

Assessment of Effects for Historic Properties

G LINE BUS RAPID TRANSIT PROJECT

METROPOLITAN COUNCIL METRO TRANSIT
DIVISION

May 2025

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1. INTRODUCTION

The G Line Bus Transit Project (Project) is a proposed 11.5-mile bus rapid transit (BRT) route that will run south from the Little Canada Transit Center in Little Canada (Ramsey County) to the Dakota County Northern Service Center in West Saint Paul. The purpose of the project is to provide faster, more reliable, and more attractive bus transit service along a north-south corridor through downtown Saint Paul and the municipalities of Little Canada, Roseville, Maplewood, West Saint Paul, and Inver Grove Heights. The corridor is generally commercial along the proposed G Line route with some residential areas, a portion of the State Capitol area, and the downtown area of Saint Paul. The need for the Project can be summarized by three key challenges: slow, unreliable transit service; inadequate passenger facilities; and insufficient transit network connections. The project will include 62 platforms, 32 stations, bus purchases, and bus priority treatments. Portions of Metro Transit Route 62 currently serving the northern portion of the corridor and Route 68 serving the southern portion of the corridor will comprise the new G Line, each with frequent stops spaced at approximately 0.4 miles.

The Metro Transit Division of the Metropolitan Council is serving as the local project lead. The project is pursuing federal funding from the Federal Transit Administration (FTA) Capital Investment Grants program as a Small Starts project and has been defined as a federal undertaking; therefore, it must comply with Section 106 of the National Historic Preservation Act of 1966 (Section 106), as amended (36 CFR Part 800), and its implementing regulations, 36 CFR Part 800; Section 101(b)(4) of the National Environmental Policy Act of 1969, as amended, (42 USC 4331); and other applicable federal mandates.

In 2023, Metro Transit retained Mead & Hunt, Inc. (Mead & Hunt) to complete a Phase I Survey and Phase II Evaluation to identify and evaluate architecture/history properties that may be eligible for listing in the National Register of Historic Places (National Register) and to facilitate compliance with Section 106 review. Additionally, Nienow Cultural Consultants LLC (Nienow) was contracted by Mead & Hunt to provide a literature review and archaeological assessment of potential for below ground cultural resources that may be present within the project area.

This *Assessment of Effects for Historic Properties* report, prepared by Mead & Hunt, outlines the legal and regulatory requirements for Section 106; summarizes efforts to identify and evaluate historic properties that could be potentially affected by the Project; presents an assessment of Project effects on historic properties located within the Project's Area of Potential of Effects (APE), as delineated in April 2024; and provides recommendations of effect on historic properties for the undertaking.

As Project design work advances, FTA will review the Project's final plans, including any modifications to the final plans, and assess whether any Project design changes would result in changes to the finding of effect included in this report. If FTA concludes that any previously made finding no longer remains valid, FTA will make a new finding of effect and consult with consulting parties as appropriate to consider the effect and ways to resolve any adverse effects.

2. PROJECT DESCRIPTION

The proposed G Line Project is an approximately 11.5-mile BRT route that will extend south from the Little Canada Transit Center in Little Canada to the Dakota County Northern Service Center in West Saint Paul (see Figure 1). The G Line is planned to replace two bus routes extending north and south from downtown Saint Paul: a portion of existing Route 62, operating primarily along Rice Street north of downtown Saint Paul; and a portion of existing Route 68, operating primarily along Robert Street south of downtown Saint Paul. The project will include 62 platforms, 32 stations, bus purchases, and bus priority treatments (see Figure 2).

The Project consists of constructing four core elements that will improve travel time, speed, reliability, and passenger use and comfort:

- Construction of 62 BRT platforms and supportive infrastructure (32 stations):
 - o Full construction of 45 platform locations.
 - o Smaller-scale improvements at 17 additional platform locations to provide full BRT functionality.
 - o Supportive infrastructure, including utility, electrical, and communications connections to support station features, as well as targeted improvements to improve station access to existing adjacent pedestrian and transit networks.
- Purchase of approximately 16 specialized BRT buses.
- Bus priority treatments including transit signal priority (TSP) and queue jump lanes.
- Construction of two operator restroom facilities.

Stations will typically consist of two directional platforms. The G Line is anticipated to serve 62 platforms at 32 stations, including two single-platform stations at the Little Canada Transit Center and Dakota County Northern Service Center, and 30 double-platform stations between the two termini. On average, G Line stops would be placed approximately 0.4 miles apart (two to three stops per mile) to balance speed and access. Many G Line platforms will include curb construction to facilitate in-lane stops, with a typical platform length of at least 60 feet to accommodate articulated buses. Minimal permanent property impacts are anticipated, as curb extensions or standard design mitigations should generally allow for improvements to be constructed within existing right-of-way. Figure 3 shows typical platform dimensions.

Within the limits of constructed platforms, the Project will implement station elements to improve the customer experience and improve operational efficiency. Stations will include the following:

- Transit shelters for weather protection, sized in a range of modular configurations to both meet customer demand and fit within site-specific design constraints.

- Electronic fare equipment to facilitate proof-of-payment fare collection.
- Real-time transit arrival information via electronic signage and printed formats with clear highlights of connecting service and nearby destinations.
- A package of features to improve customer experience and comfort levels, including heating, lighting, security features like emergency call boxes and security cameras, waste bins, and bicycle parking loops.

Proposed shelters will vary in length by location between small, medium, and large designs. Shelters will have a typical height of approximately 10.5 feet and a roof width of approximately 7.5 feet. At some locations, a narrow shelter will be utilized to accommodate spacing constraints. Adjacent pylon signs will have a typical height of approximately 13.5 feet. Figure 4 through Figure 6 show typical shelter designs. Appendix A includes typical shelter and pylon plans and elevations.

To implement these features within the existing built environment and connect stations to the broader transit and pedestrian network, the Project will perform limited reconstruction of sidewalks, curb ramps, and pavement in the vicinity of each station. Modifications to existing traffic signal poles, lighting, and utilities may be required to accommodate the Project features. The Project will also construct a fiber optic network within the existing transportation right-of-way to support connectivity of station technology elements. Most of these alterations will take place underground and will not result in permanent aboveground changes to the corridor.

The Project includes planned construction of two operator restroom facilities: one at the planned southern layover location at Dakota County Northern Service Center and one at the planned northern layover location at Little Canada Transit Center. The precise locations for the facilities will be determined through further coordination with Dakota County and the City of Little Canada. It is anticipated that both operator restroom facilities will consist of a small standalone building that will connect to existing utilities from a street adjacent to the site.

Overall, the proposed changes resulting from the Project vary by location but will include:

- A new shelter replacing an existing shelter in the same location.
- A new shelter replacing an existing shelter, but in a new location, in which case the existing shelter would also be removed.
- A new shelter where no shelter existed previously.
- Operator restroom facilities on land with no current standing structures (not in proximity of National Register-eligible/listed resources).
- New small-scale BRT elements to enhance an existing shelter constructed for another project.

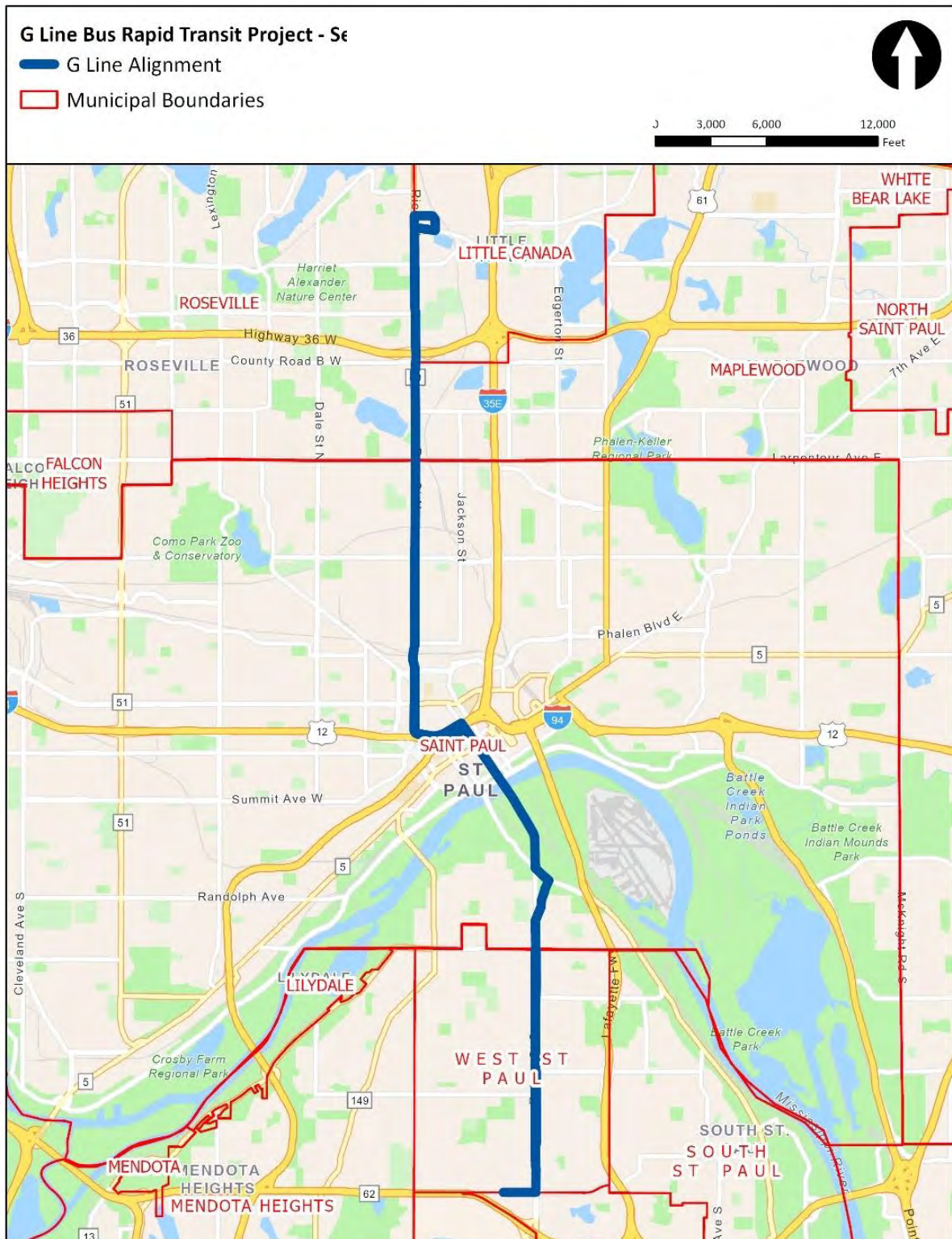


Figure 1. Map of the G Line project corridor including the communities it traverses.



G Line

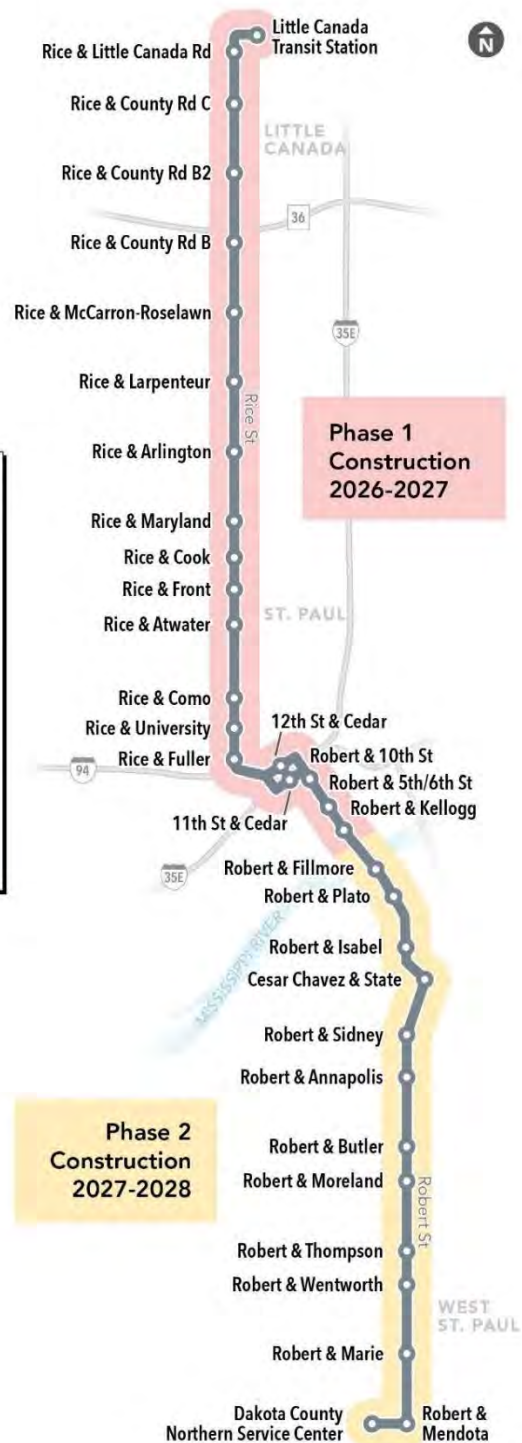
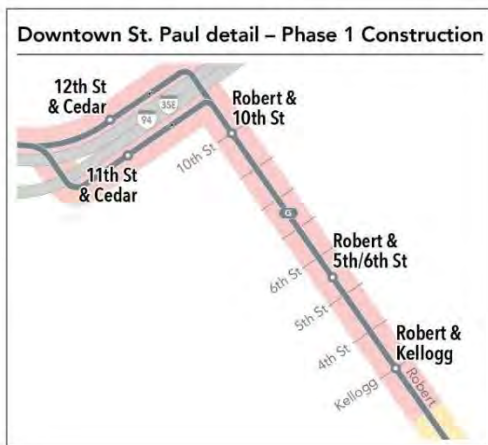


Figure 2. G Line proposed station locations with proposed phases of construction.

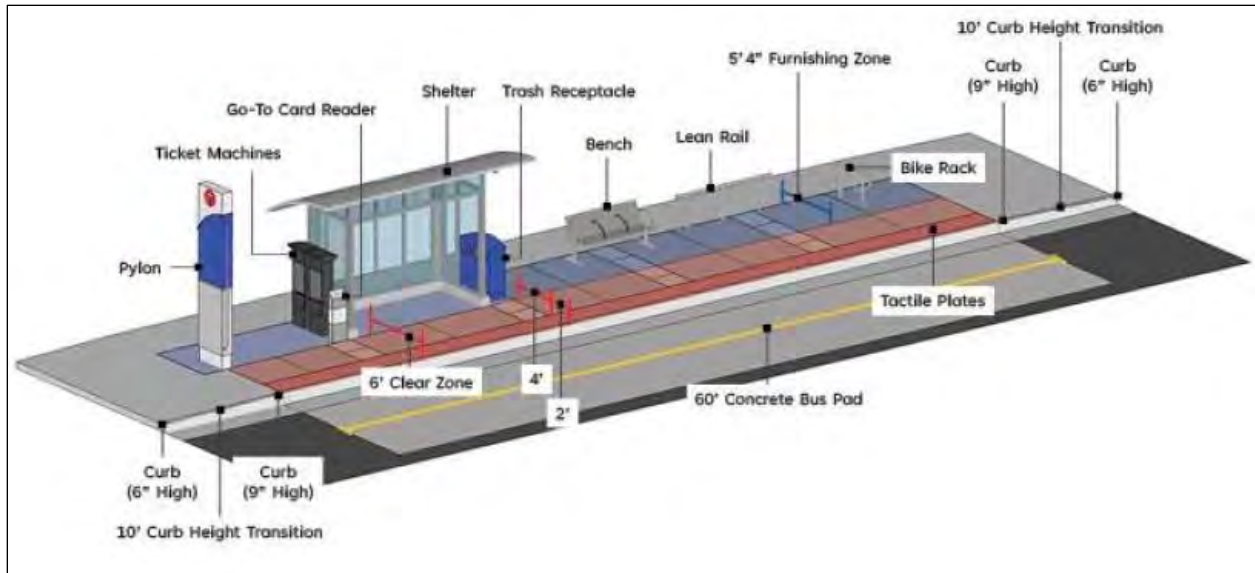


Figure 3. Sketch drawing showing typical platform dimensions.



Figure 4. Typical small BRT shelter design from past BRT project.¹

¹ Note that the renderings in Figure 4 through Figure 6 show patterned (fritted) glass. Clear glass will be used on all G Line shelters as Metro Transit transitions away from patterned glass.



Figure 5. Typical medium BRT shelter design from past BRT project.



Figure 6. Typical large BRT shelter design from past BRT project.

3. SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

A. Section 106 Legal and Regulatory Context

Prior to implementing an undertaking, Section 106 requires federal agencies to consider the effects of the undertaking on historic properties, which are properties listed in or determined eligible for listing in the National Register. Undertakings include projects a federal agency carries out, approves or licenses, or funds. Federal agencies must also afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking prior to the agency making a decision.

As described in 36 CFR Part 800, the Section 106 process includes the following steps:

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

B. Section 106 Consultation

FTA initiated Section 106 consultation for the Project in April 2024, and in accordance with 36 CFR Part 800.3, has regularly consulted with the Minnesota State Historic Preservation Office (MnSHPO), Minnesota Indian Affairs Council, American Indian Tribes, local governments, and other parties with a demonstrated interest to consider effects of the Project on historic properties.

1) Tribal Consultation

In June 2024, Metro Transit emailed letters from FTA to American Indian Tribes with an interest in the portion of the state where the Project would be built, requesting they identify whether there were places of

traditional religious or cultural importance to the Tribe within the vicinity of the proposed Project, and inviting them to participate in further consultation. Emailed letters were sent to the Bois Forte Band of Chippewa, Fond du Lac Band of Lake Superior Chippewa, Grand Portage Band of Lake Superior Chippewa, Leech Lake Band of Ojibwe, Lower Sioux Indian Community, Mille Lacs Band of Ojibwe, Prairie Island Indian Community, Red Lake Nation, Shakopee Mdewakanton Sioux Community, Upper Sioux Community, White Earth Nation, Cheyenne and Arapaho Tribes of Oklahoma, Flandreau Santee Sioux Tribe of South Dakota, Fort Belknap Indian Community of the Fort Belknap Reservation of Montana, Iowa Tribe of Kansas and Nebraska, Menominee Indian Tribe of Wisconsin, and Santee Sioux Nation of Nebraska.

A response was received from the Lake Band of Ojibwe requesting consultation in the event human remains are encountered. An additional response was received from the Shakopee Mdewakanton Sioux Community concurring with the recommendation for an Unanticipated Discoveries Plan for the project.

To date, FTA has not identified cultural resources with potential significance to Tribes within the Project's APE. If such resources are identified in the future, consultation will proceed in accordance with Section 106 requirements. Additionally, an Unanticipated Discoveries Plan for the project has been prepared (refer to Section 3.B.(3) and Section 4.B.(2)).

2) Agency Coordination

In June 2024, Metro Transit emailed letters from FTA to local governments and organizations within the Project area requesting their involvement in Section 106 consultation for the Project. Emailed letters were sent to the Minnesota Indian Affairs Council, Ramsey County Historical Society, Dakota County Historical Society, Historic Saint Paul, City of Saint Paul Heritage Preservation Commission, North End Neighborhood Organization, Frogtown Neighborhood Association, Capitol River Council, West Side Community Organization, Lilly Lake Neighborhood Association, Roseville Historical Society, McCarrons Community Association, Maplewood Heritage Preservation Commission, and Little Canada Historical Society. In November 2024, Metro Transit emailed an additional letter from FTA to the General Services Administration (GSA).

Responses were received from the City of Saint Paul Heritage Preservation Commission and the Maplewood Heritage Preservation Commission accepting the invitation to participate as a consulting party.

3) Project Submittals and Consultation

To partially comply with Section 106 requirements, FTA made the following submittals to MnSHPO and other consulting parties for their review and comment:

- July 2024: Section 106 Compliance Plan and APE
- October 2024 and November 2024: Phase I/II Architecture/History Survey Report and inventory forms; Literature Review and Archaeological Assessment; and Unanticipated Discoveries Plan

4) Public Involvement

A virtual (via Microsoft Teams) consulting party meeting was held on February 3, 2025, to provide an overview of project plans and discuss the results of the identification efforts and assessments of effect.

Attendees included members of Metro Transit, FTA, MnSHPO, Maplewood Heritage Preservation Commission, Shakopee Mdewakanton Sioux Community, and Mead & Hunt consultants. No comments were received from the attendees.

The U.S. General Services Administration (GSA) was invited to become a consulting party for the proposed Project on December 11, 2024. At the time of the February 2025 virtual consulting party meeting, GSA had not formally accepted the invitation to become a consulting party. GSA provided a consulting party invitation acceptance letter to Metro Transit on February 27, 2025.

Metro Transit received GSA comments on February 28, 2025, regarding concerns over potential direct and indirect effects on the National Register-eligible Warren E. Burger Federal Building and US Courthouse (RA-SPC-03166). In particular, GSA expressed concern over potential visual effects of the proposed Project to the design, setting, and feeling of the property. Additional concerns expressed include: the station location potentially necessitating additional GSA security measures, such as a fence, that could result in site hardening that might conflict with existing accessibility routes; potential for increased crime; possible damage to the associated sculpture in the plaza fronting Robert Street South; and vehicle exhaust collecting on artwork (based on bus stops near other GSA facilities).

In response, on April 15, 2025, FTA and Metro Transit provided a comment matrix to GSA and MnSHPO addressing these comments. GSA responded to Metro Transit on April 21, 2025, confirming receipt of the comment matrix, noting it had no additional comments at that time regarding direct effects, and requesting it be informed of further MnSHPO comments or coordination regarding the Warren E. Burger Federal Building and US Courthouse.

FTA and Metro Transit will continue to work with GSA if additional concerns are raised regarding the proposed Project and its potential effects to the Warren E. Burger Federal Building and US Courthouse.

4. IDENTIFICATION OF HISTORIC PROPERTIES

A. Area of Potential Effects

The APE is defined in Section 106 regulations as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. 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.”² In coordination with FTA and Metro Transit, the APE for the G Line BRT Project was defined by proposed Project activities and the potential for those activities to have an effect on historic properties.

The architecture/history APE includes the extent of planned platform construction and those properties adjacent to the construction limits of each platform to account for potential visual effects. At most proposed stations, construction will primarily be limited to the station platform itself. The station platforms will typically measure approximately 60 feet in length by 11.5 feet in width and may include tie-ins to surrounding sidewalks and roadway. At some locations, a platform approximately 9.5 feet in width will be utilized with a narrow shelter (approximately 3.25 feet by 11.75 feet) to accommodate spacing constraints. The APE also addresses potential visual effects by including properties that have a direct view of an improved shelter, new shelter, platform bump-out, or pylon-type station marker. The APE includes those properties within approximately 150 feet of each platform along the G Line alignment. This distance considers the parcels immediately adjacent to platforms as well as those parcels that face the streets on which the platforms are located and some parcels on cross streets that may have views of the potential platforms. The APE includes properties in the four quadrants of intersections where stations are proposed or the equivalent when stations are not at intersections (see Appendix B).

For the Minnesota State Capitol Mall Historic District (RA-SPC-11132) and the downtown Saint Paul Urban Renewal Historic District (RA-SPC-08364), including the entire district boundaries within the APE was beyond the reasonable and good faith effort required by 36 CFR 800.4(b)(1) given the nature and extent of potential effects on historic properties. Therefore, the APE includes historic-age standing structures within both districts that fall within 150 feet of a proposed platform location.

The Project’s APE considered the potential for both direct and indirect effects to historic properties resulting from activities associated with BRT construction and operation. Potential physical and visual effects include those related to ground-disturbing activities, platform and shelter construction, new or relocated bus shelters, and roadway and parking improvements. The Project is expected to have minimal impacts to air quality and noise, resulting in little potential for auditory and atmospheric effects. Any subsequent Project changes will need to be reviewed in order to identify if the APE needs to be updated.

B. Identification and Evaluation of Historic Properties

Section 106 requires federal agencies to consider the effects of their undertakings on historic properties, which are those listed in or eligible for the National Register. The National Register is the nation's official list of historic places worthy of preservation. Historic property surveys of architecture/history and archaeological resources were undertaken to identify and evaluate historic properties located within the Project's APE.

1) National Register Criteria

In order to qualify for inclusion in the National Register, 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.³

In addition to possessing significance, to be eligible for the National Register a property must also retain sufficient historic integrity or "the ability of a property to convey its significance."⁴ There are seven aspects or qualities that must be considered when determining whether a property retains integrity:

- Location – the place where the property was constructed or the place where the significant 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 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 property.
- Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

³ National Park Service, 36 CFR 60.4, Criteria for Evaluation.

⁴ U.S. Department of the Interior, National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C., 1990, revised 1991, 1995, 1997), https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, 44.

- Feeling – a property’s expression of the aesthetic or historic sense of a particular period of time.
- Association – the direct link between an important historic event or person and a historic property.

2) Historic Property Surveys

Historic properties in the APE were identified based on the results of the following survey reports:

- *Phase I Architecture/History Survey and Phase II Evaluation for the G Line Bus Rapid Transit Project* (Mead & Hunt, Inc., 2024): Mead & Hunt conducted architecture/history investigations for the Project beginning in January 2024 and continuing through March 2024. The survey report was submitted to MnSHPO in October 2024.⁵
- *Literature Review and Archaeological Assessment, Bus Rapid Transit G Line, St. Paul, Minnesota (Archaeological Studies Technical Report)* (Nienow Cultural Consultants, LLC, 2024): Nienow Cultural Consultants conducted a desktop literature review for previously identified archaeological sites within a one-mile study area. The review identified three proposed bus stop locations where intact cultural resources may be present. These locations will be avoided in final design plans. The results of the assessment are summarized in a report submitted to consulting parties in October 2024. MnSHPO concurred with the results of archaeological investigation in a letter dated November 22, 2024.
- *Unanticipated Discoveries Plan: Bus Rapid Transit G Line, Dakota and Ramsey Counties, Minnesota* (Nienow Cultural Consultants, LLC, 2024): In the event of an unanticipated discovery of previously unknown archaeological cultural materials or suspected human remains or burial sites, Nienow Cultural Consultants prepared an *Unanticipated Discoveries Plan* to be followed in order to comply with state and federal mandates governing said resources and human remains. The *Unanticipated Discoveries Plan* was submitted to MnSHPO in October 2024.

3) Results of Investigations

In total, 15 individual properties either listed in or determined eligible for the National Register and two determined-eligible historic districts have been identified within the Project APE (see Table 1). Of the 15 individual properties, two are listed in the National Register. The two historic districts encompass a total of 20 contributing resources within the Project’s APE. A description and summary of each property or district’s National Register significance is included in Section 5. To inform the assessment of effects, each summary includes the National Register Criteria area(s) of significance and period(s) of significance identified for the property. The properties are addressed in this report in order from north to south within the project corridor.

⁵ MnSHPO reviewed the results of the associated architecture/history investigation, and in a letter dated November 22, 2024, requested revisions to two inventory forms (RA-RVC-00055 and RA-SPC-03189) with recommendations of National Register eligibility. MnSHPO also recommended National Register eligibility for a third property (RA-SPC-03186) but did not require a form update. These three additional properties are included as National Register-eligible resources in this Assessment of Effects report.

Table 1: Historic Properties within the APE Listed in or Determined Eligible for Inclusion in the National Register

Inventory No.	Property Name	Address	National Register Status
RA-RVC-00063	North Heights School	2651 Rice Street, Roseville	Eligible
RA-RVC-00055	Minimal Traditional House	158 County Road B West, Roseville	Eligible
RA-SPC-03066	Saint Paul Gas Light Company Service Station	825 Rice Street, Saint Paul	Eligible
RA-SPC-03067	Arvidson Block	842 Rice Street, Saint Paul	Eligible
RA-SPC-11132	Minnesota State Capitol Mall Historic District*	Capitol Mall, Saint Paul	Eligible
RA-SPC-08898	Sears Retail Store and Auto Center	425 Rice Street, Saint Paul	Eligible
RA-SPC-03174	Foot Schulze and Company Building	550 Robert Street North, Saint Paul	Eligible
RA-SPC-08364	Saint Paul Urban Renewal Historic District*	Downtown Saint Paul	Eligible
RA-SPC-03170	Manhattan Building	360 Robert Street North, Saint Paul	Individually listed; contributing to Saint Paul Urban Renewal District
RA-SPC-06903	Endicott Arcade Addition	142 5th Street East, Saint Paul	Individually listed; contributing to Saint Paul Urban Renewal District
RA-SPC-03166 ⁶	Warren E. Burger Federal Building and US Courthouse	316 Robert Street North, Saint Paul	Individually determined eligible; contributing to Saint Paul Urban Renewal District
RA-SPC-03168	Farmers and Merchants Bank (First National Bank)	339 Robert Street North, Saint Paul	Individually determined eligible; contributing to Saint Paul Urban Renewal District
RA-SPC-04645	First National Bank	332 Minnesota Street North, Saint Paul	Individually determined eligible; contributing to Saint Paul Urban Renewal District
RA-SPC-01948	The Isabel	109-119 Isabel Street East, Saint Paul	Eligible
RA-SPC-03186	Schulz Building	450 Robert Street South, Saint Paul	Eligible
RA-SPC-03189	Security State Bank	478 Robert Street South, Saint Paul	Eligible
RA-SPC-11919	People's Park	149 Cesar Chavez Street, Saint Paul	Eligible

* The two National Register determined-eligible districts include a total of 20 contributing resources within the Project APE.

⁶ When the cultural resources evaluation for the G-Line Bus Rapid Transit Project initiated in January 2024, the Warren E. Burger Federal Building and US Courthouse (RA-SPC-03166) was identified in Minnesota's Statewide Historic Inventory Porta (MnSHIP) as a contributing resource to the National Register-eligible Saint Paul Urban Renewal District. It was initially evaluated as a contributing resource to the district. The building was also determined individually eligible for the National Register in July 2024.

5. ASSESSMENT OF EFFECTS

Mead & Hunt reviewed the above-referenced project documentation and prepared an effects assessment for each historic property within the APE. The assessment summarizes the historical significance of each property and analyzes how the Project may or may not negatively impact each property's historic integrity and ability to convey its historic significance. The analysis considered physical, visual, atmospheric, noise/vibration, traffic/access/parking, cumulative, and indirect effects.

A. Assessing Effects on Historic Properties

The criteria used to assess effects of Federal undertakings on historic properties are set forth 36 CFR Part 800.5(a)(1), which states:

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 Part 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 (36 CFR Part 68; hereafter referred to as SOI Standards) 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.

Although 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 include proximity of Project components to the historic property, the nature of the Project 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 inclusion in the National Register.

B. Overall Project Effects

1) Physical

Potential physical effects to historic properties are not anticipated as proposed Project features will be located predominantly within the existing right-of-way. However, assessment of physical effects is discussed below for individual properties.

2) Visual

The proposed Project could visually affect historic properties. Although proposed Project facilities will be located predominantly within the existing right-of-way, construction in proximity to historic properties could result in changes to the setting of the properties. An assessment of visual effects is discussed below for individual properties.

3) Atmospheric

No adverse effects to historic resources due to atmospheric changes are anticipated within the APE. As proposed, the Project will utilize specialized BRT transit vehicles and increase the frequency of bus service on the corridor; however, the BRT vehicles will only account for approximately five percent or less of total traffic on the corridor. Any effects associated with particulate matter from the BRT vehicles would not be distinguishable from the effects associated with particulate matter from other vehicles. Additionally, by substantially replacing two local bus routes (Routes 62 and 68), the proposed Project is not anticipated to result in a large marginal increase in the number of buses serving most portions of the Project corridor. By providing more attractive transit services, the Project is anticipated to reduce the number of private vehicle trips along the corridor, which could result in a net reduction of total traffic volumes and associated pollutants. Furthermore, Metro Transit buses are professionally maintained and use a fuel additive to reduce emissions to the extent feasible. Therefore, the proposed Project is not anticipated to result in particulate matter from exhaust accumulating on surfaces associated with historic properties. However, in response to GSA's comments, an individual assessment of atmospheric effects to the determined-eligible Warren E. Burger Federal Building and US Courthouse is included in Section 5, Assessment of Effects.

4) Noise and vibration

Potential temporary noise and vibration impacts associated with physical construction and operation are not anticipated to adversely affect historic properties. Although potential increases in noise and vibration are anticipated during construction and operation of the G Line Project, the potential increases during construction would be temporary and limited in duration to the period of physical construction activities. Potential increases during operation would generally be limited to the arrival and departure of buses at the proposed station locations. As the G Line will be replacing two bus lines currently in operation, it is

unlikely to perceptibly increase noise or vibration along the corridor or adjacent to any historic resources during operation. Additionally, potential noise and vibration impacts associated with boring for the associated fiber optic network would be temporary and conducted within the existing transportation right-of-way and are not anticipated to adversely affect historic properties.

