# Agency Letters

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)

May 7, 2008

Blythe Semmer
Advisory Council on Historic Preservation
Office of Federal Agency Programs
The Old Post Office Building
1100 Pennsylvania Avenue, N.W., #809
Washington, D.C. 20004

Re: Consulting Party and Programmatic Agreement Signatory for the Central Corridor Light Rail Project

Dear Blythe Semmer:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council, is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) for the Metropolitan Council's Central Corridor Light Rail Transit (LRT) project. The proposed Central Corridor LRT would connect the central business districts of Minneapolis and St. Paul with the University of Minnesota and provide a connection to the existing 11.6-mile Hiawatha LRT. The Draft Environmental Impact Statement (DEIS) for the project was approved and released for public review in April 2006. Refinement of the project during preliminary engineering has resulted in the identification of several design options for key project elements that were not fully disclosed in the DEIS. A supplemental draft environmental impact statement (SDEIS) will evaluate these key changes to the Central Corridor LRT project since publication of the DEIS.

In accordance with 36 CFR Section 800, the Section 106 process was formally initiated with the Minnesota Historical Society, the Minnesota State Historic Preservation Office (SHPO), in October 2002. As part of the SDEIS process, a programmatic agreement in accordance with the procedures described in 36 CFR 800 will be developed to ensure that adverse effects to historic properties may be avoided.

The identification and assessment of historic and cultural resources along the Central Corridor is an on-going process. The attached materials to this letter contain documentation provided by the Minnesota Department of Transportation (MNDOT) Cultural Resources Unit intended as background for the Section 106 process for the Central Corridor project. Two phases of cultural resource identification and evaluation have been completed, and a third phase is underway. A total of 44 properties and districts have been identified by the first two phases of cultural resource investigation as eligible for the National Register of Historic Places. The SHPO has concurred with the eligibility findings, but has expressed the need for additional survey and evaluation, as

expressed in the letter of March 8, 2008 to the MNDOT Cultural Resources Unit, which is also included in the attachment.

The SHPO has expressed concerns to FTA that a fully comprehensive assessment of the effects on historic properties is needed before key decisions regarding project implementation can be made. Some of these concerns are outlined in the above mentioned March 8, 2008 letter. At the request of the Minnesota SHPO, we are writing to ascertain the Council's formal entry into the Central Corridor LRT project Section 106 consultation process, particularly with regard to Council's assistance with and willingness to become a signatory to the programmatic agreement. A draft of the programmatic agreement will be forthcoming for your review and consideration.

Should you have any questions on consulting party status and the programmatic agreement for the Central Corridor project, please contact David Werner of the FTA Region 5 Office in Chicago at (312) 353-3879 or Julie Atkins of the FTA Headquarters Office in Washington, DC at (202) 366-4491.

Sincerely,

Marisol R. Simon
Regional Administrator

cc: Jackie Sluss, MNDOT Cultural Resources Unit
Julie Adkins, FTA Headquarters
Kathryn O'Brien, CCPO
Oscar Gonzales, HDR
Dennis Gimmestad, Minnesota Historical Society

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March 20, 2008

Cheryl Martin
Environmental Engineer
Federal Highway Administration
Minnesota Division
380 Jackson Street
Galtier Plaza, Suite 500
St. Paul, MN 55101

Re: Cooperating Agency Request for the Central Corridor Light Rail Transit Project

Dear Ms. Martin:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council, is writing to ascertain your interest in becoming a Cooperating Agency in the preparation of the Supplemental Draft Environmental Impact Statement (SDEIS) for the Metropolitan Council's Central Corridor Light Rail Transit (LRT) project. The SDEIS will evaluate key changes to the Central Corridor LRT since publication of the Draft Environmental Impact Statement (DEIS).

The proposed Central Corridor LRT would connect the central business districts of Minneapolis and St. Paul with the University of Minnesota and provide a connection to the existing 11.6-mile Hiawatha LRT (see attached project map). The DEIS for the project was approved and released for public review in April 2006. The DEIS provided a comprehensive examination of alignments, LRT and Busway/Bus Rapid Transit (BRT) technologies, and a Baseline Alternative for the Central Corridor. Based on findings from the DEIS and public and agency input received during the process, the Metropolitan Council adopted a Locally Preferred Alternative (LPA) for the Central Corridor, namely, LRT operating on Washington and University avenues, on June 28, 2006 (Metropolitan Council Resolution 2006-15).

Refinement of the LPA during preliminary engineering has resulted in the identification of several design options for key project elements that were not fully disclosed in the DEIS. These options reflect conditions that exist within the corridor, technical and operational constraints, major infrastructure requirements that were not fully documented in the DEIS, and substantive comments received during the DEIS public comment period. The SDEIS will assist FTA, the Metropolitan Council, resource agencies and key project partners in understanding and resolving critical project elements within the context of National Environmental Policy Act (NEPA). The SDEIS process will facilitate local decision-making by providing a mechanism for documenting and disclosing changes from the DEIS.

As a Cooperating Agency, the FHWA would be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise and address issues falling under your jurisdiction;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on technical studies and sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the documents and the anticipated impacts and mitigation.

Attached is the Federal Register Notice dated February 25, 2008 which includes the Notice of Intent to prepare a SDEIS for the Central Corridor project. We look forward to your response to this request and your role as a Cooperating Agency for the Central Corridor project. Should you have any questions, please call David Werner at 312-353-3879.

Sincerely,

Marisol R. Simon
Regional Administrator

Enclosures

cc: Kathryn O'Brien, Metropolitan Council
Oscar Gonzalez, HDR

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

REGION V
Illinois, Indiana,
Michigan, Minnesota,
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200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

March 24, 2008

Loren Johnson, Chairman
Lower Sioux Indian Community Council
P.O. Box 308
Reservation Highway 1
Morton MN 56270

Re: Central Corridor Light Rail Transit Project

Dear Chairman:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Council, intends to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Central Corridor Light Rail Transit (LRT) project, located in Minneapolis and Saint Paul, Minnesota. The Central Corridor LRT would connect the central business districts of Minneapolis and St. Paul with the University of Minnesota and provide a connection to the existing 11.6-mile Hiawatha LRT. The SDEIS will be prepared in accordance with the National Environmental Policy Act (NEPA). The SDEIS will evaluate potential changes to the Central Corridor LRT project since the publication of the April 21, 2006 Alternatives Analysis/Draft Environmental Impact Statement and disclose new information developed during the preliminary engineering process.

In accordance with 23 CFR Sections 771.105 (a) and 771.133, the FTA and the Metropolitan Council will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process. These requirements include, but are not limited to the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402), Executive Orders 12898 on Environmental Justice and 11990 on Wetlands, and the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800).

With this letter, FTA requests the Lower Sioux Indian Community to identify any concerns regarding the potential impacts of the project, particularly with regard to any potential adverse effects to historic properties. A copy of the Federal Register Notice dated February 25, 2008 which includes the Notice of Intent to prepare an SDEIS for the Central Corridor project and a general overview map showing the project corridor are attached for your reference. Interested tribes seeking to acquire additional information about the project or to consult regarding historic properties should contact David Werner at (312) 353-2789.

Sincerely,

Marisol R. Simon
Regional Administrator

Enclosures

cc: Kathryn O'Brien, Metropolitan Council
Oscar Gonzalez, HDR

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

Minnesota Division

380 Jackson Street
Galtier Plaza, Suite 500
St. Paul, MN 55101-4802

651.291.6100
651.291.6000 fax

www.fhwa.dot.gov/mndiv

April 10, 2008

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

Re: Cooperating Agency Request
Central Corridor Light Rail Transit Project

Dear Ms. Simon:

In response to your letter dated March 20, 2008, the Federal Highway Administration concurs with the opportunity to serve as a cooperating agency in the review of the Environmental Impact Statement for the Central Corridor Light Rail Transit project.

I will serve as the point of contact for this project and can be reached at (651) 291-6120. We look forward to working with your agency on this project.

Sincerely yours,

Cheryl B. Martin

Cheryl B. Martin
Environmental Engineer

CBM/jer

cc: 1 - FTA – David Werner
1 - Moe
1 - Martin
1 - Reading File
1 - PDR File – Hennepin County, Central Corridor LRT Project
DMS – "Central Corridor LRT – Cooperating Agency Concurrence"

# Section 106 Documentation

**Minnesota Department of Transportation**

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

March 14, 2008

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

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

Dear Mr.Werner,

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

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

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

assessment of effects to historic properties as project development continues.

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

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

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

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

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

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

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

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

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

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

Sincerely,

Jackie Sluss

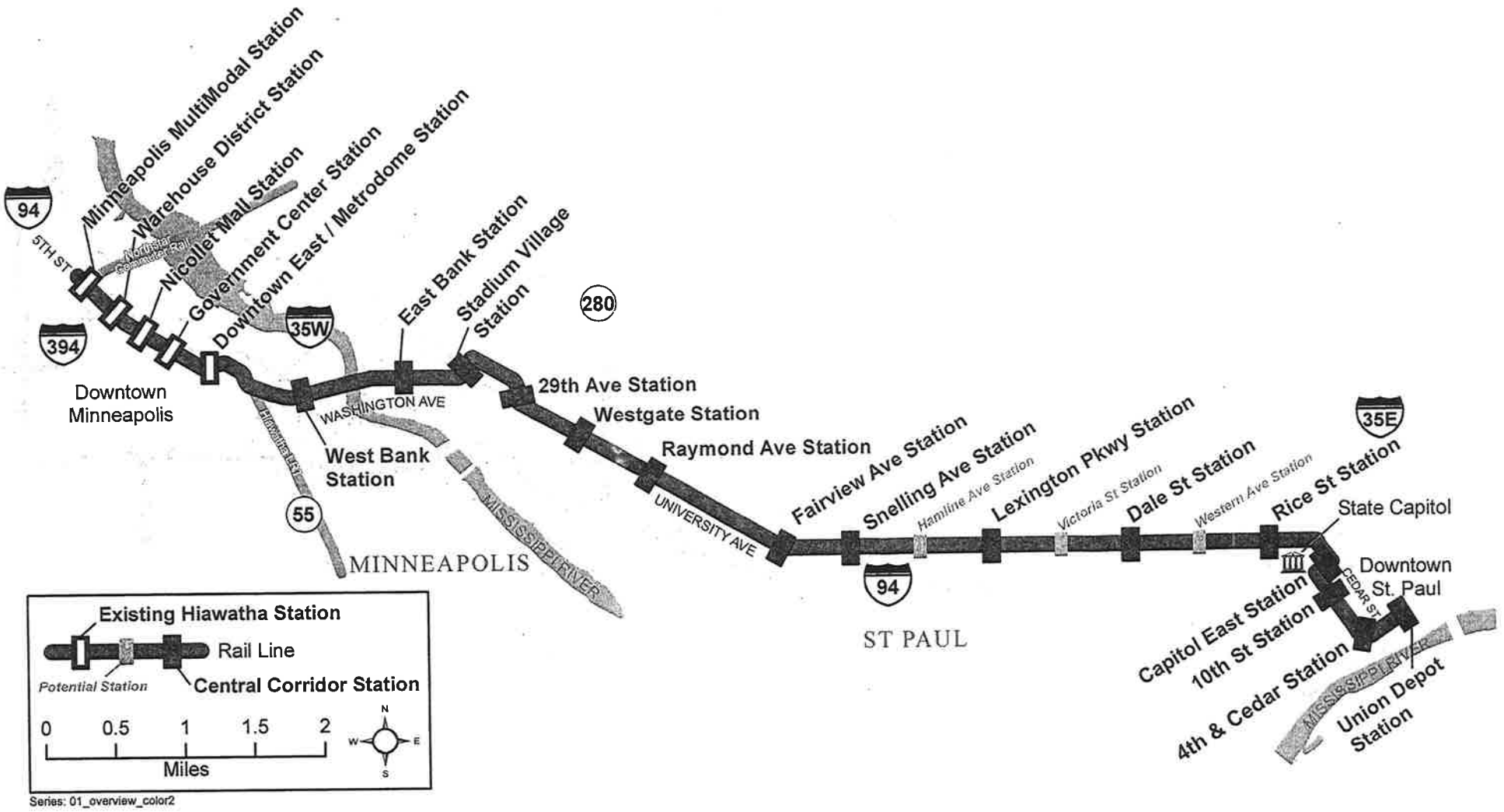
Jackie Sluss
Historian, MnDOT Cultural Resources Unit

