

3.4 Cultural Resources

This section describes and evaluates existing conditions of cultural resources in the Central Corridor and discusses potential impacts to these resources that would result from implementation of the project.

Table 3.4-1 summarizes potential impacts to cultural resources by segment. Generally, the Central Corridor LRT project will have few direct effects because the alignment, with few exceptions, follows existing streets. In addition, the project will not include substantive street widening or the demolition of numerous buildings. Some visual effects are anticipated, which include overhead catenary systems (poles and wires) and the location of stations along the route.

Table 3.4-1 Summary of Potential Effects to Cultural Resources

Segment	Potential Impacts			
	Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Downtown St. Paul	Will affect all NRL and NRE properties because of changes in traffic flow and removal of on-street parking	The design and placement of poles and catenary will affect all NRL and NRE properties. The design and placement of the Union Depot, 4th and Cedar Streets, and 10th Street stations will affect Lowertown Historic District (HD). (NRL), Union Depot (NRL), St. Paul Athletic Club (NRE), St. Paul Urban Renewal Historic District (NRE), St. Agatha's Conservatory of Music and Fine Arts (NRL), Central Presbyterian Church (NRL), and St. Louis, King of France, Church and Rectory (NRE).	Temporary vibration, noise, traffic, and visual impacts will affect all NRL and NRE properties.	Proposed TPSS will be located at 4th and Cedar Streets in the St. Paul Urban Renewal Historic District (NRE) and adjacent to the St. Paul Athletic Club (NRE) and the Minnesota Building (NRE). The diagonal alignment of the 4th and Cedar station will require the removal of one building that falls within the period of significance for the St. Paul Urban Renewal Historic District (NRE). OMF will be located adjoining Lowertown HD (NRL) with access tracks through Lowertown Historic District in the ROW of a street that historically contained a trolley line.

Notes: NRE – National Register – eligible
 NRL – National Register – listed
 N/A – Not Applicable. Indicates that impacts are not relevant to the particular planning segment.

Segment	Potential Impacts			
	Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Capitol Area	Removal of on-street parking by Ford Motor Company Building and Norwegian Lutheran Church (both NRE) and street closure and lawn panel removals in State Capitol Mall HD (NRE)	The design and placement poles and catenary and stations will affect Ford Motor Company Building, Norwegian Lutheran Church, State Capitol Mall Historic District (all NRE), and Minnesota State Capitol (NRL).	Temporary vibration, noise, traffic, and visual impacts will affect all NRL and NRE properties, except Minnesota Historical Society (NRL).	Changes in pedestrian access and parking access by Minnesota State Capitol (NRL). Rice Street Station will be constructed in part on Leif Erikson lawn in State Capitol Mall HD (NRE).
Midway East	On-street parking removed from properties that currently have it, but off-street parking is available. Traffic control signal added to accommodate access to Fire Station No. 18 (NRE).	The design and placement of poles and catenary will affect all properties. The design and placement of the Snelling Avenue station will affect Quality Park Investment Company Building (NRE)	Temporary vibration, noise, traffic, and visual impacts will affect all properties.	TPSS will be located in general vicinity of Brioschi-Minuti Company Building (NRE). Some long-term potential for redevelopment in general area of all properties.

Notes: NRE – National Register – eligible
 NRL – National Register – listed
 N/A – Not Applicable. Indicates that impacts are not relevant to the particular planning segment.

Segment	Potential Impacts			
	Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Midway West	<p>On-street parking removed from properties where it currently exists, but off-site parking is available. Traffic control signal added to accommodate access to Fire Station No. 20 (NRE) access.</p> <p>Median closures by Griggs, Cooper and Company (NRE), Porky's Drive-In (NRE), and in University-Raymond Commercial HD (NRL).</p> <p>ROW expanded onto a small portion of KSTP (NRE) property to widen the sidewalk.</p> <p>Traffic lanes will be divided under Minnesota Transfer bridge (NRE) on University and traffic control signs will be added.</p>	<p>The design and placement of poles and catenary will affect all properties. The design and placement of stations will affect Griggs, Cooper and Company (NRE) and University-Raymond Commercial Historic District (NRL)</p>	<p>Temporary vibration, noise, traffic, and visual impacts will affect all properties.</p>	<p>TPSS will be located outside of the University-Raymond Commercial Historic District; no impacts would occur.</p>

Notes: NRE – National Register – eligible
 NRL – National Register – listed
 N/A – Not Applicable. Indicates that impacts are not relevant to the particular planning segment.

Segment	Potential Impacts			
	Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
University/ Prospect Park	<p>Increased traffic volumes on East River Parkway (NRE), which will affect several NRE and NRL properties including University of Minnesota Old Campus Historic District (NRL) and Prospect Park Residential Historic District (NRE). Washington Avenue through University of Minnesota Campus Mall Historic District (NRE) will be closed to automobile traffic, which will increase traffic on Pleasant Avenue. Traffic on Washington Avenue Bridge (NRE) will be reduced.</p> <p>On-street parking will be removed from sections of University Avenue and median closed in Prospect Park Residential Historic District (NRE).</p>	<p>The design and placement of poles and catenary will affect Prospect Park Residential HD, University of Minnesota Campus Mall HD, and Washington Avenue Bridge (all NRE).</p> <p>Poles and catenary visible from Fire Station G, Engine House 5 (NRE)</p> <p>Washington Avenue Bridge (NRE) will be reinforced and strengthened and road deck replaced, all within the existing envelope.</p>	<p>Temporary vibration, noise, traffic, and visual impacts will affect parts of Prospect Park Residential HD, University of Minnesota Campus Mall HD, Washington Avenue Bridge, East Rover Parkway, and Pioneer Hall (all NRE).</p> <p>Poles and catenary visible from Fire Station G, Engine House 5 (NRE)</p>	<p>Potential for increased non-resident parking in Prospect Park Residential HD. Intersection of east-bound Washington Avenue with East River Parkway will be reconfigured.</p>
Downtown Minneapolis	N/A	N/A	N/A	N/A

Notes: NRE – National Register - eligible
 NRL – National Register - listed
 N/A – Not Applicable. Indicates that impacts are not relevant to the particular planning segment.

3.4.1 Legal and Regulatory Context

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as implemented by 36 CFR 800 Protection of Historic Properties, requires federal agencies, or designees to consider the effects of their actions on historic properties before undertaking a project. The Central Corridor LRT project is applying to receive FTA funding and therefore must comply with Section 106 of the NHPA of 1966, 1992 as amended, and with other applicable federal and state mandates, including the Minnesota Field Archaeology Act, the Minnesota Historic Sites Act, and the Minnesota Private Cemeteries Act.

A historic property is defined as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (National Register). The Section 106 process consists of steps for: 1) identifying and evaluating historic properties; 2) assessing the effects of an undertaking on historic properties; and 3) consultation for methods to avoid, minimize, or mitigate any adverse impacts.

3.4.2 Methodology

This section discusses the methodology of evaluation of cultural resources for the Central Corridor LRT project.

The Area of Potential Effect (APE) for the re-alignment of the Central Corridor between Columbus Avenue and 29th Avenue S.E. (part of the Capitol Area, Midway East, Midway West, University/Prospect Park segments), as discussed in the AA/DEIS, was defined as all properties within the construction zones, and the first tier of adjacent properties, with the addition of properties potentially affected by secondary redevelopment impacts surrounding the proposed station sites. The basis for the APE was documented in *Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2003).

A portion of the AA/DEIS LPA was the subject of a Section 106 Phase I and Phase II Architectural History investigation completed in 1995 as part of a previous AA/DEIS (*Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County and St. Paul, Ramsey County, Minnesota* [BRW, Inc., et al., 1995]). This earlier AA/DEIS, which pre-dates the 2006 AA/DEIS, identified an alignment for the Central Corridor running, in part, in the I-94 trench before emerging to run on University Avenue.

In the same study, archeological research and investigations were carried out along the Central Corridor route as it was then defined.

