



Appendix A-4: Archaeological and Architecture/History Reports

Appendix A-4: Archaeological and Architecture/History Reports are companion documents to the Supplemental Final Environmental Impact Statement containing Chapter 4 (Community and Social Analysis). Metropolitan Council and the United States Department of Transportation - Federal Transit Administration are committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

To request special accommodations, contact Kaja Vang, Community Outreach Coordinator, by phone at 612-373-3918 or by email at Kaja.Vang@metrotransit.org.

Documents are separated into four volumes due to file size and collectively include:

- Archaeological Literature Review and Assessment Addendum*
- Archaeological Literature Review and Assessment Addendum No. 2*
- Phase I Archaeological Survey of the 1517 Hillside Avenue North Parcel*
- Reconnaissance Architectural History Survey (December 2024, revised to address SHPO comments)
- Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey
- Intensive Architecture/History Survey Addendum of the Bassett Creek Tunnel System
- Section 106 Assessment of Effects for Historic Properties
- Section 106 Assessment of Effects for Historic Properties Addendum
- Cultural Resources Literature Review and Section 106 Assessment of Effects Addendum 2

*Due to the sensitive nature of this report only the cover pages are provided for reference.



Section 106 Assessment of Effects for Historic Properties Addendum

METRO Blue Line Light Rail Extension

Metropolitan Council Contract No. 14P156

SHPO File No. 2011-3773

Minneapolis, Hennepin County, Minnesota
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Management Summary

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

FTA, as the lead federal agency, and the Council, as the local project sponsor, published the Project's Final Environmental Impact Statement (EIS) on July 15, 2016, in compliance with NEPA and MEPA. FTA signed a Record of Decision (ROD) on September 19, 2016. As defined in the final EIS and ROD, the project consisted of approximately 13.4 miles of new LRT guideway, approximately 7.8 miles of which was proposed to operate in BNSF Railway Company (BNSF) right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the Project in the BNSF corridor were unsuccessful. In 2020, the local Project sponsor (the Council) and its partner, Hennepin County, in coordination with other Project stakeholders and jurisdictions, began to identify and evaluate potential alternative Project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022, and reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by Project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022. The Council, under the direction of the FTA, published a Supplemental Draft EIS in June 2024 and will complete a Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties from the previous alignment are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016, and amended September 20, 2022 (FTA 2022). Further consultation with SHPO and consulting parties to resolve adverse effects to historic properties will be completed pursuant to Stipulation XIV of the existing MOA and will be documented in an amendment to the MOA.

An assessment of effects report was completed for the Project by 106 Group in December 2024, which assessed effects to identified historic properties located within the Area of Potential Effects (APE) prior to design refinements for Municipal Consent (Wallace et al. 2024). This assessment of effects report was completed to cover historic properties identified within the expanded (APE) that were related to design refinements prepared during the Municipal Consent process. This report analyzes Project effects to two historic properties in Minneapolis, both of which are listed in the National Register of



Historic Places (NRHP): the Saint Anthony Falls Historic District and the Cameron Transfer and Storage Building. There were no previously known historic archaeological sites identified within the expanded APE. Supplemental archaeological studies have identified four parcels with the potential to contain unknown archaeological resources within the expanded archaeological APE. These four parcels were identified during preparation of archaeological assessments in December 2024-January 2025; therefore, fieldwork has not yet occurred due to winter conditions. Survey of these parcels would be completed prior to construction and, if historic properties are identified that would be adversely affected, the effects would be resolved through Stipulation XIV of the existing MOA. Based on these recommended findings of the effects, the Project will not have an Adverse Effect on the Saint Anthony Falls Historic District or the Cameron Transfer and Storage Building.

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1 Introduction

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

The following report includes a description of Project components, a summary of Section 106 regulatory framework, methodology for assessing effects, and analyzes potential Project effects on two historic properties in Minneapolis, both of which are listed in the National Register of Historic Places (NRHP): the Saint Anthony Falls Historic District and the Cameron Transfer and Storage Building.

2 Project Components

The Project will extend the existing METRO Blue Line Light Rail from downtown Minneapolis to Brooklyn Park, and it will include roadway construction and improvements, including five LRT bridges; one new roadway bridge at Bass Lake Road in Crystal; two new pedestrian bridges; trackway construction; 13 new stations; four park-and-ride facilities; one new operations and maintenance facility (OMF) at the north end of the route in Brooklyn Park; stormwater treatment locations (BMP); and 18 traction power substations. The Project will result in temporary and permanent physical visual, noise, vibration, traffic and parking impacts at specific sites, such as changes to lane configuration, on-street parking availability, noise and vibrations from construction and operation, and/or access to off-street parking lots. Each Project component is described below, including use changes and construction activities.

2.1 Tracks and Light Rail Vehicles

Light Rail Vehicles (LRV) would operate on standard-gauge rail. The proposed system would be doubletracked throughout to provide separate tracks for northbound and southbound LRVs. Crossovers to allow LRVs to migrate from the northbound to southbound tracks would be provided at regular intervals for special operations or emergencies; locations are presented on the conceptual engineering drawings in the *METRO Blue Line Light Rail Extension (BLE) Supplemental Final Environmental Impact Statement* (HDR, Inc. 2024a). LRT tracks in streets would be either ballasted or embedded depending on the location and context of the street. Planned service level of operating LRVs is 10-minute frequencies for peak weekday operations.

Articulated train cars could be operated in either direction as a single-unit or multi-unit train. Cars would be designed for use with an overhead catenary system (OCS). Each car would have 66 seats and capacity for 160 customers (sitting and standing). Two- to three-car LRVs would operate at speeds up to 55 miles per hour (mph), with the average speed of 22 mph accounting for acceleration and deceleration near stations and slower speeds in the dense urban core of the City of Minneapolis. Cars would be fully compatible with Americans with Disabilities Act (ADA) standards. An operator would occupy each train and have control over acceleration and braking as well as operating the customer doors. Automated systems would inform the operator of various train and transitway operating conditions and would manage traffic signal priority, activation of crossing gates, and track switch operations (HDR, Inc. 2024a).

Construction of the Project would have intermittent transit impacts on bus operations on routes within the construction area. These impacts could include temporary stop relocations or closures, route detours, or suspensions of service on segments of routes operating on streets where the Project is being constructed. In the long term, the Project would affect fixed-route bus service as existing transit routes would be modified to directly serve the LRT stations, including the relocation of the Robbinsdale Transit Center (HDR, Inc. 2024a).

2.2 Overhead Catenary System

An overhead catenary system (OCS) will transmit electrical power from a Traction Power Substation (TPSS) to the LRV via a pantograph system that will be constructed along the entire Project ROW. The OCS consists of metal support poles with cross arms from which powered contact wires supported by messenger wires (catenary) are suspended above the LRT tracks to power the LRVs. The support poles are generally located between the two LRT tracks and support the wires for both alignments, although in some locations they may be positioned outside the LRT alignment. The poles may be painted or constructed from self-weathering steel (HDR, Inc. 2024a).

2.3 Traction Power Substation

Eighteen TPSSs are proposed for the Project. TPSSs are sited between 0.5 and 1.2 miles apart, and there are two proposed at the OMF. TPSS locations are designed to minimize impacts on surrounding properties and resources and to balance safety, reliability, cost, and operational efficiencies. TPSS sites would be about 4,000 square feet and able to accommodate a single-story building about 40 feet long by 20 feet wide and access to the building would be provided to Metro Transit maintenance personnel (HDR, Inc. 2024a).

2.4 Operations and Maintenance Facility

The Operations and Maintenance Facility (OMF) would be located at the north end of the Project in the City of Brooklyn Park. The OMF site was selected based on its proximity to the end of the line, adequate space for the special trackwork required between the mainline track and the OMF, and adequate property for the OMF (about 10.4 acres). The OMF site would be occupied by a storage and maintenance building that has an area of about 150,000 square feet, surface parking for employees and visitors, trackwork, and open space. Compared to the Supplemental Draft EIS, the building would be approximately 10,000 square feet larger to accommodate additional LRV storage needs identified through continued coordination regarding operation's needs. The facility would include areas to store, service, and maintain up to 36 LRVs, vehicle washing and cleaning equipment, and office space to accommodate staff who would report for work at the OMF. LRV fleet size is calculated based on travel time and service planning. The OMF would be equipped to perform daily cleaning and repair activities on the LRVs as they enter and leave revenue service. Scheduled service and maintenance inspections also would be performed in the OMF (HDR, Inc. 2024a).

2.5 Stations and Park-and-Ride Facilities

The Project will include the construction of 13 new Stations, connecting with the existing METRO Blue Line at the Target Field Station. New Stations would include Oak Grove Parkway, 93rd Avenue, 85th Avenue, Brooklyn Boulevard, 63rd Avenue, Bass Lake Road, Downtown Robbinsdale, Lowry Avenue, Penn Avenue, James Avenue, Lyndale Avenue, West Broadway, and Plymouth Avenue. At each station site, sidewalk and/or lane demolition and excavation would be required to prepare the road surface and the right-of-way for construction activities along the corridor. Curb, truck, and median aprons and new paving would also be constructed at each station site.

Proposed customer drop-off and park-and-ride facilities would be built as part of the Project. Park-and-ride facilities would be provided at Oak Grove Parkway, 63rd Avenue North, Bass Lake Road, and Downtown Robbinsdale. The 63rd Avenue North Station would include a pedestrian bridge over County Road (CR) 81.

2.6 Bicycle and Pedestrian Improvements

The Project includes a variety of bicycle and pedestrian improvements to provide safe bicycle and pedestrian crossings of the proposed LRT alignment, to accommodate the proposed LRT and roadway improvements, and/or to provide bicycle and pedestrian connections to the proposed LRT stations. These improvements would affect several trails and sidewalks within the vicinity of the Project and include, but are not limited to, construction of ADA compliant curb ramps and detectable warnings, and relocations of regional and local trails (HDR, Inc. 2024a). Restriping for a protected bike lane along 2nd Street North, between Plymouth Avenue and Hennepin Avenue in Minneapolis would also occur.

2.7 Roadway and Bridge Construction and Improvements

This addendum report covers two properties in Minneapolis; therefore, this section only includes a description of related roadway and bridge Project components within the City of Minneapolis.

In the City of Minneapolis, the Project Alignment would be center running on West Broadway Avenue to Knox Avenue North where it would shift from West Broadway Avenue to 21st Avenue North and continue east across I-94 on a new 21st Avenue North bridge. The Project Alignment would then turn south and be center running on Washington Avenue to 10th Avenue North where it would change direction to follow 10th Avenue North to 7th Street North and transition to the existing LRT Target Field Station access structure on the south side of 6th Avenue North. The Project includes six new LRT stations in Minneapolis along with the one existing LRT station at Target Field. The Lowry Avenue Station would serve the Cities of Minneapolis and Robbinsdale. The Project would include new LRT stations west of Penn Avenue North, at James Avenue North, Lyndale Avenue North, Washington Avenue/West Broadway Avenue, and Plymouth Avenue North at 10th Avenue North (HDR, Inc. 2024a).

West Broadway Avenue would be reconstructed between Knox Avenue North and the mid-block of Lyndale Avenue North and 5th Street North; this roadway reconstruction and the construction of LRT track on 21st Avenue North would include pedestrian and bicycle improvements on the cross streets to facilitate a better multimodal transportation environment (HDR, Inc. 2024a).

2.8 Parking

The Project would result in permanent traffic impacts at specific sites, such as changes to lane configuration, on-street parking availability, and/or access to off-street parking lots. The Project would incur the loss of an estimated 945 on-street parking spaces and an estimated 935 to 986 off-street parking spaces in total across the four municipalities. In

addition, potential spill-over parking is expected in neighborhoods adjacent to the LRT stations and increased demand due to likely transit-oriented development.

2.9 Transit Operations

2.9.1 Construction

The Council expects construction of the Project to cause temporary disruption to traffic operations, including lane closures, short-term intersection and roadway closures, detours, and increased truck trips related to construction that would cause localized increases in congestion. Maintenance-of-traffic (MOT) plans will be developed during final design or construction and submitted for approval to the roadway authorities. The Project team will notify area residents of activities in advance, as possible.

2.9.2 Operation

The Supplemental Final EIS evaluation is based on planned service levels of trains operating at 10-minute frequencies for peak weekday operations. The Project would add new signals and crossing restrictions to safely accommodate LRT operations. Signals enhance safety by providing controlled crossings that reduce the risk of accidents, manage vehicular and pedestrian flow along the corridor, improve pedestrian visibility, and reduce conflict points between travel modes, making the conditions safer and more comfortable. Signals would increase the travel times for walking and biking due to the wait required for crossing at the signals. Travel time increases range from less than 5 seconds to approximately 5 minutes, with the highest increases along the 10th Ave corridor due to the concentration of new signals. As the Project design progresses, the timings of signals will be considered to balance travel times across modes

3 Section 106 Regulatory Context

Prior to implementing an undertaking, Section 106 of the NHPA requires federal agencies to consider the effects of undertakings on historic properties that are included in, or are eligible for inclusion in, the NRHP. An adverse effect can occur if any aspect of a historic property's integrity is diminished through a direct or indirect effect of an undertaking. Undertakings include projects that a federal agency carries out, approves or licenses, and/or funds. Federal agencies must also afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking prior to the agency making a decision.

In accordance with Stipulation I of the MOA, steps in the Section 106 process have been completed, including initiating the Section 106 process; identifying historic properties; conducting survey and evaluation; and assessing effects. Resolution of adverse effects will be discussed in consultation with SHPO, THPOs, Consulting Parties, and the ACHP to consider measures to avoid, minimize, or mitigate adverse effects and will be documented in an amendment to the Project MOA.

3.1 Assessing Effects

The criteria that must be used to assess effects of Federal undertakings on historic properties that are listed in, or are eligible for listing in, the NRHP are set forth in 36 CFR § 800.5(a)(1). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

- An adverse effect can occur if any aspect of a historic property's integrity is diminished. Examples of adverse effects are identified in 36 CFR § 800.5(a)(2) and include, but are not limited to:
- Physical destruction of or damage to all or part of the property;
- Alteration of a property that is not consistent with the Secretary of the Interior's (SOI's) Standards for the Treatment of Historic Properties (36 CFR § 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration; and

- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Direct and indirect effects will be considered. According to the ACHP direct effects occur from the undertaking at the same time and place with no intervening cause regardless of its specific type (e.g., whether it is visual, physical, auditory, etc.). Indirect effects are those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable (ACHP 2019).