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

# Central Corridor LRT

## Project Location

2008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Warehouse District Station
Nicollet Mall Station
Government Center Station
Downtown East / Metrodome Station
East Bank Station
Stadium Village Station
29th Ave Station
Westgate Station
Raymond Ave Station
Fairview Ave Station
Snelling Ave Station
Hamline Ave Station
Lexington Pkwy Station
Victoria St Station
Dale St Station
Western Ave Station
Rice St Station
State Capitol
Downtown St. Paul
Capitol East Station
10th St Station
4th & Cedar Station
Union Depot Station
West Bank Station
Downtown Minneapolis
5TH ST
WASHINGTON AVE
UNIVERSITY AVE
CEDAR ST
MINNEAPOLIS
ST PAUL
MISSISSIPPI RIVER
Northstar Commuter Rail
94
394
35W
280
55
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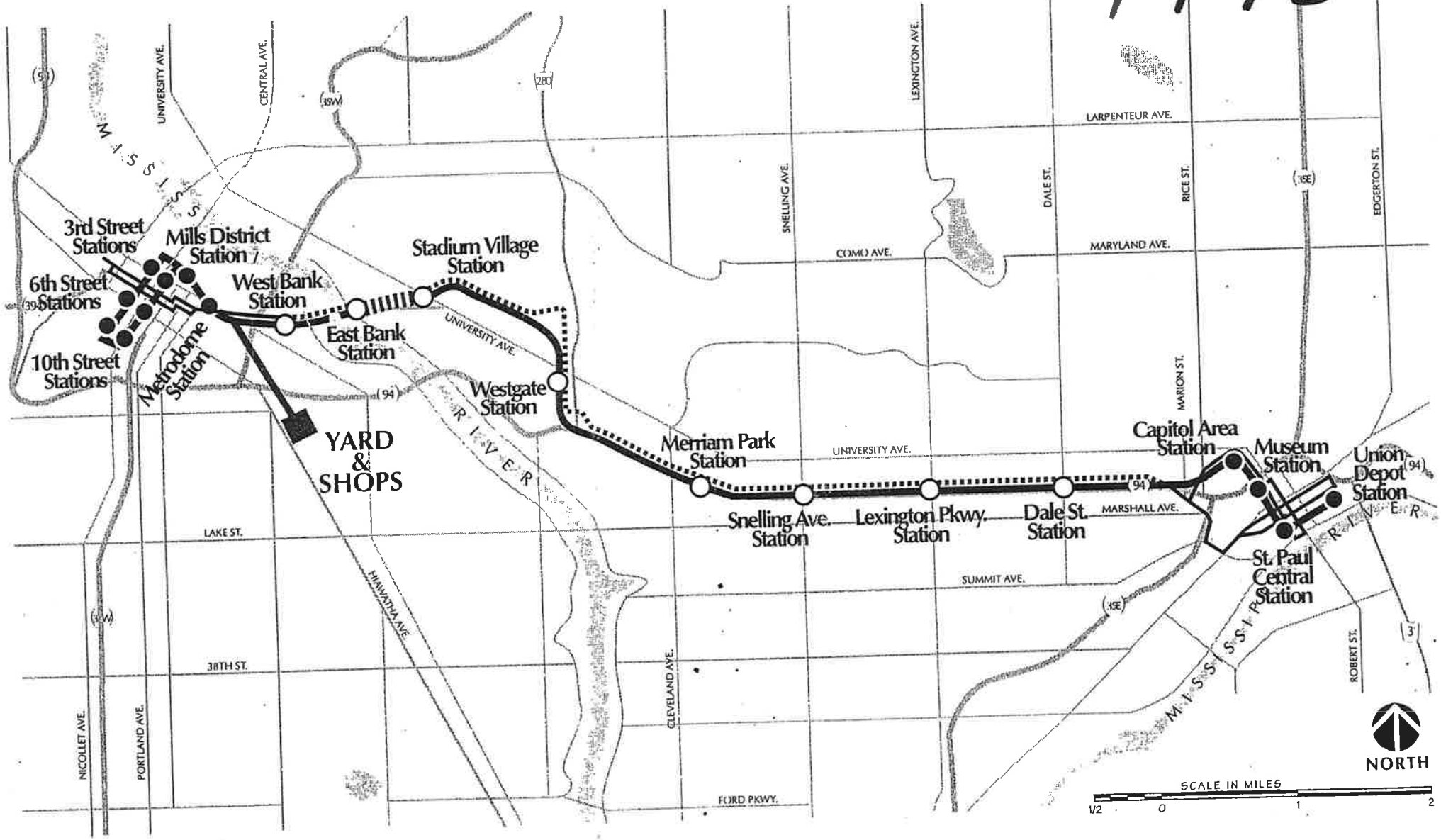



Central Corridor

Mn/DOT · RCRRA · HCRRA

*Phase I and II*

- LRT Alignment
- LRT Station
- Busway Alignment
- Busway Station or LRT Station
- Busway or LRT Tunnel Alignment
- Downtown Bus [illegible]es

BRW

## Map of Entire Corridor Showing Projected Route of Busway and LRT Alte[illegible]atives

*Figure 2.1*

# Central Corridor LRT

## Correspondence

OLD ALIGNMN

MINNESOTA HISTORICAL SOCIETY

March 17, 1997

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

Dear Ms. Brooks:

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

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

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

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

1. We believe that St. Louis King of France Church meets National Register criterion C, as an important design of noted architect Emmanuel Masqueray.

2. We believe that Westminster Presbyterian Church meets National Register criterion C, as an important surviving late 19th century ecclesiastical design in the city of Minneapolis.

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

Sincerely,

Britta L. Bloomberg
Deputy State Historic Preservation Officer

cc: Homer Hruby
State Historic Preservation Office

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

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

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

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

MINNESOTA HISTORICAL SOCIETY
STATE HISTORIC PRESERVATION OFFICE

February 14, 2002

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

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

Dear Ms. Tidlow:

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

We have the following comments at this time:

1. Since this is a project of Ramsey County utilizing FTA funds, you should clarify the role of the MnDOT Cultural Resource Unit in the review of the project.

2. Your submittal indicates that the results of the 1995 survey will be incorporated into the results of the new survey. Effective integration of survey results into a single integrated report is extremely important. Fragmented survey results often result in confusion and delays as project planning proceeds.

3. We would think that the APE for the project should include all properties that face the corridor, not just those in selected areas.

4. Delineation of the APE for station locations or other project elements should take into account factors such as significant increases or changes in traffic volume or patterns, and/or induced development, not just visual effects.

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

Sincerely,

Dennis A. Gimmestad
Government Programs and Compliance Officer

cc: Jackie Sluss, MnDOT

MINNESOTA HISTORICAL SOCIETY


October 1, 2002

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

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

Dear Ms. Sluss;

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

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

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

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

Sincerely,

Dennis A. Gimmestad
Government Programs & Compliance Officer

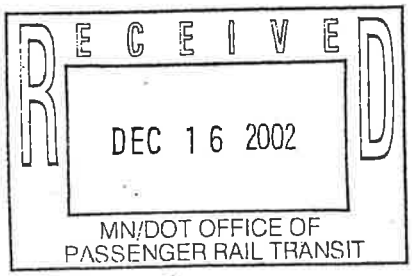
cc: Evelyn Tidlow, URS
Joseph Ring, Prospect Park East River Road Improvement Association

MT Rec'd Dec 16, 2002

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)




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

Dear Ms. DeSpiegelaere:

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Rhonda Reed

Ms. Rhonda Reed
Director
Office of Planning & Program Development

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

ZAN ASSOCIATES

**MEMORANDUM**


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

From: Charleen Zimmer

Date: December 2, 2002

**Re: CLARIFICATION OF CENTRAL CORRIDOR APE**

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

The color codes on the maps are as follows:

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

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

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

10129 Windsor Lake Lane Minnetonka, MN 55305 ▲ czimmer@visi.com ▲ Phone: 952-542-9135 ▲ FAX: 952-544-6692

## *Central Corridor Assessment*

## *Area of Potential Effect Refinement*

## *December 20, 2002*

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

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

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

**Analysis of APE Factors**

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

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

*Noticeable Traffic Volume Increase*
There will be no noticeable increase in traffic volume.

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

*Perceptible Increase in Noise*
There will be no perceptible increases in noise.

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

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

*Change in Air Quality*
There will be no measurable change in air quality.

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

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

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

The color codes on the maps are as follows:

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

**Previously Surveyed Portions**

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

**Summary**

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

**References:**

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

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

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

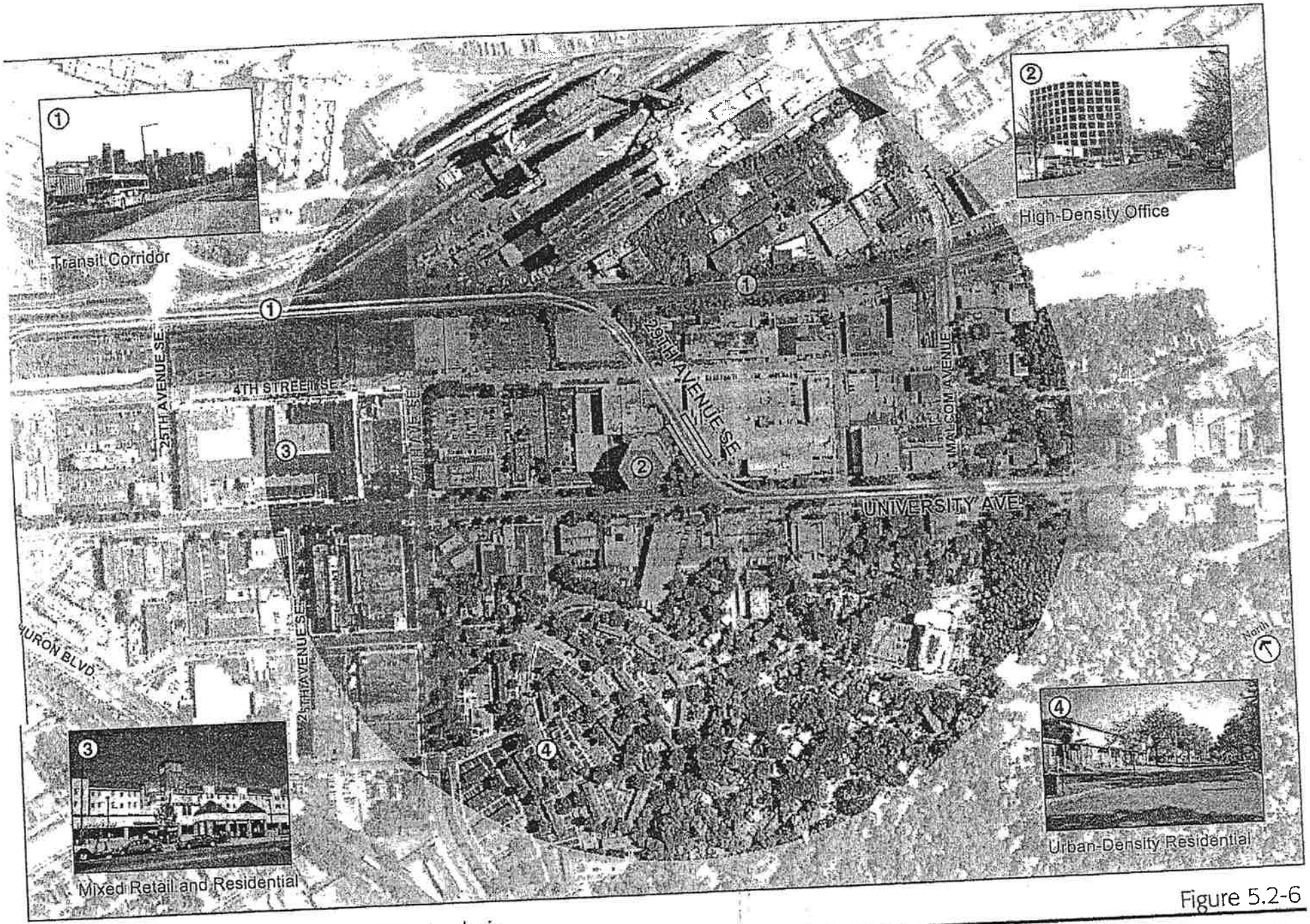

1
Transit Corridor
2
High-Density Office
25TH AVENUE SE
4TH STREET SE
29TH AVENUE SE
MALCOM AVENUE
UNIVERSITY AVE
HURON BLVD
27TH AVENUE SE
3
Mixed Retail and Residential
4
Urban-Density Residential
North

