



CITY OF SAINT PAUL
Melvin Carter, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6626
Facsimile: 651-228-3341*

Date: February 8, 2021
To: Heritage Preservation Commission
From: George Gause
Re: CLG comment for Metro Transit's Gold Line Bus Rapid Transit: Station Placement

City Station Area Plans

In April 2014, the Planning Commission initiated a planning and zoning study for station areas along the proposed Gold Line Bus Rapid Transit (BRT) line. The Station Area Plans' study area contains several known historic resources.

The Station Area Plans address historic resources in three main ways:

- Confirms that work should conform to the program for preservation.
- Area Plans call for buildings with historic character to be preserved.
- Avoiding impacts to locally designated historic buildings in choosing an alignment.

In July 2015, the HPC reviewed the Station Area Plans and issued a resolution:

1. Assessment of historic resources within the area of potential effect (APE) should be conducted prior to any decisions being made regarding BRT alignment, station locations, and station design.
2. Property impacts to all historic properties should be avoided in choosing a BRT alignment, not just impacts to locally designated historic properties.
3. Buildings with historic character should be preserved in all station areas, including Sun Ray.
4. Future recommendations and implementation should be consistent with the Historic Preservation chapter of the Comprehensive Plan and Chapters 73 and 74 of the Saint Paul Legislative Code.

Background

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the Gold Line Bus Rapid Transit (BRT) Project that is a proposed 10-mile bus transit route with stations between Union Depot in Saint Paul and downtown Woodbury.

Dedicated bus rapid transit, or BRT, is often considered the transit technology that is most like light-rail transit. Dedicated BRT includes a package of transit enhancements that deliver fast, comfortable and cost-effective services using special roadways or lanes dedicated to the exclusive use of buses.

No new lanes will be added to I-94. The METRO Gold Line will be Minnesota's first BRT line that operates primarily within exclusive bus-only lanes, while other portions of the line will operate within mixed traffic lanes. These exclusive lanes are dedicated only to transit buses and will be built on the north side of I-94. These separate lanes ensure buses are never delayed due to traffic congestion. Approximately 80 percent of the METRO Gold Line will have exclusive lanes dedicated only to buses.

Gold Line stations will provide a comfortable, secure waiting space and a variety of customer amenities. These features include:

- Bike parking
- Real-time bus schedule information displays
- On-demand heat
- Trash and recycling bins
- Emergency telephones
- Security cameras
- Ticket machines

The FTA initiated the consultation process under the regulations for Section 106 of the National Historic Preservation Act (NHPA). The HPC requested consulting party status in 2015 to participate in the determination of effect, if any, the project will have on locally designated Heritage Districts, National Register of Historic Places properties or those properties determined to meet the criteria for listing on the National Register.

STAFF COMMENTS

For this discussion comments are only focusing on the proposed station areas. There are six proposed stations that will be within heritage districts or adjacent to heritage sites:

Dayton's Bluff

847 Hudson (Street closure & rerouting)
657 Conway

Lowertown

237 4th Street E.
340 Sibley

Landmark Center/Rice Park

75 5th Street W.

National Register listed

350 Robert (Manhattan Building)

This is the commissions first opportunity to comment on this aspect of Gold Line BRT. The station areas will include street and sidewalk work to maintain pedestrian sidewalk space and areas for buses to pull in from traffic lanes. Comments for this review are limited to the route/station areas and possible affects to these areas or nearby historic resources.

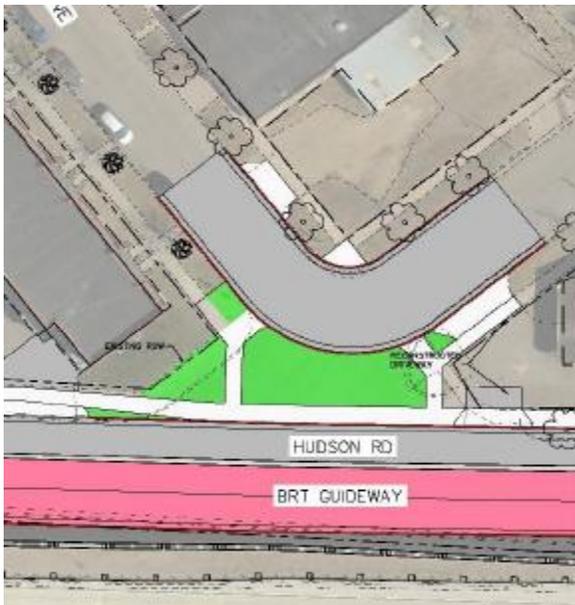
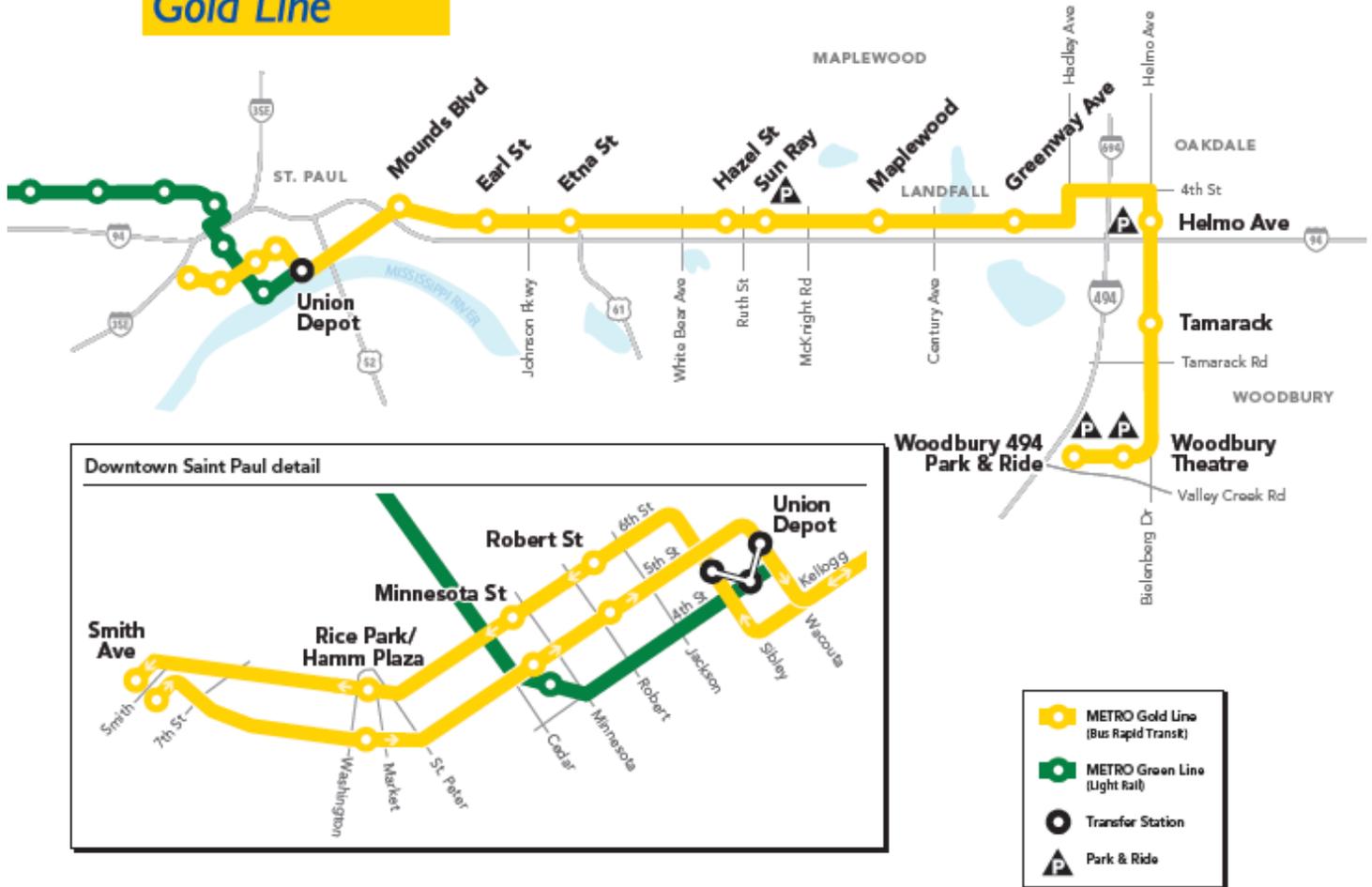
The station placement and street/sidewalk route should have little to no effect on historic resources. The station design, that will follow later this spring for HPC comment, may cause affects to occur. There may also be minor alterations to the plan between now and then. Staff asks that the commission delegate to staff the ability to comment on any minor issues that may arise with the project and representing the HPC at future stakeholder meetings.

