

**Southwest Light Rail Transit Project  
Hennepin County, Minnesota**

**Section 106 Consultation Package – Potential Effects on Historic Properties  
April 2012 (updated 31 May 2012)**

**The Project**

The proposed Southwest Light Rail Transit (SWLRT), a project of the Hennepin County Regional Rail Authority (HCRRA) and the Metropolitan Council (MC), with funding from the Federal Transit Administration (FTA), is the construction and operation of a 14-mile light rail transit line in the Minneapolis/St. Paul region, connecting downtown Minneapolis to major activity centers in Hennepin County, Minnesota, including the cities of St. Louis Park, Hopkins, Edina, Minnetonka, and Eden Prairie. The undertaking also includes the potential relocation or co-location of a freight rail line which currently runs along a portion of the project route.

**Consultation**

Section 106 of the National Historic Preservation Act requires that federal agencies consider the effects of their undertakings on historic properties. The Cultural Resources Unit at the Minnesota Department of Transportation is carrying out many steps of the Section 106 review of the project on behalf of the FTA, including consultation with the Minnesota State Historic Preservation Office and other consulting parties. Participating consulting parties include the Cities of Eden Prairie (with its Heritage Preservation Commission), Minnetonka, Hopkins, St. Louis Park, and Minneapolis (with its Heritage Preservation Commission), the Minneapolis Park and Recreation Board, and the Kenwood Isles Area Association.

**Research Design for Cultural Resources Survey**

A survey research design was completed 12 February 2010, with updates of 16 March 2010 and 2 April 2010. This research design was discussed with MnSHPO and several local government representatives at an initial consultation meeting in February of 2010, and has been included in all subsequent survey reports circulated for review.

The research design delineates an Area of Potential Effect (APE ) for the project (see map). During the course of subsequent surveys and project planning, two modifications have been made to this APE:

- In 2011, the potential relocation or co-location of freight rail traffic (currently running along a portion of the proposed project route) was added to the scope of the FTA review. The corridor for potential relocation of the freight rail has been established as project “Segment FR”. The APE for this corridor follows the same general parameters specified in the research design for the other project segments. (The potential co-location of the freight rail with the light rail

occurs along portions of project Segments 4 and A, which were included in the original APE and survey.)

- The original research design delineated a larger APE around the Interchange (known at that time as the Intermodal Station). This APE accounted for infrastructure work and cumulative effects at a central location where several rail lines (including the existing Hiawatha and North Star lines) will come together. In 2011-12, the Interchange project has considered these issues as part of its own NEPA and Section 106 reviews, which have recently been completed. Therefore, the APE for the Southwest LRT project at the Interchange has been reduced to encompass the same quarter mile radius used at other stations along the Southwest corridor.

### **Current Status of Surveys**

The following Southwest LRT architecture/history surveys have been completed:

- *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume One* (Mead & Hunt, September 2010). This survey covers architecture history resources (excluding railroad related properties) in four survey zones in the cities of Eden Prairie, Minnetonka, Hopkins, and St. Louis Park.
- *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Two* (Hess, Roise and Company, February 2012). This survey covers architecture history resources (excluding railroad related properties) in five survey zones in the city of Minneapolis.
- *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Three* (Summit Envirosolutions, October 2010). This survey covers properties related to four railroad corridors in four railroad survey zones located throughout the project area.
- *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Four* (Mead & Hunt, April 2012). This survey covers properties located in the freight rail relocation corridor, located in St. Louis Park and Minneapolis.

In addition, an archaeological assessment of project alternatives has been completed. This assessment identifies previously identified sites, delineates areas with archaeological potential based on predictive modeling and current conditions, and outlines a strategy for survey.

- *Phase IA Archaeological Investigation for the Proposed Southwest Corridor Transitway Project, Hennepin County, Minnesota* (Archaeological Research Services and HDR Engineering Inc., September 2010)

The above surveys have been submitted for review by the SHPO. Remaining work includes:

- Phase I-II archaeological survey, underway in 2012.
- Supplemental architecture/history Phase II evaluation work for three individual properties and one district in the Minneapolis West Residential Survey Zone. These properties are included in the potential effects tables as “under evaluation” (UE).

### **Project Segments and Potential Project Effects**

The various project areas that are included in the DEIS scope have been broken into six project segments, as follows (see APE map):

**Segment 1** extends northeast from a station in Eden Prairie at TH 5 along a former rail corridor owned by the Hennepin County Railroad Authority (HCRRA) to a station at Shady Oak Road, on the border between Minnetonka and Hopkins.

**Segment 3** creates a new corridor, running east from a station at Mitchell Road in Eden Prairie and turning northerly to terminate at the Shady Oak Station.

**Segment 4** follows an existing rail corridor east-northeasterly from the Shady Oak Station through Hopkins and Saint Louis Park to the West Lake Station in Minneapolis, near that city’s western border. A portion of the potential freight rail co-location would occur in the part of Segment 4 generally east of Louisiana Avenue.

**Segment A** continues northeast from the West Lake Station, mostly using an existing rail corridor, to the Interchange Station on the western edge of downtown Minneapolis. A portion of the potential freight rail co-location would occur in the part of Segment A south of the Penn Station location.

**Segment C** also begins at the West Lake Station, traveling east along a former rail corridor (now the Midtown Greenway), north along one of several alternative courses under and on city streets, to and through downtown Minneapolis, and ultimately ending at the Interchange Station or South Fourth Street.

**Segment FR** encompasses the potential relocation of the freight rail from the Kenilworth Corridor. It begins at Segment 4 in the area of Louisiana Avenue, runs northward along an existing Canadian Pacific rail corridor to its intersection with an existing BNSF rail corridor, and then runs east/northeast along this BNSF corridor to a point near the proposed Penn Station location.

For each of the six project segments, a table of historic properties and potential effects is attached. Each table includes the architecture/history properties (including historic districts) that are listed on the National Register or that have been determined eligible for listing after consultation with SHPO. The tables also include a few architecture/history properties which are still under evaluation for eligibility. (Eligible archaeological properties will be integrated into the effects assessment when the upcoming archaeological survey is complete.) There is also a map book for each segment.

The effect assessments are based on conceptual project design plans. It may be possible to reduce or avoid some potential effects as the project design process moves forward.

Under Section 106, the effect criteria (set forth in 36 CFR 800.5) include direct and indirect effects; changes to a property's itself or its setting; visual, atmospheric, and audible factors; property neglect; and cumulative effects. Principal types of effects identified for Southwest LRT include:

- Potential effects of the project itself on adjacent historic properties. Project components include the track system, poles and catenaries, station structures, bridges, overpass structures, operations and maintenance facilities, and other structures built as part of the project.
- Potential effects of new infrastructure and development activity in the vicinity of station locations where historic properties are present.
- Potential effects of vibration and/or noise on historic properties.

Ways to avoid, reduce, and mitigate adverse effects on historic properties will be considered as part of the Section 106 consultation process, and a memorandum of agreement will be developed to stipulate specific measures to be taken.

#### **A note on project alternatives**

The six project segments, discussed above, are combined in various ways to form seven project alternatives included in the DEIS scope. These alternatives, with current historic property counts, are:

**Alt. 1A** (Seg. 1, 4, FR, and A) – Architecture/History: 16 individual properties, 7 historic districts  
Archaeology: 28 survey areas

**Alt. 3A** (Seg. 3, 4, FR, and A) – Architecture/History: 16 individual properties, 7 historic districts  
Archaeology: 43 survey areas

**Alt. 3A-1** (Seg. 3, 4, and A with FR co-location) – Architecture/History: 14 individual properties, 7 districts  
Archaeology: 40 survey areas

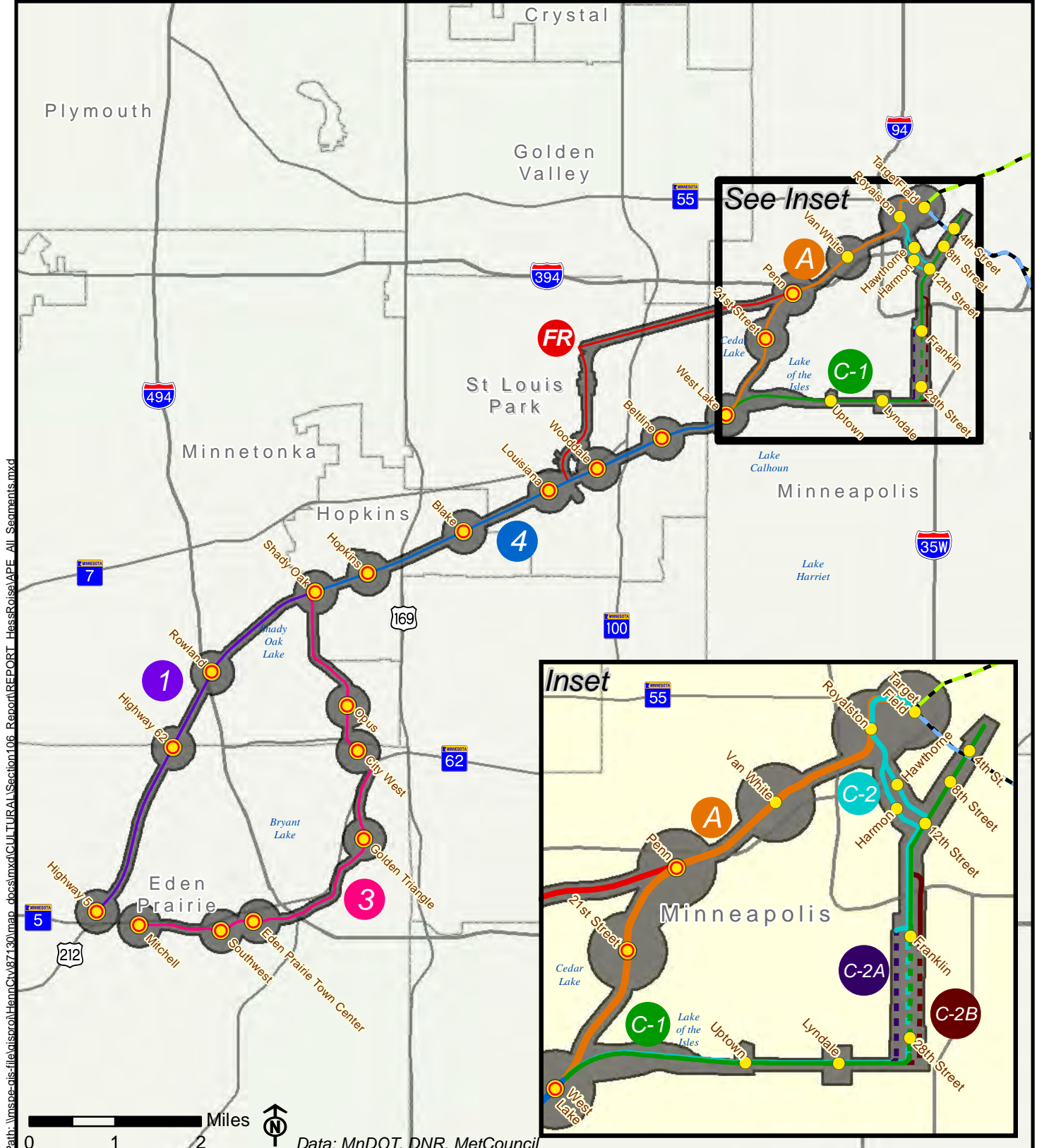
**Alt. 3C-1** (Seg. 3, 4, FR, and C-1) – Architecture/History: 25 individual properties, 6 historic districts  
Archaeology: 36 survey areas

**Alt. 3C-2** (Seg. 3, 4, FR, and C-2) – Architecture/History: 22 individual properties, 8 historic districts  
Archaeology: 36 survey areas

**Alt. 3C-2A** (Seg. 3, 4, FR, and C-2A) – Architecture/History: 24 individual properties, 8 historic districts  
Archaeology: 36 survey areas

**Alt. 3C-2B** (Seg.3, 4, FR, and C-2B)—Architecture/History: 24 individual properties, 11 historic districts  
Archaeology: 36 survey areas

The locally preferred alternative is Alt. 3A. The selection of the final project alternative will occur after review and comment on the DEIS.



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Data: MnDOT, DNR, MetCouncil

Legend	
Area of Potential Effect	Segment C-1 (Nicollet Mall)
Segment FR	At-Grade, 12th Street; At-Grade, 11th Street
Segment 1	Segment C-1 Tunnel
Segment 3	Segment C-2 Tunnel
Segment 4	Segment C-2A Tunnel (Blaisdell Avenue)
Segment A	Segment C-2B (1st Avenue)
Station	Segment C-2B Tunnel
Park & Ride Station	
Northstar Commuter Rail	
Hiawatha Light Rail	

**Area of Potential Effect**

Southwest Transitway – Potential Effects on Historic Properties  
Segment 1

Property Name (Historic)	Property Address	Potential Effects	Source
		No National Register listed or eligible architecture/history properties have been identified in the area of potential effect in Segment 1.	

Notes:

\*National Register eligible archaeological properties will be added after archaeological surveys are completed.

Southwest Transitway – Potential Effects on Historic Properties  
Segment 3

<b>Property Name (Historic)</b>	<b>Property Address</b>	<b>Potential Effects</b>	<b>Source</b>
		No National Register listed or eligible architecture/history properties have been identified in the area of potential effect in Segment 3.	

Notes:

\*National Register eligible archaeological properties will be added after archaeological surveys are completed.

Southwest Transitway – Potential Effects on Historic Properties  
 Segment 4—Shady Oak Station to West Lake Station  
 (including notes on potential effects from Freight Rail Co-location in this segment)

Property Name (Historic)	Property Address	Potential Effects	Source
Hopkins City Hall (eligible) <i>HE-HOC-026</i>	1010 1 <sup>st</sup> St. S., Hopkins	>The <b>Downtown Hopkins Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V1, pp. 40-49
Hopkins Commercial Historic District (eligible) <i>HE-HOC-027</i>	Mainstreet, 8 <sup>th</sup> Ave. to 11 <sup>th</sup> Ave., Hopkins	>The <b>Downtown Hopkins Station infrastructure and related development</b> would have a potential effect on the district’s contributing properties and/or on its overall character. The Station Area Plan places major emphasis on revitalization of the downtown area, including the historic district. Without proper guidance, revitalization efforts could lead to demolition of historic buildings for new construction, and/or rehabilitation work that is not consistent with the buildings’ historic character.	SWT/V1, pp. 50-61
Minneapolis and St. Louis Railroad Depot (eligible) <i>HE-HOC-014</i>	9451 Excelsior Blvd., Hopkins	>The <b>project design</b> for construction of the Excelsior Boulevard LRT overpass to the south of the depot would disrupt the open character of the building’s historic rail yard setting. The overpass could also cause the recreational trail on the former M&StL corridor to move closer to building, which would disrupt the historic spatial relationship between the depot and the associated track corridor and could affect access and outdoor space associated with the building’s use. > <b>Potential vibration effects</b> need further assessment.	SWT/V3, pp. 35-39
Chicago Milwaukee and St. Paul RR Depot (listed) <i>HE-SLC-008</i>	6210 W. 37 <sup>th</sup> St., St. Louis Park	>The <b>Wooddale Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. >The <b>project design</b> for removal of the heavy rail tracks in the historically associated CM&StP railroad corridor and the shifting of the new LRT tracks (with associated poles and catenaries) from the former CM&StP corridor to the former M&StL corridor will affect elements of the setting of the depot.  <b>OTHER EFFECTS FROM CO-LOCATING FREIGHT RAIL IN THIS SEGMENT:</b> >The <b>project design</b> for co-locating freight rail in this segment includes a bridge to carry the LRT tracks over the freight rail tracks, as well as re-arrangement of the track system, directly north of the depot building. This will affect elements of the depot’s setting.	NR-SHPO
Peavey-Haglin Experimental Concrete Grain Elevator (listed + Natl Historic Landmark) <i>HE-SLC-009</i>	Hwys. 100 and 7, St. Louis Park	>The <b>project design</b> for relocation of the Cedar Lake Trail to the south side of the LRT tracks will have an effect on the access to this property from the trail.  <b>OTHER EFFECTS FROM CO-LOCATING FREIGHT RAIL IN THIS SEGMENT:</b> >The <b>project design</b> for relocation of the Cedar Lake Trail to the south side of the LRT tracks <i>and</i> the freight rail tracks will have an effect on the access to this property from the trail. > <b>Potential vibration effects</b> need further assessment.	NR-SHPO



Southwest Transitway – Potential Effects on Historic Properties  
 Segment 4—Shady Oak Station to West Lake Station  
 (including notes on potential effects from Freight Rail Co-location in this segment)

Property Name (Historic)	Property Address	Potential Effects	Source
Hoffman Callan Building (eligible) <i>HE-SLC-055</i>	3907 Hwy. 7, St. Louis Park	>The <b>West Lake Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V1, pp. 111-116
The Minikahda Club (eligible) <i>HE-MPC-17102</i>	3205 Excelsior Blvd., Minneapolis	>The <b>West Lake Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.1-4 – 4.1-12
Lake Calhoun/Grand Rounds (eligible) <i>HE-MPC-01811</i>	Minneapolis	>The <b>West Lake Station infrastructure and related development</b> would have a potential effect on the playing fields at W. Calhoun Pkwy. and W. 32 <sup>nd</sup> Street.	NR-SHPO

Notes:

\*Listed = listed in the National Register of Historic Places.

Eligible = determined eligible for the National Register of Historic Places.

\*Source of information on property:

NR-SHPO = National Register of Historic Places files at the State Historic Preservation Office

SWT/V1 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume One* (Mead & Hunt, September 2010)

SWT-V2 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Two* (Hess, Roise and Company, in preparation)

SWT-V3 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Three* (Summit Envirosolutions, October 2010)

\*The assessments of effect are based on conceptual project design plans. These assessments will be reviewed as project planning proceeds.

\*National Register eligible archaeological properties will be added to this table after archaeological surveys are completed.

\*Properties located within the eligible Grand Rounds Historic District are listed on the table as: “(name of feature)/Grand Rounds”.

