

ENVIRONMENTAL ASSESSMENT WORKSHEET

Note to preparers: This form and EAW Guidelines are available at the Environmental Quality Board's website at: <http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm>. The Environmental Assessment Worksheet provides information about a project that may have the potential for significant environmental effects. The EAW is prepared by the Responsible Governmental Unit or its agents to determine whether an Environmental Impact Statement should be prepared. The project proposer must supply any reasonably accessible data for — but should not complete — the final worksheet. The complete question as well as the answer must be included if the EAW is prepared electronically.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

1. **Project title** Dock Street Residential

2. **Proposer** Hines

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3. **RGU** City of Minneapolis

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4. **Reason for EAW preparation** (check one)

EIS scoping Mandatory EAW Citizen petition RGU discretion Proposer volunteered

If EAW or EIS is mandatory give EQB rule category subpart number and subpart name:

Subpart 32 - mixed residential and industrial-commercial projects.

5. **Project location**

County: Hennepin
City/Township: Minneapolis
Section-Township-Range: Section 22, Township 29N, Range 24W
Tax Parcel Number: 053-22-029-24-13-0110

Attach each of the following to the EAW:

- **County map showing the general location of the project;**
- **U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable);**
- **Site plan showing all significant project and natural features.**

The figures are located in Appendix A

6. Description

a. Provide a project summary of 50 words or less to be published in the EQB Monitor.

The phased project will redevelop a surface parking lot in Downtown Minneapolis. The project area encompasses 3.25 acres and is anticipated to accommodate 400 attached residential units and 21,500 square feet of new commercial uses. Dock Street, a new private road, will provide access to and through the site. No changes to the existing Union Plaza building are proposed.

b. Give a complete description of the proposed project and related new construction. Attach additional sheets as necessary. Emphasize construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes. Include modifications to existing equipment or industrial processes and significant demolition, removal or remodeling of existing structures. Indicate the timing and duration of construction activities.

The phased project will redevelop a surface parking lot in Downtown Minneapolis. The project proposer has an option on approximately seven acres of land in the North Loop Neighborhood, which is shown on a figure titled "Property under Option by Hines" (see Appendix A). The project proposer has not prepared formal plans for this large seven-acre development site; therefore, a phased EAW approach is being used and the first EAW is being prepared for PID 053-2202924130110, a 3.25-acre parcel ("project area"). The anticipated phasing of additional projects within the seven-acre site is unknown, but is further described in the response to EAW question 6d.

The project area encompasses 3.25 acres and is anticipated to accommodate 400 attached residential units and 21,500 square feet of new commercial uses (see Site Plan). The project proposer's initial project, the 185-unit Dock Street Apartment building with 4,000 square feet of ground floor commercial use, triggered a mandatory EAW due to the project proposer having an option on contiguous land. The Dock Street Apartment project is anticipated to be constructed in 2012 - 2013. The project proposer does not have formal plans for the remainder of the 3.25 acre site. For environmental assessment purposes, the 3.25-acre site is conceptually split into four lots with the following anticipated uses described below:

Lot Name	Lot Area	Residential Units	Commercial square feet	Building Height	Parking Spaces	FAR
Dock Street Apartments	57,825	185	4,000	5 - 6 stories	195	4.4
Liner Building	11,255	15	1,000	4 - 5 stories	9	2.2
Building #3	38,714	200	16,500	16 stories	320	5.8
Union Plaza	33,776	--	88,786	5 stories	26	2.6
Totals	141,570	400	110,286		552	

The conceptual Liner Building and Building #3 would be constructed in subsequent phases after the initial project. The specific design of these buildings and the proposed timing of construction have not been determined. For traffic impact analysis purposes, the 3.25 acre project area is broken down into two phases: Phase A (Dock Street Apartment and Liner Building) and Phase B (Building #3).

Union Plaza is an existing office building located on the site. No changes are proposed to the existing building. Parking for Union Plaza is currently provided in the existing surface parking lots. The initial project will remove the parking stalls near the principal entrance to Union Plaza and the parking stalls adjacent to Déjà Vu to construct Dock Street, a new private road. Portions of the existing surface parking lot will be removed to construct Dock Street Apartments. The remaining portions of the existing surface parking lots will be removed to construct Building #3. The 26-space surface parking lot adjacent to Union Plaza will remain and it is anticipated that some of these parking spaces may be reserved for Union Plaza. Additional parking for Union Plaza will be provided in adjacent and nearby parking ramps and surface parking lots, including the surface parking lots located on the four additional acres of land under option by

the project proposer.

Dock Street, a new two-lane private road, will provide the main access to and through the site. Dock Street will be constructed in phases and maintained by the project proposer. The portion of Dock Street between Washington Avenue North and the drive aisle for the parking garage to the Dock Street Apartment building will be constructed as part of the initial project. The remaining portion of Dock Street through the project area will be constructed in conjunction with Building #3. The proposed intersection of Dock Street and Washington Avenue North will include both a right and left turn lane from Dock Street to Washington Avenue North which will be constructed as part of the initial project.

Currently, there is an easement for ingress, egress and driveway purposes between landowners through the entire seven-acre property under option by Hines from Washington Avenue North to Target Field. This easement will be maintained; however, the location of this easement will be modified to align with the location of Dock Street once it has been constructed.

A new connection from the Cedar Lake Trail to the North Loop Neighborhood is proposed with the initial project. Dock Street will be designed with shared access for bicyclists by creating an on-street shared-lane marking or "sharrow". This marking is placed in the center of a travel lane to indicate that a bicyclist may use the full lane.

An outdoor open space is proposed along Washington Avenue North adjacent to the Dock Street Apartments' street level commercial space. This open space is located within an existing Hennepin County easement. Any proposed use is subject to the easement granted to Hennepin County for bridge footings, abutments, walls, and overhang purposes, which restrict this space to uses that are temporary in nature or that can be readily removed to accommodate access to the bridge.

Traffic Street is located adjacent to identified historic properties (e.g., Union Plaza). It is undetermined at this time if improvements to Traffic Street will be required by this project; therefore, no treatment is planned at this time. The access to the potential parking garage for the Liner Building is anticipated to connect to Traffic Street.

All proposed buildings within the site will be served by in-place sanitary sewer, storm sewer, and water systems that serve the site.

The existing surface parking lot will be removed and excavation for buildings and parking structures is anticipated, which will result in some potential for erosion. A National Pollutant Discharge Elimination System (NPDES) permit will be required from the Minnesota Pollution Control Agency (MPCA). Erosion prevention and sediment control requirements will be followed in accordance with the NPDES permit, which includes a Storm Water Pollution Prevention Plan (SWPPP), as well as Best Management Practices (BMPs), as contained in standard specifications, details, and special provisions for the project.

Dewatering may be necessary during construction to install sanitary sewer, municipal water, and storm sewer in some areas. Contractors will carry out these activities on a case-by-case basis at the minimum duration and quantity necessary to construct utility service for the affected sites. The quantity and duration of construction dewatering is not known at this time, but any dewatering activities will be temporary.

c. Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.

The project will be carried out by a private developer. The purpose of the project is to redevelop a surface parking lot into a transit-oriented development (TOD) that provides new housing opportunities and street level commercial activity in proximity to numerous alternative modes of transportation including light rail, commuter rail, bus, regional trails and bikeways, and the pedestrian skyway system.

d. Are future stages of this development including development on any other property planned or likely to happen? Yes No

If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

The project proposer has an option on approximately seven acres of land in the North Loop Neighborhood, which is shown on a figure titled "Property under Option by Hines" (see Appendix A). The project proposer's initial project, the 185-unit Dock Street Apartment building with 4,000 square feet of ground floor commercial use, triggered a mandatory EAW due to the project proposer having an option on contiguous land. The project proposer does not have formal plans for the adjacent parcels under option, which include approximately four additional acres of land between the Third Street North viaduct and Fifth Street North (PIDs: 2202924420098, 2202924420110, 2202924420111, 2202924420112, 2202924420113, 2202924420096, and 2202924420097).

To review cumulative potential effects of developing the entire seven-acre development site under option by Hines, the Travel Demand Management Plan (TDMP) assessed the potential impacts of developing the four additional acres adjacent to the EAW project area. The TDMP presented in Appendix C presents recommended TDMP strategies for the seven-acre development site. The adjacent land is guided Mixed Use and zoned B4S-2, which accommodates a mix of urban uses, up to a floor area ratio of 8.0. This four-acre area is referred to as Phase C and the theoretical development scenario consists of another 275 attached residential units, another 27,000 square feet of retail, 400,000 square feet of office and a 100-room hotel.

Current development intensity triggers for a mandatory EAW include 375 attached units (MN Rules 4410.4300, subpart 19), 400,000 square feet of commercial/office (MN Rules, 4410.4300, subpart 14), or a combination thereof (MN Rules 4410.4300, subpart 32). Given the development intensity proposed, an EAW is required.

Consistent with 4410.1000, subpart 4, connected and phased actions, environmental review may be deferred if all phased action stages or connected action components cannot be adequately defined. The project proposer has not prepared formal plans for this large seven-acre development site; therefore, a phased EAW is being prepared. The first EAW being prepared is for the initial 3.25-acre project area where the 185-unit Dock Street Apartment project is proposed. Given the unprecedented uncertainty in the real estate market, timing of future phases is unknown. Regardless, in accordance with MN Rules, a new EAW will be completed before approval and construction of development on the four acres of additional land the project proposer has an option on. Each subsequent EAW will describe the past and future stages of the project.

It is noted that this first EAW includes review of two additional conceptual projects within the 3.25-acre project area – a 4-story, 15-unit building with 1,000 square feet of ground floor retail (Liner Building) and a 16-story, 200-unit building with 16,500 square feet of ground floor retail (Building #3) to better assess cumulative potential effects. The specific design of these buildings and the proposed timing of construction have not been determined.

e. Is this project a subsequent stage of an earlier project? __ Yes No

If yes, briefly describe the past development, timeline and any past environmental review.

