DEPARTMENT OF PLANNING &
ECONOMIC DEVELOPMENT
Dr. Bruce Corrie, Director

CITY OF SAINT PAUL
Melvin Carter, Mayor

25 West Fourth Street
Saint Paul, MN 55102

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

Date: June 3, 2019

To: Heritage Preservation Commission

From: George Gause

Re: Consultation and Comment for Metro Transit's Metro Transit Rush Line Bus Rapid Transit Phase 1

Background

The Federal Transit Administration (FTA) in cooperation with Metro Transit and the Metropolitan Council is proposing the Rush Line Bus Rapid Transit (BRT) Project that is a proposed 14-mile bus transit route with stations between Union Depot in Saint Paul and downtown White Bear Lake.

The FTA initiated the consultation process under the regulations for Section 106 of the National Historic Preservation Act (NHPA) on July 1, 2018. The HPC requested consulting party status in order to participate in the concurrence with the survey and evaluation findings and with the determination of effect, if any, the project will have on National Register of Historic Places (NRHP) properties or those determined to meet the criteria for listing on the NRHP.

For the architecture/history survey area, the project corridor was divided into seven (7) survey segments, beginning in downtown Saint Paul and continuing northward to White Bear Lake. This review only includes information pertaining to Survey Segments 2, 3, and 4 (Saint Paul minus downtown/Lowertown). In general, the survey area includes those properties adjacent to the proposed project corridor and within 500 feet of proposed station locations (see attached maps). In areas where the project corridor coincides with the raised berm of the Lake Superior & Mississippi Railroad Corridor, an adjacent tier of properties was added to the survey area in anticipation that the APE would likely expand to better account for visual effects.

Phase I architecture/history survey includes properties built in 1978 or earlier. This represents 45 years prior to the date project construction is anticipated to begin. For the phase II architecture evaluations ten properties within the proposed APE have been suggested for survey and research. The proposed BRT line will pass the locally designated

Jackson Street Shops historic district and the 3M Main Plant historic site. It also come close to the potential Hamm's Brewery and 3M historic districts. The bus line will be separated from each of these sites and will follow along existing transit corridors.

HERITAGE PRESERVATION COMMISSION COMMENTS

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.

STAFF RECOMMENDATION

The Rush Line skirts several listed and potential districts and the APE contains approximately ten properties which have been found to warrant further review. Survey work in downtown/Lowertown has not begun and will return to the HPC for comment in the future. The proposed alignment for segments 2-4 as proposed appears to have little effect on the historic resources identified in the area.

SUGGESTED MOTION

I move that the HPC concurs with the phase 1 work submitted for the Metro Transit's Metro Transit Rush Line BRT and looks forward to being involved with the architecture & history survey of downtown Saint Paul including the Lowertown Historic District as per presented testimony, submitted documentation and information provided in the staff report.

Rush Line

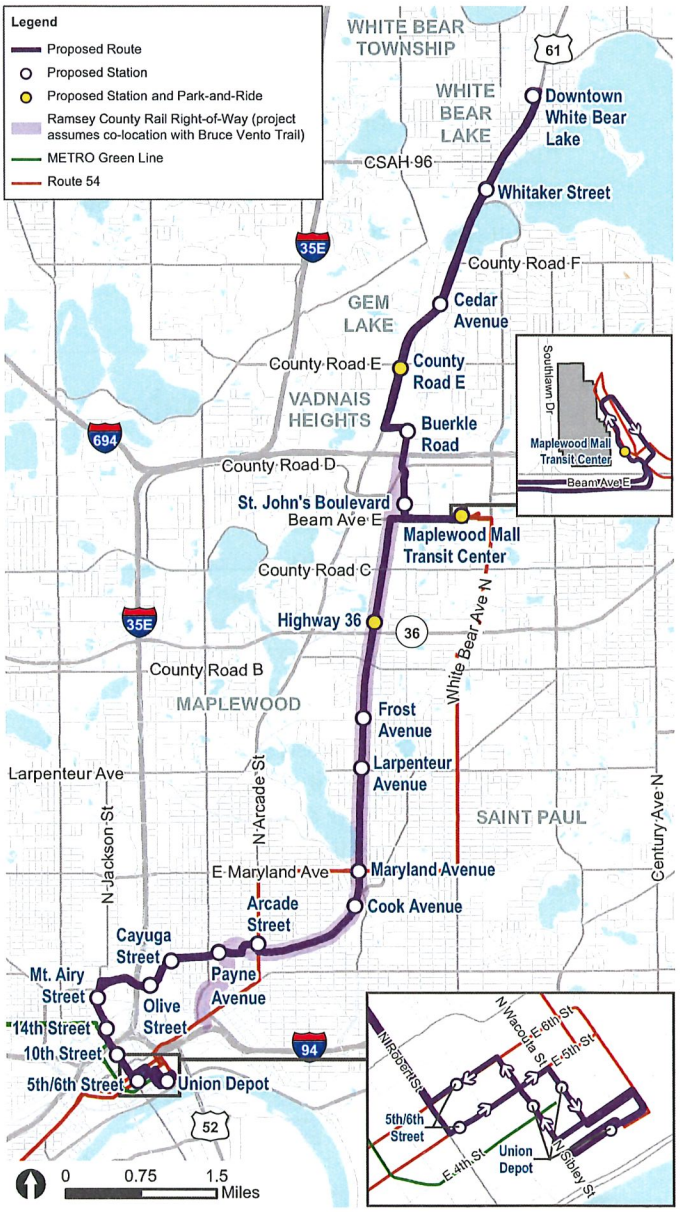
B R T

Rush Line Bus Rapid Transit

The Rush Line BRT Project is a proposed 14-mile transit route led by Ramsey County with stations between Union Depot in Saint Paul and downtown White Bear Lake. The Rush Line BRT will:

- Run seven days a week from early in the morning to late at night.
- Arrive every 10 minutes during rush hours and every 15 minutes other times.
- Provide fast and reliable transit service.
- Operate primarily in dedicated bus lanes.
- Have stations with amenities like shelter, light, heat, fare payment machines and real-time departure signs.
- Conveniently connect to METRO Green Line, local and intercity buses and Amtrak® service at Union Depot.
- Connect people to jobs, education, healthcare and recreation destinations.
- Support economic development.
- Serve more than 97,000 people who are diverse in income, race, ethnicity, age, ability and languages spoken. More than 18 percent of these households do not have access to a vehicle.
- Connect to 106,000 jobs within a ten-minute walk of the 21 planned stations.

Orange Line BRT, Los Angeles, CA



The Rush Line BRT Project includes further exploration of connector bus service north to Forest Lake, along with other transit system improvements.

Public Input

The Rush Line BRT Project seeks public input on:

- How are cultural, historic and natural resources maintained within the project area?
- How will communities along the route benefit from this investment?
- How will BRT operate alongside people walking, rolling, biking and driving?
- What kind of development and pedestrian, bicycle and transit connections do we want to see at and near stations?

Health Line BRT, Cleveland, OH

Environmental Analysis

The project is currently in the two-year environmental analysis phase (as shown below). This phase will advance the project's design while seeking to increase the potential benefits of the project and minimize potential social and environmental impacts along the route. Emphasis will be placed on increasing access to and from the BRT stations and thoughtfully planning for new development near stations.

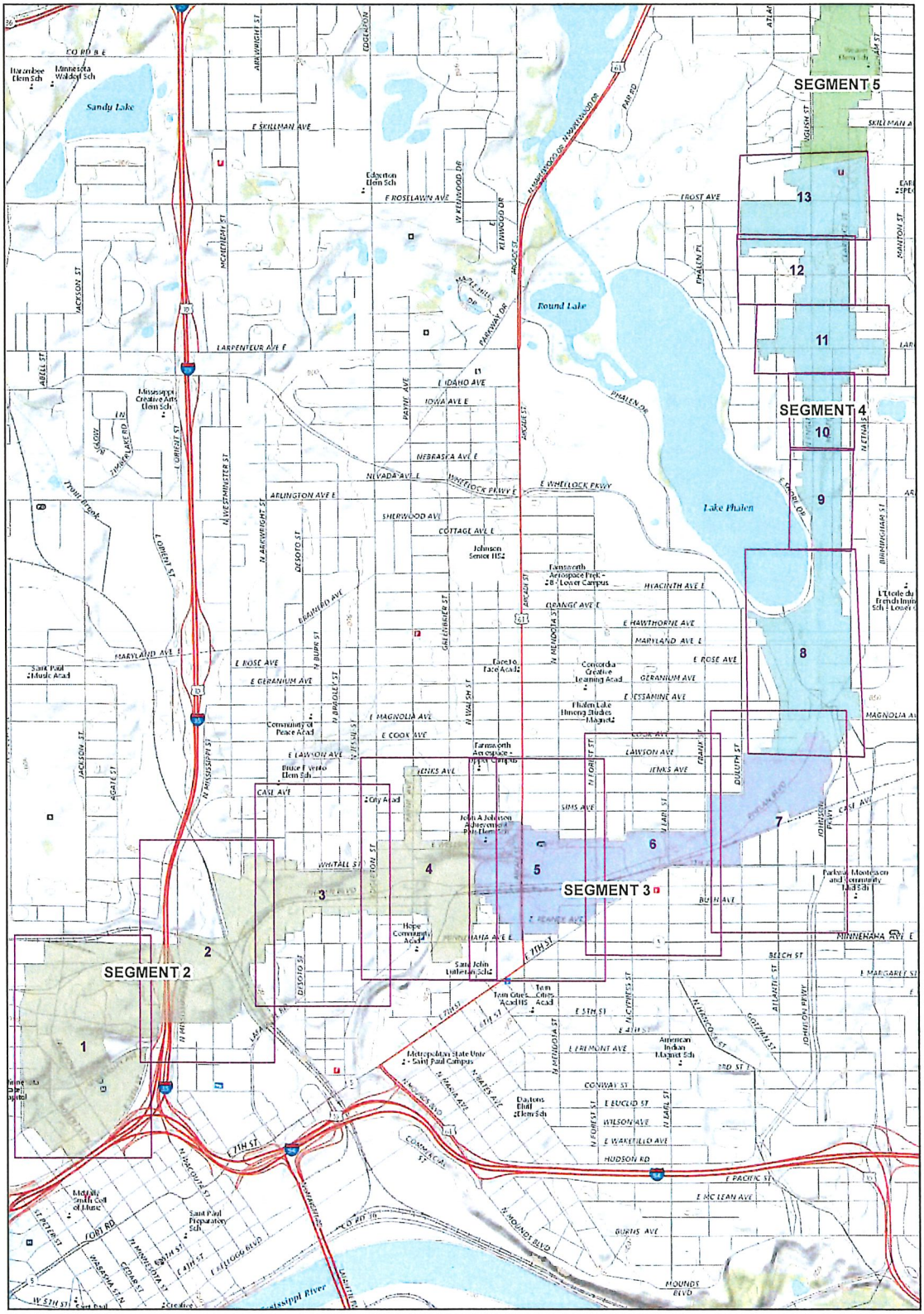
The environmental analysis will follow state and federal processes and result in a document that explains why the project is needed, the alternatives that were considered, the project's impacts to the natural and built environments, and mitigation strategies for those impacts.

