



*Gold Line*

## Bus Rapid Transit Project

# Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties

November 2020



U.S. Department of Transportation  
Federal Transit Administration



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## Summary

The METRO Gold Line Bus Rapid Transit (BRT) Project (Project) is a proposed ten-mile-long BRT line located in Ramsey and Washington counties, Minnesota. Operating in both mixed traffic and on a dedicated guideway, the proposed alignment will generally parallel Interstate (I-) 94 from downtown Saint Paul to just east of I-694, where it will turn south and extend along Helmo and Bielenberg Avenues to the Woodbury Village Shopping Center, connecting downtown Saint Paul with the suburban cities of Maplewood, Landfall, Oakdale and Woodbury. The proposed line includes 21 stations, four (4) of which will include a park-and-ride facility.

The Metropolitan Council (MC) intends to apply to the Federal Transit Authority (FTA) to fund the Project, request an Interstate right-of-way use agreement for a portion of the Project's preferred alternative from the Federal Highway Administration (FHWA), acting through the Minnesota Department of Transportation (MnDOT), and seek permits for construction from the United States Army Corps of Engineers (USACE). Therefore, the Project is a federal undertaking and must comply with Section 306108 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 United States Code [USC] § 306108; hereinafter referred to as Section 106) and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800 et. seq.; Section 101(b)(4) of the National Environmental Policy Act of 1969, as amended, (42 USC § 4331); and other applicable federal mandates. The Project will also seek funding and use of public lands from the State of Minnesota and political subdivisions of the State, and permits for construction from several state agencies. Therefore, it must also comply with Minnesota laws, including the Minnesota Environmental Policy Act of 1973, the Minnesota Field Archaeology Act (Minnesota Statute [MS] § 138.31–138.42), the Minnesota Historic Sites Act (MS § 138.661–138.669), and the Minnesota Private Cemeteries Act (MS 307.08), as applicable. This assessment of effects study was prepared to comply with these legislative requirements.

This report describes the proposed Project; its Area of Potential Effects (APE); efforts to identify and evaluate historic properties within the Project's APE to determine their eligibility for listing on the National Register of Historic Places; and evaluates the Project's effects on those properties. Based on findings of the effects assessments, the Project will have No Effect on 17 historic properties; No Adverse Effect on 5 historic properties; and No Adverse Effect on 12 historic properties with the implementation of conditions. One additional property has been identified as requiring additional research and possible assessment of effect; this property will be addressed in a supplemental report. FTA has determined therefore that the undertaking will have No Adverse Effect on historic properties.

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## Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
APE	Area of Potential Effects
ASCE	American Society of Civil Engineers
BMP	Best Management Practice
BRT	Bus Rapid Transit
BRTOD	Bus Rapid Transit Oriented Development
CFR	Code of Federal Regulations
CIG	Capital Investment Grant
CL	Construction Limits
CPPHP	Construction Protection Plan for Historic Properties
CRU	Cultural Resources Unit
Custom House	United States Post Office and Custom House
EA	Environmental Assessment
EAW	Environmental Assessment Worksheet
Finch	Finch, VanSlyck, and McConville Dry Goods Company
Ft <sup>2</sup>	Square Feet
FTA	Federal Transit Administration
FHWA	Federal Highway Administration
GLSAP	Gold Line Station Area Plans
HPC	Heritage Preservation Commission
I-	Interstate
Landmark Center	United State Post Office, Courthouse and Customs House

LHD	Lowertown Historic District
LOD	Limits of Disturbance
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MC	Metropolitan Council
MMLI	Minnesota Mutual Life Insurance Company
MnDOT	Minnesota Department of Transportation
MnSHPO	Minnesota State Historic Preservation Office
mph	Miles Per Hour
MS	Minnesota Statute
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
NSP	Northern States Power Company
OMF	Operations and Maintenance Facility
Section 106	Section 306108 of the NHPA
PA	Programmatic Agreement
Project	METRO Gold Line Bus Rapid Transit Project
ROW	Right-of-Way
RPHD	Rice Park Historic District
SHPO	State Historic Preservation Officer
SOI	Secretary of the Interior
SOI's Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR § 68)

TH	Trunk Highway
THPO	Tribal Historic Preservation Officer
TOD	Transit Oriented Development
URHD	Urban Renewal Historic District
U.S.	United States
USACE	United States Army Corps of Engineers
USC	United States Code
3M	Minnesota Mining and Manufacturing Company
%	Percent
'	Foot/Feet

## Section 1: Introduction

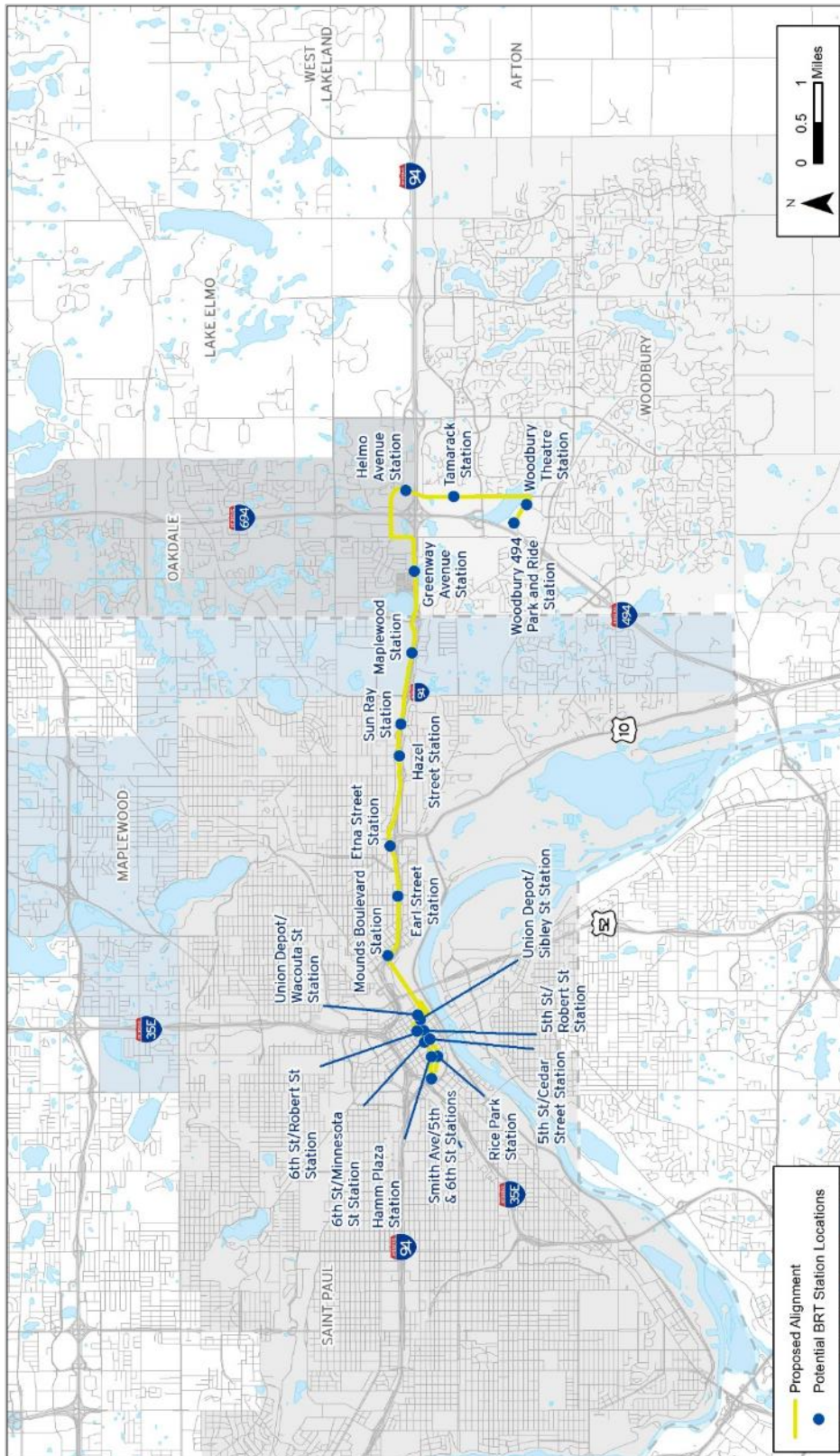
The METRO Gold Line Bus Rapid Transit (BRT) Project (Project) is a proposed ten-mile-long BRT line with 21 stations, four (4) of which will include a park-and-ride facility, located in Ramsey and Washington counties, Minnesota (Figure 1). The proposed Project will connect downtown Saint Paul with the suburban cities of Maplewood, Landfall, Oakdale and Woodbury.

In 2010, the Washington County Regional Railroad Authority (WCRRA) and Ramsey County Regional Railroad Authority (RCRRA) initiated the Project, then called the Gateway Corridor. WCRRA was the local lead agency and completed an Alternatives Analysis for the Project in February 2013. A Locally Preferred Alternative (LPA) was selected in August 2014, which included a preferred alignment, with BRT as the preferred mode of transit. Due to a lack of support from one community along the proposed alignment, the alignment was not advanced. In December 2016, a revised LPA was approved that included a new alignment east of Interstate (I-) 694/494. In 2017, WCRRA transferred Project sponsorship to the Metropolitan Council (MC). MC became the Project's local lead agency and the responsible governmental unit for completing the environmental review and documentation process, and for constructing the Project.

MC intends to apply to the Federal Transit Administration (FTA) to fund the Project through its Capital Investment Grant (CIG) program, request an Interstate right-of-way (ROW) use agreement for a portion of the Project from the Federal Highway Administration (FHWA), acting through the Minnesota Department of Transportation (MnDOT), pursuant to 23 CFR Part 810, Subpart C and 23 CFR 710, Subpart D § 710.405, and seek permits for construction from the United States Army Corps of Engineers (USACE) pursuant to 33 USC § 11 and Section 404 of the Clean Water Act (Section 404), 33 USC §§ 1251-1376, as amended. Therefore, the Project is a federal undertaking and must comply with Section 306108 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 United States Code [USC] § 306108; hereinafter referred to as Section 106) and its implementing regulations, 36 Code of Federal Regulations (CFR) § 800 et. seq.; Section 101(b)(4) of the National Environmental Policy Act of 1969 (NEPA), as amended, (42 USC § 4331); and other applicable federal mandates. The Project will also seek funding and use of public lands from the State of Minnesota and political subdivisions of the State, and permits for construction from several state agencies. Therefore, it must also comply with Minnesota laws, including the Minnesota Environmental Policy Act of 1973, the Minnesota Field Archaeology Act (Minnesota Statute [MS] § 138.31-138.42), the Minnesota Historic Sites Act (MS § 138.661-138.669), and the Minnesota Private Cemeteries Act (MS 307.08), as applicable. This assessment of effects study was prepared to comply with these legislative requirements.

MC, with FTA as the lead federal agency, completed an Environmental Assessment / Environmental Assessment Worksheet (EA / EAW) for the Project in September 2019 (published on October 7, 2019), which selected a Preferred Alternative. Based on the results of the EA, FTA issued a Finding of No Significant Impact (FONSI) for the Project under NEPA on January 17, 2020. FHWA adoption of the EA and issuance of the FONSI occurred on March 5, 2020.

Figure 1. Project Location



Pursuant to 36 CFR § 800.2(a)(2), USACE and FHWA have recognized FTA as the lead Federal agency responsible for fulfilling their collective Section 106 obligations for the Project. In 2014, FTA delegated authority to the MnDOT Cultural Resources Unit (CRU) to aid FTA with many aspects of the Section 106 process for the Project per 36 CFR § 800.2(a)(3). Authority delegated includes: initiating the Section 106 process; identifying an Area of Potential Effects (APE); conducting appropriate inventories to identify historic properties within the APE; making determinations of eligibility for the National Register of Historic Places (NRHP); making assessments of effect; and consulting with the Minnesota State Historic Preservation Office (MnSHPO), interested parties, and the public.

49 CFR Sec. 5309(d)(1)(C) requires the environmental review process for FTA's CIG program to be completed in two-years. Therefore, FTA determined that a phased process was appropriate for completing the Section 106 process for the Project. In accordance with 36 CFR Sec. 800.4(b)(2), FTA, with assistance from MnDOT CRU and MC, consulted with MnSHPO, other consulting parties, and the public to prepare a Programmatic Agreement (PA) to guide the completion of the Section 106 process for the Project. FTA also invited the Advisory Council on Historic Preservation (ACHP) to participate in the development of the PA. ACHP chose not to participate, but did provide technical assistance when requested by MnSHPO. The PA, which was executed January 7, 2020, establishes roles and responsibilities for its implementation and includes processes for identifying and evaluating properties for the NRHP, assessing effects on historic properties, and resolving any adverse effects. The PA also spells out design development and review processes and requirements for protecting historic properties during Project construction. FTA sought input from the public on the draft PA through the NEPA public comment process. Under the terms of the PA, the identification of historic properties was substantially completed for the Project in November 2020.

This report provides a summary description of the Preferred Alternative for the Project, an overview of the legal and regulatory requirements for Section 106, a summary of the results of efforts completed to date to identify and evaluate historic properties for the NRHP that could be potentially affected by the Project, and describes consultation completed with interested parties and the public to consider Project effects on historic properties. In accordance with the terms of the PA, it also assesses effects of the Project on NRHP listed and eligible properties located within the APE based on the Project's 30 Percent (%) Plans, provides findings of effect for each property, and describes FTA's final determination of effects on historic properties for the undertaking. Per the terms of the PA, as Project design work advances, FTA will review the Project's 60%, 90% and 100% Plans, and any modifications to the 100% Plans, and assess whether any Project design changes would result in changes to FTA's finding of effect included in this report. If FTA finds any previously made finding is no longer remains valid, in accordance with the PA, FTA will make new findings of effect and consult with consulting parties as appropriate to consider the effect and ways to resolve any adverse effects, as stipulated in the PA.

## Section 2: Project Description

The Project is a proposed approximately ten-mile-long BRT line located in Ramsey and Washington counties, Minnesota. Operating in both mixed traffic and on a dedicated guideway, the line will extend along an easterly and southerly alignment, connecting downtown Saint Paul with the suburban cities of Maplewood, Landfall, Oakdale, and Woodbury (see Figure 1). The proposed Project includes 21 stations, four (4) of which will include park-and-ride facilities (1,100 new park-and-ride spaces between the facilities at Sun Ray, Helmo, and 494 Stations; and utilization of 150 existing stalls at the Woodbury Theatre Station for a total of 1,250 spaces). The Project will also include pedestrian and bicycle access; roadway, streetscape, and landscape improvements; and restructured local bus route connections in both Ramsey County and Washington County. A more detailed description of Project elements is included below.

### Geographic Area and Bus Rapid Transit Alignment

The Project begins at the existing Smith Avenue Transit Center on the west side of downtown Saint Paul, Ramsey County. In downtown Saint Paul, the Project will operate on existing dedicated bus lanes along 5th and 6th streets, transitioning to mixed traffic across the Kellogg Boulevard Bridge to Mounds Boulevard.

Beginning at the Mounds Boulevard Station, the Project will operate on a dedicated guideway for approximately 1.75 miles to the intersection of Old Hudson Road and Hudson Road, where it will transition into mixed traffic for approximately 0.5 miles. East of Kennard Street, the Project will transition back onto a dedicated guideway for approximately 2.20 miles to just east of Century Boulevard. The Project will then operate in mixed traffic along Tanners Lake approximately 0.7 miles to Greenway Avenue, where it will enter a dedicated guideway split along the north and south sides of Hudson Boulevard. Extending roughly 0.7 miles, the split guideway will turn north and follow Hadley Avenue to 4th Street. The Project will then operate in a center running dedicated guideway on 4th Street, across a reconstructed bridge over I-694 before turning south near Helmo Avenue onto a separate dedicated guideway to reach the Helmo Avenue Station. The Project will construct a new multi-modal bridge to replace the existing 4th Street Bridge over I-694. From the Helmo Avenue Station, the alignment will continue south approximately 1.15 miles on a dedicated, center running guideway, crossing over I-94 on a new multi-modal bridge, and continuing south in Bielenberg Drive to Nature Path, where the Project will transition back into mixed traffic on Bielenberg and Guider Drives to reach the Woodbury 494 Park-and-Ride Station.

### Guideway

Approximately two-thirds (2/3) of the Project will operate on a dedicated guideway, with the remaining one-third (1/3) operating in mixed traffic, which includes bus-only lanes in downtown Saint Paul. The dedicated guideway segments of the Project will consist of a two-lane concrete roadway with one lane in each direction. Lanes will typically be 13' in width (26'-wide guideway), but will vary in places, ranging from 11' to 16' in width. Along mixed traffic segments, the configuration and materials of the streets will vary depending on the location, but no new lanes will be added to existing streets. In several locations, the number of traffic or parking lanes

may be reduced to accommodate the Project. At stations in downtown Saint Paul, bus pads will be added to the street in front of station platforms if they do not already exist.

## Stations and Park-and-Ride Lots

The Project includes twenty-one (21) stations: fifteen (15) in Saint Paul, of which ten (10) will be in the downtown; one (1) in Maplewood; two (2) in Oakdale; and three (3) in Woodbury (Table 1). Four (4) stations will include park-and-ride facilities. The Project includes two types of stations:

- **Walk-up:** Stations that do not include designated parking for transit riders
- **Park-and-ride:** Stations that include a new or existing parking facility designated for transit riders

All of the stations will have Americans with Disabilities Act (ADA) accessible facilities, including ramps where needed to access platforms. All stations, except for the Smith Avenue drop-off only station, will include easy and accessible boarding onto the BRT vehicles, on platform ticking to expedite boarding, lighting, shelters, and signage. Where applicable, they will be designed to integrate with existing sidewalks, roadway lanes and bus-only lanes.

The Project includes both side and center platform stations (see Table 1). The number and size of platforms at a station will vary based on its location. As proposed, most downtown stations will have a single 60' x 12' platform, except westbound Smith Avenue Station which will use existing infrastructure in the Smith Avenue Transit Center. Stations outside of downtown Saint Paul will have one or two platforms that range from 80' to 130' in length, excluding any access ramps, and 14' to 20' in width. The height of the platforms will be determined at a later date; therefore, platform height is not accounted for in the effects assessments in Section 6.

Most station platforms will have one (1) shelter, while some will have two (2) (see Table 1). Only footprints for the shelters are included in the Project's 30% Plans. The 30% Plans show that a typical free-standing shelter will have a roof extent of approximately 40' x 11' in size. The footprint of the shelter enclosure will be smaller than the roof since a portion of the roof will be over the loading zone, which needs to be clear of vertical obstructions. The height, roof shape, and architectural design is unknown at 30% design. Actual designs for the station shelters will be determined at a later date. Therefore, the architectural design for the shelters is not accounted for in the effects assessments in Section 6. Once the height of the platforms is determined and the designs for the station shelters and system components are known, the effects of these Project elements on historic properties will be assessed under the terms of the Project's PA.



**Table 1. BRT Stations and Park-and-Ride Facilities**

<b>Station</b>	<b>New or Existing</b>	<b>Station Type</b>	<b>Station/Platform Details</b>
<b>Saint Paul</b>			
Union Depot / Sibley Street	New	Walk-up	Single 60' x 12' side platform with one shelter.
6th Street / Robert Street	New	Walk-up	Will be located on the same block as another non-local bus stop, but will have a separate station. Single 60' x 12' side platform with a one shelter.
6th Street / Minnesota Street	New	Walk-up	Will be located on the same block as another a non-local bus stop, but will have separate station. Single 60' x 12' side platform with one shelter.
Hamm Plaza / 6th Street	New	Walk-up	Will replace an existing bus stop on the block and share a platform with local service. Single 60' x 12' side platform with one shelter.
Smith Avenue / 6th Street	Existing	Walk-up	Will utilize an existing non-BRT bus stop. Stop only with a standard, non-BRT bus sign. No platform, shelter, pylon sign, or platform ticketing. Electric charging stations will be installed inside the existing Smith Avenue Transit Center.
Smith Avenue / 5th Street	New	Walk-up	Will replace an existing bus stop on the block and share a platform with local service. Single 60' x 12' side platform with one shelter.
Rice Park / 5th Street	New	Walk-up	Will replace an existing bus stop and share a platform with local service. Single 60' x 12' side platform with one shelter.
5th Street / Cedar Street	New	Walk-up	Will be located on the same block as another non-BRT bus station, but will have separate station. Single 60' x 12' side platform with one shelter.
5th Street / Robert Street	New	Walk-up	Will be located on the same block as another non-BRT bus station, but will have separate station. Single 60' x 12' side platform with a one shelter.
Union Depot / Wacouta Street	New	Walk-up	Single 60' x 12' side platform with one shelter.

Station	New or Existing	Station Type	Station/Platform Details
Mounds Boulevard	New	Walk-up	Two 60' x 12' side platforms (paired), each with one shelter.
Earl Street	New	Walk-up	Two 80' x 14' side platforms (offset), each with one shelter.
Etna Street	New	Walk-up	Two 80' x 14' side platforms (offset), each with one shelter.
Hazel Street	New	Walk-up	Two 80' x 14' side platforms (offset), each with one shelter.
Sun Ray	New	Park-and-ride	Single 80' x 20' center platform with two 25' x 11' shelters (offset). Station includes a new 150-space surface park-and-ride lot.
<b>Maplewood</b>			
Maplewood	New	Walk-up	Two 80' x 14' side platforms (offset), each with one shelter.
<b>Oakdale</b>			
Greenway Avenue	New	Walk-up	Two 80' x 14' side platforms (offset), each with one shelter.
Helmo Avenue	New	Park-and-ride	Two 80' x 14' side platforms (paired), each with one shelter. Station includes a new 138-space surface park-and-ride lot.
<b>Woodbury</b>			
Tamarack Road	New	Walk-up	Two 80' x 14' side platforms (offset), each with one shelter.
Woodbury Theater	New	Park-and-ride	Two 80' x 14' side platforms (paired), each with one shelter. Station will utilize 150 spaces in an existing surface park-and-ride lot.
Woodbury 494 Park-and-Ride with Joint Development	New	Park-and-ride	Single 130' x 14' side platform with two shelters (inline). Station includes a new 512-space park-and-ride facility that includes surface and structured parking that may include electric charging stations for buses. A joint development opportunity at this location proposes a three-story, 60,000-square foot Washington County Western Service Center which includes 300 surface and structured parking for employees and customers.

## Operations and Maintenance Facility (OMF)

The Project will not construct a new OMF. Instead, MC plans to maintain and store Project buses at its existing East Metro Garage, which is located at 802 O'Leary Street in Saint Paul, approximately 0.75 miles north of downtown Saint Paul. This facility has the capacity to house 214 buses, including the type the Project plans to

obtain. The existing facility also includes administrative offices, employee facilities and an employee parking lot. If the Project purchases electric vehicles, it is anticipated that electric charging stations will be installed inside the facility. There would be space for charging infrastructure for the Project's fleet without needing to reduce the OMF's current bus capacity.

## Bridges

The Project includes the construction of five (5) new bridges and two (2) new underpasses, the reconstruction of two (2) existing bridges, and modifications to one (1) existing bridge:

- A new three-span, approximately 285'-long, pre-stressed concrete beam pedestrian bridge over I-94 at Maple Street in Saint Paul that will replace an existing pedestrian bridge. The new bridge will include a seven-span, approximately 385'-long, helical access ramp on the north end.
- Modifications to the existing Earl Street Bridge over I-94 in Saint Paul. The north abutment and approach will be modified to accommodate the Project guideway.
- A new single-span, 76'-long, ridged frame concrete bridge that will carry the Project guideway over Johnson Parkway in Saint Paul. The span type and opening will match the existing adjacent bridges that carry I-94 over the parkway.
- A new three-span, approximately 555'-long, pre-stressed concrete beam bridge that will carry the Project guideway over Trunk Highway (TH) 61/Etna Street in Saint Paul.
- A new single-span, approximately 51'-long by 100-foot-wide, pre-stressed concrete beam underpass that will carry White Bear Avenue over the Project guideway in Saint Paul.
- A new single-span, approximately 53'-long by 108-foot-wide, pre-stressed concrete beam underpass that will carry Ruth Street over the Project guideway in Saint Paul.
- A new four-span, 470'-long, pre-stressed concrete beam bridge that will carry the Project guideway and a multi-use trail over McKnight Road on the Saint Paul-Maplewood border. The new bridge will include a four-span, approximately 352'-long, switchback-type access ramp for the tail on the northwest side of the bridge.
- A new single-span, approximately 160'-long, pre-stressed concrete beam bridge that will carry the Project guideway and a multi-use trail over TH 120/Century Avenue in Maplewood.
- A new two-span, approximately 232'-long, pre-stressed concrete beam bridge that will carry the Project guideway, multi-use vehicular traffic and a pedestrian trail, replacing the existing 4th Street Bridge over I-694 in Oakdale.
- A new three-span, 490'-long, pre-stressed concrete beam bridge that will carry the Project guideway, multi-use vehicular traffic on Bielenberg Avenue, and a pedestrian trail over I-94 on the Oakdale-Woodbury border.

## Roadway Improvements

The Project will result in long-term physical modifications to existing roadways and intersections that will affect local circulation patterns. These changes will accommodate the introduction of the BRT alignment and related facilities, improve access, and improve connectivity. Roadway improvements range from turn lane additions to

reconfiguration of lanes and widths and parking changes to alignment shifts and construction of new roadways, as well as new bridges and overpasses. Major improvements include:

- An approximately three-block-long segment of Mounds Boulevard in Saint Paul from the north end of the Mounds Boulevard Bridge over I-94 to East 3rd Street will be reconstructed along a shifted alignment to accommodate the new dedicated BRT guideway and the Mounds Boulevard Station. This will include the full reconstruction of a four-lane bituminous roadway with a center median and turn lanes adjacent to the new BRT guideway.
- Hudson Road will be reconstructed between Maria Avenue and Griffith Street in Saint Paul to accommodate the new dedicated BRT guideway. This will include the full reconstruction of a two-lane bituminous roadway with the BRT guideway located to the south and parking lanes between Forest and Frank Streets.
- The intersection of Etna Street and Wilson Avenue in Saint Paul will be reconstructed.
- Hudson Road will be reconstructed between Old Hudson Road and approximately Flandreau Street to accommodate mixed-traffic BRT operation. This will include the full reconstruction of a two-lane concrete roadway with one lane of parking along most of this segment.
- Old Hudson Road will be reconstructed from just east of Ruth Street to McKnight Road in Saint Paul to accommodate a new dedicated BRT guideway. This will include the full reconstruction of a two-lane bituminous roadway with turn lanes adjacent to the new dedicated BRT guideway.
- Old Hudson Road will be reconstructed between 19th Street in Maplewood and Tanners Lake in Oakdale to accommodate the new dedicated BRT guideway. This will include the full reconstruction of a two-lane bituminous roadway with turn lanes adjacent to the new dedicated BRT guideway.
- Hudson Boulevard will be reconstructed between Tanners Lake and Hadley Avenue in Oakdale to accommodate mixed-traffic BRT operation. This will include the full reconstruction of a two-lane bituminous roadway with turn lanes.
- Hudson Boulevard and Hadley Avenue will be reconstructed from Greenway Avenue to 4th Street in Oakdale to accommodate a new dedicated BRT guideway. This will include the full reconstruction of a five-lane bituminous roadway comprised of a center turn lane, a multi-use line on either side. The outer lanes will be dedicated side running BRT lanes.
- 4th Street North will be reconstructed between Hadley and Helmo Avenues in Oakdale to accommodate the new center-running dedicated BRT guideway. This will include the full reconstruction of a two-lane bituminous roadway with turn lanes and the BRT guideway located in the center median.
- Helmo Avenue will be reconstructed and extended south from 4th Street North in Oakdale to a new crossing over I-94. This will include the full reconstruction/construction of a two-lane bituminous roadway with turn lanes.
- Bielenberg Drive will be reconstructed between the new multi-modal bridge over I-94 to just south of Nature Path in Woodbury to accommodate a new center running dedicated BRT guideway. This will include the full reconstruction of a wide, four-lane bituminous roadway with turn lanes and the BRT guideway located in the center median.

- Guider Drive will be reconstructed between Bielenberg Drive and Woodlane Drive to accommodate mixed-traffic BRT operation. This will include a partial reconstruction of a two-lane bituminous roadway with a center turn lane.

## Noise Barriers

The Project will relocate (remove and reconstruct in a new location) a number of existing noise barriers (noise walls) along I-94 to accommodate the Project. The relocations are summarized in Table 2. As depicted in the 30% Plans the new walls will be approximately 14' tall.

**Table 2. Noise Barrier Relocations**

Approximate Location	Distance Moved <sup>1</sup>	Direction Moved
Conway Street to Wilson Avenue	0'-20'	North and South
Wilson Avenue to Plum Street	0'-30'	South
Maple Street to Forest Street	0'-3'	South
Forest Street to Cypress Street	0'-15'	South
Cypress Street to Earl Street	10'-30'	South
Earl Street to Frank Street	20'-40'	South
Frank Street to Johnson Parkway	0'-25'	South
Johnson Parkway to Clarence Street	10'-150'	North and South
Etna Street to Hazelwood Street	0'-30'	North and South
Hazelwood Street to White Bear Avenue	0'-5'	South

## Retaining Walls and Stormwater Retention Facilities

The Project will include retaining walls and implementation of stormwater best management practices (BMPs) facilities throughout the Project corridor.

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<sup>1</sup>The distance specified for a location specified is given as a range that represents the smallest and greatest movement of the noise barrier within that location.

## Bicycle and Pedestrian Improvements

The Project includes a variety of bicycle and pedestrian improvements to provide safe bicycle and pedestrian crossings of the proposed BRT alignment, to accommodate the proposed BRT and roadway improvements, and/or to provide bicycle and pedestrian connections to the proposed BRT stations. These improvements will affect several trails and sidewalks within the vicinity of the Project and include, but are not limited to, construction of ADA compliant curb ramps and detectable warnings and relocations of regional and local trails and sidewalks along much of the alignment outside of downtown Saint Paul. It also includes a number of new trail and sidewalk connections to provide easy access to stations and fill gaps between existing facilities and station areas. These include:

- Sidewalk bump-outs in downtown Saint Paul at the 5th Street / Robert Street Station, Union Depot / Sibley Street Station, and Union Depot / Wacouta Street Station to provide more space for pedestrians.
- New trails/sidewalks to connect the Etna Street Station with Johnson Parkway (west), 3rd Street (north), Birmingham Street (east), and Burns Avenue (south).
- New trails/sidewalks to connect the Hazel Street Station with Wilson Street (north) and Ruth Street (east).
- New multi-use trail parallel to the Project guideway between the Sunray Station in Saint Paul and the Greenway Station in Oakdale.
- New multi-use trail parallel to the Project guideway from the intersection of Hudson Boulevard and Hadley Avenue in Oakdale to the intersection of Bielenberg Avenue and Tamarack Road in Woodbury.
- New multi-use trail parallel Project guideway between the Woodbury Theater and Woodbury 494 stations in Woodbury.

## BRT Vehicles

The buses used on the BRT line will be 60'-long articulated vehicles with a capacity of 48 passengers and doors on the right hand side of the vehicle (Figure 2). The Project has not determined if the vehicles will be diesel, hybrid, or electric-powered. Fare collection will be at stations only, so the buses will not include fare collection systems. Each bus will be equipped for ADA accessibility and racks to accommodate bicycles. If it is determined that electric buses will be used, the Project will construct electric charging stations inside the existing Smith Avenue Transit Center in Saint Paul, at the Woodbury 494 Station park-and-ride facility, and at the MC's East Metro Garage. Since it is not yet determined if electric buses will be used, details of the charging stations are not included in the 30% Plans for the Project. If charging stations are built for the Project, they would be located inside existing structures or in areas with no identified historic properties; therefore, design details are not needed to assess effects to historic properties.

Figure 2. Typical BRT Bus



## Transit Operations

The Project entails a number of changes to transit operations in the Corridor including existing and planned bus systems of Metro Transit. The service plans will be revised prior to opening in 2024, and will be a result of a service planning process that complies with MC's service planning policies, with federal requirements (e.g., Title VI), and a variety of external factors (e.g., transit demand, funding availability, public and agency comment).

### *BRT Operations*

The Project will have the effect of increasing both the average weekday bus vehicle miles traveled and revenue hours in the region, relative to the present (average weekday, 2040). MC anticipates that the Project will operate from 5:00 a.m. to 12:00 a.m., seven days per week, although the frequency/headways will vary throughout the day and between weekdays and weekends (Table 3).<sup>2</sup> On weekdays, the Project is anticipated to operate 78 round trips per day, with 6 buses per hour during the a.m. and p.m. peaks. Bus speeds will vary depending on operational conditions and will be set prior to the start of revenue operations based on a safety certification review. The maximum posted speed for the dedicated guideway is expected to be 45 mph. Along

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<sup>2</sup> Headways are the average time between transit vehicles operating in the same direction by a common point over a given period (e.g., four inbound buses passing by a station within one hour would result in a 15-minute headway).

mixed traffic segments of the alignment BRT buses will operate at the posted speed limit for general traffic, which mostly ranges from 30 to 40 mph and up to 45 mph along Bielenberg Drive. Table 4 shows the average operating speed for each segment of the Project alignment that was assessed in the Project EA, which was based on the Project’s 15% Plans.

**Table 3. Anticipated Operating Frequencies**

<b>Period</b>	<b>Operating Frequency</b>
<b>Weekdays (Monday–Friday)</b>	
12:00 a.m.–5:00 a.m.	No service
5:00 a.m.–6:00 a.m.	30 minutes
6:00 a.m.–9:00 a.m.	10 minutes
9:00 a.m.–3:00 p.m.	15 minutes
3:00 p.m.–6:00 p.m.	10 minutes
6:00 p.m.–8:00 p.m.	15 minutes
8:00 p.m.–12:00 a.m.	30 minutes
<b>Weekends (Saturday–Sunday)</b>	
12:00 a.m.–5:00 a.m.	No service
5:00 a.m.–7:00 p.m.	15 minutes
7:00 p.m.–12:00 a.m.	30 minutes



**Table 4. Average Operating Speed Summary<sup>3</sup>**

<b>Section Start</b>	<b>Section End</b>	<b>Average Speed (mph)<sup>4</sup></b>
Smith Avenue	Union Depot	10
Union Depot	Mounds Boulevard	15
Mounds Boulevard	Wilson Avenue	25
Wilson Avenue	Earl Street	35
Earl Street	Johnson Parkway	30
Johnson Parkway	Kennard Street	30
Kennard Street	Hazel Street	35
Hazel Street	McKnight Road	30
McKnight Road	Hadley Avenue	30
Hadley Avenue	I-694	30
I-694	I-94	20
I-94	Guider Drive	25
Guider Drive	Woodlane Drive	20

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<sup>3</sup> Metropolitan Council, Technical Report: Physical and Environmental Resources, Appendix A to METRO Gold Line Bus Rapid Transit Project Environmental Assessment (Saint Paul: Metropolitan Council, September 2019) (hereafter Gold Line EA), A5-98– A5-99.

<sup>4</sup> The analysis assumed average bus operating speeds for each segment (includes stops at stations) and rounded up to the nearest 5 mph.