SUGGESTED MOTION

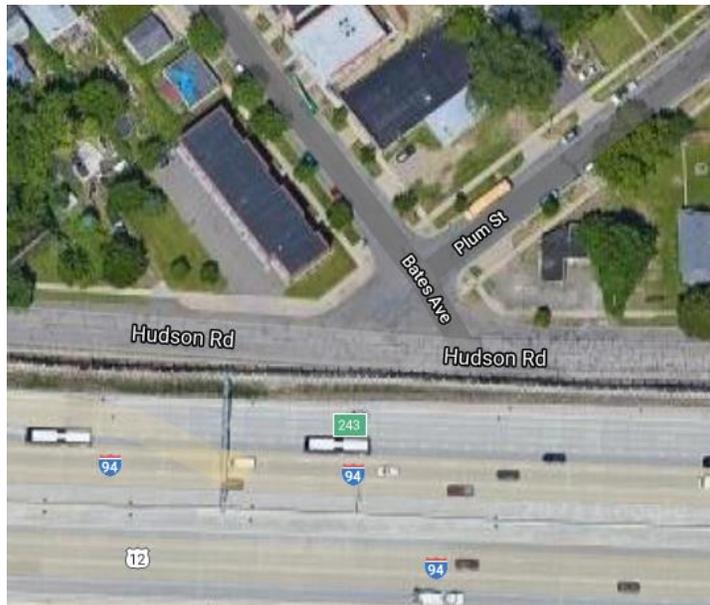
I move that the HPC concurs with the Gold Line BRT proposed station areas and looks forward to reviewing the proposed station design when available and delegate to staff the ability to comment on any minor issues that may arise with the project as per presented testimony, submitted documentation and information provided in the staff report.

T METRO

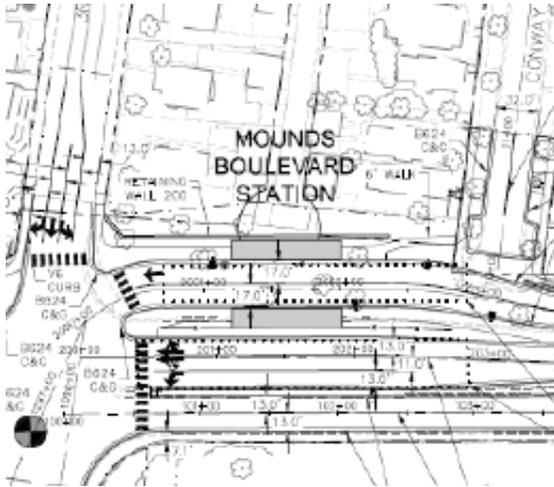
Gold Line



847 Hudson Road-Proposed



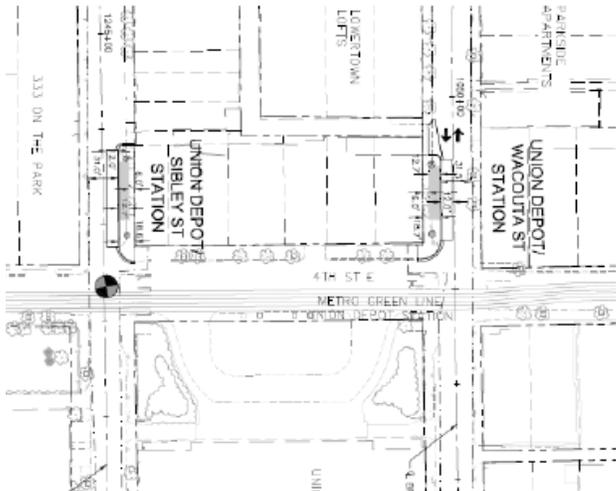
847 Hudson Road-Existing



657 Conway – Proposed



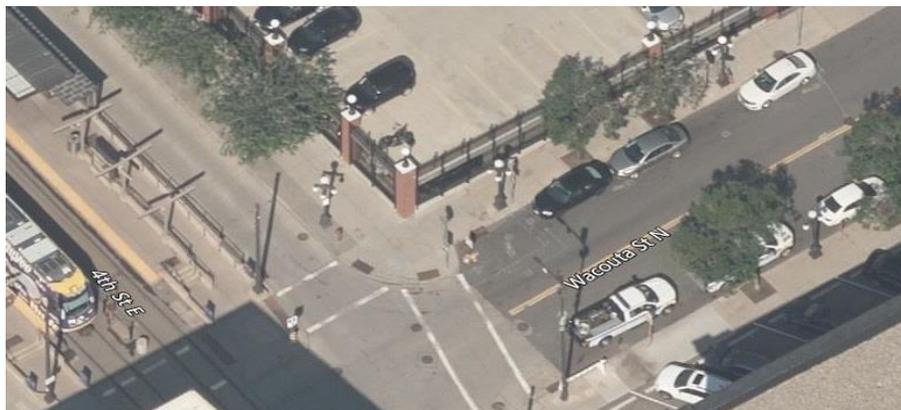
657 Conway – Existing



237 4th Street E. – Proposed
340 Sibley – Proposed



237 4th Street E. - Existing



340 Sibly - Existing

CITY OF SAINT PAUL

HERITAGE PRESERVATION COMMISSION RESOLUTION

Project: Gold Line Bus Rapid Transit: Station Placement

DATE: February 8, 2021

Memorializing the Saint Paul Heritage Preservation Commission's February 8, 2020 decision to with the Gold Line BRT proposed station areas.

