Request for City Council Committee Action from the Department of Community Planning and Economic Development

Date: February 19, 2015

To: Council Member Lisa Bender, Chair, Zoning & Planning Committee and Members of the Committee

Referral to: Zoning & Planning Committee

Subject: Determination of the need for an Environmental Impact Statement (EIS) and the adequacy of the EAW for the proposed L&H Station project – 2225 East Lake Street City of Minneapolis, Hennepin County, Minnesota.

Recommendation: The Zoning and Planning Committee make the following findings and not require the preparation of an EIS for this project:

1. The Environmental Assessment Worksheet, the "Findings of Fact and Record of Decision" document, and related documentation for the L&H Station development were prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minn. Rules, Parts 4410.1000 to 4410.1700 (2009).

2. The Environmental Assessment Worksheet, the "Findings of Fact and Record of Decision" document, and related documentation for the project have satisfactorily addressed all of the issues for which existing information could have been reasonably obtained.

3. The project does not have the potential for significant environmental effects based upon the above findings and the evaluation of the following four criteria (per Minn. Rules, Parts 4410.1700 Subp. 7):
   - Type, extent, and reversibility of environmental effects;
   - Cumulative potential effects;
   - Extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority;
   - Extent to which environmental effects can be anticipated and controlled as a result of other environmental studies undertaken by public agencies or the project proposer, including other EISs.

4. The finding by the City that the EAW is adequate and no EIS is required provides no endorsement, approval or right to develop the proposal and cannot be relied upon as an indication of such approval. This finding allows the proposer to formally initiate the City's

process for considering the specific discretionary permissions necessary for redevelopment, and for the City in this process, informed by the record of the EAW, to identify and encourage the elements for compatible redevelopment, and assure their implementation at this site.

Consequently, the City does not require the development of an Environmental Impact Statement (EIS) for the project.

Ward: 9

Prepared by: Becca Farrar- Hughes, Senior City Planner, Land Use, Design & Preservation
Approved by: Jason Wittenberg, Planning Manager, Land Use, Design & Preservation
Presenters in Committee: Becca Farrar-Hughes, Senior City Planner, Land Use, Design & Preservation

Community Impact:

- Neighborhood Notification: See attached "Findings" Exhibit C.
- City Goals: Not applicable, this process and decision is mandated by the EQB rules.
- Comprehensive Plan: See attached.
- Zoning Code: Not applicable.
- Other: Not applicable.

Supporting Information: See attached "Draft Findings of Fact and Record of Decision".

DRAFT FINDINGS OF FACT AND RECORD OF DECISION

ENVIRONMENTAL ASSESSMENT WORKSHEET

L&H Station EAW

Location: 2225 East Lake Street, City of Minneapolis, Hennepin County, Minnesota

Responsible Governmental Unit (RGU): City of Minneapolis

	RGU	Proposer / Project Contact
Contact persons	City of Minneapolis Becca Farrar-Hughes	Hennepin County J. Michael Noonan
Title	Senior City Planner	Senior Department Administrator Real Estate Division
Address	250 S. 4th Street, Room 300, PSC	701 4th Ave. S., Ste. 400
City, State, ZIP	Minneapolis, MN 55415	Minneapolis, MN 55415
Phone	612-673-3594	612-348-8537
Fax	612 673-2526	612-348-9710
E-mail	rebecca.farrar@minneapolismn.gov	j.michael.noonan@hennepin.us

Final action (refer to Exhibit D): Based on the Environmental Assessment Worksheet, the "Findings of Fact and Record of Decision," and related documentation for the above project, the City of Minneapolis concluded the following on February 19, 2015:

1. The Environmental Assessment Worksheet, the "Findings of Fact and Record of Decision" document, and related documentation for the L&H Station development were prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minn. Rules, Parts 4410.1000 to 4410.1700 (2009).

2. The Environmental Assessment Worksheet, the "Findings of Fact and Record of Decision" document, and related documentation for the project have satisfactorily addressed all of the issues for which existing information could have been reasonably obtained.

3. The project does not have the potential for significant environmental effects based upon the above findings and the evaluation of the following four criteria (per Minn. Rules, Parts 4410.1700 Subp. 7):
   - Type, extent, and reversibility of environmental effects;
   - Cumulative potential effects;
   - Extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority;
   - Extent to which environmental effects can be anticipated and controlled as a result of other environmental studies undertaken by public agencies or the project proposer, including other EISs.

4. The finding by the City that the EAW is adequate and no EIS is required provides no endorsement, approval or right to develop the proposal and cannot be relied upon as an indication of such approval. This finding allows the proposer to formally initiate the City's process for considering the specific discretionary permissions necessary

for redevelopment, and for the City in this process, informed by the record of the EAW, to identify and encourage the elements for compatible redevelopment, and assure their implementation at this site.

Consequently, the City does not require the development of an Environmental Impact Statement (EIS) for the project.

I. ENVIRONMENTAL REVIEW AND RECORD OF DECISION

The City of Minneapolis prepared a Mandatory Environmental Assessment Worksheet (EAW) for the L&H Station development according to the Environmental Review Rules of the Minnesota Environmental Quality Board (EQB) under Rule 4410.4300 subpart 19, Residential Development (D) - Greater than 375 attached residential units and and Subpart 32, Mixed residential and industrial-commercial projects with a sum of quotients exceeding 1.0. Exhibit A includes the project summary, and Exhibit B includes the Record of Decision.

II. EAW NOTIFICATION AND DISTRIBUTION

On December 15, 2014, the City published the EAW and distributed it to the official EQB mailing list and to the project mailing list. The EQB published notice of availability in the *EQB Monitor* on December 22, 2014, as well. Exhibit C includes the public notification record and mailing list for distribution of this EAW.

III. COMMENT PERIOD, PUBLIC MEETING, AND RECORD OF DECISION

Exhibit E includes the comment letters received. The Zoning and Planning Committee of the Minneapolis City Council considered the EAW and the draft of this "Findings of Fact and Record of Decision" document during its February 19, 2015, meeting. Notification of this Zoning and Planning Committee public meeting was provided with the EAW and to all persons or agencies commenting on the EAW.

IV. SUBSTANTIVE COMMENTS / COMMENTS RECEIVED AND RESPONSES TO THESE COMMENTS

The City received five (5) written comments during the public comment period on the dates identified from the following:

1. Minnesota Department of Transportation, January 15, 2015
2. Metropolitan Council, January 15, 2015
3. Corcoran Neighborhood, January 15, 2015
4. Minnesota Department of Natural Resources, January 20, 2015, (with an affiliated letter to the applicant dated December 15, 2014)
5. Minnesota Historical Society – State Historic Preservation Office, January 21, 2015

The following section provides a summary of these comments and responses to them (Exhibit E includes the complete comment).

1. Minnesota Department of Transportation (MnDOT)

Comment: West Area and Traffic - "MnDOT anticipates that the 4,000 new trips per day likely to be generated by the proposed development will impact the Hiawatha Ave. / Lake St. single point intersection. Please demonstrate how the Hiawatha Ave. / Lake St. single point intersection can operate effectively despite the potentially lengthy peak hour queues resulting from additional motorists traveling from westbound E. Lake St. to southbound 22nd Ave. S. The existing westbound left turn lane appears to be only about 75 ft. in length."

Response: Noted for the record. The applicant has been provided with a copy of the letter with the appropriate MnDOT contact and has begun to correspond and address the issues as noted above.

Comment: Water Resources **–** "A MnDOT drainage permit is required to ensure that the current drainage rates to MnDOT right of way will not be increased."

Response: Noted for the record. The applicant has been provided with a copy of the letter with the appropriate MnDOT contact.

Comment: Permits – Any use of or work within or affecting MnDOT right of way requires a permit.

Response: Noted for the record. The applicant has been provided with a copy of the letter with the appropriate MnDOT contact.

2. Metropolitan Council

Comment: "The staff review finds that the EAW is complete and accurate with respect to regional concerns. An EIS is not necessary for regional purposes. The proposed project implements regional policy with respect to Transit Oriented Development and supports the vision of Lake Street/Midtown as a higher density, mixed-use activity center integrated with transit service.

Response: Noted for the record.

Comment: Item 18 – Transportation **–** "This project phases out a park & ride lot that has been serving Lake St. Station since it opened in June 2004. As addressed in the TDM plan, the lot is used to the point that its capacity is regularly exceeded. Cars are parked on surrounding streets southwest of the station. The TDM Plan discusses establishing a Critical Park Area. Also important is outreach (supported by Metro Transit) to the park & riders to encourage them to use alternatives (i.e., bus connections, walking, and bicycling) after the facility is closed."

Response: Noted for the record. The applicant has been provided with a copy of the letter with the appropriate Metropolitan Council contact.

3. Corcoran Neighborhood

TDMP Comment: Figure 3C, page 10 does not show newly installed bicycle lanes on 32nd crossing Hiawatha. Planners should expect increased bicycle demand between 32nd Street at west side of Hiawatha Avenue and Lake Street Station and Market Plaza with construction of a new bicycle trail adjacent to the west side of the LRT bridge approach.

Response: Noted for the record.

TDMP Comment: No parking counts tallied for Saturday market, the busiest day of the Market on page 16.

Response: Noted for the record.

TDMP Comment: Graphic indicates no parking is allowed on 21st between Lake Street and 31st on page 18. Parking is currently allowed on both sides of the street. However, future parking may be limited or eliminated altogether if the planned bike circulator project is completed.

Response: Noted for the record.

TDMP Comment: "Handicapped Parking" designation can be insulting to people with limited mobility, as noted on page 18. "Accessible Parking" nomenclature is preferred.

Response: Noted for the record.

TDMP Comment: "Although city regulations stipulate no bike parking spaces are required for the "temporary" Market, this does not reflect the current or future demand for bike parking. Currently bike parking facilities are inadequate - not just in numbers, but in size and shape as well, considering the rising popularity of hitched bike accessories like "tagalongs," carts, and trailers.

Response: Noted for the record.

4. Minnesota Department of Natural Resources (DNR)

Comment: Item 5 – Project Location: Please note that there is a typographical error associated with the Township. It is presented as 128 North; the correct Township number is 28.

Response: Noted for the record.

Comment: Item 13.b. – Rare features: Please find attached the Natural Heritage Inventory Review, which states that adverse effects to known occurrences of rare features are unlikely.

Response: Noted for the record.

Comment: Item 13.d. – Mitigation of adverse effects to ecological resources: This site is located 1.5 miles from the Mississippi River, one of 4 continent-wide bird migration routes. According to the National Park Service, 40% of North American waterfowl use the river corridor during spring and fall migration, and 60% of all north American birds (326 species) use the Mississippi River Basin as their migratory flyway. In addition, this site is located between two Audubon Important Bird Areas (IBA): the Minneapolis Chain of Lakes IBA, an urban migratory stopover and the Mississippi River Twin Cities IBA, an important migratory flyway. Given the purpose of the buildings that will require extensive use of windows (office and housing), and the height of the buildings cited (5 and 6 stories, no greater than 75-80 feet), we urge you to employ bird friendly strategies and materials (e.g., glass) during the building designs. For information on this subject, please see "Bird-Friendly Building Design" (Sheppard, 2011. Bird-Friendly Building Design. American Bird Conservancy, The Plains, VA, 58p), available at: http://www.abcbirds.org/newsandreports/BirdFriendlyBuildingDesign.pdf.

Response: Noted for the record. The project architects and Hennepin County have made adequate considerations during the design process to avoid creating a significant hazard for resident and any migratory birds that may find themselves in the vicinity of the buildings as the exterior elevations of the County office building are composed of roughly 30% glazing; as such, not designed as a glass box. The only full-glass facades are at street level and landscape plantings would be provided adjacent to these windows as required by the zoning ordinance. Upper floors are designed to have punched windows with at least 5 to 7 feet spacing. The metal panel system is a contrasting material to the color of the sky and is not a reflective finish. Further, the County use is a daytime function, so other than nominal site lighting, the building would not be lit at night.

This same awareness and consideration to minimize hazards to birds would be provided in the design of the residential buildings in Phase One and subsequent phases. All phases of development would be reviewed and

approved through the City's established regulatory framework. The development is not anticipated to have any significant impact on the bird population in south Minneapolis.

4. Minnesota Historical Society – State Historic Preservation Office

Comment: "Based on our review of the project information, we conclude that there are no properties listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project."

Response: Noted for the record.

V. ISSUES IDENTIFIED IN THE EAW

The only significant environmental impact/issue that was identified in this EAW was potential traffic and parking issues. A Traffic Demand Management Plan (prepared by Westwood) was provided for the proposed development that analyzed the existing and proposed site and surrounding site conditions including:

- Present and future land uses;
- Pedestrian, bicycle and transit use;
- On-street and off-street parking inventory and the pattern of demand including the impact of Park & Ride and "hide-and-ride" users of the Hiawatha LRT Lake Street–Midtown Station;
- Parking requirements of the Minneapolis Zoning Code and parking requirements identified by the Institute of Transportation Engineers (ITE);
- Establishment of a "Critical Parking Area";
- Opportunities for shared parking within the development;
- Traffic impacts including operations, access and site circulation.

The results of the existing condition analysis indicates that all study area intersections operate at acceptable overall Levels of Service now and predicts each of the studied intersections would continue operating at acceptable overall Levels of Service under the 2017 and 2025 build alternatives.

VI. COMPARISON OF POTENTIAL IMPACTS WITH EVALUATION CRITERIA

In deciding whether a project has the potential for significant environmental effects and whether an Environmental Impact Statement (EIS) is needed, the Minnesota Environmental Quality Board rules (4410.1700 Subp. 6 & 7) require the Responsible Governmental Unit (RGU), the City of Minneapolis in this circumstance, to compare the impacts that may be reasonably expected to occur from the project with four criteria by which potential impacts must be evaluated. The following is that comparison:

A. Type, extent, and reversibility of environmental effects:

The environmental effects identified in the EAW and within the comment letters are localized and can be mitigated through the City's land use application process. The identified effects are reversible until the potential final discretionary approvals of each phase of the proposed project are granted through the City approval process. Each phase will require City approvals including but not limited to the Planning Commission, Zoning and Planning Committee and City Council.

B. Cumulative potential effects:

The issues identified in the EAW shall be resolved via the City's land use approval process on a project by project basis. Any potential future redevelopments within the area would be considered through the formal land use application

process that has been applied to this project. The City's existing regulatory process and framework captures and evaluates development proposals not only from a Planning perspective, which encompasses community planning, heritage preservation and development services analysis, but also includes evaluations by the Public Works Department related to stormwater management, sewer design, traffic, streets, water, right-of way, etc. This has and will continue to allow the City to manage potential cumulative effects of future development within the vicinity and throughout the City as a whole.

C. Extent to Which the Environmental Effects are Subject to Mitigation by Ongoing Public Regulatory Authority

The City has discretionary authority through its land use approval process, and the City and State have authority through the permit approvals required for this project to address, mitigate or avoid the environmental effects identified in the EAW and the comment letters.

The City's formal land use application process is comprehensively administered by City Staff and implemented by experienced Commissions and the City Council. The City's existing regulatory process and framework captures and evaluates development proposals not only from a Planning perspective which encompasses community planning, heritage preservation and development services analysis but also includes evaluations by the Public Works Department related to stormwater management, sewer design, traffic, streets, water, right-of way, etc. Any potential environmental effects are mitigated by the City's formal development review efforts.

It is important to note that City Staff and the City Planning Commission consider the context, character, and compatibility of new development.

D. Extent to which environmental effects can be anticipated and controlled as a result of other environmental studies undertaken by public agencies or the project proposer, including other EISs:

The construction of additional office and residential structures in this area follows many precedents, and is a known event with known effects. Redevelopment of this type within an urban setting is neither unique nor unanticipated. The environmental effects of this redevelopment can be anticipated and controlled by the City's formal land use application and regulatory processes.

VII. DECISION ON THE NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT

Based on the EAW, the "Findings of Fact and Record of Decision" document, and related documentation for this project, the City of Minneapolis, as the (RGU) for this environmental review, concludes the following:

1. The Environmental Assessment Worksheet, the "Findings of Fact and Record of Decision" document, and related documentation for the L&H Station project were prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minn. Rules, Parts 4410.1000 to 4410.1700 (2009).

2. The Environmental Assessment Worksheet, the "Findings of Fact and Record of Decision" document, and related documentation for the project have satisfactorily addressed all of the issues for which existing information could have been reasonably obtained.

3. The project does not have the potential for significant environmental effects based upon the above findings and the evaluation of the following four criteria (per Minn. Rules, Parts 4410.1700 Subp. 7):
   - Type, extent, and reversibility of environmental effects;
   - Cumulative potential effects;

- Extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority.
- Extent to which environmental effects can be anticipated and controlled as a result of other environmental studies undertaken by public agencies or the project proposer, including other EISs.

4. The finding by the City that the EAW is adequate and no EIS is required provides no endorsement, approval or right to develop the proposal and cannot be relied upon as an indication of such approval. This finding allows the proposer to formally initiate the City's process for considering the specific discretionary permissions necessary for redevelopment, and for the City in this process, informed by the record of the EAW, to identify and encourage the elements for compatible redevelopment, and assure their implementation at this site.

Consequently, the City does not require the development of an Environmental Impact Statement (EIS) for the project.

Exhibits:

A. Project Description
B. Environmental Review Record
C. Public Notification Record
D. Council/Mayor Action
E. Comments Received

EXHIBIT A

Project Description

As proposed, the L&H Station project would result in the redevelopment of a six and one half-acre site at the intersection of Lake Street and Hiawatha Avenue adjacent to the Lake Street/Midtown Blue Line LRT Station. The site is currently occupied by a three-story, 51,000 square foot classroom building, a fenced playground area and a 450 space surface parking lot. The parking spaces located east of 23rd Avenue extended are used as a Park and Ride lot established through a lease with the Metropolitan Council. The lease for that use is set to terminate in 2015. In addition, the Midtown Farmer's Market has operated on the northern portion of the parking lot abutting Lake Street on Saturday mornings from May to October, and Tuesday evenings from June through October, since 2003.

The proposed phased development would incrementally result in the construction of 565 residential units, a 100,000 square foot office building, up to 16,075 square feet of retail space and a public plaza/market square. The proposed public plaza/market square would be located adjacent to the LRT station and would also serve as the permanent home of the Midtown Farmer's Market. The redevelopment would be served by up to 840 structured parking spaces.

The Proposed Site Development Plan (Figure 3c) shows the overall master plan for the site. Construction on the first phase is anticipated to begin in 2015, and continue incrementally over ten years with the fourth phase concluding in 2025. The initiation of each phase after Phase One would be determined based on the timing of the relocation of Minneapolis Public Schools (MPS) and their functions that currently operate out of the existing building on the premises (the South Campus of the Adult Basic Education Program), and on market acceptance and conditions.

Phase One: 2015

As proposed, the first phase of the development would be constructed on the surface parking area located directly west of the existing MPS building. Phase One would include 100,000 square feet of office space, 8,000 square feet of commercial space at the street level of the office building and a total of 125 residential units as indicated on the Phase One Development Plan (Figure 3d), and as further described below. Figures 4 and 5 are renderings of the Phase One office/retail and residential buildings.

The office building would be occupied by Hennepin County Human Services and Public Health Department (HSPHD). The structure would be approximately five stories or 79 feet in height, and 100,000 square feet in size. The principal entrance to the facility and the retail spaces would be located directly off of Lake Street. Approximately 500 employees are expected to office out of the new facility; however, it is anticipated that the on-site count of employees at any one time would total approximately 325 individuals as these employees would meet clients both in and out of the office building. The new building would be one of its six regional service hubs that are now being developed by the County that provide various services to county residents including assessments and program referrals. Clients would be able to apply for food support and medical assistance, address homelessness, deal with utility shut-offs, evictions and other emergencies, get support for seniors in their homes, learn about early childhood programs and programs for people with disabilities as well as programs geared towards improving mental health and eliminating chemical dependencies.

The County has established human services centers in four HSPHD service regions in Brooklyn Center (Northwest Family Service Center), north Minneapolis, south suburban (Bloomington), and west suburban (Hopkins). There are three satellite locations as well that include Plymouth at Interfaith Outreach and Community Partners, Brookdale and Sabathani Community Center in Minneapolis. Construction is underway at the northeast/central human services center (located in the Health Services Building) and nearing completion at satellites in northeast Minneapolis (Eastside Neighborhood Services) and in Eden Prairie (located in the former Eden Prairie Service Center/library).

Approximately, 8,000 square feet of new retail space would be integrated into the ground level of the office building along the Lake Street frontage. The space is expected to accommodate approximately three to five tenants.

Phase One would also include a six-story, 125 unit market-rate residential building. The project would have a combination of studios, one-bedroom and two-bedroom units ranging from 550 to 850 square feet. There would be approximately 23 units per floor. All units would have outdoor space in the form of a balcony, terrace (at the amenity deck) or walk-up patio. Exterior materials are proposed to be brick, metal, cement fiber board and glass. The main entrance for the housing would be located off of 22nd Avenue. Ground level townhouse units would be developed along the private street connecting 22nd Avenue to 23rd Avenue (extended). See Figures 3c and 5.

As part of the first phase, a 441 space parking structure that includes both below grade and one level of at grade parking that is covered by a green roof canopy, would be developed to serve the office, retail spaces and the residential building. At-grade parking for Phase One would be controlled via gate access and would require patrons to receive validation. The below-grade parking spaces would have secured access via a FOB system. The Phase One housing development would have 75 dedicated parking spaces. There would also be 50 shared spaces available for housing use at off-peak hours. During Phase One the County would also have use of the remaining surface spaces located directly south of Phase One.

During Phase One, MPS would continue to operate out of the existing building. The use of the 143 leased and 27 dedicated parking spaces located along the east edge of the site for the Metropolitan Council's Park and Ride lot would terminate. The MPS would use these 170 spaces in the interim, replacing the parking spaces lost by the development of Phase One.

Subsequent Phases Two – Four: 2017 – 2025

The construction on the remainder of the site would begin when MPS relocates to a new site, thus allowing for the demolition of the existing 51,000 square foot building that occupies the subject property. A potential new site has been identified but assembly and construction may require five to eight years to complete.

Future phased development would provide a new public plaza/market square, along the east side of the site, with permanent facilities for the Midtown Farmer's Market and a platform for programming other public events. The public plaza/market square would provide a connection to the Lake Street/Midtown LRT station for visitors to Hennepin County's regional human services office, and other businesses and services on the site, for other destinations in the district beyond L&H Station, and for nearby residents.

The additional 8,075 square feet of proposed commercial space would be located within the residential building proposed in a future phase along the edge of the public plaza/market square.

Hennepin County is currently in discussion with the Metropolitan Council, owner of the triangle-shaped parcel on the east edge of the site, identified on the Phase One Development Plan, to be incorporated into the development of the public plaza/market square.

The multiple new residential buildings on the site would have a total of 440 housing units served by 399 parking spaces.

Two residences, 3029 and 3055 22nd Avenue South, located in the southwest corner of the site identified as existing houses on the Phase One Development Plan are not included in the County's purchase of the site from MPS but are designated for redevelopment. It is anticipated that the owners of these parcels will be contacted for purchase of their parcels when appropriate as the redevelopment proceeds.

EXHIBIT B

Environmental Review Record for the L&H Station EAW

Date	Action
12/15/2014	City Staff distributes EAW to official EQB mailing list and Project List. EAW is posted on the City's website.
12/22/2014	Minnesota Environmental Quality Board (EQB) publishes notice of availability in *EQB Monitor* and the 30-day comment period commences.
1/21/2014	EAW public comment period closes.
2/19/2015	Zoning and Planning Committee (Z & P) of the City Council considers the "Draft Findings of Fact and Record of Decision" report, provides recommendation to the City Council.
TBD	City Council approves Z & P Committee recommendation and makes a finding of Negative Declaration: EAW is adequate and no EIS is necessary.
TBD	Mayor approves Council action regarding EAW
TBD	City publishes notice of Council/Mayor decision in *Finance and Commerce.*
TBD	City publishes and distributes Notice of Decision and availability of final "Findings" report to official EQB List and the Project List
TBD	EQB publishes Notice of Decision in *EQB Monitor.*

EXHIBIT C

Public Notification Record

The following describes the public notification process of CPED for the L&H Station EAW:

1. The City maintains an updated list based on the Official EQB Contact List. The L&H Station EAW project list follows. All persons on that list were sent copies of the EAW. CPED also distributes copies of the EAW to elected and appointed officials, City staff and others who have expressed interest in the project.

2. A notice of the availability of the L&H Station EAW, the dates of the comment period, and the process for receiving a copy of the EAW and/or providing comment was published provided with each copy of the EAW and in the *EQB Monitor* and was provided to the City's CPED Media contact for notice and distribution.

3. CPED distributed the Notice of Decision with information regarding the final "Findings" document to the Official EQB Contact List and the project list.

4. The EQB published the Notice of Decision in the *EQB Monitor*.

Attached:
Official EQB Contact List
Project List

EAW DISTRIBUTION LIST
October 14, 2014

STATE AGENCIES

Department of Agriculture (1 copy)
Becky Balk
625 N. Robert St.
St. Paul, MN 55155
Becky.Balk@state.mn.us

Department of Commerce (1 copy)
Ray Kirsch
85 Seventh Place East, Suite 500
St. Paul, MN 55101

Environmental Quality Board (1 copy)
Environmental Review Program
520 Lafayette Road North – 4th Floor
St. Paul, MN 55155-4194
EQB.Monitor@state.mn.us

Department of Health (1 copy, prefer electronic)
Michele Ross
Environmental Health Division
625 N. Robert St.
St. Paul, MN 55155
Health.Review@state.mn.us

Department of Natural Resources (3 copies or electronic)
Kate Frantz
Environmental Review Unit
500 Lafayette Road
St. Paul, MN 55155-4025
Kate.Frantz@state.mn.us

Pollution Control Agency (1 copy and 1 CD)
Dan Card, Supervisor
Environmental Review Unit – 4th Floor
500 Lafayette Road North
St. Paul, MN 55155

Department of Transportation (1 copy)
Debra Moynihan
Mn/DOT Office of Environmental Stewardship
395 John Ireland Blvd., MS 620
St. Paul, MN 55155

Board of Water and Soil Resources (1 copy)
Travis Germundson
520 Lafayette Rd.
St. Paul, MN 55155
Travis.Germundson@state.mn.us

LIBRARIES

Technology and Science (2 copies)
Hennepin County Library – Minneapolis Central
Attn: Helen Burke
Government Documents, 2nd Floor
300 Nicollet Mall
Minneapolis, MN 55401-1992

FEDERAL

U.S. Army Corps of Engineers (1 copy)
Tamara Cameron
Regulatory Functions Branch
190 Fifth St. E
St. Paul, MN 55101-1638

U.S. Environmental Protection Agency (1copy)
Kenneth Westlake
Environmental Planning & Evaluation Unit
77 W Jackson Blvd., Mailstop B-19J
Chicago, IL 60604-3590

U.S. Fish and Wildlife Service (1 copy)
Twin Cities Field Office E.S.
4101 American Blvd. East
Bloomington, MN 55425-1665

REGIONAL

Metropolitan Council (NOTE: 5 copies IF the project is in the seven-county metro area)
Review Coordinator, Local Planning Assistance
Metropolitan Council
390 Robert St. No.
St. Paul, MN 55101-1805
raya.esmaeili@metc.state.mn.us

OTHER

National Park Service (1 copy)
Stewardship Team Manager
111 E Kellogg Blvd., Suite 105
St. Paul, MN 55101-1288
(If project is located within, or could have a direct impact upon, the Mississippi River Critical Area/ Mississippi National River and Recreation Area. This is a 72-mile stretch of river from the mouth of the Crow River at Dayton/Ramsey to the Goodhue County border.)

