 2700 University Avenue (RA-SPC-6331) and the Minneapolis Street Railway Company Midway Carhouse at 2324 University Avenue (RA-SPC-3936) and to determining effects to all properties along the current proposed Central Corridor. Prior to that, we would like your office to review the Phase II report and provide comments at your earliest convenience.

We are providing you with this determination pursuant to the responsibilities given the State Historic Preservation Office (SHPO) by the regulations at 36 CFR 800.

If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,



Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

cc: MnDOT C O file
CRU project file
Joseph Hudak, CRU
Charleen Zimmer, ZAN



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

April 25, 2006

Mr. Dennis Gimmestad
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

re: Addendum to Phase II Architectural History Investigation for the Proposed Central Corridor
SHPO number PA 1996-0059PA

Dear Mr. Gimmestad

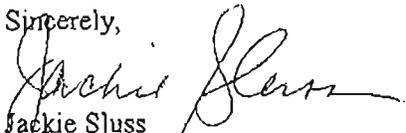
We are providing your office with this information pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

Enclosed for your review is an addendum to the Phase II Architectural History Investigation that was forwarded to your office on April 5th, 2006. This report further evaluates two properties: the Midway Office Building (RA-SPC-6331) and the Minneapolis Street Railway Company Midway Carhouse (RA-SPC-3936). The report recommends that neither property meet eligibility criteria for listing in the National Register of Historic Places. Our office concurs with that finding. This concludes the survey and evaluation phase of the proposed Central Corridor. We look forward to consulting with your office on an assessment of effects for the eligible properties in these two most recent survey reports.

We are providing you with this determination pursuant to the responsibilities given the State Historic Preservation Office (SHPO) by the regulations at 36 CFR 800.

If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,


Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

cc: MnDOT C O file
CRU project file
Joseph Hudak, CRU
Charleen Zimmer, Zan Associates



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

May 23, 2006

Ms. Amy Spong
Heritage Preservation Commission c/o LIEP
350 St. Peter Street #300
St. Paul, MN 55102

re: Eligible Historic Properties and Potential Effects from the Central Corridor Project

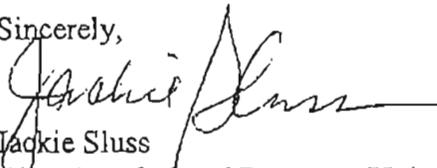
Dear Ms. Spong:

We are providing your office with this information pursuant to our FTA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

Enclosed you will find maps and a list of National Register-eligible and listed properties in the area of potential effect (APE) of the Central Corridor project. These evaluations were made in consultation with the State Historic Preservation Office. The list includes potential impacts to these buildings. Final impacts have not been determined. These materials are being distributed this week at public hearings being held for the draft environmental impact statement (DEIS). We look forward to your review of these materials and comments.

If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,


Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

cc: MnDOT C O file
CRU project file
Joseph Hudak, CRU
Steve Morris, RCRRA
Kathy De Spiegelaere, RCRRA



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

May 23, 2006

Mr. Greg Mathis
City Planning Department
350 South 5th Street
Room 210- City Hall
Mpls, MN 55415-1385

re: Eligible Historic Properties and Potential Effects from the Central Corridor Project

Dear Mr. Mathis:

We are providing your office with this information pursuant to our FTA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

Enclosed you will find maps and a list of National Register-eligible and listed properties in the area of potential effect (APE) of the Central Corridor project. These evaluations were made in consultation with the State Historic Preservation Office. The list includes potential impacts to these buildings. Final impacts have not been determined. These materials are being distributed this week at public hearings being held for the draft environmental impact statement (DEIS). We look forward to your review of these materials and comments.

If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,


Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

cc: MnDOT C O file
CRU project file
Joseph Hudak, CRU
Steve Morris, RCRRA
Kathy De Spiegelaere, RCRRA

ok

SUMMARY OF CULTURAL RESOURCE IMPACTS CENTRAL CORRIDOR TRANSIT STUDY

Public Hearings, May 2006

Section 106 of the National Historic Preservation Act requires that all federally funded, licensed or permitted projects consider any possible adverse effects to historic properties. This multi-agency project is federally funded and is being led by the Ramsey County Regional Railroad Authority (RCRRA). Historic properties are buildings, structures, or objects that meet eligibility criteria for listing in the National Register of Historic Places. The Minnesota State Historic Preservation Office is consulted on the National Register eligibility of each property as well as the assessment of effects to these properties.

Two major investigations for historic properties were conducted in 1995 and 2004. These reports make recommendations for National Register eligibility. The Mn/DOT Cultural Resource Unit, on behalf of the Federal Transit Administration, consulted with the State Historic Preservation Office to arrive at the final list that is attached here. The reports are available for public review at the following locations or can be downloaded from the Ramsey County website at www.co.ramsey.mn.us. The hours for each location are shown in the table on the next page.

- Ramsey County Regional Railroad Authority (RCRRA), 665 RCGC West, 50 W. Kellogg Blvd.
- St. Paul Central Library, 90 W. 4th St.
- Hamline Midway Library, 1558 W. Minnehaha Ave.
- Lexington Library, 1080 University Ave.
- Merriam Park Library, 1831 Marshall Ave.
- Rice Street Library, 1011 Rice St.
- St. Anthony Park Library, 2245 Como Ave.
- Northeast Library, 2200 Central Ave. NE
- Southeast Library, 1222 SE 4th St.
- Minneapolis Central Library, 4th St. and Nicollet Ave.
- Minnesota Department of Transportation Library, Transportation Building, 395 Rev. Dr. Martin Luther King Jr. Blvd.
- Minnesota Legislative Reference Library, 645 State Office Bldg. 100 Rev. Dr. Martin Luther King Jr. Blvd.

LOCATION	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
RCRRA	8:00 a.m. to 4:30 p.m.	CLOSED	CLOSED				
St. Paul Central	11:30 a.m. to 8:00 p.m.	9:00 a.m. to 5:30 p.m.	9:00 a.m. to 5:30 p.m.	9:00 a.m. to 8:00 p.m.	9:00 a.m. to 5:30 p.m.	11:00 a.m. to 4:00 p.m.	CLOSED
Hamline Midway	10:00 a.m. to 9:00 p.m.	10:00 a.m. to 5:30 p.m.	11:00 a.m. to 4:00 p.m.	CLOSED			
Lexington	12:30 p.m. to 9:00 p.m.	10:00 a.m. to 9:00 p.m.	12:30 p.m. to 9:00 p.m.	12:30 p.m. to 9:00 p.m.	10:00 a.m. to 5:30 p.m.	10:00 a.m. to 5:30 p.m.	1:00 p.m. to 5:00 p.m.
Merriam Park	12:30 p.m. to 9:00 p.m.	10:00 a.m. to 9:00 p.m.	12:30 p.m. to 9:00 p.m.	12:30 p.m. to 9:00 p.m.	10:00 a.m. to 5:30 p.m.	10:00 a.m. to 5:30 p.m.	1:00 p.m. to 5:00 p.m.
Rice Street	12:30 p.m. to 9:00 p.m.	10:00 a.m. to 9:00 p.m.	12:30 p.m. to 9:00 p.m.	12:30 p.m. to 9:00 p.m.	10:00 a.m. to 5:30 p.m.	10:00 a.m. to 5:30 p.m.	1:00 p.m. to 5:00 p.m.
St. Anthony Park	10:00 a.m. to 9:00 p.m.	10:00 a.m. to 5:30 p.m.	11:00 a.m. to 4:00 p.m.	1:00 p.m. to 5:00 p.m.			
Minneapolis Central	10:00 a.m. to 8:00 p.m.	10:00 a.m. to 6:00 p.m.	10:00 a.m. to 6:00 p.m.	10:00 a.m. to 8:00 p.m.	10:00 a.m. to 5:00 p.m.	10:00 a.m. to 5:00 p.m.	CLOSED
Northeast	12:00 p.m. to 8:00 p.m.	10:00 a.m. to 6:00 p.m.	12:00 p.m. to 8:00 p.m.	10:00 a.m. to 6:00 p.m.	CLOSED	10:00 a.m. to 6:00 p.m.	CLOSED
Southeast	12:00 p.m. to 8:00 p.m.	CLOSED	10:00 a.m. to 6:00 p.m.	CLOSED	10:00 a.m. to 6:00 p.m.	CLOSED	CLOSED
Mn/DOT Library	8:00 a.m. to 4:30 p.m.	CLOSED	CLOSED				
Minnesota Legislative Reference Library	8:00 a.m. to 4:30 p.m.	CLOSED	CLOSED				