Figure 5.2-6

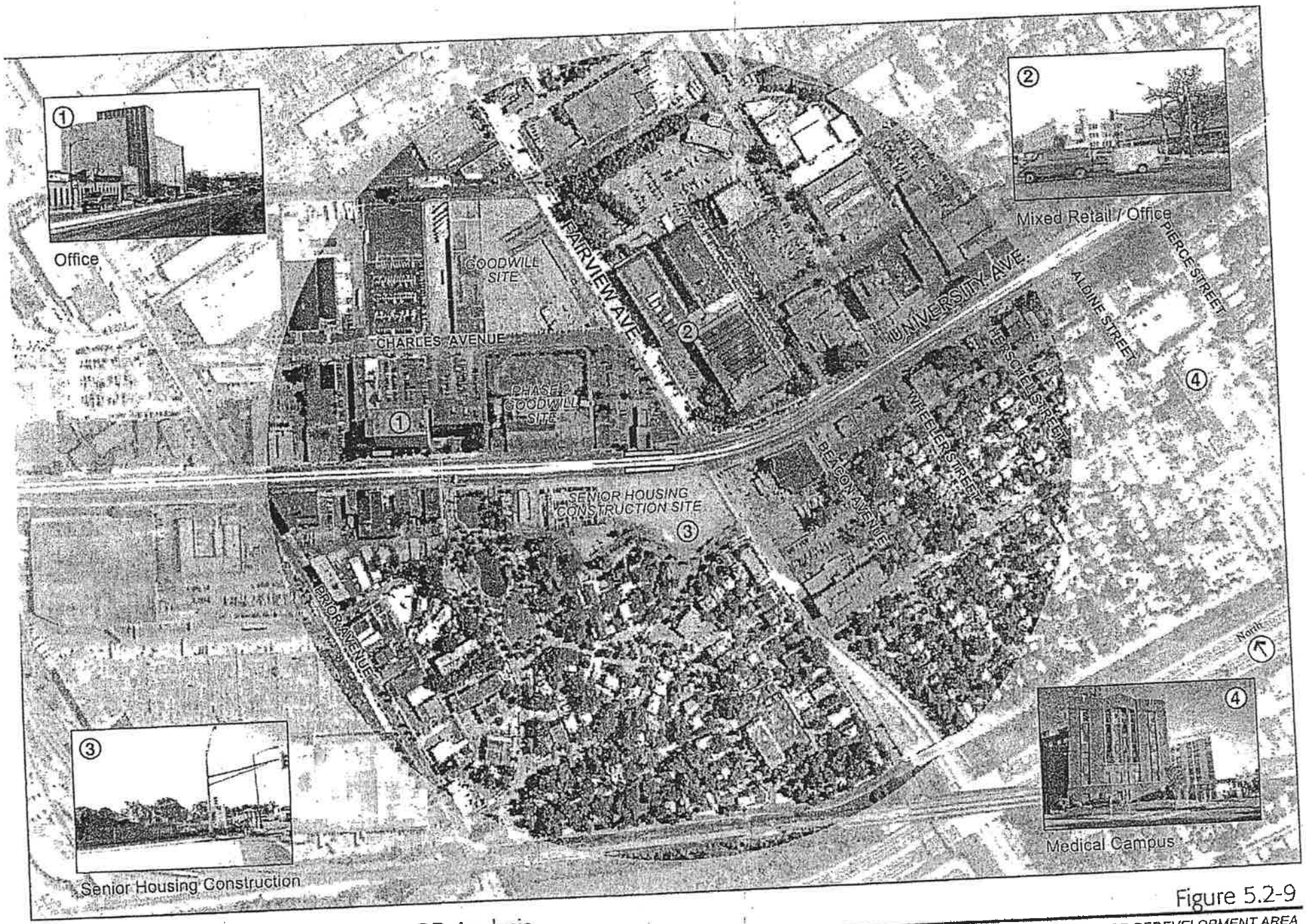



Figure 5.2-9

POTENTIAL INFILL OR REDEVELOPMENT AREA

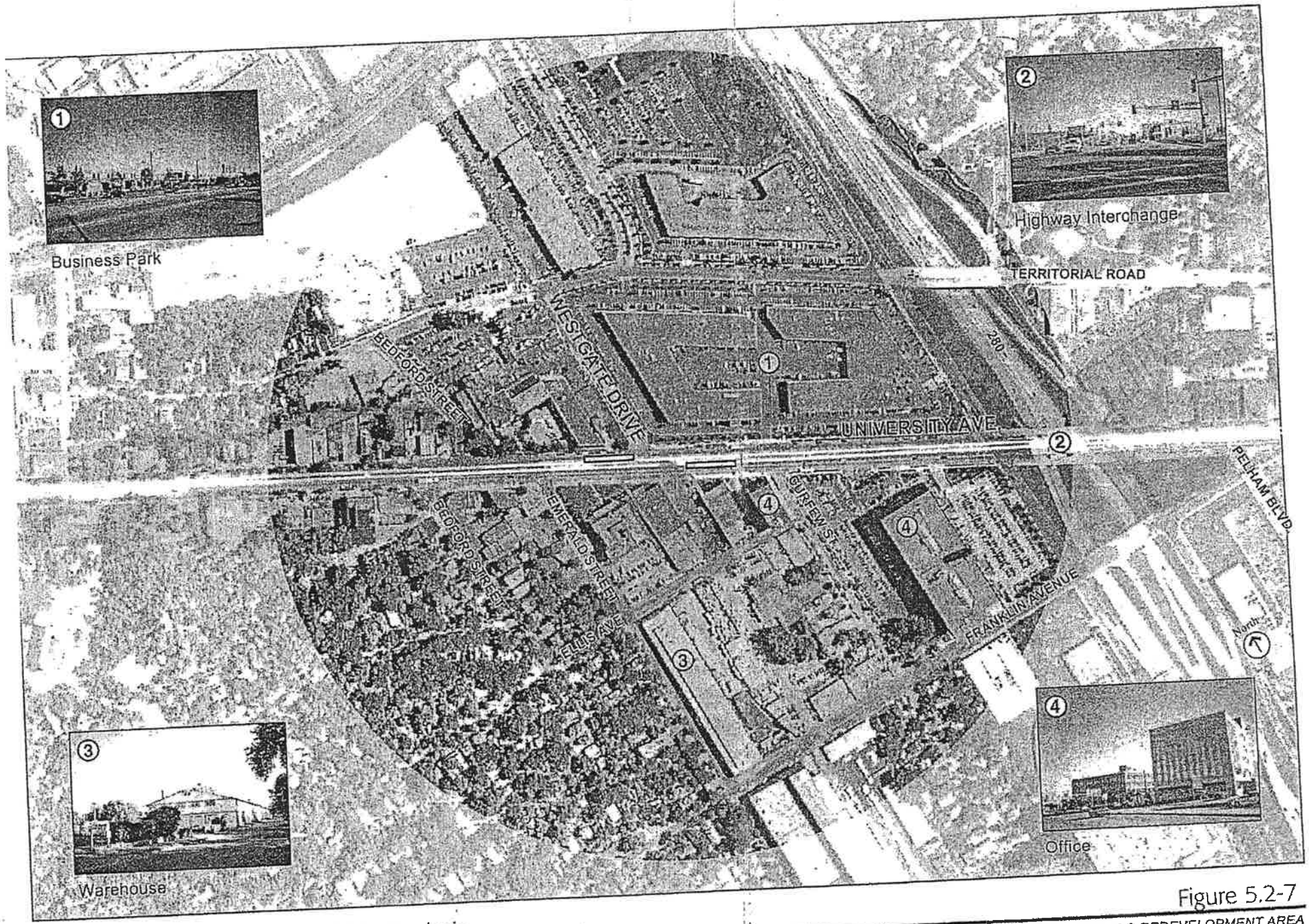



Figure 5.2-7

POTENTIAL INFILL OR REDEVELOPMENT AREA

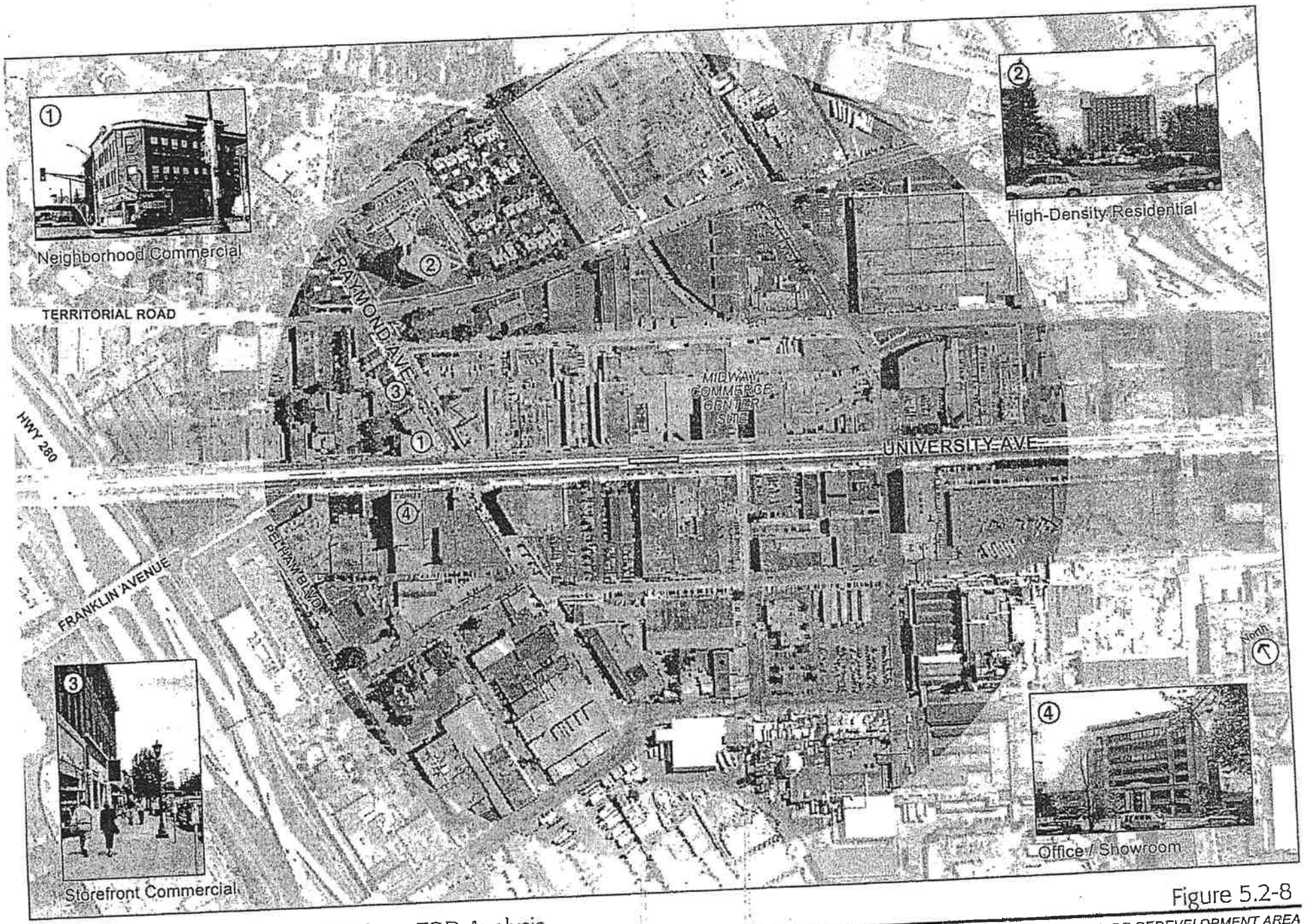



Figure 5.2-8

POTENTIAL INFILL OR REDEVELOPMENT AREA

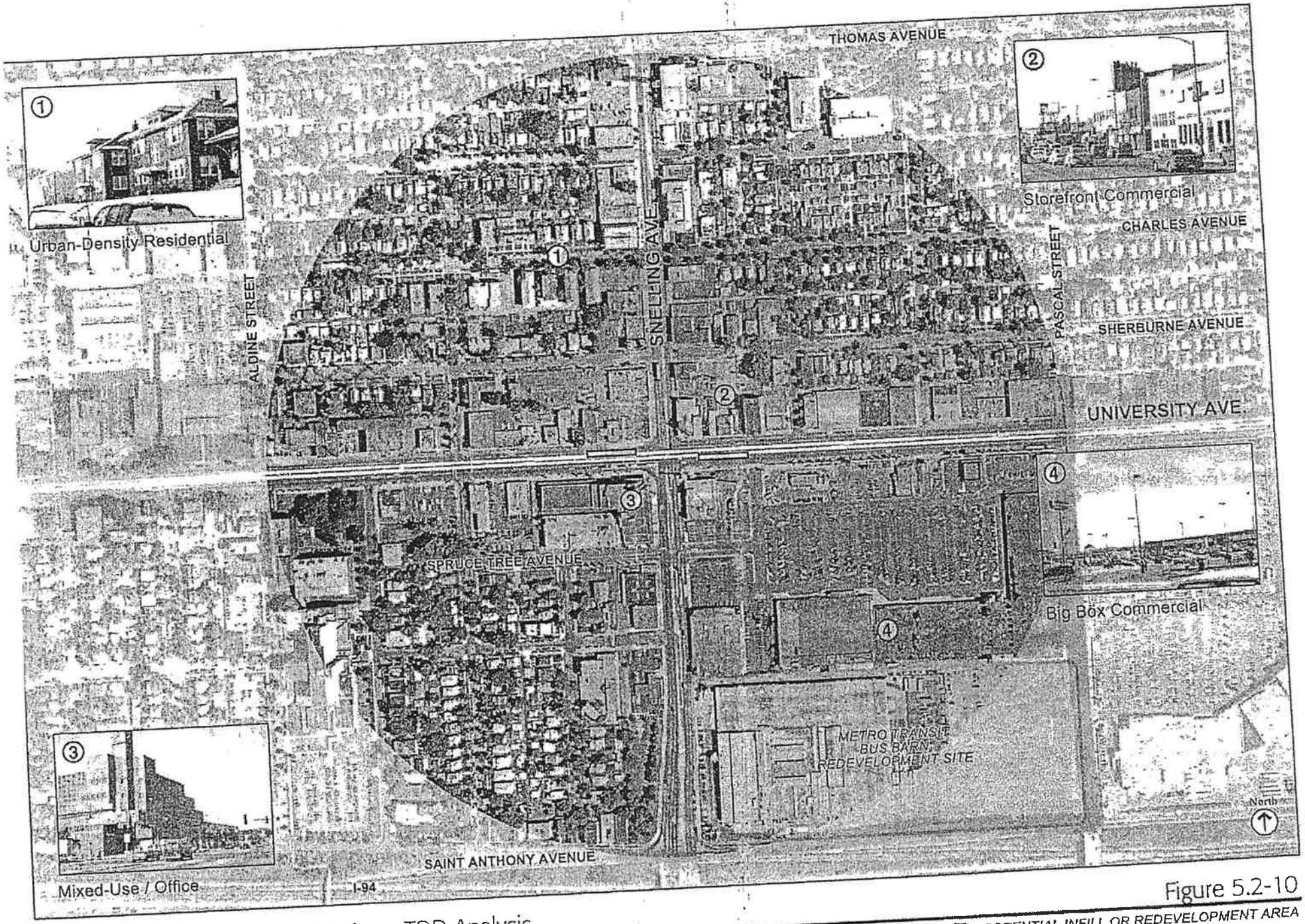



Figure 5.2-10

POTENTIAL INFILL OR REDEVELOPMENT AREA

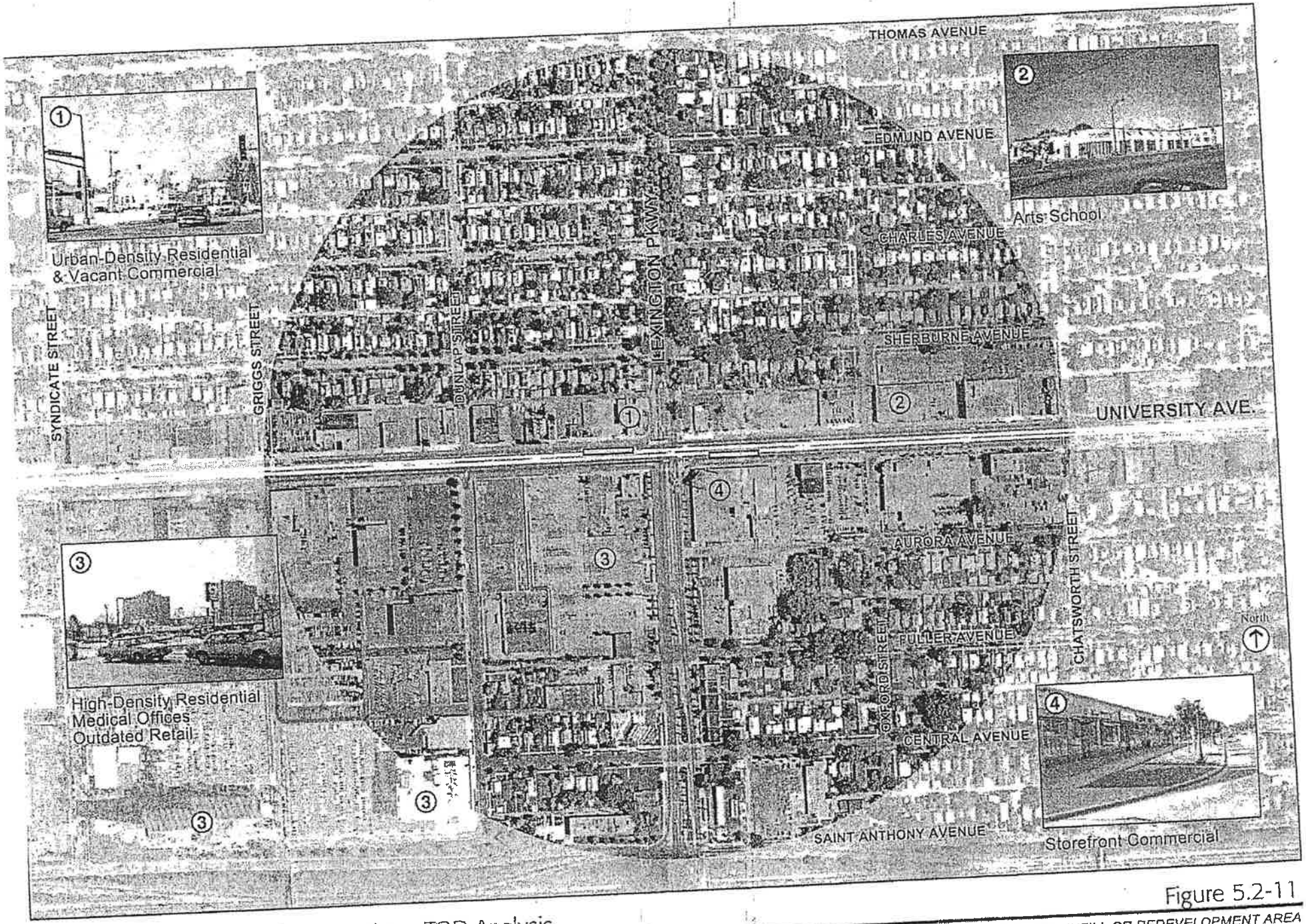



Figure 5.2-11

Lexington Parkway Station - TOD Analysis

April 2002

POTENTIAL INFILL OR REDEVELOPMENT AREA

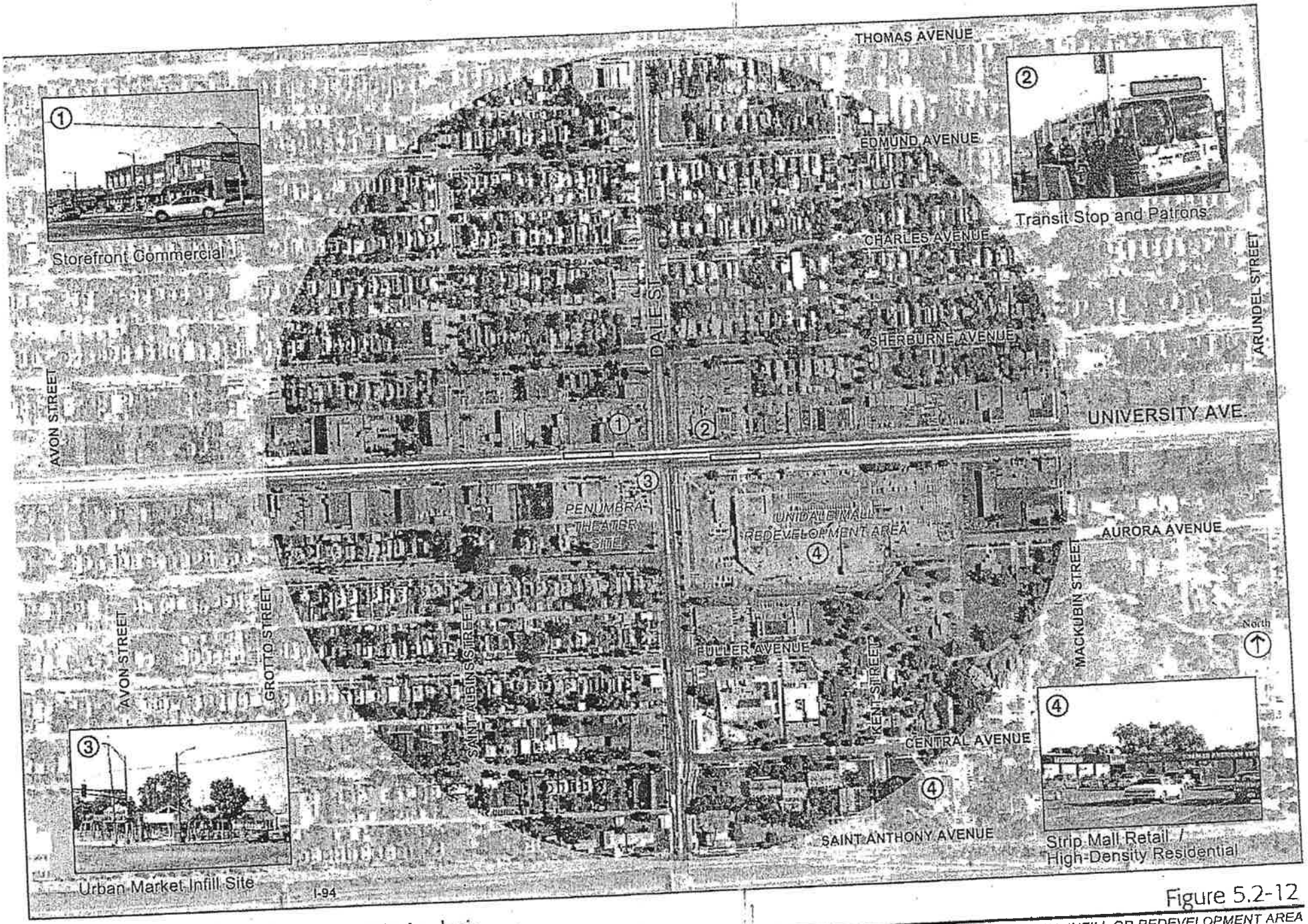



Figure 5.2-12

POTENTIAL INFILL OR REDEVELOPMENT AREA

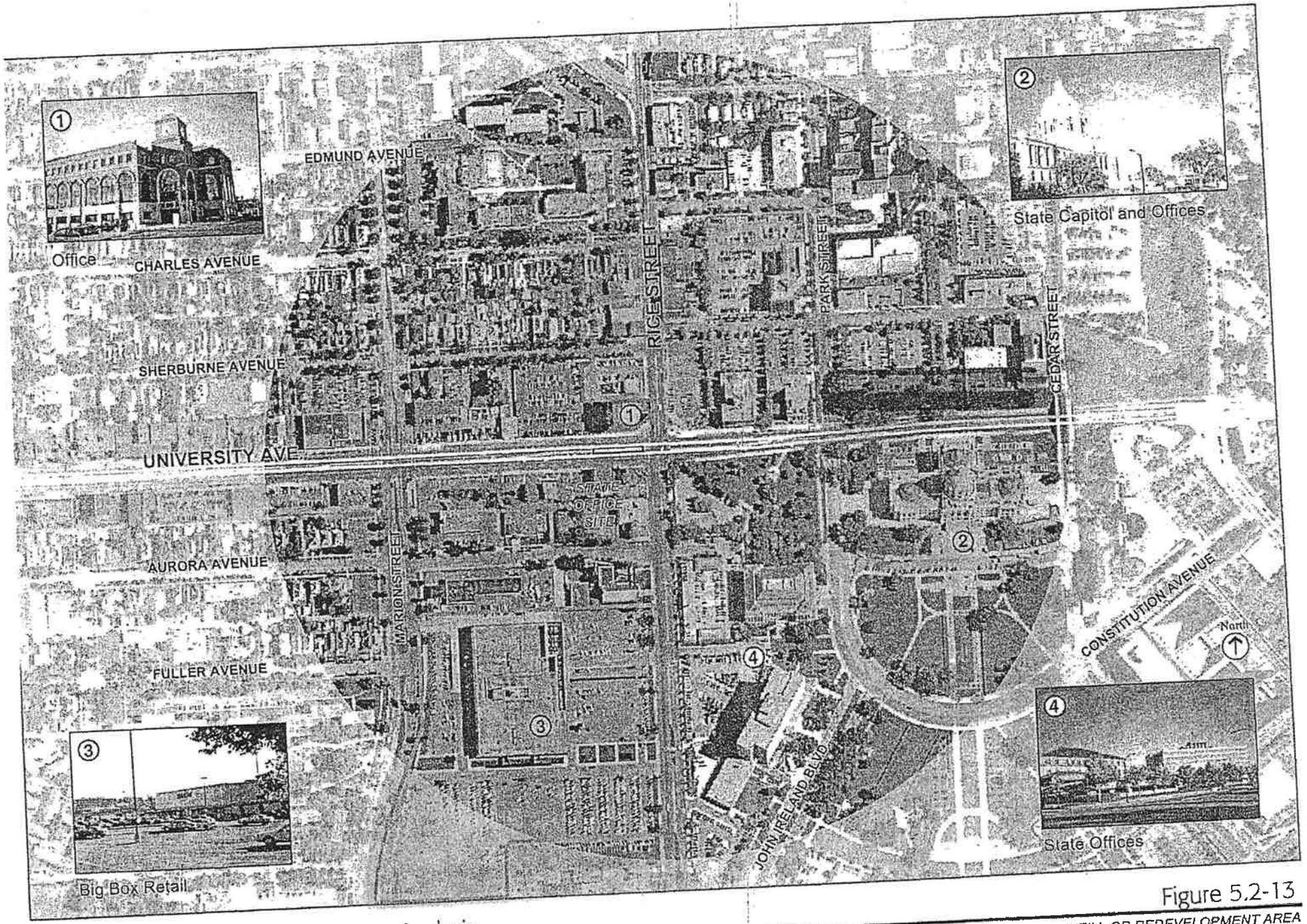
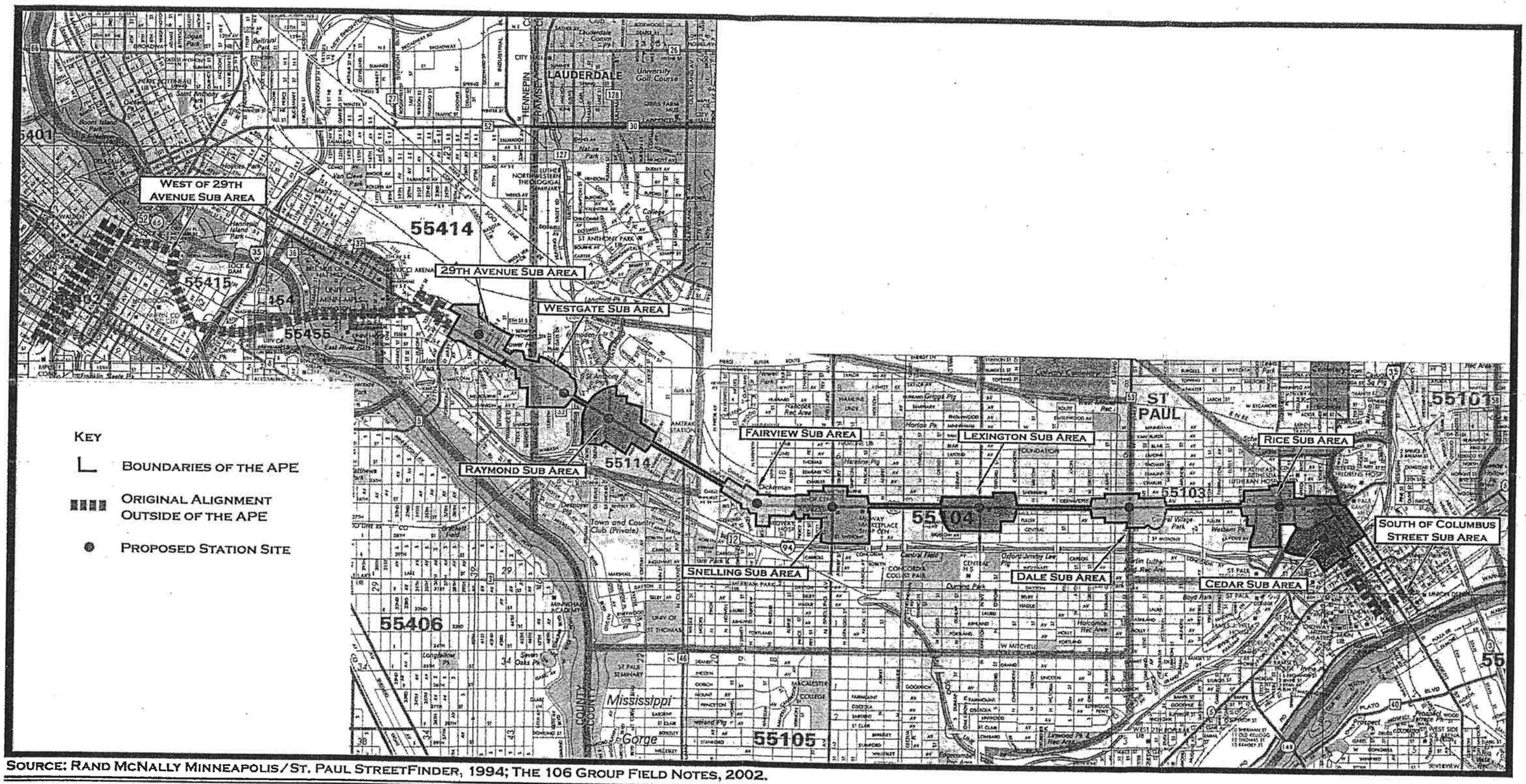



Figure 5.2-13

POTENTIAL INFILL OR REDEVELOPMENT AREA




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

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

AREA OF POTENTIAL EFFECT

FIGURE 2

Minnesota Department of Transportation

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

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

December 20, 2002

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

re: Refinement of the Central Corridor APE

Dear Mr. Gimmestad,

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

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

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

Sincerely,

Jackie Sluss
Historian, MnDOT Cultural Resources Unit

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

MINNESOTA HISTORICAL SOCIETY

January 6, 2003

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

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

Dear Ms. Sluss:

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

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

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

Sincerely,

Dennis A. Gimmestad
Government Programs & Compliance Officer

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

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

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

FEB 1 9 2003

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

Dear Mr. Ring:

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

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

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

Sincerely,

Joel P. Ettinger
Regional Administrator

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

Minnesota Department of Transportation

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

April 14th, 2003

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

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

Dear Mr. Gimmestad,

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

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

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

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

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

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

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

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

Sincerely,

Jackie Sluss, Historian
Cultural Resources Unit (CRU)

encs.

cc:

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

Minnesota Department of Transportation

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

August 21, 2003

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

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

Dear Mr. Gimmestad,

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

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

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

Sincerely,

Jackie Sluss

Jackie Sluss, Historian
Cultural Resources Unit (CRU)

encs. 1 report

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

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

**Minnesota Department of Transportation**

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

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

November 14, 2003

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

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

Dear Mr. Gimmestad,

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

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

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

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

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

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

Sincerely,

Jackie Sluss, Historian
Cultural Resources Unit (CRU)

encs.

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

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

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

Properties recommended for MPDF, but not in HPC district:

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

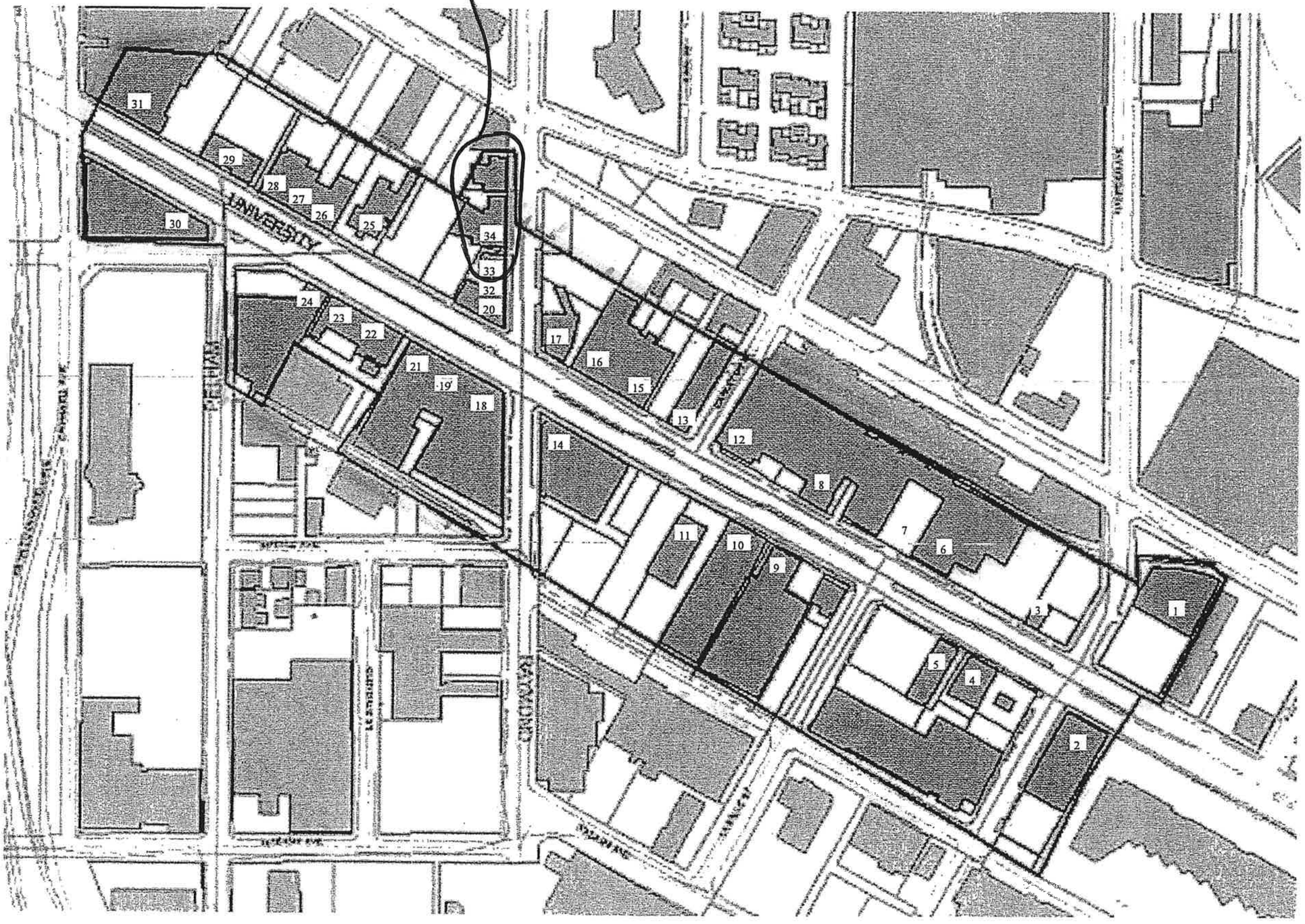
Nov 14

= district SHPO determines to sentially meet NR criteria & can be rtified for investment tax credits

= HPC proposed local heritage preservation district

N

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




UNIVERSITY AVENUE SOUTH

| # | ADDRESS | CATEGORY |
|---|---|---|
| 1 | 2233 | C |
| 2 | 2242 | C |
| 3 | 2251 | NC |
| 4 | 2264 | NC |
| 5 | 2274 | NC |
| 6 | 2285 | C |
| 7 | 2295 | C |
| 8 | 2309 | NC |
| 9 | 2314 | NC |
| 10 | 2324 | C |
| 11 | 2324-34 | NC |
| 12 | 2341 | C |
| 13 | 2345 | C |
| 14 | 2356-62 | C |
| 15 | 2363-73 | NC |
| 16 | 2375 | C |
| 17 | 2383-87 | NC |
| 18 | 2388 | C |
| 19 | 2396 | C |
| 20 | 2389-2401 | C |
| 21 | 2402-14 | C |
| 22 | 2420-22 | C |
| 23 | 2428-32 | C |
| 24 | 2446 | NC |
| 25 | 2429 | C |
| 26 | 2441 | C |
| 27 | 2447 | C |
| 28 | 2455 | C |
| 29 | 2469 | NC |
| 30 | 2470-2512 | C |
| 31 | 2505 | C |

RAYMOND AVENUE

| | | |
|---|---|---|
| 32 | 765 | C |
| 33 | 771-775 | C |
| 34 | 779 | C |

November 17, 2003

MINNESOTA HISTORICAL SOCIETY

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

Re: Central Transit Corridor Project
Hennepin and Ramsey Counties
SHPO Number: 1996-0059PA

Dear Ms. Sluss:

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

1. We concur with the determination that the properties included in Appendix A should have a Phase II evaluation.

2. We concur with the determination that the properties included in Appendix B do not require any further evaluation, with the following exceptions:

   A. Engine Company No. 18, 681 University Avenue
   B. Victoria Theater, 825 University Avenue
   C. St. Paul Fire Department, 2179 University Avenue
   D. 2700 University Avenue
   E. Gas Station, 774 University Avenue

3. The report recommends a MPDF framework for buildings in the vicinity of University Avenue and Highway 280. As we have indicated to you, the St. Paul HPC is currently working on a "University-Raymond Historic District", which should be taken into account. Perhaps this district would become one component of the MPDF approach, while other individual buildings may fall outside of the district but qualify under the MPDF as well. We note that a few buildings in Appendix B are included in the district boundaries.

4. Has the St. Paul HPC been asked to review this document? Given the requirement for involvement by interested parties at each stage of the 106 process, it would seem that they may have an interest.

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

Sincerely,

Dennis A. Gimmestad
Government Programs & Compliance

cc: Anne Ketz, The 106 Group
Amy Spong, St. Paul HPC

Minnesota Department of Transportation

# Memo

**Office of Environmental Services**
Mail Stop 620
395 John Ireland Boulevard

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

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

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

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

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

Minnesota Department of Transportation

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

April 5, 2006

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

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

Dear Mr. Gimmestad

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

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

**Minnesota Department of Transportation**

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

April 25, 2006

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

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

Dear Mr. Gimmestad

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

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

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

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

Sincerely,

Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

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

Minnesota Department of Transportation

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

May 23, 2006

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

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

Dear Ms. Spong:

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

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

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

Sincerely,

Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

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

Minnesota Department of Transportation

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

May 23, 2006

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

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

Dear Mr. Mathis:

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

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

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

Sincerely,

Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

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

o/c

# SUMMARY OF CULTURAL RESOURCE IMPACTS
# CENTRAL CORRIDOR TRANSIT STUDY
## Public Hearings, May 2006

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

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

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

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

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

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

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

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

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

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

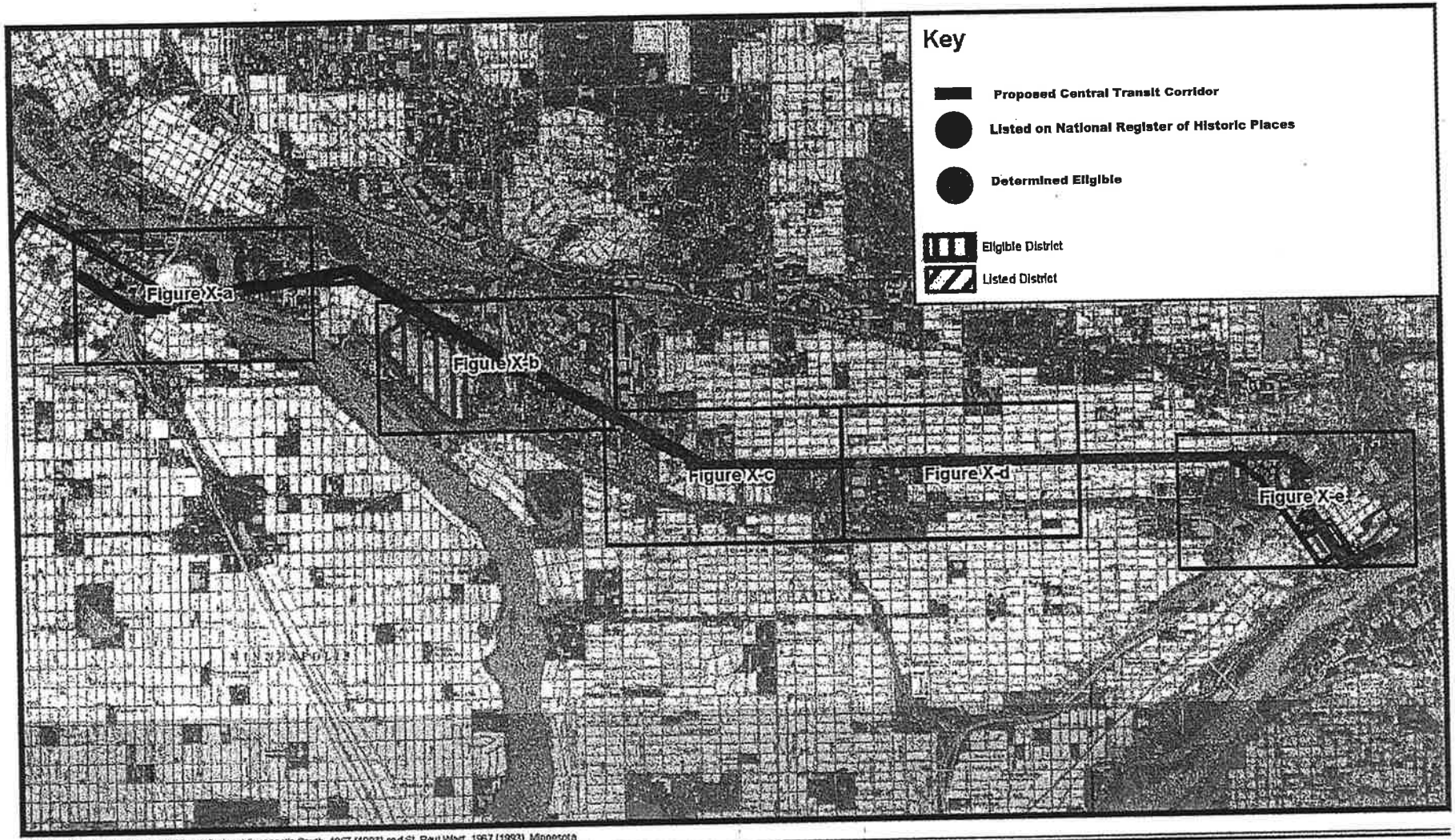
| INVENTORY NO. | PROPERTY NAME | ADDRESS | NRHP STATUS | POTENTIAL IMPACTS | | | |
|---|---|---|---|---|---|---|---|
| | | | | Traffic Impacts | Visual Impacts | Construction Impacts | Other Impacts |
| Historic District | University-Raymond Historic District | Along University Ave. W between Hampden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