5) Traffic, access, and parking

No permanent adverse effects due to changes in traffic, access, or parking are anticipated to historic properties. Although the Project may result in permanent traffic impacts at specific sites, which may include changes in lane configuration, on-street parking availability, or off-street parking lot access, these impacts would be limited to the existing transportation right-of-way at properties immediately adjacent to the stations and are of a type unlikely to affect historic properties. Two-way traffic will remain on streets within the corridor, and the project will not result in the removal of access to any of the associated historic properties with the current Project APE. The proposed alignment is within a busy, urban transportation corridor with current bus service, and the operation of a BRT line will not increase traffic. Additional temporary traffic impacts associated with construction, such as the need for temporary easements, modifications to travel patterns (i.e., detours or closures), and considerations of drainage and erosion control may occur but will be limited to the duration of construction and are not anticipated to adversely affect historic properties.

6) Cumulative

Cumulative effects are not anticipated for historic properties. However, in response to GSA comments received, an individual assessment of reasonably foreseeable cumulative effects to the determined-eligible Warren E. Burger Federal Building and US Courthouse is included in Section 5, Assessment of Effects.

7) Indirect

No reasonably foreseeable indirect effects to historic properties have been identified. The Project is proposed along an existing bus route and is not anticipated to spur redevelopment. The Project would not require land use or zoning changes to surrounding parcels and is primarily adjacent to parcels currently zoned for commercial, residential, and institutional uses. In response to GSA comments received, an individual assessment of reasonably foreseeable indirect effects to the determined-eligible Warren E. Burger Federal Building and US Courthouse is included in Section 5, Assessment of Effects.

C. North Heights School

Inventory number: RA-RVC-00063

Address: 2651 Rice Street, Roseville

1) Description and Historic Significance

The North Heights School was constructed in 1935 through the Works Progress Administration (WPA) federal work-relief program of the Great Depression and served as a rural school in Ramsey County School District Number 31. In response to significant suburban residential and commercial growth of the area following World War II, North Heights School expanded through a series of several mid-twentieth-

century additions, eventually representing Roseville's largest elementary school in 1966-1967. North Heights closed as a public educational facility in June 1981, but the adjacent Lutheran church immediately north of the school property purchased the building and, in 1988, established the North Heights Christian Academy, a private Christian school. The school building remains in use today as North Heights Christian Academy and North Heights Christian Preschool.⁷

The original southernmost section of the school complex, constructed in 1935, is a modest Art Deco-influenced building. Contributing elements include dogtooth, soldier course brick pilasters with concrete capitals flanking the entrance and each window bay, a stepped parapet at the entrance bay, and a stepped brickwork design over the stairwell entrance at the southern end of the building.⁸ At the north (side) elevation of the original 1935 building is a 1953 addition, representing the first phase of expansion.⁹ Immediately to the north is a second, one-story, linear addition completed in 1958.¹⁰ A large, T-shaped addition at the north end of the complex incorporated in 1961 includes two, linear classroom wings connected by a hyphen to the north end of the 1958 addition.¹¹ In 1973, a library addition was incorporated into the 1960s addition. A final 1975 gymnasium addition was incorporated at the north end of the primary entrance.¹² The school complex is separated from the intersection of Rice Street and County Road B by a setback with a grass lawn and series of paved sidewalks connecting to two associated school parking lots. The eligible property boundary is the current parcel boundary.

The North Heights School was determined eligible for the National Register under *Criterion A* in the areas of History and Education and Community Planning and Development, and under *Criterion C* in the area of Architecture. Under *Criterion A* in the area of History, it is significant for its association with the WPA federal work-relief program of the Great Depression as both an early example of a WPA-funded school built during the federal program's initial year of operation and as the most intact of only two known examples of a WPA-constructed school remaining in Roseville.¹³ In the area of Community Planning and Development, North Heights School is significant for its role in both local education and the growth and suburbanization of Roseville throughout the mid-to-late twentieth century.¹⁴ The original 1935 school building and series of additions visually demonstrate changes in educational needs over the mid-to-late twentieth century and convey the school's longstanding contribution to local primary education.¹⁵ Under *Criterion C*, North Heights school is significant as both a largely intact example of a 1930s Art Deco-influenced rural school constructed with WPA funding, and in its entirety, as an embodiment of changing trends in educational design over the course of the twentieth century.¹⁶

⁷ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063," May 2024, Minnesota State Historic Preservation Office.

⁸ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."

⁹ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."

¹⁰ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."

¹¹ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."

¹² Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."

¹³ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."

¹⁴ Margaret Eubanks, *North Heights Elementary School 1886-1981: A History*, 1981.

¹⁵ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."

¹⁶ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-RVC-00063."



Figure 7. Original 1935 North Heights School with existing bus shelter (to be removed and relocated), facing west-southwest from Rice Street.



Figure 8. Overview of original 1935 North Heights School (left) with 1950s additions (center and right), facing southwest from Rice Street.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Rice Street. The Project proposes the construction of a northbound and southbound platform on Rice Street at the intersection of County Road C. The proposed northbound platform, immediately north of the County Road C intersection, will be at a new location where no bus shelter or stop currently exists. The proposed southbound platform, immediately south of the County Road C intersection, will replace an existing bus shelter currently located north of the intersection immediately in front of the original 1935 section of the North Heights School complex. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platforms will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. Figure 9 through Figure 12 provide images and plans of the location of the proposed Project activities adjacent to North Heights School and visualizations of the proposed bus shelters.

3) Assessment of Effects

It was determined that the Project has the potential to physically and visually impact historic properties; other effects are not anticipated.

Physical

The proposed Project will not physically affect the North Heights School. Project activities are located outside the property's historic boundary. The closest proposed (northbound) platform will be on the opposite (east) side of Rice Street from the school, and the platform will not physically impact the school property or any of its character-defining features.

Visual

The proposed Project will introduce new visual elements in the vicinity of the North Heights School, namely the new platforms on the east and west sides of Rice Street at the County Road C intersection. The northbound platform will be a new location where no bus shelter or stop currently exists along the suburban transportation corridor of Rice Street. Although it will be visible from the original 1935 building and the school complex, it will be across the street and will not obscure views of the school's facade from Rice Street and will not impact the suburban, commercial setting of the school property. The proposed southbound platform will be located south of the County Road C intersection and will replace an existing bus shelter currently located immediately in front of the 1935 section of the school complex. The proposed relocation of the shelter south of County Road C will eliminate the current non-historic-age bus shelter adjacent to the southeast corner of the school's historic property boundary.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the North Heights School.



Figure 9. Rice Street North and County Road C proposed station location in the area of North Heights School.

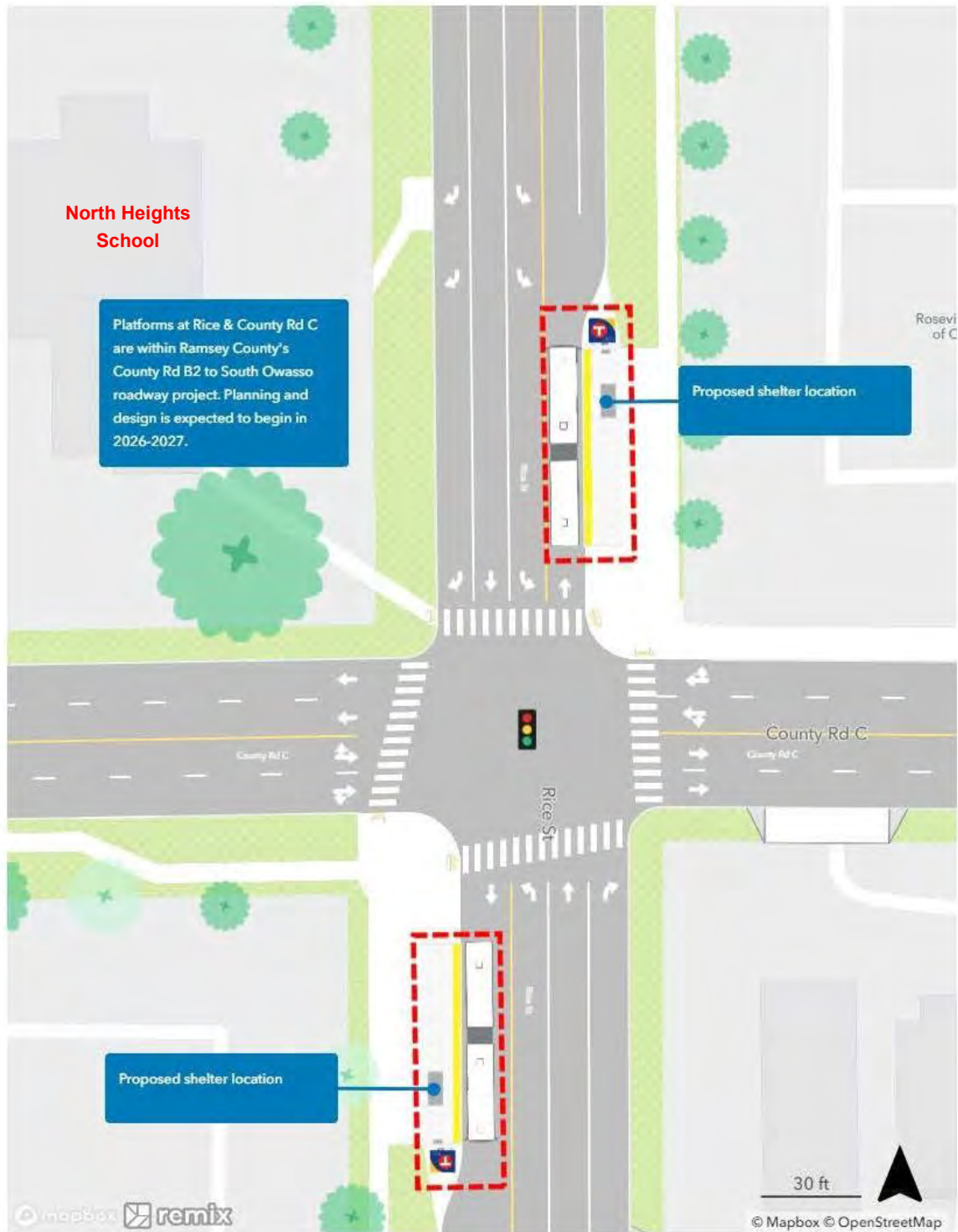


Figure 10. Rice Street North and County Road C Concept Plan in area of North Heights School.

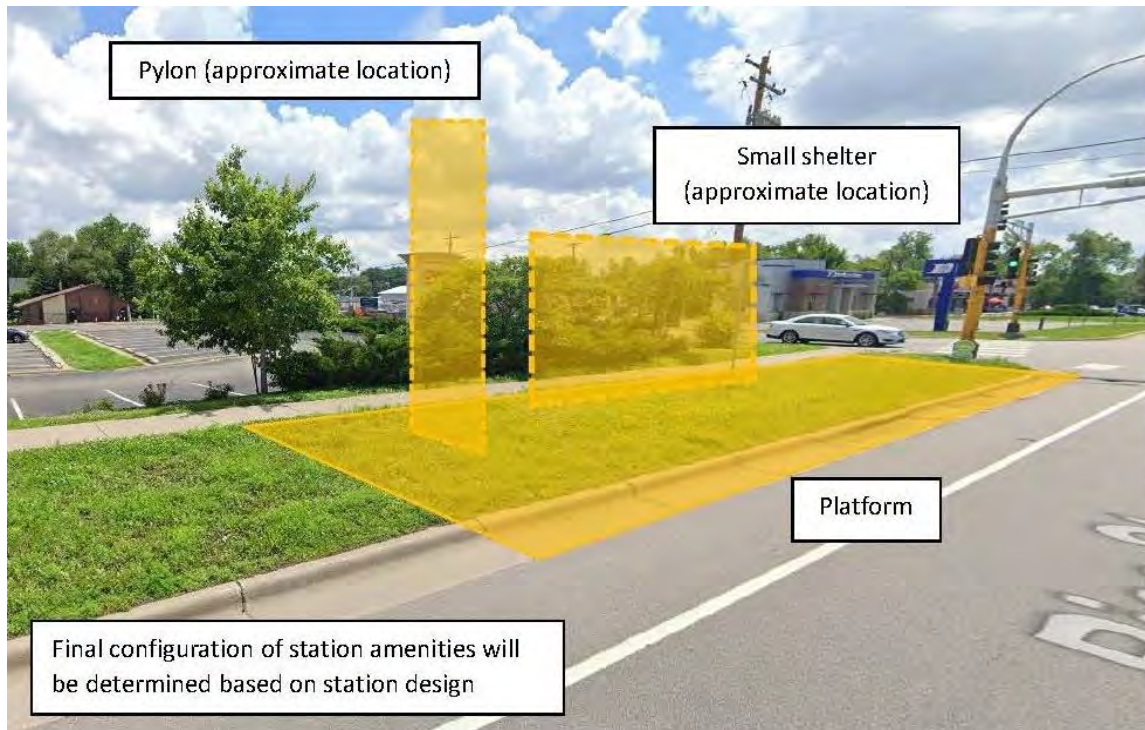


Figure 11. Rice Street and County Road C northbound platform, across the street from the North Heights School.



Figure 12. Rice Street and County Road C southbound platform south of the County Road C intersection.

D. Minimal Traditional House

Inventory number: RA-RVC-00055

Address: 158 County Road B West, Roseville

1) Description and Historic Significance

This small, one-and-one-half-story, Minimal Traditional house was constructed in 1946. The house retains many character-defining features of the style and form, including the compact massing and cross-gable roof with no eave overhang, as well as the original wood siding and windows. It is located on the south side of Country Road B southwest of the Rice Street intersection. The house is separated from the adjacent Rice Street commercial corridor by a commercial property immediately to the east. It has a modest setback and a large, recessed, non-historic-age retaining wall with a metal railing at the front (north) edge of the property fronting County Road B. The eligible property boundary is the current parcel boundary.

The Minimal Traditional House is considered eligible for the purposes of Section 106 under *Criterion C: Architecture* as a relatively rare, intact example of the architectural style.



Figure 13. Minimal Traditional House, facing south from County Road B West.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Rice Street. The Project proposes the construction of a northbound and southbound platform on Rice Street immediately south of the County Road B intersection. The platforms will replace existing bus shelters currently located at the southeast

(northbound) and northeast (southbound) corners of the intersection. The proposed northbound platform will be located at the southeast corner of the intersection, and the proposed southbound platform will be at the southwest corner of the intersection closest to the house. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platforms will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. Figure 14 through Figure 16 provide images and plans of the location of the proposed Project activities adjacent to the Minimal Traditional House and visualizations of the proposed bus shelters.

3) Assessment of Effects

It was determined that the Project has the potential to physically and visually impact historic properties; other effects are not anticipated.

Physical

The proposed Project will not physically affect the Minimal Traditional House. Project activities are located on Rice Street, which is separated from the historic property boundary by an adjacent commercial parcel at the intersection. No project activities are proposed within or immediately adjacent to the house. The platforms will not physically impact the building or any of its character-defining features that contribute to its historic significance.

Visual

The placement of the platforms will occur east of the Minimal Traditional House and south of the County Road B intersection along the existing urban transportation corridor of Rice Street that already has existing bus shelters near these locations. The proposed platforms and shelters will be separated from the house by an adjacent parcel with an existing commercial building that provides a level of visual screening. Furthermore, the proposed Project will remove an existing bus shelter at the northwest corner of the Rice Street/County Road B intersection that is currently visible from the house. The platforms and amenities will not impact any of the character-defining features of that contribute to the house's historic significance.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Minimal Traditional House.



Figure 14. Rice Street North and County Road B proposed station location in area of the Minimal Traditional House.

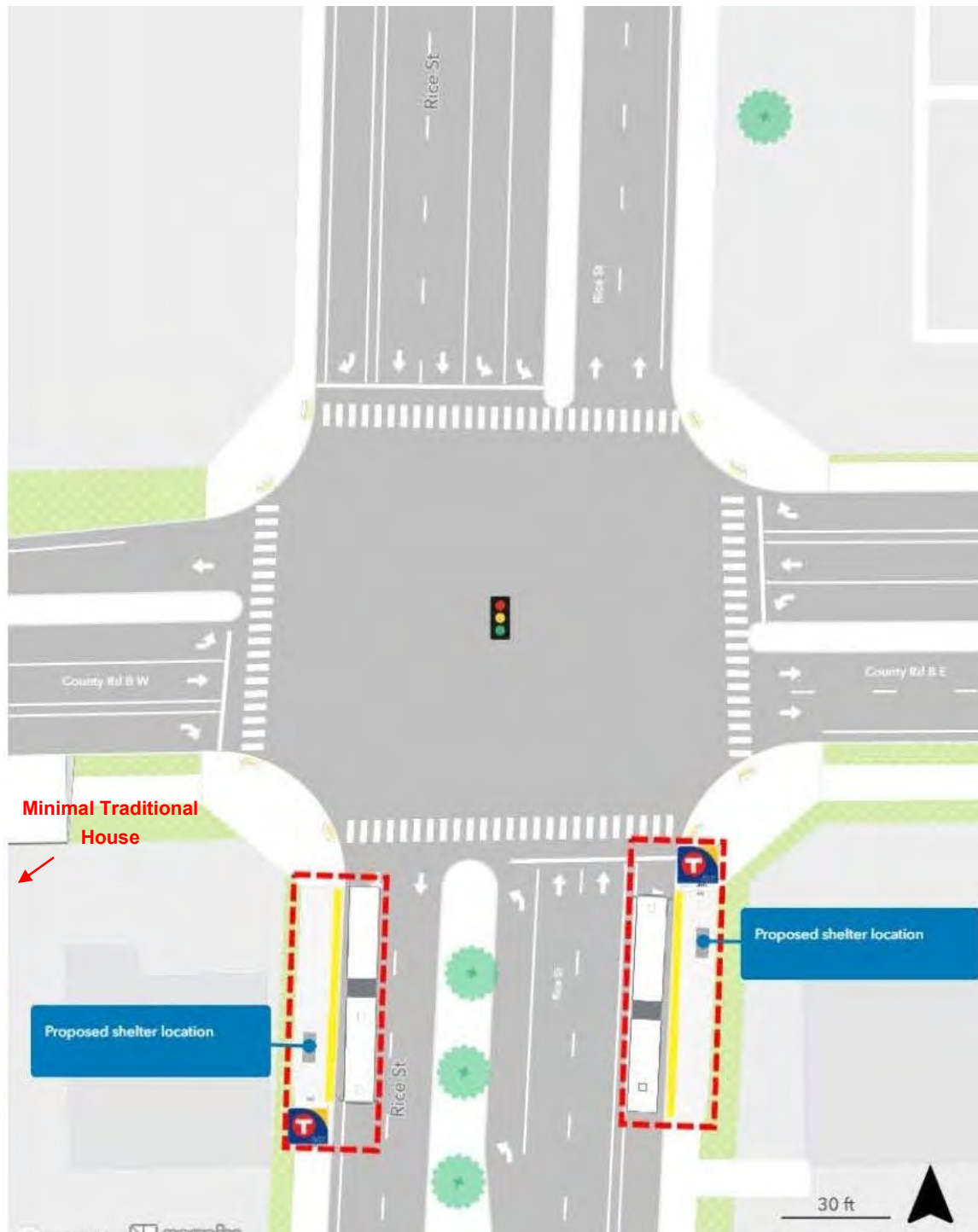


Figure 15. Rice Street County Road B Station Concept Plan in area of the Minimal Traditional House.

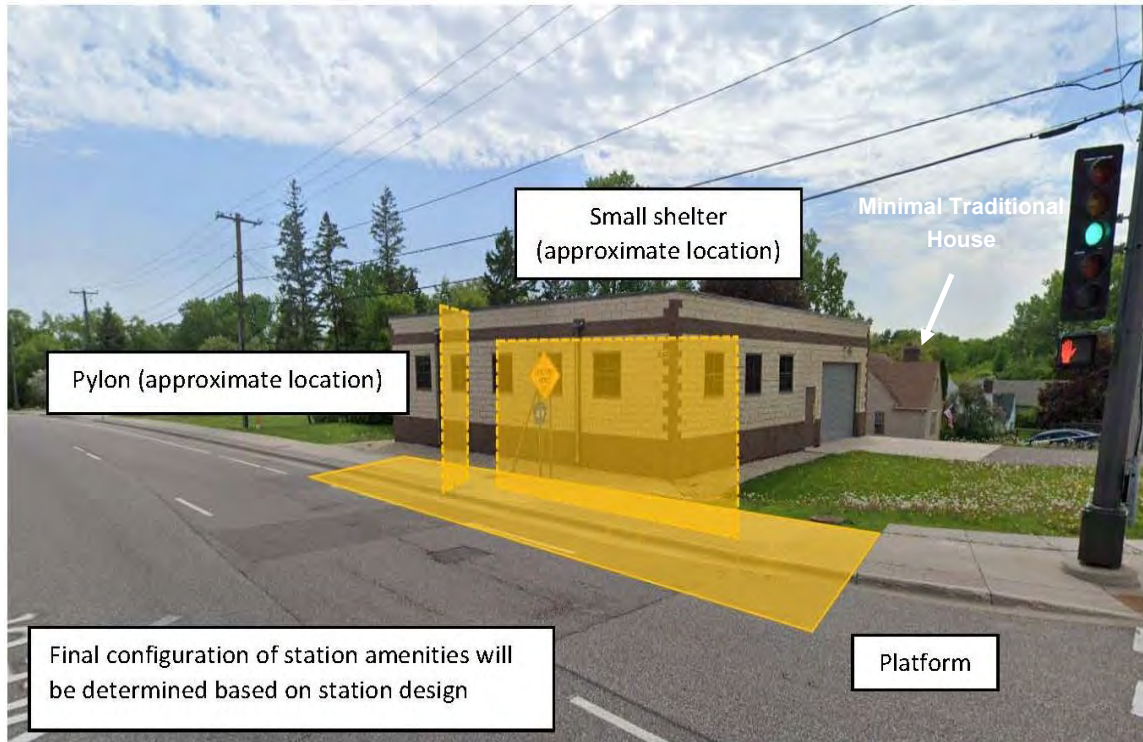


Figure 16. Rice Street and County Road B northbound platform.in area of Minimal Traditional House.

E. Saint Paul Gas Light Company Service Station

Inventory number: RA-SPC-03066

Address: 825 Rice Street, Saint Paul

1) Description and Historic Significance

The Saint Paul Gas Light Company Service Station, at the southwest corner of Atwater Street West and Rice Street, is a large industrial building complex constructed in three phases. An initial one-story, multi-bay brick building at the rear (west) section of the complex was constructed in 1919 for Ford dealer W.H Schmelzel as an auto warehouse. In 1925, the large front (east) portion of the building fronting Rice Street was constructed and incorporated into the prior building as a central storage facility for the Saint Paul Gas Light Company (later the Northern States Power Company). Established in 1856 to provide gas and later electric service to the city, the Saint Paul Gas Light Company had acquired several other electric companies by the early 1890s. Soon after construction of the subject building in 1925, it was acquired by Northern Power Company (NPS). NPS went on to acquire numerous other small power companies statewide, becoming one of the largest electricity and gas companies in Minnesota. In 1998, NPS merged to form Xcel Energy, which remains the current occupant.¹⁷

¹⁷ Renee Barnes, "Minnesota Individual Property Inventory Form, RA-SPC-03066" (Bolton & Menk, October 2023), Minnesota State Historic Preservation Office.

Designed by the architecture firm of Toltz, King and Day, the large, two-story building exhibits modest Classical Revival-style influences through its symmetrical facade, brick pilasters between window bays, and a recessed central entrance. A ca. 1975 concrete-block addition with multiple service bays was incorporated on the side (south) elevation of the original (rear) 1919 building.¹⁸ The main east portion of the building, located along the busy commercial corridor of Rice Street, is situated directly behind the western edge of the sidewalk. A non-historic-age canopy at the primary entrance projects out over a portion of the sidewalk but is a noncontributing feature of the building. The eligible property boundary is the current parcel boundary.

The Saint Paul Gas Light Company Service Station building was determined eligible for the National Register at the local level under *Criterion A* in the area of Industry/Processing and *Criterion C* for Architecture. Under *Criterion A*, the building is significant for its association with the Saint Paul Gas Light Company's (and NPS's) development in Saint Paul and Minnesota. Unlike other statewide, early-twentieth-century power company buildings that combined power generation facilities with other storage, warehouse, and repair services, the Saint Paul Gas Light Company Service Station building was unique for its construction solely as a central warehouse, storage, and service facility for the power company. Under *Criterion C*, the building's "restrained, utilitarian features" reflect the form, function, and needs as a storage facility for the Saint Paul Gas Light Company and as a "prominent addition to Rice Street."¹⁹



Figure 17. Front (east) facade and side (north) elevation of the Saint Paul Gas Light Company Service Station building in area of proposed station location, facing southwest from Rice Street.

¹⁸ S. Granger, "Minnesota Individual Property Inventory Form, RA-SPC-03066," August 1981, Minnesota State Historic Preservation Office; Barnes, "Minnesota Individual Property Inventory Form, RA-SPC-03066."

¹⁹ Barnes, "Minnesota Individual Property Inventory Form, RA-SPC-03066."

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Rice Street. The Project proposes the construction of a northbound and southbound platform on Rice Street at the Atwater Street intersection at new locations where no bus shelters currently exist. The proposed southbound platform will be at the southwest corner of the intersection immediately adjacent to the building, and the proposed northbound platform will be located at the northeast corner of the intersection (adjacent to the Arvidson Block, see Section 5.F). The southbound platform at this location will measure approximately 9.5 feet by 60 feet, with 10-foot curb height transition areas on either side and will include a narrow shelter approximately 3.25 feet by 11.75 feet. The northbound platform will adhere to the typical design for small shelters, as depicted in Figure 4. The northbound platform will measure approximately 11.5 feet by 60 feet with 10-foot curb height transition areas on either side. It will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank both platforms within the roadway right-of-way. Figure 18 through Figure 20 provide images of the location of the proposed Project activities adjacent to the Saint Paul Gas and Light Company Service Station building and visualizations of the proposed bus shelters.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the Saint Paul Gas Light Company Service Station building. Proposed Project activities for the southbound platform are limited to the placement of a small bus shelter and associated platform amenities within the existing footprint of the sidewalk in front of the east half of the building. The southbound shelter will be adjacent to but physically separated from the building by approximately 1.5 feet to allow for maintenance access at the rear of the shelter. The existing sidewalk footprint will be reconfigured into a shared use path and boarding area adjacent to the building. The proposed northbound platform will be located on the opposite side of Rice Street at the northeast corner of the Atwater intersection. The platforms will not physically impact the building or any of its character-defining features.

Visual

The proposed Project will introduce new visual elements adjacent to the Saint Paul Gas Light Company Service Station building, namely the new southbound platform and bus shelter, which will be located adjacent to the east half of the building, and the new northbound platform diagonally opposite the building at the northeast corner of the Atwater Street intersection (adjacent to the Arvidson Block). Rice Street is an urban transportation corridor that currently carries existing bus routes. Although the placement of a new southbound bus shelter will partially obscure views of a small portion of the building's facade near the northeast corner, the large building extends nearly an entire city block along Rice Street, and the majority of the facade and the primary entrance will remain unobstructed. The platform and station would not directly alter or detract from the character-defining features of the building. Placement of a northbound platform diagonally opposite at the northeast corner of the intersection will be visible from the building, but

the addition of both bus platforms and shelters within the existing urban corridor will not impact the existing urban setting and will not result in adverse visual effects to the historic property.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Saint Paul Gas and Light Company Service Station building.



Figure 18. Rice Street and Atwater Street Station proposed station location in area of the Saint Paul Gas Light Company.

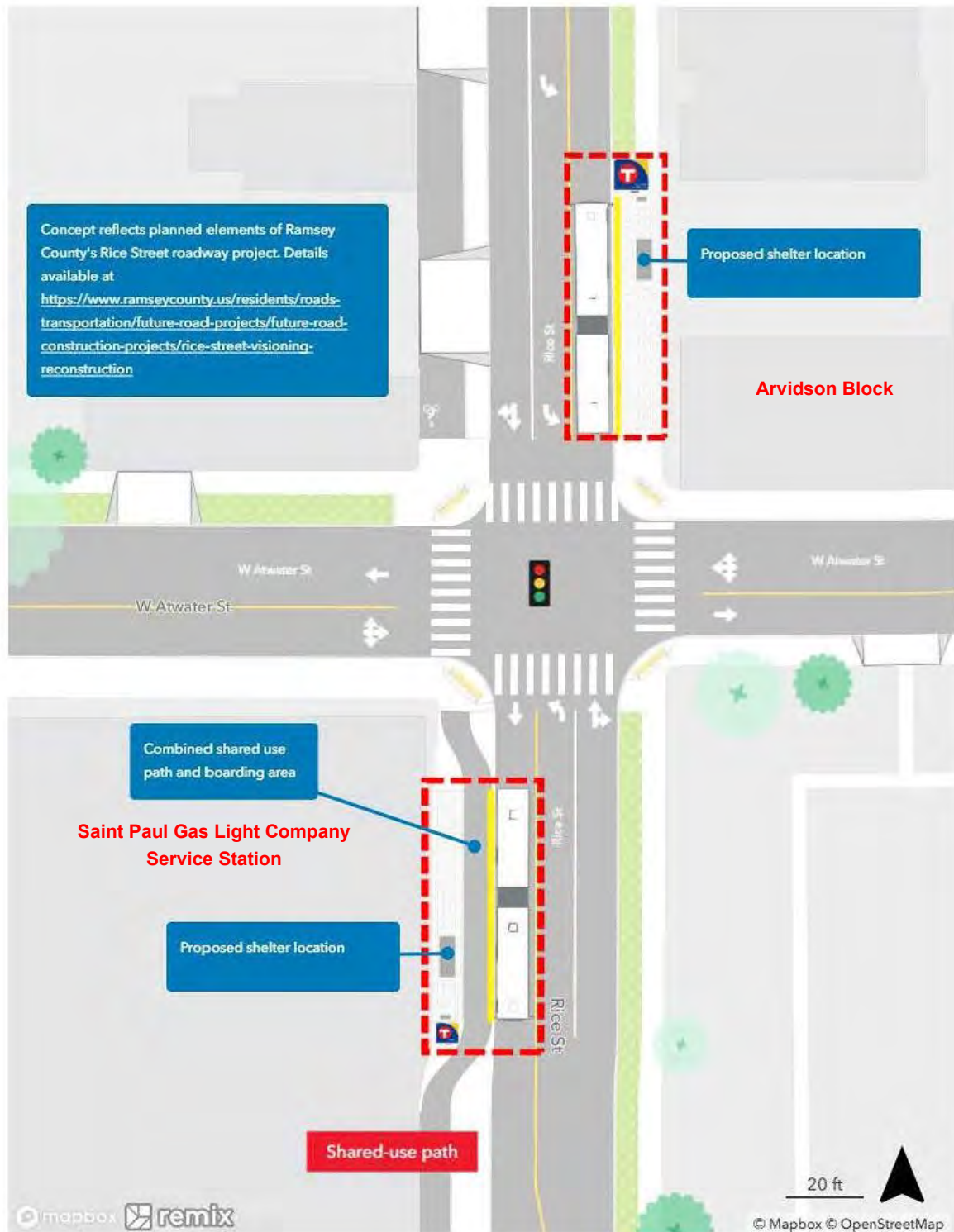


Figure 19. Rice Street and Atwater Street Station Concept Plan in area of the Saint Paul Gas Light Company Service Station.

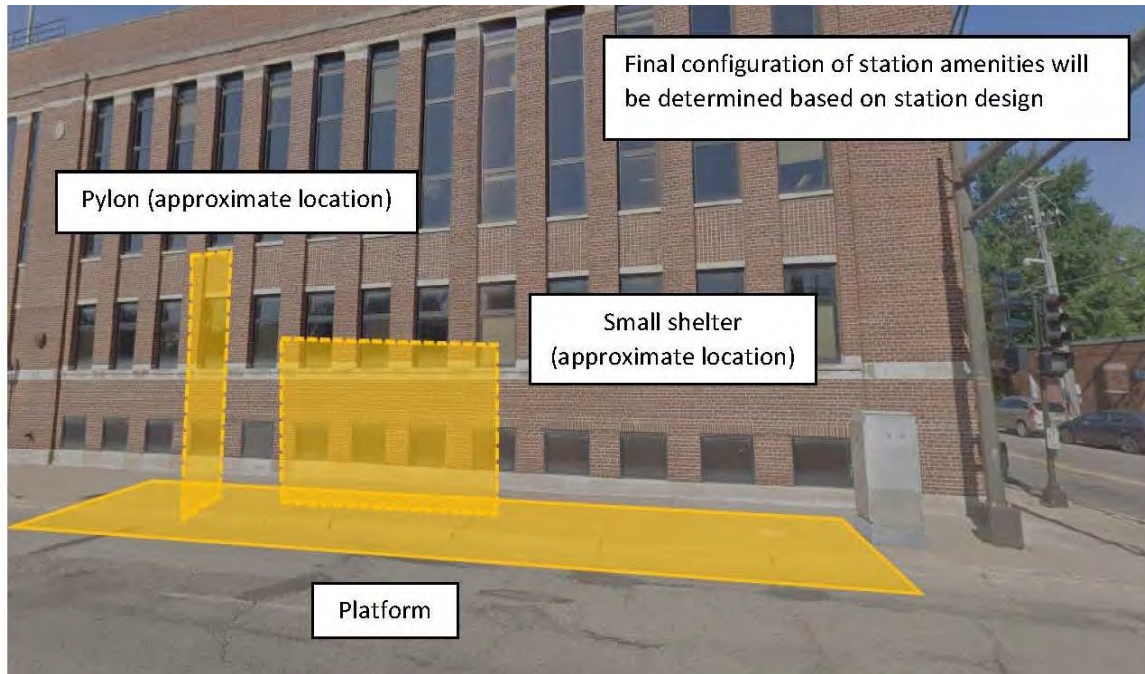


Figure 20. Rice Street and Atwater Street southbound platform immediately adjacent to the east half of the Saint Paul Gas and Light Company building facade, facing west from Rice Street.