State Archaeologist (1 copy)
Fort Snelling History Center
St. Paul, MN 55111-4061

Minnesota Historical Society (1 copy)
State Historic Preservation Office
345 Kellogg Blvd.
St. Paul, MN 55102

Indian Affairs Council (1 copy)
Jim Jones, Cultural Affairs Director
Indian Affairs Council
113 2nd Street NW Ste 110A
Bemidj, MN 56601

L&H Station EAW Project Mailing List 12/15/14

Michael Cronin & Associates
8809 West Bush Lake Road
Minneapolis, MN 55438

Hennepin County
J. Michael Noonan
Real Estate Division
Strategic Planning and Resources Department
701 4th Ave. S., Ste. 400
Minneapolis, MN 55415-1843

Council Member Alondra Cano
Ward 9 – 307 City Hall

Minneapolis Central Library
300 Nicollet Mall
Minneapolis, MN 55401

Corcoran Neighborhood
3451 Cedar Avenue
Minneapolis, MN 55407

East Phillips Improvement Coalition
2407 17th Ave. S.
Minneapolis, MN 55404

Longfellow Community Council
2727 26th Ave S.
Minneapolis, MN 55406

Jason Wittenberg – Room 300 PSC

Becca Farrar – Room 300 PSC (**2 copies**)

Erik Nilsson- 210 CH

Allan Klugman – 300 Border Avenue

Dave Jaeger
Henn. Co. Environmental Services
701 4th Avenue South
Minneapolis MN 55415

EXHIBIT D

Council /Mayor Action (to be added when the process is complete)

EXHIBIT E

Comments Received on the L&H Station EAW:

1. Minnesota Department of Transportation, January 15, 2015
2. Metropolitan Council, January 15, 2015
3. Corcoran Neighborhood, January 15, 2015
4. Minnesota Department of Natural Resources, January 20, 2015, (with an affiliated letter to the applicant dated December 15, 2014)
5. Minnesota Historical Society – State Historic Preservation Office, January 21, 2015

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

January 15, 2015

Becca Farrar-Hughes
City of Minneapolis – Community Planning and Economic Development
250 4th Street South – Room 300
Minneapolis, MN 55415

SUBJECT: L&H Station
MnDOT Review # EAW14-014
Southwest quadrant of MN55 and Lake St. (2225 East Lake St)
Minneapolis, Hennepin County
Control Section 2724

Dear Ms. Farrar-Hughes:

Thank you for the opportunity to review The EAW for the proposed L&H station development at Highway 55 and Lake St. As plans are refined, we would like the opportunity to meet with our partners and to review the updated information. MnDOT's staff has reviewed the document and has the following comments:

West Area and Traffic:
MnDOT anticipates that the 4,000 new trips per day likely to be generated by the proposed development will impact the Hiawatha Ave/Lake St. single point intersection. Please demonstrate how the Hiawatha Ave./Lake St. single point intersection can operate effectively despite the potentially lengthy peak hour queues resulting from additional motorists traveling from westbound E. Lake St. to southbound 22nd Ave. S. The existing westbound left turn lane appears to be only about 75 ft. in length. For questions concerning this comment, please contact Ron Rauchle at 651-234-7880.

Water Resources:
A MnDOT drainage permit is required to ensure that current drainage rates to MnDOT right of way will not be increased. The drainage permit application, including the information below, should be submitted to:

Minnesota Department of Transportation
Metropolitan District - Permit Office
1500 W. County Road B-2
Roseville, MN 55113

The following information must be submitted with the drainage permit application:
1) A grading plan showing existing and proposed contours,

2) Drainage area maps for the proposed project showing existing and proposed drainage areas. Any off-site areas that drain to the project area should also be included in the drainage area maps. The direction of flow for each drainage area must be indicated by arrows,
3) Drainage computations for pre and post construction conditions during the 2, 10, 50 and 100 year rain events, and
4) An electronic copy of any computer modeling used for the drainage computations.

For any questions regarding these comments please contact Brian Kelly at 651-234-7536.

Permits
As mentioned above, any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website at http://www.dot.state.mn.us/utility/

Please include one 11 x 17 plan set and one full size plan set with each permit application. Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

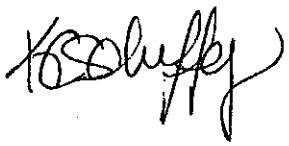
1. One (1) electronic pdf. version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. One (1) compact disc.
4. Plans can also be submitted to MnDOT's External FTP Site. Please send files to: ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions regarding this review please contact me directly,

Sincerely



Karen Scheffing
Principal Planner

Copy sent via E-Mail:
Ron Rauchle, Area Engineer
Brian Kelly, Water Resources
Nancy Jacobson, Design
Buck Craig, Permits
Doug Nelson, Right-of-Way
Chad Erickson, Traffic Engineering
Clare Lackey, Traffic Engineering
Mark Larsen, Hennepin County
Russell Owen, Metropolitan Council

January 15, 2015

Becca Farrar-Hughes, Senior City Planner
City of Minneapolis
250 South 4th Street, Room 300
Minneapolis, MN 55415

RE: City of Minneapolis Environmental Assessment Worksheet (EAW) - L&H Station
Metropolitan Council Review No. 21316-1
Metropolitan Council District 8

Dear Ms. Farrar-Hughes:

The Metropolitan Council received the EAW for the L&H Station project on December 22, 2014. The proposed project would result in the redevelopment of an approximately 6.5 acre site adjacent to the METRO Blue Line station southwest of the intersection of Hiawatha and Lake Street in Minneapolis. The project is anticipated to be developed in four separate phases over ten years, and would provide at completion a total of 575 residential units, a 100,000 square foot office building, 16,075 square feet of commercial space, 840 off-street parking spaces and a public plaza/marketplace.

The staff review finds that the EAW is complete and accurate with respect to regional concerns. An EIS is not necessary for regional purposes. The proposed project implements regional policy with respect to Transit Oriented Development and supports the vision of Lake Street/Midtown as a higher density, mixed-use activity center integrated with transit service. We offer the following comments for your consideration.

> ***Item 18 – Transportation*** (John Dillery, 612-349-7773)
> This project phases out a park & ride lot that has been serving Lake St. Station since it opened in June 2004. As addressed in the TDM plan, the lot is used to the point that its capacity is regularly exceeded. Cars are parked on surrounding streets southwest of the station. The TDM plan discusses establishing a Critical Park Area. Also important is outreach (supported by Metro Transit) to the park & riders to encourage them to use alternatives (i.e., bus connections, walking, and bicycling) after the facility is closed.

This concludes the Council's review of the EAW. The Council will not take formal action on the EAW. If you have any questions or need further information, please contact the listed technical reviewer or Michael Larson, Principal Reviewer, at 651-602-1407.

Sincerely,

Mark VanderSchaaf, Director
Regional Planning

CC: Crystal Sheppeck, MHFA
Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Adam Duininck, Metropolitan Council District 8
Michael Larson, Sector Representative and Principal Reviewer
Raya Esmaeili, Reviews Coordinator

N:\CommDev\LPA\Communities\Minneapolis\Letters\Minneapolis 2015 EAW L&H Station 21316-1.docx

CORCORAN neighborhood
Strengthening and protecting the unique character of our neighborhood

Review of Environmental Assessment Worksheet prepared for:
L&H Station
2225 LAKE STREET EAW
Formal Comments of the Corcoran Neighborhood Organization
Approved by the Board of Directors, Thursday, January 15th, 2015

Comments on the TRAVEL DEMAND MANAGEMENT PLAN

Page 10.
Factual Error: Figure 3C does not show newly installed bicycle lanes on 32nd crossing Hiawatha.
Comment: Planners should expect increased bicycle demand between 32nd Street at west side of Hiawatha Avenue and Lake Street Station and Market Plaza with construction of a new bicycle trail adjacent to the west side of the LRT bridge approach.

Page 16
Omission: No parking counts tallied for Saturday market, the busiest day of the Market.

Page 18
Factual Error: Graphic indicates no parking is allowed on 21st between Lake Street and 31st. Parking is currently allowed on both sides of the street. However, future parking may be limited or eliminated altogether if the planned bike circulator project is completed.

Page 18
Comment: "Handicapped Parking" designation can be insulting to people with limited mobility. "Accessible Parking" nomenclature is preferred.

Page 28
Comment: Although city regulations stipulate no bike parking spaces are required for the "temporary" Market, this does not reflect the current or future demand for bike parking. Currently bike parking facilities are inadequate - not just in numbers, but in size and shape as well, considering the rising popularity of hitched bike accessories like "tagalongs," carts, and trailers.

Prepared by Phillip Koski, Land-Use and Housing Committee Chair

3451 Cedar Ave South • Minneapolis, MN 55407 • ph (612) 724 7457 • fax (612) 721 7588
www.corcoranneighborhood.org

Farrar, Rebecca D.

From: Haworth, Brooke (DNR) <Brooke.Haworth@state.mn.us>
Sent: Tuesday, January 20, 2015 1:39 PM
To: Farrar, Rebecca D.
Subject: DNR comments - L & H STATION REDEVELOPMENT EAW
Attachments: L&H Station-NHIS Review.pdf

Ms. Farrar,

The Minnesota Department of Natural Resources (DNR) has reviewed the EAW for the L&H Station project, and offers the following comments for your consideration.

- Item 5. Project Location: please note that there is a typographical error associated with the Township. It is presented as 128 North; the correct Township number is 28.

- Item 13.b. Rare features: please find attached the Natural Heritage Inventory Review, which states that adverse effects to known occurrences of rare features are unlikely.

- Item 13.d. Mitigation of adverse effects to ecological resources: This site is located 1.5 miles from the Mississippi River, one of 4 continent-wide bird migration routes. According to the National Park Service, 40% of north American waterfowl use the river corridor during spring and fall migration, and 60% of all north American birds (326 species) use the Mississippi River Basin as their migratory flyway. In addition, this site is located between two Audubon Important Bird Areas (IBA): the Minneapolis Chain of Lakes IBA, an urban migratory stopover and the Mississippi River Twin Cities IBA, an important migratory flyway. Given the purpose of the buildings that will require extensive use of windows (office and housing), and the height of the buildings cited (5 and 6 stories, no greater than 75-80 feet), we urge you to employ bird friendly strategies and materials (e.g., glass) during the building designs. For information on this subject, please see "Bird-Friendly Building Design" (Sheppard, 2011. *Bird-Friendly Building Design*. American Bird Conservancy, The Plains, VA, 58p), available at: http://www.abcbirds.org/newsandreports/BirdFriendlyBuildingDesign.pdf.

Thank you for the opportunity to review this document. Please contact me if you have any questions about these comments.

Brooke Haworth
Environmental Assessment Ecologist, Central Region
MnDNR Division of Ecological and Water Resources
1200 Warner Road, St. Paul, MN 55106
Phone: 651-259-5755
Email: Brooke.haworth@state.mn.us

MNDNR

Minnesota Department of Natural Resources

Division of Ecological and Water Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5109 E-mail: lisa.joyal@state.mn.us

December 15, 2014 **Correspondence # ERDB**
20150163

Mr. J. Michael Noonan
Hennepin County Transportation Department
1600 Prairie Drive
Medina, MN 55340

RE: Natural Heritage Review of the proposed L&H Station Redevelopement;
T28N R24W Section 1; Hennepin County

Dear Mr. Noonan,

As requested, the above project has been reviewed for potential effects to known occurrences of rare features. A search of the Minnesota Natural Heritage Information System did identify rare features within an approximate one-mile radius of the proposed project, but these records did not include any federally listed species and were either historical or not of concern given the project details that were provided with the data request form. As such, I do not believe the proposed project will adversely affect any known occurrences of rare features.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location (noted above) and project description provided on the NHIS Data Request Form. Please contact me if project details change or if an updated review is needed.

Furthermore, the Natural Heritage Review does not constitute review or approval by the Department of Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. Additional rare features for which we have no data may be present in the project area, or there may be other natural resource concerns associated with the proposed project. For these concerns, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

Sincerely,

Samantha Bump

Samantha Bump
Natural Heritage Review Specialist

Minnesota Historical Society

Using the Power of History to Transform Lives
PRESERVING › SHARING › CONNECTING

STATE HISTORIC PRESERVATION OFFICE

January 21, 2015

Becca Farrar-Hughes
Senior City Planner
City of Minneapolis
250 South 4th Street, Room 300
Minneapolis, MN 55415

RE: EAW – L&H Station – Redevelopment of block immediately west of the Lake Street/Hiawatha Avenue LRT Station
Minneapolis, Hennepin County
T128 R24 S1 NW
SHPO Number: 2015-0941

Dear Ms. Farrar-Hughes:

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act.

Based on our review of the project information, we conclude that there are **no properties** listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36CFR800, Procedures of the Advisory Council on Historic Preservation for the protection of historic properties. If this project is considered for federal assistance, or requires a federal permit or license, it should be submitted to our office by the responsible federal agency.

Please contact our Compliance Section at (651) 259-3455 if you have any questions regarding our review of this project.

Sincerely,

Sarah J. Beimers

Sarah J. Beimers, Manager
Government Programs and Compliance

ENVIRONMENTAL ASSESSMENT WORKSHEET

This Environmental Assessment Worksheet (EAW) form and EAW Guidelines are available at the Environmental Quality Board's website at: http://www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm. The EAW form provides information about a project that may have the potential for significant environmental effects. The EAW Guidelines provide additional detail and resources for completing the EAW form.

Cumulative potential effects can either be addressed under each applicable EAW Item, or can be addresses collectively under EAW Item 19.

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:** L&H Station

2. **Proposer:** Hennepin County
   Contact person: J. Michael Noonan
   Senior Department Administrator
   Real Estate Division
   Strategic Planning and Resources Department
   701 4th Ave. S., Ste. 400
   Minneapolis, MN 55415-1843
   Phone: 612 348-8537
   Fax: 612 348-9710
   Email: j.michael.noonan@hennepin.us

3. **RGU:** City of Minneapolis
   Contact person: Becca Farrar-Hughes
   Title: Senior City Planner
   Address: 250 South 4th Street Room 300
   Minneapolis, MN 55415
   Phone: (612) 673-3594
   Fax: 612 673-2526
   Email: Rebecca.Farrar@minneapolismn.gov

4. **Reason for EAW Preparation:** (check one)

Required:	Discretionary:
☐ EIS Scoping	☐ Citizen petition
X Mandatory EAW	☐ RGU discretion
	☐ Proposer initiated

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

4410.4300 MANDATORY EAW CATEGORIES.

Subp.19. Residential development D. 375 attached units in a city within the seven-county Twin Cities metropolitan area that has adopted a comprehensive plan under Minnesota Statutes, section 473.859; and Subp. 32. Mixed residential and industrial-commercial projects with a sum of quotients exceeding 1.0.

5. Project Location:
County: Hennepin
City: Minneapolis
Address: 2225 East Lake Street
PLS Location (¼, ¼, Section, Township, Range): NE ¼ of the NW ¼, Section 1, Township 128 North, Range 24 West

Watershed (81 major watershed scale): Mississippi River Twin Cities
GPS Coordinates:
Tax Parcel Number: 01-028-24-21-0105

At a minimum attach each of the following to the EAW:

County map showing the general location of the project:

Figure 1: Project Location in Hennepin County

U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable):

Figure 2: USGS St Paul West Quadrangle

Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan:

Figure 3a: Current Site Conditions
Figure 3b: Current Site Aerial
Figure 3c: Proposed Site Development Plan
Figure 3d: Phase One Development Plan
Figure 4: Rendering of Proposed County Building
Figure 5: Rendering of Phase One Residential Building

Appendix:

Travel Demand Management Plan

Available on the City's website:

Phase I Environmental Site Assessment

6. Project Description:

a. Provide the brief project summary to be published in the EQB Monitor, (approximately 50 words).

The proposed L&H Station project would result in the redevelopment of an approximate six and one half-acre site adjacent to the LRT Station at Hiawatha and Lake Street in Minneapolis. This phased development is anticipated to be developed in four separate phases over ten years, and would provide at completion a total of 565 residential units, a 100,000 square foot office building, 16,075 square feet of commercial space, 840 off-street parking spaces and a public plaza/marketplace.

b. Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion include a description of the existing facility. Emphasize: 1) construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes, 2) modifications to existing equipment or industrial processes, 3) significant demolition, removal or remodeling of existing structures, and 4) timing and duration of construction activities.

As proposed, the L&H Station project would result in the redevelopment of a six and one half-acre site at the intersection of Lake Street and Hiawatha Avenue adjacent to the Lake Street/Midtown Blue Line LRT Station. The site is currently occupied by a three-story, 51,000 square foot classroom building, a fenced playground area and a 450 space surface parking lot. The parking spaces located east of 23rd Avenue extended are used as a Park and Ride lot established through a lease with the Metropolitan Council. The lease for that use is set to terminate in 2015. In addition, the Midtown Farmer's Market has operated on the northern portion of the parking lot abutting Lake Street on Saturday mornings from May to October, and Tuesday evenings from June through October, since 2003.

The proposed phased development would incrementally result in the construction of 565 residential units, a 100,000 square foot office building, up to 16,075 square feet of retail space and a public plaza/market square. The proposed public plaza/market square would be located adjacent to the LRT station and would also serve as the permanent home of the Midtown Farmer's Market. The redevelopment would be served by up to 840 structured parking spaces.

The Proposed Site Development Plan (Figure 3c) shows the overall master plan for the site. Construction on the first phase is anticipated to begin in 2015, and continue incrementally over ten years with the fourth phase concluding in 2025. The initiation of each phase after Phase One would be determined based on the timing of the relocation of Minneapolis Public Schools (MPS) and their functions that currently operate out of the existing building on the premises (the South Campus of the Adult Basic Education Program), and on market acceptance and conditions.

Phase One: 2015

As proposed, the first phase of the development would be constructed on the surface parking area located directly west of the existing MPS building. Phase One would include 100,000 square feet of office space, 8,000 square feet of commercial space at the street level of the office building and a total of 125 residential units as indicated on the Phase One Development Plan (Figure 3d), and

as further described below. Figures 4 and 5 are renderings of the Phase One office/retail and residential buildings.

The office building would be occupied by Hennepin County Human Services and Public Health Department (HSPHD). The structure would be approximately five stories or 79 feet in height, and 100,000 square feet in size. The principal entrance to the facility and the retail spaces would be located directly off of Lake Street. Approximately 500 employees are expected to office out of the new facility; however, it is anticipated that the on-site count of employees at any one time would total approximately 325 individuals as these employees would meet clients both in and out of the office building. The new building would be one of its six regional service hubs that are now being developed by the County that provide various services to county residents including assessments and program referrals. Clients would be able to apply for food support and medical assistance, address homelessness, deal with utility shut-offs, evictions and other emergencies, get support for seniors in their homes, learn about early childhood programs and programs for people with disabilities as well as programs geared towards improving mental health and eliminating chemical dependencies.

The County has established human services centers in four HSPHD service regions in Brooklyn Center (Northwest Family Service Center), north Minneapolis, south suburban (Bloomington), and west suburban (Hopkins). There are three satellite locations as well that include Plymouth at Interfaith Outreach and Community Partners, Brookdale and Sabathani Community Center in Minneapolis. Construction is underway at the northeast/central human services center (located in the Health Services Building) and nearing completion at satellites in northeast Minneapolis (Eastside Neighborhood Services) and in Eden Prairie (located in the former Eden Prairie Service Center/library).

Approximately, 8,000 square feet of new retail space would be integrated into the ground level of the office building along the Lake Street frontage. The space is expected to accommodate approximately three to five tenants.

Phase One would also include a six-story, 125 unit market-rate residential building. The project would have a combination of studios, one-bedroom and two-bedroom units ranging from 550 to 850 square feet. There would be approximately 23 units per floor. All units would have outdoor space in the form of a balcony, terrace (at the amenity deck) or walk-up patio. Exterior materials are proposed to be brick, metal, cement fiber board and glass. The main entrance for the housing would be located off of 22nd Avenue. Ground level townhouse units would be developed along the private street connecting 22nd Avenue to 23rd Avenue (extended). See Figures 3c and 5.

As part of the first phase, a 441 space parking structure that includes both below grade and one level of at grade parking that is covered by a green roof canopy, would be developed to serve the office, retail spaces and the residential building. At-grade parking for Phase One would be controlled via gate access and would require patrons to receive validation. The below-grade parking spaces would have secured access via a FOB system. The Phase One housing development would have 75 dedicated parking spaces. There would also be 50 shared spaces available for housing use at off-peak hours. During Phase One the County would also have use of the remaining surface spaces located directly south of Phase One.

During Phase One, MPS would continue to operate out of the existing building. The use of the 143 leased and 27 dedicated parking spaces located along the east edge of the site for the Metropolitan Council's Park and Ride lot would terminate. The MPS would use these 170 spaces in the interim, replacing the parking spaces lost by the development of Phase One.

Subsequent Phases Two – Four: 2017 – 2025

The construction on the remainder of the site would begin when MPS relocates to a new site, thus allowing for the demolition of the existing 51,000 square foot building that occupies the subject property. A potential new site has been identified but assembly and construction may require five to eight years to complete.

Future phased development would provide a new public plaza/market square, along the east side of the site, with permanent facilities for the Midtown Farmer's Market and a platform for programming other public events. The public plaza/market square would provide a connection to the Lake Street/Midtown LRT station for visitors to Hennepin County's regional human services office, and other businesses and services on the site, for other destinations in the district beyond L&H Station, and for nearby residents.

The additional 8,075 square feet of proposed commercial space would be located within the residential building proposed in a future phase along the edge of the public plaza/market square.

Hennepin County is currently in discussion with the Metropolitan Council, owner of the triangle-shaped parcel on the east edge of the site, identified on the Phase One Development Plan, to be incorporated into the development of the public plaza/market square.

The multiple new residential buildings on the site would have a total of 440 housing units served by 399 parking spaces.

Two residences, 3029 and 3055 22nd Avenue South, located in the southwest corner of the site identified as existing houses on the Phase One Development Plan are not included in the County's purchase of the site from MPS but are designated for redevelopment. It is anticipated that the owners of these parcels will be contacted for purchase of their parcels when appropriate as the redevelopment proceeds.

c. Project magnitude:

Total Project Acreage	6.5 acres
Number and type of residential units	565 attached units
Commercial building area (in square feet)	16,075 square feet of retail
Industrial building area (in square feet)	None
Institutional building area (in square feet)	100,000 square feet for Hennepin County
Other uses – specify (in square feet)	Public Plaza/Market Square 44,800 square feet
Structure height(s)	Varied, none greater than 6 stories or 75 – 80 feet

d. *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 purpose is to redevelop the subject site which is immediately adjacent to the Lake Street/Midtown Hiawatha LRT Station. The redevelopment would replace the existing three-story building surrounded by a surface parking lot with a mixed-use development. This type and intensity of development would better utilize the public investment in the Hiawatha LRT and implement City, Hennepin County and Metropolitan Council's 2030 Transportation Policy Plan goals for development in "Transit Station Areas".

The Hennepin County Board of Commissioners has established the transit-oriented development (TOD) program to support both redevelopment and new construction that enhances transit usage. The TOD program criteria support projects and developments that: enhance transit usage, increase density along transit corridors, reinforce both the community and the transit system, exhibit a compact and efficient use of available space, rather than auto-oriented sprawl, contain a diversity and mix of uses with daily conveniences and transit at the center and support pedestrian-friendly physical design that encourages walking, bicycling and access for people with physical disabilities. The program also offers a grant /loan program which is available to this TOD project through a competitive submission process.

The location of one of the six Hennepin County regional human services offices as part of the L&H Station site would provide access to the full range of financial, social and public health services the County offers.

The proposed redevelopment of this site would provide increased housing opportunities (with an emphasis on diversifying choice and affordability); a civic open space (the public plaza/market square adjacent to the LRT station site); streetscape improvements to Lake Street integrated with street-oriented mixed-use development; improved pedestrian connections between the neighborhood and local shopping and employment destinations; and ultimately, a development that links transportation, land use, economic development and housing.

e. *Are future stages of this development including development on any other property planned or likely to happen?*

No, all proposed phases or stages of the development, including potential acquisition of the private residences and the Metropolitan Council parcels described in Figure 3c are described in this EAW.

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

See above comment and Figure 3c.

f. *Is this project a subsequent stage of an earlier project?* No
If yes, briefly describe the past development, timeline and any past environmental review.

Not applicable.

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

	Before	**After**		**Before**	**After**
Wetlands	none	none	*Lawn/landscaping*	5%	5%
Deep water/streams	none	none	*Impervious surface*	95%	95%
Wooded/forest	none	none	*Stormwater Pond*	none	none
Brush/Grassland	none	none	*Other (describe)*		
Cropland	none	none			
			TOTAL	**100%**	**100%**

8. **Permits and approvals required:** *List all known local, state and federal permits, approvals, certifications 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.*

Unit of Government	Type of Application	Status
MPCA	NPDES permit	To be applied for
	Registration permits for generators if proposed	To be applied for
City of Minneapolis	Discretionary	To be applied for
	Land Use Approvals including a Subdivision Application, Conditional Use Permit for building height above 4 stories, possible CUP for a PUD, site plan review, variances as needed.	To be applied for
	Administrative	To be applied for
	TDMP/Traffic analysis, Stormwater Management Plan, Grading Erosion Control Plan, Demolition and Building Permits, Preliminary Development Review	To be applied for
Grants and Assistance		
Metropolitan Council	Corridors of Opportunity Local Implementation Capacity grant	Received
Public Agencies	Grants and assistance typically needed for redevelopment of urban sites, provision of amenities and affordable housing. Possible Hennepin County TOD program loan or grant.	To be applied for

Cumulative potential effects may be considered and addressed in response to individual EAW Item Nos. 9-18, or the RGU can address all cumulative potential effects in response to EAW Item No. 19. If addressing cumulative effect under individual items, make sure to include information requested in EAW Item No. 19

See Item No. 19

9. Land use:

a. Describe:

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, prime or unique farmlands.

The site is currently occupied by a three-story, 51,000 square foot classroom building, a fenced playground directly to its south, all surrounded by a 450 space surface parking lot. The spaces located east of 23rd Avenue extended are used as a Park and Ride lot. The Metropolitan Council parcel (Figure 3b and 3d) provides a pedestrian connection between the station and the Park and Ride lot. Two remaining residences located on the properties at 3049 and 3055 22nd Avenue South are not part of the MPS site, but are envisioned as being incorporated as part of a future development phase.

In 1986, the subject site was cleared and redeveloped for the existing building and the surface parking lot. The existing building was the first building in a planned campus for a private technical school. No additional buildings were constructed. MPS acquired the property in 1998. The building serves as the South Campus of the Adult Education Program.

The entire eastern edge of the site is adjacent to the elevated Hiawatha LRT line and its Lake Street/Midtown Station as well as elevated Hiawatha Avenue at it crosses above Lake Street.

South of 31st Street is the three-story, 45 unit Clare Midtown apartments built in 2010. The remainder of the neighborhood is a mix of the original one and two family pre-World War I homes interspersed with two and one-half story apartments built in the late 1960's and early 1970's.

To the west across 22nd Avenue is a surface parking lot that serves the Midtown YWCA and Minneapolis Sports Center's building which opened in 2000 (effectively three to four story tall) along Lake Street and 21st Avenue.

Across East Lake Street is the Hi Lake Center, a 1950's era strip center that in 2004 began a program of intensification and renovation which included a new canopy, facade, storefronts, parking lot and landscaping. In 2006, Corridor Flats, a four-story mixed-use development that incorporated 36 dwelling units was constructed at the corner of 21st Street and Lake Street. Currently, directly across Lake Street from the L&H Station site is Lake Street Station, a six-story, mixed-use development that includes 64 dwelling units and 5,500 square feet of ground level commercial space.

ii. Plans. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.

The Minneapolis Plan for Sustainable Growth is the City's current Comprehensive Plan. The Plan designates the L&H Station site as mixed-use and located within the designated Lake Street LRT Station Activity Center and along East Lake Street, a designated Commercial Corridor. The Plan provides policy direction specific for "Transit Station

Areas" (TSA) that support and reinforce the Metropolitan Council's 2030 Transportation Policy Plan. The following policies and implementation steps apply to the proposal:

Land Use Policy 1.10: "Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic."

- 1.10.1 - Support a mix of uses–such as retail sales, office, institutional, high-density residential and clean low- impact light industrial – where compatible with the existing and desired character.
- 1.10.4 - Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- 1.10.5 - Encourage the development of high-density housing on Commercial Corridors.
- 1.10.6 - Encourage the development of medium-density housing on properties adjacent to properties on Commercial Corridors.

Land Use Policy 1.12: "Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character."

- 1.12.1 - Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.
- 1.12.2 - Encourage mixed-use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.
- 1.12.3 - Encourage active uses on the ground floor of buildings in Activity Centers.
- 1.12.4 - Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.
- 1.12.5 - Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.
- 1.12.6 - Encourage the development of high- to very-high density housing within the boundaries of Activity Centers.
- 1.12.7 - Encourage the development of medium to high-density housing immediately adjacent to Activity Centers to serve as a transition to surrounding residential areas.
- 1.12.8 - Support district parking strategies in Activity Centers, including shared parking facilities with uniform signage, and other strategies.
- 1.12.9 - Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces in Activity Centers.
- 1.12.10 - Encourage developments to incorporate climate sensitive site and building design practices.

Land Use Policy 1.13: "Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places."

- 1.13.1 - Encourage pedestrian-oriented services and retail uses as part of higher density development near transit station areas.

- 1.13.2 - Pursue opportunities to integrate existing and new development with transit stations through joint development.
- 1.13.3 - Discourage uses that diminish the transit and pedestrian character of areas around transit stations, such as automobile services, surface parking lots, and drive-through facilities.
- 1.13.4 - Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station.
- 1.13.5 - Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.
- 1.13.6 - Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

The L&H Station project would be consistent with the above listed policies and implementation steps of the City Comprehensive Plan.

The Hiawatha/Lake Station Area Master Plan adopted in 2001 is also applicable for the project area. The plan specifically calls for the following elements: increased housing opportunities (with an emphasis on diversifying choice and affordability); a civic open space (the public plaza/market square adjacent to the LRT station site); streetscape improvements to Lake Street integrated with street oriented mixed-use development; improved pedestrian connections between the neighborhood and local shopping and employment destinations; and an example of 'Smart Growth' development linking transportation, land use, economic development and housing.