3.2 Area of Potential Effects

An APE is “the geographical area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking” (36 CFR § 800.16[d]). An APE must account for both direct and indirect effects, including permanent and temporary effects. The Project APEs were defined by the FTA in consultation with SHPO and are documented in the *METRO Blue Line Light Rail Extension Project Section 106 Compliance Plan Technical Memorandum of 2023* (Bring and Barnes 2023).

3.2.1 Architecture/History

The APE for architecture/history accounts for any physical, auditory, atmospheric, or visual impacts to historic properties (see Figure 3-1). Based on current Project plans, the architecture/history APE includes:

- All properties within 200 feet of the centerline of the proposed alignment;
- All properties within 500 feet (roughly equates to one block in urban areas) of the center point of each proposed station;
- All properties within 750 feet of the perimeter of the Operations and Maintenance Facility (OMF) site;
- All properties within 200 feet of the perimeter of each existing or new bridge structure less than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within 500 feet of the perimeter of each existing or new bridge structure more than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within the construction limits/limits of disturbance (LOD) of existing roadways and parking lots within existing right-of-way;
- The first tier of properties directly fronting the roadway and intersections of new or relocated roadways not within existing right-of-way;
- The first tier of adjacent properties to new surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads;

- All properties within the construction limits/LOD of bicycle and pedestrian improvements, utilities and systems, borrow/fill and floodplain/stormwater/wetland mitigation areas, and noise walls (Bring and Barnes 2023).

3.2.2 Archaeological

The archaeological APE covers all areas within the Project LOD, where ground disturbing activities may be located (see Figure 3-1).

Figure 3-1. Project Location, APEs, and Historic Properties



4 Assessment of Effects

In accordance with Stipulation I.C of the MOA, the criteria of adverse effect were applied to the two NRHP listed historic properties located within the Project’s expanded architecture/history and archaeological APEs. Reference materials utilized in assessing effects on historic properties, but not included in the body of this report, are summarized in Table 4-1. The effects assessments and finding of effect recommendations for each of these properties is presented below.

Table 4-1. Assessment of Effects Reference Materials

Title	Description	Reference
METRO Blue Line Extension Bottineau LRT Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties	Assessment of Effects Analysis from previous Project iteration in 2016	MnDOT CRU 2016
METRO Blue Line Extension Light Rail Transit Project Section 106 Assessment of Effects	Assessment of Effects Analysis	Wallace et al. 2024
METRO Blue Line Light Rail Extension Supplemental Final Environmental Impact Statement (SFEIS)	Technical document with project details, layouts and plans, visualizations, and detailed descriptions of impact criteria and potential impacts on environmental and cultural resources	HDR, Inc. 2024a
Noise and Vibration Technical Report for Metro Blue Line Light Rail Extension Project Supplemental Final Environmental Impact Statement (EIS)	Technical memo on noise and vibration impacts	Meister and Suits 2024
Visual Quality Technical Report	Existing conditions and rendered views for the architecture/history APE	SEH 2024
METRO BLE Traffic Operations Technical Report	Existing conditions and build conditions traffic modeling	HDR, Inc. 2024b

4.1 Noise and Vibration

During the construction and operation of the Project, there will be temporary increases in noise and vibration. Construction noise would be limited to physical construction and installation of LRT infrastructure (track, OCS, curb, median, and truck aprons, and roadway construction). During operation, noise and vibration impacts would be primarily due to the running of the LRVs on the tracks (wheel/rail interaction). FTA noise and vibration criteria are based on the land use category of the location (HDR 2024a) and include three levels of impact. The three levels of impact include:

- **No Impact:** Project-generated noise is not likely to cause community annoyance. Noise projections in this range are considered acceptable by FTA and mitigation is not required.

- **Moderate Impact:** Project-generated noise in this range is considered to cause impact at the threshold of measurable annoyance. Moderate impacts serve as an alert to Project planners for potential adverse impacts and complaints from the community. Mitigation should be considered at this level of impact based on project specifics and details concerning the affected properties.
- **Severe Impact:** Project-generated noise in this range is likely to cause a high level of community annoyance. The Project sponsor should first evaluate alternative locations/alignments to determine whether it is feasible to avoid severe impacts altogether. In densely populated urban areas, evaluation of alternative locations may reveal a trade-off of affected groups, particularly for surface rail alignments. Projects that are characterized as point sources rather than line sources often present greater opportunities for selecting alternative sites. This guidance manual and FTA's environmental impact regulations both encourage Project sites which are compatible with surrounding development when possible. If it is not practical to avoid severe impacts by changing the location of the Project, mitigation measures must be considered (FTA 2018).

4.2 Saint Anthony Falls Historic District (HE-MPC-08361)

The Saint Anthony Falls Historic District was listed in the NRHP in 1971. The District spans both sides of the Mississippi River in downtown Minneapolis surrounding the falls of Saint Anthony. The District boundaries are generally bound by 2nd Street on the west side of the river; to the south of Plymouth Avenue N and Marshall Street NE on the northwest, including all of Nicollet Island; University Avenue SE on the east side of the river; and 10th Avenue S/6th Avenue SE on the southeast (see Figure 3-1). The falls of Saint Anthony were instrumental in the development of Minneapolis during its early stages of growth. The District's period of significance spans from 1858 - 1941. The District is significant under NRHP Criteria A, C, and D in the areas of Historic - Non-Aboriginal, Commerce, Transportation, Exploration/Settlement, Engineering, Industry, Architecture, and Social History. The District retains industrial, commercial, transportation, and residential properties (see Figure 4-1 and Figure 4-2).

Effects Considered:

There would be direct physical effects from roadway restriping, construction of a protected bike lane curb, and alterations to some existing curbs along 2nd Street between 10th Avenue N and Hennepin Avenue within the District boundaries. Other potential effects from the Project include direct visual, vibration, noise, and parking impacts. Figure 4-3 and Figure 4-4 include the conceptual engineering plans for the Project within and adjacent to the Saint Anthony Falls Historic District.

Rationale for Effects Recommendation:

Direct physical effects from roadway restriping, construction of a protected bike lane curb, and alterations to some existing curbs along 2nd Street between 10th Avenue N and Hennepin Avenue would be located within existing roadway right-of-way. 2nd Street N is not a character-defining feature of the District, and therefore these direct effects would not affect the District's integrity nor its ability to convey its significance.

Other Project components would be located one-half- to two-blocks from the northwestern edge of the District boundary. This northwestern edge of the District is located less than a half block from paved roadway and sidewalk improvements along 2nd Street N between 10th Avenue N and Plymouth Avenue N and along 10th Avenue N towards the LRT alignment. There will be visibility of these Project components; however, they will be minimal in scale and will not affect the District's integrity of setting nor its ability to convey its significance.

The northwestern edge of the District boundary is also located approximately one-and-a-half blocks from the proposed Plymouth Avenue Station and the LRT alignment, which runs along Washington Avenue N until it transitions onto 10th Avenue N heading northeast-southwest. These Project components will be completely obscured from view from within the District due to intervening multi-story buildings that are located between Washington Avenue N and 2nd Street N.

Due to the distance between the Plymouth Avenue Station, LRT alignment, and OCS and the District boundaries, any potential increases in noise and vibration during operation of the Project are not anticipated. The dominant existing noise sources in this area are traffic on Washington Avenue N (Meister and Suits 2024). According to FTA noise impact criteria, the Project would have No Impact on this Historic District (FTA 2018). There will be temporary increases in noise and vibration during the roadway restriping, construction of the protected bike lane curb, and alterations to some existing curbs along 2nd Street between 10th Avenue N and Hennepin Avenue within the District; however, these will be minimal and will not affect the District's integrity nor its ability to convey its significance.

During construction and operation, there will be no parking impacts within the District. There will be parking impacts around the Plymouth Avenue Station (a loss of 39-41 off-street parking stalls), which is one-and-a half blocks from the District (HDR 2024a). This loss of parking will potentially affect traffic in the area, as well as increase on-street parking congestion. However, these potential effects will be mitigated by the distance between the Project and the District boundaries. Therefore, any temporary and permanent parking effects will not adversely affect the District's integrity nor its ability to convey its significance.

Effects Recommendation:

Direct physical effects will be located within the roadway right-of-way and existing paved sidewalks, which are not character-defining features of the District. Views of Project infrastructure, temporary noise and vibration, and parking impacts from the Project are located at such a distance from the Historic District that they will be negligible and would not alter characteristics qualifying the property for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the Saint Anthony Falls Historic District.

Figure 4-1. Saint Anthony Falls Historic District, looking down 2nd Street N, northwest of 6th Avenue N, Facing Southeast (Google 2022)



Figure 4-2. Saint Anthony Falls Historic District, Looking down 2nd Street N at intersection with 2nd Avenue N, Facing Northwest (Google 2022)





Figure 4-3. SFEIS Conceptual Engineering Drawing, Minneapolis, within the vicinity of the Saint Anthony Falls Historic District

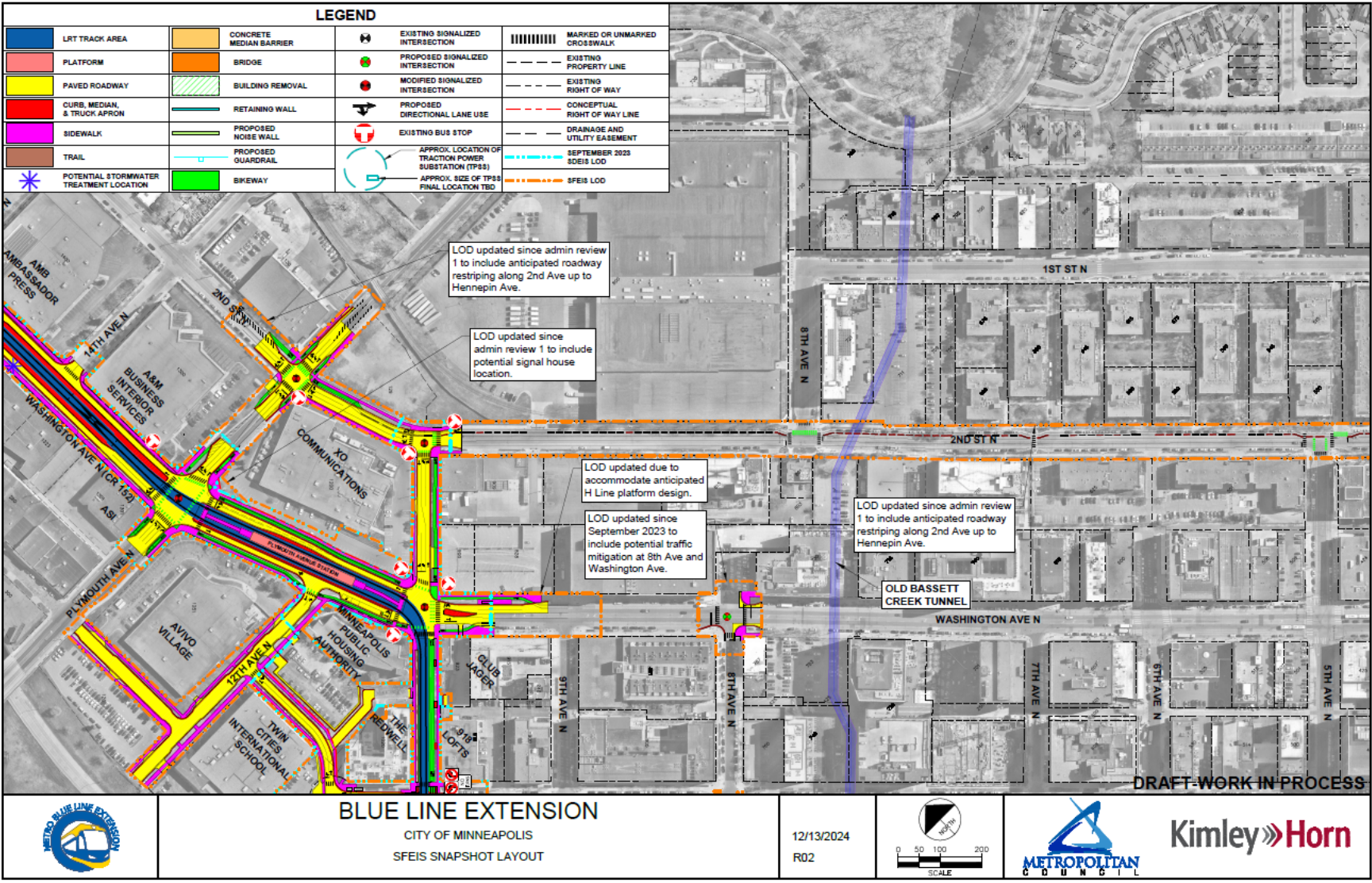
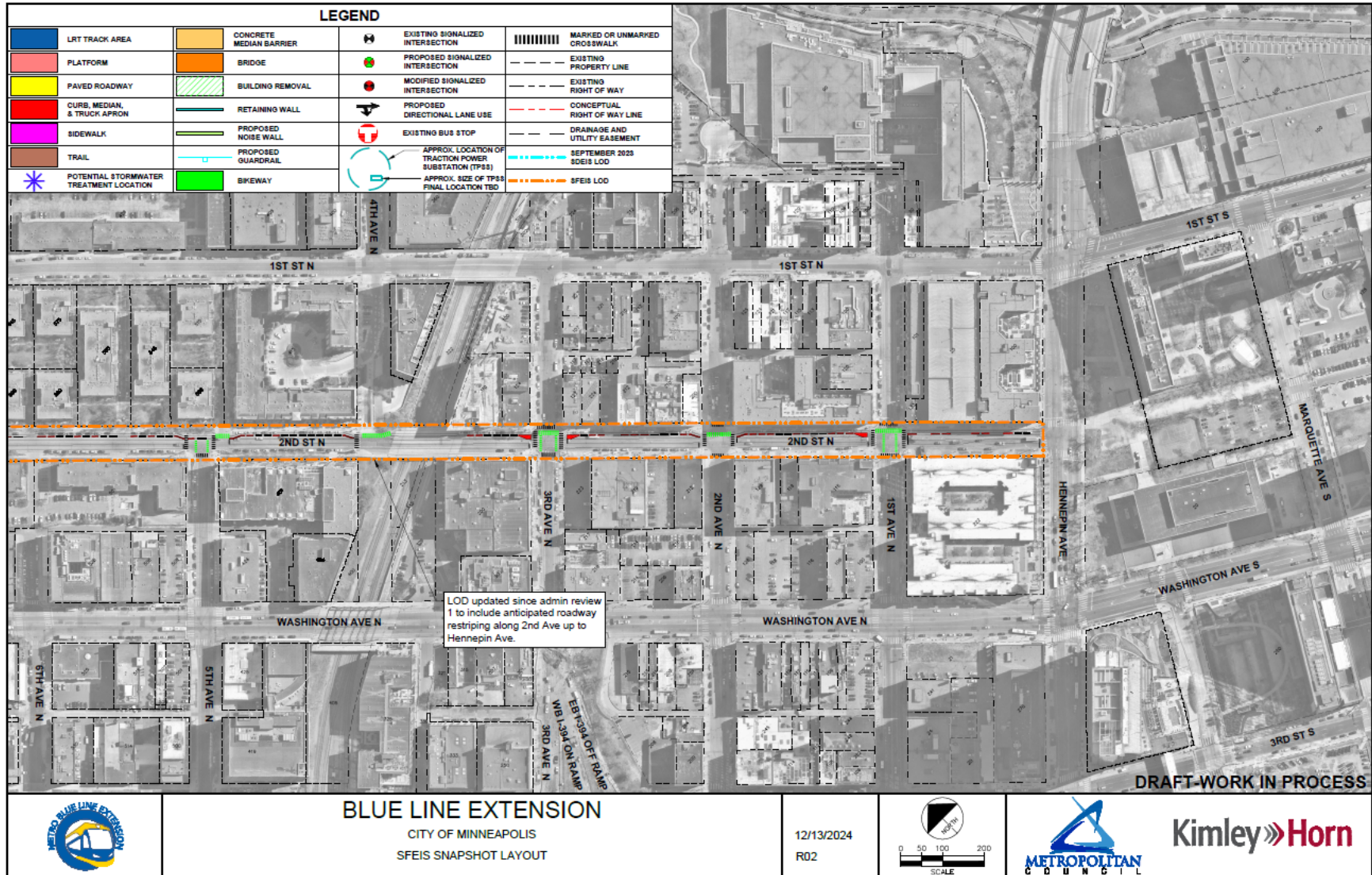


