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.

This document prepared by Dennis Gimmestad, MnDOT Cultural Resources Unit
Legend:
- Area of Potential Effect
- Segment FR
- Segment 1
- Segment 3
- Segment 4
- Segment A
- Segment C-1 (Nicollet Mall)
- At-Grade, 12th Street; At-Grade, 11th Street
- Segment C-1 Tunnel
- Segment C-2 Tunnel
- Segment C-2A Tunnel (Blaisdell Avenue)
- Segment C-2B (1st Avenue)
- Segment C-2B Tunnel
- Station
- Park & Ride Station
- Northstar Commuter Rail
- Hiawatha Light Rail

Data: MnDOT, DNR, MetCouncil
**Southwest Transitway – Potential Effects on Historic Properties**
**Segment 1**

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
<th>Property Address</th>
<th>Potential Effects</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No National Register listed or eligible architecture/history properties have been identified in the area of potential effect in Segment 1.</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

*National Register eligible archaeological properties will be added after archaeological surveys are completed.*
## Southwest Transitway – Potential Effects on Historic Properties
### Segment 3

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

### 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)

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
<th>Property Address</th>
<th>Potential Effects</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hopkins City Hall (eligible)HE-HOC-026</td>
<td>1010 1st St. S., Hopkins</td>
<td>&gt;The <strong>Downtown Hopkins Station infrastructure and related development</strong> would have a potential effect on the property and/or its setting.</td>
<td>SWT/V1, pp. 40-49</td>
</tr>
<tr>
<td>Hopkins Commercial Historic District (eligible)HE-HOC-027</td>
<td>Mainstreet, 8th Ave. to 11th Ave., Hopkins</td>
<td>&gt;The <strong>Downtown Hopkins Station infrastructure and related development</strong> 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.</td>
<td>SWT/V1, pp. 50-61</td>
</tr>
</tbody>
</table>
| Minneapolis and St. Louis Railroad Depot (eligible)HE-HOC-014 | 9451 Excelsior Blvd., Hopkins         | >The **project design** 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.  
>**Potential vibration effects** need further assessment.                                                   | SWT/V3, pp. 35-39           |
| Chicago Milwaukee and St. Paul RR Depot (listed)HE-SLC-008 | 6210 W. 37th St., St. Louis Park      | >The **Wooddale Station infrastructure and related development** would have a potential effect on the property and/or its setting.  
>**The project design** 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.  
**OTHER EFFECTS FROM CO-LOCATING FREIGHT RAIL IN THIS SEGMENT:**  
>**The project design** 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)HE-SLC-009 | Hwys. 100 and 7, St. Louis Park       | >**The project design** 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.  
**OTHER EFFECTS FROM CO-LOCATING FREIGHT RAIL IN THIS SEGMENT:**  
>**The project design** for relocation of the Cedar Lake Trail to the south side of the LRT tracks **and** the freight rail tracks will have an effect on the access to this property from the trail.  
>**Potential vibration effects** 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)

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

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”.

5/31/12, MnDOT CRU
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)

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
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<tbody>
<tr>
<td>Hoffman Callan Building (eligible) HE-SLC-055</td>
<td>3907 Hwy. 7, St. Louis Park</td>
<td>&gt;The <strong>West Lake Station area infrastructure and related development</strong> would have a potential effect on the property and/or its setting.</td>
<td>SWT/V1, pp. 111-116</td>
</tr>
<tr>
<td>The Minikahda Club (eligible) HE-MPC-17102</td>
<td>3205 Excelsior Blvd., Minneapolis</td>
<td>&gt;The <strong>West Lake Station area infrastructure and related development</strong> would have a potential effect on the property and/or its setting.</td>
<td>SWT/V2, pp. 4.1-4.1-12</td>
</tr>
<tr>
<td>Lake Calhoun/Grand Rounds (eligible) HE-MPC-1811</td>
<td>Minneapolis</td>
<td>&gt;The <strong>West Lake Station area infrastructure and related development</strong> would have a potential effect on the playing fields at W. Calhoun Pkwy. and W. 32nd Street.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Cedar Lake Parkway/Grand Rounds (eligible) HE-MPC-01833</td>
<td>Minneapolis</td>
<td>&gt;The <strong>project design</strong> 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. &gt;Potential traffic effects may need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Bridges over Kenilworth Lagoon/Grand Rounds (eligible) HE-MPC-01850, HE-MPC-01851</td>
<td>Minneapolis</td>
<td>&gt;The <strong>project design</strong> 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.</td>
<td>NR-SHPO</td>
</tr>
</tbody>
</table>
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)