The work consisted of the following components: Phase I and Phase II surveys and evaluations, as well as archeological testing to determine potential for and the existence of undisturbed soil horizons for intact cultural materials in open areas. The archeological APE was defined as the limits of the construction zone. The archeological investigations were carried out under license number 94-25, given by the Office of the State Archaeologist and under MnDOT Agreement #69887. Full information is contained in Minnesota State Historic Preservation Office (SHPO) referral file #92-33552.

The archeological survey began with extensive literature and records reviews to establish contexts in which to assess later test results, followed by testing in open areas within the proposed project ROW that had high potential for preservation of archaeological remains. The last 150 years of construction have left much of the Central Corridor disturbed and, in many places, filled, built upon, or paved over. This substantially reduces the likelihood of

finding pre-European contact sites, historic archeological sites, and undisturbed soil horizons. Test borings were taken in several locations that remain within the APE of the Central Corridor alignment discussed in the AA/DEIS, including Block 19 in downtown St. Paul, the State Capitol Mall, the Stadium Village station area, and the U of M East Bank station area as it was studied in the AA/DEIS. More detailed Phase II testing was undertaken in the areas by the East Bank and Stadium Village stations. Phase II site investigation was recommended for the State Capitol Mall area prior to actual construction of a proposed station on the south side of the Capitol.

Only one intact soil horizon was identified during the pre-contact testing. However, a level of fill above it was determined to be sufficient to protect any potential archeological resources from project impacts.

Block 19 in downtown St. Paul (the block bounded by East 5th Street, Cedar Street, East 4th Street, and Minnesota Street), the Stadium Village station area, near the intersection of Oak Street and Washington Avenue, and the U of M East Bank station area were eliminated from further investigation after Phase I investigation.

A supplemental *Phase I Architectural History Investigation for the Proposed Central Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2003) was completed in July 2003 and 2004 to record and evaluate properties along the University Avenue alignment not included in the 1995 investigation. The 1995 APE included all buildings, structures, or districts adjacent to the corridor that had reached the 50-year National Register threshold and retained sufficient integrity to reflect the historic period. The 2003 inventory included all properties built before 1962 in the new alignment. All properties constructed before 1962 and not previously recorded within the original 1995 APE were also assessed in 2003 to update the previous records.

The purpose of the 2003 Phase I architectural history investigation was to determine whether any of the architectural history properties within the project area would be potentially eligible for listing in the National Register of Historic Places. The MnDOT Cultural Resources Unit (MnDOT-CRU) determined that no additional archeological research was needed for the corridor since no tunneling outside the University area or work outside the curb of the new alignment was being proposed.

The methodologies used for the assessment and the photographic log of properties were documented in *Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2003) and *Cultural Resources Assessment for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2002).

Another purpose of the investigation was to determine an APE, based on the potential for the following potential impacts:

- ROW acquisitions
- Changes in access to properties
- Noticeable traffic volume increases or alterations in traffic patterns
- Perceptible increases in noise
- Visual effects from changes in grade
- Increases in vibrations
- Changes in air quality
- Impacts to land use and a property's setting

In the AA/DEIS, within the areas south of Columbus Avenue (Downtown St. Paul, part of the Capitol Area) and west of 29th Avenue S.E. (University/Prospect Park, Downtown Minneapolis), no significant changes were made to the project's construction plans or alignment. Therefore, no change was made to the APE established in 1995.

Based on the above-mentioned factors and reviews by MnDOT-CRU and the SHPO, 765 properties that were 40 years of age or older were recorded in the combined 1995 and 2003 APE for the Central Corridor. The Phase I report prepared in 2003 was reviewed by the SHPO. The SHPO concurred with the determination of properties to be included in a Phase II evaluation except that five additional properties were determined to need a Phase II evaluation.

Forty properties were evaluated in the *Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota* (The 106 Group Ltd., 2004). The Phase II analysis recommended 22 properties as eligible and 18 properties as not eligible. Following further discussions and review with MnDOT-CRU and SHPO, 18 properties and three historic districts (Minnesota State Capitol Mall, Prospect Park Residential, and U of M Campus Mall, which was called the Greater University Plan) were identified as eligible. (Two properties, the Willys-Overland/International Harvester Building, 2550 and 2572 University Avenue West, and the Twin City Rapid Transit route between St. Paul and Minneapolis, recommended for eligibility were overruled. The Midway Office Building, 2700 University Avenue West, remained under discussion for eligibility but was demolished in 2006.) Nine properties and one historic district (Lowertown) are listed in the National Register of Historic Places. One historic district (University-Raymond Commercial) that incorporates 22 eligible or contributing properties within the APE has been locally certified for the National Register as well as locally designated by the St. Paul Heritage Preservation Commission (HPC).

A historical overview of University Avenue, the primary artery of the Central Corridor, was undertaken during the 2003 Phase I investigation. University Avenue is an important corridor in Twin Cities geography and development, but the combined historical overview and results of the Phase I investigation concluded that the University Avenue corridor does not represent an overarching unified theme or context. Although portions of the corridor and several individual buildings appear to illustrate early commercial nodes, mid-twentieth-century automobile services, or industrial freight transfer-related facilities, none of these buildings or structures is geographically cohesive enough to form a district that extends the length of the corridor.

A significant pattern of historical properties found along the University Avenue corridor is the rail, trucking, warehousing, and manufacturing facilities between Prior Avenue and TH 280 in the Midway West segment of the corridor. The corridor links the State Capitol grounds on the east and the U of M campus on the west.

In 2006, the St. Paul HPC and the St. Paul City Council adopted the University-Raymond Commercial Historic District, which extends along University Avenue between Hampden Avenue on the east and TH 280 on the west. Later that year, the district was named a National Register-certified local historic district (CLHD) with 22 contributing buildings and sites.

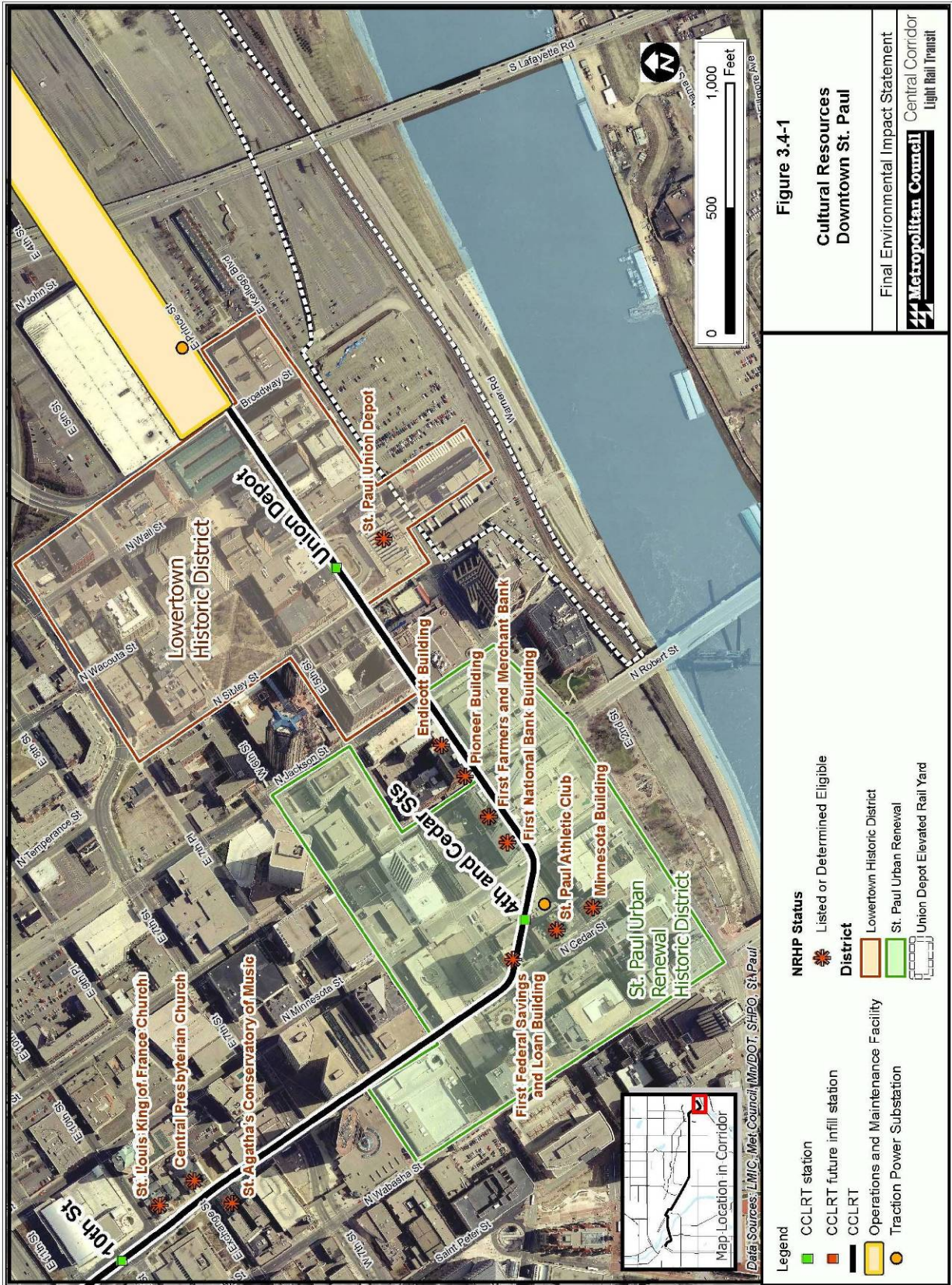
A revised table of *Properties Determined Eligible for or Listed on the National Register of Historic Places and Potential Project Impacts* was issued as part of Section 9 of the AA/DEIS in May 2006.