Figure 4-4. SFEIS Conceptual Engineering Drawing, Minneapolis, within the vicinity of the Saint Anthony Falls Historic District



4.3 Cameron Transfer and Storage Building (HE-MPC-16391)

The industrial Cameron Transfer and Storage Building at 756 4th Street N in Minneapolis was listed in the NRHP in 2014. The property has significance under NRHP Criterion C within the area of Engineering. The period of significance is 1909-1911, the years during which the building was constructed. The historic property boundary is limited to the building itself and does not include the parking lot to the northwest that is part of the current property parcel (see Figure 3-1). The building has local significance for its representation of the shift in local warehouse construction from wood post-and-beam structures to reinforced-concrete mushroom capital structures (Figure 4-5). Both systems were employed in the construction of this building, making it a rare example in the shift between these two structural techniques that were used in the early twentieth century. The building was designed by Minneapolis engineer Claude Allen Porter (C.A.P.). Turner became renowned for his reinforced-concrete mushroom system. The property is currently operated as an apartment building, known as the Cameron.

Effects Considered:

There will be no direct physical effects from the Project. The Project is located directly adjacent to the building's northwest elevation. Potential effects from the Project include direct visual, vibration, noise, and parking effects. Figure 4-6 includes a conceptual engineering plan for the Project adjacent to this historic property.

Rationale for Effects Recommendation:

As the Project would close vehicular traffic along 10th Avenue N between Washington Avenue N and 8th Avenue N, additional roadway improvements within the vicinity of the Project are proposed to mitigate effects of this roadway closure. One such improvement would be located directly adjacent to this historic property. This includes the new connection of 8th Avenue N between 5th Street N and 3rd Street N, under the Westbound I-94 on ramp (3rd Street) and Eastbound I-94 off ramp (4th Street). Currently 8th Avenue N dead ends at 5th Street N and 3rd Street N. Construction of this new two block road would create noise and vibration and traffic impacts within the vicinity of this property. Views of this new road connection would slightly affect the property's integrity of setting, but it would not impact the property's ability to convey its historic significance under NRHP Criterion C within the area of Engineering.

Views toward other Project components including stations, LRT alignment, and OCS would be obscured due to distance (sited two blocks or more away) and intervening buildings; therefore, they would not affect this building's integrity nor its ability to convey its significance.

Due to the distance between the Plymouth Avenue Station, and the LRT alignment and OCS running along 10th Avenue two blocks west of this historic property, increases in noise and vibration during operation of the Project are not anticipated. According to FTA noise impact criteria, the Project would have No Impact on this Historic District (FTA 2018). There will be temporary increases in noise and vibration during construction of the new connection of 8th Avenue N between 5th Street N and 3rd Street N directly adjacent to this property; however, these would be temporary during construction and would be minimal

once construction is complete, and therefore, would not affect the property's integrity nor its ability to convey its significance.

During construction and operation, there would be parking impacts within the vicinity of this historic property. For the new connection of 8th Avenue N between 5th Street N and 3rd Street N, under the Westbound I-94 on ramp (3rd Street) and Eastbound I-94 off ramp (4th Street) there would be off-street parking impacts. The parking lot located adjacent to this historic property, to the north, would experience the loss of 22 stalls of off-street parking. Buildings immediately surrounding this property would experience an additional loss of 144 off-street parking stalls (HDR 2024a). This loss of parking would potentially affect traffic in the area, as well as increase on-street parking congestion. However, these potential effects would be minimal and would not adversely affect this property's ability to convey its significance.

Effects Recommendation:

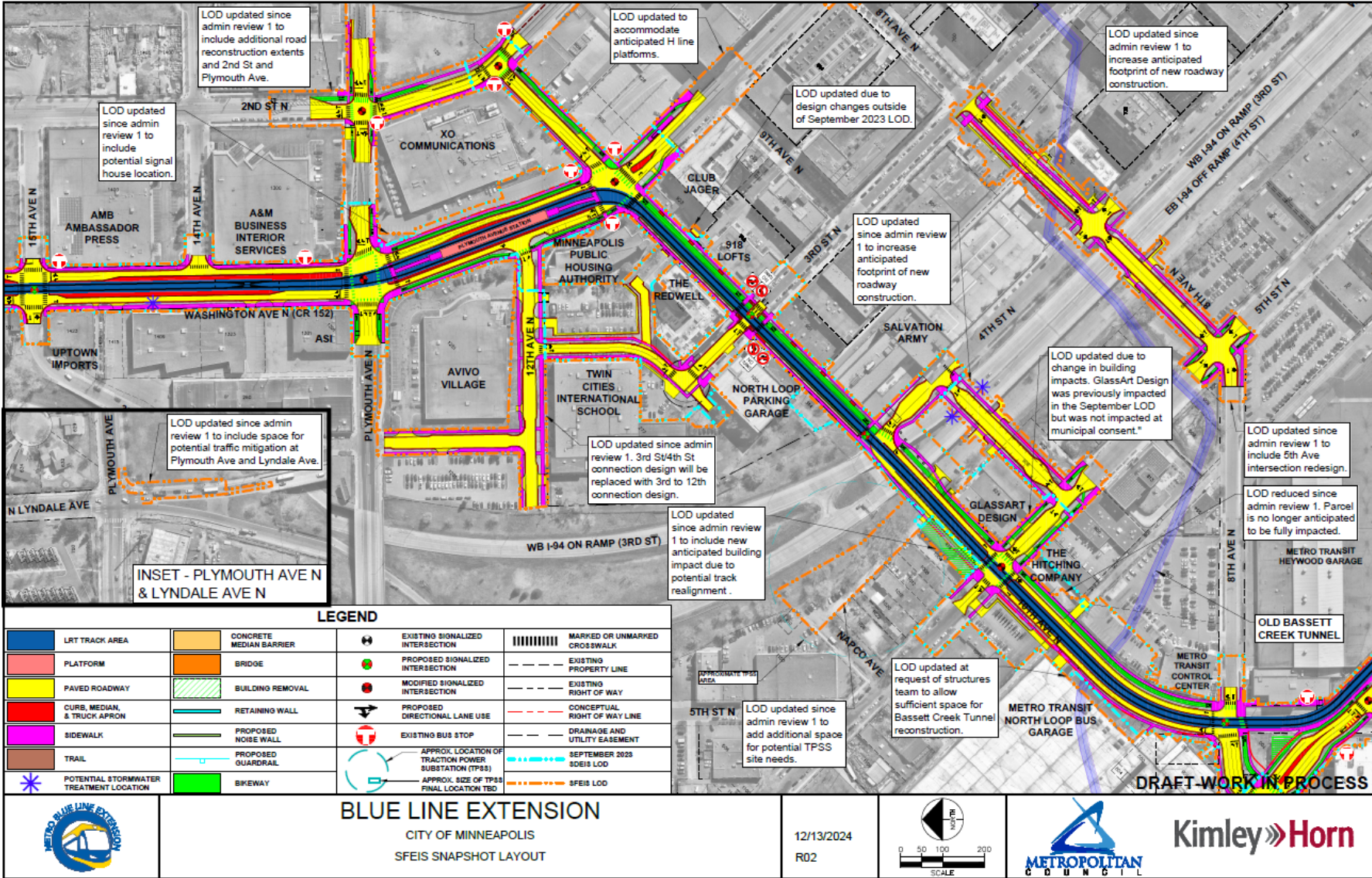
There would be no direct physical effects from the Project to this historic property. Views of roadway improvements, temporary noise and vibration from Project construction, and parking impacts from the Project will be negligible and would not alter characteristics qualifying this property for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the Cameron Transfer and Storage Building.

**Figure 4-5. Cameron Transfer and Storage Building, Facing East.
Parking lot that will be altered by the Project is located in the
foreground (Google 2019)**





Figure 4-6. SFEIS Conceptual Engineering Drawing, Minneapolis, within the vicinity of the Cameron Transfer and Storage Building



5 Recommendations

During this assessment of effects study, potential effects of the Project on two NRHP-listed properties were analyzed. Based on the assessment of effects, it is recommended that the Project will not have an Adverse Effect on the Saint Anthony Falls Historic District or the Cameron Transfer and Storage Building.

6 References

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Cultural Resources Literature Review and Section 106 Assessment of Effects for Historic Properties Addendum 2

METRO Blue Line Light Rail Extension

Metropolitan Council Contract No. 14P156

SHPO File No. 2011-3773

Hennepin County, Minnesota

April 10, 2025

PREPARED BY

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Management Summary

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

FTA, as the lead federal agency, and the Council, as the local project sponsor, published the Project's Final Environmental Impact Statement (EIS) on July 15, 2016, in compliance with NEPA and MEPA. FTA signed a Record of Decision (ROD) on September 19, 2016. As defined in the final EIS and ROD, the project consisted of approximately 13.4 miles of new LRT guideway, approximately 7.8 miles of which was proposed to operate in BNSF Railway Company (BNSF) right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the Project in the BNSF corridor were unsuccessful. In 2020, the local Project sponsor (the Council) and its partner, Hennepin County, in coordination with other Project stakeholders and jurisdictions, began to identify and evaluate potential alternative Project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022, and reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by Project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022. The Council, under the direction of the FTA, published a Supplemental Draft EIS in June 2024 and will complete a Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties from the previous alignment are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016, and amended September 20, 2022 (FTA 2022). Further consultation with SHPO and consulting parties to resolve adverse effects to historic properties will be completed pursuant to Stipulation XIV of the existing MOA and will be documented in an amendment to the MOA.

Metro Transit retained HDR Engineering, Inc. (HDR) to support additional cultural resources documentation related to the Project, located in Hennepin County, Minnesota. The Supplemental Draft EIS design for the Lowry Ave Station included at-grade, gated crossings at Theodore Wirth/Victory Memorial Parkway and Lowry Ave N. The City of Minneapolis, the City of Robbinsdale, and the Minneapolis Park and Recreation Board (MPRB), asked that the Project continue to study alternative design options that will maintain parkway continuity with no gated crossings. North Memorial Hospital also expressed concerns about emergency vehicles potentially being delayed by gated traffic stops at the intersection of Lowry Ave N and the LRT tracks. In response, the Council, in collaboration with stakeholders and municipal partners, studied nine different station area concepts to address the

comments received. A consensus emerged in favor of a design that separates the LRT tracks from vehicle traffic and trails while maintaining an at-grade station. On February 19, 2025 by the Blue Line Extension Project Decision Board, which is made up of Hennepin County and Metropolitan Council representatives, directed that the modified design to be analyzed. In the design, the Lowry Ave Station would be shifted approximately 50 feet to the north. Theodore Wirth/Victory Memorial Parkways will be lowered approximately five-and-one-half feet in elevation from the existing grade where the parkways alignment shifts east to avoid an at-grade crossing of the LRT tracks. Lowry Ave N will be elevated to match the height of the current W Broadway Ave bridges to avoid an at-grade crossing of the LRT tracks. The elevation of Lowry Ave N upon a bridge structure provides a signalized intersection with CR 81 and Oakdale Ave N. To achieve this grade separation, the Project will construct and/or modify five bridges. This includes reconstructing the two existing northbound and southbound West Broadway Ave bridges to lengthen them and carry vehicular traffic over the realigned parkways; reconstructing the Lowry Ave N to West Broadway Ave on-ramp; constructing a new Lowry Ave N bridge over the LRT; and constructing a new bridge for the LRT over Theodore Wirth Parkway. This station design includes changes to the Project's limits of disturbance (LOD), and as such the archaeological area of potential effects (APE) and the architecture/history APE have been revised. As Project design advances, an additional design refinement within the LOD was identified adjacent to one historic property, the Guaranty State Bank of Robbinsdale. This design refinement did not necessitate APE revisions.