Health Line BRT, Cleveland, OH

FEDERAL TRANSIT ADMINISTRATION PROCESS

Sign up for email updates. Provide input. Ask questions. Learn more.

rushline.org | info@rushline.org | 651-266-2760 | facebook.com/rushline | @rushlinetransit



RUSH LINE BRT
STUDY AREA

Index to Survey Maps

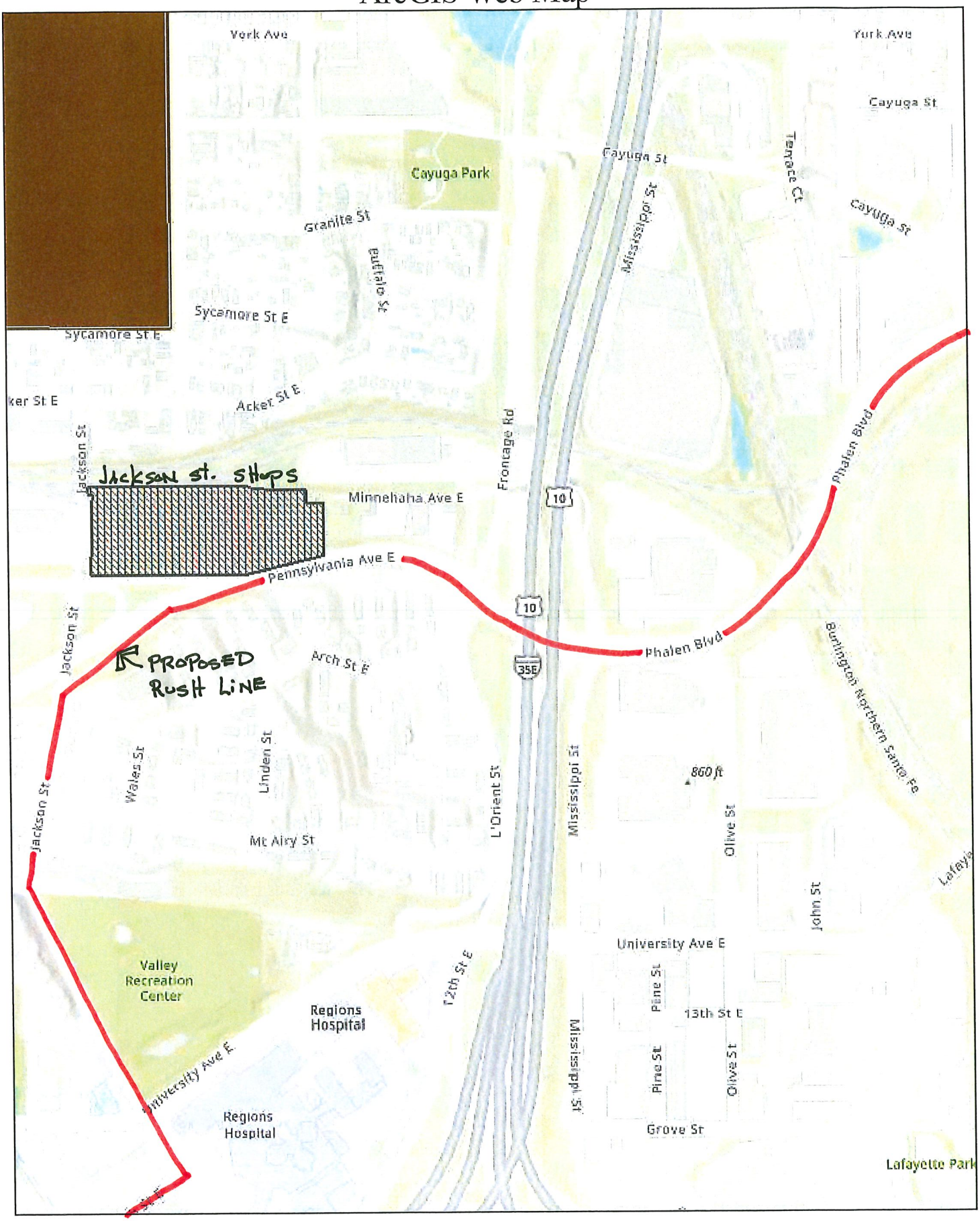
Mead & Hunt

3/15/2019

Table 2: Phase II Recommended if Properties in APE

Inventory No.	Historic Name	Address	Date	Preliminary Notes
RA-MWC-0012	Julius and Tina Schroer House (a.k.a. Sundgaard House)	1865 Clarence Street North	1910	Single-family home associated with early 20th century railroad community
RA-MWC-0134	Moose Lodge 963	1946 English Street North	1964	Post-WWII suburban fraternal building possibly associated with desegregation efforts
RA-MWC-0164	Maplewood Municipal Building	1380 Frost Avenue East	1965	Post-WWII suburban municipal building
RA-SPC-4983	Payne Avenue Commercial HD	Payne Avenue north of Phalen	1880s+	Previously subject to Reconnaissance Inventory
RA-SPC-5618	Westminster Junction			Previously determined eligible; will be reassessed using the MPDF due to passage of time
RA-SPC-5915	Mt. Airy Homes	L'Orient Street and Pennsylvania, St. Paul	1959+	Early public housing complex in Saint Paul that was previously recommended not eligible; will be reassessed due to passage of time
RA-SPC-6064	Lake Superior & Mississippi/St. Paul & Duluth/Northern Pacific Railroad Corridor HD		1870s+	Previously determined eligible; will be reassessed using the MPDF due to passage of time
RA-SPC-6065	St. Paul Stillwater and Taylor's Falls Railroad/Chicago, St. Paul, Minneapolis and Omaha Railway (a.k.a. Omaha Road)		1870s+	Previously determined eligible as part of 3M historic district; will be assessed individually using the MPDF (3M district is also being updated to reflect demolitions)
RA-SPC-10209	Franklin Elementary School	690 Jackson Street	1963	Post-WWII school possibly associated with Mt. Airy and desegregation efforts in Saint Paul public schools
RA-SPC-TBD	Phalen Regional Park		1870s+	Regional Park developed as part of the Saint Paul Grand Round