## Section 3: Section 106 Legal and Regulatory Context

Prior to implementing an undertaking, Section 106 of the NHPA requires Federal agencies to consider the effects of the undertaking on historic properties that are included in or are eligible for inclusion in the NRHP. Undertakings include projects a federal agency carries out, approves or licenses, or funds. Federal agencies must also afford the ACHP a reasonable opportunity to comment on the undertaking prior to the agency making a decision.

As described in 36 CFR § 800 et. seq., which implements Section 106, the Section 106 process includes the following steps:

- Initiation of the Section 106 process:
  - Establish the undertaking;
  - Notify the State Historic Preservation Officer (SHPO) and any Tribal Historic Preservation Officers (THPOs);
  - Plan to involve the public; and
  - Identify other consulting parties.
- Identification of historic properties:
  - Determine the APE; and
  - Complete a survey of the APE to identify historic properties that are listed in or eligible for inclusion in the NRHP.
- Assessment of adverse effects:
  - Apply criteria of adverse effect.
- Resolution of adverse effects:
- Continue consultation to consider measures to avoid, minimize, or mitigate adverse effects;
  - Reach agreement with the SHPO, any THPOs, and the ACHP (if it chooses to participate in the consultation); and
  - Prepare a Section 106 agreement to document measures that will be implemented by the Federal agency to avoid, minimize, and/or mitigate adverse effects.

## Section 4: Identification of Historic Properties

### Area of Potential Effects

An APE is “the geographical area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking” (36 CFR § 800.16[d]). An APE must account for both direct and indirect effects, including permanent and temporary effects.

MnDOT CRU, under delegation from FTA and in consultation with MnSHPO, determined an APE for the Project and has periodically updated it as Project plans advanced. Two APEs were established, one for architecture/history properties and one for archaeological resources, and were included in the Project PA. As Project plans continue to be developed, the APE will be updated as needed.

#### *Architecture/History APE*

The APE for architecture/history properties includes buffers ranging from 50’ to 0.25 miles around Project elements to account for the varying nature and potential of different Project elements to effect historic properties (Figures 3 and 4). The architecture/history APE is informed by FTA’s *Transit Noise and Vibration Impact Assessment Manual* and APE parameters prepared for other FTA undertakings in Minnesota, which provided guidance for considering the effects of common types of infrastructure on historic properties that tend to be consistent across FTA projects such as related road and trail improvements and stormwater management facilities.<sup>5</sup>

#### *Archaeological APE*

The APE for archaeological resources includes all areas of proposed construction activities or other potential ground disturbing activities associated with construction (Figures 5 and 6). Based on the current understanding of the proposed Project, the Archaeological APE generally includes:

- All areas within 25’ of the perimeter of the limits of disturbance (LOD) for the Project. While the LOD is the anticipated actual limits of ground disturbing activity, the inclusion of a 25’ buffer around it allows for some flexibility for minor adjustments to the LOD as design work advances without having to revise the APE.<sup>6</sup>
- The buffer extends out slightly further (more than 25’ beyond the LOD) to include the entirety of a parcel or ROW and/or a 25’ buffer around a ROW rather than the LOD to allow for design changes.

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<sup>5</sup> John A. Volpe, *Transit Noise and Vibration Impact Manual, FTA Report No. 0123*, prepared for the FTA (September 2018).

<sup>6</sup> For the purposes of this report, LOD is the same as the Project construction limits (CL).

Figure 3. Architecture/History APE: Woodbury to Van Dyke Street in Saint Paul

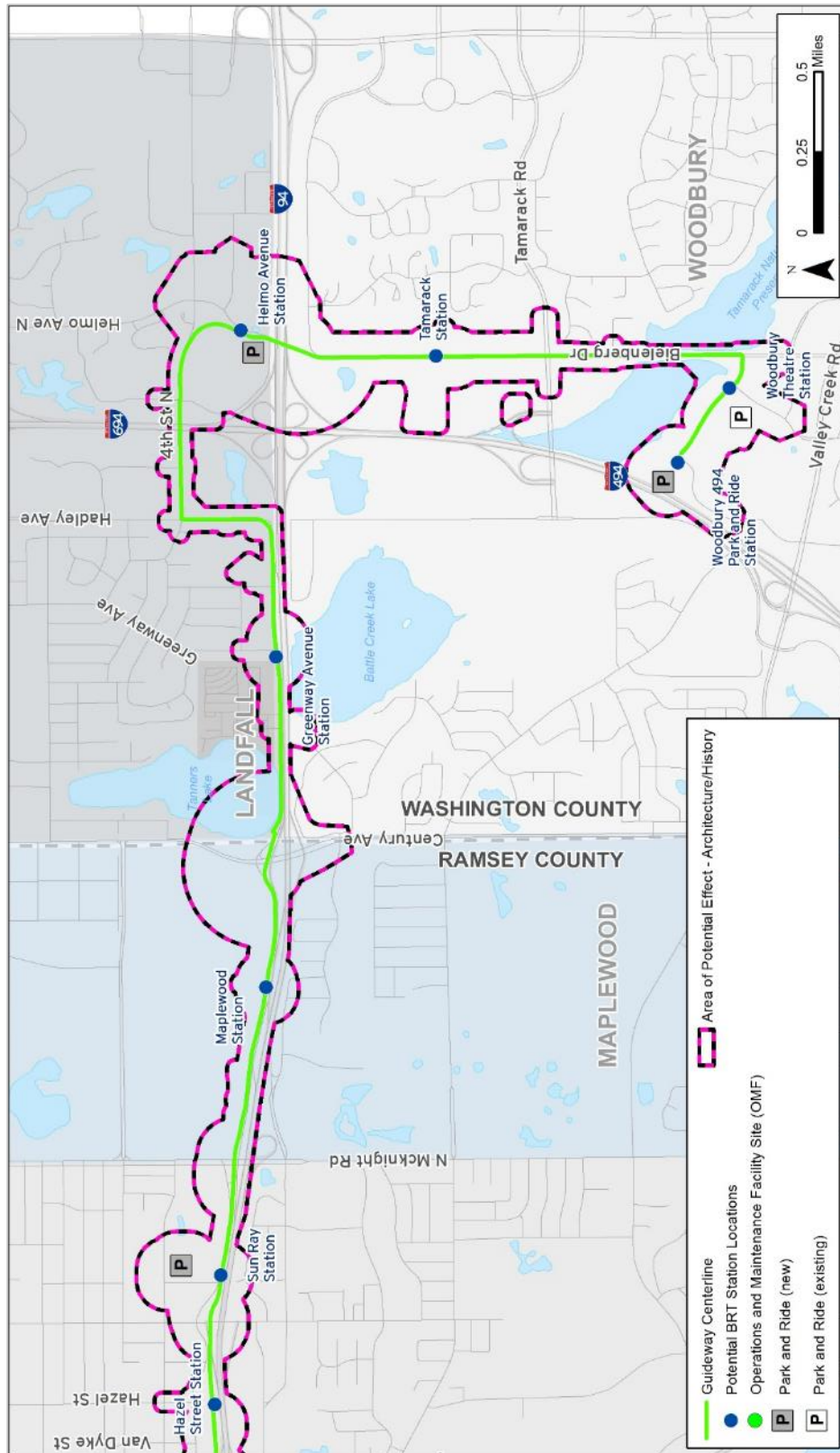


Figure 4. Architecture/History APE: Van Dyke Street to Downtown Saint Paul

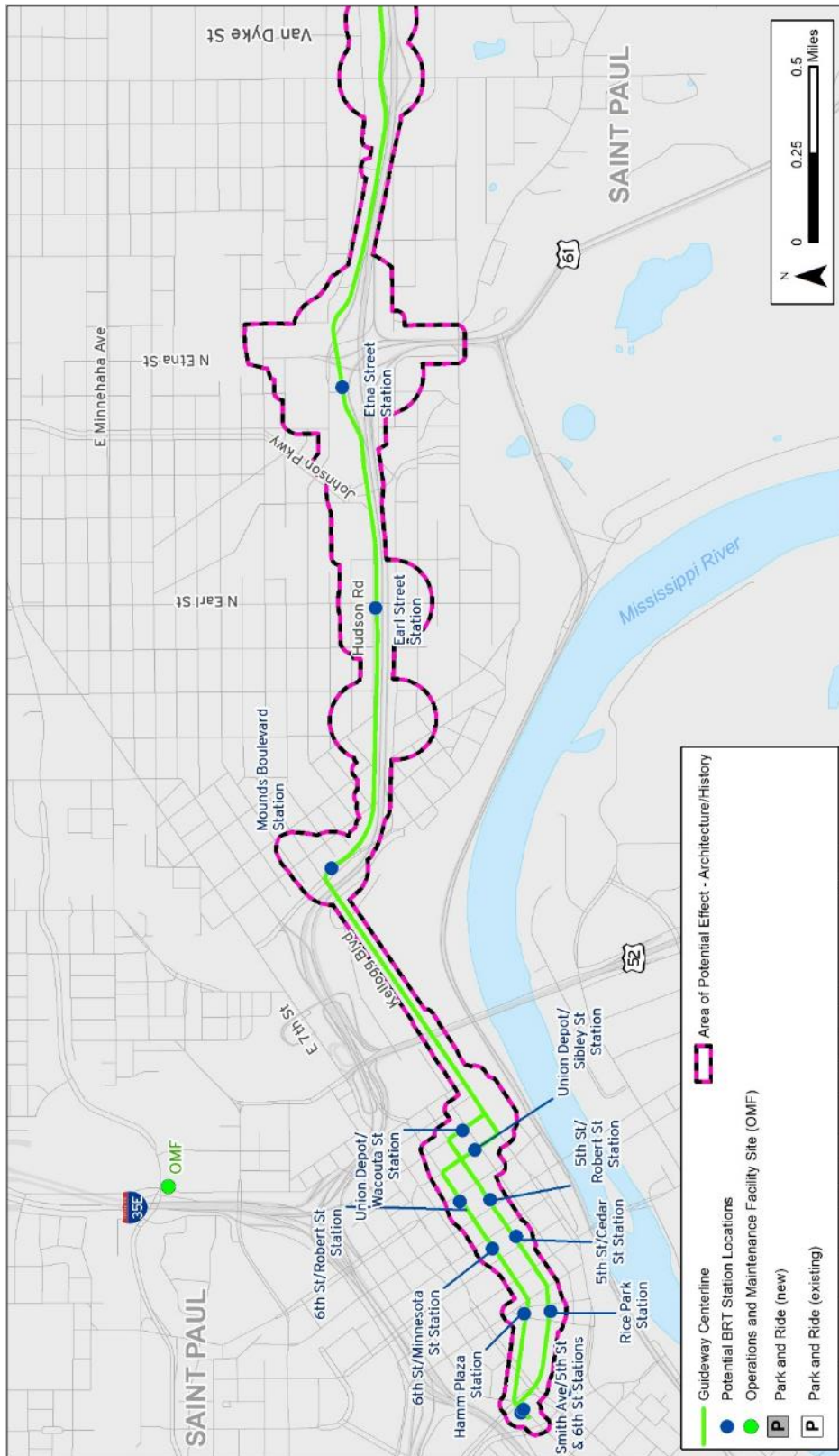


Figure 5. Archaeological APE: Woodbury to Van Dyke Street in Saint Paul

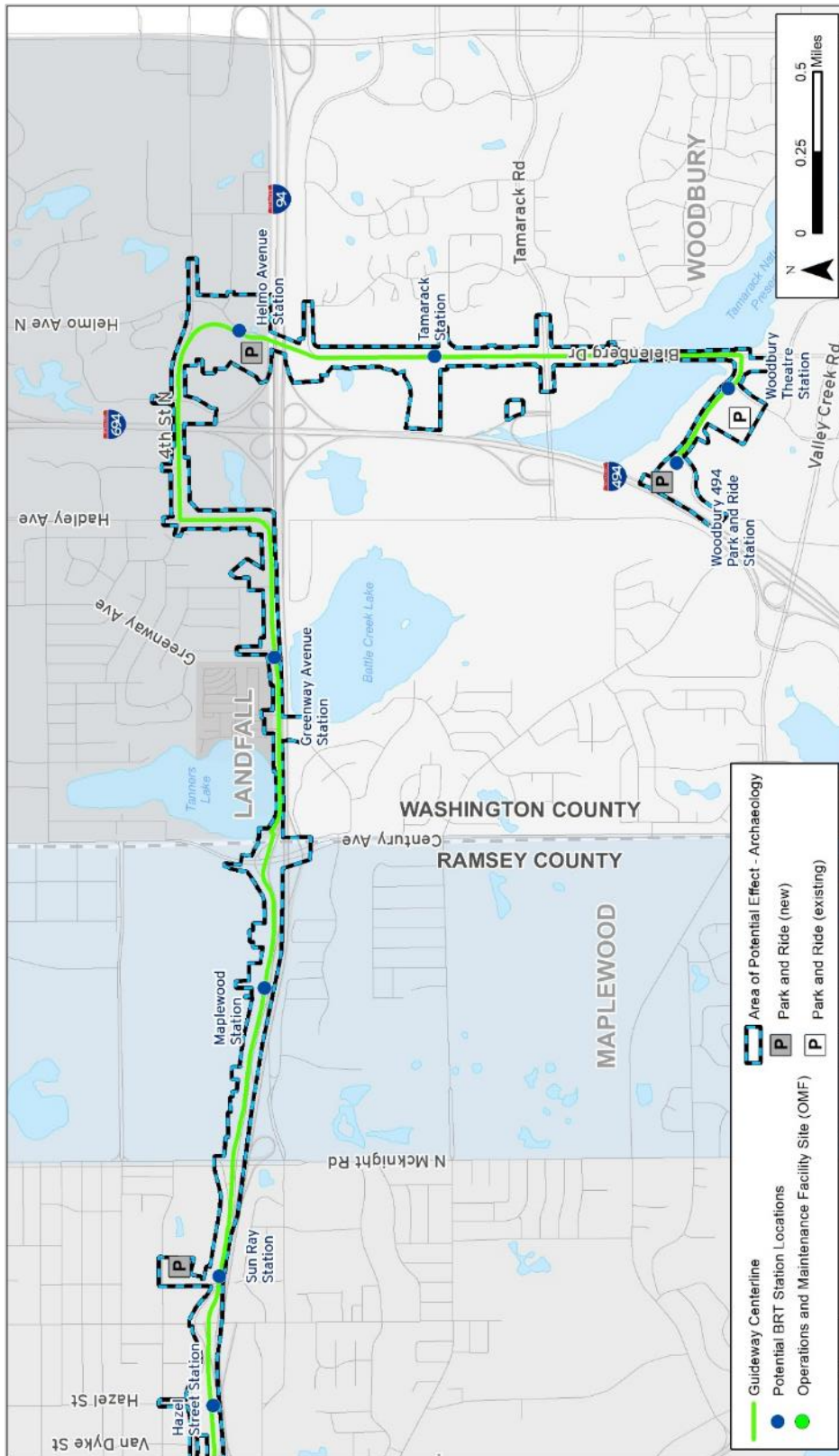
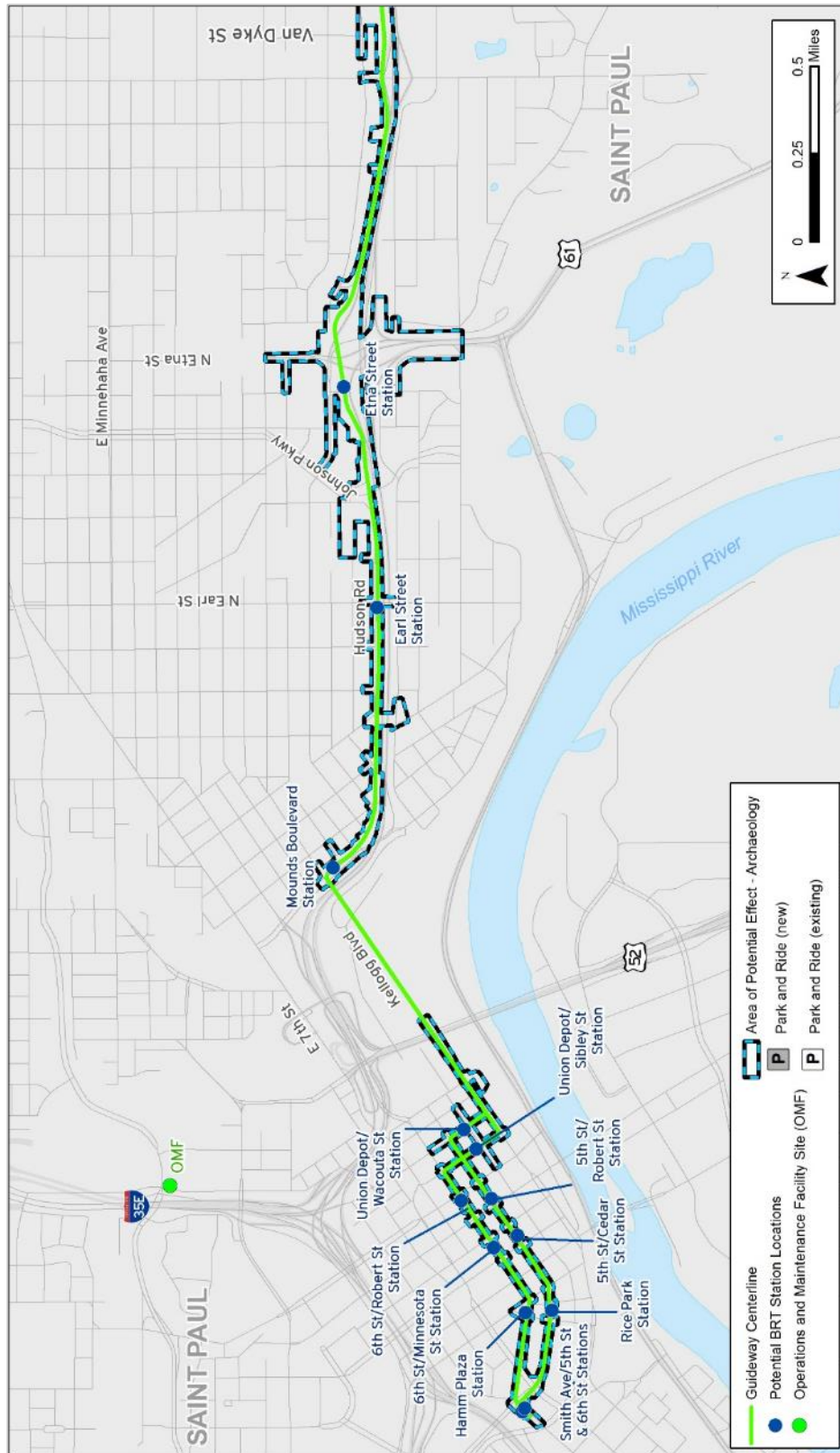


Figure 6. Archaeological APE: Van Dyke Street to Downtown Saint Paul



## Identification and Evaluation of Historic Properties

Section 106 requires Federal agencies to consider the effects of their undertakings on historic properties that are listed in or are eligible for inclusion in the NRHP, which is the nation's official list of historic places worthy of preservation. Therefore, historic property surveys were undertaken to identify and evaluate historic properties located within the Project's architecture/history and archaeological APEs.

### *National Register Criteria*

In order to qualify for inclusion in the NRHP a property must possess significance under at least one of four criteria:

- A. Association with events that have made significant contributions to broad patterns of history.
- B. Association with the lives of persons significant in our past.
- C. Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- D. Has yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4; National Park Service [NPS] 1997).

In general, a historic property is 50 years of age or older to be considered for the NRHP; however, properties less than 50 years of age can be considered for listing if they possess exceptional significance. In addition to possessing significance, a property must also retain sufficient historic integrity to be eligible for the NRHP: "Integrity is the ability of a property to convey its significance" (NPS 1997:44). There are seven aspects or qualities that must be considered to determine whether a property retains integrity:

- Location: the place where the historic property was constructed or the place where the historic event occurred;
- Design: the combination of elements that create the form, plan, space, structure, and style of a property;
- Setting: the physical environment of a historic property;
- Materials: the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- Feeling: a property's expression of the aesthetic or historic sense of a particular period of time; and
- Association: the direct link between an important historic event or person and a historic property.

### *Historic Properties Surveys*

A number of architecture/history and archaeological surveys have been completed since 2014 to identify historic properties within the Project's architecture/history and archaeological APEs (Table 5). This effort included documenting previously identified or evaluated properties, as well as conducting field surveys to



document and evaluate any previously unidentified properties that will be 50 years of age or older with the Project’s APEs at the start of Project construction. To encompass the environmental review period and construction process, all properties within the Project’s APEs that were constructed by 1972 were surveyed and evaluated.

**Table 5. Reports Documenting Results of Surveys to Identify Historic Properties in the Project’s APEs**

Title	Date
<b>Architecture/History Survey Reports</b>	
Revised Phase I and II Architecture/History Investigation for the Gateway Corridor, Ramsey and Washington Counties, Minnesota	March 2017
Dayton’s Bluff Heritage Preservation District: Phase II National Register Historic District Evaluation: Final Report	December 2017
Phase II Minnesota Multiple Property Inventory Form: 3M Center (RA-MWC-0010)	March 2018
Technical Memorandum: 3M Center Landscape and Roadway Features	June 2018
Technical Memorandum: Johnson Parkway Integrity Memo – focusing on the area north of Interstate Highway 94	June 2018
Phase II Architecture/History Evaluation: Bell-Weber House (RA-SPC-2481, 5204)	June 2018
Phase II Architecture/History Evaluation: Tandy Row (RA-SPC-2619, 5232)	June 2018
Phase II Architecture/History Evaluation: Kaese House and Warren E. Burger Home (RA-SPC-2439)	July 2018
Phase II Architecture/History Evaluation: Texas Company Service Station (RA-SPC-2284)	July 2018
A Reevaluation of the Saint Paul Urban Renewal Historic District, Saint Paul, Ramsey County, Minnesota <sup>7</sup>	February 2020
Phase II Assessment of the Northern States Power Company Building, 360 Wabasha Street, Saint Paul Urban Renewal Historic District, Saint Paul, Ramsey County, Minnesota <sup>8</sup>	April 2020
Rice Park Historic District Literature Search, Saint Paul, Ramsey County, Minnesota	July 2020
METRO Gold Line Bus Rapid Transit Project Supplemental Report, Phases I and II Investigation: Architecture/History	June 2020
<b>Archaeological Survey Reports</b>	

<sup>7</sup> Evaluation was completed for a FHWA undertaking having independent utility, but in coordination with the Project.

<sup>8</sup> Evaluation was completed for a FHWA undertaking having independent utility, but in coordination with the Project.

Title	Date
Revised Phase IA Archaeological Assessment for the Gateway Corridor Project, Ramsey and Washington Counties, Minnesota	March 2017
METRO Gold Line Supplemental Phase I Archaeological Survey, Ramsey and Washington Counties, Minnesota	April 2019
METRO Gold Line Supplemental Phase I Archaeological Survey of Study Areas 41 and 116, Ramsey and Washington Counties, Minnesota	March 2020

## Results of Investigations

Based on the results of the investigations identified above, FTA, with assistance from MnDOT CRU under delegation of authority and the terms of the PA, made eligibility determinations and provided them to the MnSHPO for concurrence. MnSHPO has concurred with most of the eligibility determinations, excepting at 2100 Wilson Avenue (Eastern State Bank) where additional research has been requested and is underway and will be presented as supplemental report following the 30 percent assessment.<sup>9</sup> In total, to date, 34 NRHP listed and eligible properties have been identified in the Project’s architecture/history and archaeological APEs (Tables 6 and 7; Figures 7, 8 and 9). All properties identified are architecture/history properties. No archaeological resources listed or eligible for listing in the NRHP were identified within the APE. A description of NRHP listed and eligible properties identified in the Project’s APEs and a summary of their significance is included in the assessment of effects for each property in Section 6.

**Table 6. Number of NRHP Listed and Eligible Properties in the Project’s APEs**

Resource Type	NRHP Status	
	Listed	Eligible <sup>10</sup>
Historic Districts	1	4
Individual Resources	15	14

<sup>9</sup> In a letter dated September 5, 2018, MnSHPO concurred with FTA’s eligibility determinations of six historic properties (Peter Bott House and Garage, Frederick Reinecker Houses #1 and 2, Texas Company Service Station, Bell-Weber House, and Tandy Row) located within the APE within the Dayton’s Bluff Heritage Preservation District (Sarah Beimers, MnSHPO, letter to Jay Ciavarella, FTA, September 5, 2018). In an October 9, 2020, letter the SHPO requested additional research on 2100 Wilson Avenue. Due the potential to effect the property based on 30% plans, FTA determined additional research and evaluation were warranted but would be completed as a supplement to this assessment of effect if necessary.

<sup>10</sup> Includes properties being treated as eligible for inclusion in the NRHP for completing the Section 106 process for the Project. Areas of significance were identified to inform the assessment of effect.

Figure 7. Historic Properties: Woodbury to Van Dyke Street in Saint Paul

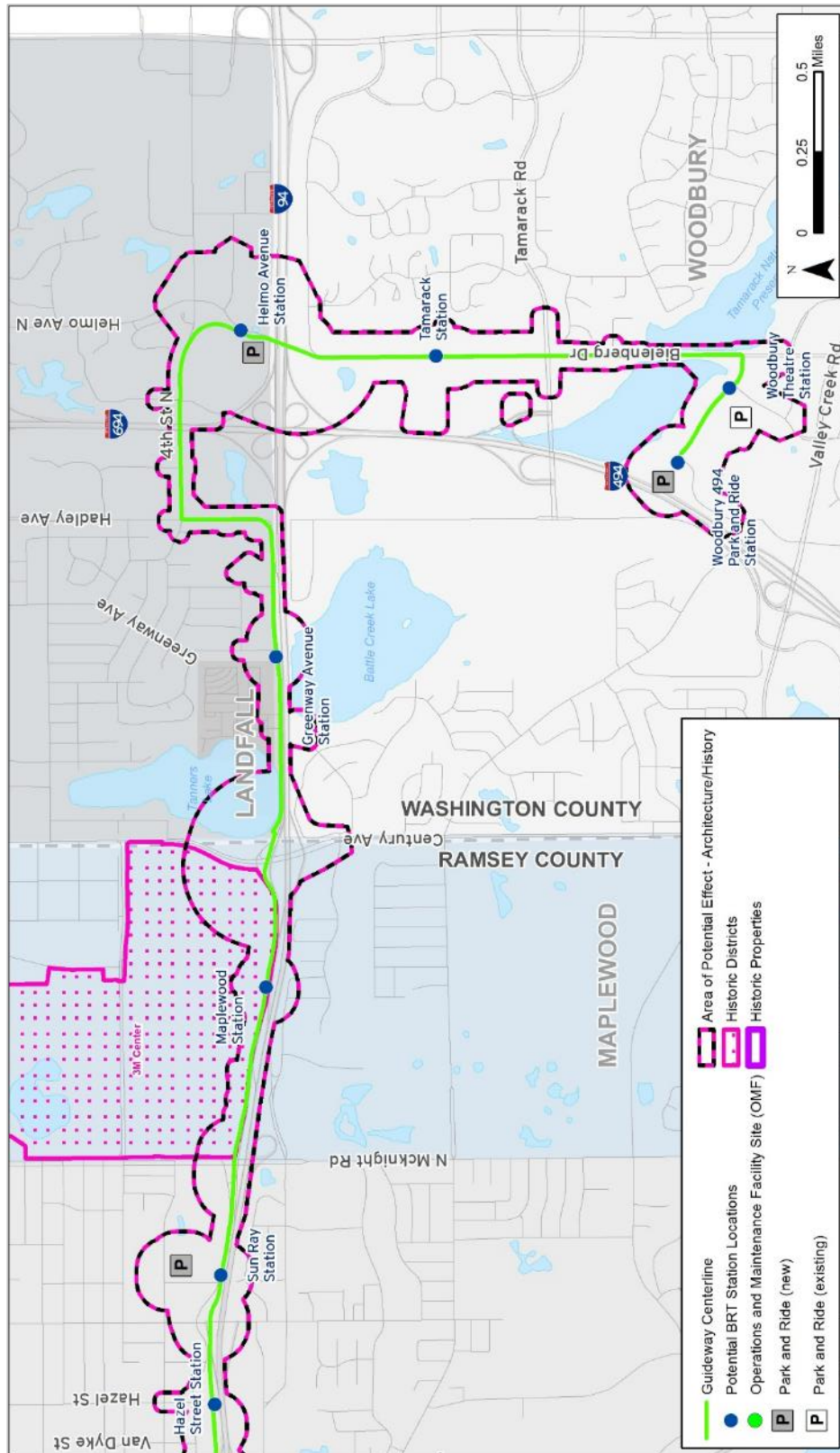


Figure 8. Historic Properties: Van Dyke Street to Downtown Saint Paul

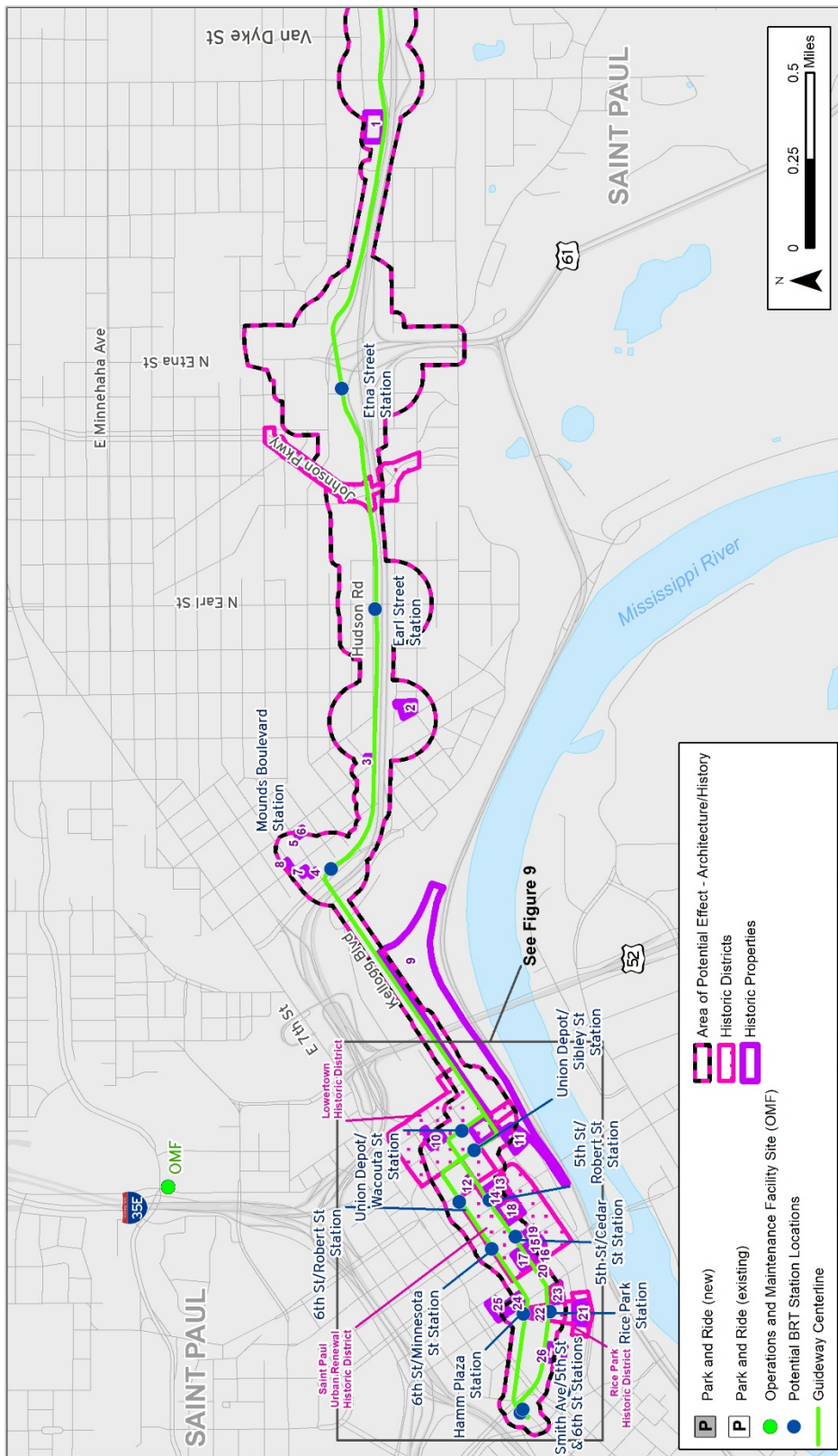
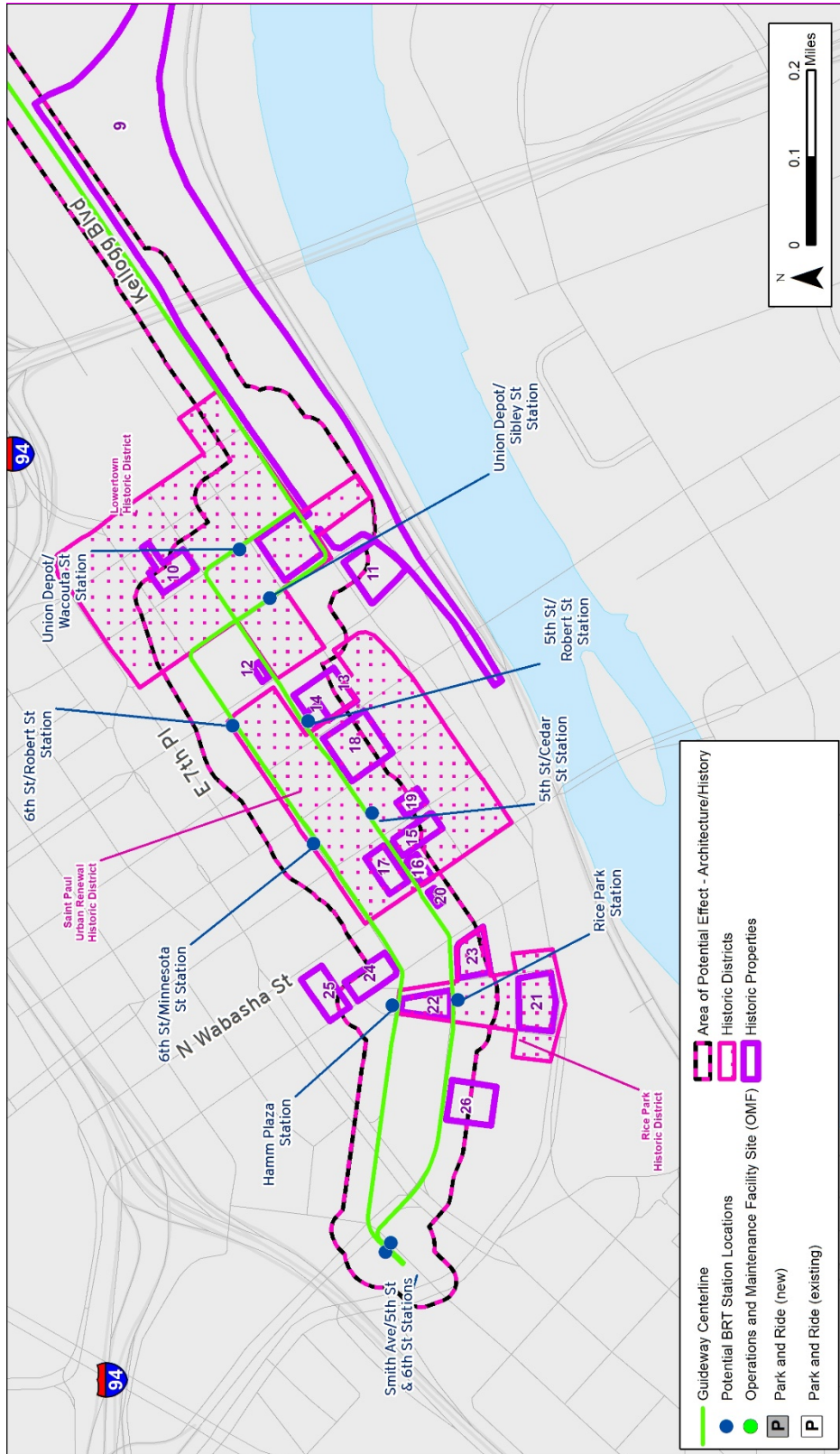


Figure 9. Historic Properties: Downtown Saint Paul



**Table 7. Historic Properties Listed in and Determined Eligible for Inclusion in the NRHP**

Map Key	Inventory No.	Property Name	Address	City	NRHP Status	
					Indiv.	Hist. Dist. <sup>11</sup>
<b>Historic Districts</b>						
—	RA-MWC-0010	3M Center	2301 McKnight Road	Maplewood		Eligible
—	RA-SPC-8497	Johnson Parkway	N/A Johnson Parkway	Saint Paul		Treating as Eligible
—	RA-SPC-4580	Lowertown Historic District (LHD)	Roughly bounded by Shepard Road and Kellogg Boulevard, and Broadway, 7th, and Sibley Streets	Saint Paul	—	Listed
—	RA-SPC-8364	Saint Paul Urban Renewal Historic District (URHD)	Roughly bounded by Kellogg Boulevard and Wabasha, 6th and Jackson Streets	Saint Paul	—	Eligible
—	RA-SPC-4580	Rice Park Historic District (RPHD)	Roughly bounded by West 6th, Saint Peter and Washington Streets, and West Kellogg Boulevard	Saint Paul	—	Eligible
<b>Individual Resources</b>						
1	RA-SPC-8465	Grace Lutheran Church	1730 Old Hudson Road	Saint Paul	Eligible	—
2	RA-SPC-4693	Giesen-Hauser House / Peter & Mary Giesen House	827 Mound Street	Saint Paul	Listed	—
3	RA-SPC-2284	Texas Company Service Station	847 Hudson Road	Saint Paul	Eligible	—
4	RA-SPC-2481, RA-SPC-5204	Bell-Weber House	661 East 3rd Street	Saint Paul	Eligible	—
5	RA-SPC-2491, RA-SPC-5208	Frederick Reinecker House #1	702 East 3rd Street	Saint Paul	Treating as Eligible	—

<sup>11</sup> Within the Historic District column, “c” means the property is contributing to the identified historic district.

