

**STATUS REPORT  
on the  
Programmatic Agreement  
Among  
The Federal Transit Administration  
The Metropolitan Council  
The Minnesota State Historic Preservation Office  
And  
Advisory Council on Historic Preservation  
Regarding the Construction of  
The Central Corridor Light Rail Transit Project  
Between Minneapolis and St. Paul, Minnesota**

**Status Report #2  
December 2009**

## **INTRODUCTION**

The Central Corridor Light Rail Transit (LRT) project is an approximately 11-mile LRT line that will serve the Minneapolis and St. Paul downtown areas, as well as the University of Minnesota (U of M) and the State Capitol complex. In downtown Minneapolis, it will integrate with the Hiawatha LRT line. There will be 20 stations along the line, including five shared with the existing Hiawatha LRT. Below-grade infrastructure to allow for later construction of three future infill stations will be provided and an operations and maintenance facility will be constructed as part of the project.

This Status Report covers the period from October 1 to December 31, 2009.

## **STIPULATION I: PROJECT DESIGN DEVELOPMENT**

A set of 60-percent plans were submitted to Programmatic Agreement signatories and concurring parties on September 11, with a 30-day opportunity for comment ending on October 12. The MnSHPO submitted comments after the comment timeframe on November 10, acknowledging consultation activities to date and commenting on areas where further consultation was warranted. Additional design consultation has taken place during the reporting period, and is summarized below.

Union Depot Station Area: A review of 60-percent design plans, including streetscaping plans, with MnSHPO and staff from the City of St. Paul, including staff from the Heritage Preservation Commission (HPC), took place in October. This discussion also focused on right-of-way impacts to parcels just east of the Union Depot LRT station.

Lowertown Historic District designs for streetscaping, street lighting and other infrastructure related to the Central Corridor LRT was presented to the St. Paul HPC in October for approval. The HPC gave their approval for 60-percent level plans for streetscaping in Lowertown, with the condition that the plans come back to the HPC for final approval and, if significant changes have been made from 60-percent to final designs, that there be an additional opportunity for a public hearing in front of the HPC.

4<sup>th</sup> Street Station Area: Design plans for the 4<sup>th</sup> Street station area were reviewed with MnSHPO in November. Discussion focused on siting of the traction power substation (TPSS), and appropriate screening of the TPSS from public view.

10<sup>th</sup> Street Station Area: No consultation activities to report.

Rice Street Station / State Capitol Area: Project designs were presented to the Capitol Area Architectural and Planning Board for approval in October. .

Snelling Avenue Station Area: Based on comments received on the 30-percent design plans, there are no outstanding design issues requiring consultation in this area.

Fairview Avenue Station Area: No consultation activities to report.

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Raymond Avenue Station Area: Raymond Avenue Commercial Historic District designs for streetscaping, street lighting and other infrastructure related to the Central Corridor LRT was presented to the St. Paul HPC in October for approval. The HPC gave their approval for 60-percent level plans for streetscaping in the District, with the condition that the plans come back to the HPC for final approval and, if significant changes have been made from 60-percent to final designs, that there be an additional opportunity for a public hearing in front of the HPC.

Prospect Park Area: Streetscaping plans, specifically, plans for street tree placement and curblin configuration, were reviewed with MnSHPO at a meeting in November.

East Bank Station Area: Concept designs for the Washington Avenue Transit Mall, specifically the portion within the University of Minnesota Campus Mall Historic District, were discussed with MnSHPO and University of Minnesota staff in October. Discussions focused on placement of catenary poles within the Northrop Mall viewshed (above the retaining walls of Washington Avenue) and design options to replace a landscaping retaining wall in front of Ford Hall that will be moved with project construction. Discussion also focused on type of traffic signal and pedestrian lighting at the intersection of Arlington and Pleasant streets, also within the Campus Mall Historic District.

West Bank Station Area: Current design plans were reviewed with MnSHPO at a consultation meeting in November.

Traction Power Substations: Based on comments received on the 30-percent design plans, the only remaining TPSS for which consultation is required is the TPSS proposed on the diagonal station. The placement of this TPSS was reviewed with MnSHPO and the staff from the City of St. Paul's Heritage Preservation Commission in November.

Signal Bungalows: Based on comments received on the 30-percent design plans, there are no outstanding design issues requiring consultation in this area.

Poles and Catenaries: This design issue was discussed during consultation meetings for the Raymond Avenue Historic District and the State Capitol Mall Historic District. A figure illustrating catenary pole placement at the Owens Motor Company Building was prepared and shared with MnSHPO, at their request.

Associated Streetscaping: This design issue was discussed during consultation meetings for the Raymond Avenue Historic District, the State Capitol Mall Historic District, the 10<sup>th</sup> Street Station Area, and St. Paul Union Depot.

On December 8, 2009, a set of final design plans for the Advance Traffic Improvements at the University of Minnesota (specifically, plans for construction of the roadway improvements required as mitigation for conversion of Washington Avenue to a Transit Mall) were sent to MnSHPO. The comment period for these plans will close on January 7, 2010.

**STIPULATION II: DESIGN OF FUTURE STATIONS AT HAMLIN, VICTORIA AND WESTERN**

There have been no actions pertaining to this stipulation in the reporting period.