7. Project magnitude data

Total project acreage 3.25

Number of residential units: 0 unattached; 400 attached 200 maximum units per building

Commercial, industrial or institutional building area (gross floor space): 25,500 total square feet

Indicate areas of specific uses (in square feet):

Office

Retail 21,500

Warehouse

Light industrial

Other commercial (specify)

Manufacturing

Other industrial

Institutional

Agricultural

Building height: 4 to 16 stories. **If over 2 stories, compare to heights of nearby buildings.**

Nearby buildings range in height from two to 10-plus stories. The project area abuts Washington Avenue North, which the *Minneapolis Plan for Sustainable Growth* (CPED 2008) designates as a Commercial Corridor. The *Minneapolis Plan for Sustainable Growth* encourages a height of at least two stories for new buildings along Commercial Corridors in keeping with the neighborhood character.

The *North Loop Small Area Plan* (CPED 2010) established Development Intensity Districts – A, B, and C. Each district corresponds to a level of development intensity and density related to current and anticipated uses in the North Loop. District C is located around current and anticipated station areas and is the most intensive, from a development standpoint, of the three districts. According to the *North Loop Small Area Plan*, the project area is located in District C, which specifies “appropriate building types include a mix of uses with commercial businesses on the ground floor. They are greater than ten stories and geared toward a nearby transit station.” The conceptual 16–story building (Building #3), which is located adjacent to the Interstate 94 viaducts, provides for the desired intensity in development in close proximity to multiple transit facilities.

The *Minneapolis Warehouse Historic District Guidelines* (CPED 2010) includes building height guidelines as the height of new buildings can affect the relationships of the district. The project area is located in a sub-area identified by the *Minneapolis Warehouse Historic District Guidelines* as the “Rail Yards Character Area.” Within the Rail Yards Character Area, the height of new buildings is limited to 20 stories, with considerations for additional height if compatible with adjacent historic resources and the other contexts of the district.

The Dock Street Apartment and Liner buildings situated along Washington Avenue are 5-stories and 4-stories respectively and fall below the height limits as the project proposers’ intention is for these two buildings to meet the height requirements, policies, and guidelines included in the documents mentioned above. Renderings of the proposed development within the context of its surroundings are provided in Appendix A.

8. Permits and approvals required. List all known local, state and federal permits, approvals and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure. All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules, Chapter 4410.3100.

<u>Unit of government</u>	<u>Type of application</u>	<u>Status</u>
Pollution Control Agency	Sanitary Sewer Extension Permit	To be applied for
	NPDES permit	To be applied for
	Registration permits for generators	To be applied for
	Development Response Action Plans, if needed	As required
Hennepin County	Work within ROW/Easement	To be applied for
Mississippi WMO	Grading/Stormwater Permit	To be applied for
City of Minneapolis Public Works	TDMP/Traffic Analysis	Draft available
	Grading/Erosion Control Plans	To be applied for
	Stormwater Management Plans	To be applied for
	Certificate of Appropriateness	To be applied for
Heritage Preservation Commission Planning Commission	Conditional Use Permit for a PUD	To be applied for
	Site Plan Review	To be applied for
	TDMP/Traffic Analysis	Draft available
	Preliminary/Final Plat	To be applied for
Regulatory Services	Demolition Permit	To be applied for
	Building Permits and Utility Extensions	To be applied for

9. Land use. Describe current and recent past land use and development on the site and on adjacent

lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

Current Site Use

The portion of the project area where the Dock Street Residential development is proposed is currently a bituminous surface parking lot. The Union Plaza building is located in the south-southeast portion of the site. A portion of the Cedar Lake Trail is located in the northwest portion of the site.

Current Adjacent Property Use

Commercial buildings including Déjà Vu nightclub and JD Hoyts restaurant are located adjacent to the northeast portion of the property. The Traffic Zone building is located adjacent to the south-southeast portion of the site and is currently used by the Traffic Zone Center for Visual Art (artist studios) and for commercial space. Washington Avenue North runs along the northern portion of the property, Third Avenue North runs near the eastern portion of the property, Third Street North (I-94 viaduct) runs along the southern portion of the property and a rail spur line runs along the western boundary of the property (existing Northstar Commuter Rail). Adjacent uses typically consist of restaurants, office buildings and parking lots. Target Field, the existing Hiawatha LRT, planned Central Corridor LRT, and planned Transit Interchange are located west of the site.

Historic Site Use

The project area is located in the Minneapolis Warehouse Historic District, which is a designated local historic district and is listed on the National Register of Historic Places (NRHP). The historic district's period of significance is 1865 to 1930, and reflects the growth of the city's warehouse and railroad industry. By the early 1900s, the area was serviced by six different railroad companies, each with separate rail yards and associated structures located within or adjacent to the district.

The former site of the Minneapolis and St. Louis Railroad and Great Northern Railway yards (circa 1887) was previously documented by the *Warehouse Historic District Designation Study* (#138; CPED 2009:119). Identified at 326 and 401 Washington Avenue North, (#106 and #138), this site includes "The Cut," which lowered the tracks by a grade separation and enhanced the capacity of the surrounding district, resulting in new warehouse and factory construction. The site was used as rail freight loading, unloading and switching.

The historic resources survey identified the Union Plaza, which is comprised of two historic brick warehouse buildings. The Knoblauch Bros. Warehouse (1896; Minnesota Moline Plow Company, later Creamery Package Manufacturing Company), is located at 320 Third Street North (#159). A circa 1898, four-story annex to this building, located at 314 Third Street North (#158), was also occupied by the Creamery Package Manufacturing Company and then by the Colonial Warehouse.

Sanborn fire insurance maps of the freight depots and associated facilities do not indicate the presence of underground storage tanks in proximity to these structures.

An extensive land use history of the site and surrounding area is provided in Appendix D - *Phase IA Literature Search for Archaeological Potential and Phase I Historic Resources Survey for the Dock Street Residential Project, North Loop Neighborhood, Minneapolis, Minnesota.*

Historic Adjacent Site Use

As per Sanborn maps and aerial photos, historic adjacent site uses identified include a variety of wholesale, retail stores, a filling station, railroad companies and warehouse occupants.

Interstate 394 was observed in the 1993 through 2006 aerial photographs. Former buildings at 317 and 319 Washington Avenue North (north-northeast to the property) were present between circa 1939 and circa 1956. A parking lot and commercial building were depicted in this location circa 1967 onwards. A former filling station at 324 Washington Avenue North (north-northeast of the property), was observed circa 1939

to circa 1974. Three apparent underground storage tanks associated with the filling station were depicted in the Sanborn maps; however, the tanks are not located within the project area. The filling station was replaced by a parking lot circa 1983. The buildings south of the site were developed prior to circa 1937. The buildings at 303 and 305 Washington Avenue (east of the property) were replaced by parking lots in the 1967 to 1983 aerial photographs.

Indications of landfilling such as trench/pit excavation, soil mounds or aboveground storage tanks were not observed on the aerial photographs reviewed.

A Phase I Environmental Site Assessment was prepared in 2011. Based on the current and historic review, the former filling station at 324 Washington Avenue North, the former Great Northern Railway yards and adjacent buildings represent potential environmental concern to the site. Fill material of unknown environmental quality may have been used during the construction of adjacent roads, highways and viaducts.

10. Cover types. Estimate the acreage of the site with each of the following cover types before and after development:

	Before	After		Before	After
Types 1-8 wetlands	0	0	Lawn/landscaping	0.25	0.43
Wooded/forest	0	0	Impervious surfaces	3.0	2.82
Brush/Grassland	0	0	Stormwater Pond	0	0
Cropland	0	0	Other (describe)		
TOTAL				3.25	3.25

If **Before** and **After** totals are not equal, explain why:

11. Fish, wildlife and ecologically sensitive resources

a. Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts.

The Mississippi River is located approximately 1,800 feet east of the site and is not anticipated to be affected by the project. The Minnesota DNR Natural Heritage Information System Request response letter is located in Appendix B. The response letter stated that rare features are located within an approximate one-mile radius of the project site; however, the DNR concluded that the proposed project would not adversely affect any known occurrences of rare features.

b. Are any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources on or near the site? Yes No

If yes, describe the resource and how it would be affected by the project. Describe any measures that will be taken to minimize or avoid adverse impacts. Provide the license agreement number (LA-___) and/or Division of Ecological Resources contact number (ERDB 20110503) from which the data were obtained and attach the response letter from the DNR Division of Ecological Resources. Indicate if any additional survey work has been conducted within the site and describe the results.

The Minnesota DNR Natural Heritage Information System Request response letter is located in Appendix B. The DNR concluded that the proposed project would not adversely affect any known occurrences of rare features.

12. Physical impacts on water resources. Will the project involve the physical or hydrologic alteration — dredging, filling, stream diversion, outfall structure, diking, and impoundment — of any surface waters such as a lake, pond, wetland, stream or drainage ditch? Yes No

If yes, identify water resource affected and give the DNR Public Waters Inventory number(s) if the water resources affected are on the PWI: Describe alternatives considered and proposed mitigation measures to minimize impacts.

The Mississippi River is located approximately 1800 feet east of the site and is not anticipated to be affected by the project.

13. Water use. Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)? Yes No

If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

According to information contained in the County Well Index (CWI), it appears that no private, commercial or community wells are located within the project area. A cluster of abandoned private wells are located on a property adjacent to the project site. It is anticipated that no wells will need to be abandoned and no additional wells will be constructed as part of this project.

The proposed development will connect to the existing City of Minneapolis water supply. Municipal water service has been available to the area since 1885. Several water mains are located under the road right of ways which surround the project site (Washington Avenue North, Third Avenue North and Third Street North).

Proposed water demand has been estimated using the Sewer Availability Charge (SAC) Procedure Manual prepared by the Metropolitan Council, Environmental Services in January 2010. Using this methodology, the 400 residential units and 21,500 square feet of commercial property is estimated to be 409 SAC units. One SAC unit uses a representative peak day flow of 274 gallons per day. The project area is estimated to use 112,000 gallons of water per day.

Due to the significant access to the City water system that is available and the size of the water mains, it appears that the existing system may be able to accommodate the anticipated development. However, the true capacity of these existing water mains will need to be analyzed (i.e. hydrant flow test) to determine whether the increased water needs due to this project can be met.

Water for the site will be served by the Minneapolis Water Works, which uses the Mississippi River as its single source. The project is not anticipated to affect sole source aquifers.

