

# Appendix I

## Cultural Resources

# Cultural Resources Overview

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Nicollet-Central Transit Alternatives

May 2013





Prepared for:

City of Minneapolis

Prepared by:





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## 1. Project Background

The proposed Nicollet-Central Transitway project will likely require federal and state funding or permitting, thereby requiring the need to comply with federal and state cultural resources laws, such as Section 106 of the National Historic Preservation Act, the Minnesota Field Archaeology Act, the Minnesota Historic Sites Act, and the Minnesota Private Cemeteries Act. A review of information pertaining to known archaeological sites and historic structures within the study area was completed. The purpose is to aid in informing the alternatives analysis by identifying potential impacts to cultural resources. This would result in: 1) minimizing potential cultural resources issues in future stages of development, 2) identifying what cultural resource work may be required for each of the proposed modes of transportation prior to implementation, and 3) informing the ranking of the proposed alternatives.

Within the study area for the Nicollet-Central Transit Alternatives study, three transportation mode/alignment alternatives are being studied along a preferred route alignment. The transportation modes include enhanced bus along the entire alignment from 41<sup>st</sup> Ave NE in Columbia Heights to W 46<sup>th</sup> Street in Minneapolis, modern streetcar along the entire alignment, and modern streetcar along a segment of the alignment between 8<sup>th</sup> Street NE and W Lake Street in Minneapolis.

### Cultural Resources Study Area

During future stages of this project, an area of potential effect (APE) for cultural resources will need to be determined in consultation with the lead agency, for this project it is anticipated this will be the Federal Transit Administration (FTA), which accounts for all potential direct and indirect effects to historic properties. The potential effects to historic properties are different for each transportation mode being considered. Therefore, for the purposes of this cultural resources study, the potential effects associated with each transportation mode were analyzed to develop an appropriate study area for archaeology and architectural history resources for this analysis. However, as the project moves forward and the plans for the alternatives are better defined, these study areas should be re-examined to ensure they encompass all potential effects to cultural resources.

For the enhanced bus option, a study area for archaeology and architectural history resources of 500 feet (ft) on either side of the alignment was used. The final design is unknown; however, enhanced bus service would likely require construction of enhanced stops and transit signal priority. The potential effects from the enhanced bus option on this existing transportation corridor may include increases in noise and vibrations due to increased bus traffic. In heavily developed urban areas, which comprise most of the corridor, the potential indirect effect of proposed transit corridors is less because there is already significant traffic and less likelihood for increased development.

For the modern streetcar options, a study area of 500-ft on either side of the alignment was used for archaeology resources since the potential for direct effects associated with construction or other ground-disturbing activities would likely not extend beyond 500 ft. However, a larger study area for architectural history resources was used for the modern streetcar options due to the potential for greater visual effects. The final design is unknown; however, the modern streetcar options would likely require the construction of an overhead catenary within the existing road right-of-way and the construction of stops. The construction of new stops and other ancillary features will have a higher potential for physical, auditory, or visual impacts due to the new construction. Therefore, a study area for architectural history resources encompassing a 0.25-mile radius around the alignment was used for the modern streetcar options.

## 2. Previously Identified Cultural Resources

Many areas within the study areas have been subjected to numerous previous cultural resources investigations, resulting in the identification of 679 previously identified archaeological sites and architectural history properties within 0.25 miles of the alignment. They include a large number of historic structures that are listed in or are eligible for listing in the National Register of Historic Places (NRHP), the official list of the nation's historic places worthy of preservation managed by the National Park Service. A small number of these are NRHP-listed and eligible archaeological resources that have been previously identified within the study areas. A large proportion of these significant and sensitive sites are located near the banks of the Mississippi River.

The number of previously identified cultural resources only indicates what is already known about the study areas and does not indicate how many currently unknown archaeological sites and historic architectural properties may be located within the study areas; therefore, the true impacts to all potential cultural resources cannot be known at this time without further analysis and field investigation, which will be completed as part of the National Environmental Policy Act (NEPA) process. Also, this analysis does not include any detailed examination of potential traditional cultural properties (TCPs), properties of religious or cultural significance to a cultural group, primarily Native American tribes, except to list any that may have been previously identified within the study areas. A more thorough review of potential TCPs should be conducted in consultation with appropriate Native American tribes during any future cultural resources analysis for this project, which will be completed as part of the NEPA process.

### Previously NRHP-Listed and Eligible Cultural Resources

To inform comparison of the proposed alternatives, previously NRHP-listed and eligible archaeological sites and structures located within the study areas were reviewed. This summary of NRHP-listed and eligible cultural resources is based on inventory data provided by the Minnesota State Historic Preservation Office (SHPO). As the proposed plans for the alternatives are more defined, the study areas identified in this analysis may not encompass all areas that may be directly or indirectly impacted by the proposed alternatives but, for purposes of this initial screening study, includes the previously NRHP-listed and eligible cultural resources that are closest to the proposed project area and, therefore, have a greater potential to be affected by the proposed project. Tables 1, 2, and 3 below provide the number of previously NRHP-listed and eligible cultural resources for each alternative.

Table 1: Previously Listed and Eligible Cultural Resources within the Enhanced Bus Option Study Area

MODE ALTERNATIVE	MAJOR ANALYSIS SEGMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES WITHIN 500 FT STUDY AREA	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 500 FT STUDY AREA*
Enhanced Bus	41 <sup>st</sup> Ave NE to Lowry Ave NE	0	1
	Lowry Ave NE to Broadway Street NE	0	1
	Broadway St NE to 8 <sup>th</sup> Street NE	0	0
	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**
	Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**
	W Grant Street to W Lake Street	0	38 (1 of which is non-extant)
	W Lake Street to W 38 <sup>th</sup> Street	0	0
	W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	0	0

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

**Table 2: Previously Listed and Eligible Cultural Resources within the Modern Streetcar Option from 41<sup>st</sup> Ave NE to W 46<sup>th</sup> Street Study Areas**

MODE ALTERNATIVE	MAJOR ANALYSIS SEGMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES WITHIN 500 FT STUDY AREA	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 500 FT STUDY AREA*	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 0.25 MILE STUDY AREA*
Modern Streetcar from 41 <sup>st</sup> Ave NE to W 46 <sup>th</sup> Street	41 <sup>st</sup> Ave NE to Lowry Ave NE	0	1	2
	Lowry Ave NE to Broadway Street NE	0	1	1
	Broadway St NE to 8 <sup>th</sup> Street NE	0	0	0
	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)	127 (14 of which are non-extant)
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**	162 (24 of which are non-extant)**
	Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**	66 (1 of which is non-extant)**
	W Grant Street to W Lake Street	0	38 (1 of which is non-extant)	97 (1 of which is non-extant)
	W Lake Street to W 38 <sup>th</sup> Street	0	0	17
	W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	0	0	0

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

**Table 3: Previously Listed and Eligible Cultural Resources within the Modern Streetcar Option from W Lake Street to 8<sup>th</sup> Street NE Study Areas**

MODE ALTERNATIVE	MAJOR ANALYSIS SEGMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES WITHIN 500 FT STUDY AREA	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 500 FT STUDY AREA*	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 0.25 MILE STUDY AREA*
<i>Modern Streetcar from W Lake Street to 8<sup>th</sup> Street NE</i>	<i>8<sup>th</sup> Street NE to Washington Ave S (Hennepin/1<sup>st</sup> Ave Bridge Alignment)</i>	3	41 (8 of which are non-extant)	127 (14 of which are non-extant)
	<i>8<sup>th</sup> Street NE to Washington Ave S (Central/3<sup>rd</sup> Ave Bridge Alignment)</i>	0	56 (11 of which are non-extant)**	162 (24 of which are non-extant)**
	<i>Washington Ave S to W Grant Street</i>	0	18 (1 of which is non-extant)**	66 (1 of which is non-extant)**
	<i>W Grant Street to W Lake Street</i>	0	38 (1 of which is non-extant)	97 (1 of which is non-extant)

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

Most of the previously NRHP-listed and eligible cultural resources are concentrated in and near downtown Minneapolis, including on Nicollet Island and in the neighborhoods south of downtown including Loring Park, Loring Heights, Stevens Square, and Whittier (Table 2; Figure 1).

### 3. Visual Assessment

A visual assessment of the study areas was completed in order to identify open or undeveloped areas of land that could potentially be undisturbed and could have potential for unknown archaeology sites, as well as confirm that the NRHP-listed and eligible structures are still extant and notate their current condition. The visual assessment for archaeology was conducted within the 500 foot study area. Due to the potential for greater visual effects to historic structures by some of the options, the visual assessment for architectural history properties was conducted within the 0.25 mile study area.

#### Archaeology

The visual assessment of open or undeveloped areas of land generally included parks, green spaces, and vacant lots. Open areas that are currently paved surface lots were also included within this visual assessment because there may be potential for intact archaeological resources below the surface of the paving material. In some instances archaeology resources have been found below paved lots. These open or undeveloped areas of land would need to be studied further in future stages of this project in order to determine if there is potential for unknown archaeology resources. The archaeology study area for all three proposed alternatives is the same; therefore, the number of open and undeveloped areas was tracked by the location within the major analysis segments (Table 4).

**Table 4: Open and Undeveloped Portions of Land within each Major Analysis Segment**

STUDY AREA	MAJOR ANALYSIS SEGMENT	OPEN & UNDEVELOPED PORTIONS OF LAND
500 ft	<i>41<sup>st</sup> Ave NE to Lowry Ave NE</i>	<i>18</i>
	<i>Lowry Ave NE to Broadway Street NE</i>	<i>9</i>
	<i>Broadway St NE to 8<sup>th</sup> Street NE</i>	<i>2</i>
	<i>8<sup>th</sup> Street NE to Washington Ave S</i>	<i>7</i>
	<i>Washington Ave S to W Grant Street</i>	<i>3</i>
	<i>W Grant Street to W Lake Street</i>	<i>5</i>
	<i>W Lake Street to W 38<sup>th</sup> Street</i>	<i>8</i>
	<i>W 38<sup>th</sup> Street to W 46<sup>th</sup> Street</i>	<i>5</i>

#### Architectural History

The majority of the previously NRHP-listed and eligible architectural history properties located within the 0.25-mile study area retain a fair to good level of historical integrity. A couple properties were found to be no longer extant (see Tables 1-2). The locations of the previously NRHP-listed and eligible properties that were found to be no longer extant will be further documented in the Cultural Resources Literature Review and Visual Assessment technical report that is forthcoming.

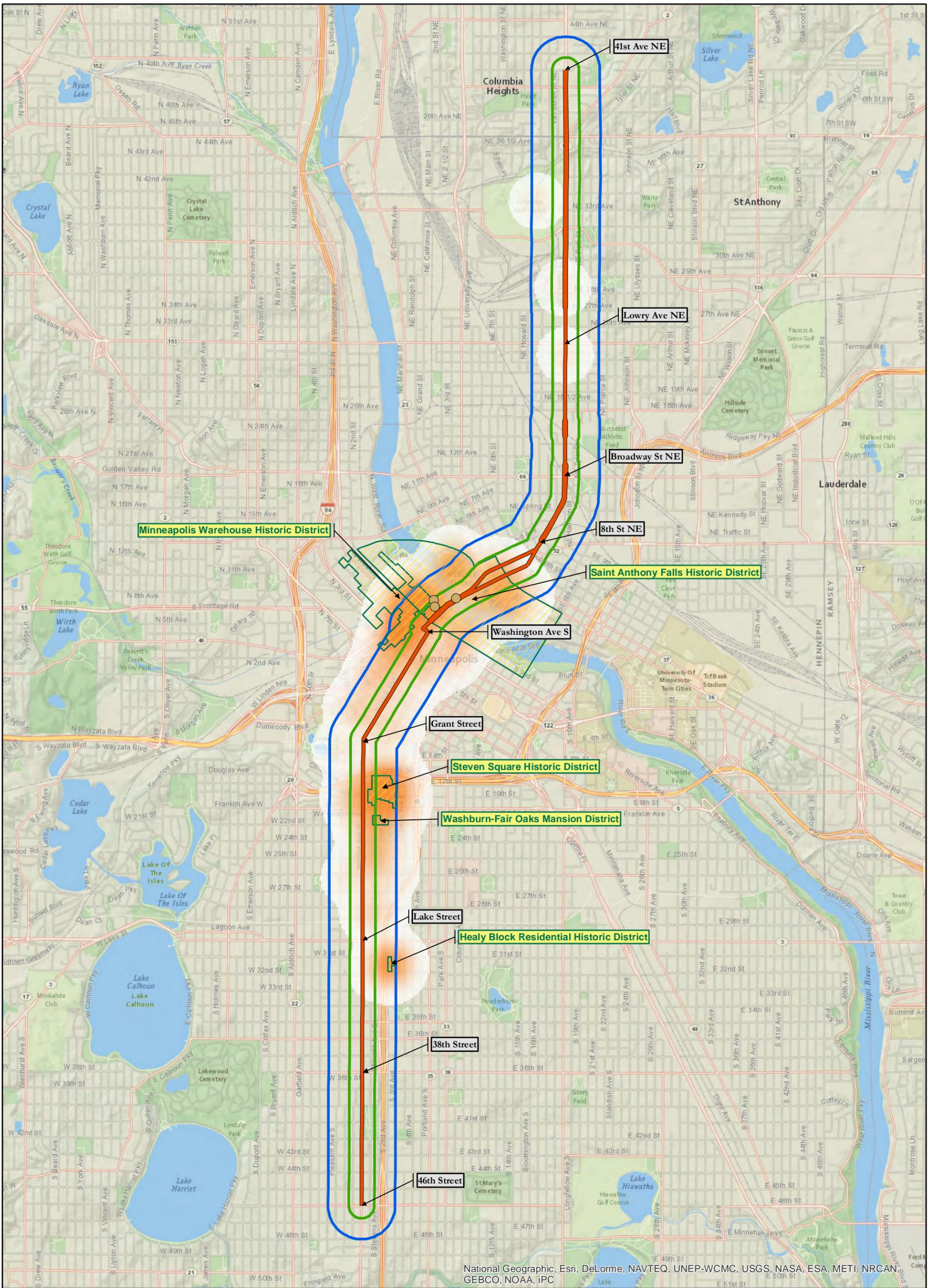
## 4. Recommendations

According to the literature review, the study area for the modern streetcar option between 41<sup>st</sup> Avenue NE and W 46<sup>th</sup> Street following the Hennepin/1<sup>st</sup> Ave Bridge alignment contains the most previously NRHP-listed and eligible archaeological sites and historic structures and, therefore, has a greater potential to impact NRHP-listed and eligible cultural resources. According to the literature review, the study area for the enhanced bus option following the Hennepin/1<sup>st</sup> Ave Bridge alignment contains the least amount of previously NRHP-listed or eligible archaeological sites and historic structures, and therefore, has the potential to impact the least amount of NRHP-listed and eligible cultural resources.

Based on the visual assessment, very few NRHP-listed and eligible structures were found to be no longer extant. The largest concentration of historic structures that were found to be no longer extant are located within the modern streetcar study area (0.25 miles) between the 8<sup>th</sup> Street NE to Washington Ave S segment along the Central/3<sup>rd</sup> Ave Bridge alignment. Therefore, based on the visual assessment of historic structures the alternatives with the greatest and least potential to impact NRHP-listed and eligible structures are the same as the literature review results discussed in the previous paragraph.

Based on the visual assessment of open or undeveloped portions of land, there appear to be less open areas within the downtown city center and more to the north end of the alignment in Columbia Heights. The modern streetcar option between 41<sup>st</sup> Avenue NE and W 46<sup>th</sup> Street and the enhanced bus option have the same archaeology study area; therefore, both of these options following the Hennepin/1<sup>st</sup> Ave Bridge alignment have the greatest potential to impact open or undeveloped areas of land where there may be potential for unknown archaeological resources. The modern streetcar option between W Lake Street and 8<sup>th</sup> Street NE following the Hennepin/1<sup>st</sup> Ave Bridge alignment has the least amount of open or undeveloped spaces; and therefore, the least potential to impact unknown archaeological resources.

Combining the results of the literature review and visual assessment maintains the recommendations of the literature review. The modern streetcar option between 41<sup>st</sup> Avenue NE and W 46<sup>th</sup> Street following the Hennepin/1<sup>st</sup> Ave Bridge alignment has the potential to impact the greatest amount of known cultural resources while the enhanced bus option following the Hennepin/1<sup>st</sup> Ave Bridge alignment has the potential to impact the least amount of known cultural resources.



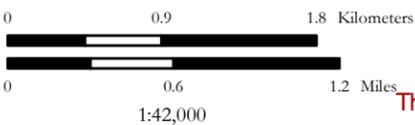
Source: MN SHPO; The 106 Group Ltd.

