



Community Planning &
Economic Development
Planning Division
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Minneapolis MN 55415

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NOTICE OF DECISION

The City of Minneapolis has completed the Environmental Assessment Worksheet (EAW) process for the Bennett Lumber Site Redevelopment for portions of the three blocks bounded by Colfax Avenue South, the Midtown Greenway, Fremont Avenue South, and West 28th Street in the City of Minneapolis, Hennepin County, Minnesota (West Parcel: 2812, 2828 Emerson Avenue S., and 1209 28th Street W., Central Parcel: 2820 and 2828 Dupont Avenue S., East Parcel: 2821, 2825 Dupont Avenue S. and 2820, 2824, 2828, and 2836 Colfax Avenue S.). On May 13, 2011, the City Council decided to not order the development of an Environmental Impact Statement (EIS), therefore making a Negative Declaration, and adopting the Findings of Fact and Record of Decision document. This City Council action was approved by the Mayor on May 20, 2011 and was published in the Finance and Commerce newspaper on May 21, 2011.

Copies of the EAW and the Findings of Fact and Record of Decision document are available for review in the office of the City Planning Division at 250 S. 4th Street, Room 300, Public Service Center. Copies of these documents can also be provided to individuals upon request by Becca Farrar, Senior Planner, phone; 612-673-3594; email: rebecca.farrar@ci.minneapolis.mn.us, TDD: 612-673-2157; facsimile: 612-673-2526.

The EAW, other reports and studies, and the Findings of Fact and Record of Decision for this EAW are also available for review on the City of Minneapolis web site:

<http://www.ci.minneapolis.mn.us/cped/eaw.asp>



FINDINGS OF FACT AND RECORD OF DECISION

ENVIRONMENTAL ASSESSMENT WORKSHEET

Bennett Lumber Site Redevelopment

Location: West Parcel: 2812, 2828 Emerson Avenue S., and 1209 28th Street W., Central Parcel: 2820 and 2828 Dupont Avenue S., East Parcel: 2821, 2825 Dupont Avenue S. and 2820, 2824, 2828, and 2836 Colfax Avenue S., City of Minneapolis, Hennepin County, Minnesota.

Responsible Governmental Unit (RGU): City of Minneapolis

	RGU	Proposer / Project Contact
Contact persons	City of Minneapolis - Becca Farrar	RLK, Inc. - John Dietrich
Title	Senior Planner	Project Manager
Address	250 S. 4th Street Room 300, Public Service Center	6110 Blue Circle Drive, Suite 100
City, State, ZIP	Minneapolis, MN 55415	Minnetonka, MN 55343
Phone	612-673-3594	952-933-0972
Fax	612 673-2627	952-933-1153
E-mail	rebecca.farrar@ci.minneapolis.mn.us	jdietrich@rlkinc.com

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 May 13, 2011:

1. The Environmental Assessment Worksheet, the “Findings of Fact and Record of Decision” document, and related documentation for the Bennett Lumber Site Redevelopment 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

Findings of Fact and Record of Decision – Bennett Lumber Site Redevelopment EAW

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 Bennett Lumber Site Redevelopment 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. Exhibit A includes the project summary, and Exhibit B includes the Record of Decision.

II. EAW NOTIFICATION AND DISTRIBUTION

On March 7, 2011, 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 March 7, 2011, 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 May 5, 2011, 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 eight (8) written comments during the public comment period from the following:

1. Minnesota Department of Transportation, March 14, 2011
2. Resident – Thatcher Imboden, April 3, 2011
3. Residents – Kathleen & Kurt Kullberg, April 5, 2011
4. President of the Midtown Lofts Condominium – William Casey, April 5, 2011
5. Metropolitan Council, April 5, 2011
6. Minnesota Pollution Control Agency, April 6, 2011
7. Midtown Greenway Coalition – Tim Springer, April 6, 2011
8. Minnesota Historical Society - SHPO, April 6, 2011

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

1. Minnesota Department of Transportation

Comment: No formal comment.

Response: Noted for the record.

2. **Resident – Thatcher Imboden**

Comment: Support for increased density of approximately 710 units for the three parcels. The correspondence encourages the inclusion of a publicly accessible promenade along the southern edge of all properties for a transportation corridor.

Response: Noted for the record.

3. **Residents - Kathleen & Kurt Kullberg**

Comment: Stated concern regarding the rezoning and the proposed height outlined in the EAW. The project should comply with the objectives outlined in the Uptown Small Area Plan (USAP).

Response: Noted for the record. The USAP is an area wide planning document which provides guidance for land use and development in this area of Uptown. A description of the USAP is provided in Question 27, Item B, of the EAW. The USAP is one of the planning documents which will be considered as the project is evaluated for the needed land use approvals. Each phase requires separate land use approvals.

Comment: Concerns were also stated regarding traffic and parking impacts.

Response: Noted for the record. Traffic and parking impacts of the proposed project are addressed in Question 21 of the EAW. The parking proposed for the project exceeds the amount of parking required by the Zoning Code. Results of the operational analyses in the Traffic Impact Study indicate that most study area roadways and intersections will continue to operate acceptably without roadway improvements for the Build scenario, assuming the City updates and implement optimized signal timings within the study area on a regular basis. The Traffic Impact Study concludes that 2015 Build scenario traffic impacts can be mitigated through travel demand management strategies developed for each project phase.

4. **President of the Midtown Lofts Condominium – William Casey**

Comment: Several questions pertaining to traffic impacts in Question 21 of the EAW including: which particular streets / avenues are involved; which streets / avenues might be in danger of not continuing "to operate acceptably" and what kind of remedies might be available; how about the streets along the north side of the Greenway, from Aldrich to Girard and south of 28th Street; in 2015, what will the aggregate increase of trips per day amount to and would there be any serious peak-hour congestion especially along one-way 28th Street; what would the overall total increase in trips be for the area noted.

Response: Noted for the record. The Traffic Impact Study for the Bennett Lumber site involved analysis of six signalized intersections, as a result of direction given by the City of Minneapolis (shown on Figure 5 of Traffic Impact Study). The streets that were analyzed included 28th Street West, Lagoon Avenue, Lake Street, Hennepin Avenue, Emerson Avenue and Dupont Avenue.

2010 No-Build traffic data has assumed the following developments as being complete: Lumen on Lagoon, Midtown Lofts, Tract 29, Blue Apartments, and The Murals.

2015 or Future year analysis includes the five developments included in the 2010 No-Build scenario plus the 710 units of the Bennett Lumber project, Calhoun Square Redevelopment, Mozaic, Acme Tag (Flux), 1412 Lake Street, and 2900 Lyndale as being complete. These developments added to the 2010 Base Line Data were analyzed for the build condition.

Emerson and Dupont were also analyzed under the “Build” condition adjacent to the proposed garage access points for the development. The addition of the Bennett Lumber Site Redevelopment to the other proposed developments on Emerson and Dupont were not detrimental to the level of service for the respective streets.

The purpose of these analyses was to determine the impacts anticipated by the Bennett Lumber development onto the background/area wide traffic. Figure 7 of the Traffic Impact Study identifies the AM and PM Peak Hour trips generated by the development. In all, there will be very few (25 or fewer) project related new trips per hour in any one movement along 28th Street, Hennepin, Lake Street or Lagoon. The models show no diminution of levels of service along 28th Street in either the AM or PM peak hours as a result of the Bennett Lumber Site Redevelopment:

The projection of 2,876 trips per day is for full build-out of Bennett Lumber. The increase of traffic at the studied intersections between the 2010 “Existing Volumes” and the 2015 Build Volumes can be seen by comparing figures 3 and 8 of the Traffic Impact Report.

Comment: Implications of parking on the immediate area as a result of the proposed development.

Response: Noted for the record. Parking impacts of the project are addressed in Question 21 of the EAW. Additional analysis will be provided as each individual phase provides a Travel Demand Management Plan.

5. Metropolitan Council

Comment: Sanitary sewer facilities – permits are required to construct the sanitary sewer service facilities to each phase of the proposed project. Detailed plans must be submitted to Metropolitan Council Staff for review, comment and permit issuance.

Response: Noted for the record.

Comment: The Record of Decision Document will need to be revised to include the preparation of a Land Use Comprehensive Plan Amendment for submission to the Metropolitan Council for review.

Response: Noted for the record. This application type has been added to the list of types of applications that may be needed for the proposed project. The status of the approval needed will be “as required.” If upon review of an actual project it is determined that an amendment to the City’s Comprehensive Land Use Plan is necessary, it will be prepared and submitted to the Metropolitan Council for review.

Comment: The project would result in an additional demand of 194,500 gallons of water per day on the Minneapolis public water supply system. Please provide brief background information.

Response: Noted for the record. It has been anticipated that the former industrial properties upon which the phased development is proposed, would transition to high density housing. The anticipated 194,540 gallons of water usage projected for this phased project would replace the water usage previously utilized by the industrial properties. The source of water for the City of Minneapolis is the Mississippi River and the series of trunk water mains interconnected throughout the City. The City of Minneapolis has reviewed the East parcel in a Preliminary Development Review meeting; the water usage was not identified as an area of concern. Should the remaining phases be constructed, each project will independently be subject to the Preliminary Development Review process; any concerns pertaining to water usage would be identified during that review.

Comment: Request that further detail of the proposed stormwater runoff controls (at least those currently designed for incorporation on the East Parcel) be included in the Record of Decision Document.

Response: Noted for the record. See responses to MPCA comments below.

Comment: Request that the Record of Decision Document clarify the parking structure design to indicate the number of parking structure levels and structure depth planned on the East Parcel. The document should indicate whether dewatering of the site will be necessary and if so, the means to dispose of the groundwater.

Response: Noted for the record. It is anticipated the East Parcel will have two levels of structured parking to be placed below grade. The excavation is proposed to be approximately 20 to 22 feet below the surface, which will remove the perched water table on the site. Based on the soils report it is not anticipated that de-watering will be necessary for the parking garage excavation. If de-watering is necessary, the proper permits will be applied for by the developer.

Comment: Best management practices should be utilized to minimize the potential for infiltrating stormwater in areas of the site that would mobilize soil contamination.

Response: Noted for the record.

Comment: Recommendation to add two bus routes, modify description of previously identified route, alter references to the Southwest LRT line, and encourage discounted transit passes.

Response: Changes to transit routes and schedules are noted for the record. Modifications to Figure 4 of the TDMP and the service descriptions will be made upon final submittal of the TDMP as part of the formal Land Use Application.

Comment: Consistency with the Comprehensive Plan and the need for a Comprehensive Plan Amendment should be communicated consistently throughout the EAW (specifically Items 27 and 8).

Response: Noted for the record.

6. Minnesota Pollution Control Agency (MPCA)

Comment: Preliminary information on the underground stormwater chambers should be provided in the EAW to assure that the treatment can be located and constructed on the site and that the treatment will mitigate the impacts of stormwater from the proposed project.

Response: Noted for the record. . The stormwater management design for the Bennett Lumber East Parcel is designed per City of Minneapolis Chapter 54 stormwater requirements. These requirements consist of reducing the peak flows and overall runoff volumes to below existing rates and capturing the runoff from the 1.25" storm event. Capturing the runoff from the 1.25" storm event will provide a reduction of approximately 70% in total suspended solids leaving the site. The stormwater system will consist of open-bottom underground stormwater storage chambers that will allow for infiltration into the site soils. Runoff will first be routed to an isolation row which filters out sediment by means of a geotextile fabric prior to infiltration into the underlying washed rock base and site granular material. Once through the geotextile filter, the underlying rock base allows area runoff to migrate between rows of the chambers, allowing for the system to be in hydrological equilibrium. The system will use a raised outlet to completely contain runoff from the 1.25" and 2-year storm rainfall events for the area draining to the system. A Stormwater Report has been submitted to the City for the East parcel and the design has received preliminary approval. Additional project phases shall be reviewed during the formal land use application process.

Comment: If the site will require any dewatering for construction, the EAW should also discuss the need for treatment of the dewater before it is discharged.

Response: Noted for the record. Based on the soils report it is not anticipated that de-watering will be necessary for the parking garage excavation. If de-watering is necessary, the proper permits will be applied for by the developer.

Comment: Please clarify that no stormwater runoff from either the construction activity or from the post construction operation will flow into Lake of the Isles.

Response: The existing municipal storm sewer from this project connects to the Lake of the Isles, approximately one half mile away en route to the Mississippi River. Lake of the Isles is an impaired water and precautions will be taken to improve the water currently emanating from this site, in both the construction and permanent condition. The design incorporated on the East Parcel has utilized the MPCA Protecting Water Quality in Urban Areas. Both temporary and permanent erosion control measures have been incorporated in the above plan. Temporary measures include rock construction entrances being placed prior to and during construction for the main entrance, along with inlet protection around all existing and proposed outlets and structures. Silt fence will be used to surround portions of the site to ensure containment of siltation during the construction phase. Permanent BMP's include the aforementioned underground storage system and landscape areas. The construction Stormwater Pollution Prevention Plan (SWPPP) will incorporate measures for erosion control and site stabilization due to stormwater runoff flowing to an impaired water-Lake of the Isles.

Comment: MPCA advocates for the use of Low Impact Design (LID) practices.

Response: Noted for the record.

7. **Midtown Greenway Coalition – Tim Springer**

Comment: If a stairway connection into the Midtown Greenway is to be provided from the east side of Dupont Avenue, it should be identified in the EAW.

Response: A public stairway at Dupont Avenue is not proposed as part of the project.

Comment: Include reference to transportation resource as noted.

Response: Noted for the record.

Comment: Comment regarding why trips generated in traffic analysis refer only to automobile trips.

Response: Noted for the record. The primary purpose of the Traffic Impact Study is to assess vehicular impacts. The Travel Demand Management Plan which will be required for each phase of the proposed development will evaluate alternative transportation opportunities applicable to the proposed development.

8. **Minnesota Historical Society – SHPO**

Comment: The correspondence from SHPO does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 or the Minnesota Historic Sites Act. If any phases of the project are considered for federal or state assistance or require a federal or state permit or license, the project should be submitted to SHPO with reference to the assisting agency.

Response: Noted for the record. State and/or Federal funds are not anticipated to be utilized for this project.

V. ISSUES IDENTIFIED IN THE EAW

Two significant environmental impacts and issues were identified in this EAW; the potential impact on the resources of the National Register Chicago Milwaukee and St. Paul Railroad Grade Separation historic district, and the consistency of the proposal with local comprehensive plans and zoning regulations.

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 visual, 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 Heritage Preservation Commission, 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.

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.

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 residential structures in this area follows many precedents, and is a known event with known effects.

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 Bennett Lumber Site Redevelopment 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.

Findings of Fact and Record of Decision – Bennett Lumber Site Redevelopment EAW

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

The three parcels of the project site total approximately 5.6 acres of developable property. The project will be developed in phases and each parcel will be taken through the design and approval process independently. The project area encompasses portions of the three blocks bounded by Colfax Avenue South, the Midtown Greenway, Fremont Avenue South, and West 28th Street (See Figures 2.0 and 3.0). Development of the parcel between Colfax and Dupont Avenues (East Parcel) is planned for construction in 2011 - 2012 with 230 units. The Central Parcel between Dupont and Emerson Avenues and the West Parcel between Emerson and Fremont Avenues will be developed in the future as the market supports and may add approximately 480 units. There is no time frame for the Central and West Parcels at this time. Refer to Figure 4.0 for a site plan of the project.

The East Parcel encompasses approximately 78,800 square feet of private property (1.8 acres) and an existing 12-foot wide, concrete public alley (approximately 2550 SF) that dead ends in the middle of the parcel. The redevelopment of the East Parcel will include up to 230 residential units in a building that ranges in height from 6 stories or 68 feet on the south end of the parcel to 4 stories or 54 feet on the north end (See Figure 4.0). The parking for the East Parcel will be provided in an underground garage which will have approximately 242 stalls and access and egress on Dupont Avenue.

As proposed, the dead end alley will need to be vacated and rerouted to Colfax Avenue. Public Works and Planning Staff shall review said vacation application in conjunction with the other land use applications needed for the site once applications have been formally submitted. Each parcel will be an individual project. Each project will require removal of the existing structures, excavation for below grade structures and construction phasing to build the structure with defined limits of construction within a developed urban neighborhood. Each parcel will have permanent underground stormwater chambers designed to meet the City and Watershed's requirements for water quality and rate control.

There are no plans or schedule for the redevelopment of the Central or West Parcels at this time. At the time of redevelopment all buildings in the Central Parcel will be demolished. The Central Parcel square footage is approximately 82,700 (1.9 acres) that may be redeveloped with approximately 250 units in a U-shaped building with a courtyard opening to the south towards the Midtown Greenway. The building heights could range from 68 feet on the south end of the parcel to 64 feet on the north end (See Figure 4.0). An underground parking structure with approximately 270 parking stalls below grade would serve all residential units of the Central Parcel. The access to the Central Parcel is anticipated to be on Dupont Avenue South at the northeast side of the parcel, opposite the access to the East Parcel.

At the time of redevelopment all buildings on the West Parcel are anticipated to be demolished. The West Parcel is L-shaped and is the only parcel which extends all the way from the Greenway to 28th Street. This parcel is approximately 1.9 acres in size and may be redeveloped with up to 230 units. The proposed building heights could range from 68 feet on the south end of the parcel to 54 feet on the north end (See Figure 4.0). An underground parking structure with approximately 238 stalls would serve the West Parcel, with access anticipated to be on Emerson Avenue.

The proposed density, height, configuration and other proposed components of each development shall be reviewed on a case-by-case basis and are subject to final City review and approval.

EXHIBIT B

Environmental Review Record for the Bennett Lumber Site Redevelopment EAW

<u>Date</u>	<u>Action</u>
3/7/2011	City Staff distributes EAW to official EQB mailing list and Project List. EAW is posted on the City's website.
3/7/2011	Minnesota Environmental Quality Board (EQB) publishes notice of availability in <i>EQB Monitor</i> and the 30-day comment period commences.
4/6/2011	EAW public comment period closes.
5/5/2011	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.
5/13/2011	City Council approves Z & P Committee recommendation and makes a finding of Negative Declaration: EAW is adequate and no EIS is necessary.
5/20/2011	Mayor approves Council action regarding EAW
5/21/2011	City publishes notice of Council/Mayor decision in <i>Finance and Commerce</i> .
5/27/2011	City publishes and distributes Notice of Decision and availability of final "Findings" report to official EQB Contact List and the Project List
5/30/2011	EQB publishes Notice of Decision in <i>EQB Monitor</i> .

EXHIBIT C

Public Notification Record

The following describes the public notification process of the Planning Division for the Bennett Lumber Site Redevelopment EAW:

1. The City maintains an updated list based on the Official EQB Contact List. The list used for the Bennett Lumber Site Redevelopment EAW follows. All persons on that list were sent copies of the EAW. The Planning Division 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 Bennett Lumber Site Redevelopment 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 Communications/Public Affairs office for notice and distribution.
3. The Planning Division 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

Findings of Fact and Record of Decision – Bennett Lumber Site Redevelopment EAW

EAW DISTRIBUTION LIST - 2011

STATE AGENCIES

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

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

Environmental Quality Board (1 copy)
Environmental Review Program
658 Cedar St., Room 300
St. Paul, MN 55155

Department of Health (1 copy)
Environmental Health Division
Policy, Planning & Analysis Unit
625 N. Robert St.
St. Paul, MN 55155

Department of Natural Resources (3 copies)
Steve Colvin-Twin Cities Field Office E.S.
Environmental Review Unit
500 Lafayette Road
St. Paul, MN 55155-4025

Pollution Control Agency (3 copies)
Craig Affeldt, Supervisor
Env Review Unit -- 4th Floor
520 Lafayette Road
St. Paul, MN 55155

Department of Transportation (3 copies)
Jennie Ross
Mn/DOT Environmental Services
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

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

LIBRARIES

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

FEDERAL

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

U.S. Environmental Protection Agency (1 copy)
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)
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

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.)