The Corcoran Midtown Revival Plan adopted in 2002 reinforced and provided more detailed direction for the L&H Station area of the Hiawatha and Lake Station Area. This Plan confirmed the concept of directing the highest residential densities adjacent to the Station (the Project site) the appropriateness of the four to six story building heights and the importance of public market activity.

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

The primary zoning district is C3A – Community Activity Center District. The C3A Community Activity Center District is established to provide for the development of major urban activity and entertainment centers with neighborhood scale retail sales and services. Institutional and public uses and public services are allowed.

The site is designated within a pedestrian overlay district. The PO Pedestrian Oriented Overlay District is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.

See i-iii above. The proposed development is not expected to result in any adverse environmental effects. The City of Minneapolis has comprehensive regulations and a regulatory process that the applicant would need to follow and complete.

c. *Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.*

Each application for necessary permits would be reviewed, assessed and evaluated by City staff.

10. Geology, soils and topography/land forms:

a. *Geology - Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.*

Published references describe the surficial geology on the property as upper terrace deposits of sand, gravelly sand and loamy sand, overlain by thin deposits of silt, loam, or organic sediment (Meyer and Hobbs, 1989).

Bedrock in the vicinity of the subject site consists of Decorah Shale characterized by green, calcareous shale with thin interbeds of limestone (Olsen and Bloomgren, 1989).

The soils encountered in the borings generally consisted of asphalt underlain by up to two feet of sandy gravel. Beneath the gravel was varying amounts of apparent fill materials, ranging in depth from 1.5 to 8.5 feet below ground surface. Beneath the fill was typically a small amount of organic silty and/or sandy clay, underlain by fine to medium sands. Groundwater was typically encountered in sandy soils, ranging from silty sand to gravelly sands. Presumed bedrock was encountered in ten of the fourteen borings at depths ranging from 26 to 37 feet below ground surface. It should be noted that several borings were advanced to depths greater than 37 feet without meeting refusal. It is possible that large cobbles or bedrock "floaters" were encountered in some of the borings.

The fill soils were generally significantly darker in nature, dark brown to black, with debris present in some locations. The native material was generally lighter in color and more sandy, providing a definite contrast between presumed fill and native materials.

No limitations were identified for this site that would alter the proposed design of the project. No current geologic investigation of the site is available.

b. *Soils and topography - Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability or other soils limitations, such as steep slopes, highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections or other*

measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.

The site is relatively level with a change in elevation of approximately six feet from its highest point at the northwest corner at South 22nd Street and East Lake Street to its lowest point at the southeast corner of East 31st Street adjacent to Hiawatha Avenue. An existing retaining wall located along the Lake Street frontage would be removed.

It is anticipated the general topography of the site would be maintained.

Excavation would be limited to the areas that include underground parking beneath or between the buildings on the site.

Published references describe the surficial geology on the property as upper terrace deposits of sand, gravelly sand and loamy sand, overlain by thin deposits of silt, loam, or organic sediment (Meyer and Hobbs, 1989).

No limitations were identified for this site that would alter the proposed design of the project. All required grading and erosion control measures would be implemented as required.

11. Water resources:

a. *Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.*

i. *Surface water - lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within 1 mile of the project. Include DNR Public Waters Inventory number(s), if any.*

The nearest public waters are the Mississippi River at Lake Street located approximately, 1.8 miles east of the development site and Powderhorn Lake in Powderhorn Park located approximately, 0.9 miles South-Southwest of the site.

ii. *Groundwater – aquifers, springs, seeps. Include: 1) depth to groundwater; 2) if project is within a MDH wellhead protection area; 3) identification of any onsite and/or nearby wells, including unique numbers and well logs if available. If there are no wells known on site or nearby, explain the methodology used to determine this.*

Borings recently completed at the site indicate a depth to groundwater ranging from 22 to 32 feet below grade. Groundwater is not likely to be a long-term issue associated with the development of the site. It is likely that some local dewatering may be required as part of construction due to the presence of finer grained, silty soils in some borings. Further investigation of the groundwater conditions at the site is currently planned and would be used to refine the final design.

If construction dewatering is necessary, all necessary permits would be obtained for the proper management and discharge of the collected water. Water would be tested and, if

impacted, an MCES discharge permit would be obtained. Long-term dewatering does not appear to be necessary for the ongoing operation of the building.

The Minnesota Department of Health County Well Index does not identify any wells at this site. The Phase I Environmental Site Assessment (a full copy is located on the City's website) investigation searched and reviewed sources of information about the subject property and found no record of onsite wells. No wells were observed during the visual inspection of the site.

b. *Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.*

i. *Wastewater - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.*

1) *If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.*

Wastewater generated at the site would be typical of residential and commercial uses in the City of Minneapolis.

The development would connect to the Minneapolis municipal sanitary sewer system. Wastewater volumes generated by the proposed development have not been calculated nor have the specific points of connection with the City and Metropolitan wastewater systems been identified. The City and Metropolitan systems are likely to accommodate the development in this location with minimal if any modification. No expansion of the capacity of this system to accommodate the wastewater from the development has been identified or is expected. Each application for connection to the system would be reviewed, assessed and evaluated by City staff.

2) *If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.*

Not applicable.

3) *If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges.*

Not applicable.

ii. *Stormwater - Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution*

prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control or stabilization measures to address soil limitations during and after project construction.

Currently the site is nearly entirely impervious as paved parking and the existing structure covers the majority of the site. The only exceptions are the front and back yards of the residences at 3049 and 3055 22nd Avenue South, the landscaping surrounding the parking area and the classroom building, a portion of the play equipment area directly south of the building and the pedestrian connection to the LRT station. See Figure 3b. There is no evidence of any stormwater management at the site.

The Stormwater Management Plan required by the City for this project would be required to be in compliance with Chapter 54 requirements including the provision of best practices. Some of the anticipated features include cisterns, plantings, permeable pavers and other tools to capture the incentives offered by the City for addressing the volume, rate and quality of the stormwater leaving the site. Stormwater leaving the site would be carried through the City storm sewers to the Mississippi River.

iii. *Water appropriation - Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.*

The development would connect to the Minneapolis municipal water system.

iv. *Surface Waters*

a) *Wetlands - Describe any anticipated physical effects or alterations to wetland features such as draining, filling, permanent inundation, dredging and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed, and identify those probable locations.*

These features are not present at this site.

b) *Other surface waters- Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal and riparian alteration. Discuss*

direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

These features are not present at this site.

12. Contamination/Hazardous Materials/Wastes:

a. *Pre-project site conditions - Describe existing contamination or potential environmental hazards on or in close proximity to the project site such as soil or ground water contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.*

The Phase I Environmental Site Assessment (a full copy is located on the City's website) has revealed the following conditions relative to the subject site:

- The historical commercial use of the southeast portion of the property by Northwestern Telephone Exchange Company and later by a paint factory and a machine shop from at least 1925 until sometime between 1966 and 1969 is a recognized environmental condition (REC) for the property.
- The historical commercial use of the northern portion of the property as a gas station from at least 1930 until at least 1940 is a REC for the property.
- The location of the property within the South Minneapolis Neighborhood Soil Contamination site is a REC for the property.
- The presence of two registered leaking storage tank sites (LUAST) incidents on adjoining property east (LEAK # 8324 and LEAK # 15468) and one LUAST incident on the adjoining property to the north (LEAK # 15708) are RECs for the property.
- The presence of a Voluntary Investigation and Clean-Up Program (VICP) site on the adjoining property to the north (VP29740) is a REC for the property.
- The presence of a VICP site approximately 0.08 miles west of the property (VP19180 and VP19181) is a REC for the property.

This Assessment has not revealed the presence of historical recognized environmental conditions (HREC) or controlled recognized environmental condition (CREC) relative to the subject property.

b. *Project related generation/storage of solid wastes - Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.*

Construction of the development would generate construction related waste materials which would either be recycled or disposed of in the proper facilities. The developer is committed to

implementing best practices to minimize waste and maximize recycling and comply with City regulations. The refuse and recycling collection areas have not been designed for the project. Solid waste generated from the completed project would consist of mixed municipal/residential waste materials. A source recycle/separation plan would be implemented in accordance with City requirements. Mixed municipal solid waste not recycled would be either incinerated at the Hennepin County Energy Recovery Center or hauled to a sanitary landfill.

c. *Project related use/storage of hazardous materials - Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spill or release of hazardous materials. Identify measures to avoid, minimize or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.*

No toxic substances are anticipated to be stored and used in any significant quantity during construction or after construction. Hazardous materials such as fuels and certain construction materials would be on site during construction and would be stored and handled in conformance with regulatory requirements. Any hazardous waste materials used/stored during construction would be disposed of in the manner specified by local or state regulation or by the manufacturer.

d. *Project related generation/storage of hazardous wastes - Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of hazardous waste including source reduction and recycling.*

During construction, there may be small quantities of fuel stored above ground on site. The contractor would be responsible for fuel storage to ensure compliance with state and local regulations. The project would likely have emergency generators on site as a back-up source of power for life safety issues. The backup generators would be designed with internal fuel tanks. No underground fuel tanks are anticipated for the project.

Contractors would manage and dispose of any hazardous materials by an approved method during construction. After construction, limited household hazardous wastes can be disposed of by residents at Hennepin County hazardous waste facilities.

13. Fish, wildlife, plant communities, and sensitive ecological resources (rare features):

a. *Describe fish and wildlife resources as well as habitats and vegetation on or in near the site.*

The site is presently occupied by a three-story, 51,000 square foot classroom building, a fenced playground directly to its south surrounded by a 450 space surface parking lot. The two remaining residences in the southwest corner of the site at 3123 and 3125 22nd Avenue South are typical of the residential first development of the block. Landscaped areas include buffer strips at the edges of the parking areas and around the classroom building. Additional landscaped areas include the front and rear yards of the residences at the SW corner of the site and the connection from the Midtown LRT Station and the Park and Ride lot on the east edge of the site. Urban development

and these urban landscape features with the exception of the cemetery north of Lake Street between 21st Avenue and Cedar Avenue (see Figure 3a) surround the site.

A Natural Heritage Information System Data Request Form was submitted to the Department of Natural Resources on November 21, 2014, to request identification of fish, wildlife and ecologically sensitive resources. The response to the request will be available and addressed with all other responses received during the 30-day comment period.

b. *Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number (LA-____) and/or correspondence number (ERDB _____) from which the data were obtained and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.*

See the above listed response.

c. *Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.*

Given the character of habitat offered on the site and in the surrounding area no adverse impacts are anticipated.

d. *Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.*

Given the character of habitat offered on the site and in the surrounding area no adverse impacts are anticipated. The existing landscaped areas would be replaced with similar landscaped areas as the project is implemented.

14. Historic properties:

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include: 1) historic designations, 2) known artifact areas, and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

There are not any anticipated effects to historic properties. An informational request was submitted to the State Historic Preservation Office (SHPO). No archaeological sites or historic structures were identified in a search of the Minnesota Archaeological Inventory and Historic Structures Inventory. Further, the property is not identified as a potential historic resource, or designated as a local landmark or located within a local historic district.

15. Visual:

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

These features are not present nor would they be generated by the development at this site.

16. Air:

a. *Stationary source emissions - Describe the type, sources, quantities and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health or applicable regulatory criteria. Include a discussion of any methods used assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.*

The heating and cooling systems for the development have not been designed. No significant impacts are anticipated from the typical residential/commercial systems that would provide heating and cooling for the multifamily residential and the commercial structures proposed as part of the development.

b. *Vehicle emissions - Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.*

The Traffic Analysis and Travel Demand Management Plan (TDMP) prepared for the development finds that when completed, the project would not reduce the level of service at any affected intersection below LOS C. Therefore no air quality impacts or violations from this development are anticipated. See Item 18. Transportation.

c. *Dust and odors - Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.*

The construction of the project is not expected to generate odors. Construction dust is anticipated but best practices to reduce emissions would occur. Fugitive dust emissions are not expected once the project is complete.

17. Noise

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area, 2) nearby sensitive receptors, 3) conformance to state noise standards, and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

During periods of demolition, excavation and construction at the site construction noise and dust would be generated. The City regulates these impacts and contractors would be required to use best practices to minimize the impacts and comply with City standards. These impacts are non-persistent and would end when construction is completed.

18. Transportation

a. *Describe traffic-related aspects of project construction and operation. Include: 1) existing and proposed additional parking spaces, 2) estimated total average daily traffic generated, 3) estimated maximum peak hour traffic generated and time of occurrence, 4) indicate source of trip generation rates used in the estimates, and 5) availability of transit and/or other alternative transportation modes.*

b. *Discuss the effect 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. 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. Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: http://www.dot.state.mn.us/accessmanagement/resources.html) or a similar local guidance.*

c. *Identify measures that will be taken to minimize or mitigate project related transportation effects.*

When complete a total of 840 structured parking stalls would replace the existing 450 surface parking stalls on the site.

A draft Travel Demand Management Plan (TDMP) has been prepared and submitted to the City for review and approval. A full copy of the TDMP is located in the Appendix and is available on the City's website.

These existing and proposed land uses on the site where considered in the TDMP:

EXISTING AND PROPOSED SITE LAND USES		
Existing Land Use	**Proposed Land Use - Phase 1**	**Proposed Land Use – Full Build-Out**
Office/Classroom Building - 51,000 sq. ft.	Office/Classroom Building - 51,000 sq. ft.	
Farmer's Market - 45,000 sq. ft.	Farmer's Market - 45,000 sq. ft.	Farmer's Market - 45,000 sq. ft.
	Hennepin County office building- 100,00 sq. ft.	Hennepin County office building- 100,00 sq. ft.
	Retail - 8,000 sq. ft.	Retail - 16,075 sq. ft
	Multi-Family Housing - 125 units	Multi-Family Housing - 565 units

Off- Street Parking - 287 surface stalls	441 new parking stalls; 312 existing stalls to remain	Off-Street Parking - 840
Metro Transit stalls (143 Park & Ride stalls; 20 other stalls)	135 stalls in Park & Ride Lot repurposed for school parking	

The TDMP investigated and analyzed for both the L&H Station site and the surrounding community the following:

- Present and planned land uses;
- Pedestrian, bicycle, including bicycle parking and transit use;
- Off and on-street parking inventory and the pattern of demand for that parking including the effect of "hide-and-ride" users of the Hiawatha LRT Lake Street–Midtown Station;
- Parking requirements of the Minneapolis Zoning Code and parking requirements identified by the Institute of Transportation Engineers (ITE);
- Establishment of a "Critical Parking Area"; and
- Opportunities for shared parking within the development.

Traffic operations at the site including accesses and nearby intersections were studied to determine if the addition of site-generated traffic would have any adverse impacts. As identified in cooperation with the City of Minneapolis, the intersections most likely to be affected were:

- East Lake Street and Hiawatha Avenue (MN 55);
- East Lake Street and 21st Avenue South;
- East Lake Street and 22nd Avenue South;
- 21st Avenue South and 31st Street East;
- 22nd Avenue South and 31st Street East;
- East Lake Street and Cedar Avenue South.

In order to assess the traffic impacts associated with the proposed redevelopment, a two-step approach is presented in the TDMP. First, an analysis of the predicted 2017 No-Build conditions is presented. After establishing the 2017 No-Build scenario as a means for comparison, the 2017 Build scenario (one year after the scheduled completion of Phase One) analysis is presented. Similar analysis is then performed for the 2025 No-Build and 2025 Build (after the completion of all phases) conditions. Finally, conclusions of the traffic operations are detailed.

The number of vehicle trips generated by the proposed redevelopment has been estimated for the weekday AM and PM peak hours using the data and methodologies contained in the 9th Edition of Trip Generation Manual, published by the Institute of Transportation Engineers (ITE). The trip generation estimates for the project as a whole have been developed by combining the trip generation characteristics of the individual land uses. The estimated volume of site-generated new trips were then distributed to the area intersections.

Traffic operations for peak hour conditions within the study area were analyzed using the industry-standard Synchro/SimTraffic software package (Version 9.0), which uses the data and methodology contained in the 2010 Highway Capacity Manual, published by the Transportation Research Board. The software model was calibrated using existing conditions before being used to assess future conditions.

The results of the existing condition analysis indicates that all study area intersections operate at acceptable overall Levels of Service now and predicts each of the studied intersections would continue operating at acceptable overall Levels of Service under the 2017 and 2025 build alternatives.

Specific Travel Demand Management Strategies for implementation by the developer, owners and property managers are described in the TDMP.

19. Cumulative potential effects: *(Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items)*

a. *Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.*

b. *Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.*

c. *Discuss 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.*

This EAW describes the potential redevelopment of the parcel located at 2225 East Lake Street, in the immediate vicinity of the Lake Street/Midtown Station of the Hiawatha Blue Light Rail line. Recent redevelopment across 22nd Avenue and continued renewal of the Hi-Lake Center across Lake Street restrict the opportunity for significant redevelopment of these sites. Each of the plans for the Station area and the present zoning use 31st Street as the boundary for new large scale redevelopment which along with the pattern of use and ownership south of 31st greatly restricts the opportunity for new development in this area and the cumulative potential effects of that development.

The proposed development was anticipated and implements plans and policies adopted by the City, Hennepin County and the Metropolitan Council. The project as proposed is not anticipated to have any adverse impacts. As noted in the TDMP, the results of the existing condition analysis indicates that all study area intersections operate at acceptable overall Levels of Service now and predicts that each of the studied intersections would continue operating at acceptable overall Levels of Service under the 2017 and 2025 build alternatives.

20. Other potential environmental effects: *If the project may cause any additional environmental effects not addressed by items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.*

None are identified at this time. All known potential environmental effects are addressed in the preceding sections.

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 9c and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature Ellen Farrer-Hynes Date 12/10/14