**STIPULATION III: ARCHAEOLOGY**

During this reporting period, two reports have been completed (for excavation in the area between Robert and Jackson streets) and submitted to MnSHPO.

**STIPULATION IV: RESOLUTION OF ADVERSE EFFECTS**

As of the date of the completion of this Status Report, MnSHPO has made adverse effects findings for three historic properties and/or districts – the St. Paul Urban Renewal Historic District, the State Capitol Mall Historic District, and St. Paul Union Depot.

A mitigation plan for St. Paul Union Depot was developed and circulated in draft form to signatories and consulting parties to the Programmatic Agreement on November 12, with a 30-day opportunity for comment ending on December 14. During this timeframe, one comment letter was received from MnSHPO. A meeting was held December 16 to discuss comments, specifically, the type and placement of lighting at the Union Depot Headhouse arcade and along the semi-circular drive that approaches the arcade. It was determined at this meeting that Ramsey County (the owner of the Union Depot headhouse) would be the party responsible for installation of arcade lighting as part of their project to refurbish the Union Depot for re-use as a multi-modal transportation hub. The Mitigation Plan will be finalized by reflecting the commitment of the Metropolitan Council to install pedestrian-scale lighting on the semi-circular drive to provide adequate lighting for pedestrians moving to and from the Union Depot LRT station to the Union Depot headhouse.

A mitigation plan for the Capitol Mall Historic District was developed and circulated in draft form to signatories and consulting parties to the Programmatic Agreement on December 23, with a 30-day opportunity for comment ending on January 22.

Mitigation for effects to the St. Paul Urban Renewal Historic District was documented in the Programmatic Agreement and is reported under Stipulation VII.

**STIPULATION V: NOISE AND VIBRATION ASSESSMENT AND MITIGATION**

In October 2009, a meeting with MnSHPO, Council and Council's consultant team took place to review preliminary findings based on the results of the review made by MacDonald & Mack Architects.

Based on discussion at the October meeting with MnSHPO, a draft Vibration Noise Management and Remediation Plan was circulated to signatories and concurring parties

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to the Programmatic Agreement on December 4, with a 30-day opportunity for comment ending on January 4, 2010. ,

**STIPULATION VI**

There have been no actions pertaining to this stipulation in the reporting period.

**STIPULATION VII**

360 Cedar Street Recordation: A contract with Hess Roise and Company was signed in November to complete the recordation of 360 Cedar Street, in accordance with standards of the Minnesota Historic Property Record. Recordation was completed and documentation was delivered to MnSHPO in December.

Design Guidelines for 4<sup>th</sup>/5<sup>th</sup>/Minnesota/Cedar streets block: Staff from the City of St. Paul, including staff from the Heritage Preservation Commission met in November to discuss developing guidelines and their integration in local, City planning processes. A kickoff meeting has been scheduled for early January to begin the process of drafting guidelines with a group of key stakeholders to this process, including staff from the City of St. Paul's Planning and Economic Development unit, staff and members from the St. Paul Heritage Preservation Commission, and from the Capitol River Council.

**STIPULATIONS VIII THROUGH XII**

There have been no actions pertaining to this stipulation in the reporting period.

**STIPULATION XIV: QUARTERLY REPORT ON AGREEMENT IMPLEMENTATION**

This is the second quarterly report prepared on the status of implementation of Central Corridor LRT Programmatic Agreement stipulations.

**STIPULATION XV: STANDARDS**

All work carried out pursuant to the Programmatic Agreement has been carried out consistent with the requirements noted in this stipulation.

**STIPULATION XVI: DISPUTE RESOLUTION**

There have been no disputes requiring resolution in the reporting period.

**STIPULATION XVII: AMENDMENTS**

There have been no requests, nor any preparation of, amendments to the Programmatic Agreement during the reporting period.

**STIPULATION XVIII: TERMINATION OF AGREEMENT**

There have been no requests by any party to terminate the Programmatic Agreement during the reporting period.

#### **STIPULATION XIX: DURATION OF AGREEMENT**

There has been no change to the duration of the Programmatic Agreement during the reporting period.

#### **SCHEDULE OF ANTICIPATED ACTIVITIES OVER NEXT REPORTING PERIOD**

The following activities are anticipated to take place over the next reporting period, concluding March 31, 2009.

- Consultation on remaining design issues with MnSHPO and other parties.
- Review of final design plans for the Civil East construction package (from the border of Minneapolis and St. Paul to the Operations and Maintenance Facility in downtown St. Paul).
- Review of final design plans for the Civil West construction package (from the CCLRT connection with Hiawatha LRT to the border of Minneapolis and St. Paul).
- Implementation and reporting on results to MnSHPO of 4<sup>th</sup> Street monitoring plan, as advance utility relocation continues.
- Finalization of Mitigation Plans for adverse effects identified by MnSHPO to the State Capitol Mall Historic District and St. Paul Union Depot.
- Completion of the Vibration and Noise Management and Remediation Plan.
- Finalization of recordation of 360 Cedar Street in downtown St. Paul.
- Completion of draft design guidelines for the Cedar Street Block bounded by 4<sup>th</sup>, 5<sup>th</sup> and Minnesota streets in downtown St. Paul.
- Completion of the Construction Protection Plan, pursuant to Stipulation XI of the Programmatic Agreement.