Southwest Transitway – Potential Effects on Historic Properties  
 Segment A – West Lake Station to Interchange (via Kenilworth corridor)  
 (including notes on potential effects from Freight Rail Co-location in this segment)

Property Name (Historic)	Property Address	Potential Effects	Source
Hoffman Callan Building (eligible) <i>HE-SLC-055</i>	3907 Hwy. 7, St. Louis Park	>The <b>West Lake Station area infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V1, pp. 111-116
The Minikahda Club (eligible) <i>HE-MPC-17102</i>	3205 Excelsior Blvd., Minneapolis	>The <b>West Lake Station area infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.1-4 – 4.1-12
Lake Calhoun/Grand Rounds (eligible) <i>HE-MPC-1811</i>	Minneapolis	>The <b>West Lake Station area infrastructure and related development</b> would have a potential effect on the playing fields at W. Calhoun Pkwy. and W. 32 <sup>nd</sup> Street.	NR-SHPO
Cedar Lake Parkway/Grand Rounds (eligible) <i>HE-MPC-01833</i>	Minneapolis	>The <b>project design</b> for an LRT overpass bridge structure (including approach, retaining walls, and poles and catenary) would have an effect on the open character of Cedar Lake Parkway. >Potential <b>traffic effects</b> may need further assessment.  <b>OTHER EFFECTS FROM CO-LOCATING FREIGHT RAIL IN THIS SEGMENT:</b> >The <b>project design</b> for co-locating freight rail in this segment does not include an LRT overpass structure (see above), but it does include widening the transportation corridor which intersects with the parkway. This would have an effect on character of the parkway through the loss of vegetation and introduction of a greater amount of infrastructure at the intersection.	NR-SHPO
Bridges over Kenilworth Lagoon/Grand Rounds (eligible) <i>HE-MPC-01850, HE-MPC-01851</i>	Minneapolis	>The <b>project design</b> calls for removal and replacement of one or both of these two bridges. The bridges were built by the Minneapolis and St. Louis Railroad to span the Kenilworth Lagoon. They are non-contributing properties within the eligible Grand Rounds, and they are not individually eligible for the National Register.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
 Segment A – West Lake Station to Interchange (via Kenilworth corridor)  
 (including notes on potential effects from Freight Rail Co-location in this segment)

Property Name (Historic)	Property Address	Potential Effects	Source
Kenilworth Lagoon/Grand Rounds (eligible) <i>HE-MPC-1822</i>	Minneapolis	>The <b>project design</b> of the new bridge(s) over the Kenilworth Lagoon would have an effect on the character of the Lagoon and channel. >Potential <b>auditory effects</b> need further assessment.  <b>OTHER EFFECTS FROM CO-LOCATING FREIGHT RAIL IN THIS SEGMENT:</b> > The <b>project design</b> for co-locating freight rail in this segment needs to accommodate crossings across the Kenilworth Lagoon/Channel for the trail, for two lanes of the LRT, and for the freight rail. The greater cumulative width of these crossings would result in a more tunnel-like water passage and the loss of some vegetation on the channel banks. The specific design of the new bridge(s) would also have an effect on the channel's character within the Grand Rounds context.	NR-SHPO
Cedar Lake/Grand Rounds (eligible) <i>HE-MPC-1820</i>	Minneapolis	> <b>Potential auditory effects</b> need further assessment.	NR-SHPO
Freida and Henry J. Neils House (listed) <i>HE-MPC-6068</i>	2801 Burnham Boulevard, Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential auditory effects</b> need further assessment.	NR-SHPO
Lake of the Isles Parkway/Grand Rounds (eligible) <i>HE-MPC-1825</i>	Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	NR-SHPO
Lake of the Isles Residential Historic District (eligible) <i>HE-MPC-9860</i>	Vicinity of E. and W. Lake of the Isles Pkways, Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
 Segment A – West Lake Station to Interchange (via Kenilworth corridor)  
 (including notes on potential effects from Freight Rail Co-location in this segment)

Property Name (Historic)	Property Address	Potential Effects	Source
Kenwood Parkway/Grand Rounds (eligible) <i>HE-MPC-01796</i>	Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	NR-SHPO
Kenwood Parkway Residential Historic District (UE) <i>HE-MPC-</i>	Kenwood Pkwy., 1805-2216, Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	Under evaluation
Franklin-Kelly House (UE) <i>HE-MPC-6766</i>	2405 W. 22 <sup>nd</sup> St., Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	Under evaluation
Klein-Peterson House (UE) <i>HE-MPC-6761</i>	2305 W. 21 <sup>st</sup> St., Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	Under evaluation
Shaw House (UE) <i>HE-MPC-6603</i>	2036 Queen Ave. S., Minneapolis	>The <b>21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	Under evaluation
Kenwood Park/Grand Rounds (eligible) <i>HE-MPC-01797</i>	Minneapolis	>The <b>Penn Station and 21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	NR-SHPO
Kenwood Water Tower/Grand Rounds (eligible) <i>HE-MPC-06475</i>	Minneapolis	>The <b>Penn Station and 21<sup>st</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
 Segment A – West Lake Station to Interchange (via Kenilworth corridor)  
 (including notes on potential effects from Freight Rail Co-location in this segment)

Property Name (Historic)	Property Address	Potential Effects	Source
Mac Martin House (eligible) <i>HE-MPC-8763</i>	1828 Mt. Curve Ave., Minneapolis	>The <b>Penn Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. > <b>Potential traffic and parking effects</b> need further assessment.	SWT/V2, pp. 4.1-94 – 4.1-97
Lustron House (eligible) <i>HE-MPC-16728</i>	2423 Mount View Ave., Minneapolis	>The <b>Penn Station infrastructure and related development</b> is within the quarter mile radius of the property, but is separated by I-394.	SWT/V2, pp. 4.1-107 – 4.1-110
The Parade/Grand Rounds (eligible) <i>HE-MPC-01782</i>	Minneapolis	The portions of The Parade in the Area of Potential Effect are non-contributing to the eligible Grand Rounds. No effects identified.	NR-SHPO
St. Paul Minneapolis and Manitoba Railroad Historic District (eligible) <i>HE-MPC-16387</i>	Minneapolis	>The <b>project design</b> for construction of a LRT flyover bridge over the existing railroad tracks at Lyndale Junction (west of I-94), and the shifting of the LRT tracks to outside the current railroad right of way (between the flyover bridge and Royalston Avenue) would have a potential effect on the historic pattern of the St. Paul Minneapolis and Manitoba Railroad track system. >The <b>Penn and Van White Stations infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V3, pp. 61-64
Osseo Branch of the St. Paul Minneapolis and Manitoba Historic District (eligible) <i>HE-MPC-16389</i>	Minneapolis	>The <b>project design</b> for construction of a LRT flyover bridge over the existing railroad tracks at Lyndale Junction (immediately east of the beginning of the Osseo Branch line) would have a potential effect on the setting of the line. >The <b>Van White Station infrastructure and development</b> would have a potential effect on the property and/or its setting.	NR-SHPO
Dunwoody Institute (eligible) <i>HE-MPC-6641</i>	818 Dunwoody Blvd., Minneapolis	>The <b>Van White Station infrastructure and development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.4-3 – 4.4-14

Southwest Transitway – Potential Effects on Historic Properties  
 Segment A – West Lake Station to Interchange (via Kenilworth corridor)  
 (including notes on potential effects from Freight Rail Co-location in this segment)

Property Name (Historic)	Property Address	Potential Effects	Source
Regan Brothers Bakery (eligible) HE-MPC-16274	643 N. 5 <sup>th</sup> St., Minneapolis	>Southwest project components built at the <b>Interchange</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.4-50 – 4.4-56
Minneapolis Warehouse Historic District (listed) HE-MPC-0441	Vicinity of 1 <sup>st</sup> Ave. N., N. 1 <sup>st</sup> St., 10 <sup>th</sup> Ave. N., and N. 6 <sup>th</sup> St., Mpls.	>Southwest project components built at the <b>Interchange</b> would have a potential effect on the district and/or its setting.	NR-SHPO

Notes:

\*Listed = listed in the National Register of Historic Places.

Eligible = determined eligible for the National Register of Historic Places.

UE = currently under evaluation for eligibility to the National Register of Historic Places.

\*Source of information on property:

NR-SHPO = National Register of Historic Places files at the State Historic Preservation Office

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SWT-V3 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Three* (Summit Envirosolutions, October 2010)

\*The assessments of effect are based on conceptual project design plans.

\*National Register eligible archaeological properties will be added after archaeological surveys are completed.

\*Properties located within the eligible Grand Rounds Historic District are listed on the table as: “(name of feature)/Grand Rounds”.

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
<b>Segment C – between West Lake Station and Nicollet/Blaisdell/First Avenues at 29<sup>th</sup> Street</b>			
Hoffman Callan Building (eligible) <i>HE-SLC-055</i>	3907 Hwy. 7, St. Louis Park	>The <b>West Lake Station and related infrastructure and development</b> would have a potential effect on the property and/or its setting.	SWT/V1, pp. 111-116
The Minikahda Club (eligible) <i>HE-MPC-17102</i>	3205 Excelsior Blvd., Minneapolis	>The <b>West Lake Station and related infrastructure and development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.1-4 – 4.1-12
Lake Calhoun/Grand Rounds (eligible) <i>HE-MPC-1811</i>	Minneapolis	>The <b>West Lake Station infrastructure and related development</b> would have a potential effect on the playing fields at W. Calhoun Pkwy. and W. 32 <sup>nd</sup> Street.	NR-SHPO
CM&StP RR Bridge over Dean Parkway/Grand Rounds (eligible) <i>HE-MPC-5341</i>	Minneapolis	>The <b>project design</b> calling for removal of the CM&StP Railroad Bridge over Dean Parkway would constitute an adverse effect.	NR-SHPO
Dean Pkwy./Grand Rounds (eligible) <i>HE-MPC-8727</i>	Minneapolis	>The <b>project design</b> for the replacement bridge over Dean Parkway (including the poles and catenary) would have a potential effect on the setting of Dean Parkway.	NR-SHPO
Calhoun Beach Apartments (eligible) <i>HE-MPC-6125</i>	2905-2915 Dean Pkwy., Minneapolis	>The <b>project design</b> for the LRT line on the railroad grade north of the property (including the poles and catenary, and possible addition of fill and removal of vegetation) would have a potential effect on the property's setting. >Potential vibration and auditory effects need further assessment.	SWT/V2, pp. 4.1-29 – 4.1-36
Calhoun Beach Club (listed) <i>HE-MPC-6126</i>	2730 W. Lake St., Minneapolis	>No potential effects identified.	NR-SHPO
Lake Calhoun/Grand Rounds (eligible) <i>HE-MPC-1811</i>	Minneapolis	>The <b>project design</b> for the LRT line on the railroad grade north of Lake Calhoun (including the poles and catenary, and possible addition of fill and removal of vegetation) would have a potential effect on the lake's setting. >Potential <b>auditory</b> effects need further assessment.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
Lake of the Isles/Grand Rounds (eligible) <i>HE-MPC-1824</i>	Minneapolis	>The <b>project design</b> for the LRT line on the railroad grade south of Lake of the Isles (including the poles and catenary, and possible addition of fill and removal of vegetation) would have a potential effect on the lake's setting. >Potential <b>auditory</b> effects need further assessment.	NR-SHPO
Lake of the Isles Parkway/Grand Rounds (eligible) <i>HE-MPC-1825</i>	Minneapolis	>The <b>project design</b> for the LRT line on the railroad grade south of Lake of the Isles (including the poles and catenary, and possible addition of fill and removal of vegetation) would have a potential effect on the parkway's setting. >Potential <b>auditory</b> effects need further assessment.	NR-SHPO
CM&StP RR Bridge over Calhoun-Isles Channel (#2)/Grand Rounds (eligible) <i>HE-MPC-1835</i>	Minneapolis	>The <b>project design</b> calling for removal of the CM&StP Railroad Bridge over the Calhoun-Isles Channel would constitute an adverse effect.	NR-SHPO
Lake Calhoun-Lake of the Isles Channel/Grand Rounds (eligible) <i>HE-MPC-1823</i>	Minneapolis	>The <b>project design</b> for the replacement bridge over the Calhoun-Isles Channel (Including the poles and catenary) would have a potential effect on the setting of the channel. >Potential <b>auditory</b> effects need further assessment.	NR-SHPO
Lake St. Bridge over Calhoun-Isles Channel (#1)/Grand Rounds (eligible) <i>HE-MPC-6896</i>	Minneapolis	>The <b>project design</b> for the replacement bridge over the Calhoun-Isles Channel (Including the poles and catenary) would have a potential effect on the setting of the adjoining Lake Street Bridge.	NR-SHPO
Isles Pkwy Bridge over Calhoun-Isles Channel (#3)/Grand Rounds (eligible) <i>HE-MPC-6900</i>	Minneapolis	>The <b>project design</b> for the replacement bridge over the Calhoun-Isles Channel (Including the poles and catenary) would have a potential effect on the setting of the adjoining Isles Parkway Bridge.	NR-SHPO



Southwest Transitway – Potential Effects on Historic Properties  
 Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
CM&StP RR bridge over Lake Calhoun Pkwy./Grand Rounds (eligible) <i>HE-MPC-5335</i>	Minneapolis	>The <b>project design</b> calling for removal of the CM&StP Railroad Bridge over the Lake Calhoun Parkway would constitute an adverse effect.	NR-SHPO
Lake Calhoun Pkwy./Grand Rounds (eligible) <i>HE-MPC-1834</i>	Minneapolis	>The <b>project design</b> for the replacement bridge over Lake Calhoun Parkway (including the poles and catenary) would have a potential effect on the setting of Lake Calhoun Parkway and Lake of the Isles Parkway.	NR-SHPO
Lake of the Isles Residential Historic District (eligible) <i>HE-MPC-9860</i>	Vicinity of W. and E. Lake of the Isles Pkwy., Minneapolis	>The <b>project design</b> for the LRT line on the railroad grade south of Lake of the Isles (including the poles and catenary, and possible addition of fill and removal of vegetation) would have a potential effect on the setting of the district. >Potential <b>auditory</b> effects and <b>vibration</b> effects on the residences adjacent to the line in the southeast corner of the district need further assessment.	NR-SHPO
The Mall/Grand Rounds (eligible) <i>HE-MOC-1827</i>	Minneapolis	>The <b>Uptown Station and related infrastructure and development</b> (including access roads and walks, and the poles and catenary to the west of the station) would have a potential effect on the character of The Mall landscape, including its spatial organization, topography, circulation, and vegetation.	NR-SHPO
Walker Branch Library (listed) <i>HE-MPC-6284</i>	2901 Hennepin Ave. S., Minneapolis	>The <b>Uptown Station and related infrastructure and development</b> would have a potential effect on the property's setting. >Potential <b>vibration</b> effects need further assessment.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
Chicago Milwaukee & St. Paul Railroad Grade Separation Historic District (listed) <i>HE-MPC-9959</i>	Vicinity of 29 <sup>th</sup> St., between Humboldt and Hiawatha Aves., Minneapolis	<p>&gt;The <b>project design</b> calling for rehabilitation of ten historic concrete bridges over the LRT tracks, which would require extensive repair of deteriorated concrete conditions and substantial modification of many of the bridge abutments, could result in adverse effects to the bridges, but it also could result in historically appropriate rehabilitation of contributing elements of the district.</p> <p>&gt;The <b>project design</b> for cutting back many of the existing earthen vegetated slopes and replacing them with new concrete retaining walls, and for removal of a substantial historic concrete retaining wall adjacent to Blaisdell Ave. (under some alternatives), would be an adverse effect.</p> <p>&gt;The <b>project design</b> for placement of the eastbound LRT tracks through the southern bridge portals and the westbound LRT tracks through the center bridge portals would depart from the historic circulation pattern, which routed both eastbound and westbound train traffic through the center portals.</p> <p>&gt;The placement and design of the <b>Uptown Station and the Lyndale Station</b> (and related infrastructure and development) would have potential effects on the character of the historic district.</p>	NR-SHPO
The Buzza Building (listed) <i>HE-MPC-6324</i>	1006 W. Lake St., Minneapolis	<p>&gt;The <b>project design</b> for the LRT tracks in the CM&amp;StP railroad corridor would have a potential effect on the historic passage under 29<sup>th</sup> Street between the Buzza property and the railroad corridor.</p> <p>&gt;Potential <b>vibration</b> effects need further assessment.</p>	NR-SHPO
Lyndale Corners Historic District (eligible) <i>HE-MPC-7855</i>	Vicinity of Lake St. and Lyndale Ave. S., Minneapolis	>The <b>Lyndale Station and related infrastructure and development</b> would have a potential effect on the district's contributing properties and/or on its overall character.	NR-SHPO
<b>Segment C Alternatives between 29<sup>th</sup> Street and 15<sup>th</sup> Street</b>			
<b>Segment C-1 and Segment C-2 – Nicollet Avenue</b>			
Rowhouses (eligible as part of WFO District) <i>HE-MPC-16145</i>	1-11 E. 25 <sup>th</sup> St., Minneapolis	<p>&gt;The <b>project design</b> for tunnel construction under Nicollet Ave. and reinstallation of the streetscape would have a potential effect on the property and/or its setting.</p> <p>&gt;Potential <b>vibration</b> and <b>auditory</b> effects need further assessment.</p> <p>&gt;Potential effects to <b>access</b> need further assessment.</p>	SWT/v2, pp. 4.2-64 – 4.2-65
Church of Christ Scientist (within Washburn Fair Oaks District)	4 24 <sup>th</sup> St. E., Minneapolis	<p>&gt;The <b>project design</b> for tunnel construction under Nicollet Ave. and reinstallation of the streetscape would have a potential effect on the property and/or its setting.</p> <p>&gt;Potential <b>vibration</b> and <b>auditory</b> effects need further assessment.</p> <p>&gt;Potential effects to <b>access</b> need further assessment.</p>	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
Franklin Nicollet Liquors (eligible) <i>HE-MPC-16752</i>	2012 Nicollet Ave. S., Minneapolis	>The <b>project design</b> for tunnel construction under Nicollet Ave.(including the <b>Franklin Avenue Station</b> ), reinstallation of the streetscape, and development related to the station would have a potential effect on the property and/or its setting. >Potential <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.2-123 – 4.2-129
Plymouth Congregational Church (eligible) <i>HE-MPC-6511</i>	1900 Nicollet Ave. S., Minneapolis	>The <b>project design</b> for tunnel construction under Nicollet Ave. (including the <b>Franklin Avenue Station</b> ), reinstallation of the streetscape, development related to the station, and the retaining walls, poles and catenary on the north approach to the tunnel would have a potential effect on the property and/or its setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.2-135 – 4.2-143
<b><i>Segment C-2A – Blaisdell Avenue (Nicollet Avenue north of Franklin Avenue)</i></b>			
Calvary Baptist Church (eligible) <i>HE-MPC-6027</i>	2608 Blaisdell Ave. S., Minneapolis	>The <b>project design</b> for tunnel construction under Blaisdell Ave. and reinstallation of the streetscape (including boulevards and street vegetation) would have a potential effect on the property and/or its setting. > <b>Vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.2-56 – 4.2-61
Anne C. and Frank B. Semple House (listed) <i>HE-MPC-6173</i>	100 Franklin Ave. W., Minneapolis	>The <b>project design</b> for tunnel construction under Blaisdell Ave. (including the <b>Franklin Avenue Station</b> ), reinstallation of the streetscape, development related to the station, and the poles and catenary at the intersection of Franklin and Blaisdell Avenues would have an effect on the property and/or its setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
George W. and Nancy B. Van Dusen House (listed) <i>HE-MPC-6434</i>	1900 LaSalle Ave., Minneapolis	>The <b>Franklin Avenue Station and related infrastructure and development</b> would have a potential effect on the property and/or its setting.	NR-SHPO
Plymouth Congregational Church (eligible) <i>HE-MPC-6511</i>	1900 Nicollet Ave. S., Minneapolis	>The <b>project design</b> for construction of the LRT line (including the poles and catenary) across the church parking lot would have an effect on the building’s setting, and would reduce the number of parking spaces in the church lot. >The <b>Franklin Avenue Station and related infrastructure and development</b> would have a potential effect on the property and/or its setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.2-135 – 4.2-143

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
<b>Segment C-2B – First Avenue</b>			
The Carlton (eligible) <i>HE-MPC-5011</i>	2820 1 <sup>st</sup> Ave. S., Minneapolis	>The <b>project design</b> for tunnel construction under First Ave. and reinstallation of the streetscape (including boulevards and street vegetation) would have a potential effect on the property and/or its setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
Despatch Laundry Building (eligible) <i>HE-MPC-4839</i>	2611 1 <sup>st</sup> Ave. S., Minneapolis	>The <b>project design</b> for tunnel construction under First Ave. and reinstallation of the streetscape (including boulevards and street vegetation) would have a potential effect on the property and/or its setting. >Potential <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
Washburn Fair Oaks Historic District (eligible) <i>HE-MPC-8362</i>	Vicinity of Franklin Ave., 4th Ave. S., 26 <sup>th</sup> St. E., and 1 <sup>st</sup> Ave. S., Minneapolis	>The <b>project design</b> for tunnel construction under First Ave. (including the <b>Franklin Avenue Station</b> ), reinstallation of the streetscape (including boulevards and street vegetation), and development related to the station would have a potential effect on the district’s contributing properties and/or on its overall character. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
Washburn Fair Oaks Mansion Historic District (listed) <i>HE-MPC-4900</i>	Vicinity of 1 <sup>st</sup> Ave. S., Stevens Ave., and E. 22 <sup>nd</sup> St., Minneapolis	The Washburn Fair Oaks <i>Mansion</i> Historic District comprises an area wholly contained within the larger Washburn Fair Oaks Historic District (eligible). For effects, see entry immediately above.	NR-SHPO
First Christian Church (eligible) <i>HE-MPC-16981</i>	2300 Stevens Ave. , Minneapolis	>The <b>project design</b> for tunnel construction under First Ave. (including the <b>Franklin Avenue Station</b> ), reinstallation of the streetscape (including boulevards and street vegetation), and development related to the station would have an effect on the property and/or its setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.2-87 – 4.2-92
Stevens Square Historic District (listed) <i>HE-MPC-4965</i>	Vicinity of E. 17 <sup>th</sup> St., 1 <sup>st</sup> Ave. S., W. Franklin Ave., and 3 <sup>rd</sup> Ave. S., Minneapolis	>The <b>project design</b> for tunnel construction under First Ave. (including the <b>Franklin Avenue Station</b> ), reinstallation of the streetscape, and the retaining walls, poles and catenary north of the tunnel would have an effect on the district’s contributing properties and/or on its overall character. Any potential closure of First Avenue to vehicular traffic between Franklin Ave. and E. 19 <sup>th</sup> Street due to the narrow right-of-way would create additional effects. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
Abbott Hospital (listed) <i>HE-MPC-4745</i>	110 E. 18 <sup>th</sup> St., Minneapolis	>The <b>project design</b> for poles and catenary would have an effect on the building's setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
<b>Segment C Alternatives between 15<sup>th</sup> Street and Southwest Transit terminus</b>			
<b>Segment C-1 – via Nicollet Mall to 4<sup>th</sup> Street Station terminus</b>			
Loring Greenway (eligible) <i>HE-MPC-0534</i>	1228 Nicollet Mall, Minneapolis	>The <b>12<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.3-39 – 4.3-40
Westminster Presbyterian Church (listed) <i>HE-MPC-0395</i>	1200 Marquette Ave., Minneapolis	>The <b>12<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. >The <b>project design</b> for the poles and catenary in front of the church would have an effect on the building's setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment.	NR-SHPO
Handicraft Building (eligible) <i>HE-MPC-0382</i>	1000 Marquette Ave., Minneapolis	>The <b>12<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	NR-SHPO
Young -Quinlan Building (eligible) <i>HE-MPC-2999</i>	901 Nicollet Mall, Minneapolis	>The <b>project design</b> for the poles and catenary in front of the building would have an effect on the building's setting. >Potential <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4-3-86 – 4.3-90
Dayton's Department Store (eligible) <i>HE-MPC-5099</i>	700 Nicollet Mall, Minneapolis	>The <b>8<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. >Potential <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.3-113 – 4.3-122