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
<th>Property Address</th>
<th>Potential Effects</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenilworth Lagoon/Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The project design of the new bridge(s) over the Kenilworth Lagoon would have an effect on the character of the Lagoon and channel. Potential auditory effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Cedar Lake/Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>Potential auditory effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Freida and Henry J. Neils House (listed)</td>
<td>2801 Burnham Boulevard, Minneapolis</td>
<td>The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. Potential auditory effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Lake of the Isles Parkway/Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. Potential traffic and parking effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Lake of the Isles Residential Historic District (eligible)</td>
<td>Vicinity of E. and W.Lake of the Isles Pkwy., Minneapolis</td>
<td>The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. Potential traffic and parking effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
</tbody>
</table>
### 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)

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
<th>Property Address</th>
<th>Potential Effects</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenwood Parkway/Grand Rounds (eligible) HE-MPC-01796</td>
<td>Minneapolis</td>
<td>&gt;The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. &gt;Potential traffic and parking effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Kenwood Parkway Residential Historic District (UE) HE-MPC-6765</td>
<td>Kenwood Pkwy., 1805-2216, Minneapolis</td>
<td>&gt;The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. &gt;Potential traffic and parking effects need further assessment.</td>
<td>Under evaluation</td>
</tr>
<tr>
<td>Franklin-Kelly House (UE) HE-MPC-6766</td>
<td>2405 W. 22nd St., Minneapolis</td>
<td>&gt;The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. &gt;Potential traffic and parking effects need further assessment.</td>
<td>Under evaluation</td>
</tr>
<tr>
<td>Klein-Peterson House (UE) HE-MPC-6761</td>
<td>2305 W. 21st St., Minneapolis</td>
<td>&gt;The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. &gt;Potential traffic and parking effects need further assessment.</td>
<td>Under evaluation</td>
</tr>
<tr>
<td>Shaw House (UE) HE-MPC-6603</td>
<td>2036 Queen Ave. S., Minneapolis</td>
<td>&gt;The 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. &gt;Potential traffic and parking effects need further assessment.</td>
<td>Under evaluation</td>
</tr>
<tr>
<td>Kenwood Park/Grand Rounds (eligible) HE-MPC-01797</td>
<td>Minneapolis</td>
<td>&gt;The Penn Station and 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting. &gt;Potential traffic and parking effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Kenwood Water Tower/Grand Rounds (eligible) HE-MPC-06475</td>
<td>Minneapolis</td>
<td>&gt;The Penn Station and 21st Street Station infrastructure and related development would have a potential effect on the property and/or its setting.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Property Name (Historic)</td>
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<td>Source</td>
</tr>
<tr>
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</tbody>
</table>
| Mac Martin House (eligible) | 1828 Mt. Curve Ave., Minneapolis | >The **Penn Station infrastructure and related development** would have a potential effect on the property and/or its setting.  
>**Potential traffic and parking effects** need further assessment. | SWT/V2, pp. 4.1-94 – 4.1-97 |
| Lustron House (eligible) | 2423 Mount View Ave., Minneapolis | >The **Penn Station infrastructure and related development** 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) | 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) | Minneapolis | >The **project design** 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 Penn and Van White Stations infrastructure and related development** 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) | Minneapolis | >The **project design** 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 Van White Station infrastructure and development** would have a potential effect on the property and/or its setting. | NR-SHPO |
| Dunwoody Institute (eligible) | 818 Dunwoody Blvd., Minneapolis | >The **Van White Station infrastructure and development** 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)