Findings of Fact and Record of Decision – Bennett Lumber Site Redevelopment EAW

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

Indian Affairs Council (1 copy)
Jim Jones, Cultural Affairs Director
3801 Bemidji Avenue Suite 5
Bemidji, MN 56601

Bennett Lumber Site Redevelopment EAW - Project Mailing List

Jim Gearen
Executive Vice President
Zeller Realty Group
950 LaSalle Plaza, 800 LaSalle Ave
Minneapolis, MN 55402

Dave Jaeger
Henn. Co. Environmental Services
417 N. 5th Street
Minneapolis MN 55401

John Dietrich
Project Manager
c/o RLK Incorporated
6110 Blue Circle Drive, Suite 100
Minnetonka, MN 55343

Council Member Meg Tuthill
Ward 10 – 307 City Hall

Walker Library
2880 Hennepin Avenue
Minneapolis, MN 55408

Minneapolis Central Library
300 Nicollet Mall
Minneapolis, MN 55401

Lowry Hill East Neighborhood Assn.
Jefferson School, Room #107
1200 W. 26th St.
Minneapolis, MN 55405-3541

Uptown Business Association
1406 West Lake Street
Lower Level
Minneapolis MN 55408

Midtown Greenway Coalition
Attn: Tim Springer
2834 10th Avenue South
Greenway Level, Suite 2
Minneapolis, MN 55407

CPED - Hilary Dvorak, Aaron Hanauer – Room 300 PSC

CPED - Amanda Arnold – Room 110 PSC

City Attorney's Office - Corey Conover - 210 CH

Public Works - Jim Steffel – 300 Border Avenue

Public Works - Heidi Hamilton – 203 CH

EXHIBIT D

Council /Mayor Action

Zoning and Planning Committee (Z & P) of the City Council Meeting – 5/5/2011

Bennett Lumber Site Redevelopment Project EAW (2812, 2828 Emerson Ave S, 1209 28th St W, 2820, 2828, 2821, 2825 Dupont Ave S, and 2820, 2824, 2828, 2836 Colfax Ave S):

Consider staff recommendation to make the recommended findings and not require the preparation of an Environmental Impact Statement (EIS) for this project (Ward 10).

Action Taken: Approved Staff Recommendation

City Council Meeting – 5/13/2011

Z&P - Your Committee, having under consideration the environmental review process for the Bennett Lumber Site Redevelopment Project, (West Parcel: 2812, 2828 Emerson Ave S, & 1209 28th St W; Central Parcel: 2820 & 2828 Dupont Ave S; East Parcel: 2821, 2825 Dupont Ave S & 2820, 2824, 2828 & 2836 Colfax Ave S), and having received the recommendation of the staff that the Environmental Assessment Worksheet is adequate, now recommends that the Council not order the development of an Environmental Impact Statement and therefore make a Negative Declaration, and that the Findings of Fact and Record of Decision set forth in the Department of Community Planning and Economic Development staff report be adopted.

Adopted 5/13/2011.

EXHIBIT E

Comments Received on the Bennett Lumber Site Redevelopment EAW:

1. Minnesota Department of Transportation, March 14, 2011
2. Resident – Thatcher Imboden, April 3, 2011
3. Residents – Kathleen & Kurt Kullberg, April 5, 2011
4. President of the Midtown Lofts Condominium – William Casey, April 5, 2011
5. Metropolitan Council, April 5, 2011
6. Minnesota Pollution Control Agency, April 6, 2011
7. Midtown Greenway Coalition – Tim Springer, April 6, 2011
8. Minnesota Historical Society - SHPO, April 6, 2011

Farrar, Rebecca D.

From: Goff, William (DOT) [William.Goff@state.mn.us]
Sent: Monday, March 14, 2011 2:37 PM
To: Farrar, Rebecca D.
Cc: Sherman, Tod (DOT)
Subject: No Comment - Bennet Lumber Redevelopment EA

Rebecca,

Thank you for submitting the Bennet Lumber redevelopment Environmental Assessment ("EA") for Mn/DOT review. Please be advised that after review of the EA, Mn/DOT has no formal comment.

If you have any questions, please do not hesitate to contact me at (651) 234-7797.

Sincerely,

William Goff
Mn/DOT Senior Planner

3/21/2011

Farrar, Rebecca D.

From: timboden@ouruptown.com
Sent: Sunday, April 03, 2011 8:37 PM
To: Farrar, Rebecca D.
Subject: Bennett Lumber Site comments

Becca,

I wish to respond to the public comment period for the Bennett Lumber site by stating my support for increased density of approximately 710 units for the three parcels. The redevelopment of these now underutilized parcels for higher density (+/- 120 du/ac) is appropriate given its location in the heart of the Uptown and Lyn-Lake markets, density of transit service, availability of developable land, incredible recreation and transportation infrastructure (such as the Midtown Greenway trail and chain of lakes), and a need for more housing in the area.

As these sites are redeveloped, I would like to encourage the City to require/encourage the developer to build a publicly-accessible promenade along the south edge of the property, even on the middle site that is at a different elevation than the street. The effectiveness of the promenade as a transportation corridor is reduced if users must detour significantly from the straight line that is being built along the north edge of the Midtown Greenway.

Thank you,
Thatcher Imboden
Uptown business person
Kenny resident
5845 Irving Avenue S
612-810-6642

4/4/2011

Farrar, Rebecca D.

From: kullbkathy@comcast.net
Sent: Tuesday, April 05, 2011 5:19 PM
To: Farrar, Rebecca D.
Subject: Bennett Lumber Site Comments

Kathleen and Curt Kullberg
2437 Colfax Avenue South
Minneapolis, MN 55405

Dear Becca,

I know I am at the last minute here but as a resident passionately devoted to Lowry Hill East and Uptown, I did not want the Bennett Lumber site project to go ahead without my comments.

As you may know, many hours and months were devoted by many volunteers and concerned residents to develop the Uptown Small Area Plan which established solid guidelines for future development in the 4 neighborhood communities surrounding the Hennepin and Lake business district. Much thought for the future was based on what current long term residents and even those that enjoy the benefits of living here for a short time experienced and why they chose to live here as opposed to Edina, for example.

We all love living here because of location to downtown and to the lakes, being within walking distance of outdoor activities and indoor dining and shopping. However, the historic charming 2 and 3 story homes built on tree lined streets mingled with the 3 story walk-up period apartments is what also draws residents. To that end the Uptown Small area plan was designed to maintain that ambiance and preserve all the best things of the local surrounding communities.

It was very important that height restrictions and design suggestions be laid out in that plan. Hundreds of hours were devoted to creating a document that would stand the test of time. So it is not a light thing that the Bennett Lumber developers are asking the residents to pass on. This is the first test of the Small Area Plan and my family is NOT in approval of the developer's plans to ask for a variance on zoning and height. The Plan was specific. We do NOT want high rise apartments. We do NOT want them to set a precedent for the next developer. We do NOT want to up-zone what was so carefully laid out.

We already have overcrowded streets. Outsiders come to park on our streets during the day to avoid parking downtown. The fine dining crowd comes in at night and crowds our streets. Adding more units than planned for will only add to the congestion, will force an increase demand on our police services, and the height will detract from our lovely historic district. We just experienced terrible parking conditions this past winter. 700 to 1000 more cars will totally have a major impact on our already crowded streets.

Eventually, if this plan is approved, the next developer will want to go higher because Bennett set a precedent. Residents of 2 and 3 story homes will be forced to move out. They will not want to be in the shadow of the 'modern highrise.' That leads to the lower property values, less owner occupied homes, and eventually the demise of the homes. That in turn will lead to

4/13/2011

more developers and to more high rises. Maybe that is viewed as good for Minneapolis taxes but NOT good for our historic neighborhoods.

So in short, we are opposed to the approval of the zoning and building variances that the Bennett developers want. They should stick with the Plan. We urge the City to deny the variances and to have them scale their design to the Small Area Plan. Otherwise, what was the point in creating the plan in the first place.

Sincerely,

Kathy and Curt Kullberg
612-374-4456

4/13/2011

Farrar, Rebecca D.

From: William Casey [crnoda@qwest.net]
Sent: Tuesday, April 05, 2011 8:30 PM
To: Farrar, Rebecca D.
Cc: Tuthill, Meg M.; Jerry Wendt
Subject: Bennett Lumber Site: EAW

Dear <Becca Farrar>,

I appreciate your answering my several questions Monday morning. I am the president of the Midtown Lofts Condominium which, as you probably know, is across Colfax Avenue S. from the eastern-most part of the Bennett development property.

First, please send me a paper copy of the Worksheet if that's still a possibility. It might prove a bit easier to read than the web pdf (in this particular case), so I'm taking you up on the prior offer to provide it as hard-copy.

I have some doubts about item 21 of the Worksheet, "Traffic," on p. 11 of the worksheet. This section references a fair amount of data, invokes traffic modeling tools and then ends with a few generalizations that are neither instructive nor helpful.

1. The maximum daily traffic connected to development of the Bennett parcels is estimated as 2,876 trips. As the discussion proceeds, the model is said to have included data not only for the Bennett property but as well for 10 other projects (four built, others under construction, a few anticipated). The rest of the discussion deals with the No Build and 2015 Build scenarios — the result being, apparently, that no infrastructure changes will be required.

Results of the operational analyses indicate that most study area roadways and intersections will continue to operate acceptably without improvement for the Build scenario, assuming the City updates and implemented optimized signal timings within the study area on a regular basis.

When it states "most area roadways" which particular streets / avenues are involved? That is, which might be in danger of not continuing "to operate acceptably"? If these were identified, what kind of remedies might be available?

And then, what about those streets along the north side of the Greenway, from Aldrich to Girard and south of 28th Street? The following projects /units are located within this limited six-block rectangle: 225 Track 29 units (partly built but the remainder to be approved this week), 72 Midtown Lofts units (existing), 237 Acme Tag units (under construction), plus the projected 710 Bennett Lumber units. (Total: Roughly 1250 units, only 100 of which actually exist at the moment.)

In 2015, what will the aggregate increase of trips per day amount to and would there be any serious peak-hour congestion — especially along one-way 28th Street where a large proportion of morning traffic is likely to be? The report, at the end of Item 21, merely re-states its 2,876 number of daily trip associated with the Bennett property.

What would the overall total increase in trips be for the area noted? Could it represent a problem?

2. AT the same time, there is no substantive discussion of parking and potential impacts on the immediate area. The estimated total project parking ratio for all of the Bennett property is noted as 1.07: Barely above the 1:1 threshold necessary a developer's 20% bonus. This presumably meets zoning requirements but with this many large-scale projects in such a small area, what will be the likely effects? An issue of this sort may extend beyond the scope of the EAW (I don't know), but there has been great concern expressed by property owners throughout all of LHENA as to the tremendous impact on area street parking north of the Greenway along Aldrich and Bryant Avenues and other streets, during the work day and overnight — especially since the Blue and the Murals apartment building came on line.

Yours truly,
William Casey

View west from Colfax Avenue across Bennett Lumber property to Acme Tag project (crane) Dec., 2010

4/6/2011



**Community Planning &
Economic Development
Planning Division**

250 South 4th Street - Room 110
Minneapolis MN 55415

Office 612 673-2597

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**AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT WORKSHEET FOR
THE
BENNETT LUMBER SITE REDEVELOPMENT**

This EAW studies the proposed Bennett Lumber Site Redevelopment project which would result in the redevelopment of three parcels located in south Minneapolis between Colfax Avenue South and Fremont Avenue South directly north of the Midtown Greenway. All three parcels front on the Midtown Greenway which is a recreational trail and a historic district that is listed on the National Register of Historic Places; portions of the East and West Parcels are also located within the historic district. The total project area encompasses approximately 5.6 acres. The developer proposes to develop the properties with up to 710 residential units. The intensity of development proposed is only possible should the properties be rezoned and bonuses added for increased density. The project will be developed in phases and each parcel will be taken through the design and approval process independently. The first parcel to be developed is between Colfax Avenue South and Dupont Avenue South. The redevelopment of the East Parcel as proposed would include up to 230 residential units in a building that ranges in height from 6 stories or 68 feet on the south end of the parcel to 4 stories or 54 feet on the north end of the parcel.

Copies of the EAW will be available for review at the downtown Minneapolis Central Library located at 300 Nicollet Mall, the Walker Library located at 2880 Hennepin Avenue and in the office of the City Planning Division at 250 S. 4th Street, Room 300 Public Service Center.

Notice will be published in the *FQB Monitor* on Monday, March 7, 2011. Public comments on the EAW must be made within the 30-day comment period, which ends at 4:30 p.m. on Wednesday, April 6, 2011. The Zoning and Planning Committee at its regular meeting on April 21, 2011, or at a subsequent meeting, will receive a report and recommendation from City staff, hear comment from all parties and consider the adequacy of this EAW and the need for an Environmental Impact Statement for this proposal. The City Council will act on the recommendation of this Committee at a subsequent meeting on April 29, 2011.

This EAW and supporting information will also be available for review on the City of Minneapolis web site: <http://www.ci.minneapolis.mn.us/sped/>. Copies of this EAW can also be provided to individuals by email or by request to: roberta.farrar@ci.minneapolis.mn.us.

For further information and to submit comments on the EAW, contact Becca Farrar, Senior Planner, at the above postal or email addresses or by telephone at 612-673-3594.  submissions (email, emailed attachments in Word, and discs containing Word documents) are preferred.

East Parcel: 2828 Dupont Ave. S (PID# 33-029-24-43-0053)
2821 Dupont Ave. S (PID# 33-029-24-44-0055)
2825 Dupont Ave. S (PID# 33-029-24-44-0065)
2820 Colfax Ave. S (PID# 33-029-24-44-0054)
2824 Colfax Ave. S (PID# 33-029-24-44-0061)
2828 Colfax Ave. S (PID# 33-029-24-44-0062)
2836 Colfax Ave. S (PID# 33-029-24-44-0063)

GPS Coordinates

West Parcel: 44d 57' 03"N, 93d 17' 41"W
Central Parcel: 44d 57' 03"N, 93d 17' 38"W
East Parcel: 44d 57' 03"N, 93d 17' 33"W

Attach each of the following to the EAW:

- **County map showing the general location of the project;**
See Appendix – Figure 1.0 Location Map

- **U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable);**
See Appendix – Figure 2.0 USGS Map

- **Site plan showing all significant project and natural features.**
See Appendices – Figure 3.0 Area Map, Figure 4.0 Concept Site Plan, and Figure 5.0 Zoning Map
Figure 6.0 CM&STP Grade Separation Historic District Map

6. Description

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

The proposed housing project would redevelop three former industrial parcels located in south Minneapolis between Colfax Avenue S and Fremont Avenue S and directly north of the Midtown Greenway. The total project area encompasses approximately 5.6 acres and could be developed with up to 710 residential units, which is only possible should the properties be rezoned and bonuses added for increased density. Each parcel will be developed independently. The first parcel to be developed is between Colfax and Dupont Avenues S and will have 230 units.

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

The three parcels of the project site total approximately 5.6 acres of developable property. The project will be developed in phases and each parcel will be taken through the design and approval process independently. The project area encompass portions of the three blocks bounded by Colfax Avenue South, the Midtown Greenway, Fremont Avenue South, and West 28th Street (See Figures 2.0 and 3.0). Development of the parcel between Colfax and Dupont Avenues (East Parcel) is planned for construction in 2011 - 2012 with 230 units. The Central Parcel between Dupont and Emerson Avenues and the West Parcel between Emerson and Fremont Avenues will be developed in the future as the market supports and may add approximately 480 units. There is no time frame for the Central and West Parcels at this time. Refer to Figure 4.0 for a site plan of the project.

The East Parcel encompasses approximately 78,800 square feet of private property (1.8 acres) and an existing 12-foot wide, concrete public alley (approximately 2550 SF) that dead ends in the middle of the parcel. The redevelopment of the East Parcel will include up to 230 residential units in a building that ranges in height from 6 stories or 68 feet on the south end of the parcel to 4 stories or 54 feet on the north end (See Figure 4.0). The parking for the East Parcel will be provided in an underground garage which will have approximately 242 stalls and access and egress on Dupont Avenue.

As proposed, the dead end alley will need to be vacated and rerouted to Colfax Avenue. Public Works and Planning Staff shall review said vacation application in conjunction with the other land use applications needed for the site once applications have been formally submitted. Each parcel will be an individual project. Each project will require removal of the existing structures, excavation for below grade structures and construction phasing to build the structure with defined limits of construction within a developed urban neighborhood. Each parcel will have permanent underground stormwater chambers designed to meet the City and Watershed's requirements for water quality and rate control.

There are no plans or schedule for the redevelopment of the Central or West Parcels at this time. At the time of redevelopment all buildings in the Central Parcel will be demolished. The Central Parcel square footage is approximately 82,700 (1.9 acres) that may be redeveloped with approximately 250 units in a U-shaped building with a courtyard opening to the south towards the Midtown Greenway. The building heights could range from 68 feet on the south end of the parcel to 64 feet on the north end (See Figure 4.0). An underground parking structure with approximately 270 parking stalls below grade would serve all residential units of the Central Parcel. The access to the Central Parcel is anticipated to be on Dupont Avenue South at the northeast side of the parcel, opposite the access to the East Parcel.

At the time of redevelopment all buildings on the West Parcel are anticipated to be demolished. The West Parcel is L-shaped and is the only parcel which extends all the way from the Greenway to 28th Street. This parcel is approximately 1.9 acres in size and may be redeveloped with up to 230 units. The proposed building heights could range from 68 feet on the south end of the parcel to 54 feet on the north end (See Figure 4.0). An underground parking structure with approximately 238 stalls would serve the West Parcel, with access anticipated to be on Emerson Avenue.

The proposed density, height, configuration and other proposed components of each development shall be reviewed on a case-by-case basis and are subject to final City review and approval.

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

This project will be developed by a private developer. The objective is to design and construct housing developments which take advantage of and contribute to the transit, recreational, commercial and other amenities in the Uptown area of Minneapolis. The total project could provide up to 710 residential living units along the Midtown Greenway on land designated by the City for high-density housing. The proposed project will replace under-utilized industrial property, a lumber yard, vacant property, and dilapidated structures. A well-planned residential community will integrate the project into the public realm along the streets, with the Midtown Greenway (a regional trail corridor), and into the surrounding residential neighborhood. The developer will construct an extension of the Midtown Promenade on the north side of the Greenway west of Colfax to Dupont as part of the development of the East Parcel. Future development of the Central Parcel and West Parcels may provide opportunities for further extension of the Promenade and public access into the Greenway.

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

No.

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

Not applicable.

e. 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. Project magnitude data

Total project acreage:

5.6± Acres

Number of residential units:

Unattached: 0

Attached: 710 total units anticipated through independent development of the West, Central and East Parcels.

Maximum units per building: 250

Commercial, industrial or institutional building area (gross floor space): None

Indicate areas of specific uses (in square feet):

Office: 0

Retail: 0

Warehouse: 0

Light industrial: 0

Other commercial (specify): 0

Manufacturing: 0

Other industrial: 0

Institutional: 0

Agricultural: 0

Building height: Building height on all parcels will range from 50 to 54 feet/4 stories on the north side of the parcels to 68 feet/6 stories on the south side of the parcels. Figure 4 identifies the proposed site plan and the estimated stories and heights of the buildings.

If over 2 stories, compare to heights of nearby buildings:

East Parcel: To the north and northeast of the East Parcel are 2 and 2½-story duplex, triplex and single family homes. A 2½ story apartment is on the corner of 28th Street and Colfax Avenue. To the east of the East Parcel is a 4-story condominium building and townhomes between Colfax and Bryant Avenues. The 4 story building is approximately 52' in height. South of the East Parcel, across the 100-foot wide Greenway corridor, is the 6-story Lehman Center (formerly Buzza Card Building).

Central Parcel: To the north and directly adjacent to the Central Parcel are two 3½-story, 4-level apartment buildings which front on 28th Street and with courtyards which open to 28th Street. These two apartment buildings have a surface parking lot directly adjacent to the north side of the Central Parcel. South of the Central Parcel, across the Greenway, is 29th Street which is not a public street and functions as the loading dock for a 1-story grocery. The grocery store site has been planned for redevelopment.

West Parcel: To the west and directly adjacent to the West Parcel are two 2½-story, 3 level apartment buildings. Parking lots for the apartments are located between the apartment buildings and the West Parcel. To the north of the West Parcel are 2-story duplex and triplex homes. Directly west of the West Parcel across Fremont Avenue is the ACME Tag site which has an approved development for residential at building heights of 84'. To the south of the West Parcel is the Greenway and across the Greenway is 29th Street. South of 29th Street is a 1 and 2-story industrial building with surface parking lots.