Map Produced by The 106 Group Ltd 5/9/2013

**Nicollet-Central Transit Alternatives  
Cultural Resources Technical Memo  
Minneapolis and Columbia Heights  
Hennepin and Anoka Counties, Minnesota**

- Nicollet-Central Alignment
- 500-Foot Study Area
- 0.25-Mile Study Area
- Listed or Eligible Historic District
- High Concentration
- Low Concentration
- Listed or Eligible Archaeological Site

**Cultural Resources Overview**



This map includes information about known Listed and Eligible from the Minnesota State Historic Preservation Office. Not all portions of the corridor have been previously surveyed for cultural resources.

**Figure 1**



# CULTURAL RESOURCES LITERATURE REVIEW AND VISUAL ASSESSMENT FOR THE NICOLLET-CENTRAL TRANSIT ALTERNATIVES STUDY, MINNEAPOLIS AND COLUMBIA HEIGHTS, HENNEPIN AND ANOKA COUNTIES, MINNESOTA

Submitted to:  
URS Corporation

Submitted by:  
The 106 Group Ltd.

May 2013

**CULTURAL RESOURCES LITERATURE REVIEW AND VISUAL  
ASSESSMENT FOR THE NICOLLET-CENTRAL TRANSIT  
ALTERNATIVES STUDY, MINNEAPOLIS AND COLUMBIA  
HEIGHTS, HENNEPIN AND ANOKA COUNTIES, MINNESOTA**

**SHPO File No. Pending  
URS Project No. 31811158-4  
106 Group Project No. 1651-1416**

**Submitted to:  
URS Corporation  
100 South Fifth Street  
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**Submitted by:  
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**Report Author:  
Saleh Miller, M.S.**

**May 2013**

## MANAGEMENT SUMMARY

During April and May of 2013, The 106 Group Ltd. (106 Group) conducted a cultural resources literature review and visual assessment for the Nicollet-Central Transit Alternatives Study (project). The literature review and visual assessment was conducted under contract with URS Corporation on behalf of the City of Minneapolis. The proposed Nicollet-Central project will likely require federal and state funding or permitting, thereby requiring the need to comply with federal cultural resources laws, such as Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106); and with other applicable state mandates such as the Minnesota Historic Sites Act, Minnesota Field Archaeology Act, and Minnesota Private Cemeteries Act.

The City of Minneapolis has identified three transportation mode/alignment alternatives that are being studied along a preferred route alignment which has two proposed crossings at the Mississippi River in downtown Minneapolis. The transportation modes/alignments include enhanced bus along the entire alignment between 41<sup>st</sup> Avenue NE in Columbia Heights and West 46<sup>th</sup> Street in Minneapolis, modern streetcar along the entire alignment, and modern streetcar along a segment of the alignment between 8<sup>th</sup> Street NE and West Lake Street in Minneapolis.

The purpose of this study is to aid in informing the alternatives analysis by providing baseline cultural resources information and preliminarily identifying potential impacts to cultural resources. This will result in: 1) minimizing potential cultural resources issues in future stages of development, 2) identifying what cultural resources work may be required for each of the proposed modes of transportation prior to implementation, and 3) informing the ranking of the proposed alternatives. In order to inform the alternatives analysis a cultural resources literature review and visual assessment for the project study areas was conducted. The literature review consisted of a review of the statewide inventory maintained by the Minnesota State Historic Preservation Office (SHPO). The literature review focused on identifying known archaeological sites, Native American mound sites, burial grounds, traditional cultural properties (TCP), and architectural history properties that have been previously listed in or determined eligible for listing in the National Register of Historic Places (NRHP), since the potential for other properties within the study areas to be eligible for listing in the NRHP is currently unknown. More detailed investigations to determine the eligibility of resources that may be affected would be part of future stages of the project to support the National Environmental Policy Act (NEPA) and Section 106 processes. In addition, the potential for locally designated resources which may be located in Minneapolis was not addressed in this study. In future studies, locally designated resources in Minneapolis should be reviewed and the Historic Preservation Commission (HPC) consulted, as appropriate. The visual assessment consisted of a windshield survey to verify the condition of the previously listed and eligible cultural resources, identify the build dates of architectural history properties, and identify open or undeveloped portions of land that may be undisturbed and could have the potential for unknown archaeology resources. Appropriate study areas were determined to account for potential effects to cultural resources based on preliminary design information available for the different proposed transportation

mode/alignment alternatives (see Section 2.2). These study areas identify the area where cultural resources have the potential to be impacted by the proposed alternatives based on currently available design information. In addition, they may inform the development of an appropriate area of potential effect (APE) during future stages of the project to support compliance with the NEPA and Section 106. Anne Ketz, M.A., served as the principal investigator for archaeology and Saleh Miller, M.S., served as the principal investigator for architectural history.

The literature review identified 754 previously inventoried cultural resources within the 0.25 mile study area. Three hundred and eleven of these architectural history properties that are located within the 0.25 mile study area for the Hennepin/1<sup>st</sup> Avenue Bridge alignment and have been previously listed in or determined eligible for listing in the NRHP. There are 309 previously NRHP-listed or eligible architectural history properties within the 0.25 mile study area for the Central/3<sup>rd</sup> Avenue Bridge alignment. Ninety nine of these properties located within the Hennepin/1<sup>st</sup> Avenue Bridge alignment and 104 of these located within the Central/3<sup>rd</sup> Avenue Bridge alignment are located within the 500 ft study area. Three NRHP-listed or eligible archaeology sites are located within the 500 ft study area of the Hennepin/1<sup>st</sup> Avenue Bridge alignment.

Based on the results of the literature review and visual assessment, it appears that the modern streetcar option between 41<sup>st</sup> Avenue NE and West 46<sup>th</sup> Street following the Hennepin/1<sup>st</sup> Avenue Bridge alignment has the potential to impact the greatest amount of known cultural resources while the enhanced bus option following the Hennepin/1<sup>st</sup> Avenue Bridge alignment has the potential to impact the least amount of known cultural resources. Unfortunately, the number of previously NRHP-listed and eligible cultural resources only indicates what is already known about the study areas and is not indicative of how many currently unknown archaeological sites and architectural history properties may be located within the study areas; therefore, the true impacts to all potential cultural resources cannot be known at this time. Once the specific improvements of the project have been defined, an APE can be developed for the project. The APE would then need to be surveyed to identify archaeology sites and architectural history properties that may be eligible for listing in the NRHP. Effects to NRHP listed and eligible properties would then need to be assessed.

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## 1.0 INTRODUCTION

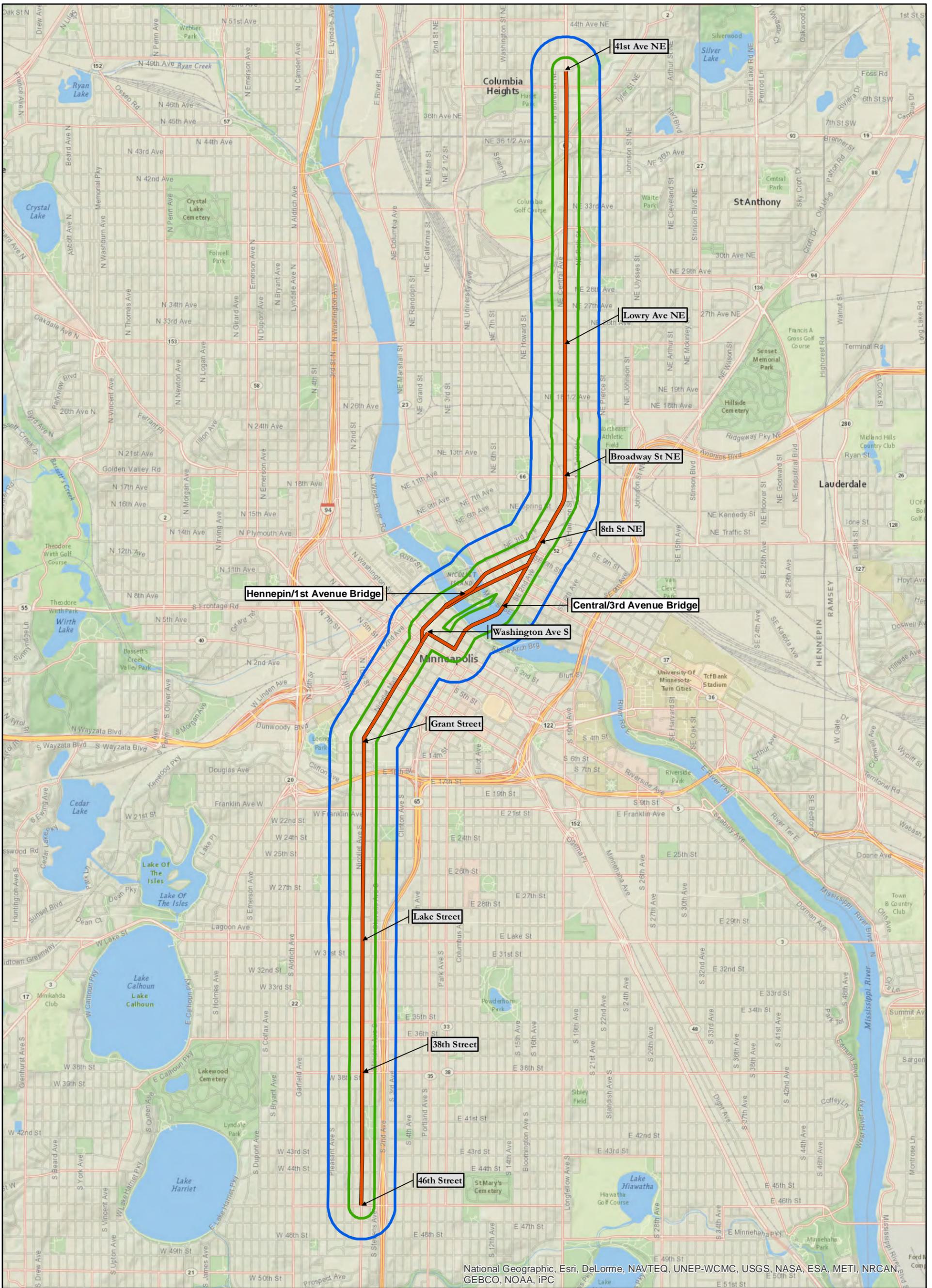
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The City of Minneapolis has identified three transportation mode/alignment alternatives that are being studied along a preferred route alignment which has two proposed crossings at the Mississippi River in downtown Minneapolis. The transportation modes/alignments include enhanced bus along the entire alignment between 41<sup>st</sup> Avenue NE in Columbia Heights and West 46<sup>th</sup> Street in Minneapolis, modern streetcar along the entire alignment, and modern streetcar along a segment of the alignment between 8<sup>th</sup> Street NE and West Lake Street in Minneapolis.

The purpose of this study is to aid in informing the alternatives analysis by providing baseline cultural resources information and preliminarily identifying potential impacts to cultural resources. This will result in: 1) minimizing potential cultural resources issues in future stages of development, 2) identifying what cultural resources work may be required for each of the proposed modes of transportation prior to implementation, and 3) informing the ranking of the proposed alternatives. In order to inform the alternatives analysis a cultural resources literature review and visual assessment for the project study areas was conducted. The literature review consisted of a review of the statewide inventory maintained by the Minnesota State Historic Preservation Office (SHPO). The literature review focused on identifying known archaeological sites, Native American mound sites, burial grounds, traditional cultural properties (TCP), and architectural history properties that have been previously listed in or determined eligible for listing in the National Register of Historic Places (NRHP), since the potential for other properties within the study areas to be eligible for listing in the NRHP is currently unknown. More detailed investigations to determine the eligibility of resources that may be affected would be part of future stages of the project to support the National Environmental Policy Act (NEPA) and Section 106 processes. In addition, the potential for locally designated resources which may be located in Minneapolis was not addressed in this study. In future studies, locally designated resources in Minneapolis should be reviewed and the Historic Preservation Commission (HPC) consulted, as appropriate. The visual assessment consisted of a windshield survey to verify the condition of the previously listed and eligible cultural resources, identify the build dates of architectural history properties, and identify open or undeveloped portions of land that may be undisturbed and could have the potential for unknown archaeology resources. Appropriate study areas were determined to account for potential effects to cultural resources based on preliminary design information available for the different proposed transportation

mode/alignment alternatives (see Section 2.2). These study areas identify the area where cultural resources have the potential to be impacted by the proposed alternatives based on currently available design information. In addition, they may inform the development of an appropriate area of potential effect (APE) during future stages of the project to support compliance with the NEPA and Section 106. Anne Ketz, M.A., served as the principal investigator for archaeology and Saleh Miller, M.S., served as the principal investigator for architectural history.

This report describes project methodology, literature review results, visual assessment results, and recommendations. Appendix A contains a table of all listed and eligible architectural history properties located within the study areas. Appendix B contains the list of project personnel.



National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC

Source: MN SHPO; The 106 Group Ltd.

Map Produced by The 106 Group Ltd 5/31/2013

**Nicollet-Central Transit Alternatives Study  
Cultural Resources Literature Review & Visual Assessment  
Minneapolis and Columbia Heights  
Hennepin and Anoka Counties, Minnesota**

**Project Location and Study Areas**

- Nicollet-Central Proposed Alignment
- 500-Foot Study Area
- 0.25-Mile Study Area

0 0.9 1.8 Kilometers

0 0.6 1.2 Miles

1:42,000



**Figure 1**

## 2.0 METHODS

### 2.1 OBJECTIVES

The primary objectives of this investigation were to: 1) identify archaeological sites, Native American mound sites, burial grounds, TCPs, and architectural history properties that are located within the study areas that are previously listed in or eligible for listing in the NRHP to aid in determining the potential of each alternative to impact significant known resources; and 2) conduct a visual assessment of the study area to confirm the location and condition of the historic structures and identify open and undeveloped spaces that may be potentially undisturbed and could have potential for unknown archaeological sites. All work was conducted in accordance with the SHPOs *Guidelines for History/Architecture Project in Minnesota* (2010), *SHPO Guidelines for Archaeological Projects in Minnesota* (Anfinson 2005), and *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740] (National Park Service 1983).

### 2.2 STUDY AREA

The potential effects to cultural resources are different for each transportation mode being considered. Therefore, for the purposes of this cultural resources study, the potential effects associated with each transportation mode were analyzed to develop an appropriate study area for archaeology and architectural history resources. These study areas identify the area where cultural resources have the potential to be impacted by the proposed alternatives based on currently available design information. In addition, they may inform the development of an appropriate APE during future stages of the project when the plans for the alternatives are better defined to support compliance with the NEPA and Section 106.

For the enhanced bus option, a study area for archaeology and architectural history resources of 500 ft on either side of the alignment was used. The final design for this option is unknown; however, enhanced bus service would likely require construction of enhanced stops and transit signal priority. The potential effects from the enhanced bus option on this existing transportation corridor include potential increases in noise and vibrations due to increased bus traffic. In heavily developed urban areas, which comprise most of the corridor, the potential indirect effect of proposed transit corridors is less because there is already significant traffic and less likelihood for increased development.

For the modern streetcar options, a study area of 500-ft on either side of the alignment was used for archaeology resources since the potential for direct effects associated with construction or other ground-disturbing activities would likely not extend beyond 500 ft. However, a larger study area for architectural history resources was used for the modern streetcar options due to the potential for greater visual effects. The final design for the modern streetcar options is unknown; however, they would likely require the construction of an overhead catenary within the existing road right-of-way and the construction of stops. The construction of new stops and other ancillary features will have a higher potential for physical, auditory, or visual impacts due to the new construction. Therefore, a study area for

architectural history resources encompassing a 0.25-mile radius around the alignment was used for the modern streetcar options.

The 500 ft study area for this project covered approximately 1,279 acres (517 hectares [ha]). The 0.25 mile study area for this project covered approximately 3,094 acres (1,252 ha).

During future stages of this project to support NEPA and Section 106 compliance, an APE for cultural resources will need to be determined in consultation with the lead agency that accounts for all potential direct and indirect effects to historic properties. At that time, the current study areas should be re-examined and refined in light of more detailed and defined plans for each of the options.

### **2.3 BACKGROUND RESEARCH**

In April of 2013, staff from the 106 Group conducted research at the Minnesota SHPO to identify information on previously listed and eligible archaeological sites, Native American mound sites, burial grounds, TCPs, and architectural history properties located within the study areas. Previous cultural resources surveys located within the 500 ft study area were also consulted. Historical aerial and map research was also conducted at the University of Minnesota to help add in the visual assessment of the corridor.

### **2.4 VISUAL ASSESSMENT**

The 106 Group conducted a visual assessment, or windshield survey, of previously listed and eligible architectural history properties located within the architectural history study areas. The survey attempted to document if all of these properties remain extant and the general age of architectural history properties located within this area. Representative photos of extant properties were taken and each property was noted on field maps.

The visual assessment also identified open or undeveloped areas of land located within the 500 ft archaeology study area that may be potentially undisturbed and could have potential for unknown archaeological sites. In addition, listed and eligible archaeology sites were also photo-documented.