Map Key	Inventory No.	Property Name	Address	City	NRHP Status	
					Indiv.	Hist. Dist. <sup>11</sup>
6	RA-SPC-2490, RA-SPC-5207	Frederick Reinecker House #2	700 East 3rd Street	Saint Paul	Treating as Eligible	—
7	RA-SPC-2040	Peter Bott House and Garage	326 Maria Avenue	Saint Paul	Treating as Eligible	—
8	RA-SPC-2619, RA-SPC-5232	Tandy Row	668–674 East 4th Street	Saint Paul	Eligible	—
9	RA-SPC-5225, RA-SPC-6907	Saint Paul Union Depot (SPUD)	214 East 4th Street (roughly bounded by Shepard Road and Wacouta, 4th and Sibley Streets)	Saint Paul	Listed	Listed LHD: c
10	RA-SPC-5462	Finch, VanSlyck & McConville Dry Goods Company (Finch) Building	366 Wacouta Street	Saint Paul	Listed	Listed LHD: c
11	RA-SPC-4518	United States (U.S.) Post Office and Custom House (Custom House)	180 East Kellogg Boulevard	Saint Paul	Listed	—
12	RA-SPC-1979	Merchants National Bank Building	366–368 Jackson Street	Saint Paul	Listed	—
13	RA-SPC-3167, RA-SPC-3169, RA-SPC-5223, RA-SPC-6903	Pioneer Press and Endicott Buildings, and Endicott Arcade Additions	332 North Robert Street and 142 East 5th Street	Saint Paul	Listed (Pioneer Press & Endicott) Eligible (Endicott Arcade)	—
14	RA-SPC-3170	Manhattan Building	360 North Robert Street	Saint Paul	Listed	—
15	RA-SPC-3168, RA-SPC-4645	First Farmers and Merchants Bank / First National Bank (First National Bank) Building	332 Minnesota Street	Saint Paul	Eligible	—

Map Key	Inventory No.	Property Name	Address	City	NRHP Status	
					Indiv.	Hist. Dist. <sup>11</sup>
16	RA-SPC-0050	Saint Paul Athletic Club	340 Cedar Street	Saint Paul	Eligible	—
17	RA-SPC-5446, RA-SPC-8096	Osborn Building	370 North Wabasha Street	Saint Paul	Listed	Eligible URHD: c
18	RA-SPC-8907	Minnesota Mutual Life Insurance Company (MMLI) Building	345 Cedar Street	Saint Paul	Listed	Eligible URHD: c
19	RA-SPC-5445	Northern States Power Company (NSP) Building	360 North Wabasha Street	Saint Paul	Eligible	—
20	RA-SPC-5444	Germania Bank	6 West 5th Street	Saint Paul	Listed	—
21	RA-SPC-5245	Saint Paul Public Library / James J. Hill Reference Library	80–90 West 4th Street	Saint Paul	Listed	Eligible RPHD: c
22	RA-SPC-5266	U.S. Post Office, Courthouse, and Customs House (Landmark Center)	75 West 5th Street	Saint Paul	Listed	Eligible RPHD: c
23	RA-SPC-3493	Saint Paul Hotel	350 North Market Street	Saint Paul	Eligible	Eligible RPHD: c
24	RA-SPC-3495	Hamm Building	408 Saint Peter Street	Saint Paul	Listed	—
25	RA-SPC-5360	New Palace Theatre/Saint Francis Hotel	1–33 West 7th Place, 435–437 North Wabasha Street	Saint Paul	Eligible	—
26	RA-SPC-11103	Saint Paul Auditorium Addition	199 West 5th Street	Saint Paul	Eligible	—



## Section 5: Section 106 Consultation

FTA, with assistance from MnDOT CRU, initiated Section 106 consultation for the Project in July 2014, and in accordance with 36 CFR § 800.3, has regularly consulted since that time with MnSHPO, Indian tribes, local governments, and other parties with a demonstrated interest to consider effects of the Project on historic properties included in or eligible for listing in the NRHP. As described below, FTA consulted directly with Indian tribes, while MnDOT CRU, under delegation from and in coordination with FTA, completed most of the consultation with MnSHPO and other consulting parties.

### Agency Coordination and Public Involvement

FTA initiated consultation with MnSHPO in July 2014. Section 106 consulting parties include MnSHPO; FHWA; USACE; MC, MnDOT, Ramsey and Washington counties; the Cities of Landfall Village, Maplewood, Oakdale, Saint Paul, and Woodbury; and the Maplewood and Saint Paul HPCs.

In accordance with 36 CFR § 800.8, Section 106 consultation efforts were coordinated with the NEPA process and related outreach activities and events. In particular, opportunities for the public to review information and provide comments related to steps in the Section 106 process were incorporated, as appropriate, into public meetings related to the NEPA and design and engineering processes. The opportunities included open houses held on the EA. At these open houses, information was shared summarizing the steps in the Section 106 process and the PA was explained. A list of meetings related to agency coordination and public involvement efforts is included in Table 8.

**Table 8. Meetings Related to Section 106**

Date	Meeting Type	Purpose
July 9, 2018	Section 106 Consulting Parties Meeting	Project and Section 106 process overviews, review of historic properties
September 11, 2018	Section 106 Consulting Parties Meeting	Discuss potential effects on historic properties (Maplewood to Lowertown Area in Downtown Saint Paul)
September 25, 2018	Section 106 Consulting Parties Meeting	Discuss potential effects on historic properties (Remaining properties in Downtown Saint Paul)
January 7, 2019	Section 106 Consulting Parties Meeting	Collect input to inform infrastructure design alternatives for Project 30% design within and around the 3M Center Historic District area and potential effects to the district
January 15, 2019	Section 106 Consulting Parties Meeting	Collect input to guide PA development

Date	Meeting Type	Purpose
February 12, 2019	Section 106 Consulting Parties Meeting	Collect input to inform infrastructure design alternatives for Project 30% design within and around the 3M Center Historic District area and potential effects to the district
March 12, 2019	Section 106 Consulting Parties Meeting	Review preliminary supplemental integrity assessment of 3M Center Historic District
June 17, 2019	Section 106 Consulting Parties Meeting	Review draft PA
October 23, 2019	Public Open House in Saint Paul	Environmental review process. Included board with information on the Section 106 process and on what a PA is and its purpose
October 25, 2019	Public Open House in Landfall	Environmental review process. Included board with information on the Section 106 process and on what a PA is and its purpose.
April 30, 2020	Section 106 Consulting Parties Meeting	Collect input to inform Project 60% design development for stations in and near historic properties
May 8, 2020	Section 106 Consulting Parties Meeting	Collect input to inform Project 60% design development for stations in and near historic properties
June 12, 2020	Section 106 Consulting Parties Meeting	Collect input to inform Project 60% design development for bridges in and near historic properties

To comply with Section 106 requirements, FTA, with assistance from MnDOT CRU, submitted the architecture/history and archaeological APEs, the results of the surveys/investigations completed for the Project, including NRHP eligibility determinations, and preliminary assessments of effects to MnSHPO for review and/or concurrence, and as appropriate, copying other Section 106 consulting parties for their review and comment. Additional consultation with MnSHPO and Section 106 consulting parties will continue to consider effects on historic properties as design progresses.

## Tribal Consultation

In May 2018, the FTA sent letters to potentially affected Indian tribes, requesting that they identify any concerns about potential Project effects and inviting them to participate in public scoping meetings and/or schedule a separate meeting to discuss any specific tribal issues and concerns. Letters were sent to the Lower Sioux Indian Community, Upper Sioux Community, Bois Forte Band (Nett Lake) of Chippewa, Fond du Lac Band of Lake Superior Chippewa, Grand Portage Band of Lake Superior Chippewa, Leech Lake Band of Ojibwe, Mille Lacs Band of Ojibwe, Red Lake Band of Chippewa Indians, White Earth Nation of Minnesota Chippewa, Prairie Island Indian Community, Shakopee Mdewakanton Sioux Community, Turtle Mountain Band of Chippewa, Sisseton-Wahpeton Oyate, Santee Sioux Nation, Fort Peck and Assiniboine and Sioux Tribes, and the Northern Cheyenne Tribe. Two responses were received. On June 26, 2018, the Northern Cheyenne THPO found the Project would

have no effect. On July 3, 2018, the Upper Sioux Community THPO responded to ask if other tribes had responded. FTA replied on July 5, 2018. The Upper Sioux Community THPO also participated in the consultation meeting held on July 9, 2018, but chose not to participate after that point.

In November 2018, FTA invited the same tribes to participate in the development of the PA for the Project. None of the tribes responded to this request. The tribes also received copies of the Project's EA, which included a copy of the draft PA, in October 2019 and were invited to comment on the documents; no comments were received.

To date, the FTA has not identified historic properties significant to tribes within the Project's APEs. If such properties are identified in the future, consultation would proceed in accordance with Section 106 requirements and per the terms of the executed PA. Consultation and outreach will continue throughout the Section 106 process.

## Section 6: Assessment of Effects

### Assessing Effects on Historic Properties

The criteria used to assess effects of Federal undertakings on historic properties that are listed in or are eligible for listing in the NRHP are set forth 36 CFR § 800.5(a)(1):

*An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.*

An adverse effect can occur if any aspect of a historic property's integrity is diminished. Examples of adverse effects are identified in 36 CFR § 800.5(a)(2) and include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI's Standards; 36 CFR § 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration; and
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

None of the identified historic properties are planned to be physically destroyed or damaged, removed, have a change in use, neglected, or are federally owned. Further, there are no atmospheric or audible changes anticipated from the Project. Therefore, the only potential effects from the Project are alterations within historic district boundaries, changes to settings, and introduction of visual elements. It is also important to note that just because an undertaking may have an effect on a historic property, it does not necessarily constitute an adverse effect. For example, Project elements may be visible from a historic property without the effect rising to the level of an adverse effect. In this example, factors to consider when assessing whether the visual effect is adverse would include proximity of Project components to the historic property, the nature of the element being introduced to the setting, the significance of the views to and from the historic property, and the overall

importance of integrity of setting to the historic property’s ability to convey its significance and maintain its eligibility for the NRHP.

## Effects Assessment and Effects Findings

In accordance with 36 CFR § 800.5(a) and the terms of the PA, the criteria of adverse effect was applied to the 34 NRHP listed and eligible historic properties located within the Project’s architecture/history and archaeological APEs. The assessments were based on the Project’s 30% Plans, EA, and other supporting materials. The primary reference materials utilized in assessing effects on historic properties, but not included in the body of this report, are summarized in Table 9. The effects assessments and resultant finding of effect for each historic property is presented in Table 10.

**Table 9. References Key – Assessment of Effects**

Title	Description	Abbreviation Key
<b>Project Plans</b>		
Metropolitan Council, Gold Line BRT 30% Submittal, February 25, 2020	Project’s 30% design plans	30% Plans
<b>Technical Studies</b>		
METRO Gold Line Bus Rapid Transit Project Environmental Assessment / Environmental Assessment Worksheet, September 26, 2019	Project’s combined Federal EA and Minnesota EAW. Includes technical appendices used to prepare the EA / EAW	EA
Gold Line Station Area Planning (St. Paul) adopted October 7, 2015, revised February 20, 2019 <sup>12</sup>	Station area planning study for Project stations in Saint Paul outside of the downtown area. Study was prepared in coordination with the Project and incorporated into the City of Saint Paul’s Comprehensive Plan. Includes an appendix with a list of properties the City rezoned based on the plan. <sup>13</sup>	GLSAP
Gold Line Station Area Planning (Maplewood), adopted January 28, 2019	Station area planning study for the Maplewood Station.	N/A

<sup>12</sup> *Gold Line Station Area Plans* was adopted by the Saint Paul City Council on October 7, 2015 via Council Resolution RES PH 15-291 and amended February 20, 2019 via City Council Resolution RES PH 19-35.

<sup>13</sup> In accordance with the GLSAP, properties in TOD Zones were rezoned, as applicable, via Council Resolution RES PH-1935.

A list of rezoned properties are included in GLSAP Appendix A:

<https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ordinance%20Attachment%20A-%20properties%20for%20rezoning.pdf> (accessed June 15, 2020).

## ***Project Elements With No Potential to Adversely Affect Historic Properties***

According to the analysis completed for the EA, “Project operations would not produce (or would produce negligible) long-term impacts to the following resources:

- Transportation: traffic, pedestrian and bicycle facilities; freight rail and aviation
- Community and social: land use plan compatibility; safety and security, and environmental justice
- Community and social: land use plan compatibility
- Physical and environmental: floodplains, surface waters, air quality, energy and farmlands
- Section 6(f)”.<sup>14</sup>

The EA analysis also found that operation of the Project would not produce long-term noise (audible) and vibration impacts.<sup>15</sup> Per FTA Criteria, all of the identified historic properties are Category 2 and 3 noise receptors and are not determined to be sensitive noise receptors, and are not located within an area noted to have moderate or severe noise impacts. Based on the EA conclusions above, as applicable, Project operations have no potential to adversely affect these aspects of historic properties and their settings.

### **Pedestrian Bridge Over I-94**

The Project proposes to build a replacement pedestrian bridge over I-94 connecting Pacific Street on the south side of the interstate and Hudson Road on the north. In the 30% Plans, the bridge is shown as a three-span deck girder structure with a span over Hudson Road and two-spans over I-94. There are only two historic properties in the general area of the bridge—the Texaco Company Service Station and the Geisen-Hausser House. The service station is at such a distance (over 450’) from and blocked by vegetation and topography for views to the replacement bridge; therefore, the pedestrian bridge will not have the potential to affect the Texaco Company Service Station.

### **Mounds Boulevard Station Area**

The following project elements have minimal potential to affect the identified historic properties; therefore, they are not discussed in the individual assessments write-ups below for historic properties near the Mounds Boulevard Station to avoid redundancy.

- The GLSAP created a TOD zone near the Mounds Boulevard Station (see Figure 25). Within the TOD zone, the plan calls for preserving buildings with historic character and redeveloping other properties through minor density increases such as infill townhomes. Outside the TOD zone, the GLSAP encourages the construction of new “infill multi-family units of a lower density, such as townhomes” and accessory dwelling units on already developed lots. In accordance with the GLSAP, the City rezoned properties in the TOD zone that did not have historic character. While the following properties are located in or

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<sup>14</sup> Metropolitan Council, *Gold Line EA*, 3-2, 3-3.

<sup>15</sup> Metropolitan Council, *Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report*, A5-105

adjacent to the TOD Zone, they were not rezoned, so they are unlikely to be demolished for redevelopment: the Bell-Weber House, the Frederick Reinecker House #1 and #2, the Peter Bott House and Garage, and Tandy Row. Moreover, they are all within the boundaries of the locally designated Dayton's Bluff Heritage Preservation District, which provides them with additional protection by requiring any changes to the appearance of properties in the district (alterations to the exterior of buildings, demolitions, and the construction of new buildings) to be reviewed by the Saint Paul HPC to "maintain the architectural and visual qualities of existing historic buildings and streetscapes and encourage architecturally compatible new design." While the introduction of new infill development around these historic properties could alter their setting, they are all located in areas with already compromised integrity of setting. The historic properties in and near the TOD will still convey their significance as their character-defining features and all other aspects of integrity will not be affected. Therefore, no further consideration of effects from TOD are warranted for the Bell-Weber house, the Frederick Reinecker House #1 and #2, the Peter Bott House and Garage, and Tandy Row.

- Mounds Boulevard is a walk-up station and no increased traffic outside of the BRT itself is anticipated. Potential redevelopment catalyzed by the station within and around the TOD Zone could create an additional demand for on-street parking. The introduction of more parking would not create adverse effects that would diminish the qualities that make the above-listed historic properties eligible for the NRP.

## Downtown Saint Paul

The following project elements have minimal potential to affect the identified historic properties, therefore, they are not discussed in the individual assessments write-ups below for historic properties in downtown Saint Paul to avoid redundancy.

- There will be no Project-related construction in downtown Saint Paul except for the Project station shelters and one sidewalk at Rice Park. Buses will operate on existing roads and, since the EA determined there would be no noise or vibration effects from Project operation, the running of buses in existing streets will have no effect on historic properties.
- Construction associated with the Project station shelters in downtown Saint Paul consist of removal of existing infrastructure (sidewalks, curb and gutter, and road pavement; and any signage or lighting); and the installation of a platform (two of which are bumped out from the existing curb line); reconstruction of any removed sidewalk, roadway, and curbing; and installation of a shelter, signage and lighting. Hereafter, any reference to "Project station shelters" in downtown Saint Paul when assessing effects refers to all removal and construction activities.
- The station shelter designs are not available in the 30% plans, so for the station shelters to be placed within historic districts or proximate to an individually historic building, review of the station design will be needed to confirm the findings made herein. For individual historic buildings where the shelter will be at a great distance (e.g., over a half-block away) or only visible from secondary views (e.g., upper floors or side or rear elevations), regardless of the final design, their placement will have no effects.
- All downtown stations are proposed to be walk-up stations, and by 2040, most users will access these stations by walking or transferring. Thus, the stations are not anticipated to add a significant amount of vehicular traffic to the area around any of the historic properties.

- The analysis completed for the EA found that although the Project will improve access to downtown Saint Paul and support ongoing redevelopment, given the built-out nature of the downtown area and scale of existing development (including that of historic buildings in the downtown), the Project is not expected to substantially intensify or alter the land use patterns of the areas surrounding the stations in downtown Saint Paul.<sup>16</sup>
- Construction and operation of the Project will permanently eliminate 27 on-street parking spaces in downtown Saint Paul. This includes spaces in and near historic districts, as well as spaces near individual historic properties. However, according to the parking analysis completed for the EA, the downtown corridor's inventory of surface and structure parking will provide a sufficient number of spaces, and the loss resulting from the Project is not anticipated to impact overall parking needs.<sup>17</sup> Therefore, this loss of parking will not adversely affect historic properties in downtown Saint Paul.
- According to a traffic analysis completed for the Project EA, operation of the Project will increase traffic along 5th Street by 78 buses, with 6 buses per hour during the a.m. and p.m. peaks or a 1.3% daily increase in total traffic.<sup>18</sup> Traffic along 6th Street would increase by 1.1% of total current traffic numbers, which includes a 0.7% increase during the morning peak and 0.9% increase during the evening peak.<sup>19</sup> Current bus lanes will have adequate capacity to handle the total volume of buses.<sup>20</sup> According to this same study, traffic modeling indicates that none of the signalized intersection that were modeled will see an increase in average vehicle delays or a decreased LOS at the intersections.<sup>21</sup> The slight increase in traffic through the two historic districts and near the individually eligible buildings in downtown St. Paul will not significantly change access to the properties. No traffic signals will be replaced in downtown Saint Paul.

### ***Assessment of the Project's 60%, 90% and 100% Plans, and Changes during Construction***

Any additional design detail not included in the 30% Plans, or design change reflected in the Project's 60%, 90% and 100% Plans that is a substantive change and has the potential to affect a historic property or change the effect finding made based on the 30% Plans, will be assessed in accordance with the terms of the PA. This may include, but is not necessarily limited to, station details (e.g., platform height and paving, and the architectural design of above platform elements such as shelters, signage, railings and furnishings); stormwater BMPs; bridge aesthetics; and landscaping.

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<sup>16</sup> Metropolitan Council, *Gold Line EA*, 3-60.

<sup>17</sup> Metropolitan Council, *Gold Line EA*, Appendix A: Physical and Environmental Resources Technical Report, A3-48.

<sup>18</sup> Metropolitan Council, *Gold Line EA*, Appendix A: Physical and Environmental Resources Technical Report, A3-16.

<sup>19</sup> Metropolitan Council, *Gold Line EA*, Appendix A: Physical and Environmental Resources Technical Report, A3-16.

<sup>20</sup> Metropolitan Council, *Gold Line EA*, Appendix A: Physical and Environmental Resources Technical Report, A3-12.

<sup>21</sup> Metropolitan Council, *Gold Line EA*, Appendix A: Physical and Environmental Resources Technical Report, A3-4, A3-17, A3-24.



## ***Effects of Construction Activity***

The 30% Plans and EA include limited details on construction techniques that may be utilized to construct the Project. Depending on the type of construction activity and its proximity to historic properties, the EA indicates that vibration damage is possible up to 140' from construction activity, depending on building structure type. The distance is based on pile driving, which is typically considered to generate the greatest amount of vibration, and will not be typical for most of the Project corridor. The maximum distance for construction-related noise impacts is 75' for institutional/commercial uses and 120' for residential uses (380' for nighttime construction).<sup>22</sup> As construction techniques are better defined, they will be assessed as needed per the terms of the PA to determine if they would have the potential to adversely affect a historic property. If so, FTA will seek to avoid or minimize the adverse effect through the implementation of construction protection measures, as described in the PA.

Plans to maintain access to homes and businesses during construction will be developed. If work necessitates a short access closure (e.g., repaving a concrete apron into a driveway), it will be coordinated with the property owner. Standard language will be included in the construction contracts, so contractors understand expectations.<sup>23</sup> Therefore, the Project will not affect historic properties through short-term access changes. If this changes as Project design advances, additional analysis may be required.

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<sup>22</sup> Email correspondence between Ruth Mazur, GLBRT Senior Planner Noise Analyst, and Kristen Zschomler, MnDOT CRU, June 17, 2020; Volpe, *Transit Noise and Vibration Impact Manual*, 182; Metropolitan Council, *Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report*.

<sup>23</sup> Email correspondence between Lyssa Leitner, GLBRT Deputy Project Manager, and Kristen Zschomler, MnDOT CRU, June 27, 2020.

## Individual Historic Property Assessments

The individual historic property assessments below are organized generally into sections where project work and proposed stations or other project activities will affect individual properties or historic districts. The sections are arranged east to west along the Project corridor, with individual properties that are also in historic districts included after the assessment for the district.

### 3M Center Area

*The following section provides assessment of effects for the 3M Center which is adjacent to proposed guideway, bridge construction, and station area.*

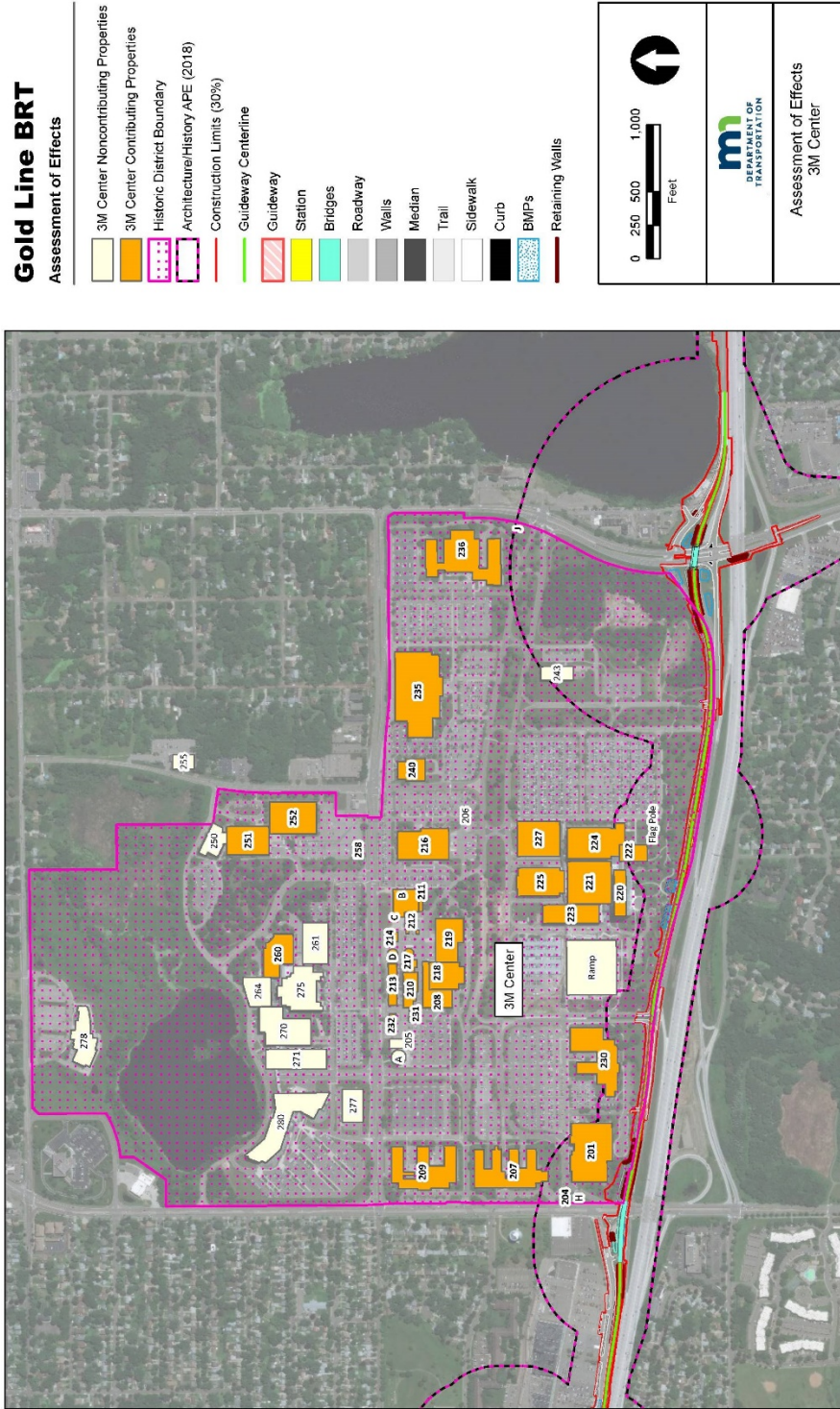
#### 3M Center (RA-MWC-0010)

*2301 McKnight Road, Maplewood*

#### **Narrative Description and Historic Significance**

3M Center is an approximately 411-acre, ell-shaped corporate campus historic district located just north of I-94 in Maplewood. The historic district is roughly bounded by Hudson Road on the south, McKnight Road on the west, Conway and Minnehaha Avenues on the north, and Carlton Street and Century Avenue on the east (Figures 10 and 11). The complex is composed of 43 resources (30 buildings, 12 structures, and 1 site) set within a designed landscape that includes a circulation network, landscaping, and numerous small-scale non-contributing elements and site furnishings. The character-defining features of the historic district are the elements that reflect its design and role as a Mid-Century corporate campus. These features include the buildings, mostly comprised of mid- to late 20th Century freestanding low to mid-rise research, office, light industrial and support buildings and structures with flat roofs. Most buildings are faced with brick and stone, with a few concrete buildings and a few faced with metal and glass curtainwalls. 3M Center's characteristic landscape is based on the large open areas of rolling green space and restrained landscaping. Another defining feature is the transportation network within the campus, including its arrangement around Innovation Boulevard and Conway Avenue. These both run east and west between McKnight Road on the west and Century Avenue on the east, and are the main thoroughfares through the campus. There are multiple parking facilities throughout the campus. Also significant is 3M Center's siting adjacent to Interstate 94 (previously Highway 12), which provided both easy access and views of the campus for commuters.

Figure 10. 3M Center Area



**Figure 11. 3M Center, Facing northwest**



3M Center is eligible for inclusion in the NRHP as a historic district for its national significance under Criterion A in the areas of Commerce and Invention within the period 1954–1975. As the chief research facility and corporate headquarters of the internationally important 3M Company as it continued to grow and innovate in the postwar period, 3M Center is nationally significant for its contributions to the development of a wide range of consumer and industrial products, including adhesives, optical products, films, nonwoven materials, medical supplies, and a variety of advanced materials. The period of significance begins in 1954 with the construction of the first building on the campus and ends in 1975, with the completion of the most substantial building campaign on the campus. Overall, 3M Center retains sufficient integrity to convey its significance.<sup>24</sup> Since the end of its period of significance in 1975, 3M Center has been changed through the addition of new buildings and structures, and the alteration of some original buildings and site elements.<sup>25</sup> These alterations diminish 3M Center’s integrity of design, materials, and workmanship. Despite the changes to individual resources, 3M Center retains its spatial organization of buildings within its green space and thereby retains sufficient integrity of design, setting, and feeling to convey its significance as the mid-century 3M corporate campus.

### **Potential Effects**

The Project will be constructed adjacent to and within 3M Center’s historic boundaries. Project infrastructure abutting and within the south edge of the property includes: a two-lane dedicated guideway with westbound and eastbound lanes, a pedestrian and bike trail parallel to the guideway, a BRT bridge over Century Avenue, the

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<sup>24</sup> Kelli Kellerhals, Saleh Miller, Nicole Foss, K. Scott, Sebastian Renfield, Emily Pettis, Greg Mathis, and Maggie Jones, “3M Center (RA-MWC-0010),” Minnesota Multiple Property Inventory Form, prepared by 106 Group, Mead & Hunt, and MnDOT CRU (March 13, 2018).

<sup>25</sup> See MnDOT CRU, “Integrity Analysis 2: 3M Center Historic District,” memo presented at March 12, 2019 BRT Consulting Parties Meeting.

Maplewood Station area, and new BRT and trail bridges over McKnight Road. Along the south edge of the historic district, the Project will operate on a dedicated, two-lane dedicated guideway. The guideway will be constructed north of Hudson Road and will parallel its alignment along the historic district's south boundary line. Two underground stormwater BMPs will be constructed south of the Administrative Building (222) along the north side of the guideway within the campus boundaries. The Maplewood Station area will be located southeast of the Administrative Building on both sides of the guideway. The Project guideway bridges will be constructed at both Century Avenue and McKnight Road to create grade separations between the Project guideway and vehicular traffic. A shared-use trail will be constructed within the historic district, running parallel to the guideway along its north side for most of its length.

A traffic analysis was completed for the EA, which studied and modeled current traffic conditions in the vicinity of 3M Center, comparing current levels and year 2040 LOS for the Hudson Road intersections between McKnight Road and Century Avenue. The modeling determined that the LOS for will remain the same for seven of ten intersections. Three intersections will experience a slight decrease in LOS rating from 2018 to 2040 but remain at acceptable levels of service:

- McKnight Road/Hudson Service Road in the PM peak went from LOS B to LOS C
- McKnight Road/Hudson Road/I-94 Westbound Off-Ramp in the AM peak went from LOS A to LOS B.
- McKnight Road/Burns Avenue in the AM peak went from LOS A to LOS B.<sup>26</sup>

These LOS results also indicate that the new signaling placed at Hudson Road's intersection with 4th, 8th, and 19th Streets and the removal of the right-turn lane at 4th will not cause significant traffic delays for vehicles exiting the 3M Campus as compared to the current, non-signalized intersections.<sup>27</sup>

A station area planning study completed in coordination with the Project and adopted by the City of Maplewood on January 28, 2019,<sup>28</sup> identifies the Maplewood Station as one of the BRT Corridor's employment stations.<sup>29</sup> This study and the *City of Maplewood 2040 Comprehensive Plan* both highlight how the adjacency of 3M Center to the station limits the potential for transit-oriented development, particularly within one-quarter mile of the Maplewood Station.<sup>30</sup> Both plans also agree that the Project will improve pedestrian and bicycle access along the north side of I-94 with the addition of the new shared-path system, but to improve station access for residents of the Battle Creek neighborhood and to provide better access to Battle Creek Park, a non-vehicular

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<sup>26</sup> Metropolitan Council, *Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report*, A3-18–A3-19, A3-27.

<sup>27</sup> Metropolitan Council, *Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report*, A3-22, A3-29.

<sup>28</sup> Gold Line Partners, *Gold Line BRTOD Plans Summary* (Stillwater, Minn.: Gold Line Partners, Washington County [Minnesota] Public Works Department, April 2019), 67.

<sup>29</sup> Gold Line Partners, *Gold Line BRTOD Plan Summary*, 18.

<sup>30</sup> Gold Line Partners, *Gold Line BRTOD Plan Summary*, 67; "Chapter 4: Land Use," *City of Maplewood 2040 Comprehensive Plan*, prepared by City of Maplewood (Minn.), Hoisington Koegler Group Inc., and Kimley Horn (adopted September 9, 2019), <https://maplewoodmn.gov/1718/2040-Comprehensive-Plan>, 4-54 (accessed January 27, 2020).

bridge crossing I-94 at Maplewood Station should be considered.<sup>31</sup> It has been determined that such a bridge will not be part of the Project. Further, since a bridge is not required to make the Project's bicycle and pedestrian improvements work and since there are no reasonably foreseeable plans to build one, even if such a bridge is built in the future, it will not be an indirect effect of this Project. Potential effects of the Project on 3M Center therefore are limited to physical alterations within the NRHP historic boundaries, visual effects, and construction-related noise and vibration.