This addendum report was prepared to document a literature review for the new areas added to the APEs as a result of the design changes. This addendum report was also prepared to document the potential effect these design changes may have on historic properties. Based on the design changes, a revised assessment of effects analysis was prepared for three historic properties that are located within the Project APE, the Guaranty State Bank of Robbinsdale, Grand Rounds Historic District, and Pilgrim Heights Community Church. This report also responds to feedback provided by Consulting Parties regarding potential effects to the Grand Rounds Historic District in the March 3, 2025 Consulting Parties #3 meeting.

This report documents that no additional cultural resources identification studies are necessary to address revisions to the APE from the design changes. Additionally, it is recommended that the revised Project design will not have an Adverse Effect on the Guaranty State Bank of Robbinsdale, Grand Rounds Historic District, or the Pilgrim Heights Community Church.

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1 Introduction

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

This addendum report was prepared to document design refinements since the previous cultural resources studies were prepared and finalized in January 2025. Since January 2025, the design at the Lowry Ave Station was revised in response to input from the cities of Minneapolis and Robbinsdale, and the Minneapolis Park and Recreation Board, and the Project design continues to advance. Based on design refinements, a revised APE was documented, supplemental literature review completed, and a supplemental assessment of effects was prepared for three historic properties that are located within the Project APE in proximity to these design changes: the Guaranty State Bank of Robbinsdale, Grand Rounds Historic District, and Pilgrim Heights Community Church.

2 Methodology

2.1 Literature Review

During preparation of the Supplemental Draft EIS, 106 Group completed an archaeological literature review and assessment in April 2024 to obtain information regarding previously recorded archaeological sites within a one-mile archaeological context area of the original archaeology APE as documented in the Supplemental Draft EIS (Rufledt and Bray 2024). 106 Group also completed a reconnaissance architectural history survey in April 2024, which included a literature review of standing structures (Wallace et al. 2004). As Project design advanced during preparation of the Supplemental Final EIS, two addendum archaeological literature review and assessments were prepared by 106 Group and HDR to cover areas within an expanded archaeology APE (Rufledt 2025; Koski and Seidl 2025), and an intensive and supplemental reconnaissance architecture/history survey was prepared to cover areas within an expanded architecture/history APE (Wallace et al. 2025). This current literature review was prepared to address a design change at the Lowry Ave Station, which necessitated revisions to the archaeological APE and architecture/history APE.

All work was conducted in accordance with the Minnesota State Historic Preservation Office (SHPO) *Manual for Archaeological Projects in Minnesota* (SHPO 2005), *The State Archaeologist's Manual for Archaeological Projects in Minnesota* (Minnesota Office of the State Archaeologist [OSA] 2011), and *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740] (National Park Service 1983) and the Project Section 106 Compliance Plan (Bring and Barnes 2023).

2.2 Assessment of Effects

The assessment of effects analysis supplements the project background and methodology from the *Section 106 Assessment of Effects for Historic Properties* report and *Section 106 Assessment of Effects for Historic Properties Addendum* report (Wallace et al. 2025; Miller 2025). Please see these reports for further details on project components and criteria for assessing effects. This addendum report provides a supplemental assessment of effects related to design changes in proximity to the Guaranty State Bank of Robbinsdale, Grand Rounds Historic District, and Pilgrim Heights Community Church

2.3 Area of Potential Effects

2.3.1 Archaeological APE

The archaeological APE covers all areas within the Project LOD, where ground disturbing activities may be located. The design changes at the Lowry Ave Station required some expansions of the LOD to accommodate lane changes along Bottineau Blvd. north of Oakdale Ave N/Lowry Ave N and road improvements near the intersection of Xerxes Ave N and Washburn Ave N (see Figure 1).

2.3.2 Architecture/History APE

Based on current Project plans, the architecture/history APE includes:

- All properties within 200 feet of the centerline of the proposed alignment;
- All properties within 500 feet (roughly equates to one block in urban areas) of the center point of each proposed station;
- All properties within 750 feet of the perimeter of the OMF site;
- All properties within 200 feet of the perimeter of each existing or new bridge structure less than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within 500 feet of the perimeter of each existing or new bridge structure more than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within the construction limits/ LOD existing roadways and parking lots within existing right-of-way;
- The first tier of properties directly fronting the roadway and intersections of new or relocated roadways not within existing right-of-way;
- The first tier of adjacent properties to new surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads;
- All properties within the construction limits/LOD of bicycle and pedestrian improvements, utilities and systems, borrow/fill and floodplain/stormwater/wetland mitigation areas, and noise walls (Bring and Barnes 2023).

The design changes at the Lowry Ave Station required some revisions to the APE, including some minor expansion and reductions to the previous APE, due to the station location being shifted approximately 50 feet to the north and constructing/modifying five bridges. These bridge changes include reconstructing the two existing northbound and southbound West Broadway Ave bridges to lengthen them and carry vehicular traffic over the realigned parkways; reconstructing the Lowry Ave N to West Broadway Ave onramp; constructing a new Lowry Ave N bridge over the LRT; and constructing a new bridge for the LRT over Theodore Wirth Parkway (see Figure 2).

Figure 1. Revised Archaeological APE/LOD at Lowry Ave Station

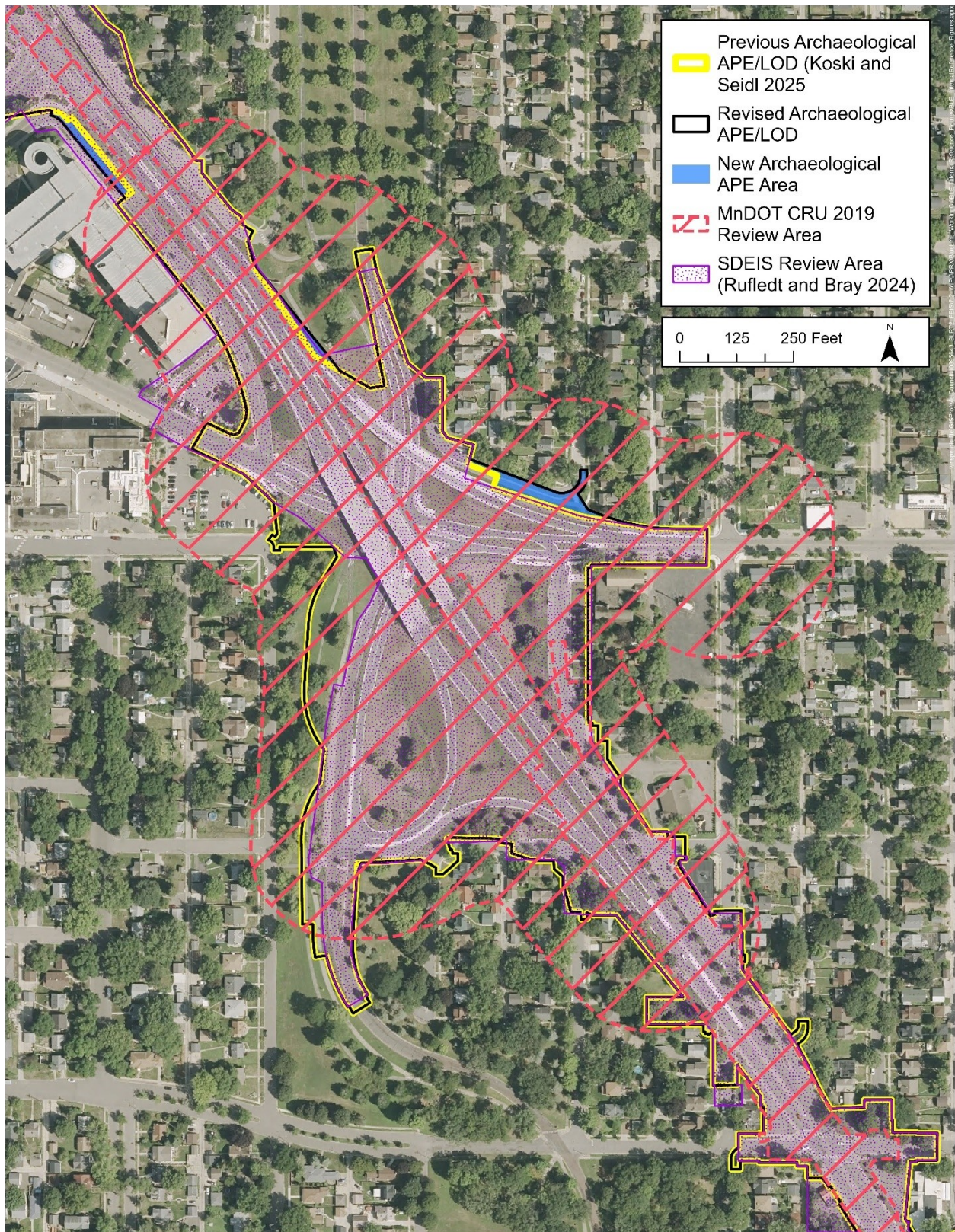


Figure 2. Revised Architecture/History APE at Lowry Ave Station





3 Literature Review

3.1 Archaeology

Four new areas of LOD were identified that were outside of the current archaeological APE due to the redesign of the Lowry Ave Station. These areas are mapped in Figure 1. The northernmost area was previously covered within the LOD that was documented in the Supplemental Draft EIS and was reported in 106 Group’s 2024 archaeological literature review and assessment report (Ruffedt and Bray 2024). All portions of the remaining three areas have not been previously covered by the LOD, however they were included in a 2018 MnDOT CRU study for the METRO Blue Line Extension Light Rail Transit Project (formerly Bottineau Transitway), Hennepin County, Minnesota (Ciavarella 2018). This report covered updates to the 2012 Project APE and required that MnDOT CRU conduct an archaeological assessment. This 2018 assessment determined that all studied areas overlapping the current Project APE had low archaeological potential. Based on this previous assessment, no additional archaeological reporting is needed based on the current Project design (see Figure 1).

3.2 Architecture/History

Changes to the architecture/history APE were also identified due to the redesign of the Lowry Ave Station. These areas are mapped in Figure 2. Based on refinements to the design of the bridges around the Lowry Ave Station the APE has been revised, however the revised APE is fully encompassed within previous study areas. Forty-four properties have been previously inventoried within this portion of the revised APE. In 2012, 106 Group conducted the *Phase I and II Architectural History Survey for the Bottineau Transitway Project*, which evaluated 43 of the properties within the revised APE. Forty-two of these properties were recommended and determined not eligible by SHPO. One property, the Pilgrim Heights Community Church, was determined eligible as part of this survey (Mathis et al. 2012). Also included within the revised APE is the previously determined eligible Grand Rounds Historic District. Within the APE is a previously determined non-contributing segment of the district. Please see Table 1 and Figure 3 for information on the previously inventoried properties within the APE. Properties mapped in Figure 3 include any parcel that intersects the APE. Based on the results of this literature review, no additional architecture/history survey is recommended based on the revised APE.

Table 1. Previously NRHP Listed, Eligible, or Inventoried Architecture/History Properties within the Revised APE

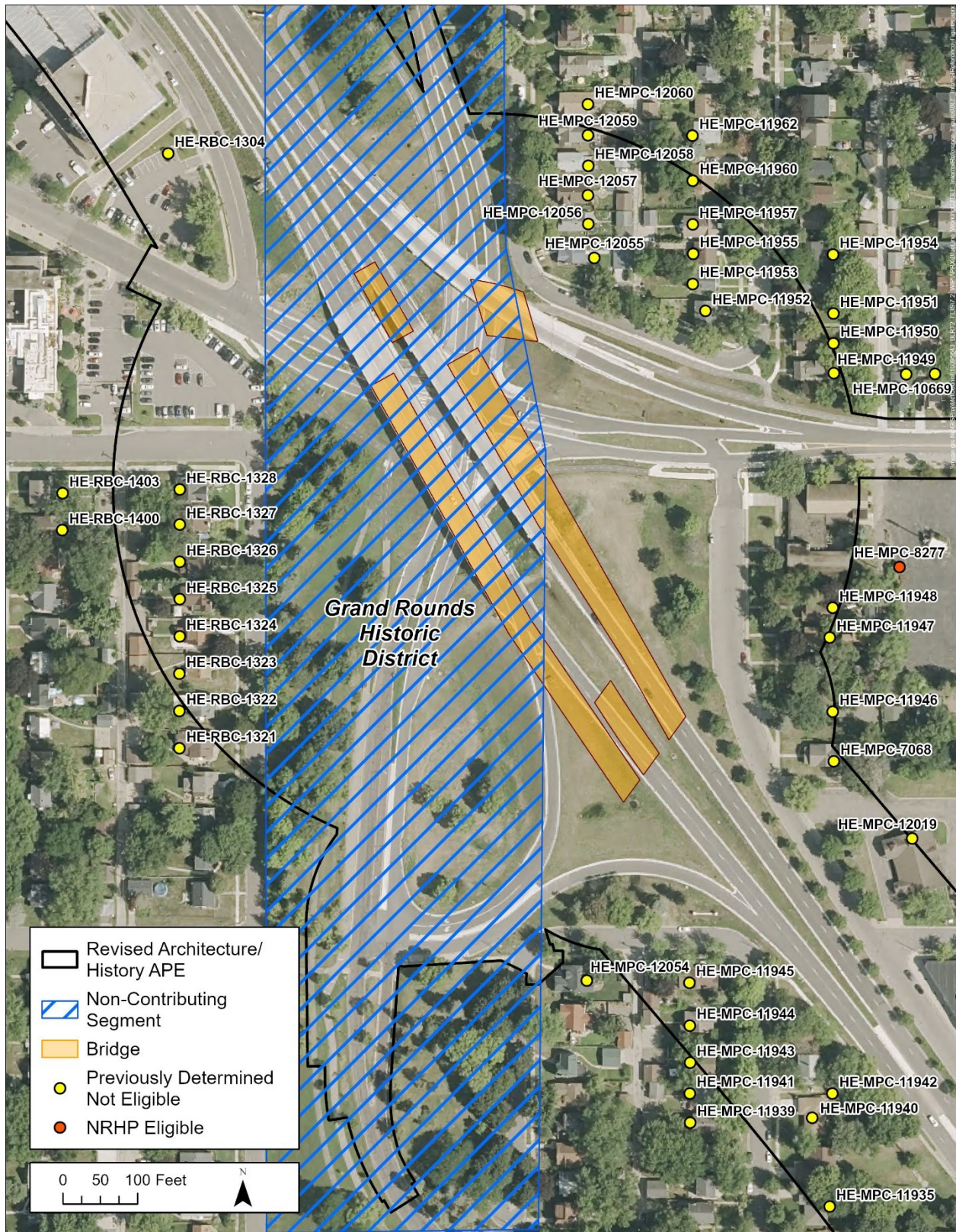
Inventory No.	Property Name/Type	NRHP Status	Associated Report
XX-PRK-00001	Grand Rounds Historic District	Eligible District	Roise et al. 2012
HE-MPC-08277	Pilgrim Heights Community Church	Eligible	Mathis et al. 2012
HE-RBC-1304	COMMERCIAL	Not Eligible	Mathis et al. 2012
HE-RBC-1328	HOUSE	Not Eligible	Mathis et al. 2012
HE-RBC-1327	HOUSE	Not Eligible	Mathis et al. 2012