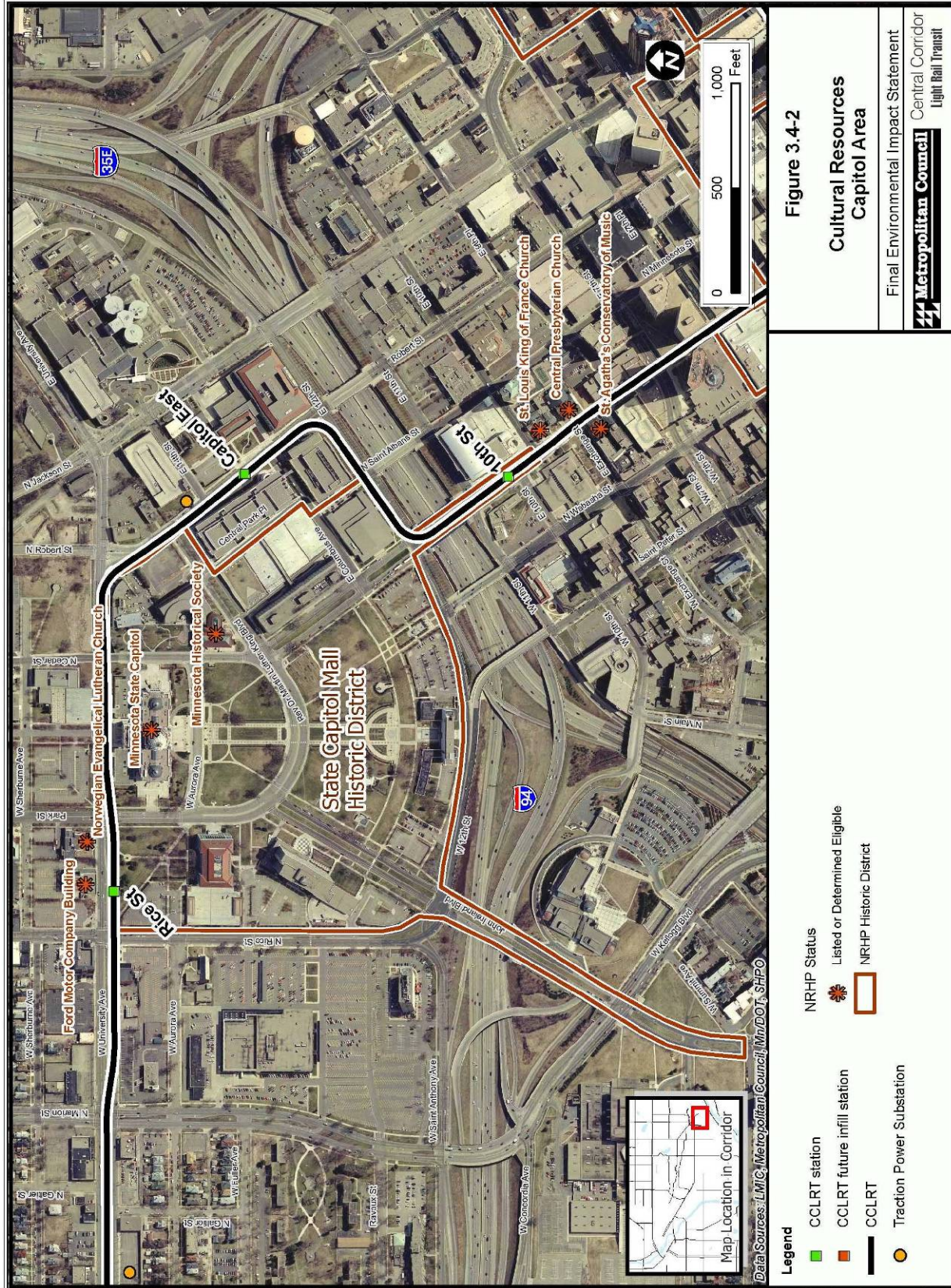
In January 2007, SHPO requested several clarifications and corrections relating to addresses and historic district boundaries. SHPO also requested the addition of Fire Station No. 20 (originally built as Station No. 25), 2179 University Avenue West, and the Minnesota Building, 46 East 4th Street, both of which had been determined eligible by SHPO. In April 2007, St. Paul HPC requested further evaluation of eight properties within the APE for National Register eligibility. The evaluation of these properties has been completed as part of Section 106 consultation during the early phases of PE. In addition, because of Section 106 issues raised during consultation, MnDOT-CRU and SHPO requested further inventory and evaluation of a number of cultural resources during the early phases of PE. These are discussed in detail in the following sections.