1. The HPC serves as an advisory body to the Mayor and City Council on municipal heritage preservation matters. Chapter 73.04(1) states the HPC shall review and comment on plans and studies which relate to the historic and architectural heritage of the city.
2. The City of Saint Paul participates in the Certified Local Government (CLG) program. The CLG Program is a partnership between the local, state, and federal government to preserve the historic character of a community.
3. Five Gold Line BRT stations are proposed to be located within or adjacent to historic districts or sites.
4. The Gold Line BRT proposed station areas will not adversely affect the Program for the Preservation and architectural control **[\$73.06(e)]** so long as the conditions are met.

NOW, THEREFORE, BE IT RESOLVED, the Heritage Preservation Commission concurs with the Gold Line BRT proposed station areas as proposed, subject to the following conditions:

1. Approval is written in conjunction with and referencing submitted documents and plans.
2. Any deviation in the plans is to be submitted to staff prior to construction.
3. Work to be accomplished in accordance with all applicable zoning regulations and building codes, or Board of Zoning Appeals decision. This approval does not constitute or recommend a hardship for purposes of zoning review.
4. Further permits and approvals may be required. This approval signifies review and issuance based on the Heritage Preservation regulations and guidelines. No other city, state, or federal review and approval should be assumed or implied by this approval.
5. The HPC delegates the staff to represent the HPC for further review updates, with the exception that the proposed station design must return to the HPC for review and comment.

MOVED BY:

SECONDED BY:

IN FAVOR

AGAINST

ABSTAIN

Decisions of the Heritage Preservation Commission are final, subject to appeal to the City Council within 14 days by anyone affected by the decision. This resolution does not obviate the need for meeting applicable building and zoning code requirements and does not constitute approval for tax credits.



METRO Gold Line BRT

St. Paul Heritage Preservation Commission

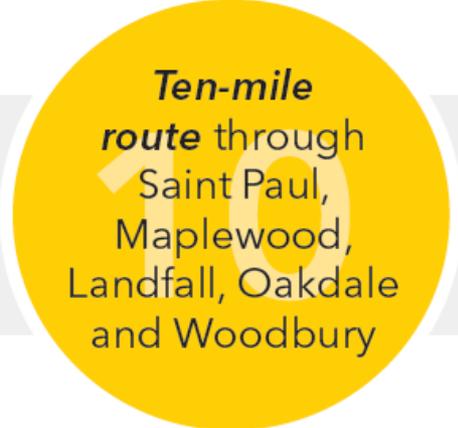
February 8, 2021

Today's Presentation



- Gold Line project overview
- Assessment of Effects for historic properties in St. Paul
- Next Steps

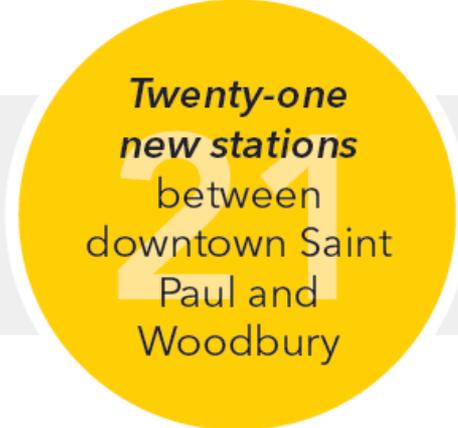
A new transit line that will connect the East Metro and Saint Paul



Ten-mile route through Saint Paul, Maplewood, Landfall, Oakdale and Woodbury

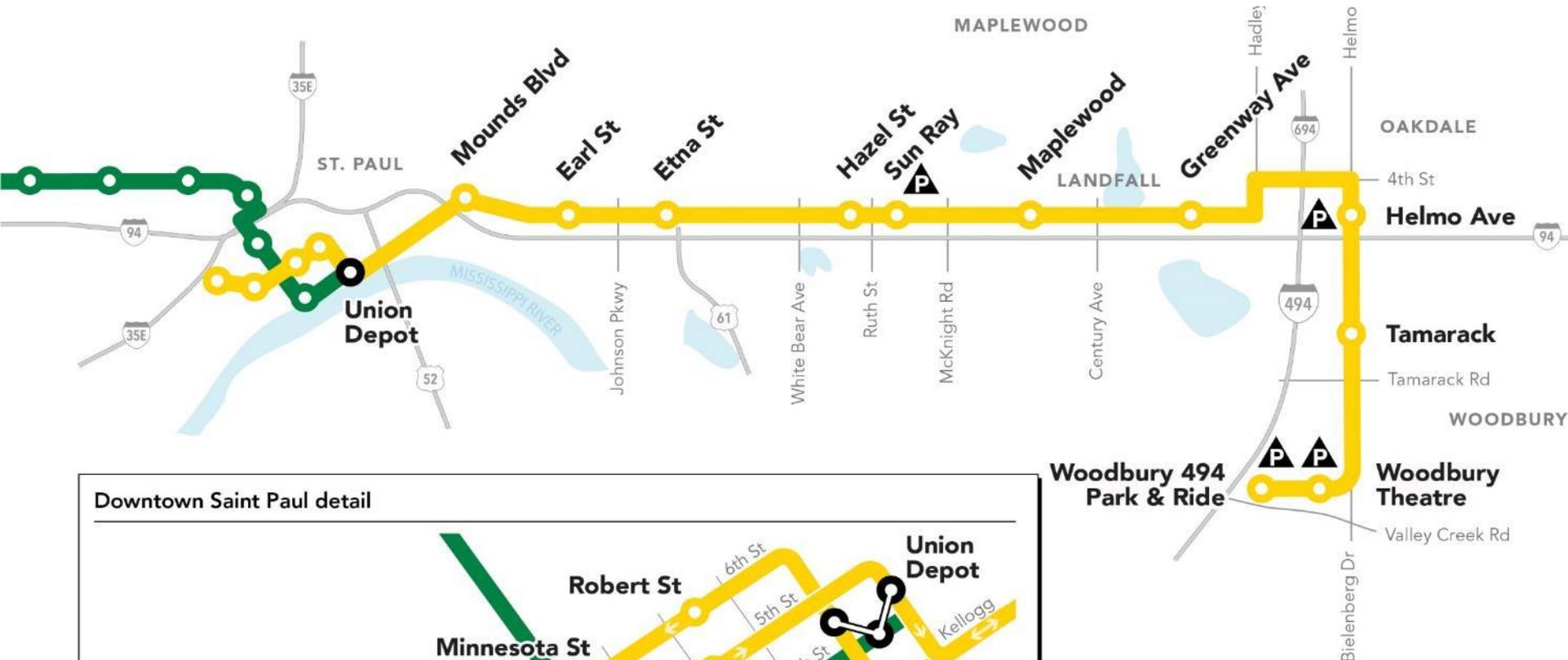


Bus-only lanes constructed north of I-94



Twenty-one new stations between downtown Saint Paul and Woodbury

Project Area Map



-  METRO Gold Line (Bus Rapid Transit)
-  METRO Green Line (Light Rail)
-  Transfer Station
-  Park & Ride

What is BRT?