### **Assessment of Effects**

Project infrastructure will be constructed within and to the north of the current Hudson Road ROW. This placement will require property acquisition from the south edge of 3M Center. Property will be acquired at the southeast corner of the historic district for the construction of the guideway bridge over Century Avenue, and additional land is needed for the pedestrian/biking trail system that will run along the north side of the Project guideway. A triangular piece of property will be acquired at the southwest corner of 3M Center at the intersection of McKnight and Hudson Roads to accommodate the east abutment and pedestrian trail of the guideway bridge. The Project will therefore change the south boundary of the historic district, the design and location of which has not been significantly altered since 3M Center's period of significance. Although Project construction will move 3M Center's south boundary slightly farther north, the placement of a transportation corridor, or the addition of more transportation elements onto the current one, is in keeping with 3M Center's character-defining feature of a Mid-Century corporate campus which fronts onto a busy transportation corridor. Additionally, the design of the boundary line will generally retain the same appearance that Hudson Road has had since 1966—that is, a gently curving road connecting the campus's south access points. Therefore, although the Project will alter the southern edge of the district, it represents a minor change within a 400+ acre property. The proposed infrastructure does not adversely affect the character of the property's use or of physical features within the property's setting that contribute to its historic significance; or introduce visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

As a Mid-Century corporate campus, views of 3M Center from the adjacent I-94/Hudson Road transportation corridor are character-defining. Construction of the Project infrastructure, including the Maplewood Station and its association elements (signage, changes in curbing and lighting, and landscaping) and the bridges over McKnight Road and Century Avenue, will cause minimal visual effects to 3M Center. The new transportation corridor and its infrastructure will be visible from limited areas within the historic district. At ground level, many views to the south are currently partially obstructed by trees. Trees outside of the CL and any within that will remain in place during and after Project construction will obstruct views of new infrastructure, including the bridge over Century Avenue and the Maplewood Station (Figure 12). The Project bridges over McKnight Road will be located at the southwest corner of 3M Center. Although this area is the earliest section of the campus, its landscape is of secondary importance to the campus's overall landscape design. Further, the area around Building 200 has poor integrity due to numerous alterations since the end of the historic district's period of

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<sup>31</sup> Gold Line Partners, Gold Line BRTOD Plan Summary, 68–69; City of Maplewood 2040 Comprehensive Plan, 4-54.

significance. During meetings held with consulting parties in January–March 2019,<sup>32</sup> a preliminary bridge design was decided upon which included a grade-separated pedestrian trail with a switchback on the west side of McKnight Road and a sloped ramp on the east. This design, which has been carried forward to the 30% Plans, places the guideway as far south as possible, preserving as much greenspace and maximizing the distance between Building 200’s parking structure and the Project infrastructure. Additionally, southwest views from Building 201 or from nearby roadways towards Building 201 will not be significantly affected. The proposed guideway bridge is located over a roadway located outside of the historic district and the new grade increase that will be built to reach it will not be visible from most of campus. The greatest visual effect on the corridor-to-campus view will be from vehicles traveling east on Hudson Road and on I-94, but this viewshed will only be obstructed for a portion of Building 200’s facade.

**Figure 12. View facing southeast from the interior of the campus showing grove of trees obstructing views of Century Avenue**



Construction activities will produce noise near 3M Center. The dominant construction noise sources are diesel engines, but noise is also produced by the activity of pile driving and jackhammering. In accordance with NEPA and state requirements, the analyses completed for the EA found that Project construction would not produce, or would produce negligible short-term noise impacts during construction.<sup>33</sup> According to the EA, potential short-term noise increases can be mitigated by equipment muffling, informing communities prior to work taking

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<sup>32</sup> Gold Line BRT Consulting Party meeting notes, available in Metropolitan Council, *Gold Line EA, Appendix C: Section 106 Documentation*.

<sup>33</sup> Metropolitan Council, *Gold Line EA*, 3-2, 3-54, 3-56.

place, and through the development of a noise-control plan by the contractor.<sup>34</sup> Construction techniques have not yet been identified for the project. Pile driving associated with bridge construction may result in vibration to contributing properties within 140' of such activities. Once construction techniques are established and if vibration potential exists, a determination will be made on the need for a construction protection plan.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, and the Maplewood Station Area Planning study, the Project is anticipated to have **No Adverse Effect** on 3M Center because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project infrastructure will require the acquisition of a portion of the 3M Center parcel and the construction of Project elements between it and Hudson Road, somewhat diminishing the historic district's integrity of association, materials, and design. However, the introduction of a transit line along the southern boundary is in keeping with one of 3M Center's important character-defining features, and the new boundary reflects the boundary's historic alignment, minimizing these effects. The design of the McKnight BRT and trail bridges, as depicted in the 30% Plans, is a product of consultation with consulting parties in early 2019, and is being designed towards minimizing effects on 3M Center. Because of its location and intervening visual obstructions, the Century Avenue Bridge is anticipated to have no visual effect on 3M Center. Project implementation will not result in the removal or demolition of any significant components of 3M Center, so no adverse effects to 3M Center's integrity of location, design, and materials are anticipated. Because Project design will not affect 3M Center's spatial organization, the most significant character-defining feature of its Mid-Century corporate campus property type, Project construction and implementation will not affect its overall integrity and ability to convey its significance visually. The No Adverse Effect finding is based on the conditions that:

- Project elements within the viewshed of 3M Center are designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station and bridge design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a Construction Protection Plan for Historic Properties (CPPHP) is warranted for contributing properties to the historic district.

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<sup>34</sup> Metropolitan Council, *Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report*, A5-101–A5-103. The key elements of this plan are identified in *Gold Line EA*, Table 3.91, 3-94–3-95.



## Eastern State Bank Area

*This section is a placeholder for the potential assessment of effect to the Eastern State Bank (RA-SPC-11099) at 2100 Wilson Avenue. Additional research into potential eligibility is currently underway and will be presented in a supplemental report. If the property is found to have potential for eligibility, an assessment of effects will be provided within that supplemental report and any future assessment of effect reporting.*

## Grace Lutheran Area

*The following section provides assessment of effects for the Grace Lutheran Church, where the proposed Project guideway will be located.*

### Grace Lutheran Church (RA-SPC-8465)

*1730 Old Hudson Road, Saint Paul*

#### **Narrative Description and Historic Significance**

Constructed in 1959–1961, Grace Lutheran Church is a multi-story, irregularly shaped church set into a sloped property along the north side of I-94 in east Saint Paul (Figures 13–15). The structure has a concrete foundation and exterior walls clad with red and brown brick. The Church’s character-defining features are its elements that reflect the Mid-Century Modern ecclesiastical style, including its hexagonal-shaped sanctuary with folded concrete walls, trapezoidal-shaped stained glass windows with abstract designs, slit windows, and expressive angular bell tower with leaning cross. A 1992 addition constructed onto the Church’s west and east sides includes elements that both reflect and complement the original Mid-Century Modern building. Although the 1992 remodel and additions to the church obscure and alter elements of the 1961 structure, the integrity of design, materials, and workmanship of the church were minimally compromised with the construction. Due to numerous post period of significance changes to the parcel the church is located on, the boundaries for the historic property are limited to the church building and land immediately around it (Figure 13).

Grace Lutheran Church is individually eligible for inclusion in the NRHP under Criterion C in the area of Architecture within the historic context “Mid-Century Modern Ecclesiastical Architecture in Minnesota,” as a distinctive example of a Mid-Century Modern church in Saint Paul. Its period of significance is 1959–1961, which corresponds to its construction. Overall, Grace Lutheran Church retains sufficient integrity to convey its significance.<sup>35</sup>

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<sup>35</sup> Katie Ohland, Saleh Miller, and Erin Que, “Grace Lutheran Church (RA-SPC-8465),” Minnesota Architecture/History Individual Property Inventory Form, prepared by 106 Group (December 10, 2014).

## Potential Effects

Grace Lutheran Church is located to the north of the Project: the guideway is 200' south of the building and a stormwater BMP is 140' away to the south and west. Project infrastructure will abut and cross over the south edge of the church's current property boundary but will not extend into the historic property boundaries (Figure 16). The new infrastructure will include a two-lane dedicated guideway with westbound and eastbound lanes that will extend to White Bear Avenue from the current Hudson Road cul-de-sac and new retaining walls to shore up the guideway west of White Bear Avenue. Due to its distance from construction activities (no pile driving is anticipated) and the high ambient noise of its historic setting along a busy transportation corridor, no construction-related noise or vibration effects are anticipated. Thus, the Project will not have significant long-term parking impacts on Grace Lutheran Church. No historic access points to the property will be removed or altered, maintaining historic circulation to and from the property. The Project will not affect the church's integrity of location, design, material or workmanship. Potential effects of the Project on Grace Lutheran Church are therefore limited to visual effects from the construction of Project infrastructure.

Figure 13. Grace Lutheran Church

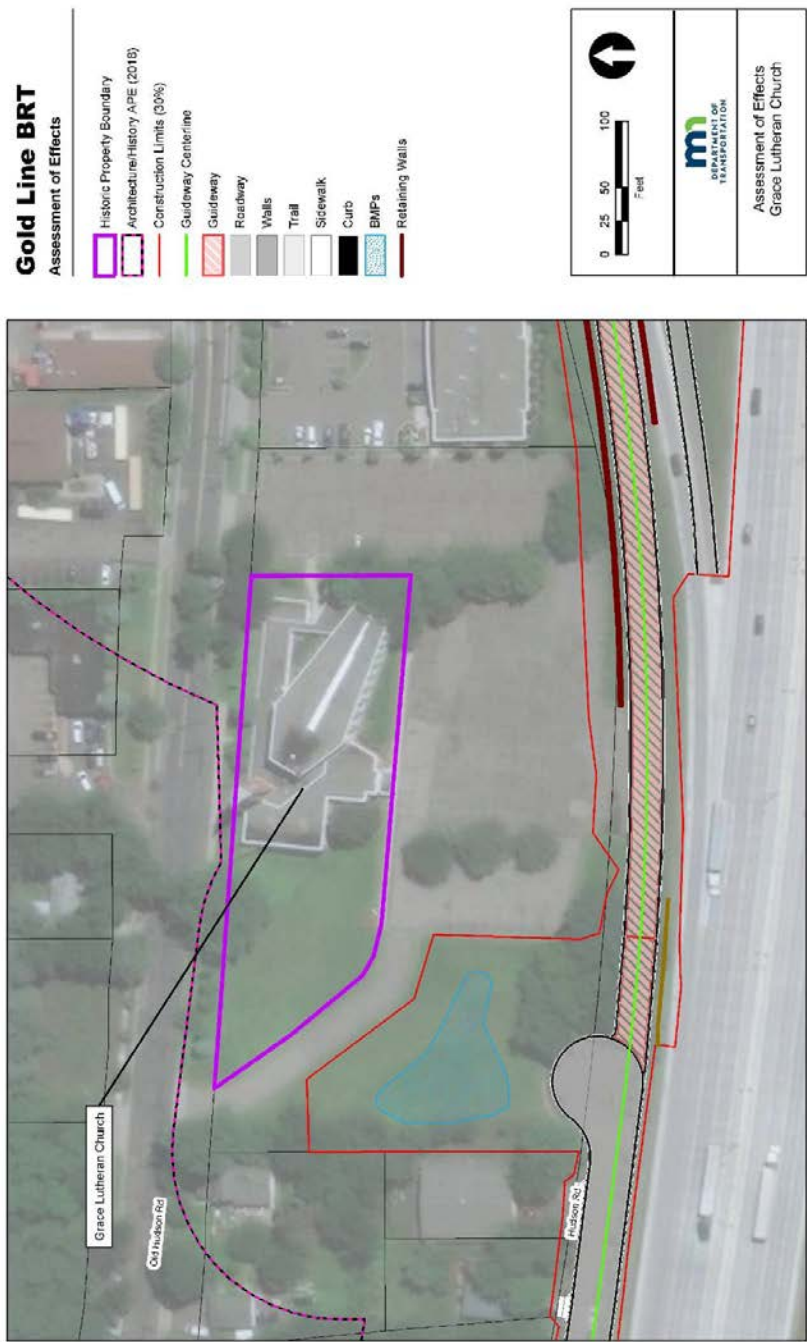


Figure 14. Grace Lutheran Church, facing northwest



Figure 15. Grace Lutheran Church, facing northeast with White Bear Avenue in the distance



**Figure 16. Grace Lutheran Church, site of proposed BMP, facing south from Old Hudson Road**



### **Assessment of Effects**

The Project guideway will sit lower than the parcel itself, and at the west side of the property, the guideway will only be visible as it rises to join Hudson Road.<sup>36</sup> Because the guideway will primarily be out of view in its new areas and only visible where Hudson Road currently exists, its visual effects on Grace Lutheran Church will not significantly diminish the property's integrity of setting. A retaining wall will be located at the opposite end of the parcel, so it will not be visible from the church. The Project will also extend the current noise wall at the south side of the Hudson Road cul-de-sac farther east along the south side of the proposed guideway, ending east of the south parking lot's southwest corner. The extension of the current wall will only be partly visible from the church building itself.

The Project will also acquire land at the property's southwest corner north of the Hudson Road cul-de-sac for a new stormwater BMP; however, this is not within the boundaries for the historic property. The property did not have a planned landscape design, and has historically maintained a simple, rolling green lawn with a large portion dedicated to parking. The pond will sit below the grade of Grace Lutheran Church, which is sited on the highest ground on the property, and will primarily appear as green space with its appearance changing temporarily only when it holds runoff. The stormwater BMP will therefore have no adverse effect on the church's setting.

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<sup>36</sup> 30% Plans, 20, 21.

## **MnDOT CRU Finding: No Adverse Effect**

Based on the 30% Plans and the EA, the Project is anticipated to have **No Adverse Effect** on Grace Lutheran Church because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. Plans will not physically affect the church itself, so it will maintain its integrity of location, design, workmanship, materials, feeling and association. The Project will introduce minor elements into the Church's setting, none of which will adversely affect its setting.

### ***Johnson Parkway Area***

*The following section provides assessment of effects for Johnson Parkway (Figure 17) where the Project will construct a bridge and other amenities.*

#### **Johnson Parkway (RA-SPC-8497)**

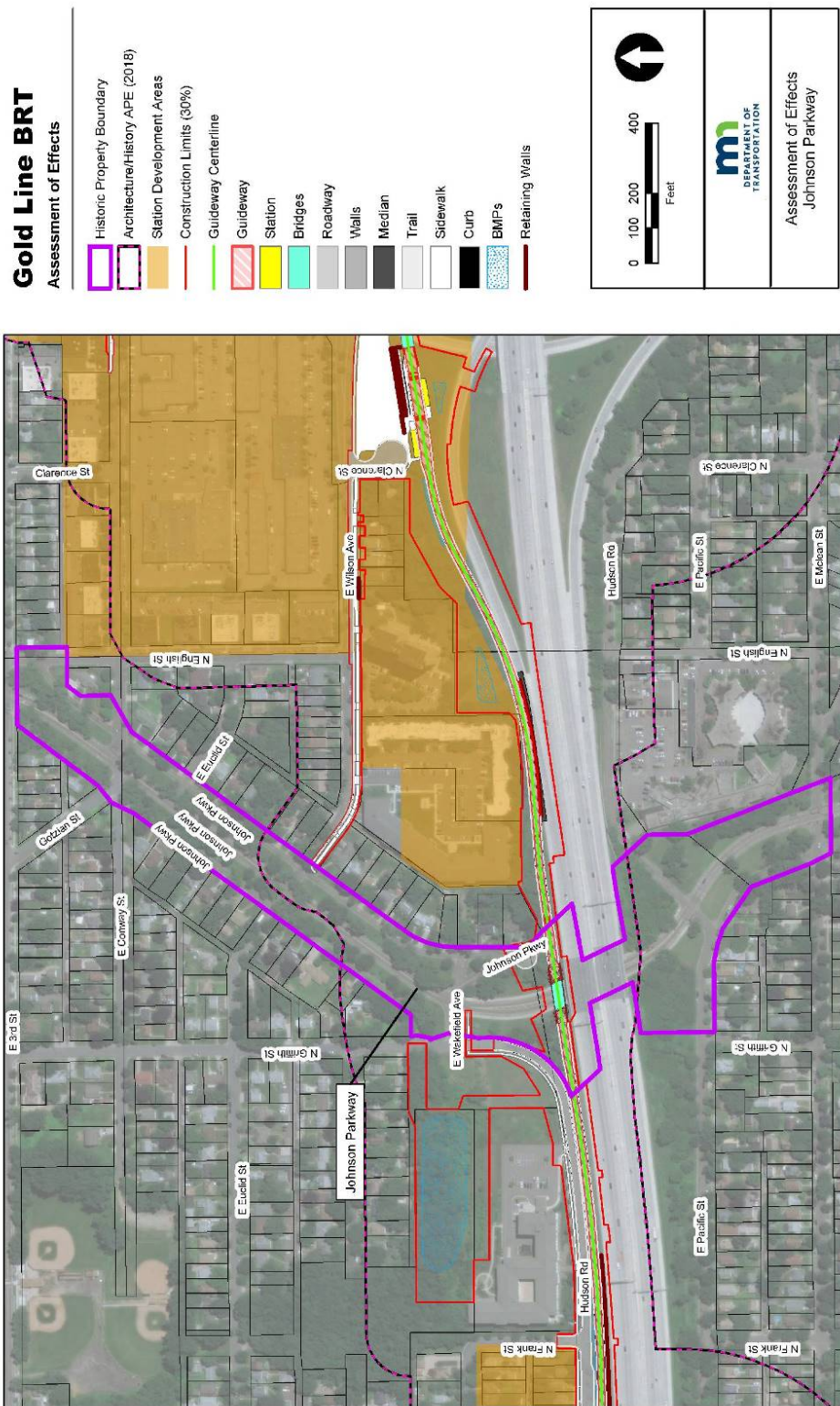
*N/A Johnson Parkway, Saint Paul*

#### **Narrative Description and Historic Significance**

Constructed between 1916 and 1945, Johnson Parkway (Parkway) is a central two-lane, asphalt-paved roadway and park system in east Saint Paul that runs from Burns Avenue north to Wheelock Parkway at the south shore of Lake Phalen (Figures 17-19). The Parkway crosses under I-94 near its south end. While the roadway design of the Parkway changes along its length, within the APE the Parkway has two central travel lanes bounded by a planting strip and a residential service road on both sides.

For the purpose of completing the Section 106 process for the Project, Johnson Parkway is being treated as eligible for inclusion in the NRHP under Criterion A in the areas of Entertainment/Recreation and Community Planning and Development within the "Development of the North Portion of the Saint Paul Parkway System, 1872–1945" historic context. It is also being treated as eligible under Criterion C in the area of Architecture as a designed historic landscape for its association with the City Beautiful Movement. Its period of significance begins in 1916, when grading and paving work commenced, and ends in 1945, when construction was completed and federally sponsored park and parkway programs ended.

Figure 17. Johnson Parkway



**Figure 18. Johnson Parkway, facing southwest from Wilson Avenue showing central travel lanes and planting strips.**



**Figure 19. Johnson Parkway, facing southeast at Wakefield Avenue, showing I-94 Bridge.**



The Parkway’s character-defining features are the elements that reflect its design as a “linear green” landscape with minimal ornamentation—long, axial views of the tree-lined planting strips adjacent to the road; vegetative buffers or planting strips to separate travel lanes from services roads; and linear vegetated areas to connect Indian Mounds and Lake Phalen parks. The historic property’s boundaries are the current designated park boundaries. Overall, Johnson Parkway retains sufficient integrity to convey its significance, although portions



near I-94, constructed in the 1960s and reconstructed numerous times since, have poor integrity.<sup>37</sup> According to the Parkway's inventory form, "Alterations include a 1959 rerouting between Hudson Road and Wakefield Avenue. Prosperity Avenue at the west of Johnson Parkway was rebuilt in 1963. Johnson Parkway was further altered with the 1964 construction and subsequent widening of Interstate 94."<sup>38</sup>

### **Potential Effects**

The Project will construct a new BRT bridge north of the current I-94 bridge, reconstruct the Wakefield Avenue cul-de-sac, install a stormwater BMP, and extend a pedestrian trail to the Wilson Avenue intersection. Johnson Parkway is located approximately 0.25 miles from the nearest Project station, therefore no TOD is anticipated to occur within the Parkway. A stormwater BMP west of the parkway will be constructed on what is now city-owned land (not park land) outside of the Parkway's boundary. Views of the pond from the parkway will be heavily obstructed by topography, vegetation, and distance and will therefore not affect the setting or feeling of the Parkway. According to the EA, while Project construction will temporarily affect traffic on roadways within and adjacent to the Project area, there will be no long-term traffic impacts to the Parkway. The EA further noted that the Parkway and trail will be returned to previous conditions at the completion of construction. Therefore, potential effects of the Project on Johnson Parkway are limited to physical alterations within the NRHP-eligible historic boundaries and visual effects.<sup>39</sup>

### **Assessment of Effects**

The new two-lane bridge will carry the Project guideway over the Parkway's two lanes. According to the EA, the bridge will be built primarily within existing I-94 right-of-way, but its construction will require 3,075 ft<sup>2</sup> of parkland for permanent easement.<sup>40</sup> The Project will also require 12,750 ft<sup>2</sup> of temporary easement for the bridge and for related regrading work.<sup>41</sup> The bridge's abutments to the east and west will be located in the Parkway's lawn, which will alter the topography in those areas. As proposed in the 30% Plans, the guideway bridge will parallel Bridge 62862's alignment, and the archway of its underpass will mirror that of the highway bridge. A cluster of trees located northwest of the I-94/Johnson Parkway grade separation appears to date from the 1940s or earlier.<sup>42</sup> The 30% Plans show the CL skirting around this group of trees, thereby avoiding effects to

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<sup>37</sup> K. Kellerhals, K. Scott, E. Que, and S. Miller, "Johnson Parkway (RA-SPC-5685, -8497)," Minnesota Architecture – History Inventory Form prepared 106 Group, January 16, 2015.

<sup>38</sup> Kimley-Horn and Associates, *2020 Metropolitan Council Gold Line BRT 30% Submittal*, January 17, 2020 (Revised, February 25, 2020), 20, 21.

<sup>39</sup> Kimley-Horn and Associates, *30% Submittal*, 157.

<sup>40</sup> Metropolitan Council, Gold Line EA, Appendix A: Section 4(f) and 6(f), A8-28.

<sup>41</sup> Metropolitan Council, Gold Line EA, Appendix A: Section 4(f) and 6(f), A8-28.

<sup>42</sup> Mead & Hunt, "Johnson Parkway Integrity Memo – focusing on the area north of Interstate Highway 94," technical memorandum prepared for the MnDOT CRU (June 29, 2018), 6, Figure 11. Prior to the early 1950s, vehicles traveling south on the Parkway accessed Highway 12 via Griffith Street, which had a north-south alignment and met the highway at a right angle. When the highway was expanded to four lanes around 1953, Griffith was condemned from its intersection with the

the Parkway's integrity of design and materials.<sup>43</sup> Additionally, other areas of vegetation will be retained or restored when possible, and the Council will grade slopes to match the existing landscape and restore landscaping appropriate for the Parkway.<sup>44</sup> A 15'-high noise wall on the north side of the guideway bridge will create a visual obstruction of the east side of Johnson Parkway for BRT and interstate vehicles.<sup>45</sup> From the Parkway, the wall will only obstruct views of the highway alignment, which post-dates the period of significance and is therefore not a historic viewshed. A grade separation carrying vehicular traffic for I-94 over Johnson Parkway was built in the 1960s to accommodate the interstate, and has continuously expanded to accommodate growing traffic volumes. The construction of the current I-94 bridge (Bridge 62862) significantly altered the section of parkway immediately to its north.<sup>46</sup> These changes resulted in a loss of historic materials, workmanship, design, setting, feeling and association from the period of significance for this area of the Parkway. The addition of Project infrastructure over Johnson Parkway will be a minor change in the overall Parkway (over two miles in length) within an area that has compromised integrity. By following the design of the in-place bridges, the visual effects of the new bridge will be minimized by creating a cohesive appearance between both bridges.

The pedestrian trail along the west side of Griffith Street will be extended to connect to Johnson Parkway, requiring 5,805 ft<sup>2</sup> of permanent easement and additional 390 ft<sup>2</sup> of temporary easement. The trail will recommence at Wilson Avenue and continue east.<sup>47</sup> The addition of the trail will physically affect a small portion of the Parkway, but will not change its or Wilson Avenue's widths, alignments, or locations. Access to and from the Parkway from Wilson Avenue will not be affected, thus maintaining circulation patterns. The Johnson Parkway / Wilson Avenue intersection's design will be altered somewhat; however, this intersection postdates the Parkway's period of significance.<sup>48</sup> Therefore, alterations to the intersection would not adversely affect the Parkway's integrity of location, material, design, feeling and association.

The Project will redesign the cul-de-sac at the south end of Wakefield Avenue by shortening its access road and reshaping its south end into a circular shape. Part of the cul-de-sac sits within the Parkway's historic boundary, and its redesign will require 1,230 square ft<sup>2</sup> of permanent easement and 2,420 ft<sup>2</sup> of temporary easement. A small segment of roadbed from the previous alignment of Wakefield Avenue will be removed and the area vegetated. For decades, Wakefield Avenue served as the east access between the Parkway and Highway 12.

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Parkway south and its alignment changed to a southwesterly on-ramp that joined Highway 12's westbound lanes. (Mead & Hunt, "Johnson Parkway Integrity Memo," Figures 6 and 7).

<sup>43</sup> Kimley-Horn and Associates, *30% Submittal*, 70.

<sup>44</sup> Metropolitan Council, Gold Line EA, Appendix A: Section 4(f) and 6(f), A8-23.

<sup>45</sup> Kimley-Horn and Associates, *30% Submittal*, 70.

<sup>46</sup> Ramsey County, MapRamsey, aerial photograph, <https://maps.co.ramsey.mn.us/Html5Viewer/index.html?configBase=https://maps.co.ramsey.mn.us/Geocortex/Essentials/REST/sites/MapRamsey/viewers/MapRamsey/virtualdirectory/Resources/Config/Default> (accessed June 16, 2020); Kellerhals et al., "Johnson Parkway"; Mead & Hunt, "Johnson Parkway Integrity Memo."

<sup>47</sup> Metropolitan Council, Gold Line EA, Appendix A: Section 4(f) and 6(f), A8-28.

<sup>48</sup> See University of Minnesota, Minnesota Historical Aerial Photographs Online (MHAPO), "A-2-163 (1945)," <http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-2-162.jpg> (accessed June 16, 2020).

With the 1974 expansion of I-94, the access was removed and Wakefield Avenue was converted into a dead end.<sup>49</sup> The Wakefield Avenue roadbed is not a character-defining feature of the Parkway and while the pavement is original historic fabric, its removal and conversion to greenspace helps to balance out the ratio of roadway to parkland, strengthening the Parkway's feeling and association. Because the Wakefield Avenue cul-de-sac is a non-historic feature within the Parkway's historic boundaries, alteration of its footprint will not diminish the Parkway's integrity of design or association. The cul-de-sac redesign will not affect access to and from the Parkway from its intersection with Wakefield Avenue, thereby preserving historic circulation patterns. Two driveways on the cul-de-sac will be reconfigured; however, as these houses were not in place during the period of significance and they do not sit within the Parkway's historic boundaries, this change will not diminish the Parkway's integrity of design.

Implementation of the Project will also include the addition of new signage and changes in curbing and lighting within the Parkway's historic boundary. All current signage and lighting post-date the Parkway's period of significance, so the installation of new elements is in keeping with the Parkway's current conditions. These new elements will have only a minor visual effect on the Parkway, and will not diminish the Parkway's integrity of setting, feeling, or association.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans and the EA, the Project is anticipated to have **No Adverse Effect** on Johnson Parkway because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. Although some parkland will be used as a permanent easement and new elements will be introduced within the Parkway's historic boundaries, only a very small segment of the 2.14-mile-long Parkway will be affected by the Project and will occur in an area of poor integrity. The overall integrity of the Parkway will continue to sufficiently convey its significance upon Project completion. As per the terms of the Project Section 106 PA, the finding is based on the conditions that:

- Project elements within Johnson Parkway are designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need; and
- Review of future plans and consultation with consulting parties occurs as needed and as per the terms of the PA.

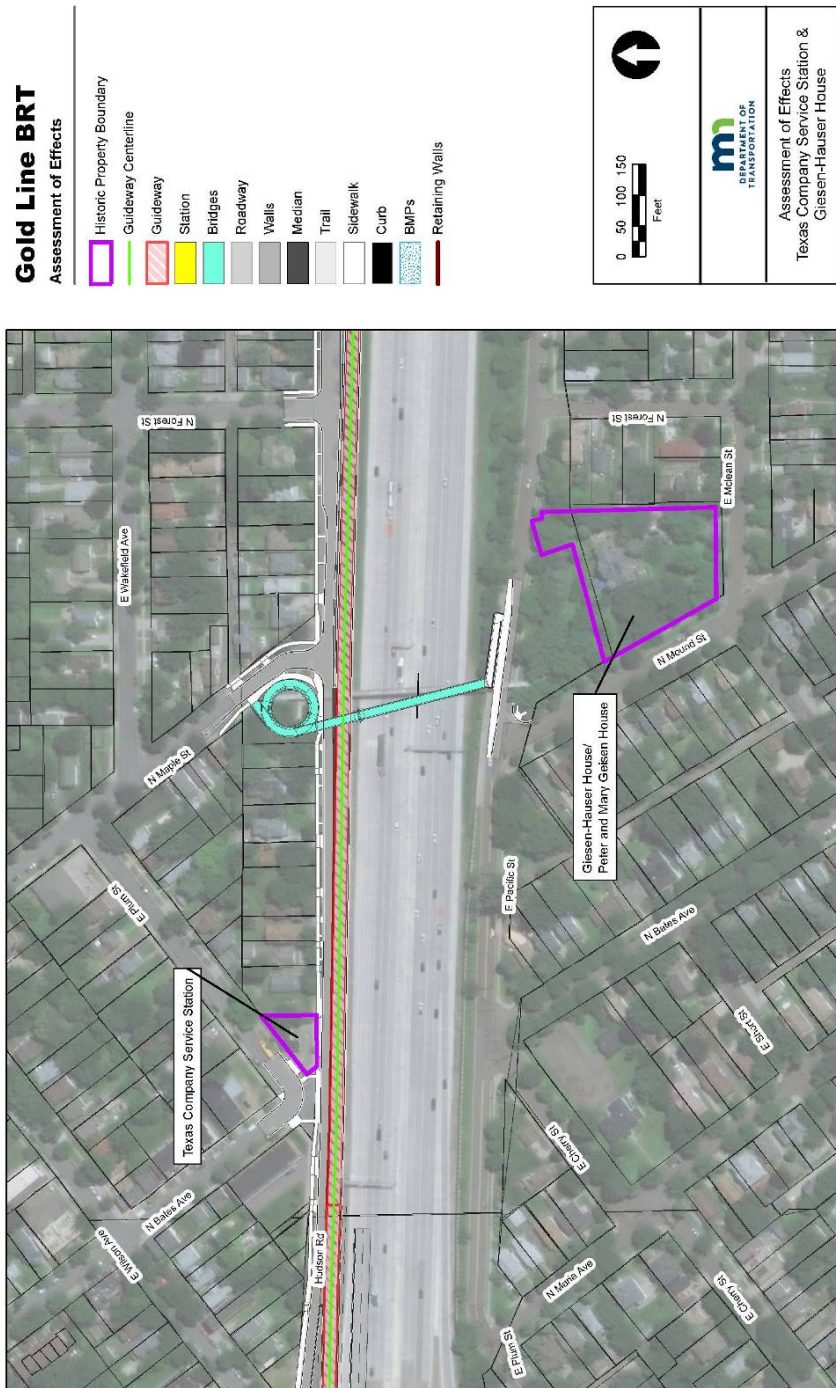
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<sup>49</sup> *City of Saint Paul Minnesota* (Philadelphia: G.M. Hopkins Co., 1916), Plates 9 and 42; Mead & Hunt, "Johnson Parkway Integrity Memo," 7; Kellerhals et al., "Johnson Parkway"; MHAPO, "A-2-162," <http://geo.lib.umn.edu/twin-cities-metro-area/1945/A-2-162.jpg> (accessed August 7, 2020); Ramsey County, MapRamsey, 1974 aerial, <https://maps.co.ramsey.mn.us/Html5Viewer/index.html?configBase=https://maps.co.ramsey.mn.us/Geocortex/Essentials/REST/sites/MapRamsey/viewers/MapRamsey/virtualdirectory/Resources/Config/Default> (accessed June 17, 2020).

# Maple Street Pedestrian Bridge Area

The following section provides assessment of effects for historic properties adjacent to the proposed Maple Street Pedestrian Bridge (Figure 20), including the Giesen-Houser House and the Texas Company Service Station.

Figure 20. Maple Street Pedestrian Bridge



## Giesen-Hauser House/Peter and Mary Giesen House (RA-SPC-4693)

827 Mound Street, Saint Paul

### Narrative Description and Historic Significance

Constructed in 1891, the Giesen-Hauser (Peter and Mary Giesen) House is a three-story, red brick house with decorative red sandstone elements. Located on a corner parcel edged with low stone walls, the property sits on two deep lots that rise sharply from Mounds Avenue, providing a wide viewshed to the west (Figures 20 and 21). The house was designed by local German-American architect, Albert Zschocke, whose romantic and whimsical interpretation of the Queen Anne style is visible in the house's decorative elements. The house's character-defining features are the irregular footprint with curvilinear and polygonal bays; complex roofline comprised of gables, hips, dormers, and chimneys; corner tower with an octagonal spire, belfry-like observation porch, and carved columns; wrap-around porch with classical columns and a curved pediment; brick balustrades with lattice-type openings; rusticated sandstone copings, lintels, sills, and banding; and pressed metal finials and dormers. Interior decorative elements noted in the NRHP form include fine woods, carved built-ins and mantels, and stained glass.<sup>50</sup> Also significant is the house's location on top of a sloped site with the facade oriented southwest towards the Mississippi River and downtown St. Paul and secondary facades facing the Dayton's Bluff neighborhood. Overall, the Giesen-Hauser House retains sufficient integrity to convey its significance.<sup>51</sup>

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<sup>50</sup> James A. Sazevich, "Giesen-Hauser House," National Register of Historic Places Inventory-Nomination-Form, prepared by The House Detective, 1981, available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=f5408372-6ba9-4cf2-9cb1-d5d4d49b9f20>.

<sup>51</sup> The original archaeology APE based on 15% concept plans (2018) included archaeological site 21RA0084 (foundation from a former house) and portions of the parcel for the Giesen-Hauser House. The design of the proposed new Maple Street Pedestrian Bridge was subsequently changed, and the south end of the bridge shifted from south of Pacific Street to the north side. As a result, site 21RA0084 and the Giesen-Hauser parcel are now outside the APE. Subsequent to the supplemental Phase I archaeology report, more historical research was completed on site 21RA0084. The site was the residence of Anna and John Giesen, son of Peter Joseph and Mary Dreis Giesen, who owned the house from ca. 1895 to ca. 1907. It is unclear whether the house was built for the younger Giesen or was moved from another location. In 1908, Eric V. Hauser acquired the Giesen House, and the structure was recorded as an outbuilding. The former residence/outbuilding was removed by 1915. The National Register significance of the Giesen-Hauser Houses derives from its architecture (Criterion C) and from its association with prominent late-19th/early 20th century Saint Paul business people, Peter Joseph Giesen and Erik V. Hauser, and possibly Mary Giesen, noted theatrical costume business owner (Criterion B). While the foundation of the residence/outbuilding is within the National Register boundary of the property, site 21RA0084 does not appear to convey the Criterion B significance of the Giesen-Hauser House as it was not the residence, nor was it a building used by Peter or Mary Giesen, or Hauser. The site includes the partial foundation of a residence/outbuilding that does not add to the Criterion C significance of the Giesen-Hauser House. As such, no further evaluation of its NRHP eligibility is warranted based on the scale and scope of the undertaking.