These two investigations covered what is called the Area of Potential Effect (APE) for the original and more recent Central Corridor alignments. The APE must be broad enough to consider potential project effects including direct physical effects as well as more indirect effects like changes in traffic patterns, access, noise, and visual effects. This project will have few direct effects because the route, with few exceptions, follows existing streets. In addition, the project will not include street widening or the demolition of buildings. Some visual effects are anticipated and include the above-ground catenary poles and the location of stations along the route. Historically, University Avenue was a streetcar route and had power poles.

It is the goal of the Section 106 process to avoid adverse effects to historic properties. Where avoidance cannot be accomplished, measures to mitigate adverse effects are undertaken. Adverse effects occur when the project results in changes to the property, its setting, or its use that affect the National Register characteristics of the property in a manner that diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. For example, because a transit station will be a new element in front of the historic Union Depot, every measure will be taken to assure that the station design is appropriate to the setting of the depot. The depot will retain its architectural design and its historic function as a transportation depot.

The following is a list of properties that have been determined to be eligible for listing on, or are already listed on, the National Register of Historic Places. All possible effects are currently being considered and the final location and design of the stations will take into account possible effects to nearby historic resources.

Please take this time to comment on the results of the historic property inventory and the identification of possible effects.

Properties Determined Eligible for or Listed on the National Register of Historic Places and Potential Project Impacts

INVENTORY NO.	PROPERTY NAME	ADDRESS	NRHP STATUS	POTENTIAL IMPACTS			
				Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
HE-MPC-0615	Minnesota Linseed Oil & Paint Company Building	101 3 rd St. S., Mpls	Determined Eligible	None	None	None	None
HE-MPC-4636	Fire Station G, Engine House 5 (Mixed Blood Theatre)	1501 4 th St. S., Mpls	Determined Eligible	None	None	None	None
Historic District	Greater University Plan Historic District - Ford Hall - Jackson Hall	University of Minnesota Minneapolis Campus	Determined Eligible	LRT: Traffic changes at east tunnel portal BRT: Increased traffic congestion due to increased buses operating in mixed traffic	LRT: Poles and catenary visible at tunnel portals BRT: Stations may partially obscure/change views of historic buildings	Both: Vibration, noise, traffic and visual impacts during construction (greater for LRT due to tunnel construction)	None
HE-MPC-3052	Prospect Park Historic District	Vicinity of I-94, SE Williams Ave, University Ave SE and Emerald St SE, Mpls	Determined Eligible	Both: Median closed at Clarence; right-in/right-out but minor impact on access	LRT: Poles and catenary visible but in median of University Ave BRT: None	None	None
HE-MPC-3052	Prospect Park Water Tower	55 Malcolm Ave, Mpls	Listed	Both: Median closed at Clarence; right-in/right-out but minor impact on access	None	None	None
HE-MPC-3177	Tower Hill Park	55 Malcolm Ave, St. Paul, Mpls	Listed	Both: Median closed at Clarence; right-in/right-out but minor impact on access	LRT: Poles and catenary visible but in median of University Ave BRT: None	None	None



INVENTORY NO.	PROPERTY NAME	ADDRESS	NRHP STATUS	POTENTIAL IMPACTS			
				Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Historic District	University-Raymond Historic District	Along University Ave. W between Hampden and Cromwell Aves, St. Paul	Determined Eligible	Both: Median closed at Carleton; some on-street parking removed	Both: Station at Raymond in median of University Ave LRT: Poles and catenary visible but in median of University Ave	Both: Vibration, noise, traffic and visual impacts during construction	Potential for redevelopment in this area
RA-SPC-6105	KSTP Production Studios & Transmission Tower	3415 University Ave, St. Paul	Determined Eligible	None	LRT: Poles & catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-6103	Great Lakes Coal and Dock Company Office Building	2102 University Ave, St. Paul	Determined Eligible	None	LRT: Poles & catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-6309	Minnesota Transfer Railway Company Main Line	N/A	Determined Eligible	None	None	Bridge reconstructed	None
RA-SPC-6310	Minnesota Transfer Railway Company University Avenue Bridge	Xxxx University Ave, St. Paul	Determined Eligible	None	None	Bridge must be reconstructed for both alternatives	None
RA-SPC-3927	Krank Building (Iris Park Place)	1885 University, St. Paul	Listed	None	LRT: Poles & catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-6102	Porky's Drive-In Restaurant	1884 University Ave, St. Paul	Determined Eligible	Both: Median closed at Lindhurst -- restricts all access to right-in/right-out	LRT: Poles & Catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	None