ArcGIS Web Map



SAINT PAUL

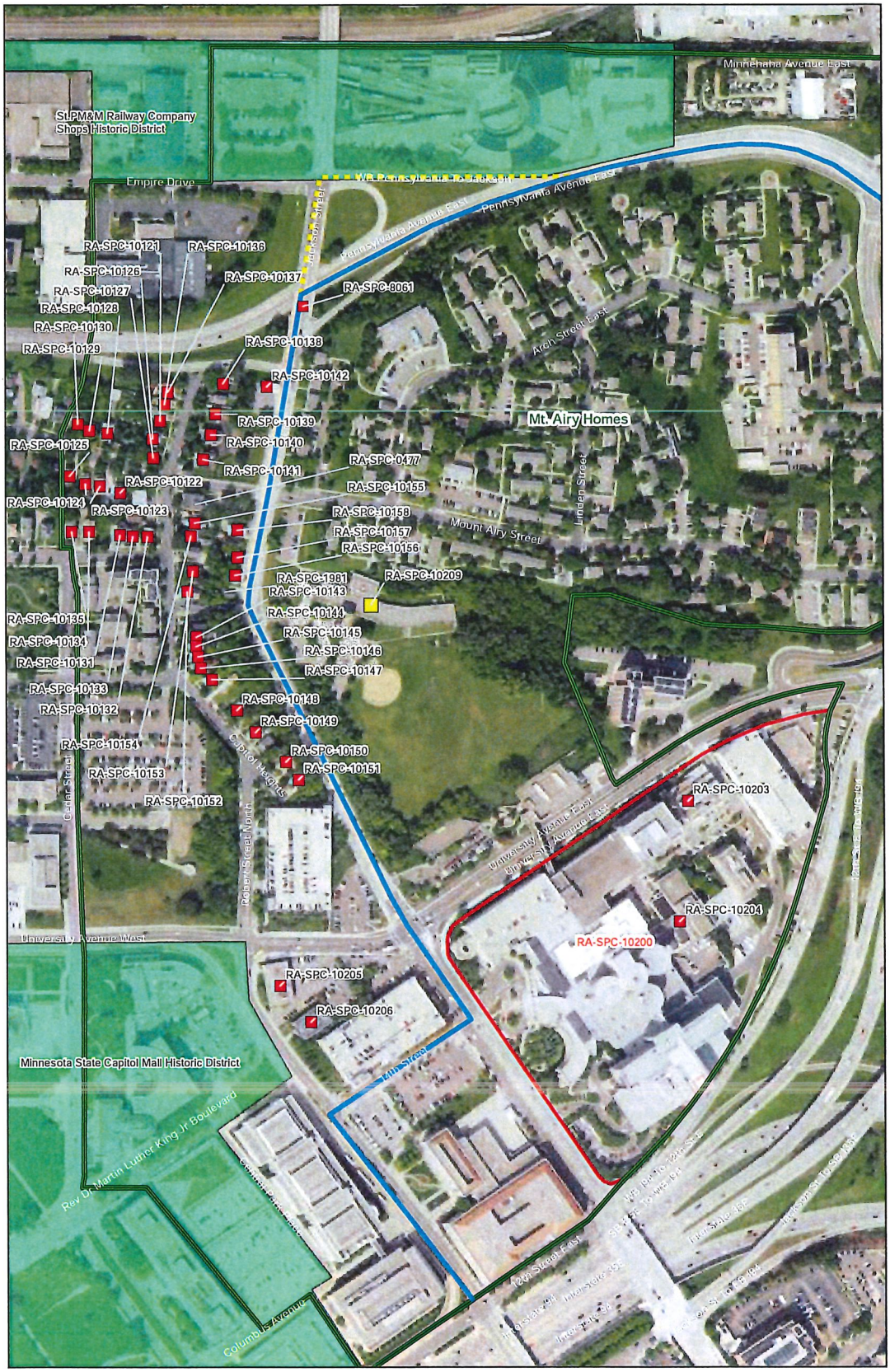
0 0.025 0.05 0.1 mi

Date: 5/23/2019 Time: 8:35:05 AM

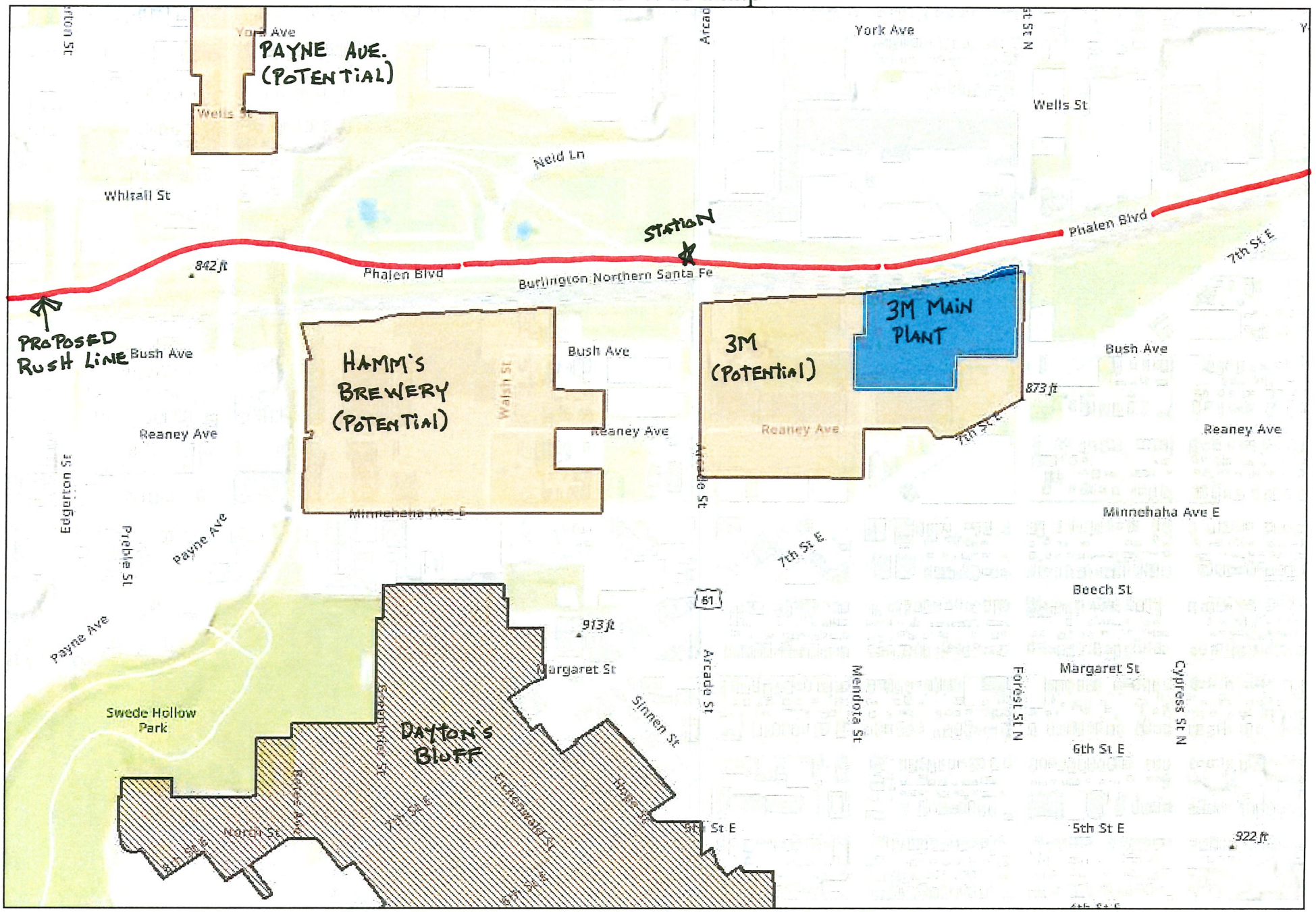
Service Layer Credits: For more technical background on this GIS data, contact PED Research Analyst Bob Spaulding at 651-266-6635 or

N

The City of Saint Paul Office of Technology cannot accept any responsibility for errors, omissions, or positional inaccuracy in this map.