F. Arvidson Block

Inventory number: RA-SPC-03067

Address: 842 Rice Street, Saint Paul

1) Description and Historic Significance

The Arvidson Block, at the northeast corner of Atwater West Street and Rice Street, is a three-story commercial building constructed in 1890 for Swedish immigrants John and Hanah Arvidson, who operated a grocery store there until 1920. It housed a variety of other business through ca. 1960 and later served as a furniture store for many years. Character-defining features include cast-iron storefront elements on the front (west) facade, rusticated stone string courses, a corbeled brick cornice, stepped parapets, and decorative brickwork. The building is located within the city's North End neighborhood that developed as an early streetcar suburb and remains one of the few late-nineteenth-century commercial buildings still extant along this section of Rice Street.²⁰ The corner building, located along a busy commercial corridor, is situated directed behind the sidewalk. The eligible property boundary is the current parcel boundary.

²⁰ Susan Holbrook and Patricia Murphy, "Minnesota Individual Property Inventory Form, RA-SPC-03067," June 1982, Minnesota State Historic Preservation Office; Renee Barnes, "Minnesota Individual Property Inventory Form, RA-SPC-03067" (Bolton & Menk, October 2023), Minnesota State Historic Preservation Office.

The Arvidson Block was determined eligible for the National Register under *Criterion A* in the area of Commerce and *Criterion A* in the area of Architecture. Under *Criterion A*, it is significant for its association with the nineteenth-century commercial development of the North End neighborhood and for its association with the extension of the streetcar system from downtown Saint Paul. Under *Criterion C*, despite alterations including replacement windows, some altered window openings, and painted masonry, the building remains a largely intact and significant example of late-nineteenth-century commercial design.²¹



Figure 21. Front (west) facade and side (south) elevation of Arvidson Block, facing northeast from Rice Street.

²¹ Barnes, "Minnesota Individual Property Inventory Form, RA-SPC-03067."



Figure 22. Side (north) elevation and front (west) facade of Arvidson Block, facing southeast from Rice Street.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Rice Street. The Project proposes the construction of a northbound and southbound platform on Rice Street at the Atwater Street intersection at new locations where no bus shelters currently exist. The proposed northbound platform will be located at the northeast corner of the intersection, with the associated shelter located at the north end of the platform immediately adjacent to the paved parking lot on the north side of the Arvidson Building. The proposed southbound platform will be at the southwest corner of the intersection (adjacent to the Saint Paul Gas Light Company Service Station building, see Section 5.E). The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platforms will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. Figure 23 through Figure 25 provide images and plans of the location of the proposed Project activities adjacent to the Arvidson Block building and visualizations of the proposed bus shelters.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the Arvidson Block building. Proposed Project activities for the northbound platform are limited to the placement of a small bus shelter and associated platform amenities within the existing footprint of the sidewalk at a portion of the front (west) facade and immediately north of the building in front of the adjacent paved parking lot. Although the existing sidewalk footprint will be reconfigured to accommodate the platform, the back edge adjacent to the building will remain unchanged. The existing driveway entrance to the parking lot will be closed, but additional access to the parking lot will be retained. The proposed southbound platform will be located on the opposite side of Rice Street at the southwest corner of the Atwater Street intersection. The platforms will not physically impact the building or any of its character-defining features.

Visual

The proposed Project will introduce new visual elements adjacent to the Arvidson Block building, namely the new northbound platform and bus shelter, which will be located adjacent to the parking lot immediately north of the front (west) facade of the building, and the new southbound platform diagonally opposite the building at southwest corner of the Atwater Street intersection. Rice Street is an urban transportation corridor that currently carries existing bus routes. The placement of a new northbound bus shelter in front of the parking lot immediately to the north of the building will not directly obscure views of the building's facade from vantage points along Rice Street. The platform and shelter would not directly alter or detract from the character-defining features of the building. Placement of a southbound platform diagonally opposite at the southwest corner of the intersection will be visible from the building, but the addition of bus platforms and shelters within the existing urban corridor will not impact the urban setting, and the platforms and shelters will result in no adverse visual effects to the historic property.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Arvidson Block building.



Figure 23. Rice Street and Atwater Street proposed station location in area of the Arvidson Block.

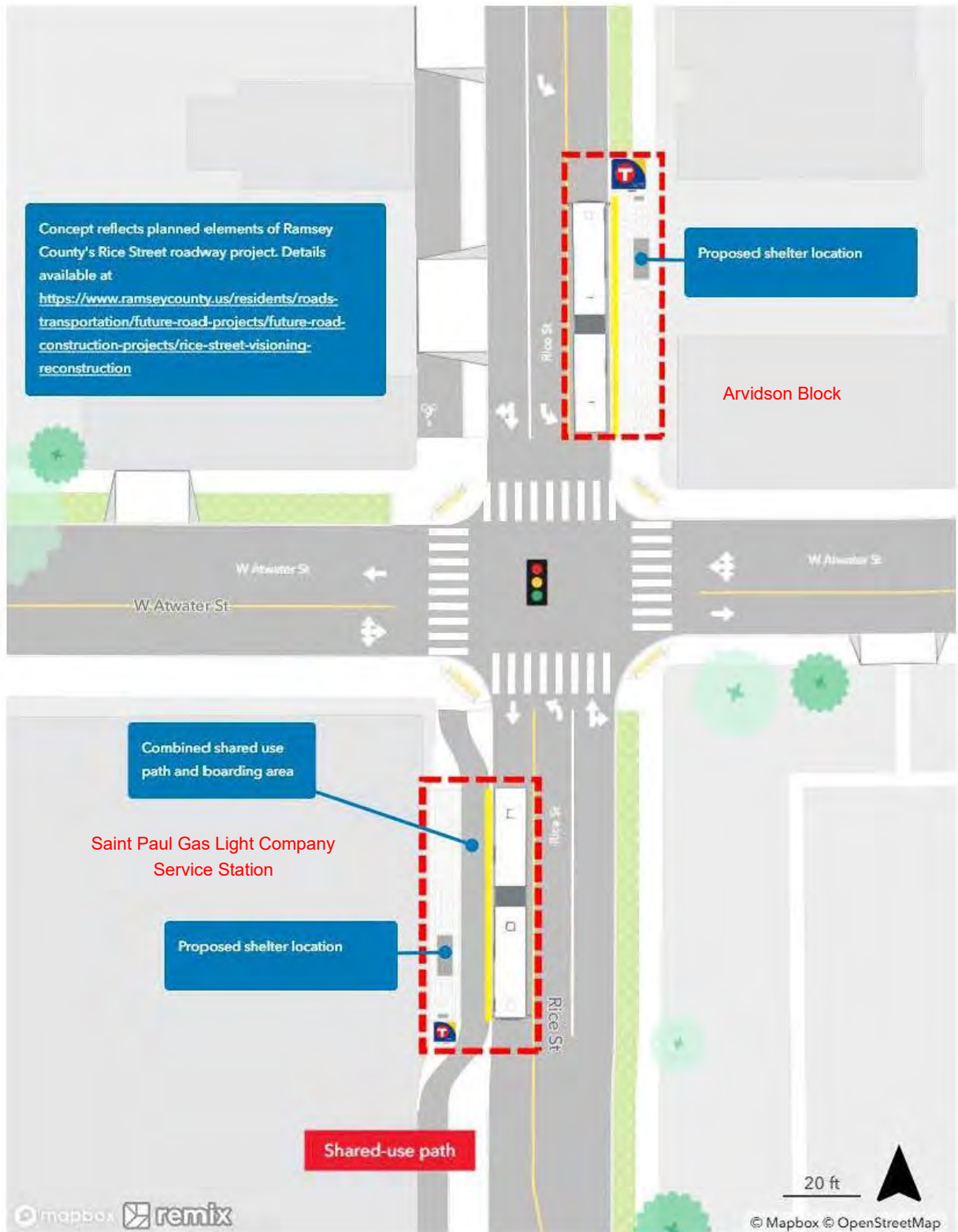


Figure 24. Rice Street North and Atwater Street Station Concept Plan in area of the Arvidson Block.



Figure 25. Rice Street and Atwater Street proposed northbound platform adjacent to the Arvidson Block, facing northeast from Rice Street.

G. Minnesota State Capitol Mall Historic District

Inventory number: RA-SPC-11132

Address: Minneapolis State Capitol Mall, Saint Paul

Two contributing resources in the Minnesota State Capitol Mall Historic District are located within the Project APE: the Leif Erickson Lawn and Statue (RA-SPC-03869) and the Minnesota Department of Transportation Building (RA-SPC-08898). The resources are not individually National Register listed (see Figure 26).

1) Description and Historic Significance

The Minnesota State Capitol Mall Historic District is roughly bounded by University Avenue to the north, Rice Street to the west, 12th Street to the south, and the properties fronting both sides of Cedar Street to the east. Contributing buildings to the district include the State Capitol Building (RA-SPC-00229), Minnesota Historical Society (RA-SPC-00557), State Office Building (RA-SPC-06314), State Veteran's Administration Building (RA-SPC-06311), Transportation Building (RA-SPC-8898/RA-SPC-11131), Centennial Office Building (RA-SPC-06313), the Armory Building (RA-SPC-06312), and the capitol grounds (RA-SPC-05619), as well as numerous statues throughout the grounds. The State Capitol Building (1896-1905), Minnesota Historical Society (1915), and State Office Building (1932) predate the other district buildings. However, the remaining contributing buildings, including the Transportation Building (1956) and Leif Erickson Lawn and Statue (1949) within the current project APE, date to the mid-

1950s and early 1960s and represent part of the city's earliest urban renewal efforts in redevelopment of the Capitol mall.

In 1902, prominent Saint Paul architect Cass Gilbert proposed a plan for formal gardens and a landscaped approach to his recently designed Minnesota State Capitol building. Despite several iterations, his plans were never realized, and the surrounding area had greatly deteriorated by the 1920s. In the mid-1940s, the city initiated the development a new masterplan for the capitol approach, and the State proposed a competition for the design of a veterans memorial building. The utilitarian International-style design of the winning veterans building submission established a precedent for modern architecture around the capitol mall. In 1950, in the city's earliest urban renewal project, the St. Paul Housing and Development Authority (HRA), sought federal funding for largescale "slum" clearance around the Capitol. By 1962, the Capitol Mall included four new buildings: Veterans Service Building (1955), Transportation Building (1956), Centennial Office Building (1958), and National Guard Armory (1961-1962), as well as numerous statues and memorials.²² Specifically, within the current project APE, the contributing International-style Transportation Building (RA-SPC-08898) was designed by Ellerbe Architects and constructed between 1956-1958. It represents part of the mid-century urban renewal plan to incorporate new state buildings around the Capitol mall.²³ The contributing Leif Erickson statue (RA-SPC-03869), designed by sculptor John Karl Daniels, was completed in 1949 and presented to the State of Minnesota during its territorial centennial on October 9, 1949.²⁴ The bronze statue on a granite-faced base is located within a small park space immediately west of the Capitol building and set back from University Avenue. The statue was enclosed with protective plywood and not visible during 2024 field survey due to ongoing construction within the area.²⁵

The district was determined eligible under *Criterion A* in the area of Community Planning and Development and *Criterion C* in the area of Landscape Architecture. Under *Criterion A*, the district is significant as the first federally funded urban renewal project in Saint Paul. In the area of landscape architecture, under *Criterion C*, the district is eligible for the contribution of numerous landscape architects and planners to the realization of Cass Gilbert's original 1902 design for the Capitol grounds.²⁶

The Transportation Building (RA-SPC-08898) and Leif Erickson Lawn and Statue (RA-SPC-03869) within the current project APE are located at the far west side of the Minnesota State Capitol Mall Historic District boundary near the urban transportation corridors of Rice Street and University Avenue. The Transportation Building is separated from Rice Street by two noncontributing, non-historic-age parking garages located immediately to the north and west that are outside of the district boundary, and a raised

²² "Minnesota Individual Property Inventory Form, RA-SPC-11132," August 2016, Minnesota State Historic Preservation Office.

²³ "Minnesota Individual Property Inventory Form, RA-SPC-11132."

²⁴ S Granger, "Minnesota Individual Property Inventory Form, RA-SPC-03869," April 1982, Minnesota State Historic Preservation Office.

²⁵ Confirmation of the continued contributing status of the resources in this portion of the Minnesota State Capitol Mall Historic District following completion of the ongoing construction activities within the Leif Erickson Lawn area is outside the scope of the current G Line BRT project.

²⁶ "Minnesota Individual Property Inventory Form, RA-SPC-11132."

landscaped bed along the east side of Rice Street immediately adjacent to the back edge of the sidewalk. The Leif Erickson Lawn and Statue encompasses the northwest corner of the district boundary from the back edges of the sidewalk at Rice Street and University Avenue. The statue is located close to University Avenue near the northern edge of the district boundary and the existing Metro Green Line and Capitol/Rice Street Metro Station. The surrounding lawn is currently under construction for redevelopment. Both the Transportation Building and the Leif Erickson Lawn and Statue are separated from the southern district boundary along 12th Street and the eastern district boundary on Cedar Street by landscaping, the district's formal street grid, and intervening district buildings outside of the current project APE (see Figure 26).



Figure 26. Minnesota State Capitol Mall Historic District boundary and contributing resources (blue) within Project APE.



Figure 27. Overview of Transportation Building and non-historic-age parking garage (left), facing northeast from Rice Street toward Fuller Avenue.



Figure 28. Google Street View imagery (August 2024) showing general location of Leif Erickson Lawn and Statue currently under construction, facing northeast from Rice Street toward University Avenue.

2) Potential Effects

The Project includes operation of BRT vehicles along portions of Rice Street, 12th Street East and West, and Cedar Street as the alignment transitions to and from Robert Street in downtown Saint Paul. The Project proposes the construction of a northbound and southbound platform in three locations adjacent to or in proximity of the Minnesota State Capitol Mall Historic District: Rice Street at University Avenue, Rice Street at Fuller Avenue, and 11th and 12th Streets at Cedar Street. Proposed station plans have not been fully developed at this time for the Rice Street and University Avenue and Rice Street and Fuller Avenue station locations because these intersections are within the coordinated Rice Street Capitol Redesign

reconstruction project, that includes Rice Street between Como Avenue and John Ireland Boulevard. The Rice Street Capitol Redesign project may change how the roadway looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the roadway design.²⁷

At Rice Street and University Avenue, the platforms will be located immediately south of the University Avenue intersection on either side of Rice Street. The northbound platform will replace an existing bus shelter at this location and will be adjacent to the western edge of the Minnesota State Capitol Mall Historic District boundary (back edge of the sidewalk); however, the Leif Erickson Lawn and Statue are separated from the station by a parking lot and lawn area currently under redevelopment. The southbound platform, immediately to the west across Rice Street, will replace an existing bus shelter currently located on Rice Street north of University Avenue at the northwest corner of the intersection. The proposed platforms will adhere to the typical design for medium shelters, as depicted in Figure 5. The platforms will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a medium, two-bay shelter approximately 10.5 feet in height, with roof dimensions of approximately 29 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the existing roadway right-of-way. Figure 29 through Figure 31 provide images of the location of the proposed Project activities adjacent to the historic district and the contributing Leif Erickson Lawn and Statue at the Rice Street and University Avenue intersection.

At Rice Street and Fuller Avenue, the Project proposes the construction of a northbound and southbound platform on Rice Street slightly south of the intersection. The proposed platforms will replace existing bus stops at this location. The northbound platform will be adjacent to the western edge of the Minnesota State Capitol Mall Historic District boundary near the contributing Transportation Building. However, the Project area is separated from the district and the contributing Transportation Building by one of the adjacent noncontributing, non-historic-age parking garages and a raised landscaped bed with trees at the back edge of the sidewalk. The southbound platform will be on the west side of Rice Street (adjacent to the Sears Retail Store and Auto Center, see Section 5.H). The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platform will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. Figure 32 through Figure 34 provide images of the location of the proposed Project activities adjacent to the historic district and the contributing Transportation Building at the Rice Street and Fuller Avenue intersection.

At 11th and 12th Streets and Cedar Street, the Project proposes the construction of a northbound platform on the north side of 12th Street East at the northwest corner of the Cedar Street intersection. Both platforms will be at new locations where bus shelters and stops do not currently exist. The northbound platform at 12th Street East will be adjacent to a surface parking lot at the southern edge of

²⁷ Metro Transit, *Metro G Line Recommended Corridor Plan*, September 25, 2024.

the Minnesota State Capitol Mall Historic District. The southbound platform will be located on south side of 11th Street East at the southwest corner of the Cedar Street intersection and separated from the district by the existing I-35 corridor. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platforms will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. Figure 35 through Figure 37 provide images of the location of the proposed Project activities adjacent to the southern edge of the historic district boundary.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The Project will not result in physical effects to the Minnesota State Capitol Mall Historic District or the two contributing resources within the project APE: the Transportation Building and Leif Erickson Lawn and Statue. Project activities are located outside the district's historic boundary. Both the Transportation Building and Leif Erickson Lawn and Statue have deep setbacks from Rice Street, 12th Street, and Cedar Street, and are separated from the platform locations by distance. The proposed platforms and shelters at the three adjacent locations will not physically impact any of the contributing resources or character-defining features of the historic district that contribute to its significance under *Criterion A* and *Criterion C*.

Visual

The proposed Project will introduce new visual elements in proximity to the Minnesota State Capitol Mall Historic District, namely the new platforms on Rice Street at University Avenue, Rice Street at Fuller Avenue, and 11th and 12th Streets at Cedar Street. However, the placement of the platforms will occur immediately west and south of the historic district boundary along the existing urban transportation corridors of Rice Street and 11th and 12th Streets.

At Rice Street and University Avenue, this segment of Rice Street already carries existing bus routes and includes an existing bus shelter at the proposed northbound platform location at the western edge of the Leif Erickson Lawn and Statue. Furthermore, the intersection is adjacent to the existing Metro Green Line light rail system and the existing Capitol/Rice Street Metro Station, with large shelters and platforms along University Avenue at northwest edge of the historic district boundary. At Rice Street and Fuller Avenue, the placement of the platforms will occur west of the historic district boundary along the existing urban transportation corridor of Rice Street that already includes an existing bus shelter at the proposed northbound location near the west side of the district. At 11th and 12th Streets at Cedar Street, the proposed platforms are at new locations, with the northbound platform at the southern edge of the historic district boundary. However, section of Cedar Street already carries the existing Metro Green Line light rail system, and the adjacent resource within the historic district boundary and current Project APE at this proposed northbound location includes a surface parking lot.

Although the proposed Rice Street at University Avenue platforms and shelters may be visible from the Leif Erickson Statue, they are separated by distance, intervening landscaping, and current redevelopment of the landscaped area surrounding the statue. The Transportation Building is separated by distance and two large parking garages that provides screening of the proposed platforms at this location. The proposed platform locations at Rice Street and Fuller Avenue will not be visible from the Leif Erickson Lawn and Statue and are separated from the Transportation Building and other contributing buildings within the district by distance and the associated parking garage. The proposed platform locations at 11th and 12th Streets at Cedar Street will also not be visible from the Leif Erickson Lawn and Statue or Transportation building due distance, intervening landscaping elements, and adjacent buildings.

The incorporation of new platforms at the three locations near the Minnesota State Capitol Mall Historic District are in keeping with the public transportation network already in place surrounding the district, and the scale of the proposed platforms and stations will be minor in comparison to the size of the contributing district buildings. The proposed station locations will result in no adverse visual effects to the district in its entirety or the contributing resources within the Project APE.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Minnesota State Capitol Mall Historic District or the two contributing resources (Transportation Building and Leif Erickson Lawn and Statue) within the current project APE.



Figure 29. Rice Street and University Avenue proposed station location in area of Minnesota State Capitol Mall Historic District.

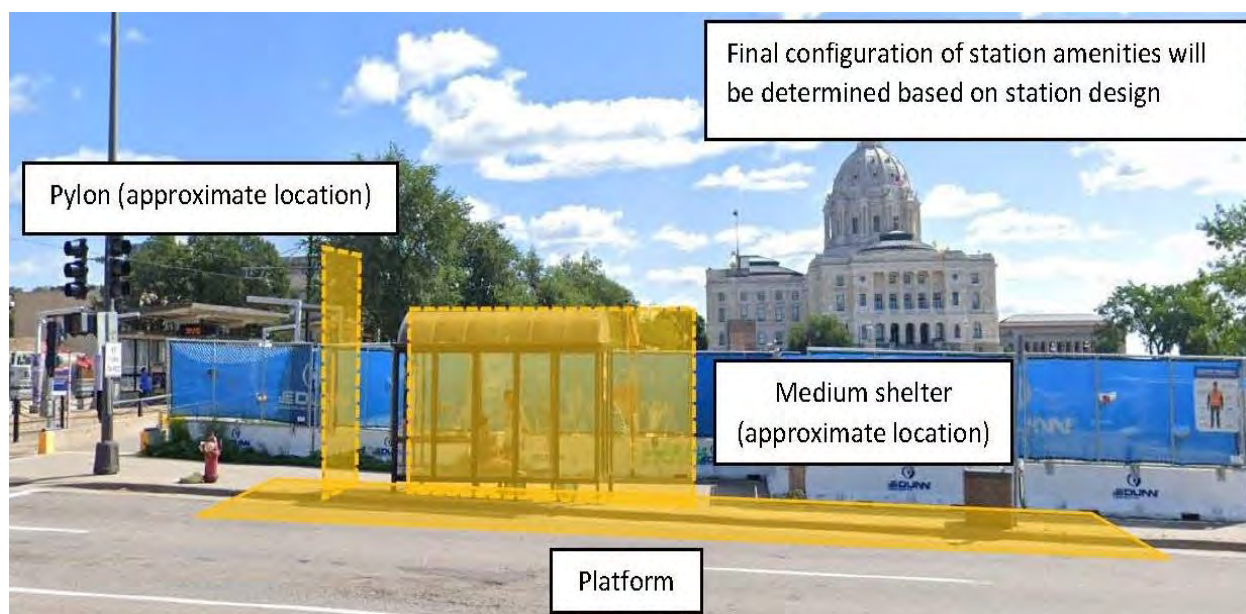


Figure 30. Rice Street and University Avenue proposed northbound platform in area of Minnesota State Capitol Mall Historic District and Leif Erickson Lawn and Statue on east side of Rice Street.

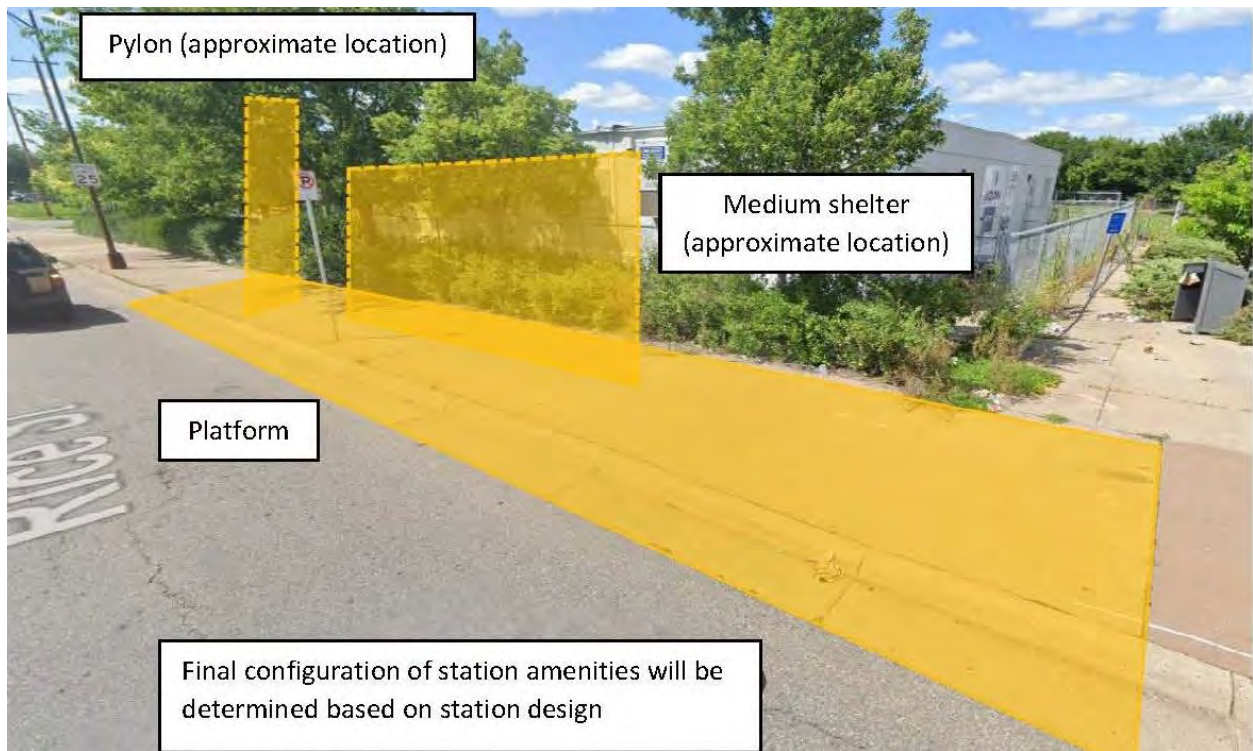


Figure 31. Rice Street and University Avenue proposed southbound platform in area of Minnesota State Capitol Mall Historic District on west side of Rice Street.



Figure 32. Rice Street and Fuller Avenue station location in area of the Minnesota State Capitol Historic District and Sears Retail Store and Auto Center.

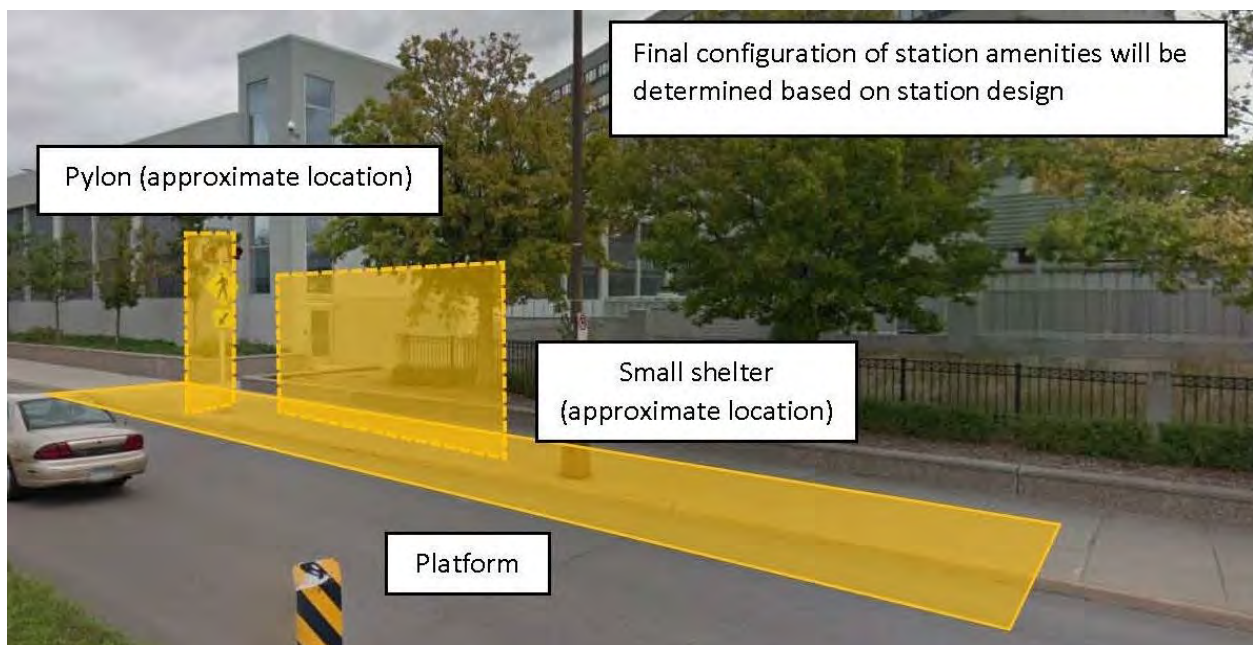


Figure 33. Rice Street and Fuller Avenue proposed northbound platform in area of Minnesota State Capitol Mall Historic District and Transportation Building.

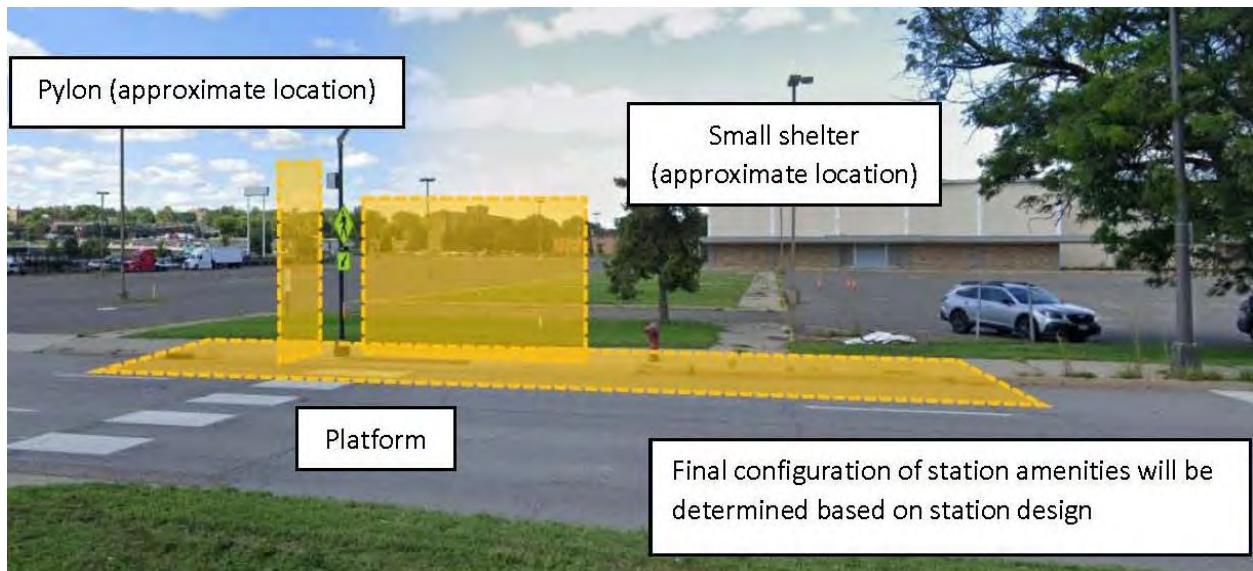


Figure 34. Rice Street and Fuller Avenue proposed southbound platform opposite the Minnesota State Capitol Mall Historic District in the area of Sears Retail Store and Auto Center.



Figure 35. 11th and 12th Streets and Cedar Street station location in area of the Minnesota State Capitol Historic District and Sears Retail Store and Auto Center.

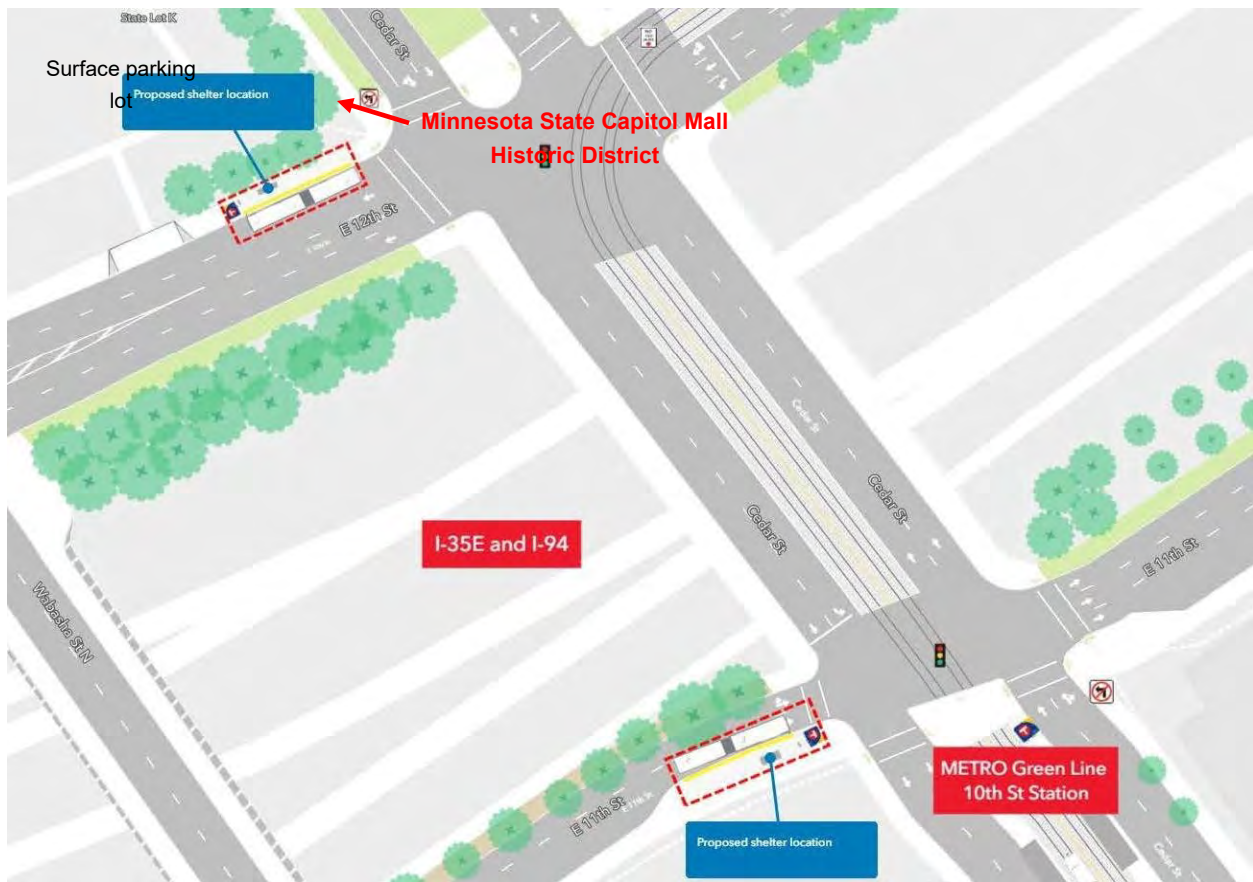


Figure 36. 11th and 12th Streets and Cedar Street in area of the Minnesota State Capitol Historic District.