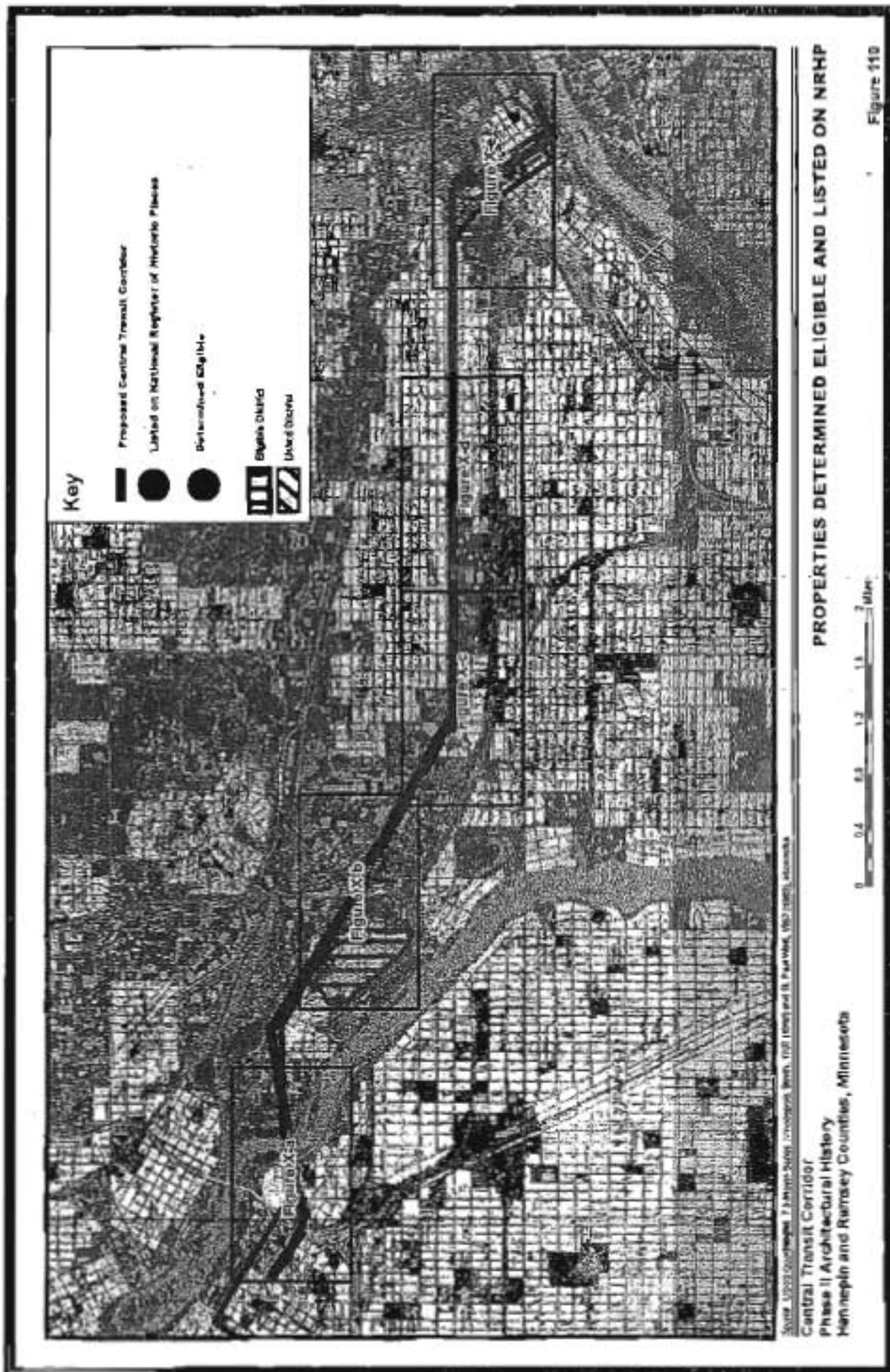
POTENTIAL IMPACTS							
INVENTORY NO.	PROPERTY NAME	ADDRESS	NRHP STATUS	Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
RA-SPC-3923	Griggs, Cooper & Company Sanitary Food Manufacturing Plant	1821 University Ave, St. Paul	Determined Eligible	None	LRT: Poles & catenary visible but in median of University Ave Both: Station in median of University Ave	Both: Vibration, noise, traffic and visual impacts during construction	Partial take of parkland in front of building. Land is publicly owned but is currently being used for parking for Griggs Bldg.
RA-SPC-3903	St. Paul Casket Company Factory	1222 University Ave, St. Paul	Determined Eligible	Both: Median closed at Griggs - restricts access to right-in/right-out	LRT: Poles & catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	Some long-term potential redevelopment in general area
RA-SPC-3895	Briosch-Minuti Company Building	908-910 University Ave, St. Paul	Determined Eligible	Both: Median closed at Milton - restricts access to right-in/right-out	LRT: Poles & catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	Some long-term potential for redevelopment in general area
RA-SPC-3887	Fire Station No. 18	681 University Avenue	Determined Eligible	None	LRT: Poles & catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	Some long-term potential for redevelopment in general area
RA-SPC-3889	Owens Motor Company Building	709-719 University Ave, St. Paul	Determined Eligible	Both: Median closed at Grotto - restricts access to right-in/right-out	LRT: Poles & catenary visible but in median of University Ave BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	Some long-term potential for redevelopment in general area
RA-SPC-3868	Ford Motor Company Building	117 University Ave, St. Paul	Determined Eligible	None	LRT: Poles & catenary visible in median of University Ave Both: Station at Rice Street in median of University Ave	Both: Vibration, noise, traffic and visual impacts during construction	None

INVENTORY NO.	PROPERTY NAME	ADDRESS	NRHP STATUS	POTENTIAL IMPACTS			Other Impacts
				Traffic Impacts	Visual Impacts	Construction Impacts	
RA-SPC-3867	Norwegian Evangelical Lutheran Church	105 University	Determined Eligible	None	LRT: Poles & catenary visible in median of University Ave Both: Station at Rice Street in median of University Ave	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-5619	State Capitol Mall Historic District	University Ave & Robert St., St. Paul	Determined Eligible	None	LRT: Poles & catenary visible but in median of University Ave Both: Stations located in median of University Ave	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-0229	Minnesota State Capitol	75 Constitution Ave, St. Paul	Listed	None	LRT: Poles & catenary visible but in median of University Ave Both: Station at Rice in median of University Ave	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-0557	Minnesota Historical Society Building	690 Cedar St, St. Paul	Listed	None	None	None	None
RA-SPC-6109	State Capitol Power Plant	691 Robert St., St. Paul	Determined Eligible	None	LRT: Poles & catenary visible but in median of Robert Street BRT: None	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-0553	Central Presbyterian Church	500 Cedar St, St. Paul	Listed	Both: Median closed at 10 th St. East – restricts access to right-in/right-out Both: Cedar will become one-way SB between 10 th and 5 th Streets	LRT: Poles & catenary visible but in median of Cedar St. Both: Station at 10 th Street in median of Cedar St.	Both: Vibration, noise, traffic and visual impacts during construction	None

INVENTORY NO.	PROPERTY NAME	ADDRESS	NRHP STATUS	POTENTIAL IMPACTS			
				Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
RA-SPC-0554	St. Louis King of France Church	506 Cedar St., St. Paul	Determined Eligible	Both: Median closed at 10 th St. East → restricts access to right-in/right-out Both: Cedar will become one-way SB between 10 th and 5 th Streets	LRT: Poles & catenary visible but in median of Cedar St. Both: Station at 10 th Street in median of Cedar St.	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-1200	St. Agatha's Conservatory of Music and Fine Arts	26 Exchange St., St. Paul	Listed	Both: Cedar will become one-way SB between 10 th and 5 th Streets	LRT: Poles & catenary visible but in median of Cedar St. Both: Station at 10 th Street in median of Cedar St.	Both: Vibration, noise, traffic and visual impacts during construction	None
RA-SPC-3167	Pioneer Press Building	336 Robert St N, St. Paul	Listed	Both: 4 th will become one-way WB; on-street parking lost	LRT: Poles & catenary visible but in median of Robert St. BRT: None	Both: Vibration, noise, traffic and visual impacts; access to parking garage may be restricted during construction	None
RA-SPC-4645	First National Bank Building	107 E. 4 th St, St. Paul	Determined Eligible	Both: 4 th will become one-way WB; on-street parking lost	LRT: Poles & catenary visible but in median of 4 th St BRT: None	Both: Vibration, noise, traffic and visual impacts	None
RA-SPC-5223	Pioneer and Endicott Building	141 E. 4 th St, St. Paul	Listed	Both: 4 th will become one-way WB; on-street parking lost	LRT: Poles & catenary visible but in median of 4 th St BRT: None	Both: Vibration, noise, traffic and visual impacts	None
RA-SPC-4580	Lowertown Historic District	Vicinity of Kellogg Blvd & Jackson, 7 th and Broadway Sts, St. Paul	Listed	Both: 4 th will become one-way WB; on-street parking lost; median closed at Wacouta	LRT: Poles & catenary visible but in median of 4 th St BRT: None	Both: Vibration, noise, traffic and visual impacts	None