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
IDS Center (eligible) <i>HE-MPC-0367</i>	701 Nicollet Mall, Minneapolis	The <b>8<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. In particular, the station structure would disrupt the open spatial relationship between the Nicollet Mall and the exterior “V” shaped approach to one of the building’s four entrances. The placement and massing of the station would also affect the character of the IDS skyway span over the Nicollet Mall. >Potential <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
Murray’s Restaurant and Cocktail Lounge (eligible) <i>HE-MPC-0353</i>	24 S. 6 <sup>th</sup> St., Minneapolis	>The <b>4<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.3-123 – 4.3-128
Farmers and Mechanics Savings Bank (listed) <i>HE-MPC-0354</i>	88 S. 6 <sup>th</sup> St., Minneapolis	>The <b>4<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	NR-SHPO
Northern States Power Company (eligible) <i>HE-MPC-0338</i>	15 S. 5 <sup>th</sup> St., Minneapolis	>The <b>4<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.3-134 – 4.3-141
Northern States Power Company (eligible) <i>HE-MPC-0450</i>	414 Nicollet Mall, Minneapolis	>The <b>4<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. >Potential <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.3-149 – 4.3-156
Northwestern National Life Insurance Company Building (eligible) <i>HE-MPC-0479</i>	20 Washington Ave. S., Minneapolis	>The <b>project design</b> for placement of LRT elements at and near the terminus of the line (including the <b>4<sup>th</sup> Street Station</b> ) would have a potential effect on views of the south façade of the building’s open front portico from the Nicollet Mall, and vice versa.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
<b>Segment C-2 – via 11<sup>th</sup>/12<sup>th</sup> Streets to Intermodal Station terminus</b>			
Loring Greenway (eligible) <i>HE-MPC-0534</i>	1228 Nicollet Mall, Minneapolis	>The <b>13<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.3-39 – 4.3-40
Westminster Presbyterian Church (listed) <i>HE-MPC-0395</i>	1200 Marquette Ave., Minneapolis	>The <b>13<sup>th</sup> Street Station infrastructure and related development</b> would have a potential effect on the property and/or its setting. >Potential <b>auditory</b> and <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
Ogden Apartment Hotel (listed) <i>HE-MPC-0394</i>	66 S. 12 <sup>th</sup> St., Minneapolis	>The <b>13<sup>th</sup> Street Station infrastructure and related development</b> and the <b>project design</b> of the poles and catenary in front of the building would have an effect on the building's setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	NR-SHPO
MacPhail School of Music (eligible) <i>HE-MPC-5601</i>	1128 LaSalle Ave., Minneapolis	>The <b>project design</b> of the poles and catenary across from the building would have an effect on the building's setting. > Potential <b>vibration</b> effects and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.3-48 – 4.3-50; NR-SHPO
Swinford Townhouses and Apartments (listed) <i>HE-MPC-0520</i> <i>HE-MPC-0521</i>	1213-1221 and 1225 Hawthorne Ave., Minneapolis	>The <b>Harmon Place Station and Hawthorne Avenue Station infrastructure and related development</b> would have a potential effect on the property and/or its setting.	NR-SHPO
First Baptist Church and Jackson Hall (eligible) <i>HE-MPC-0432</i>	1020, 1026 Harmon Place, Minneapolis	>The <b>Harmon Place Station and Hawthorne Avenue Station infrastructure and related development</b> and the <b>project design</b> for the poles and catenary in front of Jackson Hall would have an effect on the property's setting. >Potential <b>vibration</b> and <b>auditory</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.3-76 – 4.3-81
Warner Brothers Building (eligible) <i>HE-MPC-0421</i>	1000 Currie Ave. N., Minneapolis	No potential effects identified.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

Property Name (Historic)	Property Address	Potential Effects	Source
Minneapolis Film Exchange Historic District (eligible) <i>HE-MPC-16980</i>	1000,1015, 1019, 1025 Currie Ave. N., Minneapolis	>The <b>project design</b> for the I-394 overpass bridge would have a potential effect on the district’s setting. >Potential <b>vibration</b> effects need further assessment. >Potential effects to <b>access</b> need further assessment.	SWT/V2, pp. 4.3-70 – 4.3-75a
St. Paul, Minneapolis, and Manitoba Railroad Historic District (eligible) <i>HE-MPC-16387</i>	Minneapolis	No potential effects identified.	SWT/V3, pp. 61-64
Regan Brothers Bakery (eligible) <i>HE-MPC-16274</i>	643 N. 5 <sup>th</sup> St., Minneapolis	>Any Southwest project components built at the <b>Interchange</b> may have a potential effect on the property and/or its setting.	SWT/V2, pp. 4.4-50 – 4.4-56
Minneapolis Warehouse Historic District (listed) <i>HE-MPC-6641</i>	Vicinity of 1 <sup>st</sup> Ave. N., N. 1 <sup>st</sup> St., 10 <sup>th</sup> Ave. N., and N. 6 <sup>th</sup> St., Minneapolis	>Any Southwest project components built at the <b>Interchange</b> would have a potential effect on the district and/or its setting.	NR-SHPO

Notes:

\*Listed = listed in the National Register of Historic Places.

Eligible = previously determined eligible for the National Register of Historic Places.

\*Source of information on property:

NR-SHPO = National Register of Historic Places files at the State Historic Preservation Office

SWT/V1 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume One* (Mead & Hunt, September 2010)

SWT-V2 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Two* (Hess, Roise and Company, February 2012)

SWT-V3 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Three* (Summit Envirosolutions, October 2010)



Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29<sup>th</sup> Street/Nicollet corridor)

\*The assessments of effect are based on conceptual project design plans. These assessments will be reviewed as project planning proceeds.

\*National Register eligible archaeological properties will be added after archaeological surveys are completed.

\*Properties located within the eligible Grand Rounds Historic District are listed on the table as: “(name of feature)/Grand Rounds”.

Southwest Transitway – Potential Effects on Historic Properties  
Segment FR – Freight Rail Relocation

Property Name (Historic)	Property Address	Potential Effects	Source
St. Paul Minneapolis and Manitoba RR Historic District (eligible) <i>HE-SLC-1092</i> <i>HE-MPC-16387</i>	St. Louis Park, Minneapolis	>The <b>project design</b> for a new track system within the historic rail corridor could have an effect on the district.	SWT/V3, pp. 61-64; SWT/V4, pp. 62-63
Paul and Helen Olfelt House (eligible) <i>HE-SLC-0010</i>	2206 Parklands Lane, St. Louis Park	> <b>Potential auditory effects</b> may need further assessment.	SWT/V4, pp. 30-46
Prudential Insurance Company (eligible) <i>HE-MPC-6643</i>	3701 Wayzata Blvd., Minneapolis	No effects identified.	SWT/V4, pp. 47-55
Brownie Lake/Grand Rounds (eligible) <i>HE-MPC-1818</i>	Minneapolis	>The <b>project design</b> for a new track system could affect the setting of Brownie Lake, and the channel and culvert (1938) between Brownie Lake and Cedar Lake. >Potential <b>auditory effects</b> may need further assessment.	NR-SHPO
Cedar Lake Parkway/Grand Rounds (eligible) <i>HE-MPC-1833</i>	Minneapolis	No effects identified.	NR-SHPO
Cedar Lake Parkway Bridge/Grand Rounds (eligible) <i>HE-MPC-1819</i>	Minneapolis	This bridge is a non-contributing element of the eligible Grand Rounds. No effects identified.	NR-SHPO

Southwest Transitway – Potential Effects on Historic Properties  
Segment FR – Freight Rail Relocation

Property Name (Historic)	Property Address	Potential Effects	Source
Cedar Lake/ Grand Rounds (eligible) <i>HE-MPC-1820</i>	Minneapolis	>The <b>project design</b> for a new track system could affect the channel and culvert (1938) between Cedar Lake and Brownie Lake. >Potential <b>auditory effects</b> may need further assessment.	NR-SHPO

Notes:

\*Listed = listed in the National Register of Historic Places.

Eligible = determined eligible for the National Register of Historic Places.

\*Source of information on property:

NR-SHPO = National Register of Historic Places files at the State Historic Preservation Office

SWT/V1 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume One* (Mead & Hunt, September 2010)

SWT/V2 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Two* (Hess, Roise and Company, February 2012)

SWT/V3 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Three* (Summit Envirosolutions, October 2010)

SWT/V4 = survey report: *Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project, Hennepin County, Minnesota, Volume Four* (Mead & Hunt, April 2012)

\*The assessments of effect are based on conceptual project design plans. These assessments will be reviewed as project planning proceeds.

\*National Register eligible archaeological properties will be added after archaeological surveys are completed.

\*Properties located within the eligible Grand Rounds Historic District are listed on the table as: “(name of feature)/Grand Rounds”.

Southwest Light Rail Transit Project  
Hennepin County, Minnesota

Section 106 Protection of Historic Properties

Mapbooks for Architecture/History Historic Properties

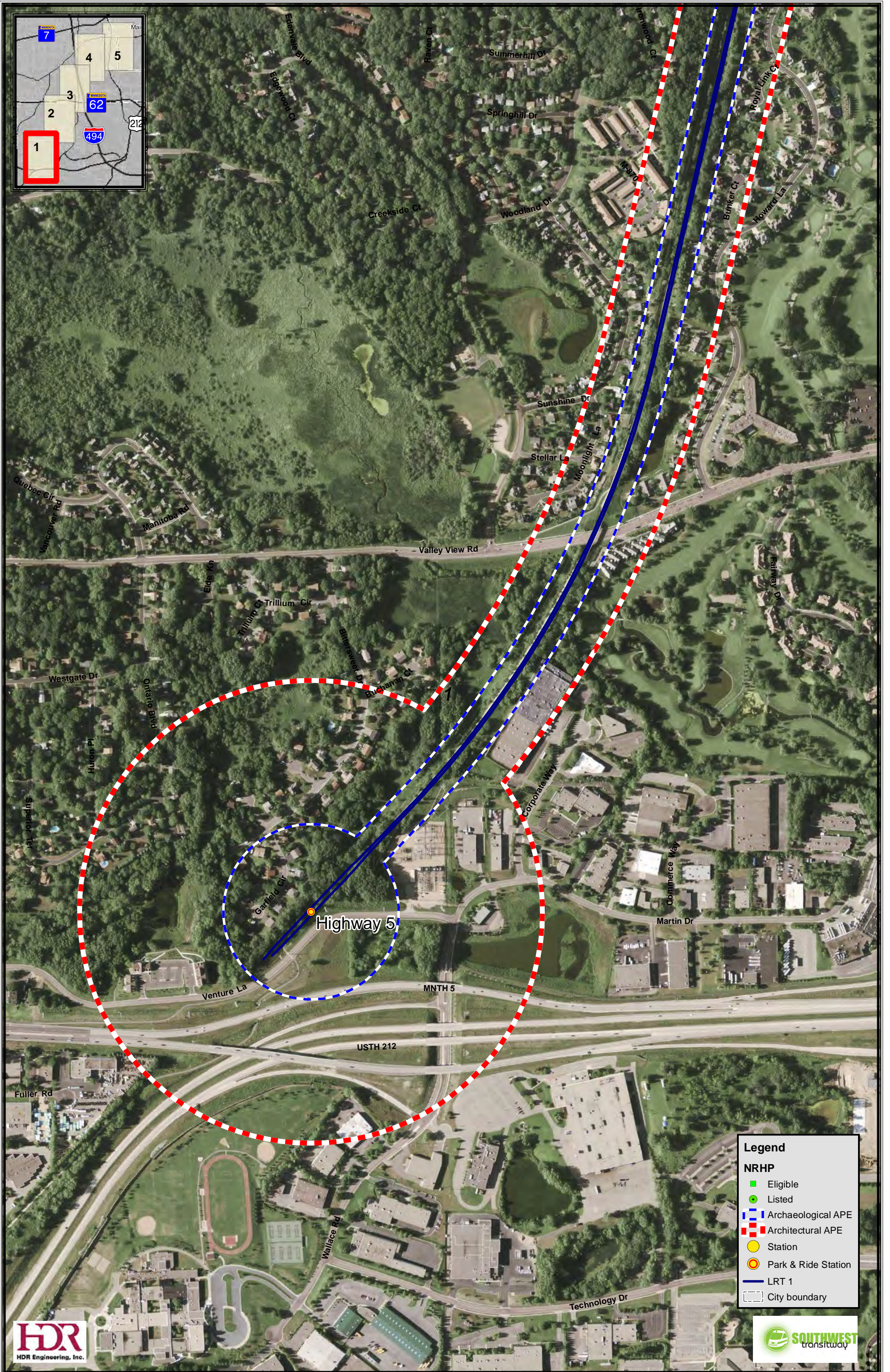
Segment 1

Segment 3

Segment 4

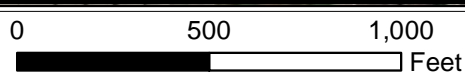
(Segments A, C, and FR under separate cover)

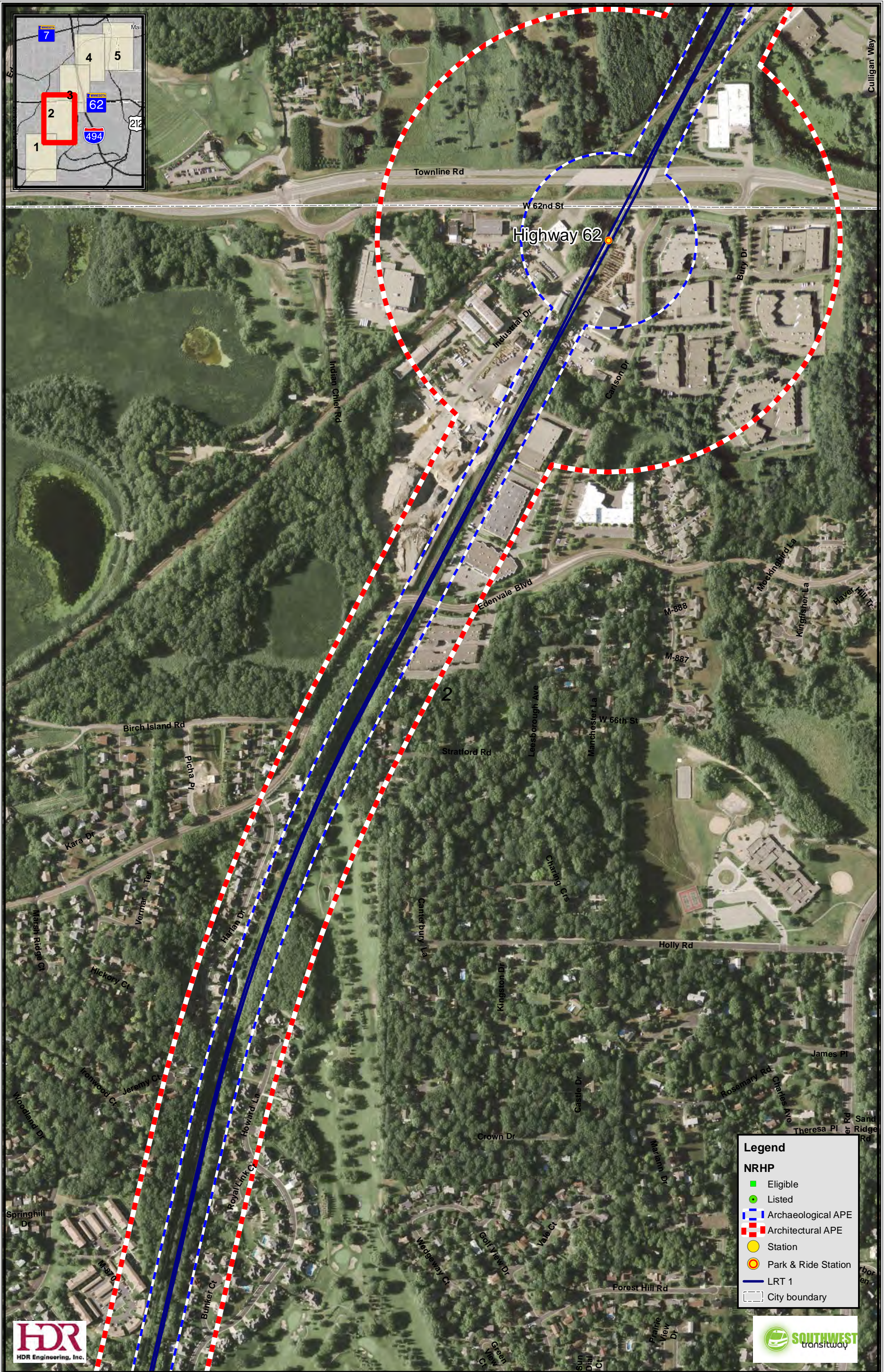
April 2012



1/18/2012

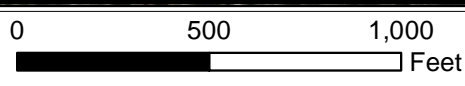
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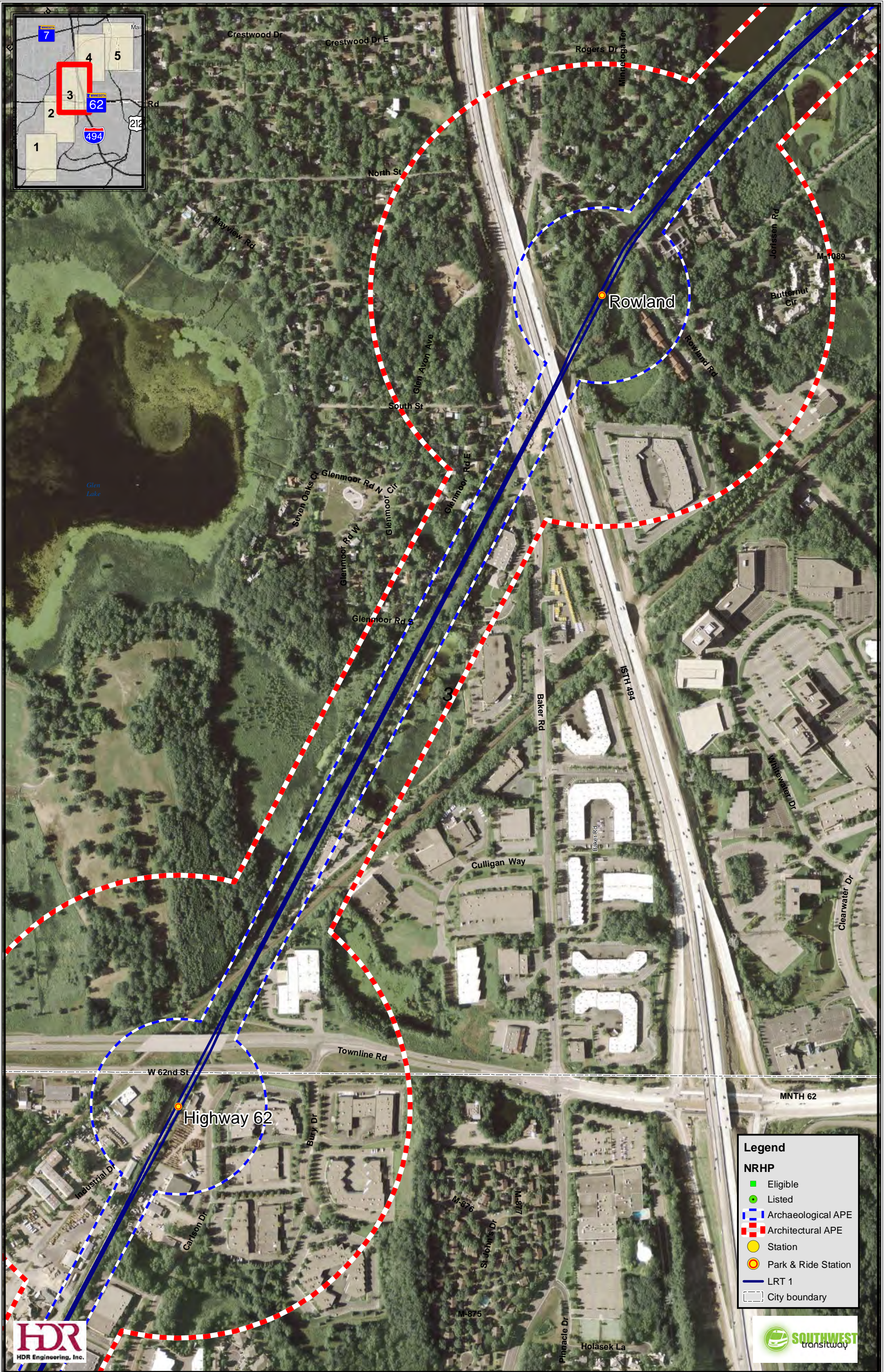