### 3.0 CULTURAL RESOURCES LITERATURE REVIEW

Portions of the alignment have been subjected to previous cultural resources investigations, resulting in the identification of archaeological sites and architectural history properties (see Tables 1-2).

#### 3.1 PREVIOUS ARCHAEOLOGY STUDIES

A total of two archaeology surveys and one literature review have been previously conducted within 500 ft of the proposed alignment (Table 1).

**TABLE 1. PREVIOUS ARCHAEOLOGY STUDIES**

SHPO Report No.	Date	Title	Author(s)	Project Area Location
HE-84-05	1984	A Phase I Archaeological Survey of the West River Parkway	Jeffery P. Tordoff	West River Parkway from south of the University of Minnesota to Plymouth Avenue
HE-95-08	1995	Archaeological Survey and Evaluation of Portions of the Bridgehead Site, Minneapolis, Minnesota	James F. Rust, Clark A. Dobbs, and John P. McCarthy	Current site of the Federal Reserve Bank of Minneapolis, 90 Hennepin Avenue
HE-05-04	2005	Literature Search for Archaeological Potential, DeLaSalle High School Athletic Field, Nicollet Island, Hennepin County, Minnesota	Michelle M. Terrell, Ph.D. and Carole Zellie	NW ¼ of Section 23, T29N, R24W

#### 3.2 PREVIOUS ARCHITECTURAL HISTORY STUDIES

A total of seven architectural history surveys have been previously conducted within 500 ft of the proposed alignment (Table 2).

**TABLE 2. PREVIOUS ARCHITECTURAL HISTORY STUDIES**

SHPO Report No.	Date	Title	Author(s)	Project Area Location
HE-2001-5H	2001	Phase I and II Architectural History Investigation for the Proposed Midtown Greenway, Minneapolis, Hennepin County, Minnesota	William E. Stark, Andrea Vermeer, Michelle Terrell, and Kristen Zschomler	Section 5 in T28N, R24W and Sections 32, 33, 34, 35, and 36 in T29N, R24W

**TABLE 2. PREVIOUS ARCHITECTURAL HISTORY STUDIES**

SHPO Report No.	Date	Title	Author(s)	Project Area Location
HE-2004-1H	2004	Northeast Minneapolis Historic Resources Inventory	Mead & Hunt	Roughly bounded by Minneapolis city limits on the north, Stinson and Industrial Boulevards on the east, Hennepin and University Avenues on the south, and the Mississippi River on the west
HE-2004-8H	2004	Phase I and II Architectural History Investigations for the Lake Street Repaving and Streetscape Design Project, Minneapolis, Hennepin County, Minnesota	William E. Stark and Andrea Vermeer	Sections 33, 34, 35, and 36 in T29N, R24W; Sections 1, 2, 3, and 4 in T28N, R24W; Sections 31 and 32 in T29N, R23W; and Sections 5 and 6 in T28N, R23W
HE-2006-5H	2006	Survey and Evaluation of Architectural History Properties, Central Avenue Lofts Project	Chad Moffett	2238 Central Avenue NE
HE-2011-4H*	2011	Unknown	Unknown	Unknown
HE-2012-9H	2012	Phase I/Phase II Architecture History Investigation for the Proposed Southwest Transitway Project Hennepin County Minnesota	Charlene Roise, Elizabeth Gales, Stephanie Atwood, Linda Pate, and Penny Peterson	Portions of SW Minneapolis
XX-2003-3H	2003	Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota	William E. Stark, Michelle Terrell, and Andrea Vermeer	Sections 25 and 26 in T29N, R24W; Sections 29, 30, 32, 33, 34, 35, and 36 in T29N, R23W; Section 31 in T29N, R22W; and Section 6 in T28N, R22W

\* When the background research was conducted at the SHPO, this report could not be located within the architectural history files. SHPO was contacted in order to obtain the report name and author; however this entry is missing in their database.

### 3.3 PREVIOUSLY IDENTIFIED CULTURAL RESOURCES

Previous cultural resources investigations have resulted in the inventory of 754 archaeological sites and architectural history properties within 0.25 miles of the proposed alignment. These previously identified resources include a large number of architectural history properties that are listed in or are eligible for listing in the NRHP, the official list of the nation’s historic places worthy of preservation managed by the National Park Service. A small number of these are NRHP-listed and eligible archaeological resources that have been previously identified within the study areas. These significant and sensitive archaeology sites are located near the banks of the Mississippi River. There are no known Native American mound sites, burial sites, or TCPs located within 500 ft of the proposed alignment.

The number of previously identified cultural resources only indicates what is already known about the study areas and does not indicate how many currently unknown archaeological sites and architectural history properties may be located within the study areas or their eligibility for listing in the NRHP; therefore, the true impacts to all potential cultural resources cannot be known at this time. Further analysis and field investigation to determine the eligibility of any currently unknown resources and the potential impact the proposed alternatives may have on those resources would be part of a future stage of this project to support the NEPA and Section 106 processes. Also, this analysis does not include any detailed examination of the potential for TCPs; properties of religious or cultural significance to a cultural group, primarily Native American tribes, except to list any that may have been previously identified within the study areas. A more thorough review of potential TCPs should be conducted in consultation with appropriate Native American tribes during any future cultural resources analysis for this project to comply with Section 106.

### **3.4 PREVIOUSLY LISTED AND ELIGIBLE SITES AND PROPERTIES**

To inform a comparison of the proposed alternatives, previously NRHP-listed and eligible archaeological sites, Native American mound sites, burial grounds, TCPs, and architectural history properties located within the study areas were reviewed. This summary of NRHP-listed and eligible cultural resources is based on inventory data provided by the Minnesota SHPO. As the proposed plans for the alternatives are more defined, the study areas identified in this analysis should be re-examined to ensure they encompass all areas that may be directly or indirectly impacted by the proposed alternatives; however, for purposes of this initial screening study, includes the previously NRHP-listed and eligible cultural resources that are closest to the proposed project area and, therefore, have a greater potential to be affected by the proposed project.

Table 3 below provides the number of previously NRHP-listed and eligible cultural resources for each proposed transportation mode/alignment alternative. Tables 4 through 6 below provide the number of previously NRHP-listed and eligible cultural resources for each proposed transportation mode/alignment alternative broken down by the major analysis segment (see Figure 2). Also, a full list of all previously listed and eligible archaeology sites can be found in Table 7 in Section 4.1 and all previously listed and eligible architectural history properties is provided in Appendix A.

**TABLE 3. PREVIOUSLY LISTED AND ELIGIBLE CULTURAL RESOURCES LOCATED WITHIN THE PROPOSED ALIGNMENTS**

Mode Alternative	Study Area	Previously Listed & Eligible Archaeology Sites – Hennepin/1 <sup>st</sup> Ave Bridge Alignment	Previously Listed & Eligible Archaeology Sites – Central/3 <sup>rd</sup> Ave Bridge Alignment	Previously Listed & Eligible Architectural History Properties – Hennepin/1 <sup>st</sup> Ave Bridge Alignment*	Previously Listed & Eligible Architectural History Properties – Central/3 <sup>rd</sup> Ave Bridge Alignment*
Enhanced Bus	500 ft	3	0	99 (including 4 historic districts)  (10 of these individual properties are non-extant)	104 (including 4 historic districts)  (13 of these individual properties are non-extant)
Modern Streetcar from 41 <sup>st</sup> Ave NE to W 46 <sup>th</sup> Street	500 ft (archaeology)  0.25 miles (architectural history)	3	0	311 (including 5 historic districts)  (17 of these individual properties are non-extant)	309 (including 5 historic districts)  (29 of these individual properties are non-extant)
Modern Streetcar from W Lake Street to 8 <sup>th</sup> Street NE	500 ft (archaeology)  0.25 miles (architectural history)	3	0	291 (including 5 historic districts)  (17 of these individual properties are non-extant)	290 (including 5 historic districts)  (29 of these individual properties are non-extant)

\*During the visual assessment, a couple of structures could not be verified as extant due to discrepancies in the SHPO data with the property address and/or location point.

**TABLE 4. PREVIOUSLY LISTED AND ELIGIBLE CULTURAL RESOURCES LOCATED WITHIN THE MAJOR ANALYSIS SEGMENTS FOR THE ENHANCED BUS OPTION STUDY AREA**

Mode Alternative	Major Analysis Segment	Previously Listed & Eligible Archaeology Sites within 500 ft Study Area	Previously Listed & Eligible Architectural History Properties within 500 ft Study Area*
Enhanced Bus	41 <sup>st</sup> Ave NE to Lowry Ave NE	0	1
	Lowry Ave NE to Broadway Street NE	0	1
	Broadway St NE to 8 <sup>th</sup> Street NE	0	0
	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**
	Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**
	W Grant Street to W Lake Street	0	38 (1 of which is non-extant)

Mode Alternative	Major Analysis Segment	Previously Listed & Eligible Archaeology Sites within 500 ft Study Area	Previously Listed & Eligible Architectural History Properties within 500 ft Study Area*
	W Lake Street to W 38 <sup>th</sup> Street	0	0
	W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	0	0

\*During the visual assessment, a couple of structures could not be verified as extant due to discrepancies in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

**TABLE 5. PREVIOUSLY LISTED AND ELIGIBLE CULTURAL RESOURCES LOCATED WITHIN THE MAJOR ANALYSIS SEGMENTS FOR THE MODERN STREETCAR OPTION FROM 41<sup>ST</sup> AVENUE NE TO WEST 46<sup>TH</sup> STREET STUDY AREAS**

Mode Alternative	Major Analysis Segment	Previously Listed & Eligible Archaeology Sites within 500 ft Study Area	Previously Listed & Eligible Architectural History Properties within 500 ft Study Area*	Previously Listed & Eligible Architectural History Properties within 0.25 Mile Study Area
Modern Streetcar from 41 <sup>st</sup> Ave NE to W 46 <sup>th</sup> Street	41 <sup>st</sup> Ave NE to Lowry Ave NE	0	1	2
	Lowry Ave NE to Broadway Street NE	0	1	1
	Broadway St NE to 8 <sup>th</sup> Street NE	0	0	0
	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)	127 (14 of which are non-extant)
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**	162 (24 of which are non-extant)**
	Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**	66 (1 of which is non-extant)**
	W Grant Street to W Lake Street	0	38 (1 of which is non-extant)	97 (1 of which is non-extant)
	W Lake Street to W 38 <sup>th</sup> Street	0	0	17
	W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	0	0	0

\*During the visual assessment, a couple of structures could not be verified as extant due to discrepancies in the SHPO data with the property address and/or location point.

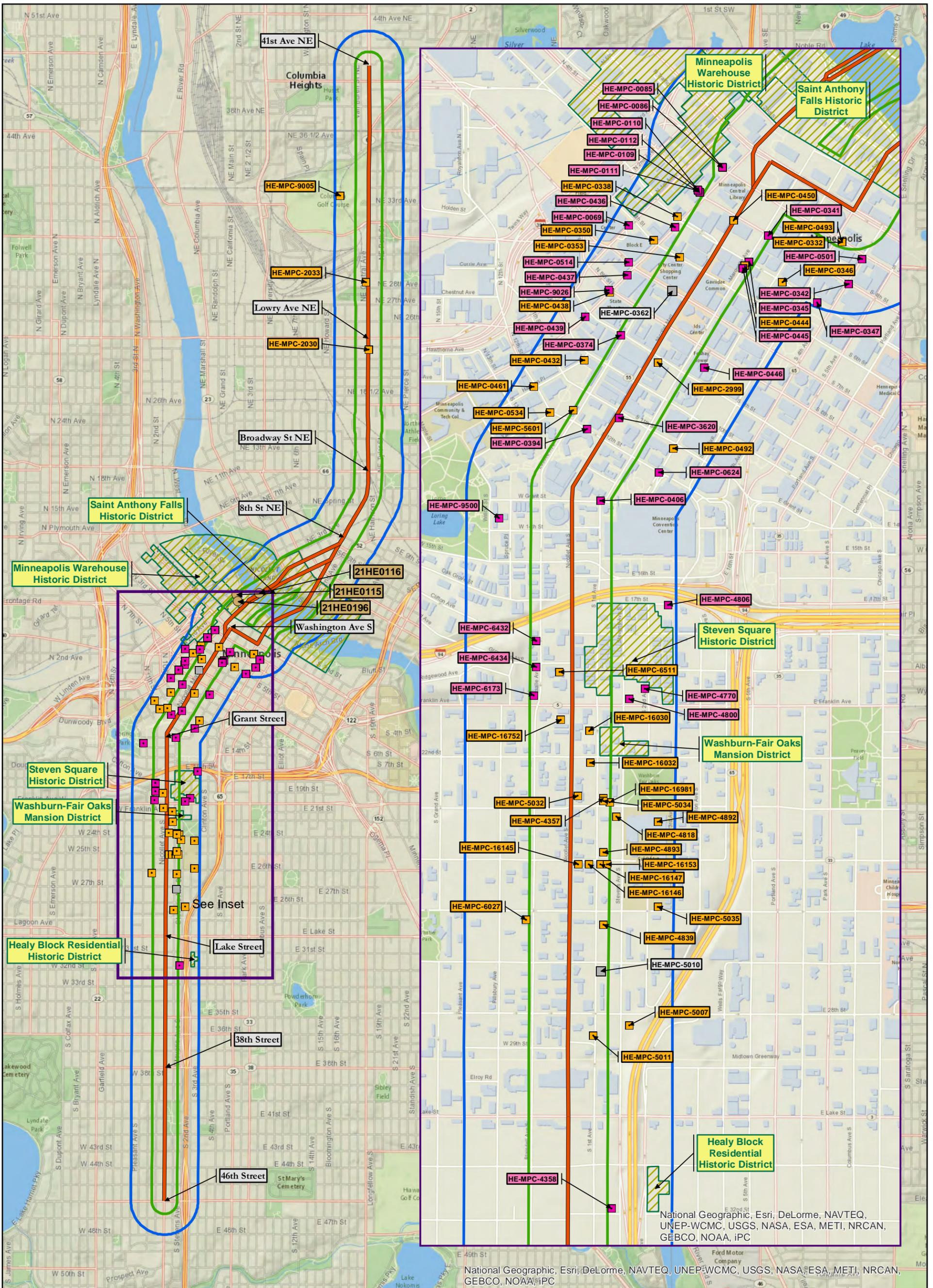
\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

**TABLE 6. PREVIOUSLY LISTED AND ELIGIBLE CULTURAL RESOURCES LOCATED WITHIN THE MAJOR ANALYSIS SEGMENTS FOR THE MODERN STREETCAR OPTION FROM WEST LAKE STREET TO 8<sup>TH</sup> STREET NE STUDY AREAS**

Mode Alternative	Major Analysis Segment	Previously Listed & Eligible Archaeology Sites within 500 ft Study Area	Previously Listed & Eligible Architectural History Properties within 500 ft Study Area*	Previously Listed & Eligible Architectural History Properties within 0.25 Mile Study Area*
Modern Streetcar from West Lake Street to 8 <sup>th</sup> Street NE	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)	127 (14 of which are non-extant)
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**	162 (24 of which are non-extant)**
	Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**	66 (1 of which is non-extant)**
	W Grant Street to W Lake Street	0	38 (1 of which is non-extant)	97 (1 of which is non-extant)

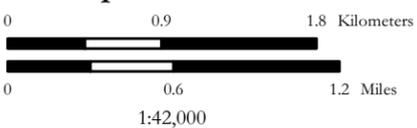
\*During the visual assessment, a couple of structures could not be verified as extant due to discrepancies in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.



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**Previously Listed and Eligible Cultural Resources**



- Nicollet-Central Proposed Alignment
- 500-Foot Study Area
- 0.25-Mile Study Area
- Listed or Eligible Historic District
- NRHP-Listed Architectural History Property
- NRHP-Eligible Architectural History Property
- Listed or Eligible Archaeological Site
- Not Extant Listed/Eligible Architectural History Property



**Figure 2**

#### 4.0 CULTURAL RESOURCES VISUAL ASSESSMENT

A visual assessment of the study areas was completed in order to identify open or undeveloped areas of land that could potentially be undisturbed and could have potential for unknown archaeology sites, as well as confirm that the previously identified NRHP-listed and eligible structures are still extant and notate their current condition. The visual assessment for archaeology was conducted within the 500 ft study area. Due to the potential for greater visual effects to historic structures by the modern streetcar options, the visual assessment for architectural history properties was conducted within the 0.25 mile study area.

##### 4.1 PREVIOUSLY LISTED AND ELIGIBLE ARCHAEOLOGICAL SITES

Three archaeological sites have been previously listed in or determined eligible for listing in the NRHP within the 500 ft study area (Figure 2; Table 7). The location of the structural ruins of the Hennepin Avenue Bridge (21HE0116) was confirmed in the field, and they are visible under the current Hennepin Avenue Bridge, sited between West River Parkway and the west bank of the Mississippi River (Figure 3).