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

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

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

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



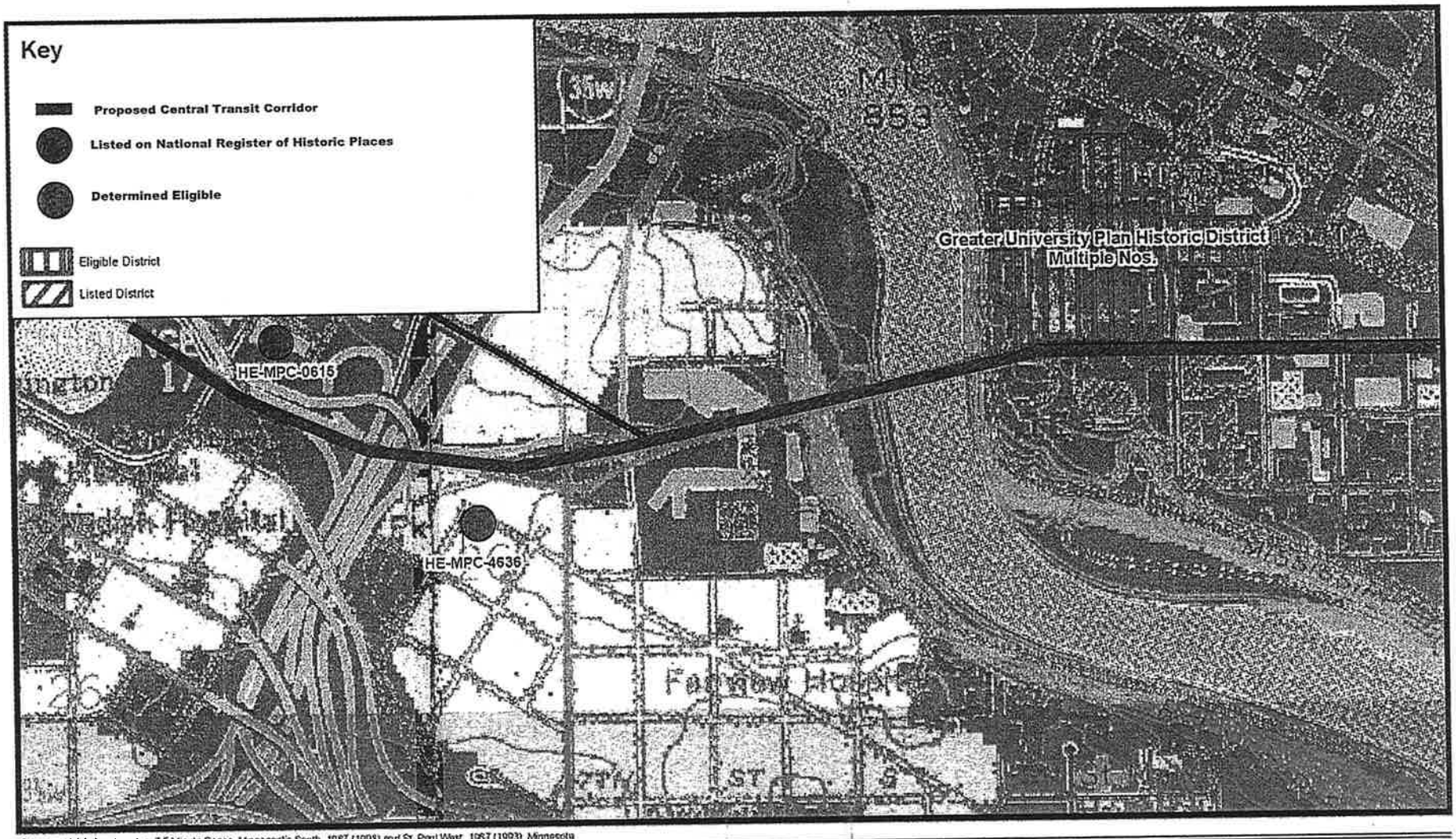

Source: USGS Quadrangles 7.5 Minute Series Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

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

**PROPERTIES DETERMINED ELIGIBLE AND LISTED ON NRHP**

0 0.4 0.8 1.2 1.6 2 Miles

Figure 110



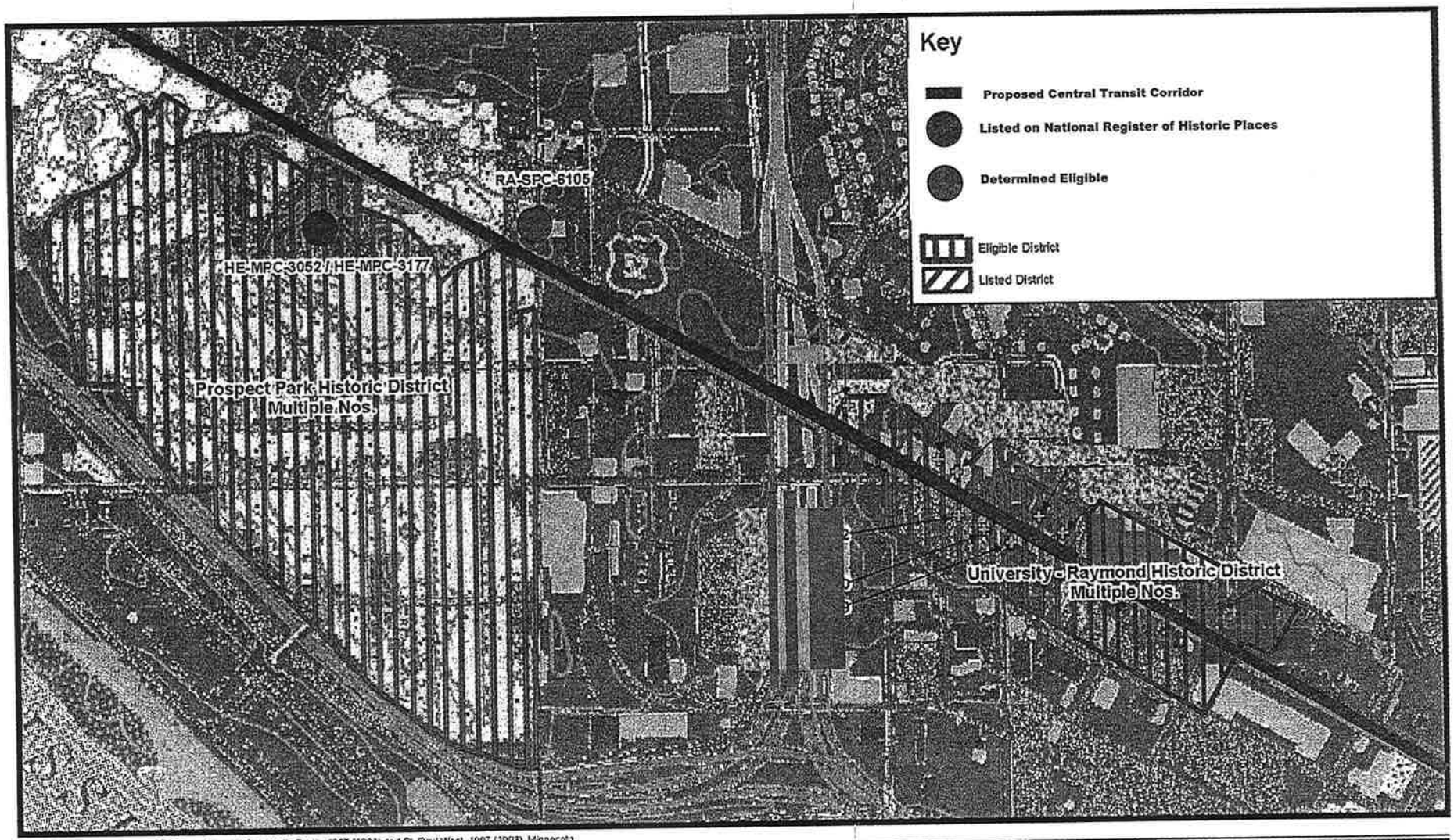

Source: USGS Quadrangles, 7.5 Minute Series, Minneapolis South, 1987 (1993) and St. Paul West, 1987 (1993), Minnesota

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

**PROPERTIES DETERMINED ELIGIBLE OR LISTED ON NRHP**

0 0.1 0.2 0.3 Miles

**Figure 110-a**



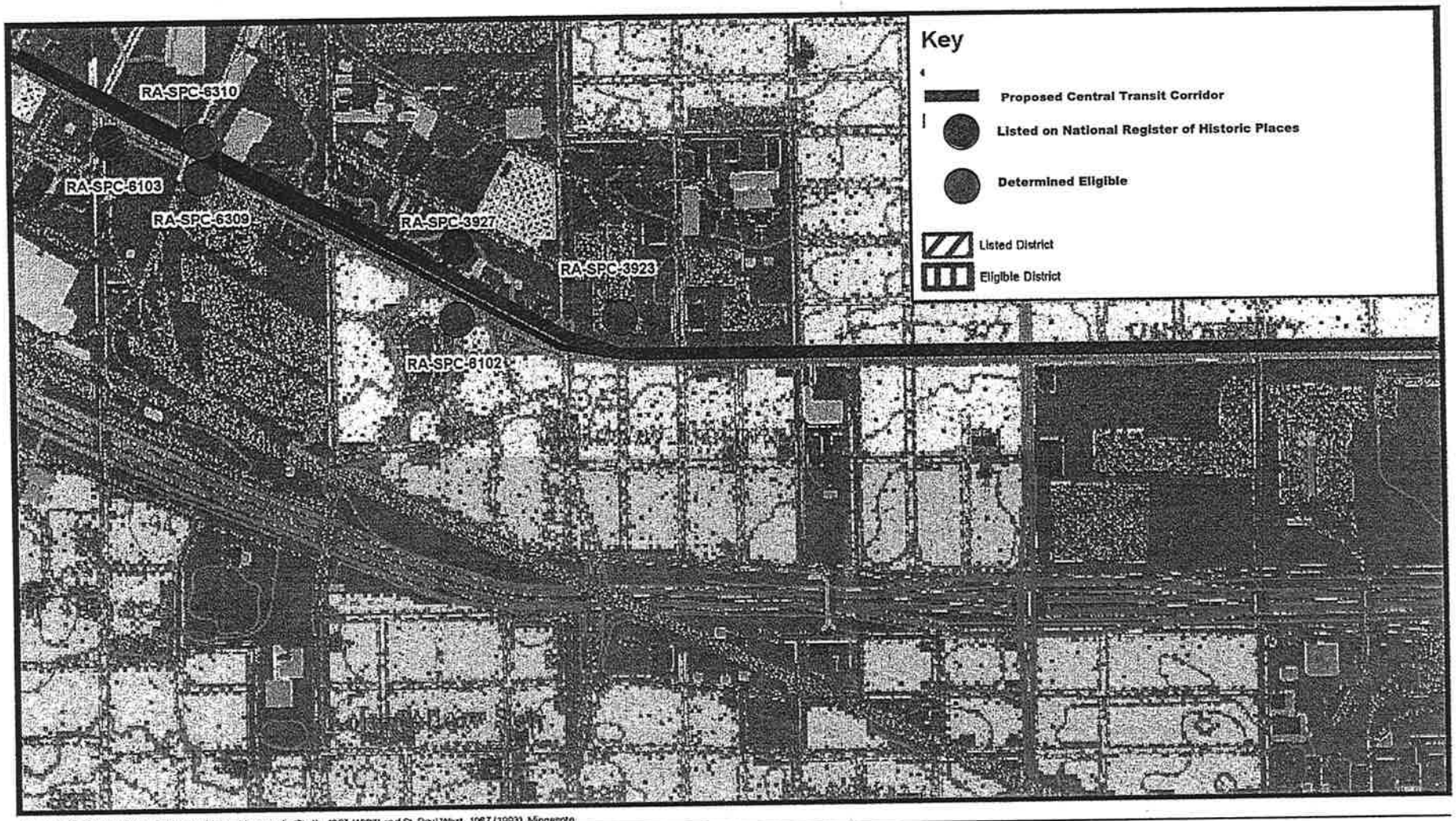

Source: USGS Quadrangles 7.5 Minute Series Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