Inventory No.	Property Name/Type	NRHP Status	Associated Report
HE-RBC-1326	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-RBC-1325	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-RBC-1324	DUPLEX & GARAGE	Not Eligible	Mathis et al. 2012
HE-RBC-1323	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-RBC-1322	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-RBC-1321	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-RBC-1400	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-RBC-1403	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11960	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-12058	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-12059	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-12060	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-11962	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-10669	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11949	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-11950	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11951	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11954	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11957	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11955	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-11953	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-11952	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-12056	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-12057	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-12055	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11944	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11945	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11943	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11941	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11939	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11948	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11947	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11946	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-7068	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-12019	COMMERCIAL	Not Eligible	Mathis et al. 2012
HE-MPC-12054	HOUSE	Not Eligible	Mathis et al. 2012



Inventory No.	Property Name/Type	NRHP Status	Associated Report
HE-MPC-11940	HOUSE	Not Eligible	Mathis et al. 2012
HE-MPC-11942	HOUSE & GARAGE	Not Eligible	Mathis et al. 2012
HE-MPC-11935	HOUSE	Not Eligible	Mathis et al. 2012

Figure 3. Architecture/History Literature Review Results at Lowry Ave Station



4 Assessment of Effects

In accordance with Stipulation I.C of the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016, and amended September 20, 2022 (FTA 2022), the criteria of adverse effect were applied to three NRHP eligible historic properties located within the Project's architecture/history APE where design refinements have occurred since January 2025. The effects assessments and finding of effect recommendations for each of these properties are presented below.

4.1 Guaranty State Bank of Robbinsdale, HE-RBC-01513

The Guaranty State Bank of Robbinsdale was determined as individually eligible for listing in the NRHP as a part of this Project. The property has local significance under NRHP Criterion C, in the area of Architecture, as an outstanding example of the Midcentury Modernism style, especially as it was applied to banks to create a distinct, inventive visual identity after decades of traditional bank design. The property boundary is the current parcel boundary. The period of significance for this property is 1963 to 1964, which encompasses the period in which the property was planned, designed, and constructed. The property is located at 3700 W Broadway Ave, on a triangular-shaped parcel of land at the corner of W Broadway and France Ave N (Figure 4). The building is currently operated as Citizens Independent Bank.

Figure 4. Guaranty State Bank of Robbinsdale, facing northeast (Google 2019)



Effects Considered:

This assessment of effects analysis was prepared to supplement the documentation for this historic property that was included in 106 Group's *Section 106 Assessment of Effects for Historic Properties* report (Wallace et al. 2025). Since this report was prepared in January 2025, Project design has advanced and one additional Project component is located within the vicinity of this property, a potential traction power substation (TPSS) area. Therefore, the visual effects analysis was refined in order to account for this design refinement.

Figure 5. View toward Project area and potential TPSS site from Guaranty State Bank of Robbinsdale, facing northeast (Google 2019)



The Guaranty State Bank of Robbinsdale is located within the architecture/history APE for the Project. The property is located directly adjacent to the LOD. A TPSS is proposed to the northeast of this property, across France Ave N, in the greenspace between France Ave N and Bottineau Blvd (see Figure 5, Figure 6, and Figure 7). A TPSS site would be about 4,000 square feet and able to accommodate a single-story building about 40 feet long by 20 feet wide, and access to the building would be provided to Metro Transit maintenance personnel.

The Guaranty State Bank of Robbinsdale would have a direct view of the TPSS site; therefore, there would be permanent direct visual effects. However, because this Project component is not located within the historic property boundary and is sited across the street, visual effects would not affect the viewshed to and from the Guaranty State Bank of Robbinsdale in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. Although construction of the TPSS would slightly change the building's setting, it would not adversely affect this historic property's integrity of setting.

Effects Recommendation:

Visual effects from the addition of a TPSS near this property would be negligible and would not alter characteristics qualifying this property as eligible for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the Guaranty State Bank of Robbinsdale.

Figure 6. Guaranty State Bank of Robbinsdale Location

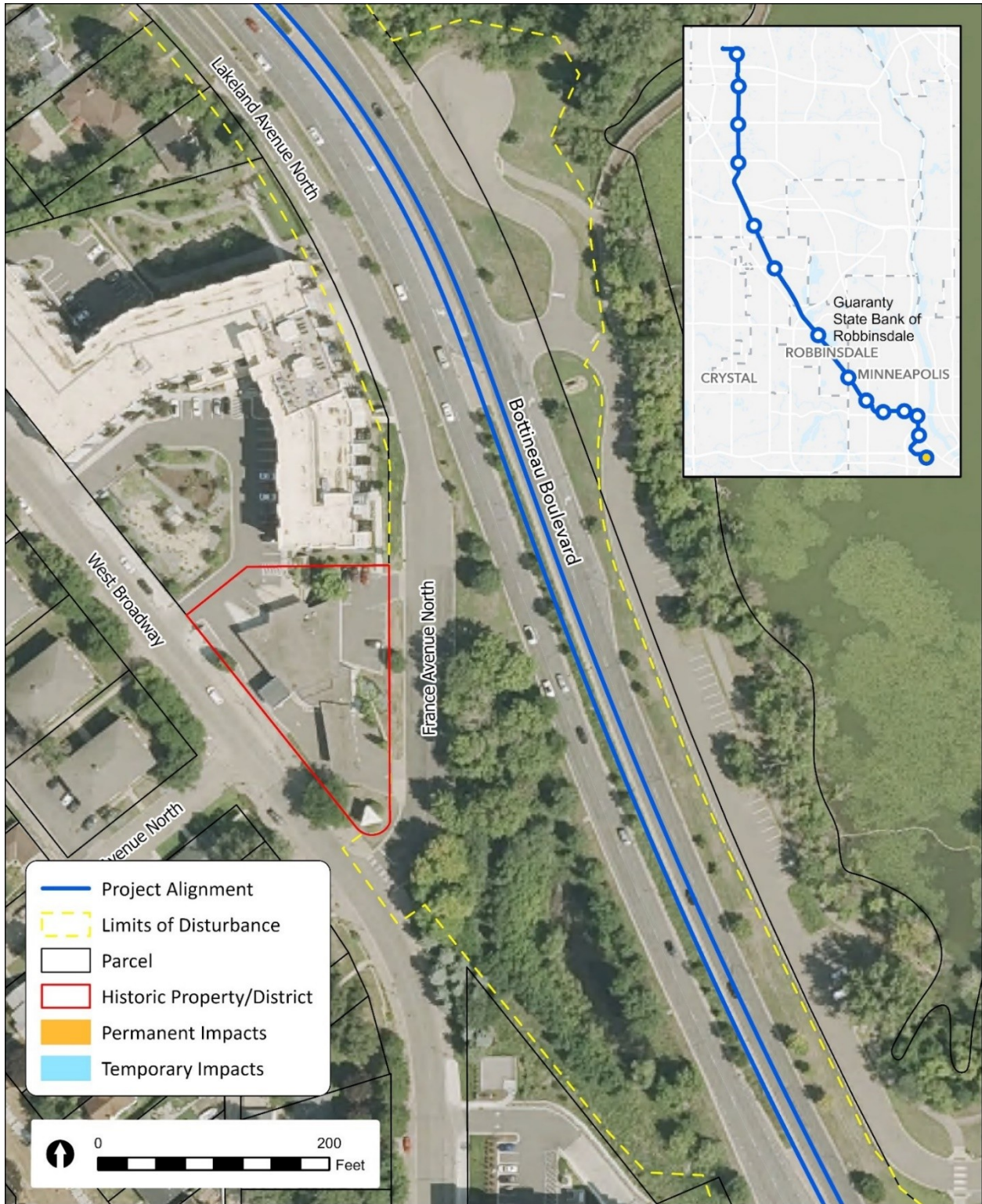
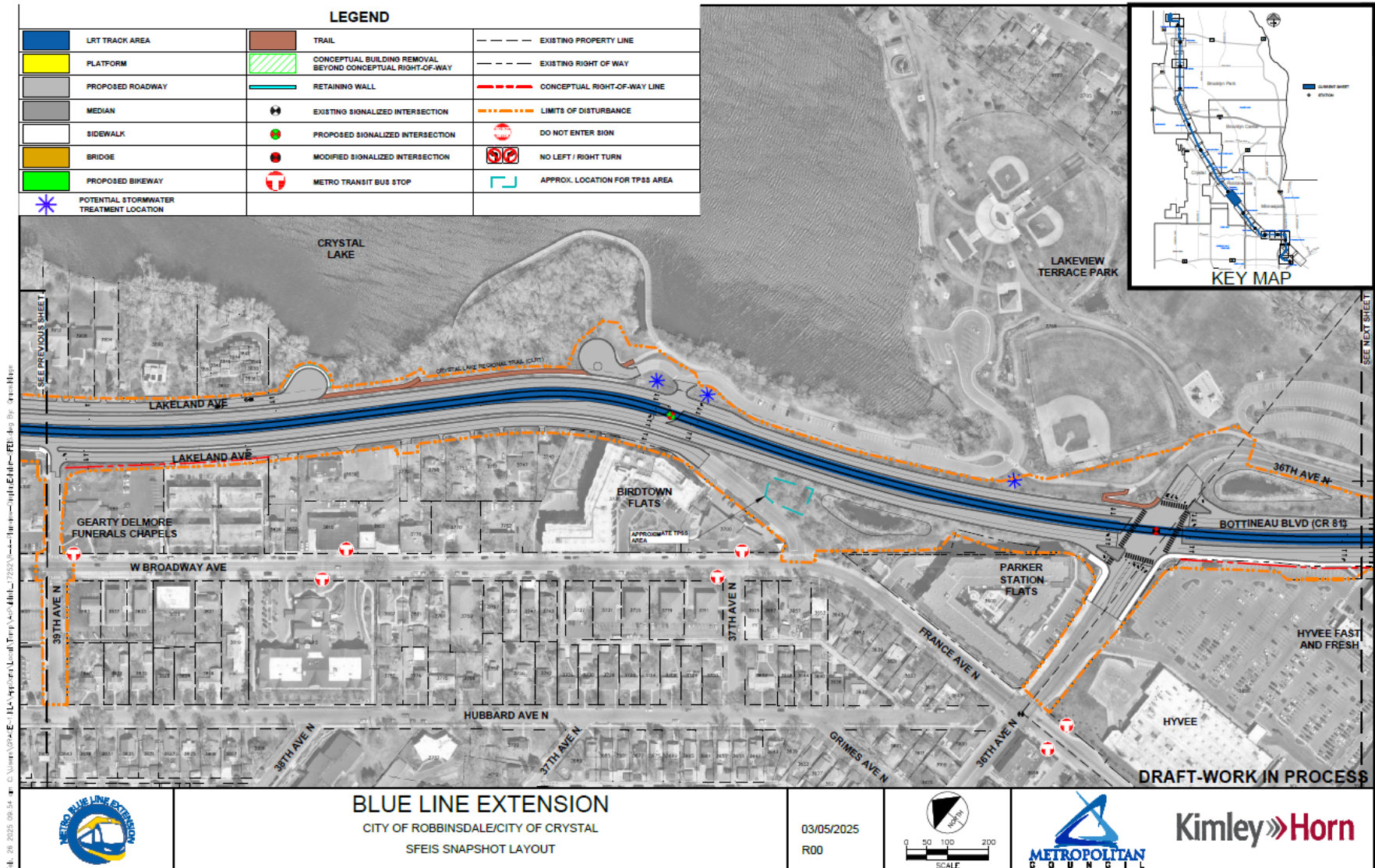


Figure 7. SFEIS Conceptual Engineering Drawing, Robbinsdale and Minneapolis, within the vicinity of Guaranty State Bank