INVENTORY NO.	PROPERTY NAME	ADDRESS	NRHP STATUS	POTENTIAL IMPACTS			
				Traffic Impacts	Visual Impacts	Construction Impacts	
RA-SPC-5225	St. Paul Union Depot	214 E. 4 th St, St Paul	Listed	Both: 4 th will become one-way WB; on-street parking lost; access and parking lost in front of building	LRT: Poles & catenary visible but in median of 4 th St Both: Station in front of Depot will change some views of the building; station will impact circular drive	Both: Vibration, noise, traffic and visual impacts; access to depot may be affected during construction	None





Key

- Proposed Central Transit Corridor
- Listed on National Register of Historic Places
- Determined Eligible
- ▨ Eligible District
- ▧ Listed District

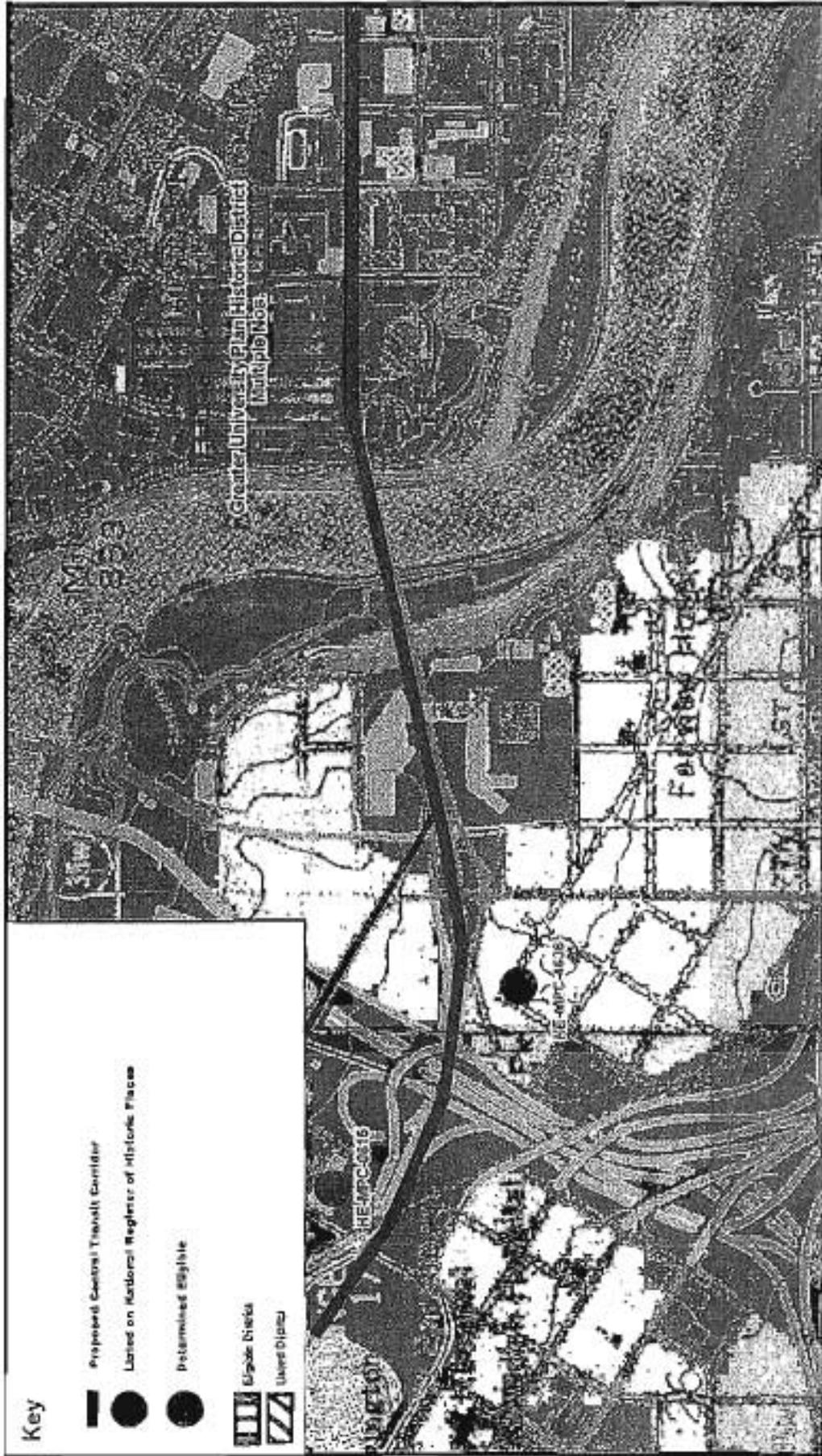
Source: USGS (aerial imagery); Schaeffer, Smith, 1988; Johnson and St. Paul, 1982; USGS, 1982; Minnesota

Central Transit Corridor
 Phase II Architectural History
 Hennepin and Ramsey Counties, Minnesota