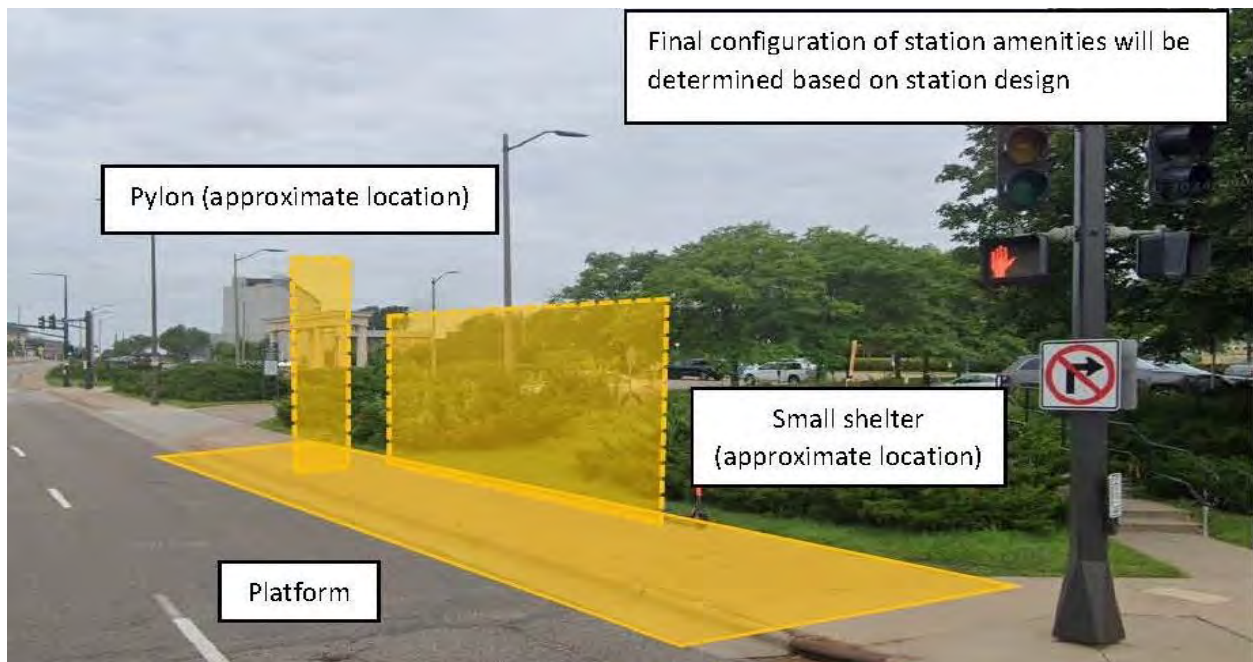


Figure 37. 12th Street and Cedar Street proposed northbound platform at the southern edge of the Minnesota State Capitol Mall Historic District.

H. Sears Retail Store and Auto Center

Inventory number: RA-SPC-08898

Address: 425 Rice Street, Saint Paul

1) Description and Historic Significance

The former department store building and associated one-story auto center were constructed in 1962-1963 as the Saint Paul Sears Retail Store and Auto Center. The front (south) facade of the 2,000 square-foot store includes a detached canopy over a drive-up entrance, and the side (west) elevation includes loading bays with stepped brick walls and a stepped brick screen wall sheltering the associated driveway.²⁸ The one-story auto center at the northwest corner of the property includes a former office and auto parts store in the western half of the building, with a metal large canopy and drive-through lanes at the entrance. The eastern half of the building includes multiple service bays.²⁹ The building was designed by architects Dunlap and Esgar, Inc. of Chicago, and the store opened in 1963. Both buildings are currently vacant. The buildings have a deep setback from Rice Street and are surrounded by a large, paved parking lot with a grass lawn behind the sidewalk. A covered sidewalk extends east-west across the parking lot in the vicinity of an existing bus shelter. The eligible property boundary is the current parcel boundary.

The Sears Retail Store and Auto Center developed in Saint Paul as part of extensive mid-twentieth-century urban renewal efforts by the Saint Paul Housing and Redevelopment Association (HRA) in the redevelopment of the adjacent Capitol Mall. The HRA's 1950 plan included the use of federal funds for the demolition of approximately 15 blocks of "blighted" buildings around the State Capitol and revitalization of the area with new residential and commercial development. Although Sears announced plans to construct a store at this location as early as 1954, development stalled until the early 1960s. Its location near downtown reflected a concerted effort by the company to invest in urban renewal efforts.³⁰

The Sears Retail Store and Auto Center was determined eligible under *Criterion A* in the area of Community Planning and Development and *Criterion C* for Architecture. Under *Criterion A*, it is significant for its role in urban renewal of Saint Paul in the mid-twentieth century and as the first commercial property to be constructed in the redevelopment area west of the Capitol Mall. Under *Criterion C* it embodies the distinctive characteristics of the prototypical mid-twentieth-century Sears department store buildings.³¹

²⁸ Summit Envirosolutions, Inc., "Minnesota Individual Property Inventory Form, RA-SPC-08898," August 2016, Minnesota State Historic Preservation Office.

²⁹ Summit Envirosolutions, Inc., "Minnesota Individual Property Inventory Form, RA-SPC-08898."

³⁰ Summit Envirosolutions, Inc., "Minnesota Individual Property Inventory Form, RA-SPC-08898."

³¹ Summit Envirosolutions, Inc., "Minnesota Individual Property Inventory Form, RA-SPC-08898."



Figure 38. Side (east) elevation of Sears Retail Store, facing southwest from the parking lot adjacent to the west side of Rice Street.



Figure 39. Google Street View (August 2024) of Sears Retail Store, signage, covered sidewalk in parking lot, and existing bus shelter, facing southwest from Rice Street.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Rice Street west of the Minnesota State Capitol. The Project proposes the construction of a northbound and southbound platform on Rice Street slightly south of the Fuller Avenue intersection. The proposed northbound platform on the east side of Rice Street (adjacent to the Minnesota State Capitol Mall Historic District and contributing Transportation Building, see Section 5.7). The proposed southbound platform will on the west side of Rice Street adjacent to the eastern edge of the Sears Retail Store and Auto Center historic property boundary. The proposed platforms will replace existing bus stops adjacent to these locations. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platform will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. Proposed station plans for the Rice Street and Fuller Avenue station location have not been fully developed because this intersection is within the coordinated Rice Street Capitol Redesign reconstruction project that includes Rice Street between Como Avenue and John Ireland Boulevard. The project may change how the roadway looks, but design has not started yet. Metro Transit will coordinate with agency partners to include G Line platforms in the roadway design. Figure 40 provides an image of the location of the proposed Project activities adjacent to the complex and Figure 41 and Figure 42 shows visualizations of the proposed bus shelters.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the Sears Retail Store and Auto Center. Project activities are located outside the property's historic boundary at the west side of Rice Street. The buildings have a large setback from Rice Street and are separated from the corridor by a large, paved parking lot. The proposed platform and shelter will not physically impact any of the character-defining features of the property, including signage or parking lot elements.

Visual

The proposed Project will introduce new visual elements in proximity to the Sears Retail Store and Auto Center, namely the new platforms on the east and west sides of Rice Street south of the Fuller Avenue intersection. However, the placement of the platforms will occur east of the complex along the existing urban transportation corridor of Rice Street that already includes an existing bus shelter near the proposed southbound location. The buildings of the complex have a large setback from Rice Street and are separated from the commercial corridor by a large, paved parking lot. This segment of Rice Street already carries existing bus routes, and a new platform will not directly alter the commercial character of the block. The proposed platforms and shelters will not obscure views of the buildings and will not impact the commercial setting.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Sears Retail Store and Auto Center.

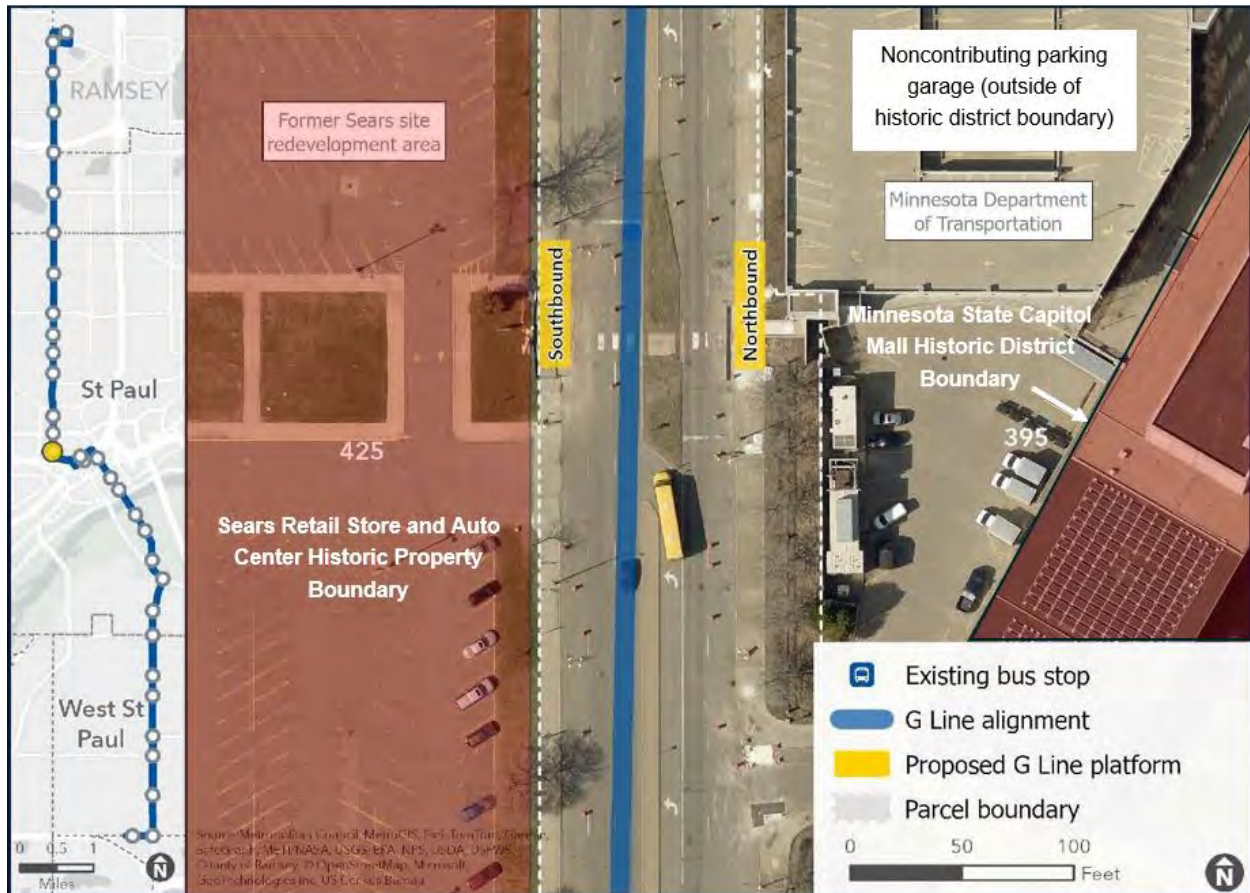


Figure 40. Rice Street and Fuller Avenue station location in the area of the Sears Retail Store and Auto Center and Minnesota State Capitol Mall Historic District.

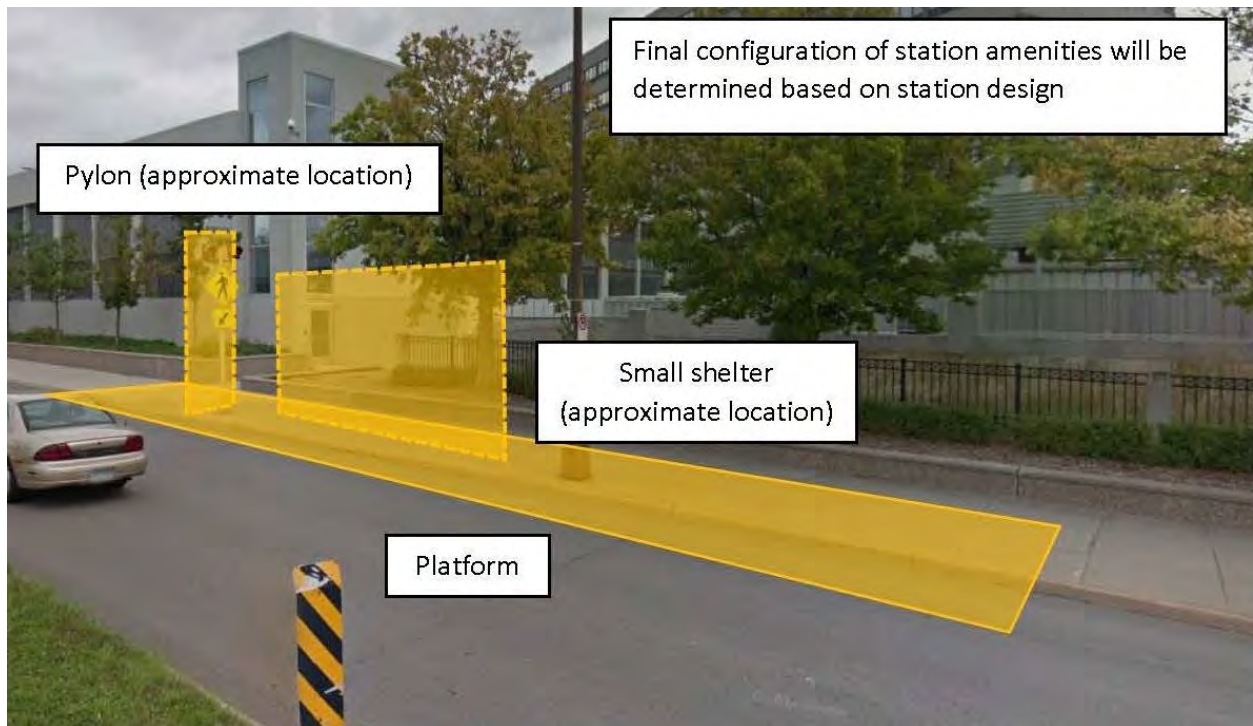


Figure 41. Rice Street and Fuller Avenue proposed northbound platform on the east side of Rice Street.

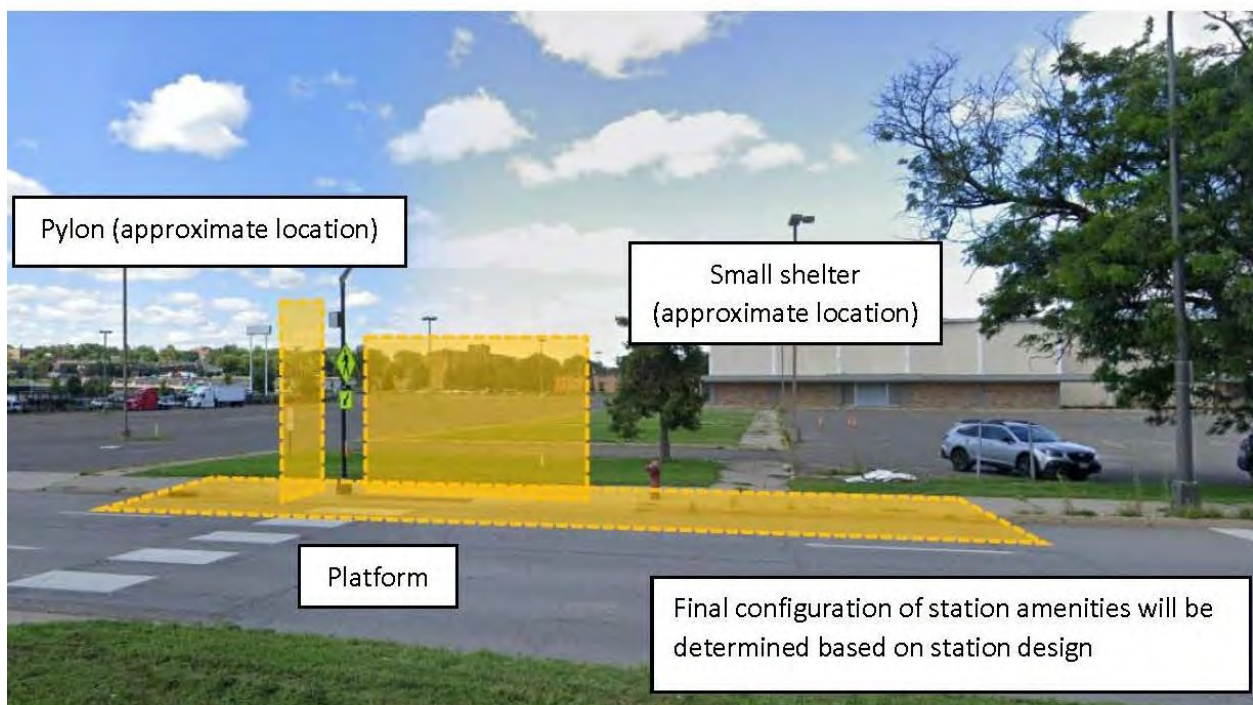


Figure 42. Rice Street and Fuller Avenue proposed southbound platform on the west side of Rice Street adjacent to the Sears Retail Store and Auto Center.

I. Foot, Schulze and Company Building

Inventory number: RA-SPC-03174

Address: 550 Robert Street North, Saint Paul

1) Description and Historic Significance

The large, seven-story, manufacturing building was constructed in 1916-1917 for the Foot, Schulze and Company shoe manufacturers. Character-defining features include brick pilasters, bands of windows, square corner stair towers, the recessed main entrance flanked by double-height stone panels with a projecting cornice inscribed with "Foot Schulze & Co.," and a stone panel over the transom reading "Rossmor Bldg, Saint Paul, Minn, U.S.A." The building currently houses commercial space on the lower level and residential units on the upper floors.³² The building encompasses an entire city block on the east side of Robert Street North between 9th and 10th Streets East in downtown Saint Paul. The front (west) facade is situated directly behind the back edge the sidewalk. Small, non-historic-age awnings on many of the storefronts extend out over portions of the sidewalk. The eligible property boundary is the current parcel boundary.

Silas Buck Foot and Theodore A. Schulze organized the Foot, Schulze, and Company in Saint Paul in 1884 to manufacture shoes, with the company's first building located at Wacouta and Third Street East. The new facility on Robert Street, designed by Kess and Colburn of Minneapolis, represented an example of the vertical factory model, with production working from top floor to bottom floor. In addition to factory space, the building offered commercial retail facilities for numerous tenants on the first floor. The company remained in operation at this facility until its closure in 1927. In 1949, city directories identify it as the Rossmor Building. For the next several decades the building remained in use as industrial and warehouse space, before conversion to artist live-work space in the 1970s.³³

The Foot, Schulze and Company Building was determined eligible under *Criterion A: Industry* and *Criterion C: Architecture and Engineering*. Under *Criterion A*, it is significant for its association with Foot, Schulze and Company, one of the city's largest shoe and boot manufacturers in the early twentieth century. Under *Criterion C*, the building represents an early-twentieth-century example of an urban vertical factory building.

³² Andrew Schmidt, "Minnesota Individual Property Inventory Form, RA-SPC-03174" (Streamline Associates, April 2018), Minnesota State Historic Preservation Office.

³³ Schmidt, "Minnesota Individual Property Inventory Form, RA-SPC-03174."



Figure 43. Front (southwest) facade and side (southeast) elevation of Foot, Schulze and Company Building, facing north from the intersection of Robert Street North and 9th Street East.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Robert Street North through downtown Saint Paul. The Project proposes the construction of a northbound and southbound platform on Robert Street North at the northwest side of the 10th Street East intersection in the vicinity of the Foot, Schulze and Company Building. The proposed northbound platform will be mid-block on Robert Street North and not visible from the subject building. The proposed southbound platform at the northwest corner of the intersection will replace an existing unsheltered bus stop. Proposed platforms will adhere to the typical design for large shelters, as depicted in Figure 6. The platforms will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a large, three-bay shelter approximately 10.5 feet in height, with roof dimensions of approximately 41 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. The station location is within a coordinated Robert Street Reconstruction project, with the City of Saint Paul leading the proposed reconstruction of Robert Street North between 11th Street and Kellogg Boulevard. The City project may change how the current Robert Street North corridor in this area looks and may alter current on-street parking. Metro Transit will coordinate with agency partners to include G Line platforms in the street design. Figure 44 shows proposed Project activities adjacent to the Foot, Schulze and Company Building and Figure 45 provides a visualization of the proposed bus shelter.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the Foot, Schulze and Company Building. Project activities are located outside the historic property boundary on the adjacent block to the northwest. The station platforms will not physically impact any of the character-defining features of the resource.

Visual

The proposed Project will introduce new visual elements in proximity to the Foot, Schulze and Company Building, namely the new southbound platform on the north side of the Robert Street North and 10th Street East intersection. However, the placement of the platform will occur northwest of the Foot, Schulze and Company Building along the existing urban transportation corridor of Robert Street that already includes an existing bus stop at the proposed location. The proposed southbound platform and shelter will not obscure views of the facade of the Foot, Schulze and Company Building from Robert Street North and will not impact the commercial setting of the historic commercial building.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Foot, Schulze and Company Building.



Figure 44. Robert Street North and 10th Street station location in area of the Foot, Schulze and Company Building.

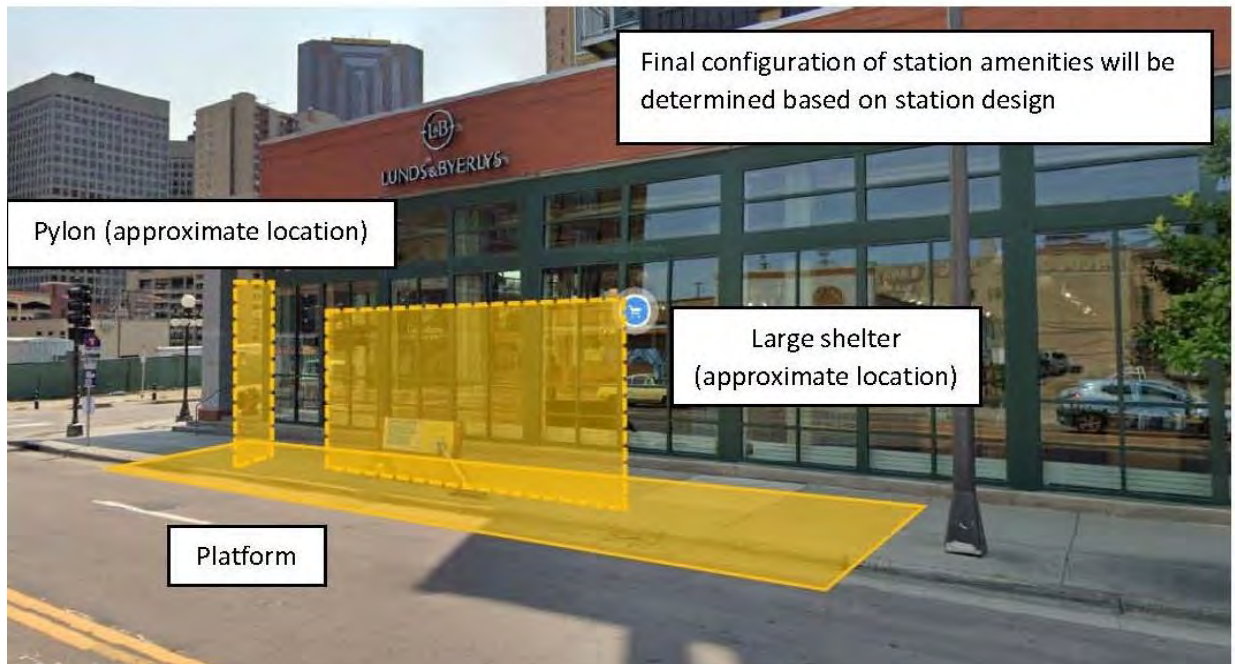


Figure 45. Robert Street North and 10th Street East proposed southbound platform.

J. Saint Paul Urban Renewal Historic District

Inventory number: RA-SPC-08364

Address: Downtown Saint Paul

Eighteen (18) contributing resources in the National Register-eligible Saint Paul Urban Renewal Historic District are located within the Project APE (see Table 2). Two resources within the boundaries of the district are individually listed in the National Register: First National Bank (RA-SPC-04645) and Endicott Arcade Addition (RA-SPC-06903). Three additional resources within the district boundaries have been determined individually eligible: First Farmers and Merchants Bank (RA-SPC-03168), First National Bank (RA-SPC-04645), and the Warren E. Burger Federal Building and US Courthouse (RA-SCP-03166).

Table 2. Contributing Buildings within the Saint Paul Urban Renewal Historic District located within/adjacent to the APE (ordered north to south)

Inventory No.	Historic Name	Address	Year Built	Status
RA-SPC-08105 / RA-SPC-06902	Minnesota Department of Economic Security	390 Robert Street North	1967	Contributing
RA-SPC-08107	The Buttery / MN Saloon	395 Robert Street North	ca. 1930	Contributing
RA-SPC-08106	Block F (open plaza)	375 Robert Street North	ca. 1974	Contributing
RA-SPC-08103	American National Bank Building	101 5th Street East / 389 Robert Street North	1974	Contributing
RA-SPC-03170	Manhattan Building	360 Robert Street North	1889	National Register-listed; Contributing
RA-SPC-06903	Endicott Arcade Addition	142 5th Street East	1910	National Register-listed; Contributing
RA-SPC-08104	First National Bank Addition	332 Minnesota Street North	1969	Contributing
RA-SPC-03168	First Farmers and Merchants Bank (First National Bank)	339 Robert Street North	1916	Individually eligible; Contributing
RA-SPC-04645	First National Bank	332 Minnesota Street North	1931	Individually eligible; Contributing
RA-SPC-08092	Kellogg Square Apartments	111 Kellogg Boulevard East	1970	Contributing
RA-SPC-08093	Kellogg Square Parking Ramp	111 E Kellogg Boulevard East	1970	Contributing
RA-SPC-08094	Kellogg Square Townhouses	111 Kellogg Boulevard East	1973	Contributing
RA-SCP-03166	Warren E. Burger Federal Building and US Courthouse	310 Robert Street North	1967	Individually eligible; Contributing
RA-SPC-08214	Skyway No. 35	4th Street (between Robert and Jackson Streets)	1967	Contributing
RA-SPC-09050*	Skyway No. 30	Robert Street (between 4th and 5th Streets)	1971	Contributing

Inventory No.	Historic Name	Address	Year Built	Status
RA-SPC-09051	Skyway No. 34	4th Street (between Robert Street North and Minnesota Street North)	1972	Contributing
RA-SPC-09052	Skyway No. 25	5th Street (between Robert Street North and Minnesota Street North)	1974	Contributing
RA-SPC-09053	Skyway No. 18	6th Street (between Robert Street North and Minnesota Street North)	1972	Contributing

1) Description and Historic Significance

The determined-eligible Saint Paul Urban Renewal Historic District is roughly bounded by 6th Street East (northwest), Jackson Street (northeast), Kellogg Boulevard (southeast), and Wabasha Street (southwest) in downtown Saint Paul. The historic district boundary is shown in Figure 46. The northeast portion of the district extends into the project APE. The commercial district primarily encompasses resources from two phases of large-scale urban redevelopment and construction spanning the mid-1950s through the mid-1970s. Additionally, the district includes an approximately 5-acre concentration of older, late-nineteenth- and early-twentieth-century commercial buildings that were exempted from the mid-century redevelopment plans. Several of these older buildings are within the current project APE along Robert Street North.³⁴

Downtown Saint Paul experienced two phases of extensive redevelopment in the mid-twentieth century. The earliest phase, from 1955 to 1966, included the construction of three new commercial buildings and a large parking garage on adjacent streets outside of the current project APE. The second phase primarily encompassed Capital Centre, a grand-scale redevelopment plan of downtown that envisioned extensive demolition and new construction; landscaping, streetscaping and public plaza spaces; parking garages; and an elevated skyway system for pedestrian mobility between buildings. The plan included rehabilitation of the historic-age First National Bank (RA-SPC-04645) and First Farmers and Merchants Bank (RA-SPC-03168), and other city preservation efforts ensured the retention of several additional historic-age building primarily along Robert Street North and within the current project APE, including the Endicott Arcade Addition (RA-SPC-06903), the Manhattan Building (RA-SPC-03170), and the Buttery/MN Saloon (RA-SPC-08107).³⁵ The Capital Centre redevelopment project officially ended in 1974 following dramatic reductions in federal funding in the early 1970s. The decade-long Capital Centre plan generated extensive urban redevelopment and new construction within approximately 43 acres of downtown Saint Paul.³⁶

³⁴ Charlene Hess, Roise and Company, *A Reevaluation of the Saint Paul Urban Renewal Historic District, Saint Paul, Ramsey County, Minnesota*, February 2020, MNSHPO.

³⁵ Hess, Roise and Company, *A Reevaluation of the Saint Paul Urban Renewal Historic District, Saint Paul, Ramsey County, Minnesota*.

³⁶ Hess, Roise and Company, *A Reevaluation of the Saint Paul Urban Renewal Historic District, Saint Paul, Ramsey County, Minnesota*.



Figure 46. Saint Paul Urban Renewal Historic District boundary and contributing, noncontributing, and listed/determined eligible resources in Project APE.

The Saint Paul Urban Renewal Historic District was determined eligible for the National Register under *Criterion A* in the area of Community Planning and Development at the local level for the “physical, economic, and social impact of urban renewal on downtown Saint Paul in the decades after World War II” and for the “influence of Saint Paul’s fledgling preservation movement, which would become a much stronger voice in planning and development in the 1970s.”³⁷ The district was determined eligible in 2008. A reevaluation in 2020 proposed a small expansion of the district boundaries to encompass most of the block on the east side of Robert Street North between 4th and 5th Streets East. In accordance with recent

³⁷ Hess, Roise and Company, *A Reevaluation of the Saint Paul Urban Renewal Historic District, Saint Paul, Ramsey County, Minnesota*, 33, 35.

MnSHPO consultation, for the purposes of the current Project, the historic district boundary reflects the 2020 expansion incorporating the additional resources on the east side of Robert Street North.

The northeast portion of the district within the project APE, primarily spanning both sides of Robert Street North, includes a range of contributing buildings from both the late nineteenth and early twentieth centuries and the later phase of urban renewal (1967-1974) under the Capital Centre plan (see Table 2). Character-defining features of the urban district include the large scale of the associated buildings, their proximity to one another, and their placement directly behind the back of sidewalk. An exception to this is the Warren E. Burger Federal Building and US Courthouse with a landscaped plaza fronting Robert Street North. Additional contributing features include the pedestrian skyways spanning several of the blocks. Images of some of the buildings within the district are provided in Figure 47 through Figure 52.

Due to the close historical associations and physical proximity of these properties within the historic district, potential Project effects are assessed collectively. The National Register-listed Manhattan Building and Endicott Arcade and the determined-eligible First Farmers and Merchants Bank, First National Bank, and the Warren E. Burger Federal Building and US Courthouse are discussed separately at the end of this section.



Figure 47. Minnesota Department of Economic Security Building (currently Metropolitan Council), facing north from Robert Street North.



Figure 48. American National Bank (now US Bank Center), facing west from the Robert Street North and 5th Street East intersection.



Figure 49. National Register-listed Manhattan Building, facing east from Robert Street North and 5th Street East.



Figure 50. National Register-listed Endicott Arcade Addition, facing northeast from 5th Street East.



Figure 51. Warren E. Burger Federal Building and US Courthouse (right), facing northwest from Robert Street North.



Figure 52. Kellogg Square Apartments, facing west from Robert Street North.