1/18/2012

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1/18/2012

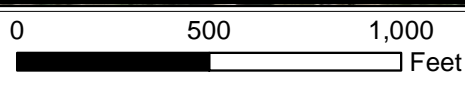
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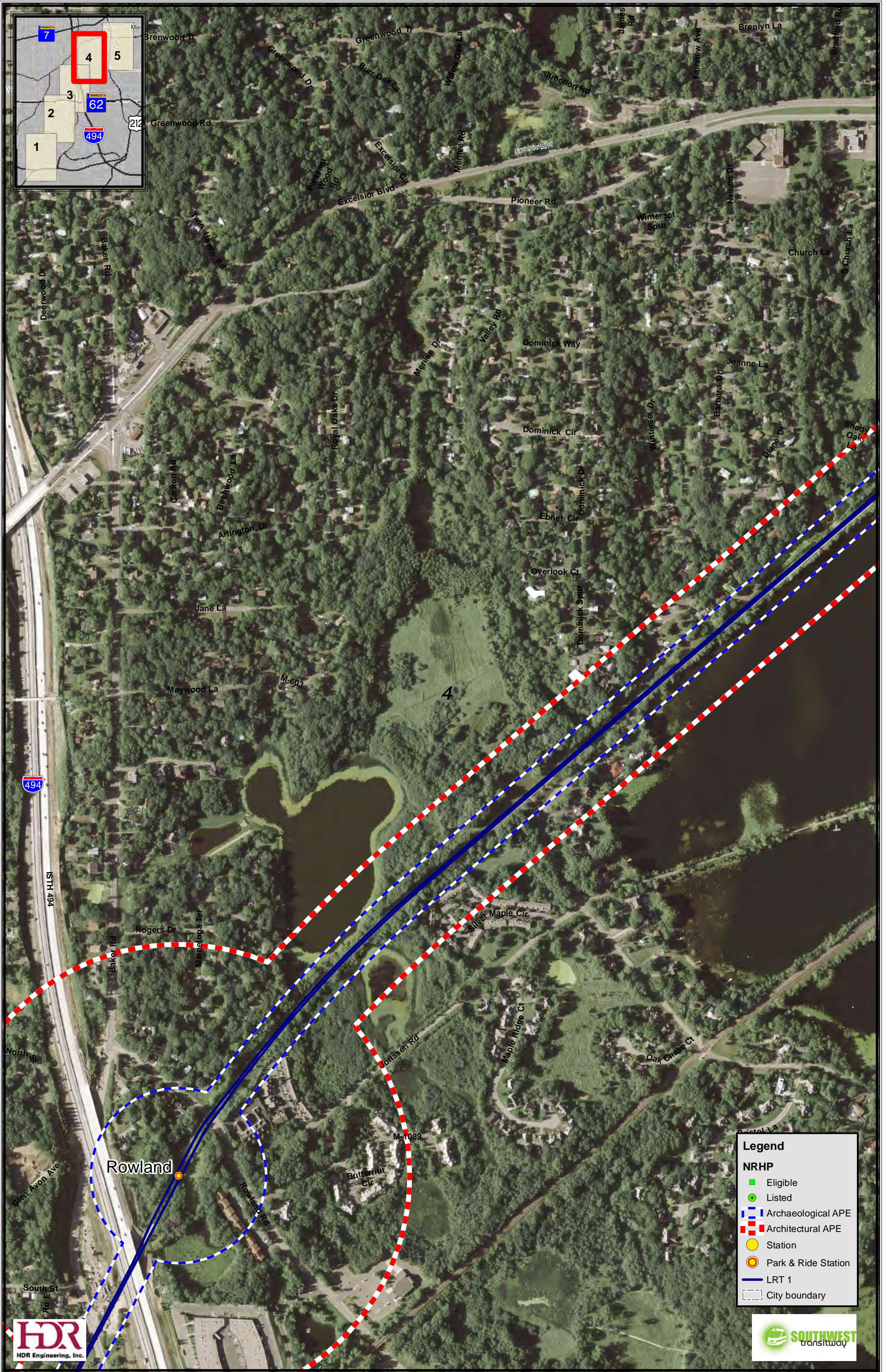


Legend	
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<span style="color: green;">■</span>	Eligible
<span style="color: green;">●</span>	Listed
<span style="border: 1px dashed blue; width: 10px; height: 10px; display: inline-block;"></span>	Archaeological APE
<span style="border: 1px dashed red; width: 10px; height: 10px; display: inline-block;"></span>	Architectural APE
<span style="border: 1px solid yellow; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span>	Station
<span style="border: 1px solid orange; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span>	Park & Ride Station
<span style="border-bottom: 2px solid blue; width: 20px; display: inline-block;"></span>	LRT 1
<span style="border: 1px solid gray; width: 10px; height: 10px; display: inline-block;"></span>	City boundary



Data sources: 2010 aerial photography, SHPO (2007), MnDOT, City of Eden Prairie, City of Minnetonka



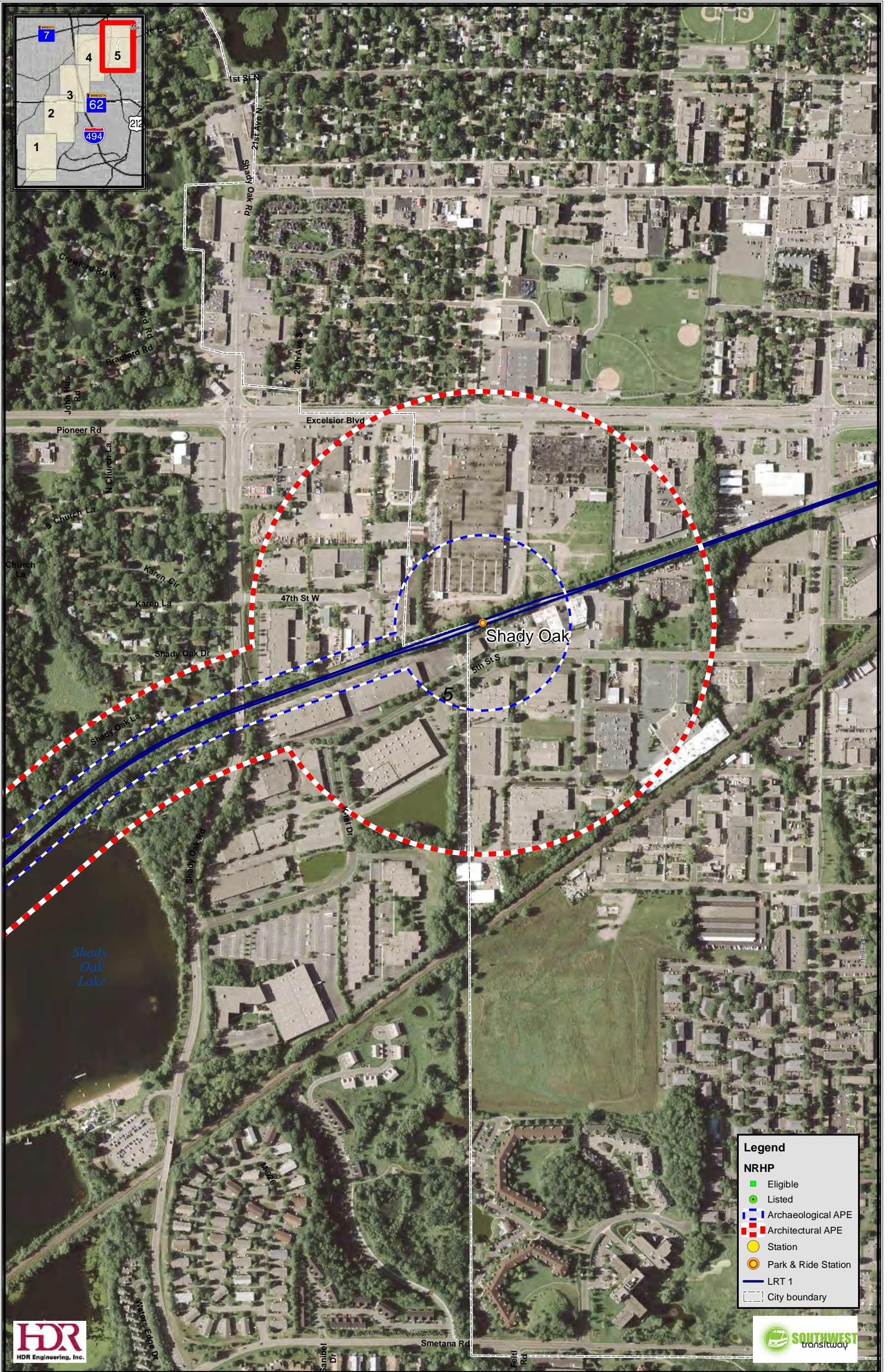


1/18/2012

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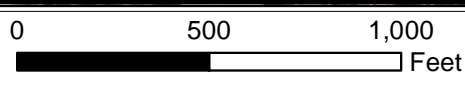






1/18/2012

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**Legend**

**NRHP**

- Eligible
- Listed
- ▭ Archeological APE
- ▭ Architectural APE
- Station
- Park & Ride Station
- LRT 3C
- ▭ City boundary



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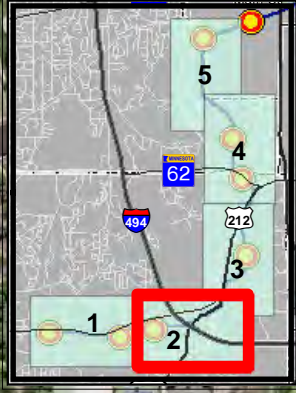
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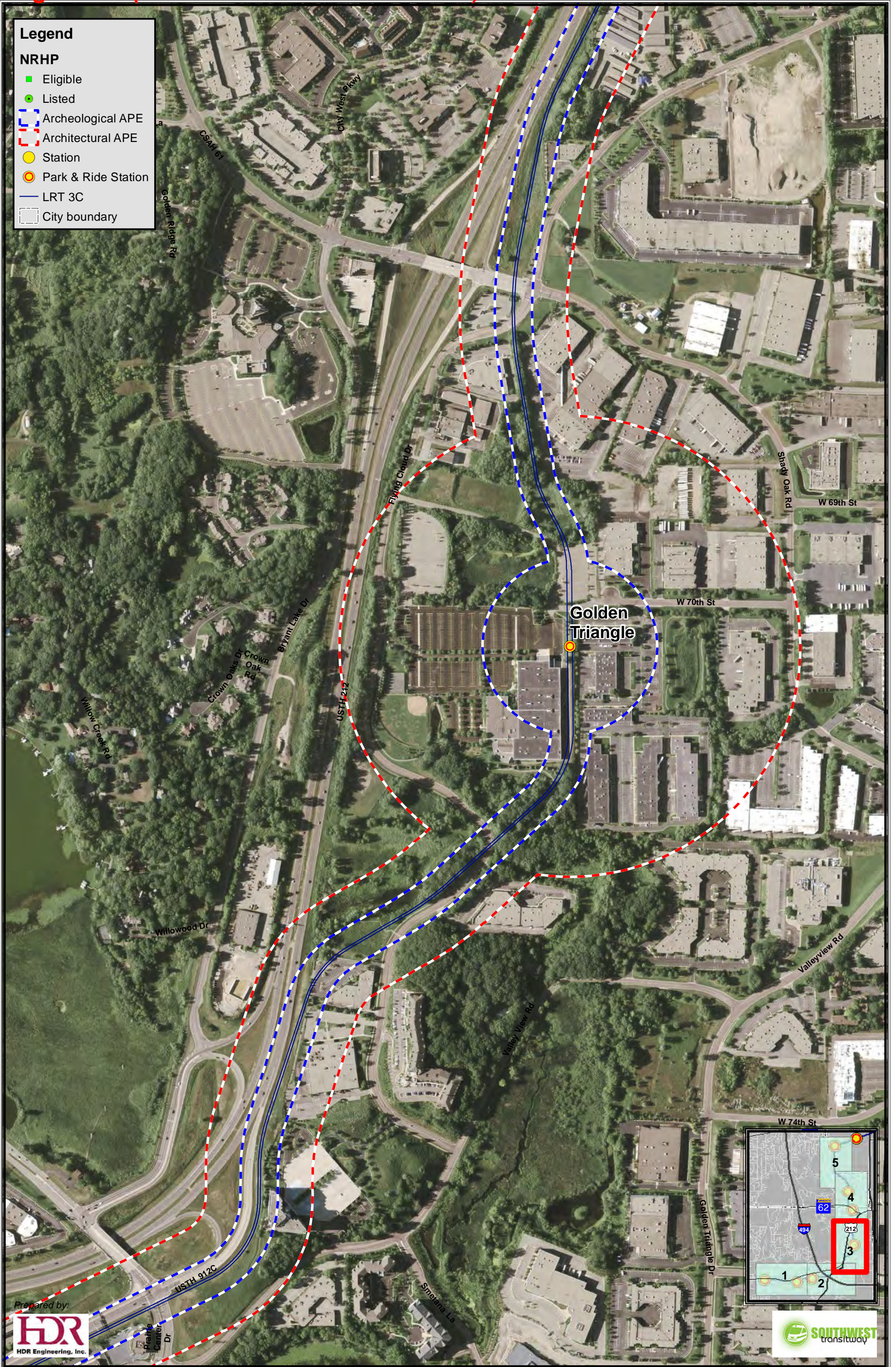
**NRHP**

- Eligible
- Listed
- ▭ Archeological APE
- ▭ Architectural APE
- Station
- Park & Ride Station
- LRT 3C
- ▭ City boundary



1/18/2012  
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**Legend**

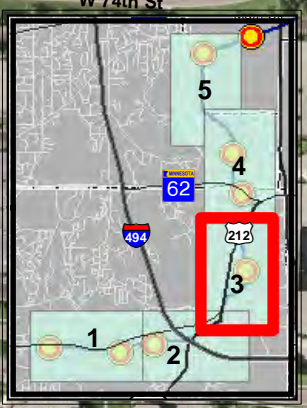
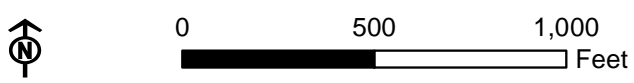
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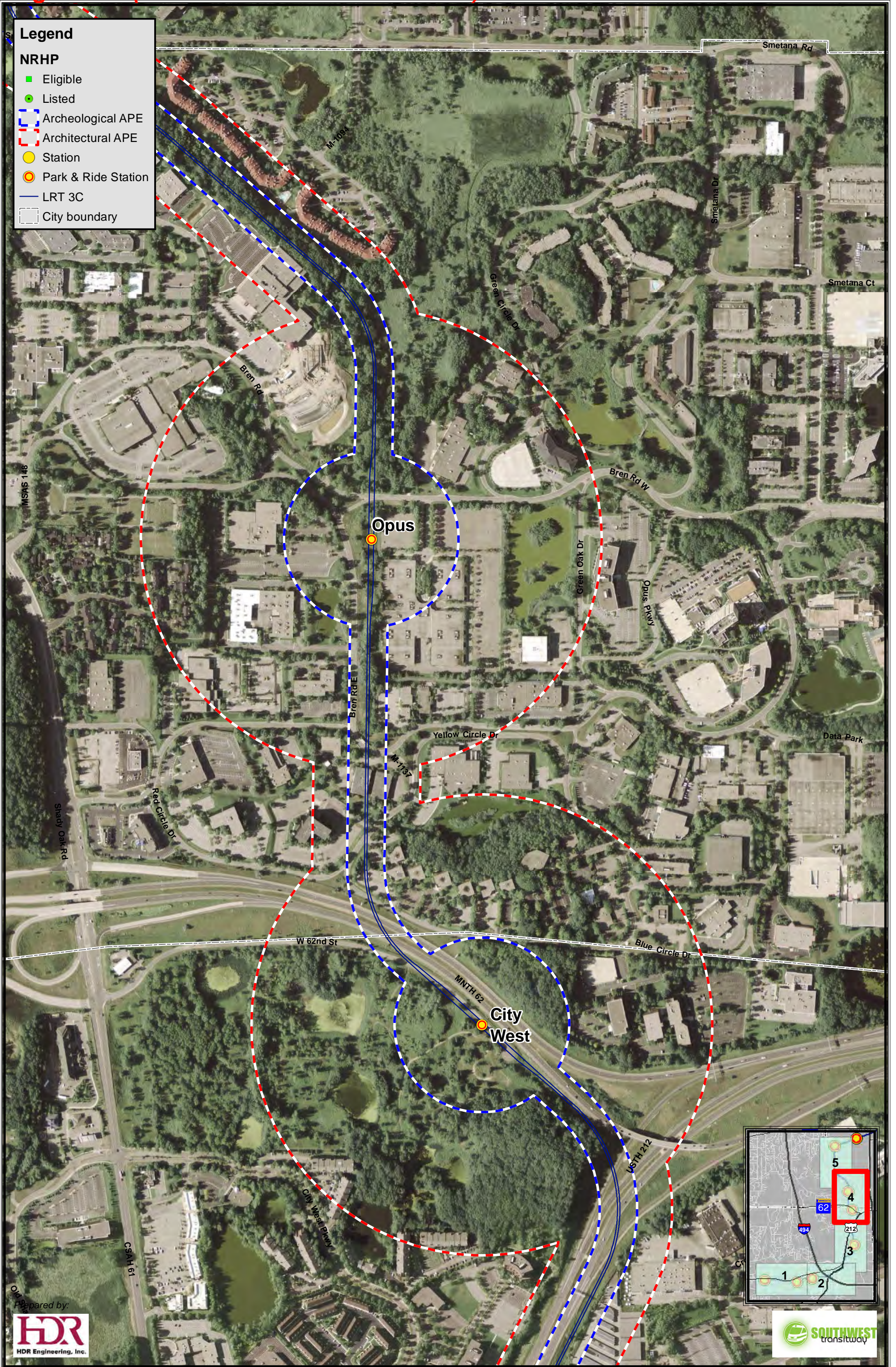
- Eligible
- Listed
- ▭ Archeological APE
- ▭ Architectural APE
- Station
- Park & Ride Station
- LRT 3C
- ▭ City boundary