PROPERTIES DETERMINED ELIGIBLE AND LISTED ON NRHP

Figure 110

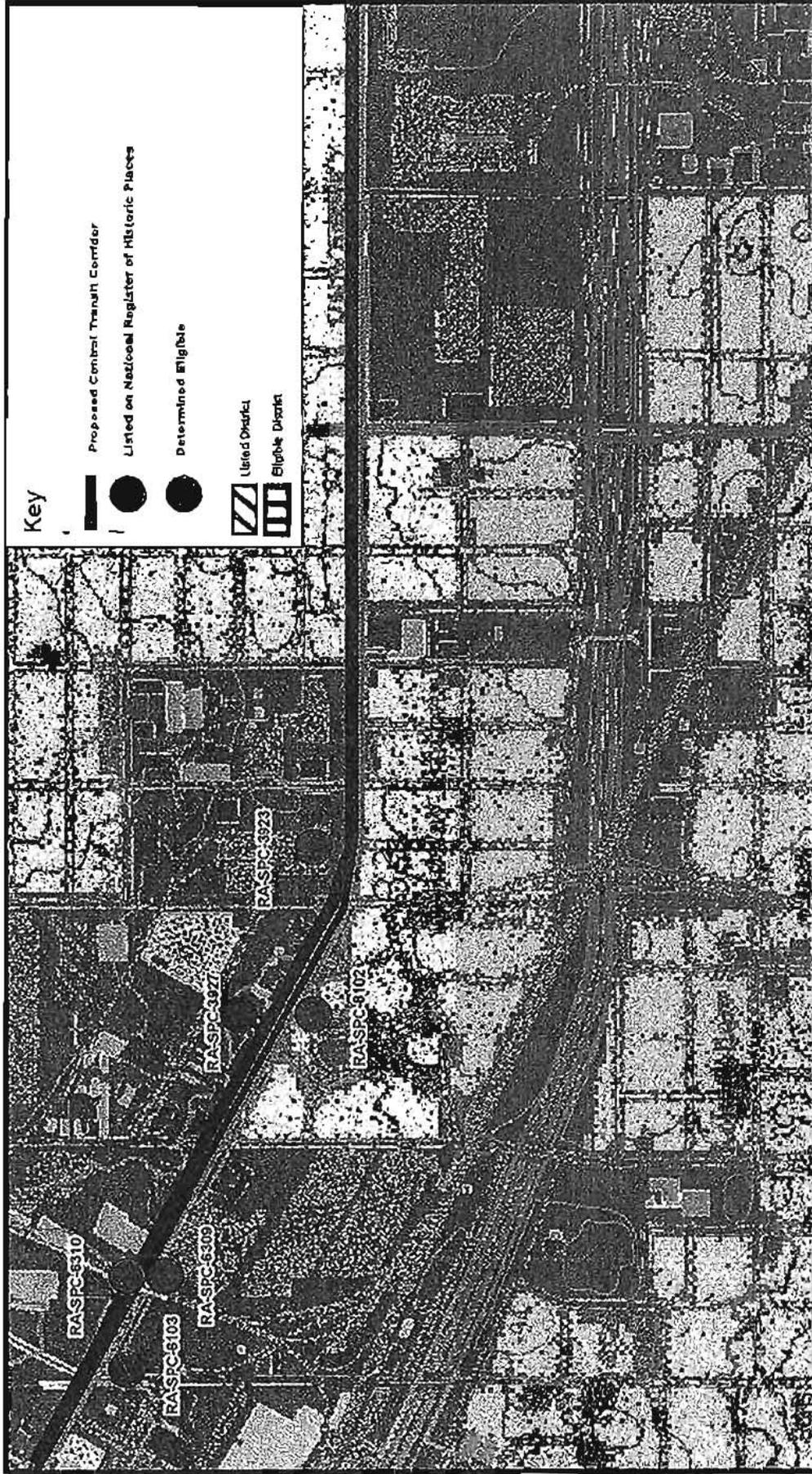


Source: USGS Orthoimagery, U.S. Census Bureau, Minneapolis South, USIT (1990) and St. Paul West, USIT (1990), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

PROPERTIES DETERMINED ELIGIBLE OR LISTED ON NRHP

Figure 110-a



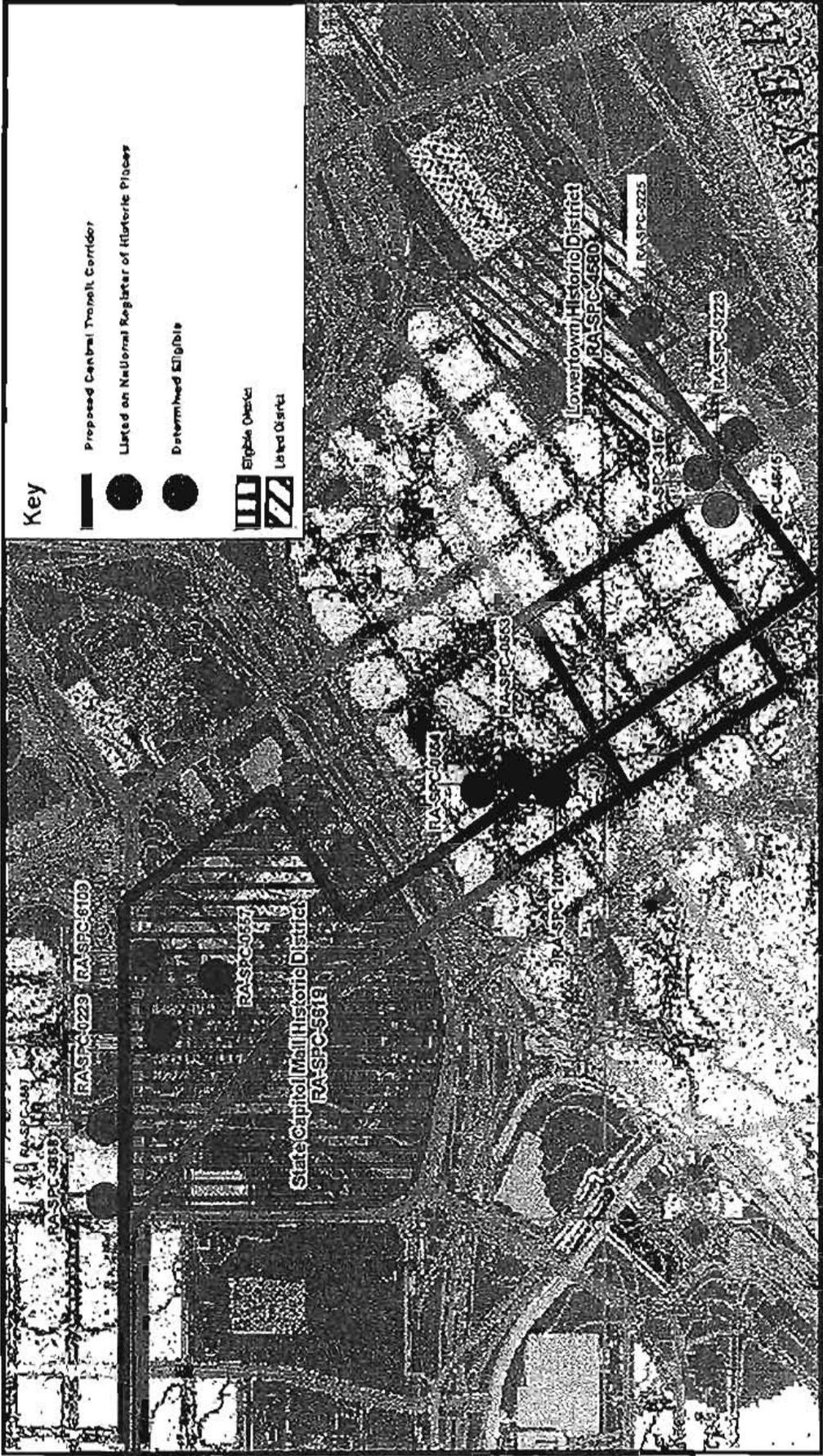
Source: LCOB Development, I.S. Dennis, Series Minnesota State, 1987 (1979) and St. Paul West, 1987 (1983), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

PROPERTIES DETERMINED ELIGIBLE AND LISTED ON NRHP



Figure 110-c



Source: USGS 2003/09/09, 1:50,000 Scale, Minnesota State, 1921 (1921) and 1951 (1951) Photos, 1971 (1971), (aerials)

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

PROPERTIES DETERMINED ELIGIBLE OR LISTED ON NRHP

Figure 110-e



The 106 Group Ltd.
370 Selby Avenue
St. Paul, MN 55102

June 1, 2006

Amy Spong
Historic Preservation Planner
Historic Preservation Commission
LIEP
350 Saint Peter Street, #300
Saint Paul, MN 55102-1510

Re: *Central Transit Corridor Phase II Architectural History Survey Reports and Inventory Forms*

Dear Amy,

As requested by Jackie Sluss at the Minnesota Department of Transportation (Mn/DOT), please find enclosed electronic copies of the Phase II architectural history survey and addendum reports, as well as the corresponding Minnesota Architecture-History Inventory Forms, for the Central Transit Corridor project for your review.