2) Potential Effects

The Project includes operation of BRT vehicles along Robert Street North, which is a main urban corridor through downtown Saint Paul and the Saint Paul Urban Renewal District. Robert Street North extends along the northeastern edge of the district and includes contributing buildings on both sides of the street between Kellogg Boulevard and 6th Street East. The Project includes the incorporation of two station locations with a total of four platforms and shelters within the boundary of the district. These curbside locations include northbound and southbound platforms on Robert Street North between 5th Street and 6th Street East, and northside and southside platforms at Robert Street North and Kellogg Boulevard East. The platform locations will include shelters, pylon signage, and other associated BRT elements. Both station locations are within a coordinated Robert Street Reconstruction project, with the City of Saint Paul leading the proposed reconstruction of Robert Street North between 11th Street and Kellogg Boulevard. The City project may change how the current Robert Street North corridor in this area looks. Metro Transit will coordinate with agency partners to include G Line platforms in the street design. All four platform locations will operate within the existing alignment of Robert Street North, and the back edge of sidewalk will remain in place with minor traffic and roadway modifications to existing on-street parking currently along Robert Street North and planned pedestrian improvements at these intersections.

At the 5th Street and 6th Street East station, the northbound platform will be located at the southeast corner of the 6th Street intersection on Robert Street North immediately adjacent to the Minnesota Department of Economic Security Building, a contributing resource to the eligible historic district. The southbound platform will be located at the northwest corner of the 5th Street East intersection immediately adjacent to the American National Bank Building, also a contributing resource to the eligible

historic district. These platforms will replace existing bus shelters currently at or adjacent to these locations. The proposed platforms will adhere to the typical design for medium shelters, as depicted in Figure 5. The platforms will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a medium, two-bay shelter approximately 10.5 feet in height, with roof dimensions of approximately 29 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the existing roadway right-of-way. The final configuration of amenities will be determined based on the station design.

At the Robert Street North and Kellogg Boulevard station, both the northbound and southbound platforms and shelters will be located on the north side of Kellogg Boulevard at the northeast and northwest corners of the intersection, respectively. The northbound platform will be at a new location with no current bus shelter or stop and immediately adjacent to the Warren E. Berger Federal Building and Courthouse, a contributing resource to the eligible historic district. The southbound platform will replace an existing bus shelter at the same location immediately adjacent to the Kellogg Square Apartments, also a contributing property to the eligible historic district. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platform will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platforms will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platforms within the roadway right-of-way. Figure 53 through Figure 58 provide images of the location of the proposed Project activities adjacent to the Saint Paul Urban Renewal Historic District resources and visualizations of the proposed bus shelters.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. Due to GSA concerns regarding potential indirect and cumulative effects to the individually eligible Warren E. Burger Federal Building and US Courthouse (RA-SPC-03166), an assessment of indirect and cumulative effects is provided for this property at the end of this section.

Physical

The proposed Project would result in minor physical changes within the overall Saint Paul Urban Renewal District setting, namely the addition of four BRT platforms and shelters and associated minor traffic and roadway modifications to existing on-street parking currently along Robert Street North and planned pedestrian improvements at the associated intersections. However, the proposed Project activities will not affect any of the character-defining features that contribute to the significance of the overall urban district or its urban setting, and the Project will not directly physically affect the contributing, individually eligible, or National Register-listed buildings within the district (see Table 2).

At the 5th Street and 6th Street East station, the platforms and shelters will be physically separated from the back edge of the curb and the adjacent Minnesota Department of Economic Security Building and American National Bank Building. The southbound location will be constructed slightly south of the existing bus shelter currently located mid-block immediately in front of the Block F (open plaza).

Relocation of the southbound platform from mid-block to the southwest corner of the Robert Street North and 5th Street East intersection will allow better visibility and access to the Block F (open plaza) public space.

At the Robert Street North and Kellogg Boulevard station, the platforms and shelters will be physically separated from the back edge of the curb and the adjacent Warren E. Burger Federal Building and US Courthouse and Kellogg Square Apartments. The Federal Building/US Courthouse, unlike the other district buildings, is set back from Robert Street North and includes a narrow, paved plaza in front of the building with raised concrete planters, concrete bollards, small steps, a large metal sculpture, and landscaping elements that contribute to the significance of the building and the district in its entirety. The northbound platform and shelter will be constructed immediately adjacent to but separated from the plaza. The contributing elements will remain in place and will not be physically impacted by the project. Near the proposed southbound platform location, the adjacent Kellogg Square Apartments features a large concrete canopy that extends out from the facade over the main entrance. Construction of the southbound platform will occur southeast of the building entrance in proximity to but separated from the building entrance. Roadway modifications to existing on-street parking currently in front of the Kellogg Square Apartments entrance are anticipated but will not physically impact the building or canopy. The entrance canopy and building entrance will remain in place and will not be physically impacted by the project.

Visual

Potential visual impacts of the proposed Project within the district include the introduction of new visual elements, namely four platforms and shelters, replacement of three existing bus shelters, associated minor traffic and roadway modifications to existing on-street parking currently along Robert Street North, and planned pedestrian improvements at the associated intersections. Robert Street North is an existing urban transportation corridor that currently accommodates heavy vehicular and bus traffic with associated infrastructure in place, including local bus shelters. The proposed bus shelters will have expanses of clear glass. These largely transparent structures will blend into the existing urban setting and will generally not obscure the views of the adjacent contributing, eligible, or listed buildings, including views of the small plaza surrounding the Warren E Burger Federal Building and US Courthouse, and will not negatively impact the overall setting of this large, urban, commercial district. The proposed platforms and shelters are minor in size and scale in relationship to the overall district buildings within the APE that range from 2 to 26 stories in height and extend to the edge of the sidewalks across multiple blocks.

The removal of existing bus shelters and the incorporation of four platforms with four associated shelters within this corridor would introduce visual changes to the district's overall existing commercial setting. However, the district will retain its dense urban feeling and the associative characteristics that convey its significance under *Criterion A* in the area of Community Planning and Development as part of a large-scale urban renewal effort and concurrent preservation initiative in Saint Paul in the mid-twentieth century. The visual changes resulting from the addition of the four platforms and shelters will be minor in nature and will not constitute an adverse effect to the overall Saint Paul Urban Renewal District in its entirety. Individual assessments of potential visual effects to the two National Register-listed and two determined-eligible resources are included below.

Manhattan Building and Endicott Arcade

Potential visual impacts to the National Register-listed Manhattan Building and Endicott Arcade Addition include the introduction of new visual elements to the setting, specifically the proposed southbound platform and shelter diagonally opposite from the buildings at the northeast corner of the Robert Street North and 5th Street East intersection. Although the platform and shelter will be visible from both buildings, they will not obstruct views of either building from Robert Street or 5th Street and will not adversely affect the qualities for which the buildings were listed under *Criterion C: Architecture*.

First Farmers and Merchants Bank and First National Bank

Potential visual impacts to the determined-eligible First Farmers and Merchants Bank and First National Bank include the introduction of new visual elements to the setting, specifically the proposed platforms and shelters at the northeast and northwest corners of the Robert Street North and Kellogg Boulevard intersection. Although the platforms and shelters will be visible from the First Farmers and Merchants Bank, they will not obstruct views of the building from Robert Street or adjacent 4th Street and will not adversely affect the qualities for which the building was listed under *Criterion C: Architecture*. None of the platform locations will be visible from the First National Bank building as it is located northwest of the First Farmers and Merchants Bank fronting Minnesota Street.

Warren E. Burger Federal Building and US Courthouse

Potential visual impacts to the determined-eligible Warren E. Burger Federal Building and US Courthouse include the introduction of new visual elements to the setting, specifically the proposed platform and shelter at the northeast corner of the Robert Street North and Kellogg Boulevard intersection. Although the platform and shelter will be visible from the building, they will not obstruct views of the building or its character-defining site and landscape design features from Robert Street North or Kellogg Boulevard and will not adversely affect the qualities for which the building was determined individually eligible under *Criterion C: Architecture*.

The proposed platforms at this station location will be on the northern side of the Kellogg Boulevard intersection. During the planning process, the project team considered platforms on the southern side of the Kellogg Boulevard intersection. However, those platforms were not recommended for several reasons. Platforms on the southern side of the intersection introduced the likelihood of impacting the parkland on either side of Robert Street North on that block and raised concerns about avoiding the construction of platforms on the Robert Street bridge deck. Additionally, moving the proposed station location from the intersection of Robert Street North and Kellogg Boulevard to the intersection of Robert Street North and 4th Street East was evaluated during the planning process. However, with the next BRT station location proposed on Robert Street North at 5th and 6th Streets East, a station at the Robert Street North and 4th Street intersection would not provide appropriate spacing of stations throughout downtown Saint Paul. As proposed, the platforms on the northern side of the Kellogg Boulevard intersection will provide better destination access for transit riders.

Indirect and Cumulative Effects: Warren E. Burger Federal Building and US Courthouse

Reasonably foreseeable potential indirect and cumulative effects to the determined-eligible Warren E. Burger Federal Building and US Courthouse were evaluated based on GSA comments (refer to Public Involvement in Section 3).

In relation to the issues of safety and security, the proposed new station location at the Robert Street North and Kellogg Boulevard intersection in front of the Warren E. Burger Federal Building and US Courthouse is not anticipated to result in the requirement of GSA installation of other non-project infrastructure such as a fence that could result in site hardening or conflict with existing accessibility routes. Robert Street North is an urbanized corridor with existing transit service. During conversations with Metro Transit in December 2024, Warren E. Burger Federal Building and US Courthouse security personnel noted existing disruptive behaviors taking place around the building. The proposed station at this location is not anticipated to result in a potential increase in these behaviors or physical damage to the associated metal sculpture in the plaza.

Arterial BRT platforms feature numerous safety and security features. The shelters will have expanses of clear glass and built-in pedestrian-scale lighting, ensuring visibility into and out of the shelters and a well-lit waiting environment. The shelters will feature monitored security cameras, including a camera on the back side of the shelters (that will be pointed toward the Warren E. Burger Federal Building and US Courthouse at this location), as well as emergency telephones. High frequency transit service reduces the time that transit customers spend waiting on the platform for buses to arrive. Transit Rider Investment Program (TRIP) agents are expected to patrol arterial BRT lines when the service opens in 2027. TRIP agents provide transit information, check fares, perform first aid, and contact emergency responders when needed. Metro Transit Police Department officers respond to escalated incidents at transit stations and stops. In consideration of existing conditions as well as safety features that will be incorporated, the proposed Project is not anticipated to result in the need for additional security measures or severe site hardening that could indirectly affect the visual setting or accessibility of the determined-eligible property.

In relation to the collection of particulate matter on the associated metal sculpture, bus exhaust or particulate matter collecting on public art has not been observed as a notable concern at existing bus stop locations adjacent to such installations. Metro Transit BRT buses use a fuel additive to reduce emissions to the extent feasible, and as proposed, the Project buses will only account for approximately five percent or less of total corridor traffic.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Saint Paul Urban Renewal District or the contributing and/or eligible and listed resources within the current Project APE.



Figure 53. Robert Street North and 5th and 6th Streets East within the Saint Paul Urban Renewal District (non-contributing Farm Credit Banks Building in orange).

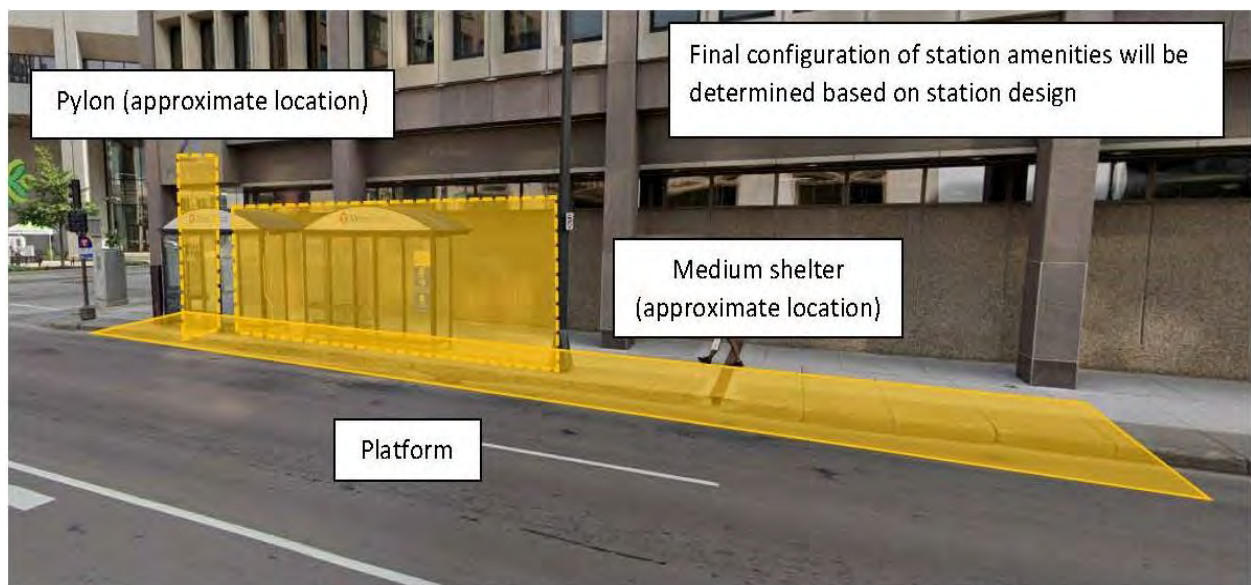


Figure 54. Robert Street North and 6th Street East proposed northbound platform adjacent to the Minnesota Department of Economic Security Building.

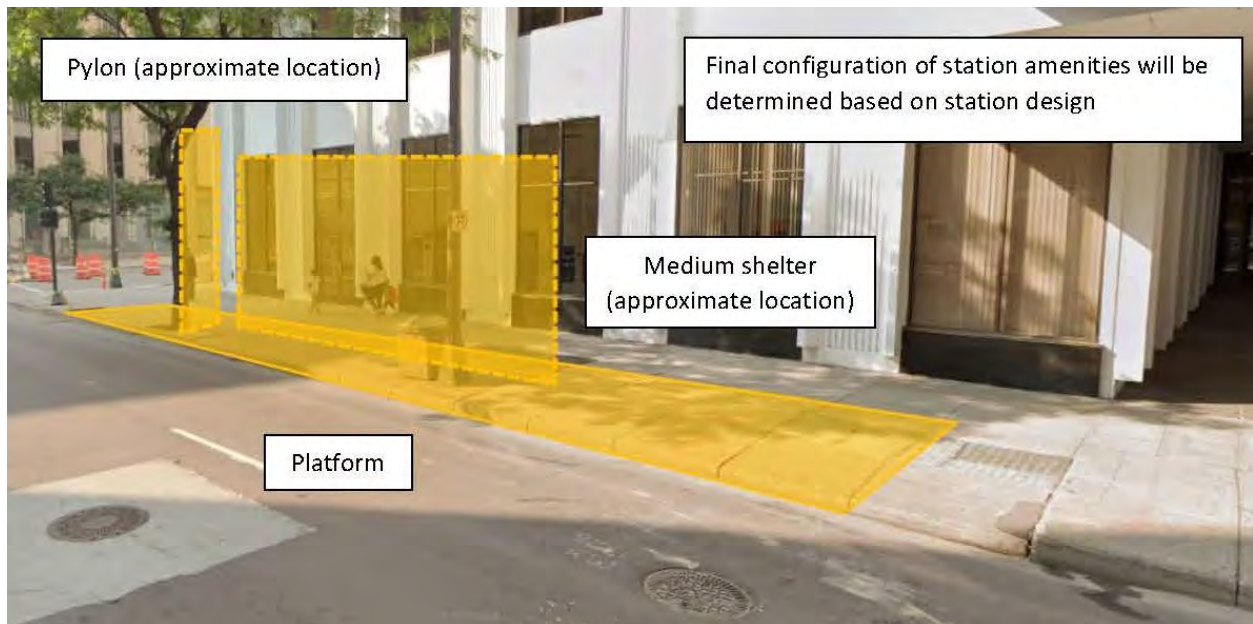


Figure 55. Robert Street North and 5th Street East proposed southbound platform adjacent to the American National Bank Building.



Figure 56. Robert Street North and Kellogg Boulevard within the Saint Paul Urban Renewal District.

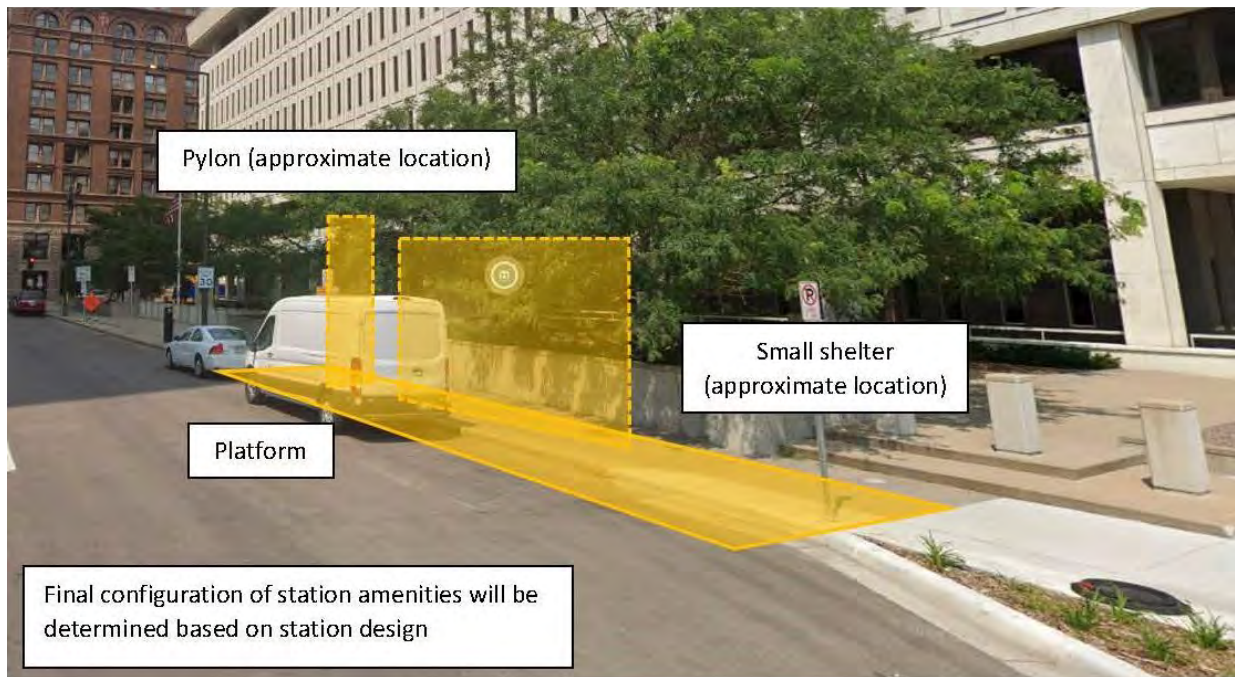


Figure 57. Robert Street North and Kellogg Boulevard proposed northbound platform adjacent to the Warren E. Burger Federal Building and US Courthouse.

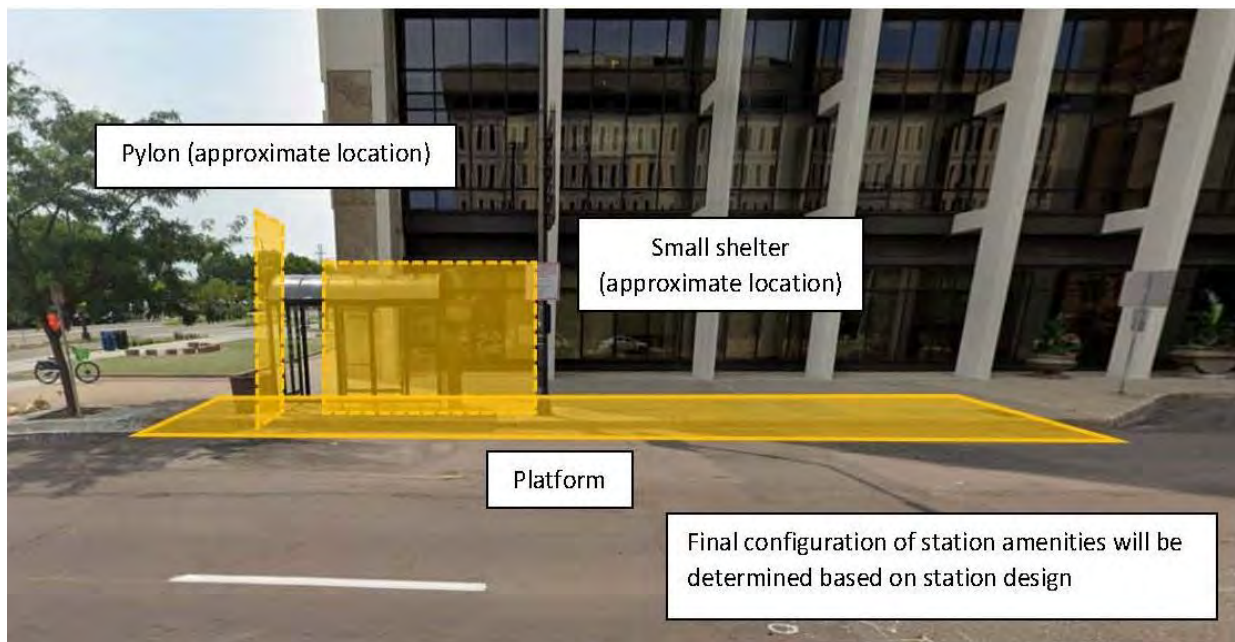


Figure 58. Robert Street North and Kellogg Boulevard proposed southbound platform adjacent to the Kellogg Square Apartments.

K. The Isabel

Inventory number: RA-SPC-01948

Address: 109-119 Isabel Street East, Saint Paul

1) Description and Historic Significance

The Isabel is a multi-family rowhouse constructed in 1904 in the West Side neighborhood of Saint Paul. It is a modest interpretation of the Neoclassical style, with Classical porch columns, brick quoins, a decorative cornice, rounded and segmental arched windows, and a symmetrical facade organized into three bays with two residential units contained in each. The Isabel has maintained its original use as an early-twentieth-century multi-family rowhouse to the present day. The Isabel occupies the central portion of a residential block between Robert Street South and Clinton Avenue South and a surface parking lot is located on the west side of building, adjacent to Robert Street.³⁸ The eligible property boundary is the current parcel boundary.

The Isabel was determined eligible under *Criterion C: Architecture* as a remaining representative example of a turn-of-the-century, multi-family rowhouse in Saint Paul's West Side. It retains its modest Neoclassical ornamentation along with the character-defining features of a rowhouse including individual living units with porches and shared party walls. It continues to express the historical sense of the city's West Side and links the building to distinctive trends in the construction of rowhouses at the turn-of-the-century.³⁹

³⁸ Mead & Hunt, *Phase I Architecture/History Survey and Phase II Evaluation for the G Line Bus Rapid Transit Project, Ramsey and Dakota Counties*, June 2024, Minnesota State Historic Preservation Office.

³⁹ Mead & Hunt, *Phase I Architecture/History Survey and Phase II Evaluation for the G Line Bus Rapid Transit Project, Ramsey and Dakota Counties*.



Figure 59. Front (south) facade of the Isabel, facing northeast from Isabel Street.

2) **Potential Effects**

The Project includes operation of BRT vehicles along a portion of Robert Street South. The Project proposes the construction of a northbound and southbound platform on Robert Street South at the Isabel Street East intersection to replace existing bus shelters currently at these locations. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platform will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platform will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platform within the roadway right-of-way. A proposed station plan for the Robert Street South and Isabel Street East station location has not yet been fully developed because this intersection is within a coordinated project between MnDOT and the City of Saint Paul. MnDOT is leading the project between Fillmore Avenue and Annapolis Street, and the coordinated project may change the appearance of Robert Street South in this area. Metro Transit will coordinate with agency partners to include G Line platforms in the street design. Figure 60 shows proposed Project activities near the Isabel, and Figure 61 and Figure 62 provides visualizations of the proposed bus shelters.

3) **Assessment of Effects**

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the Isabel. Project activities are located on Robert Street South, and no project activities are proposed within or immediately adjacent to the historic property boundary on Isabel Street East. The proposed platforms will not physically impact the Isabel or any of the contributing features of the property.

Visual

The proposed Project will introduce new visual elements in proximity of the Isabel, namely the new platforms on the north and south sides of adjacent Robert Street South. However, the placement of the platforms will occur west and southwest of the Isabel along the existing urban transportation corridor of Robert Street South that already has existing bus shelters at these locations. The proposed platforms and shelters will be separated from the Isabel by a paved parking lot and will not obscure views of the complex's facade from Isabel Street East. The platforms and amenities will not directly alter or detract from the residential character of Isabel Street and will not impact the residential setting of the historic property.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the Isabel.



Figure 60. Robert Street South and Isabel Street East station location in area of the Isabel.

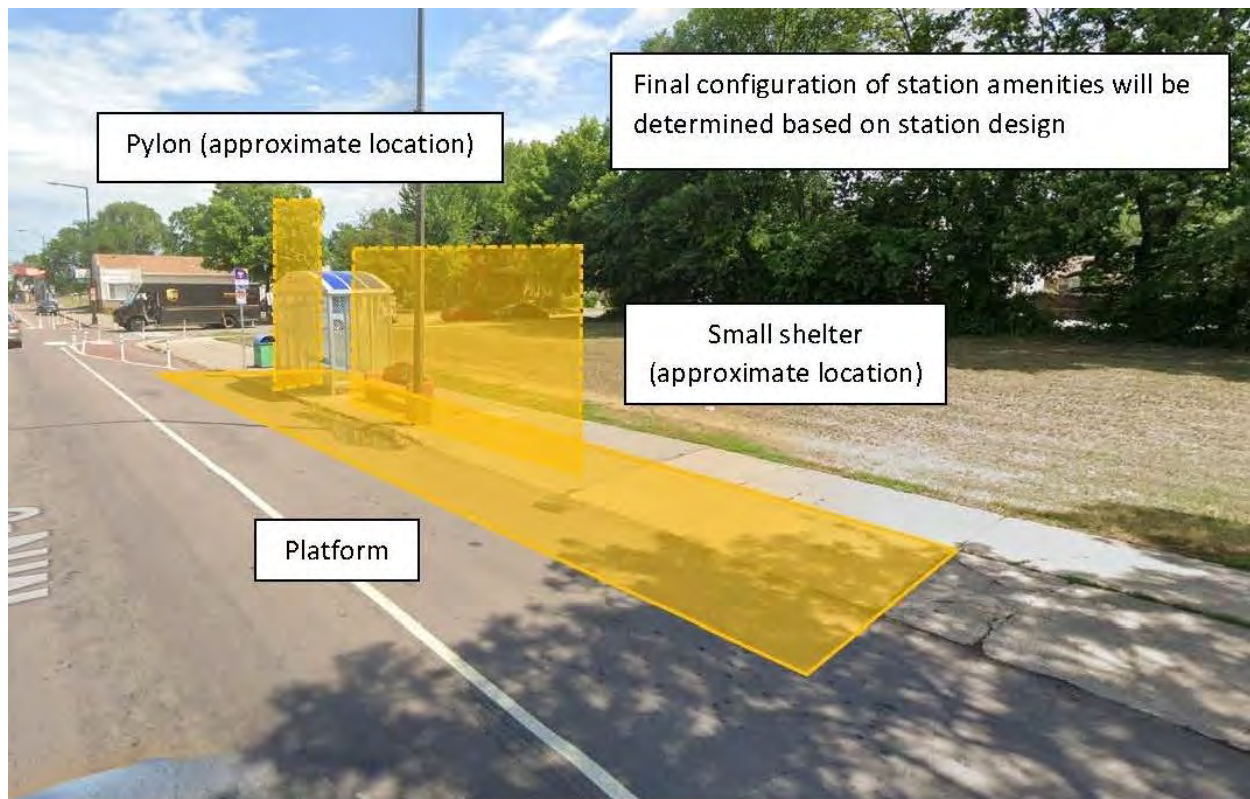


Figure 61. Robert Street South and Isabel Street East proposed northbound platform in area of the Isabel.

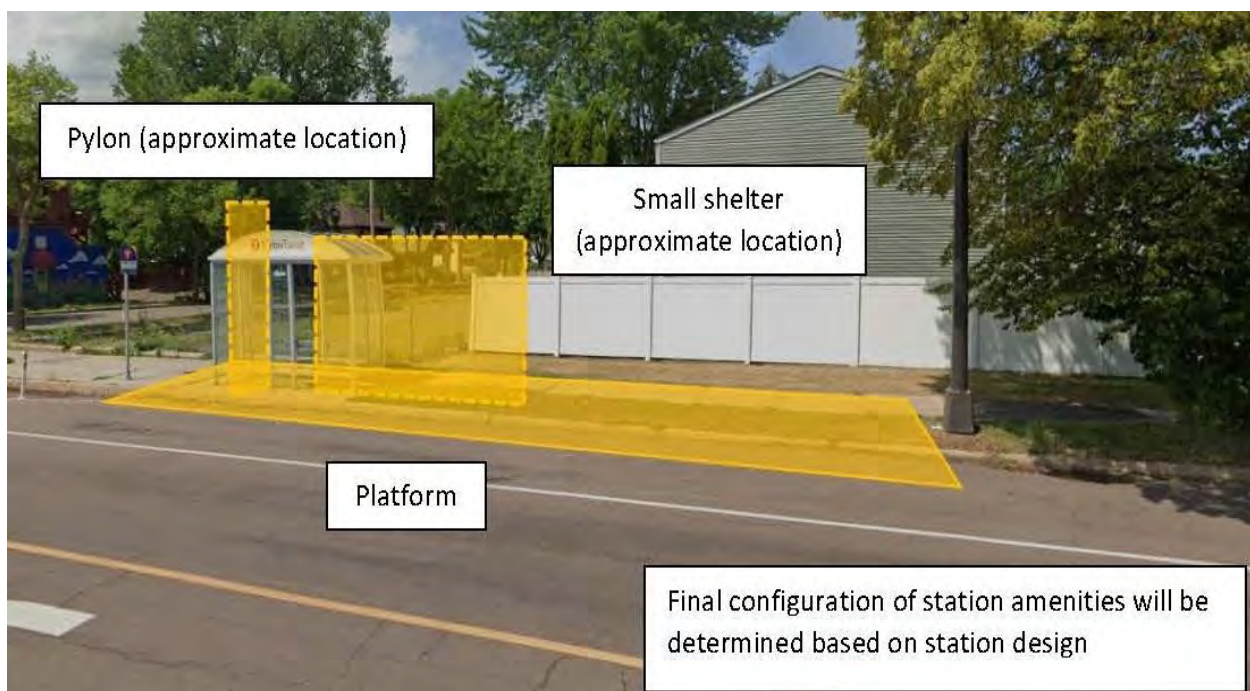


Figure 62. Robert Street South and Isabel Street East proposed southbound platform in area of the Isabel.

L. Schulz Building

Inventory number: RA-SPC-03186

Address: 450 Robert Street South, Saint Paul

1) Description and Historic Significance

The Schulz Building, at the northeast corner of Robert Street South and Congress Street East, is a two-story, brick commercial building constructed in 1887 for William P. Schultz, a cutter for furrier Streissguth and Drake. The building housed both residential tenants and several businesses in the late nineteenth century, including a wholesale and retail hardware business and a drug store. The Italianate-style building retains considerable decorative brickwork on the second story, including projecting pilasters, corbels, and an elaborate cornice with a checkerboard motif.⁴⁰ MnSHPO has indicated that the property is currently the subject of as-yet unpublished research on the work of Minnesota architect Emil Strassburger and is believed to be the only relatively intact example of his formerly extensive commercial designs in the West Side Flats, which were razed in the mid-twentieth century.⁴¹

As this research is in progress, the building is considered eligible for the purposes of Section 106 under *Criterion A* at the local level for its association with commerce and community development of the West Side neighborhood. It is also considered eligible for the purposes of Section 106 under *Criterion C: Architecture* as an extant example of the commercial work of Emil Strassburger, with its period of significance as 1887. Character-defining features include its corner location fronting Robert Street South at Congress Street East adjacent to other brick commercial properties; its two-story, rectangular form with a canted corner; its architectural detailing in polychromatic brick and stone in an eclectic Italianate style; and its arched fenestration openings on the upper floor (see Figure 63).

⁴⁰ Andrew Schmidt, "Minnesota Individual Property Inventory Form, RA-SPC-03186" (Streamline Associates, April 2018), Minnesota State Historic Preservation Office.

⁴¹ Nicole Foss, "Architect of St. Paul's West Side: H. Emil Strassburger," *Ramsey County History*, Winter 2024, Ramsey County Historical Society, <https://rchs.com/publishing/catalog/ramsey-county-history-winter-2024/>.