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
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<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regan Brothers Bakery</td>
<td>643 N. 5&lt;sup&gt;th&lt;/sup&gt; St., Minneapolis</td>
<td>&gt;Southwest project components built at the Interchange would have a potential effect on the property and/or its setting.</td>
<td>SWT/V2, pp. 4.4-50 – 4.4-56</td>
</tr>
<tr>
<td><a href="#">HE-MPC-16274</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minneapolis Warehouse</td>
<td>Vicinity of 1&lt;sup&gt;st&lt;/sup&gt; Ave. N., N. 1&lt;sup&gt;st&lt;/sup&gt; St., 10&lt;sup&gt;th&lt;/sup&gt; Ave. N., and N. 6&lt;sup&gt;th&lt;/sup&gt; St., Mpls.</td>
<td>&gt;Southwest project components built at the Interchange would have a potential effect on the district and/or its setting.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Historic District</td>
<td></td>
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<tr>
<td><a href="#">HE-MPC-0441</a></td>
<td></td>
<td></td>
<td></td>
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*Source of information on property:

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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”.

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*5/31/12, MnDOT CRU*
### Southwest Transitway – Potential Effects on Historic Properties

**Segment C – West Lake Station to Interchange (via 29th Street/Nicollet corridor)**

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
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<th>Potential Effects</th>
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<tbody>
<tr>
<td><strong>Segment C – between West Lake Station and Nicollet/Blaisdell/First Avenues at 29th Street</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hoffman Callan Building (eligible)</td>
<td>3907 Hwy. 7, St. Louis Park</td>
<td>The <em>West Lake Station and related infrastructure and development</em> would have a potential effect on the property and/or its setting.</td>
<td>SWT/V1, pp. 111-116</td>
</tr>
<tr>
<td>The Minikahda Club (eligible)</td>
<td>3205 Excelsior Blvd., Minneapolis</td>
<td>The <em>West Lake Station and related infrastructure and development</em> would have a potential effect on the property and/or its setting.</td>
<td>SWT/V2, pp. 4.1-4 – 4.1-12</td>
</tr>
<tr>
<td>Lake Calhoun/Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The <em>West Lake Station infrastructure and related development</em> would have a potential effect on the playing fields at W. Calhoun Pkwy. and W. 32nd Street.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>CM&amp;StP RR Bridge over Dean Parkway/Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The <em>project design</em> calling for removal of the CM&amp;StP Railroad Bridge over Dean Parkway would constitute an adverse effect.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Dean Pkwy./Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The <em>project design</em> for the replacement bridge over Dean Parkway (including the poles and catenary) would have a potential effect on the setting of Dean Parkway.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Calhoun Beach Apartments (eligible)</td>
<td>2905-2915 Dean Pkwy., Minneapolis</td>
<td>The <em>project design</em> 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.</td>
<td>SWT/V2, pp. 4.1-29 – 4.1-36</td>
</tr>
<tr>
<td>Calhoun Beach Club (listed)</td>
<td>2730 W. Lake St., Minneapolis</td>
<td>No potential effects identified.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Lake Calhoun/Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The <em>project design</em> 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 auditory effects need further assessment.</td>
<td>NR-SHPO</td>
</tr>
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</table>
### Southwest Transitway – Potential Effects on Historic Properties
#### Segment C – West Lake Station to Interchange (via 29th Street/Nicollet corridor)

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<tr>
<th>Property Name (Historic)</th>
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| Lake of the Isles/Grand Rounds (eligible) *HE-MPC-1824* | Minneapolis | >The **project design** 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 auditory effects need further assessment. | NR-SHPO |
| Lake of the Isles Parkway/Grand Rounds (eligible) *HE-MPC-1825* | Minneapolis | >The **project design** 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 auditory effects need further assessment. | NR-SHPO |
| CM&StP RR Bridge over Calhoun-Isles Channel (#2)/Grand Rounds (eligible) *HE-MPC-1835* | Minneapolis | >The **project design** 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) *HE-MPC-1823* | Minneapolis | >The **project design** 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 auditory effects need further assessment. | NR-SHPO |
| Lake St. Bridge over Calhoun-Isles Channel (#1)/Grand Rounds (eligible) *HE-MPC-6896* | Minneapolis | >The **project design** 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) *HE-MPC-6900* | Minneapolis | >The **project design** 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 29th Street/Nicollet corridor)