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

The following lists the primary permits and approvals needed for both phases of the project.

<u>Unit of Government</u>	<u>Type of Application</u>	<u>Status</u>
State: Pollution Control Agency	Sanitary Sewer Extension Permit	To be applied for

	Registration permits for generators	To be applied for
	NPDES	To be applied for
	Development Response Action Plan	To be submitted
	Other permits re Petroleum Brownfield Program	As required
Local:		
Hennepin County	Permit to grade in Greenway	To be applied for to
allow maintenance of the walls, planting and a potential bike access to the garage to be incorporated into the project.		
City of Minneapolis		
Mississippi River Watershed	Grading/Stormwater Permit	To be applied for
Public Works	Traffic Impact Study (TIS)	Draft plan available
	Grading/Erosion Control Plan	To be applied for
	Storm Water Management Plan	To be applied for
Planning Commission	Rezoning R-3 and R-5 to R-6	To be applied for
	Conditional Use Permits	To be applied for
	Variances	As required
	Site Plan Review	To be applied for
	Alley Vacation	To be applied for
	Travel Demand Management Plan	To be applied for
	Preliminary & Final Plat	To be applied for
Regulatory Services	Demolition Permit	To be applied for
	Building Permits and Utility Extension	To be applied for
Minnehaha Creek Watershed District	Grading/Stormwater Permit (East Parcel)	To be applied for

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

The East Parcel is currently vacant. The existing ground plane of the East Parcel is a bituminous parking area, a concrete public alley and grass. The west and southern portion of the parcel historically contained several manufacturing and warehousing buildings and uses. Two to three houses previously existed in the northeast area of the parcel. The most recent user, prior to demolition of the buildings, was the Bennett Lumber Company.

The Central Parcel has warehouse and storage type buildings along the street edges and a bituminous surface at a recessed elevation in the center of the site. The Central Parcel was historically used as a coal yard in the early 1900's and then as a lumberyard for Bennett Lumber Company. It is currently occupied by a vacant lumber yard, warehouse, and light manufacturing and storage buildings. Remodeler's Choice most recently operated a lumberyard and building materials supply business on the West and Central Parcels, but closed its operations in 2010. The remaining tenants of the Central Parcel are a light industrial and retail business that manufactures accessories for musical instruments and a building materials salvage business.

The West Parcel currently consists of a bituminous parking lot adjacent to 28th Street and buildings which were formerly a part of the Bennett Lumber warehouse, offices and an indoor lumber yard and loading facility which accessed Fremont Avenue. The buildings were most recently occupied by Remodeler's Choice and are now vacant. A public concrete alley abuts the west and north side of the L-shaped parcel. Norris Creameries operated on the West Parcel in the first half of the 1900's, prior to establishment of the Bennett Lumber use.

The project area is surrounded on the east, north and west by land that is residentially zoned and used for residential purposes. To the east of the East Parcel is a condominium building and townhomes between Colfax and Bryant Avenues. North of the East and Central Parcels there is a mix of single-family, duplex, and triplex homes and apartment buildings between the project area and 28th Street. Adjacent to the west on the same block as the West Parcel are apartment buildings. West of the West Parcel across Fremont Avenue is the ACME Tag site upon which construction of a 216-unit apartment building has recently begun. ACME was originally

approved at 8 stories or 84 feet in height and with 237 units; however, it has been reduced to a 6-story structure with 216 units. South of the project area is the Midtown Greenway. Land south of the Greenway is zoned and used commercially. The height of the proposed buildings will be designed to transition down to four stories along the north property lines into the established residential neighborhood. The project's compatibility with the City's approved land use plans and zoning regulations is discussed further in Section 27 of this EAW.

The Midtown Greenway is a regional bicycling and pedestrian trail that occupies the north half of the Hennepin County Regional Railroad Authority (HCRA) property abutting the south property line of all three parcels of the project site. The Midtown Greenway connects to the City's lakes and the regional cycling routes of the Southwest, Cedar Lake, and Kenilworth Trail and extends east to the Mississippi River. The Midtown Greenway is a significant magnet for human powered activity while preserving a future transit corridor that bisects Minneapolis along 29th Street. The Midtown Greenway is also public open space with heavily landscaped edges and planned landscaped restorations, creating a green ribbon of a parkway through the city. The proposed development will be designed to integrate with the Midtown Greenway by extending the Midtown Promenade along the Greenway and providing access into the Greenway where feasible.

The Midtown Greenway trail is also located within the Chicago Milwaukee and St. Paul Railroad Grade Separation historic district, which is listed in the National Register of Historic Places. Portions of the East and West Parcels are also located within the historic district. The historically significant retaining wall visible from the Midtown Greenway of the recently removed Twin City Separator Company building (2837 Dupont Avenue) is still intact and will be preserved in the redevelopment of the East Parcel. The vertical wall separating the railroad trench from the building at 2828 Emerson on the West Parcel has also been identified as being associated with the historic district. The historic resources on and adjacent to the site are discussed further in Section 25.

Based upon review of a previous Phase I Environmental Site Assessment (ESA) for portions of the project area, asbestos, lead paint, or other hazardous materials may be present on site. Prior to the demolition of the on-site structures, a survey will inventory asbestos-containing materials, possible lead paint (disrepair), and other hazardous materials. All identified hazardous materials will be removed prior to demolition and will be disposed of properly according to state and federal requirements by a licensed contractor.

The results of the Phase II ESA indicate prior petroleum impacts to shallow soils at the site associated with former salvage yard operations on the central parcel. The petroleum-impacted soil will be managed according to a Development Response Action Plan (DRAP) to be prepared prior to demolition. The DRAP will be reviewed and approved by the Minnesota Pollution Control Agency (MPCA), Petroleum Brownfield Section. In addition to specifying the handling of known hazardous materials, the DRAP will contain a contingency plan with operating procedures if unanticipated hazardous materials are encountered.

10. Cover types.

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

	Before	After		Before	After
Types 1-8 wetlands	0	0	Lawn/landscaping	1.0±	0.8±
Wooded/forest	0	0	Impervious surfaces	4.6±	4.8±
Brush/Grassland	0	0	Stormwater Pond	0.0±	0.0±
Cropland	0	0	Other	0.0±	0.0±
			TOTAL	5.6±	5.6±

If Before and After totals are not equal, explain why: Not applicable.

11. Fish, wildlife and ecologically sensitive resources

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

The project site and surrounding area is an established single-family, multiple family and mixed-use industrial/commercial area that has been fully developed since the early twentieth century. With the exception of the adjacent Midtown Greenway, vegetation is limited to isolated small lawns. A turf grass lawn cover on

the East Parcel is a temporary condition following demolition of the buildings. The Midtown Greenway is a grade separated, former railroad corridor that has been converted to a recreational trail with an asphalt-paved trail for bicyclists and pedestrians. This corridor is also becoming a green spine through the city with an increase in landscaping that includes trees and shrubs. It is highly unlikely that significant wildlife or plant communities exist within the project area according to the Minnesota DNR Natural Heritage letter dated Nov. 12, 2010. (See Exhibit B)

b. Are any state-listed (endangered, threatened or special concern) species, rare plant communities or other sensitive ecological resources on or near the site? Yes

The DNR database did identify three items generally found within a mile of the project site. Two, being Vertebrate Animals (The Least Darter and the Pugnose Shiner), as species of special concern. These Vertebrate Animals are fish and will not be found on the site. The third is a vascular plant (Valerian); Valerian has been identified in the general vicinity and is typically found in moist lowlands or in hilly pasture areas. It is very doubtful Valerian will be found within these three former industrial parcels of property.

If yes, describe the resource and how it would be affected by the project. Describe any measures that will be taken to minimize or avoid adverse impacts. Provide the license agreement number (LA-___) and/or Division of Ecological Resources contact number (ERDB 20110172) from which the data were obtained and attach the response letter from the DNR Division of Ecological Resources. Indicate if any additional survey work has been conducted within the site and describe the results.

No additional survey work has been conducted.

12. Physical impacts on water resources.

Will the project involve the physical or hydrologic alteration — dredging, filling, stream diversion, outfall structure, diking, and impoundment — of any surface waters such as a lake, pond, wetland, stream or drainage ditch?

No.

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

Not applicable.

13. Water use.

Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)?

Yes.

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

The present properties are, and the proposed project will be connected to the City of Minneapolis water supply. Estimated water demand is based upon the Service Availability Charge (SAC) Procedure Manual (Metropolitan Council, Environmental Services, January 2004). One SAC unit (274 gallons per day representing peak day usage) is assigned to each residential unit. With the approximately 710 proposed residential units, the project would require an estimated 194,540 gallons per day for this entire project at build out.

The project will not involve drilling new wells and according to the Minnesota Department of Health – County Well Index no wells exist on-site.

The project will have no impact on sole source aquifers. The site is served by the Minneapolis Water Works, which draws its water supply from the Mississippi River under appropriation permit number 786216-1. Potable supplies are adequate to meet the needs of the project without modification to the existing system.

14. **Water-related land use management district.** Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district?

No.

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

15. **Water surface use.** Will the project change the number or type of watercraft on any water body?

No.

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

Not applicable.

16. **Erosion and sedimentation.** Give the acreage to be graded or excavated and the cubic yards of soil to be moved:

5.6 acres

95,000± cubic yards

Describe any steep slopes or highly erodible soils and identify them on the site map. Describe any erosion and sedimentation control measures to be used during and after project construction.

The project site is currently three developed parcels that will require demolition and site grading. Erosion and sediment control practices will be implemented prior to demolition and site work to protect the downstream water bodies and conveyance systems. Site grading will include the excavation of the sites for underground parking, backfilling, underground stormwater chambers, and final grading. Excess material from the excavation of the underground parking will be exported from the site.

The East and West parcels are at street grade and are generally flat. The Central Parcel slopes to the south towards the Greenway. The proposed underground parking structures will be excavated to be below the adjacent streets to allow the first level of the proposed residential structures to be near street grade. Maximum slopes for the proposed project will be 3H:1V and vegetation will be established on these slopes with sod or erosion control blanket to prevent erosion of the slopes. Retaining walls may be necessary where grade differentials occur between the building and the street.

Soils in this area typically are sandy loams and are granular in nature and therefore are susceptible to erosion. A well developed Storm Water Pollution Prevention Plan (SWPPP) will be implemented by the contractor to minimize erosion on the site. The SWPPP will be prepared per the Minnesota Pollution Control Agency (MPCA) - National Pollutant Discharge Elimination System (NPDES) Permit and will be included in the plan development package received by the City and in the Construction Documents. The plan will specify erosion and sediment control practices to be utilized during construction to minimize the potential for stormwater pollution. Temporary Best Management Practices (BMP) including protection of street-level storm water inlets, perimeter silt fences, crushed rock construction entrances, and periodic street sweeping will be utilized. Permanent erosion and sediment controls, such as vegetation establishment, will be implemented into the plan to ensure long term stability of the site. Stormwater treatment facilities will also be designed and implemented to meet City, Watershed and MPCA requirements. The applicant will be required to obtain an MPCA – NPDES

Permit as well as a City of Minneapolis Erosion Control Permit, which enforces the City's erosion control ordinance. These permits will help ensure the implementation of best management practices for erosion and sediment control during construction.

17. Water quality: surface water runoff

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

The project site consists of three parcels that are located between Fremont Avenue S and Colfax Avenue S. The East Parcel is located within the Minnehaha Creek Watershed District, while the West and Central Parcels are located within the jurisdiction of the Mississippi River Watershed Management Commission. The City of Minneapolis is the LGU for the Mississippi River Watershed District. Therefore the parcels will have two different requirements for stormwater rate control and quality.

To obtain a building permit, the applicant must obtain approval from the City for a Storm Water Management Plan, which, among other measures, would require treatment of 100 percent of the on-site storm water during construction and removal of 70 percent of the suspended solids. Permanent storm water management measures, required under Title 3, Chapter 54 of the Minneapolis City Code, are not yet designed for the project, but will be implemented to meet the City requirements.

The existing parcels are considered developed but are in various states of use from vacant property to marginally utilized buildings and hard surface areas. The East Parcel, which recently had existing structures and impervious surface areas removed, presently has 1.0± acres of impervious area (56% coverage). The Central Parcel has 1.8± acres of impervious area (95% coverage) and the West Parcel has 1.8± acres of impervious surface (95% coverage). Runoff from each of the existing parcels flows into either the public streets adjacent to the site or into the Midtown Greenway without any form of treatment or rate control.

The proposed parcels will be designed to meet the requirements of the Watershed District in which they are located and the City's stormwater management ordinances. These requirements will include reducing the proposed runoff to at or below existing rates and providing on-site treatment to reduce total suspended solids and phosphorous. Best management practices required to achieve these requirements have not yet been designed, but will follow the requirements of the governing Watershed District and the City. The proposed impervious coverage for the parcels will meet City requirements. All coverage ratios will be detailed and approved as the site plans are submitted to the City. Considering the nature of the existing site and lack of treatment and stormwater rate control, the proposed design of the three parcels will likely reduce the rate of runoff and improve the water quality entering the public storm sewer system.

Stormwater pollution prevention plans will meet MPCA requirements as well as the regulations of the governing Watershed District and by the City. These prevention plans will include, but are not limited to, rock construction entrances, stormwater inlet protection devices and silt fence around the perimeter of the site.

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

Stormwater runoff from the three parcels will flow into the public storm sewer system within the adjacent streets and ultimately into the Mississippi River. Stormwater runoff rates and quality from the three proposed parcels will be in accordance with the regulations of the governing Watershed District and the City. Based on the nature of the existing sites and the lack of existing stormwater management, the proposed designs will likely improve the water quality of stormwater entering the public storm sewer system from the three parcels.

18. Water quality: wastewaters

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

Estimated sanitary wastewater produced at the site from residential uses would be about 194,540 gallons per day, based on estimated water consumption (section 13). The development is not expected to produce any wastewater that requires special treatment.

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

Sanitary sewer services from the proposed development will connect to the City of Minneapolis existing sanitary sewer mains along Colfax, Dupont, Emerson and Fremont Avenues.

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

Wastes will be discharged to the Metropolitan Waste Water Treatment Plant. The Metropolitan Plant has a capacity of 251 million gallons per day, it discharges to the Mississippi River and it utilizes advanced secondary treatment with chlorination/dechlorination. The Metro Plant has the ability to handle the volume and composition of the sanitary waste discharged from the site.

19. Geologic hazards and soil conditions

a. Approximate depth (in feet) to ground water:

9.5 feet minimum depth. The depth to water was measured through geological borings on site. The groundwater under the site appears to represent a local, non-continuous perched water table. The Geologic Atlas, Hennepin County, Minnesota, County Atlas Series Atlas C-4, N.H. Balaban, 1989 estimates a depth to the buried glacial aquifer at approximately 45 feet below grade.

to bedrock:

250' to 400' depth, 325' average. The Geologic Atlas, Hennepin County, Minnesota, County Atlas Series Atlas C-4, N.H. Balaban, 1989, indicates bedrock high to the west of the site with depth to bedrock (Prairie Du Chein group - Dolostone) at approximately 325 feet below grade.

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

Based on published data, it is not anticipated that sinkholes, shallow limestone formations, or karst conditions exist immediately below the project area.

No hazards to groundwater are anticipated related to the proposed construction.

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

Soils in the project area are generally composed of coarse alluvium (SP, SW, SP-SM), fine alluvium (ML), and till (SC, CL). Currently, low concentrations of petroleum impacts have been identified in the shallow soil at the site. Based on the presence of a consistent till layer at depth of 9.5 to 24 feet below grade, it appears that wastes or chemicals spread or spilled onto the soil within the project area would be limited to the surficial soils.

20. Solid wastes, hazardous wastes, storage tanks

a. Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location of

disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.

Hazardous materials due to past site uses that may be or are present on the site are identified in the Phase I and Phase II ESAs and are discussed in more detail in Section 9 of this EAW, as is the process that will be used to further identify, manage and dispose of such materials. Hazardous wastes identified at the site will be removed prior to demolition by a certified contractor. Demolition of the existing site buildings will create demolition waste, which will be disposed of at an appropriate demolition landfill permitted to accept such waste. Construction activities will generate construction wastes, which will be handled and disposed of at appropriate, permitted disposal facilities. Under a contingency plan, if additional hazardous waste is identified during demolition, the work will be stopped, and the appropriate contractors will be contacted for removal and disposal.

No hazardous wastes are anticipated to be generated during construction. After occupancy, it is estimated that each residential unit will generate about 50 pounds of solid waste per week or weekly solid waste generation of about 35,500 pounds for the entire 5.6 acre site and annual solid waste generation of 923 tons for the whole site. Private haulers under contract to the City will provide municipal solid waste (MSW) collection and recycling program services. The City and Hennepin County maintain award-winning recycling programs that recover over 30 percent of the waste stream. The County also recovers much of the embedded energy in the MSW through its garbage incinerator.

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

No toxic substances are anticipated to be stored or used in significant quantities during construction or during occupancy of the structure. Hazardous materials, such as fuels and certain construction materials, will be on site during construction and will be stored and handled in conformance with regulatory requirements.

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

An underground storage tank (UST) that was used to store fuel oil was previously located on the Central Parcel. This UST has been removed. Although impacts have not been identified with the former location of the UST, a contingency plan will be included in the DRAP to manage petroleum impacts if identified during construction activities. It is anticipated that small quantities of fuel will be stored on site during construction activities by individual contractors. If spills occur, the contractor will contact the appropriate authorities based on the quantity of the spill, and the appropriate response action will be completed.

21. Traffic.

Parking spaces added:

Net 750 total stalls added. 238 stalls are planned on the West Parcel, 270 stalls are planned on the Central Parcel and 242 stalls are planned for the East Parcel. The parking ratio for the East Parcel will be 1.1 stalls for each unit. The parking ratio for the total project is estimated at 1.07 stalls per unit.

Existing spaces (if project involves expansion):

Not Applicable

Estimated total average daily traffic generated:

Maximum daily traffic generated is expected to be 2,876 trips at full projected build-out.

Estimated maximum peak hour traffic generated and time of occurrence:

At full build-out with the projected 710 units, maximum peak hour traffic generation is expected to be 213 vehicles for the AM peak hour and 277 vehicles for the PM peak hour.

Indicate source of trip generation rates used in the estimates.

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

The Bennett Lumber Site Redevelopment Project (Proposed Project) is a residential development located in the Lowry Hill East Neighborhood of Minneapolis. The first phase of the project will be completed by 2012. Upon full completion of the development, the Proposed Project will include up to 710 residential units. As part of the Proposed Project, RLK Incorporated completed a Traffic Impact Study, see Exhibit A. As each phase of the project is submitted for land use approvals, a Travel Demand Management Plan (TDMP) will be prepared.

Analysis Scenarios and Key Intersections

To identify or quantify traffic impacts incurred by the Project, the following three scenarios were evaluated:

- Year 2010 Existing
- Year 2015 No-Build

The existing land use, which consists primarily of a building material lumber yard, will be removed. In addition, ten planned land developments in the vicinity of the site were included in the background analysis for the traffic impact report. The 10 planned land developments are identified below.

- Year 2015 Build

Proposed land use includes 710 residential dwelling units and the ten planned land developments. The year 2015 was the selected date for the completion of all three phases for the project for planning purposes only. It should be noted that only the East parcel has a development time frame associated with it. The lumber yard and the associated buildings will be removed.

In order to determine discernable impacts to the regional transportation system, and with concurrence from the City of Minneapolis, the following key signalized intersections were evaluated:

- West Lake Street/Lagoon Avenue and Dupont Avenue South
- Lagoon Avenue and Emerson Avenue South
- West Lake Street and Emerson Avenue South
- West 28th Street and Emerson Avenue South
- West 28th Street and Dupont Avenue South
- Lagoon Avenue and Hennepin Avenue South

Planned Developments and Signal Timing Improvements

As part of the assumed 2010 Existing Traffic Volumes are trips from the following redevelopments that are now in place: These five in place projects are five of the 10 planned projects previously referenced.

- Midtown Lofts
- (Tract 29)
- Lumen on Lagoon
- LynLake Aldrich (Blue) Apartments
- The Murals (2833 Lyndale)

Some additional redevelopment projects which were assumed to have been completed by 2010 remain in process. Nevertheless, it is assumed that the following projects will be completed by the time the Bennett Lumber Redevelopment project is complete, assuming a completion date of 2015. Therefore, trip generation from the following parcels is preserved in the analysis: The following five projects are the balance of the ten projects previously referenced as being included in the traffic analysis.