If you have any questions or require additional information, please contact either Will Stark (willstark@106group.com) or myself (anneketz@106group.com).

Sincerely,

THE 106 GROUP LTD.

A handwritten signature in black ink, appearing to read 'Anne Ketz', written over a horizontal line.

Anne Ketz
President and Technical Director

Enc.

cc: Jackie Sluss, Mn/DOT



The 106 Group Ltd.
370 Selby Avenue
St. Paul, MN 55102

June 1, 2006

Greg Mathis
Minneapolis Heritage Preservation Commission
CPED Planning
210 Minneapolis City Hall
350 South 5th Street
Minneapolis, MN 55415

Re: Central Transit Corridor Phase II Architectural History Survey Reports and Inventory Forms

Dear Greg,

As requested by Jackie Sluss at the Minnesota Department of Transportation (Mn/DOT), please find enclosed electronic copies of the Phase II architectural history survey and addendum reports, as well as the corresponding Minnesota Architecture-History Inventory Forms, for the Central Transit Corridor project for your review.

If you have any questions or require additional information, please contact either Will Stark (willstark@106group.com) or myself (anneketz@106group.com).

Sincerely,

THE 106 GROUP LTD.

A handwritten signature in black ink, appearing to read 'Anne Ketz'.

Anne Ketz
President and Technical Director

Enc.

cc: Jackie Sluss, Mn/DOT

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

From: Charleen Zimmer (mailto:czimmer@visi.com)

Sent: Thursday, July 20, 2006 12:42 PM

To: Morris, Steve

Cc: DeSpegelaere, Kathryn

Subject: Questions from Dennis & Jackie

I met last week with Dennis Gimmestad and Jackie Sluss for a corridor tour and discussion of their findings of effect. Jackie will be preparing a letter documenting their findings. I think that the letter will state that there is a general potential for effect but will not state any specific areas of adverse effect as they think that everything can most likely be resolved through design discussions. They may flag a few areas including the Raymond station area, the Capitol, the 10th Street station, and Union Depot. They had some specific questions that I need your help to answer:

1. What will the station elevation be at Raymond? Will it be at-grade or a raised platform? If the latter, how high will the platform be? Note: I expect that they will want to see some special architectural design of this station.
2. What is the alignment on Cedar (center or side - which side)? This is important because if center running, it affects the green space which ties to the Capitol.
3. Where is the specific alignment of the station at 10th? If it is north of 10th, it is likely not a problem. If it is south of 10th, then they may require some special design treatments due to the three historic church buildings in that area.
4. Where is the specific alignment of the station at Rice? If it is entirely west of Rice, then it is not a problem. If it is partially or entirely east of Rice, then they may require some special design treatment due to the Ford Building and the church.
5. Will the station at the Depot impact the green space? The plan view drawing done by the consultant suggests that it would not but this would be an issue for SHPO. They are not concerned about the loss of access to the driveway as long as the circular driveway stays in place.
6. What is the status of discussions of realignment to bring light rail behind the Depot and under the concourse? They would much prefer this alignment.
7. They would like more information on the west portal at the UM. Could you email me the illustrations done by the consultant on this. I don't think that this will be an issue but they have some concerns about visual impacts.

I'll forward your responses on to Jackie and Dennis. Once we receive the letter, then that will need to be reflected in the FEIS and we will need to consult with them on design as PE proceeds. Overall, their concerns are not major - they seem to understand cost issues but want to have input on station locations and station design at the above mentioned locations.

From: "Charleen Zimmer" <czimmer@visi.com>
To: "Jacqueline Sluss" <Jacqueline.Sluss@dot.state.mn.us>, "Dennis Gimmestad" <Dennis.Gimmestad@mnhs.org>
Date: 7/24/2006 3:01:51 PM
Subject: FW: Questions from Dennis & Jackie

Here are the answers to the questions you had regarding the Central LRT corridor and specific station areas. Please let me know if you have any further questions.

Charleen Zimmer
czimmer@visi.com
612-251-1920

From: Morris, Steve [mailto:Steve.Morris@CO.RAMSEY.MN.US]
Sent: Friday, July 21, 2006 3:49 PM
To: Charleen Zimmer
Subject: RE: Questions from Dennis & Jackie

Charleen:

1. The platform east of Raymond and elsewhere would be 14" above top of rail to accomodate level wheelchair boarding.
2. The current plans are for LRT to be in the median crossing I-94 on Cedar.
3. The station is currently between 10th and 11th. This station will likely get some close scrutiny in cost-saving efforts.
4. Current plans show the station just west of Rice with a center platform.
5. It depends. Some drawings show a dual platform, three track station that would probably encroach on the green space. If it's just a center platform, perhaps with tail tracks, I think that could be avoided. Auto access to the driveway would be lost, however. While that's not an issue for SHPO, it probably is for the building owner.
6. It's much too early to tell whether the concourse station will work out or not. It might create some visual issues along the side of the Depot to get to the track level at the concourse. It's a plus in that it would allow room to have a light maintenance/storage facility there and provide good intermodal connections. It's a negative from the standpoint of cost and it makes people using LRT to the Lowertown area walk farther.
7. The U is lobbying to move the West Bank station east into the tunnel. Potentially a significant cost item. I have attached three drawings that give an idea of how the DEIS alternative might look.

Steve



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Post-It* Fax Note 7671
Date 12/11/06 # of pages 1
To D. Gimmestad From J. Sluss
Co./Dept. SHPO Co. MN DOT
Phone # Phone # 296.3065
Fax # 651.282.2374 Fax #

July 27, 2006

Mr. Dennis Gimmestad
State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. W.
St. Paul, MN 55101-1906

re: Proposed Central Corridor Transit Corridor, SHPO PA number 1996-0059PA

Dear Mr. Gimmestad,

We are providing your office with this information pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800).

As you know the cultural resource survey, identification, and evaluation for the current proposed Central Corridor has been completed. Our office has identified thirty-one individual National Register-listed or eligible properties and one district within the area of potential effect for this project. We have been working with your office to assess effects to these properties. Only one adverse effect is clear at this time: the removal of the Minnesota Transfer Railway Company University Avenue Bridge (RA-SPC-6310).

Other anticipated effects are generally related to station design and pole and line placement. Recent project information indicates that the Rice Street station will be located west of Rice Street thereby avoiding effects to the Norwegian Evangelical Lutheran Church and the rear of the Capitol building. In addition, the 10th Street station will be north of 10th Street between 10th and 11th Street, reducing the effects of a station closer to the cluster of religious buildings at Exchange Street. The anticipated height of the station platform at Raymond will be about 14" above the rail in order to accommodate wheelchairs. And recent discussions are exploring the possibility of moving the West Bank station on Washington Avenue into the underground tunnel. Every reasonable effort will be made to avoid and reduce effects to eligible and listed cultural resources from these sources. However, several areas of concern will remain open until final designs are worked out:

- the design of the Union Depot station in St. Paul
•the location of the transit line in the median of Cedar Avenue and its visual effects on the view of the approach to the State Capitol Building
•station location and design near the Central Presbyterian Church, St. Agatha's Conservatory, and St. Louis King of France Church that cluster at Exchange Street

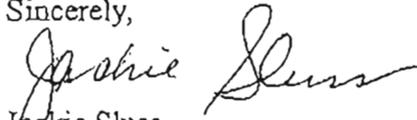
- the underground tunnel and station at the University of Minnesota Minneapolis Campus
- station design in the Raymond-University Historic District
- potential effects to Porky's drive-in from the traffic change caused by closing the median at Linhurst
- the rear elevation of the capitol building on University Avenue

We will continue to consult with your office on these design issues to avoid and reduce effects along the project corridor.