1/18/2012

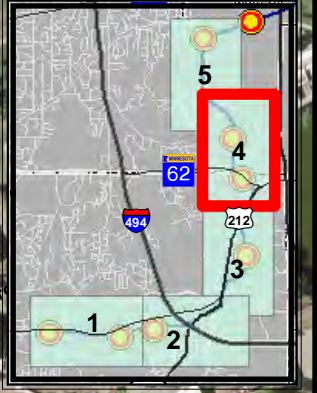
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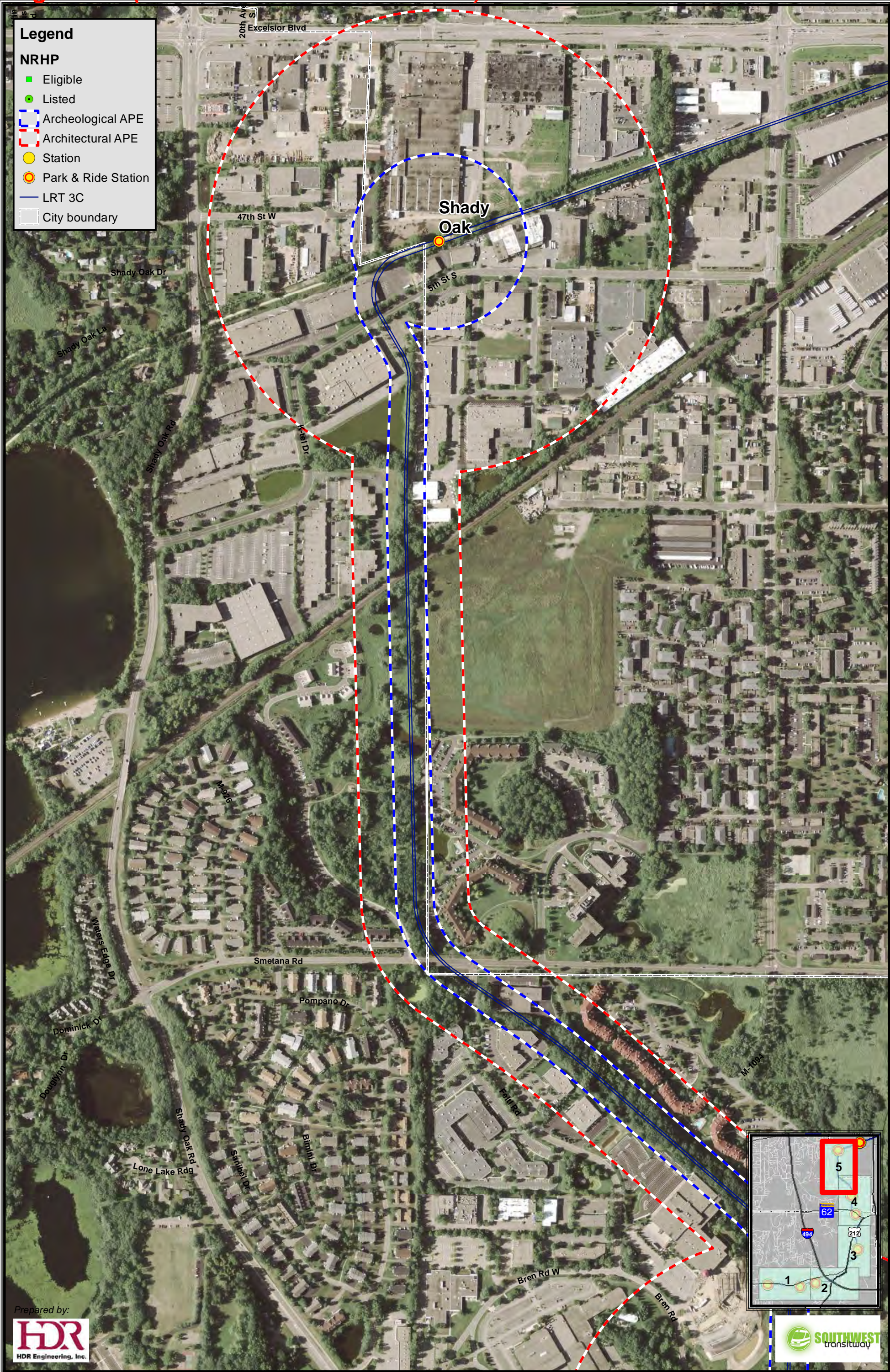
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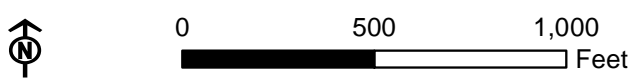
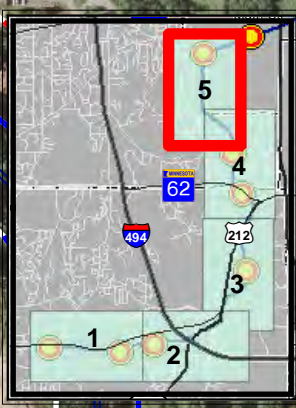
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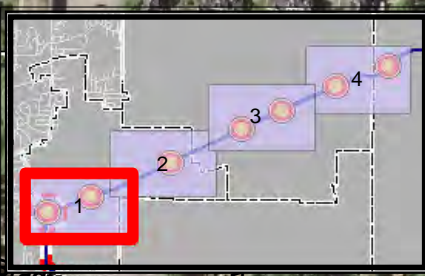
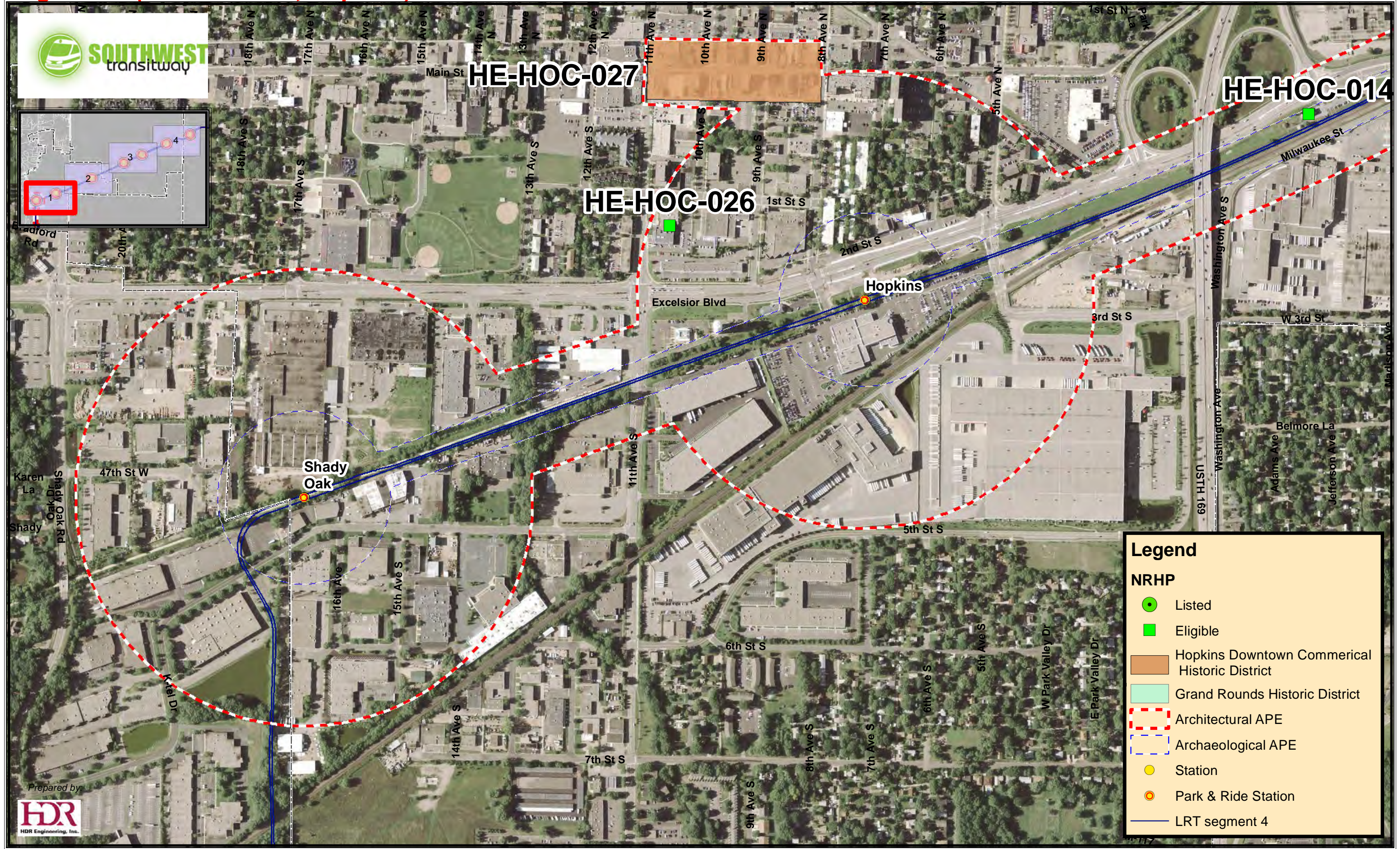
- Eligible
- Listed
- ▭ Archeological APE
- ▭ Architectural APE
- Station
- Park & Ride Station
- LRT 3C
- ▭ City boundary

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Prepared by:  
 HDR Engineering, Inc.



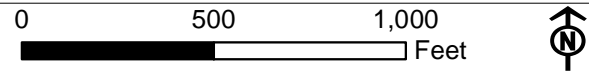
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**Legend**

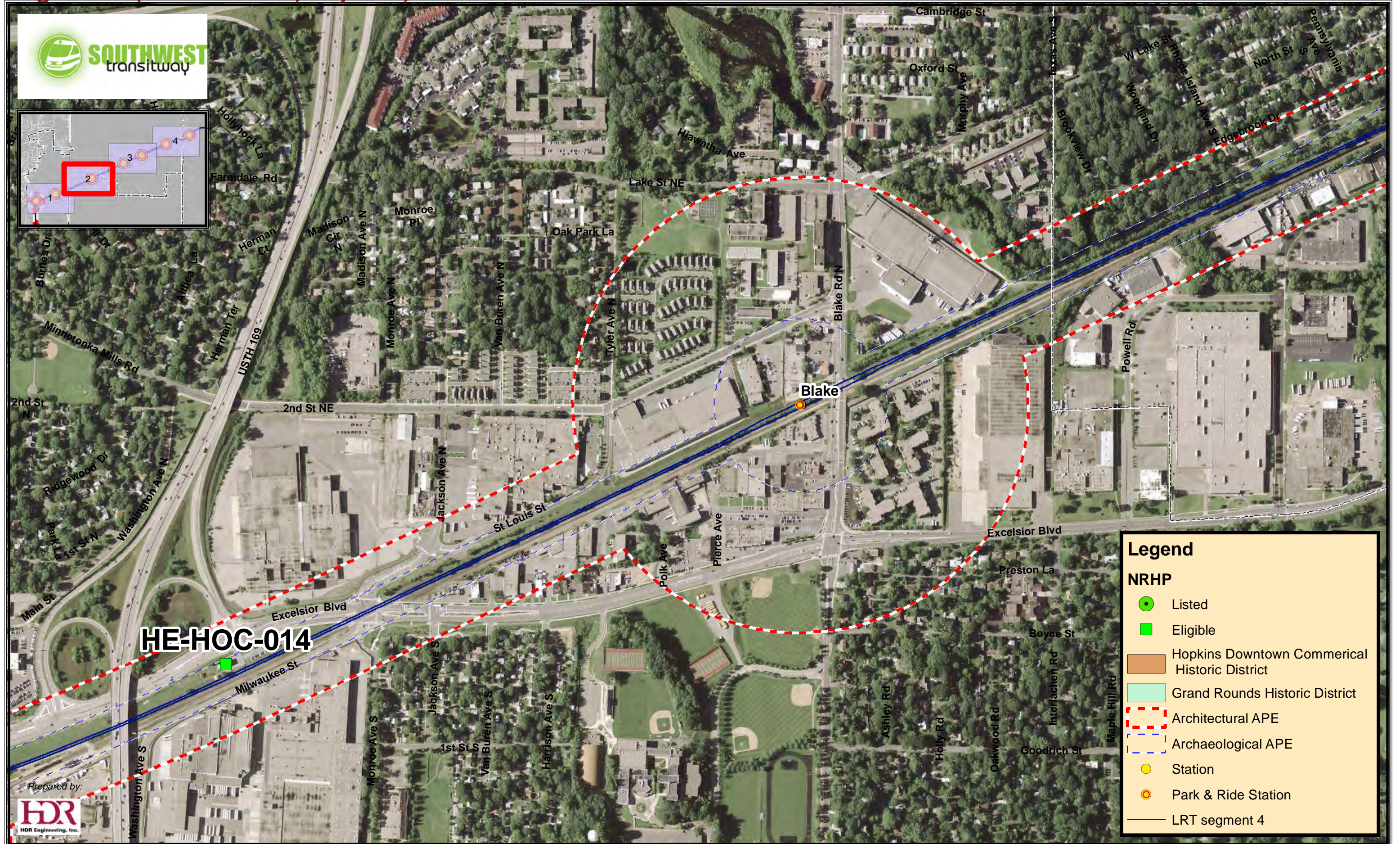
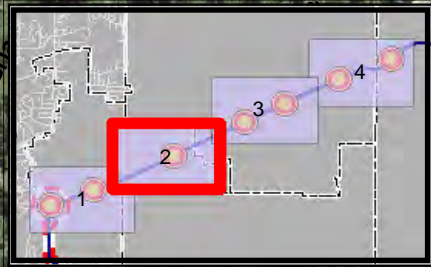
**NRHP**

- Listed
- Eligible
- Hopkins Downtown Commerical Historic District
- Grand Rounds Historic District
- Architectural APE
- Archaeological APE
- Station
- Park & Ride Station
- LRT segment 4



**Segment 4 (St Louis Park, Hopkins)**

**Area of Potential Effect**



**Legend**

**NRHP**

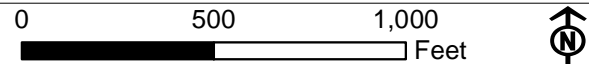
- Listed
- Eligible
- Hopkins Downtown Commercial Historic District
- Grand Rounds Historic District
- Architectural APE
- Archaeological APE
- Station
- Park & Ride Station
- LRT segment 4

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Data sources: 2010 aerial photography or USGS 24K quad, MnDOT, Hennepin County

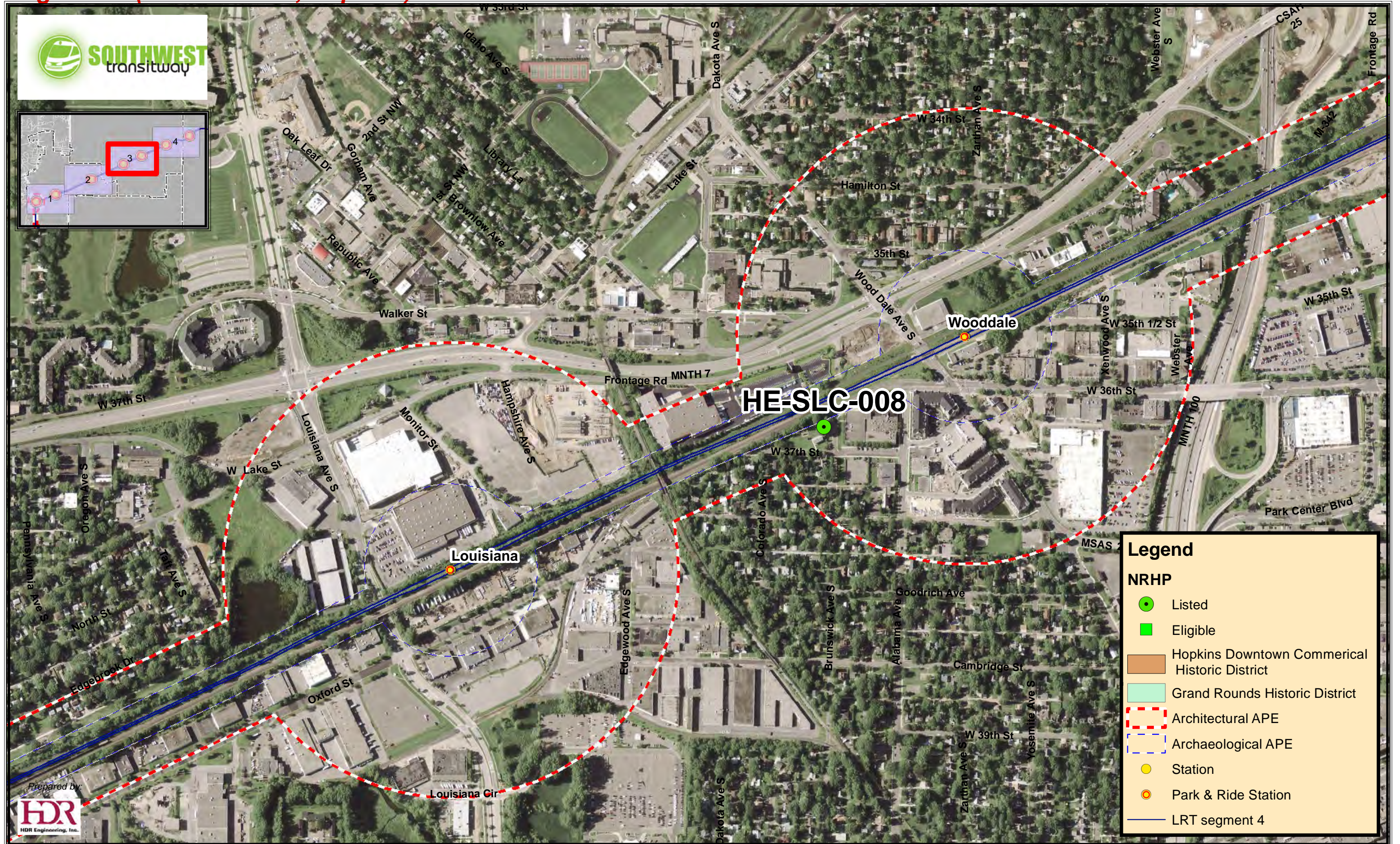
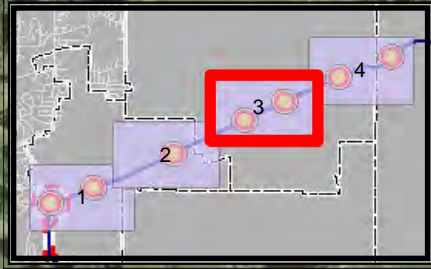
1 inch = 500 feet





# Segment 4 (St Louis Park, Hopkins)

# Area of Potential Effect



**Legend**

**NRHP**

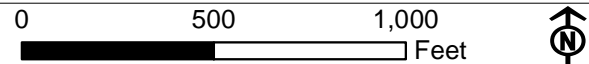
- Listed
- Eligible
- Hopkins Downtown Commerical Historic District
- Grand Rounds Historic District
- Architectural APE
- Archaeological APE
- Station
- Park & Ride Station
- LRT segment 4

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Data sources: 2010 aerial photography or USGS 24K quad, MnDOT, Hennepin County