Minnehaha Avenue East
St.PM&M Railway Company Shops Historic District
Empire Drive
Pennsylvania Avenue East
Arch Street East
Mt. Airy Homes
Linden Street
Mount Airy Street
Robert Street North
Capitol Heights
Cedar Street
University Avenue West
Minnesota State Capitol Mall Historic District
Rev Dr Martin Luther King Jr Boulevard
Columbus Avenue
Rice Street
RA-SPC-10121
RA-SPC-10136
RA-SPC-10126
RA-SPC-10137
RA-SPC-10127
RA-SPC-8051
RA-SPC-10128
RA-SPC-10130
RA-SPC-10129
RA-SPC-10138
RA-SPC-10142
RA-SPC-10139
RA-SPC-10125
RA-SPC-10140
RA-SPC-10141
RA-SPC-0477
RA-SPC-10122
RA-SPC-10155
RA-SPC-10124
RA-SPC-10123
RA-SPC-10159
RA-SPC-10157
RA-SPC-10156
RA-SPC-1981
RA-SPC-10209
RA-SPC-10143
RA-SPC-10135
RA-SPC-10144
RA-SPC-10134
RA-SPC-10145
RA-SPC-10131
RA-SPC-10146
RA-SPC-10147
RA-SPC-10133
RA-SPC-10148
RA-SPC-10132
RA-SPC-10149
RA-SPC-10154
RA-SPC-10150
RA-SPC-10153
RA-SPC-10151
RA-SPC-10152
RA-SPC-10203
RA-SPC-10204
RA-SPC-10200
RA-SPC-10205
RA-SPC-10206
0
175
350
700 Feet
Legend
Potential Phase II Property
Phase I Property
Proposed Rush Line Centerline
Alternate Rush Line Centerline
Study Area
Phase I Property Boundary
Previously Evaluated Historic District
SEGMENT 5
SEGMENT 4
SEGMENT 3
SEGMENT 2
Page 1