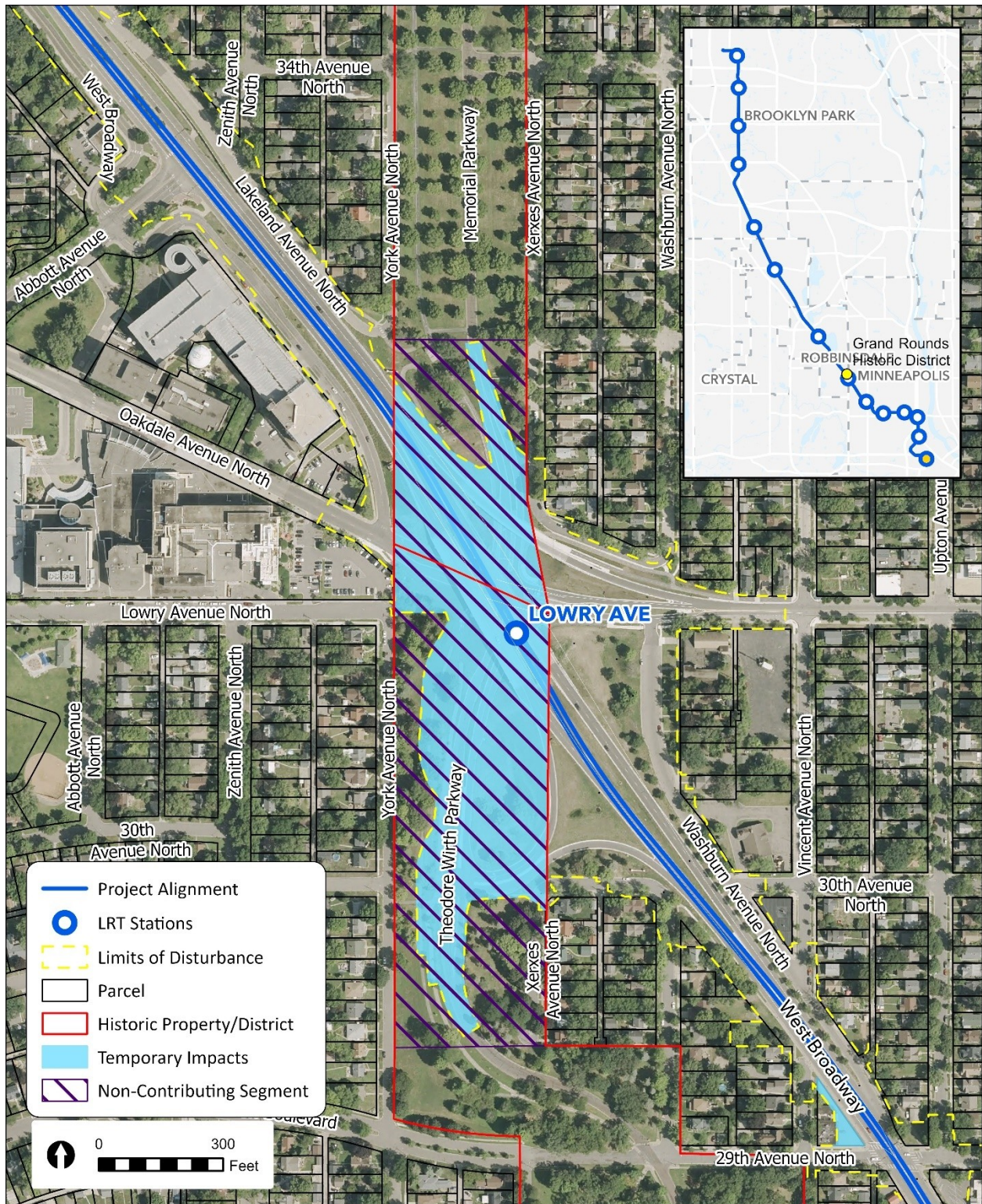
4.2 Grand Rounds Historic District, XX-PAK-00003 (Theodore Wirth Parkway and Victory Memorial Drive Segment)

The Grand Rounds Historic District (GRHD) was determined eligible for listing in the NRHP in 2012. The historic district includes 4,662 acres of land and approximately 50 miles of parks and parkways that encircle the City of Minneapolis. This district is significant under NRHP Criterion A, within the areas of Community Planning and Development, and Entertainment/Recreation, and under NRHP Criterion C in the area of Landscape Architecture. The GRHD, which includes seven segments, was first established in 1883 by the Minneapolis Board of Park Commissioners (later known as the Minneapolis Park and Recreation Board [MPRB]) (Roise et al. 2012). A draft NRHP nomination for the GRHD has been prepared but has not yet been approved. The draft nomination recommends a period of significance from 1884 when work began on Loring Park, to 1942 when the MPRB used Depression-era federal relief programs to improve the parks and parkways in the system.

The Project LOD is located within a previously determined non-contributing segment of the GRHD, where Victory Memorial Parkway, Theodore Wirth Parkway, and Oakdale Ave/Lowry Ave N meet. This includes sections within the Theodore Wirth Parkway (HE-GVC-00377) and Victory Memorial Drive (HE-RBC-00364). In 2019, the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) prepared Section 106 documentation for the W Broadway Ave Bridge Replacement Project (SP 027-681-038). It was during this study that MnDOT CRU and SHPO concurred with the boundaries of this non-contributing segment (personal communication, Stephanie Atwood Hatzenbuhler, MnDOT CRU to Sarah Beimers, Environmental Review Program Manager, SHPO, December 31, 2019). According to MnDOT CRU, “the non-contributing segment is roughly bounded by Xerxes Avenue to the east, the park boundaries to the west, 30th Avenue to the south, and 33rd Avenue to the north—limits determined by the alterations made to the historic parkway design and alignment during construction of the grade separation. Because the greenspace east of Xerxes containing residences and local businesses at the time of the bridges’ construction was not owned or acquired by the MPRB prior to or during the 1964 grade separation, this area is not included within the non-contributing segment nor is it a contributing segment within the GRHD” (personal communication, Stephanie Atwood Hatzenbuhler, MnDOT CRU to Sarah Beimers, Environmental Review Program Manager, SHPO, March 12, 2020).

Mapping of the GRHD boundary in the Minnesota Statewide Historic Inventory Portal (MnSHIP) is incorrect when it comes to the width of the GRHD in the vicinity of Lowry Ave N, and therefore, mapping of the non-contributing segment of the GRHD is inaccurate in the MnDOT CRU letter. However, based on the correct boundaries of the District as mapped in the NRHP nomination and the boundaries of the non-contributing segment described by MnDOT CRU in their letter, the corrected GRHD boundaries and the non-contributing segment are depicted in Figure 8.

Figure 8. Grand Rounds Historic District (Theodore Wirth Parkway Segment and Victory Memorial Drive Segment) Non-Contributing Segment



Effects Considered:

This assessment of effects analysis was prepared to supplement the documentation for the GRHD that was included in 106 Group's *Section 106 Assessment of Effects for Historic Properties* report (Wallace et al. 2005). Since this report was prepared in January 2025, the Project redesigned the Lowry Ave Station, which is located within the GRHD. The design reviewed in the Supplemental Draft EIS that included at-grade, gated crossings at Theodore Wirth/Victory Memorial Parkways and Lowry Ave N (Figure 9) has been redesigned to maintain parkway continuity with no gated crossing. The design for the Lowry Ave Station was shifted approximately 50 feet to the north, Theodore Wirth/Victory Memorial Parkways were lowered to avoid an at-grade crossing of the LRT tracks, and Lowry Ave N was elevated to match the height of the current W Broadway Ave bridges to avoid an at-grade crossing of the LRT tracks. The elevation of Lowry Ave N upon a bridge structure provides a signalized intersection with CR 81 and Oakdale Ave N (see Figure 10). To achieve this grade separation, the Project will construct and/or modify five bridges. This includes reconstructing the two existing northbound and southbound West Broadway Ave bridges to lengthen them and carry vehicular traffic over the realigned parkways; reconstructing the Lowry Ave N to West Broadway Ave on-ramp; constructing a new Lowry Ave N bridge over the LRT; and constructing a new bridge for the LRT over Theodore Wirth Parkway. All of these direct physical effects will be located within a non-contributing segment of the GRHD.

Other potential effects considered from the Project include direct visual, vibration, noise, and parking impacts. Please see Figure 12, Figure 13, Figure 14 and Figure 15 for existing GRHD conditions and conceptual renderings of the current Lowry Ave Station Project design and Figure 15, Figure 16, and Figure 17 for conceptual engineering plans for the Project design within and adjacent to the GRHD.

Rationale for Effects Recommendation:

Approximately 6.4 acres of the 4,662-acre GRHD is located within the architecture/history APE for the Project. The Project LOD is located within a previously determined non-contributing segment of the GRHD and does not extend into the contributing portions of the Theodore Wirth Parkway or Victory Memorial Drive segments. Project elements located within the GRHD include the Lowry Ave Station, LRT tracks and infrastructure, road and trail realignment and improvements, reconstruction/construction of new bridges, and installation of one stormwater management pond. These Project elements within the GRHD boundaries would have a direct physical impact to the GRHD. As these impacts are limited to within a non-contributing segment of the GRHD, these direct physical effects would not result in an adverse effect on the GRHD.

Figure 9. Previous Lowry Ave Station Design that was Approved by Municipal Consent

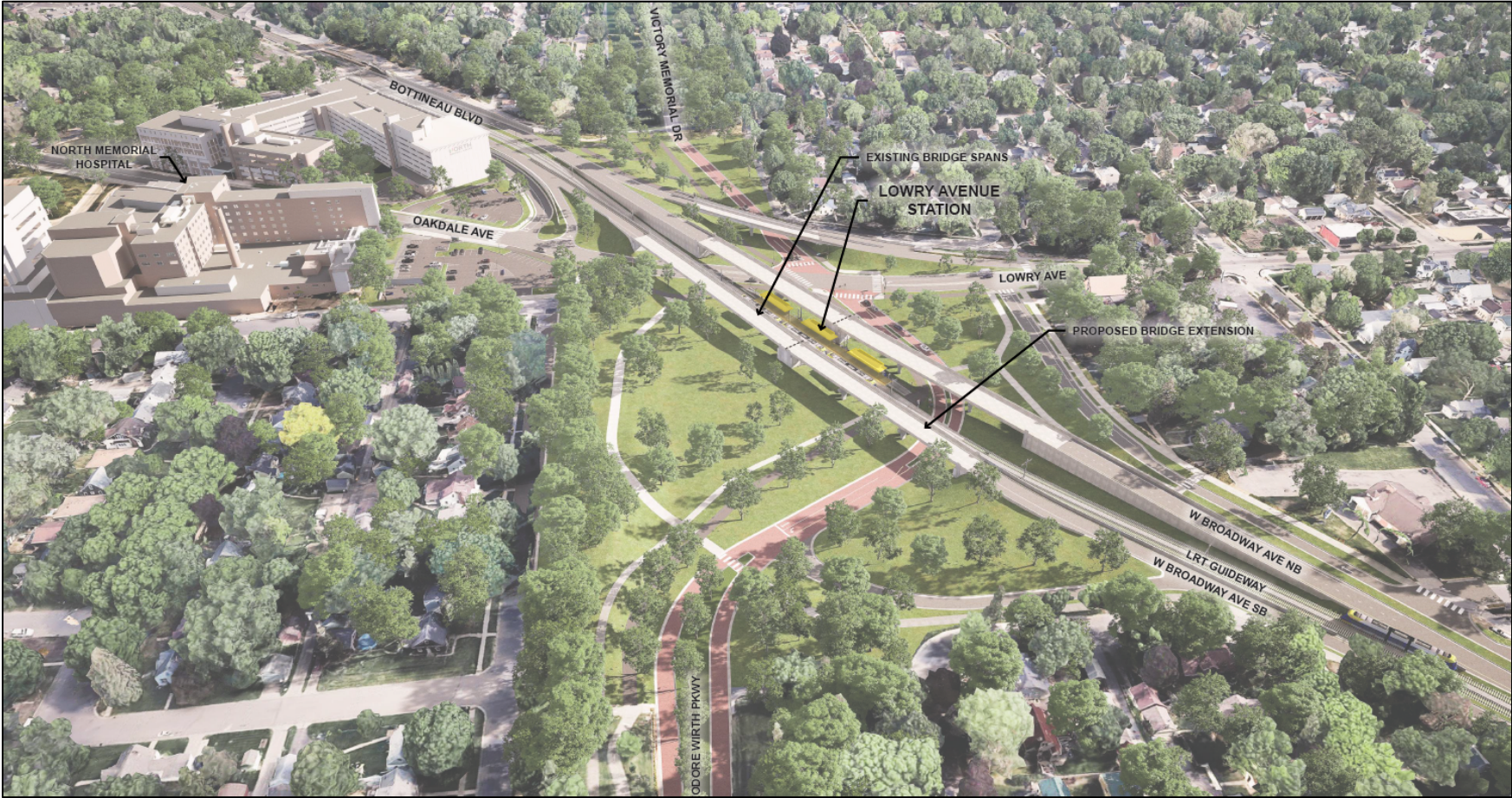


Figure 10. Current Lowry Ave Station Design with Grade-separated Roadway

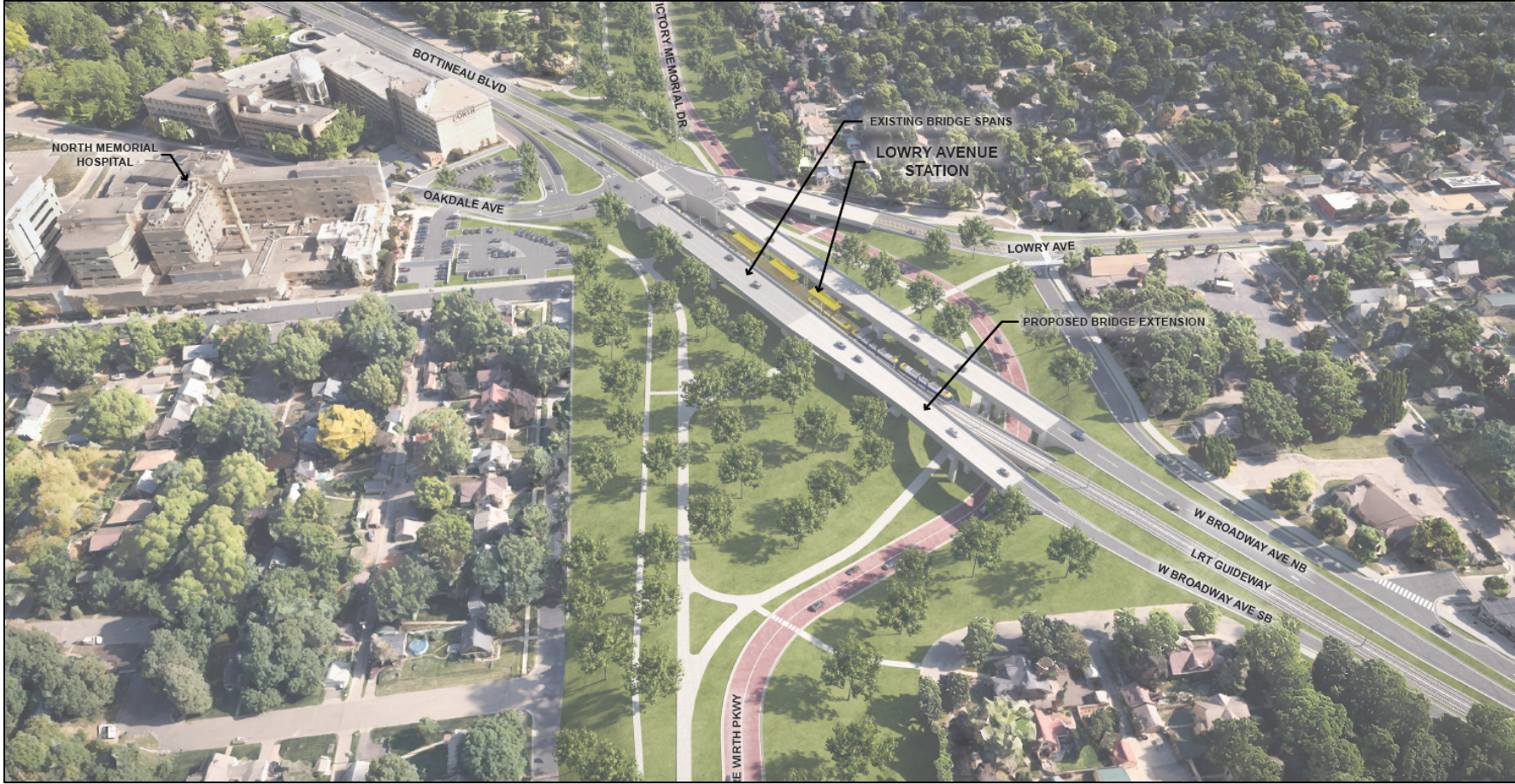


Figure 11. Current view looking south toward proposed Lowry Ave Station from Victory Memorial Drive within the Grand Rounds Historic District non-contributing segment (SEH 2025, visual renderings prepared by Kimley Horn & Associates).