Title Senior City Planner

Figure 1 Project Location in Hennepin County
L&H Station EAW

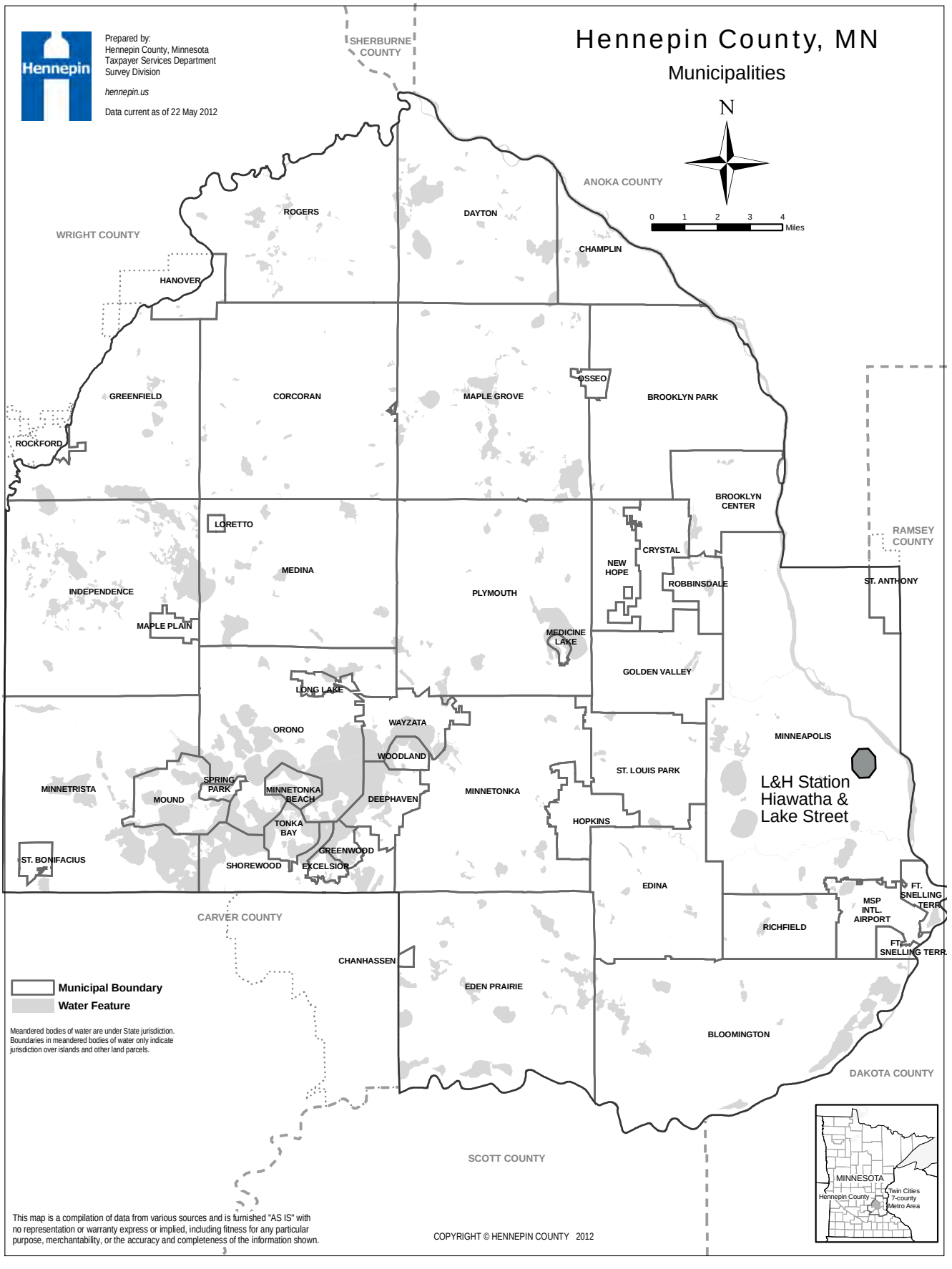


Figure 2 USGS St Paul West Quadrangle L&H Station EAW

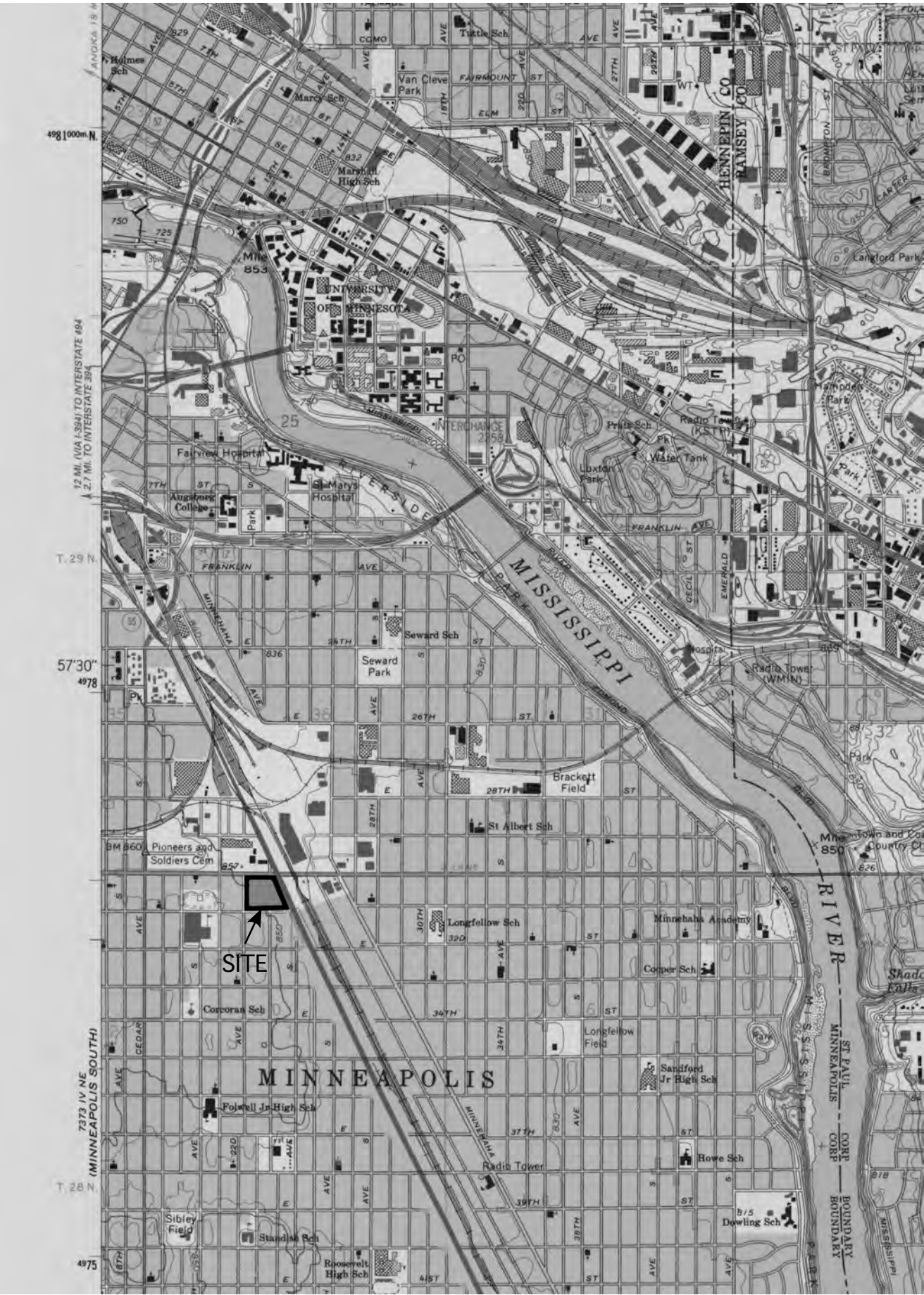


Figure 3a Current Site Conditions
L&H Station EAW

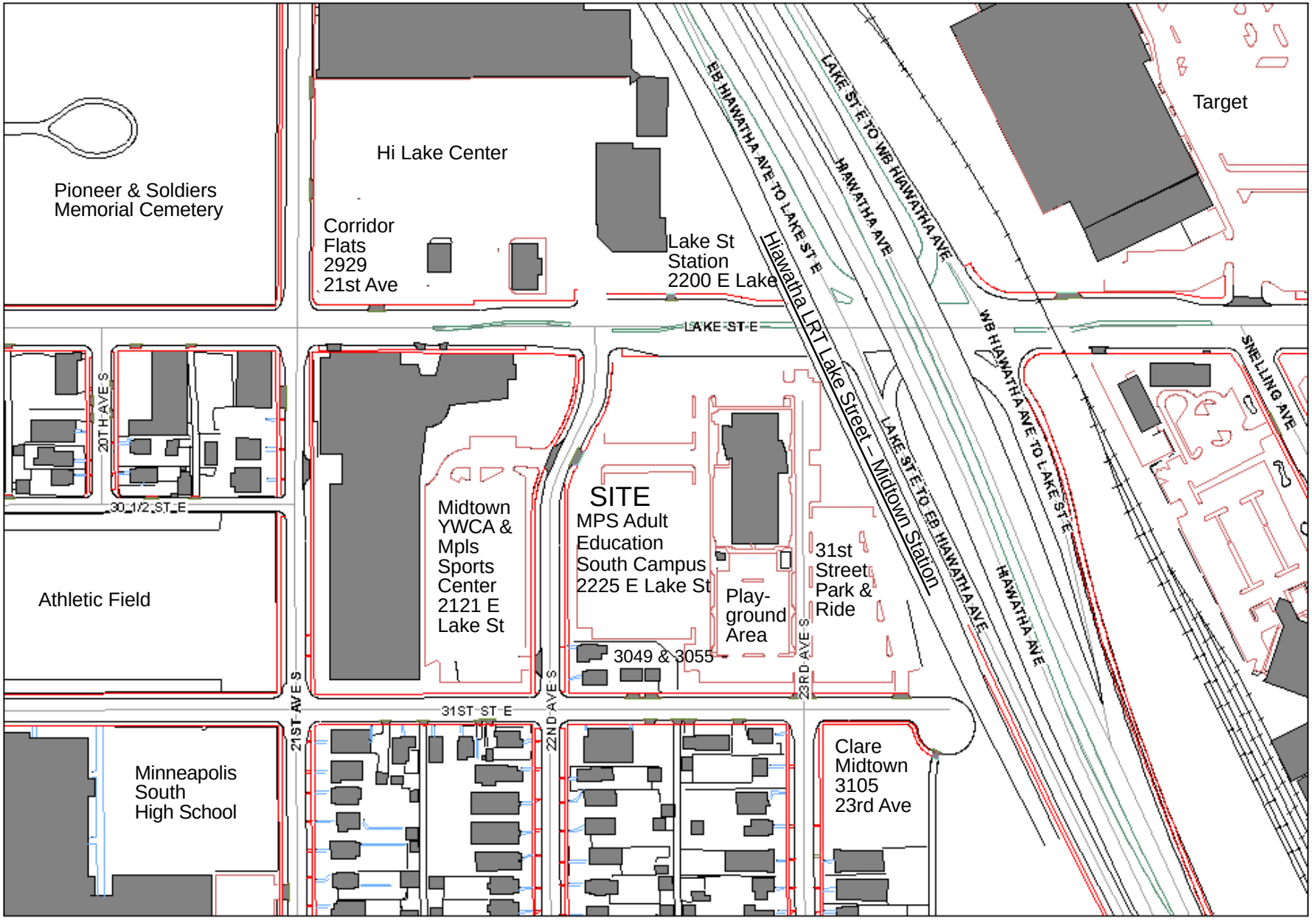
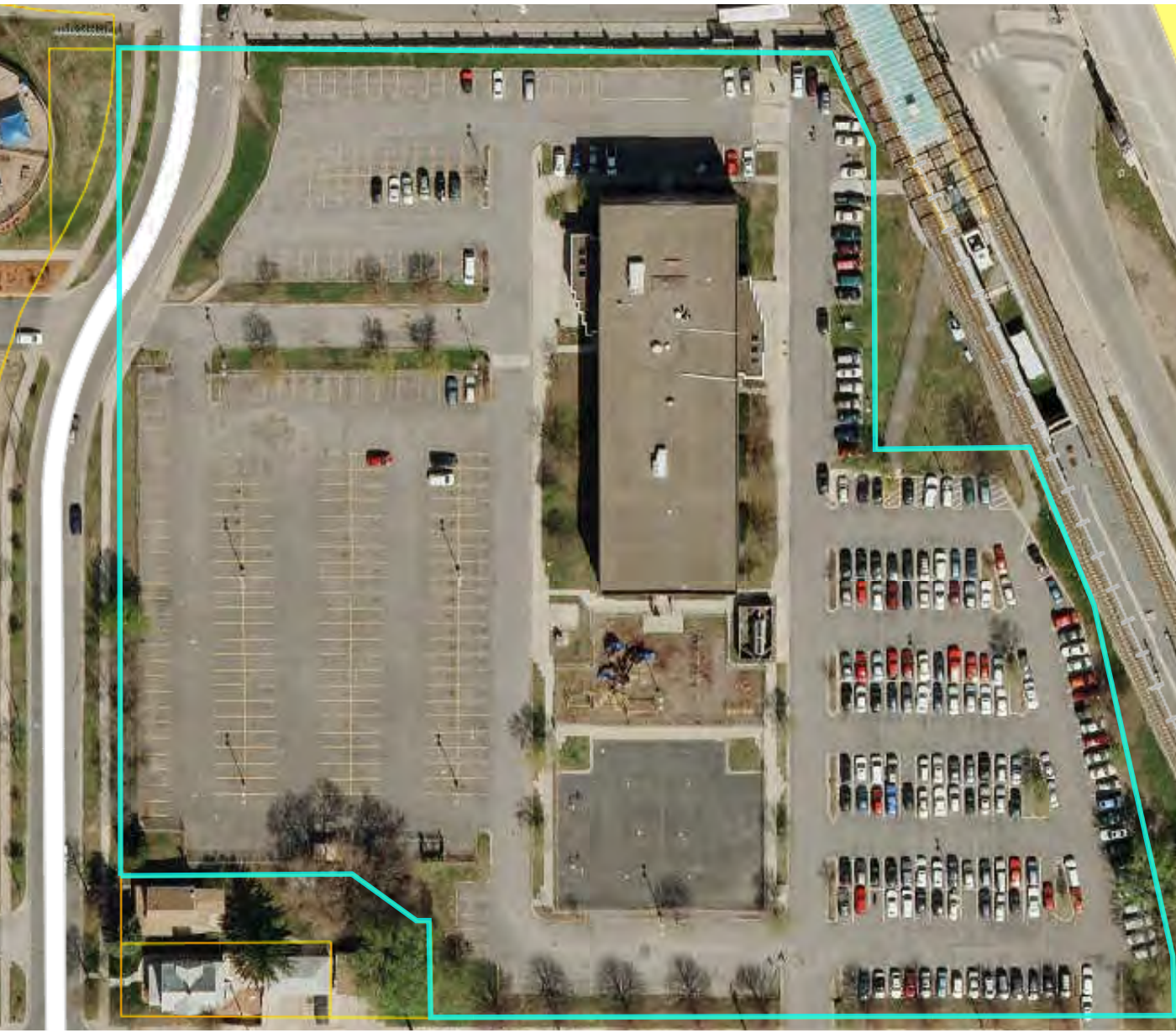
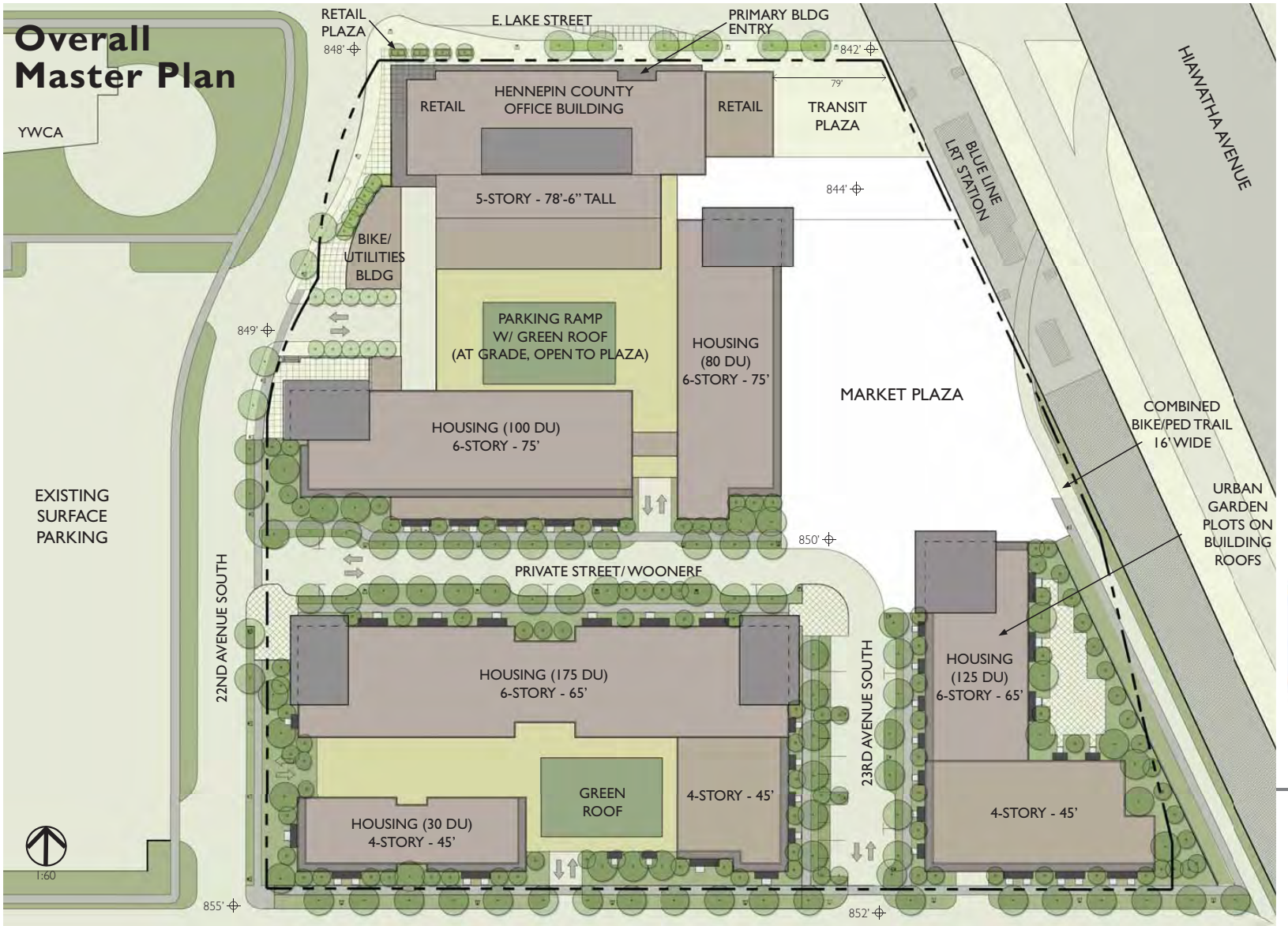


Figure 3b L&H Station Redevelopment Site
L&H Station EAW



The redevelopment as proposed will include the entire block bounded by East Lake St, 22nd Avenue, 31st Street and Hiawatha Avenue. The area within the outline is the Minneapolis Public Schools parcel at 2225 East Lake Street. When acquired in the future the additional parcels at the southwest corner and along the east edge of the site will become part of the redevelopment.

Figure 3c Proposed Site Development Plan
L&H Station EAW

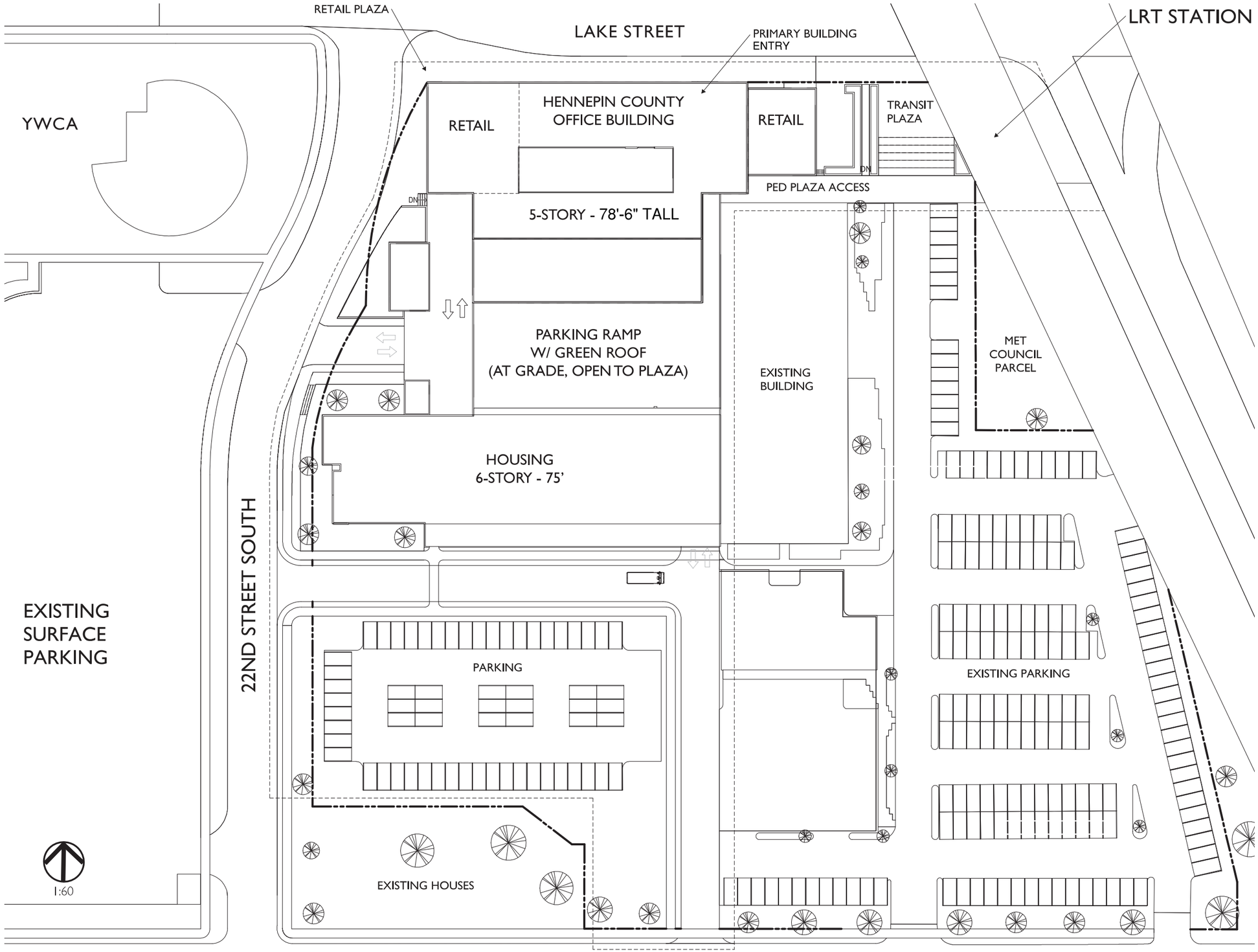


Hennepin

L&H STATION DEVELOPMENT

COW Submtital
November 24, 2014

Figure 3d Phase One Development Plan
L&H Station EAW



Hennepin

L&H STATION DEVELOPMENT

Phase I Site Plan

October 10, 2014

Figure 4 Proposed County Building & Retail

Proposed County Building & Retail
Looking West Along Lake Street to 22nd Avenue

1
1 NORTHEAST STREETVIEW

Proposed County Building & Retail
Looking East Along Lake Street from 22nd Avenue

1 NORTHWEST STREETVIEW

Figure 5 Phase One Residential Building

Proposed Phase One Residential Building
Looking North Along 22nd Avenue to Lake Street

1/4 SOUTH WEST BIRDSEYE VIEW

TRAVEL DEMAND MANAGEMENT PLAN

L&H Station

Minneapolis, Minnesota

December 12, 2014

Prepared For:

HENNEPIN COUNTY

Prepared By:

Westwood

TRAVEL DEMAND MANAGEMENT PLAN

L&H STATION

2225 East Lake Street
Minneapolis, Minnesota

December 12, 2014

Prepared For:

HENNEPIN COUNTY

Prepared By:

Westwood Professional Services
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

Westwood Project No. 0003982.00

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

I. INTRODUCTION

For several years, the City of Minneapolis and the adjacent neighborhood has struggled with ideas, suggestions, plans and proposals for the development for the area south of East Lake Street and west of Hiawatha Avenue (MN Trunk Highway 55) in Minneapolis, Minnesota. The completion of the Hiawatha Light Rail Transit Line (now known as the BLUE Line), and its Lake Street / Midtown Station, have escalated these planning efforts.

During this period, the Corcoran Neighborhood Association (CNO) has worked with the University of Minnesota's Center for Urban and Regional Affairs (CURA), with the City of Minneapolis, and with other stakeholders to develop initiatives for prudent neighborhood-compatible transit-oriented development (TOD).

In response, Hennepin County's Real Estate Division has proposed to redevelop the 6-1/2 acre site bounded by East Lake Street (County Road 3) to the north, Hiawatha Avenue and Metro Transit's BLUE Line to the east, 31st Street East to the south and 22nd Avenue South to the west. The redevelopment, currently referred as "L&H Station", is a residential, civic and commercial transit-oriented development at 2225 East Lake Street, comprising the following elements:

- A 100,000 square-foot office space for the proposed Hennepin County South Minneapolis Regional Service Center;
- Commercial/Retail area encompassing 16,075 square feet;
- 565 units of market rate and affordable rental housing;
- A public promenade/plaza open space (with space for the Midtown Farmers Market and transit plaza)
- Structured parking for 840 vehicles

Figure 1 shows the Corcoran Neighborhood area and the vicinity where the L&H Station development is proposed.

The overall development includes six buildings; one building for office/commercial use and five buildings dedicated to residential housing. Each building will have below grade parking for tenants, residents and visitors. The housing densities will be at the highest levels allowed by the City of Minneapolis in order to take full advantage of the site. There is an existing Midtown Farmers Market that operates on the site on Tuesdays and Saturday that will be remaining on the site after reconstruction.

L&H Station represents a unique opportunity to create the largest transit-oriented development in Minneapolis, and potentially the whole of the state of Minnesota. The site plan shows the building layout with the off-street parking proposed through entrances from 31st Street South and a main internal circulation drive between 22nd Avenue South and 23rd Avenue South. The access driveways will connect to a system of structured parking on site.

FIGURE 1 – VICINITY MAP

Source: Google Maps

Two main phases of development are proposed for the site:

- Phase 1 involves the construction of a building housing 100,000 square feet of government service center and 8,000 square feet of retail as well as a 125-unit market-rate rental housing building. To the east, the existing Minneapolis Continuing Education building will stay throughout the extent of Phase 1 (at least five years, with a possible extension to eight years). Further, the Midtown Farmers Market will continue to operate on the site on Tuesdays and Saturdays.

- Phases 2 through 4 will occur when classes at the Minneapolis Public School building site are moved and the building is razed. In its stead will be an additional 440 affordable and market rate housing units and an additional 8,075 sq. ft. of commercial to be constructed in four buildings. The Farmers Market will be expanded onto a public promenade/plaza area at the former school building site.

Figures 2A and 2B show site layouts of the L&H Station project for Phase 1 and for full build-out.

FIGURE 2A – SITE LAYOUT FOR PHASE 1

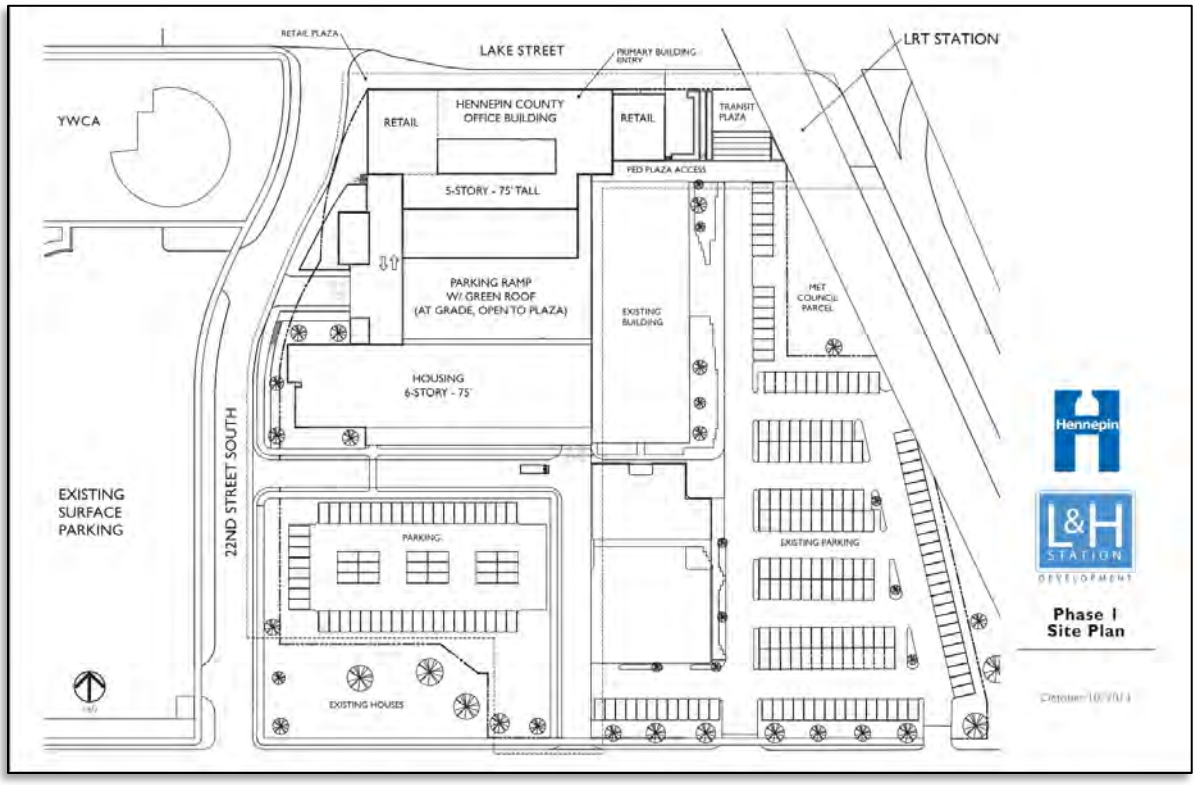


FIGURE 2B – SITE LAYOUT FOR FULL BUILD-OUT

Source of both Site Plans: L&H Station, Minneapolis, MN, BKV Group, 10/10/2014.

This Travel Demand Management Plan (TDMP) outlines the ways in which the proposed redevelopment will help Minneapolis achieve their goals of enhancing the local transportation system. These goals are to be achieved by proper land use selection, site design and implementation of specific vehicular demand reduction strategies to encourage use of alternate modes of travel, enhance pedestrian friendliness, and achieve a balance in the needs of all users of the transportation system.

Furthermore, the TDMP provides the developer and the surrounding neighborhood with a framework of current and projected traffic impacts – both with and without the development. The results of the TDMP will include strategies that can be implemented and measured throughout the development to promote alternate transportation modes.

The project proposer and City staff are continuing to discuss possible reduction in the total number of parking spaces at the site. If this discussion and further analysis allows a reduction in the total number of spaces, this will be reflected in the final TDMP. In no case will the number of parking spaces be increased from the number analyzed in this version of the TDMP.

II. LAND USES AND ZONING

A. Existing Land Use and Zoning

Travel Demand Management analysis begins with a determination of existing and proposed land uses and zoning. The project site lies within a C3A, Community Activity Center, zoning district. The Minneapolis Zoning Code notes the following about the C3A district:

- The **C3A Community Activity Center District** is established to provide for the development of major urban activity and entertainment centers with neighborhood scale retail sales and services. In addition to entertainment and commercial uses, residential uses, institutional and public uses, parking facilities, limited production and processing and public services and utilities are allowed.

The site is also within a PO, Pedestrian Oriented, overlay zoning district. Minneapolis' Zoning Code describes the PO Overlay Zoning District as follows:

- The **PO Pedestrian Oriented Overlay District** is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

At this time, the entire six-acre site is dominated by surface parking, with a three-story building encompassing 51,000 square feet placed near the center of the site. The building is owned and in use by the Minneapolis Public School district (MPS) for their adult education programs.

The structure was once erected as the first part of a now-defunct college campus, and is currently limiting full use of the site's potential. Connections to the City street grid and nearby amenities are significantly hampered by poor site usages, including a retaining wall that obstructs the streetscape and a berm that obscures access to the LRT station platform.

The existing surface parking on the site also encompasses a 143-space **31st Street Park & Ride Lot** leased by Metro Transit. This Park & Ride Lot comprises the eastern wedge of the redevelopment site bounded East 31st Street on the south, an extension of 23rd Avenue on the west and the noise wall for the Hiawatha LRT on the east. An additional 20 stalls designated for Metro Transit parking extend north from the Park & Ride along the east side of the MPS Building toward Lake Street.

B. Proposed Land Use and Zoning

The redevelopment, as it is currently proposed, fits within the C3A and PO zoning district descriptions above. Table 1 describes the changes that will occur with redevelopment of the site.

TABLE 1 – EXISTING AND PROPOSED SITE LAND USES

Existing Land Use	Proposed Land Use - Phase 1	Proposed Land Use - Full Build-Out
Office/Classroom Building - 51,000 sq. ft.	Office/Classroom Building - 51,000 sq. ft.	
Farmer's Market - 45,000 sq. ft.	Farmer's Market - 45,000 sq. ft.	Farmer's Market - 45,000 sq. ft.
	Government Service Center - 100,00 sq. ft.	Government Service Center - 100,00 sq. ft.
	Retail - 8,000 sq. ft.	Retail - 16,075 sq. ft.
	Multi-Family Housing - 125 units	Multi-Family Housing - 565 units
Off- Street Parking - 287 surface stalls	441 new parking stalls; 312 existing stalls to remain	Off-Street Parking - 840
Metro Transit stalls (143 Park & Ride stalls; 20 other stalls)	135 stalls in Park & Ride Lot repurposed for school parking	

Source: BKV, October 9, 2014.

Phase 1 involves the construction of a five-story building comprising 100,000 square feet of office space, 8,000 square feet of retail and a six-story building comprising 125 units of multi-family housing. The large office space is proposed to house the Hennepin County Human Services and Public Health Department South Minneapolis Hub. In addition, the Minneapolis Community Education Services Building will remain for at least five years (with a possible extension to eight years) until another site for its services has been developed. The Midtown Farmers Market will continue to operate in the site parking lot on Tuesdays and Saturdays.

Phases 2 through 4 of the development will be added incrementally between 2017 and 2025. Market-rate and affordable housing units will be added to the site, as well as some additional neighborhood retail. The Midtown Farmers Market will move to the Market Plaza area once the school building has been razed. At-grade and below grade parking will be added for each residential building as it is constructed.

C. Proposed Parking

Phase 1: The site will include 441 parking stalls for the office, retail and housing units, with an existing 312 parking spaces to remain. The 135-stall Park-and-Ride lot will be closed, with these stalls being reallocated for use by the Minneapolis Public School building. Further, the County will use the 108 space lot directly to the south of Phase 1 for overflow parking.

- Structured parking count is 441
  - 92 at ground floor
  - 349 below-grade

Future Phases: 440 market rate and affordable housing units to be built on the remainder of the L&H Station site. The future phases will include 399 structured parking spaces. Removal of 312 existing parking spaces.

D. The Minneapolis Public School Building

Throughout Phase 1 of the L&H Station development, the Minneapolis Public School Building will remain in operation. The lease has been extended for the school to continue offering classes on the site for at least five years, with a possible extension to eight years. Therefore, The land use, parking and trip generation impact of the school must be included with Phase 1 of the L&H Station development.

The Minneapolis Public School Building provides Adult Basic Education and Continuing Education classes for a broad sector of the community. According to Mr. Tim Rowe, Program Coordinator for Adult Education for Minneapolis Public Schools:

- The building houses 30 classrooms. The maximum number of classrooms in use at any one time is 26.
- Classes are held during three sessions -- 8:30-12:30; 12:30-3:00; 5:00-9:00 (morning and evening sessions are peak times; they only offer 10 afternoon classes)
- The maximum number of students at any one time is approximately 450 students (8:30-12:30: 450 students / 6:00-9:00: 350 students).
- Approximately 55% of the students drive or carpool, while 45% arrive by other means (primarily public transportation).

By the end of Phase 1, it is anticipated that Minneapolis Public Schools will have found an alternate site for offering Adult Education classes in the area. Regardless, the new school building is not planned for the future phases of L&H Station. If and when a new school site is determined, the school district will be required to submit its own Travel Demand Management Plan for the new school site.

III. PEDESTRIAN, BICYCLE AND TRANSIT USE

Due to its location just southeast of Downtown Minneapolis, adjacent to the Lake Street LRT Station and other Metro Transit bus lines, and within walking distance of several commercial, educational and recreational centers, the L&H Station Redevelopment site is well-situated to facilitate use of alternate modes of transportation.

A. Pedestrian

The Corcoran Midtown Revival Plan (page 5.5) calls for the following improvements to promote pedestrian use in the vicinity of the site:

- Maintain standards for sidewalk width.
- Create pedestrian connections between Lake Street commercial uses and residential areas to the south.
- Buildings should have storefronts and pedestrian-scaled throughout the neighborhood.
- Attention should be paid to every aspect of the public realm in the neighborhood.

In the redevelopment plan, the Market Square and Transit Plaza will serve the dual purposes of community/civic space for the Midtown Farmers Market and other public uses as well as reconnecting and reinforcing neighborhood and transit uses. Figure 3A illustrates the connectivity for pedestrians and cyclists through and around the site. Review of the site plan reveals the following characteristics in support of the goals noted in the Revival Plan:

- Pedestrian movement patterns will be re-introduced by the extension of 23rd Avenue and its related sidewalks to and through the Market Square to the LRT station. Urban street patterns are reflected in the east/west connection to 22nd Avenue South, providing access to the Market Square, transit and a pedestrian promenade from the west elevation.
- The Market Square is envisioned as a Dutch-style *'woonerf,'* which is a shared space between cars and people, but oriented towards pedestrians and cyclists. Pedestrians and cyclists will have the right of way, and official vendor vehicles (i.e., Midtown Farmers Market vendors) will be the only traffic allowed, and then only on market days. (See Figure 3B for details.)

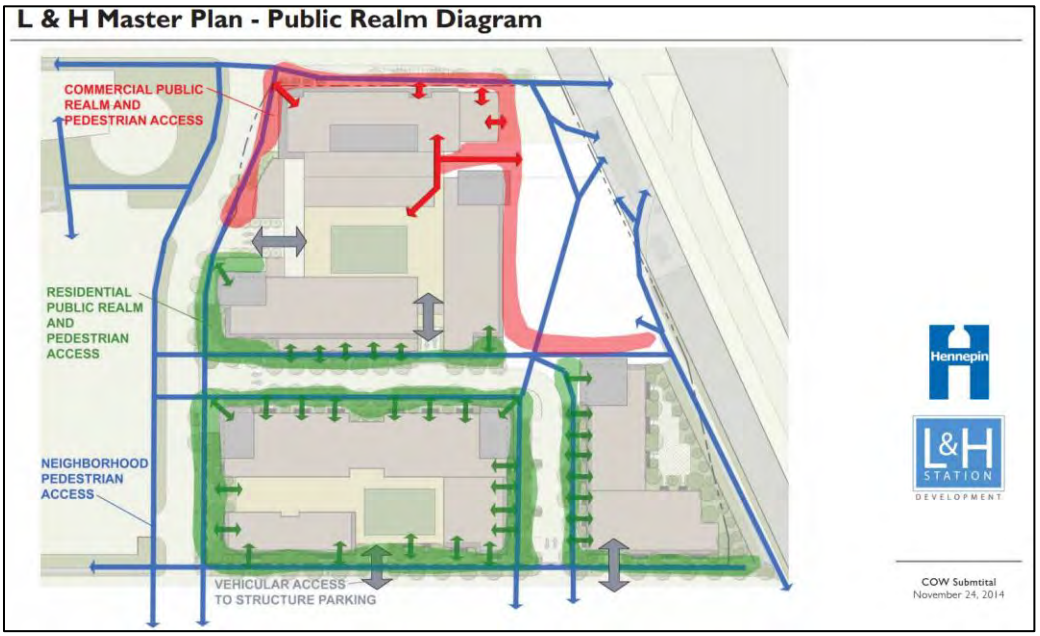
In addition, the following will promote pedestrian activity along Lake Street:

- With redevelopment, the L&H Station site will be re-graded to bring building entrances to grade level and create a public pedestrian promenade along Lake Street. The promenade includes widened sidewalks, landscaped traffic buffers, pedestrian-scale lighting, and cantilevered canopies.