Figure 21. Giesen-Hauser House, facing northeast



The Giesen-Hauser House is listed in the NRHP under Criteria B and C. It is significant under Criterion B in the area of Commerce for its association with its original owners, Peter Joseph and Mary Giesen, and their contributions to the city through their respective work in bookbinding, theatrical costuming, and promotion of cultural activities, and for its association with its subsequent owner Eric V. Hauser and his financial success in the railroad contracting business. The house is also significant under Criterion C in the area of Architecture as an excellent example of the Queen Anne style of architecture particularly as interpreted by noted Saint Paul architect Albert Zschocke.<sup>52</sup> The house was listed in the NRHP on May 19, 1983, though the nomination did not include a period of significance.<sup>53</sup> For the purposes of this review, its period of significance begins in 1891 and ends in 1921, when the city directory last shows Eric Hauser as the house's resident.

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<sup>52</sup> James A. Sazevich, "Giesen-Hauser House," National Register of Historic Places Inventory – Nomination Form prepared by The House Detective (May 7, 1981); Larry Millett, *AIA Guide to St. Paul's Summit Avenue & Hill District* (Saint Paul: Minnesota Historical Society Press, 2009), 51.

<sup>53</sup> Sazevich, "Giesen-Hauser House."

## Potential Effects

The Giesen-Hauser House is located approximately 123' from the CL, approximately 167' from the new south sidewalk of the proposed Maple Street pedestrian bridge, around 255' southeast of the closest point of the bridge structure itself, and approximately 395' from the Project guideway on the other side of I-94 (at Hudson Road). Given the distance of the Giesen-Hauser House from the Project, effect considerations are limited to potential visual effects.

## Assessment of Effects

The new pedestrian bridge in the 30% Plans will replace an existing concrete pedestrian bridge over I-94 located at the house's north/northeast corner. Historic photographs indicate that since its construction, the Giesen-Hauser House has been sited within a heavily treed parcel, many of which are located to the north and west of the house.<sup>54</sup> The trees to the north, along with those trees lining the south side of Pacific Street (which is the northern property boundary), provide a visual and auditory barrier between the house and the modern interstate corridor and existing concrete pedestrian bridge. Views of the current pedestrian bridge from the House are obstructed by intervening trees and overgrowth. The Project is not proposing to remove vegetation on the property, thereby maintain the current vegetative screening. Further, the proposed bridge's deck height is 10' lower than the existing bridge, meaning the replacement bridge will not be visible from the Giesen-Hauser House. Additionally, the house's integrity of setting has already been compromised by the decades of encroachment at its north side by Highway 12 and its later expansion into I-94. Between 1926 and 1974, numerous houses to the north of the Giesen-Hauser House were lost as Hastings Avenue/Hudson Road/Highway 12/I-94 expanded to accommodate increasing traffic.<sup>55</sup> The current proximity of Pacific Street to the north side of the House and the adjacency of the busy interstate corridor does not reflect conditions during the house's period of significance, diminishing the house's integrity of setting, feeling, and association. The Project work will be undertaken in this area of poor integrity and will not further diminish these aspects of its integrity.

## MnDOT CRU Finding: No Adverse Effect

Based on the 30% Plans and the EA, the Project is anticipated to have **No Adverse Effect** on the Giesen-Hauser House because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project will not physically affect the house itself, so it will maintain its integrity of design, workmanship, and materials; and viewsheds from the house will not be affected due to the bridge's placement and design, thereby not affecting its setting, feeling and association.

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<sup>54</sup> Sazevich, "Giesen-Hauser House."

<sup>55</sup> Sanborn Map Company, *Sanborn Insurance Maps of St. Paul, Minnesota, Vol. Two* (New York: Sanborn Map Company, 1926, 1951 update), Sheet 299; MHAPO, "GS-DV (May 8, 1947)"; MapRamsey, 1974 aerial (accessed June 17, 2020).

## Texaco Company Service Station (RA-SPC-2284)

*847 Hudson Road, Saint Paul*

### **Narrative Description and Historic Significance**

Constructed in 1929, the Texaco Company Service Station is a Pueblo Revival style service station located on an irregularly shaped lot prominently situated on eastern corner of the intersection of Hudson Road (originally Hastings Avenue and later U.S. Highway 12) with Bates Avenue and Plum Street (Figures 20, 22, 23, and 24). Reflective of its location on the intersection where the alignment of Highway 12 turned from Hudson Road onto Bates Avenue, the service station has one driveway fronting the intersection as well as one fronting onto Hudson Road and two fronting Plum Street. The building follows a Texaco Company standard plan. It is clad in stucco and includes an office, with adjacent restrooms, a one-stall service bay (garage), and a canopy projecting over a pump island to the south. A one-story, wedge-shaped, concrete-block addition at the rear (north) elevation was added sometime between ca. 1953 and 1979. The building's box-with-canopy plan retains character-defining style features, including a stucco exterior, round-arched openings, wood vigas, and a simple, low curved parapet. The property also includes some original raised curbs and a foundation, potentially for an original freestanding sign.

The Texaco Company Service Station is individually eligible for inclusion in the NRHP under Criteria A and C. The property is significant under Criterion A in the areas of Transportation and Commerce as a distinctive example of a 1929 service station on a busy highway route. It is also significant under Criterion C in the area of Architecture as a distinctive commercial example of the Pueblo Revival style as used by the Texaco Company. It appears to be the only Pueblo Revival style service station in Minnesota and is an important example of the Texaco Company's development of this Southwestern architectural form. The design was both domestic, evoking a small adobe house of the American Southwest, and programmatic, representing an unusual, eye-catching building along a busy interstate route. The period of significance is 1929–1949, which corresponds with the construction of the service station through 1949, when divided Highway 12 was completed and access to the service station from the highway was modified. While the integrity of the service station's location, setting, feeling and association was substantially compromised by the construction of I-94, which severed its connection to three routes of busy traffic, overall, the Texas Company Service Station retains sufficient integrity of design, materials, workmanship, and location to convey its significance.<sup>56</sup>

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<sup>56</sup> Carole Zellie, "Texas Company Service Station (RA-SPC-2284)," Minnesota Architecture – History Individual Property Inventory Form, prepared by Landscape Research LLC (July 2018).



**Figure 22. Texas Company Service Station, facing northwest**



**Figure 23. Texas Company Service Station, facing northeast**



**Figure 24. Texas Company Service Station, facing west along Hudson Road, showing the existing Maple Street Pedestrian Bridge at the other end of the block.**



### **Potential Effects**

While construction of the Project will result in the loss of 29 parking spaces along the north side of Hudson Road between Maria Avenue and Maple Street, a parking analysis completed for the Project EA found that there are sufficient parking spaces to accommodate parking needs and the parking loss due to the Project, and that the Project is not anticipated to impact overall parking needs in the vicinity of the Texaco Company Service Station.<sup>57</sup> Given the existing low volume of traffic on local streets in the vicinity of the Texas Company Service Station, a traffic analysis completed for the Project EA found that the Project would not increase congestion in the vicinity of the historic property.<sup>58</sup> Operation of Project buses will increase traffic numbers near the service station, which is in keeping with traffic levels during its period of significance. The historic property is not located near a Project station, so it is not subject to any potential redevelopment as a result of station area planning. Therefore, potential effects of the Project on the Texas Company Service Station include changes in its current setting from the introduction of Project infrastructure and potential construction-related effects.

### **Assessment of Effects**

In the area of the Texas Oil Company Service Station, the Project is proposing: to replace the existing two-way street and parking lane with a two-lane dedicated guideway and single-lane, one-way street for local traffic on the south side of the property; reconstruct the intersection of Hudson Road, Bates Avenue and Plum Street to

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<sup>57</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, A3-48.

<sup>58</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, A3-16.

block access from Hudson Road to Bates Avenue and Plum Street and join Bates and Plum; construct new or reconstruct existing sidewalks and curb and gutters along the length of Hudson Road, and remove some boulevard trees along the block (see Figure 20). Hudson Road will be 4' closer to the boundary of the historic property. Once construction is complete, Project buses will operate on the dedicated guideway, separated from Hudson Road via lane striping, at speeds up to 35 mph (an increase of 10 mph). The guideway will be on the south side of Hudson Road and therefore not directly adjacent to the historic property. Proposed guideway speeds and increased traffic are keeping with the historic traffic use during the service station's period of significance (1929–1949) when Hudson Road was a heavily travelled U.S. Highway route to Wisconsin. As such, an increase in guideway speed is will not adversely affect the setting, feeling and association of the historic property.

Due to the proximity of construction activities to the service station, there is potential for construction-related effects. Once the construction techniques are determined, a CPPHP may be needed to ensure such effects are minimized. Depending on the construction activities and techniques required, potential protection measures could be any combination of the measures identified in the PA.

#### **MnDOT CRU Finding: No Adverse Effect with conditions**

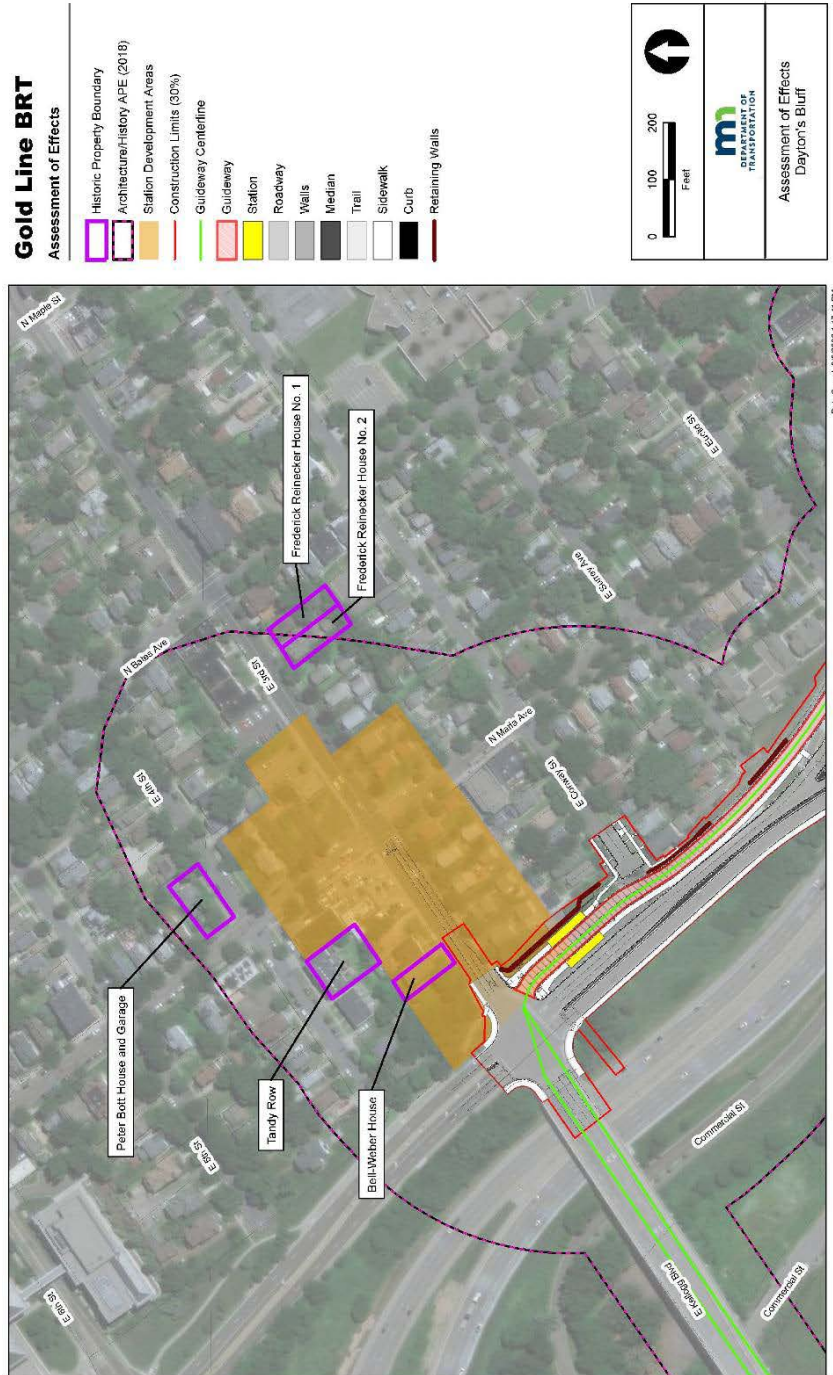
Based on 30% Plans, the EA, and Service Station area planning studies, the Project is anticipated to have **No Adverse Effect** on the Texaco Oil Company Service Station because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The construction and operation of the Project will not cause significant changes to the design or setting of the Texas Oil Company Service Station, and is in keeping with the service station being located near a busy transportation corridor, thereby not affecting its setting, feeling and association. While the Project will not affect the location, design, and materials of the historic property, construction-related effects may be possible, depending on selected construction techniques. As per the terms of the Project's Section 106 PA, the finding is based on the conditions that:

- The street work next to the service station be designed in accordance to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for the Texaco Oil Company Service Station.

## Mounds Boulevard Station Area

The following section provides assessment of effects for historic properties adjacent to the proposed Mounds Boulevard Station Area (Figure 25), including the Bell-Webber House, Frederick Reinecker Houses, Peter Bott House and Garage, and Tandy Row.

Figure 25. Mounds Boulevard Station Area



## Bell-Weber House (RA-SPC-2481, -5204)

661 East 3rd Street, Saint Paul

### Narrative Description and Historic Significance

Constructed ca. 1879 with a rear addition added in 1891, the Bell-Weber House is a stately, two-story, Italianate frame dwelling with a raised stone foundation located on a narrow, deep lot perched atop Dayton's Bluff (Figures 25-27). The house faces southeast and fronts onto 3rd Street, which is roughly 6' below the house. The property includes a shallow, terraced front yard, and the parcel's large size was created by the acquisition of lots to the west that formerly held another residence. Character-defining features include a high limestone foundation, dentil and bracket-trimmed overhanging eaves, a tripartite bay, long rectangular windows, a full-length front porch with chamfered columns, and a double-leaf entry door.<sup>59</sup>

Figure 25. Bell-Weber House (left), facing north-northeast



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<sup>59</sup> Carole Zellie, "Bell-Weber House (RA-SPC-2481, -5204)," Minnesota Architecture – History Individual Property Inventory Form prepared by Landscape Research LLC, July 2018, 1-9.

**Figure 26. Bell-Weber House, facing northwest**



The Bell-Weber House is individually eligible for inclusion in the NRHP under Criterion C in the area of Architecture as a distinctive example of an Italianate style house in Saint Paul and Dayton’s Bluff. The period of significance is ca. 1879–1891, which encompasses the construction of the original residence and of the completion of its contributing rear addition.<sup>60</sup> The Bell-Weber House retains good integrity of workmanship, design, materials, location, association, and feeling. Integrity of setting has been compromised through introduction of commercial, retail, and residential construction outside of the property’s period of significance, all of which have altered the property’s setting, including original views of the Mississippi River valley to the south and east.

### **Potential Effects**

Project buses will run to the north-south along Mounds Boulevard to the Mounds Boulevard Station, which is located approximately 170’ to the west of the Bell-Weber House.<sup>61</sup> Intersection improvements on 3rd Street East to accommodate the improvements along Mounds Boulevard will occur within 40’ of the Bell-Weber House. Construction and operation of the Project may result in changes to traffic near the Bell-Weber House; however, it is not anticipated that changes will be significant compared to what the property has experienced in the past.

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<sup>60</sup> Zellie, “Bell-Weber House,” 1-10.

<sup>61</sup> Kimley-Horn and Associates, *30% Submittal*, 227–228.

The house fronts onto 3rd Street, which has been a busy thoroughfare connecting Dayton's Bluff and downtown St. Paul since the late 19th century. Currently, there are transit stops at both major intersections to the east and west of the Bell-Weber House, including at 3rd Street and Mounds Boulevard, so the operation of the Project is not anticipated to create adverse effects. Potential effects therefore include visual effects and construction-related noise and vibration.

### **Assessment of Effects**

According to the 30% Plans, the Mounds Boulevard Station will be located approximately 170' from the Bell-Weber House at the corner of 3rd Street and Mounds Boulevard behind a retaining wall to support an existing berm.<sup>62</sup> Viewsheds from the Bell-Weber house toward the Mounds Boulevard Station will be substantially screened by the house across the street and a large tree in front of it. A large deciduous tree will be removed at the corner of 3rd Street and Mounds Boulevard, but this is not within the primary viewshed from the Bell Weber House.<sup>63</sup> Since the Bell-Weber house is eligible under Criterion C for its architecture, and because it already has compromised integrity of setting including views from the property, the construction of the Mound Boulevard Station will not have an adverse effect on the setting, feeling, and association of the property. The original late-19th century sweeping views of the Mississippi River valley have been blocked by intervening development over the past 140 years so the Project station will not introduce visual elements that will diminish its significant historic features.

There are no anticipated physical alterations planned to the Bell-Weber House from the Project. Due to its proximity to construction activities related to improvements along 3rd Street East, the property may be affected by construction noise and vibration.<sup>64</sup> Once the construction techniques are determined, a CPPHP may be needed.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Adverse Effect** on the Bell-Weber House because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project will not alter the Bell-Weber House's design and distinctive decorative details nor diminish its integrity of location, materials, design, workmanship, setting, feeling, or association. As per the terms of the Project Section 106 PA, the finding is based on the conditions that:

- Review of future plans to determine if a CPPHP is warranted for the Bell-Weber House.

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<sup>62</sup> Metropolitan Council, *Gold Line EA*, 3-56; Metropolitan Council, *Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report*, A5-92.

<sup>63</sup> Metropolitan Council, *Gold Line EA*, 3-56; Metropolitan Council, *Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report*, A5-92.

<sup>64</sup> Metropolitan Council, *Gold Line EA*, 3-56; Metropolitan Council, *Gold Line EA Appendix A: Physical and Environmental Resources Technical Report*, A5-92.

**Frederick Reinecker House #1 (RA-SPC-2491, -5208)**  
**Frederick Reinecker House #2 (RA-SPC-2490, -5207)**

*702 East 3rd Street and 700 East 3rd Street, Saint Paul*

**Narrative Description and Historic Significance**

Built in 1883, the Frederick Reinecker House #1 is a two-story, Queen Anne style frame dwelling situated on a deep, narrow lot near the intersection of 3rd Street and Bates Avenue in St. Paul’s Dayton’s Bluff neighborhood (Figures 25 and 28). Character-defining features of the house reflecting its Queen Anne style include an irregular roofline and footprint created by a central mansard roof with a two-story gable roof bay on the front facade and a two-story hipped roof bay on the east facade; a two-story gable roof extension on the rear façade; a one-story bay on the west facade; and a half-width open front porch with a mansard roof and a slatted wood base. Decorative features including drop siding, wood hexagonal and cut shingles, wood brackets along the eaves, and window casings incised with Eastlake style motifs. A one-story, two-stall garage is located behind the residence.

**Figure 27. Frederick Reinecker House #1, facing southeast**





Frederick Reinecker House #1 is individually eligible for inclusion in the NRHP under Criterion C in the area of architecture as an excellent example of the pattern-book influenced, Queen Anne style residence found in the housing stock of Dayton Bluff's 1880s building boom. The period of significance is 1883, the year the house was constructed. Overall, the Frederick Reinecker House #1 retains sufficient integrity to convey its significance.<sup>65</sup>

Built in 1886, the Frederick Reinecker House #2 is a two-and-one-half-story frame dwelling that sits on a narrow, elevated lot. Its character-defining features are seen in the eclectic use of decorative elements (Figures 27 and 29). The Queen Anne style is evident in its steeply pitched, irregular roof; dominant front gable; and asymmetrical front facade created in part by a two-story gabled bay, a one-story hip-roof bay, a two-story hip-roof bay, a two-story, shed roof rear wing, and a partial-width open front porch. Decorative elements include curved modillions, hexagonal shingles, and spiral corbels. Window casings have incised Eastlake style motifs, and the one-story, half-wide front porch has Chinese Chippendale railings. A two-bay, front-gable garage is located behind the residence.<sup>66</sup>

**Figure 28. Frederick Reinecker House #2, facing southeast**



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<sup>65</sup> Rebecca Johnson, Erin Que, and Carole Zellie, "Frederick Reinecker House #1 (RA-SPC-2491, -5208)," Minnesota Architecture – History Inventory Form prepared by Mead & Hunt and Landscape Research LLC, March–June 2017.

<sup>66</sup> Rebecca Johnson, Erin Que, and Carole Zellie, "Frederick Reinecker House #2 (RA-SPC-2490, -5207)," Minnesota Architecture – History Inventory Form prepared by Mead & Hunt and Landscape Research LLC, March–June 2017.

The Frederick Reinecker House #2 is individually eligible for inclusion in the NRHP under Criterion C in the area of architecture as an excellent example of the pattern-book influenced, Queen Anne style residence found in the housing stock of Dayton Bluff's 1880s building boom. Its period of significance is 1886, the year the house was constructed. Overall, the Frederick Reinecker House #2 retains sufficient integrity to convey its significance.<sup>67</sup>

### **Potential Effects**

The Frederick Reinecker Houses #1 and #2 are located approximately 680' from the CL and approximately 730' from the guideway and Mounds Boulevard Station. They are separated from the CL and guideway by almost two blocks of intervening lots with residences on them that will completely block views of the Project infrastructure from the historic property. Given the distance of the historic properties from the Project, the Project will not have effects on the Frederick Reinecker Houses #1 and #2.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the Frederick Reinecker Houses #1 and #2 because it will not alter the characteristics that qualify these historic properties for inclusion on the NRHP. The Project will not alter the Reinecker Houses' Queen Anne design and distinctive decorative details nor diminish their integrity of location, materials, design, workmanship, setting, feeling, or association.

### **Peter Bott House and Garage (RA-SPC-2040)**

*326 Maria Avenue, Saint Paul*

#### **Narrative Description and Historic Significance**

Constructed ca. 1879, the Peter Bott House is a two-story, Italianate, frame dwelling with a raised stone foundation (Figures 25 and 30). The property sits at the northeast corner of Maria Avenue and East 4th Street and is set back at the center of its 58' x 120' lot with frontage on both streets. The original section of the house faces southwest towards Maria Avenue, has three bays and a tall hipped roof. A two-story hipped roof bay is at the north facade; a one-story bay window is at the south facade. A single-bay frame garage is rear of the house on 4th Street. A two-story hipped roof addition is at the rear facade. Character-defining features of the house are the architectural elements that reflect the house's particular Italianate style, including the projecting, decorative eave with carved, flat brackets; a full-width open front porch with decorative turned posts, window casings with incised Eastlake motifs, and small gables with ornamental windows on both the Maria Avenue and 4th Street facades.<sup>68</sup> The House's location near 3rd Street in one of the earliest residential sections of Dayton's Bluff to develop is also an important characteristic.

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<sup>67</sup> Johnson, Que, and Zellie, "Frederick Reinecker House #2."

<sup>68</sup> Rebecca Hoehn and Carole Zellie, "Peter Bott House and Garage (RA-SPC-2040, -0398)," Minnesota Architecture – History Inventory Form prepared by the 106 Group, Ltd. and Landscape Research LLC, March–June 2017.

**Figure 29. Peter Bott House, facing east**



The Peter Bott House and Garage (Bott House) is individually eligible for inclusion in the NRHP under Criterion C in the area of Architecture as a distinctive example of an Italianate style house in Saint Paul and Dayton's Bluff. Its period of significance is 1879, its likely date of construction. Overall, the Bott House retains sufficient integrity to convey its significance.<sup>69</sup>

### **Potential Effects**

The Bott House is located approximately 415' from the CL, approximately 575' from the guideway, and approximately 580' from the Mounds Boulevard Station. It is separated from the CL and guideway by one block of intervening lots with residences on them that will completely block views of Project elements from the historic property. Any changes to traffic caused by the construction and operation of the Project would not affect the Bott House. No BRT routes are currently proposed to run on Maria Avenue or on other streets in the vicinity of the House.<sup>70</sup> Given the distance of the historic property from the Project, the Project does not have the potential to cause effects to the Bott House.

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<sup>69</sup> Hoehn and Carole Zellie, "Peter Bott House and Garage."

<sup>70</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, A3-36.

## **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the Bott House because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project will not alter the Bott House’s design and distinctive decorative details nor diminish its integrity of location, materials, design, workmanship, setting, feeling, or association.

## **Tandy Row (RA-SPC-2619, -5232)**

*668–674 East 4th Street, Saint Paul*

### **Narrative Description and Historic Significance**

Constructed in 1889, Tandy Row is a three-story, Queen Anne style, red brick rowhouse with a raised stone foundation and a flat roof with a shallow parapet (Figures 25 and 31). Set back behind a small front yard, the 13-unit building sits on two narrow, deep lots and faces northwest onto East 4th Street. The primary character-defining feature of the property is the building’s distinctive five-bay asymmetrical façade, which features a two-story polygonal window bay on the easternmost bay, three porches covering four entrances, and rectangular and round-arch window openings. It is surmounted by a complex ornamental parapet that unifies the façade.

Tandy Row is individually eligible for inclusion in the NRHP under Criterion C in the area of Architecture as an excellent example of a late 1880s Queen Anne style rowhouse. It is also significant as a work by a master, Saint Paul architect John H. Coxhead. The rowhouse is an example of his distinctive Queen Anne designs, applied here to his only documented apartment commission in Saint Paul. The period of significance is 1889, the year the building was constructed. Other than some window replacements, the property retains good overall integrity.<sup>71</sup>

### **Potential Effects**

Tandy Row is located 115’ from the CL, approximately 210’ from the Project guideway, and roughly 250’ from the Mounds Boulevard Station. It is separated from the CL and guideway by a row of intervening lots with residences on them that will block most views of Project elements from the historic property. Given the distance of the historic property from the Project, there will not be any effects to Tandy Row.

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<sup>71</sup> Carole Zellie, “Tandy Row (RA-SPC-2619, -5232),” Minnesota Architecture – History Individual Property Inventory Form, prepared by Landscape Research LLC (July 2018).

**Figure 30. Tandy Row, facing southwest<sup>72</sup>**



**MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and the Gold Line station area planning study adopted by the City of Saint Paul, the Project as currently proposed would have **No Effect** to Tandy Row because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project will not alter the Tandy Row’s design nor diminish its integrity of location, materials, design, workmanship, setting, feeling, or association.

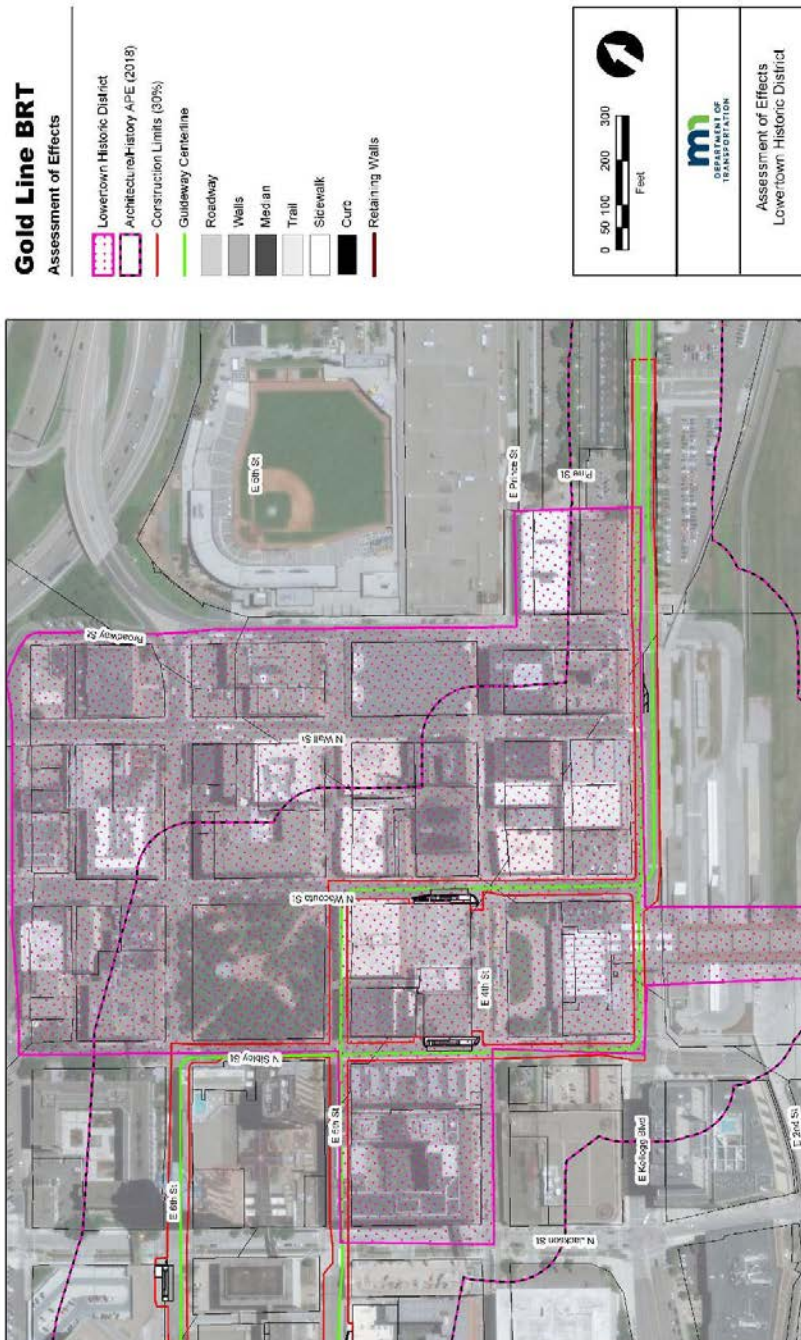
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<sup>72</sup> Zellie, “Tandy Row.”

## Lowertown Area

The following section provides assessment of effects for historic properties adjacent to the proposed Union Depot / Sibley Street Station and the Union Depot / Wacouta Street Station (Figure 32), including the Lowertown Historic District, Saint Paul Union Depot, and the Finch, VanSlyck and McConville Dry Goods Company (Finch) Building.

Figure 31. Lowertown Area



## Lowertown Historic District (LHD; RA-SPC-4580)

*Roughly bounded by Shepard Road, Kellogg Boulevard, and Broadway, 7th, and Sibley Streets, Saint Paul*

### Narrative Description and Historic Significance

The LHD covers 16 city blocks located east of downtown Saint Paul and north of the Mississippi River. The historic district, which is roughly bounded by Shepard Road, Kellogg Boulevard, and Broadway, 7th, and Sibley Streets, contains primarily late 19th- and early 20th-century warehouses and wholesale buildings constructed for railroad-related businesses (Figures 32–35). Character-defining features of the LHD include the design of the contributing properties, which have simple block massing with a variety of applied styles, including Italianate, Queen Anne, Richardsonian Romanesque, Beaux Arts, and Classical Revival; a grid street pattern; sloping topography toward the river; and Mears (formerly Smith) Park as its nucleus and visual center—all “dramatic street patterns and grade changes which were made in the 1870s.”<sup>73</sup> The LHD is architecturally significant for the concentration of commercial buildings which, although serving a practical purpose, were often designed by prominent architects to convey the prominent styles of the time.<sup>74</sup> The resulting collection of large, attractive buildings belied the district’s utilitarian function. Properties typically were built up to the ROW with minimal setbacks and abutted adjacent buildings on the street-facing side with gaps only for rear alley access.<sup>75</sup>

The LHD is an NRHP-listed district significant under Criterion A in the Areas of Commerce, Industry, and Transportation for being the site of a major railroad hub and the location of Saint Paul’s warehouse and wholesaling district during the late 19th and early 20th centuries when the city was a major distribution and job center for the upper Midwest. It is also significant under Criterion C in the area of: Architecture for its collection of commercial buildings, many designed by nationally recognized architects; Community Planning for the grid street platting and design, and grade changes made to accommodate the needs of the growing warehousing area; and for the placement of Mears (formerly Smith) Park; and Landscape Architecture for Mears (Smith) Park which has been maintained since the block’s conversion to a park in the 1870s.<sup>76</sup> The period of significance for the district extends from 1870, the construction date of the earliest contributing building within the district, to 1923, the construction date of the last contributing structure within the district. While the roadways and sidewalks provide a physical framework for the historic district, they have been rebuilt or reconstructed numerous times since the end of the period of significance, so they no longer maintain integrity of material,

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<sup>73</sup> Patricia Murphy and Susan Granger, “Lowertown Historic District,” National Register of Historic Places Nomination Form, 1981, available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=0b4f7b84-24d5-466f-9651-9704d48c45e2>,” Statement of Significance, paragraph 1.

<sup>74</sup> Murphy and Granger, “Lowertown Historic District.”

<sup>75</sup> Sanborn Map Company, *Sanborn Insurance Maps of St. Paul, Minnesota, Vol. One* (New York: Sanborn Map Company, 1926), Sheets 22–24, 29–31, 38–40.

<sup>76</sup> A. Ruger and Chicago Lithographing Company, *Saint Paul, Minnesota, 1867*, map (Chicago: Chicago Lithographing Company, 1867), from Library of Congress Map Collections, <https://www.loc.gov/item/73693464> (accessed April 3, 2020); A. T. Andreas, *Plan of the City of St. Paul and vicinity with Capitol, Reform School and Post Office and Custom House*, map (Chicago: A. T. Andreas, 1874), <https://reflections.mndigital.org/catalog/mhs:1192> (accessed April 3, 2020).

design or workmanship. Regardless, the LHD retains overall good integrity of workmanship, design, materials, location, association, and feeling.

**Figure 32. Bird’s Eye view of the LHD showing the warehouse and wholesale buildings and the central location of Mears (Smith) Park<sup>77</sup>**



**Figure 33. 6th Street to the north of Mears Park, showing a representative example of the LHD’s architectural character and streetscape**



<sup>77</sup> Google Maps, “Map showing properties within the Lowertown Historic District,” accessed 2020.



## **Potential Effects**

The Project will operate within existing lane configurations in the southwestern portion of the LHD in these locations: Kellogg Boulevard's westbound and eastbound lanes, Sibley Street's northbound lane, East 6th Street (westbound), East 5th Street (eastbound); and Wacouta Street's southbound lane. Existing traffic lights will be maintained, and the light at 4th Street and Sibley Street will be modified (i.e., phasing adjusting) so there is no Project construction in the historic district beyond station construction. The Union Depot / Sibley Street Station at the northeast corner of East 4th and Sibley Streets and the Union Depot / Wacouta Street Station at the northwest corner of East 4th and Wacouta Streets (Figure 35) will both be single side-platform stations located in public ROW (streets and sidewalks). The sidewalk edges for these two stations will be bumped out into the road and parking area to accommodate the station platforms. Therefore, potential effects of the Project on the LHD include visual effects and construction-related noise and vibration from the two stations.