- Calhoun Square Redevelopment
- Lake/Lagoon and Dupont Office (current name 1800 Lake)
- 2900 Lyndale Mixed Use Development
- The Mosaic Development
- Acme Tag Site (current name Flux Apartments)

Signal Timing Improvements: Previous TDM plans had suggested that signal timings be updated along the Lake Street/Lagoon Avenue Corridor. These timings have now been updated by the City of Minneapolis, and these new timings are in place today.

As a standard practice, it is recommended that the City monitor traffic signal timings as developments change along corridors. As new developments are completed, and new traffic patterns evolve, traffic volumes and signal operations should be assessed for any fine-tuning of signal timings in the area.

Existing Traffic Volumes: Over the past five years, there have been several TDM plans and traffic analyses done in the Lowry Hill East/Uptown area. These analyses used 2010 as the No-Build versus Build year for their traffic impact studies. These analyses also included the impacts of various background developments in their traffic projections.

In late summer 2010, RLK Incorporated conducted peak hour turning movement counts at selected intersections in the area. The results of these turning movement counts show that the 2010 No-Build traffic volumes projected in the previous studies at these nearby intersections were slightly greater than the 2010 actual turning movement volumes recorded at selected intersections. Therefore, rather than recount the intersections in the study area, RLK requested that the City of Minneapolis allow the 2010 No-Build traffic projections be utilized in the current studies as a "worst case" for 2010 Existing Condition Traffic Volumes. The City of Minneapolis concurred.

Forecast 2010 No-Build Traffic Volumes: To remain consistent with previous studies completed for the Uptown area, an annual background growth rate of one percent (1%) was used for this study.

In addition to the annual background growth rate, site-generated traffic from several nearby redevelopment projects expected to be completed by 2010 were included in the 2010 No-Build conditions as directed by the City. The site-generated traffic, assuming the respective distribution throughout the study area as detailed in each of the associated Travel Demand Management Plans (TDMPs), was incorporated in the 2010 No-Build conditions. Figure 4 in the traffic section, Exhibit A, illustrates the location of these nearby redevelopment projects with respect to the proposed site.

The one percent per year background growth rate and the estimated planned developments trip generation were applied to the existing traffic volumes to obtain the forecast year 2015 No-build volumes.

Forecast 2015 Build Traffic Volumes: The volume of vehicle trips generated by the proposed redevelopment was estimated for the weekday AM and PM peak hours using the data and methodologies contained in the 8th Edition of Trip Generation, published by the Institute of Transportation Engineers (ITE). The estimated volume of site-generated trips for the AM Peak hour is 213 and 277 for the PM peak hour with a weekday average daily traffic estimated to be 2,876 trips.

The distribution of site-generated traffic to and from the adjacent street system is consistent with previous TDM Plans completed in the vicinity of the proposed site.

Traffic Impact Study: A Traffic Impact Study was conducted for each of the identified key intersections for the AM and PM peak hours. The following summarizes the procedure and results of the traffic operation analysis completed for the Proposed Project.

Level of Service: The results of the traffic analysis included approximating the intersection delay. This capacity analysis, or measure of delay, is reported in the terms of Level of Service (LOS), which is the qualitative indicator of traffic impact. By definition, LOS A conditions represents high quality of traffic flow (i.e., little

delay) and LOS F conditions represent poor quality of traffic flow (i.e., extreme traffic delays and congestion). The LOS D/E boundary is typically used as the indicator of congestion in an urban area.

Analysis and Results: Traffic operations for peak hour conditions within the study area were analyzed using the industry-standard Synchro/SimTraffic 6 software package, which uses the data and methodology contained in the 2000 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 existing signal timing parameters obtained from the City of Minneapolis were used for the 2010 Existing scenarios. Existing signal timing parameters were also used for the 2015 No-Build and 2015 Build scenarios.

Results of the operational analyses indicate that most study area roadways and intersections will continue to operate acceptably without improvements for the Build scenario, assuming the City updates and implements optimized signal timings within the study area on a regular basis.

These findings represent a "worst case" trip generation for the study area. Background traffic was based on a 1.0% annual growth rate, whereas the economic slowdown has limited development growth. Many recent studies have utilized 0.5% annual growth rate to better replicate less aggressive traffic growth. Likewise, with the adjacent Midtown Greenway and Uptown Transit Station, there are multiple transportation options available to the future residents of the Bennett Lumber Redevelopment. Combined with proposed traffic demand management strategies, 2015 traffic impacts under the Build condition will be mitigated.

No modifications are necessary to the adjacent roadway network.

Traffic Control Devices: As a standard practice, it is recommended that the City monitor traffic signal timings as developments change along corridors. As new developments are completed, and new traffic patterns evolve, traffic volumes and signal operations should be assessed for any fine-tuning of signal timings in the area.

Parking: The existing East and Central parcels currently contains zero off-street parking spaces, while the West Parcel contains 84 off-street parking spaces associated with the former Remodeler's Choice store. With the Proposed Project, the East Parcel will provide 254 stalls, the Central Parcel will provide 270 stalls and West Parcel will provide 238 off-street underground resident-only parking stalls, respectively, resulting in a total of 762 stalls.

Existing on-street parallel parking will remain. Opportunities for additional on-street parking will be incorporated adjacent to the development, as feasible.

The Proposed Project will be providing adequate parking to meet the City of Minneapolis Zoning Code requirements of one parking space per dwelling unit for residential development.

Site Access Points: The Proposed Project will provide access to the East and Central Parcel underground residential parking approximately mid-block along Dupont Avenue. The West Parcel underground residential parking will be accessed at a mid-block location on Emerson Avenue. Both Emerson Avenue and Dupont Avenue are Collector classified roadways. Both the East and Central Parcels currently have three driveway access points to the adjacent streets. The West Parcel currently has two access points onto Emerson, one access point onto 28th Street and one large access driveway onto Fremont. All access points will be removed and consolidated to one new access point for each parcel.

Pedestrians: Pedestrian traffic generated as a result of the Proposed Project is expected to be consistent with the character of the surrounding urban environment, a residential development and the Uptown area. Adequate pedestrian crossing protection is provided at signalized intersections located one block north and south of the Proposed Project site.

Construction: While the Proposed Project is under construction, periodic disruption to the adjacent parking lanes along Fremont Avenue, Emerson Avenue, Dupont Avenue and Colfax Avenue may be required. Every attempt necessary will be made to minimize the impact to adjacent traffic lanes.

Travel Demand Management Plan: A Travel Demand Management Plan (TDMP) plan will be completed with each phase of the Bennett Lumber Redevelopment and will be a component of the Land Use Applications. The TDMP will include the strategies the developer will commit to in order to reduce traffic and support alternative modes of transportation. As each phase of the Bennett Lumber project is designed, the access points, traffic and circulation, and TDMP strategies will be prepared for Public Works approval, complete with a signature page. The goal of the TDMP is to identify workable strategies that developers/property owners can implement in support of the City of Minneapolis transportation goals.

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

Based upon the Traffic Impact Study for the project all intersections studied will be operating at acceptable levels of service. The anticipated new traffic generated for this project over and above the traffic which was previously attracted to the industrial properties will not create congestion at the intersections in the am or pm peak periods. Violations of the local or state air quality standards are not anticipated as a result of this project.

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

The natural gas heating and cooling systems are expected to consist of individual furnace/air conditioning systems for each residential unit. No adverse impacts to air quality are expected as a result of the project.

24. **Odors, noise and dust.** Will the project generate odors, noise or dust during construction or during operation?

Yes.

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

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

Construction noise: The Minneapolis Code of Ordinances regulates both the hours of operation for construction equipment and allowable noise levels. Construction of the project will comply with these requirements.

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

Demolition and construction dust: During demolition and construction, contractors will follow best management practices to reduce dust emissions. During demolition, this will include wetting down the building site and debris with hoses as necessary.

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

25. **Nearby resources.** Are any of the following resources on or in proximity to the site?
Archaeological, historical or architectural resources? Yes.
Prime or unique farmlands or land within an agricultural preserve? No.
Designated parks, recreation areas or trails? Yes.

Scenic views and vistas? No.

Other unique resources? No.

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

Historic Resources

This section describes the historic resources within and adjacent to the project area and discusses potential impacts that might result from the project.¹

Overview

In 2005 the Chicago, Milwaukee and Saint Paul Railroad Grade Separation historic district was listed on the National Register of Historic Places. This historic district overlays the current Midtown Greenway and includes portions of the project site. (See Figure 6 for a map of the historic district in the vicinity of the project site.) The Chicago, Milwaukee and Saint Paul Railroad Grade Separation historic district period of significance extends from 1912 to 1916.

Historic Significance

The project site is partially located within the boundary of the Chicago Milwaukee and St. Paul Railroad Grade Separation historic district. The Benton Cutoff of the railroad's Hastings and Dakota branch was completed across south Minneapolis, just north of 29th Street, between 1879 and 1881. Although the area was sparsely populated at the time, it was not long before problems emerged at the numerous intersections of the railroad tracks and city streets. After years of agitation by politicians and citizens, the railroad finally agreed to depress the tracks.

Between 1912 and 1916, the railroad eliminated thirty-seven grade crossings by excavating a trench almost three miles long, extending from Hiawatha Avenue on the east to Irving Avenue on the west. A series of reinforced-concrete bridges carried city streets over the trench.²

The Chicago Milwaukee and St. Paul Grade Separation Historic District with the ornate bridges and depressed grade was agreed upon in design by citizens, city government, and city planners based in large part because of its aesthetics and design that blended in within the surrounding area. The depressed grade was a more attractive option compared to an above ground rail line or at grade.

The debate over the form of the grade separation, therefore, extended over several years. That the importance of the resolution of this debated lay in the areas of city planning and urban aesthetics is indicated by the creation of the Civic Commission of Minneapolis during the period of the debate, one of whose main goals was to address grade separation in the context of a comprehensive civic plan; the hiring of Edward H. Bennett, a leader of the City Beautiful Movement, to preside over this commission and design the civic plan; and the final design of the H and D line grade separation project, approved by the City Council and the Civic Commission as a depressed rail corridor with ornamental bridge.

The rail corridor had been well developed by a variety of industrial businesses by the time the tracks were depressed. Because 29th Street edged the south side of the corridor for much of its length, most of the affected businesses were on the north side. To address the physical and functional needs of these businesses, the railroad developed a side track edging one or both sides of the main line to link with industry spurs. Owners of industrial businesses along the tracks had to adapt their properties to the new grade. Like many other

¹ The most up-to-date evaluation of above-ground resources associated with the East Parcel is provided by Charlene Roise, "Historical Evaluation: Twin City Separator Company Property, 2841 Dupont Avenue South, Minneapolis, Hennepin County, Minnesota," March 2008, prepared by Hess, Roise and Company for Bennett Investment Partners, LLC. Archaeological information is included in a report by Andrew J. Schmidt and Andrea C. Vermeer, "Historical and Archaeological Assessment, Bennett Lumber Property Redevelopment," 2005, prepared by Summit Environments for Sherman Associates, both reports are available upon request at the Planning Division offices in Room 210, City Hall.

² Unless otherwise indicated, the following sources were used for this section: "Track Depression at Minneapolis," 514-517; "Track Depression Work of the C.M. & St. P. Ry. at Minneapolis," *Railway Review* 57 (July 17, 1915): 69-73; C.N. Bainbridge, "A Large Track Depression Project at Minneapolis," *Railway Age Gazette*, December 2, 1915, 1059-1063.

businesses, the owners of the Twin City Separator Company (2837 Dupont Ave. S) elected to extend the foundations of their buildings to form a retaining wall, which served as an edge for the depressed corridor.

The Chicago, Milwaukee and St. Paul Railroad Grade Separation historic district was listed in the National Register of Historic Places in 2005. The designation acknowledges the district's historical significance (Criterion A) in community planning and development, with a period of significance extending from 1912 to 1916. (National Register Designation Form, 2005)". The District is also considered eligible for local designation under local designation Criterion 3: The property contains or is associated with distinctive elements of city or neighborhood identity and Criterion 5: The property exemplifies a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail.

Key contributing elements in the district include the trench, the bridges built to carry street traffic over the trench, and the buildings / sites that edge the trench. Almost none of the buildings contribute to the district because they have been substantially altered and no longer retained historic integrity, or because they date from after the district's period of significance.

East Parcel

The southwest portion of the East Parcel is within the historic district (see figure 6). In 2005 when the designation of the Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District was listed the Twin City Separator building (2837 Dupont Ave. S.) was identified as a contributing factor. The buildings existing on the southwest side of the site were also included in the district as potentially contributing to the historical district. A key element of the Twin City Separator Building contributing to the historical district is the foundation wall which was extended during the period of significance (1912-1916.). Between 2005 and 2008 all of the buildings except for the Twin City Separator building were removed from the site, the Twin City Separator building was the last remaining building on the east parcel and was continually slipping deeper into a state of disrepair from vandalism and theft of structural timbers.

The Twin City Separator Company Building was a two-story, brick industrial building built between 1906 and 1909. The Twin City Separator Building was a contributing building to the Chicago, Milwaukee, and Saint Paul Railroad Grade Separation historic district, which is listed on the National Register of Historic Places but not designated locally. The building was worthy of local designation as a landmark because of its association with distinctive elements of city identity and for being an example of a rare/unique landscape design per local designation Criterion 3 and 5. The Twin City Separator Building was the last existing contributing building to the historic district. The integrated south building wall of the Twin City Separator Company Building, which still remains, served as the trench retaining wall/vertical plan of the railroad corridor.

A complete application for Demolition of Historic Resource for the demolition of the Twin City Separator building was submitted on July 12, 2010. The Applicant stated that the Twin City Separator Building was beyond repair and that demolition was necessary to correct an unsafe condition. For the Demolition of Historic Resource application, the Applicant stated that no future plans were proposed for the site. On July 26, 2010, the Heritage Preservation Commission approved the demolition of the Twin City Separator Building based in part on the Applicant providing a structural analysis that stated that the building was beyond repair. A draft environmental assessment worksheet was submitted for a new 710 unit development four months after the HPC decision allowing demolition.

The Heritage Preservation Commission approved the demolition of the Twin City Separator Building with four conditions of approval. The Applicant has complied with the Conditions of Approval 1, 2 and 3 and the 4th condition, of adding an interpretive sign panel, is in the design stage by Hess Roise Historical consultants. Condition number 1 indicates that the southern basement wall of the Twin City Separator building shall be retained and secured. This wall has remained intact during the building demolition.³ The HPC conditions of approval for the demolition specify that the foundation/retaining wall adjacent to the Greenway be retained and secured (Exhibit C). The foundation/retaining wall has been stabilized and will be preserved as a component of the property's redevelopment.

³ Minnesota Historic Properties Record HE-MPC-3502 Twin City Separator Building, Hess Roise, December 27, 2010.

Central Parcel

The Central Parcel, which has been altered substantially during the past century, was not included in the Chicago Milwaukee and St. Paul Railroad Grade Separation historic district. The property served as a coal yard for the Philadelphia and Reading Coal and Iron Company during the historic district's period of significance. There are no plans for development of the Central parcel at this time.

West Parcel

The southern portion of the West Parcel is included in the historic district as a non-contributing property. The Minnesota History/Architecture Survey Form obtained from the State Historical Preservation Office (SHPO) (Survey # MG-84) indicates that the building at 2828 Emerson was constructed after the period of significance and is not contributing to the historic district (Exhibit D). However, the property is associated with the historic district in that it helps to define the vertical plane of the trench. The vertical wall defining the trench will be reviewed in detail at the time plans are prepared to move forward with the development of the West parcel, at which time the City and HPC staff will be notified. There are no plans for development of the West parcel at this time.

Impacts

The proposed development must consider the potential for affecting both above and below-ground cultural resources. A study completed in 2005 concluded that there was little potential for finding significant archaeological resources within the East or Central Parcels.⁴ The potential for archaeological resources within the West Parcel has not been studied; however, the inclusion of the southern portion of the West Parcel in the historic district does not appear to be based on archaeological interest. Because planning for redevelopment of the West Parcel is not imminent and because the HPC has the authority to review applications for demolition of buildings on the West Parcel, further investigation of the potential archeological resources on the West Parcel could be conducted in association with future demolition and development plans when such plans become more concrete.

The southwest portion of the East Parcel is within the Chicago, Milwaukee, and St. Paul Grade Separation Historic District. With the buildings removed on the East Parcel the only visible historic element associated with the district on that parcel is the retaining wall along the corridor. The wall was stabilized when the Twin City Separator building at 2837 Dupont above street-grade was demolished. If the retaining wall were removed, the effect on the district would be adverse. The wall has been stabilized and will remain intact.²

The Colfax and Fremont Avenue Bridges are two of the four bridges adjacent to the project area that carry streets over the trench. The Colfax and Fremont bridges were erected during the period of significance and retain sufficient historic integrity to be contributing structural elements in the district. The bridges at Dupont and Emerson Avenues were built in the 1980s and are noncontributing. The proposed development will not affect the historic Colfax or Fremont Avenue bridges. These bridges will be reviewed as the construction of the individual parcels are undertaken to protect them from large numbers of trucks and construction traffic.

In addition to individual structures, the impact to the corridor as a cultural landscape must be considered. Future development that is within a National Register historic district, such as the proposed project, should look to the Secretary of Interior Guidelines for Setting and to the Guidelines for the treatment of Cultural Landscapes when analyzing how future development will impact the historic district. In addition, development should review the cultural landscape management and treatment guidelines that the Hennepin County Regional Railroad Authority (HCRRA) has developed for the historic district. However, these guidelines apply only to activities over which the railroad authority has jurisdiction.

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes. The Secretary of the Interior's Standards outline four treatments: preservation, rehabilitation, restoration, and reconstruction. The rehabilitation treatment is the most appropriate

⁴ Citation to Schmidt and Vermeer 2005 report.

choice in a situation where change is inevitable (eliminating preservation of the status quo as an option) and the property's significance does not justify restoration or reconstruction. The guidelines for setting identify specific areas for analyzing landscapes. These apply to the proposed project as follows:

- *Spatial Organization and Land Patterns:* The proposed project if it is built to 64-68 feet in height in its proposed location will have an adverse visually impact on the historic district's setting, feeling, and association. A character-defining feature of the historic district is the 22-foot deep trench through which the railroad passed. As stated in the National Register nomination form, The Chicago Milwaukee and St. Paul Grade Separation Historic District's depressed grade was agreed upon in design by citizens, city government, and city planners based in large part because of its aesthetics and design that blended in within the surrounding area. The depressed grade agreed upon in the early part of the 20th century was a more attractive option compared to an above ground rail line or at grade. With the project's proposed 64-68 feet height, attention to those within the trench will be redirected vertically to the height of the proposed building rather than the trench itself, thus going against the original intent of the district. A recently constructed building that was able to reduce adverse impact on the district is the Midtown Lofts located to the east of the subject parcel. The Midtown Lofts is a four-story condominium that is approximately 52 feet in height and setback approximately 30 feet from the parcel's southern property line. If the proposed project on the East Parcel emulated the Midtown Lofts' building setback, number of stories, and height for at least one structural bay, the development would not be as overpowering for those enjoying the Midtown Greenway. The proposed construction of the project will not affect the historic retaining wall of the Twin City Separator Building along part of the south edge of the East parcel.
- *Topography:* The historic retaining wall will be preserved; the proposed development will retain the physical relationship that has historically existed between the trench, a vertical wall edging the East and West Parcels and a slope between the trench and street grades in the Central Parcel. The Twin City Separator building created a 2 story wall on top of the remaining retaining wall at the southwest corner of the east parcel.
- *Vegetation:* Plans for the landscaping have not been fully developed, but the landscaping will not cause an adverse effect if it takes its inspiration from the vernacular character of the volunteer landscape that has historically typified the corridor.
- *Circulation:* The proposed development will not affect historic circulation patterns. The proposed project has no plans to change or impact the bridges over the Greenway.
- *Water Features:* There were no water features on the parcels historically and none are being proposed.
- *Structures, Furnishings, and Objects:*
 - *East Parcel:* Plans for the East Parcel have been schematically drawn and reviewed conceptually at neighborhood meetings. The plans call for a U-shaped building mass with three separate buildings which will open to the south toward the Midtown Greenway. An opening to both Colfax and Dupont will allow the three structures to be integrated with a common plaza and open to the public streets and greenway. The historic wall will be preserved and incorporated into the development and the existing modular block wall will be retained along the east side of the parcel. The parking will be placed below grade and a public promenade will be incorporated along the top of the retaining walls overlooking the Greenway. The two southern buildings will be 64 - 68 feet in height and the north building will be 50 - 54 feet in height. The building's height along the trench is taller than most of the industrial facilities that edged the historic corridor during its period of significance. The proposed building will be set back from the vertical wall of the trench and is proposed to provide a public space; the building on the East Parcel is proposed to be setback approximately 30 feet from the south property line. The building would be six stories in height and will have a façade filled with windows, patio doors and a mix of quality exterior materials. The south façade will appear as two distinct buildings to reduce the mass of the taller structure on the historic trench. The 64 - 68 foot height, is comparable to two new developments along the corridor including the Murals Development at Lyndale Avenue (approved at 71 feet) and the Acme Tag site at Fremont, however, neither of these projects were within the boundaries of the Chicago, Milwaukee, and St. Paul Grade Separation Historic District (please see *Spatial Organization and Land Patterns* section for review of new construction impact on the historic district). Specific design issues, such as building materials, are not yet available for the East Parcel development.
 - *Central Parcel:* The plan for the Central Parcel is schematic to date and comprises a modified U-shaped building with the openings facing south towards the historic rail corridor. The site's slope,

which presumably dates from the property's use as a coal yard during the period of significance, may be retained. The building height along the corridor is planned for 64 - 68 feet. These heights are taller than the historical industrial buildings but they are similar to other new developments along the corridor.