Figure 63. West (front) facade and south (side elevation) of Schulz Building, facing northeast from the intersection of Robert Street South and Congress Street East.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Robert Street South. No station locations or construction activities are proposed within the immediate vicinity of the resource. The nearest proposed station will be located at the Robert Street South and Isabel Street intersection approximately 160 feet to the north. The Project proposes the construction of a northbound and southbound platform on Robert Street South at the Isabel Street East intersection to replace existing bus shelters currently at these locations. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platform will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platform will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platform within the roadway right-of-way. A proposed station plan for the Robert Street South and Isabel Street East station location has not yet been fully developed because this intersection is within a coordinated project between MnDOT and the City of Saint Paul. MnDOT is leading the project between Fillmore Avenue and Annapolis Street, and the coordinated project may change the appearance of Robert Street South in this area. Metro Transit will coordinate with agency partners to include G Line platforms in the street design. Figure 64 shows proposed Project activities near this location.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the Schulz Building. Project activities are located outside the historic property boundary at the opposite end of the block. The station platforms will not physically impact any of the character-defining features of the resource.

Visual

The proposed Project will not introduce new visual elements in proximity to the Schulz Building. The placement of the nearest platform will occur approximately 160 feet north of the Schulz Building at the north end of the block along the existing urban transportation corridor of Robert Street South that has existing bus shelters at these locations. The proposed platforms and shelters will be separated from the Schulz Building by both an adjacent one-story commercial building and a large vacant parcel to the north as well as existing mature trees along the sidewalk fronting Robert Street South. The platforms and amenities will not directly alter or detract from the urban commercial character of Robert Street South and will not impact the commercial setting of the Schulz Building.

Recommended Finding: No Effect

Based on proposed activities, the Project will have No Effect to the Schulz Building.



Figure 64. Robert Street South and Isabel Street East station location in area of the Schulz Building.

M. Security State Bank

Inventory number: RA-SPC-03189

Address: 478 Robert Street South, Saint Paul

1) Description and Historic Significance

The Security State Bank building, at the northeast corner of Robert Street South and Cesar Chavez Street, was constructed in 1926 for Security State Bank. The building was occupied by Security State Bank from 1926 to 1945, and by the Minnesota State Bank of Saint Paul from 1945 to 1971.⁴² The Classical Revival-style corner building features a curved facade fronting the oblique intersection and original decorative brickwork and windows and doors surrounds. The property is constructed immediately adjacent to the back of the sidewalk with no setback. Small, non-historic-age awnings on most of facade windows extend out over portions of the sidewalk. The property boundary is the current parcel boundary.

The Security State Bank is considered eligible for the purposes of Section 106 under *Criterion C: Architecture* as relatively intact, modest, yet full expression of the Classical Revival style.



Figure 65. Security State Bank, facing northeast from Robert Street South.

⁴² Andrew Schmidt, "Minnesota Individual Property Inventory Form, RA-SPC-03189" (Streamline Associates, April 2018), Minnesota State Historic Preservation Office.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Rice Street. No station locations or construction activities are proposed within the vicinity of the resource. The nearest proposed stations will be located at the Robert Street South and Isabel Street intersection approximately 0.6 mile to the north, and at the Cesar Chavez and State Street intersection approximately 0.13 mile to the southeast.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the Security State Bank building as no station locations or construction activities are proposed within the vicinity of the resource.

Visual

The proposed Project will not introduce new visual elements to the Security State Bank building as no station locations or construction activities are proposed within the vicinity of the resource. Robert Street South is an urban transportation corridor that currently carries existing bus routes, and the nearest proposed station locations at the Robert Street South and Isabel Street intersection approximately 0.6 miles to the north, and at the Cesar Chavez and State Street intersection approximately 0.13 mi to the southeast, will not impact the current urban commercial setting of the resource.

Recommended Finding: No Effect

Based on proposed activities, the Project will have No Effect to the Security State Bank.

N. People's Park

Inventory number: RA-SPC-11919

Address: 149 Cesar Chavez Street, Saint Paul

1) Description and Historic Significance

People's Park, currently known as Parque Castillo, is an approximately 1-acre public park owned and maintained by the City of Saint Paul. The park is located within the District del Sol, previously known as Concord Terrace, in Saint Paul's West Side, between Cesar Chavez Street and Clinton Avenue South. The park includes primarily open green space with scattered trees and paved interior sidewalks leading to a central recreation area. Near the center of the property is a raised, circular, concrete platform used for cultural celebrations and dances. The community began using the park area ca. 1970; however, the City of Saint Paul officially established it as People's Park ca. 1980 and renamed it Parque Castillo in 1988. After a 2018 renovation, the park featured play areas, a splashpad, improved landscaping and walkways, and a public art piece at the southeast corner of the park honoring area resident, activist, and community leader Nicolas Castillo, for whom the park was renamed. Two free-standing metal signs that read "Parque Castillo: Dedicated in Honor of Nicolas Castillo, Sr. May 7, 1988" are located behind the sidewalk near the walkways. The property boundary is the current parcel boundary.

The City established People's Park in response to the displacement of the predominantly Mexican and Mexican-American West Side Flats residents in the early 1960s as part of a largescale urban renewal effort known as the Riverview Industrial District Project. Many of these residents moved to the Concord Terrace area of Saint Paul, and in the late 1960s and early 1970s, resident and neighborhood leader Nicolas Castillo and other community members began using the undeveloped local green space as a recreational area. When the City attempted to sell the community's green space to developers in the 1970s, Castillo led the fight to formally establish People's Park. Castillo's activism and dedication to his community through his advocacy for Chicano rights and support of the Chicano Movement, development of a community health clinic, and establishment of Spanish immersion schools in the West Side, among many other accomplishments, helped make People's Park a center for community engagement and kinship before its official ca. 1980 establishment.⁴³

The People's Park, or Parque Castillo, was determined eligible under *Criterion A* in the area of Ethnic Heritage: Hispanic and under *Criterion B: Significant Person*. Under *Criterion A*, the park is significant for its role as an informal gathering place for the Mexican and Mexican-American community. It is the only park known to have been established by Mexicans and Mexican-Americans in Saint Paul's West Side and the only known park with direct ties to the 1960s displacement of the West Side Flats. Under *Criterion B*, the park is significant for its association with area resident, activist, and leader Nicolas Castillo. The park represents the best extant resource illustrating Castillo's important achievements from the late 1960s to the late 1980s, which contributed to the development of West Side Saint Paul as a prominent Mexican-American area.⁴⁴



Figure 66. Overview of People's Park from Cesar Chavez Street, facing east.

⁴³ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-SPC-11919," May 2024, Minnesota State Historic Preservation Office.

⁴⁴ Mead & Hunt, "Minnesota Individual Property Inventory Form, RA-SPC-11919."



Figure 67. Overview of People's Park and public art piece from Cesar Chavez Street, facing northeast.

2) Potential Effects

The Project includes operation of BRT vehicles along a portion of Cesar Chavez Street, where the BRT alignment makes a small deviation from Robert Street South. The Project proposes the construction of both a northbound and southbound platform on Cesar Chavez Street immediately northwest of the State Street South intersection and south and southeast of the southern boundary of People's Park, which is separated from the platforms by a surface parking lot. The proposed northbound platform will replace an existing bus shelter at this location. The proposed southbound platform will be at a new location where no bus shelter or stop currently exists. The proposed platforms will adhere to the typical design for small shelters, as depicted in Figure 4. The platform will measure approximately 11.5 feet by 60 feet, with 10-foot curb height transition areas on either side. The platform will include a small shelter approximately 10.5 feet in height, with roof dimensions of approximately 18 feet in length and 7.5 feet in width. An approximately 13.5-foot-high vertical pylon sign will anchor one end of each platform. An adjacent 60-foot-long concrete bus pad will flank the platform within the roadway right-of-way. Figure 68 through Figure 71 provide images of the location of the proposed Project activities adjacent to the People's Park and visualizations of the proposed bus shelters.

3) Assessment of Effects

It was determined that the Project had the potential to physically and visually impact historic properties. As discussed earlier, other effects are not anticipated.

Physical

The proposed Project would not physically affect the People's Park. Project activities are located outside the park's historic boundary and separated from the park by a surface parking lot. The closest proposed

(northbound) platform will be in front of a portion of the adjacent lot to the southeast and it will not physically impact any of the park or its character-defining features.

Visual

The proposed Project will introduce new visual elements in proximity to the People's Park, namely the new platforms on the north and south sides of Cesar Chavez Street immediately northwest of the State Street South intersection. However, the placement of the platforms will occur south and southeast of the People's Park along the existing urban transportation corridor of Cesar Chavez Street that already includes an existing bus shelter at the proposed northbound location. Although the proposed southbound platform will be at a new location, this segment of Cesar Chavez already carries an existing bus route, and a new platform will not directly alter the commercial character of the block. The proposed platforms and shelters will not obscure views into or out of People's Park and will not impact the commercial setting of the historic urban public space.

Recommended Finding: No Adverse Effect

Based on proposed activities, the Project will have No Adverse Effect to the People's Park.



Figure 68. Cesar Chavez Street and State Street South station location in area of People's Park.

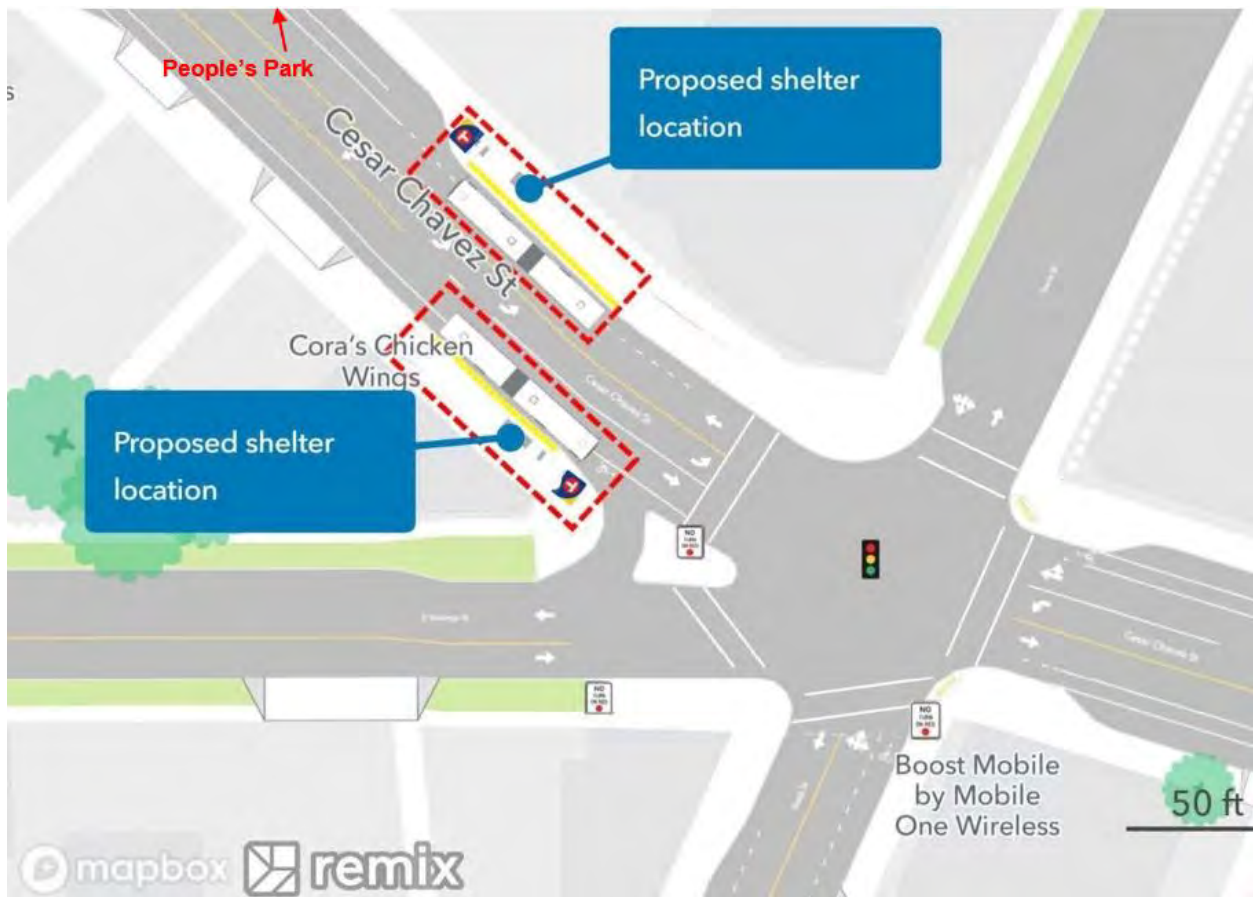


Figure 69. Cesar Chavez Street and State Street South Concept Plan in area of People's Park.

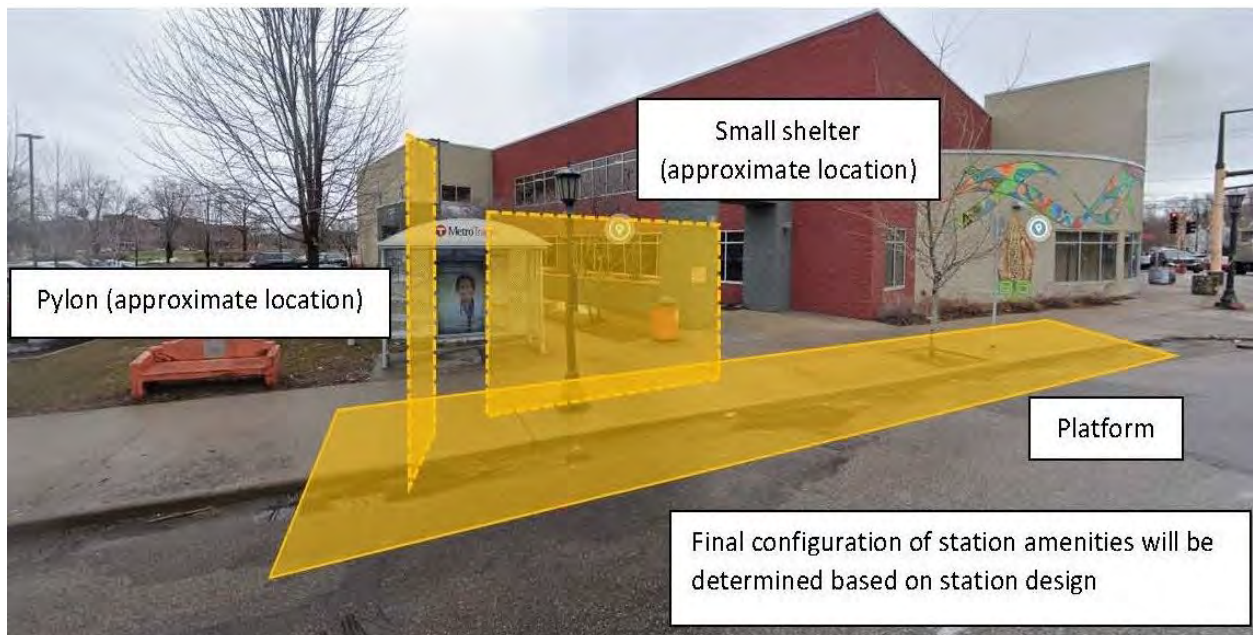


Figure 70. Cesar Chavez Street and State Street South proposed northbound platform.



Figure 71. Cesar Chavez Street and State Street South proposed southbound platform.

6. PROJECT DETERMINATION OF EFFECT

Based on the results of the assessment of effect analysis, it is recommended that the undertaking will have No Adverse Effect or No Effect on historic properties in the APE (see Table 3). If project activities change, the assessments of affect may need to be reevaluated.

Table 3. Summary of Effect Findings

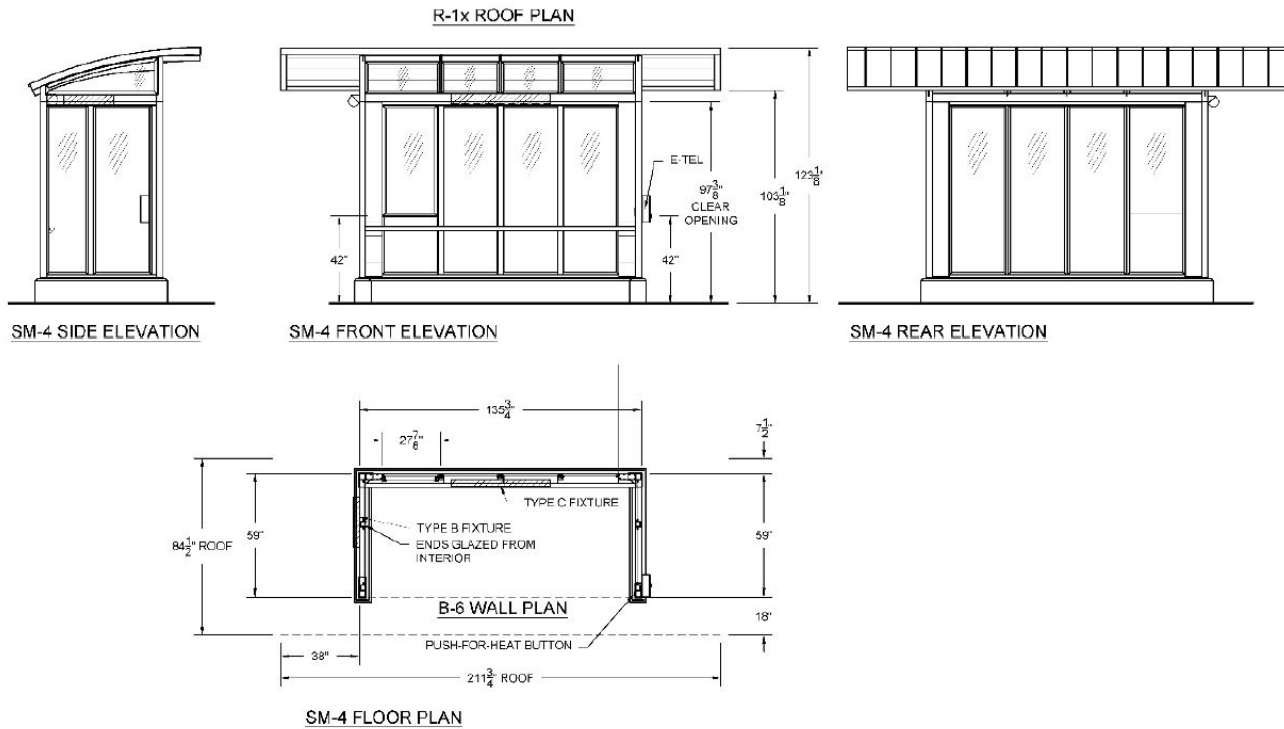
Inventory No.	Property Name	Address	Effect Finding
RA-RVC-00063	North Heights School	2651 Rice Street	No Adverse Effect
RA-RVC-00055	Minimal Traditional House	158 County Road B West	No Adverse Effect
RA-SPC-03066	Saint Paul Gas Light Company Service Station	825 Rice Street	No Adverse Effect
RA-SPC-03067	Arvidson Block	842 Rice Street	No Adverse Effect
RA-SPC-11132	Minnesota State Capitol Mall Historic District	Capitol Mall	No Adverse Effect
RA-SPC-08898	Sears Retail Store and Auto Center	425 Rice Street	No Adverse Effect
RA-SPC-03174	Foot Schulze and Company Building	550 Robert Street North	No Adverse Effect
RA-SPC-08364	Saint Paul Urban Renewal Historic District	Downtown Saint Paul	No Adverse Effect
RA-SPC-06903	Endicott Arcade Addition	142 5th Street East	No Adverse Effect
RA-SPC-03170	Manhattan Building	360 Robert Street North	No Adverse Effect
RA-SPC-03168	Farmers and Merchants Bank (First National Bank)	339 Robert Street North	No Adverse Effect
RA-SPC-04645	First National Bank	332 Minnesota Street North	No Adverse Effect
RA-SPC-03166	Warren E. Burger Federal Building and US Courthouse	310 Robert Street North	No Adverse Effect
RA-SPC-01948	The Isabel	109-119 Isabel Street East	No Adverse Effect
RA-SPC-03186	Schulz Building	450 Robert Street South	No Effect
RA-SPC-03189	Security Savings Bank	478 Robert Street South	No Effect
RA-SPC-11919	People's Park	149 Cesar Chavez Street	No Adverse Effect

REFERENCES

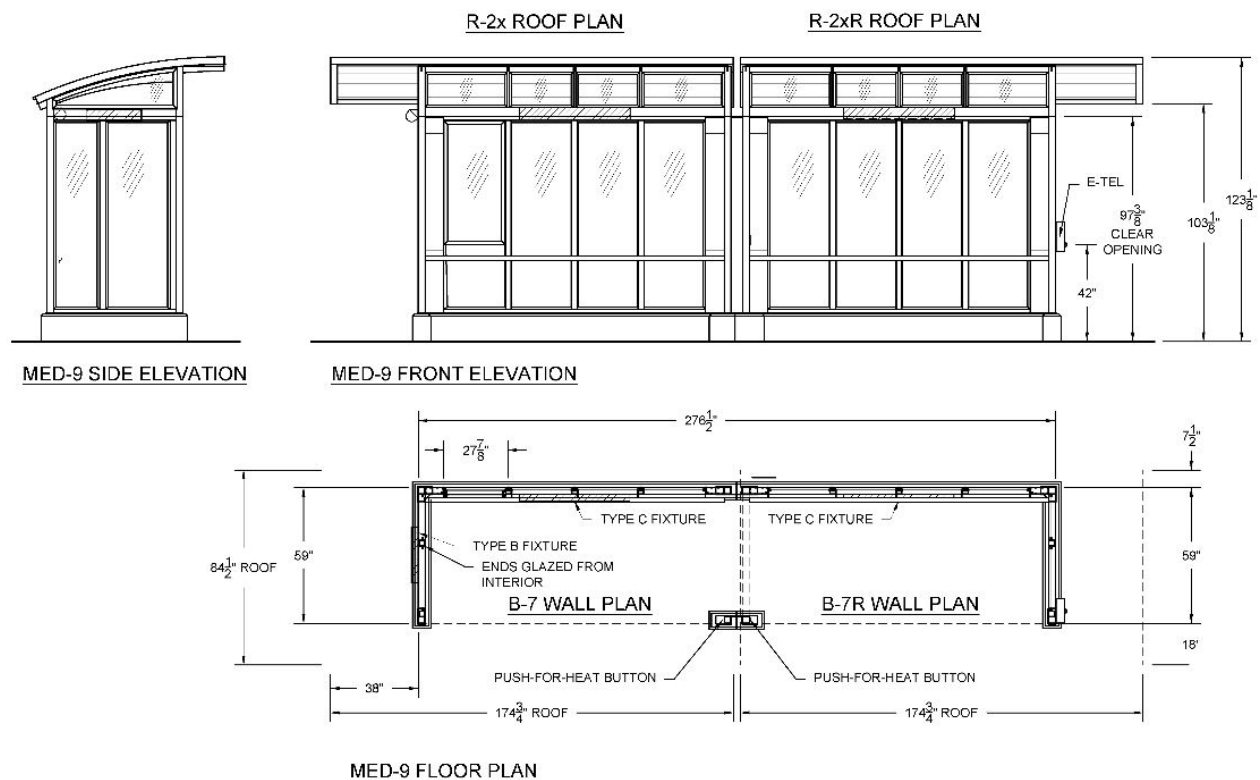
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Appendix A. Typical Shelters and Pylon

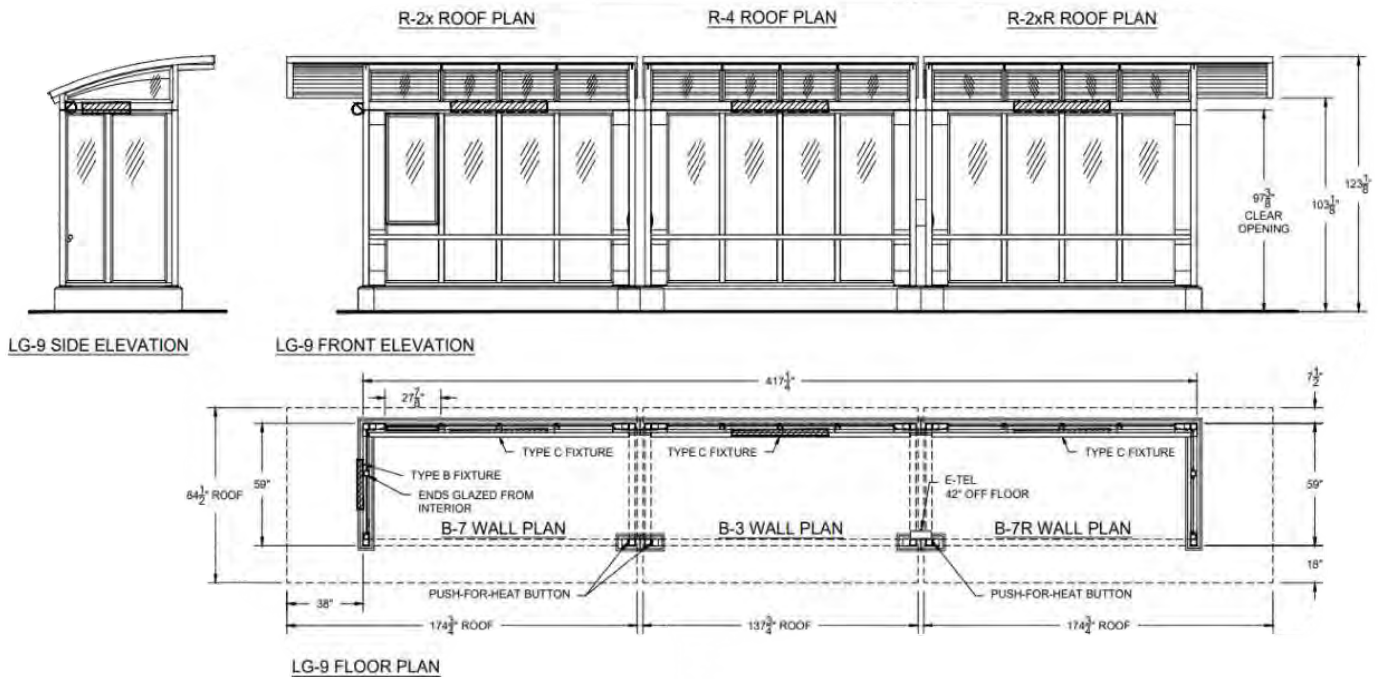
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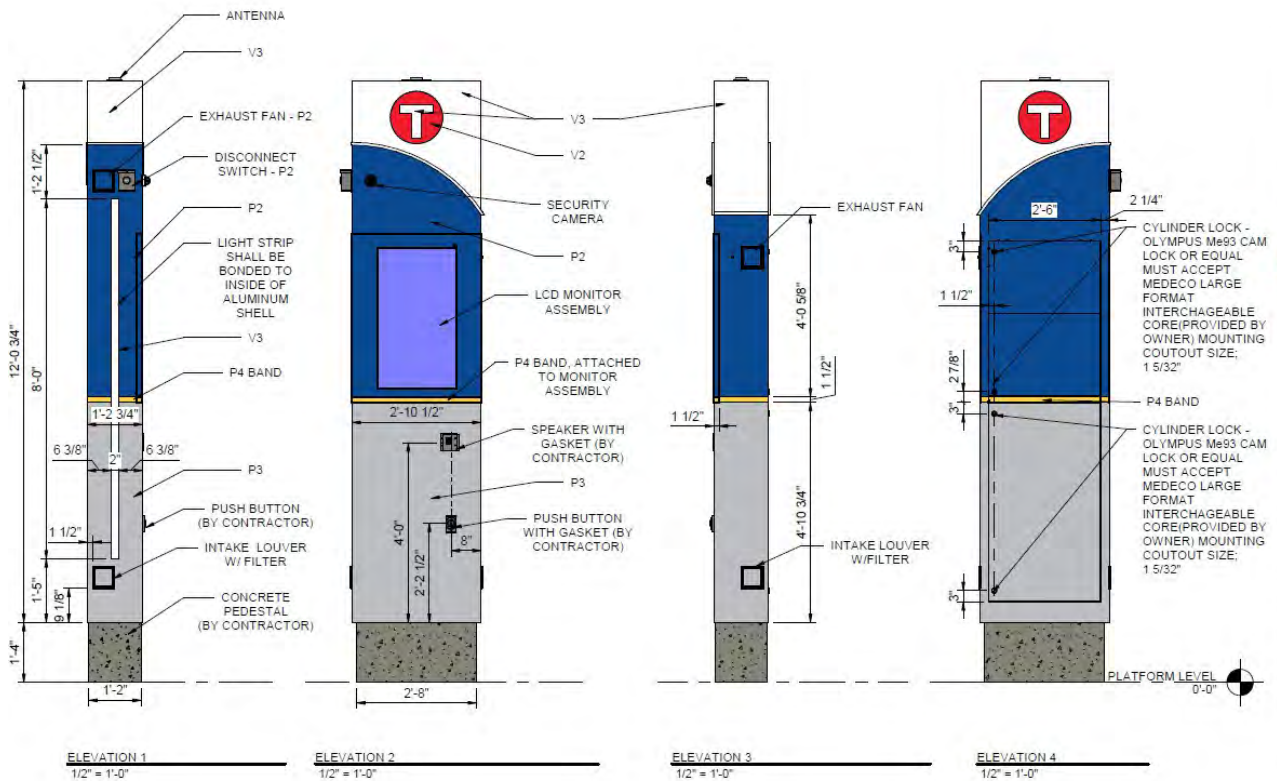
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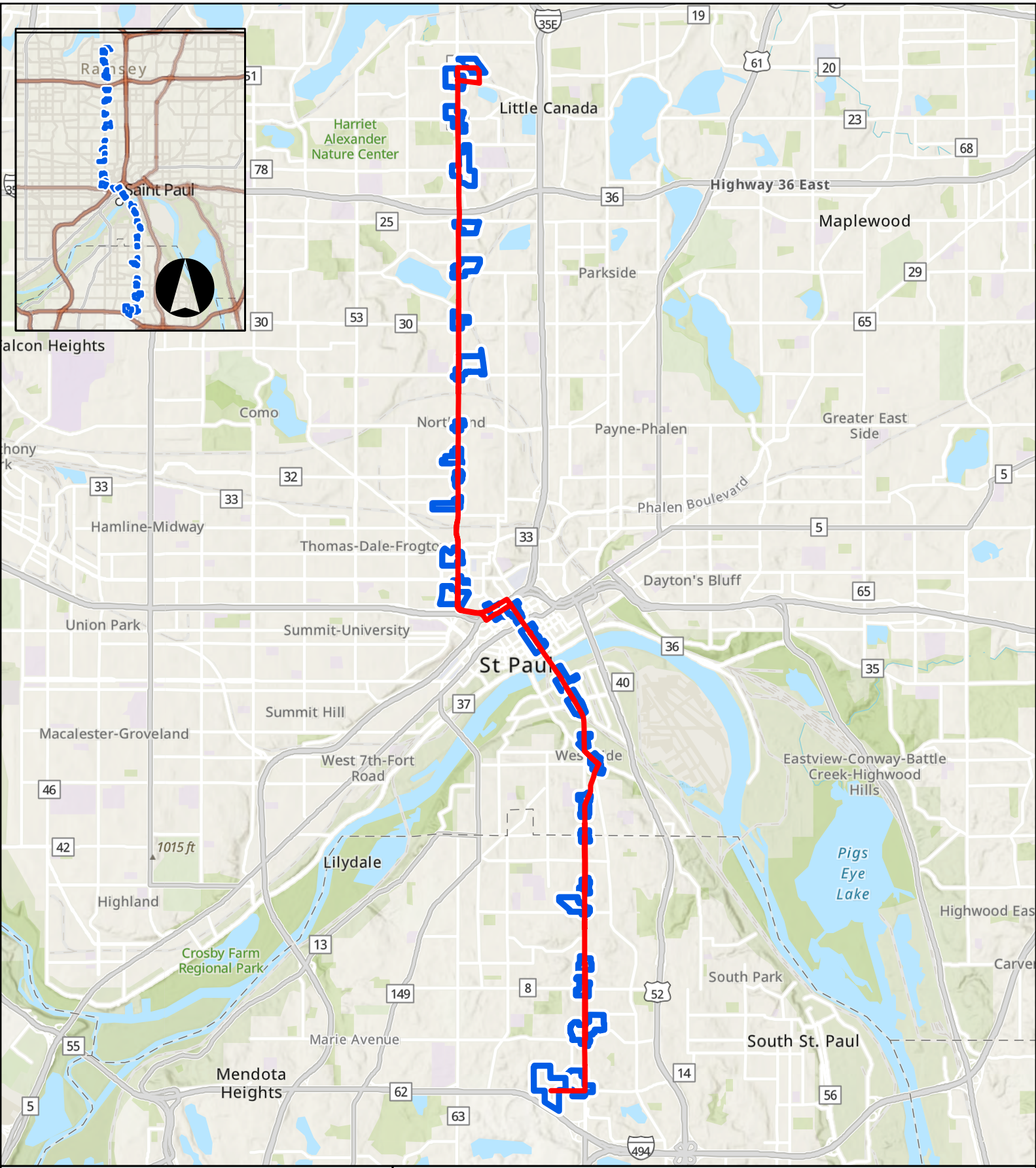
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Typical Pylon Sign