One or more temporary Minnesota DNR Water Appropriation Permits may be necessary to conduct construction dewatering. Dewatering may be necessary during construction to install sanitary sewer, municipal water and storm sewer in some areas. Contractors will carry out these activities on a case-by-case basis at the minimum duration and quantity necessary to construct utility service for the affected sites. The quantity and duration of construction dewatering is not known at this time, but dewatering activities will be temporary. Groundwater appropriated for construction dewatering purposes will be discharged into temporary ponds located within the site. A temporary DNR Water Appropriations Permit will be required if construction dewatering and pumping from development exceeds 10,000 gallons per day or 1,000,000 gallons per year. These thresholds trigger the need for a DNR Appropriations Permit.

14. Water-related land use management district. Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? Yes No

If yes, identify the district and discuss project compatibility with district land use restrictions.

15. Water surface use. Will the project change the number or type of watercraft on any water body? Yes No

If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.

16. Erosion and sedimentation. Give the acreage to be graded or excavated and the cubic yards of soil to be moved: ~2.75 acres; (not yet known) cubic yards. Describe any steep slopes or highly erodible soils and identify them on the site map. Describe any erosion and sedimentation control measures to be used during and after project construction.

According to Hennepin County soils information (MN053), soil types identified in the project area are indicated to have shallow slopes. Shallow slopes are generally thought to be slopes less than 12 percent (increasing letters from A-F indicate steepness of slope, "A" indicating 0-2%, "B" indicating 0-6%, "C" indicating 6-12% etc.). The most prominent shallow slope is located adjacent to Washington Avenue North. The presence of shallow slopes within the project area may minimize the potential for erosion during the construction project.

Existing ground cover will be disturbed as part of the grading for this project, which will result in some potential for erosion. Site grading will include final surface grading as well as excavation for utilities and potential underground parking. Regardless of the soil erosion potential, erosion control measures will be implemented. A National Pollutant Discharge Elimination System (NPDES) General Storm Water Construction Permit will be required from the MPCA. Specific measures to be used will be detailed in the erosion control plans required as part of the MPCA NPDES permit. The project will also require a City of Minneapolis Erosion Control Permit.

Erosion control measures will be implemented prior to the start of any construction activities and will remain in place until site stabilization has been achieved. Specific measures may include rock construction entrances, site perimeter fencing, inlet protection, erosion control blankets, street sweeping and prompt re-vegetation of disturbed areas via seeding and mulch. Regular inspection will ensure that measures implemented remain effective.

17. Water quality: surface water runoff

a. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.

The project is located entirely within the Mississippi Watershed Management Organization (MWMO). The City of Minneapolis regulates stormwater management within the MWMO boundaries. The applicant will need to meet City of Minneapolis stormwater requirements, which include rate control and water quality treatment. For rate control, the site will need to maintain peak runoff rates for the 2-, 10-, and 100-year, 24-hour storm events at or below existing conditions. For water quality, best management practices (BMPs) will need to be provided to treat the 1.25-inch storm event. This is estimated to remove seventy percent of total suspended solids from stormwater leaving the site.

The project proposes additional green space and trees in front of and around the Dock Street Apartments and adjacent buildings. This will reduce the total impervious coverage on the site, which will then reduce the peak runoff rates, which is anticipated to meet City of Minneapolis requirements for rate control.

BMPs to address water quality treatment have not yet been designed but will be sized and located to meet City of Minneapolis requirements. On-site treatment BMPs likely will include some combination of bio-retention/filtration features and in-line treatment devices.

Storm Water Pollution Prevention Plans are anticipated to meet MPCA requirements as well as City regulations. These plans will include rock construction entrances, stormwater inlet protection devices, and a silt fence around the perimeter of the site.

b. Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact of runoff on the quality of receiving waters.

Stormwater runoff from the site will flow into the public storm sewer system within the adjacent streets and ultimately to the Mississippi River. The existing Bassett Creek tunnel, a large, deep stormwater conveyance facility, travels under Third Avenue North in the project area (see the Lot Calculation map in Appendix A). Flows from the project area will be conveyed via local storm sewer to a drop structure to the deep tunnel, which has significant capacity to convey runoff from the site. Runoff rates and quality from the site will be managed in accordance with City of Minneapolis and MWMO regulations. Where the existing site is largely impervious and lacks stormwater management, the proposed site reduces impervious coverage and incorporates stormwater BMPs. The proposed design is anticipated to improve the water quality of stormwater entering the public storm sewer system from the site.

18. Water quality: wastewaters

a. Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.

The proposed project will include approximately 400 residential units along with 21,500 square feet of commercial development. Based on the estimated water consumption, this development will result in an estimated sanitary wastewater production of 112,000 gallons per day. No industrial wastewater will be produced or treated at the site.

b. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies (identifying any impaired waters), and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.

The proposed project is anticipated to be served by the existing City of Minneapolis sanitary sewer mains and the Metropolitan Council Interceptor.

c. If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.

The proposed project is anticipated to be served by the existing City of Minneapolis sanitary sewer mains under Washington Avenue North and Third Avenue North, as well as the Metropolitan Council Interceptor 1-MN-320 which runs below the Fifth Street North bridge. Interceptor 1-MN-320 is an 8'6" by 6' tunnel in some areas and a 90-inch brick and stone tunnel in other areas. The City of Minneapolis sanitary sewer main under Third Avenue North is a 36-inch trunk main which connects into the Met Council interceptor.

Based on the existing sewer system, it appears that two primary access locations are available. One would occur at the position where the City system connects into the Met Council interceptor. The other access includes connecting to the Washington Avenue trunk through the sanitary sewer under Third North Avenue or to the Washington Avenue North trunk directly through a new connection.

According to the Metropolitan Council, the interceptor has a recorded wet weather flow of 130 million gallons per day (MGD) and a capacity of 170 MGD. A portion of the 40 MGD excess capacity is available for use by the proposed project. The interceptor is anticipated to have more than enough capacity to serve the proposed development.

19. Geologic hazards and soil conditions

**a. Approximate depth (in feet) to ground water: 20 ft minimum 30 ft average;
to bedrock: <50 ft minimum 75 ft average. (Bloomgren and Olsen, 1989)**

Describe any of the following geologic site hazards to ground water and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measures to avoid or minimize environmental problems due to any of these hazards.

According to Mossler and Tipping (2000), the bedrock consists of fine grained limestone containing thin shale partings near the top and base, underlain by green, sandy shale of the Glenwood formation, which is so thin, that it is not always reported in well records. The bedrock crops out along the top of the Mississippi River valley in the eastern and southeastern Hennepin County.

Sinkholes, shallow limestone formations or karst conditions were not reported for Sec.22 Twp.29 R24 where the subject property is located.

b. Describe the soils on the site, giving NRCS (SCS) classifications, if known. Discuss soil texture and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.

The soil in the area mainly consists of middle terrace deposits of sand, gravel and loam, overlain by thin deposits of silt, loam or organic sediment. Covered with thick artificial fill where developed.

A geotechnical review of the subject property (including adjacent property to the southwest) was performed by AECOM in 2009. The geotechnical review included a geotechnical assessment of a total of five borings performed on the subject property by STS Consultants, Ltd. in 2007. Generally, fill soils ranged from a depth of 3 feet below ground surface (BGS) to a maximum depth of 14 feet BGS on the subject property. The fills soils were underlain by gravelly sands, clays and/or silts followed by Glenwood Shale, Platteville Limestone and/or St. Peter Sandstone

The susceptibility of groundwater to pollution relates to depth to the water table and the approximate time it takes water to infiltrate the land surface and percolate down to the underlying aquifer. The *Hennepin County Geologic Atlas* (Atlas C-4, Plate 7 of 9, Pollution Sensitivity, Minnesota Geological Survey, 1989) indicates the potential for groundwater contamination to be moderate based on the permeability of the dominant soils found on the site. The susceptibility to the Du-Chien Jordan aquifer is considered to be very low.

Because development will be typical of residential uses, no unusual wastes or chemicals are anticipated to be spread or spilled onto the soils that would cause significant groundwater contamination.

20. Solid wastes, hazardous wastes, storage tanks

a. Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location of disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.

The Minnesota Office of Environmental Assistance (MOEA) reported an estimate of residential solid waste generation of 0.33 tons per person per year in 1998 for the Twin Cities Metropolitan Area. Table 1 shows the anticipated waste generation associated with the proposed project. The residential solid waste generation rates used in the table are based on the estimate that the average unit contains two persons for a worst-case scenario. The household occupant number is then multiplied by 0.33 tons per person per year, based on the MOEA figure for the Twin Cities. Assuming each unit contains up to two persons, the anticipated solid waste generation will be about 264 tons per year.

Use	Number of Units	Occupant Multiplier	Total Residential Occupants	Total Yearly MSW generation
Residential	400	2	400X2X0.33	264
Total Yearly MSW Generation				264 tons

According to Hennepin County Department of Environmental Services statistics for 2003, approximately 123,000 tons of residential solid waste was recycled in Hennepin County. Thus, approximately 8 percent

of household waste was recycled in 2003. Using these numbers, it is anticipated that future residents will recycle approximately 21 tons of household waste each year.

Refuse and recycling collection areas will be provided for tenants. The placement, design, and minimum storage area requirements for refuse and recycling collection areas will be in accordance with City Code, Chapter 19, Section 19.51 (Refuse Handling and Storage Facilities).

If hazardous waste due to past site usage is encountered, it will be removed by a certified contractor as per a contingency plan. Demolition debris is required to be properly disposed of at a MPCA approved demolition debris landfill. The contractor will dispose of wastes generated at the site in an approved method, and will try to recycle construction wastes that can be recycled. Construction activities for this development will generate waste onsite; however, the amount of waste will be typical of residential construction projects.

b. Identify any toxic or hazardous materials to be used or present at the site and identify measures to be used to prevent them from contaminating groundwater. If the use of toxic or hazardous materials will lead to a regulated waste, discharge or emission, discuss any alternatives considered to minimize or eliminate the waste, discharge or emission.

Typical construction and residential hazardous wastes are anticipated. Toxic or hazardous material such as fuel for construction equipment and material used in construction of buildings (paint, adhesives, stains, acids, bases, herbicides, and pesticides) will likely be used during site preparation and building construction. Builders and contractors are responsible for proper management and disposal of any waste generated during construction.