Specialized buses



Frequent service:
All-day;
10-15 min service



Operates seven days a week



Limited stops



Pay before you board



Uses bus-only lanes



More green light time



Stations with improved features

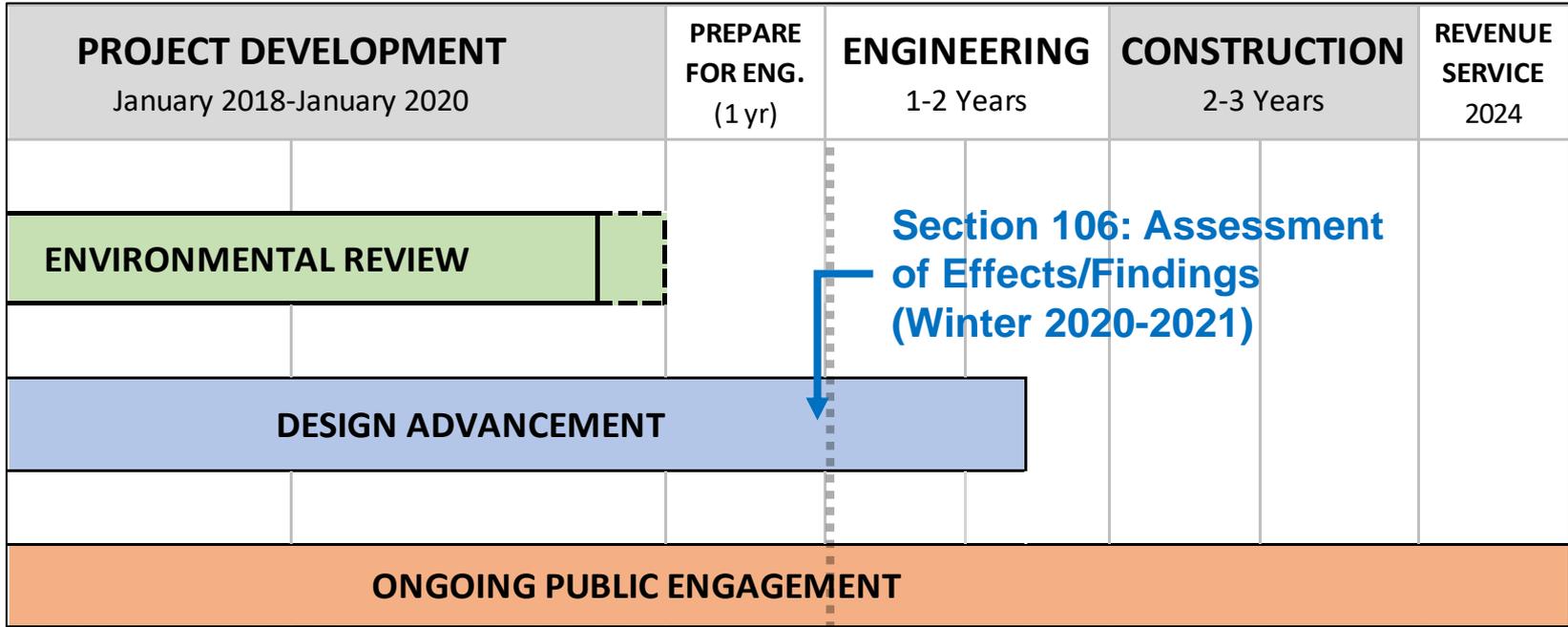


▲ BRT in bus-only lanes

Federal process to evaluate project effects to historic properties

- Federal Transit Administration is the lead federal agency
- Requires identification and survey of historic properties
- Assessment of effects may result in no effect, no adverse effect, or an adverse effect
- Consultation is the process to consider measures to avoid, minimize, and/or mitigate any adverse effects
 - State Historic Preservation Office (SHPO)
 - Heritage Preservation Commissions (HPCs)
 - Other parties with interest in Project effects on historic properties
 - Public