ArcGIS Web Map



SAINT PAUL

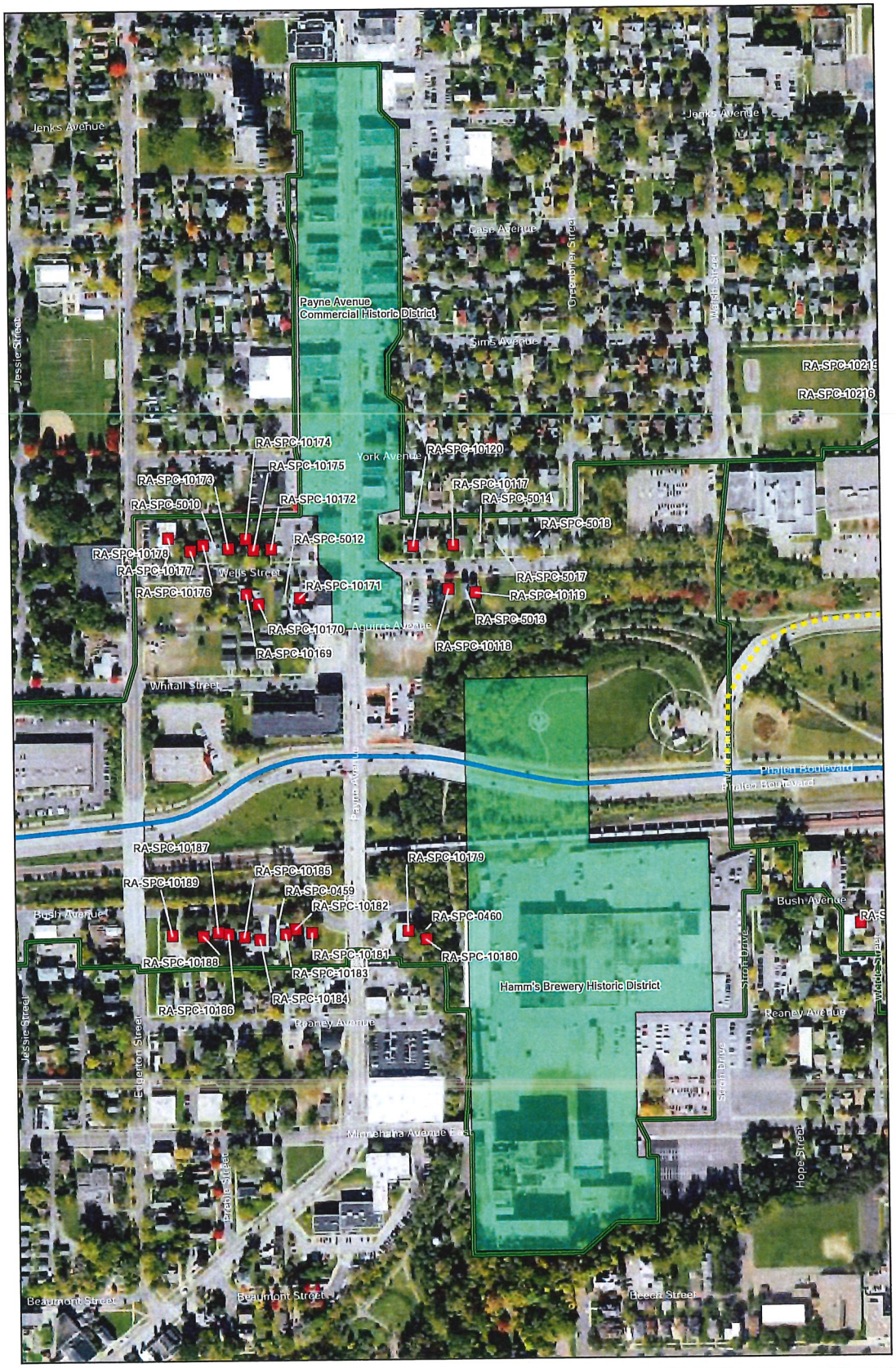
0 0.04 0.08 0.16 mi

Date: 5/23/2019 Time: 8:38:15 AM

Service Layer Credits: For more technical background on this GIS data, contact PED Research Analyst Bob Spaulding at 651-266-6635 or bob.spaulding@ci.stpaul.mn.us. For more technical support of this GIS data, contact PED Research Analyst Bob Spaulding at 651-266-6635 or bob.spaulding@ci.stpaul.mn.us. For information on properties and

