



# CENTRAL PRESBYTERIAN CHURCH

500 Cedar Street, St. Paul, MN 55101 • Phone 651-224-4728 • Fax 651-291-1469  
Website: cpcstpaul.org • David D. Colby Pastor • Email: dcolby@cpcstpaul.org

Jackie Sluss

January 15, 2008

Cultural Resources Unit  
Minnesota Department of Transportation  
395 John Ireland Boulevard  
Saint Paul Minnesota 55155

Dear Ms Sluss:

We write regarding the impact of the Central Corridor LRT line on historic properties located on Cedar Street between 7<sup>th</sup> and 10<sup>th</sup> Streets in downtown Saint Paul. We are interested in knowing if the appropriate reviews and studies have been performed that are required by Section 106 of the National Historic Preservation Act (36CFR800).

National Register properties in this area include **Central Presbyterian Church** at 500 Cedar Street and **St Agatha's Conservatory of Music and Arts (Exchange Building)** at 26 East Exchange Street. Both are also designated by the Saint Paul Heritage Preservation Commission.

The **Church of Saint Louis, King of France** and **Parish House** at 506 Cedar Street is generally considered to have historic interest and has been declared eligible for the National Register, but it is not currently listed in the National Register or with the city's Historic Preservation Commission (HPC).

The **Sam S Shubert (Fitzgerald) Theatre** and **Shubert Building** at 10 East Exchange Street have also been declared eligible for the National Register and are under consideration for designation by the HPC.

There is concern that the vibration caused by the construction and operation of the Central Corridor LRT line would have a significant negative impact on these historic structures, and that the existence of the line would have a negative impact on the viewscape to and from these structures.

In addition, there is concern that the construction of the LRT line along Cedar Street would negatively affect the viewscape to and from the **Minnesota State Capital**, as envisioned by Cass Gilbert in his seminal studies of the Capital Approach. The Minnesota State Capitol was listed on the National Register of Historic Places in 1972.

We are working closely with the Met Council to ensure that the line is designed in a way that will mitigate the effects of the LRT line where possible.

Please let us know if this situation has been reviewed by your office.

Best regards,

Rev. David Colby  
Pastor, Central Presbyterian Church

Jeff Nelson  
Director of Public Affairs, Minnesota Public Radio

cc: Dennis Gimmestad, State Historic Preservation Office  
Father Paul Morrissey, Church of St. Louis, King of France  
Nancy Stark, Capitol Area Architectural and Planning Board

attached: Description of historic properties affected  
Map of institutions located on Cedar between 7<sup>th</sup> and 10<sup>th</sup> streets

### **Description of historic properties located on Cedar between 7<sup>th</sup> and 10<sup>th</sup> streets:**

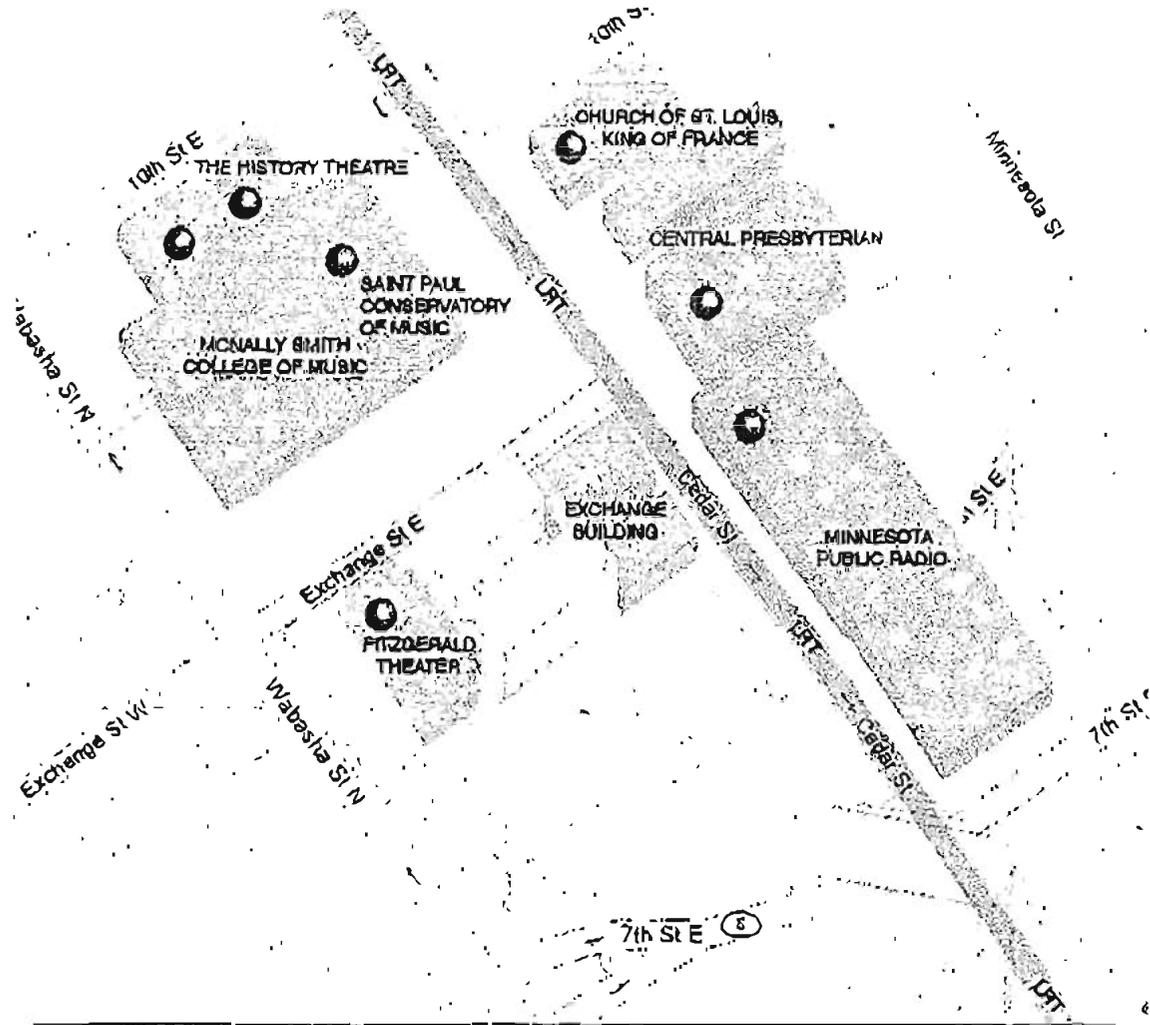
**Central Presbyterian Church** at 500 Cedar Street was placed in the National Register of Historic Places on February 10, 1983. The one-paragraph Statement of Significance in the National Register nomination states, "Central Presbyterian Church, built from 1888-1890, is historically and architecturally significant as one of St. Paul's earliest Presbyterian congregations established in 1852, as one of the city's finest Richardsonian Romanesque churches and one of only two designed on such a large scale, and as one of the few known St. Paul designs of prominent Minneapolis architect Warren H. Hayes, a specialist in church design who is credited with developing the 'diagonal' form of auditorium employed in the Central Presbyterian Church." The primary (west) facade on Cedar Street remains virtually unchanged, though the removal of the garage/office building as a result of the project improved the view of this facade. The south facade, facing the pocket park, was restored to its historic appearance as a result of the project.

**St Agatha's Conservatory of Music and Arts (Exchange Building)** at 26 East Exchange Street was placed in the National Register on May 25, 1989. The one-paragraph Statement of Significance simply reads, "St. Agatha's Conservatory of Music and Arts is significant as the oldest of the four arts education institutions established in the Twin Cities before the turn-of-the-century that survived well into the 20<sup>th</sup> century." The more detailed Statement of Significance makes no mention of the building, although the Description section states, "St. Agatha's was designed in the Beaux Arts style with identifying features such as: facade symmetry with a centered entrance, pilasters, decorative banding with shields, a low pitched hipped roof, and an accentuated cornice."

**Church of Saint Louis, King of France and Parish House** at 506 Cedar Street is not on the National Register but has been declared eligible for the Register. The one paragraph Statement of Significance on the 1981 draft nomination form states, "The Church of Saint Louis, built in 1909, is historically and architecturally significant as one of St. Paul's few remaining links to its rich French Canadian heritage, as one of the oldest Roman Catholic parishes in the Twin Cities and one of only five churches which remain in downtown St. Paul, and as the work of a nationally prominent French-born Beaux Arts architect, Emmanuel Masqueray (1861-1917)."

**The Sam S Shubert (Fitzgerald) Theatre and Shubert Building** at 10 East Exchange Street and 488-494 Wabasha Street, respectively, are not on the National Register though they have been declared eligible for the register. The one paragraph Statement of Significance on the 1984 draft nomination form states, "The Sam S. Shubert Theater in downtown St. Paul is significant as the best preserved theatrical house in the downtown entertainment districts of Minneapolis and St Paul associated with the local development of the of the legitimate theater before the advent of the motion picture industry." The more detailed Statement of Significance makes passing reference to "an adjacent Shubert building." The Description does mention both the Shubert Theater and the Shubert Building.

Map of institutions located on Cedar between 7<sup>th</sup> and 10<sup>th</sup> streets:



- 
- 
- 

BANQUETARY OR PERFORMANCE SPACE

AUDIO/VIDEO RECORDING STUDIO

BLDG LISTED ON NATL HISTORIC REGISTER



MINNESOTA HISTORICAL SOCIETY

State Historic Preservation Office

March 3, 2008

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  
Hennepin and Ramsey Counties  
SHPO Number: 2007-1118 (96-0059)

Dear Ms. Sluss:

We last wrote you regarding the above referenced project on 18 January 2007. We have appreciated the numerous opportunities to consult with your office, the Metropolitan Council staff, and other interested parties since that time. We are writing now to provide updated comments about several aspects of the Federal Transit Administration's Section 106 review and its relationship to the larger project planning process.

1. We have received the 28 February 2008 summary chart on the status of the identification/evaluation of historic properties in the project area, prepared by Hess Roise. This listing includes 44 properties that are listed on the National Register, determined eligible to the National Register, or currently under evaluation. The chart provides a good basis for continuing consultation. Of course, we recognize that additional survey and evaluation of properties may be needed for additional project areas that are added, as well as for any changes in project design which increase the area of potential effect.

2. We have a concern about the current status of the assessments of effect on historic properties. We acknowledge the fact that we have had a number of discussions about effects on historic properties in various project areas, but a comprehensive effects assessment is needed. We recognize that, like the list of historic properties, the effects assessment will need to be expanded as project elements change and as additional properties are identified and evaluated. However, for the substantial number of listed/eligible properties that are now known, it is important that thorough assessments of effect be completed promptly. Extensive planning efforts are currently underway to refine or modify project elements, and the lack of clear information about effects to historic properties means that planning decisions can be made without considering historic property issues. Of course, it will be important to have clear information about project effects for all known historic properties in the Supplemental Draft EIS.

3. We note that your letter of 27 July 2006 acknowledged one adverse effect, resulting from the proposed removal of the eligible Minnesota Transfer Railway Company University Avenue Bridge. The project design in this area has been changed, and this bridge is no longer proposed for removal. However, there are several other historic properties with significant potential for adverse effects. We would expect that some of these effects may be resolved through avoidance and/or the development of mitigation measures before completing the Section 106 agreement, but many will need to be resolved programmatically through stipulations outlined in the agreement. Due to the size of the project, the number and importance of the historic properties, and the substantial public interest, we would strongly recommend that you work with the Federal Transit Administration to notify the Advisory Council of the initiation of consultation at this time.

4. Of course, effects on all historic properties need to be addressed. That said, we have identified five areas that may merit some special attention due to the complexity of the issues and/or involvement by interested parties. These areas are listed below, along with parties we know of who have been already involved in discussions or who have discussed the project with our office. We appreciate the fact that you are identifying other interested parties as well.

A. University of Minnesota area (Jim Litsheim, University Architect's Office; John Anfinson, National Park Service).

B. State Capitol area (Nancy Stark, Capitol Area Architectural and Planning Board; Carolyn Kompelien, MHS State Capitol Site Manager).

C. St. Paul Union Depot area (Steve Morris, Ramsey County Regional Rail Authority)

D. Cedar and Exchange area (Rev. David Colby, Central Presbyterian Church; Jeff Nelson, Minnesota Public Radio).

E. Prospect Park area (Joseph Ring, Prospect Park East River Road Improvement Association [has requested consulting party status]).

As you know, the St. Paul Heritage Preservation Commission has expressed a continuing interest in the project. We understand that Historic Saint Paul has recently requested consulting party status. The Minneapolis Heritage Preservation Commission and the Preservation Alliance of Minnesota may have an interest as well.

We appreciate your willingness to engage in discussions about the effects assessments for the above five areas – as well as for the other historic properties along the corridor - in the near future.

5. It would be helpful to coordinate Section 4(f) considerations into the overall discussions of project effect.

We look forward to working with all parties as this review proceeds. Contact us at 651-259-3456 with questions or concerns.

Sincerely,



Dennis A. Gimmestad  
Government Programs & Compliance Officer

cc: Julie Atkins, Federal Transit Administration  
David Warner, Federal Transit Administration  
Blythe Semmer, Advisory Council on Historic Preservation  
Kathryn O'Brien, Metropolitan Council  
Joe Trnka, HDR  
Marjorie Pearson, Hess Roise  
Bonnie McDonald, Preservation Alliance of Minnesota  
Amy Spong, St. Paul Heritage Preservation Commission  
Jack Byers, Minneapolis Heritage Preservation Commission  
Carol Carey, Historic St. Paul  
Jim Eitsheim, University of Minnesota  
John Anfinson, National Park Service  
Nancy Stark, Capitol Area Architectural and Planning Board  
Carolyn Kompelein, Minnesota Historical Society  
Rev. David Colby, Central Presbyterian Church  
Jeff Nelson, Minnesota Public Radio  
Joseph Ring, Prospect Park East River Road Association

CCLRT - National Register Properties

INVENTORY NO.	PROPERTY NAME	ADDRESS	NRHP STATUS
HE-MPC-0615	Minnesota Linseed Oil Co. Bldg. Valspar	1101 3rd St. S. and 312 11th Ave., Mpls.	Determined eligible
HE-MPC-4636	Fire Station G, Engine House 5	1501 4th St. S., Mpls.	Determined eligible
Not assigned	Washington Avenue Bridge	Washington Ave. between Pleasant St. SE and 21st Ave. S., Mpls.	Determined eligible
Not assigned	West River Parkway	West River Parkway, Mpls.	Contributing to eligible Grand Rounds
Not assigned	East River Parkway	East River Parkway, Mpls.	Contributing to eligible Grand Rounds
Historic District	University of Minn. Campus Mall Historic District	Campus north and south of Washington Ave., Mpls.	Determined eligible
HE-MPC-3811	Harris Manufacturing Company Complex	501 30th Ave SE, Mpls	Recommended for listing, under study in enlarged APE
Historic District	Prospect Park Historic District	University Ave., Emerald St., I-94, Arthur Ave. and Williams Ave., Mpls.	Determined eligible
HE-MPC-3052 HE-MPC-3177	Prospect Park Water Tower and Tower Hill Park	55 Malcolm Ave. S.E., Mpls.	Listed
RA-SPC-6105	KSTP Studios and Transmission Tower	3415 University Ave. W., St. Paul	Determined eligible
Historic District	University-Raymond Commercial Historic District	University Ave. between Highway 280 and Hampden, St. Paul	Certified local historic district
RA-SPC-3931	Fire Station No. 25	2179 University Ave. W., St. Paul	Determined eligible
RA-SPC-6103	Great Lakes Coal and Dock Co. Office Bldg.	2102 University Ave. W., St. Paul	Determined eligible
Historic District	Minnesota Transfer Railway Co. including main line, yard A, University Ave. bridge, round house, and leads	East and west of Cleveland and Transfer Rd., University Ave.	Determined eligible
RA-SPC-3927	Krank Building (Iris Park Place)	1885 University Ave. W. St. Paul	Listed
RA-SPC-6102	Porky's Drive-In Restaurant	1884 University Ave. W., St. Paul	Determined eligible
RA-SPC-3923	Griggs, Cooper & Co. Sanitary Food Manufacturing Plant	1821 University Ave. W., St. Paul	Determined eligible

CCLRT - National Register Properties

RA-SPC-3912	Quality Park Investment Co. Bldg.	1577-1579 University Ave. W., St. Paul	Under study for NR
RA-SPC-3906	Tip Top Tavern (Town House Bar)	1415 University Ave. W., St. Paul	Under study for NR
RA-SPC-3903	St. Paul Casket Co. Factory	1222 University Ave. W., St. Paul	Determined eligible
RA-SPC-3895	Brioschi-Minuiti Co. Building	908-910 University Ave. W., St. Paul	Determined eligible
RA-SPC-3892	Victoria Theater	825 University Ave. W., St. Paul	Under study for NR
Undetermined	Raths-Mills-Bell Films	823 University Ave. W., St. Paul	Under study for NR
RA-SPC-3342	Former University Ave. Congregational Church	507 N. Victoria St. St. Paul	Under study for NR in enlarged APE
RA-SPC-3889	Owens Motor Co. Bldg.	709-719 University Ave. W., St. Paul	Determined eligible
RA-SPC-3887	Fire Station No. 18	681 University Ave. W., St. Paul	Determined eligible
RA-SPC-0879	St. Matthew's Lutheran Church, now Rock of Ages Baptist Church	507 N. Dale St., St. Paul	Under study for NR
RA-SPC-3877	Minnesota Milk Co. Bldg. (Old Home Dairy)	370-378 University Ave. W., St. Paul	Under study for NR
RA-SPC-3868	Ford Motor Co. Bldg.	117 University Ave. W., St. Paul	Determined eligible
RA-SPC-3867	Norwegian Evangelical Lutheran Church	105 University Ave. W., St. Paul	Determined eligible
RA-SPC-5619	Minnesota State Capitol Mall Historic District including the Power Plant	University Ave. between Rice St. and Robert Street, south to W. 12th St.	Determined eligible
RA-SPC-0229	Minnesota State Capitol	75 MLK Drive, St. Paul	Listed
RA-SPC-0557	Minnesota Historical Society Bldg.	691 N. Robert St., St. Paul	Listed
RA-SPC-0554	St. Louis King of France Church and Rectory	506 N. Cedar St., St. Paul	Determined eligible
RA-SPC-0553	Central Presbyterian Church	500 N. Cedar St., St. Paul	Listed
RA-SPC-1200	St. Agatha's Conservatory of Music and Fine Arts	26 Exchange St., St. Paul	Listed
Undetermined	Minnesota Mutual Insurance Co. Bldg.	345 Cedar St., St. Paul	Under study for NR
Undetermined	St. Paul Athletic Club	340 Cedar St., St. Paul	Determined eligible

CCLRT - National Register Properties

Undetermined	Minnesota Building	46 E. 4th St., St. Paul	Determined eligible
RA-SPC-4645	First National Bank Bldg.	107 E. 4th St. and 332 Minnesota St., St. Paul	Determined eligible
RA-SPC-3167	Pioneer Press Bldg.	336 N. Robert St., St. Paul	Listed
RA-SPC-5223	Endicott Building	141 E. 4th St. & 134 E. 5th St., St. Paul	Listed
RA-SPC-4580	Lowertown Historic District	Kellogg Blvd., Jackson St., E. 7th St., and Broadway, St. Paul	Listed
RA-SPC-5225	St. Paul Union Depot	214 E. 4th St., St. Paul	Listed



# PPERIA

Prospect Park and East River Road Improvement Association, Inc.

3 / 9 / 08

Mr. David Werner, FTA Region V  
200 West Adams Street, Suite 320  
Chicago IL 60606

Dear Mr. Werner,

Now that the Central Corridor Light Rail project between St. Paul and Minneapolis has been approved by our Metropolitan Council, the Prospect Park East River Road Community feels the time has come for us to communicate our concerns about possible negative impacts to our proposed Historic District, now in the final stages of the nomination process with the Minnesota State Preservation Office.

The first of our concerns is the commercial building at 3400 - 3408 University Avenue Southeast ( SHPO Inventory Number HE-MPC-2998 ). This is the only commercial contributing property in the District that is on University Ave, and is only one of a total of three within the District as a whole.

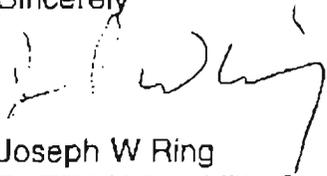
The Metropolitan Government plans now call for all parking in front of this building to be taken away which most likely render it commercially unsustainable. This fact would greatly add to pressures to redevelop this building at some future date.

The second item concerns the impact the closure of Washington Avenue through the University of Minnesota would have on traffic in Prospect Park. The increased amount of traffic coupled with the loss of the ability to make left turns on to or off of Prospect Park Streets that intersect with University Avenue would greatly increase the pressure and volume for traffic on Franklin Avenue Southeast, which travels East to West down the middle of the Historic District. If this would be the case the Livability of the District would be greatly reduced.

The last issue is the fact that Prospect Park is next to the major highway exits of US 94 and Minnesota 280 which has the likelihood of bringing many autos to the proposed LRT Stations at Westgate and 29th Ave SE for Park and Ride type train riders going to the U of M or down town Minneapolis. A large number of these cars would be parked on the residential streets of Prospect Park.

The residents of the Prospect Park Historic District will expect a thorough review of the above issues during the Section 106 Study.

Sincerely



Joseph W Ring  
PPERRIA Livability Committee Chair



Richard Poppele  
PPERRIA President

cc: Dennis Gimmestad, State Historic Preservation Officer  
Jackie Sluss, Minnesota Department Of Transportation  
Jessica Hill, Central Corridor Project Office  
Jack Byers, Minneapolis HPC

HISTORIC SAINT PAUL PRESENTS  
**PRESERVATION TALKS** A COMMUNITY WORKSHOP

## History along the Central Corridor

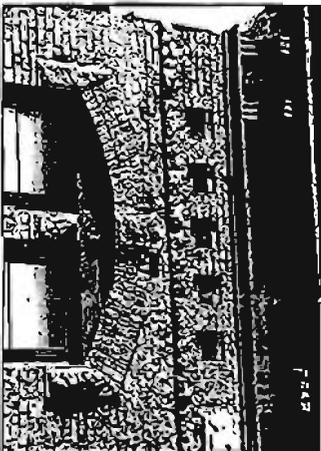


By the year 2014, the Twin Cities will have undergone a major transformation—the construction of a light rail transit (LRT) line linking the downtowns of Saint Paul and Minneapolis. Following a historic alignment along University Avenue, the Central Corridor LRT line represents both a challenge and an opportunity for the preservation of our cultural and historic resources.

Historic Saint Paul will host a community workshop to discuss these challenges and opportunities. The workshop will address the following questions:

- Why is the history of University Avenue important to our city?
- What tools can be employed to preserve significant structures?
- Where are historic places and cultural landmarks located along the corridor?
- How can we enhance historic and cultural resources along the corridor and in the surrounding neighborhoods?

At the workshop, participants can view a three dimensional model of the central corridor and attend presentations by organizations working to document, interpret and promote the history and culture of the central corridor and its surrounding neighborhoods.



Wednesday  
March 5th, 2008

5:00 to 6:00pm — social hour  
6:00 to 8:00pm — program

Central Corridor Resource Center  
1090 University Avenue West

Questions: (651) 222-3049  
Info@historicalinfo.org

**HISTORIC SAINT PAUL PRESENTS:  
HISTORY ON THE CENTRAL CORRIDOR  
A PRESERVATION TALKS  
COMMUNITY WORKSHOP**

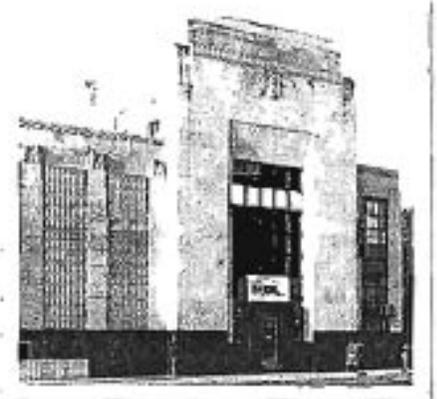
Wednesday, March 5<sup>th</sup>, 2008  
5:00 to 8:00pm  
Central Corridor Resource Center  
1080 University Avenue West

**PRESERVATION AND TRANSIT**

By the year 2014, the Twin Cities will have undergone a major transformation—the construction of a light rail transit (LRT) line linking the downtowns of Saint Paul and Minneapolis. Following a historic alignment along University Avenue, the Central Corridor LRT line represents both challenges and opportunities for the preservation of our cultural and historic resources.