- o *West Parcel:* The plan for the West Parcel is schematic to date and the L-shaped lot will require a more linear placement for the structures. The buildings along the Greenway are proposed to be in the 64 - 68 foot height and the north building will be in the 50-54 foot height range.
- * *Accessibility Concerns:* Access to the Greenway directly from the project site has not yet been determined. On the East Parcel there is a possibility to have a direct access to the garage for pedestrians and bikes through the existing modular block wall existing on the southeast side of the parcel. An access will be pursued to the greenway as the development plans for the East parcel become more defined. The Central Parcel offers a topographically compatible site for a connection to the Greenway. The west parcel with the existing vertical wall defining the trench offers fewer options. Any new connections to the Greenway will be reviewed with the City and HCRRRA. The HCRRRA will have to permit any private connections to the greenway.
- * *Environmental and Energy Considerations:* There do not appear to be any preservation issues in these areas at this point in the design development.

By their size, the new buildings will have a visual effect on the Chicago Milwaukee and St. Paul Railroad Grade Separation historic district. To minimize this effect, the massing / height along the southern portion of the project, setbacks of the building, possible setbacks within the footprint of the building, and form of the buildings and the selection of exterior materials will be critical.

Designated parks, recreation areas or trails

The Midtown Greenway corridor is adjacent to the proposed project immediately to the south. The corridor is a former railroad grade running along 29th Street from Lake Calhoun in the west to the Mississippi River in the east. The railroad bed is currently owned by the Hennepin County Regional Railroad Authority (HCRRRA), which maintains paved recreational trails as well as right of way intended for future transit use. Access to the Midtown Greenway is at Bryant Avenue South which is one block east of the project. The proposed extension of a public promenade along the north edge of the Greenway and addition of direct access to the recreational trail where feasible will enhance the use and enjoyment of the recreational trail. There are no adverse traffic, noise, air quality, or visual impacts expected from the proposed project on this recreational resource.

26. **Visual impacts. Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks?**

No.

If yes, explain.

Not applicable.

27. **Compatibility with plans and land use regulations. Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency?**

Yes

If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

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

a. The Minneapolis Plan for Sustainable Growth (adopted by the City Council in October, 2009):

The *Minneapolis Plan for Sustainable Growth* (the "Plan") is the City's Comprehensive Plan. This Plan is a guide for the future development and redevelopment of the City of Minneapolis. The Plan outlines the goals and objectives for the City to follow as land use considerations are brought forth by the public and private sector. It outlines the interrelationships of land use, transportation, housing, economic development, public services and facilities, environment, parks and open spaces, heritage preservation, arts, culture and urban design. The intent of the Plan is to balance opportunities and promote a high quality of life for City residents and visitors.

The Plan classifies the future land use of the project area as "Urban Neighborhood," which is a predominantly residential area with a range of densities, with highest densities generally to be concentrated around identified nodes and corridors. Not generally intended to accommodate significant new growth, other than replacement of existing buildings with those of similar density." Plan, p. 1-8. According to the Plan, the subject parcels are located near several Commercial Corridors, the Uptown Activity Center and the Lyn-Lake Activity Center. The policies and implementation steps outlined in the Plan promote the development of medium and high density housing in areas within and near Commercial Corridors and Activity Centers.

b. Uptown Small Area Plan (adopted by the City Council in February, 2008):

The *Uptown Small Area Plan* ("USAP") provides policy guidance for land use and development in the area generally surrounding the Uptown Activity Center, along the Lake Street and South Hennepin Avenue Commercial Corridors, and along the Midtown Greenway between Humboldt Avenue and Bryant Avenue. The project site is within the character area described as Urban Village (North Sub-area). The USAP guides the majority of the project site for future development with high density housing (50-120 DU/acre) and for Urban-Oriented Development Density (building types ranging from live/work units to 5-story loft style buildings). Three lots at the edge of the project area are zoned R-3 and guided for medium density housing (20-50 DU/acre): 2812 Fremont and 1209 28th Street at the north end of the West Parcel and 2820 Colfax Avenue at the northeast corner of the East Parcel (collectively the "North Lots"). The USAP guides the North Lots for medium density housing (20-50 DU/acre) and Neighborhood-Oriented Development Density (building types ranging from detached homes to small (4-story) courtyard apartment buildings. Preferred building heights in the Urban Village are three to five stories, with some opportunities for buildings up to 84 feet on major corridors.

The USAP includes several guidance statements relevant to the project area:

- The Plan proposes the majority of new growth to occur in the Core of Uptown (the Activity Center and the Urban Village). This area of Uptown can accommodate the most growth because there is ample vacant and underutilized land and it is the area of Uptown best served by transit. USAP, p. 47.
- North of the Greenway, new development should be residential only as the purpose should be to infill underutilized properties with high and medium density housing that transition to the neighborhood. USAP, p. 55.
- The Greenway will be an important component of the Urban Village. New high-density housing should line the north side of the Greenway and extend to approximately mid-block between 28th Street and the Greenway. Buildings north of the Greenway should be of a smaller scale than those south of the Greenway in order to provide transitions into the lower density residential areas (see page 76). Buildings on the Greenway should either engage the Greenway at the lower level or they should be set back 15' at the street level of the Greenway to create a promenade. USAP, p. 57.
- Instead of a single height limit across the Core of Uptown, this Plan recommends a sculpted building envelope that responds to the area's unique conditions. USAP, p. 75. Per the diagram on page 76 of the USAP, the sculpted building envelope for the half block area north of the Greenway is 56 feet.

c. **The Midtown Greenway Land Use and Development Plan (adopted by the City Council in February, 2007):**

The *Midtown Greenway Land Use and Development Plan* sets policy direction for land use and development along the Midtown Greenway corridor. It designates future land use for the majority of the project site for high-density housing. The *Midtown Greenway Land Use and Development Plan* was one of the first plan documents adopted to discuss the transition of the industrial property between Hennepin Avenue and Lyndale Avenue to be medium to high density housing. The plan places emphasis on developing sites to integrate pedestrian circulation and access to the Greenway, public transit and the commercial corridors.

d. **Zoning Code:**

The present zoning designation of the majority of the three parcels is R-5 Multiple-family District, with the exception of the three North Lots which have an R-3 Multiple-family District designation (see Figure 5.0). As shown in figure 5 there are a variety of zoning districts within this area of Minneapolis. The R5 district which encompasses the majority of the Bennett Parcels is a relatively new designation. The current zoning on the parcels was instituted within the past two years. Previous zoning districts on the parcels were a combination of industrial (I-2), medium density (R3 and R-5) and high density residential (R-6). The zoning in the area is a result of the City of Minneapolis implementing the land use guide plan and anticipating an area for increased density within the Uptown Activity Area. The following is a brief description of the R-3, R-5 and R-6 zoning districts:

The R3 Multiple-family District is a medium density district intended to provide an environment of predominantly single and two-family dwellings, cluster developments and smaller multiple-family developments. The maximum Floor Area Ratio ("FAR") without bonuses is 1.0 and the minimum lot area per dwelling unit ("MLA") without bonuses is 1,500 SF. The density will allow 29 dwelling units/acre (29 DU/acre). The maximum height allowed is 2½ stories or 35 feet.

The R5 Multiple-family District is intended to provide an environment of high density apartments, congregate living arrangements and cluster developments. The maximum FAR without bonuses is 2.0 and the MLA without bonuses is 700 SF/DU (62 DU/acre). The maximum height allowed is 4 stories or 56 feet.

The R6 Multiple-Family District is also intended to provide an environment of high density residential, below 120 dwelling units per acre, to very high density, above 120/ dwelling units per acre, when bonuses are applied. The maximum FAR without bonuses is 3.0 and the MLA without bonuses is 400 SF/DU (109 DU/acre). The maximum height allowed is 6 stories or 84 feet.

Existing Zoning Comparison Chart

The 5.6 acre study area includes R-3 zoned property at 11.5 % and R-5 property at 88.5 %. R-3 is identified as a multiple family district and was to be a buffer between the high density R-5 and the single and two family homes to the North of the project area. The existing zoning of R-3 and R-5 on a parcel by parcel basis would generally provide the following intensity of development without bonuses.

The following table generally describes the existing development intensity of the existing project area:

	West Parcel	Central Parcel	East Parcel	Total (Avg.)
Site Area	1.9 acre	1.9 acre	1.8 acre	5.6 acre
R-3 Area in sf	23,040 sf	-	5,140 sf	28,180 sf
R-3 Housing (1500 sf per unit)	15	-	3	18 units
R-5 Area in sf	39,724	82,764 sf	73,268 sf	215,756 sf
R-5 Housing (400 sf per unit)	85	118	104	307 units
Total Housing Units	100	118	107	325 units
Parking	164	206	186	325 spaces
Building Cover Average	67%	70%	69%	69%
Impervious Average	79%	85%	83%	83%
Building Height	2.5 story (35') to 4 story (56')			
Dwelling Units Per Acre	52.6	56.8	57.2	55.5

Bonuses may be obtained to increase both the FAR and MLA densities by 20% for providing enclosed parking and by 20% for providing qualifying affordable housing. Projects which are part of a Planned Unit Development ("PUD") may also qualify for a 20% density increase (referred to as an "alternative" in the PUD ordinance). Building height can be increased over the limits in the district regulations through either a conditional use permit or a PUD alternative.

e. Consistency with land use plans and zoning regulations:

Development of high density housing in the project area is generally consistent with the City's land use guidance for properties north of the Midtown Greenway between Lyndale and Hennepin Avenues. More specifically, city plans call for infill development of the historically-industrial, partially-vacant Bennett Lumber parcels with new high density housing. The city zoning ordinance defines the regulations for each district and sets standards for the setbacks, lot coverage, building heights and density per unit. Bonus credits to increase density are allowed for flexibility in how a proposed development is to be composed. The proposed Bennett Lumber redevelopment will request the existing zoning be changed to an R-6 zoning district to allow for the 710 units to be constructed on the three parcels which encompass 5.6 acres. As proposed the 710 units in buildings ranging from 50 feet on the north to 68 feet on the south would result in an average density of 126 units per acre. Densities greater than 120 units per acre are defined as very high density and will require a zoning district of R-6 and bonuses to achieve the proposed density. Development of very high density housing as proposed on the R-3 lots on the north end of the West Parcel and the northeast lot of the East Parcel is not consistent with the City's guidance of the property and may require an amendment to the City's future land use map. The R-3 lots were recently rezoned from I-2 to R-3 in order to implement the guidance of the USAP. Development of the R-5 zoned parcels with housing at a very high density of over 120 units per acre is not consistent with the City's guidance of property on the three parcels. The East Parcel has a composed site development plan which suggests higher density and six story buildings with smaller foot prints and increased landscaped areas as the model for the Central and West Parcels. There are no near-term plans to proceed with redevelopment of the Central or West Parcels.

Evaluation of an application to amend the land use guidance for that portion of the West Parcel sometime in the future could reconsider the USAP guidance in light of the specific development proposal, the trend of development in the area and the City, and any other factors that may be relevant to the City's policy decision at that time.

The following table generally describes the intensity of the proposed project:

	West Parcel	Central Parcel	East Parcel	Total
Site Area	1.9 acres	1.9 acres	1.8 acres	5.6 acre
Housing Units	230	250	230	710
Housing Floor Area (sf)	228,000	249,700	220,000	697,700
Commercial (sf)	0	0	0	0
Parking spaces	238	270	254	762
Building Coverage (%)	70% max.	70% max.	70% max.	70% max.
Impervious Surface (%)	85% max.	85% max.	85% max.	85% max.
Bldg Height/Floors	50'-68' ¹ / ₄ -6			
Dwelling Units/Acre	121	132	128	127

Please note that the information contained in this chart assumes a rezoning to R-6 and one density bonus/PUD bonus. Refer to the 2 charts on the following page for a comparison of the R-5 & R-6 Zoning districts.

The above chart outlines the building coverage and impervious surface coverage that are the maximum in both the R-5 and R-6 zoning districts.

Both R-5 and R-6 are considered high density zoning classifications. Any density which suggests a density greater than 120 units/acre is considered very high density. The following tables show the development potential under R-5 and R-6 zoning with bonuses and compares it to the proposed project.

The following table compares the R-5 zoning regulations and the proposed project:

	R-5	R-5 w/ Bonus 1*	R-5 w/ Bonus 1 and 2*	R-5 w/ Bonus 1, 2 and PUD Alternative*	Proposed Bennett Redevelopment
Site Area	5.6 acres	5.6 acres	5.6 acres	5.6 acres	5.6 acres
Housing Units	348	417	486	555	710
Housing Floor Area (sf)	487,872	585,446	683,020	780,594	697,700
Building Coverage (%)	70%	70%	70%	70%	70% max.
Impervious Coverage (%)	85%	85%	85%	85%	85% max.
Building Height	56'	56'	56'	56'	50'-68'

The following table compares the R-6 zoning regulations and the proposed project:

	R-6	R-6 w/ Bonus 1*	R-6 w/ Bonus 1 and 2*	R-6 w/ Bonus 1, 2 and PUD Alternative*	Proposed Bennett Redevelopment
Site Area	5.6 acres	5.6 acres	5.6 acres	5.6 acres	5.6 acres
Housing Units	609	730	851	972	710
Housing Floor Area (sf)	731,808	878,169	1,024,530	1,170,891	697,700
Building Coverage (%)	70%	70%	70%	70%	70% max.
Impervious Coverage (%)	85%	85%	85%	85%	85% max.
Building Height	84'	84'	84'	84'	50'-68'

*Bonus 1 is the Parking Bonus and Bonus 2 is the Affordable Housing Bonus, per Minneapolis Zoning Code. Potential bonuses and PUD Alternative equal 20% of the maximum number of units and FAR limits of the zoning district.

Even if the project was able to achieve two density bonuses and a PUD alternative, the allowable number of units under R-5 zoning would be limited to 555 units, which is much less than the 710 units proposed for the project. Under R-6 zoning, the proposed density could be achieved with a single density bonus. As proposed, the project will be significantly below the number of dwelling units achievable with bonuses and PUD alternative in an R-6 District. R-6 zoning would also allow the proposed building heights up to 68 feet without a conditional use permit. The proposed maximum project height of 68 feet is less than the R-6 height limit of 84 feet.

The developers believe that the proposed density of 127 DU/acre is necessary to finance a high quality development that incorporates desirable features and amenities for both residents and the public. The East parcel which is in the design phase, anticipates in exchange for a higher building (six stories) and density of units (128/ acre) a building footprint that will occupy 53% of the site vs. 75% of the site and the impervious percentage is 74% vs. 85%. The amount of landscape area on the East parcel is estimated to be 55% of the site not occupied by a building vs. 20% as required in the zoning code. Public amenities would include the extension of the Midtown Promenade and enhanced access into the Greenway trench, which promote the goals of the *Midtown Greenway Plan* and the USAP.

The project area is within the "Core of Uptown" for which the USAP proposes the majority of new growth to occur. Some statements in the USAP and the City's recent decision to rezone the parcels to R-3 indicate a preference to encourage the greatest density south of the Greenway and a lesser degree of high density north of the Greenway. However, the Bennett project parcels are the largest development parcels available in the Core and are located on the north side of the Greenway. City plans also promote higher density development along major corridors, typically defined as Hennepin Avenue, Lake Street and Lyndale Avenue. The project area is also in close proximity to several street corridors (Lyndale, Hennepin, Lake, Lagoon) and land use features (Uptown Activity Center, Lyn-Lake Activity Center, Uptown Transit Center and the Midtown Greenway) that are intended to support, and be supported by, high density housing.

The traffic impacts of the proposed density have been studied (see Appendix A) and the adjacent intersections will all perform at acceptable levels. The proposed 710 units and the distribution of the vehicular traffic will allow the project as proposed to be absorbed into the existing street network without changing any intersections level of service.

Development of each parcel will require the proposer to apply for and obtain zoning approvals including rezonings, conditional use permits for multiple-family dwellings or a PUD, variances, site plan review, vacations and platting. The City will evaluate the applications for compliance with City plans and zoning regulations in the context of the specific project proposal. The City has the ability to regulate and mitigate the impacts of the proposed project through the zoning review.

28. **Impact on infrastructure and public services.** Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project?

No.

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

Not applicable.

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

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

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

The Traffic Analysis has included all potential developments (both completed and approved) in the area, which may be completed by 2015. The Traffic Analysis studied the cumulative impact of this project on the intersections under review. The Traffic Analysis suggests that no additional geometric improvements will be necessary to the public streets. Traffic signal timing will need to be adjusted as the area wide developments

come on line.

Municipal sewer and water systems have sufficient capacity to accommodate the proposed project, along with past, present and future development.

No cumulative impacts are identified or anticipated with the project as proposed.

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

None.

31. **Summary of issues.** Do not complete this section if the EAW is being done for EIS scoping; instead, address relevant issues in the draft Scoping Decision document, which must accompany the EAW.

List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

Consistency of the proposal with local comprehensive plans and zoning regulations.

The project outlined in the EAW identifies a residential project which if approved as described would change the zoning to an R-6 district vs. the existing R-5 and three lots of R-3. The USAP documents discuss densities of 50-120 units per acre as high density residential. The zoning districts clearly outline specifics of building height, setbacks, building coverage and open space percentages. As development is brought forward of the properties within the EAW study area, they should be evaluated against the approved plans and zoning and be made to make the argument for a project which is considered outside the normal building envelope. This EAW has identified a project which will require an R-6 zoning district and the analysis has reviewed this level of intensity for the infrastructure, traffic, parking, etc. The analysis from a traffic and infrastructure analysis indicates that the intensities of the proposed project can be accommodated. Building height, open space, architectural composition, landscape and public realm interactions should be further studied in specific land use applications to gauge the value of modifying the in place land use regulations for the specific projects being proposed.

Rezoning of the Property Necessary for Project

The subject 5.6 acre site will require rezoning to an R-6 District and a very high density classification. The rezoning will be one of the land use applications to be considered as a part of the proposed project as each parcel is proposed for development. The City will further evaluate how the proposed rezoning complies with City policies and goals through the land use development application. It will be the applicants responsibility to prepare a complete application which will clearly demonstrate that a development which requires an R-6 zoning district is a better product overall for the area and City vs. a development which does not require rezoning to proceed.

Site Plan Approval and Conditional Use Permits

The land use approvals required for the project will include Site Plan Review, Conditional Use Permits, variances, platting, a vacation and a complete application accepted by the City prior to undertaking any change to the existing properties. The process will require submission of detailed plans and public hearings at the Planning Commission. This open review of the project will allow the City officials and stakeholders to understand the proposed project including its specific heights, number of dwelling units, placement of the structures, building materials proposed and traffic impacts. The City can deny or approve the applications with conditions to mitigate project impacts.