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<tr>
<td>CM&amp;StP RR bridge over Lake Calhoun Pkwy./Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The <strong>project design</strong> calling for removal of the CM&amp;StP Railroad Bridge over the Lake Calhoun Parkway would constitute an adverse effect.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Lake Calhoun Pkwy./Grand Rounds (eligible)</td>
<td>Minneapolis</td>
<td>The <strong>project design</strong> 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.</td>
<td>NR-SHPO</td>
</tr>
</tbody>
</table>
| Lake of the Isles Residential Historic District (eligible) | Vicinity of W. and E. Lake of the Isles Pkwy., Minneapolis | The **project design** 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 **auditory** effects and **vibration** 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) | Minneapolis | The **Uptown Station and related infrastructure and development** (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) | 2901 Hennepin Ave. S., Minneapolis | The **Uptown Station and related infrastructure and development** would have a potential effect on the property’s setting.  
> Potential **vibration** effects need further assessment. | NR-SHPO |
Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29th Street/Nicollet corridor)

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| Chicago Milwaukee & St. Paul Railroad Grade Separation Historic District (listed) **HE-MPC-9959** | Vicinity of 29th St., between Humboldt and Hiawatha Aves., Minneapolis | >The **project design** 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.  
>**The project design** 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.  
>**The project design** 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.  
>**The placement and design of the Uptown Station and the Lyndale Station** (and related infrastructure and development) would have potential effects on the character of the historic district. | NR-SHPO |
| The Buzza Building (listed) **HE-MPC-6324** | 1006 W. Lake St., Minneapolis | >**The project design** for the LRT tracks in the CM&StP railroad corridor would have a potential effect on the historic passage under 29th Street between the Buzza property and the railroad corridor.  
>**Potential vibration** effects need further assessment. | NR-SHPO |
| Lyndale Corners Historic District (eligible) **HE-MPC-7855** | Vicinity of Lake St. and Lyndale Ave. S., Minneapolis | >**The Lyndale Station and related infrastructure and development** would have a potential effect on the district’s contributing properties and/or on its overall character. | NR-SHPO |
| **Segment C Alternatives between 29th Street and 15th Street**  
**Segment C-1 and Segment C-2 – Nicollet Avenue** | | | |
| Rowhouses (eligible as part of WFO District) **HE-MPC-16145** | 1-11 E. 25th St., Minneapolis | >**The project design** for tunnel construction under Nicollet Ave. and reinstallation of the streetscape would have a potential effect on the property and/or its setting.  
>**Potential vibration** and **auditory** effects need further assessment.  
>**Potential effects to access** need further assessment. | SWT/v2, pp. 4.2-64 – 4.2-65 |
| Church of Christ Scientist (within eligible Washburn Fair Oaks District) | 4 24th St. E., Minneapolis | >**The project design** for tunnel construction under Nicollet Ave. and reinstallation of the streetscape would have a potential effect on the property and/or its setting.  
>**Potential vibration** and **auditory** effects need further assessment.  
>**Potential effects to access** need further assessment. | NR-SHPO |
Southwest Transitway – Potential Effects on Historic Properties  
Segment C – West Lake Station to Interchange (via 29th Street/Nicollet corridor)

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| Franklin Niccollet Liquors (eligible)  
*HE-MPC-16752*          | 2012 Nicollet Ave. S., Minneapolis | >The *project design* for tunnel construction under Nicollet Ave. (including the *Franklin Avenue Station*), reinstallation of the streetscape, and development related to the station would have a potential effect on the property and/or its setting.  
>Potential *vibration* effects need further assessment.  
>Potential effects to *access* need further assessment. | SWT/V2, pp. 4.2-123 – 4.2-129 |
| Plymouth Congregational Church (eligible)  
*HE-MPC-6511*          | 1900 Nicollet Ave. S., Minneapolis | >The *project design* for tunnel construction under Nicollet Ave. (including the *Franklin Avenue Station*), 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 *vibration* and *auditory* effects need further assessment.  
>potential effects to *access* need further assessment. | SWT/V2, pp. 4.2-135 – 4.2-143 |