- ADA-accessibility options will be provided throughout the extent of the pedestrian facilities.

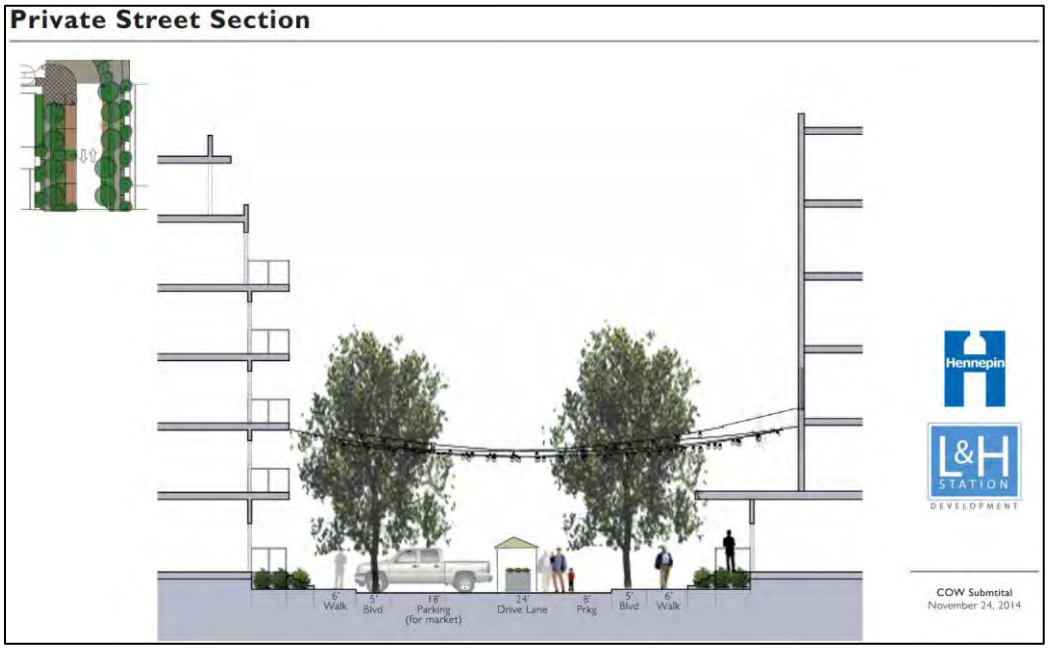
- L&H Station features enhanced Transit Plaza access to the Lake Street LRT Station where the pedestrian promenade and the Market Square meet. A wide, gently sloping staircase leads from street level to the Market Square and up to meet the station platform.

FIGURE 3A – PEDESTRIAN AND CYCLIST CONNECTIVITY



Source: BKV , 2014.

FIGURE 3B – DETAILS OF 'WOONERF' AND PEDESTRIAN PROMENADE



Source: BKV , 2014.

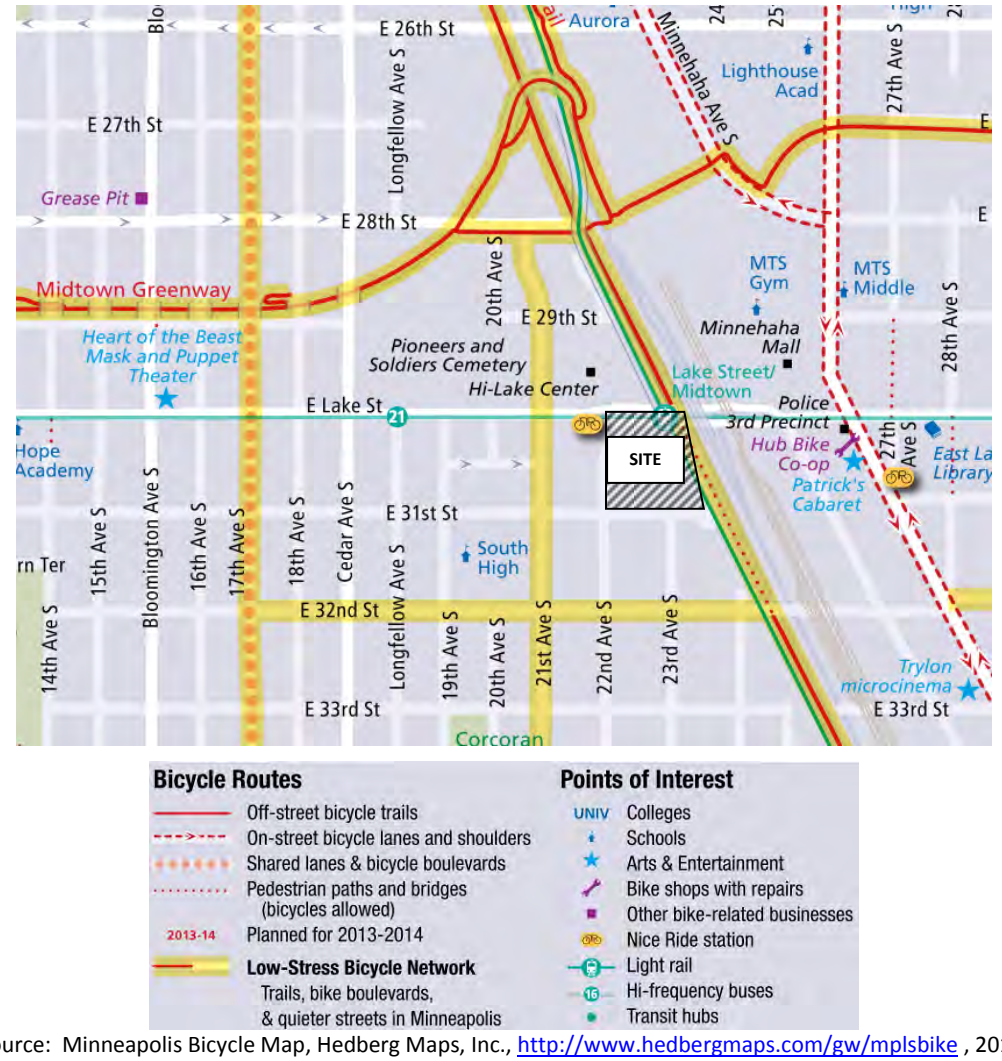
B. Bicycle

Figure 3C illustrates the Minneapolis Bike Trail system near the project site. The Midtown Greenway lies to the north of the site, and the Hiawatha LRT Trail crosses Lake Street just east of this redevelopment area. There is also a NiceRide Minnesota shared bike facility at the southwest corner of East Lake Street and 22nd Avenue South, just across the street from this proposed development.

Several other shared lanes and bike boulevards crisscross the study area. The proximity of this site to these bicycle facilities will enable riders to easily commute to downtown and to connect to the Mississippi River trails. From there bicyclists will be able to branch out throughout the extensive and growing metro bicycle trail and bike lane network.

There is a Nice Ride Minnesota station in the southwest corner of 22nd Avenue and Lake Street. According to their statistics, this station has 15 docks and was placed in operation in 2011. Since then, usage has risen steadily each year. Through September 2014, nearly 1500 bicycle rentals have taken place – a 19% increase over 2013 usage. These statistics show demand for bicycle usage is rising.

FIGURE 3C – MINNEAPOLIS BICYCLE MAP IN AREA OF L&H STATION



Source: Minneapolis Bicycle Map, Hedberg Maps, Inc., http://www.hedbergmaps.com/gw/mplsbike , 2013.

C. Transit

The Corcoran Midtown Revival Plan for the area east of 21st Avenue defines the "Corcoran Transit Zone" as the area adjoining the Lake Street Hiawatha LRT Station and is bounded on the north by Lake Street, on the west by 21st Avenue, on the south by 32nd Street, and on the east by Hiawatha Avenue.[1]

The L&H Station redevelopment is a true Transit-Oriented Development (TOD) within the Corcoran Transit Zone. This site will be adjacent to the Lake Street/Midtown station of the Hiawatha LRT line. In addition, Lake Street serves Metro Transit Bus Route #21. Figure 4 schematically diagrams transit routes served by bus and LRT that will service the site. Use of these routes will provide residents quick access throughout the metro area seven days per week, 365 days per year, either directly or by transfer. Other locations throughout the metro will be reachable via transfer.

The nearest bus stops are located on both sides of East Lake Street between 22nd Avenue and the Lake Street/Midtown LRT Station. The transit routes serving the area include the following:

- **Route 21**; A local high-frequency bus route along Lake Street connecting the Uptown area in Minneapolis and Selby Avenue in downtown Saint Paul. Service is offered 7 days per week, 365 days per year. Busses on this route run from 4:00 AM to 2:00 AM with time between busses ranging from 10-15 minutes during weekday peak periods to 20-30 minutes on Sundays and Holidays.

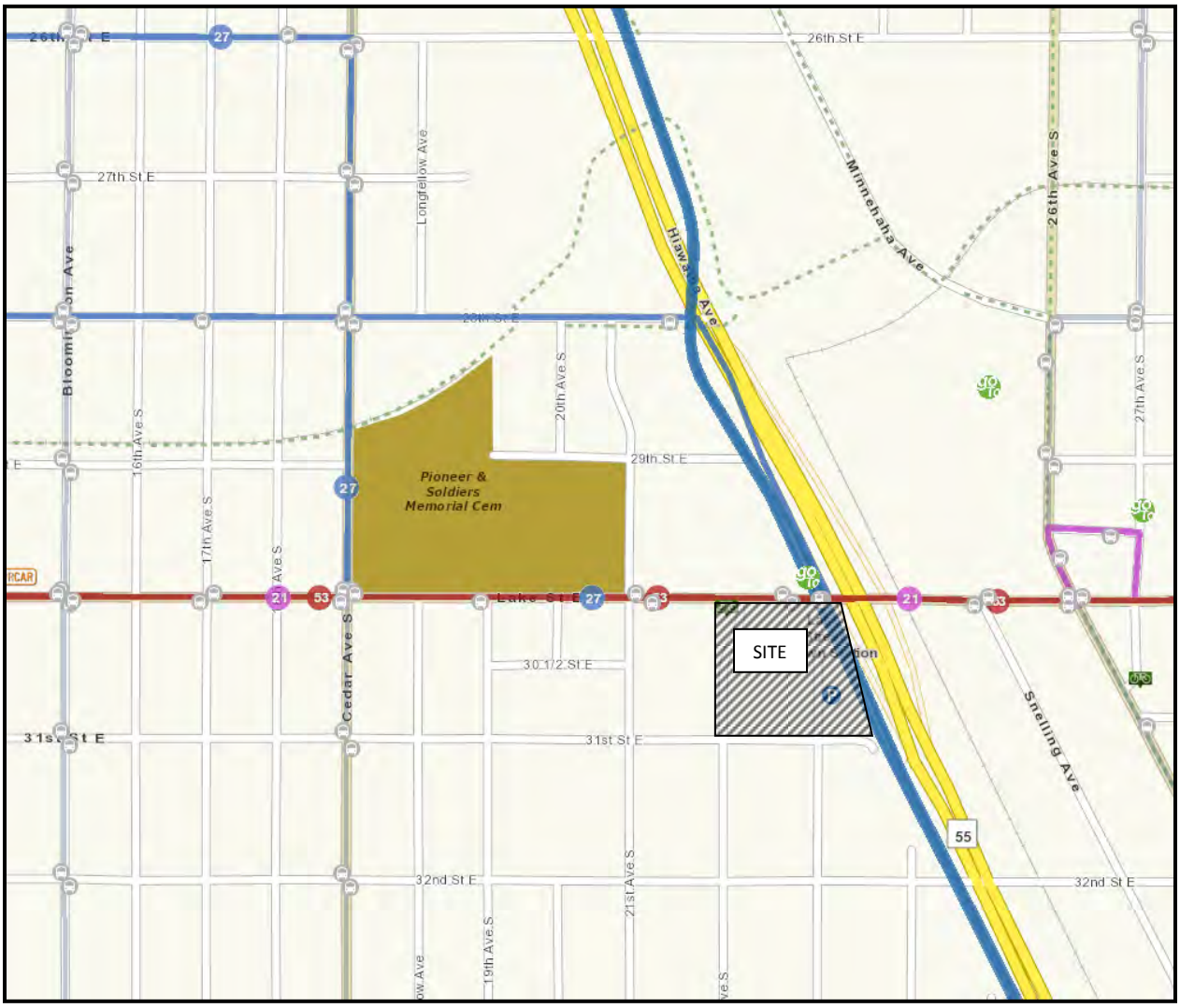
- **Route 27**: A local bus route along Lake Street connecting I-35W and Hiawatha Avenue. This weekday only route runs busses from 5:00 AM to 7:35 P.M., with 20-30 minute times between busses.

- **Route 53**: This is a limited stop bus route that follows the same path as Route 21, but runs from the Uptown Transit Station to downtown Saint Paul between 6:00 A.M. and 9:30 A.M. on weekday mornings. The route then runs westbound from downtown Saint Paul to the Uptown Transit Station from 2:30 P.M. to 7:00 P.M. on weekday afternoons. Headway times are 20-30 minutes.

- **Route 55; the BLUE Line LRT:** The Metro's BLUE Line LRT route connects Downtown Minneapolis with the Mall of America via MSP Airport. Service is available 7 days per week/365 days per year from 5:00 AM to 1:00 AM. During peak periods, lead times average 8 minutes. During off-peak times (including weekends and holidays), lead times average 13 minutes.

[1] CNO Policy on Public Parking and the Pedestrian Realm for the Corcoran Midtown Revival Plan area east of 21st Avenue, Passed by the Corcoran Neighborhood Organization Board, 11/3/2010.

FIGURE 4 – METRO TRANSIT SERVICE MAP IN AREA OF L&H STATION



Source: Metro Transit Route Map, www.metrotransit.org, 2014.

IV. PARKING

The existing and proposed land uses generate traffic and parking demand – both off-street and on-street, that must be accommodated by the existing or proposed infrastructure, or by modal shift. Parking demand has been analyzed both by this study and by a 2010 analysis of prepared for the CNO by the Center for Urban & Regional Affairs.[2]

A. Existing Off-Street Parking

There are currently several parcels of off-street parking lots in and adjacent to the Minneapolis Public School site. In total, there are 450 surface parking stalls on the redevelopment site (see Figure 5). Of this total, 143 stalls are identified as being leased by Metro Transit for its 31st Street Park & Ride Lot, with an additional 20 stalls designated for Metro Transit Parking on the east side of the Minneapolis Public School building. Drivers are consistently parking at undesignated locations within the Park & Ride lot. The remaining 287 available stalls are shared parking stalls for the MPS building, the Midtown Farmers Market (Tuesday and Saturday) and any overflow for the YWCA to the west of the redevelopment site.

While the Minneapolis Public School Lot is signed for staff and student parking only, YWCA members are also allowed to park in the lot during certain times. According to a sign on the fence near the entrance to the parking lot (see right), shared parking is allowed at certain times, and at the discretion of the Minneapolis Public Schools.

Attention YWCA Members
EFFECTIVE MARCH 1st, 2014
YMCA [*sic*] PARKING ALLOWED ONLY DURING FOLLOWING TIMES

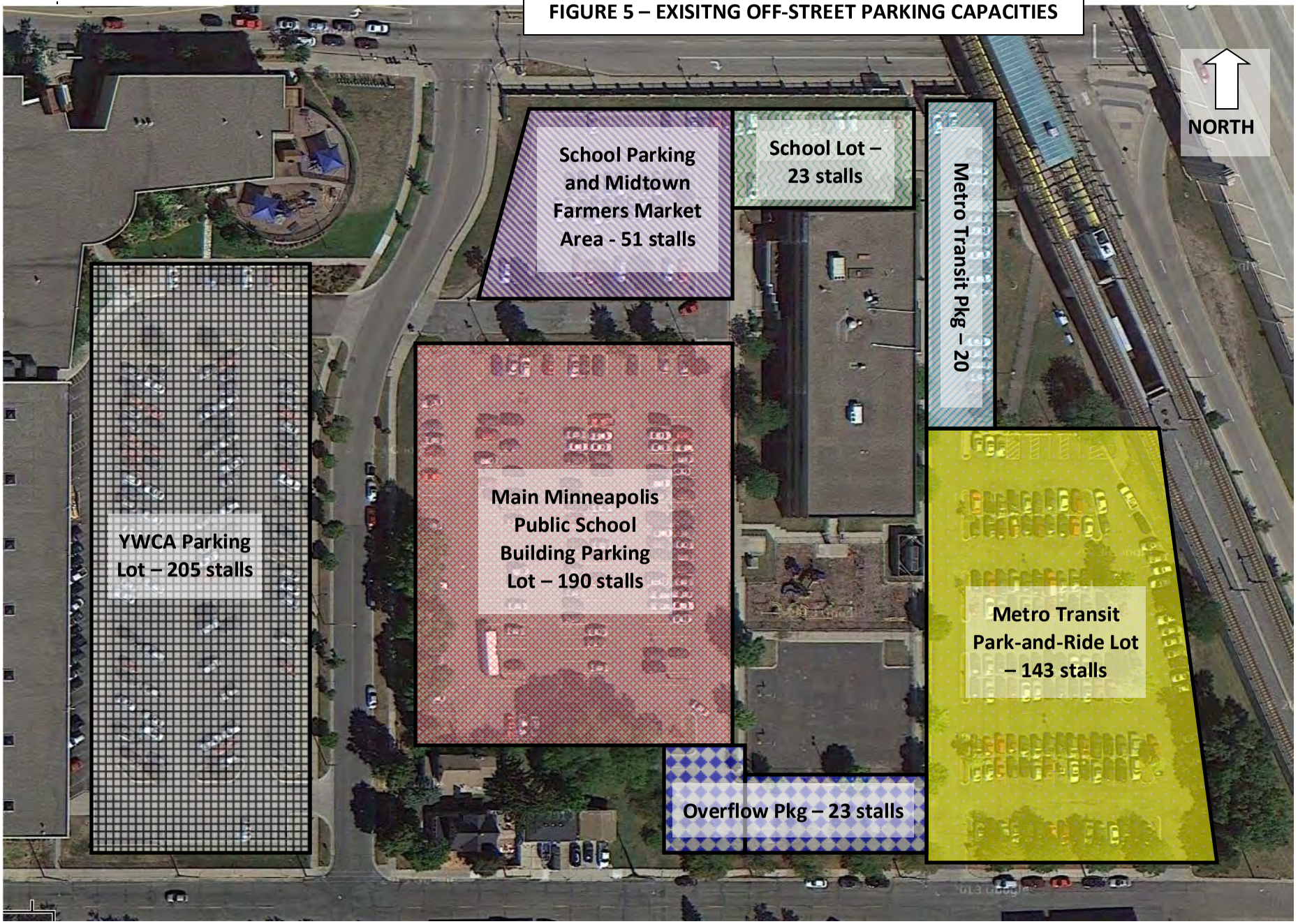
Monday – Thursday	7pm – 11:30
Friday	1pm – 11:30
Saturday & Sunday	All Day

VIOLATORS TOWED AT SOLE DISCRETION OF MPS

For this study, Westwood performed a field analysis of the parking demand in and around the L&H Station site. Westwood recorded the number of stalls existing in each of the lots, and compared them with those recorded in the 2010 CURA Parking Report (see Table 2). The counts listed in the CURA Report were conducted between June and August 2010 before the start of school. Peak parking occupancy averaged about 35% in the off-street lots. The Westwood survey was conducted between August and early September, 2014.

[2] Bergman, Sasha, "Assessing Public Parking Demand at Southwest Lake and Hiawatha", Center for Urban & Regional Affairs, University of Minnesota, prepared for the Corcoran Neighborhood Association, Minneapolis, MN, September 2010.

FIGURE 5 – EXISITNG OFF-STREET PARKING CAPACITIES



Source: Westwood Professional Services, September 2014

TABLE 2 – EXISTING OFF-STREET PARKING CAPACITY

Existing Parking Lot	Westwood Survey (August 2014)	2010 CURA Report
YWCA Lot	205 stalls	206 stalls
Farmers Market /N.W. School Lot	51 stalls	261 stalls
School Lot	23 stalls	
Main School Lot	190 stalls	
Overflow Lot	23 stalls	
31st Street Park-and-Ride Lot	143 stalls	171 stalls
Metro Transit Parking	20	
Total	**655 stalls**	**638 stalls**

Source: Westwood Professional Services, 2014, and CURA Parking Report, 2010.

The CURA Report lists 209 of the 261 Minneapolis Public School parking stalls being available on days when the Farmers Market is in operation. The Farmers Market operates on Saturdays from 8AM to 1PM from May through October, and on Tuesdays from 3PM to 7PM from June through October. The CURA report also reports that the market draws up to 2,000 attendees.

Table 3 illustrates the existing off-street parking usage on a typical morning and afternoon in the lots in and adjacent to the Minneapolis Public School Building. Similarly, Table 4 illustrates the existing off-street parking occupancy on a Farmers Market Tuesday evening.

Other recent studies give a picture of the parking demand in the area. According to the CURA report from 2010, the total average weekday AM peak parking occupancy was recorded as 380 stalls (M&W-F) and 421 stalls (Tuesday). In 2011, RLK Incorporated performed a parking study in the area with similar findings – 317 stalls occupied (Thursday 8/25/11) and 459 occupied (Tuesday 9/27/11).

The average weekday PM peak parking however differed with the CURA showing 307 stalls occupied (Tuesday) and 431 stalls occupied (Tuesday 9/27/11). The RLK analysis conducted also showed much larger Saturday parking occupancy for the YWCA parking lot, averaging 94% capacity during the 9 am – 12 pm period. The CURA Report recorded approximately 50% parking occupancy. This high capacity count was due to both the Farmers Market and the YWCA creating higher parking demands.

A representative inventory of off-street parking demand during a school day was conducted. Table 5 illustrates a slightly higher occupancy of off-street parking during a school day afternoon than was illustrated in Table 3, but a lesser occupancy than during the Farmers Market.

TABLE 3 – EXISTING OFF-STREET PARKING USAGE

	Time	YWCA		Farmers Market / N.W. School Lot		Main School Lot & Overflow Lot		North School Lot		Park & Ride & Metro Transit Pkg		Total	
	CAPACITY	205	Percentage Occupied	51	Percentage Occupied	213	Percentage Occupied	23	Percentage Occupied	163	Percentage Occupied	655	Percentage Occupied
WEEKDAY MORNING	9:10	131	64%	4	8%	9	4%	5	22%	182	112%	331	51%
	9:25	122	60%	3	6%	10	5%	5	22%	182	112%	322	49%
	9:40	120	59%	3	6%	10	5%	5	22%	182	112%	320	49%
	9:55	116	57%	3	6%	11	5%	6	26%	182	112%	318	49%
	10:10	122	60%	3	6%	12	6%	6	26%	182	112%	325	50%
	10:25	131	64%	5	10%	12	6%	7	30%	182	112%	337	51%
	10:35	137	67%	3	6%	12	6%	8	35%	181	111%	341	52%
	10:50	142	69%	5	10%	11	5%	8	35%	182	112%	348	53%
	A.M. AVERAGE	136	62%	9	7%	33	5%	8	27%	180	112%	366	50%
WEEKDAY AFTERNOON	2:10	67	33%	8	16%	9	4%	5	22%	182	112%	271	41%
	2:25	62	30%	8	16%	9	4%	5	22%	183	112%	267	41%
	2:35	70	34%	8	16%	9	4%	5	22%	182	112%	274	42%
	2:50	70	34%	6	12%	9	4%	6	26%	178	109%	269	41%
	3:00	67	33%	7	14%	8	4%	5	22%	173	106%	260	40%
	3:15	74	36%	7	14%	8	4%	6	26%	166	102%	261	40%
	3:30	76	37%	8	16%	9	4%	6	26%	166	102%	265	40%
	3:45	73	36%	9	18%	12	6%	8	35%	164	101%	266	41%
	3:55	73	36%	8	16%	15	7%	9	39%	162	99%	267	41%
	P.M. AVERAGE	70	34%	8	15%	10	5%	6	27%	173	106%	267	41%

Source: Westwood Professional Services, 08/20/2014.

TABLE 4 – EXISTING OFF-STREET PARKING USAGE – MIDTOWN FARMERS MARKET

	Time	YWCA		Farmers Market /		Main School Lot &		North School Lot		Park & Ride &		Total	
	CAPACITY	205	Percentage Occupied	51	Percentage Occupied	213	Percentage Occupied	23	Percentage Occupied	163	Percentage Occupied	604	Percentage Occupied
TUESDAY AFTERNOON/EVENING	4:55	102	50%	Market Use		54	25%	7	30%	109	67%	272	42%
	5:05	98	48%	Market Use		60	28%	8	35%	100	61%	266	41%
	5:15	108	53%	Market Use		50	23%	8	35%	97	60%	263	40%
	5:25	114	56%	Market Use		58	27%	6	26%	81	50%	259	40%
	5:35	118	58%	Market Use		62	29%	9	39%	72	44%	261	40%
	5:45	131	64%	Market Use		84	39%	11	48%	55	34%	281	43%
	5:55	148	72%	Market Use		108	51%	21	91%	47	29%	324	49%
	6:05	142	69%	Market Use		137	64%	23	100%	50	31%	352	54%
	6:15	152	74%	Market Use		163	77%	23	100%	59	36%	397	61%
	6:25	155	76%	Market Use		181	85%	22	96%	49	30%	407	62%
	6:35	159	78%	Market Use		180	85%	23	100%	53	33%	415	63%
	6:45	166	81%	Market Use		186	87%	23	100%	50	31%	425	65%
	P.M. AVERAGE	138	65%	Market Use		118	52%	16	67%	76	42%	348	50%

Source: Westwood Professional Services, Tuesday afternoon/evening, 09/02/2014.

TABLE 5 – REPRESENTATIVE EXISTING OFF-STREET PARKING USAGE – SCHOOL DAY

SCHOOL DAY	Time	YWCA		Farmers Market / N.W. School Lot		Main School Lot & Overflow Lot		North School Lot		Park & Ride & Metro Transit Pkg		Total	
	CAPACITY	205	Percentage Occupied	51	Percentage Occupied	213	Percentage Occupied	23	Percentage Occupied	163	Percentage Occupied	655	Percentage Occupied
	2:00 P.M.	64	31%	18	35%	46	22%	10	43%	152	93%	290	44%

Source: Westwood Professional Services, 09/11/2014.

B. Existing On-Street Parking

The City of Minneapolis has made the parking analysis of this site a priority. Part of this analysis includes the inventory of parking availability along the following streets:

- 19th Avenue south between Lake Street and 32nd Street E.
- 21st Avenue South between Lake Street and 32nd Street E.
- 22nd Avenue South between Lake Street and 32nd Street E.
- 23rd Avenue South between 31st Street E. and 32nd Street E.
- Lake Street (s. Side only) between 19th Avenue S. and terminus at Hiawatha Ave.
- 31st Street East between 19th Avenue S and terminus at Hiawatha Ave.

Westwood conducted an on-street parking occupancy inventory during a typical weekday in August, 2014. As with the off-street parking analysis, the on-street parking analysis consisted of mid-morning and mid-afternoon time periods during a typical August weekday. Results appear in Table 6 below.