After construction, solid waste generation will be typical of high density residential facilities. It is not anticipated that the proposed development will generate wastes that would be considered “hazardous”, except limited household hazardous wastes. The majority of the solid waste generated will include paper, organics (food wastes, wood, and rubber products), and inert solids. The remaining wastes will include plastics, metals, and glass. There will be no sludge, ash or animal wastes generated by the project.

c. Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans.

An Underground Storage Tank (UST) was reported to be located adjacent to the project area at the former adjacent filling station located at 324 Washington Avenue North. The exact date of its removal is not known. MPCA documents designated the site as a Leaking Underground Storage Tank site (LUST). Although clean-up actions were reported and the site is not considered to be hydraulically upgradient with respect to the groundwater flow (AECOM 2011), human-made features such as wells, roads, filled areas, buried utility lines and sewers, and drainage ditches may alter the natural shallow groundwater flow direction. It is recommended that sampling be conducted to ensure no impacts from the former LUST site migrated on to the property. Based on the sampling results, a development response action plan (DRAP) may be developed to manage petroleum impacts, if encountered during sampling. Appropriate archaeological supervision will be conducted in conjunction with any pollution remediation that may be necessary within the project area. It is anticipated that small quantities of fuel will be stored onsite by contractors and subcontractors during construction. If a spill occurs, the respective contractor/subcontractor is responsible for informing the appropriate authorities depending on the quantity of the spill and taking the relevant action.

21. **Traffic. Parking spaces added:** up to 524

Existing spaces (if project involves expansion): approximately 250 existing spaces removed

Estimated total average daily traffic generated: 2,633

Estimated maximum peak hour traffic generated and time of occurrence: 75 entering, 60 exiting in PM peak hour (5:00 pm to 6:00 pm)

Indicate source of trip generation rates used in the estimates. ITE Trip Generation Manual, with

reduction for transit/bike/pedestrian and internal capture.

If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Using the format and procedures described in the Minnesota Department of Transportation's Traffic Impact Study Guidance (available at: <http://www.oim.dot.state.mn.us/access/pdfs/Chapter%205.pdf>) or a similar local guidance, provide an estimate of the impact on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system.

The full traffic analysis and TDMP is located in Appendix C.

The traffic analysis assesses the effect of redeveloping the 3.25-acre project area and traffic generated by mixed-use development projects in the vicinity for which a basis of expectation has been laid. The TDMP includes strategies for minimizing the use of SOV and enhancing the use of alternative modes of travel available in the immediate vicinity of the project area including Hiawatha LRT, Northstar Commuter Rail, Metro Transit buses, Cedar Lake Trail, Minneapolis bikeway system, pedestrian skyway system, and the planned Central Corridor LRT and Interchange projects. Specific TDM strategies will be proposed for each project. These strategies will be reviewed and approved by the City of Minneapolis prior to development.

Development will consist of three phases and will have four access points, three of which are existing driveways. The study area included the following intersections:

- Washington Avenue North and Fifth Avenue North
- Washington Avenue North and Dock Street (property access)
- Washington Avenue North and Third Avenue North (ramps to/from I-394)
- Third Avenue North and Traffic Street (property access)
- Third Avenue North and Third Street North (property access)
- Third Avenue North and Fifth Street North
- Fifth Street North and Access D (property access)
- Washington Avenue North and Second Avenue North

The proposed development intends to use three existing access points for Phase A and B. These are:

- Washington Avenue South and Dock Street (full access)
- Third Avenue North and Traffic Street (right-in/right-out)
- Third Avenue North and Third Street South (right-in/right-out)

These driveways currently serve a 650-space surface parking lot. Two hundred and fifty parking spaces will be impacted by construction of Phase A and B, but it is reasonable to expect that this loss of parking spaces will not affect parking usage, and that the current driveway trips will remain during A and B.

In general, for development sites located in close proximity to transit options, it is prudent to utilize trip reduction factors that reasonably reflect the number of persons that would use transit or other modes of travel to reach the development. For the project area, there are a number of alternative transportation mode choices available:

- The site is immediately adjacent to the Northstar Commuter Rail station,
- The site is located in close proximity to the Hiawatha LRT station and the planned Central Corridor LRT station,
- The site is served by multiple bus routes,
- The Cedar Lake Trail borders the west side of the site,
- The site is located in close proximity to the Minneapolis skyway system, and
- Its location in downtown Minneapolis naturally encourages walking and biking.

The City of Minneapolis provided guidance on appropriate rates for both scenarios.

In both cases, Internal Capture was calculated using the worksheets provided by the ITE Trip Generation Manual, rather than assuming a straight percentage. The internal capture worksheets are included in Appendix C.

Table 1 shows the “worst case” trip reduction percentages by land use.

Table 1 – Trip Reduction Assumptions “worst case”			
Land Use	Internal Capture	Transit	Walk/Bike
Office	see worksheet	15%	5%
Residential		10%	20%
Retail		5%	15%
Hotel	0%	30%	5%

Table 2 shows the estimated trip generation for Phase A and B.

Table 2 - ITE Trip Generation (Phase A and B)						
Average Weekday Driveway Volumes			AM Peak Hour		PM Peak Hour	
Land Use	ITE Land Code	Size	Enter	Exit	Enter	Exit
High Rise	222	400 units	32	92	84	56
Specialty Retail	814	21,500 SF	0	0	26	33
Unadjusted Weekday Trips			32	92	110	89
Reduction (transit)	<i>10% for residential, 5% for retail</i>		-3	-9	-8 -1	-6 -2
Reduction (bike/pedestrian)	<i>20% for residential, 15% for retail</i>		-6	-18	-17 -4	-11 -5
Internal Capture	<i>See worksheet</i>		0	0	-5	-5
Total Weekday Trips			23	65	75	60

Table 3 shows the overall Level of Service (LOS) and delays per vehicle for existing conditions, and for Phase A and B.

Table 3 – Overall Level of Service (delay per vehicle)				
Intersections	Existing		Year 2012 Phase A and B	
	AM	PM	AM	PM
Washington Avenue North and Dock Street (unsignalized – NB exit)	B (12.1)	B (13.9)	C (21.5)	C (23.7)
Washington Avenue North and Fifth Avenue North	B (16.4)	B (12.6)	B (16.4)	B (12.8)
Washington Avenue North and Third Avenue North	E (57.4)	D (49.7)	E (59.8)	E (69.0)

Third Avenue North and Traffic Street (unsignalized – EB right-turn)	A (9.8)	A (10.0)	A (9.8)	B (10.1)
Third Avenue North and Third Street North (unsignalized – EB right-turn)	A (9.5)	B (12.4)	A (9.7)	B (12.8)
Third Avenue North and Fifth Street North	B (15.9)	C (25.1)	B (17.2)	C (25.9)
Washington Avenue North and Second Street North	B (18.2)	C (20.6)	B (18.3)	C (20.9)

It should be noted that the software model used to develop LOS for the study intersections simply produces results based on the data input, and does not account for queues and other operational problems occurring outside of the study area, which nevertheless physically impact those intersections. It is useful to interpret the results as the degree to which the proposed development would impact the intersections.

In the AM and PM peak hours, the Washington Avenue North and Third Avenue North intersection experiences an overall LOS of E and D, respectively. The northbound shared through-left lane fails with queues extending along the I-394 exit ramp in both peak hours. In the AM peak, the northbound right-turn from I-394 exit ramp experiences a LOS C, but queues are lengthy. The inverse movement, westbound left-turn in the PM peak hour, analysis shows LOS D but a calculated queue of over 800 feet, which indicates a spillover condition at the Washington Avenue North and Second Avenue North intersection. The southbound shared through-left lane experiences LOS E and long queues.

Conclusion

For Phase A and B, the already long delays and queues for certain movements would increase. The movements most affected by the development are the NB through-left in both peaks, and the WB left-turn in the PM peak hour.

The current driveway is a full access driveway to Washington Avenue North. It is about 28 feet wide, and is located approximately 275 west of the Washington Avenue North and Third Avenue North intersection. As part of the proposed development, Dock Street, a new private road, will be constructed. The Dock Street exit to Washington Avenue North would consist of exclusive left- and right-turn lanes. Analysis of existing conditions shows that exiting vehicles experience LOS B in the both peaks. For the Phase A and B scenario, analysis shows left-turning vehicles would experience LOS C.

Phase A and B has negligible impacts on the other study area intersections.

With little room for physical improvements for capacity, it is imperative that trips generated by development be mitigated by travel demand management practices. The project area offers an unprecedented opportunity to use alternative modes of transportation to and from the site due to its location adjacent or near the Target Field LRT Station, Northstar Commuter Rail Station, Cedar Lake Trail, pedestrian skyway system and numerous bus routes.

Overall Mitigation Strategies:

- The residences, office, and hotel land use should designate a Transportation Coordinator to work on plan implementation. This coordinator will function as a liaison with the Minneapolis TMO.
- Each designated Transportation Coordinator will manage its buildings' involvement in a shared car program. The "HOURCAR" system, detailed at www.hourcar.org is an example of such a program. An existing HOURCAR station is located two blocks from the project site at North 6th St and Washington Avenue North.
- Host commuter fairs on site. Events may include bicycle tune-up days.
- Transit schedules and downtown walk/bike facilities should be prominently displayed in the lobbies for each land use.

- The Transportation Coordinator for the residences and office land use will develop ongoing travel behavior surveys in conjunction with the Minneapolis TMO. Surveys should be conducted every two years.
- Preferential parking for car and vanpooling.
- Provide a connection from the Cedar Lake Trail to the development and the North Loop Neighborhood.
- Accommodate shared bicycle access from the Cedar Lake Trail connection along Dock Street with an on-street shared-lane marking or "sharrow". This marking is placed in the center of a travel lane to indicate that a bicyclist may use the full lane.
- Accommodate Nice Ride station(s) (bike sharing program).
- Maintain clear, well-lit sidewalks for pedestrian ease of use.
- Parking will be designated for retail and office uses or by residential permit. The general public will not be allowed to park in the development under threat of towing.

Residential Use Mitigation Strategies:

- All parking costs should be itemized during pricing of the units. Any additional parking will only be leased or sold to residential or commercial tenants.
- All units will be provided with internet access, which will provide tenants with the option to telecommute.
- Secure bicycle racks and/or storage provided is anticipated to exceed the City's minimum requirement of 1 space per 2 residential units.