## **Assessment of Effects**

As shown in the 30% Plans, station construction will take place within the boundaries of the LHD. The two station shelters, along with associated signage, bump-out curbing, and lighting, will be visible in a limited portion of the large historic district. The Union Depot / Sibley Street Station will be built on the sidewalk to the immediate west of the contributing Samco Sportswear Company Building (also historically known as the Wann Building), and within the viewshed of the contributing Gordon and Ferguson Building located directly across Sibley Street. The Union Depot / Wacouta Street Station will be adjacent to a non-contributing parking garage at the corner of 4th Street East and Wacouta Street, and directly across the street from a surface parking lot, but within the viewshed of the contributing Paul Gotzian Building. The views from other contributing buildings in the historic district to both stations are peripheral or blocked by other development to create adverse effects to the setting, feeling, and association of the LHD. Station construction will stay within existing ROW and will affect roads, sidewalks, and curbs that have been previously altered or reconstructed since the end of LHD's period of significance in 1923. The Project will not remove any of the historic district's contributing properties or alter any of their character-defining features, thereby not affecting the district's integrity of location, design, and materials. Additionally, the Project will not affect the LHD's ability to convey architectural significance of its commercial buildings, therefore having no adverse effect on the district's integrity of feeling and association. The Project will not compromise the important spatial relationship between Mears (Smith) Park and LHD's other contributing properties, and no changes will be made to the street alignments, thus preserving the historic district's rectilinear grid pattern. While the introduction of shelters and changes to curbs and sidewalks dimensions at the two stations has some potential to effect the historic district's spatial relationship to the street grid, they are minimal in size when considered within the large scale of LHD's boundaries.

Figure 34. LHD, View of the Samco Sportswear Building (contributing) at the corner of 4th and Sibley Streets, facing northeast.



The Project will introduce short-term construction noise and vibration effects.<sup>78</sup> The 30% plans do not include pile driving or vibratory roller activities within the LHD, which have the most potential to cause noise and vibratory issues.<sup>79</sup> CPPHPs may be needed for contributing buildings to the LHD that are not individually eligible and therefore do not have effects analyzed separately for them, if construction techniques are identified that have the potential for noise and/or vibration effects to adjacent buildings. Consideration of a CPPHP for the one adjacent historic property that is individually listed, Union Depot, is discussed under its individual assessment. Overall, it is not anticipated that the Project construction activities will adversely affect the LHD, due to the overall size and scale of the historic district in relation to the temporary nature and discrete locations where work will occur.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, the Project is anticipated to have **No Adverse Effect** on the LHD because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project will cause changes to the LHD at two locations through the construction of two stations. However, neither will alter the street grid plan with Mears (Smith) Park at the center, the historic properties' architectural significance, nor will

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<sup>78</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, 3-56.

<sup>79</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, A5-103-104.

it diminish the District's overall integrity of location, materials, workmanship, or association. The change to the curb line to accommodate the two station platforms will alter the rectilinear street grid pattern in the historic district, but since it is limited to two discrete locations within a very large area, the changes do not rise to the level of being adverse. Since specific station designs are not included in the 30% Plans, these elements will be reviewed for potential visual effects to the relationships between historic properties and the streetscape as well as overall compatibility to the historic feeling, setting, and design of the LHD when design details are available. As per the terms of the Project Section 106 PA, the finding is based on the conditions that:

- Project stations within the LHD are designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for contributing properties.

### **Saint Paul Union Depot (RA-SPC-5225, -6907)**

*214 East 4th Street, Saint Paul (roughly bounded by Shepard Road, and Wacouta, 4th and Sibley streets)*

#### **Narrative Description and Historic Significance**

Constructed between 1917 and 1926 at the southern edge of downtown St. Paul overlooking the Mississippi River, the St. Paul Union Depot (Union Depot) is a five-story, limestone-clad, Neo-Classical style railroad depot that is now a multi-modal transportation facility (Figures 36 and 37). The property includes a semi-circular front approach and lawn, headhouse, concourse, waiting room, stair tower, Kellogg Boulevard entry addition (2012), train deck, parking garage, and train yard (Figure 38). Union Depot was designed by architect Charles Sumner Frost, who was prolific in railroad station and depot design, and the Union Depot is representative of the growth, expansion, and influence of St. Paul as a railroad hub.

Figure 35. Union Depot, facing east-northeast



Figure 36. Saint Paul Union Depot, facing east-southeast



Character-defining features of Union Depot include the Neo-Classical design elements, vaulted interior passenger concourse, a semi-circular front approach, train deck, elevated rail yards, connection to the rail yards, and significant grading and placement on sloping topography toward the Mississippi River. Another character-defining feature is the setting and prominent placement of Union Depot within the Lowertown neighborhood that illustrates the relationship of Union Depot to St. Paul as a vibrant commercial center in the early 20th century.

Union Depot is listed in the NHRP for statewide significance under Criterion A in the areas of Transportation, Commerce, and Industry, and under Criterion C for the area of Architecture and Engineering. The period of significance extends from 1917, the year construction commenced, to 1963 when its use as transportation hub and passenger depot declined. In the areas of Transportation, Commerce and Industry, Union Depot characterizes St. Paul's early 20th-century buildings which reflected the importance of railroad transportation in the early growth, expansion, and prosperity of the quickly growing commercial center. In the area of Architecture, Union Depot is significant for its use of the Neo-Classical style, which was prevalent in public and governmental buildings between during the inter-war years. In the area of Engineering, the Depot is significant for the construction of the train deck and yards.<sup>80</sup> Union Depot retains good integrity of workmanship, design, materials, location, association, setting, and feeling. Union Depot is also a contributing resource to the LHD.

### **Potential Effects**

Buses will operate in existing bus-only lanes along Kellogg Boulevard, Sibley Street, and Wacouta Street around the historic property. From the east, BRT vehicles will operate in existing bus-only lanes on Kellogg Boulevard's westbound lane and Sibley Street's northbound lane. From the west, BRT vehicles will operate in existing bus-only lanes on Wacouta Street's southbound lane and turn east onto Kellogg Boulevard's eastbound lane. The Project will include the construction of the Union Depot / Sibley Street Station at the northeast corner of East 4th and Sibley Streets and the Union Depot / Wacouta Street Station at the northwest corner of East 4th and Wacouta Streets. Both will be located on new bump-outs into the parking lane (see Figure 32). Therefore, potential effects are limited to visual effects and construction noise and vibration.

### **Assessment of Effects**

The two stations are across Kellogg Boulevard from Union Depot. The Green Line LRT operates on 4th Street and visually separates Union Depot from the station locations to the northwest. The construction of two stations across the street and on the other side of intervening infrastructure will likely not affect Union Depot's integrity of association, feeling, and setting. However, review of the shelter design will be needed once available to confirm this assessment.

Since the construction techniques are not known at the 30% design stage, it is possible that Union Depot may be affected by construction-related noise and vibration, though its distance of over 200' from both stations makes

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<sup>80</sup> Cleary Larkin, "St. Paul Union Depot [Boundary Increase]," National Register of Historic Places Registration Form, prepared by Beyer Blinder Belle, Architects and Planners (2013), available at <https://www.nps.gov/nr/feature/places/pdfs/14000039.pdf>.

this unlikely.<sup>81</sup> Once the construction techniques are determined, a CPPHP may be needed to ensure construction-related effects are minimized.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, and technical reports, the construction of two stations and project elements within Union Depot's viewshed is unlikely to diminish the association, feeling, and setting of Union Depot. The Project is anticipated to have **No Adverse Effect** on the Saint Paul Union Depot with the conditions that:

- The Union Depot / Sibley Street Station and the Union Depot / Wacouta Street Station are designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for Union Depot.

### **Finch, VanSlyck and McConville Dry Goods Company (Finch) Building (RA-SPC-5462)**

*366 Wacouta Street, Saint Paul*

#### **Narrative Description and Historic Significance**

The Finch, VanSlyck and McConville Dry Goods Company (Finch) Building is an eight-story, Neo-Classical style warehouse building with a C.A.P. Turner-designed internal structure of reinforced concrete (Figures 39 and 40). The building is bounded by 5th and 6th Streets to the south and north respectively, and fronts on to Wacouta Street to the west. It is surrounded primarily by warehouse and commercial buildings of comparable size and massing, and faces Mears (originally Smith) Park. Constructed in 1911 following the design of James F. Denson, it has exterior walls clad in buff-colored brick. An eight-floor shipping annex extending between the Finch Building's rear (northeast) facade and Rosabel (now Wall) Street was constructed by 1916.<sup>82</sup> In 1923, architect Clarence Johnston, Jr. designed two bays for the northwest facade. Character-defining features of the Finch Building include its exterior decorative Neo-Classical elements and design, including the regular progression of bays, formal entries and pilaster arrangements on the Wacouta and 5th Street facades, segmental arches at the seventh story, and a projecting cornice; and its internal reinforced concrete structure. Its adjacency to and orientation towards Mears Park is an important feature of its setting.

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<sup>81</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, 3-56.

<sup>82</sup> *City of Saint Paul, Minnesota*, map, (Philadelphia: G.M. Hopkin Co., 1916), from University of Minnesota Libraries, <http://geo.lib.umn.edu/collections/digitizedplatbooks/stpaul1916index.htm>, Plate 1 (accessed August 7, 2020).

Figure 37. Finch Building, facing northeast



The Finch Building is significant under Criterion A in the area of Commerce for its association with its namesake company and under Criterion C in the area of Engineering for Turner’s cutting edge use of reinforced concrete, flat slabs, and mushroom-capped columns that both supported the weight of the dry goods and protected them from fire and other damage. The period of significance starts with the building’s construction in 1911 and ends in 1923, with the completion of the Johnson addition. Overall, the Finch Building retains sufficient integrity to convey its significance.<sup>83</sup> The Finch Building is also a contributing property to the LHD.

### Potential Effects

The Finch Building is located approximately 10’ from the Project operations, where buses will turn from northbound Wacouta Street west onto 5th Street East. There will be no construction near the building and no buses will run on the roads surrounding the building. Construction of the Union Depot / Wacouta Street Station will not cause visual effects to the Finch Building. The station will be located over a block south of the Finch Building on Wacouta Street, placing it on the far periphery of viewsheds from the building’s main façade. Therefore, the station will not visually affect the Finch Building or the important aspects of its setting, feeling, and association, namely the relationship between it and Mears Park. Given the distance to the station and the minimal Project operation near the Finch Building, the Project will not have effects on the Finch Building.

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<sup>83</sup> Charles W. Nelson, “Finch, VanSlyck and McConville Dry Goods Company Building,” National Register of Historic Places Inventory-Nomination Form, prepared by Minnesota Historical Society, Saint Paul (1981), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=dc29ee58-fea7-4520-9834-5499fe0f56c6>.

## MnDOT CRU Finding: No Effect

Based on the 30% Plans and the EA, the Project is anticipated to have **No Effect** on the Finch Building because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. The setting, feeling and association of the Finch Building will not be affected by the turning of buses near it or by the Union Depot / Wacouta Street Station, due to its distance in the periphery of the building's viewshed.

## U.S. Post Office and Custom House (Custom House; RA-SPC-4518)

*180 East Kellogg Boulevard, Saint Paul*

### Narrative Description and Historic Significance

The Custom House is a seventeen-story, Art Deco style government building constructed in 1934–1939, with a six-story annex completed in 1963 (Figures 32 and 41). The original building and the annex both have upper stories faced in yellow Kasota stone and a dark gray granite base. The historic property's main (north) facade fronts onto Kellogg Boulevard, and its site slopes significantly between the front and rear facades, creating an additional south-facing story fronting onto Second Street. The Custom House is located adjacent to the boundary of the LHD. The primary character-defining features of the property is its Art Deco exterior, as seen in its use of narrow, vertical window bays, monolithic walls, blocky massing, and ornate interior decoration. Also significant is its location on the rail line adjacent to Union Depot, a site chosen specifically to enable use of the railroad for faster mail and parcel delivery. Overall, the property retains very good integrity.

Figure 38. Custom House, facing south<sup>84</sup>



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<sup>84</sup> Emily Ramsey, "United States Post Office and Custom House," National Register of Historic Places Registration Form, prepared by MacRostie Historic Advisors, LLC (2013), available at <https://www.nps.gov/nr/feature/places/pdfs/14000218.pdf>.



The Custom House is listed in the NRHP under Criterion A in the area of Government for serving as the center of Saint Paul's postal operations through much of the 20th century. The period of significance is 1934 to 1964, which begins with the completion of the main building and ends with the NRHP fifty-year cut-off at the time of the property's nomination to the NRHP.<sup>85</sup>

### **Potential Effects**

The northern corner of the Custom House is approximately 65' away from the Project operations, where the BRT will turn from Kellogg Boulevard north on to Sibley Street. The Union Depot / Sibley Street Station area is approximately 1.5 blocks to the north and will not be visible from the Custom House. There will be no construction near the building and no buses will run on the roads surrounding the building. Given the minimal Project operation near the Custom House, the Project will not have effects on the building.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans and the EA, the Project is anticipated to have **No Effect** on the Custom House because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the Custom Building will not be affected by the Union Depot / Wacouta Street Station, due to its distance.

## ***Saint Paul Urban Renewal Historic District (URHD) Area***

*The following section provides assessment of effects for the URHD (Figure 43) within which the Project proposes to construct 6th Street / Minnesota Street Station, the 6th Street / Robert Street Station, and the 5th Street / Robert Street Station adjacent to the historic district; and the 5<sup>th</sup> Street / Cedar Street Station in the historic district.*

## **Saint Paul Urban Renewal Historic District (URHD; RA-SPC-8364)**

*Roughly bounded by Kellogg Boulevard and Wabasha, 6th, and Jackson Streets, Saint Paul*

### **Narrative Description and Historic Significance**

The URHD represents mid-20th century efforts to transform the city's downtown commercial core from 1955 to 1974. In Saint Paul, the first phase of the downtown urban renewal from 1955 to 1966 was driven by private businesses such as Dayton's Department Store and the Saint Paul Hilton Hotel. The second phase from 1967 to 1974 was driven by federal funds for the development of a twelve-block Capital Centre. URHD reflects the nationwide trend to redevelop and revitalize city central business districts in the postwar years. Many contributing buildings within the URHD are designed in the International Style with monolithic building units including "metal beams, glass curtainwalls, precast concrete systems, stone veneers forming large-scale,

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<sup>85</sup> Ramsey, "United States Post Office and Custom House."

repetitive grids that reflect industrial production rather than individual craftsmanship.”<sup>86</sup> The buildings tie into the sidewalks and plaza elements with recessed ground-level floors that create protected walkways and incorporated public plazas within the building parcels. Character-defining features of the historic district include the buildings designed in the monolithic International Style; spatial organization; topography; vegetation; circulation features (streets and skyway bridges); and water features (Figures 42 and 43).

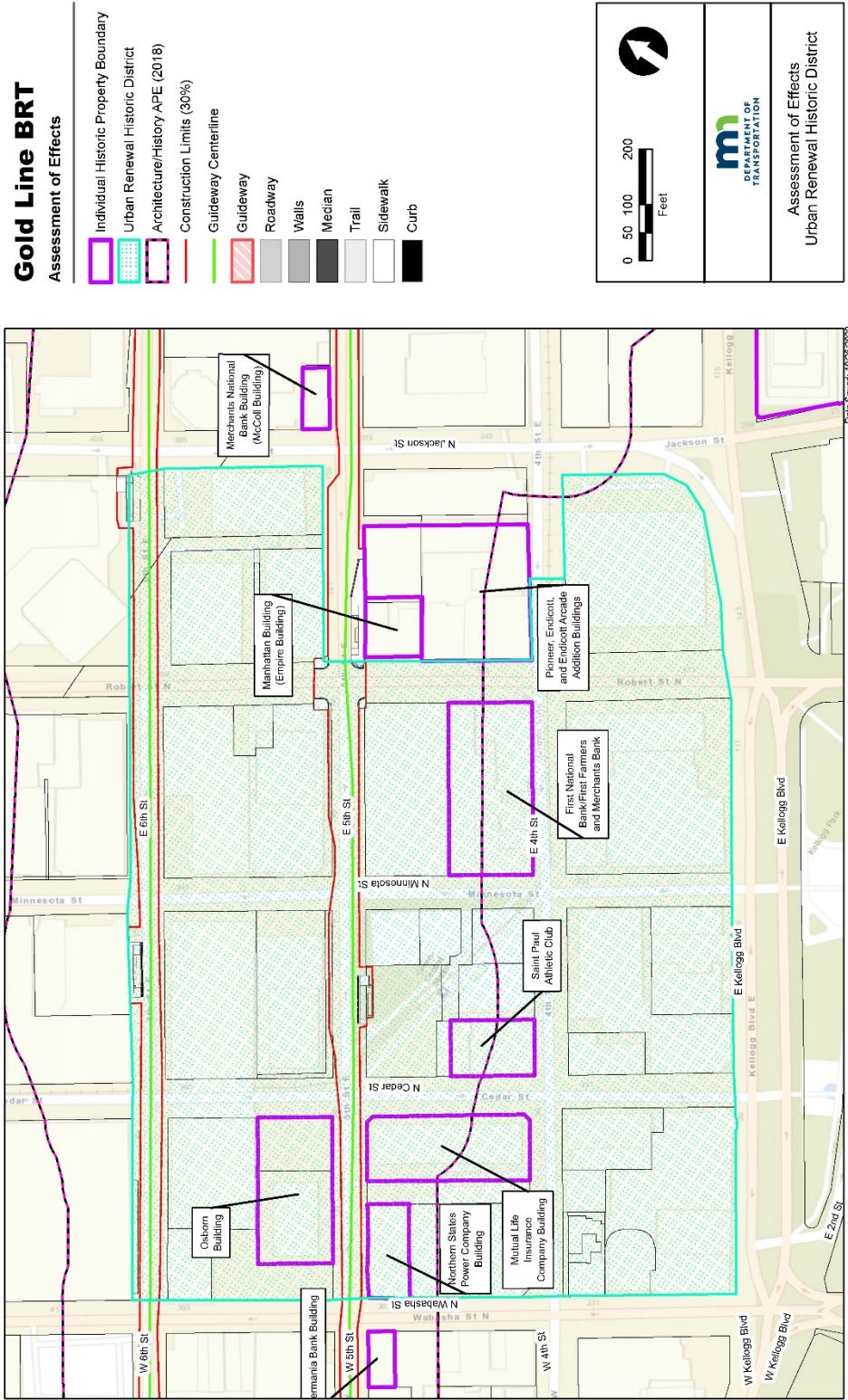
**Figure 39. Representative example of the URHD’s architecture and streetscape, facing southwest down 5th Street**



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<sup>86</sup> Charlene Roise, Jenna Rempfert, and Katie Goetz, *A Reevaluation of the Saint Paul Urban Renewal Historic District, Ramsey County, Minnesota*, prepared by Hess, Roise and Company for the MnDOT CRU (February 2020), 67.

Figure 40. URHD Area



The URHD is eligible for inclusion in the NRHP under Criterion A for its local significance in Community Planning and Development. The period of significance for the historic district extends from 1955 to 1974 and has two phases, 1955–1966 (Early Urban Renewal Phase) and 1967–1974 (Capital Centre Phase). New building construction and the removal of all original benches, bus shelters, light standards, traffic signals, trash cans and concrete planters have diminished the District’s integrity of materials, design, and workmanship. While the roadways and sidewalks provide a physical framework for the historic district, they have been rebuilt or reconstructed numerous times since the end of the period of significance, so they no longer maintain integrity of material, design, or workmanship.<sup>87</sup> Although these elements of integrity are compromised, the overall integrity of the URHD is retained.

### **Potential Effects**

The Project will operate within existing lane configurations on 5th Street (eastbound) and 6th Street (westbound), and will construct one station within the historic district’s boundaries (5th Street / Cedar Street) and three immediately outside the boundaries (6th Street / Minnesota Street, 6th Street / Robert Street, and 5th Street / Robert Street). The sidewalks at the 5th Street / Robert Street intersection will be reconstructed. The stations are single side-platform stations located in public ROW (streets and sidewalks). Existing traffic lights will be maintained, and the light at 5th Street and Robert Street will be modified (i.e., phasing adjusting) so there is no Project construction in the historic district beyond the 5th Street / Cedar Street station construction and sidewalk work. There are three stations adjacent to the boundary of the URHD: the 6th Street / Minnesota Street Station, the 6th Street / Robert Street Station, and the 5th Street / Robert Street Station. The views from the historic district and the closest contributing buildings to these three stations are peripheral and/or blocked by other development and vegetation, and therefore will not affect the setting, feeling, and association of the historic district. Therefore, potential effects of the Project on the URHD include visual effects caused by the 5<sup>th</sup> Street / Cedar Street Station and construction-related noise and vibration.

### **Assessment of Effects**

The 5th Street / Cedar Street Station will be built on the same block as the Central Station plaza, constructed for the Green Line LRT Station, and is directly across the street from the contributing Osborn Building (also individually eligible). Station construction will stay within existing ROW and will affect sidewalks and curbs that have been previously altered and reconstructed since the end of URHD’s period of significance. The Project will not remove any of the historic district’s contributing properties or alter any of their character-defining features, thereby not affecting the district’s integrity of location, design, and materials. Additionally, the Project will not affect the historic district’s ability to convey architectural significance of its commercial buildings, therefore having no adverse effect on the district’s integrity of feeling and association. Further, since the URHD was originally furnished with bus shelters, the reintroduction of one shelter within the boundaries and three adjacent to it is in keeping with the historic district’s character. While the location and designs of the new shelter is not an in-kind replacement, it represents a new additions within a historic district that is appropriate.

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<sup>87</sup> Roise, Rempfert, and Goetz, *Reevaluation of Urban Renewal Historic District*, 72.

The reconstruction of the sidewalk at the northern corner of the First National Bank Addition at 5th and Robert Streets will take place in the public ROW that will not alter any character-defining features of the URHD. Provided the replacement sidewalk is of the same material, color, and scoring as the existing one, it will have a negligible effect on the design and feeling of the district.

The Project will introduce short-term construction noise and vibration effects.<sup>88</sup> The 30% plans do not include pile driving or vibratory roller activities within the URHD, which have the most potential to cause noise and vibratory issues.<sup>89</sup> Once construction techniques are identified for the station or sidewalk replacement within the historic district, and if those techniques are determined to cause potential noise or vibration effects to adjacent contributing buildings, a CPPHP may be needed for those contributing properties. Overall it is not anticipated that the Project construction activities will adversely affect the URHD, due to the overall size and scale of the historic district in relation to the temporary nature and discrete locations where work will occur.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Adverse Effect** on the URHD because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. Since specific station designs are not included in the 30% Plans, these elements will be reviewed for potential visual effects to the relationships between historic properties and the streetscape as well as overall compatibility to the historic feeling, setting, and design of the URHD when design details are available. As per the terms of the Project PA, the finding is based on the conditions that:

- Project elements within the URHD are designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for contributing properties.

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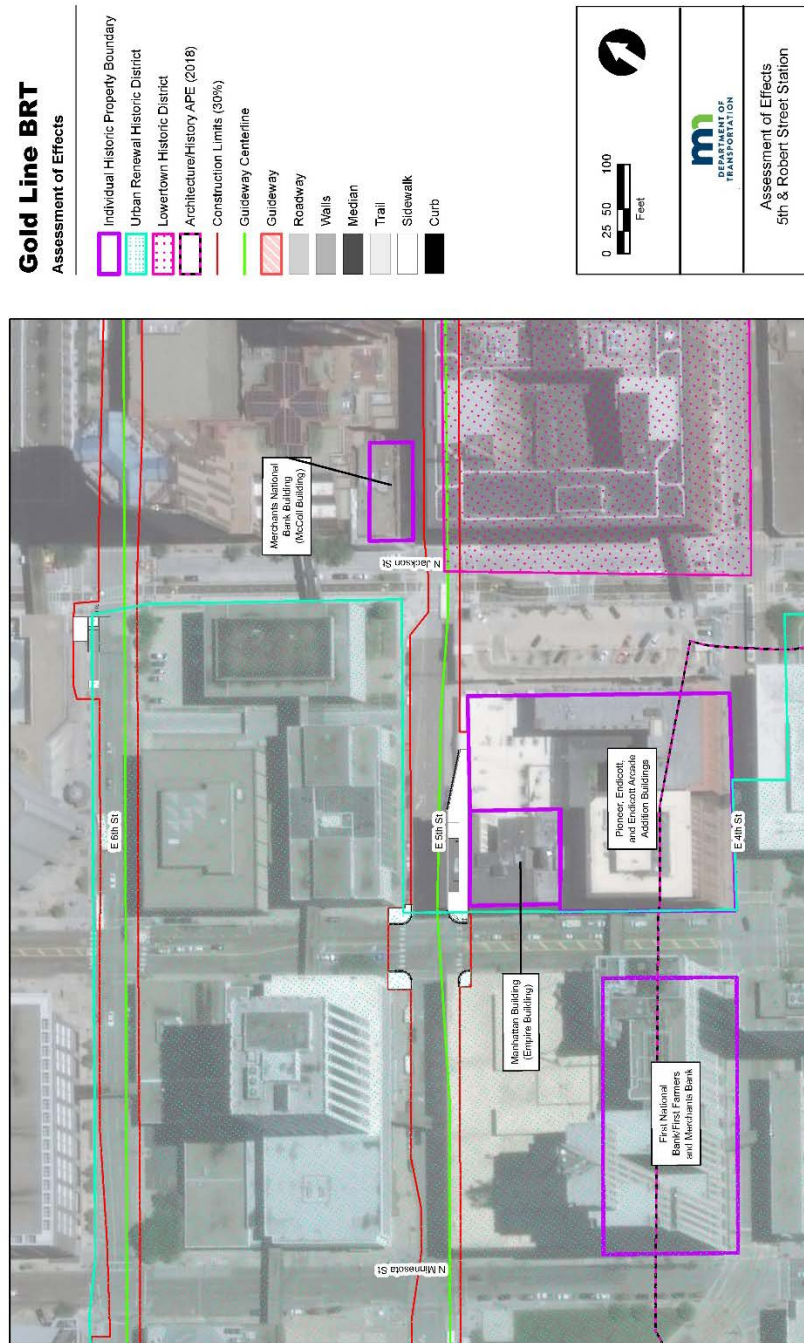
<sup>88</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, 3-56.

<sup>89</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, A5-103-104.

# 5th Street / Robert Street Station Area Properties

The following section assesses effects to historic properties adjacent to the 5<sup>th</sup> Street / Robert Street Station Area (Figure 44), including Merchants National Bank; the Manhattan Building; the Pioneer, Endicott, and Endicott Arcade Addition Buildings; and First Farmers and Merchants National Bank and First National Bank of Saint Paul.

Figure 41. 5th Street / Robert Street Station Area



## Merchants National Bank Building (RA-SPC-1979)

366–368 Jackson Street, Saint Paul

### Narrative Description and Historic Significance

Constructed in 1892, the Merchants National Bank Building is four-story, steel-frame, red sandstone commercial building designed by architect Edward P. Bassford in the Richardsonian Romanesque style (Figures 44 and 45). The building displays a variety of styles of window openings, such as the tall, round arch openings that visually connect the first and second floors. Its character-defining features are the ornate, decorative stonework elements on its exterior, which include a variety of stone finishes: granite base, polished granite columns, and an intricately carved stone cornice, friezes, and transoms. Also significant is the raised-base design of its first floor. The historic property is prominently situated at the busy intersection of Jackson and 5th Streets. Located at the juncture of the LHD and the URHD, the Merchants National Bank Building sits in an architecturally transitional area of the city, with adjacent properties dating from the early 20th century, the 1960s, and the 1980s.

Figure 42. Merchants National Bank, facing northeast



The Merchants National Bank Building is significant under Criterion A for serving as an important financial, legal, and political center during a period of profound growth in Saint Paul. It is also significant under Criterion C in the area of Architecture for demonstrating a well-executed Richardsonian Romanesque design with a variety of stone types. Its period of significance begins in 1892 with the bank building's construction and ends in 1914 when the Merchants National Bank (now The Merchants National Bank of Saint Paul after its merger with the National German American Bank) moved into a new location at 4th and Robert Streets.<sup>90</sup> Overall, the Merchants National Bank Building retains sufficient integrity to convey its significance under Criteria A and C.<sup>91</sup>

### **Potential Effects**

The Merchants National Bank Building is located approximately 10' from the Project operations, where buses will run east along 5th Street, located on the southern edge of the property. There will be no construction near the building. The historic property is one-half block from the 5th Street / Robert Street Station; however, construction of the station will not cause visual effects to the Merchants National Bank Building due to its distance. The station will not visually affect the historic property or the important aspects of its setting, feeling, and association. Given the distance to the station and the minimal Project operation near the Merchants National Bank Building, the Project will not have effects on it.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans and the EA, the Project is anticipated to have **No Effect** on the Merchants National Bank Building because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds from the Merchants National Bank Building will not be affected by the 5th Street / Robert Street Station, due to its distance.

### **Pioneer, Endicott, and Endicott Arcade Addition Buildings (RA-SPC-5223, -3167, -6903)**

*332 North Robert Street and 142 East 5th Street, Saint Paul*

#### **Narrative Description and Historic Significance**

Three buildings occupy a T-shaped site on the block bounded by 4th, Jackson, 5th, and Robert Streets in downtown Saint Paul (Figures 44, 46, 47, and 48). The Pioneer and Endicott Buildings were built one year apart from each other and are listed on the NRHP together, and the Endicott Arcade Addition was built to connect to the Endicott Building (the Endicott Arcade Addition is eligible but not listed).

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<sup>90</sup> "Preservation Design Works LLC, "First National Bank of Saint Paul," Historic Preservation Certification Application—Part 1 Form (September 2017), on file at the MnSHPO, Saint Paul .

<sup>91</sup> Lynne VanBrocklin and Thomas J. Lutz, "McColl Building/Merchants National Bank Building," National Register of Historic Places Nomination Form (1974), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=675d7590-73c4-4b94-8d87-819642b27225>.



- The Pioneer Building is a 16-story, Romanesque Revival style, masonry commercial building located on the northeastern corner of the intersection of 4th and Robert Streets (prior to 1909, it was known as the Pioneer Press Building). The original 12-story building was constructed in 1889 and designed by Chicago architect Solon Spencer Beman who employed a combination of the Richardsonian Romanesque and French Renaissance styles. The building has an iron structural system and the lower floors have 4½' thick walls built from massive blocks of Rockville granite. The upper floors are faced with red pressed brick and red sandstone. Four stories were added to the building in 1910. Also designed by Beman, the addition included a new decorative cornice with large scrolled brackets.
- The Endicott Building is an ell-shaped building constructed in 1890 that wraps around the Pioneer Building and faces onto both 4th and Robert Streets. The building is comprised of two six-story Italian Renaissance style towers, one on each street, and linked by a one-story arcade that extends through both towers (the 4th Street tower was always known as the Endicott Building, but the Robert Street tower has also been referred to through time as the Arcade Building, Endicott Arcade, the Endicott on Robert, and the Midwest Building). Designed by then Saint Paul architect Cass Gilbert, the design promoted simplicity and balanced proportions. The Endicott Building has a granite base and a first story of red sandstone. The main archway on the 4th Street façade is flanked by granite piers topped by Tennessee marble capitals. The upper floors are faced with red pressed brick, and window openings are ornamented with red sandstone. The Robert Street façade is also faced in red brick, with Tuscan columns constructed of polished Saint Cloud granite at the first floor, and decorative carved stone friezes of red sandstones between the upper floors.
- A one-story addition, known as the Endicott Arcade Addition, was constructed in 1910 and fronts onto Fifth Street. This building was designed by George H. Carsley with input from Gilbert and features a series of storefronts and a main entrance offset to the east side of the facade.<sup>92</sup>

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<sup>92</sup> Larry Millett, *Heart of St. Paul: A History of the Pioneer and Endicott Buildings* (Saint Paul: Minnesota Museum of American Art, 2016), 31–32, 50, 52, 61, 68.

Figure 43. Configuration of the Pioneer, Endicott, and Endicott Arcade Addition Buildings

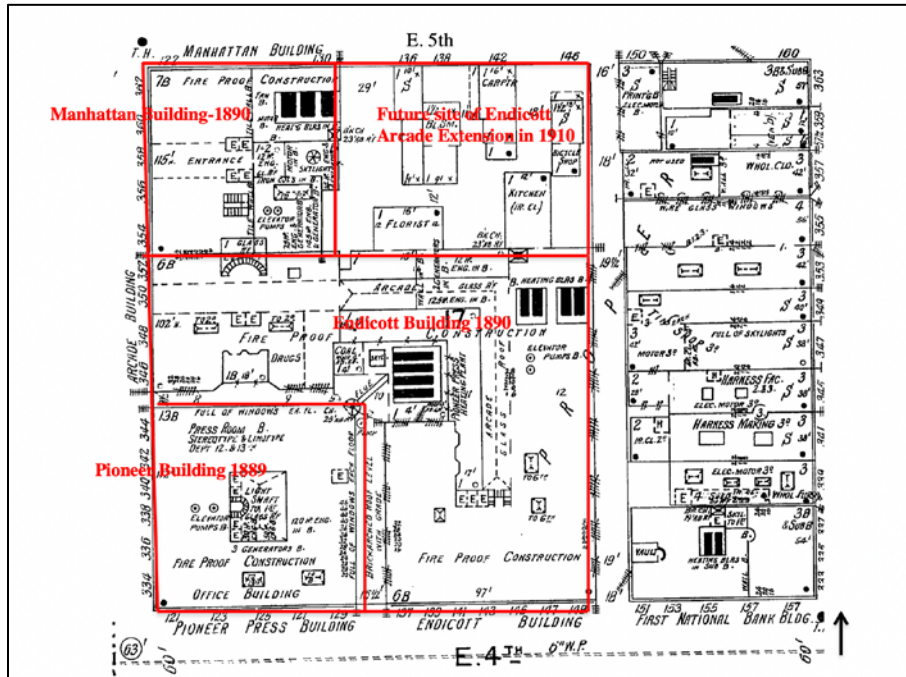


Figure 44. Pioneer and Endicott Buildings, facing north



Figure 45. Endicott Arcade Addition, facing southwest with Manhattan Building and 5th Street / Robert Street Station site in the distance



The Pioneer and Endicott buildings are listed in the NRHP as a single property, and the Endicott Arcade Addition has been determined to be eligible for the NRHP.<sup>93</sup> Both the Pioneer and Endicott buildings are significant under Criterion A in the area of Commerce for their role during the city’s late 19th-century commercial boom. The Pioneer Building is also significant under NRHP Criterion A in the area of Communications for housing the Twin Cities’ first commercial radio station in 1927. The three buildings comprising the complex are significant under NRHP Criterion C in the area of Architecture as examples of the period’s changing commercial design and for their respective architectural styles. Character-defining features of the complex include the architectural design of all three buildings, and tripartite forms of the towers, zero lot lines, prominent entrances, storefronts on the Robert Street elevation of the Endicott Building, and the 5th Street façade of the Endicott Arcade Addition. All three buildings retain sufficient integrity to convey their significance.