The purpose of this *Preservation Talks* community workshop is to discuss these challenges and opportunities. The workshop will address the following questions:

- Why is the history of University Avenue important to our city?
- What tools can be employed to preserve significant structures?
- Where are historic places and cultural landmarks located along the corridor?
- How can we enhance historic and cultural resources along the corridor and in the surrounding neighborhoods?



*The Minnesota Milk Company Building*

**AGENDA (DRAFT)**

**Information Session & Social Hour**

5:00pm

- The African American Cultural Corridor
- Aurora/Saint Anthony Neighborhood Development Corporation
- Forecast Public Artworks
- The Greater Frogtown Community Development Corporation
- The Hamline Midway History Corp
- Historic Saint Paul
- The Preservation Alliance of Minnesota
- University UNITED & The University Avenue History Group

During the social hour, community organizations will present their efforts to advance the documentation, interpretation and promotion of historic and cultural resources along the Central Corridor.

**Welcome & Introductions**

5:45pm

- Carol Carey, Executive Director – Historic Saint Paul

Historic Saint Paul will welcome participants and outline the impetus for convening the workshop.

**The History of University Avenue**

6:00pm

- Brian McMahon, Executive Director – University UNITED
- Steve and Nancy Bailey, Neighborhood Historians – Hamline Midway History Corp

To begin the workshop, neighborhood historians will discuss the significance of University Avenue in Saint Paul's history. Brian McMahon will relate the history of transit along the corridor and its role in shaping the evolution of the Twin Cities. Steve and Nancy Bailey will offer their perspective on the Hamline-Midway neighborhood's relationship to University Avenue—and how this relationship has changed over time. The Hamline-Midway History Corp presents a case study of a neighborhood group working to promote history along the corridor.

---

## Current LRT Planning Initiatives

6:30pm

- Donna Drummond, City Planner – City of Saint Paul Department of Planning and Economic Development
- Kathryn O'Brien, Project Manager – Metropolitan Council

Staff from the City of Saint Paul Department of Planning and Economic Development and the Metropolitan Council will update participants on current planning initiatives along University Avenue and highlight opportunities for community input regarding historic and cultural resource preservation.

---

## Historic Preservation Processes

6:45pm

- Amy Spong, Historic Preservation Specialist – City of Saint Paul Heritage Preservation Commission
- Jackie Sluss, Historian – Minnesota Department of Transportation
- Marjorie Pearson, Vice President – Hess, Roise and Company

Several regulatory processes can aide preservation efforts along University Avenue. Amy Spong will highlight the role of the Heritage Preservation Commission in preserving historic structures and districts along the Central Corridor. Jackie Sluss and Marjorie Pearson will describe the 106 Review for the Central Corridor, a federally mandated process that encourages preservation.

---

## Small Group Activity

7:15pm

- Carol Swenson, Community Liaison – District Councils Collaborative
- Paul Larson, Chair – City of Saint Paul Heritage Preservation Commission

During the small group activity, participants will have the opportunity to identify places and common themes worth preserving and memorializing in the landscape of the corridor and the surrounding neighborhoods. Building on these places and themes, participants will also identify strategies that might promote preservation along the LRT route.

---

## Adjourn

8:00pm

- Carol Swenson, Community Liaison – District Councils Collaborative
- Carol Carey, Executive Director – Historic Saint Paul

After hearing feedback from the small group activity, Carol Swenson and Carol Carey will conclude workshop by discussing next steps that individuals and community organizations can take to further preservation along the Central Corridor.

---

## OUTCOMES



*The M. Schott Building*

Through the History on the Central Corridor Workshop, Historic Saint Paul aims to achieve the following outcomes:

- Greater awareness of the history of University Avenue and its neighborhoods
- Increased appreciation for the importance of preserving the history and culture of the Central Corridor
- An awareness of measures that may be employed to integrate historic preservation into ongoing planning efforts
- Enhanced knowledge of the regulatory processes that govern historic preservation efforts along the corridor
- A preliminary identification of historic and cultural resources along the corridor

Ultimately, the workshop will raise the profile of historic and cultural resources along the Central Corridor and provide participants with a means to influence efforts to preserve these resources. Looking forward, Historic Saint Paul hopes to build on strategies identified through the workshop to promote a confluence of preservation and transit on University Avenue.

---



Minnesota Department of Transportation

Transportation Building

395 John Ireland Boulevard  
Saint Paul, Minnesota 55155-1899

May 13, 2008

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

re: potential for pre-contact and historical archaeology at the Central Corridor State Capitol Building LRT Station

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 historic photographs, Sanborn maps and a current utilities and topography map of the area of potential effect (general construction limits) for the Capitol station. There are no known precontact sites in this parcel and the Mn/Model survey implementation model depicts the APE as unknown site potential. It does not appear that the part of the site west of former Peter Street and north of Wabasha was ever occupied by buildings, as least not after the Sanborns of the 1880s. However, given the distance from a source of water and the level of disturbances by utilities and road work in the area, it is our assessment that there is low potential for any unknown or undisturbed precontact archaeological sites in the APE. The potential for important and undisturbed historic archaeological resources is also low. Although there were buildings in the northwest corner of the project site (east of Peter and north of Wabasha) by the mid to late 1880s, the Sanborns indicate that there was no open space at the backs of these buildings that would provide an environment that would be likely to yield important information or a focus of study about the inhabitants of the buildings. The site was subsequently cleared in the early 1950s.

Therefore it is the conclusion of this office that the project area for the LRT station has a low potential for unknown and intact archaeological remains. Our office is not recommending a survey or monitoring. We would appreciate the opinion of the SHPO office on this assessment of potential. If you have additional questions regarding this project, please contact me at (651) 366-3624.

Sincerely,

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

Jackie Sluss  
Historian, Cultural Resource Unit  
Office of Environmental Services

cc: MnDOT CO file  
CRU project file  
Joseph Hudak, CRU  
Kathryn O'Brien, CCPO  
Dave Werner, FTA, Chicago  
✓ Carissa, Ptacek, CCPO



STATE HISTORIC PRESERVATION OFFICE

May 23, 2008

Ms. Jackie Sluss  
Cultural Resources Unit  
MN Dept. of Transportation  
Transportation Building, MS 620  
395 John Ireland Boulevard  
St. Paul, MN 55101-1638

RE: Central Corridor State Capitol Building LRT Station  
St. Paul, Ramsey County  
SHPO Number: 2007-1118

Dear Ms. Sluss:

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36CFR800), and to the responsibilities given the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act.

Due to the nature of the proposed project, we recommend that an archaeological survey be completed. The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation, and should include an evaluation of National Register eligibility for any properties that are identified. For your information, we have enclosed a list of consultants who have expressed an interest in undertaking such surveys.

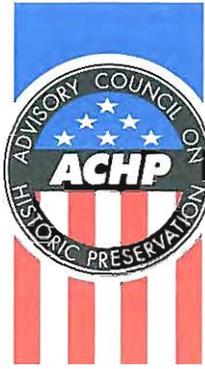
If the project area can be documented as previously disturbed or previously surveyed, we will re-evaluate the need for survey. Previously disturbed areas are those where the naturally occurring post-glacial soils and sediments have been recently removed. Any previous survey work must meet contemporary standards.

If you have any questions on our review of this project, please contact me at (651) 259-3456.

Sincerely,

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

Dennis A. Gimmestad  
Government Programs and Compliance Officer



Preserving America's Heritage

June 17, 2008

Mr. James S. Simpson  
Administrator  
Federal Transit Administration  
1200 New Jersey Ave. SE  
Washington, DC 20590

Dear Mr. Simpson:

In response to a notification by the Federal Transit Administration (FTA), the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a programmatic agreement (PA) for the proposed Central Corridor Light Rail Transit Project in Minneapolis and St. Paul, Minnesota. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met because the proposed undertaking may result in substantial impacts to a number of historic properties located within the area of potential effects for this new urban corridor.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying Ms. Marisol R. Simon of this decision.

Our participation in this consultation will be handled by Blythe Semmer, who can be reached at 202-606-8552 or [bsemmer@achp.gov](mailto:bsemmer@achp.gov). We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to develop a PA.

Sincerely,

(for) 

John M. Fowler  
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)



**State Historic Preservation Office**

June 25, 2008

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 Corridor State Capitol Building LRT Station  
St. Paul, Ramsey County  
SHPO Number: 2007-1118

Dear Ms. Sluss:

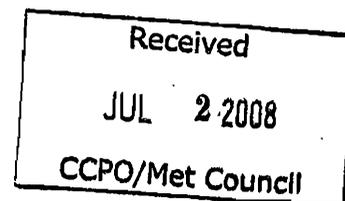
Thank you for the recent meeting at the proposed site of the Central Corridor State Capitol Building LRT Station. After further review of this location and other available information, we no longer feel that an archaeological survey is warranted. We look forward to working with you as other aspects of this project unfold.

Please contact us at 651-259-3455 with questions or concerns.

Sincerely,

A handwritten signature in cursive script that reads 'Kelly Blagg-Johnson'.

Dennis A. Gimmestad  
Government Programs & Compliance Officer



## CCLRT FEIS Conference Call Notes

Date: July 21, 2008

### Conference Call Participants:

Joe Ossi, Federal Transit Administration, Washington DC  
David Warner, Federal Transit Administration Chicago, IL  
Kathryn O'Brien, Central Corridor Project Office, St. Paul, MN  
Joe Trnka, HDR Engineering, Minneapolis, MN

The conference call was held to discuss the Section 106 determinations in anticipation of a meeting scheduled for July 24, 2008 at the MN SHPO office.

FTA (Ossi) stated that there would be no adverse effect to the historic districts or buildings along the proposed route. The proposed project passes through a number of historic districts. However, it does not use property from these districts, with the exception of the locations discussed below.

FTA (Ossi) stated that there would be no adverse effect to the two historic churches along Cedar Avenue in St. Paul. The buildings are not going to be directly physically impacted by the proposed project. Noise and vibration studies indicated that minimization measures could be designed into the line at that location to make noise and vibration issues negligible at this location. Loss of some access to the buildings was discussed but the determination was that loss of access was not an adverse effect. The design review process would involve MN SHPO and others during final design so that visual intrusions would be further minimized.

FTA (Ossi) stated that the impacts to Northrop Mall would not be adverse for several reasons. First, the proposed design would be finalized in cooperation with the MN SHPO and others to ensure that the LRT features did not constitute an unacceptable visual intrusion. Second, the construction of the LRT could result in the removal of some existing features such as the median fence in Washington Avenue and other elements currently in the street right-of-way that are intrusions into the existing setting.

FTA (Ossi) stated that the proposed station in front of Union Depot is likely an adverse effect. The station location at Union Depot is complicated by the fact that shifts away from this location are generally unacceptable. Moving the proposed station up the line and away from the Union Depot entails significant engineering issues and may compromise access to the parcel of land Ramsey County is donating for a storage and maintenance facility. Moving the station off the Union Depot lot by pushing it further out into the street would require the closure of the street, which is unacceptable to the City of St. Paul. The impact of this station on Union Depot would be minimized by careful planning to 1) minimize visual impacts, and 2) ensure that the proposed LRT station design was compatible with the historic context and setting of this location. The design review process would involve MN SHPO and others during final design.

FTA (Ossi) stated that the proposed maintenance facility near the Union Depot would likely have an adverse effect on the NRHP-eligible elevated rail deck and ramp. The location for this facility is complicated by several factors. First, the facility layout needed to be designed to function in an efficient manner. Second, the facility needed to be compatible with the proposed reconstruction of the adjacent Lafayette Bridge. Third, the facility needed to provide sufficient space to accommodate the future intermodal operations proposed for the Union Depot by Ramsey County as part of a separate action. Finally, the facility needed to be compatible with the City of St. Paul's long-term plans for the redevelopment of the area. FTA indicated that the existing NRHP-eligible property would be recorded prior to its alteration. The effects of constructing the maintenance facility at this location would be minimized by careful planning to ensure that the maintenance facility was compatible with the historic context and setting of this location. The design review process would involve MN SHPO and others during final design so that the intrusion would be minimized.

FTA (Ossi) stated that the proposed station at Leif Erickson lawn on the Capitol Mall Historic District would have no adverse effect on the NRHP-eligible district. The proposed design of this station would be finalized in cooperation with the MN SHPO and others to ensure that the LRT features did not constitute a visual intrusion and was compatible with the historic attributes of this resource.

FTA (Ossi) stated that the proposed modifications to the Washington Avenue Bridge would have no adverse effect upon that NRHP-eligible structure.

The Cedar Street landscape features were discussed as part of the Capitol Mall Historic District impacts. A follow-on conversation was held between Trnka and subconsultant Marjorie Pearson at Hess Roise, who conducted the historic research for this project. Pearson indicated that the landscape features down the median of Cedar Avenue were envisioned by Cass Gilbert, the original planner, but not executed by him. The landscaping south of I-94 was not installed until after the construction of I-94 in the 1960s. Pearson and Trnka concluded that changing the landscaped median south of I-94 would not necessarily be an adverse effect, depending upon how it was done. It is likely that the design review process with MN SHPO would be followed in this location to ensure the minimization of effects to this resource.

FTA (Ossi) indicated that the FTA would take the lead in making the determinations of effect. The FTA will afford the SHPO and ACHP the opportunity to comment on the determinations, in accordance with the regulations implementing the Section 106 process (36 CFR 800).

# Central Corridor Light Rail Transit

Section 106 / ACHP Conference  
Call

July 24, 2008



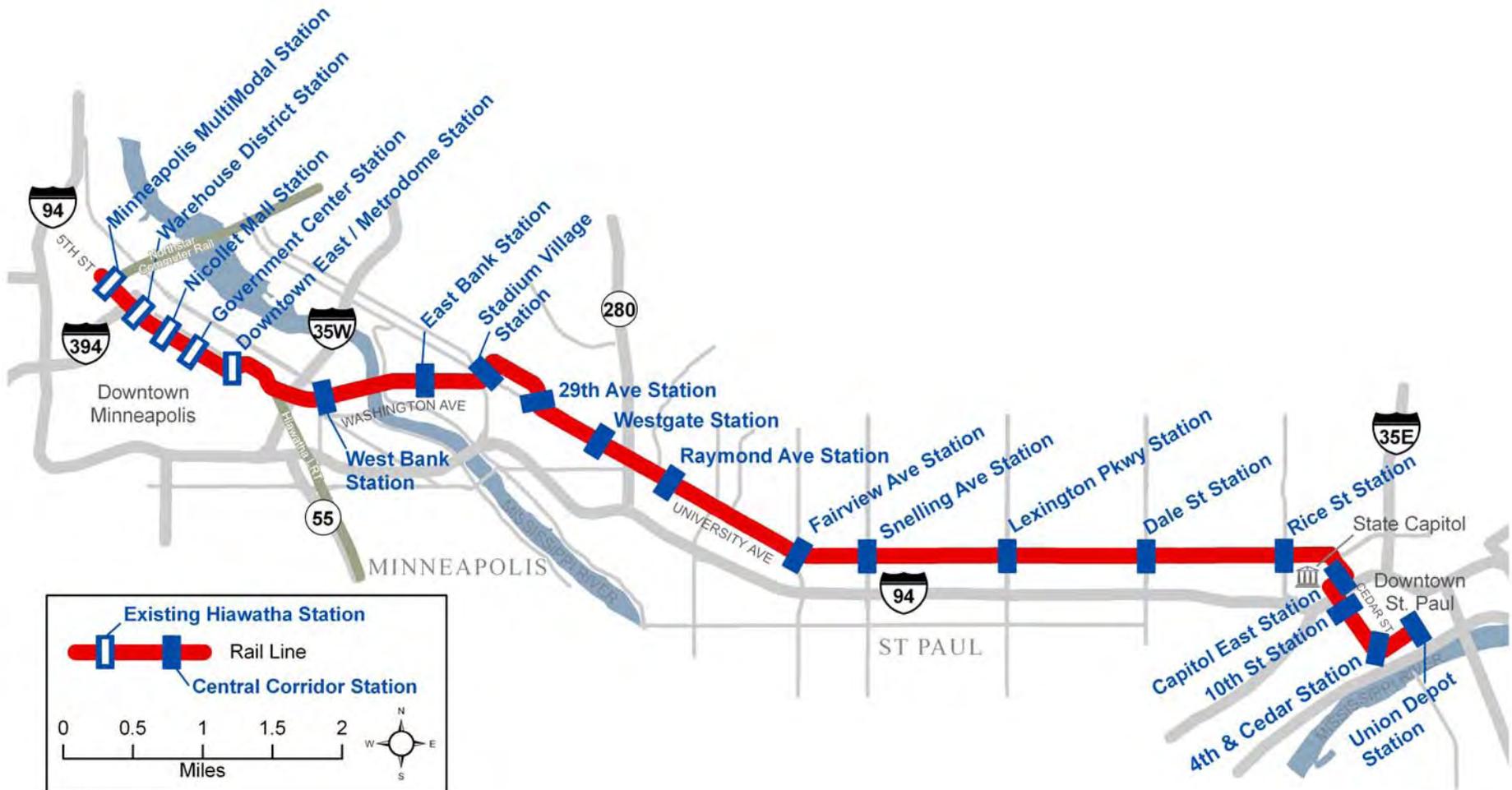
*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

# Central Corridor Light Rail Transit

# Route and Stations



## Central Corridor Light Rail Transit



# Washington Avenue Bridge

# Washington Avenue Bridge



## Central Corridor Light Rail Transit



# U of M Campus Mall Historic District

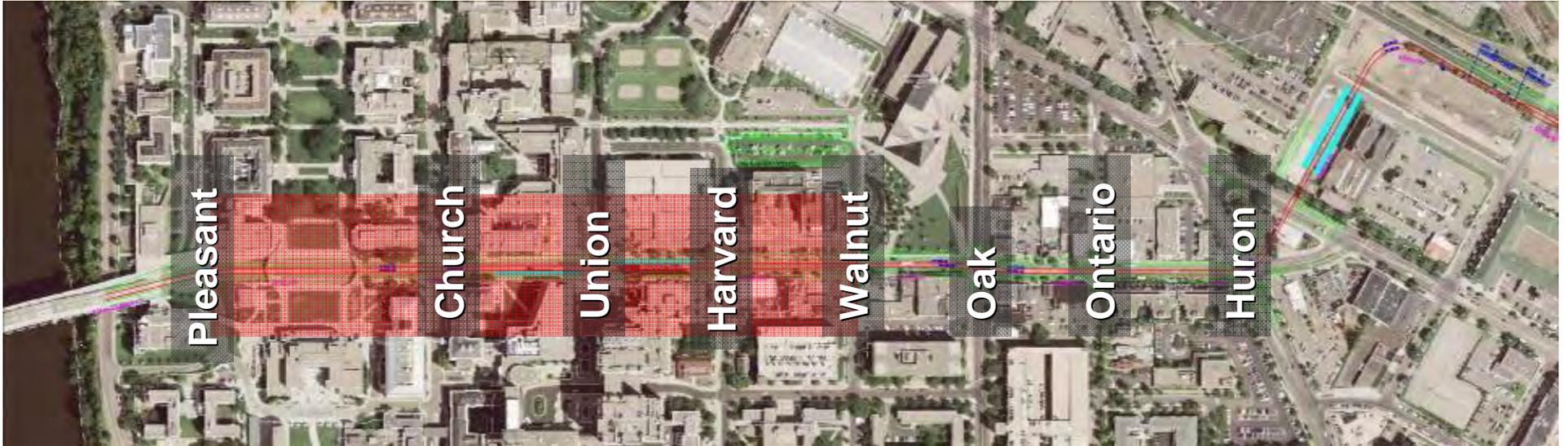
# Washington Ave. Transit/Pedestrian Mall Passenger Rail History

Central Corridor  
**Light Rail Transit**



Central Corridor  
**Light Rail Transit**

# Washington Avenue Transit/Ped Mall



Central Corridor  
**Light Rail Transit**

# Northrop Mall



## Central Corridor Light Rail Transit



# East River Parkway

# Traffic Study 3.1

## Evaluate Traffic on East River Parkway

### Central Corridor Light Rail Transit



G:\central\_corridor\TRAFFIC\Exhibits\ITS-3-1\ITS-3-1.dwg March 13, 2008 - 9:59am

Central Corridor  
Light Rail Transit

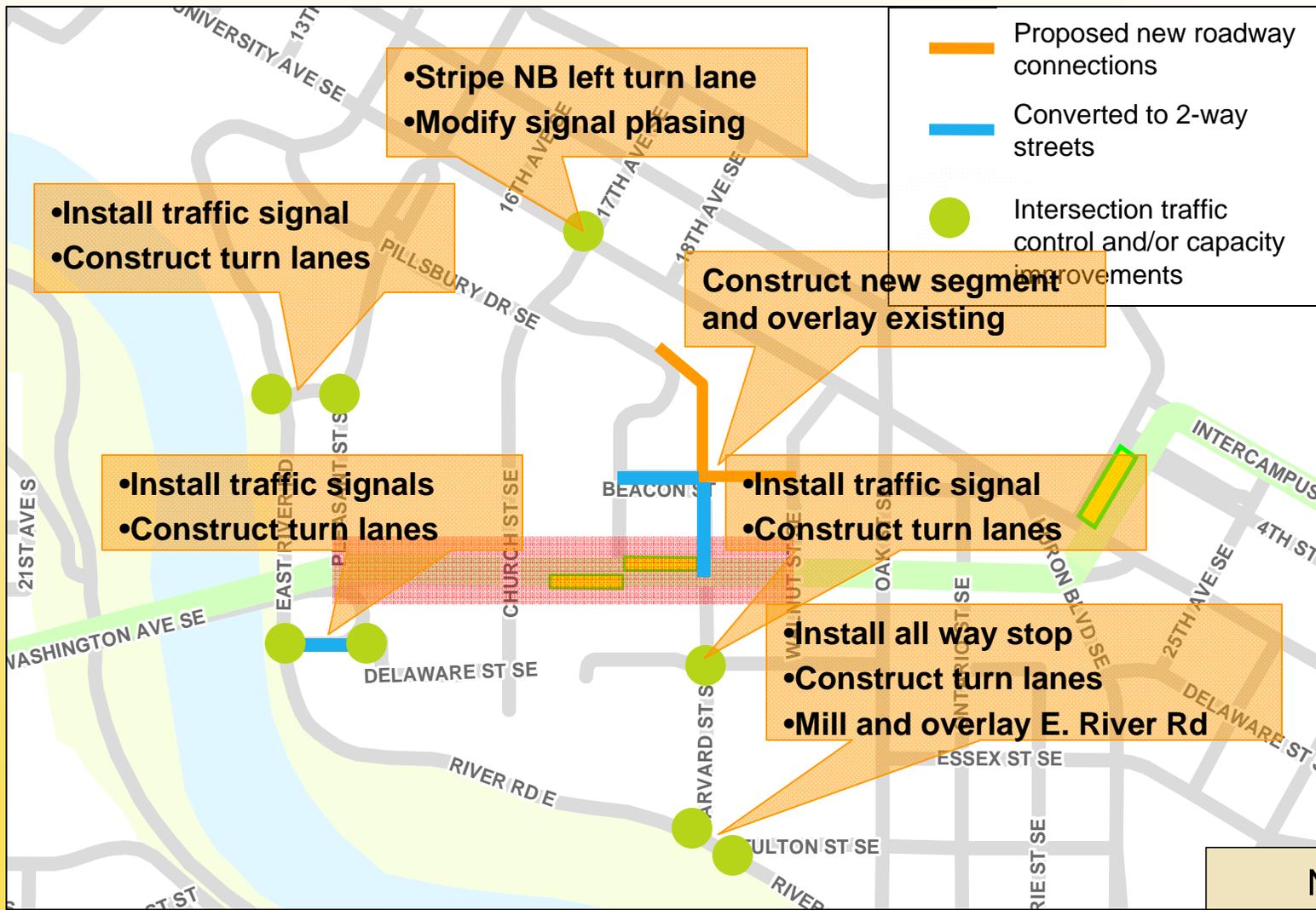
East Bank Alignment Wide Area Traffic Study  
March 7, 2008