The City of Saint Paul Office of Technology cannot accept any responsibility for errors, omissions, or positional inaccuracy in this map.

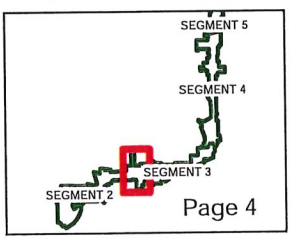
N

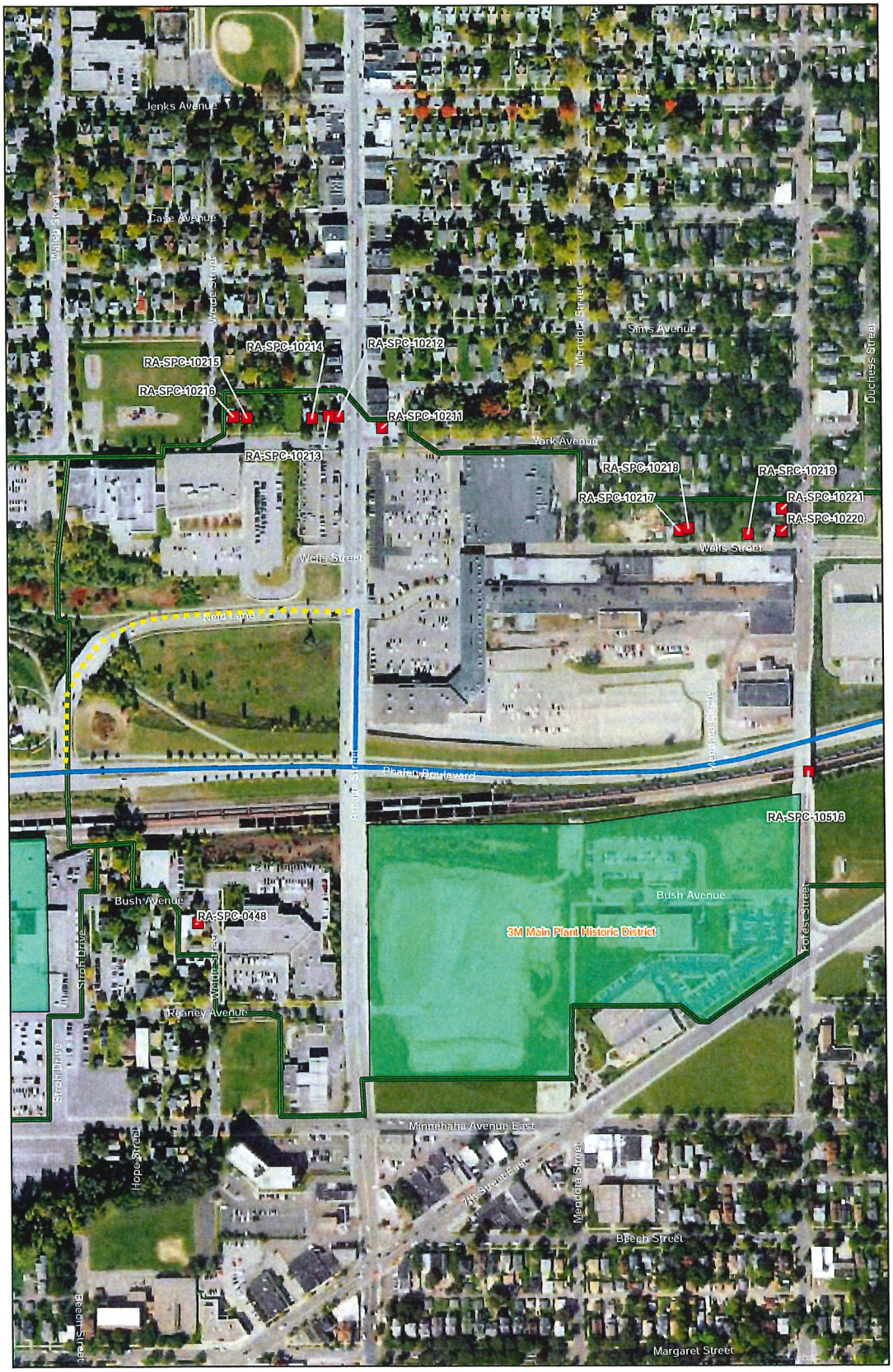


0 175 350 700 Feet

Legend

- Potential Phase II Property
- Phase I Property
- Proposed Rush Line Centerline
- Alternate Rush Line Centerline
- Study Area
- Phase I Property Boundary
- Previously Evaluated Historic District