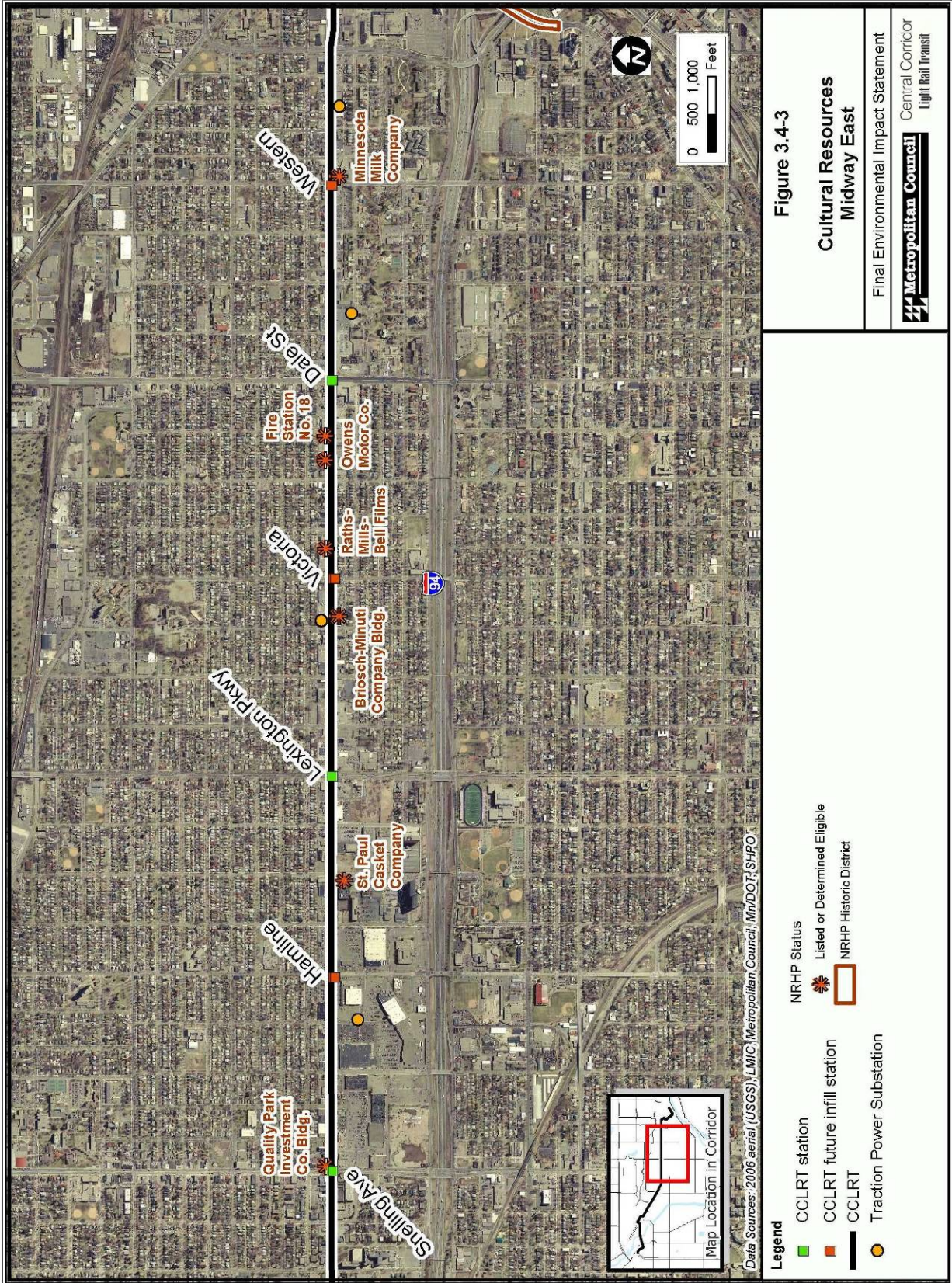
3.4.3 Existing Conditions

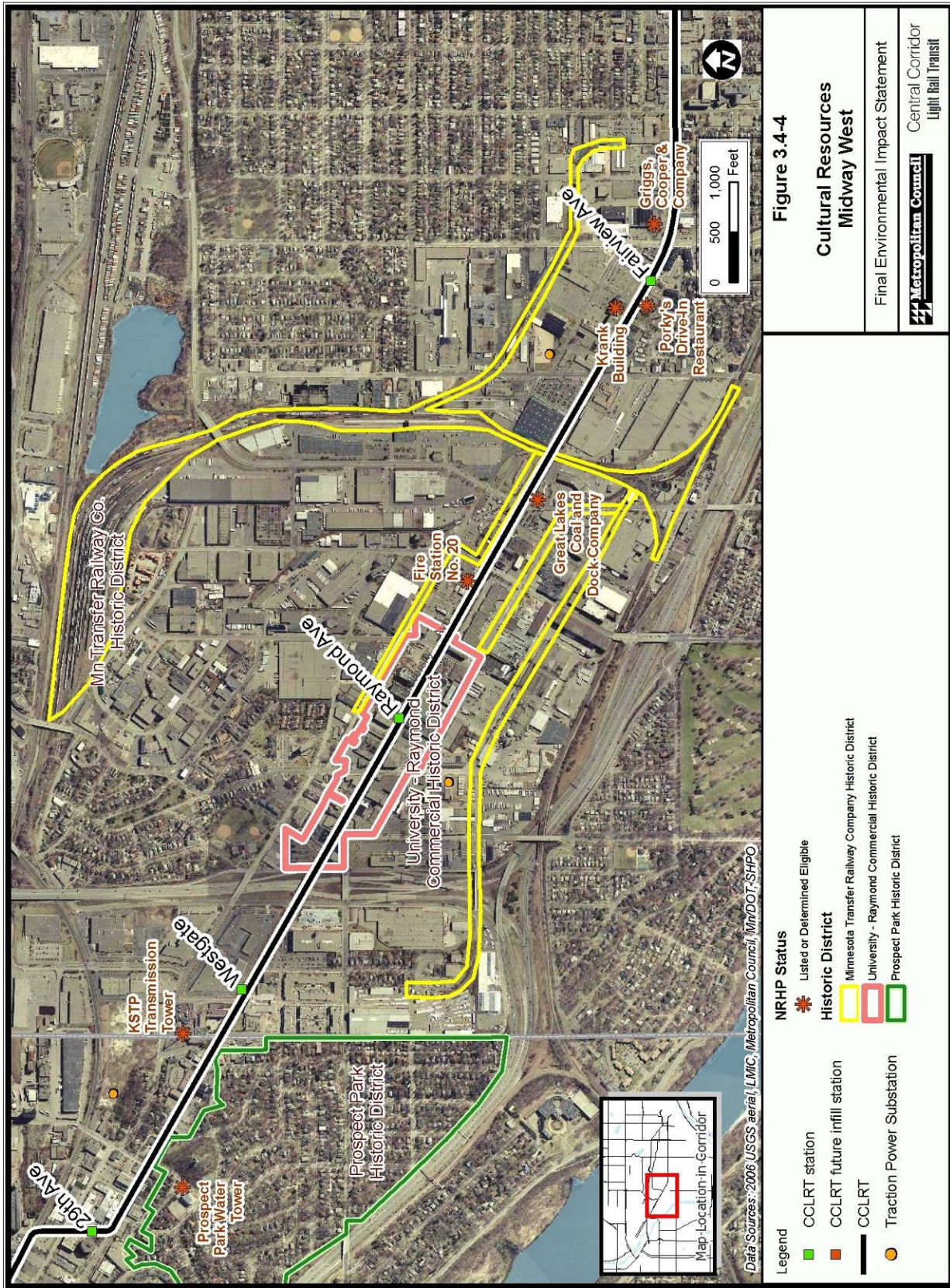
Two major investigations, including research and additional inventory, were conducted during the early phases of PE (post AA/DEIS). This included evaluation of the APE for the AA/DEIS LPA and the proposed changes to the AA/DEIS LPA. The APE must be broad enough to consider potential project effects including direct physical effects, as well as indirect effects; such as changes in traffic patterns, access, noise, and visual effects.

The revisions, additions, and corrections to the list of National Register-eligible and listed properties are reflected in Table 3.4-2 The MnDOT-CRU, on behalf of the FTA, consulted with SHPO to arrive at the final list. Maps for the University of Minnesota Campus Mall Historic District, the University of Minnesota Old Campus Historic District with amended boundaries, the Minnesota Transfer Railroad Historic District, the Minnesota State Capitol Mall Historic District, and the Saint Paul Urban Renewal Historic District are shown in Figures 3.4-1 through Figure 3.4-5. MnDOT-CRU and SHPO determined the boundaries for the University of Minnesota Campus Mall Historic District and the Minnesota State Capitol Mall Historic District based on the historic extent of the Cass Gilbert plans for both institutions, as they were further designed and executed by Morell and Nichols. The Minnesota Transfer Historic District was drawn to include the Minnesota Transfer Bridge, the main tracks, the main track yard, and the related leads, which had been determined eligible in the Phase II investigation, as well as the historic roundhouse, which had been determined eligible in the 1995 study. The boundaries of the Lowertown Historic District, the University-Raymond Commercial Historic District, and the Prospect Park Residential Historic District are shown in Figure 3.4-1 and Figure 3.4-4.