Gold Line BRT Project Timeline

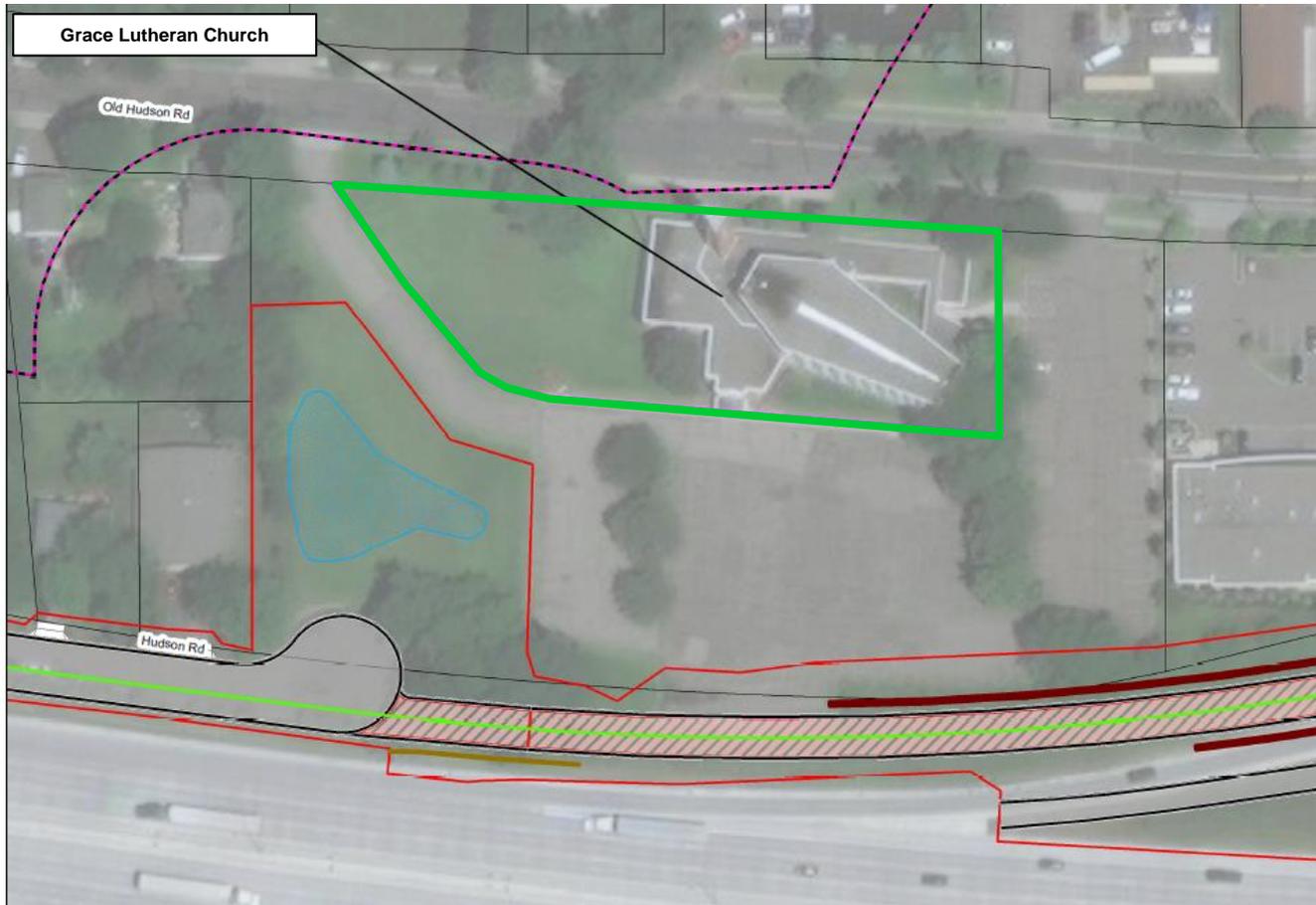


WE ARE HERE

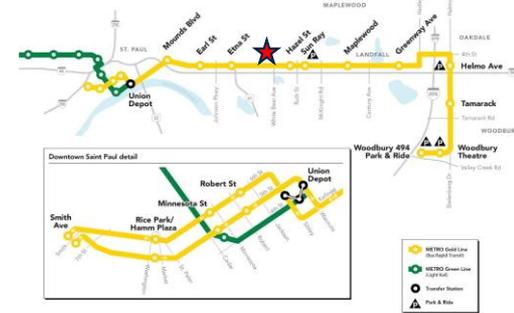
Overview of Assessment of Effects

- Assessment of Effects submitted for MnSHPO/Consulting Party review November 2020 – January 2021
- Documentation for the Gold Line BRT Project *Section 106 Assessment of Effects and Final Determination of Effect for Historic Properties* is available at: https://www.metrotransit.org/Data/Sites/1/media/about/improvements/gold-line/gtwy_brt_determination_of_effects_report_final.pdf
- Properties assessed for project corridor – 34 properties
 - No Effect – 18 properties
 - **No Adverse Effect** – 4 properties
 - **No Adverse Effect with conditions** – 12 properties
- Presentation will focus on St. Paul properties with No Adverse Effect and No Adverse Effect with conditions