Specific TDM strategies will be proposed for each development project and will be a component of the Land Use Application. These strategies will be reviewed and approved by the City prior to development.

22. Vehicle-related air emissions. Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts.

The project site is located in a carbon monoxide maintenance area for the seven county metropolitan area. It is not one of MDOT/MPDCA-designated "worst" intersections for air quality. Projects within the Twin Cities metro area can follow EPA-approved screening methodology where each project is compared to intersections with the highest Annual Average Daily Traffic (AADT) and the worst LOS. This screening method requires a "hot spot" analysis if an intersection has a forecasted average daily traffic (ADT) of greater than 79,400 and a LOS of "D" or worse. If the project is below the AADT benchmark and does not affect one of ten predetermined 'worst' intersections for air quality, it can be assumed that the project will not cause carbon monoxide violations.

None of the four intersections potentially affected by the project is a designated "worst" air quality intersection and all are projected to operate at an LOS of "C" or better (refer to the response to Question 21 Traffic). Intersections operating at this level of service do not have enough idling traffic to cause persistent Carbon Monoxide concentrations at the magnitude to exceed state standards. Detailed intersection-hot-spot analysis is not warranted since no intersections are expected to operate at a LOS D or lower. As such, no violations of state air quality standards are expected as a result of the project.

23. Stationary source air emissions. Describe the type, sources, quantities and compositions of any emissions from stationary sources of air emissions such as boilers, exhaust stacks or fugitive dust sources. Include any hazardous air pollutants (consult *EAW Guidelines* for a listing) and any greenhouse gases (such as carbon dioxide, methane, nitrous oxide) and ozone-depleting chemicals (chloro-fluorocarbons, hydrofluorocarbons, perfluorocarbons or sulfur hexafluoride). Also describe any proposed pollution prevention techniques and proposed air pollution control devices. Describe the impacts on air quality.

The heating and cooling systems for the proposed buildings have not yet been designed. No significant impacts on air quality are expected from the emissions of the residential/commercial scale emission

sources. The heating, ventilation and air conditioning systems will be designed with modern systems to control potentially undesirable odors.

Emergency generators may be required for the project. Any such generator will require a “registration” air emission source permit from the MPCA in which emission estimates will be included. They will also be subject to applicable New Source Performance Standards that limit the allowable air contaminant emissions. Due to limited use, no significant or adverse impacts on air quality are anticipated from this equipment. Recent US EPA guidance on implementation of the 1-hour nitrogen dioxide National Ambient Air Quality Standard recommends that emergency generators generally need not be considered in assessing air quality impacts due to their infrequent usage.

24. Odors, noise and dust. Will the project generate odors, noise or dust during construction or during operation? Yes No

If yes, describe sources, characteristics, duration, quantities or intensity and any proposed measures to mitigate adverse impacts. Also identify locations of nearby sensitive receptors and estimate impacts on them. Discuss potential impacts on human health or quality of life. (Note: fugitive dust generated by operations may be discussed at item 23 instead of here.)

Odors: The construction and occupancy of the project is not expected to generate objectionable odors.

Construction noise: Construction noise will be regulated by Minneapolis Code of Ordinances, Chapter 389, Section 389.70, Noise. This section of the Code specifies strict limits for both the hours of operation of construction equipment and the allowable noise levels of that equipment. The City Inspectors from the City’s Environmental Management Division of the Regulatory Services Department are responsible for enforcing the regulations.

Operational noise: The Minneapolis Code of Ordinances and the MPCA regulate mechanical noise associated with building operation. The occupancy of the project is anticipated to comply with these requirements.

Demolition and construction dust: During demolition and construction, contractors will follow best management practices to reduce dust emissions. During demolition, this will include wetting down the debris with hoses as necessary. The project proposer will be responsible for complying with the City’s Code of Ordinances dealing with air quality as regulated by the Minneapolis Air Quality Management Authority.

Fugitive dust emissions after occupancy: Once occupied, the project is not expected to generate fugitive dust emissions.

25. Nearby resources. Are any of the following resources on or in proximity to the site?

Archaeological, historical or architectural resources? Yes No

Prime or unique farmlands or land within an agricultural preserve? Yes No

Designated parks, recreation areas or trails? Yes No

Scenic views and vistas? Yes No

Other unique resources? Yes No

If yes, describe the resource and identify any project-related impacts on the resource. Describe any measures to minimize or avoid adverse impacts.

Archaeological, historical or architectural Yes No

This section discusses the history and significance of the project area and identifies potential impacts resulting from the proposed project.

The proposed project is subject to the *Minneapolis Warehouse Historic District Guidelines* (CPED 2010). The project is located in the Minneapolis Warehouse Historic District, which is a designated local historic district and is listed on the National Register of Historic Places (NRHP). The historic district’s period of significance is 1865 to 1930, and reflects the growth of the city’s warehouse and railroad industry. By the

early 1900s, the area was serviced by six different railroad companies, each with separate rail yards and associated structures located within or adjacent to the district. The project area is located in a sub-area identified as the Rail Yards Character Area, and portions are adjacent to the Twentieth-Century Warehouse Character Area.

In May 2011, Two Pines Resource Group, LLC (Two Pines) and Landscape Research LLC (Landscape Research) conducted a Phase IA literature search for archaeological potential and a Phase I historic resources survey, respectively, for the Dock Street Residential project in the North Loop Neighborhood of Minneapolis, Minnesota (see Appendix D). This project involves the construction of three new residential buildings, the maintenance of the Union Plaza building, and the development of a new private roadway (Dock Street). The area of potential effects (APE) is a 3.25-acre parcel (PID 2202924130110). The project area is located in Section 22, Township 29N, Range 24W.

The purpose of the Phase IA literature search for archaeological potential is to determine whether the project area contains, or has the potential to contain, any archaeological resources that are potentially eligible for listing on the National Register of Historic Places (National Register). The literature search consisted of background research at the State Historic Preservation Office (SHPO) on previously identified archaeological sites and surveys within a one mile (1.6 km) radius of the project area; and a review of historical records, maps, and photographs. Dr. Michelle Terrell served as the Principal Investigator for archaeology. The literature search for archaeological potential revealed that no archaeological sites have been previously identified within the Dock Street Residential project area. The land use history of the project area also indicates that the railroad grade separation project that took place in 1890-91 significantly modified the landscape of the entirety of the study area and removed any pre-1891 archaeological deposits within the APE. Furthermore the types of structures present within the project area after 1891 are unlikely to have associated archaeological deposits with significant information potential (Criterion D). Based on these findings, no subsurface archaeological testing is recommended. However, archaeological remnants of the former Great Northern Railway freight depots, which were constructed circa 1891, and which were razed in 1939 and 1972, may be considered contributing elements to the Minneapolis Warehouse Historic District as representative of the once numerous depots that lined the railroad tracks of the warehouse district and which played an integral role in the commercial development of the district (Criterion A).

This historic resources survey provides documentation necessary to evaluate historic and architectural resources. The historic resources survey included field visits, background research at the SHPO, and review of the *Minneapolis Warehouse Historic District National Register Nomination* (1989). Historic maps, photographs, published and unpublished literature including newspapers and census records were also consulted at the Minnesota Historical Society, Minneapolis Public Library, and Hennepin History Museum. Carole Zellie served as Principal Investigator for architectural history.

The historic resources survey and *Warehouse Historic District Designation Study* (CPED 2009:130) identified the Union Plaza, which is comprised of two historic brick warehouse buildings. The Knoblauch Bros. Warehouse (1896; Minnesota Moline Plow Company, later Creamery Package Manufacturing Company), is located at 320 Third Street North (CPED #159). A circa 1898, four-story annex to this building located at 314 Third Street North (CPED #158) was also occupied by the Creamery Package Manufacturing Company and then by the Colonial Warehouse. In their design and orientation, both buildings reflect the advantages of the re-grading of the block and surrounding area to accommodate expanded rail facilities. Built immediately after the railroad grade separation project of 1890-91, they are contributing properties to the Minneapolis Warehouse Historic District and are representative of the growth of warehousing capacity following the landscape modification (Criterion A). Although the rail tracks that formerly served the building have been removed, the surviving section of granite paving on Traffic Street at the north remains a contributing feature to the Warehouse Historic District under Criterion A.

The former site of the Minneapolis and St. Louis Railroad and Great Northern Railway yards (circa 1887) were previously documented by the *Warehouse Historic District Designation Study* (#138; CPED 2009:119). Identified at 326 and 401 Washington Avenue North. (CPED #106 and CPED #138), this site includes "The Cut," which lowered the tracks by a grade separation and enhanced the capacity of the surrounding district, resulting in new warehouse and factory construction. The original design intent of the

lowered grade remains intact and The Cut is a contributing feature to the Minneapolis Warehouse Historic District (Criterion A).

A complete illustrated report, including project methodology, results, and recommendations, will be provided to the Minneapolis Heritage Preservation Commission (HPC) for review and comment as part of future Land Use Applications and Minnesota State Historic Preservation Office for review and comment as part of the EAW process. Based on these findings, no subsurface archaeological testing is recommended. The HPC will review individual projects for appropriateness consistent with *Minneapolis Warehouse Historic District Guidelines* (as described below).

Minneapolis Warehouse Historic District Guidelines and Assessment of Effects

As noted above, the proposed project is located in the Minneapolis Warehouse Historic District, a designated local historic district listed on the National Register of Historic Places (NRHP), and subject to the *Minneapolis Warehouse Historic District Guidelines* (CPED 2010). The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* are further referenced in the *Minneapolis Warehouse Historic District Guidelines*. Their site and setting guidelines are useful in planning new construction and include recommendations for planning features such as grading, parking and circulation. The project area is located in a sub-area identified by the *Minneapolis Warehouse Historic District Guidelines* as the "Rail Yards Character Area," and portions are adjacent to the "Twentieth-Century Warehouse Character Area". The proposed project will be designed in accordance with the guidelines. No deviations from the guidelines are anticipated.

The proposed Dock Street Apartments occupy the northwest corner of the project area and the conceptual 16-story building (Building #3) is at the southwest corner. The proposed four-story building fronting Washington Avenue North (Liner Building) will abut a three-story, former tavern building at 315-319 Washington Avenue North (1907). This building is non-contributing to the Warehouse Historic District because of extensive exterior alterations. It has a one-story non-contributing addition fronting Washington Avenue North. Two other buildings also face Washington Avenue on this block. 307 Washington Avenue is a three-story contributing building (1903) and 301 Washington Avenue is a one-story non-contributing building (1951-52). The proposed Building #3 does not abut any existing buildings.