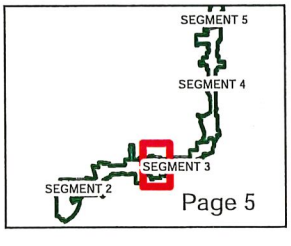
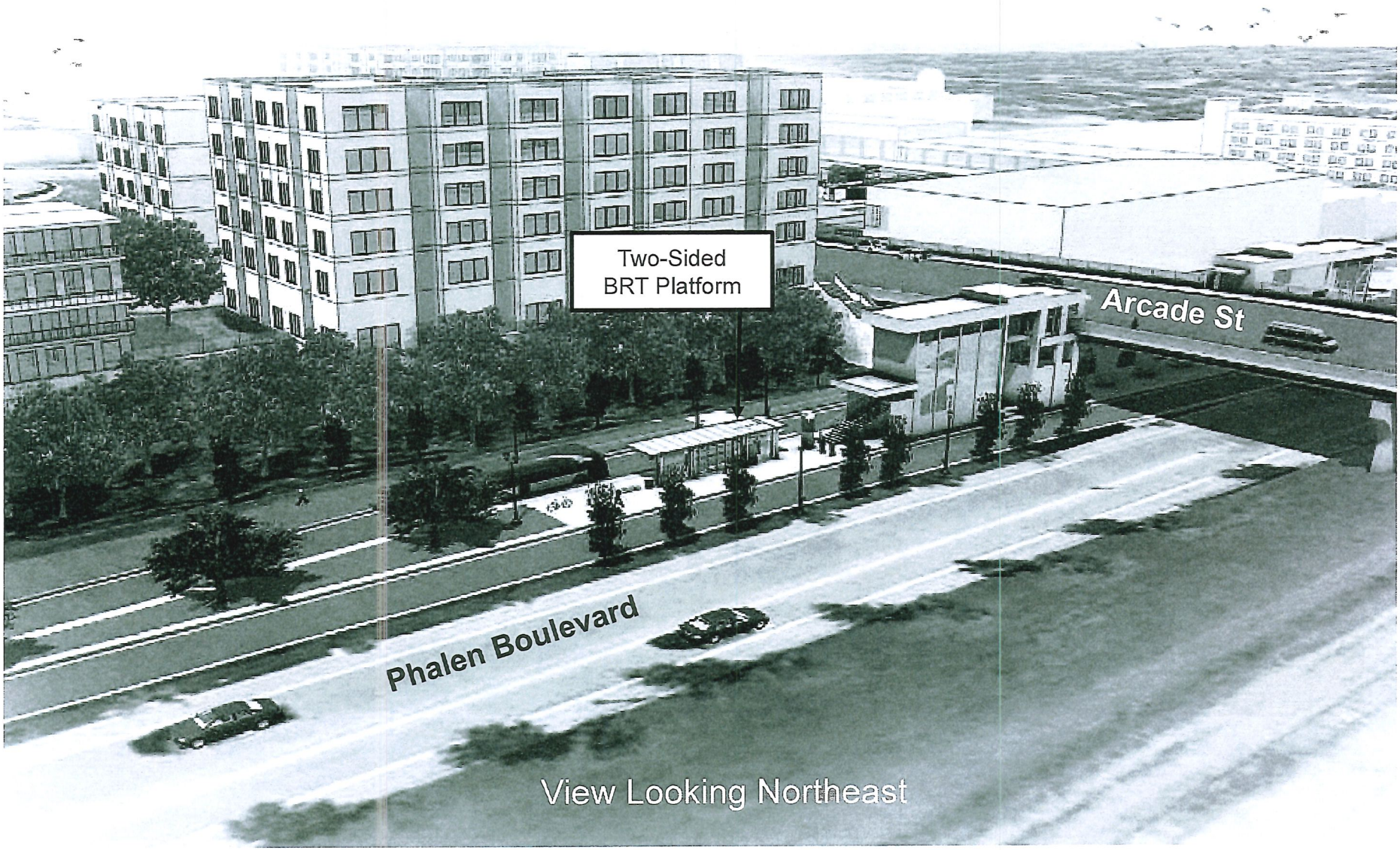




0 175 350 700 Feet

Legend

- Potential Phase II Property
- Phase I Property
- Proposed Rush Line Centerline
- Alternate Rush Line Centerline
- Study Area
- Phase I Property Boundary
- Previously Evaluated Historic District



Phalen Boulevard
Station Location and Environment