Figure 12. Rendering of current design looking south toward proposed Lowry Ave Station from Victory Memorial Drive within the Grand Rounds Historic District non-contributing segment (SEH 2025, visual renderings prepared by Kimley Horn & Associates).



Figure 13. Current view looking north-northeast toward the proposed Lowry Ave Station, from Theodore Wirth Parkway within the GRHD (SEH 2025, visual renderings prepared by Kimley Horn & Associates).



Figure 14. Rendering of current design looking north-northeast toward the proposed Lowry Ave Station, from location of current Theodore Wirth Parkway alignment within the GRHD (SEH 2025, visual renderings prepared by Kimley Horn & Associates).



There will be temporary and permanent direct visual effects during construction and operation of the Project. The proposed LRT tracks and infrastructure, including OCS; curb, median, and truck apron changes; and roadway improvements would be constructed along existing vehicular roadways through the GRHD, thereby limiting the effect to the District's integrity of feeling and setting. Portions of the Theodore Wirth Parkway, Victory Memorial Parkway, and Grand Rounds Trail would be realigned to accommodate the Project; however, these roadway and trail improvements are located within the non-contributing District segment. Contributing segments of the GRHD are located to the north and south of this non-contributing segment. Visual effects to the larger GRHD will be diminished by distance from the Project, and interceding vegetation that will be added within the non-contributing segment to the south of Lowry Ave N as part of the Project (see Figure 10), and interceding vegetation that is located north along Victory Memorial Drive and to the south along Theodore Wirth Parkway. Therefore, the visual effects would not affect the viewshed to and from the District in such a way as to detract from its integrity of location, design, materials, and workmanship, or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of the GRHD. Therefore, these visual effects would be minimal as they affect a small portion of this larger, linear District (approximately 6.4 acres of the 4,662-acre District), and would not affect the District's integrity of location, design, materials, workmanship, or association. Although construction of the LRT infrastructure would slightly change the District's setting and feeling, it would not adversely affect the GRHD's integrity of setting or feeling due to the minimal nature of the changes that are located within a non-contributing portion of a larger, linear district.

Based on FTA noise and vibration criteria, the GRHD is not a noise or vibration sensitive land use (FTA 2018). Additionally, no noise or vibration impacts from the Project have been identified in Robbinsdale or Minneapolis in the vicinity of the GRHD (Meister and Suits 2024). Therefore, noise and vibration from the Project would not adversely affect the GRHD's ability to convey its historical significance under NRHP Criterion A, within the areas of Community Planning and Development, and Entertainment/Recreation, and under NRHP Criterion C in the area of Landscape Architecture.

The Lowry Ave Station redesign includes eliminating the intersection of Lowry Ave N/Oakdale Ave N/Theodore Wirth Parkway/Victory Memorial Parkway. Lowry Ave N and Oakdale Ave N will intersect with Bottineau Blvd at a new signalized intersection. The removal of the intersection of Lowry Ave N with Theodore Wirth Parkway will allow cyclists to navigate the Grand Rounds Trail system without conflict from vehicles or LRT traffic. Multiuse paths would provide access to the Lowry Ave Station platform from 30th Ave N, Oakdale Ave N, Lowry Ave N, Victory Memorial/Theodore Wirth Parkways, the Grand Rounds Trail, Xerxes Ave, Washburn Ave N, and Vincent Ave. Multiuse trails and sidewalks would enhance access between the LRT station, the park, North Memorial Hospital, and the surrounding residential neighborhoods. The revised design will also maintain the connection of the parkways through the GRHD without gated crossings. Although the parkways will be routed to the east around the Lowry Ave Station and will be on property not currently owned by the MPRB, the Council intends to convey the property acquired for the new parkway construction to the MPRB, which will maintain the historic association of the GRHD on MPRB property. While there will be temporary and permanent changes to traffic patterns and trails/pedestrian routes, these Project components would improve pedestrian comfort, safety, and access while maintaining the parkway and trails

connectivity, providing user access from the LRT, and supporting the ongoing recreational use of the park (see Figure 18). As these Project components are located within a non-contributing segment of the GRHD, they would not affect the overall integrity of location, setting, design, materials, workmanship, feeling, or association. Therefore, any temporary and permanent impacts on trail and traffic patterns from the Project would not adversely affect the GRHD's ability to convey its significance under Criteria A or C.

During construction and operation, there would be parking impacts in the vicinity of the GRHD. Directly to the east of the GRHD there is an anticipated loss of 18 on-street parking spaces at Washburn Ave N at the 30th Ave curve to accommodate changes to West Broadway Ave at the Lowry Ave N interchange from the Project. There would also be an anticipated loss of 62 on-street parking spaces on Washburn Ave N from West Broadway Ave to Lowry Ave N to accommodate a multiuse shared roadway (HDR, Inc. 2024). While this loss of parking would potentially create on-street parking congestion in the vicinity of the GRHD, parking impacts would not affect the GRHD as the Lowry Ave N/Theodore Wirth Parkway/Victory Memorial Parkway intersection within the historic district already prohibits on-street parking. Therefore, these Project components would not affect the GRHD's integrity of location, setting, feeling, association, design, materials, or workmanship and would not adversely affect its ability to convey its significance under Criteria A or C.

Effects Recommendation:

Direct physical effects from the Project will be located within a non-contributing segment of the GRHD. Views of the Project, noise and vibration, parking impacts, and traffic and trail reconfiguration will be negligible on the overall integrity of the GRHD and would not alter characteristics qualifying this property as eligible for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the GRHD.

Figure 15. SFEIS Conceptual Engineering Drawing, Robbinsdale and Minneapolis, within the vicinity of Lowry Ave Station

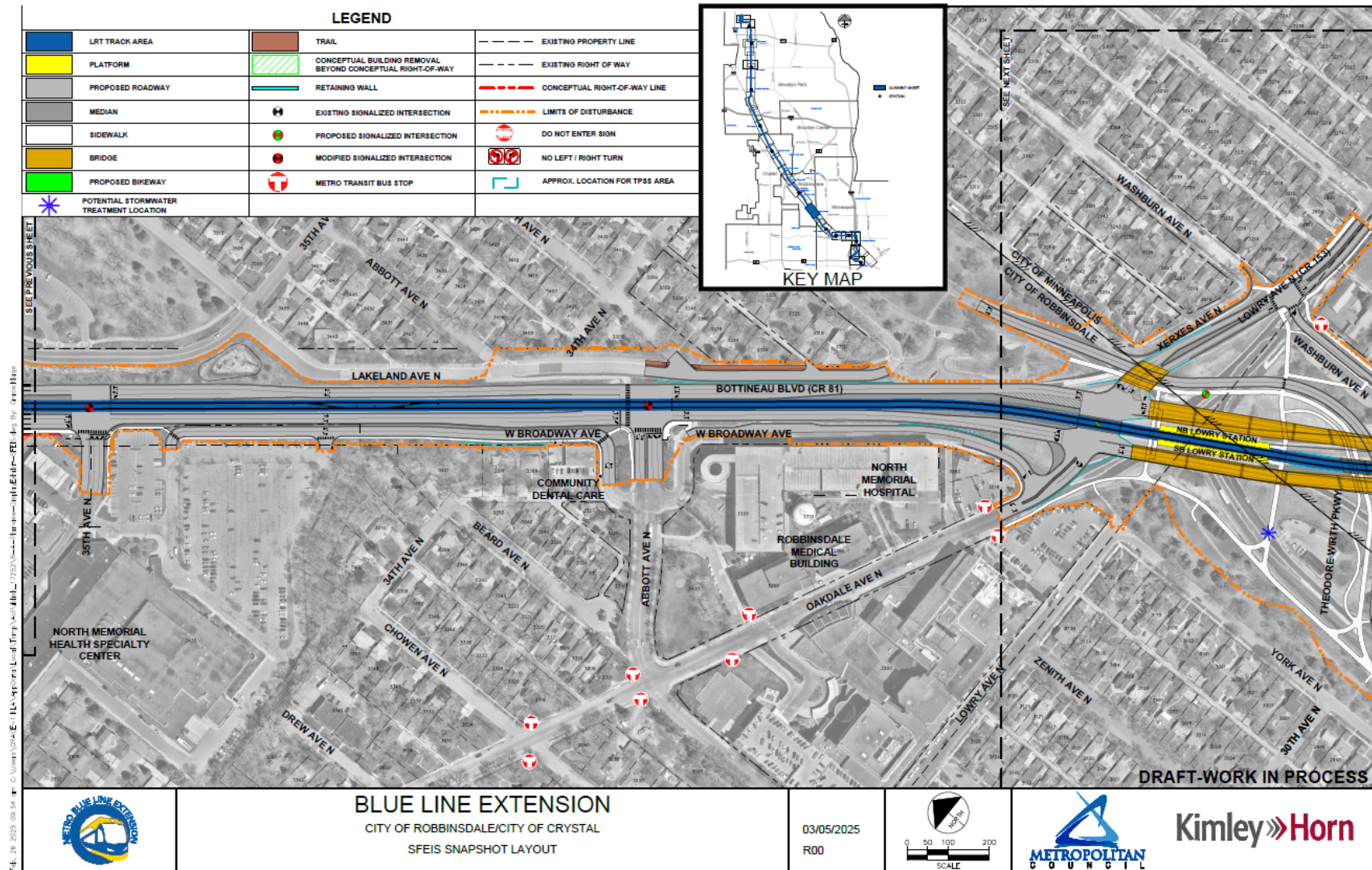


Figure 16. SFEIS Conceptual Engineering Drawing, Robbinsdale and Minneapolis, within the vicinity of Lowry Ave Station