**FIGURE 3. SITE 21HE0116, FACING NORTH**

During the windshield survey, two of these above-ground archaeological features were not visible above-ground. The location of the structural remains of the Pacific Sawmill (21HE0115) and Bridgehead Area B (21HE0196) are on the present-day site of the Federal Reserve Bank of Minneapolis complex. The presence of these above-ground remains could

not be verified in the field. However, subsurface resources associated with these two features may remain intact (Table 7).

**TABLE 7. PREVIOUSLY LISTED AND ELIGIBLE ARCHAEOLOGY SITES WITHIN THE 500 FT STUDY AREA**

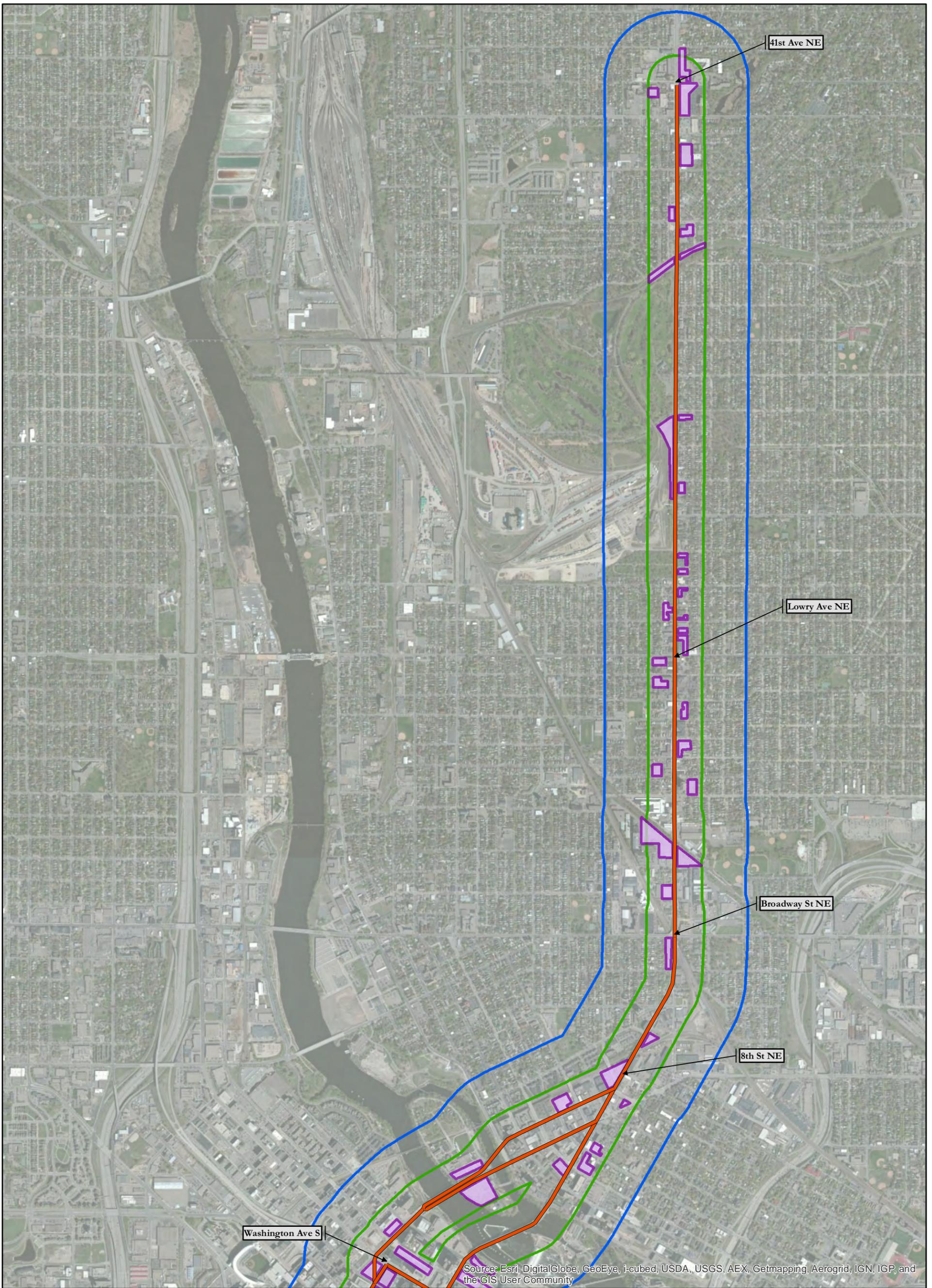
Site No.	Site Name	Description	Condition
21HE0115	Pacific Sawmill	Postcontact Structural Ruin	Structural Ruins Not Visible
21HE0116	Hennepin Avenue Bridge	Postcontact Structural Ruin	Extant
21HE0196	Bridgehead Area B	Postcontact Structural Ruin, Artifact Scatter	Structural Ruins Not Visible

The visual assessment of open or undeveloped areas of land generally included parks, green spaces, and vacant lots. Open areas that are currently paved surface lots were also included within this visual assessment because there may be potential for intact archaeological resources below the surface of the paving material. In some instances archaeology resources have been found below paved lots. These open or undeveloped areas of land, as well as any other areas that may be directly impacted by the proposed project that area identified as having archaeological potential, would need to be studied further in future stages of this project in order to determine if there if unknown archaeology resources may exist. The archaeology study area for all three proposed alternatives is the same; therefore, the number of open and undeveloped areas was tracked by the location within the major analysis segments (Table 8; Figures 4a & 4b).

**TABLE 8. OPEN OR UNDEVELOPED PORTIONS OF LAND WITHIN EACH MAJOR ANALYSIS SEGMENT**

Study Area	Major Analysis Segment	Open or Undeveloped Portions of Land
500 ft	41 <sup>st</sup> Ave NE to Lowry Ave NE	18
	Lowry Ave NE to Broadway Street NE	9
	Broadway St NE to 8 <sup>th</sup> Street NE	2
	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	7*
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	9*
	Washington Ave S to W Grant Street	4*
	W Grant Street to W Lake Street	5
	W Lake Street to W 38 <sup>th</sup> Street	8
	W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	5

\* The study area for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and the Washington Ave S to W Grant Street segments.

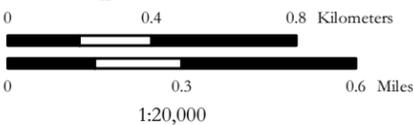


Source: MN SHPO; The 106 Group Ltd.

Map Produced by The 106 Group Ltd 5/31/2013

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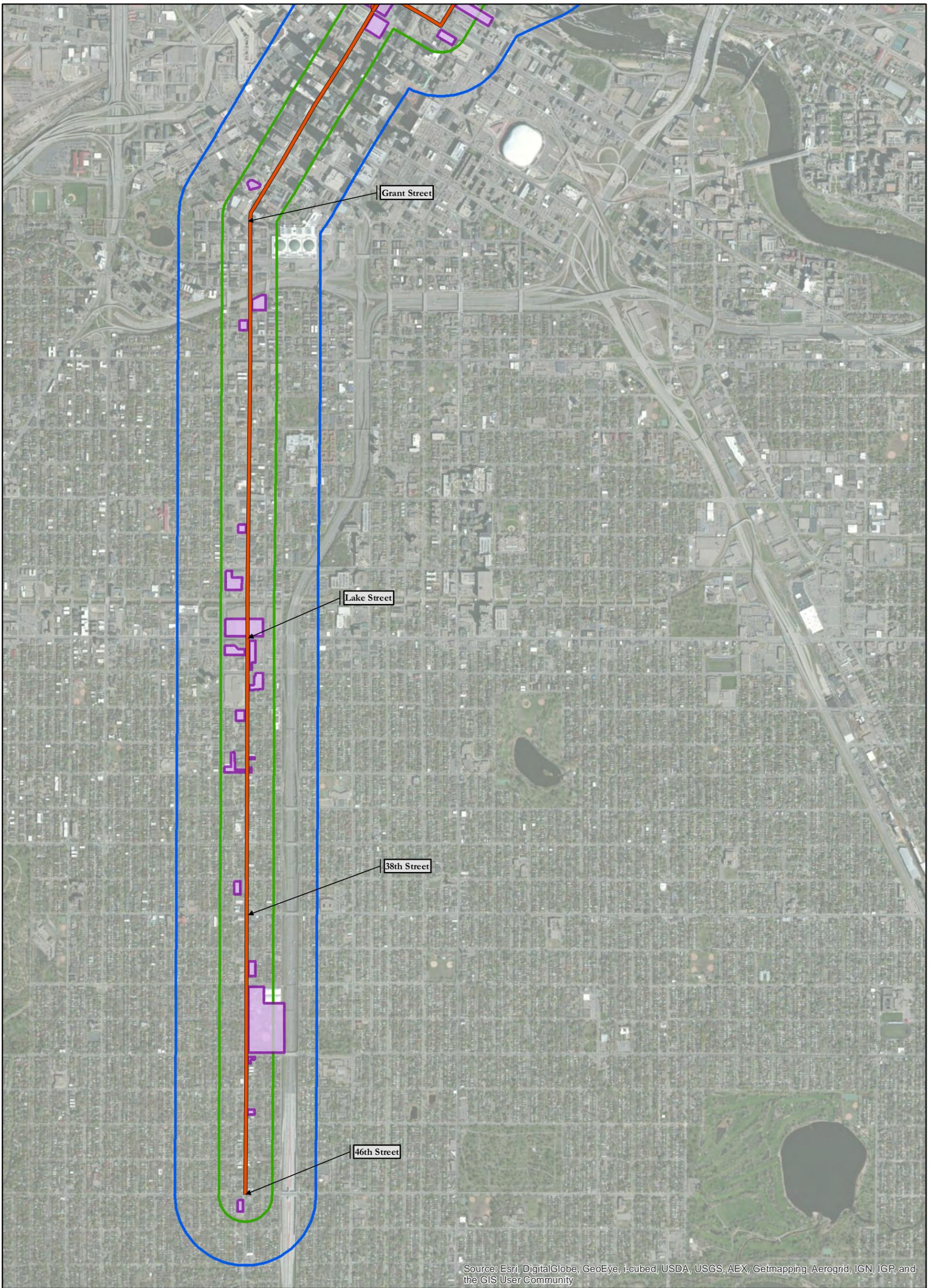
**Open or Undeveloped Areas of Land within 500 ft Study Area**



- Nicollet-Central Proposed Alignment
- 500-Foot Study Area
- 0.25-Mile Study Area
- Open or Undeveloped Area



**Figure 4a**



Source: MN SHPO; The 106 Group Ltd.

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Map Produced by The 106 Group Ltd 5/31/2013

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0 0.4 0.8 Kilometers

0 0.3 0.6 Miles

1:20,000

**Open or Undeveloped Areas of Land within 500 ft Study Area**

- Nicollet-Central Proposed Alignment
- 500-Foot Study Area
- 0.25-Mile Study Area
- Open or Undeveloped Area



**Figure 4b**

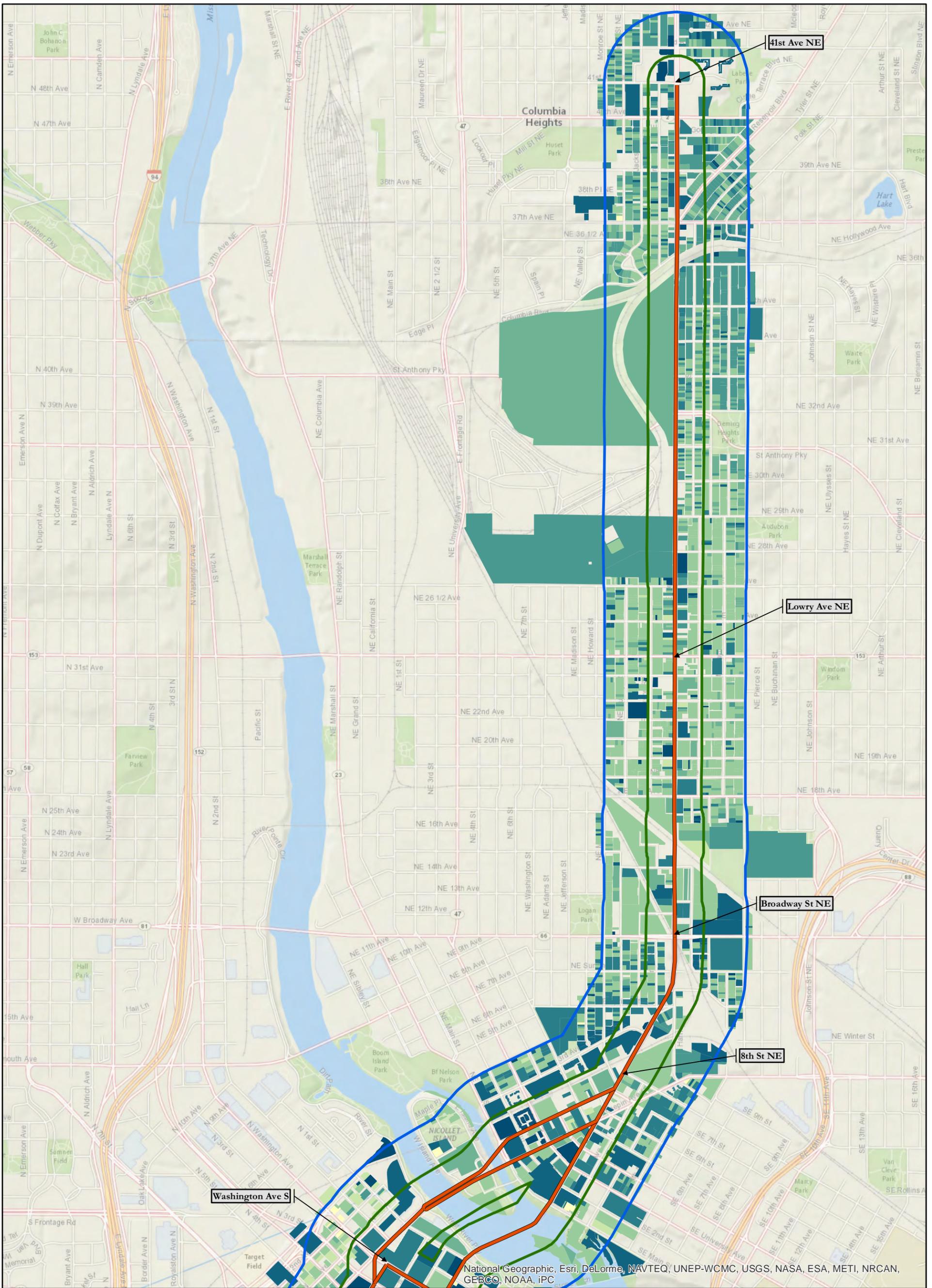
## 4.2 ARCHITECTURAL HISTORY PROPERTIES

### 4.2.1 *Previously Listed and Eligible Architectural History Properties*

Three hundred and eleven of the architectural history properties that are located within the 0.25 mile study area for the Hennepin/1<sup>st</sup> Avenue Bridge alignment have been previously listed in or determined eligible for listing in the NRHP (see Tables 3-6). There are 309 previously NRHP-listed or eligible architectural history properties within the 0.25 mile study area for the Central/3<sup>rd</sup> Avenue Bridge alignment (see Tables 3-6). Ninety nine of these properties located within the Hennepin/1<sup>st</sup> Avenue Bridge alignment and 104 of these located within the Central/3<sup>rd</sup> Avenue Bridge alignment are located within the 500 ft study area (see Tables 3-6).

According to the visual assessment, the majority of the previously NRHP-listed and eligible architectural history properties located within the study areas retain a fair to good level of historical integrity. During the survey some properties were found to be no longer extant (see Figure 2; Appendix A). Seven properties within the 0.25 mile study area could not be located in the field either due to discrepancies in the SHPO data address or site location so their current condition could not be confirmed (see Appendix A).

Structure build dates from Hennepin County parcel data was used to develop a summary of the time periods of the architectural development within the study areas. According to the data, the majority of the architectural history properties located between West Lake Street and West 46<sup>th</sup> Street appear to have been constructed between 1880 and 1939. The remainder of the corridor (41<sup>st</sup> Avenue NE to West Lake Street) appears to have a wide range of development periods, with the majority of the construction occurring prior to 1960 (see Figure 5a & 5b).

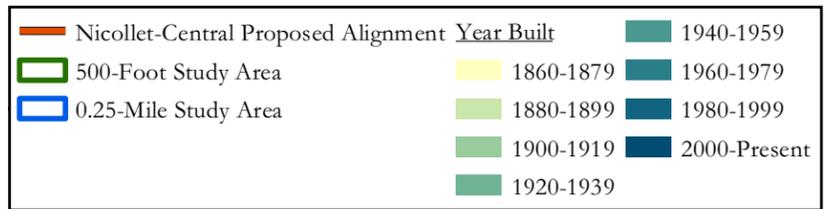
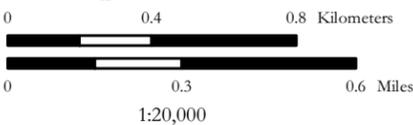


Source: MN SHPO; The 106 Group Ltd.