# Traffic Study 4

## Traffic Mitigation Strategies

### Central Corridor Light Rail Transit



## Central Corridor Light Rail Transit



# University / Raymond Commercial Historic District

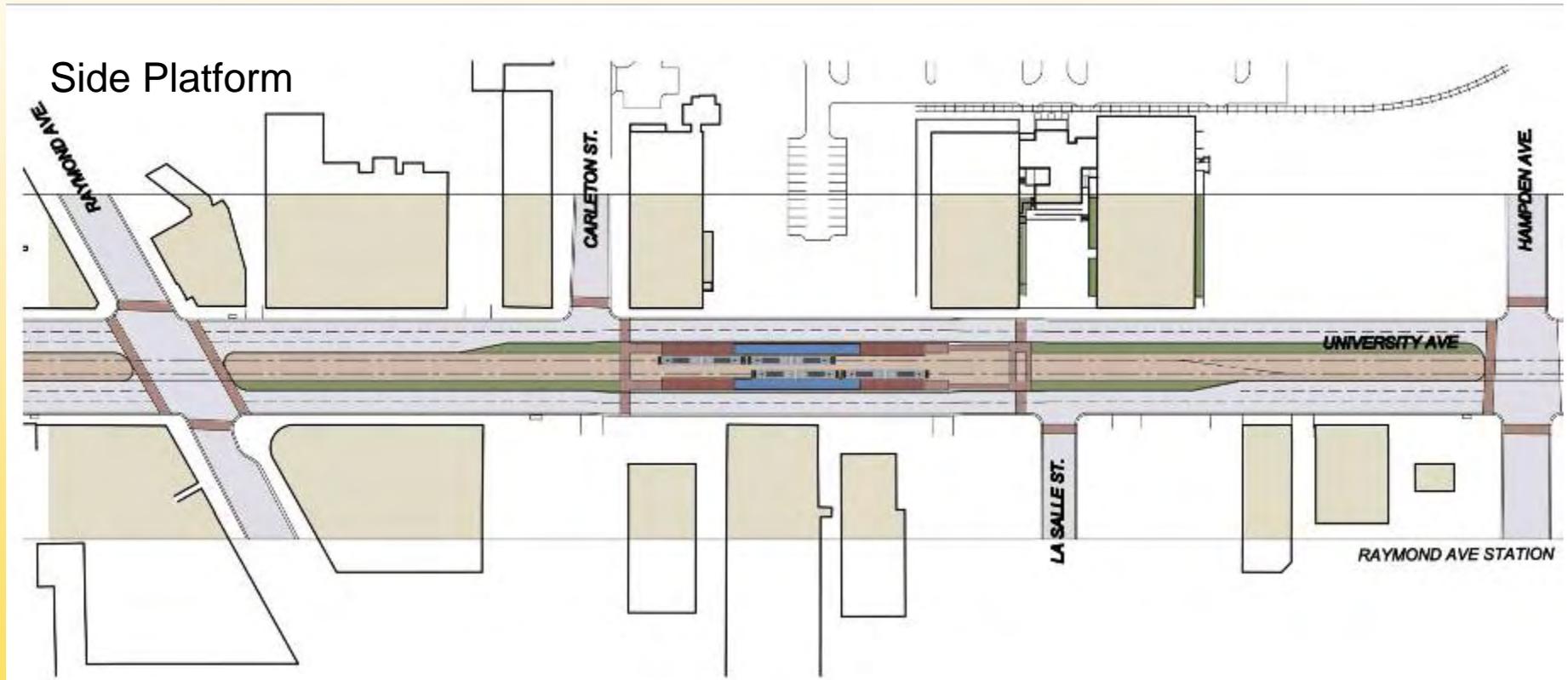
## Central Corridor Light Rail Transit

# Stations Past University Avenue



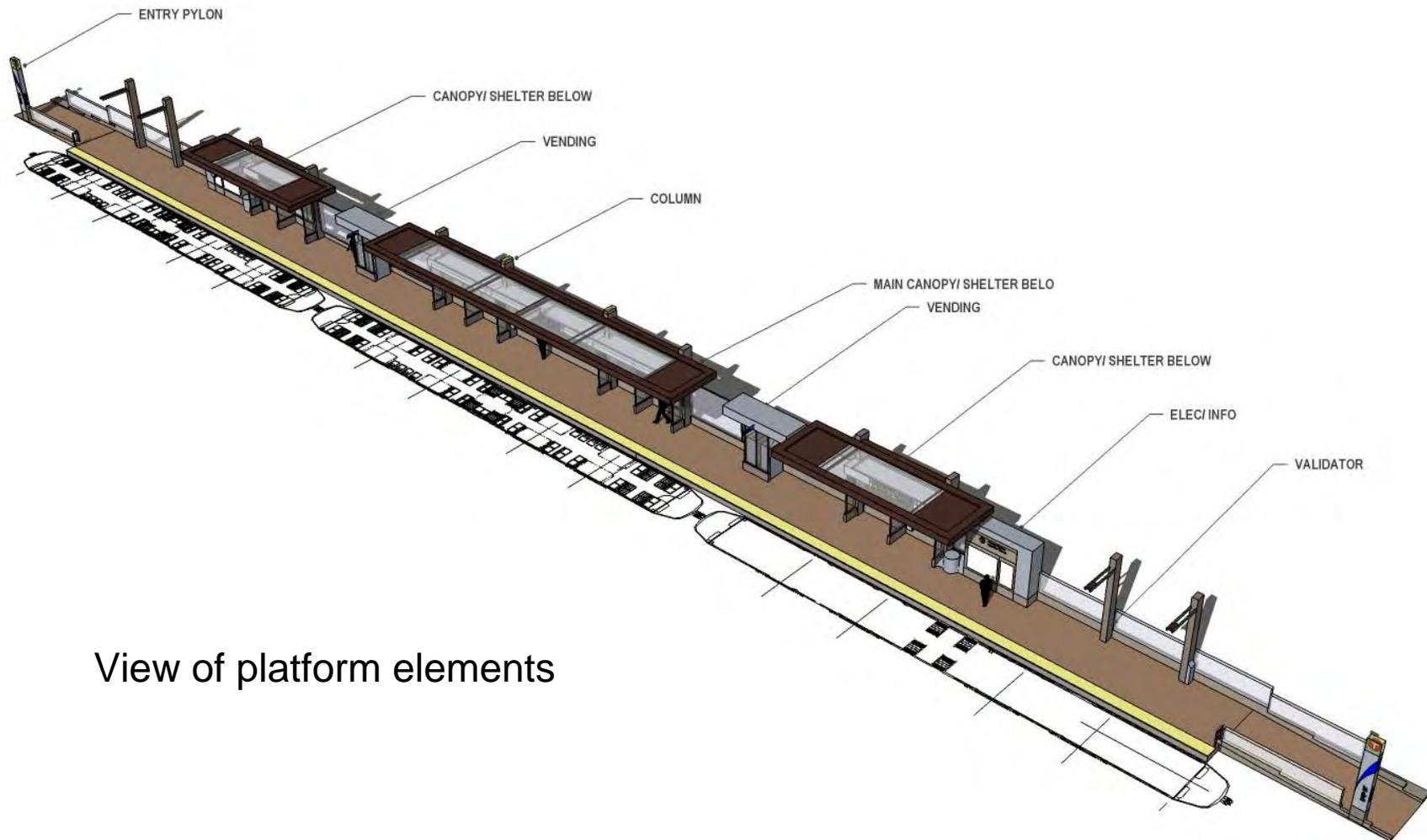
Photo Courtesy of Minnesota Street Car Museum