Despite adding new housing and public space to the historic district, construction of the new buildings will have a visual impact on aspects of the district, particularly on the qualities of setting, feeling and association. The following notes how new building and site design addresses some of these impacts. Building and site design is inspired by the *Minneapolis Warehouse Design Guidelines*, which note that the Rail Yards Area is different from the rest of the Warehouse Historic District because of its history as the yards for the Great Northern Railway and Minneapolis and St. Louis Railroad. Historic land use was devoted to rail infrastructure and railroad buildings. The guidelines state that new design in the Rail Yards should maintain the area's distinctive past character and "provide a visual context that sets this area off from the adjacent historic buildings" (CPED 2010:36). Notably, the area still retains its distinctive lowered grade, dating from 1890-91. The lowered grade - the "Cut" - is a contributing resource to the Warehouse District (CPED 2009:119). The Rail Yard design guidelines provide standards for site design including corridors and connections; grade separation, and new building design. New building design encompasses, but is not limited to, setback, building height and materials.

Site Design

As noted, the construction of the new 5-6 story Dock Street Apartments and potential 16-story residential building (Building #3) will constitute an adverse visual impact on the historic district's qualities of setting, feeling and association. The design of the proposed project's new circulation and parking and placement of new buildings addresses the distinct corridors that represent railroad activity in the area and the connections created by the lowered grade of the site. Historically, the bridging of Third and Fourth Streets North allowed for the view corridors to remain uninterrupted and freight depots were constructed underneath the bridges. As specified in the *Minneapolis Warehouse Historic District Guidelines*, the Third Street North

view corridor will remain unobstructed to the sky and will be preserved through the site. The street grid characteristic of much of the historic district was not built through the core of this parcel because of the freight yards and depots, but the design of the new Dock Street follows the general historic organization of the site parallel to the rail corridor. There is no adverse visual impact on site vegetation because this project involves redevelopment of a surface parking lot in a former industrial area.

Corridors and Connections

In 1890, the grade of the rail corridor and the rail yards were lowered and the bridges were constructed to facilitate better connections through and to the Rail Yard Area. There will be an adverse visual impact on direct views of the rail corridor from the southeast, but allowing connections to and through the site is in keeping with the intent of the district design guidelines. The alignment of the Third Street North corridor and Traffic Street are preserved, and connections to the Cedar Lake Trail and transit lines are integrated into the site design.

Grade Separation

There is an adverse visual impact on the quality of setting, feeling and association in the area because of construction on the lowered grade of the former rail yards, which is an integral character-defining feature of the district. The grade of the rail corridor itself will be preserved because historic grade elevations of the rail yards area are incorporated into the siting and design of the 5-6 story Dock Street Apartments and the proposed 16-story residential building (Building #3).

New Building Design

The *Minneapolis Warehouse Historic District Guidelines* note, “new development in the rail yards area should be true to itself and not be designed to resemble warehouse buildings or freight houses.” Proposed building design reflects the guidelines’ intention that buildings stand apart from the design of the adjacent historic buildings, while preserving the features of the site including the grade separation.

The materials proposed for the new Dock Street Apartments include cast stone and brick at the base levels. Above the base levels the materials proposed include industrially inspired architectural metal panels and composite architectural panels. The design will feature large windows and metal fabricated decks. The Heritage Preservation Commission will review the final designs for appropriateness consistent with *Minneapolis Warehouse Historic District Guidelines* and the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*.

Setbacks

Proposed new building design will have a visual impact by introducing large new elements to the area. The Washington Avenue North street wall is reinforced with new development where a build-to-line of zero feet is required. The character of the surrounding North Washington Avenue fabric is described in the guidelines for the Nineteenth- and Twentieth-Century Warehouse Area. The guidelines are reflected in the proposed design of the Dock Street Apartments, which reinforces the street wall created by the build-to-line building location and fenestration patterns of the existing buildings. Only the Washington Avenue North portion of the Rail Yards Area is along a street where a distinct street wall is evident and was historically represented by a former building wall. The rear of these buildings contains integrated designs to accommodate freight transfer from railroad cars. The *Minneapolis Warehouse Historic District Guidelines* require that a separation is maintained between new buildings or structures and the historic buildings on the east side of the Rail Yards Area

Building Height

Proposed new building design will have a visual impact although no height greater than 16 stories is proposed. Surrounding buildings are flat-roofed and range from one to six stories in height. The *Warehouse Historic District Guidelines* require that building height not exceed 20 stories.

Within the development parcel, two historic brick buildings that comprise the Union Plaza - the Knoblauch Bros. Warehouse (1896) located at 320 Third Street North and a circa 1898, four-story annex located at 314

Third Street North - are five and four stories in height, respectively. In their design and orientation, both buildings reflect the advantages of the re-grading of the block and surrounding area to accommodate expanded rail facilities.

The perimeter of the block is framed by buildings representing historic industrial, commercial, and railroad use. They range from one to six stories in height. The six-story, limestone-walled 250 Third Avenue North (1886, 1902) is at the east perimeter at the intersection of Traffic Street. A row of one-, two- and three-story painted brick buildings line Washington Avenue North west of Third Avenue North. Only 307 Washington Avenue North is contributing to the historic district. Proposed new construction will abut its non-contributing, two-story neighbor at 315-319 Washington Avenue North (1907).

Opposite the block and development parcels to the east is the red brick, three-story Pacific Block (1865; #104) located at 224 Washington Avenue North. The building occupies the northeast corner of Washington Avenue North and Third Avenue North. Across Third Street North, the brick Jackson Building located at 300-312 Washington Avenue North (1897, 1899; #105) anchors the northwest corner. A surface parking lot constitutes the remainder of the block's frontage. From the project area, prominent buildings at the west side of the grade-separated rail corridor and the Washington Avenue North Bridge (1997; #107) frame the view to the northwest. The brick W.J. Dean Company Warehouse (1902; #108) located at 410 Washington Avenue North rises six stories above the corridor on an angled site. A four-story brick warehouse building (1913; #139) across the street similarly frames the rail corridor at the foot of the bridge. On the west side of the grade-separated rail corridor is the brick, six-story Minnesota Moline Plow Company warehouse located at 401 Third Street North (1901; #176). This building is located at the foot of Third Street North and overlooks the development parcel.

Conclusion

There is a visual impact on the quality of setting, feeling and association in the area because of construction on the lowered grade of the former rail yards, which is an integral character-defining feature of the district. The grade of the rail corridor itself will be preserved because historic grade elevations of the rail yards area are incorporated into the siting and design of the 5-6 story Dock Street Apartments and the proposed 16-story building (Building #3). Allowing connections to and through the site is in keeping with the intent of the district design guidelines. For example, the alignment of the Third Street North view corridor and Traffic Street are preserved, and connections to the Cedar Lake Trail and transit lines are integrated into the site design. The Heritage Preservation Commission will review individual projects for appropriateness consistent with *Minneapolis Warehouse Historic District Guidelines*.

Based on the findings regarding archaeological potential, no subsurface archaeological testing is recommended.

Prime or unique farmlands or land within an agricultural preserve? Yes No

No farmland is located at or adjacent to the project site. Therefore, no adverse affects are anticipated.

Designated parks, recreation areas or trails? Yes No

The Cedar Lake Trail is located within the project site and on-street bike lanes are included on Third Avenue North. No changes are planned for the Third Avenue corridor. A new connection from the Cedar Lake Trail to the North Loop Neighborhood is proposed. The connection from the trail will allow users to travel through the site on sidewalks or shared bicycle access along Dock Street, a new private road.

The proposed project will be integrated with the fabric of the surrounding historic district. New public realm improvements will be designed in a manner to promote a walkable, safe and accessible environment for all modes of transit. The placement of pedestrian level lighting, street furniture, and street tree plantings will help to define the edge of the pedestrian realm and will also be sensitive to existing historic infrastructure (street paving, loading docks) and view corridors.

The proposed trail connection from the Cedar Lake Trail will connect directly to a new private street, Dock

Street, within the development and shared lane markings will indicate that bicyclists and vehicles will travel side by side within the same traffic lane. The proposed private street within the development will reconnect to the existing street network and will preserve historic corridors and edges.

In conclusion, this project will connect the North Loop Neighborhood to the existing Minneapolis trail and bikeway system and be integrated with the fabric of the surrounding historic district. Therefore, no adverse affects to parks, recreation areas or trails are anticipated.

Scenic views and vistas? Yes No

According to the *North Loop Small Area Plan* (CPED 2010), new construction in the North Loop neighborhood should be evaluated for its sensitivity to preserving significant views of existing landmarks and/or enhancing view corridors from public spaces that need further definition. The *Minneapolis Warehouse Historic District Guidelines* notes two view corridors that must be preserved: the 80-foot wide Third Street North View Corridor and the 30-foot wide corridor over the existing BNSF rail corridor. The *Downtown East/North Loop Master Plan* (2003) also identifies the view corridor along and through Third Street North to the City Hall Clock Tower. The noted view corridors in this area are important to the City of Minneapolis, therefore these views have been considered in the development of this site. Renderings were developed to illustrate the potential affect of the proposed buildings from the street level of Washington Avenue North, the Third Street North View Corridor and an overall skyline view of Downtown area (see Appendix A – Figures). No buildings are proposed to encroach into the noted view corridors. Therefore, no adverse impacts to these noted view corridors are anticipated.

26. Visual impacts. Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks? Yes No
If yes, explain.

27. Compatibility with plans and land use regulations. Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency? Yes No
If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

The following is a summary of the goals, policies and zoning regulations adopted by the City of Minneapolis that is applicable to the site and the project and evaluates the project's consistency with them.

Minneapolis Plan for Sustainable Growth (adopted by the City Council in October 2009)

The *Minneapolis Plan for Sustainable Growth* ("Plan") is the City's Comprehensive Plan. This Plan serves as a guide for the future development and redevelopment of the City of Minneapolis. The Plan also outlines goals and policies for the City to follow as land use applications are brought forth by the public and private sector.