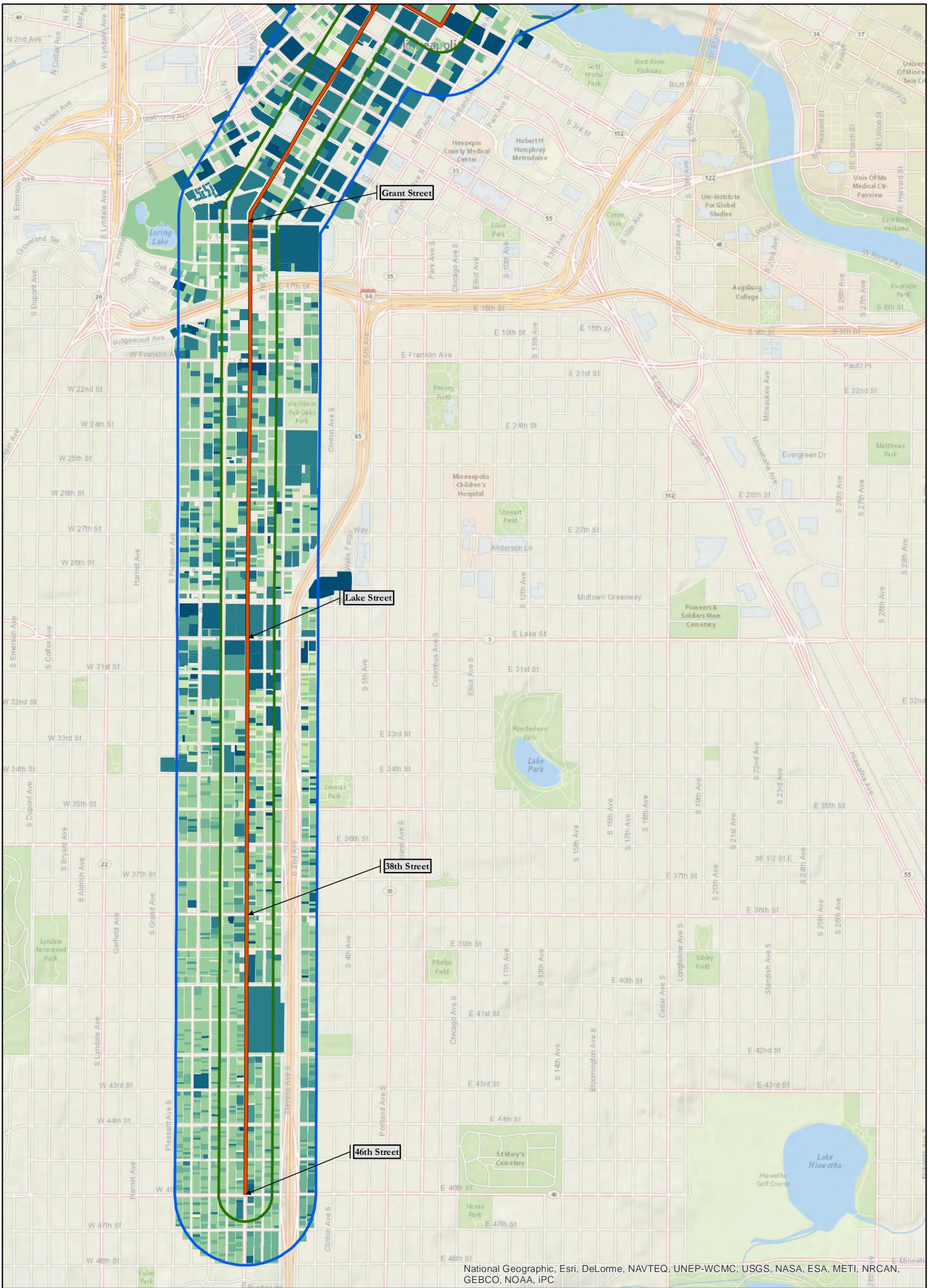
Map Produced by The 106 Group Ltd. 5/31/2013

**Nicollet-Central Transit Alternatives Study  
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**Structure Build Dates**



**Figure 5a**

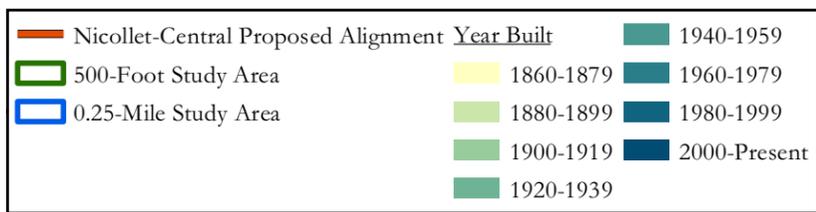
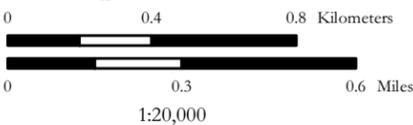


Source: MN SHPO; The 106 Group Ltd.

Map Produced by The 106 Group Ltd 5/31/2013

**Nicollet-Central Transit Alternatives Study  
Cultural Resources Literature Review & Visual Assessment  
Minneapolis and Columbia Heights  
Hennepin and Anoka Counties, Minnesota**

**Structure Build Dates**



**Figure 5b**

## 5.0 RECOMMENDATIONS

### 5.1 LITERATURE REVIEW

All proposed alternatives likely include improvements and, therefore, have the potential to effect resources in these areas. According to the literature review, the study area for the modern streetcar option between 41<sup>st</sup> Avenue NE and West 46<sup>th</sup> Street following the Hennepin/1<sup>st</sup> Avenue Bridge alignment contains the most previously NRHP-listed or eligible archaeological sites and architectural history properties (see Tables 3 and 5; Figure 2). As a result, this modern streetcar option and alignment has a greater potential to impact known NRHP-listed and eligible cultural resources. According to the literature review, the study area for the enhanced bus option following the Hennepin/1<sup>st</sup> Avenue Bridge alignment contains the least amount of previously NRHP-listed or eligible archaeological sites and historic structures. As a result, this option and alignment has the potential to impact the least amount of NRHP-listed and eligible cultural resources. However, as previously stated, the number of previously identified cultural resources only indicates what is already known about the study areas and is not indicative of how many currently unknown archaeological sites, Native American mound sites, burial sites, TCPs, and architectural history properties may be located within the study areas; therefore, the true impacts to all potential cultural resources cannot be known at this time. In addition, the current analysis only identifies the number of known resources along each alternative to determine which alternative has the greater potential to impact more known cultural resources; however, it is unknown if any effects to known or unknown cultural resources that may result from any of these alternatives would be considered adverse. This level of more detailed analysis would be completed during a future stage of the project to support the NEPA and Section 106 processes.

### 5.2 VISUAL ASSESSMENT

Based on the visual assessment, very few NRHP-listed and eligible architectural history properties were found to be no longer extant. The largest concentration of historic structures that were found to be no longer extant are located within the modern streetcar study area (0.25 miles) between the 8<sup>th</sup> Street NE to Washington Avenue South segment along the Central/3<sup>rd</sup> Avenue Bridge alignment (see Table 5). Therefore, based on the visual assessment of historic structures the alternatives with the greatest and least potential to impact NRHP-listed and eligible structures are the same as the literature review results discussed in the previous paragraph.

Based on the visual assessment of open or undeveloped portions of land, there appear to be less open areas within the downtown city center and more to the north end of the alignment in Columbia Heights (see Table 8). The modern streetcar option between 41<sup>st</sup> Avenue NE and West 46<sup>th</sup> Street and the enhanced bus option have the same archaeology study area; therefore, both of these options following the Hennepin/1<sup>st</sup> Avenue Bridge alignment have the greatest potential to impact open or undeveloped areas of land where there may be potential for unknown archaeological resources. The modern streetcar option between West

Lake Street and 8<sup>th</sup> Street NE following the Hennepin/1<sup>st</sup> Avenue Bridge alignment has the least amount of open or undeveloped spaces; and therefore, the least potential to impact unknown archaeological resources. However, whether these or any other areas of archaeological potential identified along the corridors contain intact archaeological resources and whether those resources may be eligible for listing in the NRHP is currently unknown. This level of more detailed analysis would be completed during a future stage of the project to support the NEPA and Section 106 processes.

### **5.3 OVERALL RECOMMENDATIONS**

Combining the results of the literature review and visual assessment maintains the recommendations of the literature review. The modern streetcar option between 41<sup>st</sup> Avenue NE and West 46<sup>th</sup> Street following the Hennepin/1<sup>st</sup> Avenue Bridge alignment has the potential to impact the greatest amount of known cultural resources while the enhanced bus option following the Hennepin/1<sup>st</sup> Avenue Bridge alignment has the potential to impact the least amount of known cultural resources (see Tables 3-5). However, as previously stated, it is unknown if any effects to known or unknown cultural resources that may result from any of these alternatives would be considered adverse. This level of more detailed analysis would be completed during a future stage of the project to support the NEPA and Section 106 processes.

### **5.4 NEXT STAGES**

Prior to implementation of any of the proposed alternatives, a cultural resources survey would likely be required to support the NEPA and Section 106 processes for this project to identify any currently unknown archaeological sites, Native American mound sites, burial sites, TCPs, and architectural history properties that may be eligible for listing in the NRHP and determine the eligibility of those already identified but not yet evaluated for their historical significance. Prior to conducting a survey, an APE for cultural resources will need to be determined in consultation with the lead agency that accounts for all potential direct and indirect effects to historic properties. The development of an APE will take into account refined project details that were not available during this stage; therefore, it is possible that a future APE would be less than the current study areas.

Effects that the proposed project may have on NRHP-listed and eligible properties would then need to be assessed. The results of these investigations will aid in complying with appropriate federal and state cultural resources laws, such as Section 106, as well as inform any necessary environmental documentation required to comply with NEPA. As previously stated, this analysis does not include any detailed examination of the potential for TCPs, properties of religious or cultural significance to a cultural group, primarily Native American tribes, except to list any that may have been previously identified within the study areas. A more thorough review of potential TCPs should be conducted in consultation with appropriate Native American tribes during any future cultural resources analysis for this project.

## 6.0 REFERENCES CITED

Anfinson, Scott F.

2005 *SHPO Manual for Archaeological Projects in Minnesota*. State Historic Preservation Office, St. Paul, Minnesota.

Minnesota State Historic Preservation Office [SHPO]

2010 *Guidelines for History/Architecture Projects in Minnesota*. On file at the State Historic Preservation Office, St. Paul, Minnesota.

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1983 Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. *Federal Register* 48(190):44716-44740.

**APPENDIX A: PREVIOUSLY LISTED & ELIGIBLE ARCHITECTURAL HISTORY  
PROPERTIES LOCATED WITHIN THE STUDY AREAS**

<b>Inventory No.</b>	<b>Property Name</b>	<b>Associated Historic District</b>	<b>Address</b>	<b>Located within the 500 ft Study Area</b>	<b>Located within the 0.25 mile Study Area</b>	<b>Structures Condition</b>
HE-MPC-0001	Northrup King & Co. (razed)	Saint Anthony Falls & Minneapolis Warehouse	26 Hennepin Ave.	X	X	Non-Extant
HE-MPC-0002	Gayety Hotel	Saint Anthony Falls & Minneapolis Warehouse	107 Washington Ave. N.	X	X	Extant
HE-MPC-0003	Bradshaw Bldg	Saint Anthony Falls & Minneapolis Warehouse	108 Washington Ave. N.	X	X	Extant
HE-MPC-0004	MN Loan & Trust Co.	Saint Anthony Falls & Minneapolis Warehouse	111 Washington Ave. N.	X	X	Extant
HE-MPC-0005	Warehouse Building	Saint Anthony Falls & Minneapolis Warehouse	113-115 Washington Ave. N.		X	Extant
HE-MPC-0006	Store/ Factory	Saint Anthony Falls & Minneapolis Warehouse	117 Washington Ave. N.		X	Extant
HE-MPC-0007	Store/ Flats	Saint Anthony Falls & Minneapolis Warehouse	119 Washington Ave. N.		X	Extant
HE-MPC-0008	Carl C. Schultz Building	Saint Anthony Falls & Minneapolis Warehouse	121-123 Washington Ave. N.		X	Extant
HE-MPC-0009	Anthony Kelly & Co.	Saint Anthony Falls & Minneapolis Warehouse	125-129 Washington Ave. N.		X	Extant
HE-MPC-0010	Imported Car Service	Saint Anthony Falls	201 Washington Ave. S.		X	Extant
HE-MPC-0011	Commercial Bldg.	Saint Anthony Falls & Minneapolis Warehouse	207-209 Washington Ave. N.		X	Extant
HE-MPC-0012	Miller Meat Market	Saint Anthony Falls & Minneapolis Warehouse	211 Washington Ave. N.		X	Extant
HE-MPC-0013	Pacific Hotel	Saint Anthony Falls & Minneapolis Warehouse	213 Washington Ave. N.		X	Extant
HE-MPC-0014	Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	215 Washington Ave. N.		X	Extant
HE-MPC-0015	The Pacific Block	Saint Anthony Falls & Minneapolis Warehouse	224 Washington Ave. N.		X	Extant
HE-MPC-0016	Andrews Building	Saint Anthony Falls & Minneapolis Warehouse	300-312 Washington Ave. N.		X	Extant
HE-MPC-0017	Store/ Flats	Saint Anthony Falls	301 Washington Ave. S.		X	Extant
HE-MPC-0018	Warehouse Building	Saint Anthony Falls & Minneapolis Warehouse	307 Washington Ave. N.		X	Extant

<b>Inventory No.</b>	<b>Property Name</b>	<b>Associated Historic District</b>	<b>Address</b>	<b>Located within the 500 ft Study Area</b>	<b>Located within the 0.25 mile Study Area</b>	<b>Structures Condition</b>
HE-MPC-0019	Gluek Brewing Co.	Saint Anthony Falls & Minneapolis Warehouse	315-517 Washington Ave. N.		X	Extant
HE-MPC-0042	Commercial Bldg.	Saint Anthony Falls	20 1st St. N.	X	X	Non-Extant
HE-MPC-0043	Hotel/ Restaurant	Saint Anthony Falls	28 1st St. N.	X	X	Non-Extant
HE-MPC-0044	Market Hotel	Saint Anthony Falls	30 1st St. N.	X	X	Extant
HE-MPC-0045	Foster House	Saint Anthony Falls & Minneapolis Warehouse	100 1st St. N.	X	X	Extant
HE-MPC-0046	Store/ Hotel	Saint Anthony Falls & Minneapolis Warehouse	113 1st St. N.	X	X	Extant
HE-MPC-0047	Hotel	Saint Anthony Falls & Minneapolis Warehouse	115 1st St. N.	X	X	Extant
HE-MPC-0048	Garage	Saint Anthony Falls & Minneapolis Warehouse	119 1st St. N.		X	Extant
HE-MPC-0049	Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	121 1st St. N.		X	Extant
HE-MPC-0050	Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	123 1st St. N.		X	Unconfirmed
HE-MPC-0051	Chicago House	Saint Anthony Falls & Minneapolis Warehouse	124 1st St. N.		X	Extant
HE-MPC-0052	American House Hotel	Saint Anthony Falls & Minneapolis Warehouse	125 1st St. N.		X	Extant
HE-MPC-0053	Shop/ Warehouse	Saint Anthony Falls & Minneapolis Warehouse	126 1st St. N.		X	Extant
HE-MPC-0054	Northwestern Hide & Fur Co./ Iverson Carriage Manufacturing	Saint Anthony Falls & Minneapolis Warehouse	200 1st St. N.		X	Extant
HE-MPC-0055	Hennepin Hotel	Saint Anthony Falls & Minneapolis Warehouse	206 1st St. N.		X	Extant
HE-MPC-0056	Brittania Hotel (razed)	Saint Anthony Falls & Minneapolis Warehouse	213 1st St. N.		X	Non-Extant
HE-MPC-0057	Williams Hardware Co.	Saint Anthony Falls & Minneapolis Warehouse	217 1st St. N.		X	Extant
HE-MPC-0058	Fisher Paper Box Co.	Saint Anthony Falls & Minneapolis Warehouse	221 1st St. N.		X	Extant