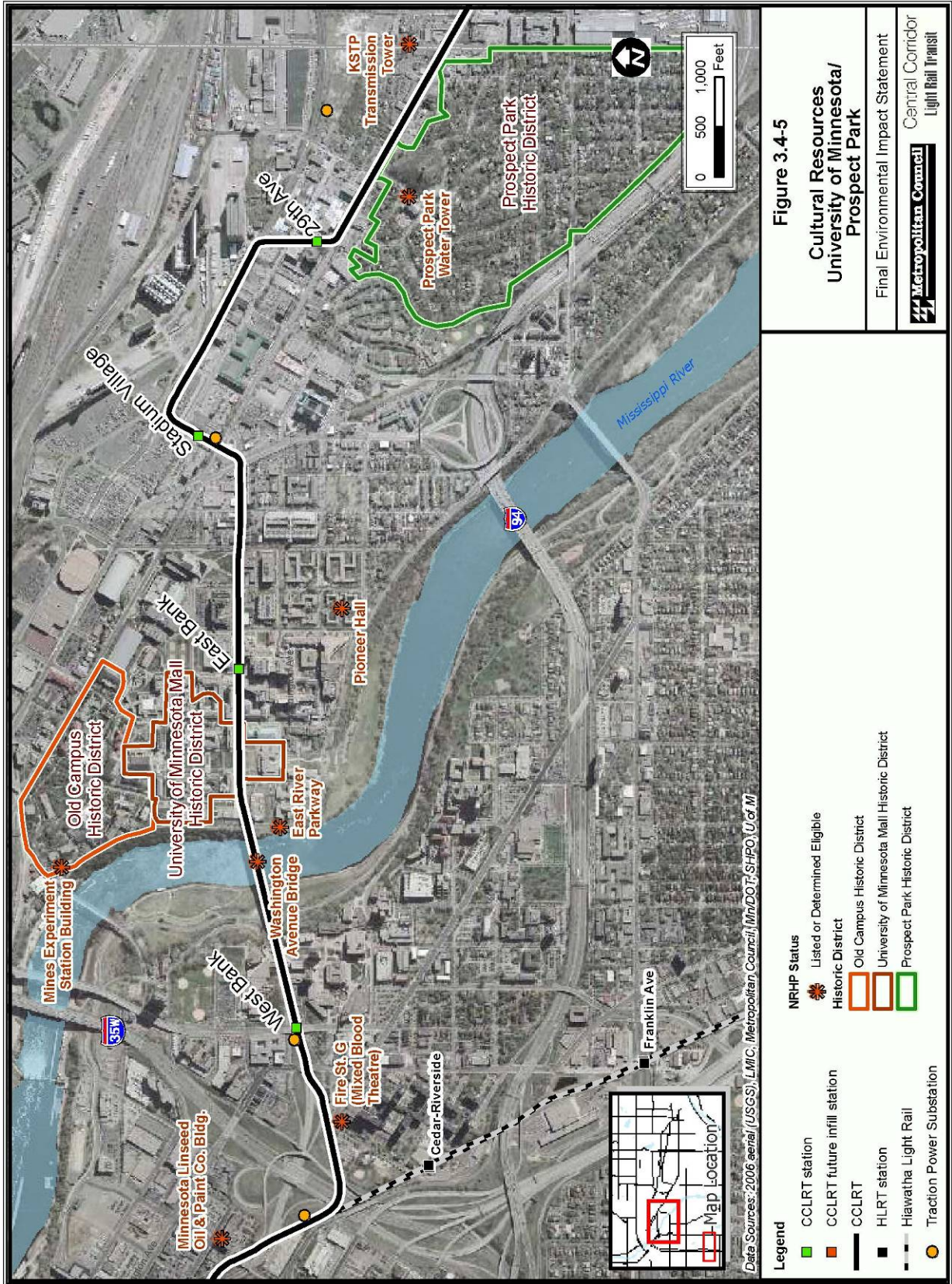


Table 3.4-2 Properties Determined Eligible for or Listed on the National Register of Historic Places

Inventory No.	Property Name	Address	National Register Status
RA-SPC-5225 Also included in Lowertown Historic District	St. Paul Union Depot Including elevated railroad track deck (determined eligible)	214 E. 4th St, St. Paul	Listed (3)
RA-SPC-4580	Lowertown Historic District	Vicinity of Kellogg Blvd & Jackson, 7th and Broadway Sts, St. Paul	Listed (2)
RA-SPC-5223	Endicott Building	141 E. 4th St, St. Paul	Listed
RA-SPC-4645	First National Bank Building	107 E. 4th St, St. Paul	Determined eligible (1)
RA-SPC-3167	Pioneer Press Building	336 Robert St N, St. Paul	Listed
Historic District	St. Paul Urban Renewal Historic District	Approximately Wabasha, Kellogg, Robert, and East 6th St., St. Paul	Determined eligible (3)
RA-SPC-5222	Minnesota Building	46 E. 4th St., St. Paul	Determined eligible (1) (3)
RA-SPC-0550	St. Paul Athletic Club	340 Cedar St., St. Paul	Determined eligible (1) (3)
RA-SPC-1200	St. Agatha's Conservatory of Music and Fine Arts	26 Exchange St., St. Paul	Listed
RA-SPC-0553	Central Presbyterian Church	500 Cedar St., St. Paul	Listed
RA-SPC-0554	St. Louis, King of France Church and Rectory	506 Cedar St, St. Paul	Determined eligible (1)
RA-SPC-6109 Note: also included in historic district (RA-SPC-5619)	State Capitol Power Plant	691 Robert St., St. Paul	Determined eligible (2)
RA-SPC-0557	Minnesota Historical Society Building	690 Cedar St, St. Paul	Listed
RA-SPC-0229	Minnesota State Capitol	75 Rev. Martin Luther King Blvd., St. Paul	Listed
RA-SPC-5619	State Capitol Mall Historic District	University Ave and Robert St., St. Paul	Determined eligible (1) (2) (3)
RA-SPC-3867	Norwegian Evangelical Lutheran Church	105 University Ave. W., St. Paul	Determined eligible (2)
RA-SPC-3868	Ford Motor Company Building	117 University Ave, W., St. Paul	Determined eligible (2)

Inventory No.	Property Name	Address	National Register Status
RA-SPC-3877	Minnesota Milk Company Building	370-378 University Ave. W., St. Paul	Determined eligible (2) (3)
RA-SPC-3887	Fire Station No. 18	681 University Ave, W., St. Paul	Determined eligible (2)
RA-SPC-3889	Owens Motor Company Building	709-719 University Ave. W., St. Paul	Determined eligible (2)
Not assigned	Raths, Mills & Bell Company Building	823 University Ave. W., St. Paul	Determined eligible (3)
RA-SPC-3895	Brioschi-Minuti Company Building	908-910 University Ave, W., St. Paul	Determined eligible (2)
RA-SPC-3903	St. Paul Casket Company Factory	1222 University Ave, W., St. Paul	Determined eligible (2)
RA-SPC-3912	Quality Park Investment Company Building	1577-1579 University Ave. W., St. Paul	Determined eligible (2) (3)
RA-SPC-3923	Griggs, Cooper & Company Sanitary Food Manufacturing Plant	1821 University Ave. W., St. Paul	Determined eligible (2)
RA-SPC-6102	Porky's Drive-In Restaurant	1884 University Ave, W. St. Paul	Determined eligible (2)
RA-SPC-3927	Krank Building (Iris Park Place)	1885 University, St. Paul	Listed
RA-SPC-6310 Note: This bridge combined into a historic district with RA-SPC-6309	Minnesota Transfer Railway Company University Avenue Bridge	Bridge over University Ave near Prior St., St. Paul	Determined eligible (2) (3)
RA-SPC-6309 Note: This item combined into a historic district with RA-SPC-6310	Minnesota Transfer Railway Company including Main Line, yard A, University Ave. bridge, round house and leads	East and west of Cleveland and Transfer Road, University Ave., St. Paul	Determined eligible (1) (2) (3)
RA-SPC-6103	Great Lakes Coal and Dock Company Office Building	2102 University Ave, W. St. Paul	Determined eligible (2)
RA-SPC-3931	Fire Station No. 20 (originally No. 25)	2179 University Ave. W., St. Paul	Determined eligible (2)
Historic District	University-Raymond Commercial Historic District	Along University Ave. W between Hampden and Cromwell Aves, St. Paul	Determined eligible (2); Certified local historic district
RA-SPC-6105	KSTP Production Studios & Transmission Tower	3415 University Ave, W., St. Paul	Determined eligible (2)
HE-MPC-3052 Listed with HE-MPC-3177 and included in historic district	Prospect Park Water Tower	55 Malcolm Ave, Minneapolis	Listed