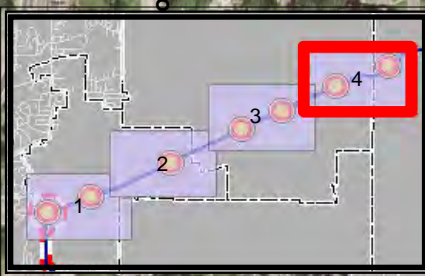
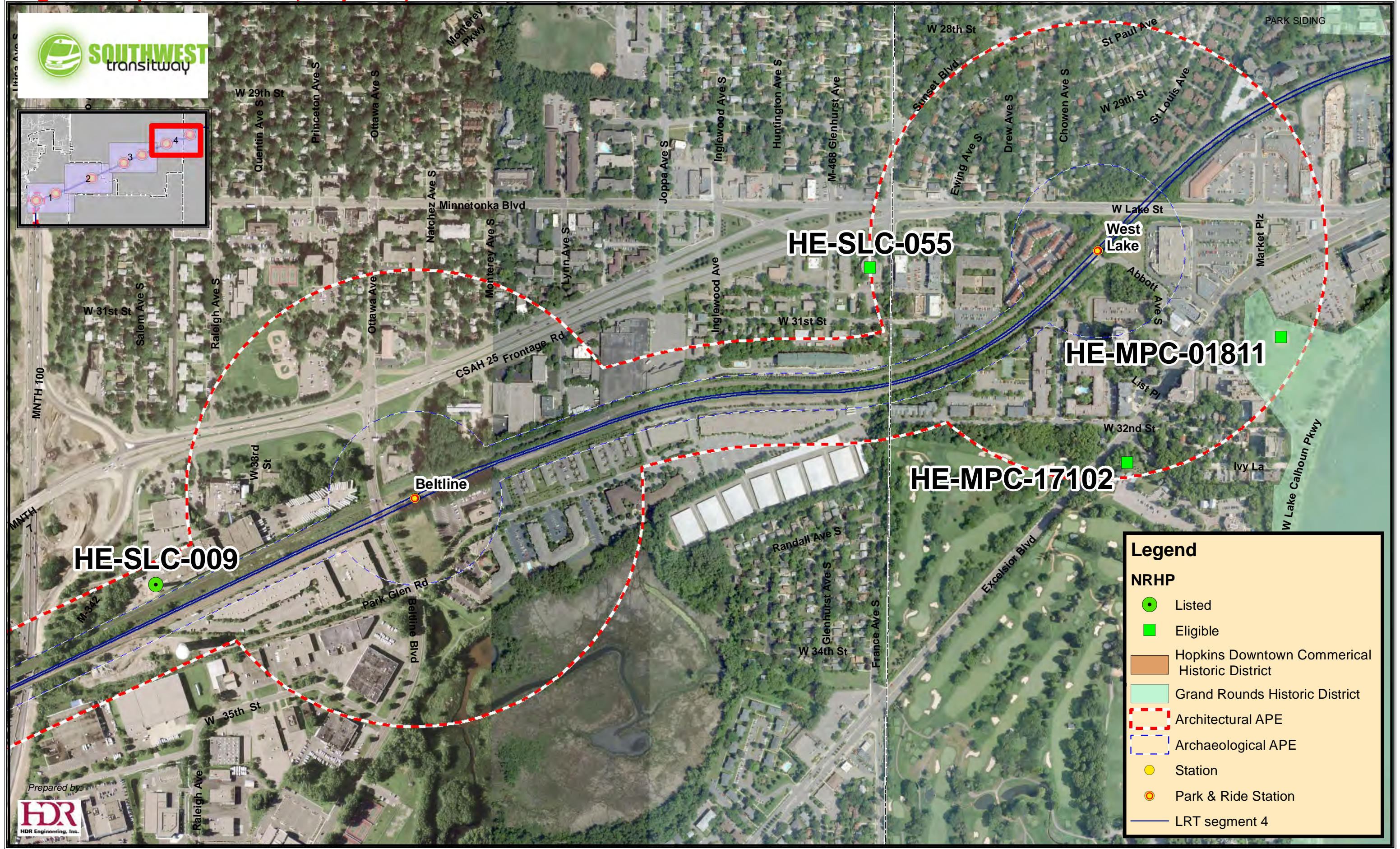
1 inch = 500 feet



# Segment 4 (St Louis Park, Hopkins)

# Area of Potential Effect

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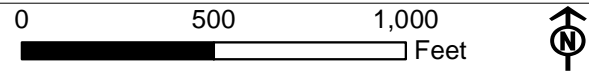


Legend	
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<span style="color: green;">■</span>	Eligible
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<span style="background-color: #c1e1c1; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Grand Rounds Historic District
<span style="border: 2px dashed red; display: inline-block; width: 15px; height: 10px;"></span>	Architectural APE
<span style="border: 2px dashed blue; display: inline-block; width: 15px; height: 10px;"></span>	Archaeological APE
<span style="color: yellow;">●</span>	Station
<span style="color: orange;">●</span>	Park & Ride Station
<span style="color: blue;">—</span>	LRT segment 4



Data sources: 2010 aerial photography or USGS 24K quad, MnDOT, Hennepin County

1 inch = 500 feet



Southwest Light Rail Transit Project  
Hennepin County, Minnesota

Section 106 Protection of Historic Properties

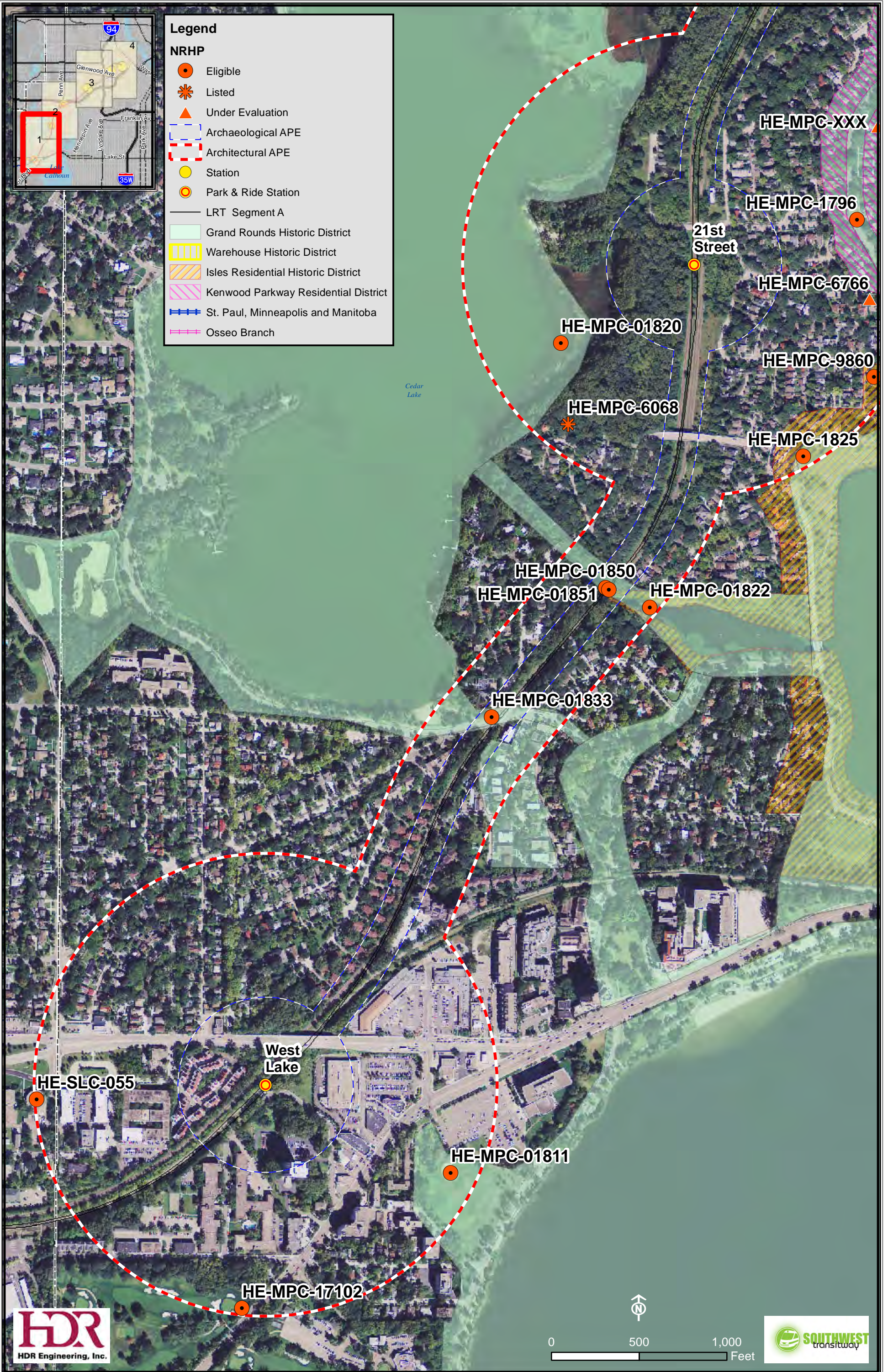
Mapbooks for Architecture/History Historic Properties

Segment A  
Segment C  
Segment FR

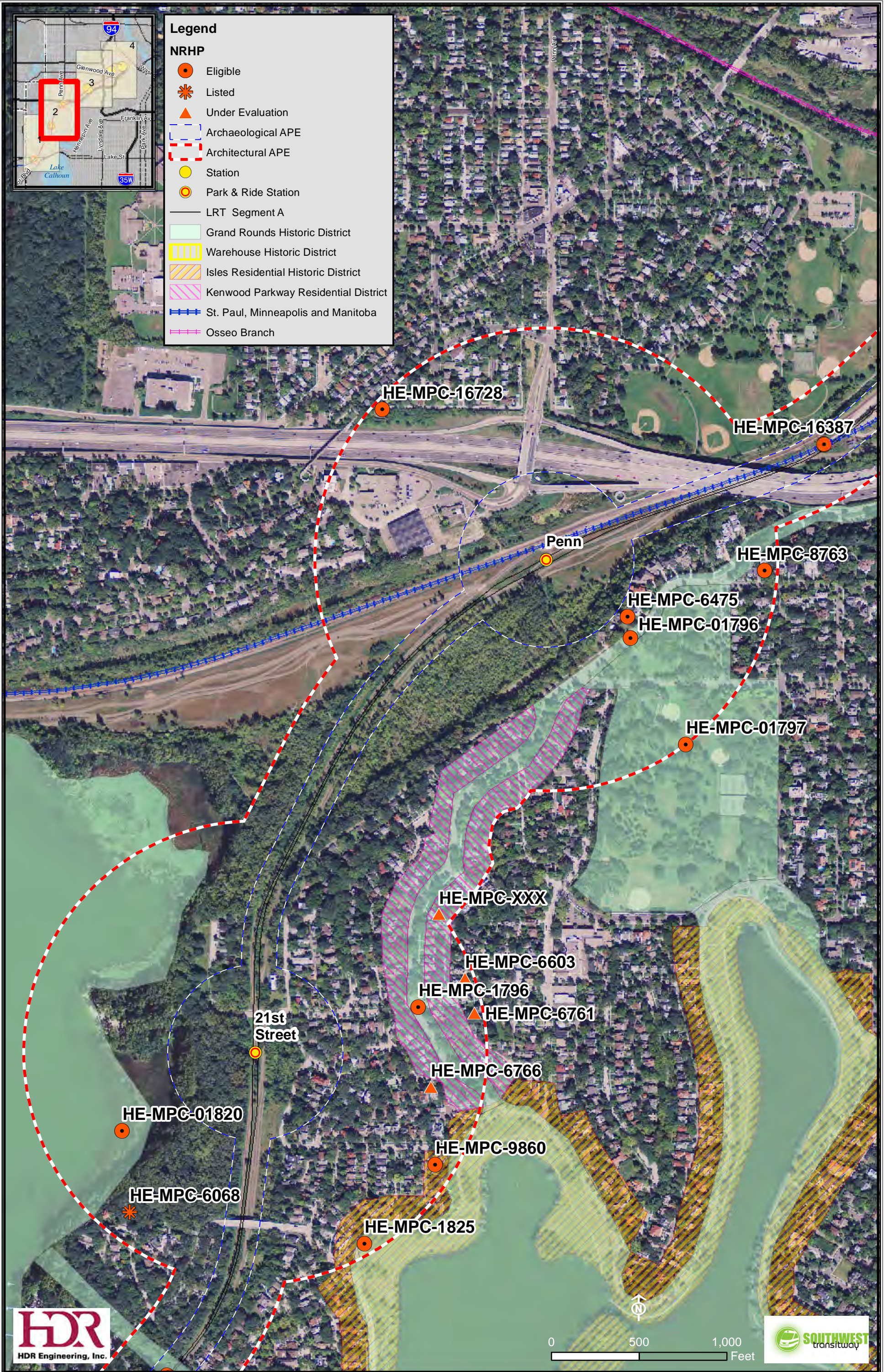
(Segments 1, 3, and 4 under separate cover)

April 2012  
(updated 4 June 2012)

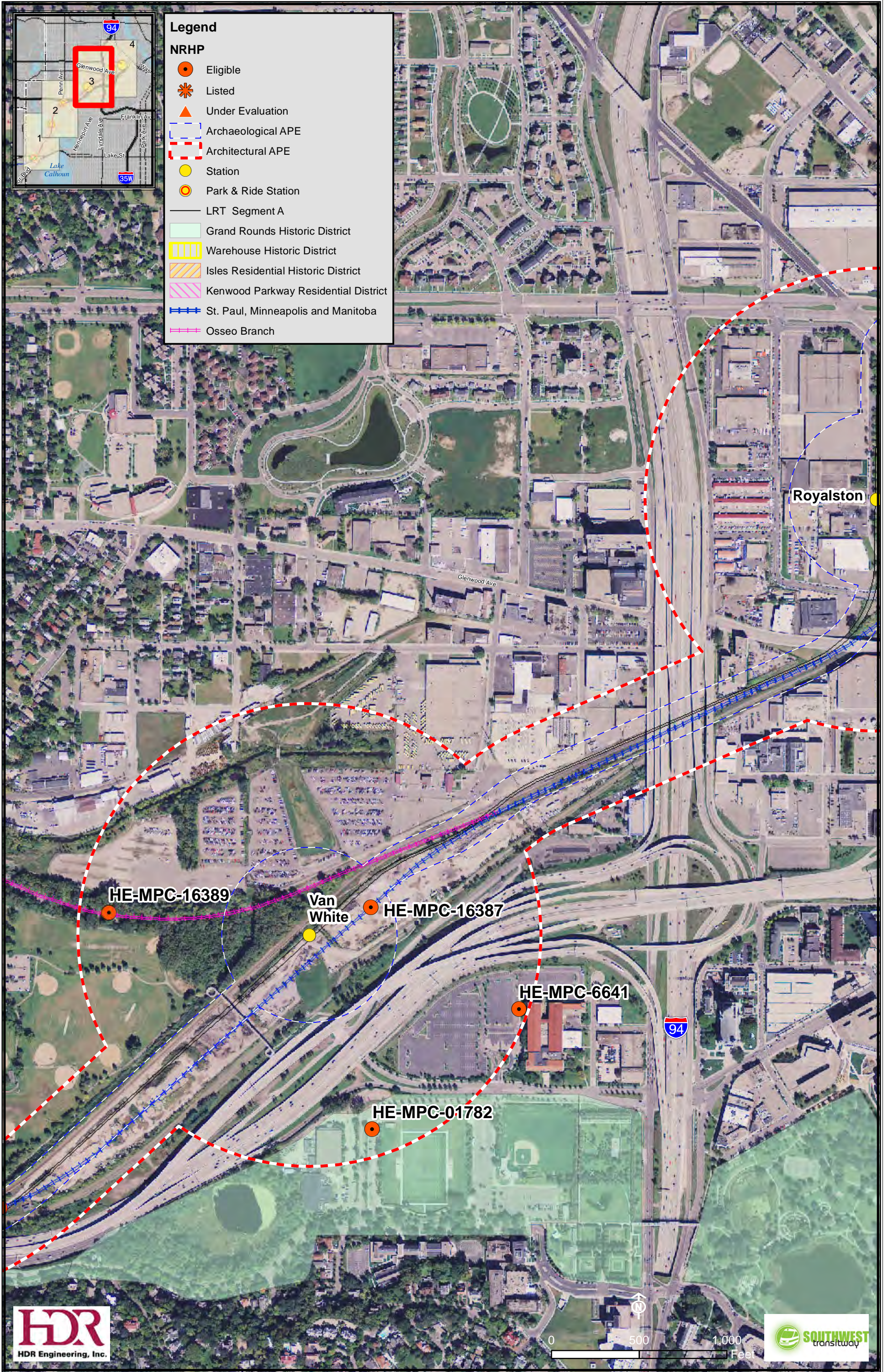
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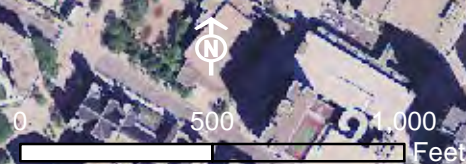
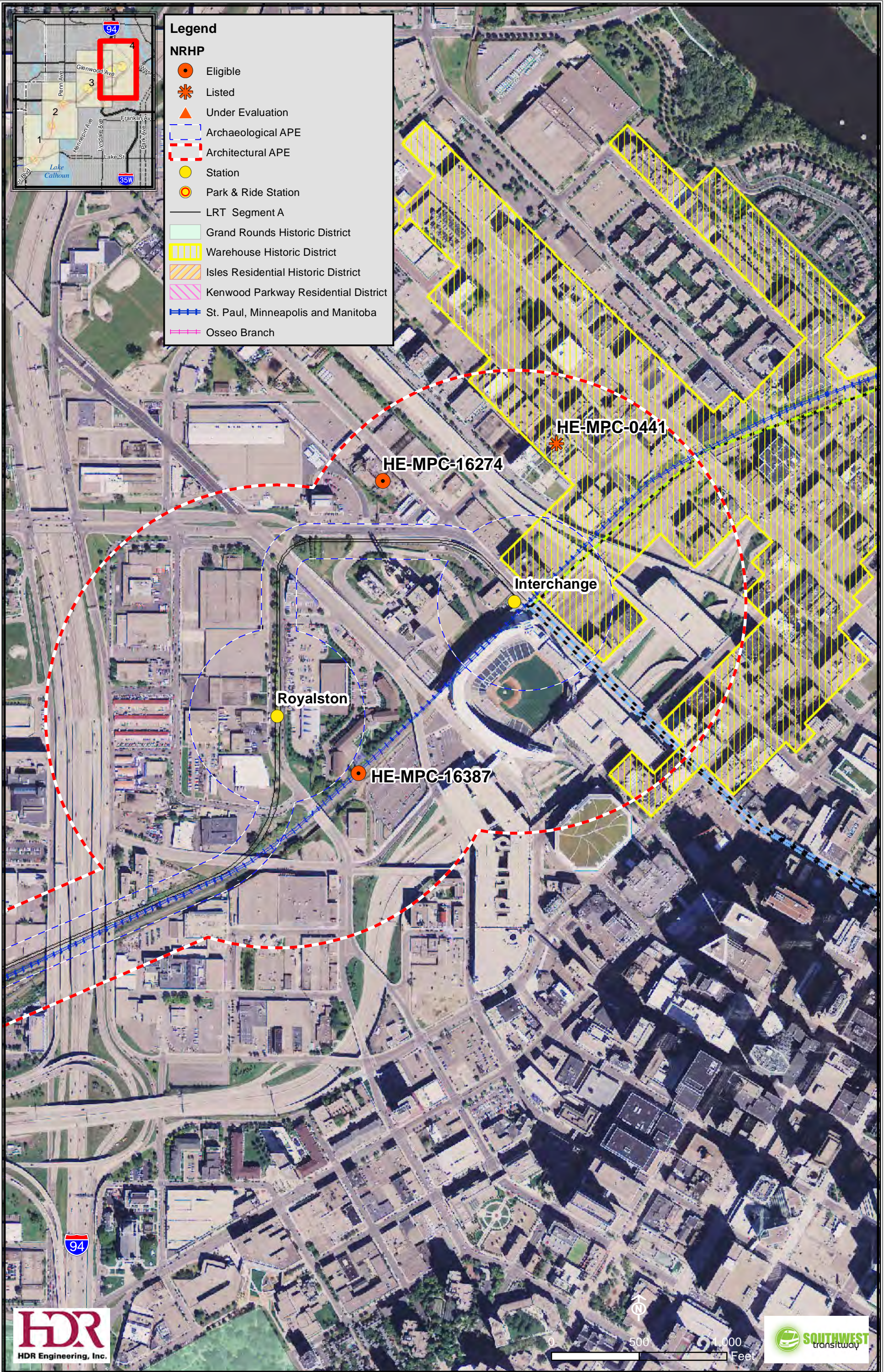
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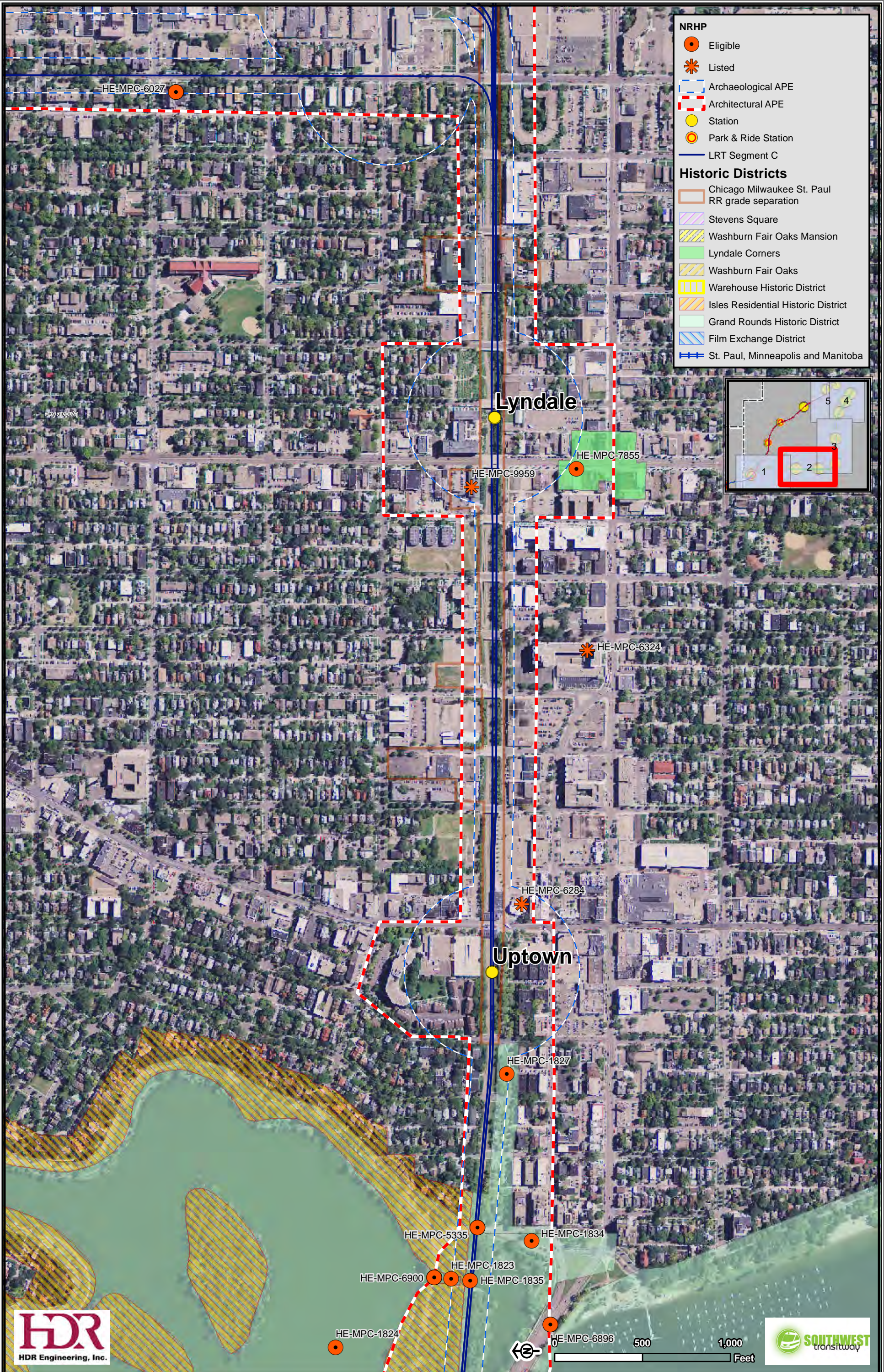