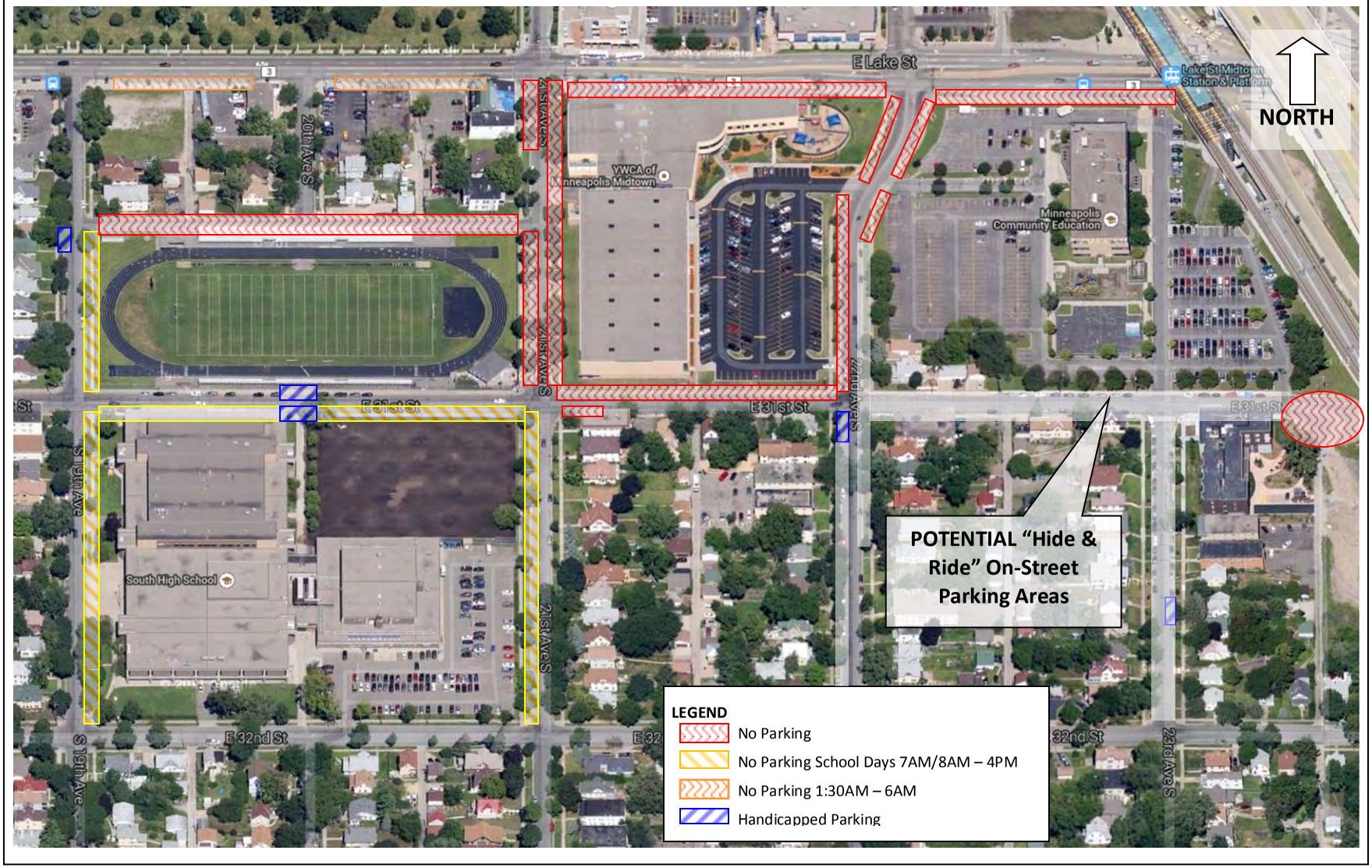
TABLE 6 – EXISTING ON-STREET PARKING INVENTORY AND OCCUPANCY (No School)

	Time	19th Avenue		21st Avenue		22nd Avenue		23rd Avenue		30-1/2 Street		Lake Street		31st Street		Total	
	CAPACITY	126	Percentage Occupied	61	Percentage Occupied	72	Percentage Occupied	65	Percentage Occupied	0	Percentage Occupied	19	Percentage Occupied	105	Percentage Occupied	448	Percentage Occupied
WEEKDAY MORNING	9:10	48	38%	14	23%	24	33%	23	35%	0	0%	0	0%	46	44%	155	35%
	9:25	45	36%	14	23%	25	35%	22	34%	0	0%	0	0%	47	45%	153	34%
	9:40	46	37%	13	21%	25	35%	25	38%	0	0%	0	0%	45	43%	154	34%
	9:55	45	36%	14	23%	26	36%	28	43%	0	0%	0	0%	45	43%	158	35%
	10:10	47	37%	13	21%	28	39%	26	40%	0	0%	0	0%	48	46%	162	36%
	10:25	44	35%	13	21%	23	32%	27	42%	0	0%	0	0%	48	46%	155	35%
	10:35	44	35%	12	20%	24	33%	29	45%	0	0%	0	0%	48	46%	157	35%
	10:50	41	33%	11	18%	24	33%	30	46%	0	0%	0	0%	48	46%	154	34%
	A.M. AVERAGE	45	36%	13	21%	25	35%	26	40%	0	0%	0	0%	47	45%	156	35%
WEEKDAY AFTERNOON	2:10	36	29%	14	23%	23	32%	30	46%	0	0%	0	0%	44	42%	147	33%
	2:25	34	27%	11	18%	25	35%	29	45%	0	0%	0	0%	45	43%	144	32%
	2:35	36	29%	12	20%	23	32%	28	43%	0	0%	0	0%	46	44%	145	32%
	2:50	36	29%	12	20%	26	36%	28	43%	0	0%	1	5%	43	41%	145	32%
	3:00	34	27%	11	18%	27	38%	30	46%	0	0%	2	11%	44	42%	146	33%
	3:15	34	27%	11	18%	30	42%	28	43%	0	0%	1	5%	40	38%	143	32%
	3:30	34	27%	11	18%	25	35%	29	45%	0	0%	1	5%	40	38%	139	31%
	3:45	31	25%	10	16%	26	36%	29	45%	0	0%	1	5%	39	37%	135	30%
	3:55	27	21%	10	16%	29	40%	29	45%	0	0%	0	0%	40	38%	135	30%
	P.M. AVERAGE	34	27%	11	19%	26	36%	29	44%	0	0%	1	4%	42	40%	142	32%

Source: Westwood Professional Services, 08/20/2014.

Existing parking restrictions are shown graphically on Figure 6.

FIGURE 6 – EXISITNG ON-STREET PARKING RESTRICTIONS



Source: Westwood Professional Services, September 2014

It should be noted that posted parking regulations prohibit parking along certain streets adjacent to South High School during school days only. These areas include:

- The east side of 19th Avenue South during the hours of 8AM to 4PM between 31st Street and 32nd Street;
- The east side of 19th Avenue South during the hours of 7AM to 4PM between 30 1/2 Street and 31st Street;
- The west side of 21st Avenue South during the hours of 8AM to 4PM between 31st Street and 32nd Street; and,
- The south side of 31st Street South during the hours of 8AM to 4PM between 19th Avenue South and 21st Avenue South.

When school is in session, the number of available parking spaces decreases due to parking restrictions, but the overall percentage of vehicles parked on-street increases (see Table 7).

TABLE 7 – EXISTING ON-STREET PARKING INVENTORY AND OCCUPANCY (School Day)

SCHOOL DAY	Time	19th Avenue		21st Avenue		22nd Avenue		23rd Avenue		30-1/2 Street		Lake Street		31st Street		Total	
	CAPACITY	78	Percentage Occupied	33	Percentage Occupied	72	Percentage Occupied	65	Percentage Occupied	0	Percentage Occupied	19	Percentage Occupied	79	Percentage Occupied	346	Percentage Occupied
	2:10 P.M.	43	55%	24	73%	23	32%	28	43%	0	0%	2	11%	58	73%	178	51%

Source: Westwood Professional Services, 09/11/2014.

There are other posted parking regulations that restrict on-street parking in the area:

- No Parking is posted along the one-way street of 30 1/2 Street between 19th Avenue and 21st Avenue.
- No Parking is posted along the west side of 21st Avenue South from Lake Street to the first business property line;
- No Parking is posted along the west side of 21st Avenue south from 30 1/2 Street to 31st Street;
- No Parking is posted along the east side of 21st Avenue from 31st Street to Lake Street;
- No Parking is posted along the west side of 22nd Avenue from Lake Street to 31st Street;
- No Parking is posted along the east side of 22nd Avenue from a point 300 feet north of 31st Street of Lake Street;
- No Parking during the hours of 1:30 AM to 6AM is posted along the south side of Lake Street between 19th Avenue South and 21st Avenue South;
- No Parking is posted along the south side of Lake Street between 21st Avenue South and Hiawatha Avenue.
- No parking in the cul-de-sac on the east end of 31st Street at Hiawatha LRT.

There are other miscellaneous parking restrictions also posted:

- An on-street Handicapped Parking space is signed in front of 3024 19th Avenue South;
- On-street Handicapped Parking Only is signed along the frontage of 3100 22nd Avenue South;
- On-street Handicapped Parking Only is signed along the frontage of 3139 23rd Avenue South;
- Two on-street Handicapped Parking Only spaces are signed on the north side of East 31st Street midway between 19th Avenue South and 21st Avenue South;
- Two on-street Handicapped Parking Only spaces are signed on the south side of East 31st Street midway between 19th Avenue South and 21st Avenue South; and
- No Parking Bus Stop is signed along the south side of East 31st Street easterly from the intersection with 21st Avenue South for 90 feet.

The 2010 CURA Study looked at the effect of "hide-and-ride" users of the 31st Street Park & Ride Lot. The study states, "…A large percentage of Park and Ride patrons live within a mile of the station, according to analysis of license plate data. Similar to other stops along the Hiawatha Line, the issue of "hide and ride" has been observed, and in the last count taken in fall of 2008, there were 66 hide and ride vehicles observed along the streets adjacent to the Park and Ride (Carlson and Hengtes, 18 June 2010). Based on outreach to neighborhood residents, hide and riders have created a sense of congestion for some of the neighbors living on blocks adjacent to the Park and Ride, and critical/permitted parking options have been explored through neighborhood public meetings between residents and Minneapolis Public Works."[3]

While no license plate matching or observation of Park & Ride patrons took place in the current analysis, it seems likely that a significant number of these parked vehicles would be "hide and ride" patrons. Of the streets in the study area, 31st Street and 23rd Avenue recorded the highest numbers of vehicles parked on-street. While one cannot specifically tie each vehicle parked on street as a "hide-and-ride" vehicle, there did appear to be as many as 22 parked vehicles along the north side and as many as 19 vehicles parked on the south side of 31st Street between the Park & Ride driveways and 22nd Avenue. Further, there were 65 vehicles parked along 23rd Avenue between 31st Street and 32nd Street. Other streets in the area may also be affected.

C. Proposed Off-Street Parking

According to the Corcoran Neighborhood Organization, abundant free parking in recent years in the Corcoran Transit Zone has been counter-productive in creating a pedestrian friendly
Transit-Oriented Development (TOD) comprised of urban mixed-uses. The CNO states that the Metro Transit's free 31st Street Park & Ride Lot was established in 2004 as a "temporary amenity" that was to be phased out with the construction of Park & Ride structures outside the urban core. The CNO Policy on Public Parking and the Pedestrian Realm states that while auto-dependent uses and abundant surface parking have existed in the Corcoran Transit Zone since the 1960s, recent City planning and zoning policies have been put in place to reduce the abundant free off-street parking along urban transit corridors. To that end, the Lake Street and Hiawatha corridors have been rezoned to limit automotive-based uses and to encourage transit-oriented developments.

In 2010, the CNO Board of Directors adopted a car parking policy that supports the principles of TOD. That policy included several parking statements that the board endorses:

1. Eliminate the Park and Ride
2. Discourage Free Parking
3. Eliminate Surface Parking
4. Minimize New Parking Construction
5. Encourage Alternatives to Car Use
6. Design Streets for People, Not Cars
7. Deploy Traffic Calming Design
8. Use Parallel Parking for Temporary On-Street Car Storage
9. Design New Streets as Two-Way, "Complete Streets".

[3] Bergman, Sasha, CURA Parking Study, September 2010.

Keeping in mind the parking policy of the CNO, the developers of the L&H Station project have proposed systematically reducing the amount of surface parking in each of the project phases:

- In Phase 1 of the L&H Station redevelopment, there are 441 structured parking stalls proposed. Also proposed is the temporary retention of an existing 312 at-grade off-street parking stalls. Overall, a total of 753 off-street parking stalls are proposed for Phase 1 of this development. These are stalls that will be dedicated for the residents, employees and customers of the proposed redevelopment.

  Metro Transit will not be renewing their lease on the existing Park-and-Ride Lot as part of this development. In order to promote alternative forms of transportation, the City of Minneapolis has established a policy not to allow park-and-ride lots within the City proper. The stalls in the existing park-and-ride facility will be converted to parking for the Minneapolis Public School building only. These stalls will combine with the other at-grade stalls south of the Phase 1 building and south of the basketball courts to provide parking for school building and Midtown Farmers Market use, as well as overflow parking for the County Service Center.

- As market-rate and affordable housing buildings are built in Phases 2 through 4, there will be an incremental reduction of at-grade parking, but there will also be the increase of structured parking to serve the residents. There will be a handful of at-grade parking stalls installed along the internal street for residential and guest use.

- The final off-street parking projection is 758 structured parking stalls for the full build-out condition.

In consideration of this site for redevelopment, Hennepin County Property Services sponsored a study of the parking requirements for a proposed South Minneapolis Regional Service Center (SMRSC).[4] (A copy of the memo appears in the Appendix of this report.)

For the study, Hennepin County's Human Services and Public Health Department (HSPHD) provided a total count of staff, clients and trainees anticipated at the proposed service center. It is anticipated that the HSPHD will employ approximately 500 staff, and will see approximately 275 clients on a daily basis. Multimodal reductions were taken per City of Minneapolis off-street parking ordinances. The memo states, "…Current Onboarding staff and trainees were surveyed and forty percent (40%) take transit… Additionally, twenty-five percent (25%) of the SMRSC's clients live within one mile of the site and, therefore, a higher multimodal reduction was assumed." The memo concluded that the total parking requirement for the Hennepin County SMRSC will be 399 spaces, which exceeds the maximum allowed by Minneapolis City Code for a 100,000 sq. ft. office building of 375 spaces (after applying the 25% Parking Overlay District Reduction). In conclusion, the memo recommended that the City of Minneapolis Zoning Administrator consider the actual parking demand of 399 off-street parking spaces for the SMRSC portion of the development.

[4] Hennepin Co. South Minneapolis Regional Service Center Parking Requirements, a memo prepared for Lee Anderson, Hennepin County Property Services by Katie Schmidt, PE, Alliant Engineering, May 26, 2014.

Since this use is a major trip and parking generator for all phases of the development, the recommendation of 399 stalls for this use has been carried forward in the calculation of parking requirements for Phase 1 and for Full Build-Out (incorporating Phases 2-4).

The number of parking spaces required for the proposed redevelopment was calculated by two methods. The first source is Minneapolis City Code. The second source is the Institute of Transportation Engineers Parking Generation, 4th Edition.

D. Parking Requirements per Minneapolis City Code

Westwood has calculated the Off-Street Parking Requirements for Phase 1 and for Full Build-Out (including Phases 2-4) of the L&H Station development using the requirements of Table 541-1 of the Minneapolis Code of Ordinances.[5]

The City of Minneapolis has considered the effect of pedestrian-oriented development in transit station areas. The City has identified PO-Pedestrian Oriented Overlay Districts for transit station areas including the Lake Street/Midtown LRT Station area. According to Article II of the Minneapolis Code of Ordinances,

> "The PO Pedestrian Oriented Overlay District is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses."[6]

The PO District designates reductions for accessory parking for various land uses:

> "Minimum and maximum number of accessory parking spaces. The minimum off-street parking requirement for nonresidential uses shall be seventy-five (75) percent of the minimum requirement specified in Chapter 541, Off-Street Parking and Loading. The maximum off-street parking allowance for nonresidential uses shall be seventy-five (75) percent of the maximum allowed as specified in Chapter 541, Off-Street Parking and Loading, provided that a development with one (1) or more nonresidential uses shall not be restricted to fewer than ten (10) total accessory parking spaces on a zoning lot."[7]

In addition, for off-street parking, the following reduction is allowed:

[5] Article II, Section 551 -- Off-Street Parking Requirements, Code of Ordinances, City of Minneapolis, MN, as of June 27, 2014.

[6] Section 551.60 PO District Purpose, Minneapolis Code of Ordinances, 2014.

[7] Section 551.60 PO District Purpose, Minneapolis Code of Ordinances, 2014

> "Multiple-family dwellings. The minimum off-street parking requirement shall be ninety (90) percent of the number specified in Chapter 541, Off-Street Parking and Loading."[8]

Tables 8A and 8B details the minimum and maximum parking requirements per Minneapolis City Code with reductions, as well as the number of stalls to be provided.

It should be noted that the developer has based the number of spaces to be provided at a rate of 0.9 times the City's minimum requirement, except as noted. This has been done to discourage free parking and to eliminate surface parking – both of which are parking policy statements of the CNO for new developments in the Corcoran Transit Zone.

During Phase 1, a 441 space structured parking area will be constructed to serve the County's regional service center, any leased office or retail spaces and parking for the residential building. During Phase One the County will also use the present 108 space surface parking lot located directly south of Phase One as overflow parking.

In addition, the Minneapolis Public Schools Adult Education program will continue to use the existing building as its South Campus. The use of the 171 parking spaces along the east edge of the site now leased for a park and ride lot will cease. The MPS Adult Education program will now use 135 of these spaces, replacing the parking spaces lost to the Adult Education program by the Phase One development and the areas of many of the remaining spaces will be used for Market activity and pedestrian circulation.

[8] Section 551.60 PO District Purpose, Minneapolis Code of Ordinances, 2014

TABLE 8A – PARKING REQUIREMENTS – PHASE 1

Land Use	Units	Minimum Requirement	Min. Req'd by Code	PO Reduction Percentage	Min Req'd w/PO Reduction	Maximum Requirement	Max. Req'd by Code	PO Reduction Percentage	Max Req'd w/PO Reduction	Parking Stalls Provided
Residential	125	1 space/dwelling unit	125	90% of minimum requirement	113	No max.	No max.	90% of minimum requirement	No max.	100
Office	100,000	1 space/500 SF in excess of 4,000 SF	192	75% of minimum requirement	144	1 space per 200 sq. ft. of GFA	500	75% of minimum requirement	375	335
General Retail	8,000	1 space/500 SF in excess of 4,000 SF	8	75% of minimum requirement	6	1 space per 200 sq. ft. of GFA	40	75% of minimum requirement	30	6
School, vocational or business	51,000 sq. ft.; 30 classrooms; 450 students (8:30 - 12:30)	1 space per classroom + 1 space per 5 students based on the max # of students attending classes at any one (1) time	120	75% of minimum requirement	90	1 space per classroom + 1 space per 3 students based on the max # of students attending classes at any one (1) time	180	75% of minimum requirement	135	312
Farmer's Market	45,000	1 space per 2,000 sq. ft. of sales area, except where approved as a temporary use	23	75% of minimum requirement	17	1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. of outdoor sales or display area	90	75% of minimum requirement	68	shared with school
TOTAL			**468**		**369**		**No max.**		**No max.**	**753**

1. From Minneapolis City Code, Table 541-2.

TABLE 8B – PARKING REQUIREMENTS – FULL BUILD-OUT

Land Use	Units	Minimum Requirement	Min. Req'd by Code	PO Reduction Percentage	Min Req'd w/PO Reduction	Maximum Requirement	Max. Req'd by Code	PO Reduction Percentage	Max Req'd w/PO Reduction	Parking Stalls Provided
Residential	565	1 space/dwelling unit	565	90% of minimum requirement	509	No max.	No max.	90% of minimum requirement	No max.	499
Office	100,000	1 space/500 SF in excess of 4,000 SF	192	75% of minimum requirement	144	1 space per 200 sq. ft. of GFA	500	75% of minimum requirement	375	323
General Retail	16,075	1 space/500 SF in excess of 4,000 SF	24	75% of minimum requirement	18	1 space per 200 sq. ft. of GFA	80.375	75% of minimum requirement	60	18
Farmer's Market	45,000	1 space per 2,000 sq. ft. of sales area, except where approved as a temporary use	23	75% of minimum requirement	17	1 space per 200 sq. ft. of GFA + 1 space per 500 sq. ft. of outdoor sales or display area	90	75% of minimum requirement	68	shared with office
TOTAL			**804**		**687**		**No max.**		**No max.**	**840**

1. From Minneapolis City Code, Table 541-2.

Due to the complementary nature of the land uses in the proposed site, shared parking reductions can be taken to the required number of required parking spaces. Shared parking reductions are based on the City's shared parking requirement percentages by time and type of day detailed in Table 9, below.

TABLE 9 – CITY OF MINNEAPOLIS SHARED PARKING PERCENTAGES[1.]

Use	Weekday			Weekends		
	1AM - 7AM	7AM - 6PM	6PM – 1AM	1AM - 7AM	7AM -6PM	6PM – 1AM
Residential	100%	60%	100%	100%	75%	90%
Office	5%	100%	5%	0%	10%	0%
Retail	0%	90%	80%	0%	100%	60%
School, vocational or business[2]	0%	80%	60%	0%	30%	0%
Farmer's Market[3]	0%	90%	25%	0%	100%	0%

1. From Minneapolis City Code, Table 541-4.
2. Assumed based on hours of operation
3. Assumed from Farmer's Market hours of operation (Tuesday and Saturday only).

Table 10 details the shared parking calculations, using the minimum parking requirements, based on the time and type of day to determine the most critical time period for parking design purposes. These calculations indicate the weekday time period of 7AM to 6PM represents the highest demand and is therefore used for parking design purposes.

TABLE 10A – SHARED PARKING CALCULATIONS – PHASE 1

Use	Weekday			Weekends		
	1AM - 7AM	7AM - 6PM	6PM – 1AM	1AM - 7AM	7AM -6PM	6PM – 1AM
Residential	113	68	113	113	84	101
Office	7	144	7	0	14	0
Retail	0	5	5	0	6	4
School	0	72	54	0	27	0
Farmer's Market	0	15	4	0	17	0
Totals	**120**	**304**	**183**	**113**	**149**	**105**

Source: Minneapolis City Code, Table 541-4.

TABLE 10B – SHARED PARKING CALCULATIONS – FULL BUILD-OUT

Use	Weekday			Weekends		
	1AM - 7AM	7AM - 6PM	6PM – 1AM	1AM - 7AM	7AM - 6PM	6PM – 1AM
Residential	509	305	509	509	381	458
Office	7	144	7	0	14	0
Retail	0	16	14	0	18	11
Farmer's Market	0	15	4	0	17	0
Totals	**516**	**481**	**534**	**509**	**431**	**469**

Source: Minneapolis City Code, Table 541-4.

Based on the shared parking calculations per Minneapolis City Code, the 753 proposed parking spaces will reflect a parking surplus of 449 spaces during the critical weekday 7AM to 6 PM time period in Phase 1. In addition, during Full Build-Out, the 840 proposed parking spaces will reflect a parking surplus of 306 spaces during the critical 6 PM to 1 AM time period. It is noted that parking can be accommodated on-site during all time periods.

The Minneapolis City Code allows parking incentives for proximity to transit service. According to the Code, "The minimum parking requirement may be reduced ten (10) percent if the proposed use is located within three hundred (300) feet of a transit stop with midday service headways of thirty (30) minutes or less in each direction". An LRT station exists just 300 feet from the L&H Station development) where midday service headways are less than thirty minutes. Thus, the 10% transit incentive reduction may be applied here.

Further, the Code allows an incentive to the overall parking requirements if certain bicycle parking requirements are met for non-residential uses. In the case of this development, there will be more bicycle parking than is required (see below), but the incentive targets non-residential uses that compares with more than 25% of the overall vehicular parking – which is not the case here. Therefore, but the bicycle parking incentive may not be applied here.

Taking these reductions into account, the off-street parking required by this development will be **534 stalls**. The site plan provides parking in excess of the minimum requirements per the Minneapolis Code.

E. Parking Requirements per Institute of Transportation Engineers

The second source to calculate the number of required parking spaces, for comparison purposes only is Parking Generation, 4th Edition, published by ITE. Calculations using this source with the weekday 7 AM to 6 PM City of Minneapolis shared parking percentages are detailed in Table 5. Based on these requirements 276 stalls will be necessary to serve the site.

TABLE 11A – REQUIRED PARKING GUIDELINES PER ITE – PHASE 1

Land Use	GLA (SF)	Requirement	Required Spaces	Shared Parking	
				7AM – 6PM %	Required Spaces
Residential	125 Units	1 space/dwelling unit	125	60%	75
Office	100,000 sq. ft.	2.84 spaces/1,000 SF GFA	284	100%	284
Retail	8,000 sq. ft.	2.4 spaces/1,000 SF GFA[1.]	19	90%	17
School	450 students	0.18 veh/school pop.	81	80%	65
Farmer's Market	45,000 sq. ft.	2.4 spaces/1,000 SF GFA[1.]	108 (shared)	90%	97 (shared)
TOTALS			**617**		**538**

Supplemented with Data from Parking, by Weant and Levinson, 1990. Assumed for Retail Use (Tuesday and Saturday only).

TABLE 11B – REQUIRED PARKING GUIDELINES PER ITE – BUILD-OUT

Land Use	GLA (SF)	Requirement	Required Spaces	Shared Parking	
				6PM - 1AM %	Required Spaces
Residential	565 Units	1 space/dwelling unit	565	100%	565
Office	100,000 sq. ft.	2.84 spaces/1,000 SF GFA	284	5%	14
Retail	16,075 sq. ft.	2.4 spaces/1,000 SF GFA[1.]	34	80%	27
Farmer's Market	45,000	2.4 spaces/1,000 SF GFA[1.]	108	25%	27
TOTALS			**991**		**633**

Supplemented with Data from Parking, by Weant and Levinson, 1990. Assumed for Retail Use (Tuesday and Saturday only).

Comparing these calculations for required parking, the L&H Station Development will meet and exceed the required number of off-street parking spaces. The City's parking requirements indicate the need for 546 stalls, while the ITE analysis indicates a need of **633 stalls**. The development is proposing 840 off-street stalls. Therefore, the parking need is met.

(PLEASE NOTE: The project proposer and City staff are continuing to discuss possible reduction in the total number of parking spaces at the site. If this discussion and further analysis allows a reduction in the total number of spaces, this will be reflected in the final TDMP. In no case will the number of parking spaces be increased from the number analyzed in this version of the TDMP.)

F. Transit Incentives

As stated in Section D, transit incentives may apply to a portion of the L&H Station development. The housing unit just west of the Market Plaza will lie just at 300 feet from the BLUE Line Lake Street/Midtown Station. All other multi-family dwelling units will lie outside of this 300-foot requirement. Therefore, a portion of the structured parking allocated for this building may be subject to the ten percent reduction.

Regarding the parking requirement for the non-residential uses, a transit incentive may be requested since there are adequate sheltered transit stops at the Lake Street/Midtown station and along the BLUE Line and along Lake Street just below the LRT station. Therefore, the minimum parking requirement may be reduced, as determined by the zoning administrator; but, because this development exceeds the minimum number of stalls, no reduction is required.

G. Bicycle Parking

The project will meet the minimum bike parking requirements, as stipulated in the Minneapolis Code of Ordinances. Table 541-3 specifies bicycle parking requirements based on land uses. Tables 12A and 12B list the bicycle parking requirements based on the land uses proposed in the L&H Station project.

TABLE 12A – MINIMUM BICYCLE PARKING REQUIREMENT – PHASE 1

Land Use	UNITS	Minimum Bicycle Parking Requirement	Required Bicycle Parking Spaces
Multi-family Dwellings	125 Units	1 space/2 dwelling unit	63
Office	100,000 sq. ft.	3 spaces or 1 space per 15,000 sq. ft. of GFA, whichever is greater	7
Retail	8,000 sq. ft.	3 spaces or 1 space per 5,000 sq. ft. of GFA, whichever is greater	3
School	30 classrooms	1 space per classroom provided the requirement shall not exceed 40	30
Farmer's Market	45,000	1 space per 2,000 sq. ft. of sales area, except where approved as a temporary use	0 (temporary use)
TOTALS			**100**

Source: Minneapolis City Code, Table 541-4.

TABLE 12B – MINIMUM BICYCLE PARKING REQUIREMENT – FULL BUILD-OUT

Land Use	UNITS	Minimum Bicycle Parking Requirement	Required Bicycle Parking Spaces
Multi-family Dwellings	565 Units	1 space/2 dwelling unit	283
Office	100,000 sq. ft.	3 spaces or 1 space per 15,000 sq. ft. of GFA, whichever is greater	7
Retail	16,075 sq. ft.	3 spaces or 1 space per 5,000 sq. ft. of GFA, whichever is greater	3
Farmer's Market	45,000	1 space per 2,000 sq. ft. of sales area, except where approved as a temporary use	0 (temporary use)
TOTALS			**293**

Source: Minneapolis City Code, Table 541-4.

H. Critical Parking Area

The City of Minneapolis has established "Critical Parking Areas" as a means of handling outside drivers who "park and hide" in neighborhoods adjacent to "park and ride" locations and other uses where the parking that is provided may be overwhelmed by demand. According to the City of Minneapolis Public Works website:

> Critical Parking Areas are residential on-street permit parking areas that are intended to provide relief to neighborhood residents from parked vehicles by persons who have no association with the residents or businesses in the neighborhood.
>
> Minneapolis Ordinance (Title 18, Chapter 478) states that no Critical Parking Area may be established unless the following findings have been made as determined by an engineering study from the Minneapolis Public Works Department:
>
> - The area is detrimentally impacted by parking of commuter, student, customer or visitor/guest vehicles generated by area businesses, institutions or recreational/entertainment facilities during the proposed hours of restriction;
> - The area does not have sufficient off-street vehicular parking for the use and convenience of the residents thereof in the vicinity of their homes;
> - Vehicle noise, pollution or congestion will work unacceptable hardships on the residents of the area if present parking is allowed to continue unregulated;
> - The health, safety and welfare of residents of the area and the city as a whole and the attractiveness and livability of specific neighborhoods will be promoted by a system of preferential parking enacted under this section
>
> Critical Parking Permits are required to park in designated Critical Parking Areas during the posted times. Permits are only for licensed drivers who are residents and businesses at qualified addresses.
>
> Participation is optional. It is not necessary for residents or businesses to purchase a Critical Parking Permit if they do not plan to park on the street during restricted hours.
>
> The process for establishing a Critical Parking Area includes:
>
> - Getting a written petition (issued by Minneapolis Public Works) signed by at least 75% of the residents within the proposed critical parking area
> - An engineering study to determine if the area meets the criteria for the selected type of Critical Parking Area as set forth by the City Ordinance.
> - The City Clerk's office must approve the petition and the City Council must approve the establishment of the Critical Parking Area.