Inventory No.	Property Name	Address	National Register Status
HE-MPC-3177 Listed with HE-MPC-3052 and included in historic district	Tower Hill Park	55 Malcolm Ave, Minneapolis	Listed
Historic District	Prospect Park Residential Historic District	Vicinity of I-94, SE Williams Ave, University Ave SE and Emerald St SE. Mpls	Determined eligible (2) (3)
HE-MPC-3171	Pioneer Hall	615 Fulton St. SE, Minneapolis	Determined eligible (3)
HE-MPC-3265	Mines Experiment Station Building	56 East River Road, Minneapolis	Determined eligible (3)
HE-MPC-3046	University of Minnesota Old Campus Historic District (The Knoll)	U of M Minneapolis Campus	Listed (3)
Historic District	University of Minnesota Campus Mall Historic District	U of M Minneapolis Campus	Determined eligible (1) (3)
Not Assigned	East River Parkway	East River Parkway, Minneapolis	Contributing to eligible Grand Rounds (3)
HE-MPC-4918	Washington Avenue Bridge	Washington Ave. between Pleasant St. SE and 21st Ave. S., Mpls.	Determined eligible (3)
HE-MPC-4636	Fire Station G, Engine House 5 (Mixed Blood Theatre)	1501 4th St. S, Mpls	Determined eligible (1)
HE-MPC-0615	Minnesota Linseed Oil & Paint Company Building	1101 3rd St. S., Minneapolis	Determined eligible (1)

¹ Property studied in: *Phase I and II Cultural Resources Investigations of the Central Corridor, Volume I*, BRW, Inc., 1995

² Property studied in: *Phase II Architectural History Investigation for the Proposed Central Transit Corridor Study*, The 106 Group, Inc. 2003-2004

³ Property studied in: *Supplemental Historic Properties Investigations and Evaluations for the Central Corridor Light Rail Transit Project*, Hess, Roise and Company, 2008

3.4.3.1 Downtown St. Paul

The following cultural resources are listed on the National Register (Figure 3.4-1):

- St. Paul Union Depot, 214 East 4th Street, including the building, the plaza in front of the building, and the concourse extending to Kellogg Boulevard. The property is also included within the boundaries of the Lowertown Historic District.
- Lowertown Historic District, the area approximately bounded by Kellogg Boulevard on the south, Jackson Street on the west, East 7th Street on the north, and Broadway on the east. The district is also a locally designated historic district under the jurisdiction of the St. Paul Heritage Preservation Commission.
- Endicott Building, 141 East 4th Street and 134 East 5th Street, including the original building designed by Cass Gilbert and several extensions designed by Gilbert's

office. The property is also locally designated under the jurisdiction of the St. Paul Heritage Preservation Commission.

- Pioneer Press Building, 336 North Robert Street.
- Saint Agatha's Conservatory of Music and Fine Arts, now Exchange Building, 26 Exchange Street.
- Central Presbyterian Church, 500 North Cedar Street.

The following properties have been determined eligible for National Register listing:

- Saint Louis, King of France Church and Rectory, 506 North Cedar Street.
- First National First Bank Building, 107 East 4th Street and 332 Minnesota Street.
- Minnesota Building, 46 East 4th Street.
- St. Paul Athletic Club, 340 Cedar Street.
- Union Depot Elevated Rail Yard (expansion of Union Depot listed property)
- St. Paul Urban Renewal Historic District, the area approximately bounded by Wabasha Street, Kellogg Boulevard, Robert Street, and East 6th Street.

3.4.3.2 Capitol Area

The following cultural resources are listed on the National Register (Figure 3.4-2):

- Minnesota Historical Society, 691 North Robert Street. This property is also included within the National Register-eligible Minnesota State Capitol Mall Historic District.
- Minnesota State Capitol, 75 Rev. Dr. Martin Luther King, Jr. Boulevard. This property is also included within the National Register-eligible Minnesota State Capitol Mall Historic District.

The following properties have been determined eligible for National Register listing:

- Norwegian Evangelical Lutheran Church (presently known as Christ Lutheran Church on Capitol Hill), 105 University Avenue West.
- Ford Motor Company Building, 117 University Avenue West.
- Minnesota State Capitol Mall Historic District, including the State Capitol, the Minnesota Historical Society Building, the Power Plant (listed as a separate item) and several other buildings. The district is approximately bounded by University Avenue on the north, Robert Street on the east, 12th Street on the south, and Rice Street on the west and includes the approaches along Cedar Street north of 10th Street and John Ireland Boulevard. The boundary includes Leif Erikson Lawn at the northwest corner and the historic mall area envisioned by Cass Gilbert and realized by Morell and Nichols in the 1950s for the setting of the Capitol. The boundary also encompasses several sites south of the Capitol building with archeological potential that appear to be eligible for the National Register under Criterion D (BRW et al., 1995).

3.4.3.3 Midway East

The following properties have been determined eligible for National Register listing (Figure 3.4-3):

- Fire Station No. 18, 681 University Avenue West.
- Owens Motor Company Building, 709-719 University Avenue West.
- Brioschi-Minuti Company Building, 908-910 University Avenue West.
- St. Paul Casket Company Factory, 1222 University Avenue West.
- Minnesota Milk Company Building (Old Home Dairy), 370-378 University Avenue West, St. Paul.
- Raths, Mills & Bell Company Building, 823 University Avenue West, St. Paul.
- Quality Park Investment Company Building (Midway Books), 1577-1579 University Ave. West, St. Paul.

3.4.3.4 Midway West

The following cultural resources are listed on the National Register (Figure 3.4-4):

- Krank Building, now Iris Park Place, 1885 University Avenue West. It is also locally designated under the jurisdiction of the St. Paul Heritage Preservation Commission.
- University-Raymond Commercial Historic District, including 22 contributing buildings and sites. The boundary extends along University Avenue between Hampden Avenue on the east and TH 280 on the west. The district is a National Register Certified Local Historic District (CLHD) and is locally designated under the jurisdiction of the St. Paul HPC.

The following properties have been determined eligible for National Register listing:

- Griggs, Cooper and Company Sanitary Food Manufacturing Plant, now Griggs-Midway Building, 1821 University Avenue West.
- Porky's Drive-In Restaurant, 1884 University Avenue West.
- Minnesota Transfer Railway Company Historic District, including the main line, Yard A, the bridge over University Avenue, the roundhouse at 508 Cleveland Avenue, and the leads. The district extends east and west of Transfer Road and Cleveland Avenue, as far north as railroad tracks just south of Energy Park Drive, and as far south as Gilbert Avenue. The main line and the bridge were listed separately in the AA/DEIS. The roundhouse was determined eligible as the result of the 1995 investigation.
- Great Lakes Coal and Dock Company Office Building, now St. Paul Board of Education district office, 2101 University Avenue West.
- KSTP Studios and Transmission Tower, 3415 University Avenue West.
- Fire Station No. 20, 2179 University Avenue West. [Note: This was built as Fire Station No. 25, but it has been known as Fire Station No. 20 since 1949.]

3.4.3.5 University of Minnesota/Prospect Park

The following cultural resources are listed on the National Register (Figure 3.4-5):

- Prospect Park Water Tower and Tower Hill Park, 55 Malcolm Avenue S.E. This property is also included within the National Register-eligible Prospect Park Residential Historic District.

- The APE was expanded to include the National Register-listed Old University of Minnesota Campus Historic District. At the request of SHPO the existing boundary was evaluated and a boundary expansion recommended for this district. The expanded boundary is University Avenue on the north, Church Street/17th Avenue S.E. on the east, East River Parkway on the west, and the northern boundary of the University of Minnesota Campus Mall Historic District on the south.

The following properties have been determined eligible for National Register listing:

- Prospect Park Residential Historic District. The boundary is approximately University Avenue on the north, Emerald Avenue on the east, Williams Avenue and Arthur Avenue on the west, and Interstate 94 on the south.
- University of Minnesota Campus Mall Historic District (called the Greater University Plan Historic District in the AA/DEIS) that includes the campus buildings and landscape north of Washington Avenue. Following the issuance of the AA/DEIS the boundary was reviewed by MnDOT-CRU and SHPO and expanded to include the footbridges spanning Washington Avenue and Coffman Memorial Union south of Washington Avenue. The boundary coincides with the historic campus plan envisioned by Cass Gilbert and realized by Morell and Nichols.
- East River Parkway, extending along the east bank of the Mississippi River. The parkway has been determined to be a contributing element to the National Register-eligible Grand Rounds of the Minneapolis Park system.
- Washington Avenue Bridge, Washington Avenue spanning the Mississippi River between Pleasant Street S.E. and 21st Avenue South.
- Mines Experiment Station Building, 56 East River Road.
- Pioneer Hall, 615 Fulton Street S.E.
- Fire Station G, Engine House 5, now Mixed Blood Theater, 1501 4th Street South.