The land use approval process in Minneapolis is an established and open process that encourages comment from the public, provides for comment by professional staff, and results in decisions by local officials.

Comprehensive Plan

The proposed project is not consistent with the comprehensive plan which generally defines the area as a

combination of high density residential and medium density residential. The 3.6 acre site includes both R-3 and R-5 zoning districts. The proposal to have all of the property in an R-6 category may require the City and the Metropolitan Council to amend the existing land use plan to allow the plans to be consistent with the proposed project.

Impact to the National Register Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District.
As previously mentioned the Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic district received designation in 2005. The historic district stresses to capture physical and cultural elements which are from the designated period of significance defined as 1912 to 1916. The retaining wall from the Twin City Separator building will be preserved as a significant physical element of the significant period. A panel will be erected and placed within the Midtown Greenway, the current recreational use within the Historic district. Visual impacts of the proposed development on the Historic District is a potential issue and needs to be considered as the future buildings are placed along the edge of the trench. Landscaping of the upper edge of the trench and setting the building location back from the edge of the trench will reduce the visual impact of the new development. The height of the proposed structures at six stories will also present a potential impact to the historic corridor. Setting the building back from the trench edge will also reduce the visual intrusion of the proposed building on the historic corridor.

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

I hereby certify that:

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

Signature:



Rebecca D. Farrar

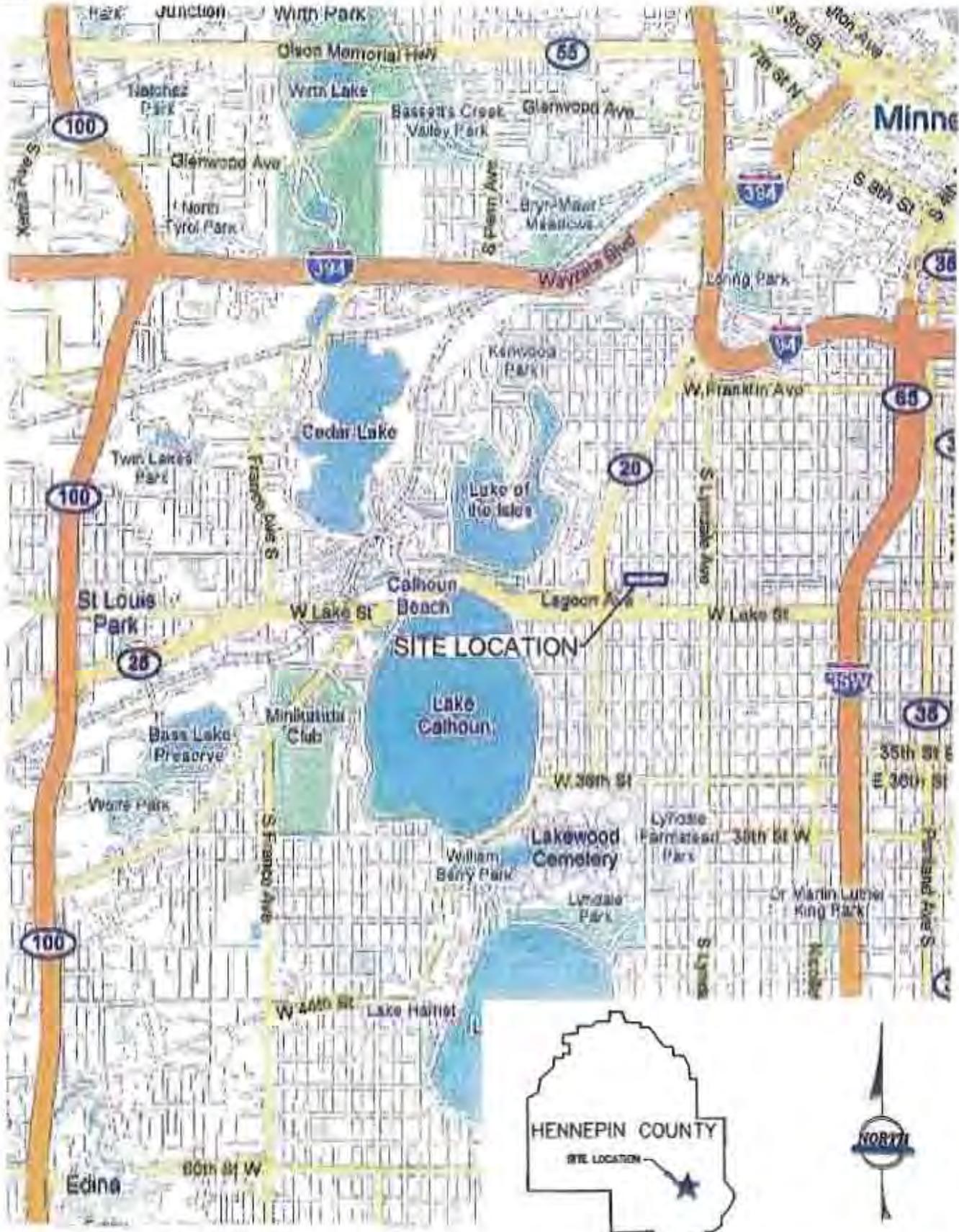
Date: March 4, 2010

Title: Senior City Planner

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

Attachments:

Location Map.....	Figure 1.0
USGS Map.....	Figure 2.0
Area Map.....	Figure 3.0
Site Plan.....	Figure 4.0
Existing Zoning Map.....	Figure 5.0
Chicago Milwaukee & St. Paul (CM&STP) Grade Separation Historic District Map.....	Figure 6.0
East Parcel Preliminary Plans / Renderings / Shadow Studies.....	Figures 7-13
Travel Demand Management Plan (TDMP).....	Exhibit A
MnDNR Natural Heritage Response Letter, dated November 12, 2010.....	Exhibit B
Minutes of July 27, 2010 Heritage Preservation Commission (HPC) Meeting.....	Exhibit C
MN History/Arch. Survey Form (West Parcel).....	Exhibit D



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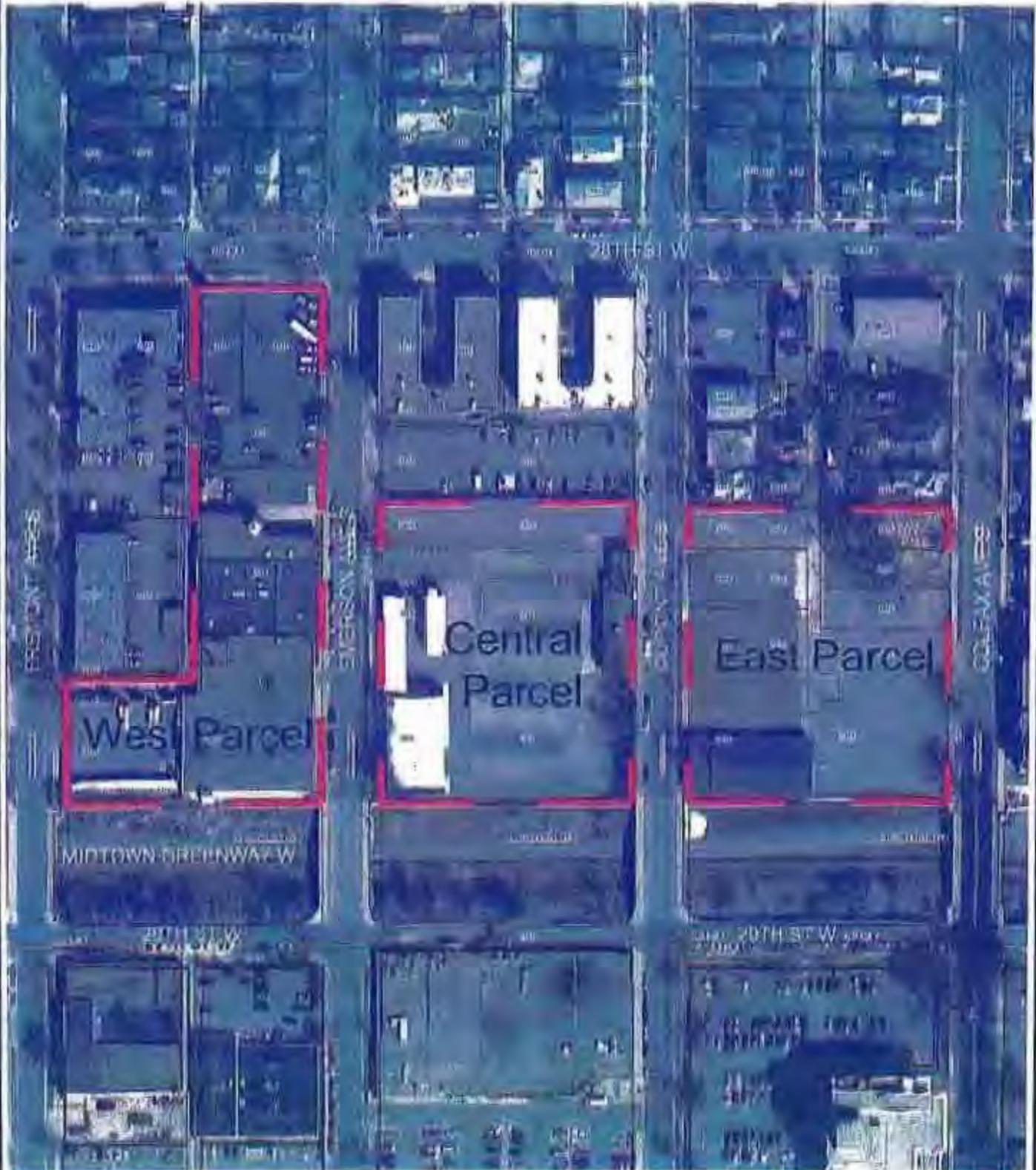
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 Oakland, 365
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Bennett Lumber Housing Redevelopment

Location Map

Figure	1.0
Date	10/29/10



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Bennett Lumber Housing Redevelopment

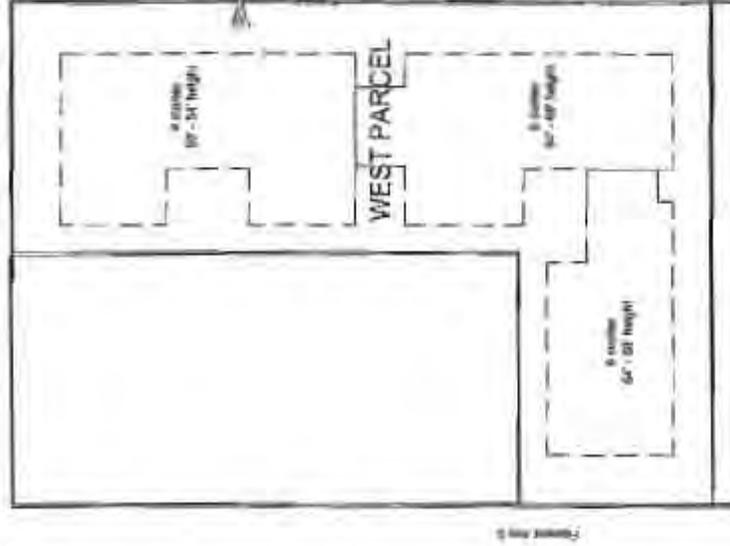
Area Map

Figure
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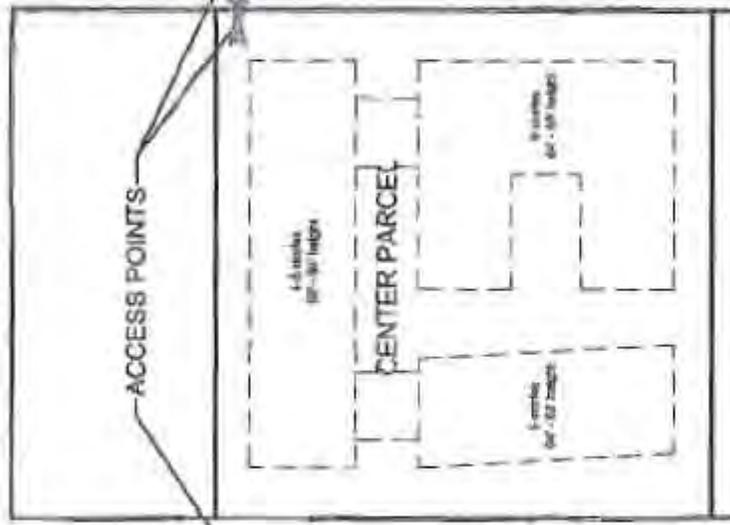
Date
10/29/10

Bennett Lumber Redevelopment
 Site Plan: West, Center, East parcels

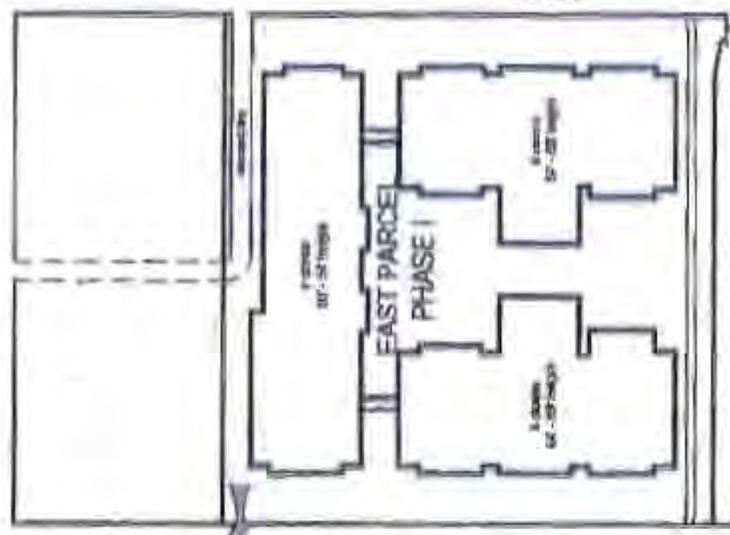
28th Street West



WEST PARCEL
 Parcel Area: +/- 1.9 Acres
 Unit Count: 230
 Parking: 238 stalls



CENTER PARCEL
 Parcel Area: +/- 1.9 Acre
 Unit Count: 250
 Parking: 270 stalls



EAST PARCEL
 Parcel Area: +/- 1.85 Acre
 Unit Count: 230
 Building Area: 220,000 GSF residential
 Parking: 242 stalls

WEST AND CENTRAL PARCELS ILLUSTRATE BUILDING MASSING FOR EAW ONLY.



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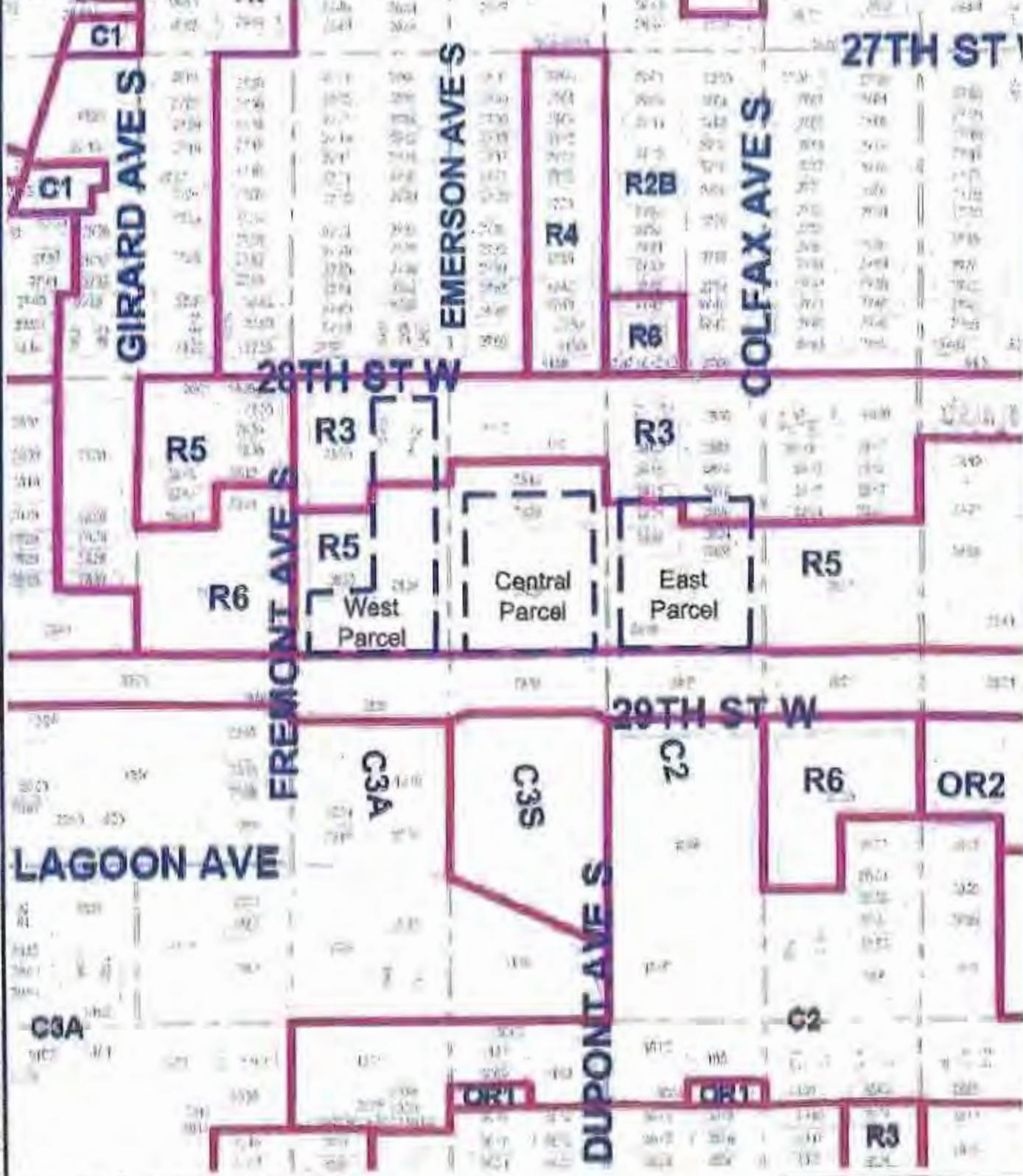
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Bennett Lumber Housing Redevelopment

Figure
 4.0

Date
 11/17/10

EAW Site Plan



LEGEND

- Zone District Boundary
- Zone Floor Height
- Flow Direction
- Utility Lines
- Property Owners
- Other Owners
- Other Owners

1st Amended: July 20, 2007

MINNEAPOLIS ZONING PLATE 24

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Delux, MO
 New Len, MN
 Filling, MN
 Moundville, MN
 Outside, MN

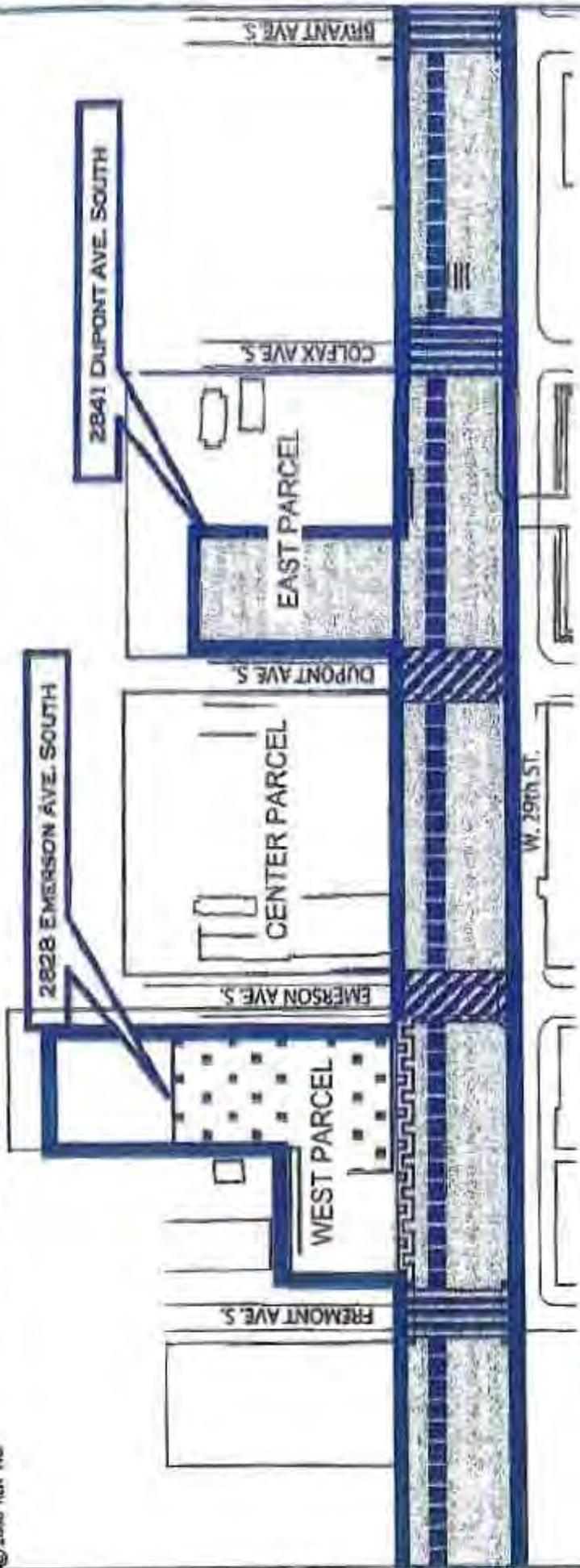
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Bennett Lumber Housing Redevelopment