Based on the existing parking demand of the 31st Street Park and Ride, as well as the "park and hide" volume both noted in the CURA study and evidenced by the high on-street parking occupancy found in this study along nearby streets, the neighborhood may be "…detrimentally impacted by parking of commuter, student, customer or visitor/guest vehicles generated by area businesses, institutions or recreational/entertainment facilities." This demand for on-street parking may escalate once Metro Transit decommissions the 31st Street Park and Ride, and the parking lot reverts to Minneapolis Public Schools. These relocated commuters may become as many as 200 "park and hide" commuters overwhelming the neighborhood's on-street parking supply.

While the L&H Station development will have dedicated off-street parking for its residents, customers and other patrons, the greater neighborhood area may not have sufficient off-street vehicular parking for non-residential use. If transit users relocate from parking their vehicles at the Park & Ride to neighborhood on-street parking stalls, the mix of legitimate residential parking with "park-and-hide" users, congestion may create unacceptable hardships on the residents of the area if left unregulated.

Therefore, the initiation of the process to establish a Critical Parking Area may be recommended, not to regulate the L&H Station development, but to regulate displaced drivers who have been accustomed to parking their vehicles at the 31st Street Park and Ride lot or on-street nearby. The CNO may then facilitate the petition process among the neighborhood for the establishment of this Critical Parking Area after to the decommissioning of the 31st Street Park and Ride lot. This will allow the City to verify through an engineering study that the criteria for the Critical Parking Area are met as set forth in the City Ordinance. The City Clerk may then approve the petition and present it to the City Council for formal establishment of the Critical Parking Area.

V. TRAFFIC OPERATIONS, ACCESS AND SITE CIRCULATION

Traffic operations at the site accesses and nearby intersections were studied to determine if the addition of site-generated traffic would have adverse impacts. As identified in cooperation with the City of Minneapolis, the intersections most likely to be affected were:

a. East Lake Street and Hiawatha Avenue (MN 55)
b. East Lake Street and 21st Avenue South
c. East Lake Street and 22nd Avenue South
d. 21st Avenue South and 31st Street East
e. 22nd Avenue South and 31st Street East
f. East Lake Street and Cedar Avenue South

Adjusted year 2012 traffic volumes were supplemented with current year turning movement counts at these intersections are found on Figure 7. To forecast the impact of site-generated traffic, existing operations at these intersections were first reviewed. Traffic to be generated by the site was then estimated, and added to the roadway network. Operations at the intersections were again reviewed and compared to existing conditions. In general, results of the operational analysis show that the addition of site-generated traffic to the local roadway network does not result in unacceptable, congested or unsafe operations.

Four alternatives were considered in evaluating traffic operations near the site. These four alternatives are:

a. Build alternatives. Phase 1 of completion is assumed for 2016. Typically, the year after completion is used for design purposes allowing traffic patterns time to readjust after construction. Accordingly, **2017** is assumed as the design year for Phase 1 study. Build-out is assumed 5 to 7 years later, thus **2025** was used as the Full Build-out design year.
b. No-Build alternatives. This alternative assumes the site will maintain its current land uses while the surrounding area continues to develop to the design years of **2017** and **2025**.

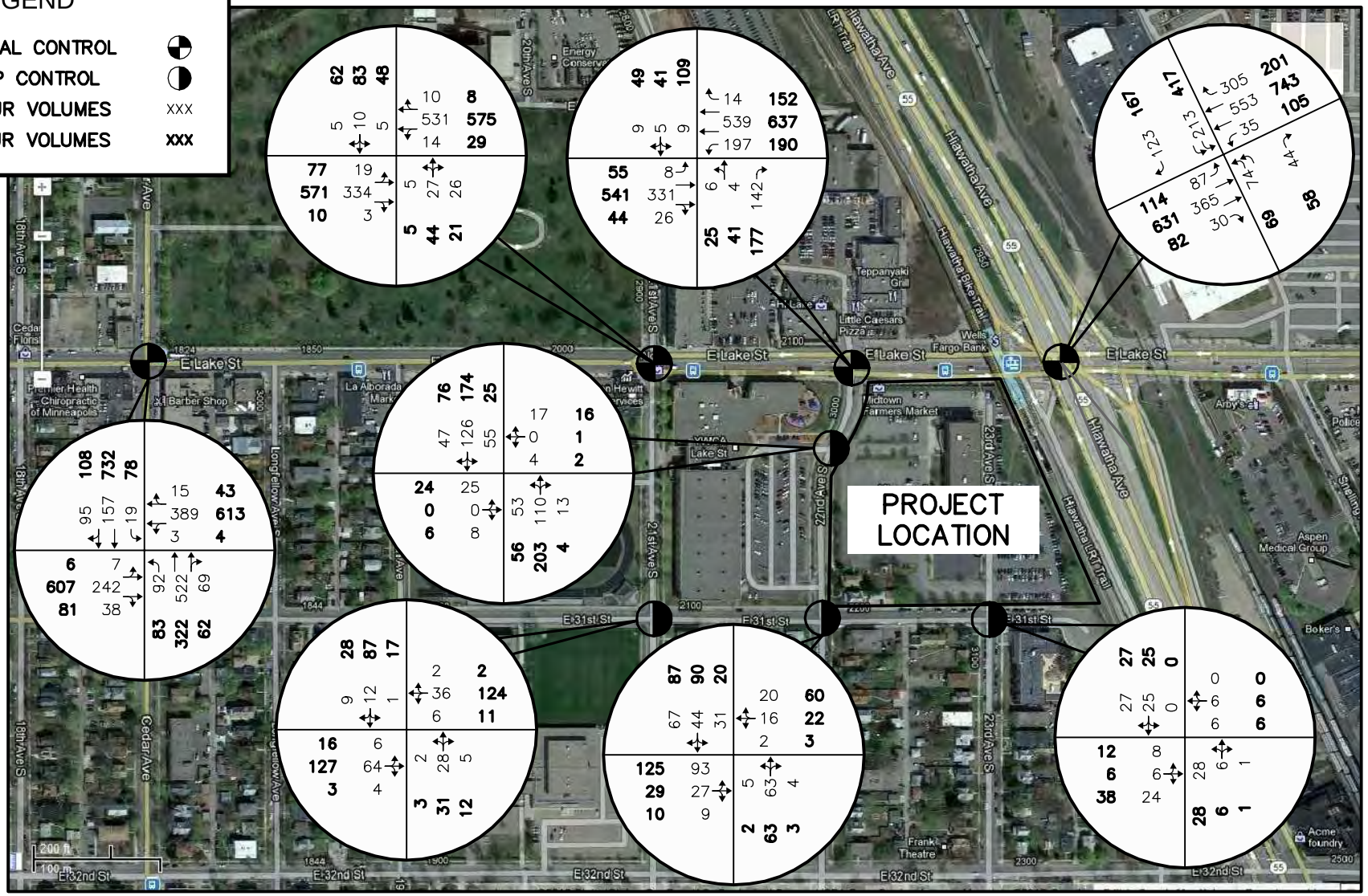
In order to assess the traffic impacts associated with the proposed redevelopment, a two-step approach is presented in this report. First, an analysis of the predicted 2017 No-Build conditions is presented. After establishing the **2017 No-Build** scenario as a means for comparison, the **2017 Build** scenario analysis is presented. Similar analysis is then performed for the **2025 No-Build** and **2025 Build** conditions. In each case, a **0.5% background growth factor** was used to project future traffic conditions on the network. Finally, conclusions of the traffic operations are detailed.

A. No-Build Alternative

To address the impacts of a development on the surrounding roadway system, it is necessary to first analyze traffic conditions that would be present on the roadway system without the inclusion of the proposed development. This is considered the No-Build scenario, and serves as a basis with which to compare the Build scenario.

LEGEND

EXISTING SIGNAL CONTROL	◓
EXISTING STOP CONTROL	◑
AM PEAK HOUR VOLUMES	XXX
PM PEAK HOUR VOLUMES	XXX



SCALE IN FEET: 0 — 200

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

L & H STATION

2014 EXISTING TRAFFIC VOLUMES

Sheet # 7

Project # R0003982

It is anticipated that no new improvements to the surrounding roadway network will be undertaken in the 2017 and 2025 No-Build and Build scenarios. The 2017 and 2025 projected No-Build volumes are shown on Figures 8A and 8B, and as stated above, reflect the background annual growth rate of 0.5%.

B. Operational Analysis Methodology

Traffic operations for peak hour conditions within the study area were analyzed using the industry-standard Synchro/SimTraffic software package (Version 9.0), which uses the data and methodology contained in the 2010 Highway Capacity Manual, published by the Transportation Research Board. The software model was calibrated using existing conditions before being used to assess future conditions.

The operating conditions of transportation facilities, such as traffic signals and stop-controlled intersections, are evaluated based on the relationship of the theoretical capacity of a facility to the actual traffic volumes on that facility. Various factors affect capacity, including travel speed, roadway geometry, grade, number and width of travel lanes, and intersection control. The current standards for evaluating capacity and operating conditions are contained in the 2010 Highway Capacity Manual (HCM). The procedures describe operating conditions in terms of a Level of Service (LOS). Facilities are given letter designations from "A," representing the best operating conditions, to "F," representing the worst. Generally, Level of Service "D" represents the threshold for acceptable overall intersection operating conditions during a peak hour.

The acceptable threshold for a particular movement at an intersection depends on both the priority assigned to that movement and its traffic volume. In general, the higher the priority and the higher the traffic volume, the more stringent the acceptable threshold will be. For example, the acceptable threshold for a high-priority/high-volume suburban movement might be "C," while LOS "F" on a low-priority/low-volume urban movement might be appropriate.

For two-way stop-controlled intersections, a key measure of operational effectiveness is the side street LOS. Since the mainline does not have to stop, the majority of delay is attributed to the side-street/minor approaches. Long delays and poor LOS can sometimes result on the side street, even if the overall intersection is functioning well, making it a valuable design criterion.

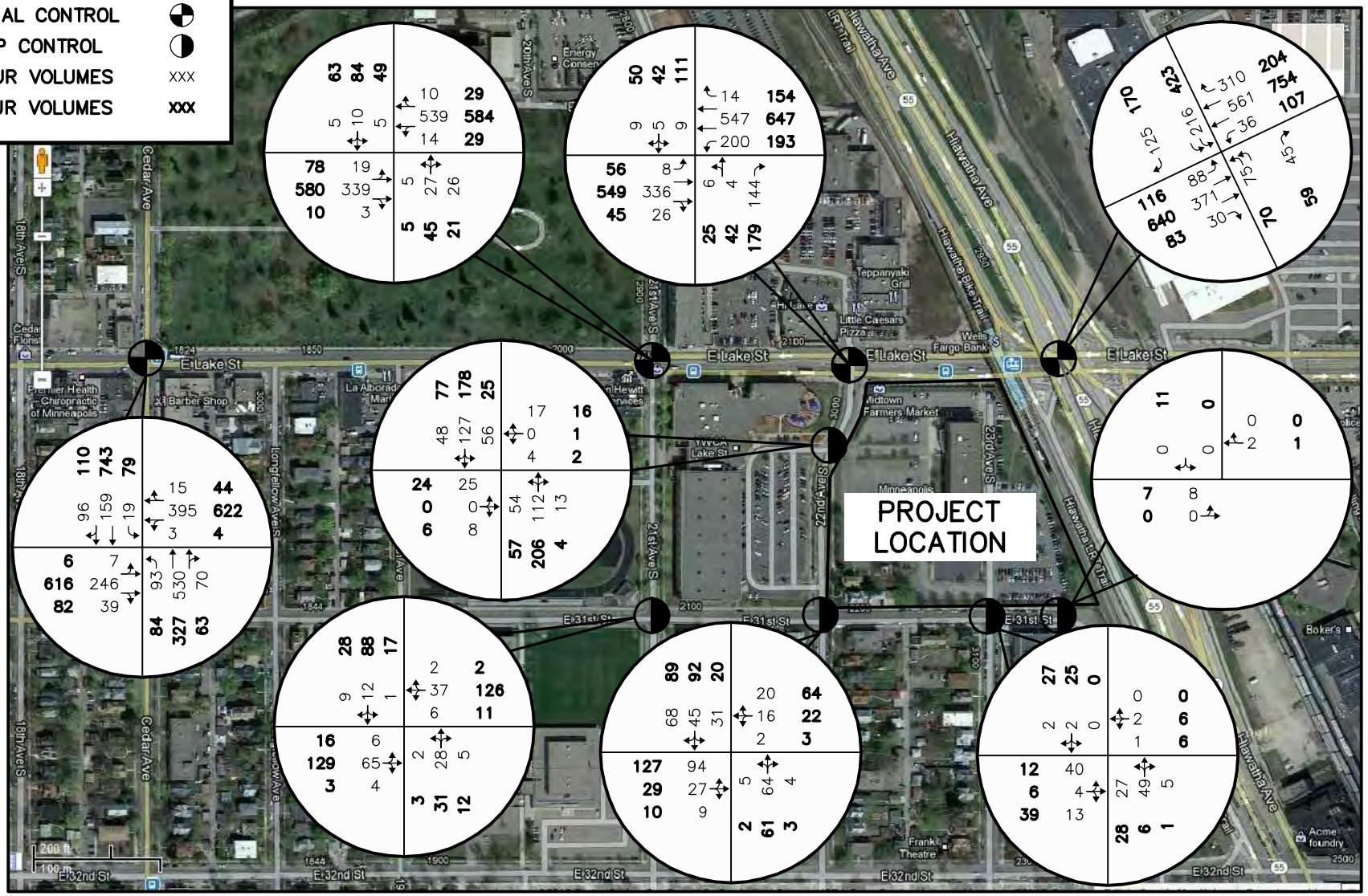
As the side-street/minor approach delay approaches and exceeds 60 seconds per vehicle, drivers may divert to another route or become impatient and accept gaps in the mainline traffic that are less than acceptable/safe gaps resulting in the potential for traffic safety concerns.

Again, depending on priority and traffic volume, acceptable side-street LOS can range from D to F. Side streets can operate at LOS F without the intersection warranting a change in traffic control.

A final fundamental component of operational analyses is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable level of service, but if queues from the intersection extend back to block entrances to turn lanes or accesses to adjacent land uses, unsafe operating conditions could result. The 95th percentile queue, or the length of queue with a 5% chance of occurring during the peak hour, is considered the standard for design purposes.

LEGEND

EXISTING SIGNAL CONTROL	◓
EXISTING STOP CONTROL	◑
AM PEAK HOUR VOLUMES	XXX
PM PEAK HOUR VOLUMES	XXX



0 200
SCALE IN FEET

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

L & H Station

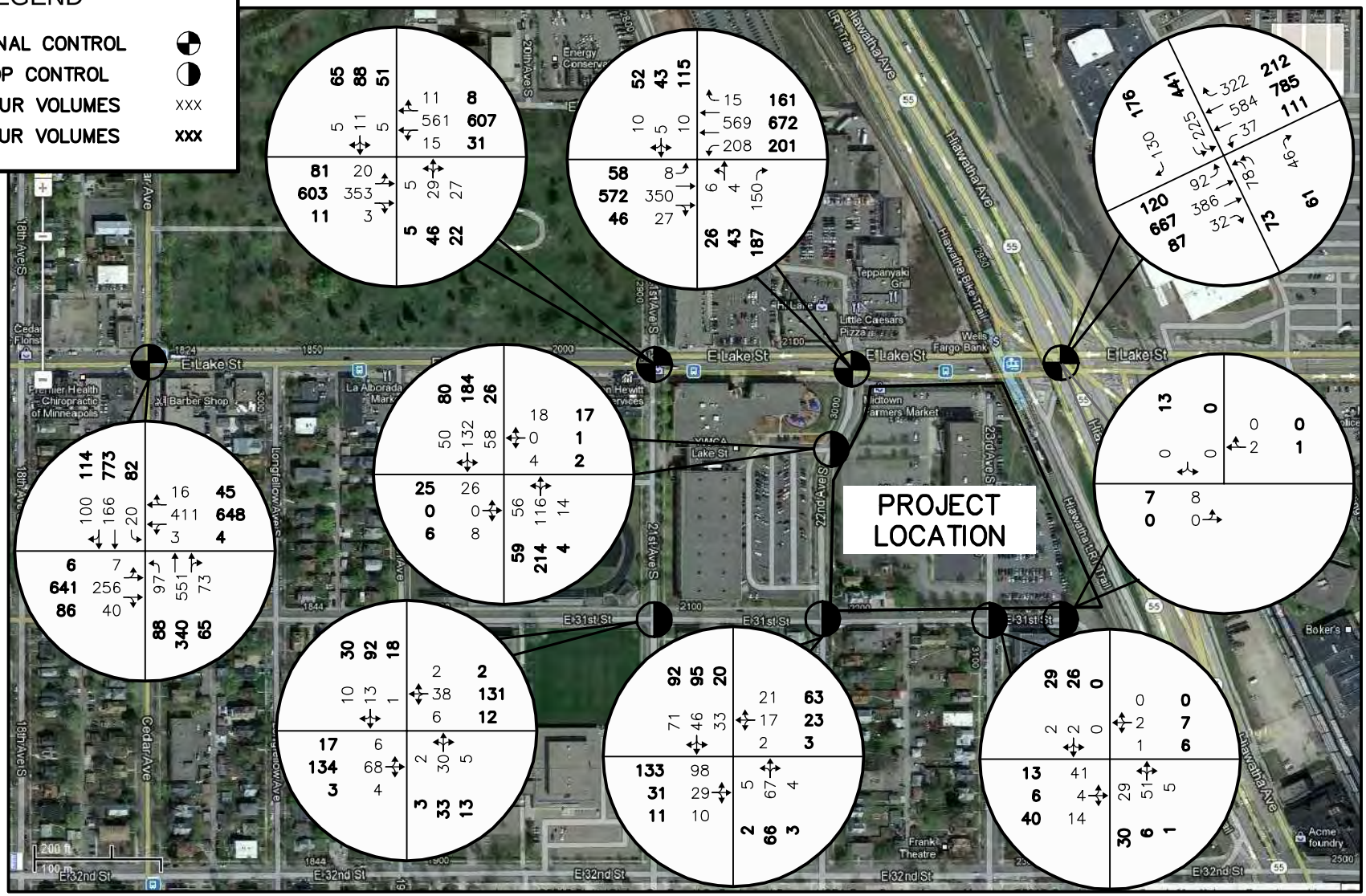
2017 No-Build Traffic Volumes

SHEET# 8A

PROJ# R0003982

LEGEND

EXISTING SIGNAL CONTROL	◕
EXISTING STOP CONTROL	◑
AM PEAK HOUR VOLUMES	XXX
PM PEAK HOUR VOLUMES	XXX



Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

L & H Station

2025 No-Build Traffic Volumes

SHEET# 8B

PROJ# R0003982

C. Results of the Analysis for the Existing Condition

Table 13 summarizes the operational analysis of the site in the existing condition. Overall Levels of Service (LOS) for each study area intersection is listed along with the critical 95th percentile queues.

TABLE 13 – EXSTING CONDITION OPERATIONAL ANALYSIS RESULTS
(Overall Intersection Levels of Service and Comments)[1.]

Intersection	2014		Critical Peak Delay and 95th Percentile Queue
	AM LOS	PM LOS	
Lake & Hiawatha	B/C	B/C	Existing AM – SB Left 27.1 sec/veh; 114' queue Existing PM – WB Thru 24.1 sec/veh; 219' queue
Lake & 21st Ave	A/A	B/C	Existing AM – SB Left 18.1 sec/veh; 30' queue Existing PM – EB Left 24.1sec/veh; 152' queue
Lake and 22nd Ave	A/B	B/C	Existing AM – NB Thru 17.9 sec/veh; 56' queue Existing PM – SB Left 33.1 sec/veh; 184' queue
22nd Ave & YWCA/School Dwy	a/a	a/a	Existing AM – NB Left 4.0 sec/veh; 47' queue Existing PM - EB Left 5.3 sec/veh; 39' queue
21st Ave & 31st St	a/a	a/a	Existing AM – EB Thru 6.8 sec/veh; 60' queue Existing PM – SB Left 8.4 sec/veh; 62' queue
22nd Ave & 31st St	a/b	a/c	Existing AM – NB Thru 7.5 sec/veh; 59' queue Existing PM – NB Left 9.1 sec/veh; 50' queue
Lake St & Cedar Ave	A/C	B/D	Existing AM – EB Left 32.6 sec/veh; 170' queue Existing PM – EB Left 40.0 sec/veh; 278' queue

1. Overall LOS reported from Synchro. First letter represents intersection LOS, while second letter represents worst LOS of individual approach. Upper case letters indicate signalized intersections, and lower case letters indicate unsignalized intersections.

Results of the Existing Condition analysis indicates that all study area intersections operate at acceptable overall Levels of Service.

(NOTE: A separate four-way stop warrant analysis was conducted for the intersection of 31st Street and 22nd Avenue South. Results of this analysis appear later in this report.)

D. Results of the Analysis for the No-Build Scenarios

Table 14 summarizes the results of the 2017 and 2032 No-Build operational analysis. The overall LOS for each study area intersection is listed along with the critical 95th percentile queues.

TABLE 14 – 2017 & 2025 NO-BUILD ALTERNATE OPERATIONAL ANALYSIS RESULTS
(Overall Intersection Levels of Service and Comments)

Intersection	2017		2025		95th Percentile Queue Comments[2]
	AM LOS[1]	PM LOS[1]	AM LOS[1]	PM LOS[1]	
Lake & Hiawatha	A/C	B/C	B/C	B/C	2017 AM – WB T 210'.; 2025 AM – WB T 187' 2017 PM – SB L 170'; 2032 PM – WB T 241'
Lake & 21st Ave	A/C	A/D	A/C	A/B	2017 AM – NB LTR 70' ; 2032 AM – WB LT 69' 2017 PM – SB LTR 147'; 2032 PM – SB LTR 121'
Lake and 22nd Ave	A/C	B/C	A/C	B/C	2017 AM – WB L 103' ; 2032 AM – WB L 61' 2017 PM – SB 139'; 2032 PM – SB LT 155'
22nd Ave & YWCA/School Dwy	a/a	a/b	a/a	a/a	2017 AM – NB LTR 35' ; 2032 AM – EB LTR 39' 2017 PM – NB LTR 44'; 2032 PM – NB 41'
21st Ave & 31st St	a/a	a/a	a/a	a/a	2017 AM – NB LTR 56'; 2032 AM – EB LTR 61' 2017 PM – SB LTR 70'; 2032 PM – WB LTR 77'
22nd Ave & 31st St	a/a	a/a	a/a	a/a	2017 AM – SB LTR 70'; 2032 AM – SB LTR 66' 2017 PM - SB LTR 75'; 2032 PM – SB LTR 79'
Lake St & Cedar Ave	B/D	B/D	A/D	B/C	2017 AM – EB LT 140'; 2032 AM – NB T 152' 2017 PM – EB LT 268''; 2032 AM – SB T 246'

1. Overall LOS reported from Synchro. First letter represents intersection LOS, while second letter represents worst LOS of individual approach. Upper case letters indicate signalized intersections, and lower case letters indicate unsignalized intersections.
2. L = Left; T=Through; R=Right; LT = Left & Through; TR = Through & Right; LTR = Left, Through & Right Movements

Results of the 2017 and 2025 No-Build analyses indicate that all study area intersections are projected to operate at acceptable overall Levels of Service for the 2017 and 2025 No-Build conditions. Nevertheless, certain off-site intersections experience significant queuing (e.g., Eastbound left turn movement at Lake Street & Cedar Avenue in the 2017 No-Build PM Peak Hour, etc.).

E. Site-Generated Traffic

In determining the effects of the site development traffic, one must take into consideration the existing trip generators on the site. This traffic must be removed from the background traffic pattern before the new land uses can be considered.

Westwood reviewed the existing land uses and determined that the trips for the Metro Transit Park & Ride should be deleted from Phase 1 consideration, and the Minneapolis School District building should be deleted from the Full Build-out consideration. The Midtown Farmers Market is intended to remain on the site as part of the future development, therefore any trip generation for the Farmers Market was not removed from the background traffic analysis.

Westwood reviewed the existing traffic patterns and formulated percentages to determine the trip distribution. These percentages were adjusted based on the proposed uses in each design scenario. Figure 9 illustrates the trip distribution percentages assumed in this analysis.

LEGEND

DISTRIBUTION PERCENTAGE 0%

NORTH

0 200

SCALE IN FEET

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLLFREE 1-888-937-5150

www.westwoodps.com

L & H STATION

TRIP DISTRIBUTION

Sheet # 9

Project # 2011121M

Oct 08, 2014 2:06pm P:\0003982.00\docs\Traffic\2014 TDMP\Exhibits\9-Trip Distribution.dwg

The number of vehicle trips generated by the proposed redevelopment has been estimated for the weekday AM and PM peak hours using the data and methodologies contained in the 9th Edition of Trip Generation Manual, published by the Institute of Transportation Engineers (ITE). The trip generation estimates for the project as a whole have been developed by combining the trip generation characteristics of the individual land uses. The estimated volume of site-generated trips for each land use is summarized in Tables 15A and 15B. Additionally, the resulting "New" trips to be added to the roadway network are also shown on Figures 10A and 10B for2017 and 2025 Assignments, respectively.

It should be noted that the Midtown Farmers Market is an activity that will be retained as part of the new L&H Station development. The Farmers Market operates in the parking lot on Tuesdays and Saturdays, and attracts 50 to 70 vendors. This market is being incorporated into the design of the L&H Station, and will continue to accommodate the 50-70 vendor spaces.

TABLE 15A – TRIP GENERATION ESTIMATES[1] – PHASE 1

Land Use[1]	ITE Land Use Code	Size	Weekday Trips Generated:				
			AM Peak Hour		PM Peak Hour		Weekday ADT
			Enter	Exit	Enter	Exit	
Adult Learning Center	540	30 classrooms	68	21	29	19	553
Mid-Rise Apartment	223	125 units	12	26	28	20	882
Office	710	100,000 sq. ft.	168	23	32	158	1312
Specialty Retail	814	8,000 sq. ft.	0	0	10	12	354
Farmers Market (Sat/Tues only)	814	45,000 sq. ft.	n.a.	n.a.	54	68	n.a.
Totals			**248**	**70**	**128**	**228**	**3,101**
			318		**456**		

1. Per the data and methodologies in Trip Generation, 9th Edition, published by ITE; except Vocational School which was based on actual AM and PM Peak Hour trips recorded for the site. Farmers Market use is Saturday morning only and Tuesday afternoon/evening only.