<b>Inventory No.</b>	<b>Property Name</b>	<b>Associated Historic District</b>	<b>Address</b>	<b>Located within the 500 ft Study Area</b>	<b>Located within the 0.25 mile Study Area</b>	<b>Structures Condition</b>
HE-MPC-0059	Berman Brothers	Saint Anthony Falls & Minneapolis Warehouse	224 1st St. N.		X	Extant
HE-MPC-0060	Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	232 1st St. N.		X	Unconfirmed
HE-MPC-0062	Lindsay Brothers Co.	Saint Anthony Falls & Minneapolis Warehouse	329 1st St. N.		X	Extant
HE-MPC-0069	S. G. Cooke Company	N/A	620 1st Ave. N.		X	Extant
HE-MPC-0074	133 First Avenue North	Saint Anthony Falls	28 2nd St. N.	X	X	Extant
HE-MPC-0075	Sherman Williams Paints & Varnish	Saint Anthony Falls & Minneapolis Warehouse	119-121 2nd Street N.	X	X	Extant
HE-MPC-0076	Gurley Candy Factory	Saint Anthony Falls & Minneapolis Warehouse	129 2nd St. N.		X	Extant
HE-MPC-0077	Mailhouse Building	Saint Anthony Falls & Minneapolis Warehouse	204-210 N.2nd St.		X	Extant
HE-MPC-0078	Baker Importing Company	Saint Anthony Falls & Minneapolis Warehouse	212-216 2nd St. N.		X	Extant
HE-MPC-0079	Northwestern Glass Company	Saint Anthony Falls & Minneapolis Warehouse	215 2nd St. N.		X	Extant
HE-MPC-0080	Northwestern Glass Company	Saint Anthony Falls & Minneapolis Warehouse	219 2nd St. N.		X	Extant
HE-MPC-0081	Lowry & Morrison Block	Saint Anthony Falls & Minneapolis Warehouse	200-204 Washington Ave. N.		X	Extant
HE-MPC-0082	Auto Repair Garage	Saint Anthony Falls & Minneapolis Warehouse	208 Washington Ave. N.		X	Non-Extant
HE-MPC-0083	Grant Storage Battery Company	Saint Anthony Falls & Minneapolis Warehouse	222 2nd St. N.		X	Extant
HE-MPC-0085	Warehouse Building	Minneapolis Warehouse	21 3rd St. N.	X	X	Extant
HE-MPC-0086	Lyman-Eliel Drug Company	Minneapolis Warehouse	24 3rd St. N.	X	X	Extant
HE-MPC-0087	Warehouse Building	Saint Anthony Falls & Minneapolis Warehouse	110 3rd St. N.		X	Extant
HE-MPC-0088	Amsterdam Building	Saint Anthony Falls & Minneapolis Warehouse	112 3rd St. N.		X	Extant
HE-MPC-0089	L. S. Gillette Company	Saint Anthony Falls & Minneapolis Warehouse	114-122 3rd St. N.		X	Extant

<b>Inventory No.</b>	<b>Property Name</b>	<b>Associated Historic District</b>	<b>Address</b>	<b>Located within the 500 ft Study Area</b>	<b>Located within the 0.25 mile Study Area</b>	<b>Structures Condition</b>
HE-MPC-0090	Fur-tex Building	Saint Anthony Falls & Minneapolis Warehouse	123 3rd St. N.		X	Extant
HE-MPC-0091	Brown & Haywood Glass	Saint Anthony Falls & Minneapolis Warehouse	128 3rd St. N.		X	Extant
HE-MPC-0092	Weum Walt Company	Saint Anthony Falls	200 3rd St. N.		X	Extant
HE-MPC-0093	Commercial Building	Saint Anthony Falls	206 3rd St. N.		X	Extant
HE-MPC-0109	Printers Exchange Building	N/A	18 4th St. N.		X	Extant
HE-MPC-0110	Stearns Building	N/A	20 and 28 4th St. N.		X	Extant
HE-MPC-0111	Robitshek Building	N/A	25 4th St. N.		X	Extant
HE-MPC-0112	Philip Resler & Son	N/A	27 4th St. N.		X	Extant
HE-MPC-0113	George A. Dole Building	Saint Anthony Falls & Minneapolis Warehouse	118-122 4th St. N.		X	Extant
HE-MPC-0114	Winston, Farrington & Company	Saint Anthony Falls & Minneapolis Warehouse	123 4th St. N.		X	Extant
HE-MPC-0115	Dole Building	Saint Anthony Falls & Minneapolis Warehouse	130 4th St. N.		X	Extant
HE-MPC-0117	Wyman Building	Saint Anthony Falls & Minneapolis Warehouse	110 5th St. N.		X	Extant
HE-MPC-0121	The Realty Company Warehouse	Saint Anthony Falls	100 1st Ave. N.	X	X	Extant
HE-MPC-0122	116 Building/Rien Tool Manufacturing Company	Saint Anthony Falls	116 1st Ave. N.	X	X	Extant
HE-MPC-0123	120 Building/Hennepin Steam Laundry	Saint Anthony Falls	120 1st Ave. N.	X	X	Non-Extant
HE-MPC-0124	Martin Brothers Co.	Saint Anthony Falls	241 1st Ave. N.	X	X	Extant
HE-MPC-0125	Parke Davis & Co.	Saint Anthony Falls	246 1st Ave. N.	X	X	Extant
HE-MPC-0126	Commercial Building	Saint Anthony Falls	248-250 1st Ave. N.	X	X	Extant
HE-MPC-0127	Gluek Brewing Co.	Saint Anthony Falls & Minneapolis Warehouse	254 1st Ave. N.	X	X	Extant
HE-MPC-0128	The Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	256 1st Ave. N.	X	X	Extant
HE-MPC-0129	Langdon Building	Saint Anthony Falls & Minneapolis Warehouse	300 1st Ave. N.		X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-0130	Hooker Building	Saint Anthony Falls & Minneapolis Warehouse	311-315 1st Ave. N.		X	Extant
HE-MPC-0131	Kingman Building	Saint Anthony Falls & Minneapolis Warehouse	314 1st Ave. N.		X	Extant
HE-MPC-0132	warehouse Building	Saint Anthony Falls & Minneapolis Warehouse	318-322 1st Ave. N.		X	Extant
HE-MPC-0133	Burd Building	Saint Anthony Falls & Minneapolis Warehouse	319 1st Ave. N.		X	Extant
HE-MPC-0134	Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	321 1st Ave. N.		X	Extant
HE-MPC-0135	Warehouse Building	Saint Anthony Falls & Minneapolis Warehouse	323-325 1st Ave. N.		X	Extant
HE-MPC-0136	Stearn Building	Saint Anthony Falls & Minneapolis Warehouse	327 1st Ave. N.		X	Extant
HE-MPC-0137	Wyman Partridge & Co.	Saint Anthony Falls & Minneapolis Warehouse	400 1st Ave. N.		X	Extant
HE-MPC-0138	P. F. Laum & Sons	Saint Anthony Falls & Minneapolis Warehouse	415 1st Ave. N.		X	Extant
HE-MPC-0139	North Star Boot & Shoe Co.	Saint Anthony Falls & Minneapolis Warehouse	416-430 1st Ave. N.		X	Extant
HE-MPC-0140	The Heffelfinger Building/ McDonald Brothers Co.	Saint Anthony Falls	500 1st Ave. N.		X	Extant
HE-MPC-0141	Butler Square (Heffelfinger/Butler/Trade Center)	Saint Anthony Falls	518 1st Ave. N and 100 6th St.		X	Extant
HE-MPC-0143	Williams Hardware Co.	Saint Anthony Falls & Minneapolis Warehouse	100 2nd Ave. N.		X	Extant
HE-MPC-0144	Standard Plumbing & Supply	Saint Anthony Falls & Minneapolis Warehouse	212 2nd Ave. N.		X	Unconfirmed
HE-MPC-0145	Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	254 2nd Ave. N.		X	Extant
HE-MPC-0146	Parke Davis & Co.	Saint Anthony Falls & Minneapolis Warehouse	245 2nd Ave. N.		X	Extant
HE-MPC-0147	F. B. Scott Wholesale Grocery	Saint Anthony Falls	417 2nd Ave. N.		X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-0148	Store/Tenement-Mother's Macaroni	Saint Anthony Falls & Minneapolis Warehouse	107 3rd Ave. N.		X	Extant
HE-MPC-0149	Store Building/ Commercial Building	Saint Anthony Falls & Minneapolis Warehouse	116 3rd Ave. N.		X	Extant
HE-MPC-0150	warehouse Building	Saint Anthony Falls & Minneapolis Warehouse	126 3rd Ave. N.		X	Extant
HE-MPC-0151	Minneapolis Threshing Machine Co.	Saint Anthony Falls & Minneapolis Warehouse	127 3rd Ave. N. (222 N. 2nd St.)		X	Extant
HE-MPC-0152	Minneapolis Street Railroad Co.	Saint Anthony Falls & Minneapolis Warehouse	200-218 3rd Ave. N.		X	Extant
HE-MPC-0153	Gluek Brewing Co.	Saint Anthony Falls & Minneapolis Warehouse	219 3rd Ave. N.		X	Extant
HE-MPC-0154	Moline, Milburn & Stoddard Co.	Saint Anthony Falls & Minneapolis Warehouse	250-256 3rd Ave. N.		X	Extant
HE-MPC-0165	Third Avenue Bridge (Bridge No. 2440)	Saint Anthony Falls	3rd Ave. S. crossing the Mississippi River		X	Extant
HE-MPC-0166	Hall and Dann Barrel Company Factory	Saint Anthony Falls	111 3rd Ave. S.		X	Extant
HE-MPC-0167	Bridge No. L8900 (razed)	Saint Anthony Falls	1st St. S. east of 3rd Ave.		X	Non-Extant
HE-MPC-0168	Minneapolis Eastern Railway Engine House	Saint Anthony Falls	333 1st St. S.		X	Extant
HE-MPC-0168	Minneapolis Eastern Railway Engine House	Saint Anthony Falls	333 1st St. S.	X	X	Extant
HE-MPC-0169	Fuji Ya Restaurant	N/A	320 1st St. S.	X	X	Extant
HE-MPC-0170	Crown Roller Mill	N/A	105 5th Ave. S.		X	Extant
HE-MPC-0171	Northwest Consolidated Elevator A	N/A	155 5th Ave. S.		X	Extant
HE-MPC-0172	Standard Mill	N/A	150 Portland Ave. S.		X	Extant
HE-MPC-0173	Whitney Garden Plaza	N/A	5th Ave. S. at 2nd St. S.		X	Extant
HE-MPC-0174	Whitney Mill Quarter Plaza	N/A	Portland Ave. S. at 1st St. S.		X	Extant
HE-MPC-0175	North Star Woolen Mill	N/A	109 Portland Ave. S.		X	Extant
HE-MPC-0177	Upper St. Anthony Falls Lock	N/A	1 Portland Ave. S.		X	Extant
HE-MPC-0198	Pillsbury Research & Development	Saint Anthony Falls	224-228 2nd St. SE		X	Non-Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-0199	Salisbury & Satterlee Co. Complex	Saint Anthony Falls	112-14 Central Ave, 104-110 2nd Ave, 121-29 & 217-19 Main St. SE		X	Extant
HE-MPC-0201	Upton Block/ Union Iron Works (missing)	Saint Anthony Falls	129 Main St. SE		X	Extant
HE-MPC-0202	Morton and Morrison Block	Saint Anthony Falls	127-129 Main St. SE		X	Extant
HE-MPC-0203	Pracna Building	Saint Anthony Falls	117 Main St. SE		X	Extant
HE-MPC-0206	Main Street Hydroelectric Station	Saint Anthony Falls	206 Main St. SE		X	Extant
HE-MPC-0214	St. Anthony Falls Water Power Co. Canal/ Pillsbury Canal	N/A	Under Main St. SE between 2nd and 3rd Aves. SE		X	Extant
HE-MPC-0216	Occidental Feed Mill (razed)	N/A	400-404 1st St. S.	X	X	Non-Extant
HE-MPC-0217	Columbia Flour Mill (razed)	N/A	406-416 1st St. S.	X	X	Non-Extant
HE-MPC-0218	Second Bassett Sawmill (razed)	N/A	418-430 1st St. S.	X	X	Non-Extant
HE-MPC-0229	Clapp Woolen Mill/ Empire Mill-Pillsbury "B" Elevator	N/A	600-604 1st St. S.		X	Extant
HE-MPC-0230	Minneapolis Flour Mill (razed)	N/A	606-610 1st St. S.		X	Non-Extant
HE-MPC-0231	Alaska Flour Mill/ Pillsbury "B" Flour Mill (razed)	N/A	612-616 1st St. S.		X	Non-Extant
HE-MPC-0232	Minneapolis Cotton Mill/ Excelsior Mill (razed)	N/A	618-620 1st St. S.		X	Non-Extant
HE-MPC-0233	Minneapolis Paper Mill/ Pillsbury Warehouse "C" (razed)	N/A	622-626 1st St. S.		X	Non-Extant
HE-MPC-0234	Northwestern Flour Mill (razed)	N/A	628-632 1st St. S.		X	Non-Extant
HE-MPC-0239	Anchor Flour Mill (razed)	N/A	606-608 2nd St. S.		X	Non-Extant
HE-MPC-0240	Washburn "C" Flour Mill Complex (razed)	N/A	614-620 2nd St. S.		X	Non-Extant
HE-MPC-0245	Pillsbury "A" Steam Power Plant (razed)	N/A	East channel just below foot of 3rd Ave. SE		X	Non-Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-0247	Phoenix Flour Mill/ Pillsbury Rye Mill (razed)	N/A	101-103 3rd Ave. SE		X	Non-Extant
HE-MPC-0248	Minneapolis Post Office-Main Office	Saint Anthony Falls	201 1st St. S.		X	Extant
HE-MPC-0249	Pillsbury Public Library	Saint Anthony Falls	100 University Ave. SE		X	Extant
HE-MPC-0253	Grove Street Flats	Saint Anthony Falls	2-16 Grove St.		X	Extant
HE-MPC-0259	House	Saint Anthony Falls	27 Maple Pl.		X	Extant
HE-MPC-0262	Backe-Barquist House	Saint Anthony Falls	91 Nicollet St.		X	Extant
HE-MPC-0263	John Mayell House	Saint Anthony Falls	93 Nicollet St.		X	Extant
HE-MPC-0264	Conway, Peter, House	Saint Anthony Falls	97 Nicollet St.		X	Extant
HE-MPC-0265	Brookins, George, W., House	Saint Anthony Falls	163 Nicollet St.		X	Extant
HE-MPC-0266	Barquist-Holmberg House	Saint Anthony Falls	167-169 Nicollet St.		X	Extant
HE-MPC-0267	Adams-Barquist House	Saint Anthony Falls	177 Nicollet St.		X	Extant
HE-MPC-0268	Mayall, John, House	Saint Anthony Falls	93 Nicollet St.		X	Extant
HE-MPC-0274	William Bros Boiler & Manufacturing Co.	Saint Anthony Falls	Power St.	X	X	Extant
HE-MPC-0275	Island Sash & Door Factory	Saint Anthony Falls	51-53 Merrium St.	X	X	Extant
HE-MPC-0281	Riverwest Apartments		401 1st St. S.	X	X	Extant
HE-MPC-0299	Island Power Building (razed)	Saint Anthony Falls	E. side of Power St. on Nicollet Island	X	X	Non-Extant
HE-MPC-0304	First North Star Ironworks/ North Star Flour Mill (razed)	N/A	317-319 Main St. SE		X	Non-Extant
HE-MPC-0305	Andersch Brothers Complex/ Pillsbury Warehouse No. 5 (razed)	N/A	409-417 Main St. SE		X	Non-Extant
HE-MPC-0307	Stock Food Co. of America/ Durkee Atwood Building No. 2 (razed)	Saint Anthony Falls	40 Wilder St.	X	X	Non-Extant
HE-MPC-0311	Deere & Co. Building	Saint Anthony Falls & Minneapolis Warehouse	310-316 1st St. N.		X	Extant
HE-MPC-0312	Security Warehouse A/ Security Warehouse B	Saint Anthony Falls & Minneapolis Warehouse	324-328 1st St. N./ 332-334 1st St. N.		X	Extant
HE-MPC-0319	Main Post Office Parking Ramp	Saint Anthony Falls	corner of Hennepin Ave. S. and 1st St. S.	X	X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-0320	Towers Condominiums	Saint Anthony Falls	15-19 1st St. S.	X	X	Extant
HE-MPC-0332	Commercial Building	N/A	318 3rd St. S.		X	Extant
HE-MPC-0338	Northern States Power Company Building	N/A	15 5th St. S.		X	Extant
HE-MPC-0341	Farmers and Mechanics Savings Bank	N/A	115 4th St. S.	X	X	Extant
HE-MPC-0342	Chamber of Commerce Building (Grain Exchange)	N/A	400 4th St. S.		X	Extant
HE-MPC-0343	Lumber Exchange Building	Saint Anthony Falls & Minneapolis Warehouse	425 Hennepin Ave./ 10 5th St. S.	X	X	Extant
HE-MPC-0345	First National/ Soo Line Building	N/A	101 5th St. S.	X	X	Extant
HE-MPC-0346	Northwestern Bell Telephone Co. Building	N/A	224 5th St. S.		X	Extant
HE-MPC-0347	Minneapolis City Hall/ Hennepin County Courthouse	N/A	350 5th St. S.		X	Extant
HE-MPC-0350	Gluek Building	N/A	16 6th St. N.		X	Extant
HE-MPC-0353	Murray's Restaurant	N/A	24 6th St. S.	X	X	Extant
HE-MPC-0362	Forum Cafeteria (razed)	N/A	36-38 7th St. S.	X	X	Non-Extant
HE-MPC-0374	Minneapolis Y.M.C.A. Central Building	N/A	36 9th St. S.	X	X	Extant
HE-MPC-0394	Ogden Apartment Hotel	N/A	66-68 12th St. S.	X	X	Extant
HE-MPC-0402	Pillsbury Machine Shop	Saint Anthony Falls	300 2nd Ave. SE		X	Extant
HE-MPC-0406	Wesley Methodist Episcopal Church	N/A	101 Grant St. E.	X	X	Extant
HE-MPC-0409	Roman Alexander Sash & Door	Saint Anthony Falls	195 Island Ave. E.	X	X	Unconfirmed
HE-MPC-0411	Nicollet School (razed)	Saint Anthony Falls	137 Island Ave. E.		X	Non-Extant
HE-MPC-0413	Smith Fourplex (razed)	Saint Anthony Falls	75 Island Ave. W.		X	Non-Extant
HE-MPC-0414	Residence	Saint Anthony Falls	27 Maple Pl.		X	Extant
HE-MPC-0415	Minneapolis Cold Storage Warehouse (razed)	Saint Anthony Falls	69-73 Nicollet St.		X	Non-Extant
HE-MPC-0416	William Bros Boiler Works	Saint Anthony Falls	Power St.	X	X	Unconfirmed