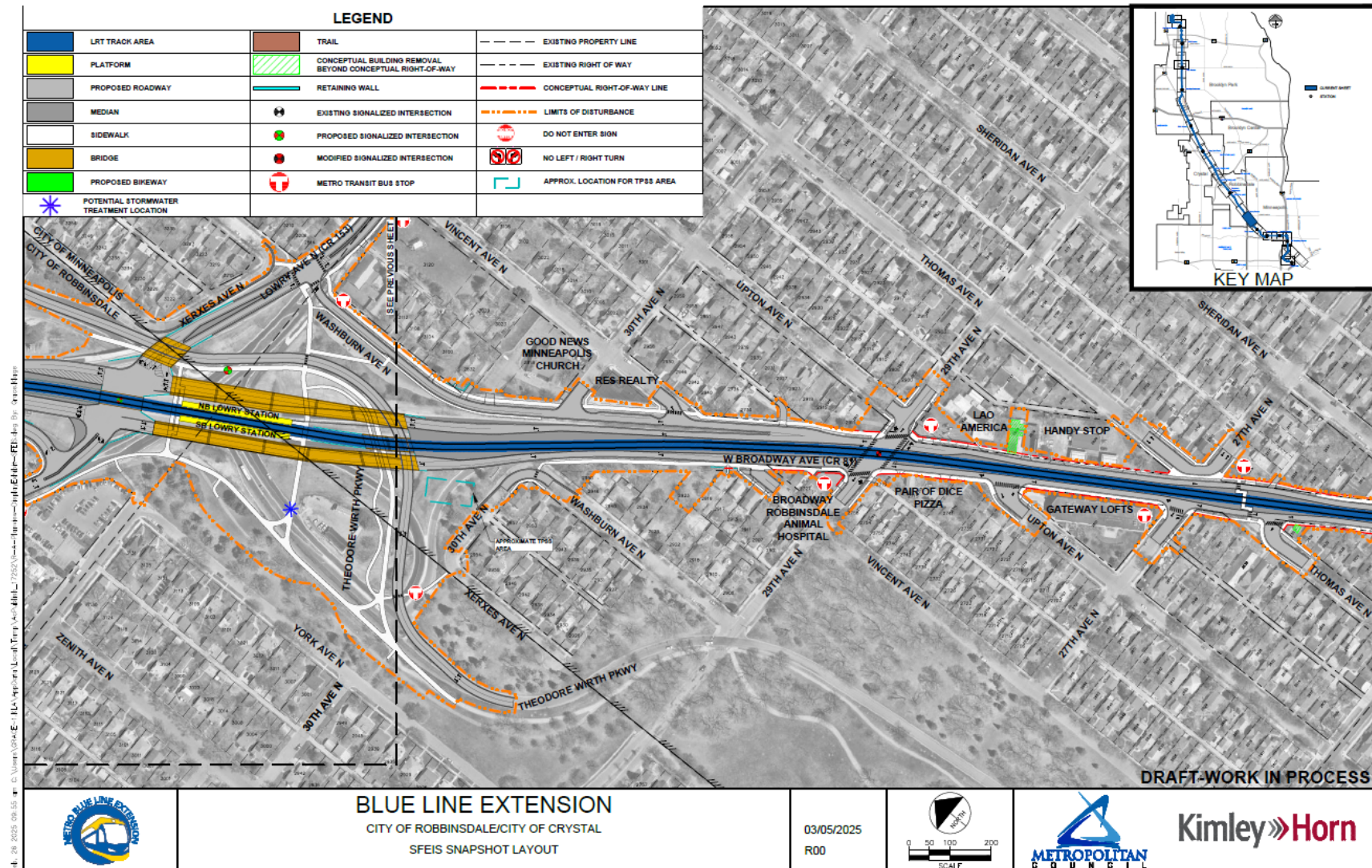


Figure 17. Lowry Ave Station Conceptual Engineering Drawing Detail

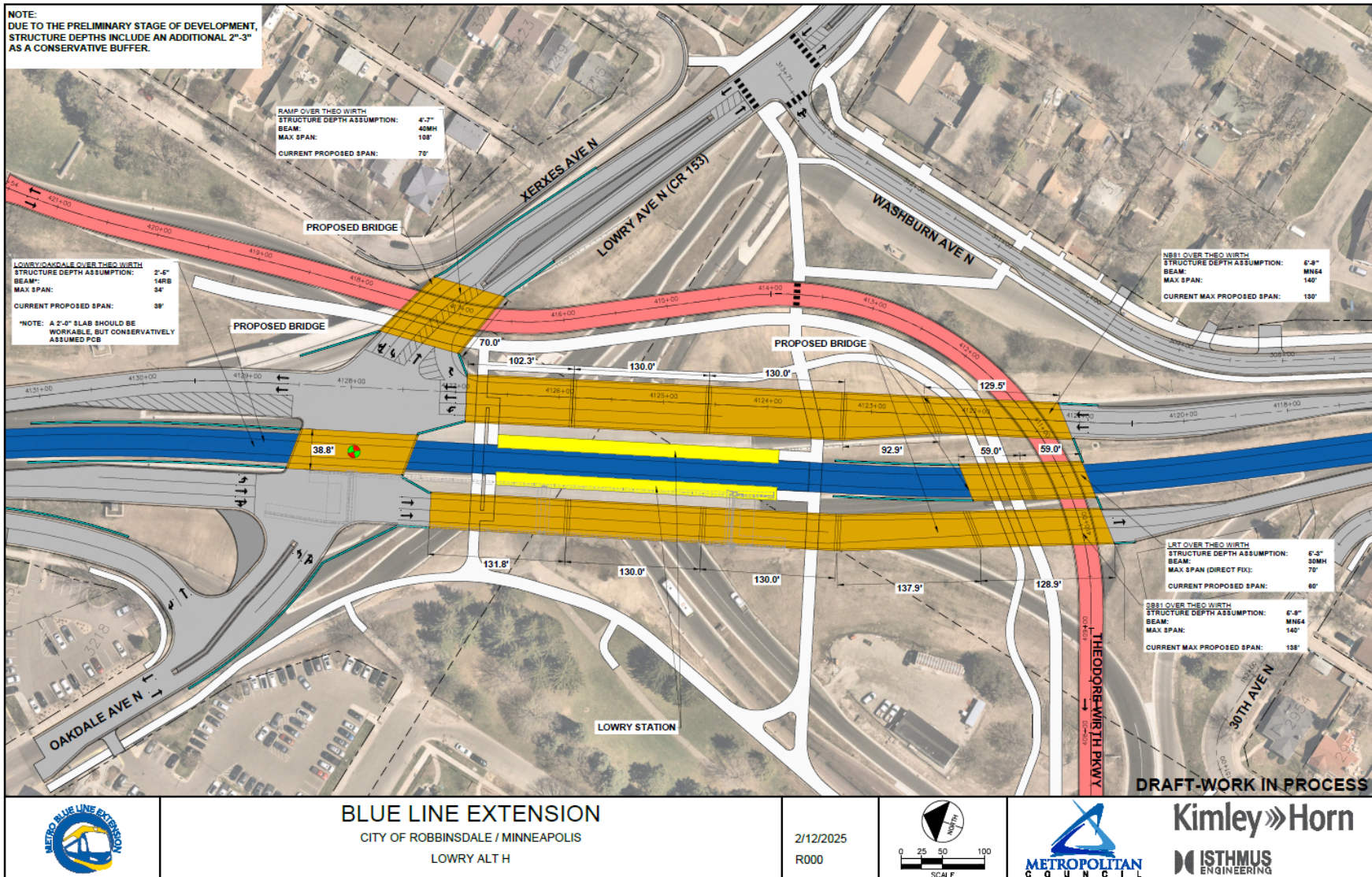
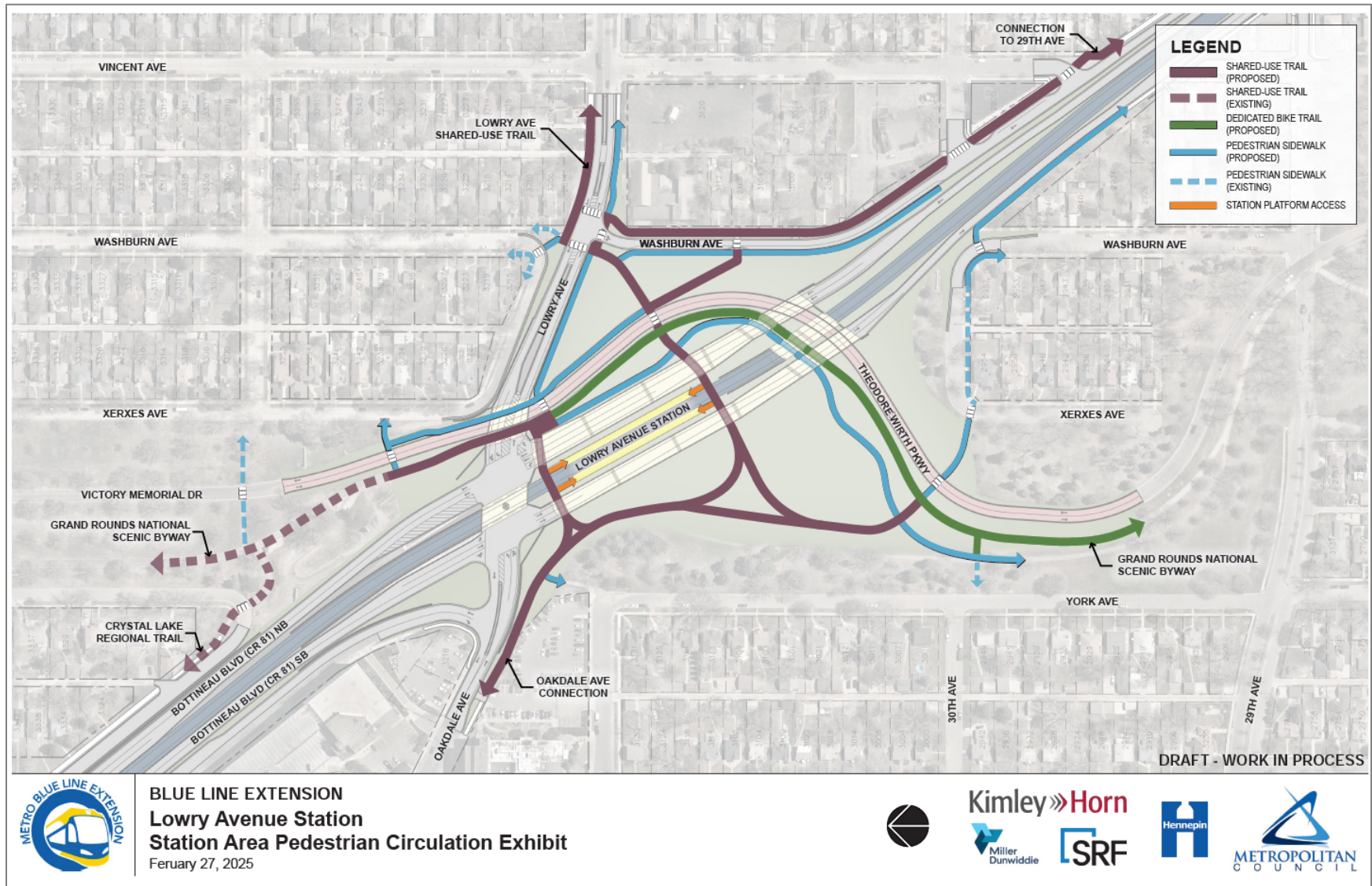


Figure 18. Lowry Ave Station Area Pedestrian Circulation



4.3 Pilgrim Heights Community Church, HE-MPC-08277

The Pilgrim Heights Community Church was determined eligible for listing in the NRHP in 2013. The property is eligible under Criterion C, as an important contribution to the development of Mid-Century Modern ecclesiastical architecture. The property boundary is the current property parcel. The period of significance was not described in the survey form but because it is eligible under Criterion C; its period of significance likely corresponds to its 1953 construction date (106 Group 2012). The historic property is located at 3120 Washburn Ave N, and is sited at the southeast corner of Lowry Ave N and Washburn Ave N (Figure 19).

Figure 19. Pilgrim Heights Community Church, facing east (Google 2019).



Effects Considered:

This assessment of effects analysis was prepared to supplement the documentation of the Pilgrim Heights Community Church that was included in 106 Group's *Section 106 Assessment of Effects for Historic Properties* report (Wallace et al. 2005). Since this report was prepared in January 2025, the Project redesigned the Lowry Ave Station, which is located directly west of this historic property and potential effects from the Project have changed. Based on the revised design, there will be no direct physical effects from the Project. Potential effects from the Project include direct visual, vibration, noise, and parking effects. Please see Figure 15 and Figure 16 for conceptual engineering plans for the Project in the vicinity of this historic property.

Rationale for Effects Recommendation:

The Pilgrim Heights Community Church is located within the architectural history APE for the Project. At its closest point, the northern and western edges of the historic property parcel boundary are adjacent to the Project LOD. Construction of the proposed Project would occur outside of the historic property boundary of the Pilgrim Heights Community Church; therefore, there would be no direct physical effects to the historic property.

The Pilgrim Heights Community Church is across the street from an existing embankment formed by the approach to the bridge that carries West Broadway Ave northwest over Lowry Ave N/Oakdale Ave N (see Figure 20). It is partially obscured by foliage from the

proposed LRT track alignment, which would run along West Broadway Ave to the west-northwest of this property. The proposed Lowry Ave Station, planned to be located to the west of the historic property, would be completely obscured from view by the West Broadway Ave embankment and the northbound bridge. The Pilgrim Heights Community Church would have a direct view of the Project along Lowry Ave N, both during construction and operation; therefore, there would be temporary and permanent direct visual effects (see

Figure 21). However, the proposed LRT tracks and infrastructure, including OCS; curb, median, and truck apron changes; trail improvements and roadway improvements would be constructed within existing roadway and park uses. The visual effects would not greatly change nor affect the viewshed to and from the Pilgrim Heights Community Church in such a way as to detract from its integrity of location, design, materials, workmanship, feeling or association. Moreover, the Project would not introduce features larger in scale than anything in the current setting or create any large visual barriers in the vicinity of this property as the West Broadway Ave bridges are proposed for reconstruction as part of the Project, and they will be longer in length but not in overall vertical profile. Therefore, these visual effects would be minimal and would not affect the historic property's integrity of location, design, materials, workmanship, feeling, or association. The Project would slightly change the historic property's setting; however, it would not adversely affect this historic property's integrity of setting.

Based on FTA noise and vibration criteria, the Pilgrim Heights Community Church is a noise sensitive land use (FTA 2018). However, no noise impacts from the Project have been identified where this historic property is located. Additionally, no vibration impacts from the Project have been identified at or within the vicinity of where this historic property is located (Meister and Suits 2024). Therefore, noise and vibration from the Project would not adversely affect the Pilgrim Heights Community Church's ability to convey its historical significance under NRHP Criterion C within the area of Architecture.

During construction and operation, there would be parking impacts in the vicinity of this historic property. Directly to the south there is an anticipated loss of 18 on-street parking spaces at Washburn Ave N at the 30th Ave curve to accommodate changes to West Broadway Ave at the Lowry Ave N interchange from the Project. There would also be an anticipated loss of 62 on-street parking spaces on Washburn Ave N from West Broadway Ave to Lowry Ave N to accommodate a multiuse shared roadway. While this loss of parking would potentially create on-street parking congestion in the vicinity of the historic property, parking impacts would not directly impact the property which has its own parking lot. Therefore, these parking impacts would not affect the Pilgrim Heights Community Church's ability to convey its significance under Criterion C.

Effects Recommendation:

There would be no direct physical effects from the Project to this historic property. Views of roadway improvements, temporary noise and vibration from Project construction and operation, and parking impacts from the Project will be negligible and would not alter characteristics qualifying this property as eligible for listing in the NRHP. Therefore, it is recommended that the Project would have No Adverse Effect on the Pilgrim Heights Community Church.

Figure 20. View from southwest corner of Pilgrim Heights Community Church property toward Project area and existing embankment from West Broadway Ave bridge, facing northwest (Google 2019).



Figure 21. View from northwest corner of Pilgrim Heights Community Church property toward Project area, facing west (Google 2019).



Figure 22. Pilgrim Heights Community Church Boundary



5 Recommendations

Based on this supplemental literature review analysis for the revised APEs, no additional cultural resources studies are needed for revisions to the APEs. During this supplemental assessment of effects study, potential effects of the Project on three NRHP-eligible properties were analyzed based on Project refinements since January 2025. Based on the assessment of effects, it is recommended that the Project will not have an Adverse Effect on the Guaranty State Bank of Robbinsdale, Grand Rounds Historic District, or the Pilgrim Heights Community Church.

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