Grace Lutheran Church, Saint Paul

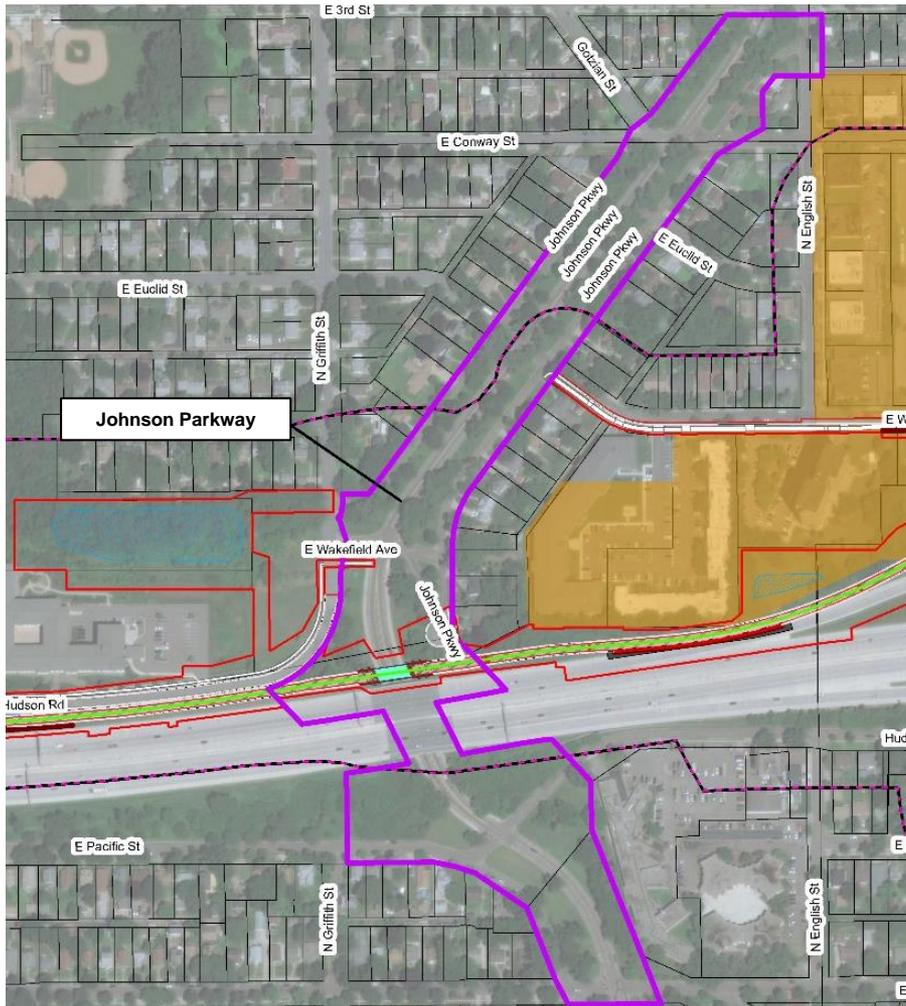


Location: West of
White Bear Avenue

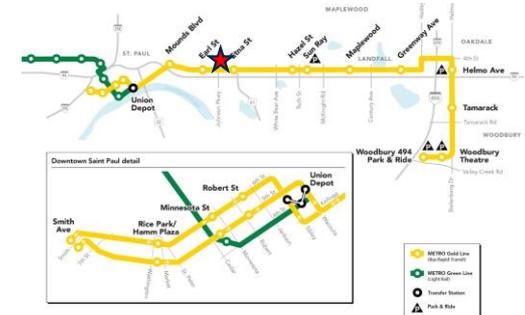


Grace Lutheran Church:
No Adverse Effect

Johnson Parkway, Saint Paul

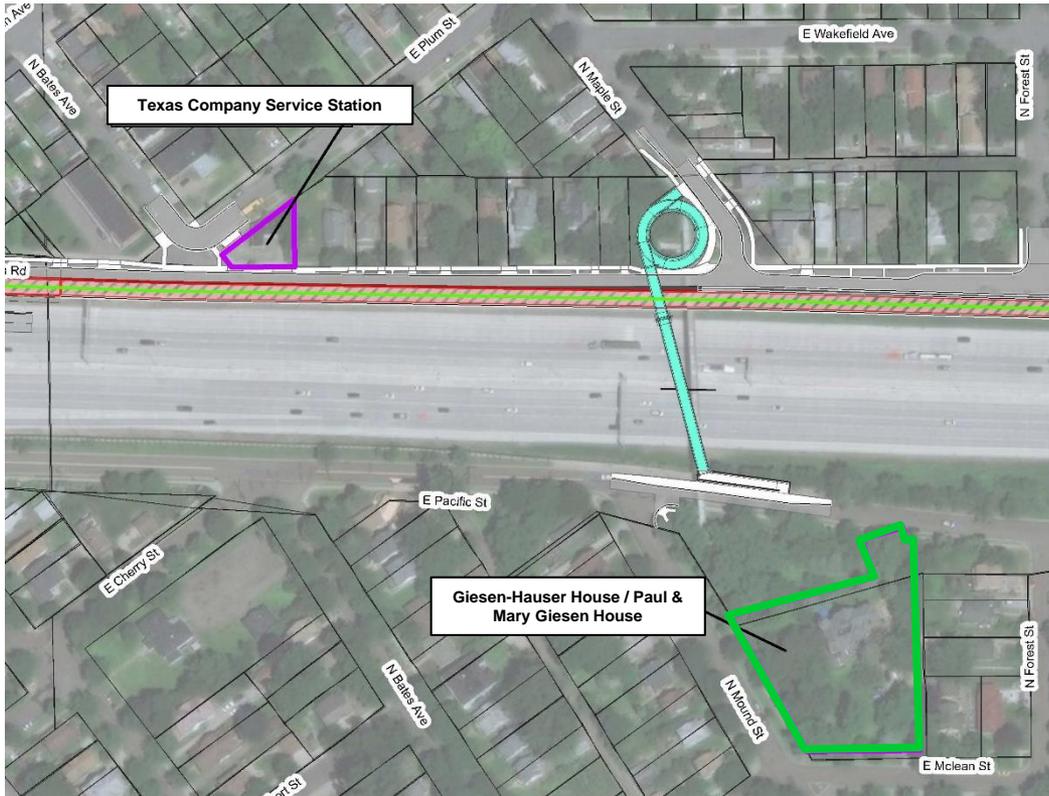


Location: West of Etna Street Station

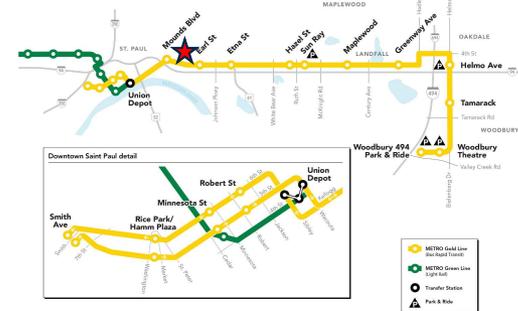


Johnson Parkway:
No Adverse Effect with conditions

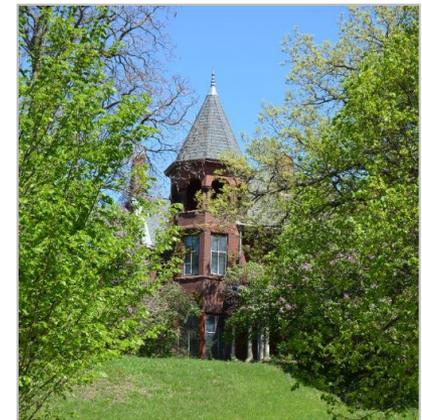
Texas Company Service Station & Giesen-Hauser House, Saint Paul



Location: West of Maple Street pedestrian bridge



Texas Company Service Station: **No Adverse Effect with conditions**

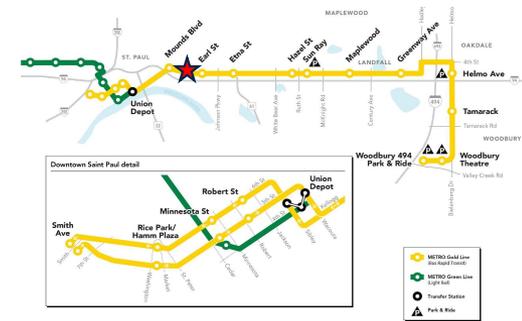


Giesen-Hauser House: **No Adverse Effect**

Mounds Boulevard Station Area



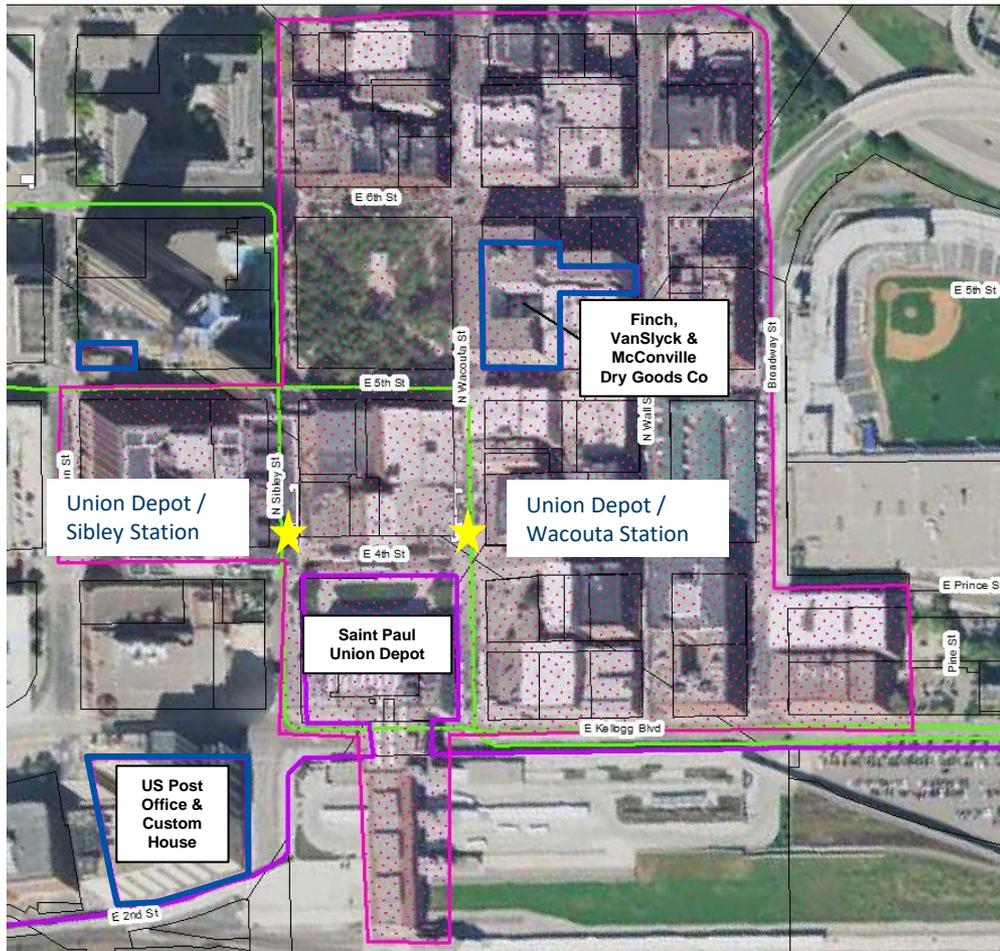
Location: 3rd Street and Mounds Boulevard Station