The Plan guides the future land use of the project areas as "Mixed Use" as shown on Map 1.2a: Future Land Use, Downtown Sector. Page 1-8 of the Plan describes this land use category: "Allows for mixed use development, including mixed use with residential. Mixed use may include with a mix of retail, office or residential uses within a building or within a district. There is no requirement that every building be mixed use." The proposed project includes a combination of residential and street level commercial, which meets the intent of the Mixed Use land use designation.

The project area abuts Washington Avenue North, which is a designated Commercial Corridor according to the Plan. The Plan policies for Commercial Corridors promote a mix of uses including commercial, residential and office uses, and more specifically active commercial uses on the ground floor. The Plan also encourages new medium to high density residential development along Commercial Corridors, particularly as part of a mixed use development. Finally, the Plan encourages a height of at least two stories for new buildings along Commercial Corridors in keeping with the neighborhood character. The

project area proposes mixed use of residential above the street level and active commercial uses on the ground floor, all of which meet the building design policies of the Commercial Corridor.

The Plan includes policy for Transit Station Areas (TSA). The City of Minneapolis is currently processing a Comprehensive Plan Amendment that will add the Target Field Station and other transit stations located along the Central Corridor LRT to the list of TSAs and to the land use maps. The Minneapolis City Council approved the changes on July 1, 2011, pending Metropolitan Council approval which is anticipated to occur by the end of the summer 2011.

The proposed project is anticipated to meet the policies for Transit Station Areas by providing:

- New mixed-use, high density residential development and street level commercial uses in close proximity to transit stations thereby providing access to transit use.
- New street level commercial uses will be accessible by pedestrians and is included as part of a higher density development.
- The proposed development redeveloped existing surface parking lots thereby improving overall character to the site and surrounding properties.
- The proposed development incorporates outdoor public/private plaza space and increased green areas at the perimeter of each building.
- The proposed development reuses an existing surface parking lot for mixed use high density residential development in close proximity to a transit station.

Downtown East/North Loop Master Plan (adopted by the City Council in October 2003)

The objective of the *Downtown East/North Loop Master Plan* is to develop a vision and strategy for how new growth should occur in the underdeveloped districts of Downtown Minneapolis, particularly in those areas that surround proposed rail transit stations. With this goal in mind, the primary objective of the *Downtown East/North Loop Master Plan* is to encourage renewed interest in living, working, and shopping in Downtown.

Land use recommendations in this study include a preference for mid- to high-density mixed-use developments that combine residential, commercial, and retail uses in a collection of distinct, readily identifiable new neighborhood clusters; land uses organized to encourage and support movement by public transit, bicycle, and walking as viable alternatives to the private automobile; structured parking built below, or embedded within, mixed-use development projects in a way that allows for and encourages active uses on all street frontages both at-grade and above the street level; promotion of pedestrian-friendly streetscapes, street-facing retail, transit nodes, and neighborhood services that are organized into compact “neighborhood” nodes. The project area is located in the North Loop portion of the Downtown East/North Loop project area. The proposed project is anticipated to meet the overall policies of the plan for residential/Transit Oriented Development, mixed use and retail development. Specific ways the project is anticipated to meet these criteria:

- The study focuses on creating complete communities. The proposed mixed use project meets this intent by providing residential above street level retail and active public/private space along Washington Avenue North all of which enhances the activity level and accessibility to the proposed retail.
- Proximity within a quarter-mile from an LRT station the project promotes use of transit for future residents, employees, and visitors. All proposed parking is anticipated to be below grade thereby supporting the policy for active uses on all street frontages of the proposed development.
- New street facing retail will provide neighborhood services. These neighborhood services combined with new residential uses, access to transit and public/private open space is anticipated to meet the goal for a complete neighborhood node.

North Loop Small Area Plan (adopted by the City Council in April 2010)

The *North Loop Small Area Plan* is a policy document produced by the City of Minneapolis to guide land use and development in the North Loop neighborhood for the next 20 years. Future land uses in the North Loop neighborhood are consistent with those identified in the *Minneapolis Plan for Sustainable Growth*.

The *North Loop Small Area Plan* divides the area into smaller districts. The project area is located in “The Cut” based on Figure 6.12 Land Use Districts on page 66. The plan states that the “The Cut” continues to be a prominent location to improve the connection between the office core and the North Loop neighborhood. New development should take advantage of the airspace above the Intermodal Station with commercial, office, hotel complexes, and even residential buildings. The rest of the site should create housing density appropriate to support a regional transit hub. The project is anticipated to meet the intent described for parcels in “The Cut” by intensifying an existing vacant lot with new residential (increasing density) and active commercial uses.

The *North Loop Small Area Plan* includes several guidelines relevant to the project area:

- The plan guides development intensity by setting district standards. The project area is located in District C which is described on page 75 as “appropriate building types include a mix of uses with commercial businesses on the ground floor. They are greater than ten stories and geared toward a nearby transit station. The Conceptual 16–story building (Building #3) meets this intensity standard. The Dock Street Apartments and Liner buildings, situated along Washington are 5-stories and 4-stories respectively, fall below this intensity.
- Creation of new surface parking lots and the conversion of accessory lots to commercial lots are prohibited in Downtown. The project re-uses an existing surface parking lot with accommodation of new parking needs within underground parking garages. The existing 26-space surface parking lot adjacent to the Union Plaza building will be maintained and improved to meet City standards.
- Building’s frontage should be immediately accessible to the public sidewalk and in some cases have active ground floor uses. The project is situated at the street frontage with access to public or private sidewalks with an improved access for the neighborhood to the Cedar Lake Trail. Commercial uses are planned at the street level, with street level access and frontage to intensify the activity level within this project area. The anticipated principal entrances for the different uses within the buildings are as follows:
 - Dock Street Apartments: The principal pedestrian entrance for residents and visitors to the residential units is through a secured lobby located near the south end of the Dock Street façade. The principal entrance for vehicles and bicycles to the residential units is at the parking garage access. The principal entrance for pedestrians to the commercial use is along Washington Avenue North.
 - Liner Building: the principal pedestrian entrance for residents and visitors to the residential units is along Dock Street. The principal entrance for vehicles and bicycles to the residential units is at the parking garage access. The principal entrance for pedestrians to the commercial use is along Washington Avenue North.
 - Building #3: The principal pedestrian entrance for residents and visitors to the residential units is through a secured lobby located along Dock Street. The principal entrance for vehicles and bicycles to the residential uses is at the parking garage access. The principal entrance for pedestrians to the commercial use is along Dock Street.
 - Union Plaza: The principal entrance for pedestrians to the office uses is along Dock Street.
- Landscaping is recommended in the plan on private and public property along the public sidewalk. The project plan includes landscaping and new green areas at the perimeter of the site to soften the building at the street level combined with enhanced landscaping identifying building entries. An outdoor public/private plaza along Washington Avenue North is also proposed.
- The plan recommends principal entrances of buildings should face the street. They should be clearly defined and emphasized through the use of architectural design features. The proposed buildings integrate all ground floor uses, including commercial uses at the street for greatest access and visibility.

Zoning Code

The project area is zoned B4S-1, Downtown Service District as described in Chapter 549, Downtown Districts of the Minneapolis Code of Ordinances. The B4S Downtown Service District is established to provide an environment that promotes the development of mixed-use neighborhoods in a higher density, transit-and pedestrian-oriented, urban environment with a wide range of retail and office activities and high

density residential uses and hotel. The proposed uses of residential and commercial (retail, service) are all permitted uses within the B4S-1 zoning district.

In the B4S-1 district the minimum floor area ratio (FAR) for residential buildings is 2.0 and the maximum FAR for residential buildings is 8.0. The three proposed buildings within the project area all contain residential above street level commercial. The following table provides the total FAR for each of the four proposed lots within the project area. All of the proposed buildings exceed the minimum FAR of 2.0 and none of them surpass the maximum FAR of 8.0.

EAW FAR Calculations

Lot Name	Lot Area	Minimum		Maximum		Proposed Residential GFA	Proposed Commercial GFA	Proposed FAR
		FAR	GFA	FAR	GFA			
Dock Street Apartment Liner Building	57,825	2.0	115,650	8.0	462,600	253,000	4,000	4.4
Building #3	11,255	2.0	22,510	8.0	90,040	24,000	1,000	2.2
Union Plaza	38,714	2.0	77,428	8.0	309,712	207,000	16,500	5.8
Totals	33,776	2.0	67,552	4.0	135,104		88,786	2.6
Totals	141,570		283,140		997,456	484,000	110,286	

Other General Provisions applicable to the B4S-1 district include the following:

There are no minimum parking requirements for uses in the Downtown Districts except that multiple-family dwellings over 50 units that provide off-street parking for the residents shall also provide designated visitor parking at a ratio of not less than one visitor space per 50 dwelling units. The maximum parking requirement for residential uses in the B4S zoning district is 1.6 spaces per dwelling unit. Off-street parking proposed includes the following:

- Dock Street Apartment building: 195 structured parking spaces are proposed in the Dock Street Apartment building providing 1.05 spaces per unit which falls below the maximum ratio. Four of the parking spaces will be designated for guests.
- Liner building: : A maximum of 24 structured parking spaces could be allowed in the Liner Building based on the maximum parking ratio allowed in Downtown (1.6 spaces per unit). Proposed parking for the residential uses is anticipated to meet the requirements of the ordinance).
- Building #3: A maximum of 320 structured parking spaces could be allowed in Building #3 based on the maximum parking ratio allowed in Downtown (1.6 spaces per unit). Four guest parking spaces are required. Proposed parking for the residential uses is anticipated to meet the requirements of the ordinance.

The maximum parking requirement for the commercial uses is 1 space per 500 square feet of the gross floor area. The proposed project includes 21,500 GFA of proposed retail space resulting in 43 spaces under this maximum provision. No off-street parking for the commercial uses within the development will be provided.

The minimum bicycle parking requirement for multiple-family dwellings with five or more units is one bicycle parking space per 2 dwelling units. A total of 400 new residential units are proposed within all three buildings resulting in a need for 200 bicycle parking spaces. These spaces will be accommodated within the building or in an outdoor secure area. In the downtown districts, the minimum bicycle parking requirement for non-residential uses is one space for every 20 automobile parking spaces provided, but in no case shall fewer than four or more than 30 bicycle parking spaces be required. Although no off-street

parking for the commercial uses is being required, a minimum of four bicycle parking spaces will be provided.