*Segment C-2A – Blaisdell Avenue (Nicollet Avenue north of Franklin Avenue)*

<table>
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| Calvary Baptist Church (eligible)  
*HE-MPC-6027*          | 2608 Blaisdell Ave. W., Minneapolis | >The *project design* 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.  
>Vibration and auditory effects need further assessment.  
>Potential effects to *access* need further assessment. | SWT/V2, pp. 4.2-56 – 4.2-61 |
| Anne C. and Frank B. Semple House (listed)  
*HE-MPC-6173*          | 100 Franklin Ave. W., Minneapolis | >The *project design* for tunnel construction under Blaisdell Ave. (including the *Franklin Avenue Station*), 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 *vibration* and *auditory* effects need further assessment.  
>Potential effects to *access* need further assessment. | NR-SHPO |
| George W. and Nancy B. Van Dusen House (listed)  
*HE-MPC-6434*          | 1900 LaSalle Ave., Minneapolis | >The Franklin Avenue Station and related infrastructure and development would have a potential effect on the property and/or its setting.                                                                 | NR-SHPO |
| Plymouth Congregational Church (eligible)  
*HE-MPC-6511*          | 1900 Nicollet Ave. S., Minneapolis | >The *project design* 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 Franklin Avenue Station and related infrastructure and development would have a potential effect on the property and/or its setting.  
>Potential *vibration* and *auditory* effects need further assessment.  
>Potential effects to *access* 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 29th Street/Nicollet corridor)

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<tr>
<td><strong>Segment C-2B – First Avenue</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Carlton (eligible)</td>
<td>2820 1st Ave. S., Minneapolis</td>
<td>The project design 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 vibration and auditory effects need further assessment. Potential effects to access need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Despatch Laundry Building (eligible)</td>
<td>2611 1st Ave. S., Minneapolis</td>
<td>The project design 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 vibration effects need further assessment. Potential effects to access need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Washburn Fair Oaks Historic District (eligible)</td>
<td>Vicinity of Franklin Ave., 4th Ave. S., 26th St. E., and 1st Ave. S., Minneapolis</td>
<td>The project design for tunnel construction under First Ave. (including the Franklin Avenue Station), 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 its overall character. Potential vibration and auditory effects need further assessment. Potential effects to access need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Washburn Fair Oaks Mansion Historic District (listed)</td>
<td>Vicinity of 1st Ave. S., Stevens Ave., and E. 22nd St., Minneapolis</td>
<td>The Washburn Fair Oaks Mansion Historic District comprises an area wholly contained within the larger Washburn Fair Oaks Historic District (eligible). For effects, see entry immediately above.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>First Christian Church (eligible)</td>
<td>2300 Stevens Ave., Minneapolis</td>
<td>The project design for tunnel construction under First Ave. (including the Franklin Avenue Station), 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 vibration and auditory effects need further assessment. Potential effects to access need further assessment.</td>
<td>SWT/V2, pp. 4.2-87 – 4.2-92</td>
</tr>
<tr>
<td>Stevens Square Historic District (listed)</td>
<td>Vicinity of E. 17th St., 1st Ave. S., W. Franklin Ave., and 3rd Ave. S., Minneapolis</td>
<td>The project design for tunnel construction under First Ave. (including the Franklin Avenue Station), 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. 19th Street due to the narrow right-of-way would create additional effects. Potential vibration and auditory effects need further assessment. Potential effects to access need further assessment.</td>
<td>NR-SHPO</td>
</tr>
</tbody>
</table>
**Southwest Transitway – Potential Effects on Historic Properties**  
Segment C – West Lake Station to Interchange (via 29th Street/Nicollet corridor)

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</table>
| Abbott Hospital (listed) | 110 E. 18th St., Minneapolis | >The **project design** for poles and catenary would have an effect on the building’s setting.  
>**Potential vibration** and **auditory** effects need further assessment.  
>**Potential effects to access** need further assessment. | NR-SHPO |
| Loring Greenway (eligible) | 1228 Nicollet Mall, Minneapolis | >The **12th Street Station infrastructure and related development** 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) | 1200 Marquette Ave., Minneapolis | >The **12th Street Station infrastructure and related development** would have a potential effect on the property and/or its setting.  
>**The project design** for the poles and catenary in front of the church would have an effect on the building’s setting.  
>**Potential vibration** and **auditory** effects need further assessment. | NR-SHPO |
| Handicraft Building (eligible) | 1000 Marquette Ave., Minneapolis | >The **12th Street Station infrastructure and related development** would have a potential effect on the property and/or its setting. | NR-SHPO |
| Young-Quinlan Building (eligible) | 901 Nicollet Mall, Minneapolis | >**The project design** for the poles and catenary in front of the building would have an effect on the building’s setting.  
>**Potential vibration** effects need further assessment.  
>**Potential effects to access** need further assessment. | SWT/V2, pp. 4.3-86–4.3-90 |
| Dayton’s Department Store (eligible) | 700 Nicollet Mall, Minneapolis | >The **8th Street Station infrastructure and related development** would have a potential effect on the property and/or its setting.  
>**Potential vibration** effects need further assessment.  
>**Potential effects to access** need further assessment. | SWT/V2, pp. 4.3-113–4.3-122 |