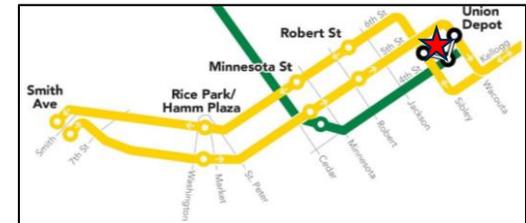
Bell-Weber House:
No Adverse Effect with conditions

Date Saved: 6/8

Sibley and Wacouta Station Area



Location: Downtown at Sibley Street and Wacouta Street

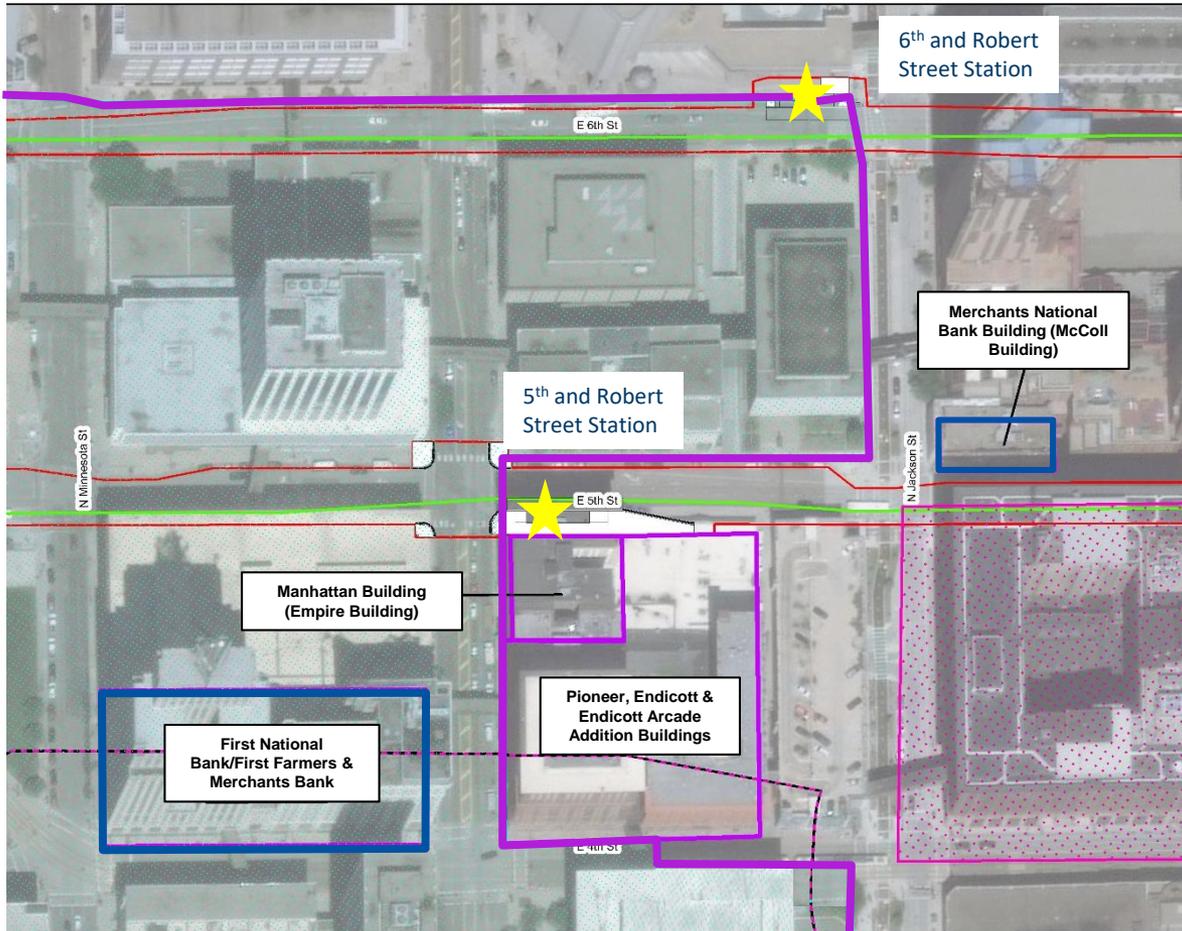


 **Lowertown Historic District:**
No Adverse Effect with conditions

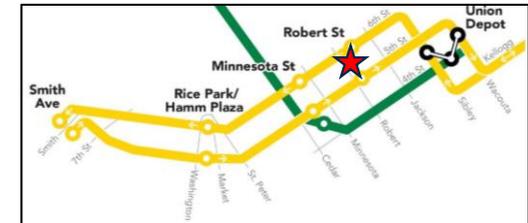


Saint Paul Union Depot:
No Adverse Effect with conditions

5th Street / Robert Street Station Area



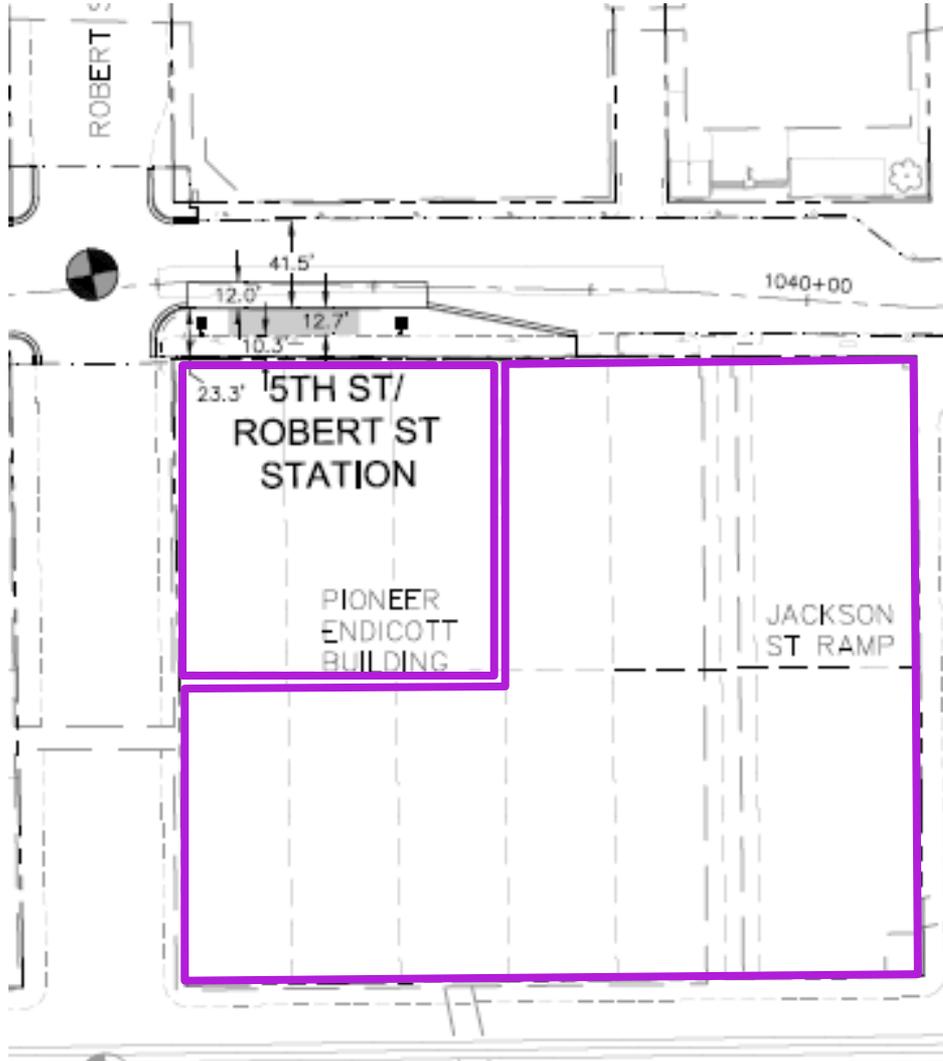
Location: 5th and Robert Street



 Urban Renewal Historic District: **No Adverse Effect with conditions**



5th Street / Robert Street Station Area

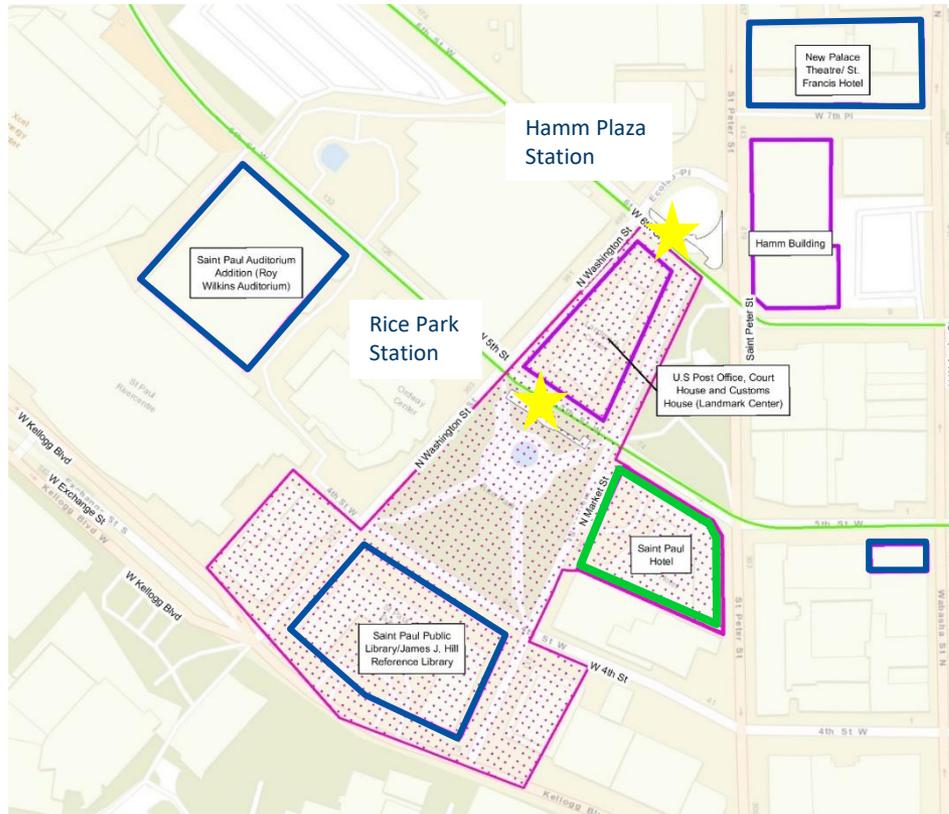


Manhattan Building, Pioneer Press and Endicott Buildings, and Endicott Arcade Addition:

No Adverse Effect with conditions