Existing Zoning Map

Figure
5.0

Date
10/29/10



KEY

- CMBSTP GRADE SEPARATION
- HISTORIC DISTRICT BOUNDARY
- CONTRIBUTING PROPERTY
- NON-CONTRIBUTING PROPERTY

- CONTRIBUTING RETAINING WALL
- NON-CONTRIBUTING BRIDGE
- CONTRIBUTING BRIDGE
- NON-CONTRIBUTING BICYCLE AND PEDESTRIAN TRAIL

*DISTRICT BOUNDARY MAP PREPARED IN 2004



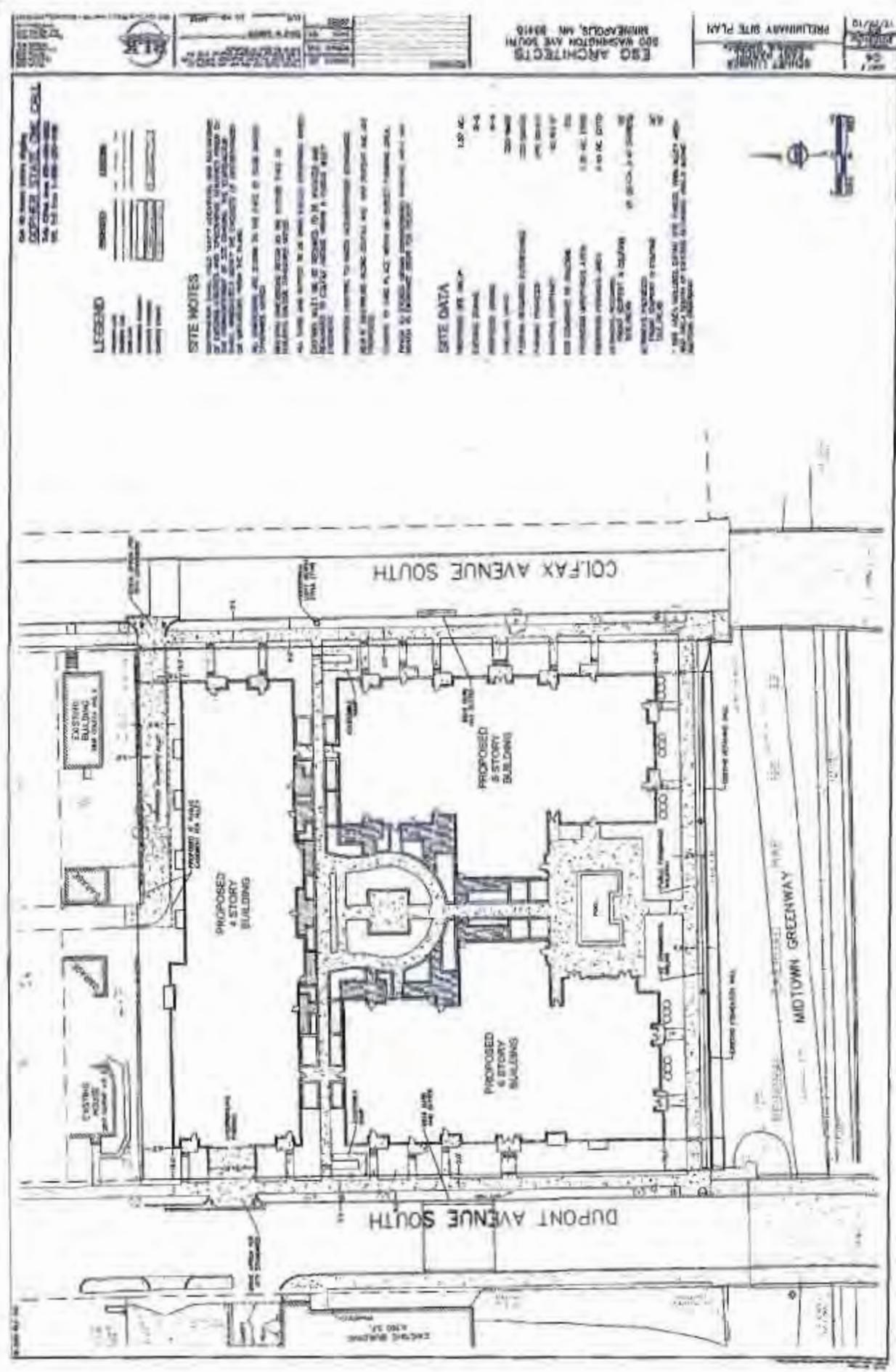
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Bennett Lumber Housing Redevelopment
Chicago Milwaukee & St. Paul (CM&STP)
Grade Separation Historic District

Figure 6.0

Date 11/17/10



ON 10' SCALE WITH 1/4" = 1'-0" SCALE
 COPIES: 500
 DATE: 10/10/10

LEGEND

PROPOSED	EXISTING
PROPOSED 4 STORY BUILDING	EXISTING BUILDING
PROPOSED 5 STORY BUILDING	EXISTING HOUSE
PROPOSED 6 STORY BUILDING	EXISTING GARAGE
ART GALLERY	

SITE NOTES

1. ALL PROPOSED BUILDINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MINNESOTA BUILDING CODE, AS AMENDED, AND ALL APPLICABLE ORDINANCES AND REGULATIONS OF THE CITY OF MINNEAPOLIS.

2. THE PROPOSED BUILDINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MINNESOTA BUILDING CODE, AS AMENDED, AND ALL APPLICABLE ORDINANCES AND REGULATIONS OF THE CITY OF MINNEAPOLIS.

3. THE PROPOSED BUILDINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MINNESOTA BUILDING CODE, AS AMENDED, AND ALL APPLICABLE ORDINANCES AND REGULATIONS OF THE CITY OF MINNEAPOLIS.

SITE DATA

PROPOSED 4 STORY BUILDING: 10,000 SQ. FT.

PROPOSED 5 STORY BUILDING: 15,000 SQ. FT.

PROPOSED 6 STORY BUILDING: 20,000 SQ. FT.

ART GALLERY: 2,000 SQ. FT.

EXISTING BUILDING: 10,000 SQ. FT.

EXISTING HOUSE: 10,000 SQ. FT.

EXISTING GARAGE: 10,000 SQ. FT.

Figure 9.0



2 January 2011

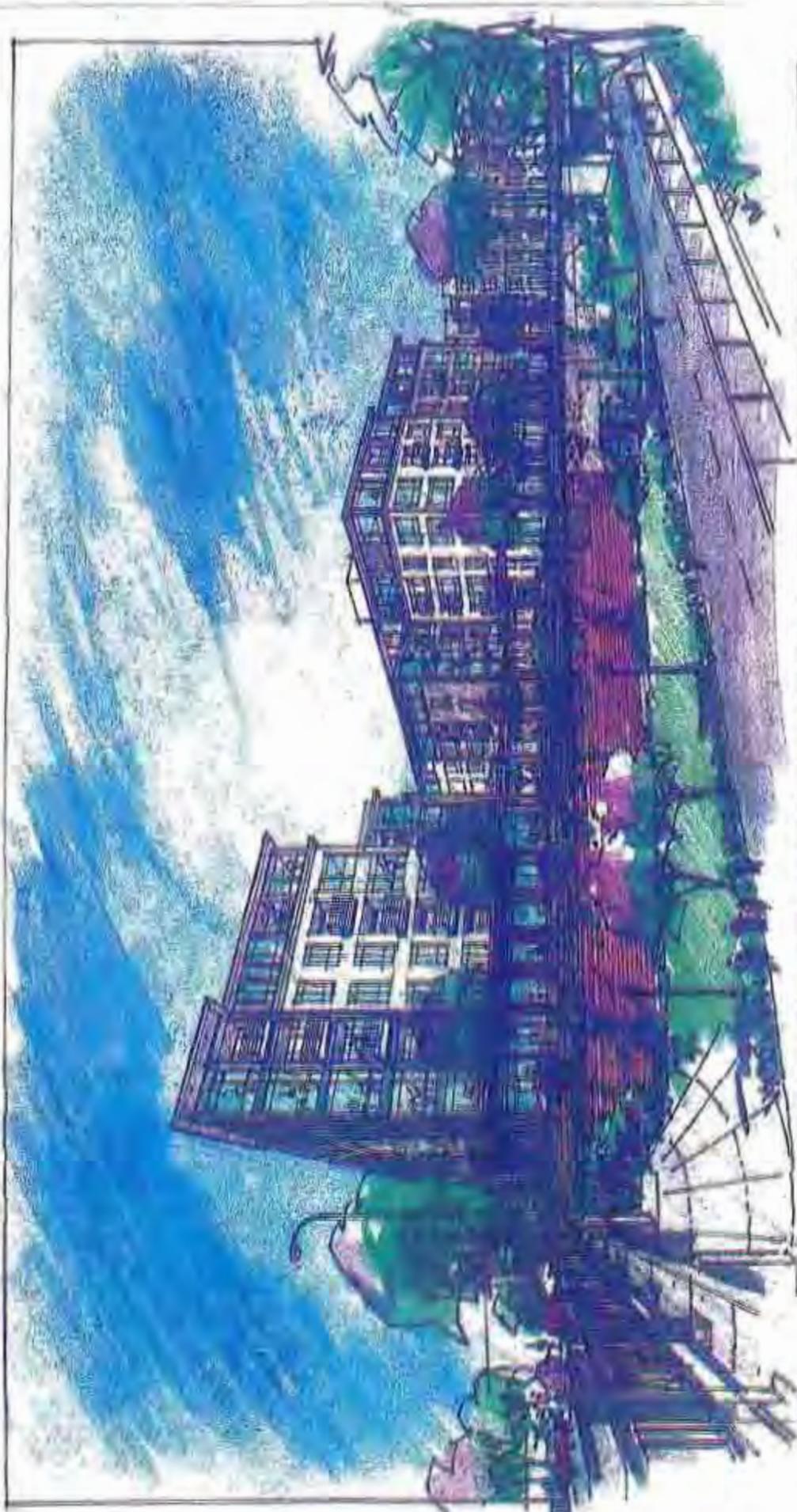


**EAST CITY
DEVELOPMENT**

BENNETT EAST RESIDENTIAL
Minneapolis, Minnesota

Shelby Smith at New Concepts
Prattville, Alabama

Figure 10



3 January 2008

ARCHITECT
ARCHITECTURE

BENNETT EAST RESIDENTIAL
MINNEAPOLIS, MINNESOTA

Study Sketches at Design & Governance

Figure 11



12-2-2011



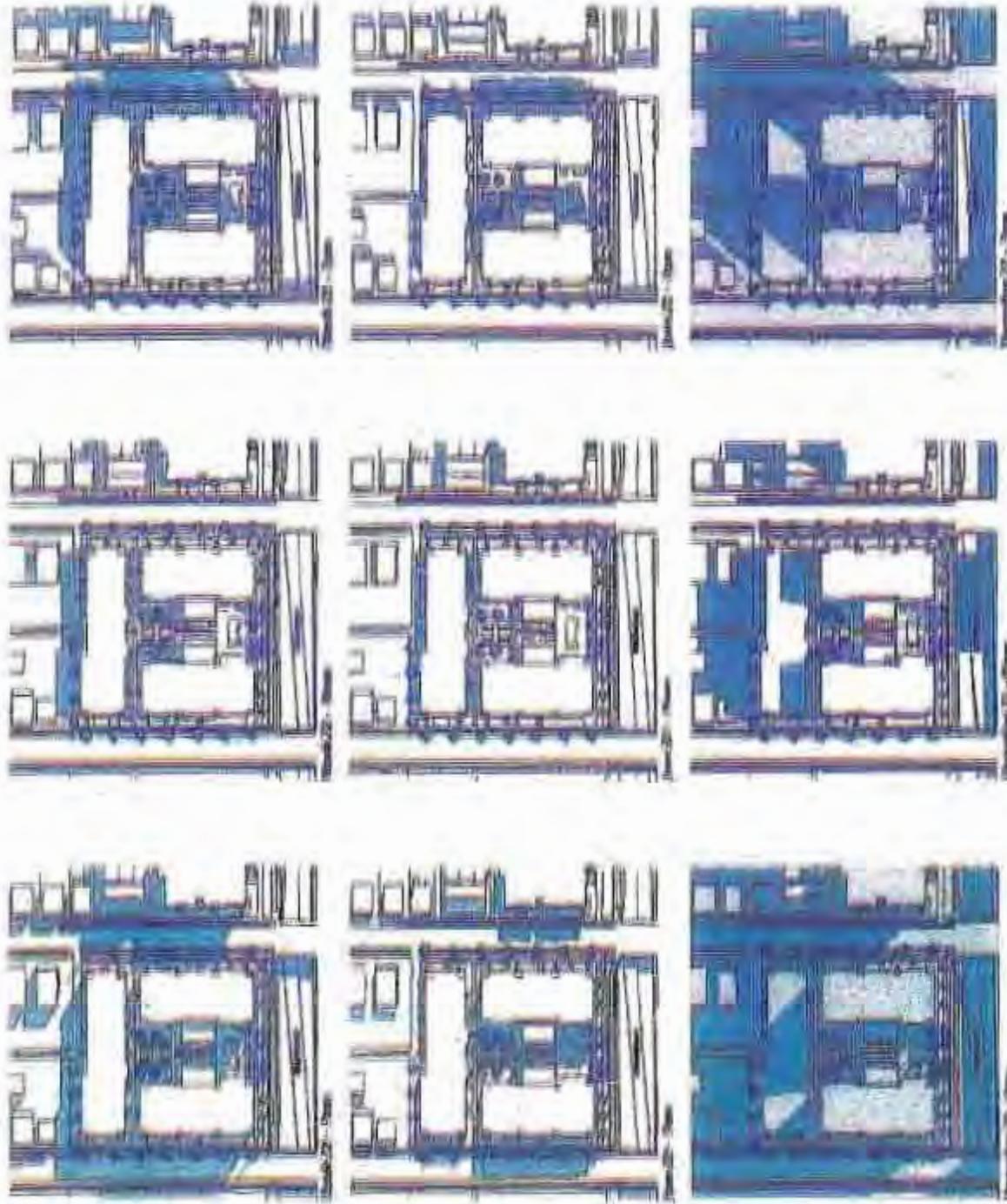
12-2-2011

12-2-2011

BENNETT EAST RESIDENTIAL
Mississippi, Minnesota

Study Sketch of Public Building South

Figure 12





BENNETT EAST RESIDENTIAL

 Minneapolis, Minnesota

Figure 13

TRAVEL DEMAND MANAGEMENT PLAN

for

Bennett Lumber Site Redevelopment

in

Minneapolis, MN

March 3, 2011



**Creating extraordinary
Communities**

TRAVEL DEMAND MANAGEMENT PLAN

Bennett Lumber Site Redevelopment

MINNEAPOLIS, MN

March 3, 2011

Prepared For:

JPG-OFF, LLC & Aurora-Uptown, LLC
c/o Zeller Realty Group
950 LaSalle Plaza
800 LaSalle Avenue
Minneapolis, MN 55402

Prepared By:



RLK Incorporated
Minnetonka Office
6110 Blue Circle Drive, Suite 100
Minnetonka, MN 55343
952-933-0972

RLK Project No. 2010-209-M

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I. INTRODUCTION

JPG-OPP, LLC & Aurora-Uptown, LLC, plan to redevelop the existing Bennett Lumber Company site in the Lowry Hills East Neighborhood in the City of Minneapolis (Figure 1). The site consists of three parcels -- the eastern parcel, the central parcel and the western parcel. The site boundary for the eastern and central parcels extends from the Midtown Greenway north to midway point between West 29th Street and West 28th Street, and for all three parcels from Fremont Avenue South on the west to Colfax Avenue South on the east. On the western parcel, the site boundary extends northward to West 28th Street for the eastern half of the block. Current plans for the approximately 4.78-acre site call for the completion of 710 apartments.

This Travel Demand Management Plan outlines the ways in which the proposed redevelopment will help Minneapolis achieve their goals of enhancing the local transportation system. These goals are 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.

II. LAND USES AND ZONING

The eastern and central parcels and the south half of the western parcel are currently zoned as:

R5, Multiple-Family District (High Intensity), this district "is established to provide an environment of high density apartments, congregate living arrangements and cluster developments on lots with a minimum lot area of five thousand (5,000) square feet and at least seven hundred (700) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed".

The northern portion of the western parcel is currently zoned as:

R3, Multiple-Family District (Medium Intensity), this district "is established to provide an environment of predominantly single and two-family dwellings, cluster developments and smaller multiple-family developments on lots with a minimum of five thousand (5,000) square feet and at least one thousand five hundred (1,500) square feet of lot area per dwelling unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed".

To establish a single zoning classification for the site and to be consistent with the comprehensive plan, the entire site is proposed for rezoning as:

R6, Multiple Family District, this district "is established to provide an environment of high density apartments, congregate living arrangements and cluster developments on lots with a minimum of five thousand (5,000) square feet of lot area and at least four hundred (400) square feet of lot area per dwelling

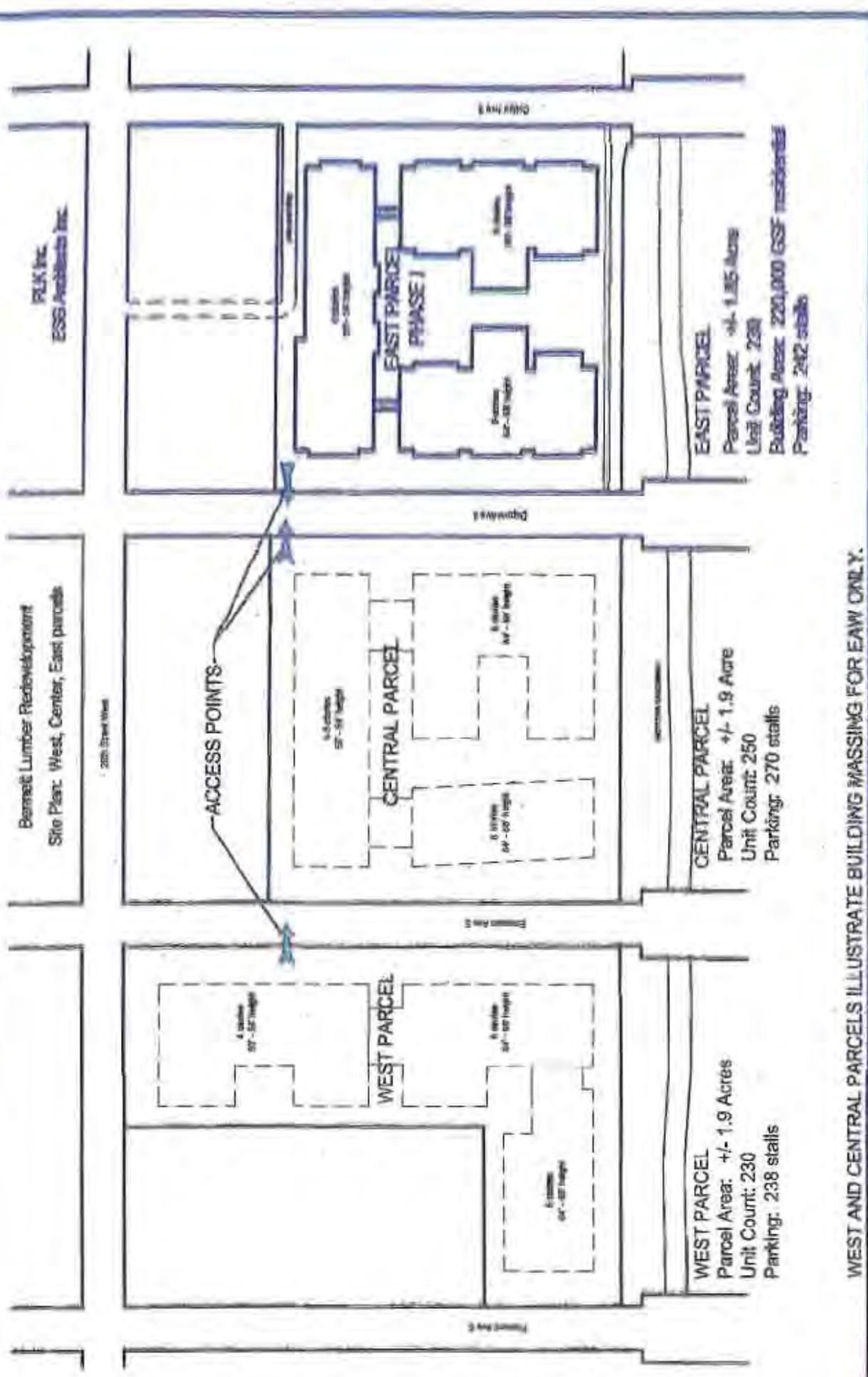
unit. In addition to residential uses, institutional and public uses and public services and utilities may be allowed."