Appendix B. Area of Potential Effects Maps



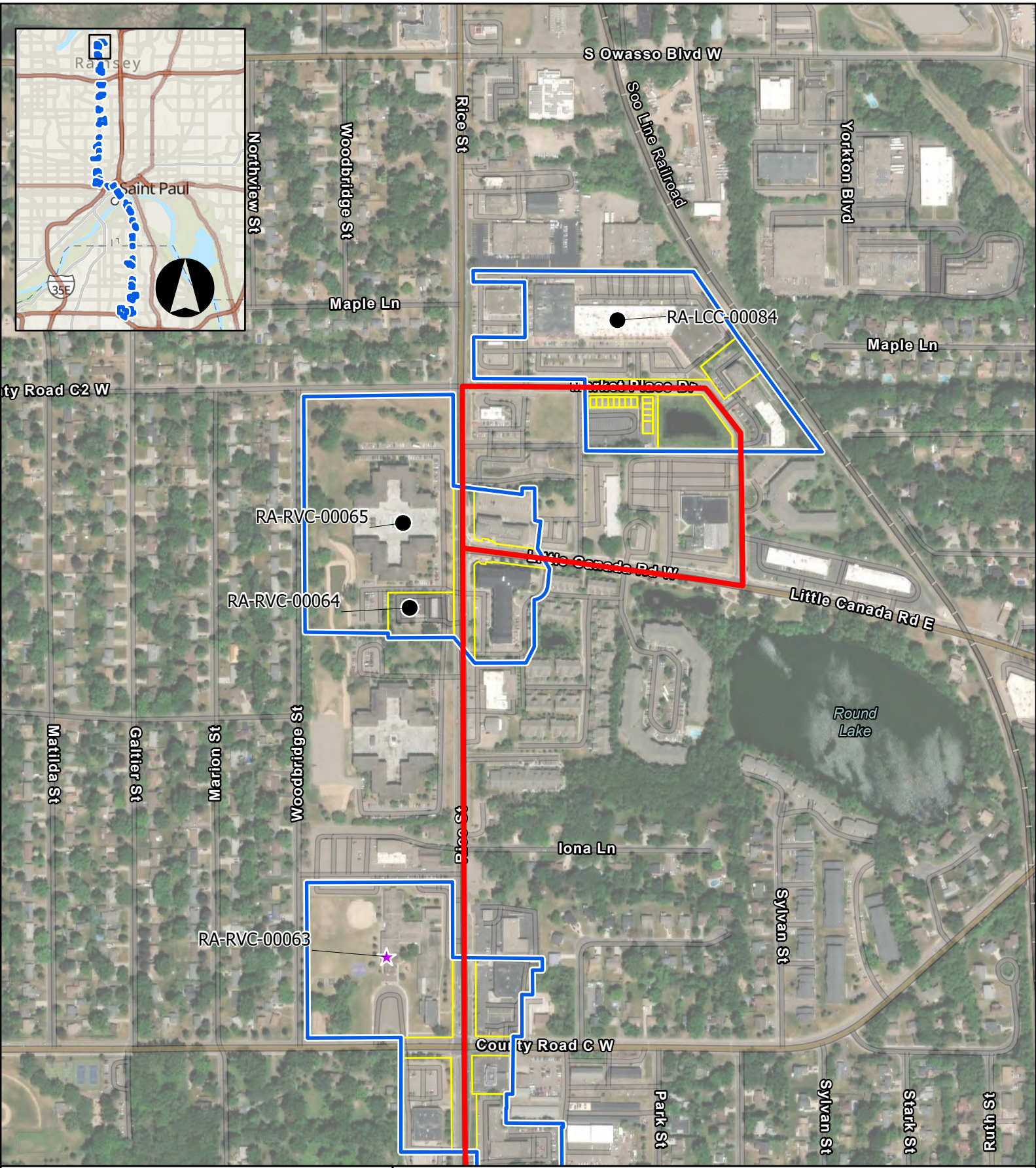
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Architecture/History Overview Map
Ramsey and Dakota Counties, Minnesota**

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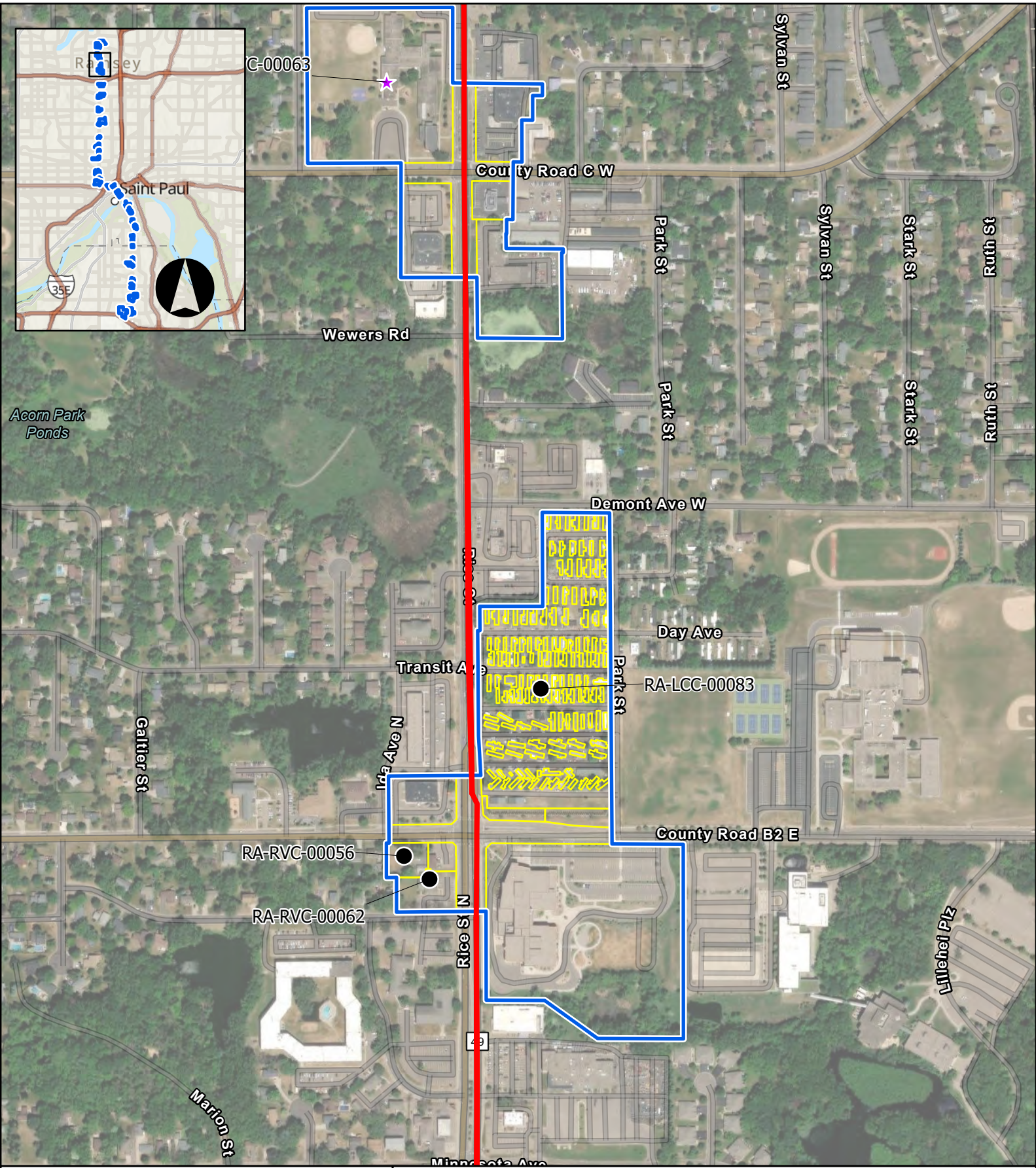
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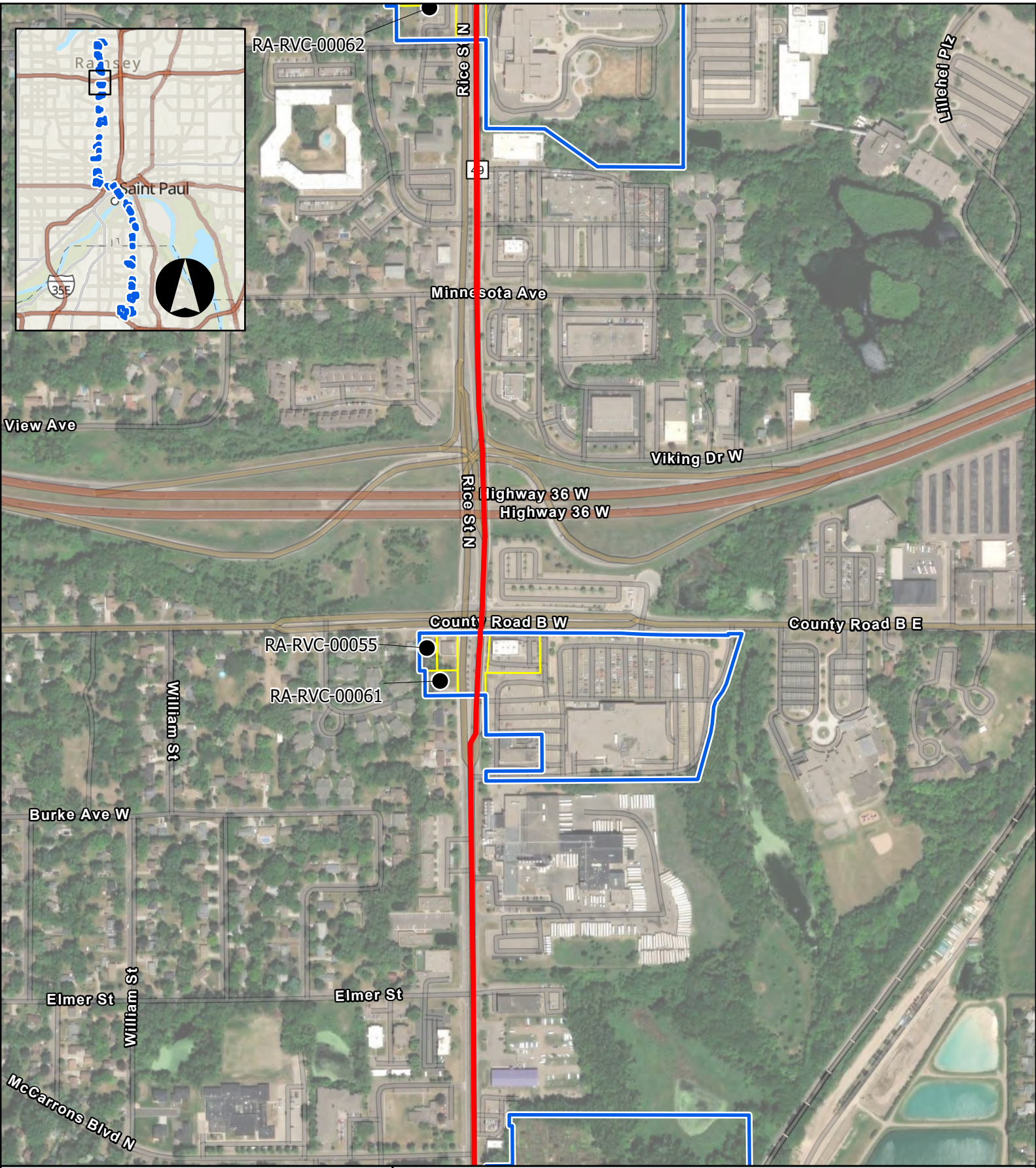
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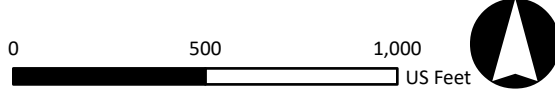
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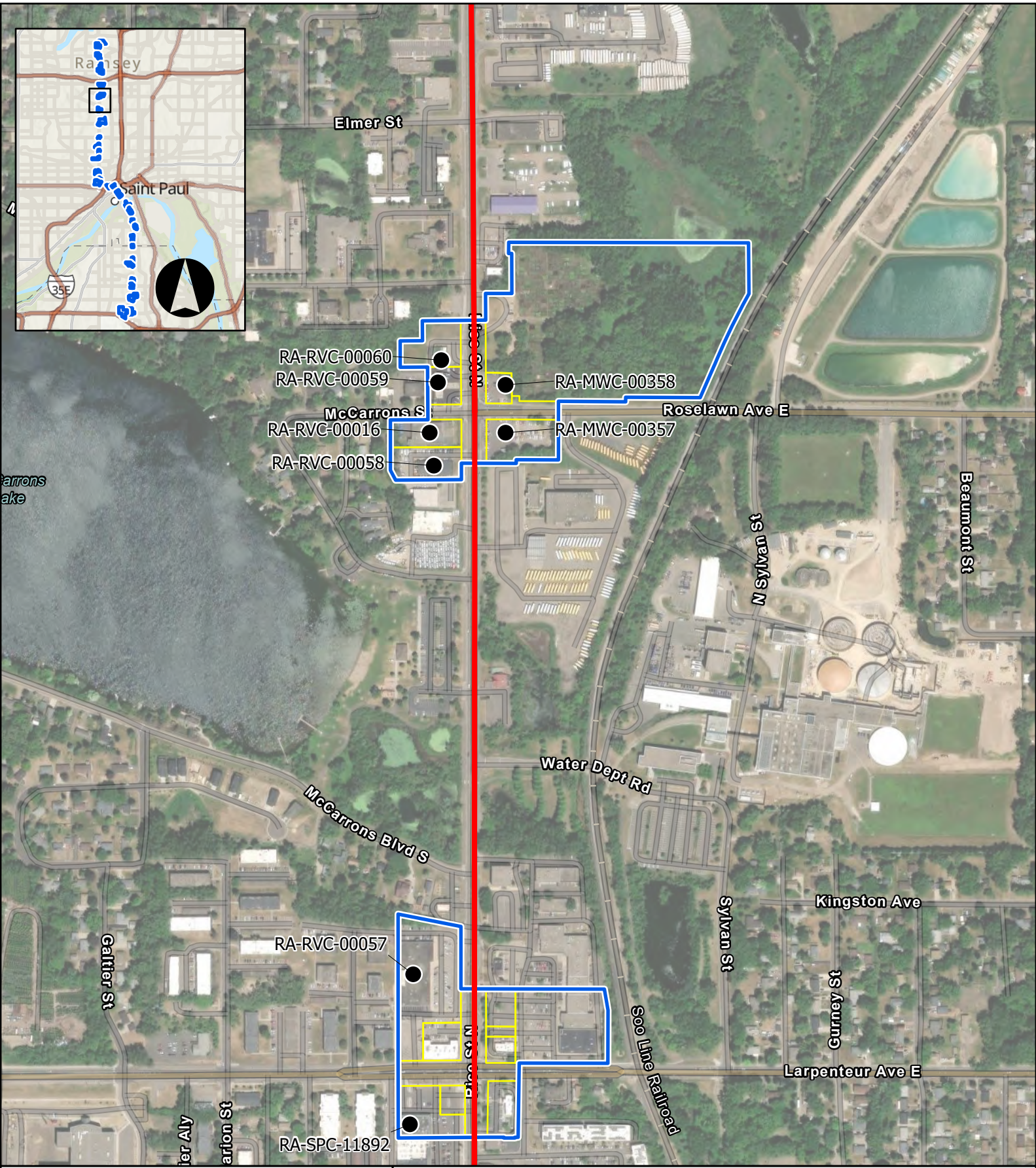
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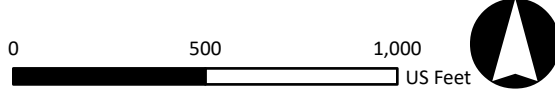
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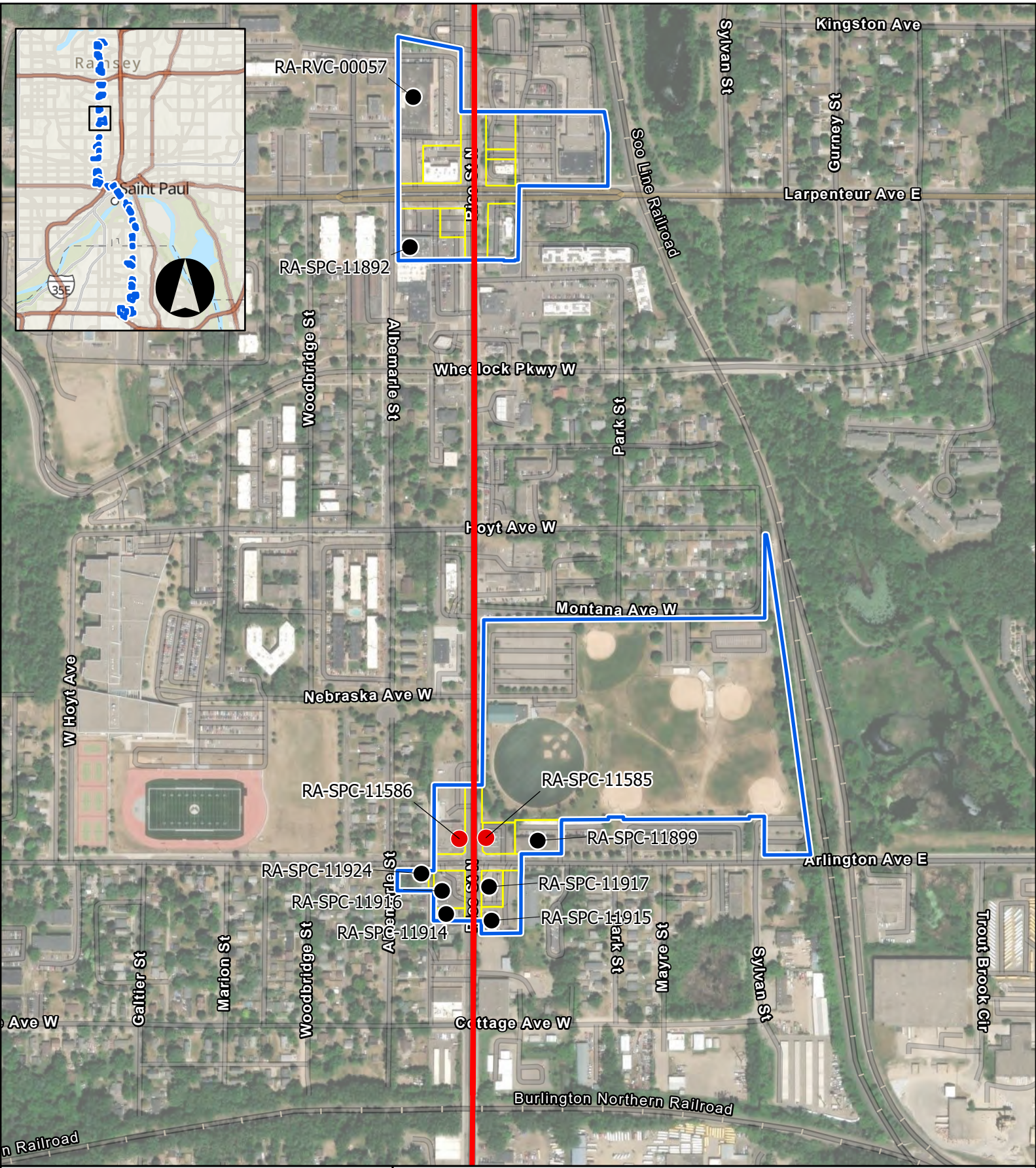


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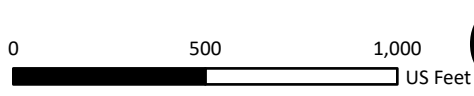
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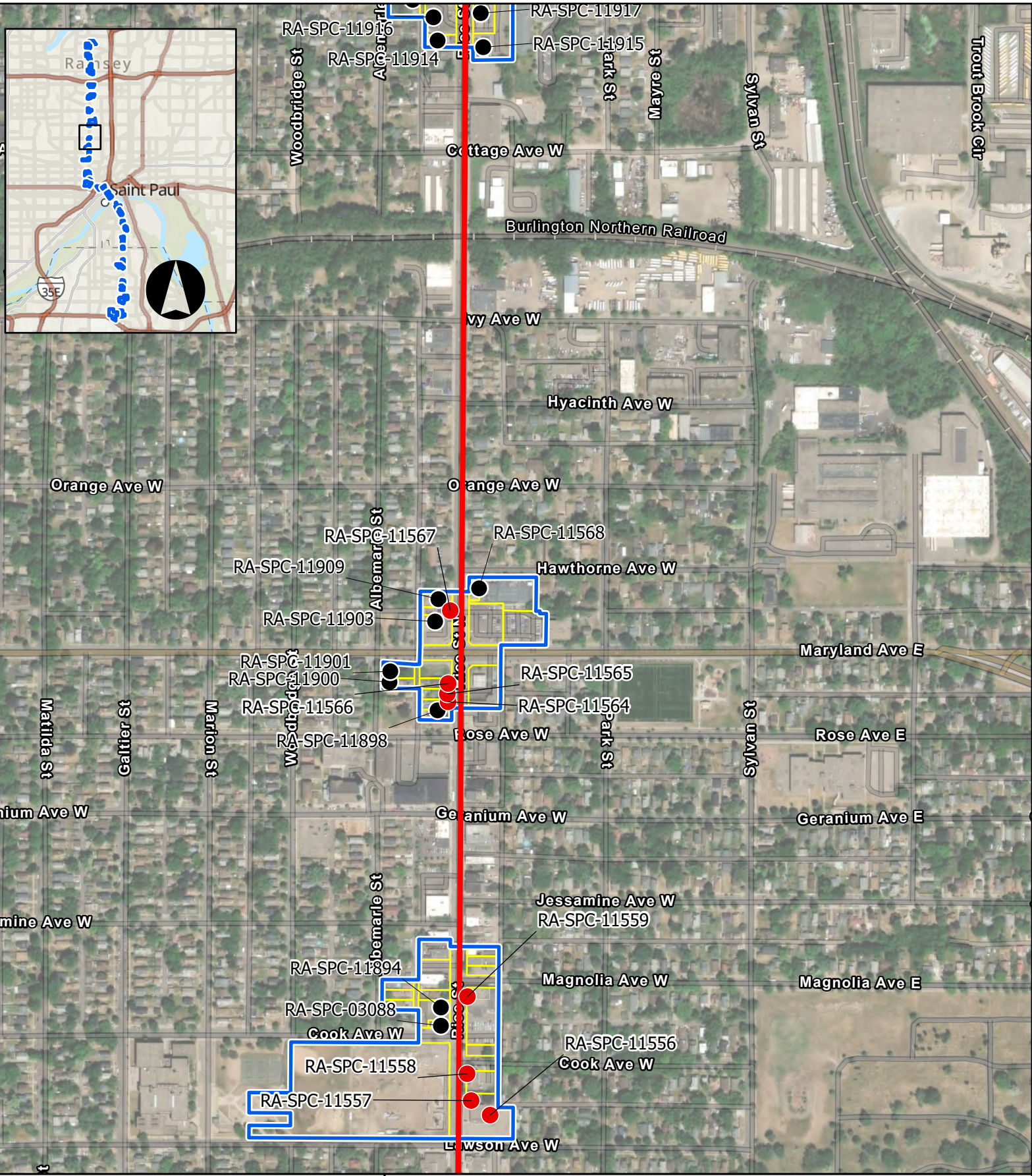
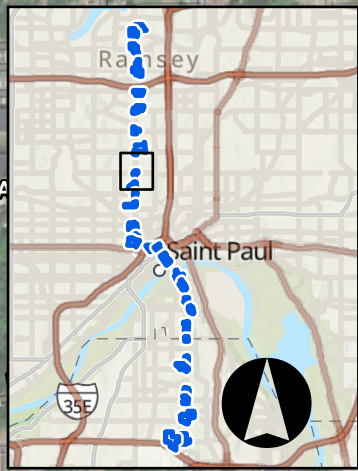


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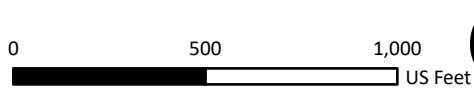