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-0432	First Baptist Church and Jackson Hall	N/A	1020-1026 Harmon Pl.		X	Extant
HE-MPC-0433	Wisconsin Central Railway Co. Depot (razed)	Saint Anthony Falls & Minneapolis Warehouse	10 Hennepin Ave. S.	X	X	Non-Extant
HE-MPC-0434	Seymour Hotel (razed)	Saint Anthony Falls	24 Hennepin Ave. S.	X	X	Non-Extant
HE-MPC-0436	Masonic Temple	N/A	528 Hennepin Ave. S.		X	Extant
HE-MPC-0437	Lincoln Bank Building	N/A	730 Hennepin Ave. S.		X	Extant
HE-MPC-0438	State Theatre	N/A	805 Hennepin Ave. S.		X	Extant
HE-MPC-0439	Hennepin Theatre	N/A	910 Hennepin Ave. S.		X	Extant
HE-MPC-0444	Marquette National Bank Building	N/A	517 Marquette Ave. S.	X	X	Extant
HE-MPC-0445	Rand Tower	N/A	527-529 Marquette Ave. S.	X	X	Extant
HE-MPC-0446	Foshay Tower	N/A	821 Marquette Ave. S.		X	Extant
HE-MPC-0450	Northern States Power Company	N/A	414 Nicollet Mall	X	X	Extant
HE-MPC-0461	Zinman-Bronzin Apartments	N/A	125 Oak Grove		X	Extant
HE-MPC-0472	Gerber Sheet Metal Shop (razed)	N/A	128 Portland Ave. S.		X	Non-Extant
HE-MPC-0484	United States Post Office	Saint Anthony Falls	212 3rd Ave. S.		X	Extant
HE-MPC-0485	Rivergate Apartments	Saint Anthony Falls	115 2nd Ave. S.		X	Extant
HE-MPC-0492	Second Church of Christ, Scientist Admin. Bldg./ Ivy Tower	N/A	1115 2nd Ave. S.		X	Extant
HE-MPC-0493	On Leong Chinese Merchant's Association	N/A	318 3rd St. S.		X	Extant
HE-MPC-0498	Chicago, Milwaukee, St. Paul & Pacific Railroad Co. Station	Saint Anthony Falls	201 3rd Ave. S.		X	Extant
HE-MPC-0501	Flour Exchange	N/A	310 4th Ave. S.		X	Extant
HE-MPC-0503	Minneapolis Boiler Works (razed)	N/A	121-129 5th Ave. S.		X	Non-Extant
HE-MPC-0514	Sam S. Shubert Theatre	N/A	516 Hennepin Ave. (moved to Hennepin Ave. S. between 5th & 6th Ave.)		X	Extant
HE-MPC-0534	Loring Greenway		1228 Nicollet Mall		X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-0577	Andrew and Ole Loberg House	Saint Anthony Falls	171 Island Ave. E.		X	Extant
HE-MPC-0578	Andrew and Ole Loberg House	Saint Anthony Falls	175 Island Ave. E.		X	Extant
HE-MPC-0624	Architects and Engineers Building		1200 2nd Ave. S.		X	Extant
HE-MPC-11893	Grain Belt Beer Sign	Saint Anthony Falls	W. Island Drive & Oberpriller Way (on St. Nicollet Island)	X	X	Extant
HE-MPC-16027	Apartment	Steven Square	1916 1st Ave. S	X	X	Extant
HE-MPC-16030	House	N/A	2100 1st Ave. S	X	X	Extant
HE-MPC-16032	House	N/A	2200 1st Ave. S	X	X	Extant
HE-MPC-16145	Rowhouse	N/A	1-11 25th St. E	X	X	Extant
HE-MPC-16146	Apartment	N/A	25 25th St. E	X	X	Extant
HE-MPC-16147	House	N/A	101 25th St. E	X	X	Extant
HE-MPC-16153	House	N/A	109 25th St. E	X	X	Extant
HE-MPC-16752	Franklin Nicollet Liquor Store	N/A	2012 Nicollet Ave.	X	X	Extant
HE-MPC-16981	First Christian Church	N/A	2300 Stevens Ave. S		X	Extant
HE-MPC-2030	Dovre Hall	N/A	2337 Central Ave. NE	X	X	Extant
HE-MPC-2033	Shoreham Shop, Soo Line Railroad	N/A	2800 Central Ave. NE	X	X	Extant
HE-MPC-2136	Garage	Saint Anthony Falls	14-18 University Ave. NE	X	X	Extant
HE-MPC-2137	Minneapolis Fire Department Repair Shop	Saint Anthony Falls	24-28 University Ave. NE	X	X	Extant
HE-MPC-2202	Gopher Upholstering Company	Saint Anthony Falls	130 2nd St. NE	X	X	Unconfirmed
HE-MPC-2999	Young-Quinlan Building		901-915 Nicollet Mall	X	X	Extant
HE-MPC-3016	St. Anthony Commercial Club	Saint Anthony Falls	200 Central Ave. SE		X	Extant
HE-MPC-3035	Minneapolis Brewing Company Tavern	Saint Anthony Falls	112 Hennepin Ave. E.	X	X	Extant
HE-MPC-3036	Harness Shop	Saint Anthony Falls	116 Hennepin Ave. E	X	X	Extant
HE-MPC-3037	Andrews Building	Saint Anthony Falls	208 Hennepin Ave. E.	X	X	Extant
HE-MPC-3038	Commercial Building, Lafferty Building	Saint Anthony Falls	210 Hennepin Ave. E.	X	X	Extant
HE-MPC-3039	Rainville Funeral Home	Saint Anthony Falls	222 Hennepin Ave. E.	X	X	Extant

<b>Inventory No.</b>	<b>Property Name</b>	<b>Associated Historic District</b>	<b>Address</b>	<b>Located within the 500 ft Study Area</b>	<b>Located within the 0.25 mile Study Area</b>	<b>Structures Condition</b>
HE-MPC-3040	Lane Block	Saint Anthony Falls	226 Hennepin Ave. E.	X	X	Extant
HE-MPC-3041	Commercial Building	Saint Anthony Falls	228 Hennepin Ave. E.	X	X	Extant
HE-MPC-3206	Pillsbury Industrial Equipment	N/A	300 2nd St. SE		X	Extant
HE-MPC-3620	Peavey Plaza	N/A	1101 Nicollet Mall	X	X	Extant
HE-MPC-4357	J.W. Johnson Rowhouse	N/A	2319 1st Ave. S.	X	X	Extant
HE-MPC-4358	Stewart Memorial Church	N/A	116 32nd St. E.		X	Extant
HE-MPC-4359	Dr. Rufus H. Lane House	Healy Block Residential	3101 2nd Ave. S.		X	Extant
HE-MPC-4360	Andrew H. Adams House	Healy Block Residential	3107 2nd Ave. S.		X	Extant
HE-MPC-4361	John Broom House	Healy Block Residential	3111 2nd Ave. S.		X	Extant
HE-MPC-4362	T.P. Healy House	Healy Block Residential	3115 2nd Ave. S.		X	Extant
HE-MPC-4363	H.A. Murphy House	Healy Block Residential	3119 2nd Ave. S.		X	Extant
HE-MPC-4364	William M. Regan House	Healy Block Residential	3123 2nd Ave. S.		X	Extant
HE-MPC-4365	Joseph B. Hudson House	Healy Block Residential	3127 2nd Ave. S.		X	Extant
HE-MPC-4366	Healy-Rea House	Healy Block Residential	3131 2nd Ave. S.		X	Extant
HE-MPC-4367	House	Healy Block Residential	3135 2nd Ave. S.		X	Extant
HE-MPC-4368	Healy-Forbes House	Healy Block Residential	3137 2nd Ave. S.		X	Extant
HE-MPC-4369	Gedage F. Bates House	Healy Block Residential	3139 2nd Ave. S.		X	Extant
HE-MPC-4370	William L. Sumner House	Healy Block Residential	3145 2nd Ave. S.		X	Extant
HE-MPC-4375	Bennett-McBride House	Healy Block Residential	3116 3rd Ave. S.		X	Extant
HE-MPC-4376	Edmund G. Babbidge House	Healy Block Residential	3120 3rd Ave. S.		X	Extant
HE-MPC-4377	Arthur E. Holbrook House	Healy Block Residential	3124 3rd Ave. S.		X	Extant
HE-MPC-4679	Stevens Court Apartments	Steven Square	128-132 18th St. E.		X	Extant
HE-MPC-4729	Apartments	Steven Square	1728 2nd Ave. S.		X	Extant
HE-MPC-4730	Clara Doerr Club and Lindley Hall	Steven Square	1717-1725 2nd Ave. S.		X	Extant
HE-MPC-4731	The Grandview	Steven Square	1801 2nd Ave. S.		X	Extant
HE-MPC-4732	Apartments	Steven Square	1807 2nd Ave. S.		X	Extant
HE-MPC-4733	Apartment	Steven Square	1811 2nd Ave. S.		X	Extant
HE-MPC-4734	The Vesta	Steven Square	1817-1831 2nd Ave. S.		X	Extant
HE-MPC-4735	Apartments	Steven Square	209 19th St. S.		X	Extant
HE-MPC-4736	The Minola	Steven Square	203 19th St. E.		X	Extant
HE-MPC-4737	Lowe House	Steven Square	143 19th St. E.		X	Extant
HE-MPC-4738	The Cheslakee	Steven Square	1901-1903 Stevens Ave. S.		X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-4739	Coral Gables Apartments	Steven Square	1900 Stevens Ave. S.		X	Extant
HE-MPC-4740	The Oakland	Steven Square	1830 Stevens Ave. S.		X	Extant
HE-MPC-4741	The Chelsea	Steven Square	1820 Stevens Ave. S.		X	Extant
HE-MPC-4742	Apartment	Steven Square	1816 Stevens Ave. S.		X	Extant
HE-MPC-4743	The Eichenwald Apartments	Steven Square	1808 Stevens Ave. S.		X	Extant
HE-MPC-4744	The Eichenwald Apartments	Steven Square	1800 Stevens Ave. S.		X	Extant
HE-MPC-4745	Abbott Hospital	Steven Square	110 18th St. E		X	Extant
HE-MPC-4746	The Browndale	Steven Square	1706 Stevens Ave. S.		X	Extant
HE-MPC-4747	The Glendale	Steven Square	1700 Stevens Ave. S.		X	Extant
HE-MPC-4748	The Mauna Loa	Steven Square	1705-1707 Stevens Ave. S.		X	Extant
HE-MPC-4749	Apartment	Steven Square	1715 Stevens Ave. S.		X	Extant
HE-MPC-4750	The St. George Apartments	Steven Square	137-147 17th St. E.		X	Extant
HE-MPC-4751	Apartment	Steven Square	1706 2nd Ave. S.		X	Extant
HE-MPC-4752	Apartment	Steven Square	1710 2nd Ave. S.		X	Extant
HE-MPC-4753	Apartment	Steven Square	1714 2nd Ave. S.		X	Extant
HE-MPC-4754	Apartments	Steven Square	203 17th St. E.		X	Extant
HE-MPC-4757	Apartment	Steven Square	1728 3rd Ave. S.		X	Extant
HE-MPC-4758	The Rexor	Steven Square	1800 3rd Ave. S.		X	Extant
HE-MPC-4759	The Northcraft	Steven Square	1806 3rd Ave. S.		X	Extant
HE-MPC-4760	The Mallbrook	Steven Square	1810 3rd Ave. S.		X	Extant
HE-MPC-4761	The Dartmouth	Steven Square	214 19th St. E.		X	Extant
HE-MPC-4763	The Anita	Steven Square	1900 3rd Ave. S.		X	Extant
HE-MPC-4764	Apartment	Steven Square	1906 3rd Ave. S.		X	Extant
HE-MPC-4765	Apartment	Steven Square	1912 3rd Ave. S.		X	Extant
HE-MPC-4766	Apartment	Steven Square	1918 3rd Ave. S.		X	Extant
HE-MPC-4767	Apartment Building	Steven Square	1920 3rd Ave. S.		X	Extant
HE-MPC-4768	The Lonoke	Steven Square	1926 3rd Ave. S.		X	Extant
HE-MPC-4769	Apartment	Steven Square	1915 2nd Ave. S.		X	Extant
HE-MPC-4770	The Brownstone/ J.W.A. Elliot House	N/A	1916 2nd Ave. S.		X	Extant
HE-MPC-4773	Apartment	Steven Square	1905 Stevens Ave. S.		X	Extant
HE-MPC-4776	The Sherwood Flats	Steven Square	1915 1st Ave. S.	X	X	Extant
HE-MPC-4777	Apartment	Steven Square	1909-1911 1st Ave. S.	X	X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-4778	The Gladstone	Steven Square	1905 1st Ave. S.	X	X	Extant
HE-MPC-4779	The Blackstone	Steven Square	102-108 19th St. E.	X	X	Extant
HE-MPC-4780	Apartment	Steven Square	1821 1st Ave. S.	X	X	Extant
HE-MPC-4781	The Viola	Steven Square	1815 1st Ave. S.	X	X	Extant
HE-MPC-4782	Apartment	Steven Square	1811 1st Ave. S.	X	X	Extant
HE-MPC-4783	Apartment	Steven Square	1805 1st Ave. S.	X	X	Extant
HE-MPC-4784	Apartment (Abbott View)	Steven Square	1801 1st Ave. S.	X	X	Extant
HE-MPC-4786	Apartment	Steven Square	1812-1820 1st Ave. S.	X	X	Extant
HE-MPC-4787	Apartment	Steven Square	1820 1st Ave. S.	X	X	Extant
HE-MPC-4788	The Gladstone	Steven Square	16-20 19th St. E.	X	X	Extant
HE-MPC-4789	Apartment	Steven Square	1900-1902 1st Ave. S.	X	X	Extant
HE-MPC-4790	Apartment	Steven Square	1904 1st Ave. S.	X	X	Extant
HE-MPC-4791	The Shieldsville	Steven Square	1910 1st Ave. S.	X	X	Extant
HE-MPC-4792	J.M. Davis House	Steven Square	1912 1st Ave. S.	X	X	Extant
HE-MPC-4795	Apartment	Steven Square	1921 1st Ave. S.	X	X	Extant
HE-MPC-4800	Edwin H. Hewitt House	N/A	126 Franklin Ave. E.		X	Extant
HE-MPC-4806	Amos B. Coe House	N/A	1700 3rd Ave. S.		X	Extant
HE-MPC-4816	Edward C. Gale House	Washburn-Fair Oaks Mansion	2115 Stevens Ave. S.		X	Extant
HE-MPC-4818	E.S. Stebbins House (moved)	N/A	2404 Stevens Ave. S.		X	Extant
HE-MPC-4839	Despatch Laundry	N/A	2611 1st Ave. S.	X	X	Extant
HE-MPC-4851	Eugene A. Merrill House	Washburn-Fair Oaks Mansion	2116 2nd Ave. S.		X	Extant
HE-MPC-4890	Luther Farrington House	Washburn-Fair Oaks Mansion	2100 Stevens Ave. S.		X	Extant
HE-MPC-4892	Minneapolis Institute of Art	N/A	2400 3rd Ave. S.		X	Extant
HE-MPC-4893	Rowhouse	N/A	100-110 25th St. E.	X	X	Extant
HE-MPC-4899	Healy Block Residential Historic District	Healy Block Residential	3101-3145 2nd Ave. S., 3116-3124 3rd Ave. S.		X	Extant
HE-MPC-4900	Washburn-Fair Oaks Mansion District	Washburn-Fair Oaks Mansion	1st Ave. S. & 22nd St. E		X	Extant
HE-MPC-4901	John Crosby House	Washburn-Fair Oaks Mansion	2104 Stevens Ave. S.		X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-4902	Caroline Crosby House	Washburn-Fair Oaks Mansion	2105 1st Ave. S.	X	X	Extant
HE-MPC-4903	Charles S. Pillsbury House	Washburn-Fair Oaks Mansion	100 22nd St. E.	X	X	Extant
HE-MPC-4904	Alfred F. Pillsbury House	Washburn-Fair Oaks Mansion	116 22nd St. E.		X	Extant
HE-MPC-4965	Steven Square Historic District	Steven Square	bounded by 17th St. E., 3rd & 1st Aves. S., and Franklin Ave. E		X	Extant
HE-MPC-4966	Stevens Square	Steven Square	Stevens & 2nd Aves. S. between 18th & 19th Aves E.		X	Extant
HE-MPC-5007	The Minerva	N/A	2809 Stevens Ave. S.		X	Extant
HE-MPC-5010	Darrow Rowhouse (razed)	N/A	2701-2713 1st Ave. S.	X	X	Non-Extant
HE-MPC-5011	The Carlton	N/A	2820 1st Ave. S.	X	X	Extant
HE-MPC-5023	Windsor Apartments	N/A	2001-2019 3rd Ave. S.		X	Extant
HE-MPC-5032	Church of Christ Scientist	N/A	4 24th St. E.	X	X	Extant
HE-MPC-5034	Johnson Rowhouses	N/A	106-08 24th St. E., 2319 1st Ave. S.	X	X	Extant
HE-MPC-5035	Carr Apartments	N/A	202-210 26th St. E.		X	Extant
HE-MPC-5067	Commercial Building	Saint Anthony Falls	125 Main St. SE		X	Extant
HE-MPC-5072	store Building	Saint Anthony Falls	201-205 Hennepin Ave. E.	X	X	Extant
HE-MPC-5073	store Building	Saint Anthony Falls	207-215 Hennepin Ave. E.	X	X	Extant
HE-MPC-5601	MacPhail School of Music	N/A	1128 LaSalle Ave. S		X	Extant
HE-MPC-5961	BNSF Railway Bridge over West Channel Mississippi River at Nicollet Island	Saint Anthony Falls	over Mississippi River at Nicollet Island		X	Extant
HE-MPC-5962	BNSF Railway Bridge over East Channel Mississippi River at Nicollet Island	Saint Anthony Falls	over Mississippi River at Nicollet Island		X	Extant
HE-MPC-6027	Calvary Baptist Church	N/A	2608 Blaisdell Ave. S.		X	Extant
HE-MPC-6173	Semple, Anne C. and Frank B., House	N/A	100-104 W. Franklin Ave.	X	X	Extant
HE-MPC-6432	George R. Newell House	N/A	1818 LaSalle Ave. S.	X	X	Extant