**Segment C Alternatives between 15th Street and Southwest Transit terminus**  
**Segment C-1 – via Nicollet Mall to 4th Street Station terminus**

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</thead>
<tbody>
<tr>
<td>Loring Greenway (eligible)</td>
<td>1228 Nicollet Mall, Minneapolis</td>
<td>&gt;The <strong>12th Street Station infrastructure and related development</strong> would have a potential effect on the property and/or its setting.</td>
<td>SWT/V2, pp. 4.3-39–4.3-40</td>
</tr>
</tbody>
</table>
| Westminster Presbyterian Church (listed) | 1200 Marquette Ave., Minneapolis | >**The project design** for the poles and catenary in front of the church would have an effect on the building’s setting.  
>**Potential vibration** and **auditory** effects need further assessment. | NR-SHPO |
| Handicraft Building (eligible) | 1000 Marquette Ave., Minneapolis | >**The project design** for the poles and catenary in front of the building would have an effect on the building’s setting.  
>**Potential vibration** effects need further assessment.  
>**Potential effects to access** need further assessment. | NR-SHPO |
| Young-Quinlan Building (eligible) | 901 Nicollet Mall, Minneapolis | >**The project design** for the poles and catenary in front of the building would have an effect on the building’s setting.  
>**Potential vibration** effects need further assessment.  
>**Potential effects to access** need further assessment. | SWT/V2, pp. 4.3-86–4.3-90 |
| Dayton’s Department Store (eligible) | 700 Nicollet Mall, Minneapolis | >**The project design** for the poles and catenary in front of the building would have an effect on the building’s setting.  
>**Potential vibration** effects need further assessment.  
>**Potential effects to access** 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 29th Street/Nicollet corridor)  

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<tr>
<td>IDS Center (eligible) HE-MPC-0367</td>
<td>701 Nicollet Mall, Minneapolis</td>
<td>The 8th Street Station infrastructure and related development 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 &quot;V&quot; 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. &gt;Potential vibration effects need further assessment. &gt;Potential effects to access need further assessment.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Murray’s Restaurant and Cocktail Lounge (eligible) HE-MPC-0353</td>
<td>24 S. 6th St., Minneapolis</td>
<td>&gt;The 4th Street Station infrastructure and related development would have a potential effect on the property and/or its setting.</td>
<td>SWT/V2, pp. 4.3-123 – 4.3-128</td>
</tr>
<tr>
<td>Farmers and Mechanics Savings Bank (listed) HE-MPC-0354</td>
<td>88 S. 6th St., Minneapolis</td>
<td>&gt;The 4th Street Station infrastructure and related development would have a potential effect on the property and/or its setting.</td>
<td>NR-SHPO</td>
</tr>
<tr>
<td>Northern States Power Company (eligible) HE-MPC-0338</td>
<td>15 S. 5th St., Minneapolis</td>
<td>&gt;The 4th Street Station infrastructure and related development would have a potential effect on the property and/or its setting.</td>
<td>SWT/V2, pp. 4.3-134 – 4.3-141</td>
</tr>
<tr>
<td>Northern States Power Company (eligible) HE-MPC-0450</td>
<td>414 Nicollet Mall, Minneapolis</td>
<td>&gt;The 4th Street Station infrastructure and related development would have a potential effect on the property and/or its setting. &gt;Potential vibration effects need further assessment. &gt;Potential effects to access need further assessment.</td>
<td>SWT/V2, pp. 4.3-149 – 4.3-156</td>
</tr>
<tr>
<td>Northwestern National Life Insurance Company Building (eligible) HE-MPC-0479</td>
<td>20 Washington Ave. S., Minneapolis</td>
<td>&gt;The project design for placement of LRT elements at and near the terminus of the line (including the 4th Street Station) 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.</td>
<td>NR-SHPO</td>
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Southwest Transitway – Potential Effects on Historic Properties
Segment C – West Lake Station to Interchange (via 29th Street/Nicollet corridor)