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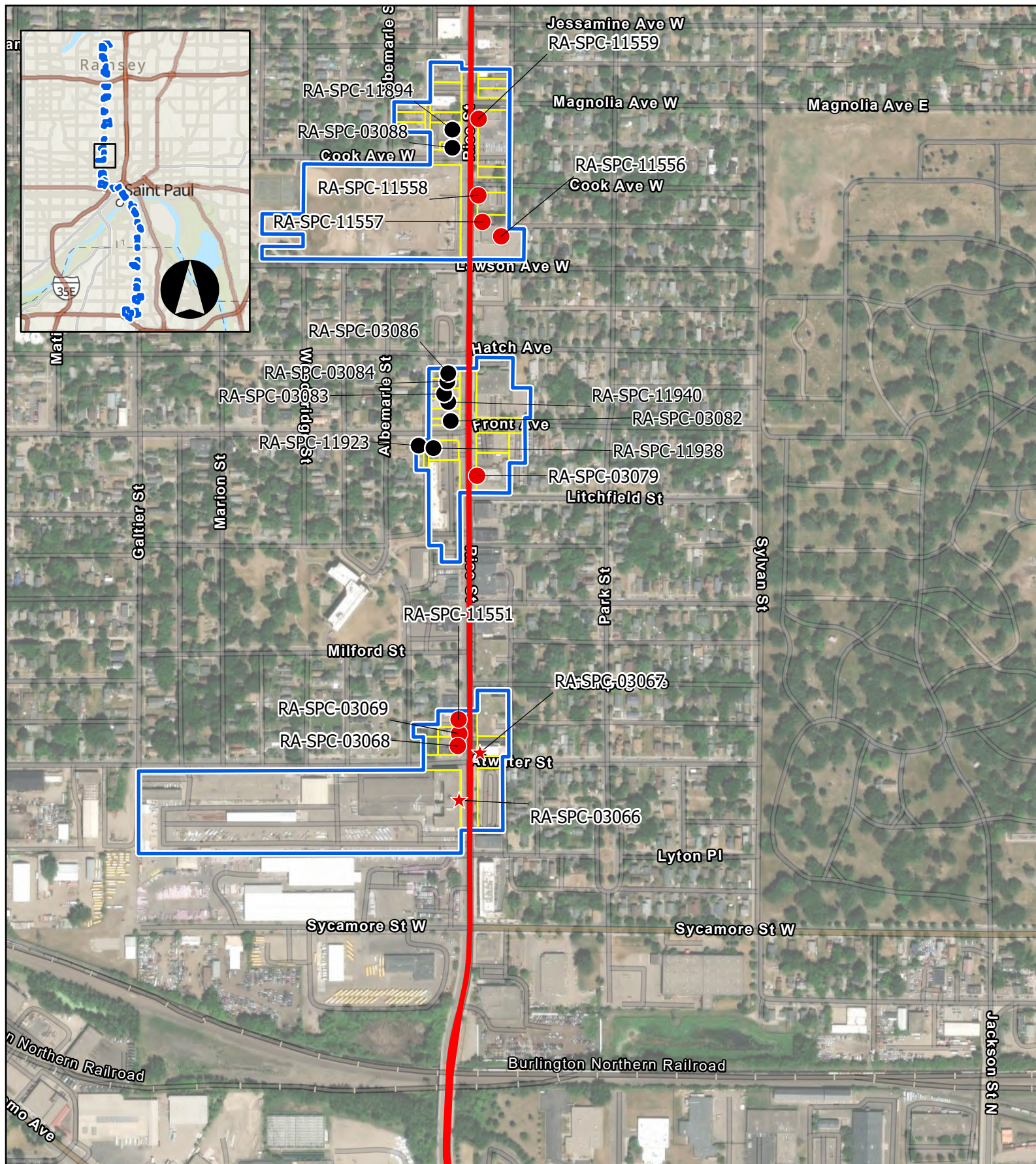
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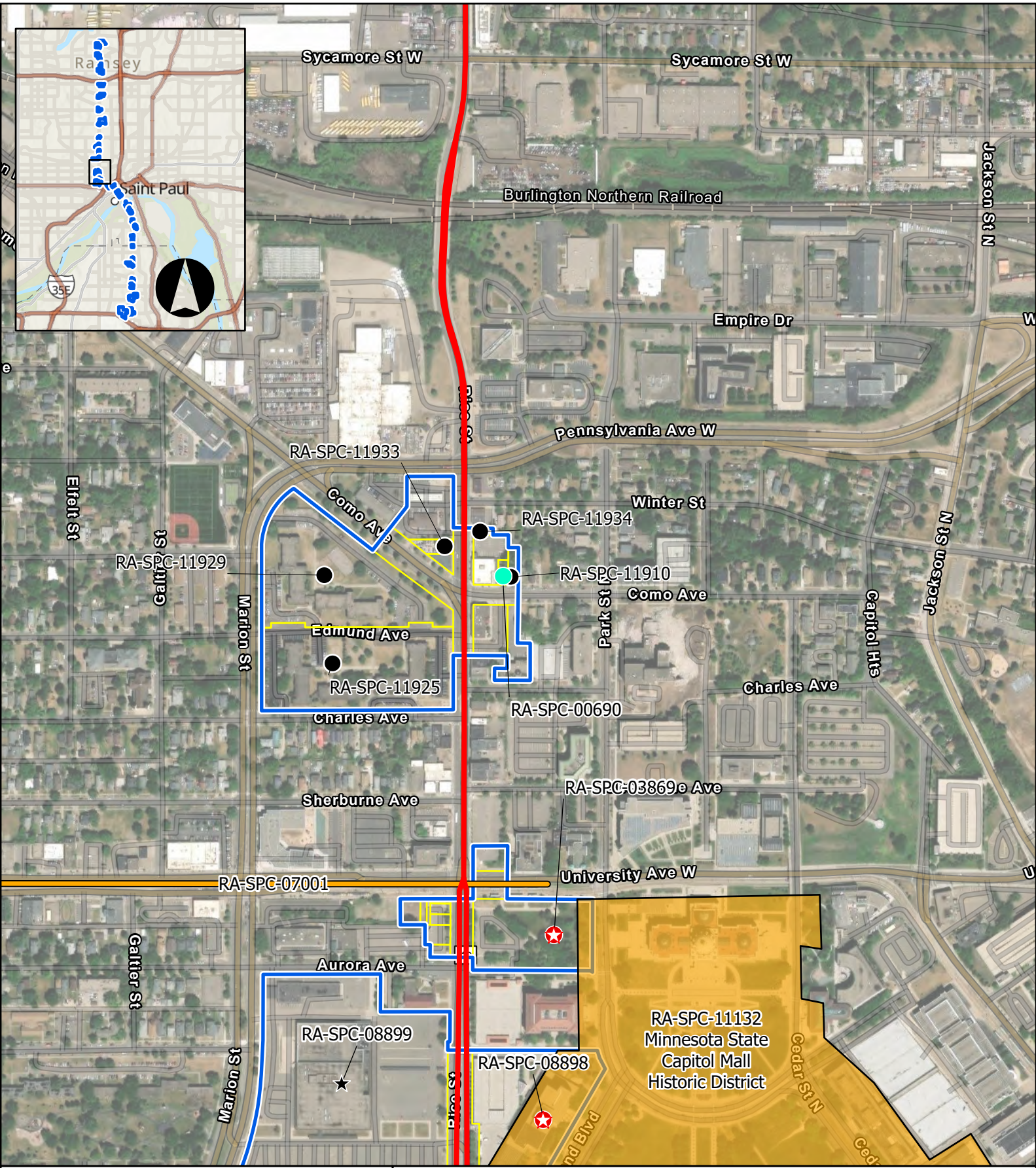
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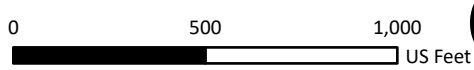
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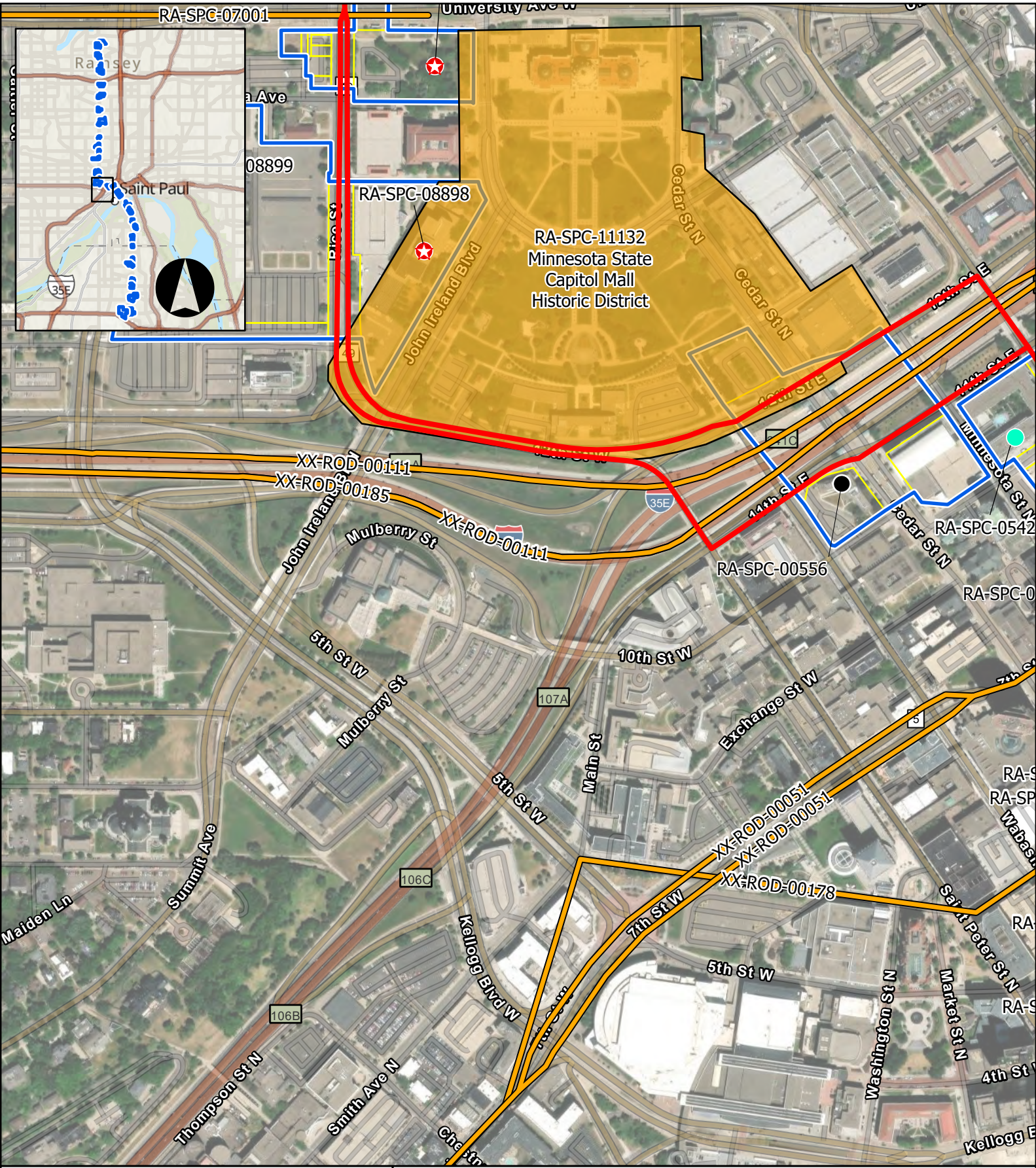
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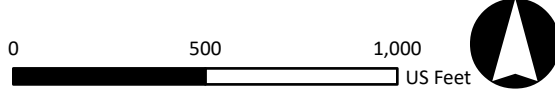
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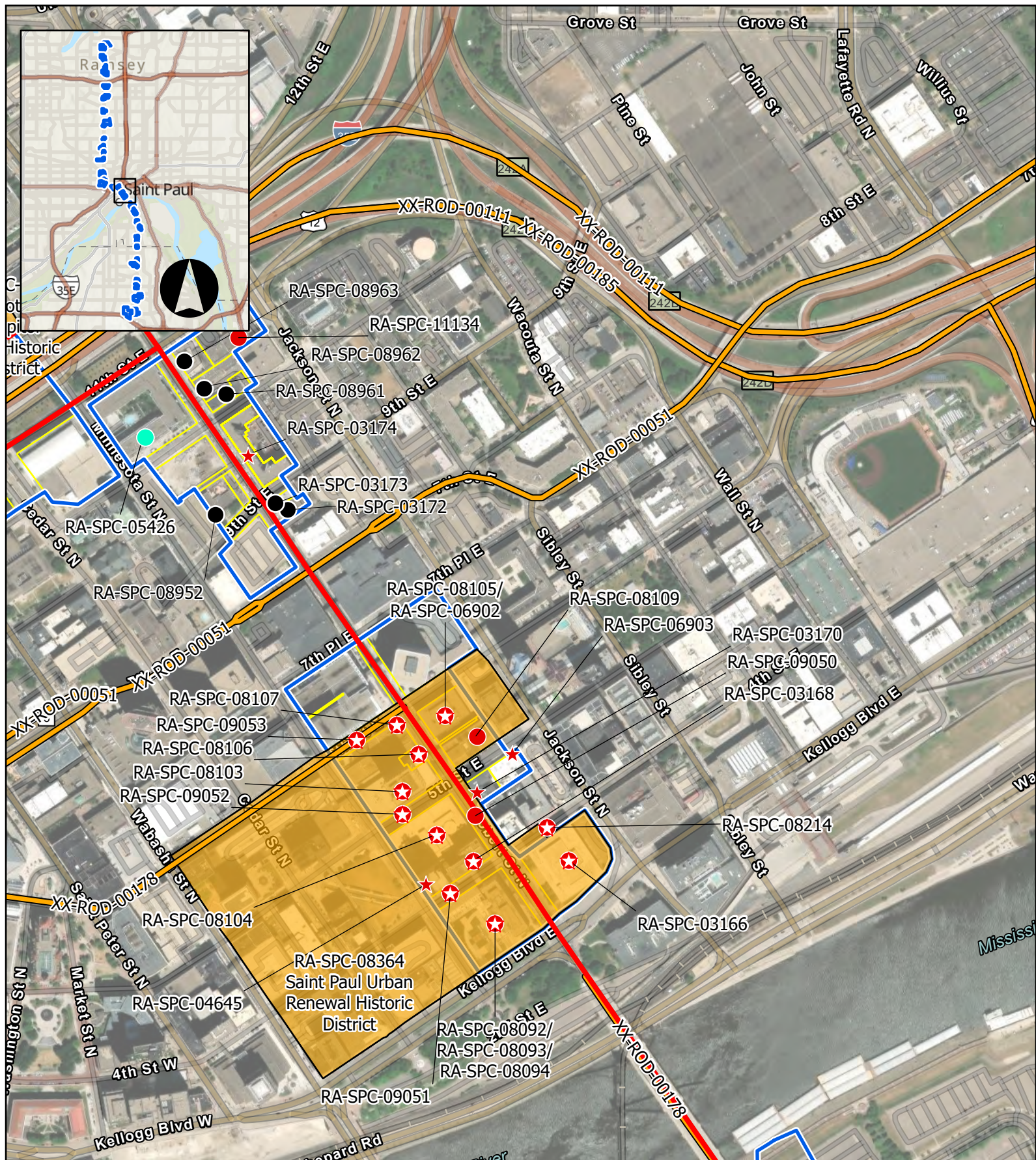
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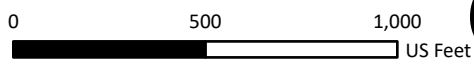
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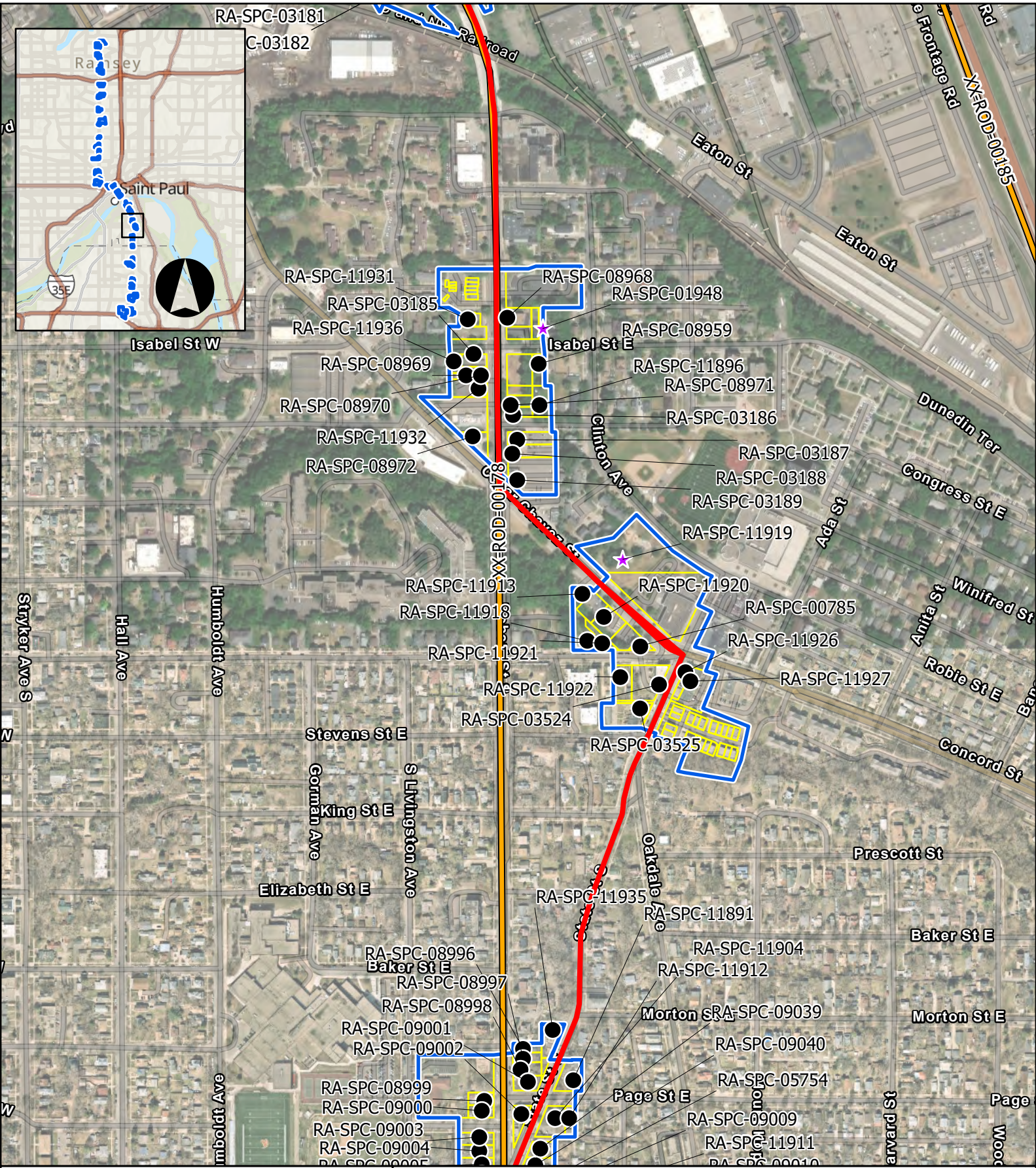
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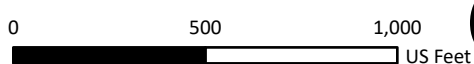
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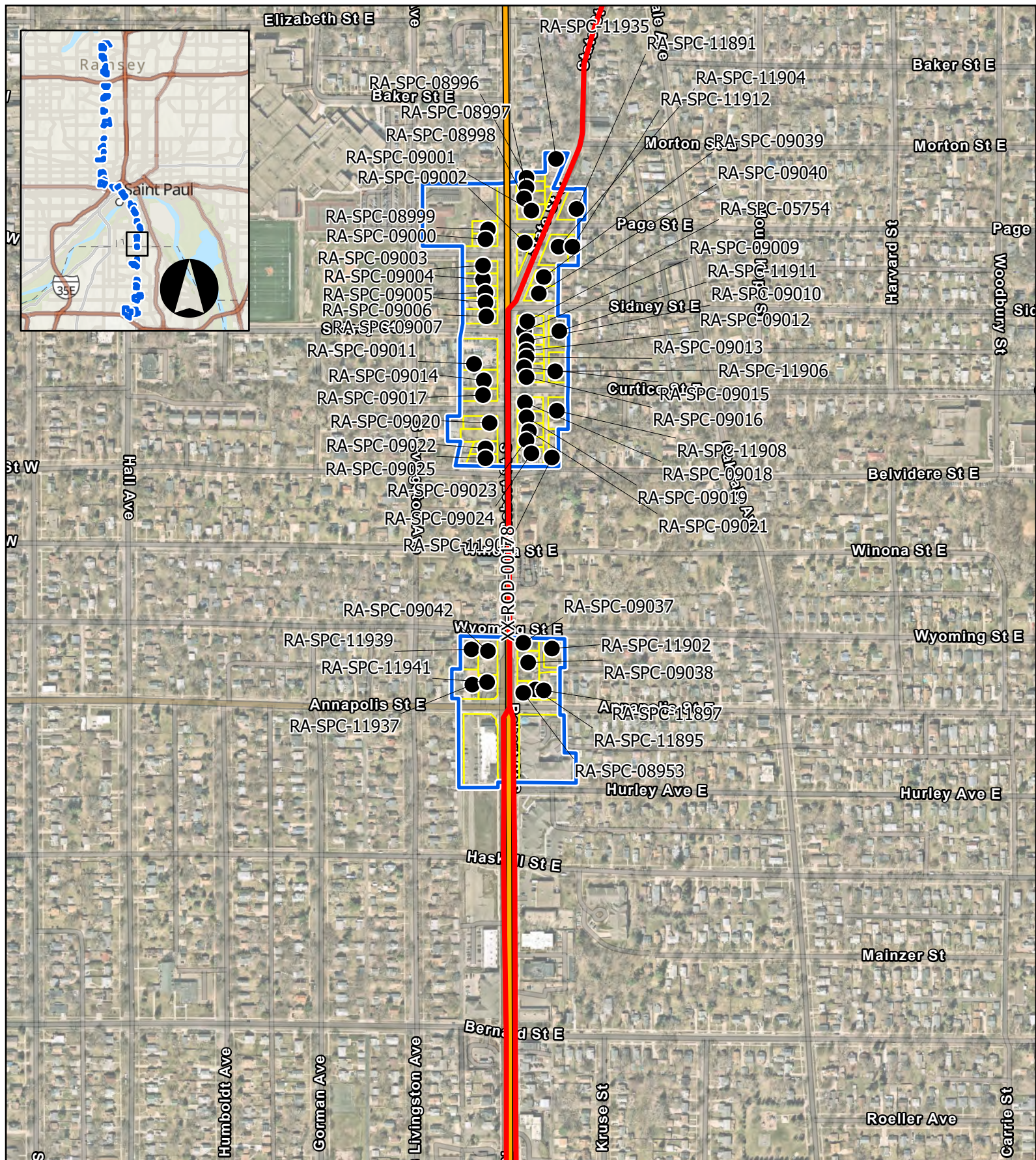
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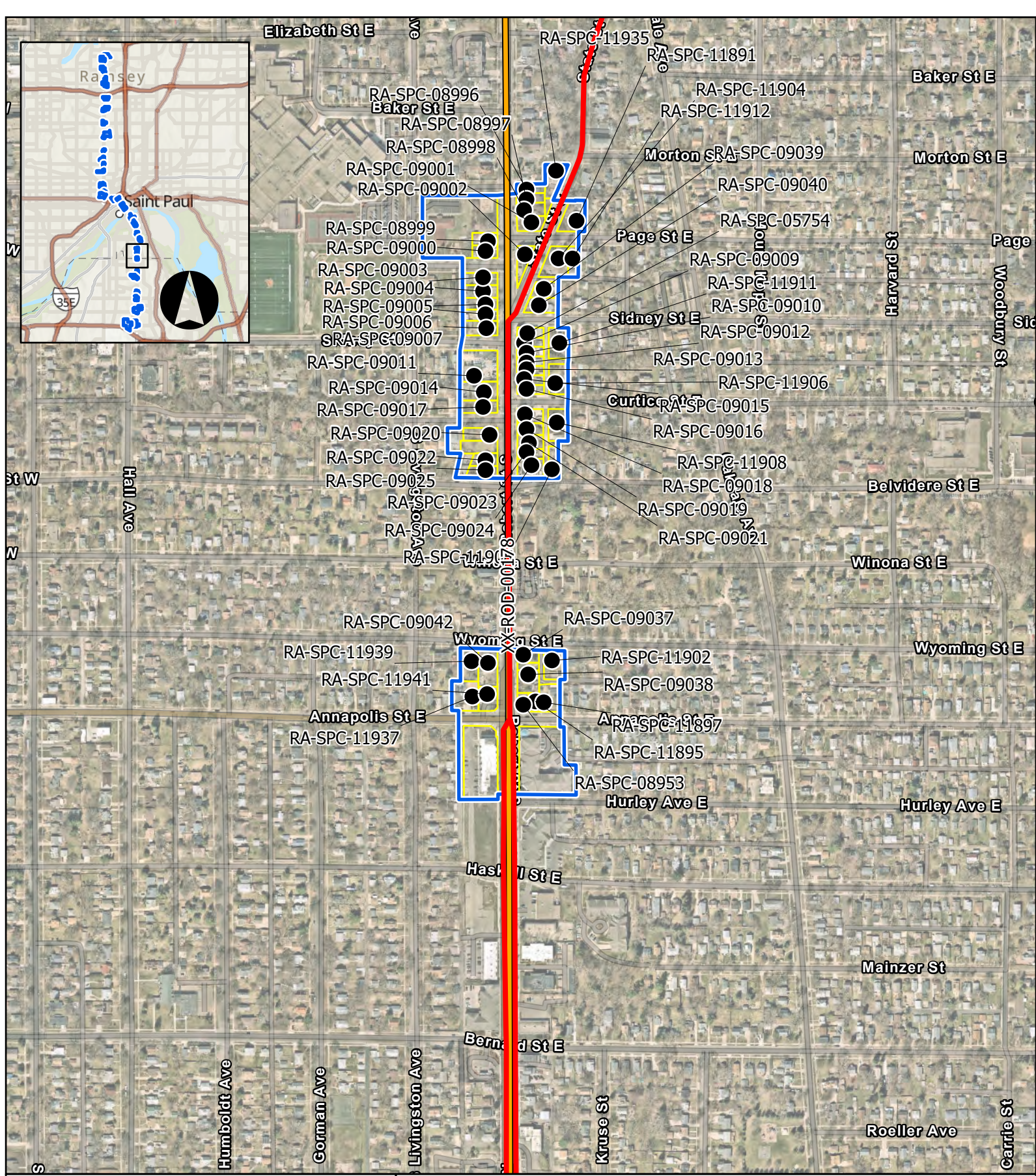


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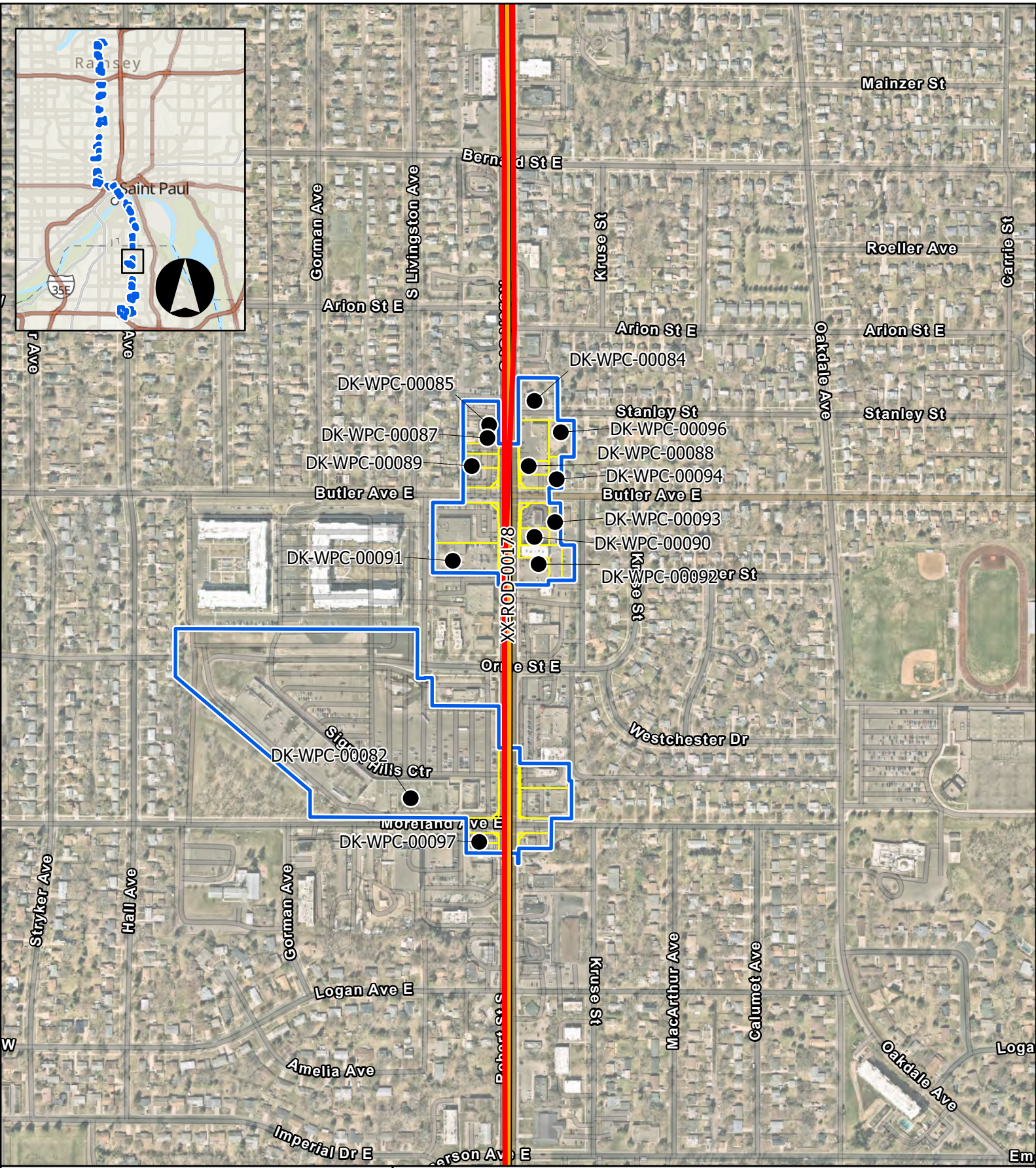
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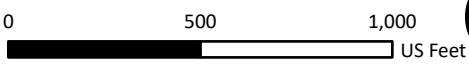
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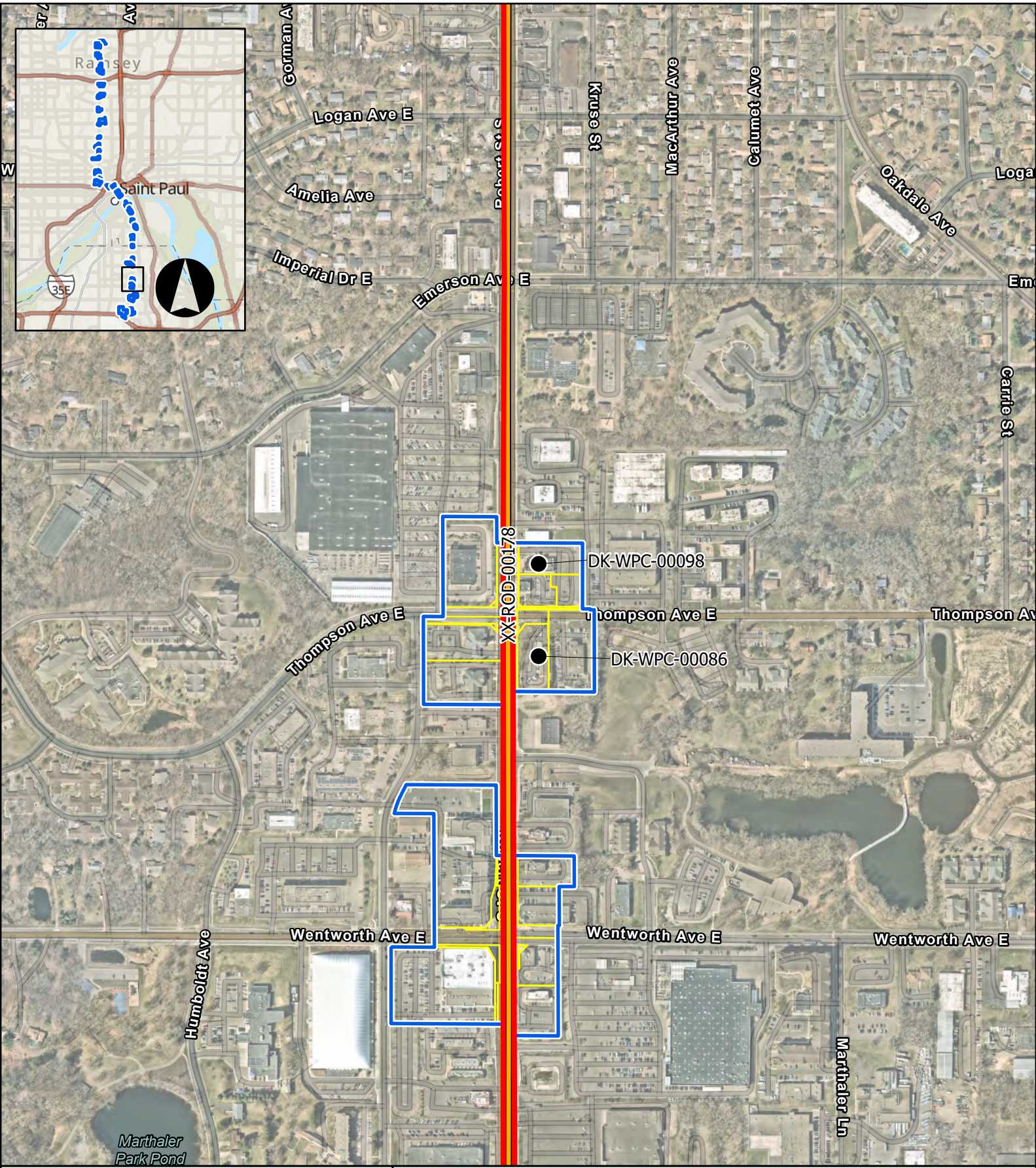
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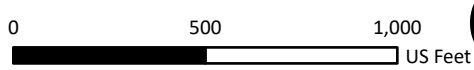
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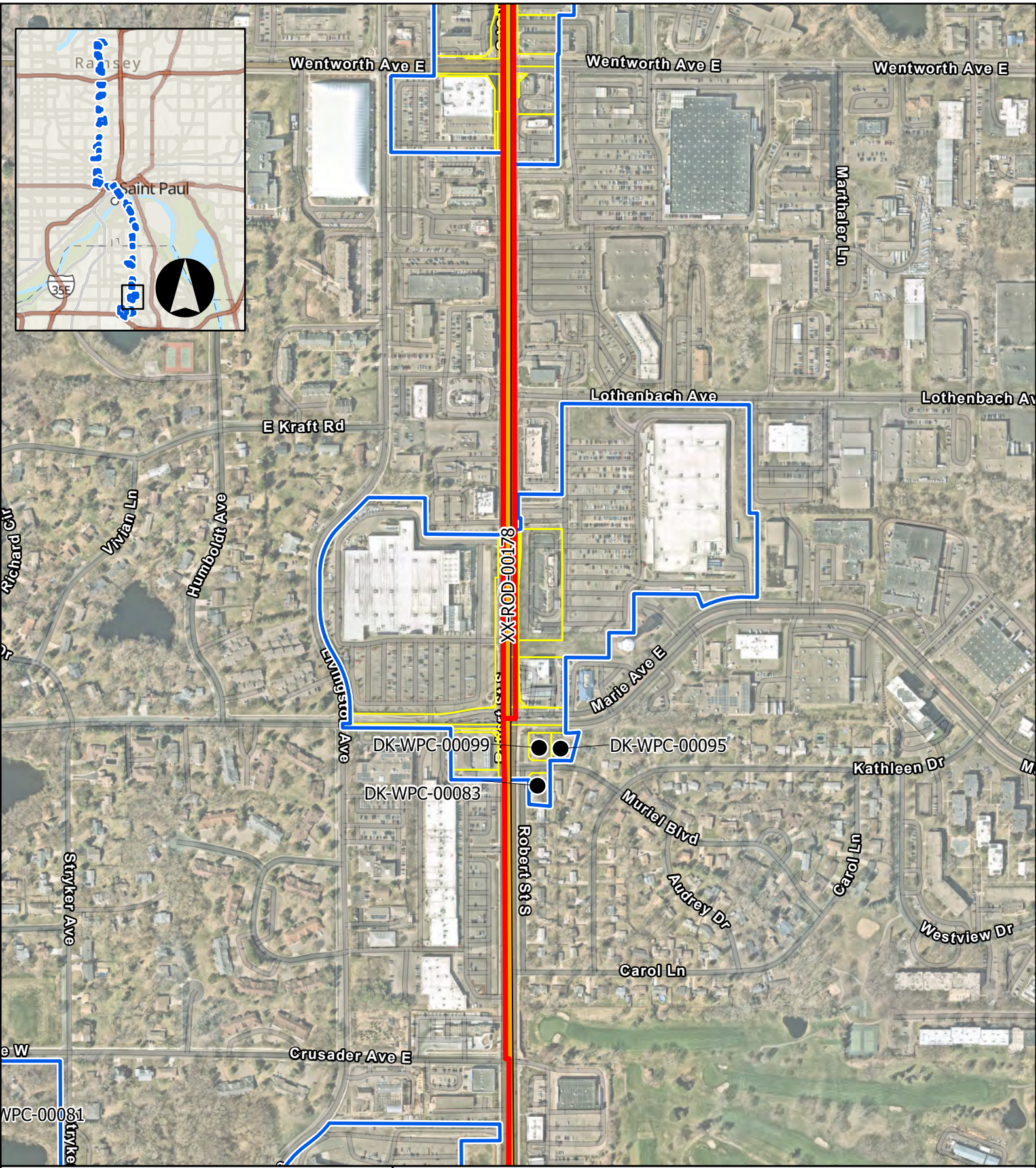
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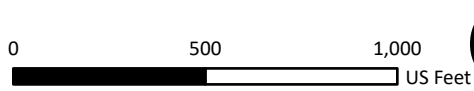
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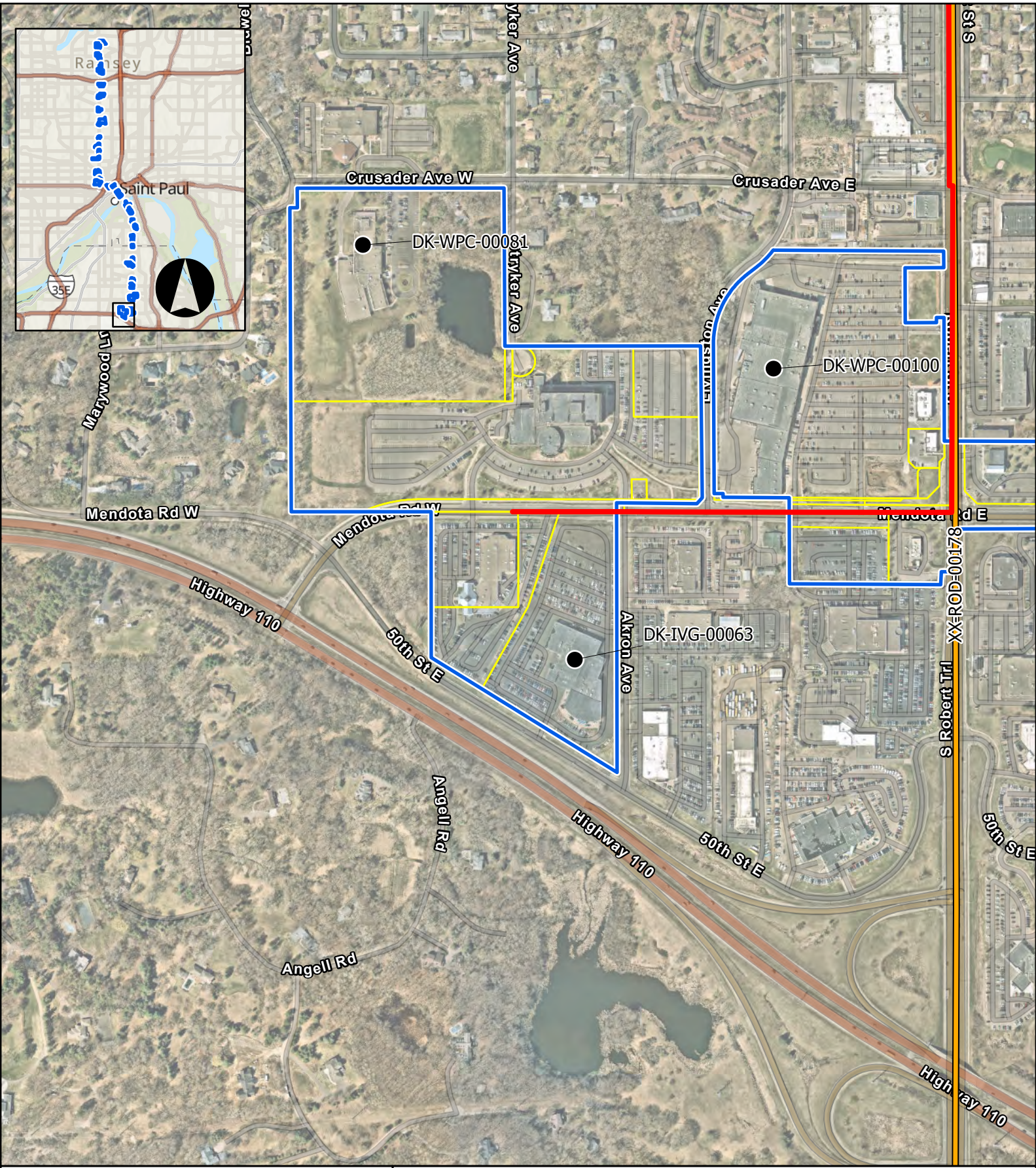
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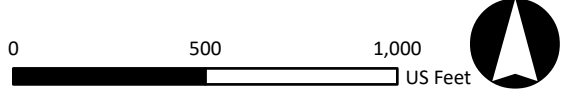
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