Inventory No.	Property Name	Associated Historic District	Address	Located within the 500 ft Study Area	Located within the 0.25 mile Study Area	Structures Condition
HE-MPC-6434	George W. & Nancy B. Van Dusen House	N/A	1900 LaSalle Ave. S.	X	X	Extant
HE-MPC-6511	Plymouth Congregational Church	N/A	1900 Nicollet Ave. S.	X	X	Extant
HE-MPC-9005	Bridge No. 93844	N/A	Pedestran and Golf Cart Traffic over the Soo Line Railroad		X	Extant
HE-MPC-9026	Pence Automobile Company Building	N/A	800 Hennepin Ave.		X	Extant
HE-MPC-9500	Eitel Hospital	N/A	1375 Willow St.		X	Extant
HE-MPC-9973	Crown Roller Mill Boiler House & Engine Room	N/A	100 Portland Ave. S.		X	Extant
HE-MPC-9981	Brown-Ryan Livery Stable	Saint Anthony Falls	Main St. SE (moved from 20 2nd St. NE)	X	X	Unconfirmed
HE-MPC-9986	Pillsbury "Manilda" Milling Building	N/A	401 Main St. SE		X	Extant
HE-MPC-9987	Pillsbury Storehouse	N/A	309 2nd St. SE		X	Extant
HE-MPC-9988	Pillsbury Bran House	N/A	116-118 3rd Ave. SE		X	Extant
HE-MPC-9989	Pillsbury Concrete Elevators	N/A	2nd St. SE & 3rd Ave. SE		X	Extant
HE-MPC-9990	Morrison Block	Saint Anthony Falls	123 Main St. SE		X	Extant
HE-MPC-9992	St. Anthony Main	Saint Anthony Falls	201 Main St. SE		X	Extant
HE-MPC-9995	Pillsbury "A" Mill	N/A	301 Main St. SE		X	Extant

**APPENDIX B: PROJECT PERSONNEL**

## LIST OF PERSONNEL

Project Manager	Saleh Miller, M.S.
Principal Investigator Archaeological Architectural History	Anne Ketz, M.A., RPA Saleh Miller, M.S.
Field Historians	Kathryn Ohland, M.S. Kelli Andre Kellerhals, M.S.
Graphics and GIS	Nathan Moe, B.A.

# **Cultural Resources Overview - Supplement**

Nicollet-Central Transit Alternatives

May 2013





Prepared for:

City of Minneapolis

Prepared by:





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# 1. Updated Cultural Resources Tables

**Table 1: Previously Listed and Eligible Cultural Resources within the Entire Alignment**

MODE ALTERNATIVE	STUDY AREA	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES – HENNEPIN/1 <sup>ST</sup> AVE BRIDGE ALIGNMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES – CENTRAL/3 <sup>RD</sup> AVE BRIDGE ALIGNMENT	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES – HENNEPIN/1 <sup>ST</sup> AVE BRIDGE ALIGNMENT*	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES – CENTRAL/3 <sup>RD</sup> AVE BRIDGE ALIGNMENT*
<i>Enhanced Bus</i>	<i>500 ft</i>	<i>3</i>	<i>0</i>	<i>99 (including 4 historic districts) (10 of these individual properties are non-extant)</i>	<i>104 (including 4 historic districts) (13 of these individual properties are non-extant)</i>
<i>Modern Streetcar from 41<sup>st</sup> Ave NE to W 46<sup>th</sup> Street</i>	<i>500 ft (archaeology) 0.25 miles (architectural history)</i>	<i>3</i>	<i>0</i>	<i>311 (including 5 historic districts) (17 of these individual properties are non-extant)</i>	<i>309 (including 5 historic districts) (29 of these individual properties are non-extant)</i>
<i>Modern Streetcar from W Lake Street to 8<sup>th</sup> Street NE</i>	<i>500 ft (archaeology) 0.25 miles (architectural history)</i>	<i>3</i>	<i>0</i>	<i>291 (including 5 historic districts) (17 of these individual properties are non-extant)</i>	<i>290 (including 5 historic districts) (29 of these individual properties are non-extant)</i>

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

Table 2: Previously Listed and Eligible Cultural Resources within the Major Analysis Segments

MODE ALTERNATIVE	STUDY AREA	MAJOR ANALYSIS SEGMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES*
Enhanced Bus	500 ft	41 <sup>st</sup> Ave NE to Lowry Ave NE	0	1
		Lowry Ave NE to Broadway Street NE	0	1
		Broadway St NE to 8 <sup>th</sup> Street NE	0	0
		8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)
		8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**
		Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**
		W Grant Street to W Lake Street	0	38 (1 of which is non-extant)
		W Lake Street to W 38 <sup>th</sup> Street	0	0
		W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	0	0
Modern Streetcar from 41 <sup>st</sup> Ave NE to W 46 <sup>th</sup> Street	500 ft (archaeology)	41 <sup>st</sup> Ave NE to Lowry Ave NE	0	2
		Lowry Ave NE to Broadway Street NE	0	1
		Broadway St NE to 8 <sup>th</sup> Street NE	0	0
		8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	127 (14 of which are non-extant)
	0.25 miles (architectural history)	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	162 (24 of which are non-extant)**
		Washington Ave S to W Grant Street	0	66 (1 of which is non-extant)**
		W Grant Street to W Lake Street	0	97 (1 of which is non-extant)
		W Lake Street to W 38 <sup>th</sup> Street	0	17
W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	0	0		
Modern Streetcar from W Lake Street to 8 <sup>th</sup> Street NE	500 ft (archaeology)	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	127 (14 of which are non-extant)
	0.25 miles (architectural history)	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	162 (24 of which are non-extant)**

	<i>Washington Ave S to W Grant Street</i>	<i>0</i>	<i>66 (1 of which is non- extant)**</i>
	<i>W Grant Street to W Lake Street</i>	<i>0</i>	<i>97 (1 of which is non- extant)</i>

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

**Table 3: Open or Undeveloped Portions of Land within each Major Analysis Segment**

STUDY AREA	MAJOR ANALYSIS SEGMENT	OPEN OR UNDEVELOPED PORTIONS OF LAND
500 ft	<i>41<sup>st</sup> Ave NE to Lowry Ave NE</i>	<i>18</i>
	<i>Lowry Ave NE to Broadway Street NE</i>	<i>9</i>
	<i>Broadway St NE to 8<sup>th</sup> Street NE</i>	<i>2</i>
	<i>8<sup>th</sup> Street NE to Washington Ave S (Hennepin/1<sup>st</sup> Ave Bridge Alignment)</i>	<i>7*</i>
	<i>8<sup>th</sup> Street NE to Washington Ave S (Central/3<sup>rd</sup> Ave Bridge Alignment)</i>	<i>9*</i>
	<i>Washington Ave S to W Grant Street</i>	<i>4*</i>
	<i>W Grant Street to W Lake Street</i>	<i>5</i>
	<i>W Lake Street to W 38<sup>th</sup> Street</i>	<i>8</i>
	<i>W 38<sup>th</sup> Street to W 46<sup>th</sup> Street</i>	<i>5</i>

\*The study area for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and the Washington Ave S to W Grant Street segments.

## 2. Updated Recommendations

According to the literature review, the study area for the modern streetcar option between 41<sup>st</sup> Avenue NE and W 46<sup>th</sup> Street following the Hennepin/1<sup>st</sup> Ave Bridge alignment contains the most previously NRHP-listed and eligible archaeological sites and historic structures and, therefore, has a greater potential to impact NRHP-listed and eligible cultural resources. According to the literature review, the study area for the enhanced bus option following the Hennepin/1<sup>st</sup> Ave Bridge alignment contains the least amount of previously NRHP-listed or eligible archaeological sites and historic structures, and therefore, has the potential to impact the least amount of NRHP-listed and eligible cultural resources.

Based on the visual assessment, very few NRHP-listed and eligible structures were found to be no longer extant. The largest concentration of historic structures that were found to be no longer extant are located within the modern streetcar study area (0.25 miles) between the 8<sup>th</sup> Street NE to Washington Ave S segment along the Central/3<sup>rd</sup> Ave Bridge alignment. Therefore, based on the visual assessment of historic structures the alternatives with the greatest and least potential to impact NRHP-listed and eligible structures are the same as the literature review results discussed in the previous paragraph.

Based on the visual assessment of open or undeveloped portions of land, there appear to be less open areas within the downtown city center and more to the north end of the alignment in Columbia Heights. The modern streetcar option between 41<sup>st</sup> Avenue NE and W 46<sup>th</sup> Street and the enhanced bus option have the same archaeology study area; therefore, both of these options following the Hennepin/1<sup>st</sup> Ave Bridge alignment have the greatest potential to impact open or undeveloped areas of land where there may be potential for unknown archaeological resources. The modern streetcar option between W Lake Street and 8<sup>th</sup> Street NE following the Hennepin/1<sup>st</sup> Ave Bridge alignment has the least amount of open or undeveloped spaces; and therefore, the least potential to impact unknown archaeological resources.

Combining the results of the literature review and visual assessment maintains the recommendations of the literature review. The modern streetcar option between 41<sup>st</sup> Avenue NE and W 46<sup>th</sup> Street following the Hennepin/1<sup>st</sup> Ave Bridge alignment has the potential to impact the greatest amount of known cultural resources while the enhanced bus option following the Hennepin/1<sup>st</sup> Ave Bridge alignment has the potential to impact the least amount of known cultural resources.

# Cultural Resources Overview – Supplement II

Nicollet-Central Transit Alternatives

May 2013





Prepared for:

City of Minneapolis

Prepared by:





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## 1. Updated Cultural Resources Tables

**Table 1: Previously Listed and Eligible Cultural Resources within the Enhanced Bus Option Study Area**

MODE ALTERNATIVE	MAJOR ANALYSIS SEGMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES WITHIN 500 FT STUDY AREA	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 500 FT STUDY AREA*
Enhanced Bus	<i>41<sup>st</sup> Ave NE to Lowry Ave NE</i>	<i>0</i>	<i>1</i>
	<i>Lowry Ave NE to Broadway Street NE</i>	<i>0</i>	<i>1</i>
	<i>Broadway St NE to 8<sup>th</sup> Street NE</i>	<i>0</i>	<i>0</i>
	<i>8<sup>th</sup> Street NE to Washington Ave S (Hennepin/1<sup>st</sup> Ave Bridge Alignment)</i>	<i>3</i>	<i>41 (8 of which are non-extant)</i>
	<i>8<sup>th</sup> Street NE to Washington Ave S (Central/3<sup>rd</sup> Ave Bridge Alignment)</i>	<i>0</i>	<i>56 (11 of which are non-extant)**</i>
	<i>Washington Ave S to W Grant Street</i>	<i>0</i>	<i>18 (1 of which is non-extant)**</i>
	<i>W Grant Street to W Lake Street</i>	<i>0</i>	<i>38 (1 of which is non-extant)</i>
	<i>W Lake Street to W 38<sup>th</sup> Street</i>	<i>0</i>	<i>0</i>
	<i>W 38<sup>th</sup> Street to W 46<sup>th</sup> Street</i>	<i>0</i>	<i>0</i>

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

**Table 2: Previously Listed and Eligible Cultural Resources within the Modern Streetcar Option from 41<sup>st</sup> Ave NE to W 46<sup>th</sup> Street Study Areas**

MODE ALTERNATIVE	MAJOR ANALYSIS SEGMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES WITHIN 500 FT STUDY AREA	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 500 FT STUDY AREA*	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 0.25 MILE STUDY AREA*
Modern Streetcar from 41 <sup>st</sup> Ave NE to W 46 <sup>th</sup> Street	41 <sup>st</sup> Ave NE to Lowry Ave NE	0	1	2
	Lowry Ave NE to Broadway Street NE	0	1	1
	Broadway St NE to 8 <sup>th</sup> Street NE	0	0	0
	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)	127 (14 of which are non-extant)
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**	162 (24 of which are non-extant)**
	Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**	66 (1 of which is non-extant)**
	W Grant Street to W Lake Street	0	38 (1 of which is non-extant)	97 (1 of which is non-extant)
	W Lake Street to W 38 <sup>th</sup> Street	0	0	17
	W 38 <sup>th</sup> Street to W 46 <sup>th</sup> Street	0	0	0

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.

**Table 3: Previously Listed and Eligible Cultural Resources within the Modern Streetcar Option from W Lake Street to 8<sup>th</sup> Street NE Study Areas**

MODE ALTERNATIVE	MAJOR ANALYSIS SEGMENT	PREVIOUSLY LISTED & ELIGIBLE ARCHAEOLOGY SITES WITHIN 500 FT STUDY AREA	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 500 FT STUDY AREA*	PREVIOUSLY LISTED & ELIGIBLE HISTORIC ARCHITECTURAL PROPERTIES WITHIN 0.25 MILE STUDY AREA*
Modern Streetcar from W Lake Street to 8 <sup>th</sup> Street NE	8 <sup>th</sup> Street NE to Washington Ave S (Hennepin/1 <sup>st</sup> Ave Bridge Alignment)	3	41 (8 of which are non-extant)	127 (14 of which are non-extant)
	8 <sup>th</sup> Street NE to Washington Ave S (Central/3 <sup>rd</sup> Ave Bridge Alignment)	0	56 (11 of which are non-extant)**	162 (24 of which are non-extant)**
	Washington Ave S to W Grant Street	0	18 (1 of which is non-extant)**	66 (1 of which is non-extant)**
	W Grant Street to W Lake Street	0	38 (1 of which is non-extant)	97 (1 of which is non-extant)

\*During the visual assessment, a couple of structures could not be verified as extant due to issues in the SHPO data with the property address and/or location point.

\*\* The study areas for the Hennepin/1<sup>st</sup> Ave Bridge and Central/3<sup>rd</sup> Ave Bridge alignments overlap between the 8<sup>th</sup> Street NE to Washington Ave S and Washington Ave S to W Grant Street segments.