We are providing you with this determination pursuant to the responsibilities given the State Historic Preservation Office (SHPO) by the regulations at 36 CFR 800.

If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,



Jackie Sluss

Historian, Cultural Resource Unit
Office of Environmental Services

cc: MnDOT C O file

CRU project file

Joseph Hudak, CRU

Steve Morris, RCRRA

Bill Wheeler, FTA



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

COMMERCE BUILDING
8 Fourth Street East, Suite 200
St Paul, Minnesota 55101-1024

Telephone: 651-266-9090
Facsimile: 651-266-9124
Web: www.liep.us

August 21, 2006

Ms. Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services
MN DOT
395 John Ireland Boulevard
Saint Paul, MN 55155-1899

Re: Eligible Historic Properties and Potential Effects from the Central Corridor Project

Dear Ms. Sluss:

Thank you for providing the Heritage Preservation Commission's office with the historic resources information for the Central Corridor Project. Additionally, The 106 Group sent the Phase II Architectural History Survey Reports and Inventory Forms for our review. We understand that additional phased surveys were conducted in 1995 and 2003.

The Heritage Preservation Commission has concern that properties considered significant in local St. Paul studies, mostly from the 1983 Saint Paul and Ramsey County Historic Sites Survey and the 2001 Saint Paul Historic Context Studies, were not considered or left out of the final report for the Central Corridor.

The Saint Paul Heritage Preservation Commission requests consideration as a consulting party as part of the Memorandum of Agreement process as outlined in Section 106 of the National Historic Preservation Act. Feel free to contact HPC staff, Amy Spong, to discuss this further at 651.266.9079.

Thank you for your attention to this important issue.

Sincerely,

Susan Bartlett Foote, Chair
Heritage Preservation Commission

AMS

CC: Dennis Gimmestad, MN SHPO
Kathy De Speigelaere, RCRRA
Allen Lovejoy, St. Paul PED/PW
file



Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

December 5, 2006

Ms. Amy Spong
St. Paul Heritage Preservation Commission
City of St. Paul- LIEP
8 Fourth St. East Suite 200
St. Paul, 55102-1008

re: Survey and Inventory for the Central Corridor

Dear Ms. Spong,

We are providing your office with this information pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800). Your letter of August 21, and our later phone conversation, indicates that you have concerns that some properties considered significant in local St. Paul studies were not considered or were left out of the final 2004 report for the Central Corridor. At that time I said I would review the project methodology to ensure that no properties had been overlooked.

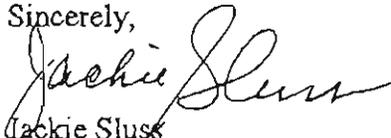
A review of the methodology and bibliography contained in *Phase II Architectural History Investigation for the Proposed Central Transit Corridor* completed in 2004 by the 106 Group Ltd. explains the effort to include past cultural resource identification and evaluation efforts as well as new information generated by the 2004 phase I and II surveys (Introduction, pages 1-3, Methods, page 13, and bibliography). All existing inventories of properties along the realigned corridor were reviewed as part of the literature search, including those of the 1983 Saint Paul and Ramsey County Historic Sites Survey as well as those generated by other studies and held in the State Historic Preservation Office (SHPO) files. Existing literature used in the study included the 2001 Saint Paul Historic Context Studies developed by Landscape Research, Inc. as well as the information gathered for the ongoing Prospect Park eligibility study and the National Register certification for the Raymond University Commercial District.

The 2004 survey was completed between 29th Street in Minneapolis and the Union Depot in St. Paul along an alignment that largely follows existing University Avenue (figure 1 of the report). Since the proposed project will take place within the existing curb line of a busy commercial thoroughfare, the area of potential effect (APE) for the survey included the first tier of properties along the corridor. The APE was expanded where station construction and resulting development could be anticipated. St. Paul neighborhood planning documents from communities along the corridor were consulted in order to understand growth potentials at the stations.

The list of eligible properties on the Central Corridor that you received as part of the series of open houses conducted for this project in May 2006 is slightly different than the list provided in the 2004 report. This discrepancy can occur when the MnDOT Cultural Resources Unit (CRU) or SHPO do not concur with the recommendations of the report. The properties on the final May 2004 list were determined to be eligible for the National Register of Historic Places in consultation with the State Historic Preservation Office. These properties meet National Register of Historic Preservation Eligibility Criteria, which are the criteria used to identify significant historic properties in federally-funded undertakings under Section 106.

I hope this addresses your concerns about the extent and thoroughness of the survey. In addition, our office recognizes your request to be consulted in the development of the MOA for this project. If you have any questions regarding this project, please contact me at (651) 296-3065.

Sincerely,



Jackie Sluss

Historian, Cultural Resource Unit
Office of Environmental Services

cc: MnDOT C O file
CRU project file
Joseph Hudak, CRU
Dennis Gimmestad, SHPO



MINNESOTA HISTORICAL SOCIETY

State Historic Preservation Office

January 18, 2007

Ms. Jackle Sluss
Cultural Resources Unit
MN Dept. of Transportation
Transportation Building, MS 620
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Re: Central Corridor Transit Project
Minneapolis, St. Paul
SHPO Number: 2002-1236

Dear Ms. Sluss:

Thank you for the opportunity to review and comment on the results of the identification and evaluation activities for the above referenced project.

We have reviewed the report of the survey of the project area, completed by The 106 Group. In addition, we have reviewed the May 2006 "Summary of Cultural Resource Impacts, Central Corridor Transit Study". Our comments below are based on the information presented in the May 2006 summary.

1. The Minnesota Linsseed Oil & Paint Company Building appears to have an incorrect address. Our records show it at 1101 3rd Street.
2. We would suggest that the historic district at the University of Minnesota be titled the "University of Minnesota Mall Historic District". A map of the district boundaries is needed for use in completing the Section 106 review.
3. It would appear that the Minnesota Transfer Railway Company Main Line and the Minnesota Transfer Railway Company University Avenue Bridge should be combined into a single historic property - the Minnesota Transfer Railway Company Historic District. A map showing the district boundaries is needed.
4. A map of the State Capitol Mall Historic District is needed. This district should include the Power Plant, which should then be removed from the summary list as a separate property.
5. The First National Bank Building appears to have more than one address; we also show the building under 332 Minnesota Street. The correct address or addresses for the building should be clarified to avoid future confusion.
6. The list includes separate entries for the Pioneer Building and the Pioneer and Endicott Building. The listing and the maps need to be clarified.
7. Fire Station #25, which is considered eligible, is missing from the list.

8. The Minnesota Building, located at 46 East 4th Street, is currently under review by our office for National Register eligibility. If determined eligible, it will need to be added to this list.

We recommend that a consultation meeting be scheduled with the staffs of the Minneapolis and St. Paul Heritage Preservation Commissions, to review the methodology and findings of the identification efforts, and to assure that the commissions find the surveys to be adequate. We would like to be included in this meeting.