# Raymond Station



# Central Corridor Light Rail Transit

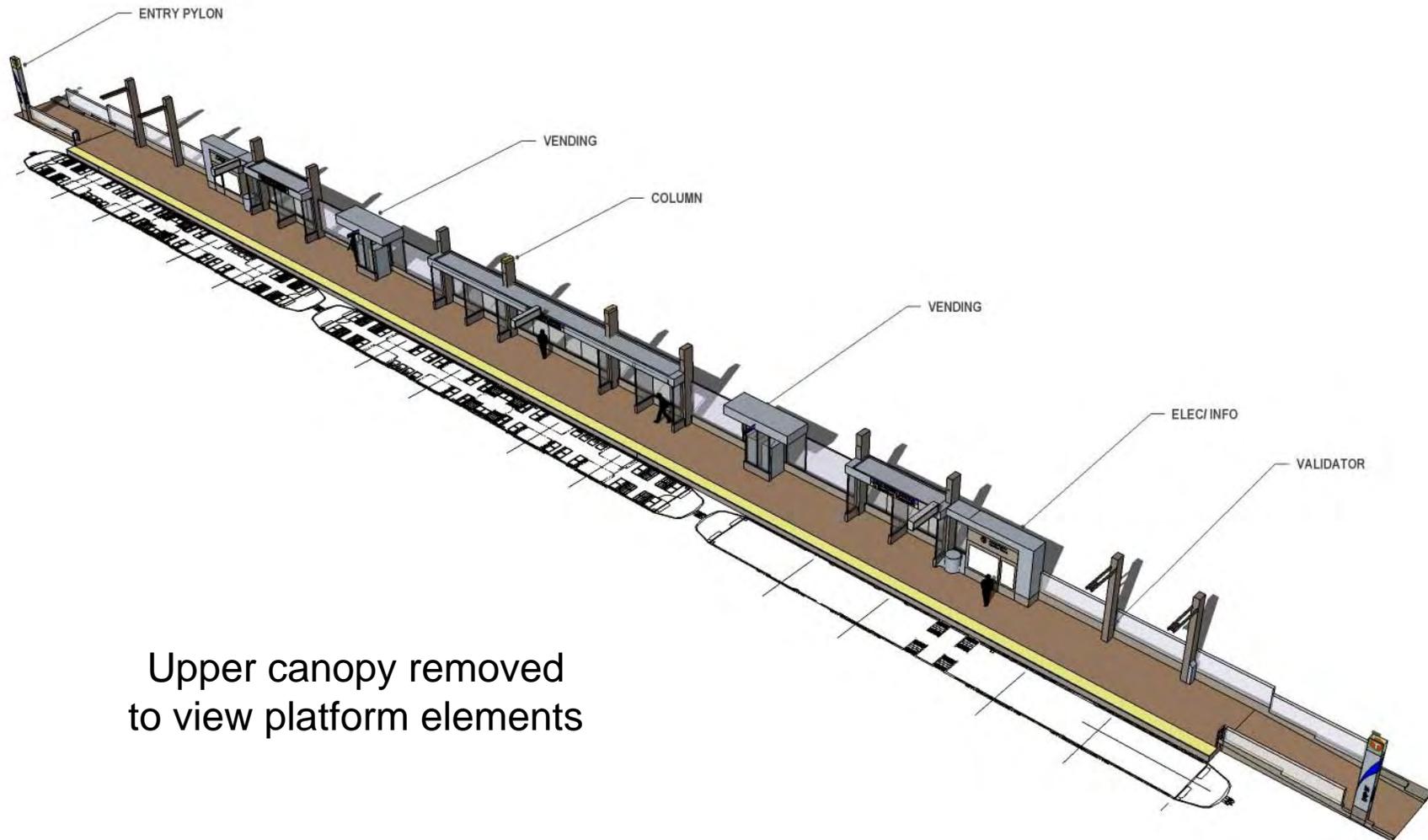
# Station Concept Side Platform Layout



View of platform elements

# Central Corridor Light Rail Transit

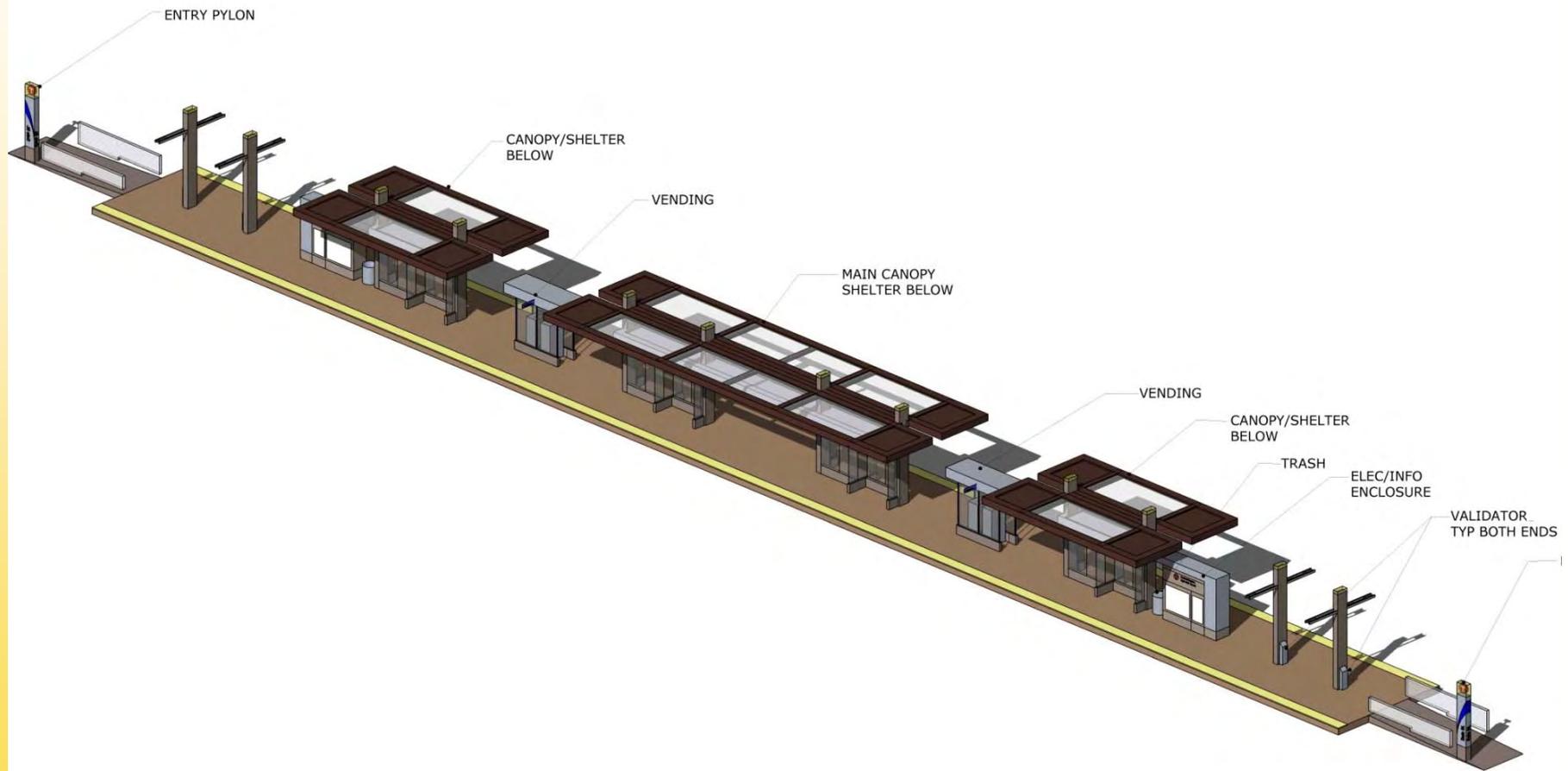
# Station Concept Side Platform Layout



Upper canopy removed  
to view platform elements

# Central Corridor Light Rail Transit

# Station Concept Center Platform Layout



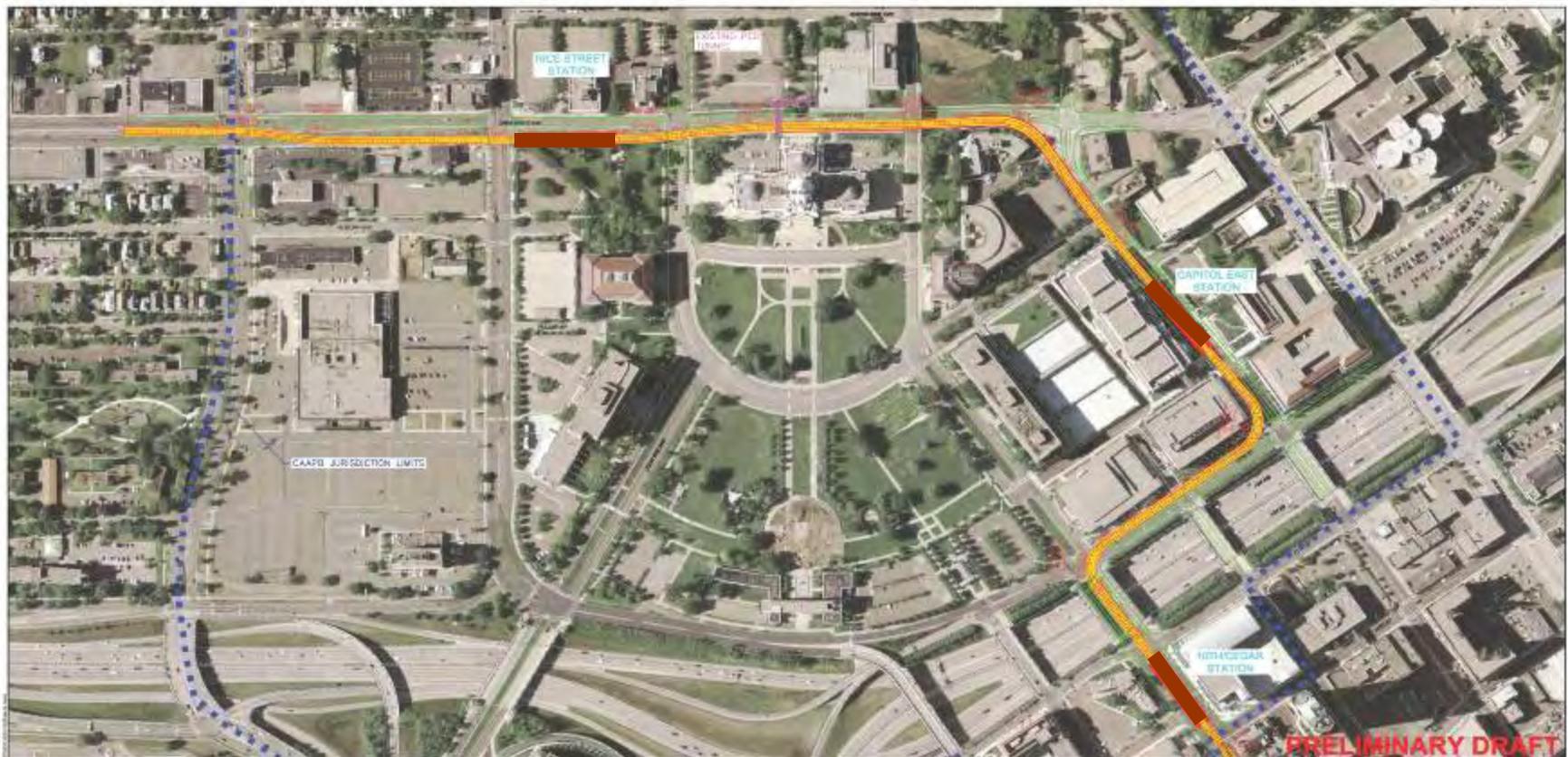
## Central Corridor Light Rail Transit

# State Capitol Mall Historic District



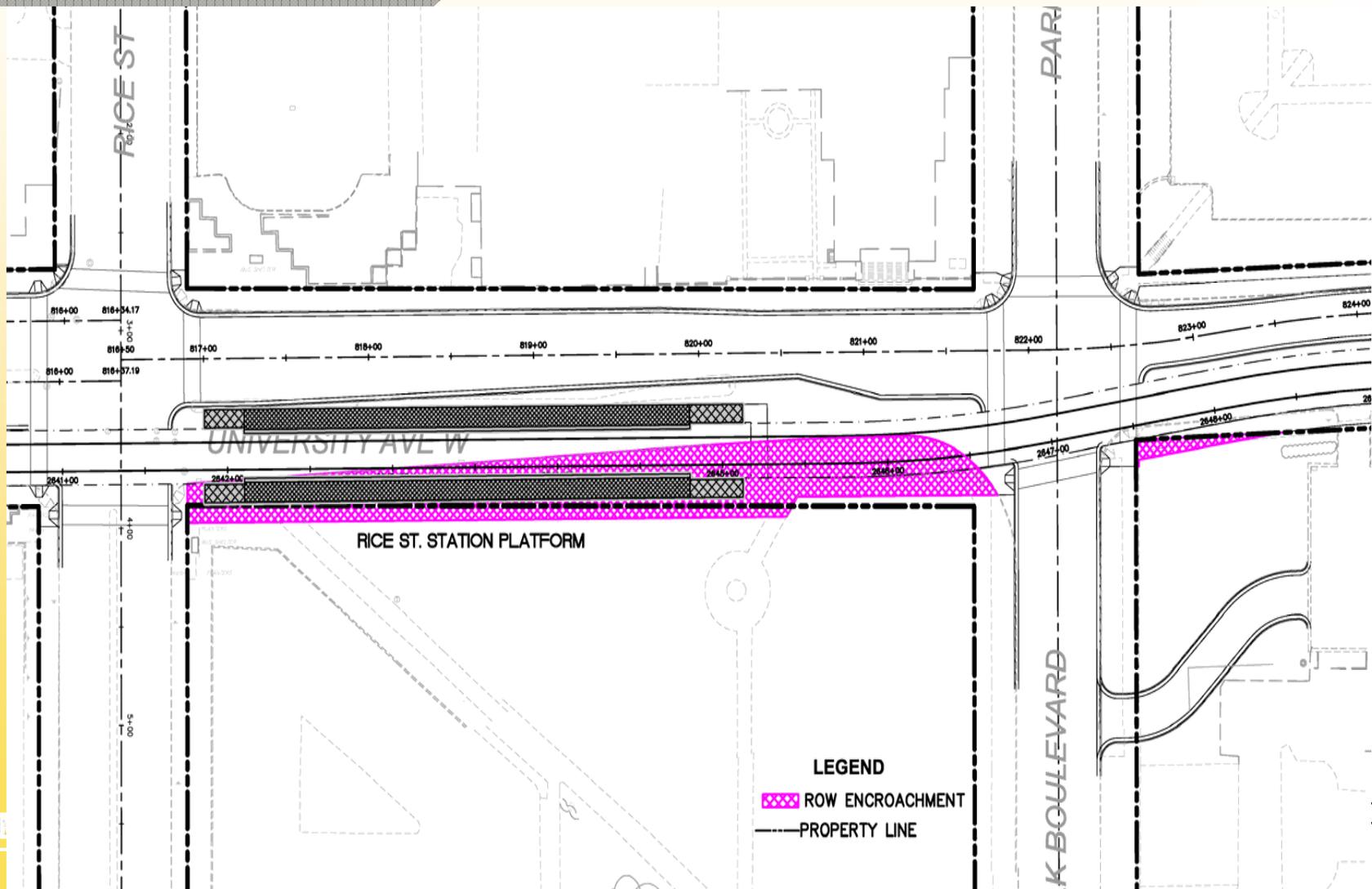
# Central Corridor Light Rail Transit

# SDEIS Alignment



# Central Corridor Light Rail Transit

# Rice Street Station



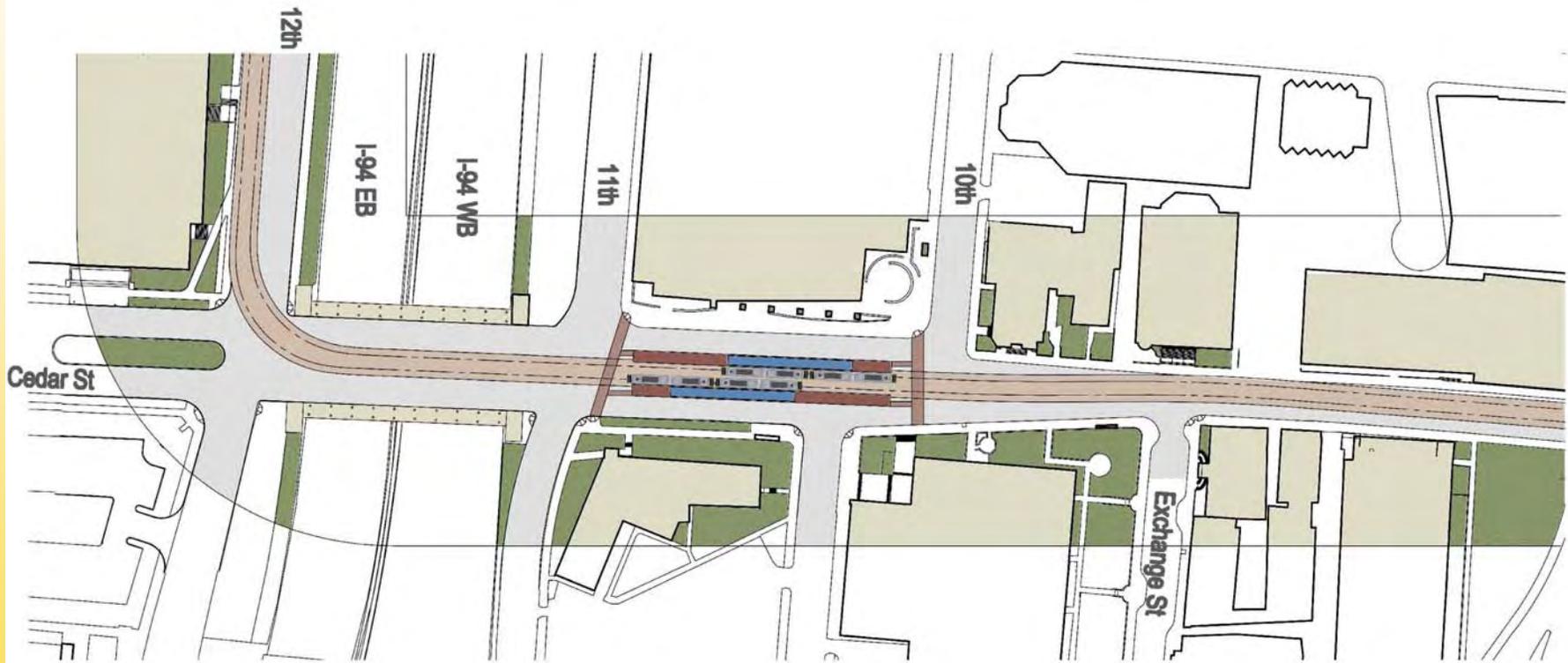
## Central Corridor Light Rail Transit

# Historic Churches (St. Louis King of France and Central Presbyterian)



**Central Corridor  
Light Rail Transit**

# 10<sup>th</sup> Street Station



# Downtown Saint Paul Alignment & Stations



## Central Corridor Light Rail Transit

# Lowertown Historic District





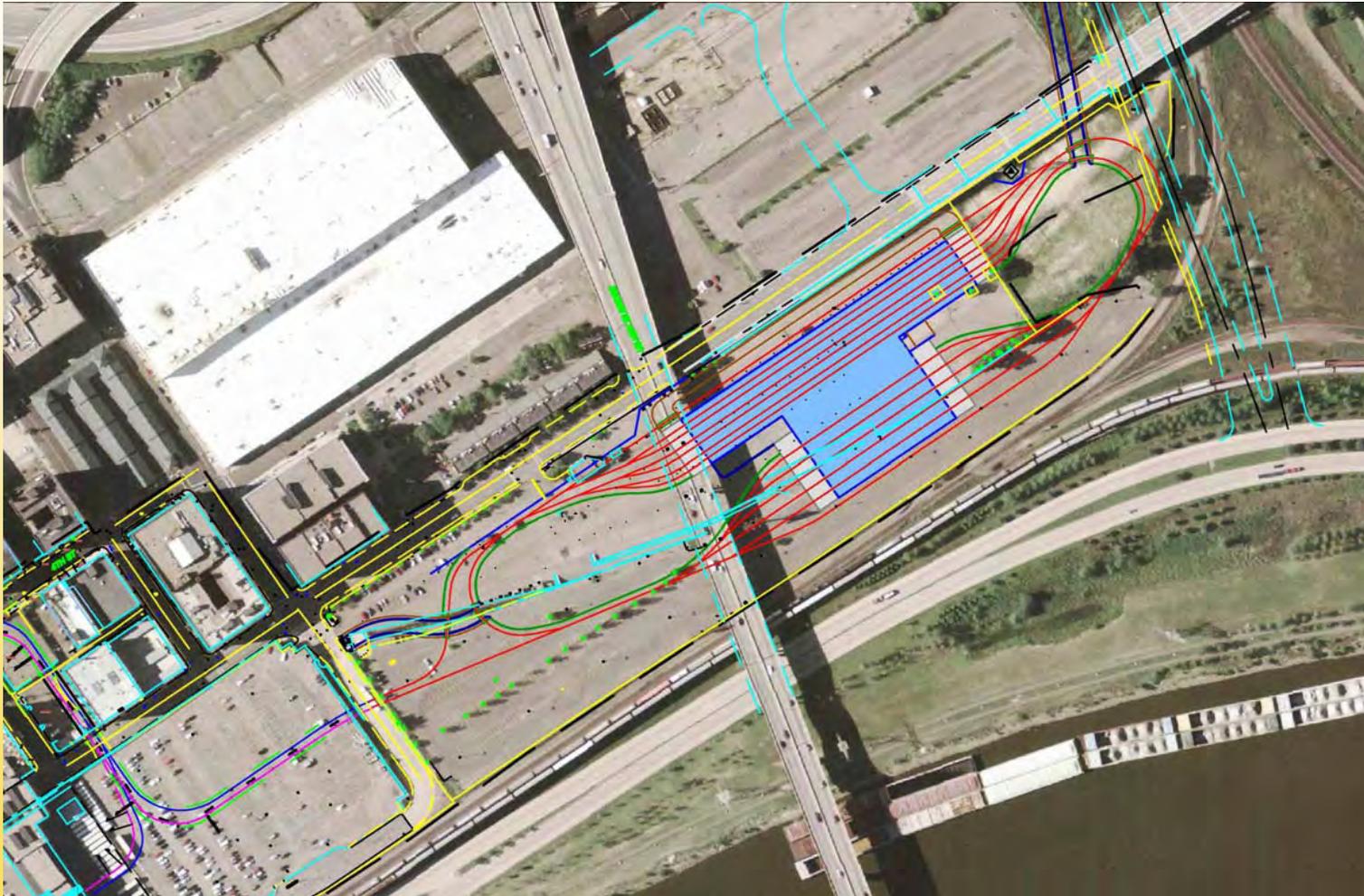
# Central Corridor Light Rail Transit

## O&M Facility



# Central Corridor Light Rail Transit

# O&M Facility



AUG 27 2008

State Historic Preservation Office

25 August 2008

Marisol Simon  
Regional Administrator  
Federal Transit Administration, Region V  
200 West Adams Street, Suite 300  
Chicago, IL 60608

Kathryn L. O'Brien  
Metropolitan Council  
Central Corridor Project Office  
540 Fairview Avenue  
St. Paul, MN 55410

Re: Central Corridor Project  
St. Paul and Minneapolis  
Ramsey and Hennepin Counties  
SHPO Number 2007-1118

Dear Ms. Simon and Ms. O'Brien:

We are writing to provide comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Central Corridor Project.

As you know, this project is being reviewed under the provisions of Section 106 of the National Historic Preservation Act. That process, governed by the regulations found in 36 CFR 800, is designed to identify historic properties that are listed on or eligible for listing in the National Register of Historic Places, and to seek ways to avoid, reduce, and mitigate adverse effects to these properties. Our office has been involved in the Section 106 process throughout the project planning sequence, and consultation with us and other interested parties is ongoing. Ultimately, we expect that a Programmatic Agreement will be completed to outline measures to be taken to address issues related to the historic properties in the project area.

The SDEIS focuses on nine topic areas not covered in the earlier DEIS. It also includes more detailed information on historic properties located throughout the entire corridor. This letter provides an update on our concerns about significant issues that will need to be addressed as the Section 106 process continues. Other historic property issues identified in the DEIS, SDEIS, and by various interested parties (including those who have requested consulting party status) will need to be considered as well.

1. Table 3-10 (pages 3-77 through 3-79) of the SDEIS lists those properties in the project's area of potential effect that are listed on or eligible for listing in the National Register of Historic Places. We note that further information on these properties is found in several other reports, which are also available for review. For the purposes of the

Section 106 review of this project, we concur with the eligibility determinations documented in Table 3-10.

2. Table 3-9 (pages 3-66 and 3-67) and Table 3-11 (pages 3-85 – 3-97) of the SDEIS list potential project effects on historic properties. The project as a whole has substantially greater potential for adverse effects to historic properties than implied in the introduction to the Cultural Resources section on page 3-65. As the project design moves towards completion, a good deal of work remains to be done to ensure that the elements of the project relate well to adjacent historic properties. If this design work is not successful, adverse effects to historic properties may result.

We acknowledge that there has been substantial consultation among project designers, our office, and other interested parties over the past several months to identify design issues related to many of the historic properties. It is crucial that frequent, regular consultation continue during the completion of the project design. Consultation *during* design will usually produce better results than review and comment *after* the design is done.

Listed below are several areas where the project design needs to be compatible with adjacent historic properties. The first two - the St. Paul Union Depot and the Capitol area - are of particular concern. In both of these areas, the proposed locations of project elements presented in the SDEIS are in basic conflict with character-defining features of historic properties. Even with the best work on a compatible final design, it is highly probable that the current project plans will result in adverse effects. Indeed, for the St. Paul Union Depot, current project plans create substantial adverse effects on three sides of the property. It would be truly unfortunate if a laudable effort to revitalize St. Paul's grand historic transportation center for future transportation needs was to significantly diminish the historic character of the facility. Other adverse effects are possible in some of the remaining areas as well.

(Note: In the following discussion the term "station" refers to all elements of a station facility, including the platform, shelter, ramps, walkways, and other built elements, and the term "track/structures" refer to all built elements of the line outside of station areas, including the track itself, poles, catenary, and other built elements.)

**A. The Union Depot station, traction power substation, track/structures from the station to the maintenance facility, and the maintenance facility itself.** This design needs to take into account the relationship between the project design and the historic Union Depot (including the head house and approach, concourse, and entire elevated train deck) as well as the Lowertown Historic District. The most troublesome elements included in current proposals are the taking of a sixteen foot section of the historic front green space of the depot approach, the Wacouta mid-block alternative for the track (which has significant adverse effects on the historic setting of the depot within the city street grid, as well as on an adjacent historic warehouse), and various proposed track configurations which require removal of substantial portions of the historic train deck structure.

**B. The Rice Street station and track/structures from Rice Street to Robert Street.** This design needs to take into account the relationship between the project design and the State Capitol Mall Historic District (most primarily the

Capitol Building and the Leif Erickson Lawn), the Ford Motor Company Building, and the Norwegian Evangelical Lutheran Church (Christ Lutheran Church). The most troublesome elements included in current proposals are the imposition of the station structure/sidewalk on a portion of the Leif Erickson Lawn, and the location of the station structure, that walls off one of the three edges of the open lawn and creates a barrier between the lawn and the historic buildings located on the north side of University Avenue. We note that this effect is largely the result of moving the station from west of Rice Street to east of Rice Street, and of lengthening the structure to a three-car station (both subjects of the SDEIS). The design of all walls, railings, walkways, and other site elements near the Capitol is also of concern in this area.

**C. The 4<sup>th</sup> Street station, traction power substation, and track/structures through the block.** This design needs to take into account the relationship between the project design and the St. Paul Athletic Club and the St. Paul Urban Renewal Historic District. Potential removal of a contributing building in the district will need to be addressed.

**D. The 10<sup>th</sup> Street station, traction power substation, and track/structures from 12<sup>th</sup> Street to 7<sup>th</sup> Street.** This design needs to take into account the relationship between the project design and St. Louis King of France Church, Central Presbyterian Church, St. Agatha's Conservatory (Exchange Building), and the two southernmost lawn panels of the Capitol approach (between 12<sup>th</sup> Street and 10<sup>th</sup> Street). The Cedar Avenue lawn panels will be adversely affected. Problems of access and other issues raised by the two church properties need to be addressed.

**E. The Snelling Avenue station and track/structures between Fry and Simpson Streets.** This design needs to take into account the relationship between the project design and the Quality Park Investment Company (Midway Books).

**F. The Raymond Avenue station, traction power substation, and track/structures from Highway 280 to Hampden Avenue.** This design needs to take into account the relationship between the project design and the buildings of the University-Raymond Historic District. The project is located in the center of the district.

**G. The track/structures between St. Mary's Avenue Southeast and Emerald Street.** This design needs to take into account the relationship between the project design and the Prospect Park Historic District and the Prospect Park Water Tower and Tower Hill Park. Specific issues that need to be addressed include the potential taking of portions of three landscaped triangles at the entrances to the historic district, and concerns related to traffic and parking.

**H. The West Bank station, East Bank station, traction power substation, bridge, and track/structures from 35<sup>W</sup> to Oak Street.** This design needs to take into account the relationship between the project design and the University of Minnesota Campus Mall Historic District, East River Parkway, the Washington Avenue Bridge (including buildings/structures built as part of the bridge approaches on both banks), and Fire Station G/Engine House 5 (Mixed Blood

Theatre). In addition, other effects may relate to Pioneer Hall, the Mines Experiment Building, and the University of Minnesota Old Campus Historic District. Additional discussion is needed with regard to potential traffic issues related to the closing of Washington Avenue to vehicles.

I. **The placement and design of the poles and catenary** are issues in several of the areas listed above. The design of other segments of the pole and catenary system outside of these areas but near other historic properties also needs to be addressed. These include the KSTP Production Studios and Transmission Tower; Fire Station No. 25; the Great Lakes Coal and Dock Company Office Building; the Minnesota Transfer Railway Company bridge; the Krank Building; Porky's Drive-in; the Griggs, Cooper & Company Sanitary Food Manufacturing Plant; the St. Paul Casket Company Factory; the Raths, Mills, Bell and Company Building; the Brioschi-Minuti Company Building; Fire Station No. 18; the Owens Motor Company Building; the Minnesota Milk Company Building; the St. Paul Urban Renewal Historic District; the Minnesota Building; the Pioneer Press Building; the Endicott Building; The First National Bank Building; and the Lowertown Historic District.

J. **The placement and design of traction power substations** are included in several of the areas listed above. Other substations located outside these areas but near individual historic properties also need to be addressed. These include substations in the vicinity of the Krank building, Porky's Drive-In, and the Brioschi-Minuti Company building. Consultation should begin as site decisions are made, and not delayed until substantial design has been completed.

3. Other issues that will need to be addressed in the Programmatic Agreement include the following:

A. Any specific protective and/or mitigation measures that are needed to address noise and vibration issues at historic properties.

B. Any specific provisions and/or mitigation measures that are needed to deal with parking and access issues related to historic properties. These issues include the removal of parking, particularly near commercial properties, as well as potential increases of parking on residential streets adjacent to the corridor.

C. A strategy that addresses the design of the three proposed future stations.

D. Provisions for any needed archeological surveys. The discussion should include a review of the surveys completed in the corridor to date.

E. Any specific provisions and/or mitigation measures that are needed to deal with temporary impacts to historic properties during the construction process.

4. The SDEIS acknowledges potential long-term effects to cultural resources located along the corridor. Redevelopment of the corridor has the potential to result in the removal of historic properties as the intensity and density of land uses increase. Indeed, such development along the Hiawatha Corridor in Minneapolis currently includes a proposal to demolish a National Register eligible property. Measures to encourage the rehabilitation of historic properties within the redevelopment context are needed. Such

measures could include National Register nomination forms for those properties that are eligible but that have not been listed (these forms would enable the State Historic Preservation Office to nominate the properties for actual listing, which would make the federal Preservation Tax Incentives available to developers and owners), other financial incentives for historic properties, and educational/technical assistance to owners of historic properties. Successful rehabilitation of historic properties along the corridor would greatly enhance the overall character of the Central Corridor project as a whole.

We look forward to working with all interested parties as the planning process for the Central Corridor project continues. Contact us at 651-259-3456 with questions or concerns.

Sincerely,



Dennis A. Gimmestad  
Government Programs & Compliance Officer

cc: Julie Atkins, Federal Transit Administration  
David Werner, Federal Transit Administration  
Jackie Sluss, Minnesota Department of Transportation  
Blythe Semmer, Advisory Council on Historic Preservation

Consulting parties:

Carol Carey, Historic St. Paul  
Bonnie McDonald, Preservation Alliance of Minnesota  
Joseph Ring, Prospect Park East River Road Association  
Fr. Paul F. Morrissey, St. Louis King of France Church  
Amy Spong, St. Paul Heritage Preservation Commission

Jack Byers, Minneapolis Heritage Preservation Commission  
Lucy Thompson, City of St. Paul  
Nancy Stark, Capitol Area Architectural and Planning Board  
Wayne Waslaski, State of Minnesota Department of Administration  
Kathleen O'Brien, University of Minnesota  
Jim Litsheim, University of Minnesota  
John Anfinson, National Park Service  
Jim Von Hayden, National Park Service  
Judd Rietkerk, Minneapolis Park and Recreation Board  
Steve Morris, RCRRRA  
Rev. David Colby, Central Presbyterian Church  
Jeff Nelson, Minnesota Public Radio  
Heather Koop, Minnesota Historical Society  
Marjorie Pearson, Hess Roise  
Joe Trnka, HDR  
Evelyn Tidlow, Commonwealth Cultural Resources Group

## Central Corridor LRT Project Overview of Section 106 Consultation Process in PE

- **October 23, 2007**, first meeting took place: Resulting action items included:
  1. Hess/Roise (a sub-consultant to HDR) will do the following:
    - 1) begin an investigation of the seven properties identified by HPC in downtown St. Paul,
    - 2) Confirm w/SHPO the finding of NRHP eligibility for the Minnesota Building and the Downtown Athletic Club (both also in downtown St. Paul).
  2. Mn/DOT CRU subsequently confirmed the boundaries of the U of M Mall Historic District, the MN Transfer Company Historic District, and the State Capitol Mall Historic District.
  
- **November 13 and 19, 2007**: Meeting organized by CCPO to include project designer and traffic engineer. Focus was to tour the locations where the CCLRT alignment presently proposed differed from DEIS alignment, specifically the U of M East Bank and downtown St. Paul. Resulting action items included:
  1. Hess/Roise to conduct research of commercial and other properties along the portion of Washington Avenue not previously inventoried that would have potential effects resulting from an at-grade alignment (Huron to Oak streets).
  
- **December 20, 2007**: Purpose of meeting was to review and seek consensus as to adequacy and findings of Hess/Roise's research on historic resources, per direction rec'd at previous meetings. General satisfaction was expressed. Resulting action items included:
  1. Hess/Roise to conduct additional research related to the additional stations at Hamline, Victoria and Western. A similar area of potential effect (APE) will be defined as that used for the DEIS.
  
- **February 14, 2008**: Focus of the meeting was looking forward to documentation / disclosure of impacts in the SDEIS. Dennis Gimmestad of SHPO expressed concerns regarding the action being taken by the Met Council on key scoping issues scheduled for February 27, 2008. He expressed the desire to engage the Advisory Council on Historic Preservation as well as to engage local stakeholders in a discussion of the proposed CCLRT project and its opportunities/effects on Section 106 resources. Resulting action items included:
  1. A series of local stakeholder meetings scheduled with a focus on the following issue areas:
    - The U of M East Bank
    - Prospect Park
    - Capitol Area
    - Cedar and Exchange streets
    - Lowertown Area
  2. Jackie Sluss of Mn/DOT will draft a letter and assemble a package for delivery to FTA as part of engaging the ACHP

- **March 19, 20 and May 12, 2008:** Local stakeholder meetings were scheduled and held at SHPO's request. The intent of the meetings was to:
  1. Share information regarding the Central Corridor project as it was defined by Met Council action on February 27, 2008;
  2. Share information about the properties and resources inventoried; and,
  3. Gather input on Section 106 resource opportunities and issues posed by the project from local stakeholders.
- **April 2, 2008:** Focus of the meeting was to review inventory list of Central Corridor Section 106 properties and discuss with SHPO the preliminary findings of potential associated impacts, for documentation in the SDEIS. Resulting action items included:
  - Hess/Roise will add to the list of potential impacts information regarding the potential for adverse effects to Section 106 properties. SHPO concurred that, with this additional information, the level of detail regarding Section 106 impacts as disclosed in the SDEIS was sufficient.
- **April 16, 2008:** Focus of the meeting was to present prototypical station design information to SHPO and Mn/DOT CRU to receive their input. Resulting action items included:
  - CCPO designers will respond to concerns expressed regarding "heaviness" of certain infrastructure elements proposed, specifically lighting standards and other elements that would contribute adversely to visual impacts.
  - CCPO will also develop visualizations of stations at Union Depot, Cedar/4<sup>th</sup> Streets, Raymond Avenue, and of catenary elements at Northrop Mall.
- **May 22, 2008:** Focus of the meeting was to review changes in prototypical station design since last meeting and additional requests for information at prior consultation meeting. In addition, CCPO shared with SHPO and Mn/DOT CRU a document summarizing CCLRT design goals / strategies that will be used by CCPO designers to address their expressed concerns regarding Section 106 impacts. Resulting action items included:
  - A series of meeting will be scheduled with SHPO and Mn/DOT CRU to focus on identifying adverse effects to properties and associated mitigation strategies.
- **June 4, 2008:** Focus of the meeting was to engage the consulting parties in the discussion of the proposed project and its impact to NRHP listed and eligible properties. Focus was on specific resources of concern.
- **June 9, 2008:** Focus of the meeting was to discuss the proposed project and specifically its impacts to the NRHP-listed Union Depot in downtown St. Paul.
- **July 24, 2008:** Conference call with ACHP, FTA, SHPO, Mn/DOT CRU and CCPO to welcome ACHP into the consulting process and update them on the status of consultation and project development.

- **August 20, 2008:** Tour of the Union Depot property with local stakeholders, including Ramsey County and their consultants, to discuss the Central Corridor Project as well as the Union Depot Multimodal Transit Hub. Local historians writing a book about Union Depot provide background materials on the history of the property. Consultant engineers talked about the proposed projects (LRT and Multimodal Hub) and potential impacts.
- **August 27, 2008:** Stakeholders who met to tour the Union Depot property on August 20 reconvened to discuss potential impacts associated with the proposed project. Issues identified with the Central Corridor LRT focused on:
  - The extent of impacts associated with the mid-block Wacouta crossing over Kellogg Boulevard and the demolition of portions of the elevated rail deck.
  - Visual and other impacts, specifically, curtailing through access on Wacouta to vehicular traffic by making it a cul-de-sac at 4<sup>th</sup> Street.
  - Right-of-way impacts associated with the LRT station in front of the Union Depot headhouse and curtailing vehicular access to the semicircular drive leading up to the headhouse.