Rice Park Station Area



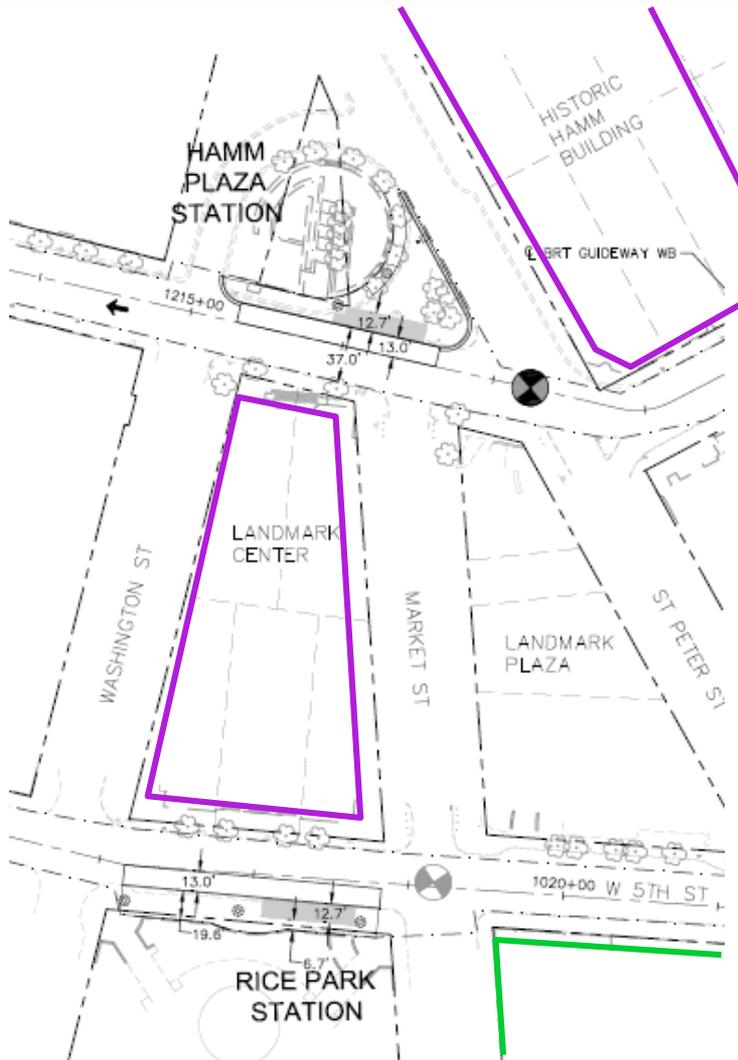
Location: Rice Park and Hamm Plaza



Saint Paul Hotel: **No Adverse Effect**

 Rice Park Historic District: **No Adverse Effect with conditions**

Rice Park Station Area



Hamm Building:
No Adverse Effect with conditions

U.S. Post Office, Court House and Custom House (Landmark Center):
No Adverse Effect with conditions



Assessment of Effects

- Consulting Party Review: April – June 2021
- Includes Shelter Design and other changes to design

St. Paul HPC Meeting (~April)

Consultation Meeting (~May)

Gold Line BRT Project – Assessment of Effect and Final Determination of Effect

- Questions?
- Comments?

Chelsa Johnson
Environmental Lead
Chelsa.Johnson@metrotransit.org

Liz Jones
Community Outreach & Engagement Coordinator
Elizabeth.Jones@metrotransit.org