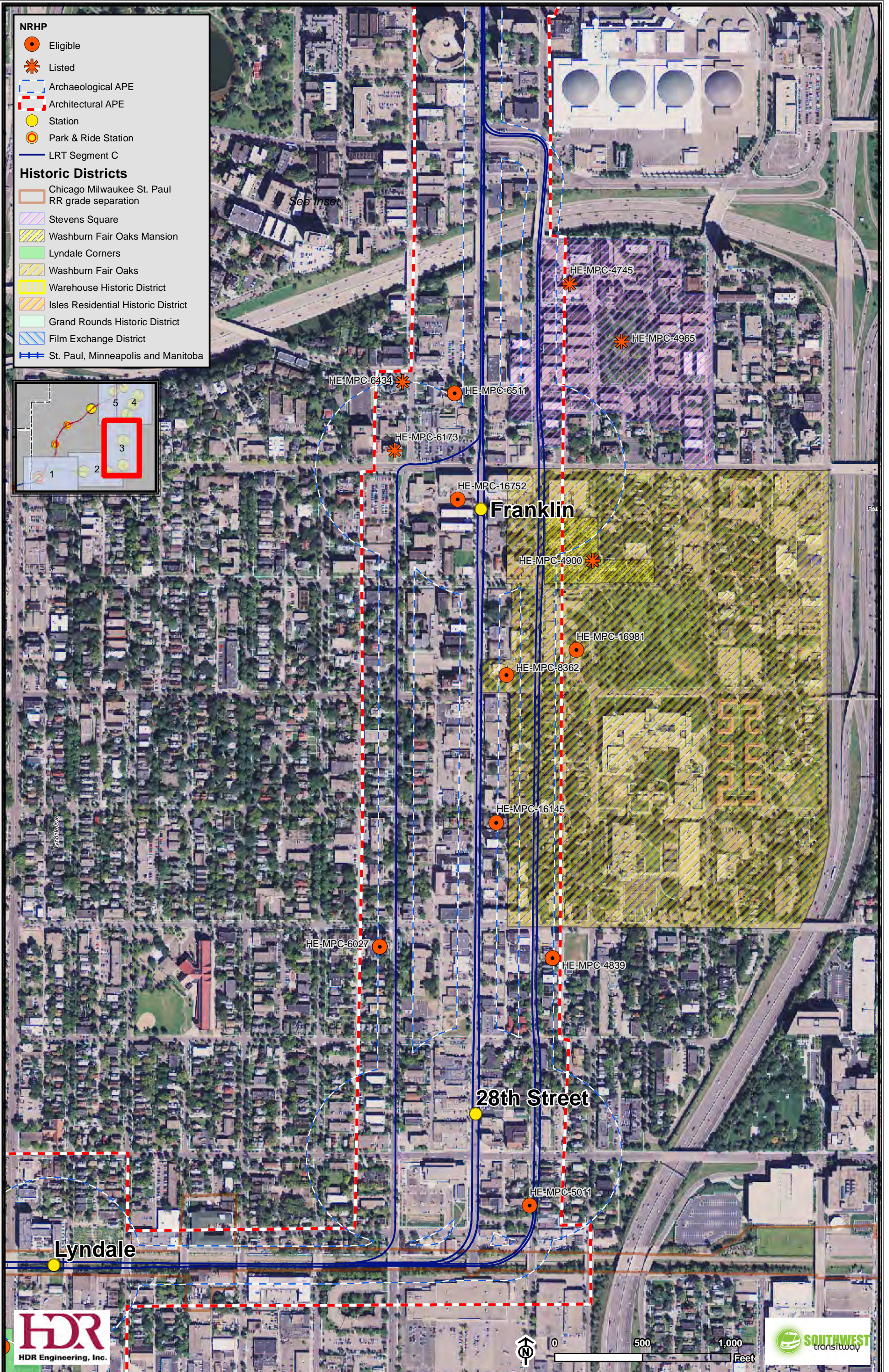
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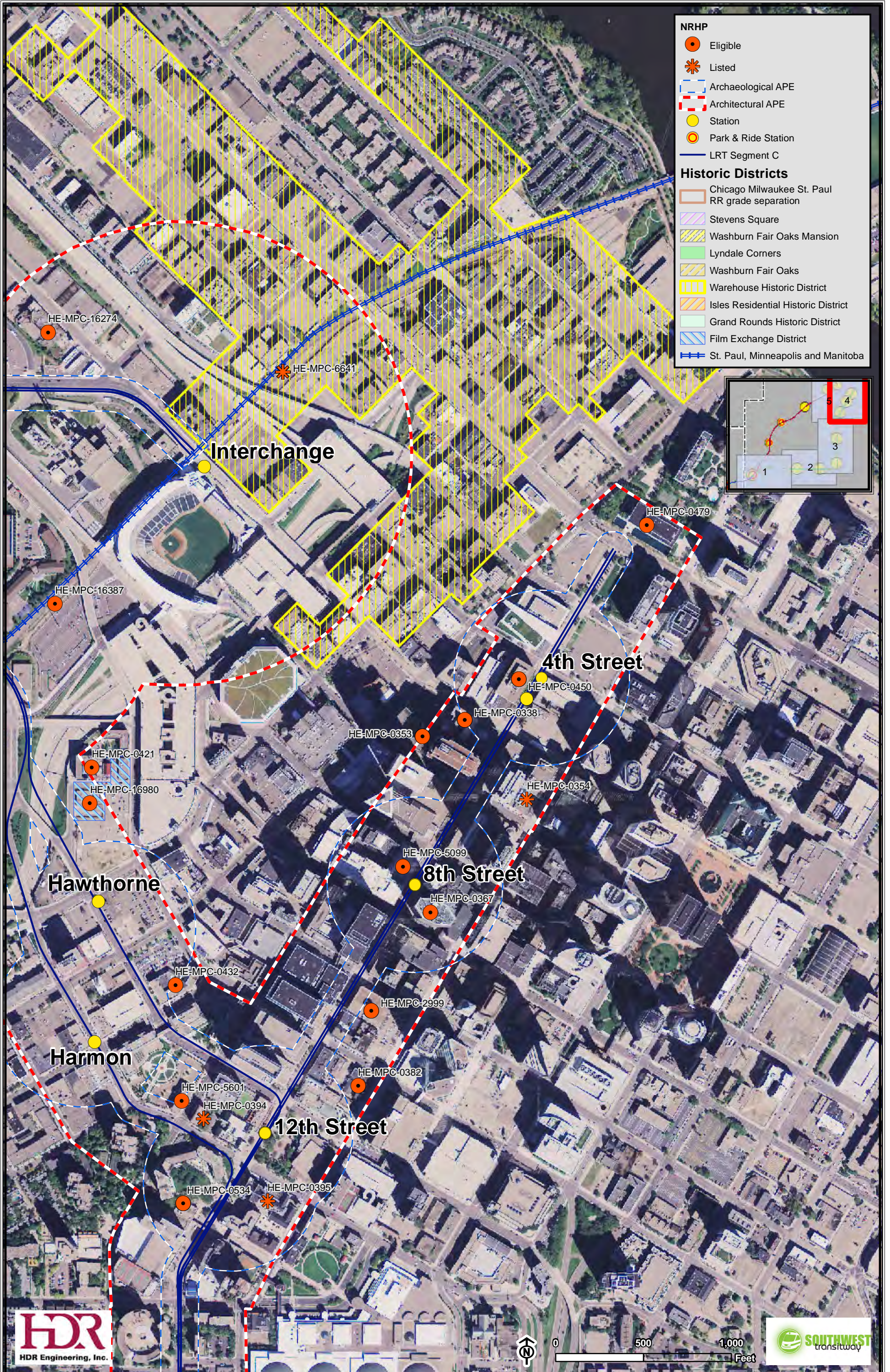


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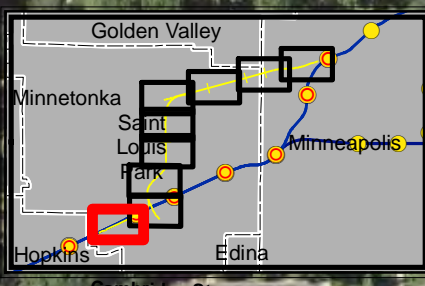
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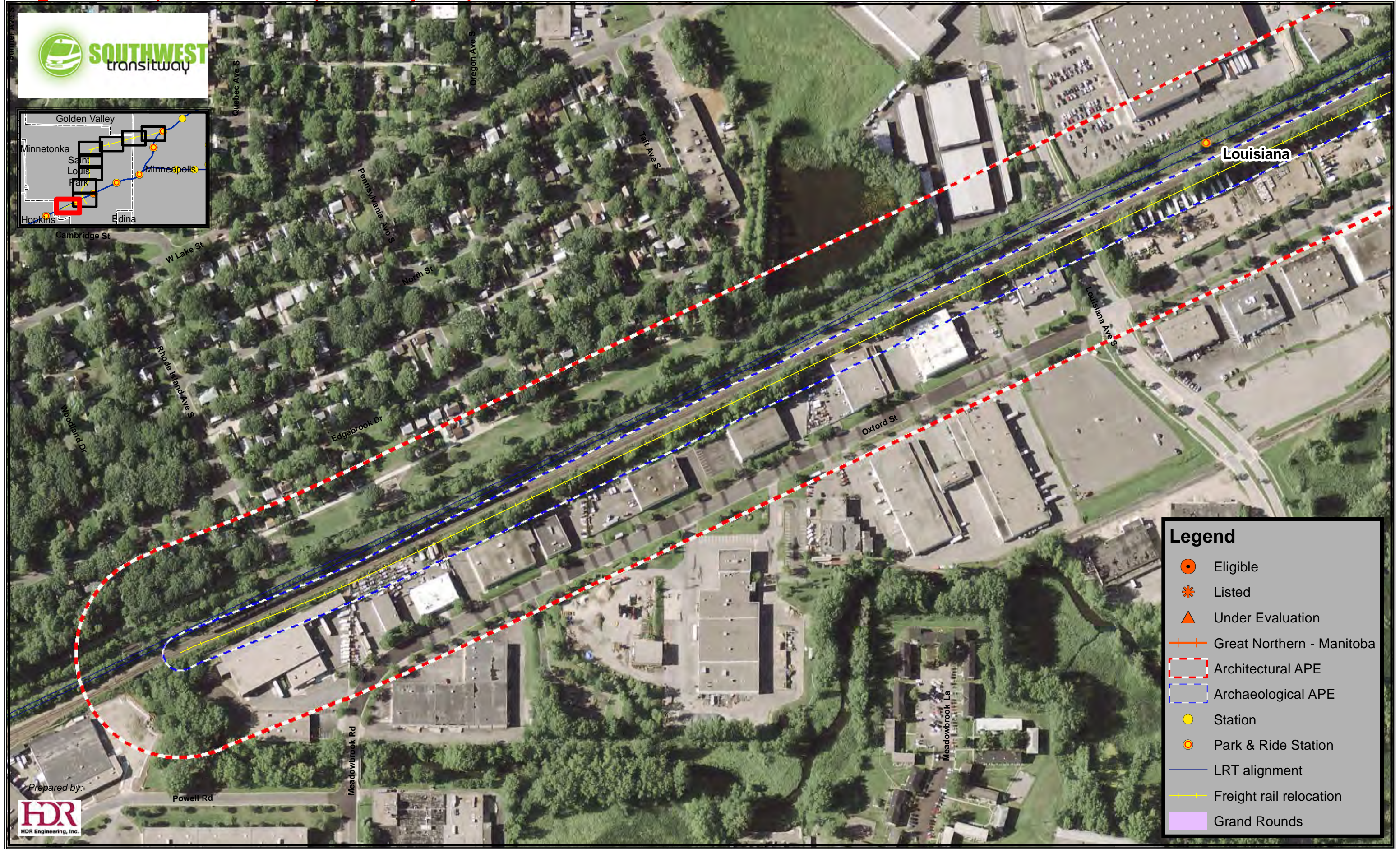
# Segment FR (St Louis Park, Minneapolis)

# Area of Potential Effect



5/24/2012

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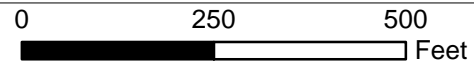
**Legend**

- Eligible
- ✱ Listed
- ▲ Under Evaluation
- + Great Northern - Manitoba
- Architectural APE
- Archaeological APE
- Station
- Park & Ride Station
- LRT alignment
- Freight rail relocation
- Grand Rounds



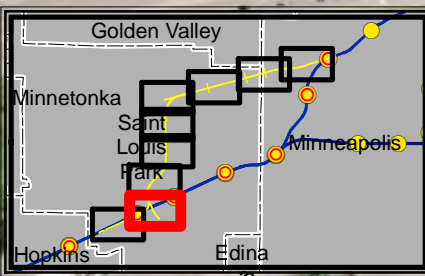
Data sources: 2010 aerial photography or USGS 24K quad, MnDOT, Hennepin County

1 inch = 250 feet



# Segment FR (St Louis Park, Minneapolis)

# Area of Potential Effect



5/24/2012

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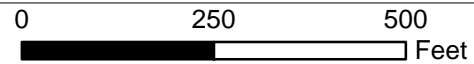
**Legend**

- Eligible
- ✱ Listed
- ▲ Under Evaluation
- Great Northern - Manitoba
- Architectural APE
- Archaeological APE
- Station
- Park & Ride Station
- LRT alignment
- Freight rail relocation
- Grand Rounds

Prepared by:  
 HDR Engineering, Inc.