The outcome of the discussion was a commitment to explore avoidance alternatives to address identified impacts. Alternatives for development include

- Options to extend the LRT east from the headhouse to avoid using the mid-block Wacouta alignment.
  - Options to relocate the LRT station in front of Union Depot
  - Options to provide an alternative connection and end-of-line station to the Union Depot concourse.
- **October 2, 2008:** Focus of the meeting was to review avoidance alternatives developed by the CCPO's consultant engineers and by Ramsey County's consultant engineers. Attendees included FHWA, FTA (in person and by conference call), Mn/DOT CRU, SHPO, CCPO, Ramsey County and the City of St. Paul. The outcome of the meeting was to focus on further developing the avoidance alternative that extended the Central Corridor LRT east on 4<sup>th</sup> Street (avoiding the elevated rail deck behind the Depot headhouse) with an LRT station remaining in front of Union Depot, but with a single-side platform on the south side of the LRT tracks. This alternative 1) avoids impacts to the historic elevated rail deck, 2) avoids aesthetic and access impacts associated with the mid-block Wacouta crossing of Kellogg Boulevard, and 3) minimizes right-of-way impacts to the area in front of the Union Depot headhouse. Additionally, this concept avoids impacting another Section 4(f) resource – the downtown Children's Play Area on the south side of 4<sup>th</sup> Street at the intersection of Sibley and 4<sup>th</sup>.
  - **October 16, 2008:** This meeting was with representatives from the Church of St. Louis, King of France and the pastor of Central Presbyterian to welcome them

formally into the Section 106 consultation process, to share information about the project, and to listen to their concerns regarding potential adverse effects.

- **October 29, 2008:** The focus of this meeting was to review avoidance alternatives developed, as requested by consulting parties, for options at Union Depot in St. Paul.
- **November 6, 2008:** The focus of this meeting was to review the draft Programmatic Agreement.
- **November 13, 2008:** The focus of this meeting was to follow-up on discussions from the previous week regarding the draft Programmatic Agreement.
- **December 11, 2008:** The focus of this meeting was to resolve the issue of LRT station platform configuration in front of Union Depot.
- **December 18, 2008:** The focus of this meeting was to discuss issues of catenary pole placement on University Avenue between 29<sup>th</sup> Avenue in Minneapolis and Rice Street in St. Paul. Catenary pole placement in front of Union Depot was also discussed.



Project Name: Central Corridor LRT  
Meeting Date and Time: November 13, 2007 and November 19, 2007  
Tour of U of M and Downtown St. Paul (Nov. 13)  
Meeting Location: Meeting at Mn/DOT CO (Nov. 19)  
Prepared By: Kathryn O'Brien  
Distribution: Attendees  
Re: Minutes – Meeting with SHPO and Mn/DOT CRU

---

Jackie Sluss	Mn/DOT CRU	651-366-3624	Jacqueline.sluss@dot.state.mn.us
Dennis Gimmestad	SHPO	651-259-3456	Dennis.gimmestad@mnhs.org
Carissa Ptacek	CCPO	651-602-1988	carissa.ptacek@metc.state.mn.us
Kathryn O'Brien	CCPO	651-602-1927	Kathryn.obrien@metc.state.mn.us
Dan Soler	CCPO	651-290-1524	dan.soler@metc.state.mn.us
Marjorie Pearson	Hess Roise	612-338-1987	pearson@hessroise.com
Harvey Jaeger	CCPO	651-602-1961	Harvey.jaeger@metc.state.mn.us

NOTE: Dan Soler and Harvey Jaeger were not present for the follow-up de-brief meeting on Nov. 19.

On November 13, CCPO staff, including Marjorie Pearson from the consultant firm of Hess Roise accompanied Jackie Sluss of Mn/DOT's Cultural Resources Unit and Dennis Gimmestad of the State Historic Preservation Office on a tour of the University of Minnesota campus and downtown St. Paul, as requested by Jackie and Dennis. The purpose of the tour was to describe and to walk LRT alignment alternatives presently being considered in these two locations. Conceptual layouts illustrating the various alternatives had been sent to Jackie and Dennis for their review prior to the tour.

The following notes capture substantive comments as received from Jackie and Dennis on the tour.

#### University of Minnesota

- The health building on the U of M at the corner of Church and Washington is no longer eligible for NRHP listing due to extensive changes to this structure.
- If the project is going to impact areas outside the corridor (e.g., LRT Storage and Maintenance facility) CCPO staff will have to be aware of the need to alert Dennis and Jackie to these changes as they may impact the archeological/cultural resources review process.
- The view from the Mall area to Coffman Union and vice versa needs to be unobstructed. Also, the roadway area (and especially any elements that move into the viewshed, like catenary and

lighting poles) should be defined “with grace” since the roadway is in the National Register eligible historic district.

- The project needs to verify with Jackie the APE that has been defined in earlier phases of CCLRT project development to determine whether any areas of the at-grade alignment being presently considered need additional cultural resource review and inventory.

#### Downtown St. Paul:

- There is uncertainty as to whether the 2<sup>nd</sup> Street Viaduct structure is NRHP eligible. It was Jackie’s belief that a study done (at least 10 years previous) had found it ineligible. However, she indicated that based on her present understanding of the structure and its role in the Lowertown District history, that she would want a greater review and analysis of the 2<sup>nd</sup> Street Viaduct’s eligibility to re-examine whether it is, in fact, eligible for listing.
- Dennis expressed his concern regarding the potential adverse impacts of locating an LRT station in front of Union Depot. His concern has to do with direct (project-proposed) impacts such as the siting and aesthetic treatment of the station (its need to echo the symmetry of the Depot while not detracting from the Depot) as well as indirect impacts. Specifically, he is concerned about how LRT riders may access the Depot headhouse and impacts to the façade that may result from a developer altering access (building a climate-controlled walkway, for example). He wondered there were an opportunity to relocate the station to the block between Wacouta and Wall (only possible under the Broadway alignment alternative).

#### November 19 Debrief Meeting

At a meeting to debrief from information shared on the December 13 tour, the following decisions were made:

#### University of Minnesota

- Marjorie Pearson gave an overview of prior historic resource inventories completed at the University of Minnesota, including the 1995 Phase I and II cultural resource investigations and investigation completed for Minneapolis’ SEMI (Southeast Minneapolis Industrial) area development plan. Following this overview, it was decided that the entirety of the area that could presently be affected by CCLRT alignment alternatives had been extensively reviewed and no further review was necessary for the Washington Avenue alignment east of Northrop Mall. See note below.
- Dennis Gimmetstad recommended that the Washington Avenue Bridge be further analyzed with a recommendation made as to its NRHP eligibility.
- It was further recommended that East River Road Parkway be added to the list of NRHP-eligible properties in the affected area.

#### Downtown St. Paul

- After discussion of the alternatives currently under review, as well as studies of this area previously completed or currently underway (the RCRRA’s investigations related to completing an EA/EAW as part of acquiring parcels of property in back of Union Depot) it was determined that no further analysis or review of downtown St. Paul based on current CCLRT alignment alternatives was warranted at this time.

#### Other Discussion

- Kathryn O’Brien discussed other project-related elements that are currently under review that would be of interest, specifically the potential need to locate and construct an LRT

storage/maintenance facility and the need to locate areas for traction-power substations and signal/communications booths. Kathryn also noted two specific parcels in downtown St. Paul that are being considered for potential siting of a storage/maintenance facility (the former Diamond Products building and a parcel being acquired by the RCRRA east of the Depot concourse).

- Jackie Sluss indicated that the areas Kathryn indicated in downtown St. Paul are currently being surveyed as part of an archeological and cultural resources inventory being conducted by the RCRRA as part of acquiring the property. This information should be sufficient to serve the purposes of a Phase I inventory for the CCLRT project. Jackie will keep in touch as this study is being completed, likely by the end of 2007.

Note: Following the Nov. 19 meeting, Jackie Sluss asked Marjorie Pearson to look again at what had been assessed in 1994-95 of the two blocks of Washington Avenue SE between Huron and Oak, since this was a portion of the proposed alignment that had been shifted.

Marjorie Pearson examined the 1995 records again and found that only the north side of Washington between Oak and Ontario had been evaluated (with no properties found eligible) and only one property on the south side of Washington at the southeast corner of Oak had been evaluated (and not found eligible). There are three properties on the south side of Washington between Oak and Ontario that are older than fifty years and will require further Phase I evaluation. All of the properties on both sides of Washington between Ontario and Huron are much less than fifty years old (thirty years, fifteen years, and eight years) and will not require further evaluation.



Project Name: Central Corridor LRT  
Meeting Date and Time: December 20, 2007  
Meeting Location: Mn/DOT Central Office  
Prepared By: Kathryn O'Brien  
Distribution: Attendees  
Re: Minutes -- Meeting with SHPO and Mn/DOT CRU

Jackie Sluss	Mn/DOT CRU	651-366-3624	Jacqueline.sluss@dot.state.mn.us
Dennis Gimmestad	SHPO	651-259-3456	Dennis.gimmestad@mnhs.org
Carissa Ptacek	CCPO	651-602-1988	carissa.ptacek@metc.state.mn.us
Kathryn O'Brien	CCPO	651-602-1927	Kathryn.obrien@metc.state.mn.us
Marjorie Pearson	Hess Roise	612-338-1987	pearson@hessroise.com
Erin Berg	Hess Roise		berg@hessroise.com
Joe Trnka	HDR Engineering		Joe.trnka@hdrinc.com

The purpose of the meeting was to share information as requested by Dennis Gimmestad and Jackie Sluss related to the review of listed, eligible or potentially eligible NRHP resources along the Central Corridor.

The following notes capture substantive comments as received from Jackie and Dennis at this meeting related to the resources and areas investigated.

#### Minnesota Commercial Railroad Bridge Structure

- Kathryn O'Brien provided an update regarding the preferred alternative at this location as identified by the Key Issues Team assembled to resolve this issue.
- Dennis expressed concern regarding the Jersey barrier installation proposed and his interest in seeing more detail about this plan as it develops.

#### Minnesota Transfer Historic District Boundary

- Marjorie Pearson presented the results of Hess Roise's research into the extent of the Minnesota Transfer Historic District Boundary.
- Dennis expressed satisfaction with the boundaries as proposed.

#### University of Minnesota Corridor Alignment: Washington Avenue, south side, between Oak and Ontario

- Marjorie Pearson presented the results of Hess Roise's research on 806, 814, and 818-824 Washington Avenue, as requested by Jackie.

- Based on the research presented, the consensus of Jackie and Dennis was that the properties did not appear to be National Register eligible and that no further work was necessary.

#### Washington Avenue Bridge

- Marjorie Pearson presented the results of Hess Roise's research on the Washington Avenue Bridge (WAB).
- Based on the research presented, the consensus of Dennis and Jackie was that the WAB was likely an eligible resource. Marjorie and her staff will do more research on this structure.

#### CAAPB Alignment and Stations:

- Kathryn O'Brien gave an overview of the preferred alignment and station locations through the CAAPB area.
- Dennis expressed his concern regarding visual impacts of LRT in the Capitol area. Specifically, he stated the need for a careful and detailed study of impacts at the rear of the Capitol and ensuring that visual symmetry was maintained with the eventual elements sited as part of LRT operations.

#### Leif Erikson Park

- Erin Berg presented the results of her research on the history of the use and development of Leif Erikson Park.
- Based on information presented, Dennis indicated that placement of a station at the southeast corner of the intersection of Rice Street / University Avenue could be designed to avoid adverse effects. However, he was very concerned with details of the station design, the impact of the LRT as it related to the placement of the statue of Leif Erikson and design of any future pedestrian tunnel connections. Dennis expressed his interest in being apprised of the design process as it moves forward.

#### Cedar and Exchange

- Dennis expressed concern regarding potential visual impacts to the historic churches located near Cedar Avenue and Exchange Street. Specifically, he was concerned with the viewshed looking east on Exchange to the façade of the Presbyterian Church and south from the 10<sup>th</sup> St. Station to St. Louis King of France.

#### Follow-Up

- Marjorie Pearson will contact Lucy Thompson at the City of St. Paul to learn more about the process the City proposes to use in terms of looking to develop land use and development plans at the three potential additional station locations, Hamline, Victoria and Western.
- Downtown St. Paul Athletic Club: It was the consensus of Dennis and Jackie that this structure is NRHP eligible. Dennis and Jackie expressed concerns that any impacts to this structure (even the newer addition), be minimized.
- Minnesota Mutual: Erin Berg presented research on this structure and its relationship to the revitalization of downtown St. Paul as part of urban renewal in the late 50s and 60s. More research on this subject will be conducted and presented at a later date, although initial thoughts were that the structure would likely remain as a resource ineligible for listing.

#### Other Discussion

- Kathryn O'Brien discussed other project-related elements that are currently under review that would be of interest, specifically the potential need to locate and construct an LRT storage/maintenance facility and the need to locate areas for traction-power substations and signal/communications booths. Kathryn also noted two specific parcels in downtown St. Paul that are being considered for potential siting of a storage/maintenance facility (the former Diamond Products building and a parcel being acquired by the RCRRA east of the Depot concourse).
- Jackie Sluss indicated that the areas Kathryn discussed in downtown St. Paul are currently being surveyed as part of an archeological and cultural resources inventory being conducted by the RCRRA as part of acquiring the property. This information should be sufficient to serve the purposes of a Phase I inventory for the CCLRT project. Jackie will keep in touch as this study is being completed, likely by the end of 2007.

## Central Corridor LRT: Section 106 Local Stakeholder Meetings

As part of the overall Section 106 review and consultation process for the Central Corridor LRT project, a series of local stakeholder meetings was convened. The meetings focused on five geographic areas for which SHPO and Mn/DOT CRU had expressed concerns about the project's potential for adverse effects. These included the University of Minnesota's East Bank campus, the Prospect Park neighborhood in Minneapolis, the State Capitol Mall area, the area surrounding Cedar and Exchange streets in downtown St. Paul, and the Union Depot / Lowertown neighborhood. Meetings to discuss potential opportunities and issues arising from implementation of Central Corridor LRT were scheduled during late March / early April with stakeholders. Due to scheduling conflicts, the meeting with Prospect Park was delayed until early May.

The intent of the meetings was to:

1. Share information regarding the Central Corridor project as it was defined by Met Council action on February 27, 2008;
2. Share information about the properties and resources inventoried; and,
3. Gather input on Section 106 resource opportunities and issues posed by the project from local stakeholders.

A list of attendees of the meetings is included as an attachment to this document. A summary of comments received by geographic area follow:

### University of Minnesota East Bank, March 19, 2008, 10:30 a.m. to noon

- Dan Soler, a traffic engineer with the CCPO, explained the transit mall option; questions were asked about where and how cars, and potentially buses, would be diverted from Washington Avenue.
- Marjorie Pearson (Hess Roise) and Jackie Sluss (Mn/DOT Cultural Resource Unit) identified the cultural resources, including the University of Minnesota Campus Mall Historic District, and explained the APE (area of potential effect).
  - Because of potential traffic impacts from closing Washington Avenue to cars, representatives of the University of Minnesota (Bob Baker, Jim Litsheim) and Dennis Gimmestad raised the issue of extending the APE north of the Mall and east of East River Parkway to include the Knoll Historic District (listed on the National Register as the Old University of Minnesota Campus Historic District). Dennis pointed out two additional buildings along East River Parkway, the University of Minnesota Steam Plant, which is listed on the National Register, and the Bureau of Mines Building, which needs a formal eligibility determination. [Note: The University of Minnesota commissioned a HAER report (MN-95), completed in 1998, from MacDonald and Mack and Hess, Roise and Company.]
- Dennis Gimmestad pointed out the necessity of having all the options for Washington Avenue specified, so that the impacts on cultural resources can be discussed.
- Jim Von Haden of the National Park Service asked about modifications to the Washington Avenue Bridge and if removing cars would be considered an adverse impact.

- Dan Soler stated that the deck would be rebuilt and/or reinforced. Joe Trnka stated that the proposed modifications would not be sufficient to affect the significance. Marjorie Pearson suggested that removing cars might have an impact but would not affect the significance as identified in the eligibility study. Dennis Gimmestad commented that if the goal was to reduce vehicle traffic over the bridge by diverting it elsewhere, then impacts further west towards the Metrodome and downtown Minneapolis also needed to be evaluated.
- Judd Rietkerk of the Minneapolis Park and Recreation Board stated that greatly increasing traffic volumes on East River Parkway or West River Parkway would be unacceptable to the Park Board. These parkways are both listed as contributing elements to the NRHP-eligible Grand Rounds.
- Lyndel King of the Weisman Art Museum asked about vibration impacts and the museum's collection storage systems. Tim Casey explained about vibration standards and monitoring. Tim will follow-up with the Museum to identify specific areas within the Museum of concern.
- The issue of indirect and cumulative impacts in the DEIS was raised. Since these impacts were not discussed in the DEIS, they will be discussed in the SDEIS.

**Capitol Area, March 19, 2008, 1:30 to 3:00 p.m.**

- Dan Soler highlighted the changes from the DEIS alignment due to engineering issues and other planning considerations.
- Marjorie Pearson identified the cultural resources and explained some of the additional research that had been done since beginning the preliminary engineering process, including information on Leif Erickson Lawn.
- Dennis Gimmestad is concerned about the design issues on the north side of the Capitol and around the curve at Robert Street. He wants an assessment of effects for discussion in the SDEIS.
- There was also discussion about station design and the impact that may have on adjacent 106 resources.
  - Harvey Jaeger explained that he is working with a group on prototype station designs. Dennis noted that variances can be sought, but he would like early input into the design and wants to review the massing (height, width, length) and location of the station elements.
- Dan Soler noted that the grade and profile of the road and tracks can be provided now. Dennis is particularly concerned about the basic spatial requirements on the north side of the Capitol, including the depth of the cut.
- A traction power substation is proposed for the east side of Robert, probably by the parking garage. Its location and the view of it from the mall are a concern.
- Concerns were expressed about the location of a new drive into the parking lot by the northwest corner of the Capitol and its design in relation to the Capitol. There is also

concern that the right-of-way impact be minimized at the southeast corner of University Avenue and MLK Boulevard.

- Dennis is concerned about the impact of closing off pedestrian access from the north side of the Capitol.
- Jackie Sluss asked if the curblin and the sidewalk would stay the same on the north side of University Avenue in front of the Ford Building and the Lutheran Church. Dan responded that there would not be much change, because otherwise the sidewalks would get too narrow.
- Dennis solicited comments on the design of Leif Erickson Lawn and the location of the statue, particularly in relation to the location of the proposed station. He wanted to know if there were any preferences for moving the statue or recapturing the historic landscape. Harvey suggested that the CAAPB develop a concept plan for the future of Leif Erickson Lawn; it would help inform the planning of the Rice Street Station.

#### **Union Depot and Lowertown, March 20, 2008, 1:30 to 3:00 p.m.**

- Dan Soler explained the alignment changes from the DEIS and the options to reach the Union Depot concourse. The latter relate to the proposed location of the maintenance facility under the Lafayette Bridge.
- After Marjorie Pearson identified the cultural resources, questions were asked about the modern addition to the St. Paul Athletic Club building. Is it part of the eligible site, contributing or noncontributing? Would its removal be an adverse effect?
- Lucy Thompson (City of St. Paul) asked about the location of a station in front of Union Depot.
  - Dennis Gimmestad explained his concerns about the historic configuration of the semicircular drive and the long-term impact of building pedestrian structures in front of the building. Steve Morris (RCRRA) noted that ADA access needed to be improved and that the driveway would be closed to vehicular traffic, because signals would be needed otherwise. Amy Spong (St. Paul HPC) expressed concern about cutting a path across the lawn in front of the depot; the platform should be designed to discourage that.
- Amy Spong also noted that St. Paul HPC has design review over the depot and its setting because the site is in a local historic district. Dennis commented that even so there could be an adverse effect because of City Council review overturning HPC rulings. He reiterated that we needed to worry about cumulative effects, even if they would be a long way off.
- Dennis wanted to know if there was any more information at this point on the design of the depot station in relation to the street, sidewalk, and curbs. Kathryn O'Brien stated that that would be partly determined how the tracks would connect to the maintenance facility, either by Wacouta or along Broadway. Both need to be evaluated in the SDEIS.
- Both Lucy and Amy expressed concerns about possible impacts to buildings along Broadway in the historic district. It was clarified that the tracks would be a grade level, not elevated.

- Dennis wanted to know if we knew the original appearance of the north face of the St. Paul Athletic Club. The two major street facades are designed; the east wall is plain. Photographs of the current condition suggest that the top stories on the north face are designed. We do not know at this point what would be revealed if the modern addition were removed. Any design remediation would be dependent on the design and condition of the exposed facade.
- Dennis wanted to know about the relation of the proposed maintenance facility and the railroad deck. How would they impact each other? Since it is only a schematic at this point, the question cannot be answered yet.

#### **Cedar and Exchange, April 2, 1:00 to 2:30 p.m.**

- Dan Soler gave an overview of the LRT alignment in this portion of the corridor, which is essentially unchanged from the DEIS. Dan also highlighted changes in access that would result, specifically a potential closing of driveway access to the Presbyterian church's north parking area.
- Reverend Colby expressed great concern regarding the closure of access to the north parking area. This area is used for ADA parking and offers accessibility into the church, including the church offices. He also expressed concerns about the alignment and the impact it would have on providing access for hearses. Pall bearers must bring caskets in through the main entrance to the church, which is on Cedar Street.
- Reverend Colby outlined five main concerns he has with the project and the impacts it may have on historic resources and particularly the Presbyterian church.
  - ADA Accessibility
  - Funeral Access
  - Pedestrian Safety and Accessibility
  - Vibration Impacts
  - Noise Impacts
- Reverend Colby stated that the St. Paul City Council has declared the area around Cedar and Exchange to be a vibration sensitive area.
  - Tim Casey (HDR) gave an overview of how noise and vibration analyses will be managed during the course of the environmental review process using various methodologies based on the sensitivity of the receptor.
- Amy Spong discussed the expansion of MPR and the work done for that project that may help to inform the Central Corridor LRT construction.
- Reverend Colby also reiterated information on the two church's construction on bedrock; the bedrock may be as little as six inches from the surface in this area of St. Paul. This should and will be accounted for in conducting noise/vibration analyses.
- Dennis Gimmetstad stated that he will be interested in having additional information regarding the potential for noise and vibration impacts in this area as part of developing the Section 106 Programmatic Agreement.
- Both Pastor Colby and Father Morrissey expressed concern about the loss of parking on Cedar Street as this is used by their congregants.

- Dennis expressed concern about potential impacts if the main entrances of both the Catholic and Presbyterian churches become disused as a result of the project. The potential for visual impacts due to the change in the viewshed looking east to Cedar from Exchange Street was also discussed.
- **Next Steps:** Dan and Harvey Jaeger will be working on possible solutions for funeral access, ADA access, and pedestrian access and safety and will bring them to another meeting for discussion. Because of the bedrock condition and other factors, the vibration analysis may be done in this area as a priority. A plan for conducting the noise/vibration analysis as part of the Final EIS will likely be completed in late April / early May.