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

**PROPERTIES DETERMINED ELIGIBLE AND LISTED ON NRHP**

0 0.1 0.2 0.3 0.4 0.5 Miles

Figure 110-b



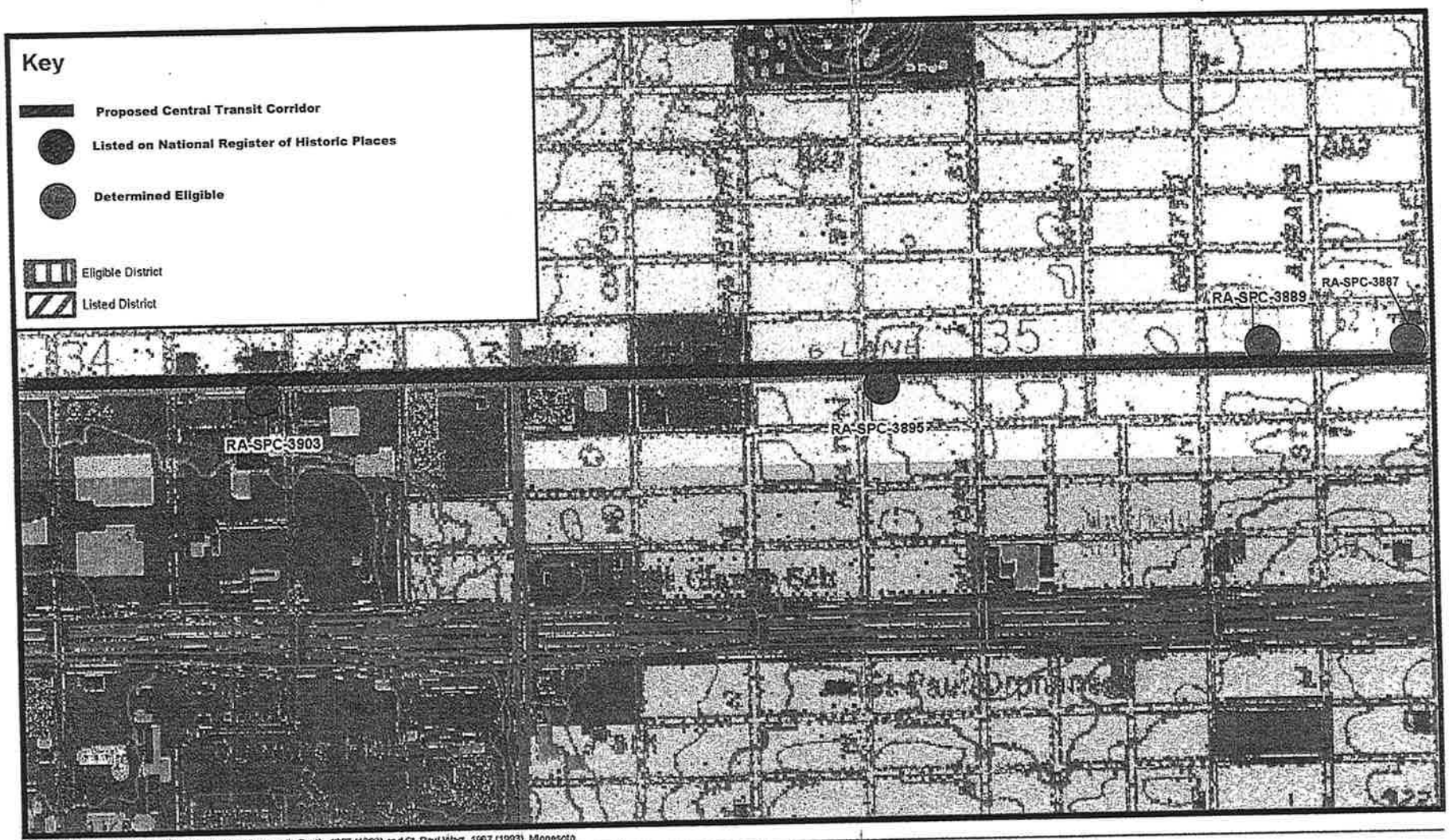

Source: USGS Quadrangles, 7.5 Minute Series, Minneapolis South, 1987 (1993) and St. Paul West, 1987 (1993), Minnesota

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

**PROPERTIES DETERMINED ELIGIBLE AND LISTED ON NRHP**

0 0.1 0.2 0.3 0.4 0.5 Miles

**Figure 110-c**

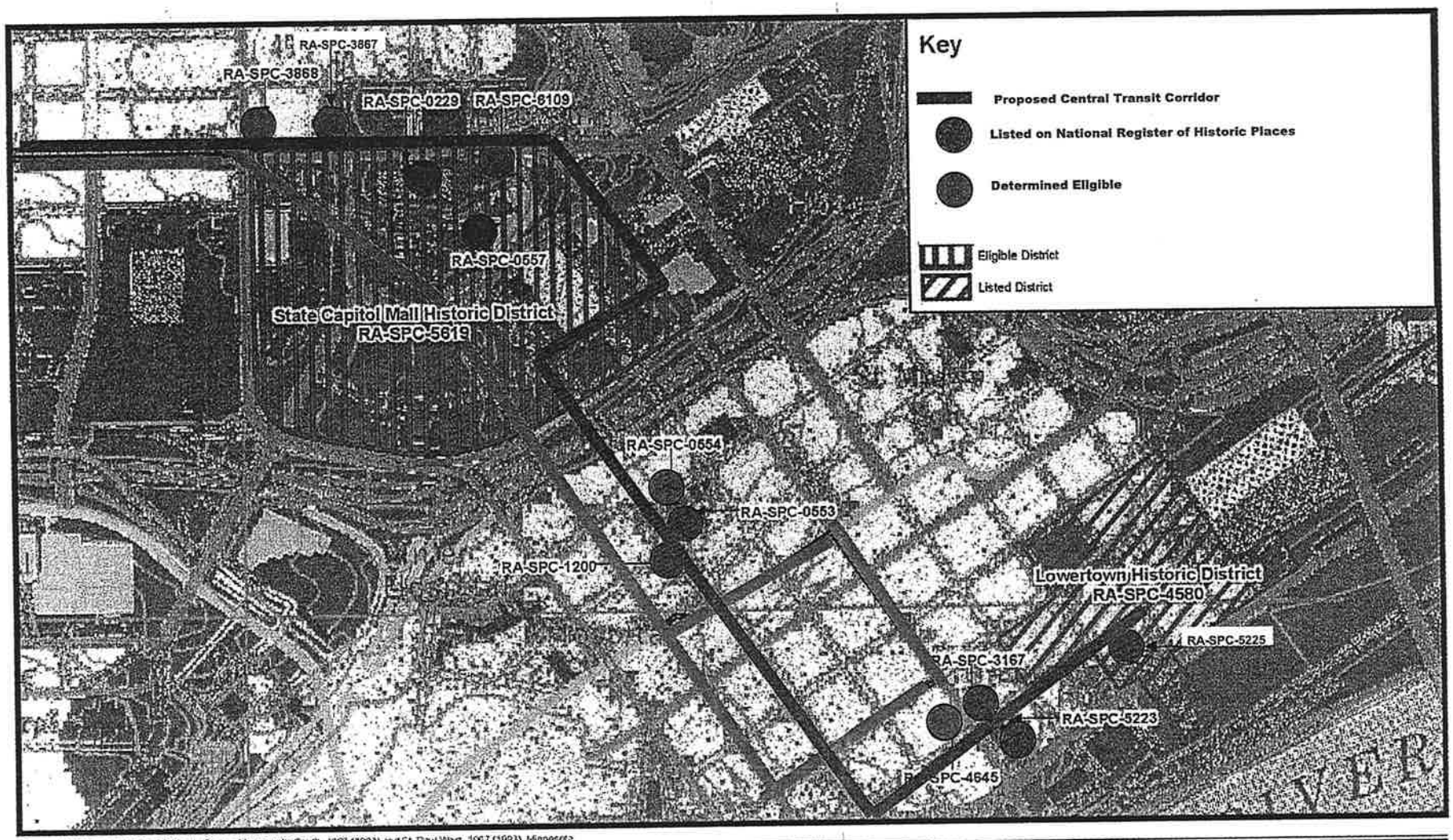



Source: USGS Quadrangles, 7.5 Minute Series, Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

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

**PROPERTIES DETERMINED ELIGIBLE OR LISTED ON NRHP**

**Figure 110-d**




Source: USGS Quadrangles, 7.5 Minute Series, Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

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

**PROPERTIES DETERMINED ELIGIBLE OR LISTED ON NRHP**

**Figure 110-e**

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

June 1, 2006

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

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

Dear Amy,

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

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

Sincerely,

THE 106 GROUP LTD.

Anne Ketz
President and Technical Director

Enc.

cc: Jackie Sluss, Mn/DOT

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

June 1, 2006

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

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

Dear Greg,

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

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

Sincerely,

THE 106 GROUP LTD.

Anne Ketz
President and Technical Director

Enc.

cc: Jackie Sluss, Mn/DOT

-----Original Message-----
From: Charleen Zimmer [mailto:czimmer@visi.com]
Sent: Thursday, July 20, 2006 12:42 PM
To: Morris, Steve
Cc: DeSpiegelaere, Kathryn
Subject: Questions from Dennis & Jackie

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

1. What will the station elevation be at Raymond? Will it be at-grade or a raised platform? If the latter, how high will the platform be? Note: I expect that they will want to see some special architectural design of this station.

2. What is the alignment on Cedar (center or side - which side)? This is important because if center running, it affects the green space which ties to the Capitol.

3. Where is the specific alignment of the station at 10th? If it is north of 10th, it is likely not a problem. If it is south of 10th, then they may require some special design treatments due to the three historic church buildings in that area.

4. Where is the specific alignment of the station at Rice? If it is entirely west of Rice, then it is not a problem. If it is partially or entirely east of Rice, then they may require some special design treatment due to the Ford Building and the church.

5. Will the station at the Depot impact the green space? The plan view drawing done by the consultant suggests that it would not but this would be an issue for SHPO. They are not concerned about the loss of access to the driveway as long as the circular driveway stays in place.

6. What is the status of discussions of realignment to bring light rail behind the Depot and under the concourse? They would much prefer this alignment.

7. They would like more information on the west portal at the UM. Could you email me the illustrations done by the consultant on this. I don't think that this will be an issue but they have some concerns about visual impacts.

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

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

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

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

---

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

Charleen:

1. The platform east of Raymond and elsewhere would be 14" above top of rail to accomodate level wheelchair boarding.

2. The current plans are for LRT to be in the median crossing I-94 on Cedar.

3. The station is currently between 10th and 11th. This station will likely get some close scrutiny in cost-saving efforts.

4. Current plans show the station just west of Rice with a center platform.

5. It depends. Some drawings show a dual platform, three track station that would probably encroach on the green space. If it's just a center platform, perhaps with tail tracks, I think that could be avoided. Auto access to the driveway would be lost, however. While that's not an issue for SHPO, it probably is for the building owner.

6. It's much too early to tell whether the concourse station will work out or not. It might create some visual issues along the side of the Depot to get to the track level at the concourse. It's a plus in that it would allow room to have a light maintenance/storage facility there and provide good intermodal connections. It's a negative from the standpoint of cost and it makes people using LRT to the Lowertown area walk farther.

7. The U is lobbying to move the West Bank station east into the tunnel. Potentially a significant cost item. I have attached three drawings that give an idea of how the DEIS alternative might look.

Steve

**Minnesota Department of Transportation**

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

| Post-it® Fax Note 7671 | Date 12/11/06 | # of pages ▶ 1 |
|---|---|---|
| To D. Gimmestad | From J. Sluss | |
| Co./Dept. SHPO | Co. MN DOT | |
| Phone # | Phone # 296-3065 | |
| Fax # 651.282.2374 | Fax # | |

July 27, 2006

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

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

Dear Mr. Gimmestad,

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

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

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

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

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

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

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

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

Sincerely,

Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

cc: MnDOT C O file
CRU project file
Joseph Hudak, CRU
Steve Morris, RCRRA
Bill Wheeler, FTA

HERITAGE PRESERVATION COMMISSION
*Susan Bartlett Foote, Chair*

CITY OF SAINT PAUL
*Christopher B. Coleman, Mayor*

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

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

August 21, 2006

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

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

Dear Ms. Sluss:

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

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

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

Thank you for your attention to this important issue.

Sincerely,

Susan Bartlett Foote

Susan Bartlett Foote, Chair
Heritage Preservation Commission

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

**Minnesota Department of Transportation**

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

December 5, 2006

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

re: Survey and Inventory for the Central Corridor

Dear Ms. Spong,

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

A review of the methodology and bibliography contained in *Phase II Architectural History Investigation for the Proposed Central Transit Corridor* completed in 2004 by the 106 Group Ltd. explains the effort to include past cultural resource identification and evaluation efforts as well as new information generated by the 2004 phase I and II surveys (Introduction, pages1-3, Methods, page13, and bibliography). All existing inventories of properties along the realigned corridor were reviewed as part of the literature search, including those of the 1983 Saint Paul and Ramsey County Historic Sites Survey as well as those generated by other studies and held in the State Historic Preservation Office (SHPO) files. Existing literature used in the study included the 2001 Saint Paul Historic Context Studies developed by Landscape Research, Inc. as well as the information gathered for the ongoing Prospect Park eligibility study and the National Register certification for the Raymond University Commercial District.

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

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

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

Sincerely,

Jackie Sluss
Historian, Cultural Resource Unit
Office of Environmental Services

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