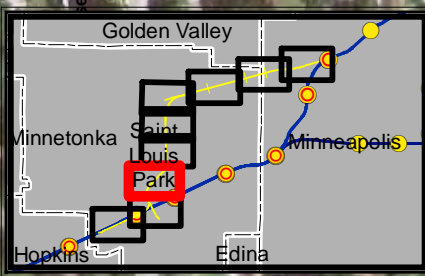
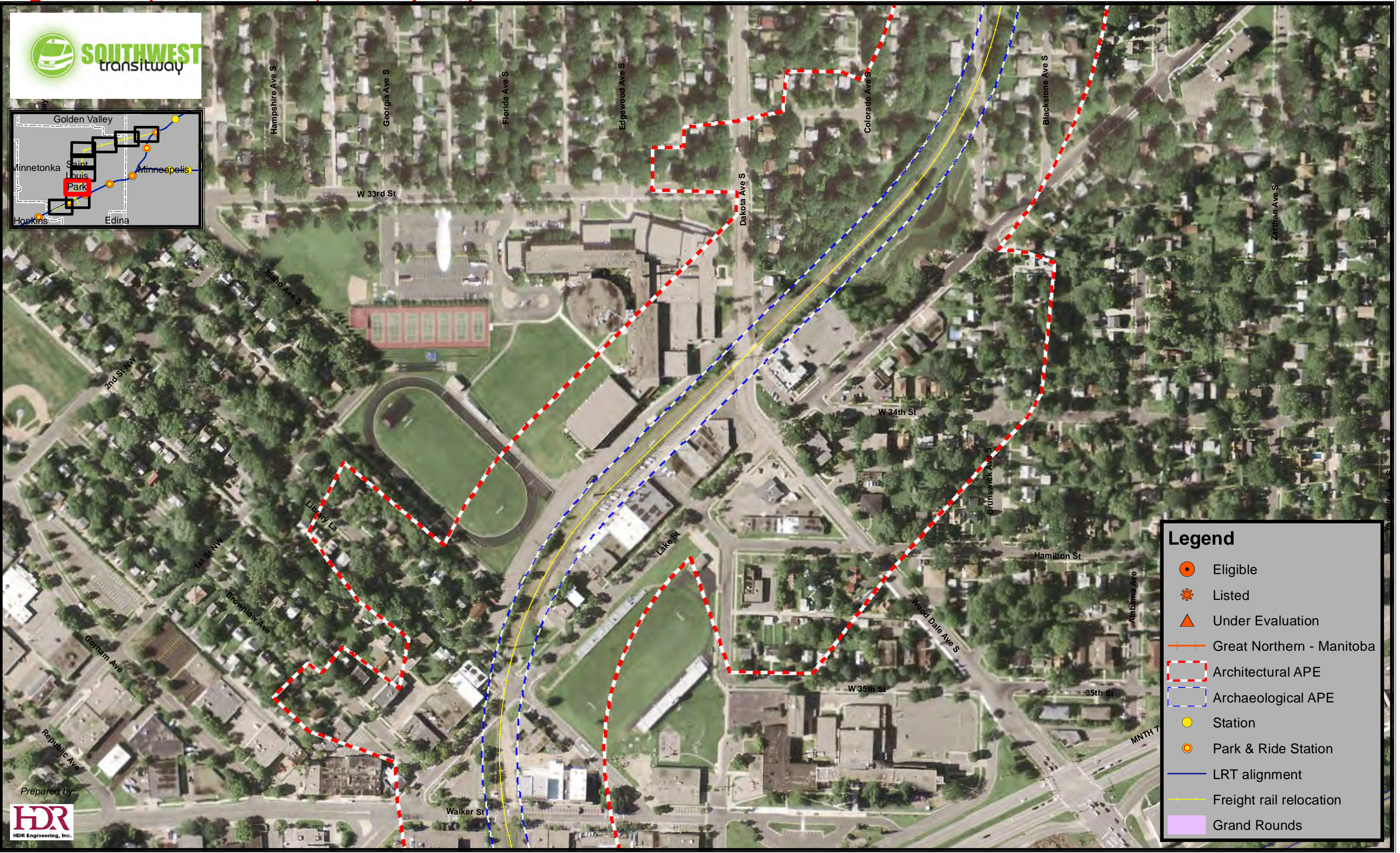
Data sources: 2010 aerial photography or USGS 24K quad, MnDOT, Hennepin County

1 inch = 250 feet



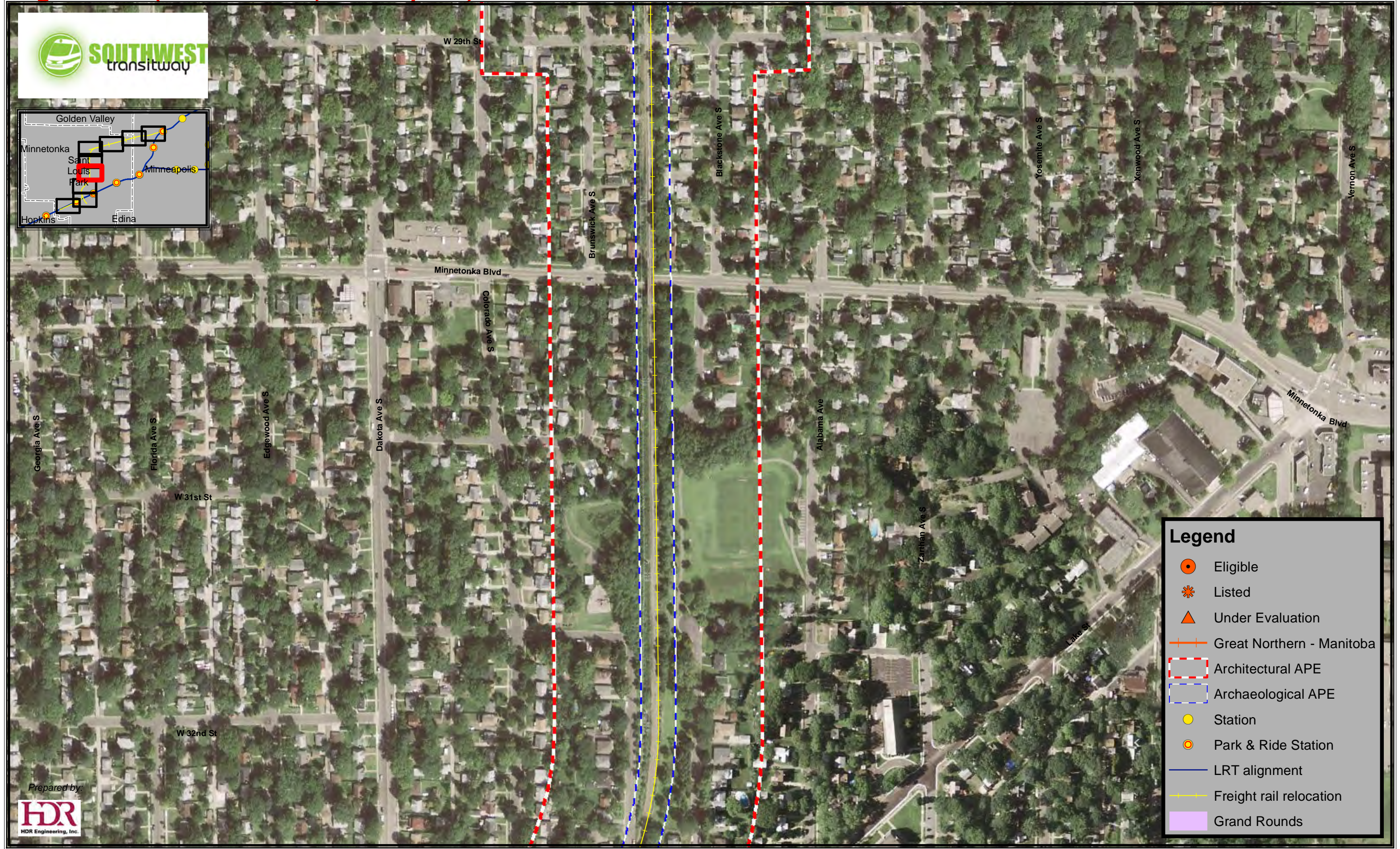
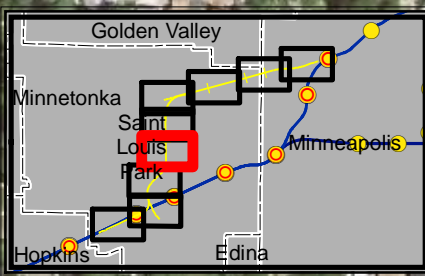
6/25/2012

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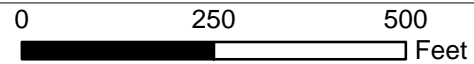
5/24/2012

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**Legend**

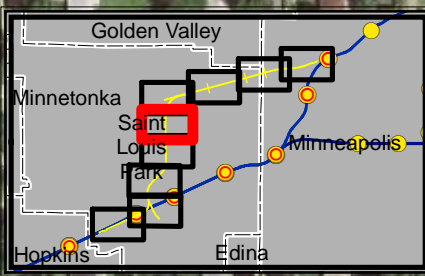
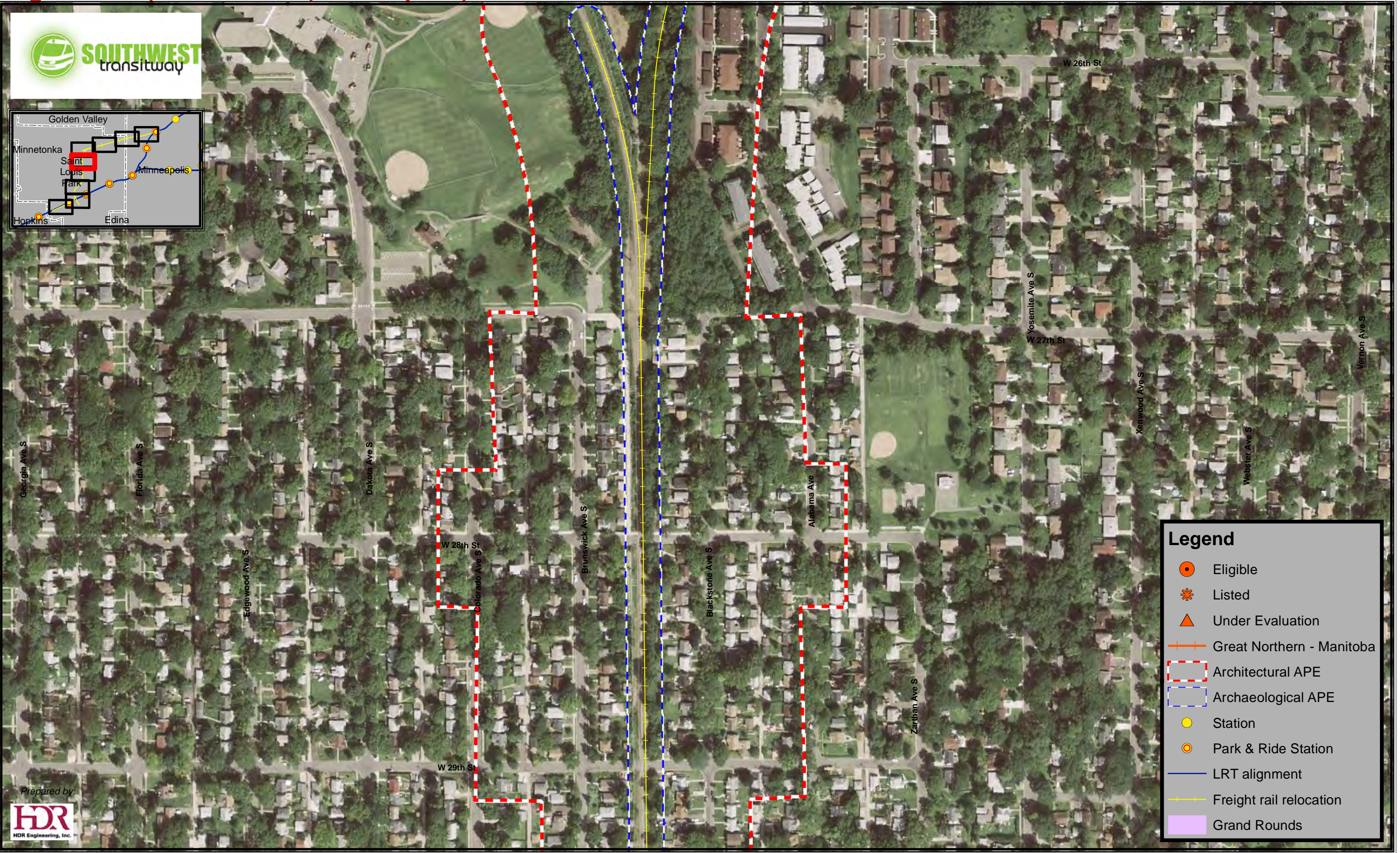
- Eligible
- Listed
- Under Evaluation
- Great Northern - Manitoba
- Architectural APE
- Archaeological APE
- Station
- Park & Ride Station
- LRT alignment
- Freight rail relocation
- Grand Rounds





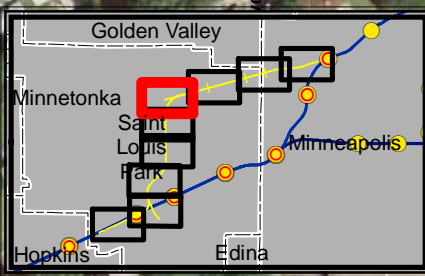
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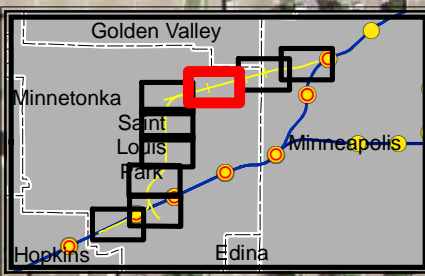
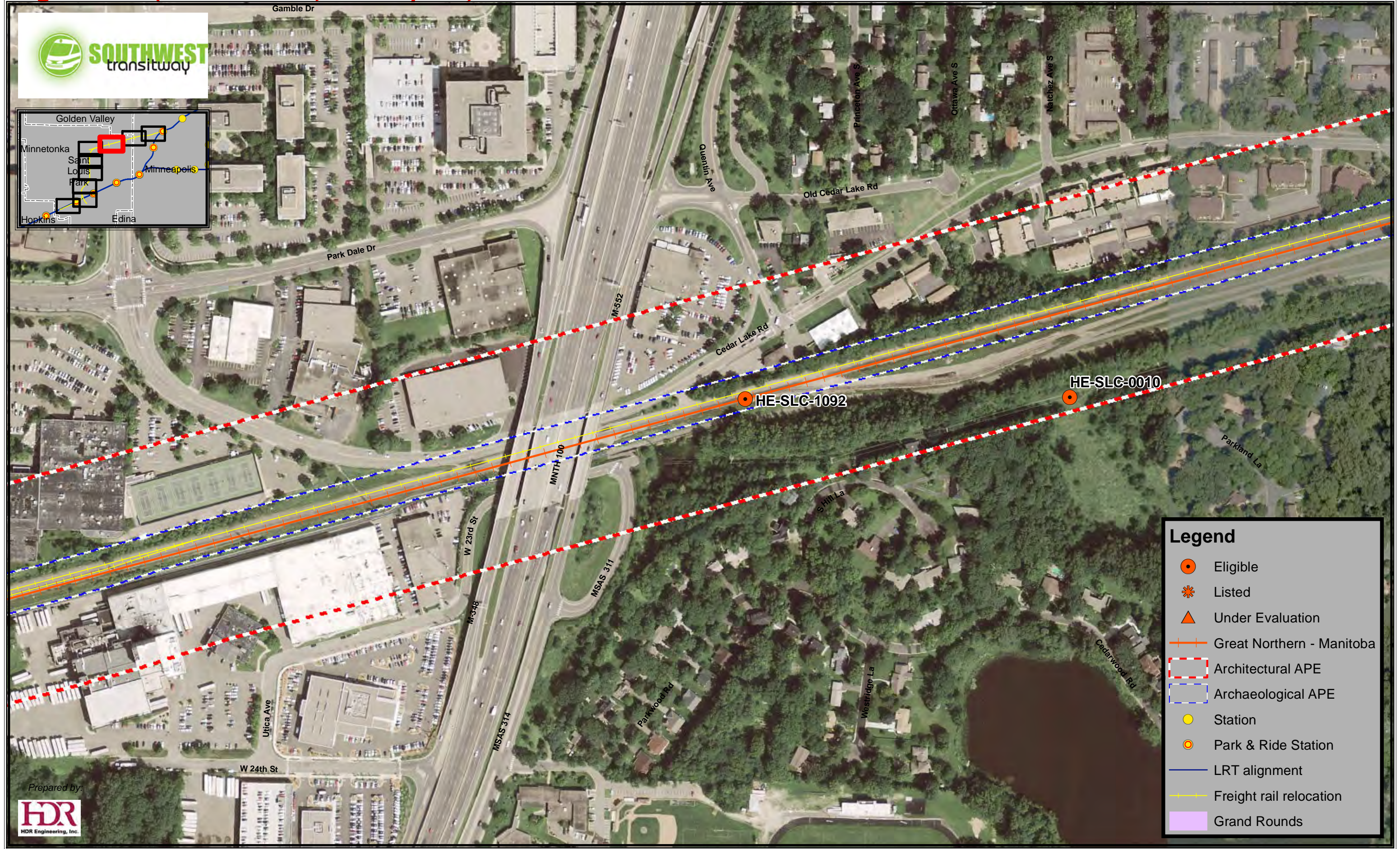
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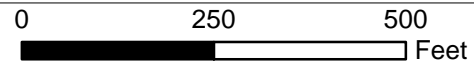
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**Legend**

- Eligible
- ✱ Listed
- ▲ Under Evaluation
- +— Great Northern - Manitoba
- Architectural APE
- Archaeological APE
- Station
- Park & Ride Station
- LRT alignment
- Freight rail relocation
- Grand Rounds

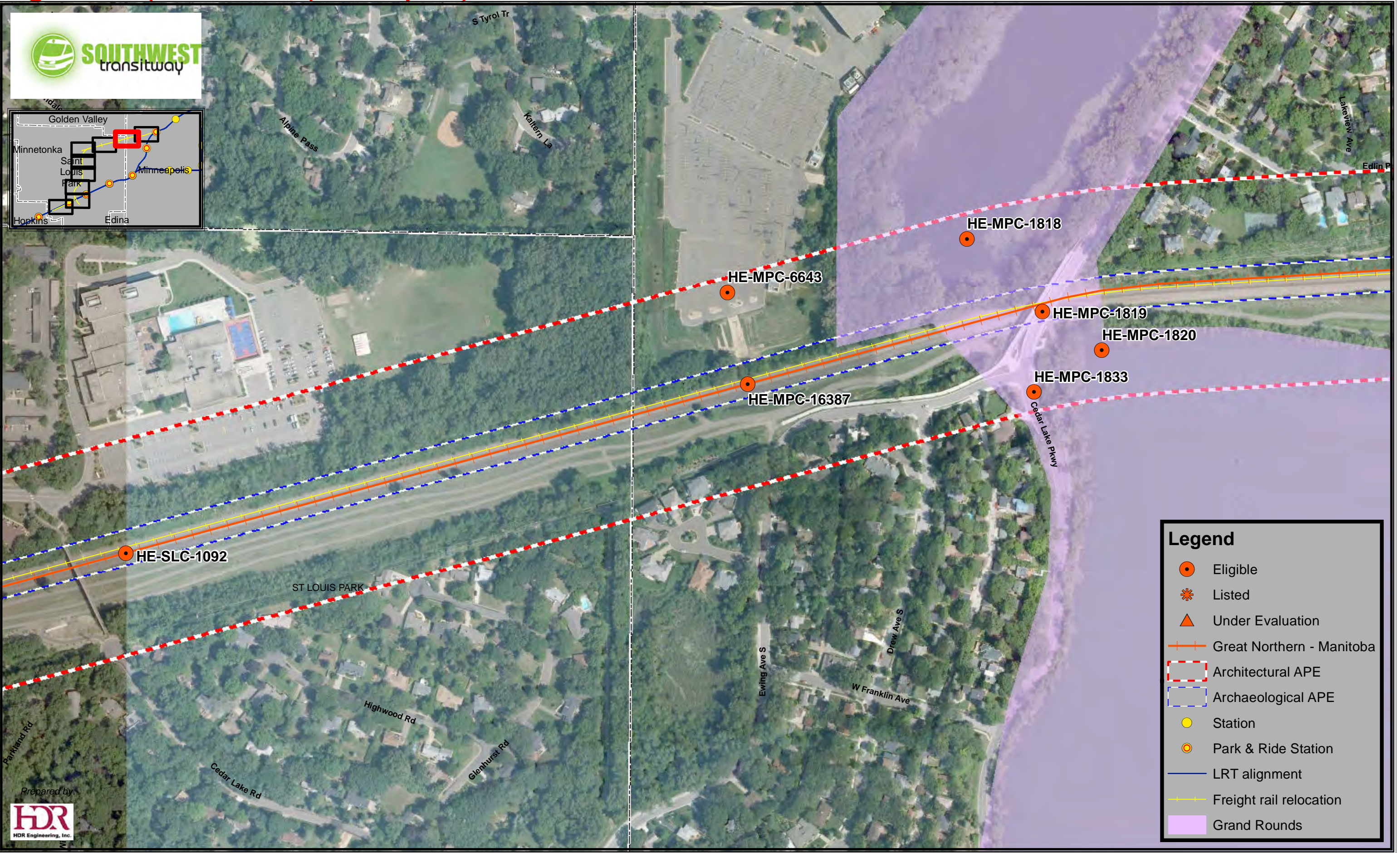


**Segment FR (St Louis Park, Minneapolis)**

**Area of Potential Effect**

5/24/2012

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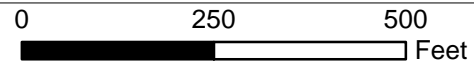
**Legend**

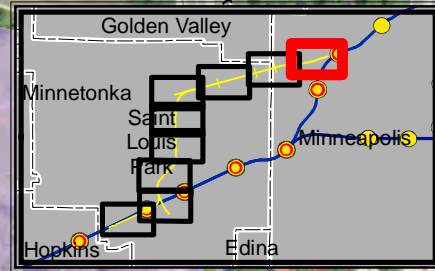
- Eligible
- ✳ Listed
- ▲ Under Evaluation
- +— Great Northern - Manitoba
- ⎓ Architectural APE
- ⎓ Archaeological APE
- Station
- Park & Ride Station
- LRT alignment
- Freight rail relocation
- Grand Rounds



Data sources: 2010 aerial photography or USGS 24K quad, MnDOT, Hennepin County

1 inch = 250 feet





**Legend**

- Eligible
- Listed
- Under Evaluation
- Great Northern - Manitoba
- Architectural APE
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Prepared by:  
 HDR Engineering, Inc.



5/31/2012

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