**Prospect Park East River Road Improvement Association (PPERRIA), May 12, 10:30 a.m. to Noon**

- Dan Soler gave an overview of the alignment in the Prospect Park area and a discussion of some of the highlights of the design process during PE, specifically as it related to refining the design and placement of the 29<sup>th</sup> Avenue Station and the decision to hold the curb line on the south side of University Avenue (which serves in part as the boundary of the historic district) to its existing limits.
- Marjorie Pearson gave a brief presentation of the results of the Section 106 inventory process, research and inventory.
- Primary areas of concern in the ensuing discussion were the landscaped historic features of the Prospect Park District, specifically the “porkchop” islands on University Avenue, traffic impacts and parking issues.
- Porkchop Islands:
  - Two islands presently exist within the historic district boundaries, at Malcolm and Clarence avenues. The proposed CCLRT design would affect both, with the porkchop at Clarence having slight changes to it and the porkchop at Malcolm being reduced in size by almost half.
  - The majority of discussion focused on the porkchop island at Malcolm, which currently has a marker denoting it “Prospect Park” and which also serves as an entrance point to Tower Hill Park. The design as presented at the meeting showed marked pedestrian crossings on both sides of the Malcolm Avenue intersection. Discussion focused on the desirability of limiting the pedestrian crossing to the west side of the University / Malcolm intersection, thereby also limiting the amount of crossing area that would cut into the porkchop island.
  - Marjorie Pearson will conduct follow-up research to establish whether there is any historical significance to the porkchop islands and what the associated historical attributes, if any, are.
- Traffic Impacts:
  - There was discussion about the results of traffic studies and analysis conducted to date. Representatives of the PPERRIA expressed concerns about traffic impacts, specifically with increased volumes on Franklin Avenue. They discussed their efforts in the past to ensure that Franklin remain a city street and not be designated a County road in order to preserve its current attributes.

- Some concerns were expressed regarding changes in traffic patterns that would result from closing the median crossings at Clarence and Arthur avenues and how that may affect the Prospect Park area.
- Parking Issues:
  - Members of PPERRIA discussed parking issues in the Prospect Park neighborhood. They have observed that there are presently issues with people parking on neighborhood streets who then walk to University Avenue to catch an express bus into the U of M or elsewhere. To date, the community has been reluctant to petition the City of Minneapolis to establish parking-by-permit only policies on their streets.
- Next Steps:
  - CCPO designers will continue to work with the community to refine the design for the crossing at Malcolm Avenue. This work will be informed by the information about its historical significance and attributes as gathered by Marjorie Pearson.
  - CCPO will conduct turning movement counts at Clarence and Arthur. This information will be done to conduct an analysis of impacts of median closures at these locations and this information will be shared with the community.
  - As part of ongoing community outreach in this area, Jessica Hill will look to schedule a meeting with City of Minneapolis staff to discuss parking strategies in the Prospect Park area.

Central Corridor LRT  
Section 106 / Local Stakeholder Meetings  
Sign In Sheet  
U of M East Bank / March 19, 2008

Name	Phone	E-mail
Kathryn O'Brien	651-602-1927	Kathryn.O'Brien@metc.state.mn.us
Oscar Gonzalez	646-417-1133	OSCAR-GONZALEZ@METC.STATE.MN.US
DENNIS GIMMESTAD	651 259 3456	dennis.gimместad@mnrhs.org
CAROL Ahlgren	612-623-2847	carol.ahlgren@ci.minneapolis.mn.us
Janet Dalglisk	612-626-7095	dalgl006@umn.edu
Joe Tank	(763) 278-5945	jtank@hdrinc.com
John Antinson	651-290-3030 x285	john_antinson@nps.gov
Jim VonHaden	651-290-3030 x235	jim_vonhaden@nps.gov
Marjorie Pearson	612-338-1987	pearson@hessroise.com
Jackie Sluss	651.366.3624	jacqueline.sluss@dot.state.mn.us
Tim Casey	763.591.5450	tim.casey@hdrinc.com
Harvey Jaeger	651-602-1961	harvey.jaeger@metc.state.mn.us
James Litsheim	612.624.4359	litsh002@umn.edu
Judd Rietkerk	612-288-6409	JRietkerk@MinneapolisPark.org
Bob Baker	612-625-9543	baker006@umn.edu
Lyndel King	612-625-9994	wamdir@umn.edu
John Allen	612-625-9612	allen1132@umn.edu

Central Corridor LRT  
 Section 106 / Local Stakeholder Meetings  
 Sign In Sheet  
 Union Depot - Lowertown / March 20, 2008

Name	Phone	E-mail
<del>Ray</del> Kathryn O'Brien	651-602-1927	kathryn.obrien@dot.state.mn.us
Steve MORRIS	651-266-2784	steve.morris@co.ramsey.mn.us
John Diers	(952) 226-1391	j.diers@mchsi.com
Joe TRNKA	763 278-5945	jtrnka@hdrinc.com
Lucy Thompson	651.266.6578	lucy.thompson@ci.stpaul.mn.us
DENNIS GIMMESTAD	651 259 3450	dennis.gimmestad@mnh.org
Majorie Pearson	612-338-1987	pearson@hessvoise.com
Jackie Sluss	651-336-3624	jacqueline.sluss@dot.state.mn.us ci.stpaul.mn.us
Amy Spong	651-266-9079	amy.spong@ <del>g...</del>

Central Corridor LRT  
Section 106 / Local Stakeholder Meetings  
Sign In Sheet  
Capitol Area / March 20, 2008

Name	Phone	E-mail
Kathryn O'Brien	651-602-1927	Kathryn.obrien@state.mn.us
HARVEY JAEGER	651-602-1961	harvey.jaeger@state.mn.us
Tim Casey	763-591-5450	timcasey@hdrinc.com
Paul Mandell	651-757-1507	paul.mandell@state.mn.us
BILL SANDERS	651-221-0401	wsanders@sho-inc.com
Joe Trinka	763 278 5945	jtrinka@hdrinc.com
DENNIS GUMMESTAD	651 259 3456	dennis.gummedad@mnhs.org
NANCY STARK	651-757-1501	nancy.stark@state.mn.us
Jacquie Sluss	651. 366-3624	jacqueline.sluss@dot.state.mn.us
Marjorie Pearson	612-338-1987	pearson@hessroise.com

---

---

---

---

---

---

---

---

---

---



Central Corridor Project  
Section 106 - Prospect Park  
Sign In Sheet  
Monday, May 12, 2008

Name

Organization

Kathryn O'Brien, CCPO, Kobren@metc.state.mn.us

Carissa Ptacek CCPO Carissa.ptacek@metc.state.mn.us

Marjorie Pearson Hess, Peirce & Co. pearson@hessroise.com

**DENNIS GIMMESTAD MNSHPD**

Jachin Sluss MnDOT

Florence Littman PERRIA littm025@umn.edu

Joseph Ring PERRIA joering@TDS.net

Dick Pappale PERRIA dick@umn.edu

Jessica Hill CCPO



Project Name: Central Corridor LRT  
Meeting Date and Time: Wednesday, April 2, 2008, 3:00 – 5:00 pm  
CCPO  
Meeting Location: Griggs Building  
Prepared By: Carissa Ptacek  
Distribution: Invitees and Attendees  
Re: Minutes – CRU / SHPO Coordination Meeting

---

### Attendees

Jackie Sluss	Mn/DOT CRU	651-366-3624	Jacqueline.sluss@dot.state.mn.us
Dennis Gimmestad	SHPO	651-259-3456	Dennis.gimmestad@mnhs.org
Carissa Ptacek	CCPO	651-602-1988	carissa.ptacek@metc.state.mn.us
Kathryn O'Brien	CCPO	651-602-1927	Kathryn.obrien@metc.state.mn.us
Marjorie Pearson	Hess Roise	612-338-1987	pearson@hessroise.com

### 1. Finalize Additional Research and Inventory

Marjorie Pearson discussed the research her firm has completed regarding downtown St. Paul and a proposed Urban Renewal Historic District located there.

- After some discussion, it was agreed by Dennis and Jackie that the Urban Renewal Historic District would be identified as an NRHP eligible historic district, using the boundaries as Marjorie had identified them. Dennis talked about the need to include older buildings within this district as contributing properties.

Marjorie also provided an overview of the status of the rest of the pending research and inventory her firm has been conducting since October 2007. The following summarizes her recommendations:

- Minnesota Milk Co. Bldg. (Old Home Dairy): Eligible for listing
- Tip Top Tavern (Town House Bar): Not eligible for listing
- Quality Park Investment Co. Bldg. (Midway Books): Eligible for listing
- Victoria Theater: Not eligible for listing
- Raths-Mills-Bell Films: Eligible for listing
- St. Matthew's Lutheran Church (Rock of Ages Baptist Church): Not eligible for listing
- University Avenue Congregational Church: No recommendation at this time

## 2. U of M Transit Mall / Expanded APE

To better understand the traffic that would be present in the Knoll District with a transit/ped mall handouts of Traffic Study 3.0 and 3.1 were distributed. These handouts identified intersections evaluated as part of Traffic Study 3.0 and future intersection operations as well as forecast traffic volumes on East River Parkway. Dennis expressed concerns regarding increased traffic volumes through the Knoll District based on narrow roadways with buildings close to the road and the Pillsbury Gate which would not allow for much/if any widening of the roadway.

- The Knoll District will be added as an identified resource as part of an expanded APE to account for the closure of Washington Avenue to vehicular traffic. *NOTE: as part of meeting follow-up with Jackie Sluss, Marjorie will also investigate adding Pioneer Hall and Comstock Hall to the list of inventoried eligible properties within the APE.*

There was discussion regarding Washington Avenue Bridge and the historic significance of the approaches on the west end providing connections to meet I-35W.

- Cariss Ptacek and Jackie will work in Mn/DOT to discover more information about the history of roadway improvements associated with the construction of the Bridge.

## 3. Review Section 106 Summary of Impacts

There was a brief discussion of the Summary of Section 106 Impacts table that will be published in the SDEIS.

- Marjorie Pearson will work with Jackie Sluss to complete this and to document the entire Section 106 consultation process at an appropriate level of detail to fully disclose potential impacts to the public in the SDEIS.

## 4. Other Local Stakeholder Meetings

Local stakeholder involvement will be completed by:

- Scheduling a meeting with representatives from the PPERRIA
- Providing information to Jackie and Dennis on the results of individual outreach meetings, as conducted by CCPO Outreach Coordinators over the next few weeks as related to concerns of NRHP listed or eligible businesses regarding project impacts on access, parking and other issues.

### Summary of Action Items

Item #	Action Item	Responsibility	Action Status
1	Determine extent of historic Wash. Avenue Bridge	Jackie/Carissa	
2	Compile draft list of potential affects to be reviewed by CRU and SHPO	Marjorie	
3	Schedule meeting with Prospect Park stakeholders (Mondays preferred)	Kathryn	
4	Follow up with SHPO/CRU on outreach coordinators meetings with businesses	Kathryn	

**Next Meeting:** 2:30 pm – 4:00 pm Wednesday, April 16, 2008



Project Name: Central Corridor LRT  
Meeting Date and Time: Wednesday, April 16, 2008, 2:30 – 4:00 pm  
CCPO  
Meeting Location: Griggs Building  
Prepared By: Kathryn O'Brien  
Distribution: Invitees and Attendees  
Re: Minutes – CRU / SHPO Coordination Meeting

---

### Attendees

Jackie Sluss	Mn/DOT CRU	651-366-3624	Jacqueline.sluss@dot.state.mn.us
Dennis Gimmestad	SHPO	651-259-3456	Dennis.gimmestad@mnhs.org
Carissa Ptacek	CCPO	651-602-1988	carissa.ptacek@metc.state.mn.us
Kathryn O'Brien	CCPO	651-602-1927	Kathryn.obrien@metc.state.mn.us
Marjorie Pearson	Hess Roise	612-338-1987	pearson@hessroise.com
Joe Trnka	HDR		Joe.trnka@hdrinc.com

#### 1. Finalize Additional Research and Inventory

The focus of the meeting was to finalize NRHP eligibility and other issues related to property inventory prior to submitting an Administrative Draft SDEIS to FTA.

It was determined that the following properties were not NRHP eligible, based on the results of Hess Roise' research:

- o Comstock Hall on the U of M campus
- o University Avenue Congregational Church

It was determined that Pioneer Hall on the U of M campus was eligible for listing on the NRHP.

Dennis Gimmestad requested that Marjorie Pearson of Hess Roise update the inventory of NRHP-eligible and listed properties for inclusion in the SDEIS. He also requested that Marjorie edit the summary table of potential impacts to eligible or listed NRHP properties (developed in 2006 prior to publication of the AA/DEIS) to include all properties identified as part of her additional research during the early stages of PE and to include some preliminary findings of the potential for adverse effects.

This table will be reviewed by Jackie Sluss and Kathryn O'Brien and published in the administrative draft SDEIS.

## **Central Corridor LRT Project Section 106 / Critical Design Considerations**

---

### **Northrop Mall**

#### **Design Goal**

- Minimize intrusion of catenary and other system elements into the viewshed area of Northrop Mall.

#### **Design Strategies**

- Identify least visually-intrusive catenary system that is technically feasible.
- Place catenary poles that are within Northrop Mall viewshed such that symmetry of visual field is maintained (i.e., avoid appearance of catenary elements within viewshed of varying heights).

### **U of M Campus Mall Historic District / Old Knoll District**

#### **Design Goal**

- Avoid adverse impacts to these historic districts associated with the conversion of Washington Avenue to a Transit Mall.

#### **Design Strategies**

- Minimize impacts of any increased traffic on streets through the district.
- Avoid adverse impacts to pedestrians, building access and historic landscape elements.

### **Prospect Park Historic District**

#### **Design Goal**

- Maintain historic character and setting of Prospect Park Historic District.

#### **Design Strategies**

- Identify historic significance of landscaped “porkchop” islands and intersections of Malcolm and Clarence streets.
- Minimize impact of any new street crossings and sidewalks along University Avenue.
- Minimize impacts of any increased traffic on residential streets through the district.
- Maintain curvilinear characteristics of access from University Avenue into the Prospect Park Historic District.
- Minimize impacts associated with spillover parking due to 1) loss of on-street parking, 2) LRT “hide and riders.”

**Capitol Mall Historic District / Rice Street Station****Design Goal**

- Avoid adverse effects to nearby historic properties and to the State Capitol Mall Historic District.

**Design Strategies**

- Place station to serve the Capitol and Rice Street area while positioning the track alignment to minimize right-of-way impacts at the northwest corner of the landscaped lawn surrounding the State Capitol.
- Maintain reference to diagonal alignment of the former Wabasha Street (currently embodied in the pedestrian sidewalk that bisects the block).
- Respect and perhaps restore the placement of the statue of Leif Erikson within a reconfigured triangle that historically existed with the former Wabasha Street.
- Maintain a similar sidewalk configuration along University Avenue at north end of Leif Erikson lawn.
- Minimize effects of station design on view of Capitol building elevations.

**State Capitol****Design Goal**

- Minimize impacts on the State Capitol building associated with Central Corridor LRT.

**Design Strategies**

- Minimize right-of-way impacts at the northwest corner of the landscaped lawn surrounding the State Capitol (associated w/placement of Rice Street station, as described above).
- Place catenary and any other system elements with care along the north façade of the State Capitol so as to maintain visual symmetry consistent with design of Capitol building.
- Minimize grade changes when integrating the IRT system into the existing State Capitol environment.
- Ensure all design elements associated with CCLRT at the north side of the Capitol are consistent with and respectful of historic Cass Gilbert design while not attempting to replicate, or add to, the original design.
- Maintain east/west sidewalk pedestrian access.

**Cedar and Exchange Streets Historic Properties / 10<sup>th</sup> Street Station****Design Goal**

- Avoid adverse effects to nearby historic properties.

**Design Strategies**

- Minimize and perhaps “lighten up” station elements at this location (canopy columns, windscreens, etc.).

- Minimize impacts to historic viewshed from Cedar Street to front steps of Central Presbyterian church.
- Minimize visual impacts south from 10<sup>th</sup> Street station to historic churches (St. Louis Catholic and Central Presbyterian).
- Ensure that functional use of Cedar Street church access (historic grand entrance points) can continue for Sunday worship and staging / access for funerals.

### **Urban Renewal Historic District / Cedar and 4<sup>th</sup> Streets Station**

#### **Design Goal**

- Mitigate adverse effects to nearby historic properties and the St. Paul Urban Renewal Historic District.

#### **Design Strategies**

- Minimize impacts to the newly-exposed façade of the St. Paul Athletic Club resulting from removal of the newer annex to this property.

### **Lowertown Historic District / Union Depot Station**

#### **Design Goal**

- Protect and preserve historic elements of the façade and landscaped elements in front of Union Depot.

#### **Design Strategies**

- Minimize intrusion of LRT station into Union Depot property.
- Protect landscaped area from encroachment of pedestrians.
  - Design station to encourage / control pedestrian movement such that existing and historic circular driveway elements are used as pedestrian points of entry into Union Depot headhouse.
  - Examine feasibility of seeking MOU/MOA with Union Depot property owner that would protect and preserve this access and the historic elements of the façade and landscaped area.
- Ensure station design is compatible with the overall classical symmetry of the Union Depot façade.

Project Name: Central Corridor LRT  
 Meeting Date and Time: Wednesday, June 4, 2008, 8:00 - 10:00 am  
 Meeting Location: CCPO - Griggs Building  
 Prepared By: Carissa Ptacek  
 Distribution: Invitees and Attendees  
 Re: Minutes – Section 106 Consultation Meeting

**Attendees**

Kathryn O'Brien	CCPO	651-602-1927	<a href="mailto:Kathryn.Obrien@metc.state.mn.us">Kathryn.Obrien@metc.state.mn.us</a>
Carissa Ptacek	CCPO	651-602-1988	<a href="mailto:Carissa.Ptacek@metc.state.mn.us">Carissa.Ptacek@metc.state.mn.us</a>
Kyle Williams	CCPO	651-602-1913	<a href="mailto:Kyle.Williams@metc.state.mn.us">Kyle.Williams@metc.state.mn.us</a>
Dave Showalter	CCPO	651-602-1931	<a href="mailto:Dave.Showalter@metc.state.mn.us">Dave.Showalter@metc.state.mn.us</a>
Jackie Sluss	Mn/DOT		
Dennis G	CCPO	651-602-1392	<a href="mailto:Melanie.Steinborn@metc.state.mn.us">Melanie.Steinborn@metc.state.mn.us</a>
Bonnie McDonald	Preservation Alliance	651-293-9047	<a href="mailto:bmcdonald@mnprsvation.org">bmcdonald@mnprsvation.org</a>
Robert Ferguson	Historic St. Paul		<a href="mailto:Fergu020@umn.edu">Fergu020@umn.edu</a>

**1. Action Items**

Item #	Action Item	Responsibility
1	Notify consulting parties when SDEIS is published	Kathryn O'Brien
2	Send Bonnie copy of 2003/2004 and 1995 studies	Carissa Ptacek / Jacqueline Sluss
3	As Transit Mall design moves forward, involved the U of M's Architecture Office (Clint Hewitt / Lance Neckar)	CCPO

**2. Brief Project Overview**

Kathryn presented an overview of the project. This included a background of previous studies on historic resources. Bonnie would like a copy of the 1995 and 2003/2004 studies.

It was requested that when the SDEIS is published consulting parties be notified.

### **3. Presentations of Current Design Proposals**

Kyle gave a brief overview of the goals of the station design.

#### **A. Northrop Mall**

A visualization of the Northrop mall with the LRT catenary elements superimposed was shown. Main items of discussion included:

- The design should strive to have the catenary poles blend into the background.
- The visualization indicated that the impacts from catenary elements (poles/wires) will be relatively minimal.
- Robert Ferguson commented that a potential strategy would be to have catenary poles of similar materials to the lighting standards currently in place.

#### **B. Raymond Avenue Station**

Main items of discussion:

- Using plain concrete for the sidewalks. Pavers would not mesh well with historic district.
- Be thoughtful of green space since this was/is a industrial district.
- Look for opportunity to establish pedestrian realm, with its own character, down middle of University Ave. with LRT.
- Bonnie McDonald discussed the opportunity to work with the artists selected during the station design process to define the characteristics of the neighborhood through the design process.

#### **C. Rice Street Station**

Main items of discussion:

- The side platform configuration of the station is an opportunity to blend into the Leif Erikson lawn side of the station. However, the CAAPB is concerned with directing pedestrian traffic through the lawn.
- Look to frame the Ford building with the station. It currently appears to be framed between two canopies.

#### **D. 10th Street Station**

Main items of discussion:

- The view to the capital will be impeded to a degree. Some solutions that may improve this would cause visual effects to the two churches.
- The two lawn panels to be removed were placed at a later date than the other panels. These may not be historically significant. Research is ongoing and will be concluded with publication of the SDEIS.

#### **E. 4th and Cedar Streets Station**

Main items of discussion:

- Bonnie was glad to see there was an NRHP-eligible Urban Renewal Historic district noted.
- It was noted that the designers believe the annex to the St. Paul Athletic Club can be avoided.
- The Bremer Bank building would have to be demolished. Dennis mentioned part of mitigation may be to help get the historic district listed.

#### **F. Union Depot**

General Concerns (Note: the meeting ran out of time which did not allow for a thorough discussion of this item):

- The taking of part of the lawn in front of the headhouse was a concern.
- Another preliminary concern had to do with impacts to the viewshed of the Union Depot.

**Next Meeting:** 1:00 p.m. – 3:00 p.m. Monday, June 9, 2008

Project Name: Central Corridor LRT  
 Meeting Date and Time: Wednesday, June 9, 2008, 1:00 - 3:30 pm  
 Meeting Location: CCPO - Griggs Building  
 Prepared By: Carissa Ptacek  
 Distribution: Invitees and Attendees  
 Re: Minutes – Section 106 Consultation Meeting

**Attendees**

Kathryn O'Brien	CCPO	651-602-1927	<a href="mailto:Kathryn.Obrien@metc.state.mn.us">Kathryn.Obrien@metc.state.mn.us</a>
Carissa Ptacek	CCPO	651-602-1988	<a href="mailto:Carissa.Ptacek@metc.state.mn.us">Carissa.Ptacek@metc.state.mn.us</a>
Jackie Sluss	Mn/DOT		
Dennis Gimmestad	CCPO	651-602-1392	<a href="mailto:Melanie.Steinborn@metc.state.mn.us">Melanie.Steinborn@metc.state.mn.us</a>
Bonnie McDonald	Preservation Alliance	651-293-9047	<a href="mailto:bmcdonald@mnprsvation.org">bmcdonald@mnprsvation.org</a>
Robert Ferguson	Historic St. Paul		<a href="mailto:Ferqu020@umn.edu">Ferqu020@umn.edu</a>
Joe Ring	PPERRIA		<a href="mailto:jeering@tds.net">jeering@tds.net</a>
Paul Singh	Historic St. Paul		<a href="mailto:psingh@historicsaintpaul.org">psingh@historicsaintpaul.org</a>
Carol Carey	Historic St. Paul		<a href="mailto:Ccarey@historicsaintpaul.org">Ccarey@historicsaintpaul.org</a>
Amy Spong	St. Paul HPC		<a href="mailto:Amy.spong@ci.stpaul.mn.us">Amy.spong@ci.stpaul.mn.us</a>

**1. Action Items**

Item #	Action Item	Responsibility
1	Provide one copy of Section 106 research completed during SDEIS process to each consulting party	Jacqueline Sluss
2	Post Section 106 research report online w/SDEIS when it is published	Kathryn O'Brien
3	As Transit Mall design moves forward, involved the U of M's Architecture Office (Clint Hewitt / Lance Neckar)	CCPO

## 2. Union Depot

As follow-up to the meeting of June 4, the meeting began with a continued discussion of Union Depot. Kathryn O'Brien distributed an engineering concept depicting the station platform in front of the Depot headhouse and the encroachment (approximately 14-feet) that would result from construction.

Main items of discussion:

- Impacts to landscaped area in front of Union Depot w/station encroachment and maintaining the existing proportions and symmetry of design
- There was a request to provide a visualization of the station area under existing (no build) and build conditions, with the build conditions depicting future landscaping changes.

Dennis Gimmestad solicited the input of the consulting parties on the Union Depot station design and potential effects.

### Preservation Alliance

- General preference is to provide a connection to the Union Depot headhouse, as it would restore the historic associations and setting as a multi-modal rail passenger transfer point.
- Reinforced the importance of maintaining the overall symmetry and classical proportions of this property.

### St. Paul Heritage Preservation Commission

- Biggest concern is with the proposed prototypical station design and the perception that it does not provide enough flexibility to ensure each station fits into its historic context.
- Amy requested that a presentation on the station design be given to the St. Paul HPC board sometime in July.