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

#### Segment C – West Lake Station to Interchange (via 29th Street/Nicollet corridor)

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

**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 29th 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”.

5/31/12, MnDOT CRU

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

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

<table>
<thead>
<tr>
<th>Property Name (Historic)</th>
<th>Property Address</th>
<th>Potential Effects</th>
<th>Source</th>
</tr>
</thead>
</table>
| Cedar Lake/Grand Rounds (eligible) HE-MPC-1820 | Minneapolis | >The **project design** for a new track system could affect the channel and culvert (1938) between Cedar Lake and Brownie Lake.  
>**Potential auditory effects** 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
Segment 1 (Minnetonka and Eden Prairie)

Area of Potential Effect

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

Legend
- Eligible
- Listed
- Archaeological APE
- Architectural APE
- Station
- Park & Ride Station
- LRT 1
- City boundary

Page 2 of 5
Segment 1 (Minnetonka and Eden Prairie) Area of Potential Effect

Data sources: 2010 aerial photography, SHPO (2007), MnDOT, City of Eden Prairie, City of Minnetonka
Segment 3 (Minnetonka and Eden Prairie)  

Legend

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

Data sources: 2010 aerial photography, SHPO (2007), MnDOT, Hennepin County Assessor
(c) 2009 Microsoft Corporation and its data suppliers
Segment 3 (Minnetonka and Eden Prairie)

Legend

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

Area of Potential Effect
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

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

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

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 Commercial Historic District

Grand Rounds Historic District

Architectural APE

Archaeological APE

Station

Park & Ride Station

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)
Segment A

Area of Potential Effect

Legend
- NRHP
  - Eligible
  - Listed
  - Under Evaluation
- Archaeological APE
- Architectural APE
- Station
- Park & Ride Station
- LRT Segment A
- Grand Rounds Historic District
- Warehouse Historic District
- Isles Residential Historic District
- Kenwood Parkway Residential District
- St. Paul, Minneapolis and Manitoba
- Osseo Branch

Data sources: 2010 aerial photography, MnDOT
Segment C

Area of Potential Effect

Historic Districts
- Chicago Milwaukee St. Paul RR grade separation
- Stevens Square
- Washburn Fair Oaks Mansion
- Lyndale Corners
- Warehouse Historic District
- Isles Residential Historic District
- Grand Rounds Historic District
- Film Exchange District
- St. Paul, Minneapolis and Manitoba

Lake of the Isles

West Lake

Data sources: 2010 aerial photography

Page 1 of 5
Interchange

4th Street

7th Street

8th Street

12th Street

Hawthorne

Harmon

Historic Districts
- Chicago Milwaukee St. Paul
- RR grade separation
- Stevens Square
- Washburn Fair Oaks Mansion
- Lyndale Corners
- Washburn Fair Oaks
- Warehouse Historic District
- Isles Residential Historic District
- Film Exchange District
- St. Paul, Minneapolis and Manitoba

Data sources: 2010 aerial photography
Segment FR (St Louis Park, Minneapolis)

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

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

1 inch = 250 feet
Segment FR (St Louis Park, Minneapolis)

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

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.

1 inch = 250 feet

Page 2 of 9
Segment FR (St. Louis Park, Minneapolis)

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)

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

Prepared by:
Segment FR (St Louis Park, Minneapolis)

Area of Potential Effect

Legend
- Eligible
- Listed
- Under Evaluation
- Great Northern - Manitoba
- Architectural APE
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Data sources: 2010 aerial photography or USGS 24K quad, MnDOT, Hennepin County

1 inch = 250 feet
Segment FR (St Louis Park, Minneapolis)

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Segment FR (St Louis Park, Minneapolis)