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<sup>93</sup> Thomas Lutz, “Pioneer Building, Endicott Building, Midwestern Building (Endicott Building – Robert Street),” National Register of Historic Places Inventory-Nomination Form, prepared by the Minnesota Historical Society (1974), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=7c994615-3f40-409f-8739-d3e129288c6d>; Email correspondence between Sarah Beimers, MnSHPO, and Greg Mathis, MnDOT CRU, May 20–August 6, 2020.

The Pioneer Press and Endicott Buildings were built as separate properties and functioned as such for their first few decades of use. Since 1941, the two buildings have been jointly operated and managed. Additionally, the wrap-around design of the Endicott Arcade as well as the city’s skyway system provides a physical connection. Therefore, their NRHP nomination in 1974 considered them “as one inter-related interoffice business complex” (Lutz, “Pioneer Building, Endicott Building, Midwestern Building [Endicott Building – Robert Street],” Description).

## Potential Effects

Project buses will operate in existing bus-only lanes along 5<sup>th</sup> Street. The 5th Street / Robert Street Station will be located just west of the Endicott Arcade Addition on a new bumpout into 5th Street, and will taper back into the extent curb line in front of the Endicott Arcade Addition. The station shelter will not be visible from the Pioneer and Endicott buildings, therefore, they will not be affected by the Project. Potential effects of the Project are limited to the Endicott Arcade Addition, and includes visual effects and construction-related noise and vibration.

## Assessment of Effects

The 5th Street / Robert Street Station will be constructed to the west of the Endicott Arcade Addition's façade, meaning the station will not be visible from inside the building. As shown in the 30% plans, effects to the Endicott Arcade Addition have been minimized by placing the station shelter on the façade of the much larger Manhattan Building, where it can blend with that building's nearly symmetrical façade and be better balanced with the scale of the building. The tapered line of the curb from the bump out to the extant curb line outside the Endicott Arcade Addition is a minor change to its setting. Views to the Endicott Arcade Addition from the west looking east will be somewhat compromised by the placement of the shelter, causing minor changes to its setting. Overall, however, the placement of a shelter on the periphery of its facade will not affect the characteristics that make it eligible, specifically its architectural significance. However, additional assessment will be performed once the details of the 5th Street / Robert Street Station are available.

Due to the proximity of the construction of the 5th Street / Robert Street Station to the Endicott Arcade Addition, short-term effects from noise and vibration may occur. Once the construction techniques are determined, a CPPHP may be needed to help avoid construction-related effects.

## MnDOT CRU Finding: No Adverse Effect with conditions

Based on the Project's 30% Plans and EA, construction and operation of the Project will cause changes to the setting to the Endicott Arcade Addition. As per the terms of the Project Section 106 PA, the finding is based on the conditions that:

- The 5th Street / Robert Street Station is designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and need; and
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted for the Endicott Arcade Addition.

## Manhattan Building (RA-SPC-3170)

*360 North Robert Street, Saint Paul*

### **Narrative Description and Historic Significance**

Constructed in 1890, the Manhattan Building is a seven-story, Second Renaissance Revival Style office building with a raised basement located on the eastern corner of the 5th and Robert Street intersection in downtown Saint Paul (Figures 44 and 49). Designed by Saint Paul architect Clarence H. Johnston, Sr., the masonry building has a tripartite form with a steel beam framing system and vaults extending out under the sidewalks in front of the building. The first-story base is faced with bands of polished dark red granite and smooth limestone, which are part of a 1950s remodeled of the first floor by Toltz, King, and Day, likely as part of the city’s modernization efforts. The unaltered upper floors are faced with red brick, and include a four-story shaft with quoining at the corners surmounted by an entablature, and a two-story capital with an elaborate metal cornice with lions head scuppers. Windows are arranged in vertical columns with round-arched openings on the top floor. Character-defining features of the building include its architectural design: boxy, cubical massing and classically inspired stylistic elements on its exterior. These include window surrounds, decorative sandstone friezes with brackets or dentils, pilasters, and cornice.

**Figure 49. Manhattan Building, facing east**



The Manhattan is listed in the NRHP under Criteria A, B, and C. It is significant under Criterion A in the area of Commerce for its role as an example of the “palace of commerce” banks constructed in the late 19th century. It is also a significant example of the construction taking place in Saint Paul during its late 1880s–early 1890s building boom, when the city was an important Midwestern financial center. The building is significant under Criterion B for its association with Clarence H. Johnston, Sr., whose office was in the building during his entire tenure as

State Architect. It is significant under Criterion C in the area of Architecture as an example of a 19th-century, Renaissance Revival style bank building. The period of significance begins with the building's construction in 1890 and ends with Johnston's death in 1936.<sup>94</sup> Overall, the Manhattan Building retains sufficient integrity to convey its significance, although the first story does not retain integrity from the period of significance. In the 1950s, pink and grey polished marble were laid horizontally along the first floor, covering the original rusticated block facing, and the main entrance was altered. While the building was listed on the NRHP with these modifications in place, the marble panels render the first story of the building incongruous with the upper stories and does not represent the period of significance.

### **Potential Effects**

The Project will operate on an existing bus-only lane on 5th Street, and the 5th Street / Robert Street Station will be built on the Manhattan Buildings northern façade (5<sup>th</sup> Street elevation; the building's entrance is on the Robert Street façade). The station will be installed on a new bump-out in the current parking lane and the sidewalk up to the building's façade will be reconstructed. Therefore, potential effects of the Project on the Manhattan Building include visual effects of the station; and noise and vibration from construction activities.

### **Assessment of Effects**

Construction of the 5th Street / Robert Street Station will alter the immediate setting of the Manhattan Building's first story, as well as views to and from the first story of the historic property. While this will not alter the characteristics that qualify the property as historic, it will affect the building's integrity of setting since the north elevation will no longer be viewed unobstructed, except at severe angles. Since the first story post-dates the period of significance for the building, however, the presence of a bus shelter on the side facade will not constitute an adverse effect to the building's overall integrity, including feeling and association.

As noted above, construction of the 5th Street / Robert Street Station may extend up to the building's north façade due to sidewalk reconstruction. Any below-ground building elements should be considered during sidewalk reconstruction, depending on the depth of excavation. Given the type of construction activity that may be required to construct 5th Street / Robert Street Station, the Manhattan Building may be affected by noise and vibration from construction activities. A CPPHP will be needed to avoid construction-related effects to the Manhattan Building.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the Project's 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Adverse Effect** on the Manhattan Building. The Project will not alter the location, design, materials, workmanship, feeling, and association of the Manhattan Building; however, the station shelter will cause changes to the setting of the Manhattan Building. Construction may physical affect the building, due to the

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<sup>94</sup> Norene A. Roberts, "Manhattan Building," National Register of Historic Places Registration Places, prepared by Historical Research, Inc. (1987), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=e2f4d340-3e80-4b38-804d-61e4e7c1a679>.

proximity of the work. As per the terms of the Project Section 106 PA, the finding is based on the conditions that:

- The 5th Street / Robert Street Station is designed to SOL's Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- A CPPHP for the Manhattan Building be completed.

## **First Farmers and Merchants Bank (RA-SPC-3168) and First National Bank of Saint Paul (RA-SPC-4645)**

*332 Minnesota Street, Saint Paul*

### **Narrative Description and Historic Significance**

The southern half of the block between 4<sup>th</sup> and 5<sup>th</sup> streets and Minnesota and Roberts streets contains two individually eligible buildings. The First Farmers and Merchants Bank Building (RA-SPC-3168), commonly referred to as the East Tower, is a 16-story, Classical Revival style office building with a tripartite form designed by famous Chicago architect Jarvis Hunt and constructed in 1914 on the western corner of the intersection of 4th and Robert Streets for the Merchants National Bank (Figures 44, 50, and 51). The First National Bank Building of St. Paul (RA-SPC-4645), often referred to as the West Tower, is a 32-story office tower constructed in 1931 on the northern corner of the intersection of 4th and Minnesota streets (Figures 50 and 51). Designed by the nationally known Chicago architecture firm of Graham, Anderson, Probst and White in the Modern Classicism (Art Deco) style, the building features step backs of the upper floors and is crowned by a three-sided, 150' tall illuminated "1<sup>st</sup>" sign (structure) that is a defining feature of the Saint Paul skyline. The character-defining features of the building include the "1<sup>st</sup>" sign, the architectural designs of the building, near zero lot lines; the emphasis on verticality; tall, narrow, slightly recessed window bays that visually connect between floors; and a base of polished black granite topped with light-colored masonry (brick or limestone).<sup>95</sup>

Both buildings individually eligible for inclusion in the NRHP under Criterion A in the area of Commerce for their association with the First National Bank, Saint Paul's oldest, largest, and leading bank for much of the 19th and 20th centuries. The 1931 building was the city's tallest building for over a half century, and it and the "1<sup>st</sup>" sign

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<sup>95</sup> A third building, the First Bank Addition (RA-SPC-8104), occupies the northwestern half of the block, facing 5th Street. Designed by Haarstick, Lundgreen and Associates, this limestone clad, International Style building was completed in 1971 and features retail space on the first and second stories with seven levels of parking above (Figure 52). It was determined not individually eligible in the same areas and periods of significance were the First Farmers and Merchants Bank (RA-SPC-3168) and the First National Bank of St. Paul Building (RA-SPC-4645). It was, however, determined to be a contributing resource to the URHD, since it was constructed to provide retail and parking during Saint Paul's efforts to revitalize its downtown. The Project's effects to the URHD is covered in a separate section of this report.

remain an iconic part of downtown Saint Paul’s skyline. The East Tower’s period of significance begins in 1914, and the West Tower’s in 1931, and both end in 1968, when the bank relinquished its identity to its holding company. The First National Bank Building and “1<sup>st</sup>” sign are also individually eligible for inclusion in the NRHP under Criterion C in the area of Architecture within the period of 1931, as an example of their style and as the work of a master, the firm of Graham, Anderson, Probst and White. Both buildings retain sufficient integrity to convey its significance under Criteria A and C.<sup>96</sup>

**Figures 50 and 51. Left Picture: the West (left) and East (right) Towers, facing northeast (left); and Right Picture: First Bank Addition (left), facing east (not individually eligible, but is contributing to the URHD).**



### Potential Effects

Project buses will operate in existing bus-only lanes on 5th Street, a half a block north of the First National Bank Building and the First Farmers and Merchants Bank Building. Neither the 5<sup>th</sup> Street / Cedar Street and the 5<sup>th</sup> Street / Robert Street stations will be visible from the First Farmers and Merchants Bank, therefore the Project will have no effect on that building. The First National Bank Building is located approximately 180’ east of the 5th Street / Cedar Street. The 5th Street / Cedar Street Station will be visible in views to and from the First National Bank Building. As depicted in the 30% Plans, the shelter at the 5th Street / Cedar Street Station will be set back to align with an existing bus shelter on the block. Placing the new shelter in line with the existing one minimizes

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<sup>96</sup> While a tax credit project uses terminology from the NPS’s Bulletin 15 for historic districts (i.e., contributing and non-contributing), there is no previously identified historic district for these buildings. Due to the minor scale and scope of the Project near the buildings, the large scale of the two eligible buildings, and the determination that the First Bank Addition was contributing to the URHD, no further evaluation work was warranted (“First National Bank of Saint Paul” Historic Preservation Certification Application; Brita Bloomberg, letter to Richard Rossi, August 25, 2006, available in First National Bank property file, State Historic Preservation Office, Saint Paul).



any visual effect of the station on the setting of the historic property and views from it. Given the location of the station across the street and just past an existing bus stop shelter, and the scale of the shelter footprint compared the First National Bank Building, the station will have no effect on the historic property.

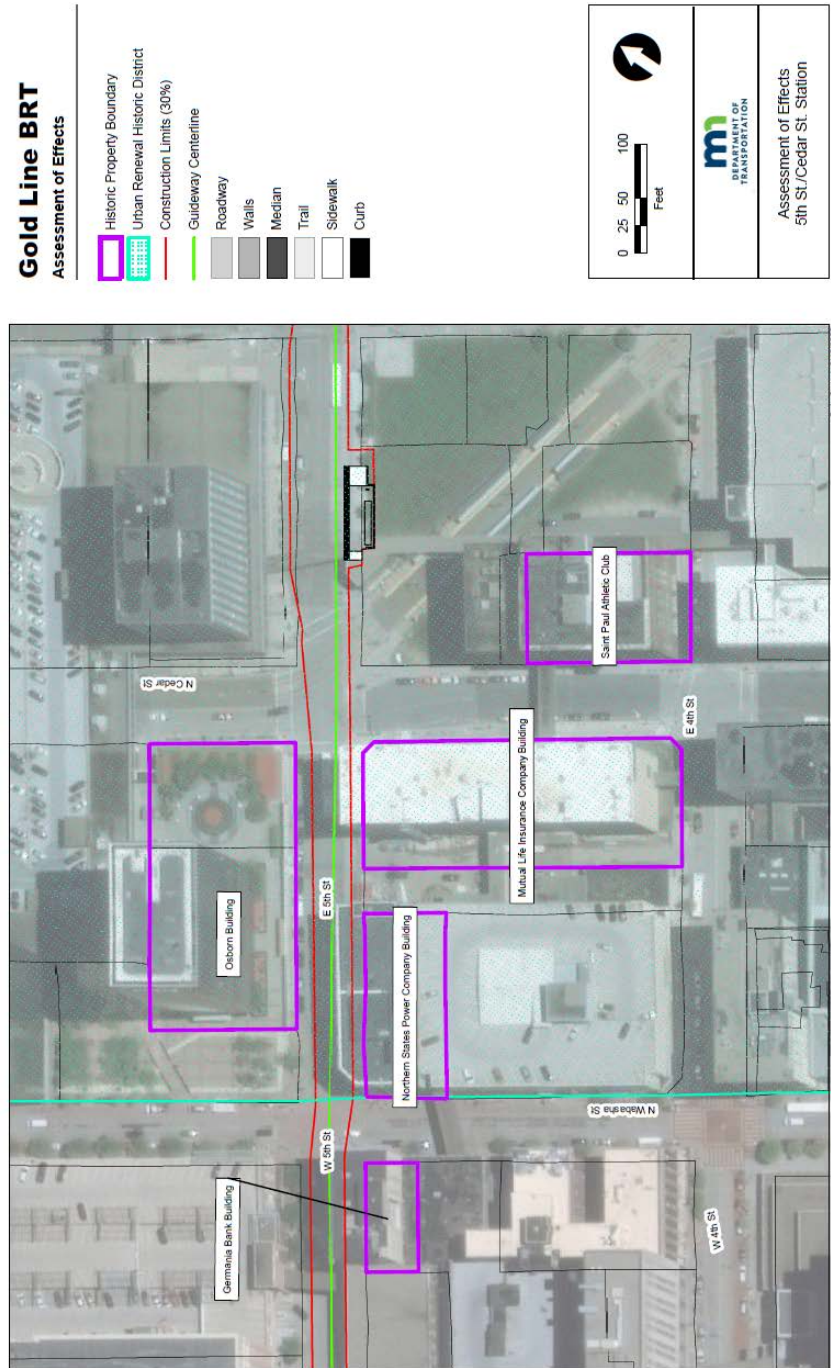
**MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the First National Bank Building and the First Farmers and Merchants Bank because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project will not affect the First National Bank Building's integrity of location, design, materials, workmanship, setting, feeling or association.

## 5th Street / Cedar Street Station Area Properties

The following section assesses effects to historic properties adjacent to the 5<sup>th</sup> Street / Cedar Street Station Area (Figure 52), including the Saint Paul Athletic Club, Osborn Building, Minnesota Mutual Life Insurance Company Building, Northern States Power Company Building, and Germania Bank.

Figure 52. 5th Street / Cedar Street Station Area



## Saint Paul Athletic Club (RA-SPC-0550)

340 North Cedar Street, Saint Paul

### Narrative Description and Historic Significance

Constructed in 1916–1918, the Saint Paul Athletic Club is a 12-story, Renaissance Revival style building located on the northern corner of the intersection of 4th and Cedar Streets in downtown Saint Paul (Figures 52 and 53). Designed by Allen H. Stem and associate architect Beaver Wade Day, the building is faced in red brick. Later additions include a glazed rooftop dining room added in 1961 and nine-story, brick and concrete addition on the Club’s north side that was constructed in 1979, as well as various modifications to the facades and windows. Character-defining features include the building’s Renaissance Revival design and exterior decorative elements that reflect this style, including its varied window sizes, forms, and types; multi-story arcades with engaged pilasters and columns; and decorative terra cotta details. Character-defining features on the interior of the building include those that reflect its historic use as a health club, such as the two-story gymnasium and the tiled swimming pool room, and the lavish materials and ornamental plasterwork throughout.

Figure 53. Saint Paul Athletic Club, facing north



The Saint Paul Athletic Club is eligible for inclusion in the NRHP for its local significance under Criteria A and C. The property is significant under Criterion A in the areas of Social History and Recreation for serving as an athletic club and social outlet for the city's prominent residents. It also sponsored athletics and teams during the 1910s and 1920s, the early years of amateur sports in Minnesota. The Club is significant under Criterion C in the area of Architecture for its Renaissance Revival design and as work of noted of the architectural firm Stem and Day, whose work is seen in some of Saint Paul's prominent buildings and who influenced the city's development. Also significant is the interior ornamental plaster created by Saint Paul's Brioschi-Minuti Company, masters of architectural sculpture. The period of significance begins with the Club's construction in 1916 and for the purpose of the Project is assumed to end in 1974, which is 50 years prior to the Project's anticipated completion date. The Saint Paul Athletic Club retains sufficient integrity to convey its significance.<sup>97</sup>

### **Potential Effects**

The Saint Paul Athletic Club property faces west on to Cedar Avenue, and the corner of Cedar and 4th Street East. Project operations, therefore, are 135' to the north. The 5th Street / Cedar Street Station is located on the opposite end of the block fronting on to 5th Street in the middle of the block between Cedar and Minnesota Avenues. The Project station and operations are separated from the historic property by the existing Green Line LRT Central Station. Therefore, the station will not visually affect the historic property or the important aspects of its setting, feeling, and association. Given the distance to the station and the absence of Project operation near the Saint Paul Athletic Club, the Project will not affect the property.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the Saint Paul Athletic Club because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds from the Saint Paul Athletic Club will not be affected by the 5th Street / Cedar Street Station, due to its distance.

### **Osborn Building (RA-SPC-5446, -8096)**

*370 North Wabasha Street, Saint Paul*

### **Narrative Description and Historic Significance**

Constructed in 1968, the Osborn Building is a 23-story, International Style office tower located near the center of downtown Saint Paul at the intersection of 5th and Wabasha Streets (Figures 52 and 54). Designed by the Saint Paul firm Bergstedt Wahlberg and Wold Architects to serve as the headquarters for Economics Laboratory, Inc. (now Ecolab), the steel frame building has a rectangular plan and rests on two-story reinforced concrete base with a recessed lobby and piers clad in black granite, with an additional below-grade basement. The

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<sup>97</sup> Hess Roise, supplemental historic property investigations and evaluations for CCLRT Project Summary Recommendations; St. Paul Athletic Club, 340 Cedar Street, NRHP Evaluation, 31–47.

building has an exterior tinted glass shell with triangular-shaped vertical stainless steel ribs that extend the height of building. The base of the building is surrounded by a large, elevated plaza which holds public art and hardscaping.

**Figure 54. Osborn Building, facing north**



The Osborn Building is listed in the NRHP under Criterion C in the area of Architecture for its local significance as an excellent example of an International Style skyscraper, as embodied in its use of stainless steel exterior ribs that highlight its vertical cube shape and its use of glass, open spaces, and sleek design that personified the company’s image of modernity and cleanliness. The building served as the centerpiece for Capital Centre, Saint Paul’s midcentury urban renewal program. The period of significance is 1968, the year the building was constructed.<sup>98</sup> Overall, the Osborn Building retains sufficient integrity to convey its significance. The Osborn Building is also contributing to the URHD.

### **Potential Effects**

The Osborn Building property is located approximately 10’ from the Project’s operations, where buses will run eastbound on 5th Street. It is also located 170’ west of the 5th Street / Cedar Street Station. There will be no

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<sup>98</sup> Amy Lucas, “Osborn Building,” National Register of Historic Places Registration Form prepared by Landscape Research LLC (2018), draft available at [https://mn.gov/admin/assets/Website%20DRAFT%20Osborn%20Building%2C%20St.%20Paul\\_tcm36-345862.pdf](https://mn.gov/admin/assets/Website%20DRAFT%20Osborn%20Building%2C%20St.%20Paul_tcm36-345862.pdf).

construction near the building. Due to the Osborn Building's height and placement on the block between the eastbound and westbound portions of the Project through downtown, multiple Project stations may be visible from the upper stories of the historic property. More distant stations, although potentially visible from upper floors of the historic property, would not affect the ability of the Osborn Building to convey its Criterion C significance. As depicted in the 30% Plans, the shelter at the 5th Street / Cedar Street Station will be setback to align with an existing bus shelter on the block. Placing the new shelter in line with the existing one helps minimize the visual effect of the station on the setting of the Osborn Building. Given the location of the station over a block to the east of the historic property, and the scale of its shelter footprint compared the Osborn Building, the station will not diminish the historic property's setting or obstruct views to and from it. Given the distance to the station and the minimal Project operation near the Osborn Building, the Project will not have effects on it.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the Osborn Building because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the Osborn Building will not be affected by the 5th Street / Cedar Avenue Street Station, due to its distance in the periphery of the building's viewshed.

### **Minnesota Mutual Life Insurance Company (MMLI) Building (RA-SPC-8907)**

*345 North Cedar Street, Saint Paul*

#### **Narrative Description and Historic Significance**

Constructed in 1955, the MMLI Building is an eight-story, International Style office building located in downtown Saint Paul (Figures 52 and 55). The property covers the northeastern half of the city block bounded by 5th Street East to the northwest, Cedar Street to the northeast, 4th Street East to the southeast, and Wabasha Street to the southwest. The building fronts onto Cedar Street with a surface parking lot behind it that extends between 4th and 5th Streets. The rectangular-shaped building has a projected front entry, a flat roof and is faced with Kasota stone, with a polished black granite water table wrapping around the base of the building. There are bands of ribbon windows on the front (Cedar) and rear elevation. There no windows on the elevations facing 4th and 5th Streets. The character-defining features of the property include the architectural design of the building, Kasota stone exterior, bands of ribbon windows, and its freestanding site with a façade extending a full block face.

Figure 55. MMLI Building, facing south



The MMLI Building is individually listed in the NRHP for its local significance under Criteria A and C within the period 1955–1966. The property is significant under Criterion A in the area of Commerce for its association with the MMLI, which during the period of significance, was the largest insurance agency in Saint Paul and one of the 25 largest agencies in the country. Under Criterion C, the property is significant in the area of Architecture as an intact example of an early International Style office building in Saint Paul. “The construction of the building took place in a period of dramatic growth for MMLI and the new building helped usher in a new image and marketing strategy for the company. Furthermore, the building is significant as the first major new office building construction to take place in downtown Saint Paul following the Great Depression and World War II.”<sup>99</sup> Overall, the property retains excellent integrity. The MMLI Building is also contributing to the URHD.

### Potential Effects

The northern end of the MMLI Building is separated from the Project’s operations by an approximately 10’-wide public sidewalk along 5th Street. However, the Project will operate in existing bus-only lanes, so no construction activity is anticipated for the block where the historic property is located. The MMLI Building is approximately 165’ from the 5th Street / Cedar Street Station, which will be located across Cedar Street. The historic property

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<sup>99</sup> Laurel Fritz, Tamara Halvorsen Ludt, Preservation Design Works, LLC, 2016, “Minnesota Mutual Life Insurance Company Building”, National Register of Historic Places Nomination,

is too far away from the station to be affected by construction activity. The 5th Street / Cedar Street Station will not be visible in views to and from the MMLI Building, since most views from the MMLI Building towards the station will be substantially obscured by the existing Green Line LRT Central Station vertical circulation building and skyway, and by the Saint Paul Athletic Club. As depicted in the 30% Plans, the shelter at the 5th Street / Cedar Street Station will be setback to align with an existing bus shelter on the block. Placing the new shelter in line with the existing one helps minimize the visual effect of the station on the setting of the historic property. Given the location of the station over one-half block to the east of the historic property, and the scale of its shelter footprint compared to the MMLI Building, the station will not diminish the setting of the MMLI Building or obstruct views to and from the historic property and the Project will not have effects on it.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the MMLI Building because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the MMLI Building will not be affected by the 5th Street / Cedar Avenue Street Station, due to its distance and the intervening development.

### **Northern States Power Company (NSP) Building (RA-SPC-5445)**

*360 North Wabasha Street, Saint Paul*

#### **Narrative Description and Historic Significance**

Constructed in 1930, the NSP Building is an elegant, six-story, Art Deco style commercial and office building located on the southeast corner of the intersection of 5th and Wabasha Streets in downtown Saint Paul (Figures 52 and 56). The building has a generally rectangular plan with a clipped corner facing the intersection. Designed by the prominent Saint Paul architecture firm Ellerbe and Company, the street-facing facades of the building are faced with coursed ashlar Kasota limestone with a dark polished granite base. The character-defining features of the property include the Art Deco design of the building, which includes the stone facing, pilasters that separate the bays, bands of fluting, the two-story recessed entrance on the west elevation with wall illuminated metal sconces, and a tripartite metal panel over the door that has bas-relief sculptures of monumental figures topped by a filigree screen. Other character-defining features include plate glass display windows with metal transoms and moulded cornices crowned by a torch (first floor) and stylized geometrical motifs; and stylized double-hung windows on the upper floors with details that vary by floor, but include notched stone trim, ornamental metal spandrels and triangular scallops at the cornice line, and a parapet that features floral medallions carved in the stone. An electrically heated sidewalk, dating from 1957, extends along the street-facing elevations and includes bronze plaques embedded in the section along 5th Street but is not a character-defining feature since it postdates the building's period of significance.



Figure 56. NSP Building, facing east



The NSP Building is individually eligible for inclusion in the NRHP under Criteria A and C within the period 1930–1935. Under Criterion A, the property is significant in the area of Industry for its association with the utilities industry and reflects the important role that NSP played in Saint Paul. At the time the building was constructed, NSP was the only utility supplying electric, gas and steam heat service to the city. The building is significant under Criterion C in the area of Architecture as an excellent example of Art Deco architecture in downtown Saint Paul. The property’s period of significance begins in 1930 with the completion of the building and ends in 1935, which coincides with the passage of the Public Utilities Holding Act, which ushered in a new era for NSP.<sup>100</sup> Overall, the building retains good historic integrity.

### Potential Effects

The historic property is separated from the Project’s operations by an approximately 10’-wide public sidewalk along 5th Street. However, the Project will operate in existing bus-only lanes, so no construction activity is in the vicinity of the historic property. The NSP Building property is located approximately two-blocks east of the Rice Park Station and roughly 300’ west of the 5th Street / Robert Street Station. Neither the Rice Park Station nor the shelter at the 5th Street / Robert Street Station will be visible from the NSP Building due to the alignment of 5th Street and intervening development. Given the distance to the station and the absence of Project operation near the NPS, the Project will not have effects on it.

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<sup>100</sup> Charlene Roise, Jenna Rempfert, and Katie Goetz, Phase II Assessment of the Northern States Power Company Building, 360 Wabasha Street, Saint Paul, Ramsey County, Minnesota, prepared by Hess, Roise and Company for MnDOT CRU (2020).

## MnDOT CRU Finding: No Effect

Based on the Project's 30% Plans and EA, as an individual historic property, the Project is anticipated to have **No Effect** on the NSP Building because it will not alter the characteristics that qualify these historic properties for inclusion on the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the NSP Building will not be affected by the 5th Street / Cedar Avenue Street Station or the Rice Park Station, due to their distance in the periphery of the building's viewshed.

### Germania Bank (RA-SPC-5444)

*6 West 5th Street, Saint Paul*

#### Narrative Description and Historic Significance

Constructed in 1889, the Germania Bank Building is an eight-story, Richardsonian Romanesque style office building located at the southwest corner of 5th and Wabasha streets in downtown Saint Paul (Figures 52 and 57). Designed by Saint Paul architect J. Walter Stevens and designer Harvey Ellis, the building has a tripartite form that borrows elements from the both Richardsonian Romanesque and Romanesque Revival styles. The building's two street-facing facades are constructed of red sandstone, and the secondary elevations are yellow brick. The building's elegant and ornate stonework is the product of the Lauer Brothers Construction Company. Character-defining features of the building include its Richardson Romanesque detailing through the rusticated stonework with a variety of finishes; its simple, rectangular footprint; its tripartite exterior design delineated by its projecting stone bands that define the building's base, shaft and capital; recessed entrances and window openings; two-story window openings bracketed by engaged columns and capped with round-arch Romanesque arches; and unusual decorative designs (including decorative cornice with modillions) inspired by Medieval architecture.

**Figure 57. Germania Bank Building, facing southwest**



The Germania Bank Building is listed in the NRHP under Criterion C in the area of Architecture for its significance as a late 19th-century, multi-story, brownstone skyscraper in Saint Paul. It is also significant as an excellent example of the architectural work of J. Walter Stevens and designer Harvey Ellis, and for the outstanding craftsmanship of Lauer Brothers Construction Company that is manifested in the building's stonework.<sup>101</sup> The period of significance is 1889, the year of the building's construction. Overall, the Germania Bank Building retains good historic integrity.

### **Potential Effects**

The property is separated from the Project operations by an approximately 8'-wide public sidewalk. However, the Project will operate in existing bus-only lanes on the street along the block in which the historic property is located, so no construction activity is proposed in the vicinity of the historic property. The Germania Bank Building property is located halfway between two Project stations –approximately 525' east of the Rice Park Station and roughly 550' west of the 5th Street / Robert Street Station. Due to the distance from the stations, the project will have no visual effect on the building. The St. Paul Hotel is located between the Germania Bank Building (which fronts east on to Wabasha Street) and the Rice Park Station and since the two buildings are of similar heights, the station will not be visible from the Germania Bank Building and will therefore not alter the building's setting, feeling, or association (Figure 58). The 5th Street / Robert Street Station platform will be located four blocks to the east of the Germania Bank Building's entrance so views of this station's shelter, which is setback from the street, will be similarly blocked by intervening development (see Figure 44). Given the distance to the station and the absence of Project operation near the NPS, the Project will not have effects on it.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the Germania Bank because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the Germania Bank will not be affected by the 5th Street / Cedar Avenue and Rice Park Street stations, due to their distance from the building.

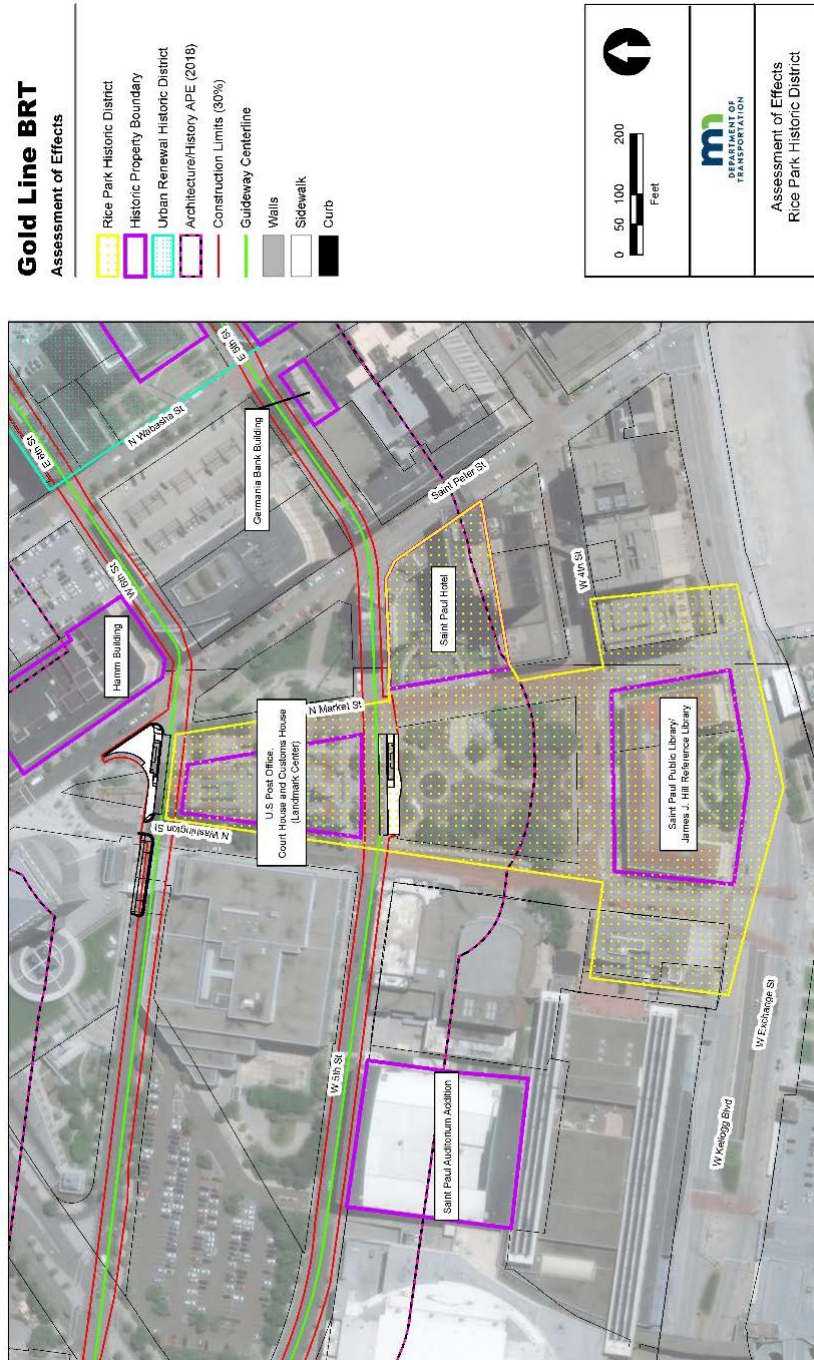
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<sup>101</sup> Charles W. Nelson and Susan Zeik, "Germania Bank Building," National Register of Historic Places Inventory- Nomination Form, prepared by the Minnesota Historical Society (1977), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=5fec2a2-3ab7-4268-b1a5-25075096edb7>.

## Rice Park Station Area Properties

The following section assesses effects to historic properties adjacent to the Rice Park and Hamms Plaza Station Area (Figure 58), including Saint Paul Public Library / James J. Hill Reference Library, U.S. Post Office, Court House, and Customs House, Saint Paul Hotel, Hamms Building, New Palace Theater, and Saint Paul Auditorium Addition.