### Historic St. Paul

- Expressed desire to maintain proportion of landscaped area in front of the Depot headhouse.
- Expressed support for the Central Corridor project to restore the historic associations of Union Depot as a rail passenger transfer hub.

### PPERRIA

- Reinforced the importance of maintaining green space in front of the Union Depot headhouse. Also expressed belief that restoring the Depot to rail passenger use was a positive aspect of station placement.

## 3. Discussion of Effects

A table listing all NRHP-eligible and listed resources within the Central Corridor's APE was distributed. This table was organized into categories of potential effects, ranging from "no" to "some" to "high" potential in three categories.

There were no changes to the table or to the assignment of categories by the meeting participants.

Joe Ring of PPERRIA did express some concern in the Motley area (outside of the Prospect Park Historic District regarding current violation of one-way street postings and the potential for this behavior to be worsened when LRT is constructed and Washington Avenue is converted to a Transit Mall.

## ATTACHMENT A

Project Name: Central Corridor LRT  
 Meeting Date and Time: Thursday, July 24, 2008, 10:00 – 11:15 am  
 Meeting Location: MN History Center  
 Prepared By: Kathryn O'Brien  
 Distribution: Invitees and Attendees  
 Re: Minutes – CRU / SHPO / ACHP Consultation

### Attendees

Jackie Sluss	Mn/DOT CRU	651-366-3624	Jacqueline.sluss@dot.state.mn.us
Dennis Gimmestad	SHPO	651-259-3456	Dennis.gimmestad@mnhs.org
Blythe Semmer	ACHP		
Kathryn O'Brien	CCPO	651-602-1927	<a href="mailto:Kathryn.obrien@metc.state.mn.us">Kathryn.obrien@metc.state.mn.us</a>
David Werner	FTA	312-353-3879	<a href="mailto:david.werner@dot.gov">david.werner@dot.gov</a>
Britra Bloomberg	SHPO	651-259-3459	Britta.bloomberg@mnhs.org

### 1. ACHP Role

Blythe Semmer introduced herself and provided an overview of the process of engaging the ACHP and what their role in the CCLRT Section 106 consultation process will be.

- The ACHP formally joined as a consulting party to the Section 106 process in June 2008 after being invited to do so by the FTA.
- The role of the ACHP in the process will be no different from that of any other consulting party to the process.
- The ACHP will be a signatory to the Programmatic Agreement that will be developed.
- The ACHP's primary interest in the project at this time is to ensure Section 106 procedural compliance.
- A discussion of other consulting parties ensued. Currently they are:
  - St. Paul Heritage Preservation Commission
  - Historic Saint Paul
  - Prospect Park East River Road Improvement Association
  - Preservation Alliance

- St. Louis King of France Catholic Church

## 2. Project Overview

Kathryn O'Brien provided a brief overview of the Central Corridor LRT project, its major features and connectivity to existing and planned transit and transportation systems.

## 3. Section 106 Consultation to Date

There was a discussion of the process of consultation to date. A packet was included for meeting attendees containing a summary of meetings as well as complete notes of meetings.

Blythe asked about consultation with the THPO. David Werner replied to say they had been notified of the preparation of the Supplemental DEIS. It was determined that there should be follow-up contact with the THPO.

## 4. Discussion of Exhibits

Kathryn O'Brien discussed exhibits prepared for the conference call focusing on notable resources as identified through the consultation process and the proposed project's potential effects on these resources.

## 5. Next Steps

David Werner began the discussion of the next steps of the Section 106 process, stating that a Determination of Effects report would be developed by Mn/DOT CRU and circulated for SHPO response / concurrence.

Dennis Gimmestad replied to say that he believed that drafting an effects report at this point in the process would not be a productive use of time or resources. He stated that the SDEIS did a very good job of identifying effects to resources and that he would rather the process focus on engaging SHPO and consulting parties in the design process to reduce effects.

Blythe Semmer stated that Dennis' proposed approach eliminating the step of drafting a Determination of Effect report would be acceptable from a procedural standpoint.

David Werner stated that he would inform Julie Atkins, FTA's Federal Preservation Officer of this proposed approach.

### Summary of Action Items

Item #	Action Item	Responsibility	Action Status
1	Send follow-up contact to THPO	David Werner	
2	Contact FTA's Federal Preservation Officer to discuss proposed approach regarding written determinations of effect (DOE). Options include a formal FTA DOE report, a letter from FTA summarizing the DOE, or deferring preparation of written DOE at this time.	David Werner	

Project Name: Central Corridor LRT  
 Meeting Date and Time: Thursday, October 16, 2008, 1:30 - 3:00 pm  
 Meeting Location: CCPO - Griggs Building  
 Prepared By: Kathryn O'Brien  
 Re: Minutes – Section 106 Consultation Meeting

### Attendees

Kathryn O'Brien	CCPO	651-602-1927	<a href="mailto:Kathryn.Obrien@metc.state.mn.us">Kathryn.Obrien@metc.state.mn.us</a>
Jackie Sluss	Mn/DOT	651-366-3624	<a href="mailto:Jacqueline.sluss@dot.state.mn.us">Jacqueline.sluss@dot.state.mn.us</a>
Dennis Gimmestad	SHPO	651-259-3456	<a href="mailto:Dennis.gimmestad@mnhs.org">Dennis.gimmestad@mnhs.org</a>
Pastor David Colby	Central Presbyterian	651-224-4728	<a href="mailto:dcolby@cpcstpaul.org">dcolby@cpcstpaul.org</a>
Pat Rose	Historic St. Paul		<a href="mailto:rose@pro-ns.net">rose@pro-ns.net</a>
Mike Rose	PPERRIA		<a href="mailto:rose@pro-ns.net">rose@pro-ns.net</a>
Kyle Williams	CCPO	651-602-1913	<a href="mailto:Kyle.williams@metc.state.mn.us">Kyle.williams@metc.state.mn.us</a>
Dan Soler	CCPO	651-602-1971	<a href="mailto:dan.soler@metc.state.mn.us">dan.soler@metc.state.mn.us</a>
Dana Happel	CCPO	651-602-1954	<a href="mailto:dana.happel@metc.state.mn.us">dana.happel@metc.state.mn.us</a>

### 1. Action Items

Item #	Action Item	Responsibility
1	Meet with City of St. Paul, MPR, and Central Presbyterian to further explore concept of development of MPR open space	CCPO

### 2. Introductions and Project Status

Meeting participants introduced themselves.

Concern was expressed by the St. Louis Church regarding earlier phases of project development and the lack of intentional outreach to their church. A request was made for documentation of earlier phases, such as the project scoping report and other materials. Dana Dellis reminded the church that these materials had been provided to

them some weeks ago. If the church needs additional copies, however, they would be made available.

### **3. Discussion of Events and Other Access**

One of the primary concerns expressed by both the St. Louis Church and Central Presbyterian is in regard to church access for special events (weddings and funerals). In the case of Central Presbyterian, additional and substantial concern regards the loss of their alleyway access to the north side of the church. This is used daily for parking (there is an ADA-signed parking spot here), deliveries, trash removal, and other activities. Much of the discussion in the meeting focused on strategies to address these concerns.

Special Event Access: A concept was shared that would use the remainder of a travel lane in front of St. Louis and down to the intersection of Cedar Street and Exchange as a parking and travel lane for special events (the concept is attached to these notes). This concept would allow professional drivers to pull into the area and park, directly in front of the St. Louis church steps and approximately 120 feet from the Central Presbyterian church steps. They would exit the lane at Exchange Street. It would require a Metro Transit flagger at the intersection of Cedar and Exchange.

Discussion of this concept centered around the opportunity to integrate the area illustrated in the concept into the existing sidewalk on Cedar Street with a surmountable curb and aesthetic treatments of paving materials to enhance the pedestrian environment.

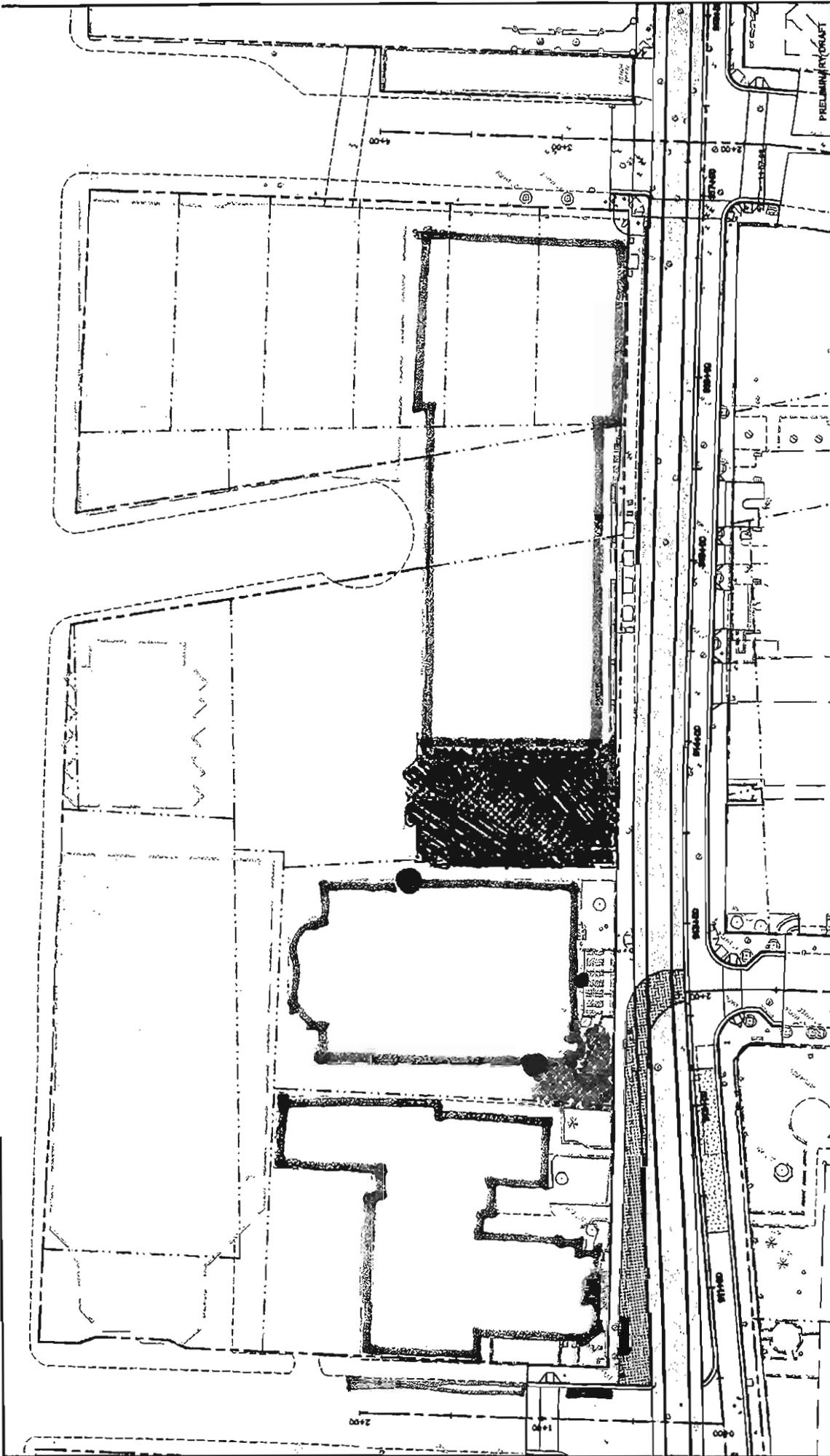
There was also discussion about maintenance of this area and snow removal. Representatives from St. Louis church asked about opportunities to provide heated sidewalks so that snow would melt during winter months. The comment was made by CCPO that outdoor heating is typically not seen as a very sustainable design measure.

Central Presbyterian Church Access: Additionally, a concept was shared with meeting participants illustrating a potential means to replace the access that would be lost to the church's alleyway. This concept is attached to the meeting notes. The concept would involve use of the open space that exists between Central Presbyterian and MPR, developing it to serve as Central Presbyterian Church access and parking while fulfilling obligations MPR made to develop this space.

Pastor Colby felt that the concept was worthy of further discussion; however, he did note substantial concerns. Among his concerns were maintainability of the space, snow removal during the winter months, the distance mobility-impaired persons would have to walk to access the church's north entrance, the feasibility of implementation of this concept.

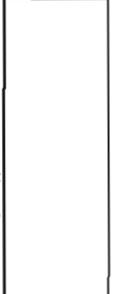
### **4. Next Steps**

Next steps were identified to meet with the City of St. Paul and MPR, who are key stakeholders in the development of the Central Presbyterian Church access concept. CCPO will arrange for this meeting to take place.



PRELIMINARY DRAFT

DMJM HARRIS AECOM  
 Kenney-Horn  
 and Associates, Inc.

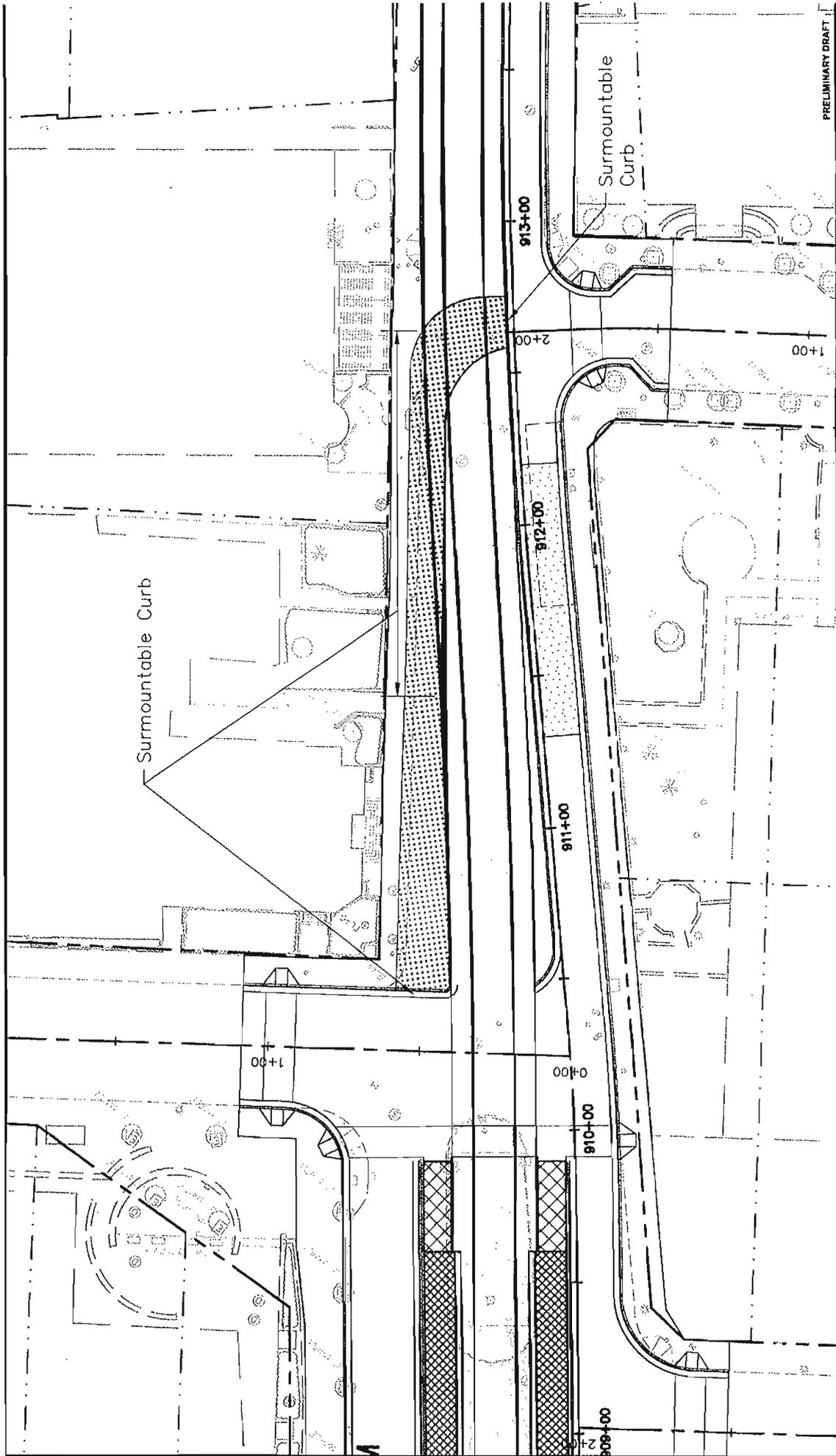


# Cedar Street - 10th to 7th

## Rear Parking and Access

CONCEPT B

Central Corridor  
 Light Rail Transit



PRELIMINARY DRAFT  
 DMJM HARRIS AECOM  
 Kimley-Horn  
 and Associates, Inc.

**Cedar Street - 10th to Exchange**  
 Path to Provide Access to East Side of Cedar  
**Concept A**

Central Corridor  
 Light Rail Transit

Project Name: Central Corridor LRT  
 Meeting Date and Time: Thursday, October 29, 2008  
 Meeting Location: CCPO - Griggs Building  
 Prepared By: Kathryn O'Brien  
 Re: Minutes – Section 106 Consultation Meeting

**Attendees**

Kathryn O'Brien	CCPO	651-602-1927	<a href="mailto:Kathryn.Obrien@metc.state.mn.us">Kathryn.Obrien@metc.state.mn.us</a>
Jackie Sluss	Mn/DOT	651-366-3624	<a href="mailto:Jacqueline.sluss@dot.state.mn.us">Jacqueline.sluss@dot.state.mn.us</a>
Dennis Gimmestad	SHPO	651-259-3456	<a href="mailto:Dennis.gimmestad@mnhs.org">Dennis.gimmestad@mnhs.org</a>
Robert Ferguson	Historic St. Paul		<a href="mailto:Feru020@umn.edu">Feru020@umn.edu</a>
Aaron Isaacs	MSM		<a href="mailto:aaronmona@aol.com">aaronmona@aol.com</a>
John Diers			<a href="mailto:j.diers@mohsi.com">j.diers@mohsi.com</a>
Kyle Williams	CCPO	651-602-1913	<a href="mailto:Kyle.williams@metc.state.mn.us">Kyle.williams@metc.state.mn.us</a>
Evelyn Tidlow	CCRG		<a href="mailto:etidlow@ccrginc.com">etidlow@ccrginc.com</a>
Rick Nau	URS		<a href="mailto:Rick.nau@urscorp.com">Rick.nau@urscorp.com</a>
Steve Malloy	URS		<a href="mailto:Steve.malloy@urscorp.com">Steve.malloy@urscorp.com</a>
Steve Morris	Ramsey County		<a href="mailto:Steve.morris@co.ramsey.mn.us">Steve.morris@co.ramsey.mn.us</a>
Dave Showalter	CCPO	651-602-1931	<a href="mailto:Dave.showalter@metc.state.mn.us">Dave.showalter@metc.state.mn.us</a>
Amy Spong	St. Paul HPS		<a href="mailto:Amy.spong@ci.stpaul.mn.us">Amy.spong@ci.stpaul.mn.us</a>
Erin Hanafin Berg	Preservation Alliance of Minnesota		<a href="mailto:Ehberg@mnpreservation.org">Ehberg@mnpreservation.org</a>

**1. Action Items**

Item #	Action Item	Responsibility
1	Continue to develop the 4 <sup>th</sup> Street alignment alternative that avoids the mid-block Wacouta crossing of Broadway. Coordination with the City of St. Paul and Ramsey County and other stakeholders is key.	CCPO

## 2. Overview of Avoidance Alternatives

Engineering consultants working with Ramsey County gave an overview to meeting participants of the alternatives developed based on feedback received in a meeting August 27, 2008, discussing potential adverse effects associated with the Central Corridor LRT Preliminary Engineering alternative.

Sibley Street: URS presented an alignment alternative that used 4<sup>th</sup> Street to Sibley Street and then turned south to access the Union Depot concourse. This alternative would eliminate the Downtown Children's Play Area at 4<sup>th</sup> and Sibley, which is a City of St. Paul park.

Kellogg Boulevard: URS also presented an alternative alignment that would not use 4<sup>th</sup> Street (eliminating the diagonal alignment at 4<sup>th</sup>, 5<sup>th</sup> and Minnesota streets). This alternative continued south on Cedar Street to Kellogg Boulevard at which point it turned west to provide a connection to the Union Depot Concourse. This alternative is not consistent with the City of St. Paul's *Central Corridor Development Strategy*, which is an adopted chapter of their city Comprehensive Plan.

4<sup>th</sup> Street: The CCPO presented information on alternative alignments that continued to provide LRT on 4<sup>th</sup> Street in downtown St. Paul, but extended the LRT tracks east of Union Depot to avoid the mid-block Wacouta alignment. Different potential locations for station placement were reviewed. Placing a station on the block in front of the Farmer's Market was not feasible as it is a short city block and the station platform would extend into the intersections, thereby closing Wall and Broadway streets to through traffic. Placing an LRT station on the block between Wacouta and Wall streets would eliminate access to underground parking for a new loft condominium building and would close 4<sup>th</sup> Street to automobile traffic, which would make it not a feasible or prudent alternative.

The alternative shared with the group that had the greatest promise would keep the end-of-line Central Corridor LRT station at Union Depot, but have only a single side-platform station, thereby minimizing right-of-way impacts to the property in front of the Union Depot headhouse. Access impacts, specifically curtailing access to the circular drive leading up to the headhouse, would remain under this alternative, but it does avoid impacts to the Union Depot elevated rail yard and other impacts associated with the Preliminary Engineering Alternative.

## 3. Next Steps

The 4<sup>th</sup> Street alternative extending the CCLRT tail tracks will continue to be explored with other stakeholders, including Ramsey County, the City of St. Paul and Metro Transit operations and maintenance staff. An option to re-use the Diamond Products building for a CCLRT operations and maintenance facility is also being developed and explored as part of this avoidance alternative.

Project Name: Central Corridor LRT  
 Meeting Date and Time: Thursday, November 6, 2008  
 Meeting Location: CCPO - Griggs Building  
 Prepared By: Kathryn O'Brien  
 Re: Minutes – Programmatic Agreement Consultation Meeting

**Attendees**

Kathryn O'Brien	CCPO	651-602-1927	<a href="mailto:Kathryn.Obrien@metc.state.mn.us">Kathryn.Obrien@metc.state.mn.us</a>
Jackie Sluss	Mn/DOT	651-366-3624	<a href="mailto:Jacqueline.sluss@dot.state.mn.us">Jacqueline.sluss@dot.state.mn.us</a>
Dennis Gimmestad	SHPO	651-259-3456	<a href="mailto:Dennis.gimmestad@mnhs.org">Dennis.gimmestad@mnhs.org</a>
Joseph Ring	PPERRIA		<a href="mailto:Joering@tds.net">Joering@tds.net</a>
Aaron Isaacs	MSM		<a href="mailto:aaronmona@aol.com">aaronmona@aol.com</a>
John Dewitte	Transit for Livable Communities		<a href="mailto:jdewitt@comcast.net">jdewitt@comcast.net</a>
Amy Spong	St. Paul HPC		<a href="mailto:Amy.spong@ci.stpaul.mn.us">Amy.spong@ci.stpaul.mn.us</a>

**1. Action Items**

Item #	Action Item	Responsibility
1	Consulting parties will work to provide Mn/DOT CRU and SHPO with concrete ideas that will discuss Public Education opportunities as part of completing the Programmatic Agreement in draft form.	Consulting Parties

**2. Discussion of Draft Programmatic Agreement**

Dennis Gimmestad and Jackie Sluss distributed copies of the draft Programmatic Agreement that has been developed with input and assistance from CCPO staff.

Dennis led the group through the structure of the PA and the content of its major sections.