3.4.3.6 Downtown Minneapolis

The following property has been determined eligible for National Register listing (Figure 3.4-5):

- Minnesota Linseed Oil Company Buildings, now Valspar Company, 1101 3rd Street South and 312 11th Avenue South.

3.4.4 Long-Term Effects

3.4.4.1 No-Build Alternative

There are no anticipated effects to the identified cultural resources if the Preferred Alternative is not implemented.

3.4.4.2 Preferred Alternative

The Central Corridor LRT alignment, with few exceptions, follows existing streets. Some visual effects are anticipated and include the overhead catenary system (poles and wires) and the location of stations along the route. Historically, 4th Street, University Avenue, and Washington Avenue were streetcar routes and had power poles and wires overhead to power the trains.

Table 3.4-1 provides a summary of preliminary effects evaluation. It is important to note that potential impacts as identified in the table that follows do not equate to adverse effects. Determination of adverse effects to the resources, as noted, has not yet been made. Consultation with MnDOT-CRU, SHPO, the FTA, the Advisory Council on Historic Preservation (ACHP), other relevant resource agencies, and identified consulting parties will continue with development and execution of a Programmatic Agreement (PA) (see Appendix G). The following sections provide specific details for those properties with potential effects.

Downtown St. Paul

Track Alignment

The alignment extends from Broadway and East 4th Street through the National Register-listed Lowertown Historic District on a street that historically had a trolley line, in front of the National Register-listed Union Depot, and passes by the National Register-listed Endicott Building and Pioneer Press Building, and by the National Register-eligible First National Bank Building and Minnesota Building. All of these buildings are located on East 4th Street, which would become one-way west bound with on-street parking removed. Vehicular access to Union Depot and parking will be removed from the front of the building. The diagonal alignment at East 4th Street would require property acquisition adjacent to the National Register-eligible St. Paul Athletic Club and within the National Register-eligible St. Paul Urban Renewal Historic District. The alignment will continue along Cedar Street through the St. Paul Urban Renewal Historic District and past the National Register-listed St. Agatha's Conservatory of Music and Fine Arts and Central Presbyterian Church and past the National Register-eligible St. Louis King of France Church and Rectory. On-street parking will be removed from Cedar Street and the northern access to Central Presbyterian Church will be changed.

SHPO has expressed concern about the design and locations of the poles and catenary along the track alignment. The concerns for visual impacts is particularly strong in relation to National Register-listed Union Depot and the National Register-listed and eligible properties in the vicinity of Cedar Street and Exchange Place—Central Presbyterian Church, St. Agatha's Conservatory of Music and Fine Arts/Exchange Building, and St. Louis King of France Church and Rectory. These concerns will be addressed through consultation as specified in the PA.

Stations

SHPO requested further research and analysis of the setting of the National Register-listed Union Depot as a basis for determining a station location in Downtown St. Paul. Further, any station site along East 4th Street will be within the boundaries of the Lowertown Historic District. The proposed station at 4th and Cedar streets will be within the St. Paul Urban Renewal Historic District and will require the removal of one building within the district's period of significance.

Depending on the location and design, visual impacts on cultural resources in the vicinity of the following planned stations could occur: Union Depot, 4th and Cedar streets, and 10th Street. The station platforms could potentially have visual impacts on cultural resources in the vicinity, depending on how the platforms are designed and where they are placed.

Operation and Maintenance Facility

A site occupied by the vacant Diamond Products Warehouse (built 1969) is proposed for the OMF (

Figure 3.4-1). The site adjoins the Lowertown Historic District on the east. The new use is anticipated to be contained within the existing structure. Consequently, there should be no visual impacts on properties within the Lowertown Historic District.

Traction Power Substations

The proposed location at 4th and Cedar Streets is within the boundaries of the National Register-eligible St. Paul Urban Renewal Historic District and is adjacent to the National Register-eligible properties of the St. Paul Athletic Club and the Minnesota Building. The placement of the TPSS may have visual impacts.

Capitol Area

Track Alignment

SHPO requested clarification for the boundary of the Minnesota State Mall Capitol Historic District and asked that it be drawn to incorporate the State Capitol Power Plant, 691 Robert Street, which had been determined eligible according to the 2004 study. In June 2008, SHPO and MnDOT-CRU jointly agreed on a boundary, based on the geographic extent of the historic Cass Gilbert plan for the State Capitol grounds as realized by Morell and Nichols in the 1950s including the approaches along John Ireland Boulevard and Cedar Street (Figure 3.4-2).

Vehicle access will be closed from Martin Luther King Jr. Boulevard to Robert Street and changed from the parking area on the west side of the Capitol building. Pedestrian access will be changed at the north face of the Capitol building. Green medians in Cedar Street will be removed from the I-94 bridge and the block leading to 10th Street, truncating the formal approach at I-94. While planned as part of Cass Gilbert's design for the approach to the Capitol, these medians were not installed until I-94 was completed in the late 1960s. Their removal is not necessarily an adverse effect, depending on how the new design is carried out.

SHPO has expressed concern about the visual impacts of design and locations of the poles and catenary, particularly in relation to the north side of the State Capitol, the location of the Leif Erikson statue, and the National Register-eligible Norwegian Evangelical Lutheran Church and Ford Motor Company Building on the north side of University Avenue, east of Rice Street. SHPO has also expressed concern about pedestrian access to the State Capitol and the impact of changed traffic patterns. These concerns will be addressed through consultation as specified in the PA. No impacts are anticipated on the Minnesota Historical Society Building because it is not directly on the LRT line.

Stations

In the Rice Street Station vicinity, the ROW would encroach onto the north edge of Leif Erikson Lawn, which is within the boundary of the Minnesota State Capitol Mall Historic District. Depending on the design and placement of the station, this may be an adverse effect. Concern has been raised about archeological potential on this site, similar to the potential on the south side of the Capitol building. MnDOT-CRU submitted documentation to SHPO in May 2008 with the recommendation that the site lacked potential archeological significance. SHPO concurred with the recommendation.

Depending on the location and design of station platforms, visual impacts on cultural resources near the following planned stations could occur: 10th Street, and Rice Street. The station platforms could potentially have visual impacts on cultural resources in the vicinity, depending on how the platforms are designed and where they are placed. These concerns will be addressed through consultation as specified in the PA.

Traction Power Substations

The proposed location along Robert Street is adjacent to the boundaries of the National Register-eligible Minnesota State Capitol Mall Historic District. The placement of the TPSS may have visual impacts.

Midway East

Track Alignment

The alignment extends along University Avenue in front of the following National Register-eligible properties: Minnesota Milk Company Building, Owens Motor Company Building, Fire Station No. 18, Rath's, Mills & Bell Company Building, Brioschi-Minuti Company Building, St. Paul Casket Company Factory, Quality Park Investment Company Building (Figure 3.4-3). The median will be closed at Milton Street which restricts access to right-in/right-out by the Brioschi-Minuti Company Building. The median will be modified and a traffic control signal added to accommodate fire-engine access to Fire Station No. 18. The poles and catenary will be placed in the median of University Avenue and will be visible from all National Register-eligible properties. Depending on the design and placement, adverse effects are not likely. These concerns will be addressed through consultation as specified in the PA.

Stations

Depending on the location and design, visual impacts on cultural resources in the vicinity of the following planned station could occur: Snelling Avenue, and in the vicinity of the future stations at Western Avenue, Victoria Street, and Hamline Avenue. The station platforms could have visual impacts on cultural resources in the vicinity, depending on how the platforms are designed and where they are placed. The greatest potential for an adverse effect is at the Snelling Avenue station, which will locate the platform in front of the Quality Park Investment Company Building. These concerns will be addressed through consultation as specified in the PA.