As you indicate, it is clear at this time that the project will have an adverse effect on at least one historic property – the proposed removal of the Transfer Company Railroad Bridge over University Avenue. There are other potential adverse effects as well, including, but not limited to, visual effects of the catenary near certain properties (for example, Central Presbyterian Church, St. Louis King of France Church, Norwegian Evangelical Lutheran Church, and the State Capitol), visual/other effects from the proposed tunnel within the University of Minnesota Mall Historic District, and visual/landscape effects at the St. Paul Union Depot. Your letter of 27 July 2006 includes other potential effects as well. It is important that all potential effects are clearly identified early in the project planning/design process, when there is the greatest latitude for development of alternatives that could avoid or reduce the number and magnitude of effects on historic properties.

We look forward to working with you to complete this review. Contact me at 651-259-3456 with questions or concerns.

Sincerely,



Dennis A. Gimmestad
Government Programs & Compliance Officer

cc: Jack Byers, Minneapolis Heritage Preservation Commission
Amy Spong, St. Paul Heritage Preservation Commission
Kathleen O'Brien, University of Minnesota
Prospect Park East River Road Improvement Association (PPERRIA)
Brian McMahon, University UNITED
Nancy Stark, Capitol Area Architectural and Planning Board
Welming Lu, Lowertown Redevelopment
Anne Ketz, The 106 Group
Tom Cinadr, SHPO



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

COMMERCE BUILDING
8 Fourth Street East, Suite 200
St Paul, Minnesota 55101-1024

Telephone: 651-266-9090
Facsimile: 651-266-9124
Web: www.hiep.us

April 12, 2007

Ms. Jackie Sluss
Cultural Resources Unit
Minnesota Department of Transportation
Transportation Building, MS 620
395 John Ireland Boulevard
Saint Paul, MN 55155-1899

Re: Eligible Historic Properties and Potential Effects from the Central Corridor Project

Dear Ms. Sluss:

Thank you for giving the Heritage Preservation Commission (HPC) the opportunity to review and comment on the summary information regarding eligible historic properties and potential effects from the Central Corridor Project. We also appreciate your response dated December 5, 2006 regarding concerns the HPC had about the extent and thoroughness of the 2003 survey. It is our understanding the first survey, completed in 1995 by BRW, Inc. and Hess, Roise and Co., evaluated the route which at that time was along Interstate 94 then to downtown St. Paul and terminating at the Union Depot. The 2003 survey work, completed by The 106 Group, only evaluated and surveyed those properties not evaluated in the 1995 survey work which is mostly the route along University Avenue.

The HPC formed a committee and along with staff reviewed the summaries and lists of both the 1995 and 2003 surveys. The committee also drove along the University Avenue route to better understand the contexts of the corridor. One of the committee members, Paul Larson, meets the Federal Standards for History and three of the members, Lee Meyer, Richard Faricy and Diane Trout-Oertel, are registered architects.

In addition to being consulted in the development of the MOA for this project, the HPC is requesting your consideration or re-consideration of the eligibility of certain properties to the National Register. There are a few reasons for requesting updated evaluations. First, several years have lapsed since the 1995 evaluation of the downtown properties. Some buildings along the route have become older than 50 years since 1995 and the Minnesota Building, at 46 East 4th, originally determined not eligible is currently under review by the State Historic Preservation Office. Second, a few properties along University Avenue may not have gotten the necessary level of survey in determining eligibility. And third, information available to the HPC on some properties indicating potential eligibility was inconsistent with the survey's determination of eligibility. The properties are as follows:

1. Downtown:

Athletic Club Building, 340 Cedar Street
Minnesota Building, 46 East 4th Street
Pioneer Building, 345 Cedar Street (now more than 50 years old)

2. University Avenue and vicinity:

Minnesota Milk Company, 370-380 University
Raths-Seavold Mfg. Company, 823 University
Victoria Theater, 825 University
TipTopTap, 1415 University
Quality Park Investment Company, 1575-79 University
St. Matthew's Evangelical Lutheran Church, 507 N. Dale

Outside the scope of the Section 106 review process, the HPC would like to stress that several other buildings along this Central Corridor are considered to potentially have historical significance and be eligible for designation on a local level. For your information, a list of properties is attached that the HPC believes warrants further study to determine significance on a local level.

We look forward to your response and to working with you as this project progresses. Feel free to call with any questions at (651) 266-9079.

Sincerely,



Amy Spong
Historic Preservation Specialist

Enclosure

Cc: Dennis Gimmestad, SHPO
Kathy De Speigelaere, RCRRA
Met Council
Nancy Homans, Mayor's Office
Allan Lovejoy, PED
Donna Drummond, PED
Lucy Thompson, PED
Bob Kessler, LIEP
HPC File

	NOTE: This list is not a comprehensive list of properties that have been inventoried over time. It is a list of sites that the Heritage Preservation Commission has recently highlighted for more research in response to the Central Corridor Cultural Resources Survey.
University Address #	Historic Name or Use
302	Vardi Motion Picture Co.
310-312	commercial block
315	Kramer and Deppe Auto Repair Garage
344	National Funeral Home
365	Pothen liquor store store and dwelling
377-379	Dux Bros. Store
396-420	housing development
421-23	Dr. C. P. Artz office and flats
425-29	store and flats
439	store and flats
440	Thienes grocery store and apartments
509-511	Simon Zeff Grocery Store
585	store
666	Conrad bowling alley and store
738	store and flats
741	Skelly Oil Co. station
799	Menold store and flats
800	Sansby Bros. store
804	Sansby Bros. store
810	store
823	Ratbs-Seavold Mfg. Co.
825	Victoria Theater
839-845	Star Wet Wash Laundry (originally automotive?)
856-858	store and flats?
935-937	Schott Building
1000-1010	Curtis Printing Co.
1276	office building
1286	Brown and Bigelow Co. (remaining bldg)
1389-1399	Midway Chevrolet
1435	W. E. Mowrey Factory and Flat Building
1457-1459	Westerlin Campbell office and warehouse
1549	Ashton Building
1569	Vogel store and flats

University Address #	Historic Name or Use
1603-1605	Kingsford store and offices
1639	Teschner store
1717	Deluxe Check Building
1728	Wise store and flats
1745	Brown, Blodgett, and Sperry Co. Building
1800	Irish Motor Car Co.
1900-1902	Albert Carlson store and flats
1914-1916	Pidgeon stores and flats
1919	Mutual Insurance Co. Building
1922	Arend public (parking) garage
1949-1953	Midway Harness Co.
2144	Hever's Hotel
2642	Bruce Printing Co.
Other addresses:	
517-519 Asbury	La Vera Apartments
507 Dale N.	St. Matthew's Evangelical Lutheran Church
515 Dale	Daniel Wagner store and flats
535 Dale	R. C. Berger store
500-08 Fry	Kimball apartments
1632 Sherburne	apartment building
499-501 Grotto N.	John Brandl house
500 Grotto N.	store
504-520 Prior N.	Dr. Hugh Beals store and office
516-518 Rice N.	commercial building
520 Rice N.	commercial building
652, 658 Sherburne	John Moline apartments
976 Sherburne	A. Eckstrom house
545 Snelling N.	Goff Apartments
507 Victoria N.	University Ave. Congregational Church