The existing Union Plaza building contains 88,786 square feet of office space. Under the maximum requirement of one space per 1,000 sq ft of gross floor area this would result in 89 spaces. There will be 26 off-street parking spaces provided for the Union Plaza building.

In the downtown districts the minimum bicycle parking requirement is one space for every 20 automobile parking spaces provided, but in no case shall fewer than four or more than 30 bicycle parking spaces be required. The minimum bicycle parking requirement for the Union Plaza building is four spaces.

Minneapolis Warehouse Preservation Action Plan (2000)

According to the *Minneapolis Warehouse District Designation Study* (CPED 2009), in 1993, the Federal Reserve Bank proposed the construction of a new facility on Hennepin Avenue within the NRHP Minneapolis Warehouse District. The project called for the demolition of five properties and the alteration of additional historic resources. A federal project, such as the construction of the Federal Reserve Bank, requires a federal historic review (known as a Section 106 Review) under the National Historic Preservation Act. The 106 review of the bank project determined that the project would have an “adverse effect on properties already listed in the National Register of Historic Places” as the project required the demolition of five buildings within the NRHP Minneapolis Warehouse Historic District.

The outcome of this review was a Memorandum of Agreement, which allowed the demolition of the structures on the condition of several mitigation measures. One of the mitigation measures was the development of a “preservation action plan” for the NRHP Minneapolis Warehouse Historic District. The Minneapolis Warehouse Preservation Action Plan was subsequently developed by the City of Minneapolis to fulfill this requirement. This plan was adopted by the City Council in December of 2000. As adopted, the plan called for the boundaries of the local historic district to be expanded to include the boundaries of the national historic district.

Minneapolis Warehouse District Designation Study (CPED 2009)

On December 2, 2008, the Minneapolis Heritage Preservation Commission directed staff to prepare a nomination for the local designation of the National Register of Historic Places (NRHP) Minneapolis Warehouse Historic District. This was done in response to development pressures that threatened the historical integrity of the NRHP district. The Minneapolis Heritage Preservation Commission voted unanimously to nominate the district for local designation and directed the commencement of a local designation study for the NRHP Minneapolis Warehouse Historic District.

The Study documented the historic significance by providing a historical context of the area that explains how and why the area developed and why it is significant to the history of Minneapolis and the region. The railroad growth between 1880 and 1990 shaped the landscape of the warehouse district. The former site of the Minneapolis and St. Louis Railroad and Great Northern Railway yards (circa 1887) was documented by the *Warehouse Historic District Designation Study* (#138; CPED 2009:119). Identified at 326 and 401 Washington Avenue North (#106 and #138), this site includes “The Cut,” which lowered the tracks by a grade separation and enhanced the capacity of the surrounding district, resulting in new warehouse and factory construction. The original design intent of the lowered grade remains intact and The Cut is a contributing feature to the Minneapolis Warehouse Historic District (Criterion A).

The historic resources survey (see Appendix D) and *Warehouse Historic District Designation Study* (CPED 2009:130) identified the Union Plaza, which is comprised of two historic brick warehouse buildings. The Knoblauch Bros. Warehouse (1896; Minnesota Moline Plow Company, later Creamery Package Manufacturing Company) is located at 320 Third Street North (#159). A circa 1898, four-story annex to this building located at 314 Third Street North (#158) was also occupied by the Creamery Package Manufacturing Company and then by the Colonial Warehouse. Built immediately after the railroad grade separation project of 1890-91, they are contributing properties to the Minneapolis Warehouse Historic District and are representative of the growth of warehousing capacity following the landscape modification (Criterion A).

The Study concluded that the Minneapolis Warehouse Historic District is significant to the heritage of Minneapolis. The Study also concluded that since changes to locally designated districts are reviewed by City staff and the Minneapolis Heritage Preservation Commission that locally designated districts receive greater protection from demolition and inappropriate changes and benefit from regulation and design review not afforded to National Register Designations. In conjunction with this designation study, CPED developed draft design guidelines for the Minneapolis Warehouse District, which were adopted in 2010. The *Minneapolis Warehouse Historic District Guidelines* are described in response to EAW question 25, including an analysis of potential effects.

28. Impact on infrastructure and public services. Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? Yes No

If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see *EAW Guidelines* for details.)

A TDMP was prepared in May 2011 to review the impact of this development on the local roadways. The study area included the intersections around the project on Washington Avenue North and on Third Avenue North. Recommended improvements/mitigation strategies for the transportation system are included in the response to EAW question 21. In summary, a new private road, Dock Street, will provide access to and through the site with dedicated left turn and right turn lanes at the intersection of Dock Street and Washington Avenue North. With little room for physical improvements for capacity, it is imperative that trips generated by development be mitigated by travel demand management strategies.

New connections to existing utilities to serve this project have been included in the project description and related impacts have been assessed. No other infrastructure or services are anticipated to be necessary to serve this project. No adverse impacts to existing utilities are anticipated.

29. Cumulative potential effects. Minnesota Rule part 4410.1700, subpart 7, item B requires that the RGU consider the "cumulative potential effects of related or anticipated future projects" when determining the need for an environmental impact statement.

Identify any past, present or reasonably foreseeable future projects that may interact with the project described in this EAW in such a way as to cause cumulative potential effects. (Such future projects would be those that are actually planned or for which a basis of expectation has been laid.)

Describe the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects (or discuss each cumulative potential effect under appropriate item(s) elsewhere on this form).

The phased project will redevelop a surface parking lot in Downtown Minneapolis. The project area encompasses 3.25 acres and is anticipated to accommodate 400 attached residential units and 21,500 square feet of new commercial uses. The project proposer's initial project, the 185-unit Dock Street Apartment building with 4,000 square feet of ground floor commercial use, triggered a mandatory EAW due to the project proposer having an option on contiguous land. The project proposer does not have formal plans for the remainder of the 3.25 acre site. To better assess cumulative potential effects, each appropriate item in this EAW includes review of two additional conceptual projects within the 3.25-acre site – a 4-story, 15-unit building with 1,000 square feet of ground floor retail (Liner Building) and a 16-story, 200-unit building with 16,500 square feet of ground floor retail (Building #3). Based on the review, there is not the potential for significant environmental effects due to cumulative effects.

Two key potential issues assessed in the EAW are traffic and cultural resources (see Appendices C and D) Planned land use regulations and guidelines are in place for the entire seven-acre development site that address cumulative potential effects. These plans, regulations and guidelines include, but are not limited to the *Minneapolis Warehouse District Designation Study*, *Minneapolis Warehouse Historic District Guidelines*, *Minneapolis Plan for Sustainable Growth*, *North Loop Small Area Plan*, *Downtown East/North*

Loop Master Plan and the Minneapolis Zoning Code.

The traffic analysis assesses the effect of redeveloping the 3.25-acre project area and traffic generated by mixed use development projects in the vicinity for which a basis of expectation has been laid. The TDMP includes strategies for minimizing the use of SOV and enhancing the use of alternative modes of travel available in the immediate vicinity of the project area including Hiawatha LRT, Northstar Commuter Rail, Metro Transit buses, Cedar Lake Trail, Minneapolis bikeway system, pedestrian skyway system, and the planned Central Corridor LRT and Interchange projects.

The project area is located within the Minneapolis Warehouse Historic District and proposed development is subject to the *Minneapolis Warehouse Historic District Guidelines* (CPED 2010), which addresses potential cumulative effects. An analysis is provided in response to EAW question 25. In summary, the proposed project will have a visual impact on the quality of setting, feeling and association in the area because of construction on the lowered grade of the former rail yards, which is an integral character-defining feature of the district. The grade of the rail corridor itself will be preserved because historic grade elevations of the rail yards area are incorporated into the siting and design of the 5-6 story Dock Street Apartments and the proposed 16-story building (Building #3). Allowing connections to and through the site is in keeping with the intent of district design guidelines. The HPC will review individual projects for appropriateness consistent with the *Minneapolis Warehouse Historic District Guidelines* during the Land Use Application process for each proposed project within the project area. Development will be designed in accordance with the guidelines. No deviations from the guidelines are anticipated.

30. Other potential environmental impacts. If the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation.

No other issues have been identified.

31. Summary of issues. Do not complete this section if the EAW is being done for EIS scoping; instead, address relevant issues in the draft Scoping Decision document, which must accompany the EAW. List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

Traffic

The traffic analysis assesses the effect of redeveloping the 3.25-acre project area and traffic generated by mixed use development projects in the vicinity for which a basis of expectation has been laid. The TDMP includes strategies for minimizing the use of SOV and enhancing the use of alternative modes of travel available in the immediate vicinity of the project area including Hiawatha LRT, Northstar Commuter Rail, Metro Transit buses, Cedar Lake Trail, Minneapolis bikeway system, pedestrian skyway system, and the planned Central Corridor LRT and Interchange projects. Specific TDM strategies will be proposed for each project. These strategies will be reviewed and approved by the City prior to development.

Historic Resources

The project area is located within the Minneapolis Warehouse Historic District and proposed development is subject to the *Minneapolis Warehouse Historic District Guidelines* (CPED 2010) that address potential cumulative effects. Development will be designed in accordance with the guidelines. No deviations from the guidelines are anticipated. The specific design of each project will be reviewed by the HPC for appropriateness.

RGU CERTIFICATION. (*The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.*)

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9b and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature

Date

Hilary Dvorak

Title

Senior City Planner

Environmental Assessment Worksheet was prepared by the staff of the Environmental Quality Board at the Minnesota Department of Administration, Office of Geographic and Demographic Analysis. For additional information, worksheets or for *EAW Guidelines*, contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-201-2492, or <http://www.eqb.state.mn.us>

Attachments

Appendix A - Figures

- County Location
- USGS Map
- Property under Option by Hines
- Site Plan
- Lot Calculations
- Renderings
 - Overall view looking southeast
 - Washington Avenue looking northwest
 - Third Street and Fifth Avenue looking southeast

Appendix B – Minnesota Department of Natural Resources Natural Heritage Review Correspondence

Appendix C – Travel Demand Management Plan

Appendix D – Phase IA Literature Search for Archaeological Potential and Phase I Historic Resources Survey