Future land use changes around the planned and future station sites have the potential to affect cultural resources. Redevelopment is likely to occur in the areas surrounding the planned and future station sites. Between the stations, redevelopment would most likely to occur on properties immediately facing the alignment. The PA has specified several measures to promote rehabilitation of cultural resources and compatible redevelopment.

Traction Power Substations

The proposed location area west of Victoria Street encompasses the National Register-eligible Brioschi-Minuti Company Building. The placement of the TPSS may have visual impacts.

Midway West

Track Alignment

The alignment extends along University Avenue in front of the following National Register-eligible and listed properties: Griggs, Cooper & Company Sanitary Food Manufacturing Plant, Porky's Drive-In Restaurant, Krank Building (Iris Park Place), Minnesota Transfer Company Historic District, Great Lakes Coal and Dock Company Office Building, Fire Station No. 20, University-Raymond Commercial Historic District, KSTP Production Studios and Transmission Tower (Figure 3.4-4). The ROW will encroach onto a small portion of the KSTP site in order to widen the sidewalk. There will be no changes to existing property access. Medians will be closed at Beacon by the Griggs, Cooper & Company Building, at Lynnhurst W. by Porky's Drive-In; and at Carleton Street and LaSalle Street in the

University-Raymond Commercial Historic District. There will be no changes to existing property access. The median will be modified and a traffic control signal added to accommodate engine access to Fire Station No. 20. Traffic lanes will be divided under the Minnesota Transfer Railway Bridge that spans University Avenue (in the Minnesota Transfer Railway Company Historic District) and signs will be added. Poles and catenary will be installed in the median along University Avenue and under the railway bridge. There will probably be no adverse effects on adjacent National Register properties depending on design and placement.

Stations

Depending on the location and design, visual impacts on cultural resources in the vicinity of the following planned stations could occur: Fairview Avenue, and Raymond Avenue. The station platforms could potentially have visual impacts on cultural resources in the vicinity, depending on how the platforms are designed and where they are placed. These concerns will be addressed through consultation as specified in the PA. The proposed location for the Raymond Avenue station is within the boundaries of the University-Raymond Commercial Historic District and the station elements are subject to design review by the St. Paul Heritage Preservation Commission.

There is potential for redevelopment in the vicinity of the Raymond Avenue station, although such redevelopment will be subject to design review because it is likely to occur within the University-Raymond Commercial Historic District.

Traction Power Substations

The proposed location of the TPSS near the Raymond Station was moved outside of the University-Raymond Commercial Historic District. The placement of the TPSS would have no visual impacts.

University/Prospect Park

Track Alignment

The alignment extends along University Avenue at the northern boundary of the National Register-eligible Prospect Park Residential Historic District and in front of the National Register-listed Prospect Park Water Tower and Tower Hill Park. On-street parking will be removed from the portions of University Avenue within the district boundaries (Figure 3.4-5). The median at Clarence will be closed. Depending on how the median on University Avenue is closed, there might be an adverse effect on the landscaped triangles (contributing features) by Tower Hill Park. The poles and catenary will be installed in the median of University Avenue. Depending on the design and placement, there will probably be no adverse effect on the district or listed properties. These concerns will be addressed through consultation as specified in the PA.

The alignment west of the Prospect Park Residential Historic District does not affect any historic resources until it reaches the U of M campus on Washington Avenue S.E. The Transit/Pedestrian Mall alignment extends through the National Register-eligible University of Minnesota Campus Mall Historic District. SHPO has expressed concerns about the design and locations of the poles and catenary in relation to the contributing buildings and site elements of the historic district. These concerns will be addressed through consultation as specified in the PA.

Vehicular traffic that would be diverted from Washington Avenue at Walnut Street S. E. as part of implementing the Washington Avenue Transit and Pedestrian Mall may impact the National Register-eligible East River Parkway, the National Register-eligible Pioneer Hall,

which fronts East River Parkway, the National Register-eligible Mines Experiment Station, the National Register-listed Old University Campus Historic District with its boundary expansion, as well as portions of the Campus Mall Historic District. Altered traffic routing may also impact the National Register-eligible Prospect Park Residential Historic District.

The alignment continues along Washington Avenue and crosses the National Register-eligible Washington Avenue Bridge, which spans the National Register-eligible East River Parkway. Traffic on the bridge will be reduced to one lane in each direction with two LRT tracks replacing the two center vehicular lanes. This would not be considered an adverse effect. The bridge structure will be reinforced and strengthened and the existing deck replaced to accommodate the LRT trains. All of the improvements proposed for the bridge superstructure would take place within the envelope of the existing structure and no changes to the appearance of the bridge will be visible to motorists or observers at the roadway or pedestrian levels. These will not be adverse effects. The design and placement of poles and catenary need to be evaluated in relation to the bridge elements and the university buildings flanking the west bridge approach. These concerns will be addressed through consultation as specified in the PA.

Stations

The 29th Avenue, Stadium Village, and University West Bank stations are not located within the vicinity of historic resources. The University East Bank station is to be located east of the University of Minnesota Campus Mall Historic District, far enough away so the design will not have a visual impact on cultural resources in the vicinity.

Traction Power Substations

A TPSS will be located more than 1,000 feet east of Fire Station G, Engine House 5. The placement of the TPSS would not have visual impacts.

Downtown Minneapolis

Track alignment

The track alignment will not impact any cultural resources in this segment.

Stations

There are no new stations in this segment.

Traction Power Substations

The TPSS in the I-35W interchange area is more than 1,000 feet south of the Minnesota Linseed Oil and Paint Company Building (Figure 3.4-5). The placement of the TPSS would not have visual impacts.

3.4.5 Short-Term Construction Effects

3.4.5.1 No-Build Alternative

There are no construction effects to the identified cultural resources if the project does not occur.

3.4.5.2 Preferred Alternative

Noise, vibration, visual, and traffic impacts would be experienced during construction through all segments. These impacts would be short term and temporary. Concerns have been expressed regarding the effects of noise and vibration on historic buildings and

resources along the alignment, especially along Washington Avenue SE where traffic will be diverted. Noise and vibration impacts and mitigation measures are discussed in Sections 4.6, and 4.7, respectively. Short-term visual impacts and mitigation are discussed in Section 3.6. Traffic impacts and mitigation, including mitigation of all impacts identified due to the conversion of Washington Avenue to a Transit/Pedestrian Mall, are discussed in Section 6.2. Potential adverse impacts due to this traffic diversion will be addressed in the P.A.

Noise and vibration mitigation for construction impacts would be implemented as in all other areas of the project. Additional or specific mitigation measures for construction impacts will be implemented through consultation as specified in the PA.

3.4.6 Mitigation

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

Methods for avoidance, minimization, or mitigation of impacts to historic property (any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register) will be developed and coordinated under the Section 106 consultation process.

The CCPO and MnDOT-CRU have had ongoing coordination with SHPO, FTA and other interested parties including the Prospect Park and East River Road Improvement Association (PPERRIA), Historic St. Paul, the Church of St. Louis, King of France, Central Presbyterian Church, the St. Paul Heritage Preservation Commission, the CAAPB, historic preservation professionals associated with the Lowertown Historic District and the Union Depot, the Ramsey County Regional Rail Authority (RCRRA) and the FHWA in connection with the Union Depot, representatives from the U of M, representatives of several historic buildings in St. Paul, and Preservation Alliance of Minnesota. The goal of this consultation is to complete inventory and evaluation of historic properties, and to develop and complete a Section 106 programmatic agreement for the assessment of effects to historic properties (see Appendix G). Historic Saint Paul, the Church of St. Louis, King of France, the St. Paul Heritage Preservation Commission, the Prospect Park and East River Road Improvement Association (PPERRIA), the Preservation Alliance of Minnesota, and the Advisory Council for Historic Preservation have submitted formal requests to participate as consulting parties in the Section 106 process. Details of the ongoing Section 106 consultation are included in Appendix E- Agency Coordination and Correspondence.