Much of the discussion focused around the public education component and how to make this a useful and helpful part of the PA

Joe Ring from PPERRIA had questions and comments regarding potential impacts to the Prospect Park Historic District related to secondary effects from LRT – specifically persons who may park in the neighborhood to ride the LRT into the U of M or downtown Minneapolis and thereby avoid parking charges. Kathryn O'Brien mentioned that parking impacts are an issue that is within the City of Minneapolis' jurisdiction to implement and enforce. Joe will send information to Kathryn, results of a neighborhood parking study conducted recently for Kathryn to review and discuss with the City of Minneapolis.

### **3. Next Steps**

The group will meet again on November 13 to finalize input into the Public Education component of the Programmatic Agreement.

Project Name: Central Corridor LRT  
 Meeting Date and Time: Thursday, November 13, 2008  
 Meeting Location: CCPO - Griggs Building  
 Prepared By: Kathryn O'Brien  
 Re: Minutes – Programmatic Agreement Consultation Meeting

**Attendees**

Jackie Sluss	Mn/DOT	651-366-3624	Jacqueline.sluss@dot.state.mn.us
Dennis Gimmestad	SHPO	651-259-3456	Dennis.gimmestad@mnhs.org
Carissa Ptacek	CCPO	651-602-1988	Carissa.ptacek
Erin Hanafin Berg	Preservation Alliance of Minnesota		ehberg@mnpreservation.org
Joseph Ring	PPERRIA		Joering@tds.net

**1. Action Items**

Item #	Action Item	Responsibility
1	The Programmatic Agreement will be delivered in draft form to FTA and ACHP for discussion prior to convening the Consulting Parties for a final review of the PA.	CCPO / Mn/DOT CRU / SHPO

**2. Discussion of Draft Programmatic Agreement / Public Education**

This meeting was a follow-up meeting to one a week previous at which the draft Programmatic Agreement was shared with consulting parties.

**Field Guide** – Everyone agreed that a field guide would be a good item to include. This would provide an overview of the corridor, list eligible properties and provide the reasoning behind the eligibility.

There was discussion of including tax credit opportunities for eligible properties.

Erin mentioned having a document including characteristics of the different areas so not eligible properties could understand the elements of historic importance. Jackie and

Dennis cautioned that the scope of Programmatic Agreement is limited to the NEPA process.

Need to describe in what format the guide should be submitted and to who. There could be an opportunity for future use of the document beyond this project. It was suggested to name a person/department that would be the end owner in the agreement.

The District Councils could be the vehicle to continue to make this guide available.

**Workshops** – It was the goal of the group to ensure that all eligible property owners were met with to help them understand the opportunities this designation created. The field guide should be sent to each eligible property and followed up with a one on one meeting.

There was discussion if there should also be a larger workshop to discuss these issues. There was not a consensus on this. This would include style seminar, and sensitive infill design along the corridor.

**Grants** – It was asked if stimulus grants were considered a mitigation measure. Erin discussed the possibility of a grants program to help with remodeling costs. Also, if grants are available through different means it was wondered if this could be disseminated (St. Paul Star grant was mentioned).

Project Name: Central Corridor LRT  
Meeting Date and Time: Thursday, December 11, 2008  
Meeting Location: CCPO - Griggs Building  
Prepared By: Kathryn O'Brien  
Re: Minutes – Section 106 Consultation Meeting

### Attendees

Kathryn O'Brien	CCPO	651-602-1927	<a href="mailto:Kathryn.Obrien@metc.state.mn.us">Kathryn.Obrien@metc.state.mn.us</a>
Jackie Sluss	Mn/DOT	651-366-3624	<a href="mailto:Jacqueline.sluss@dot.state.mn.us">Jacqueline.sluss@dot.state.mn.us</a>
Dennis Gimmestad	SHPO	651-259-3456	<a href="mailto:Dennis.gimmestad@mnhs.org">Dennis.gimmestad@mnhs.org</a>
Robert Ferguson	Historic St. Paul		<a href="mailto:Feru020@umn.edu">Feru020@umn.edu</a>
John Diers			<a href="mailto:j.diers@mohsi.com">j.diers@mohsi.com</a>
Kyle Williams	CCPO	651-602-1913	<a href="mailto:Kyle.williams@metc.state.mn.us">Kyle.williams@metc.state.mn.us</a>
Steve Morris	Ramsey County		<a href="mailto:Steve.morris@co.ramsey.mn.us">Steve.morris@co.ramsey.mn.us</a>
Dave Showalter	CCPO	651-602-1931	<a href="mailto:Dave.showalter@metc.state.mn.us">Dave.showalter@metc.state.mn.us</a>
Amy Spong	St. Paul HPS		<a href="mailto:Amy.spong@ci.stpaul.mn.us">Amy.spong@ci.stpaul.mn.us</a>
Erin Hanafin Berg	Preservation Alliance		<a href="mailto:Ehberg@mnpreservation.org">Ehberg@mnpreservation.org</a>
Lucy Thompson	City of St. Paul		<a href="mailto:Lucy.thompson@ci.stpaul.mn.us">Lucy.thompson@ci.stpaul.mn.us</a>
John Maczko	City of St. Paul		<a href="mailto:John.maczko@ci.stpaul.mn.us">John.maczko@ci.stpaul.mn.us</a>
Tim Griffin	St. Paul Design Center		<a href="mailto:griffen@riverfrontstpaul.com">griffen@riverfrontstpaul.com</a>

#### 1. Resolution of Union Depot Station Configuration

The focus of the meeting was on Union Depot station platform configuration. The objective was to resolve on the optimal configuration, given input from SHPO, consulting parties, other interested stakeholders, the City of St. Paul and Ramsey County prior to the Ramsey County board taking action to approve a change to the Preliminary Engineering alternative that would extend Central Corridor LRT east on 4<sup>th</sup> Street,

relocating the Operations and Maintenance facility to the Diamond Products site north of Kellogg Boulevard.

CCPO architects presented options for Union Depot station platform configuration. An option reviewed with consulting parties and stakeholders previously (October 29, 2008) to configure the station as a single side-platform station had been identified as having fatal flaws from an operational perspective.

Options discussed included a center-platform station and a side-platform station. After some discussion of a center platform station, the following issues were identified: 1) through access on Wacouta would be curtailed and the street turned into a cul-de-sac at Wacouta and 4<sup>th</sup>, 2) greater amounts of right-of-way would need to be acquired from the area in front of the Union Depot headhouse, 3) pedestrian interaction with the station area would be complicated by having tracks bound the platform area rather than a station platform, 4) there would be impacts to another Section 4(f) property – the Downtown Children’s Play area, which would be avoided with a side-platform station.

**Design Resolution:** Due to the issues identified with a center-platform station, the consensus of the group was that a side-platform station was preferred and will be carried forward in the design process.

## Programmatic Agreement Consultation

**Consultation/Design Request**

**No.:**

001

**Date:**

12/18/2008

**Prepared By:**

Kathryn O'Brien

**Basis:**

Consultation regarding placement of Union Depot OCS system elements in front of Union Depot

**Attendees:**

Jackie Sluss, Mn/DOT CRU; Dennis Gimmestad, SHPO; Kathryn O'Brien, CCPO; Alicia Vap, CCPO; Steve Apanian, CCPO

**Design Request Received:**

There is preference to go with side-pole catenary design in the block in front of the Union Depot property. CCPO will investigate this by:

- a. Investigating in greater detail the exact placement of catenary poles on this block given information we have re: areaways and other constraints that would limit placement of poles.
- b. Investigating what, if any, constraints exist to the co-mingling of poles and lights.
- c. On the south side of 4<sup>th</sup> Street, CCPO will investigate the feasibility of placing the catenary poles on the LRT platform to further limit the intrusion of elements associated with the CCLRT project. On the north side of 4<sup>th</sup> Street, poles will remain on the sidewalk.

**Justification:**

SHPO and other consulting parties (as expressed at 12/11/08 meeting) believe there is more historic justification for side-pole catenary placement and that this design will have fewer impacts on the Union Depot setting.

**Stakeholder Affected:**

City of St. Paul

**Disciplines Affected:**

Track, Stations, Utilities

**Budget Impacts:**

Not identified

**Schedule Impacts – Design**  Yes  No

**Schedule Impacts – Construction**  Yes  No

None identified

**Other Information:**

This is a variance from design direction received from the City of St. Paul re: OCS placement in front of Union Depot. The City will be allowed the opportunity to comment.

## Programmatic Agreement Consultation

**Consultation/Design**

**Request No.:**

002

**Date:**

12/18/2008

**Prepared By:**

Kathryn O'Brien

**Basis:**

Consultation regarding placement of OCS system elements in front individually listed or eligible historic properties on University Avenue from 29<sup>th</sup> Avenue to Rice Street

**Attendees:**

Jackie Sluss, Mn/DOT CRU; Dennis Gimmestad, SHPO; Kathryn O'Brien, CCPO; Alicia Vap, CCPO; Steve Apanian, CCPO

**Design Request Received:**

Changes to catenary pole placement will be investigated for the following properties along University Avenue:

- a. 1222 University Avenue (St. Paul Casket Company Factory): Shift pole at intersection of Griggs / University to the west beyond the building or, if a longer shift is not feasible, to line up with the tower that forms the center of the building façade.
- b. 2102 University Avenue (Great Lakes Coal and Dock Company Office Building): Shift the catenary pole at the intersection of Cleveland / University slightly east to be out of the viewshed of the façade of the building.

**Justification:**

Commitments to review catenary pole placement near individually listed or eligible properties was committed to in the PA. If no property is mentioned specifically above, then no changes by SHPO or Mn/DOT CRU were requested.

**Stakeholder Affected:**

None

**Disciplines Affected:**

Track, Utilities

**Budget Impacts:**

Not identified

**Schedule Impacts – Design**  Yes  No

**Schedule Impacts – Construction**  Yes  No

None identified

**Other Information:**



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)

April 30, 2009

Dennis Gimmestad  
State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
St. Paul, MN 55102-1903

Reid Nelson  
Director, Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue, NE  
Suite 803  
Washington, DC 20004

Re: Central Corridor Light Rail Transit Project

Dear Mr. Gimmestad and Mr. Nelson:

The Federal Transit Administration (FTA) is providing the Minnesota State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (ACHP) with this determination of effects and related information pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act, (NHPA) as amended (36 CFR 800) for the Central Corridor Light Rail project (Central Corridor LRT). As you know from prior correspondence, FTA has determined that this project will be a federal undertaking, as defined by the NHPA, and we have, with your concurrence, made a determination of the Area of Potential Effect (APE). This letter provides you with FTA's identification of historic properties and our determination of effects and potential adverse effects pursuant to 36 CFR Section 800.5. This letter also acknowledges that due to the nature and complexity of the project, we are proceeding under 36 CFR Sections 800.5(a)(3) and 800.14(b) for a phased determination of adverse effects and the development a programmatic agreement (PA). The Advisory Council on Historic Preservation (ACHP) has accepted the invitation to join in the consultation and consider entering into a PA for the project.

The Section 106 consultation process for the Central Corridor LRT project includes our consultation with the project sponsor, Metropolitan Council (MC); the State Historic Preservation Office; Mn/DOT Cultural Resources Unit (CRU); and other consulting

parties. This process has resulted in the identification of eligible or listed National Register of Historic Places (NRHP) properties within the project's APE and determinations of effects and potential adverse effects as referenced in the "Supplemental Historic Properties Investigations and Evaluations for the Central Corridor Light Rail Transit Project," (June 27, 2008) and summarized in that report's Table 2, both of which are attached and incorporated by reference.

#### Determinations of No Adverse Effects.

FTA also makes a determination of no adverse effects for the historic resources identified as such in Table 2.

#### Determination of Potential Adverse Effects.

Anticipated and potential adverse effects, as noted in Table 2, referenced above, are categorized as "some potential" and "high potential" for adverse effects. The potential impacts for these resources are generally related to station design and placement of the poles and catenary elements required to provide power to the light rail vehicles. To avoid or minimize any potential adverse effects, FTA proposes that, with consultation MN SHPO and other consulting parties (Preservation Alliance of Minnesota, St. Paul Heritage Preservation Commission, Historic St. Paul, the Prospect Park and East River Road Improvement Association, St. Louis King of France Church, and Central Presbyterian Church) and other interested parties (including, but not limited to the Minneapolis Heritage Preservation Commission, the University of Minnesota, the Capitol Area Architectural and Planning Board and City of St. Paul Planning and Economic Development unit), in the design and construction of these elements, FTA will require: (a) that the MC shall take into account the suggested approaches to new construction in historic areas in the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI STANDARDS); (b) that consultation will occur throughout the design process to allow project designers to effectively integrate historic values into the project design; (c) that the consultation process will *not* be limited to a review of and comment on completed designs but will allow for effective integration of consulting party comments into the design process; and (d) that final designs for all project elements in historic areas will be submitted to MN SHPO review and written concurrence.

##### a. "High Potential" For Adverse Effects Resources.

For those resources that are listed under a "high potential" for adverse effects, the potential impacts, besides those related to the station design and placement of poles and catenary elements involve impacts summarized (see Table 2 for full description) as follows:

East River Parkway: Increased traffic volumes; temporary construction impacts.

University of Minnesota Campus Mall Historic District: increased traffic volumes; temporary construction impacts.

State Capital Mall Historic District: changes to vehicular and pedestrian accesses; encroachment on Leif Erickson Lawn; removal of green medians; temporary construction impacts; location of traction power substation.

Minnesota State Capitol: temporary construction impacts; changes to vehicular and pedestrian accesses.

Central Presbyterian Church: access closure and removal of on-street parking; temporary construction impacts; location of traction power substation.

St. Louis King of France Church and Rectory: removal of on-street parking; temporary construction impacts; location of traction power substation.

Lowertown Historic District: change to one-way street; median closure; removal of on-street parking; temporary construction impacts; location of traction power substation.

St Paul Union Depot and elevated rail yards: change to one-way street; median closure; removal of on-street parking; temporary construction impacts; placement of vehicle storage and maintenance facility.

St Paul Urban Renewal Historic District: change to one-way street; median closure; removal of on-street parking; removal of contributing building. No mitigation is suggested.

b. Some Potential For Adverse Effects.

The following resources, listed in Table 2, for which it is determined may have “some potential” for adverse impacts, the project sponsor, through the refinement of preliminary engineering plans has responded to initial concerns regarding the potential adverse effects and FTA recommends a determination that there will be no adverse impact.

Washington Avenue Bridge: The profile and overall aesthetic features of the bridge will not be altered by the proposed improvements to facilitate light rail transit (LRT) operations on the lower bridge deck. A change in traffic patterns will occur with the introduction of LRT on the two center lanes currently used by automobiles, but this is not anticipated to result in adverse effects to this property. There will be no changes proposed to the pedestrian deck of this structure as a result of the Central Corridor LRT project, nor will there be changes to any of the pedestrian or other connections that lead to the upper-deck structure.

East River Parkway: With the conversion of Washington Avenue to a pedestrian / transit mall, automobile traffic destined to the University of Minnesota East Bank campus will be diverted onto East River Parkway. Traffic destined to points beyond the campus will be encouraged to use alternate routes, such as the 10<sup>th</sup> Avenue Bridge to University Avenue or 4<sup>th</sup> Street or the adjacent I-94 freeway corridor. There will be no barriers or

other significant installations near the Washington Avenue Bridge to accomplish this diversion of traffic. Rather, it will be accomplished through signage and other design cues, much like Nicollet Avenue in downtown Minneapolis is designed today to operate as a transit mall. Washington Avenue must remain accessible to vehicles, as buses and emergency vehicles will still be operating on it on a daily basis. Several traffic studies have been completed, working closely with staff from the University of Minnesota, that have resulted in identified improvements needed to accommodate the change in traffic patterns resulting from closure of Washington Avenue to automobiles. Improvements needed to East River Parkway are limited to installation of a traffic signal at the intersections of East River Parkway and Delaware Street and striped turn lanes. Turn lanes will be constructed at the intersection of East River Parkway and Arlington Street and East River Parkway and Harvard Street. These improvements will not change the existing character of the road as a parkway – it will remain a two-lane curvilinear road within its present alignment. No adverse effects are anticipated to result to this property.

State Capitol Mall Historic District: The Rice Street LRT station will be placed in the southeast corner of the intersection of Rice Street and University Avenue and will encroach into an area of the State Capitol Mall Historic District known as Leif Erikson Lawn. A historical study of Leif Erikson lawn was conducted and is documented in the Supplemental Historic Properties investigation (as referenced above). Based on the results of the investigation and subsequent consultation with consulting parties and stakeholders, the significant features of the site were identified as the historic corridor bisecting this parcel, which was previously Wabasha Street and is currently reconfigured as a pedestrian path and the placement of the statue of Leif Erikson within the lawn space. The preliminary engineering plans have been refined to respect these considerations. The ongoing consulting process will ensure that, as station design and final project design proceed, adverse effects to this historic district will be avoided.

For all of the foregoing instances where there is determined to be “some potential” and a “high potential” for adverse effects, unless otherwise indicated, we propose that the process of consultation and measures as described above and included in Table 2 and as will be included in the PA, will ensure that adverse impacts to this historic property will be avoided, minimized and mitigated. **On this basis and with the execution of a PA, FTA concludes that all necessary and appropriate consultation under Section 106 has been achieved and the Section 106 requirements have been met and that the development and evaluation of alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties have been conducted. Compliance with the procedures established by the approved PA will satisfy FTA’s Section 106 responsibilities. FTA seeks your concurrence with our determinations.**

We look forward to continue working with the State Historic Preservation Office and the Advisory Council on Historic Preservation, local consulting parties and interested stakeholders for the development and implementation of the PA and as the process of advanced preliminary design and final design continues.

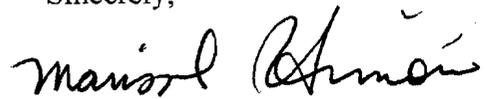
Central Corridor Determination of Effects Letter

April 30, 2009

Page 5 of 5

If you have any questions regarding this project, please contact me or Bill Wheeler at (312) 353-2789.

Sincerely,

A handwritten signature in cursive script that reads "Marisol Simon".

Marisol Simon  
Regional Administrator

cc: Consulting Parties

- Preservation Alliance of Minnesota
- St. Paul Heritage Preservation Commission
- Historic St. Paul, the Prospect Park and East River Road Improvement Association
- St. Louis King of France Church, and Central Presbyterian Church

Enclosure



Minnesota  
Historical Society

State Historic Preservation Office

May 14, 2009

Ms. Marisol Simon  
Regional Administrator  
Federal Transit Administration  
Region V  
200 West Adams Street, Suite 320  
Chicago, IL 60606-5253

Re: Central Corridor Light Rail Transit Project  
Hennepin and Ramsey Counties  
SHPO Number: 2007-1118

Dear Ms. Simon:

Thank you for your letter of 30 April 2009, regarding determination of effects for the Central Corridor Light Rail Project. As you know, we have been in consultation with your office, the Metropolitan Council, and a wide range of interested parties during the planning process for this project. We appreciate everyone's efforts in developing the Programmatic Agreement as part of the Section 106 process.

Your letter draws on the contents of the report "Supplemental Historic Properties Investigations and Evaluations for the Central Corridor Light Rail Transit Project" (June 27, 2008). This report and several other survey and evaluation reports prepared under the direction of the Cultural Resources Unit at the Minnesota Department of Transportation have been most helpful in the consultation process to date. The effects identified in the June 27, 2008 report have served as a basis for consultation; we have also taken into account considerable additional information on effects gathered during subsequent consultation leading to the draft agreement.

1. Pursuant to the provisions of the draft agreement, there are potential adverse effects on the following historic properties: Fire Station G, Washington Avenue Bridge, East River Parkway (part of the Grand Rounds), University of Minnesota Campus Mall Historic District, Mines Experiment Station Building, Pioneer Hall, Grace Lutheran Church, Prospect Park Historic District, Prospect Park Water Tower, Tower Hill Park, University-Raymond Commercial Historic District, KSTP Production Studios & Transmission Tower, Krank Building, Porky's Drive-In Restaurant, Griggs Cooper & Company Sanitary Food Manufacturing Plant, Quality Park Investment Company Building, Ford Motor Company Building, Norwegian Evangelical Lutheran Church, State Capitol Mall Historic District, Minnesota State Capitol, Central Presbyterian Church, St. Louis King of France Church and Rectory, St. Agatha's Conservatory of Music and Fine Arts, St. Paul Athletic Club, Minnesota Building, St. Paul Urban Renewal Historic District, First National Bank Building, Lowertown Historic District, and St. Paul Union Depot.

As you indicate, the draft Programmatic Agreement provides for design review and analysis of other issues, with the goal of avoiding adverse effects to the above properties. If it is not feasible to avoid such effects, the agreement provides for mitigation of adverse effects.

2. Many adverse effects will be identified as part of the implementation of the agreement terms. However, we do feel that adverse effects can be identified for the following properties at this time:

a. St. Paul Urban Renewal Historic District: A contributing building, the Midwest Federal Building, will be demolished for the project. Stipulation VII of the draft agreement includes mitigation.

b. State Capitol Historic District: Two lawn panels, contributing elements of the historic district, will be removed for the project. In addition, we believe that the placement of the Rice Street Station along the edge of Leif Erickson Park, a contributing element of the historic district, introduces a structural mass that is out of character with the open nature of this landscape. To be sure, we are working with project designers and the Capitol Area Architectural Planning Board in an effort to reduce that effect through an appropriate station design. However, because the effect is based on placement of the mass of the station immediately adjacent to and over a portion of the open landscape space, the adverse effect can only be reduced, not eliminated. Mitigation for this effect will need to be developed pursuant to Stipulation IV of the agreement.

c. St. Paul Union Depot: The drive and approach area of the depot, which were part of the depot's original City Beautiful design, will be adversely affected. The drive will be closed to vehicular traffic, and several feet of the central historic lawn area will be taken for station construction. In addition, the new LRT station structures will occupy a substantial part of the open space between the depot building and the opposing buildings across Fourth Street; this open space is an important aspect of the depot's historic setting. Again, to be sure, we are engaged in continuing productive consultations with project designers and other interested parties in an effort to reduce the effect through an appropriate station design. However, the effect is largely based on the placement of the new station mass within a historic area, and can only be reduced, not eliminated. Mitigation for this effect will need to be developed pursuant to Stipulation IV of the agreement.

3. Based on our consultations to date about the project design at the Washington Avenue Bridge, it appears that the project will have no adverse effect on the Washington Avenue Bridge.

4. We conclude that a determination of effect on East River Parkway is premature at this time. Additional consultation regarding project design and traffic issues, with the goal of avoiding adverse effects, will take place pursuant to the agreement terms. If it is not feasible to avoid these effects, mitigation will be developed.

We have appreciated the assistance of your office in continuing consultations regarding the Section 106 review of this project and the development of the Programmatic Agreement. We look forward to working with you and other parties in completing the agreement and working to implement its terms.

Contact Dennis Gimmestad at 651- 259-3456 with questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Britta L. Bloomberg". The signature is fluid and cursive, with the first name "Britta" and last name "Bloomberg" clearly legible.

Britta L. Bloomberg  
Deputy State Historic Preservation Officer

cc: Blythe Semmer, Advisory Council on Historic Preservation  
Kathryn O'Brien, Metropolitan Council/Central Corridor Project Office  
Jackie Sluss, Minnesota Department of Transportation Cultural Resources Unit  
Amy Spong, St. Paul Heritage Preservation Commission  
Erin Hannafin Berg, Preservation Alliance of Minnesota  
Carol Carey, Historic St. Paul  
Joseph Ring, Prospect Park East River Road Improvement Association  
Rev. David Colby, Central Presbyterian Church  
Rev. Paul Morrissey, St. Louis King of France Church  
Nancy Stark, Capitol Area Architectural Planning Board  
Timothy Mayasich, St. Paul Regional Rail Authority  
Orlyn Miller, University of Minnesota  
Jack Byers, Minneapolis Heritage Preservation Commission  
Lucy Thompson, City of St. Paul  
John Anfinson, National Park Service  
Judd Rietkerk, Minneapolis Park and Recreation Board