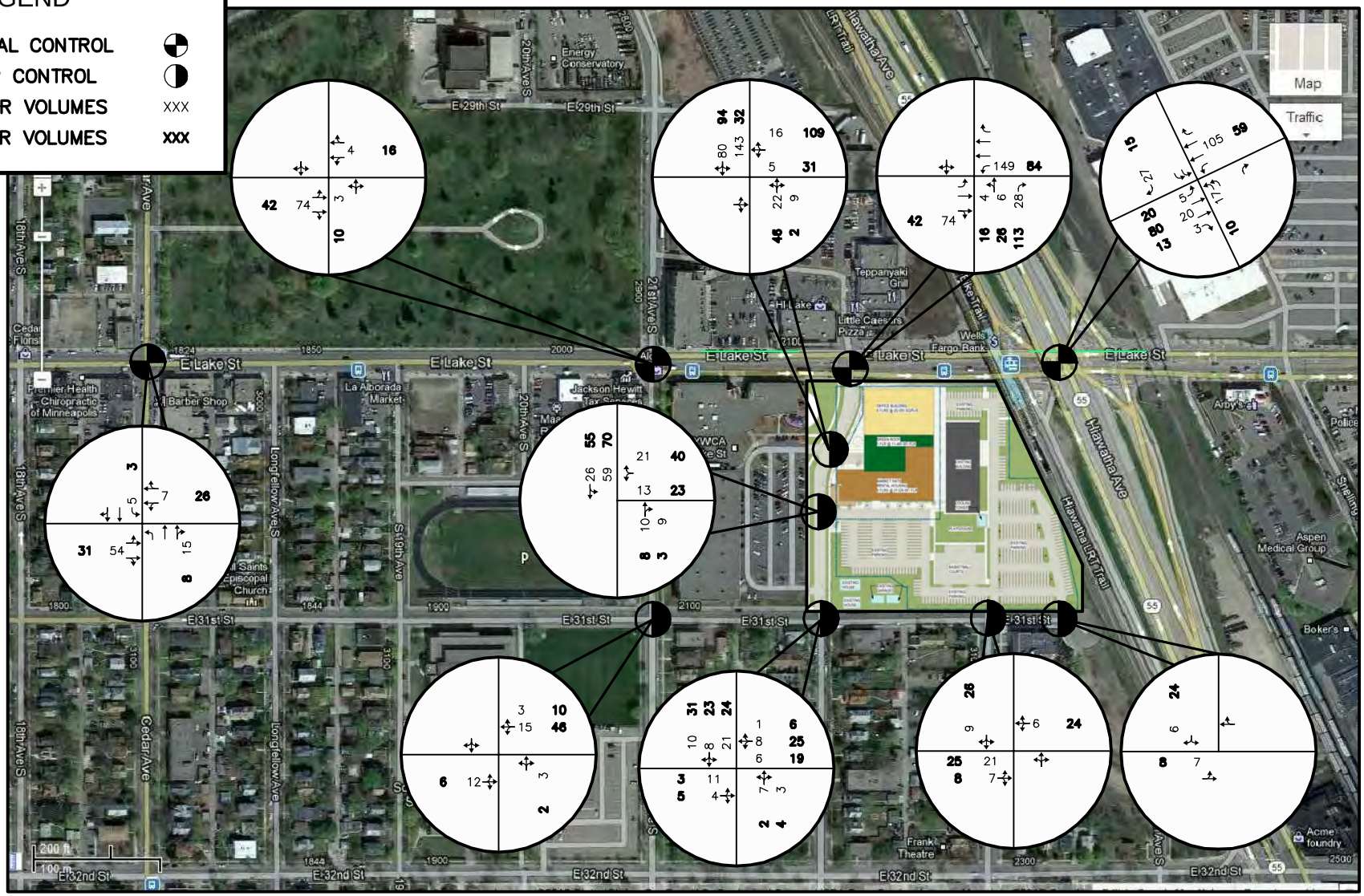
TABLE 15B – TRIP GENERATION ESTIMATES[1] – PROPOSED LAND USES

Land Use	ITE Land Use Code	Size	Weekday Trips Generated:				
			AM peak		PM Peak		Weekday ADT
			Enter	Exit	Enter	Exit	
Mid-Rise Apartment	223	565 units	53	117	128	93	2,327
Office	710	100,000 sq. ft.	168	23	32	158	661
Specialty Retail	814	16,075 sq. ft.	0	0	24	30	886
Farmers Market (Specialty Retail)	814	45,000 sq. ft.	n.a.	n.a.	54	68	n.a.
Totals			**125**	**102**	**135**	**173**	**3,824**
			227		**308**		

1. Per the data and methodologies in Trip Generation, 9th Edition, published by ITE. Farmers Market operates on Saturday mornings and Tuesday afternoons/evenings only.

LEGEND

EXISTING SIGNAL CONTROL	◓
EXISTING STOP CONTROL	◑
AM PEAK HOUR VOLUMES	XXX
PM PEAK HOUR VOLUMES	XXX



0 200
SCALE IN FEET

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

L & H Station

2017 Trip Assignment

SHEET# 10A

PROJ# R0003982

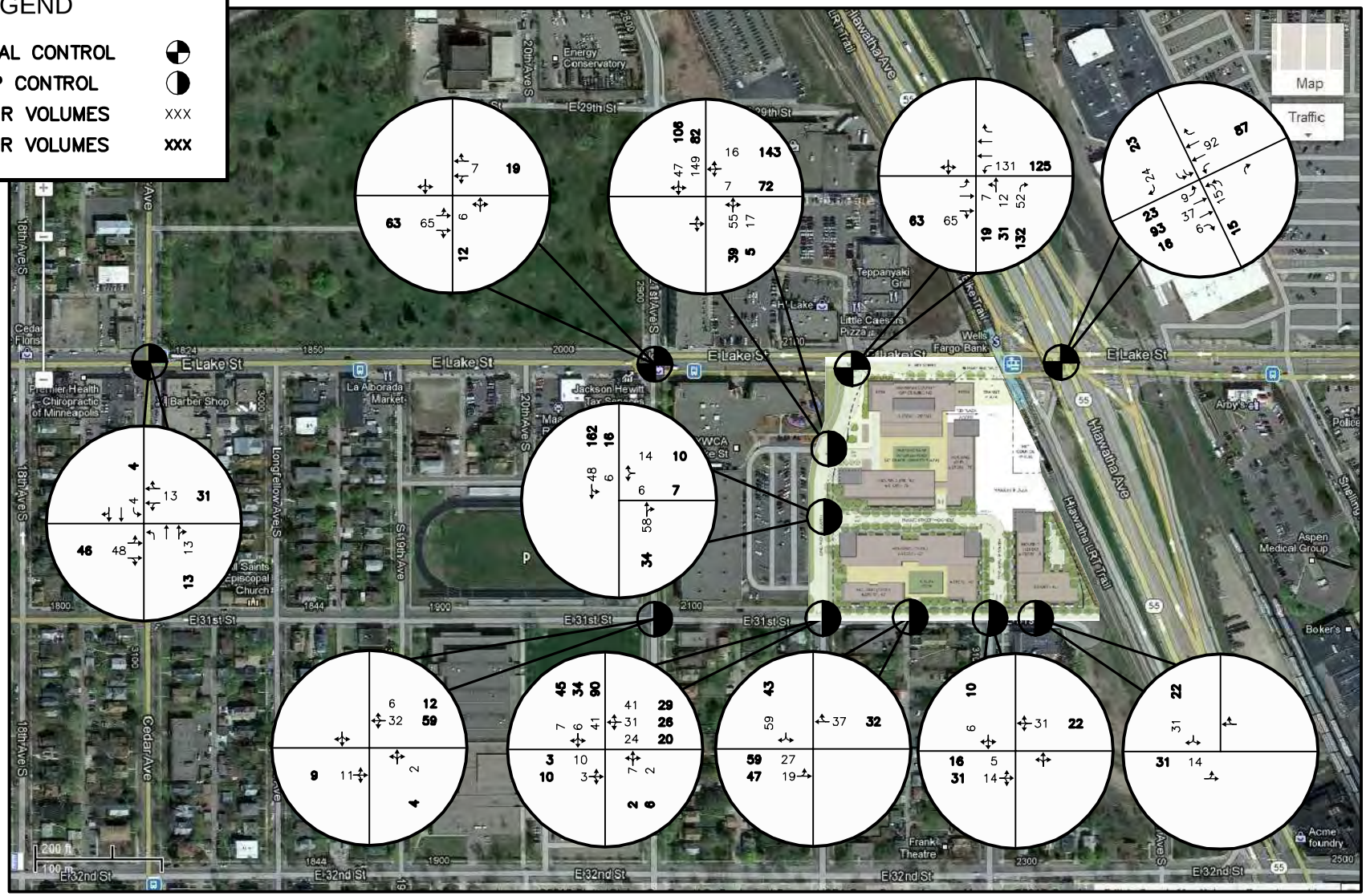
LEGEND

EXISTING SIGNAL CONTROL

EXISTING STOP CONTROL

AM PEAK HOUR VOLUMES XXX

PM PEAK HOUR VOLUMES XXX



Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

L & H Station

2025 Trip Assignment

SHEET# 10B

PROJ# R0003982

F. Results of the Analysis for the Build Scenarios

Figures 11A and 11B show the 2017 and 2025 Build traffic volumes for the study area. These volumes assume the trip assignments being overlaid onto no-build traffic volumes in each case.

Table 16 summarizes the results of the 2017 and 2025 Build operational analysis. The overall LOS for each study area intersection is listed along with the critical 95th percentile queues.

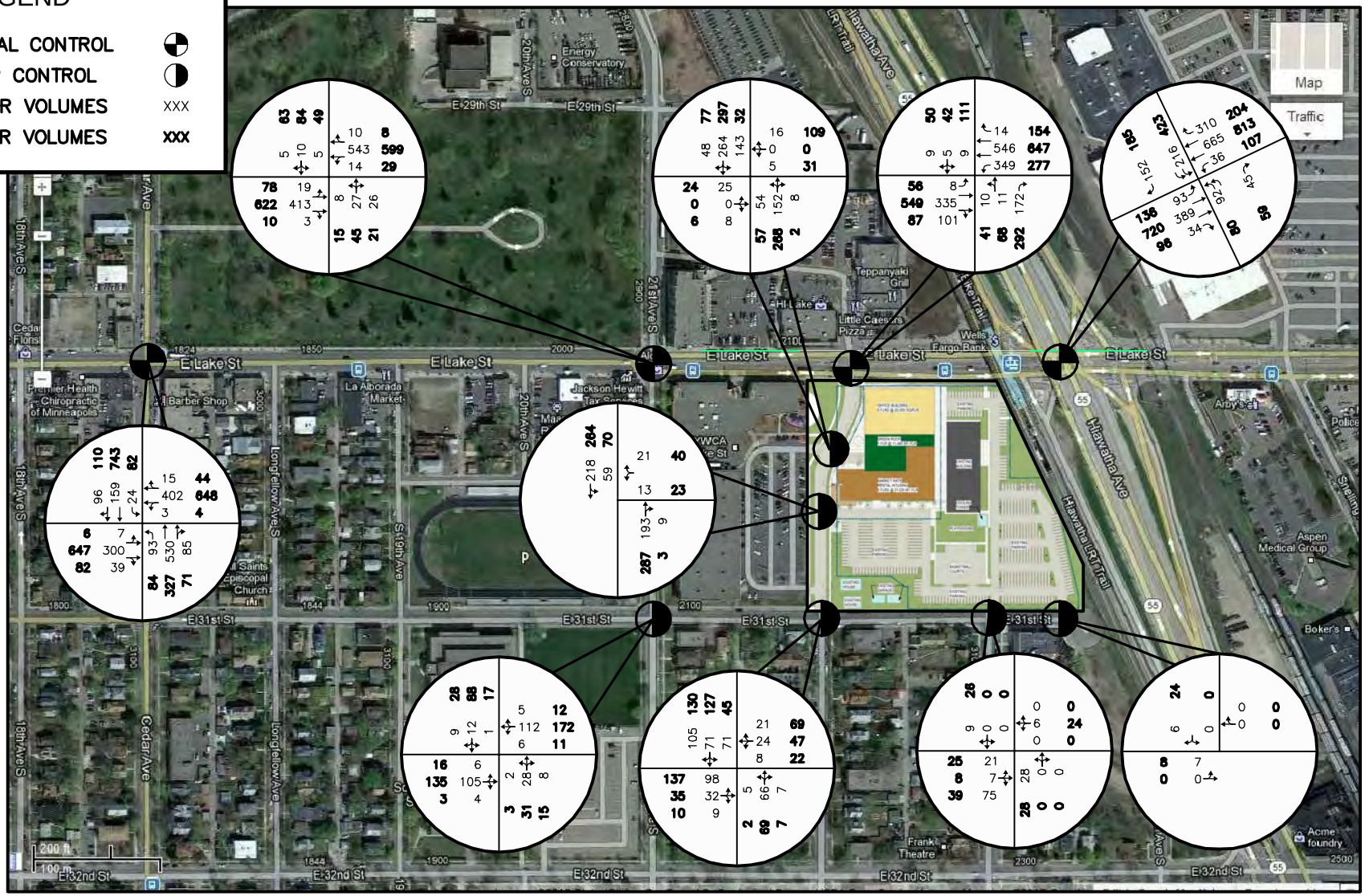
TABLE 16 – 2017 & 2025 BUILD ALTERNATE OPERATIONAL ANALYSIS RESULTS
(Overall Intersection Levels of Service and Comments)

Intersection	2017		2025		95th Percentile Queue Comments[2]
	AM LOS[1]	PM LOS[1]	AM LOS[1]	PM LOS[1]	
Lake & Hiawatha	B/C	B/C	B/C	B/C	2017 AM – SB L 94'.; 2025 AM – SB L 121' 2017 PM – SB L 161'; 2025 PM – SB L 165'
Lake & 21st Ave	A/C	A/C	A/C	A/C	2017 AM – NB LTR 77' ; 2025 AM – NB LTR 73' 2017 PM – SB LTR 144'; 2025 PM – SB LTR 137'
Lake and 22nd Ave	A/C	B/D	A/C	B/C	2017 AM – SB LT 31' ; 2025 AM – SB LT 34' 2017 PM – SB LT 148'; 2025 PM – SB LT 159'
22nd Ave & YWCA/School Dwy	a/b	a/b	a/b	a/b	2017 AM – EB LTR 50' ; 2025 AM – WB LTR 61' 2017 PM – EB LTR 39'; 2025 PM – WB LTR 89'
21st Ave & 31st St	a/a	a/a	a/a	a/a	2017 AM – NB LTR 45'; 2025 AM – EB LTR 66' 2017 PM – SB LTR 56'; 2025 PM - SB LTR 79'
22nd Ave & 31st St	a/a	a/a	a/a	a/b	2017 AM – SB LTR 97'; 2025 AM – SB LTR 93' 2017 PM - SB LTR 96'; 2025 PM – SB LTR 138'
Lake St & Cedar Ave	B/C	B/D	B/C	B/D	2017 AM – EB LT 150'; 2025 AM – EB LT 151' 2017 PM – EB LT 260'; 2025 AM – EB LT 267'

1. Overall LOS reported from Synchro. First letter represents intersection LOS, while second letter represents worst LOS of individual approach. Upper case letters indicate signalized intersections, and lower case letters indicate unsignalized intersections.
2. L = Left; T=Through; R=Right; LT = Left & Through; TR = Through & Right; LTR = Left, Through & Right Movements

LEGEND

EXISTING SIGNAL CONTROL	◒
EXISTING STOP CONTROL	◑
AM PEAK HOUR VOLUMES	XXX
PM PEAK HOUR VOLUMES	XXX



0 200

SCALE IN FEET

Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

L & H Station

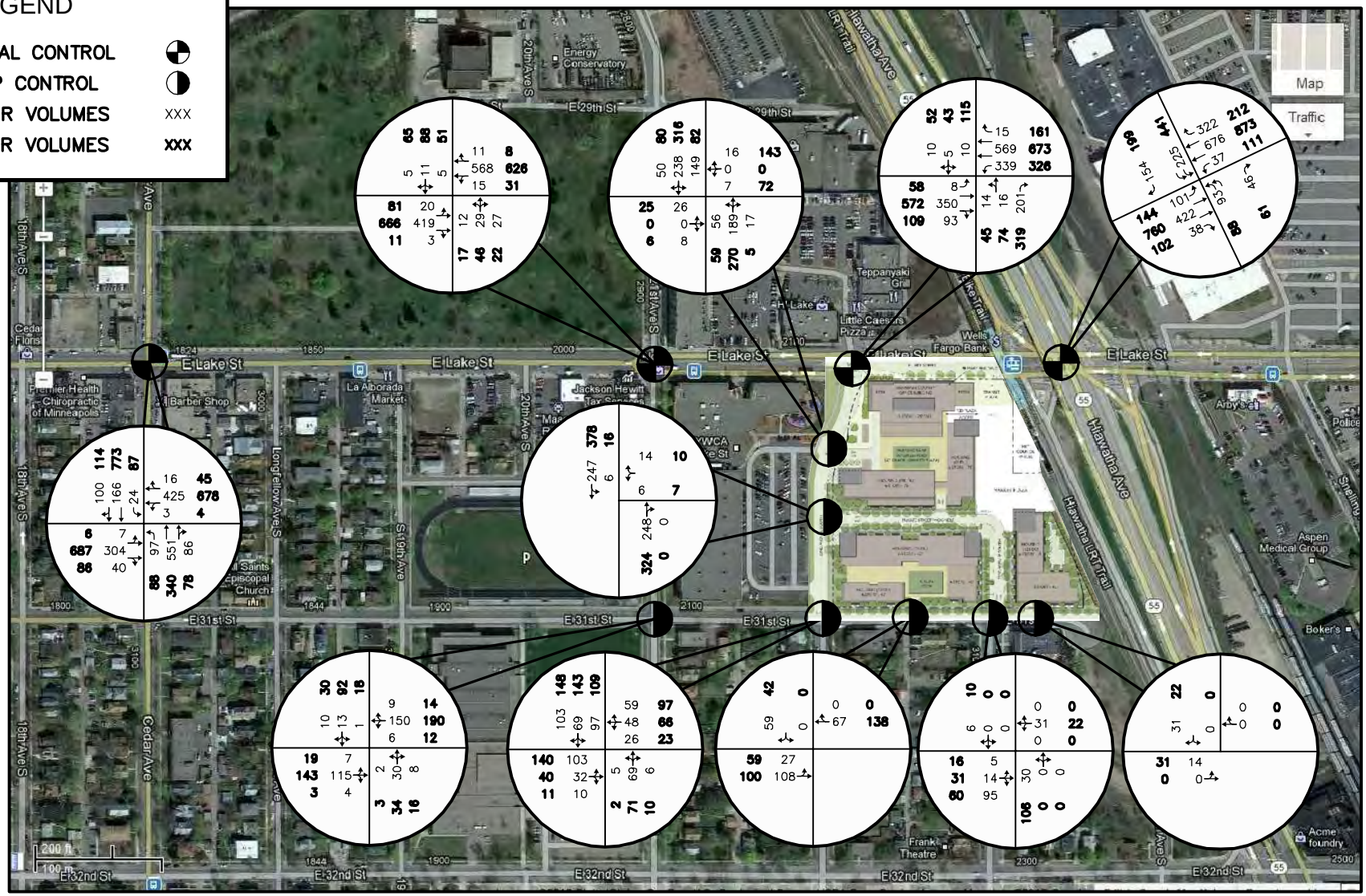
2017 Build Traffic Volumes

SHEET# 11A

PROJ# R0003982

LEGEND

EXISTING SIGNAL CONTROL	◓
EXISTING STOP CONTROL	◑
AM PEAK HOUR VOLUMES	XXX
PM PEAK HOUR VOLUMES	XXX



Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 1-888-937-5150

www.westwoodps.com

L & H Station

2025 Build Traffic Volumes

SHEET# 11B

PROJ# R0003982

G. Traffic Control Warrant Analysis

Westwood tested whether warrants exist for a change in traffic control at the intersection of 31st Street and 22nd Avenue southwest of the proposed L&H Station development. The Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) specifies warrants for all-way stop control based on approach volumes. Table 17 lists approach volumes and periods when both volume warrants are met. In this case, warrants are met for only one hour, not the eight required for all-way stop installation.

TABLE 17 – ALL-WAY STOP WARRANT ANALYSIS – 31ST STREET & 22ND AVENUE

Volumes:	3ist Street		22nd Avenue			Overall	Meets
Hour:	Eastbound	Westbound	Northbound	Southbound	Total	Total	Warrant:
12:00 AM	6	2	2	13	15	23	/
1:00 AM	3	1	2	9	11	15	/
2:00 AM	0	1	1	10	11	12	/
3:00 AM	3	0	4	4	8	11	/
4:00 AM	3	3	2	6	8	14	/
5:00 AM	26	14	15	18	33	73	/
6:00 AM	49	25	26	50	76	150	/
7:00 AM	99	31	47	120	167	297	/
8:00 AM	150	41	74	152	226	417	/X
9:00 AM	72	43	54	108	162	277	/
10:00 AM	89	35	33	91	124	248	/
11:00 AM	51	39	33	103	136	226	/
12:00 PM	55	62	28	128	156	273	/
1:00 PM	42	36	36	115	151	229	/
2:00 PM	53	38	50	162	212	303	/X
3:00 PM	121	67	77	197	274	462	/X
4:00 PM	91	81	61	210	271	443	/X
5:00 PM	**198**	**101**	**68**	**242**	**310**	**609**	**X/X**
6:00 PM	148	66	53	108	161	375	/
7:00 PM	99	39	46	183	229	367	/X
8:00 PM	61	36	24	126	150	247	/
9:00 PM	47	76	26	101	127	250	/
10:00 PM	19	12	12	49	61	92	/
11:00 PM	10	10	6	26	32	52	/

Hours Met:	Hours Required:	Result:
1	**8**	**Not satisfied**

Source: Westwood Traffic Counts, 09/10/14

It should be noted that under each of the Build scenarios, traffic at the intersection increases at the intersection, especially in the southbound approach. While delay seems manageable (e.g., 14 seconds for the southbound approach), the 95th percentile queue extends beyond 150 feet. Therefore, there is a heavy southbound demand at the stop approach, but the queue is being served relatively quickly. It is recommended that the City continue to monitor conditions at this intersection for changes in traffic control.

VI. TRAVEL DEMAND MANAGEMENT STRATEGIES

A. City of Minneapolis Transportation Policy Points

The following policy points for transportation are included in Chapter 2 of the Minneapolis Plan for Sustainable Growth:

Policy 1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

Policy 2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Policy 3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

Policy 4: Make transit a more attractive option for both new and existing riders.

Policy 5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

Policy 6: Manage the role and impact of automobiles in a multi-modal transportation system.

Policy 7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

Policy 8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

Policy 9: Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.

Policy 10: Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.

Policy 11: Minneapolis recognizes the economic value of Minneapolis-St. Paul International Airport and encourages its healthy competition to reach global markets in an environmentally responsible manner.

B. Goal of the Travel Demand Management Plan

The purpose of this Travel Demand Management (TDM) plan is to assist the City of Minneapolis to achieve their overall transportation goals discussed earlier. The plan encourages employees and visitors to utilize alternative modes of transportation other than driving alone. This Travel Demand Management plan identifies actions to manage and minimize the vehicle trips and parking generation by the development.

C. Specific Travel Demand Management Strategies

To succeed, this Travel Demand Management (TDM) plan must assist the City of Minneapolis to achieve their transportation goals. Based on previous TDM Plans in the area and the types of proposed land uses, the following mode split goals for the project have been identified by the developer:

TABLE 18 – MODE SPLIT GOALS

Mode Split	Goal
Auto	55%
Transit	35%
Bike/Walk	10%

This section outlines specific Travel Demand Management strategies to be implemented by the owner/end user/property manager/etc. of this site. The strategies detail the responsibilities of the site's responsible party in addressing the issues regarding transportation cited above.

The Hennepin County Property Services Department and its successors, by accepting the responsibility of implementing the items below, desire to help Minneapolis to achieve their goals of enhancing the local transportation system. Implementation of the items noted will help to encourage use of alternate modes of travel, enhance pedestrian friendliness, and achieve a balance in the needs of all users of the transportation system.

The Hennepin County Property Services Department and its successors specifically commit to the implementation of the following measures:

Transportation Coordinator

The developer will designate an employee or contractor to act as the Transportation Coordinator. That employee will maintain and monitor TDM activities as well as serve as liaison to Metro Commuter Services and Metro Transit. The Transportation Coordinator will serve as the conduit for providing up-to-date information on alternative commute programs and incentives to building residents, employees and patrons. At a minimum, the Transportation Coordinator will:

1. Provide a "move-in package" for all new residents. The move in package will provide, at a minimum:
    a. Information on various bus incentive programs (e.g. Metro Transit Go-To Cards, U-Pass and Commuter Challenge program) as well as vanpool incentives (e.g., Metro Vanpool program).

2. Information on various car sharing programs that are available in the area. Set up and maintain a display of commuter information near the entrance or in an accessible part of each building. This information, which will be supplied by Metro Transit, will include

transit schedules, rideshare applications, bike information, Guaranteed Ride Home Program brochures, etc. To maintain an awareness of alternative modes of transportation, information may be distributed through e-mail, flyers, posters in frequented locations, etc. This information will also be provided in the offices, locker area, or break rooms in the office or retail areas.

3. Distribute information on Mn/DOT's real-time traveler information program: 5-1-1 or www.511mn.org .

General

1. The owners/property managers of the site shall maintain clear, well-lit sidewalks for pedestrian ease of use.

2. Sidewalks impacted by construction shall be rebuilt with ADA-compliant tactile dome curb ramps, encouraging use by broad cross-section of pedestrian types.

3. The employers and operators of the development shall encourage alternative modes of transportation primarily through information dissemination through a variety of mediums (bulletin board, flyers, maps and transit schedules) on-site at key locations.

Transit/Carpool

1. The BLUE Line light rail transit has a stop at the Lake Street/Midtown Station just to the east of the L&H Station site. In addition, three Metro transit bus routes (21, 27 and 53) provide service to the site. The nearest bus stops are along East Lake Street to the north of the site. The developer will actively promote the use of the Metro Transit routes through the creation of a Transit Plaza where riders can gather, get transit information and transfer between transit modes.

2. The owners/property managers will post LRT and bus stop information in each residential and office lobby and in employee break rooms.

3. Wayfinding signs will be posted directing users to the Midtown Greenway bicycle and pedestrian corridor and all its related amenities.

4. HOURCAR and Car2Go, are hourly, fuel efficient car rental options that are located near the L&H Station development. HOURCAR has a hub at Plaza Verde four blocks west of the redevelopment. Car2Go offers vehicles for use wherever the previous user has left it. The developer will actively promote the use of these options by posting information in its lobby and employee break rooms.

5. Hennepin County will subsidize a portion for transit fares for its employees. The employers shall work with employees to coordinate with transit schedules and to minimize peak hour vehicular trip generation.

6. The employers shall provide a package of information on alternative commuter and transportation modes to new employees.

Bicycles

1. The developer will actively promote biking as a mode of transportation to and from the site by providing outdoor bicycle rack spaces and repair station for patrons and employees will be provided with indoor bicycle storage space.

2. The developer will provide wayfinding signs and maps in the promenade/market area to direct riders through the area and to adjacent bicycle trails.

3. The developer will provide bike shelters and racks at main entrances to public buildings and in proximity to market areas. The developer will work with the Farmers Market management to determine the best locations for such bike facilities.

4. A Nice Ride Station exists to the northwest of the L&H Station development. Nice Ride is a non-profit bike sharing system, and anyone can become a member. The rider simply takes a bike when needed, and returns it to any station in the system when he or she arrives at his or her destination. Nice Ride bicycles are available 24 hours a day, 7 days a week from April to November. Usage at this this Nice Ride station has increased significantly over the years, leading to a continuation of the program. The developer will promote Nice Ride to employees, residents and customers in the site.

5. The developer will actively promote biking by posting a bicycle network map within residential and employee common areas.

6. The developer will actively promote biking by providing shower/locker facilities for County employees who commute via bicycle.

Pedestrians

1. The developer will create pedestrian connections between Lake Street commercial uses and residential areas to the south. Pedestrian movement patterns will be re-introduced by the extension of 23rd Avenue and its related sidewalks through the Market Square to the LRT station. Urban street patterns are reflected in the east/west connection through to 22nd Avenue South, providing access to the Market Square, transit and new Lake Street pedestrian promenade from the west elevation.

2. The developer will maintain standards for sidewalk width. The Market Square is envisioned as a Dutch-style '*woonerf*,' which is a shared space between cars and people, but oriented

towards pedestrians and cyclists. Pedestrians and cyclists will have the right of way, and official vendor vehicles will be the only traffic allowed, and then only on market days.

3. With redevelopment, the L&H Station site will be re-graded to bring building entrances to grade level and create a public pedestrian promenade along Lake Street. Buildings will have storefronts and be pedestrian-scaled throughout the neighborhood. The promenade includes widened sidewalks, landscaped traffic buffers, pedestrian-scale lighting, and cantilevered canopies.

Deliveries

1. Owners/property managers shall develop and maintain a policy that provides for truck and service deliveries to occur outside of peak traffic times. 80% of truck and service deliveries will occur before noon, which is outside the peak hour. This would not include FedEx/UPS-type deliveries.

Parking

1. Appropriate signage will be used to designate parking spaces for patrons only.

2. Parking will be structured except for some limited parallel parking within the *'woonerf'* area.

3. The owners/property managers will support the creation of a critical parking area in the neighborhood south of the development. This will discourage the occurrence of "park-and-hide" transit users.

4. The owners/property managers will work with the County to determine whether on-street parking can be allowed along the south side of Lake Street between 22nd Avenue and Hiawatha. Although there is a turn lane and a bus stop in this area, close-in parking adjacent to the proposed retail is considered vital to the success of the small businesses.

TRAVEL DEMAND MANAGEMENT PLAN
L&H STATION DEVELOPMENT
2225 EAST LAKE STREET
MINNEAPOLIS, MN

PLAN APPROVAL

Hennepin County Planning and Project Development Division

By: _____ Dated: _____

J. Michael Noonan, AICP, MCIP
Senior Department Administrator
Real Estate Division
Strategic Planning and Resources Department
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843

Minneapolis Community and Economic Development Department

By: _____ Dated: _____

Doug Kress, CPED Development Services Director

Minneapolis Public Works Department

By: _____ Dated: _____

Steve Mosing, Traffic Operations Engineer

APPENDIX

Synchro/SimTraffic Output for the following periods:

1. Existing AM & PM Peak LOS
2. 2017 No-Build AM & PM Peak LOS
3. 2025 No-Build AM & PM Peak LOS
4. 2017 Build AM & PM Peak LOS
5. 2025 Build AM & PM Peak LOS