Figure 58. RPHD Area



## Rice Park Historic District (RPHD; RA-SPC-4580)

*Roughly bounded by West 6th, Saint Peter, and Washington Streets, and West Kellogg Boulevard, Saint Paul*

### Narrative Description and Historic Significance

The RPHD is an irregularly shaped historic district located on the southwest side of downtown Saint Paul and roughly bounded by 6th, Saint Peter and Washington Streets, and Kellogg Boulevard (Figures 58 and 59). There are six contributing properties to the District: Rice Park (RA-SPC-4423); U.S. Post Office, Courthouse and Customs House (Landmark Center, RA-SPC-5266); St. Paul Public Library/James J. Hill Referencing Library (RA-SPC-5245); Saint Paul Hotel (RA-SPC-3493), Minnesota Club (RA-SPC-3493) and Tri State Telephone Company (RA-SPC-4530) (the last two are outside of the Project APE). Rice Park is at the center of the historic district and the contributing buildings are located on its northern and southern ends, except the St. Paul Hotel located to the east. The contributing buildings all date from the late 19th century and first three decades of the 20th century, and are constructed in styles popular during this period. Most are strongly influenced by Classicism, with styles ranging from Chateausque / Romanesque to Renaissance Revival and Neo-Classical to Art Deco. All of the contributing buildings are also individually eligible or listed. Several late-20<sup>th</sup>-century properties, considered non-contributing to the RPHD, also face the park (Ordway Theater, 1985; St. Paul Companies, 1961-1991; Hamm Plaza, 1992; Landmark Plaza, 2003; Lawson Commons, 1999; and the Landmark Towers and Garage, 1982). Rice Park was determined not individually eligible for listing on the National Register due to lack of integrity. Rice Park retains sufficient integrity of location, but has compromised integrity of feeling and association due to its appearance as a modern park and the scale of the replaced features; compromised integrity of setting since five major buildings and sites from the late 20th and early 21st centuries border it; and poor integrity of design, material and workmanship since no original elements exist from the late 19th and early 20th centuries. However, even with the integrity issues, Rice Park retains sufficient integrity to be a contributing element to the RPHD since it has remained as an open green space throughout the historic district's history. The character-defining features of the RPHD include the location of the trapezoidal-shaped Rice Park in the center of the District as open green space and the buildings lining Rice Park (Figure 58). The RPHD also includes circulation patterns, such as streets and sidewalks within its boundaries. Overall, the RPHD retains sufficient integrity to convey its significance.<sup>102</sup>

The RPHD is eligible for inclusion in the NRHP under Criteria A and C. It is locally significant under Criterion A in the area of Community Development and Planning for the significant role it played in the history of Saint Paul through contributions in areas of social, cultural, political, and economic development. The District is also eligible under Criterion C in the area of Architecture. The period of significance begins in 1892 with the start of construction of Landmark Center and ends in 1936 with the completion of the Tri-State Telephone Company Building. Even with the substantial changes to Rice Park itself, overall, the District retains sufficient historic integrity to convey its significance.

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<sup>102</sup> HNTB, Rice Park Historic District Literature Search, Saint Paul, Ramsey County, Minnesota, prepared for METRO Gold Line Bus Rapid Transit Project (July 2020).

## Potential Effects

As depicted in the 30% Plans, the Project will extend through the RPHD on 5th Street and along its northern edge on 6th Street with BRT buses operating on existing streets. The Project is proposing to construct one station within the boundaries, one outside the boundaries, and to close Market Street northeast of its boundaries. The Rice Park Station will be constructed on the north side of Rice Park and will replace an existing, smaller bus stop shelter on the northeast corner. The Hamm Plaza Station will be located outside the northern boundary of the historic district at the opposite end of the plaza block from an existing local bus stop. The Project may introduce short-term construction noise and vibration effects.<sup>103</sup> Since all of the contributing buildings to the RPHD are also individually eligible properties, consideration of construction-related noise and vibration are covered under their individual assessments. Rice Park, the only contributing property to the RPHD that is not individually eligible, is not a noise or vibration sensitive property. Overall, it is not anticipated that the Project construction activities will adversely affect the RPHD, due to the general size and scale of the historic district in relation to the temporary nature and discrete locations where work will occur. Therefore, potential effects of the Project on the RPHD are limited to visual effects caused by the Rice Park and Hamm Plaza stations.

## Assessment of Effects

At the 30% plan stage, only the location and the horizontal elements of the Station are known and can be assessed at this time. The finding will be revisited once the height and design are determined.

### *Rice Park Station*

The Project will construct a concrete bus pad for the Rice Park Station that will extend the entire block face between Washington and Market streets; reconstruct the entire sidewalk up to a knee wall (built in 2018-2019) in Rice Park; and place a station shelter at the eastern end of the block. The station shelter will be east of the arcaded entry bays on the south side of the Landmark Center, minimizing its visual effect on the RPHD, namely views to and from the Landmark Center across Rice Park. The Rice Park Station will also be visible in views along 5th Street (Figure 60). Given the scale of the Rice Park Station shelter's footprint compared to the surrounding buildings, the station and its above ground elements will not significantly diminish the integrity of the RPHD. Consulting parties suggested (September 25, 2018) consideration of a dark color for all above-platform station elements, similar to that of the existing Rice Park bus stop shelter to match elements on the Landmark Center and Saint Paul Hotel, setting the shelter back from the platform, and the use of non-fritted glass. Construction will not affect the historic fabric of the RPHD because Rice Park has been reconstructed numerous times since the end of the historic district's period of significance (including most recently in 2018–2019); therefore, the work will not affect the design, material, or workmanship of the historic district. The new concrete bus pad and sidewalk will blend with other existing infrastructure in the historic district, thereby not affecting the setting, feeling, and association of the RPHD.

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<sup>103</sup> Metropolitan Council, Gold Line EA, Appendix A: Physical and Environmental Resources Technical Report, 3-56.

Figure 59. View of RPHD: Landmark Center (contributing), facing north from inside Rice Park (contributing) at 4th Street.<sup>104</sup>



Figure 60. Rice Park Station concept presented at September 25, 2018 consultation meeting, facing east showing proposed setback shelter placement



<sup>104</sup> Dan Pratt, photograph, June 6, 2019, in Landscape Research LLC, *Rice Park Historic District Documentation, Saint Paul, Ramsey County, Minnesota*, prepared for the METRO Gold Line Bus Rapid Transit Project (2020).

### *Hamm Plaza Station*

As depicted in the 30% Plans, the Hamm Plaza Station will be located along 6th Street at the east end of the block between Saint Peter and Washington Streets across the street from the northern boundary of the historic district (the station was located at the far western end of the block in early plans). The station shelter will only be visible from one contributing property (Landmark Center) and will therefore not create adverse visual effects to the RPHD overall (Figure 61).

**Figure 61. RPHD contributing building Landmark Center, facing south across Hamm Plaza<sup>105</sup>**



### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Adverse Effect** on the RPHD because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. Although the construction of one new BRT station within and one new BRT station immediately outside the boundaries of the historic district will somewhat diminish its integrity of setting and feeling, neither will alter the historic district's overall key characteristics. Since specific station designs are not included in the 30% Plans, these elements will be reviewed for potential visual effects to the RPHD when design details are available. As per the terms of the Project PA, the finding is based on the conditions that:

- Project elements within and adjacent to the RPHD are designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need; and
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA.

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<sup>105</sup> Gold Line Project Office, 2018.



## Saint Paul Public Library/James J. Hill Reference Library (RA-SPC-5245)

80–90 West 4th Street, Saint Paul

### Narrative Description and Historic Significance

Constructed in 1917, the Saint Paul Public Library / James J. Hill Reference Library is a stately, three-story Italian Renaissance style building with a raised basement that spans the block fronting the south side of Rice Park in downtown Saint Paul (Figures 58 and 62). The library, which is set back from the street by a sodded yard and plaza spaces bordered by a marble balustrade, was designed by New York architect Electus D. Litchfield, with the assistance of national library expert and adviser Charles C. Soule of Brookline, Massachusetts. The building is faced with cream- and white-colored Tennessee marble and has a red tile roof. The raised first floor is accessed by two grand stairways with landings that overlook Rice Park.

Figure 62. Saint Paul Public Library / James J. Hill Reference Library, facing south



The Saint Paul Public Library / James J. Hill Reference Library is listed in the NRHP under Criteria A and C. It is significant under Criterion A in the area of Education for being a center of learning, philanthropically endowed by James J. Hill, one of Saint Paul's wealthiest and most influential citizens. The property is also representative of the cultural and economic growth of Saint Paul at the turn of the 20th century. The Library is significant under Criterion C in the area of Architecture as an excellent example of Northern Italian Renaissance style architecture,

a style that was popular in the U.S. from the mid-19th century to the early 20th century.<sup>106</sup> The Library's period of significance begins with its construction in 1917. The NRHP nomination does not provide an end date, but for the purpose of the Project, the period of significance will end in 1974, which corresponds with both its listing date and anticipated completion of Project construction. Its character-defining features include its architectural design and prominent location on the south side of Rice Park. Additional character-defining features include the front yard marble balustrade bordering the site, the Library's marble exterior, tile roof, and Palladian entries; arched windows; ornamentation that includes denticulated band courses and cornice, garland and swag friezes, and entries with an arched molding bearing an egg and dart design and cartouches. Interior features include the Roman temple-like design of the (former) James J. Hill Reference Library. Overall, the Library retains excellent historic integrity. The Saint Paul Public Library / James J. Hill Reference Library is also a contributing property to the RPHD.

### **Potential Effects**

The Saint Paul Public Library / James J. Hill Reference Library is located on the south side of 4th Street, which forms the southern boundary of Rice Park. As depicted in the 30% Plans, the Rice Park Station will be constructed at the northern end of Rice Park. None of the horizontal elements associated with the Rice Park Station will be visible from the Library. While the specific station designs are not included in the 30% plans, the Rice Park Station will not affect the setting, feeling, and association of the Library. The station is over 500' from the north side of the Library, and will be blocked by vegetation in Rice Park. The placement of such a station will not affect the setting, feeling, and association of the building.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the Saint Paul Athletic Library / James J. Hill Reference Library's because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. Construction and operation of the Project will not alter the Saint Paul Athletic Library / James J. Hill Reference Library's integrity of location, design, materials, or workmanship as an individual historic property. The construction of the Rice Park Station over 500' to the north at the opposite end of Rice Park, the vegetation of which will provide a visual screening between the Library and the station, will not affect its setting, feeling and association.

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<sup>106</sup> Andrea M. Gilmore, "St. Paul Public Library/Hill Reference Library," National Register of Historic Places Inventory-Nomination Form, prepared by the Minnesota Historical Society (1975), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=08ff5b6b-442a-457c-8889-ef2e7ebbdefe>.

## U.S. Post Office, Court House and Customs House (Landmark Center; RA-SPC-5266)

*109 West 5th Street, Saint Paul*

### **Narrative Description and Historic Significance**

Constructed between 1892 and 1902, U.S. Post Office, Court House, and Customs House (now better known as Landmark Center) is an iconic, five-story, Chateausque style building with Romanesque and Renaissance Revival influences that occupies a trapezoidal shaped block bounded by 5th, Market, 6th, and Washington Streets in downtown Saint Paul (Figures 58 and 63). Designed by Willoughby J. Edbrooke, Supervising Architect as the U.S. Treasury Department, the building features multiple bay, turrets and towers faced with brownish-gray granite and has a red tile roof with copper footing on its turrets. The building has deeply recessed windows set in rectangular and round-arched openings. The main entrances are located on the north and south elevations. The 5th Street entrance is set under a slender, 150' tall tower. The 6th Street entrance is set under a larger, but slightly shorter tower.

**Figure 63. Landmark Center, facing north-northwest**



The Landmark Center is listed on the NRHP under Criterion C in the areas of Architecture and Engineering for its significance as an excellent example of federal building architecture at the turn of the 20th century. Its period of significance is 1892–1902, which encompasses the length of the building’s construction. Its character-defining features include its architectural design, irregular footprint, stone façade, steeply pitched red tile hipped roof, round corner turrets with conical roofs, mismatched facades, north and south towers with arcaded entries and grand stairways, round arched and rectangular window openings, ver de gris details, a five-story courtyard with skylight, rooms with 20’-high ceilings, and marble and carved mahogany finishes.<sup>107</sup> Overall, Landmark Center retains sufficient integrity to convey its significance. The Landmark Center is also a contributing property to the RPHD.

### **Potential Effects**

The Project will operate in mixed traffic on the existing streets on the north and south sides of Landmark Center (5th and 6th streets). Along 5th Street, the historic property is separated from the Project’s operations by a 6’-wide sidewalk, and along 6th Street, it is separated by a 10’-wide sidewalk. The Project will not construct any infrastructure on the block on which the Landmark Center sits. Two stations will be constructed near the historic property: the Rice Park Station approximately 40’ to the south across 5th Street; and the Hamm Plaza Station approximately 45’ to the north across 6th Street. Therefore, potential effects of the Project on the Landmark Center include visual effects from the Rice Park and Hamm Plaza Stations, and construction-related noise and vibration.

### **Assessment of Effects**

#### *Rice Park Station*

The horizontal elements at the Rice Park Station consist of a reconstructed sidewalk and the bus pad (Figure 64). The Project is proposing to construct a concrete bus pad for the Rice Park Station that will extend the entire block face between Washington and Market Streets. The Project is also proposing to reconstruct the sidewalk along this block, which will extend slightly into Rice Park, up to an existing knee wall that was constructed in 2018–2019. None of these changes will affect historic fabric; therefore, the work will not affect the design, material or workmanship of the RPHD. The new concrete bus pad and sidewalk will blend with other existing infrastructure in the District, thereby not affecting the integrity of the RPHD. Due to their horizontal location, these elements do not have the potential to affect the setting of the Landmark Center.

The station shelter is located to the east of the arcaded entry bays on the south side of the Landmark Center, minimizes its visual effect on the building’s setting. Since specific station designs are not included in the 30% plans, as per the terms of the Section 106 PA, the Rice Park Station should be designed in accordance with the SOI’s Standards to the extent feasible while meeting the Project’s Purpose and Need. The design of the Rice Park

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Landmark Center, “History,” <https://www.landmarkcenter.org/history/> (accessed April 1, 2020); John R. Ferguson, “Old Federal Courts Building, St. Paul, Minnesota,” National Register of Historic Places Inventory – Nomination Form, prepared by Minnesota Historical Society (1969), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=3ca50321-6ad8-4fa4-8eaf-c5d0a9165df7>.

Station should be as unobtrusive as possible in terms of scale and design to not overwhelm or draw attention from the setting of the Landmark Center. Consulting parties suggested consideration of a dark color for all above-platform station elements, similar to that of the existing Rice Park bus stop shelter to match elements on the Landmark Center and Saint Paul Hotel, and the use of non-fritted glass. The design will be reviewed at a later date for potential visual effects to setting of the Landmark Center.

**Figure 64. View of Landmark Center, facing north from inside Rice Park at 4th Street<sup>108</sup>**



### *Hamm Plaza Station*

As depicted in the 30% Plans, the Hamm Plaza Station will be located along 6th Street at the east end of the block between Saint Peter and Washington Streets (this location is different from what was presented to Section 106 consulting parties during consultation meetings in September 2018, where it was located at the far western end of the block). A portion of the Station platform, the bus pad, a reconstructed sidewalk and changes related to the closure of Market Street will be visible from the Landmark Center to Hamm Plaza Station. The Project related horizontal elements will not affect the setting of the Landmark Center (Figure 65).

The station shelter will be to the east of the key views to and from the Landmark Center, which helps to minimize its visual effect on the building's setting. Since specific station designs are not included in the 30% plans, as per the terms of the Project PA, the Hamm Plaza Station should be designed in accordance with the SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need. The design of the Hamm Plaza Station should be as unobtrusive as possible in terms of scale and design to not overwhelm or draw attention from the adjacent historic/contributing properties, which would be challenging to due considering the

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<sup>108</sup> Pratt, June 6, 2019 Photograph.

Landmark Center’s visual dominance in the area. The design will be reviewed at a later date for potential visual effects to setting of the Landmark Center.

**Figure 65. Landmark Center, facing south across Hamm Plaza<sup>109</sup>**



Due to the proximity of proposed construction activities to the Landmark Center, there is potential for the property to be effected during construction. Once the construction techniques are determined, a CPPHP may be needed to ensure a construction-related adverse effect is avoided.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Adverse Effect** on the Landmark Center because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The Project will not affect the Landmark Center’s integrity of location or design, nor is it expected to effects its integrity of materials and workmanship though further assessment of proposed construction technique may mean a CPPHP is needed to avoid unintended effects. Since specific station designs are not included in the 30% Plans, these elements will be reviewed for potential visual effects to the Landmark Center when design details are available. As per the terms of the Project PA, the finding is based on the conditions that:

- The Hamm Plaza and Rice Park stations are designed to SOI’s Standards to the extent feasible while still meeting the Project’s Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA; and
- Review of future plans occurs to determine if a CPPHP is warranted.

### **Saint Paul Hotel (RA-SPC-3493)**

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<sup>109</sup> Gold Line Project Office, 2018.

### Narrative Description and Historic Significance

Constructed in 1909–1910, the Saint Paul Hotel is a prominent, 12-story, Renaissance Revival style hotel with an ell-shaped plan located in downtown Saint Paul (Figures 58 and 66). The historic property is located on the south side of 5th Street and occupies the full block face between Market and Saint Peter Streets. The steel-framed building was designed by the Saint Paul architectural and engineering firm of Reed and Stem and has a tripartite form with a two-story base faced with rusticated Bedford limestone, a seven-story shaft clad in light brown brick and a multi-story, smooth limestone faced capital with engaged pilasters. There is a two-story wing within the ell and a landscaped yard with a circular drive and porte-cochère on the west side of the hotel, facing Rice Park. Character defining features of the property include its Renaissance Revival style design and details, angled L-shaped footprint, which follows the angle of the intersection of 5th and Saint Peter Streets, as well as the prominent views from the property, which include ones along 5th Street and across Rice Park.

Figure 66. Saint Paul Hotel, facing east



This Saint Paul Hotel is eligible for inclusion in the NRHP under Criteria A and C. It is significant under Criterion A in the area of Commerce within the historic context “Downtown Saint Paul, 1849–1975” as a significant local landmark and as a contributor to the local economy within the period 1909–1966. The Hotel is significant under Criterion C in the area of Architecture as a distinctive example of the Renaissance Revival style and as the work of a master for its association with the architectural firm of Reed and Stem. The period of significance begins in

1909 when construction on the Hotel began and ends in 1966. Overall, the Saint Paul Hotel retains sufficient integrity to convey its significance.<sup>110</sup>The Saint Paul Hotel is also a contributing property to the RPHD.

### **Potential Effects**

The Saint Paul Hotel is separated from the Project operations along 5th Street by an approximately 12' wide public sidewalk. The Project will operate in mixed traffic on an existing street along the block in which the historic property is located, so no construction activity will occur near it. The Saint Paul Hotel property is located across Market Street from the Rice Park Station: the border of the property is approximately 75' from the station improvements and the hotel is 150' away. Given the building's distance from the station and the type and duration of construction activity anticipated, no noise or vibration effects from the Project are anticipated. Therefore, potential effects of the Project on the Hotel as an individual historic property are visual effects from the Rice Park Station.

### **Assessment of Effects**

The Rice Park Station will be visible in limited views to and from the Saint Paul Hotel along 5th Street.<sup>111</sup> The proposal to set the shelter back from the platform, similar to the arrangement of the 5th Street / Cedar Street Station, will lessen its visibility. The main entrance and façade of the Saint Paul Hotel faces slightly further south than the proposed station location and is blocked by trees in the park. In addition, given the scale of the Rice Park Station shelter footprint compared the Saint Paul Hotel, the station and its above ground elements will not significantly diminish views of the Saint Paul Hotel. Since the Rice Park Station will be designed to the extent feasible in accordance with the SOI's Standards so as to be compatible with and blend into the RPHD, the project will not adversely affect the historic property.

### **MnDOT CRU Finding: No Adverse Effect**

Based on the Project's 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Adverse Effect** on the Saint Paul Hotel because it will not alter the characteristics that qualify the historic property for inclusion in the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the Saint Paul Hotel will not be adversely affected by the Rice Park Station due to scale and location, thereby not affecting its setting, feeling, and association.

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<sup>110</sup> Kimley-Horn and Associates and 106 Group, *Revised Phase I and II Architecture Historic Investigation for the Gateway Corridor, Ramsey and Washington Counties, Minnesota*, prepared for the Ramsey County Regional Railroad Authority (Errata, February 2018).

<sup>111</sup> Carole Zellie, *Rice Park Historic District Documentation*, Saint Paul, Ramsey County, Minnesota. Landscape Research April 2020.



## Hamm Building (RA-SPC-3495)

408 Saint Peter Street, Saint Paul

### Narrative Description and Historic Significance

Constructed in 1915–1920, the Hamm Building is a six-story, Renaissance Revival style commercial building located on the northeast corner of 6th and Saint Peter streets in downtown Saint Paul (Figures 58 and 67). Designed by Saint Paul architects Toltz, King, & Day, the building has a steel girder and beam structural system and is faced with structural cream-colored terra cotta tile with a pulschrome finish, which was specifically developed for use in the Hamm Building. The character-defining features of the building includes its Renaissance Revival design with Classical motifs, and the pulschrome glaze used on the exterior terra cotta tiles. Another significant feature is its steel framework, which was rare at the time of the building’s construction, and allowed for flexibility in design, reduced building costs, and improved capacity while reducing vibration.<sup>112</sup>

**Figure 67. Hamm Building, facing north-northeast**



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<sup>112</sup> Gabrielle Bourgerie, “Hamm Building,” National Register of Historic Places Registration Form, prepared by Oertel Architects (1997), available at <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=e57f6eb7-01e2-44c9-a357-2f1bab7ad661>.

The Hamm Building is listed in the NRHP under Criterion C in the area of Architecture. It is significant for its use of the “skyscraper” method of construction, for the application of decorative terra cotta cladding on all of its major facades, and for its use of “pulsichrome” glaze. The building is significant within the “Urban Centers” statewide historic context and the broader context of the development and use of terra cotta in the United States. The property’s period of significance is 1915–1920, which encompasses the length of the building’s construction.<sup>113</sup>

### **Potential Effects**

The Hamm Building is located across the street from the Hamm Plaza Station site, which is approximately 75’ away. Proposed changes in the vicinity of the historic property associated with the construction of the Hamm Plaza Station include the closure of Market Street between Saint Peter Street and 6th Street and converting it to plaza space. The closure of Market Street between Saint Peter Street and 6th Street will slightly increase traffic at the intersection of 6th and Saint Peter streets in front of the Hamm Building, but will not create any noise or access issues to the historic property. The Hamm Building is separated from the Project operations on West 6th Street by an approximately 10’-wide public sidewalk and an approximately 8’-wide lane of parking. The Project will operate in existing bus-only lanes on an existing street in front of the Hamm Building, so no construction activity is proposed immediately in front of the historic property. Therefore, potential effects of the Project on the Hamm Building are limited to temporary noise and vibration during Project construction of Hamm Plaza Station and visual effects from the Hamm Plaza Station and associated road closure.

### **Assessment of Effects**

The Hamm Plaza Station and related changes to Hamm Plaza as part of the closure of Market Street will alter views to and from the Hamm Building. As depicted in the 30% Plans, the Hamm Plaza Station will be located along 6th Street at the east end of the block between Saint Peter and Washington Streets. This location is different from what was presented to Section 106 consulting parties during consultation meetings in September 2018, where it was located at the far western end of the block. While the proposed location shown in the 30% Plans will infringe on views to and from the Hamm Building, given the comparatively small footprint of the proposed station shelter, views will still be far more open than during the Hamm Building’s period of significance when a two-story building stood on this site.

Given the proximity of the Hamm Building to the Hamm Plaza Station, the historic property has the potential to be effected by construction noise and vibration. Once the construction techniques are determined, a CPPHP may be needed to ensure construction-related effects are avoided.

### **MnDOT CRU Finding: No Adverse Effect with conditions**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Adverse Effect** on the Hamm Building because it will not alter the characteristics that qualify the historic property for

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<sup>113</sup> Bourgerie, “Hamm Building.”

inclusion in the NRHP. Although the Hamm Plaza Station will slightly diminish its integrity of setting, the construction or operation of the Project will not alter the Hamm Building's design and distinctive decorative details nor diminish its integrity of location, materials, design, workmanship, or association. As per the terms of the Project PA, the finding is based on the conditions that:

- The Hamm Plaza Station is designed to SOI's Standards to the extent feasible while still meeting the Project's Purpose and Need;
- Review of future plans, including station design, and consultation with consulting parties occurs as needed and as per the terms of the PA
- Review of future plans to determine if a CPPHP is warranted.

### **New Palace Theater/Saint Francis Hotel (RA-SPC-5360)**

*1–33 West 7th Place, 435–437 North Wabasha Street, Saint Paul*

#### **Narrative Description and Historic Significance**

Constructed in 1916 at what was then the south half of the block bounded by West 7th Street, Saint Peter Street, West Franklin Street, and Wabasha Street, the New Palace Theater/Saint Francis Hotel is a four-story, Beaux Arts style theater, hotel, and commercial building faced with brown brick. (Figures 58 and 68).<sup>114</sup> Designed by the Saint Paul architectural firm of Buechner and Orth, the building was constructed as a combination vaudeville and movie theater, which is located in the north half of the building. The south half of the building held the theater's lobby, storefronts, and a 215-room hotel. Its character-defining features are its theater-retail-hospitality mixed-use design and function, and the exterior stylistic elements that reflect its Beaux Arts style, including its large decorative metal cornice with dentils and modillions; frieze with bas-relief carvings, brick pilasters topped with Classical capitals with floral stone carvings, stone balconies, first floor storefronts surmounted by a cornice with scroll brackets, and a marquee and sign over the theater entrance.

The New Palace Theater/Saint Francis Hotel is eligible for inclusion in the NRHP under Criterion A in the areas of Entertainment/Recreation for serving as one of Saint Paul's longest-running entertainment venues—first opening as a movie theater and vaudeville house, then continuing as part of the theater circuit, and later functioning as a movie palace. The property is also significant in the area of Commerce as an early example of a mixed-used building that combined a hotel, theater, and retail space under one roof. The theater closed as a first-run movie theater in 1977.<sup>115</sup> The period of significance extends from the building's construction in 1916 to 1974, the fifty-year cut-off based on the opening of the Project. Overall, the New Palace Theater/Saint Francis Hotel retains good exterior integrity.

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<sup>114</sup> Matthew Michaud, Gary Phelps, and Susan Granger, "Downtown St. Paul Theaters," draft National Register of Historic Places Inventory-Nomination Form, prepared by Historic Sites Survey of St. Paul and Ramsey County (1981), on file at MnSHPO, Saint Paul; "9 Seventh Place (RA-SPC-5360)," History Sites Survey Form, Ramsey County Historical Society (n.d.)

<sup>115</sup> Susan Roth, MnSHPO, "RE: New Palace Theatre/St. Francis Hotel, West 7th Place, St. Paul, Ramsey County," letter to Amy Spong, City of Saint Paul, November 7, 2007.

Figure 68. New Palace Theater / Saint Francis Hotel, facing west



### Potential Effects

Proposed changes in the vicinity of the historic properties include the construction of the Hamm Plaza Station. The southwestern corner of the New Palace Theater / Saint Francis Hotel is located about 260' north of the Hamm Plaza Station, making it too far away from the Project construction limits to be affected by construction. The Hamm Plaza Station was previously planned to be located on 6th Street closer to Washington Street, and that location was presented to consulting parties in September 2018. As depicted in the 30% Plans, the Hamm Plaza Station is now planned to be located on 6th Street at the east end of the block, closer to Saint Peter Street; it will not be visible from the buildings.

### MnDOT CRU Finding: No Effect

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the New Palace Theater / Saint Francis Hotel because it will not alter the characteristics that qualify these historic properties for inclusion on the NRHP. The buildings will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the New Palace Theater / Saint Francis Hotel will not be affected by the Hamm Plaza Station.

## Saint Paul Auditorium Addition (RA-SPC-11103)

199 West 5th Street, Saint Paul

### Narrative Description and Historic Significance

The Saint Paul Auditorium Addition (now better known by its current name, Roy Wilkins Auditorium) is a large, Moderne style multi-purpose arena constructed in 1931 (Figures 58 and 69). The polychromatic light brown brick building with stone trim is 246' wide by 300' long. It was designed by Saint Paul City Architect Charles A. Bassford, with draftwork by C.A.P. Wigington, and originally had capacity for over 14,000 people. The building was constructed on the site of a vacated street (Franklin Street) and extends the full city block from 4th to 5th Streets. The auditorium's nearly symmetrical north façade, which faces onto 5th Street, is 58' tall, and retains its original, character-defining Moderne design. This façade is characterized by a low-relief brick belt course, variegated light brown/buff brick with subtle green and salmon polychrome highlights, a subtle division of bays between piers, fluted stone columns, geometric decoration in carved and cast stone, and precisely laid dog's tooth brick panels.

Figure 69. Saint Paul Auditorium Addition, facing east



The Saint Paul Auditorium Addition is eligible for inclusion in the NRHP under Criterion A in the area of Community Planning and Development for its association with Saint Paul's municipal planning efforts led by the Saint Paul United Improvement Council to create an early 20th-century downtown civic center. The period of

significance is 1931, the year of the Auditorium’s construction. Overall, the Saint Paul Auditorium Addition retains sufficient historic integrity to convey its significance.<sup>116</sup>

### **Potential Effects**

The property is separated from the Project operations by an approximately 10’-wide public sidewalk. However, the Project will operate in mixed traffic on an existing street along the block in which the historic property is located, so no construction activity is proposed in the vicinity of the historic property. The Saint Paul Auditorium Addition property is located approximately 800’ east of the Smith Avenue / 6th Street Station and roughly 450’ west of the Rice Park Station. Due to the limited size and scale of the stations and the distance from the property to the stations, they will not be visible from the Saint Paul Auditorium.

### **MnDOT CRU Finding: No Effect**

Based on the 30% Plans, the EA, and station area planning studies, the Project is anticipated to have **No Effect** on the St. Paul Auditorium because it will not alter the characteristics that qualify the historic property for inclusion on the NRHP. The building will not be physically affected by the Project, so it will maintain its integrity of design, workmanship, and materials. Viewsheds to and from the St. Paul Auditorium will not be affected by the Smith Avenue / 6th Street Station or the Rice Park Station, due to their distance from the building.

## **Project Determination of Effect**

Based on the results of the assessment of effect analysis conducted by MnDOT CRU under delegation from FTA, and in consultation with the MnSHPO and other consulting parties, which are documented above, FTA has found that the Project will result in:

- No Effect to 17 properties
- No Adverse Effect to 5 historic properties; and
- No Adverse Effects with conditions to 12 properties.

Therefore, FTA has determined, based on the Project’s 30% Plans, that the undertaking will have No Adverse Effect on historic properties that are listed, or are eligible for inclusion, in the NRHP. Appropriate measures identified in the findings to minimize effects and avoid adverse effects will be documented in accordance with the Project PA and included in the Project’s PA quarterly reports. If additional historic properties should be identified, or if effects are reassessed per the terms of the PA, FTA will consult with the MnSHPO and other consulting parties per the terms of the PA to consider measures to avoid, minimize, and/or mitigate any Adverse Effects.

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<sup>116</sup> HNTB Corporation, Phase II Architecture/History Evaluation, Saint Paul Auditorium Addition (RA-SPC-11103), 199 W. Fifth Street, Saint Paul, Ramsey County, Minnesota, prepared for METRO Gold Line Bus Rapid Transit (January 2020), 1-18–1-19.

**Table 10. Summary of Effects Findings**

<b>Inventory No.</b>	<b>Property Name</b>	<b>Address</b>	<b>Effect Finding</b>
RA-MWC-0010	3M Center	2301 McKnight Road	No Adverse Effect with conditions
RA-SPC-8465	Grace Lutheran Church	1730 Old Hudson Road	No Adverse Effect
RA-SPC-8497	Johnson Parkway	N/A Johnson Parkway	No Adverse Effect with conditions
RA-SPC-4693	Giesen-Hauser House / Peter & Mary Giesen House	827 Mound Street	No Adverse Effect
RA-SPC-2284	Texas Company Service Station	847 Hudson Road	No Adverse Effect with conditions
RA-SPC-2481, RA-SPC-5204	Bell-Weber House	661 East 3rd Street	No Adverse Effect with conditions
RA-SPC-2491, RA-SPC-5208	Frederick Reinecker House #1	702 East 3rd Street	No Effect
RA-SPC-2490, RA-SPC-5207	Frederick Reinecker House #2	700 East 3rd Street	No Effect
RA-SPC-2040	Peter Bott House and Garage	326 Maria Avenue	No Effect
RA-SPC-2619, RA-SPC-5232	Tandy Row	668–674 East 4th Street	No Effect
RA-SPC-4580	LHD	Roughly bounded by Shepard Road and Kellogg Boulevard, and Broadway, 7th, and Sibley Streets	No Adverse Effect with conditions
RA-SPC-5225, RA-SPC-6907	Saint Paul Union Depot	214 East 4th Street (roughly bounded by Shepard Road and Wacouta, 4th and Sibley Streets)	No Adverse Effect with conditions
RA-SPC-5462	Finch Building	366 Wacouta Street	No Effect
RA-SPC-4518	Custom House	180 East Kellogg Boulevard	No Effect
RA-SPC-8364	URHD	Roughly bounded by Kellogg Boulevard and Wabasha, 6th and Jackson Streets	No Adverse Effect with conditions

<b>Inventory No.</b>	<b>Property Name</b>	<b>Address</b>	<b>Effect Finding</b>
RA-SPC-1979	Merchants National Bank Building	366–368 Jackson Street	No Effect
RA-SPC-3167, RA-SPC-3169, RA-SPC-5223, RA-SPC-6903	Pioneer, Endicott, and Endicott Arcade Addition Buildings	332 North Robert Street and 142 East 5th Street	No Effect to Pioneer and Endicott buildings; No Adverse Effects with conditions to Endicott Arcade Addition
RA-SPC-3170	Manhattan Building	360 North Robert Street	No Adverse Effect with conditions
RA-SPC-3168, RA-SPC-4645,	First Farmers and Merchants Bank / First National Bank of St. Paul (First National Bank) Building	332 Minnesota Street	No Adverse Effect
RA-SPC-0050	Saint Paul Athletic Club	340 Cedar Street	No Effect
RA-SPC-5446, RA-SPC-8096	Osborn Building	370 North Wabasha Street	No Effect
RA-SPC-8907	MMLI Building	345 Cedar Street	No Effect
RA-SPC-5445	NSP Building	360 North Wabasha Street	No Effect
RA-SPC-5444	Germania Bank	6 West 5th Street	No Effect
RA-SPC-4580	RPHD	Roughly bounded by West 6th, Saint Peter and Washington Streets, and West Kellogg Boulevard	No Adverse Effect with conditions
RA-SPC-5245	Saint Paul Public Library / James J. Hill Reference Library	80–90 West 4th Street	No Effect
RA-SPC-5266	U.S. Post Office, Court House and Customs House (Landmark Center)	75 West 5th Street	No Adverse Effect with conditions
RA-SPC-3493	Saint Paul Hotel	350 North Market Street	No Adverse Effect
RA-SPC-3495	Hamm Building	408 Saint Peter Street	No Adverse Effect with conditions



<b>Inventory No.</b>	<b>Property Name</b>	<b>Address</b>	<b>Effect Finding</b>
RA-SPC-5360	New Palace Theatre/Saint Francis Hotel	1–33 West 7th Place, 435–437 North Wabasha Street	No Effect
RA-SPC-11103	Saint Paul Auditorium	199 West 5th Street	No Effect

## References

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- . "Frederick Reinecker House #2 (RA-SPC-2490, -5207)." Minnesota Architecture/History Individual Property Inventory Form. March–June 2017.
- . "Peter Bott House and Garage (RA-SPC-2040)." Minnesota Architecture/History Individual Property Inventory Form. March–June 2017.
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