Redevelopment of the site will result in the changes in land use shown in Table 1. The proposed residential land uses fit the intent of the proposed zoning requirements for the site.

Table 1
Land Use Changes with Proposed Redevelopment

Previous Land Uses¹	Proposed Land Uses
East Parcel	East Parcel
Warehouse (39,000 s.f.)	Residential (230 units)
Lumber yard (17,000 s.f.)	
Central Parcel	Central Parcel
Lumber yard (101,000 s.f.)	Residential (250 units)
Western Parcel	West Parcel
Warehouse and Retail (10,500 s.f.)	Residential (230 units)

1. East & Central Parcels defined in the previous 2005 Bennett Lumber Site TDMMP prepared for Sherman Associates by Alliant Engineering.



Bennett Lumber Redevelopment
Site Plan: West, Center, East parcels

RLK Inc.
ESS Architects Inc.

28th Street West

ACCESS POINTS

WEST PARCEL

CENTRAL PARCEL

EAST PARCEL
PHASE I

WEST PARCEL
Parcel Area: +/- 1.9 Acres
Unit Count: 230
Parking: 238 stalls

CENTRAL PARCEL
Parcel Area: +/- 1.9 Acre
Unit Count: 250
Parking: 270 stalls

EAST PARCEL
Parcel Area: +/- 1.85 acres
Unit Count: 238
Building Area: 220,000 GSF residential
Parking: 242 stalls

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Bennett Lumber Housing Redevelopment

Page 2

Date
11/17/10

Concept Site Plan

III. PEDESTRIAN, BICYCLE AND TRANSIT

The Bennett Lumber Redevelopment site is located adjacent to the Midtown Greenway bicycle and pedestrian trail, and one block away from a primary bus route corridor, Lake Street, and three blocks away from another, Hennepin Avenue. These pedestrian, bicycle and transit amenities, along with its location approximately two miles south of downtown, suggest the site is ideally situated to facilitate alternative modes of transportation.

Figure 3, Bicycle Route Network, shows the connectivity of the Midtown Greenway bicycle and pedestrian network. This system would enable residents to commute to downtown, venture out west to Hopkins and St. Louis Park for work or recreation and to nearby shopping, dining and entertainment. The Midtown trails also connect to Target Field, the Metrodome, Northstar and Hiawatha Light Rail lines and West River Road.

To promote biking as an alternative mode of transportation, the developer will provide one bicycle storage space per dwelling unit in the parking garages and outdoor bicycle racks.

Pedestrian traffic is encouraged on the bicycle and pedestrian trails through the presence of a designated pedestrian lane and traversable gardens. In addition, pedestrian travel is welcome on the system of sidewalks that connect the site to surrounding Uptown neighborhoods and the nearby retail areas.

Figure 4 schematically diagrams bus routes serving the site. Quick access to Downtown Minneapolis, the University of Minnesota, Edina, Northeast Minneapolis, South Minneapolis, and St. Paul is available seven days per week. Other locations are accessible via transfer at the Uptown Transit Station approximately three blocks to the west of the site. The nearest bus stops are approximately one block south of the site at the Emerson Avenue and Lagoon Street intersection. Transit routes serving the area making stops near the site are as follows:

Route 6; A local route with stops serving areas from Edina to the University of Minnesota via Downtown Minneapolis. Service is offered 7 days per week, all year. Busses on this route run from 4:30 AM to 2:30 AM with average time between busses ranging from 5 to 15 minutes depending on the time of day and day of week.

Route 12; A local/limited route connecting Minnetonka in the western suburbs to downtown Minneapolis via Uptown. Service is offered 7 days per week year round. Busses on this route run from 5:00 AM to 1:00 AM with lead times varying from 15 to 30 minutes depending on the time and day of week.

Route 17; A local route with stops serving areas from Hopkins to Northeast Minneapolis via St. Louis Park, Uptown and Downtown Minneapolis. Busses on this route run from 5:00 AM to 1:00 AM with average time between busses ranging from 5 to 30 minutes depending on the time of day and day of week.

Route 21; A route with local stops serving areas from the Uptown Transit Station in Minneapolis to Downtown St. Paul via Lake Street, Marshall Avenue and Selby Avenue. Service is offered 7 days per week, all year. Busses run from 4:00 AM to 2:00 AM with average lead times varying between 10 to 60 minutes depending on the time of day and day of the week.

Route 23: A local route with stops serving areas from the Highland Park neighborhood of St. Paul to Uptown via South Minneapolis. Busses on this route run from 5:00 AM to 11:00 PM with head times varying from 15 to 30 minutes depending on the time of day and day of week.

Route 53: A limited-stop route serving areas from the Uptown Transit Station in Minneapolis to Downtown St. Paul via Lake Street, Marshall Avenue and Interstate 94. Service is offered 5 days per week (Monday-Friday) from 6:00 AM to 7:00 PM. Time between busses is approximately 10 to 12 minutes.

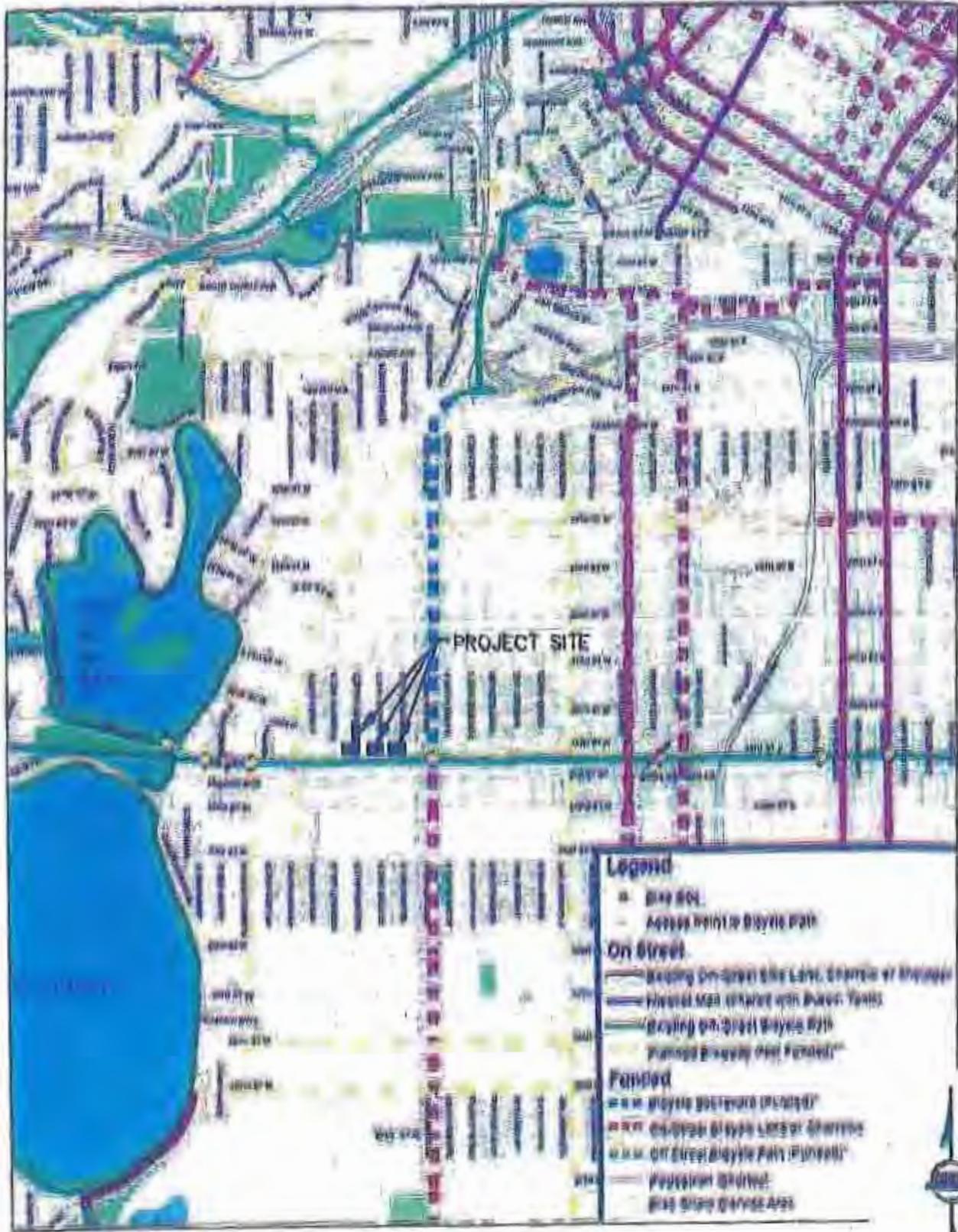
Route 114: A local route connecting Edina (Southdale Mall) with the University of Minnesota via Excelsior Boulevard and Hennepin Avenue. Service is offered 5 days per week from 7:00 AM to 6:30 PM. Time between busses varies from 15 to 60 minutes depending on the time of day.

Route 115: A local route serving areas from the University of Minnesota to Lyndale Avenue South. This route only operates outbound every 30 minutes from campus to Uptown during weekday evenings from 6:30 PM to 10:30 PM.

In addition to the many existing bus routes, the Midtown Greenway has great future transit opportunity. The Hennepin County Regional Rail Authority owns the greenway and has designated it as a transit corridor. Studies are underway to locate and design the ultimate Southwest LRT Corridor which includes one alignment along the Midtown Greenway, as well as a connector between the Hiawatha Light Rail and Uptown. The final decisions on these preferred routes are forthcoming.

Currently, the parcels of the Bennett Lumber site do not fall within the Transit Overlay District as defined on the City of Minneapolis' website. Nevertheless, residents of these proposed apartments will be significant users of transit and the Midtown Bikeway Corridor. The proximity of these proposed apartments to the array of alternative transportation options makes a case for the inclusion of this area into the Transit Overlay District.

Regarding bicycle parking, Table 541-3 -- Bicycle Parking Requirements of the Minneapolis Zoning Code, multiple-family dwellings with five or more units shall have a ratio of 1 space per 2 dwelling units. The East Parcel will have 223 units, and 1 bike parking stall is proposed per unit, resulting in a total of 223 bike parking spaces to be provided. Bicycle parking will be per code for the future Central and West parcels (480 units total) which will result in 1 bike parking stall per two units, or 240 bike spaces. Therefore, a total of 463 bike parking spaces shall be provided over the three parcels.



NOTES

LOCATION OF BICYCLE FACILITIES IS APPROXIMATE.
 DATA FROM CITY OF MINNEAPOLIS WEB PAGE, MARCH, 2010.



Oct 15, 2010 12:55pm G:\JPO-CPP and Aurora-Uptown\2010-2016-MAP-Technical\Deliverables\Figure3-2010-Routes.dwg



**BENNET LUMBER SITE
 BICYCLE ROUTE NETWORK**

Figure #
3
 Project #
2010209M



**BENNETT LUMBER SITE
BUS ROUTES**

Figure 0
4
Project #
2010209M



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IV. PARKING

A. Parking Requirements per Minneapolis City Code

The parking demand is anticipated to be accommodated on-site. Seven hundred sixty-two underground parking spaces are proposed, 238 of these spaces are provided on the west parcel, 270 spaces are proposed on the central parcel, and 254 spaces are provided on the east parcel.

The number of parking spaces needed for the proposed redevelopment was calculated using two different sources. The first source is Minneapolis City Code. Based on these requirements, 710 stalls will be necessary to serve the site. Table 2 details the parking requirements per Minneapolis City Code.

Table 2
Required Parking Guidelines per Minneapolis City Code

Land Use	Size	Requirement	Required Spaces
Residential	710 Units	1 space/dwelling unit	710
TOTALS			710

B. 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 are identical to the Minneapolis City Code requiring 1 parking space per dwelling unit for a total of 710 required spaces.

V. TRAFFIC OPERATIONS

Traffic operations at the site access points and nearby intersections were studied to determine whether the addition of site-generated traffic would have adverse impacts. As identified in the 2006 Bennett Lumber Site Redevelopment prepared for *Sherman Associates* with the cooperation of the City of Minneapolis, the intersections most likely to be affected were:

- West Lake Street & Dupont Avenue South
- West Lake Street & Emerson Avenue South
- West Lagoon Street & Emerson Avenue South
- West 28th Street & Emerson Avenue South
- West 28th Street & Dupont Avenue South

These intersections were also studied in the 2008 Bennett Lumber Site Redevelopment TDMP and TIS, prepared for Bennett Housing Partners, LLC, by RLK Incorporated.

New for this study, the intersection of Lagoon and Hennepin was reviewed for traffic impacts.

To forecast the impact of site-generated traffic, existing operations at these intersections were first reviewed. Traffic to be generated by the proposed site plan 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. One intersection, at Dupont and Lake Street, exhibits significantly increased delay, but modifications to the existing signal timing plans mitigated much of the issue at that intersection.

Within the next five years, as development in this area continues, modifications and updates to the traffic signal timings are recommended. These modifications will improve the traffic operation through the network, and especially along the Lake/Lagoon Corridor.

A full traffic impact study detailing the methodology and results of the analysis has been completed and is attached as Appendix A.

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 Growth¹:

- 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

¹ http://www.ci.minneapolis.mn.us/epad/docs/02_Transportation_100309.pdf

achieve their overall transportation goals discussed earlier. The plan encourages residents, 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

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.

JPG-OFF, LLC & Aurora-Uptown, LLC, and their 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.

JPG-OFF, LLC & Aurora-Uptown, LLC, and their successors agree to the implementation of the following measures:

General

1. The owners and/or property managers of the development will appoint designated TDM Liaisons to coordinate the various TDM strategies that require ongoing attention. The responsibilities of the TDM Liaison would include upkeep of transit information displays and other communications, carpool program coordination, sale of discounted transit passes, and/or administration of a shared car program, as appropriate for each individual land use. (More detail on individual programs is provided below.)
2. The owner/TDM Liaison of the apartment building will maintain a display of commuter information in common areas for residents/employees. Information should include items such as transit schedules, Metro Transit commuter/carpool program information (Rideshare and the Guaranteed Ride Home), and bicycle/pedestrian commuter information or maps.
3. The owners/property managers of the site shall maintain clear, well-lit sidewalks for pedestrian ease of use.
4. Sidewalks impacted by construction shall be rebuilt with ADA-compliant tactile dome curb ramps, encouraging use by pedestrians of all abilities.
5. The owners and/or TDM Liaison will work to achieve a mode share goal percentage of 45% non-single-occupant-vehicles for the residential development.

Transit/Carpool

1. The location of the site, near the Midtown Greenway bicycle and potential light-rail corridor within the heart of Uptown and all its related amenities offers a tremendous opportunity to utilize alternative modes of transportation to and from the site.
2. Appropriate signage shall be placed on-site directing users to the Midtown Greenway corridor.

3. Seven Metro transit bus routes (6, 12, 17, 21, 53, 114 and 115) provide service to the site. The nearest bus stops are along Emerson Avenue and Lagoon Street and are within 1 block.
4. The property manager/TDM liaison for the apartment building will manage the building's involvement in a shared car program for residents' use. The "HOURCAR" system, detailed at www.hourcar.org is an example of such a program.

Bicycles

1. The apartment building shall provide a bicycle storage area within the parking garage which will provide adequate space to accommodate one bicycle per dwelling unit for the East Parcel. (NOTE: the City standard is 1 bike stall for every 2 units.) The bicycle storage area will be conveniently located to provide easy access to the Midtown Greenway. Exterior bike racks will be provided for guests.

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. This would not include FedEx/UPS-type deliveries.

Parking

1. On-site parking will only be used by residents and their invited visitors. No parking spaces shall be used or sold to anyone that does not own, rent or lease property in the development. This does not allow the development site to sell parking to the general public. Any such change must result in an amended TDM Plan.

**TRAVEL DEMAND MANAGEMENT PLAN
BENNETT LUMBER SITE REDEVELOPMENT
UPTOWN MINNEAPOLIS, MN**

PLAN APPROVAL

JPG-OFF, LLC & Aurora-Uptown, LLC

By: _____

Dated: _____

3.2.11

**JPG-OFF, LLC & Aurora-Uptown, LLC
c/o Zeller Realty Group
990 LaSalle Plaza
800 LaSalle Avenue
Minneapolis, MN 55403**

Minneapolis Community and Economic Development Department

By: _____

Dated: _____

CPED Planning Director

Printed Name and Title

Minneapolis Public Works Department

By: _____

Dated: _____

Traffic and Parking Services

Printed Name and Title

APPENDIX A1 Traffic Impact Study

TRAFFIC IMPACT STUDY
BENNET LUMBER SITE REDEVELOPMENT
MINNEAPOLIS, MN

January 14, 2011

Prepared For:

JFG-OPP, LLC & Aurora-Uptown, LLC
c/o Zeller Realty Group
950 LaSalle Plaza
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6110 Blue Circle Drive, Suite 100
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RLK Project No. 2010-209-M

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I. INTRODUCTION

JPG-OFF, LLC & Aurora-Uptown, LLC, plan to redevelop the existing Bennett Lumber Company site in the Lowry Hill East Neighborhood in the City of Minneapolis (Figure 1). The site is divided into three parcels, the east parcel, the central parcel and the west parcel. The north-south site boundary extends from the Midtown Greenway north to midway point between the Midtown Greenway and West 28th Street for the East and Central Parcels, while the West Parcel is bounded by 28th and 29th Streets. Fremont Avenue South forms the western boundary and Colfax Avenue South forms the eastern boundary. Current plans for the approximately 5.6-acre site call for the completion of 710 apartments.

The project will include the redevelopment of the existing Bennett Lumber Company land uses on the east and central parcels as defined in the previously approved Bennett Lumber Site TDMP, prepared in August 2006 for Sherman Associates, by Alliant Engineering, Inc, and by the Bennett Lumber Site Traffic Impact Study, by RLK Incorporated in 2008. In addition to the previous studies, the west 1.9 acre parcel is included in this 2010 study.

The east parcel consists of the following land uses as described in the August 2006 TDMP, and the 2008 TIS:

- Vacant property, with all buildings removed. Acreage is estimated at 1.8 acres and a dead end public alley.

The central parcel contains the following existing land uses:

- Vacant lumber yard.
- Warehouse with light manufacturing and sales.

The west parcel consists of the following land use:

- Warehouse and former retail/wholesale lumber store.
- Two loading docks on Fremont Avenue South.
- Eighty parking stalls.

Figure 2, the Concept Site Plan, illustrates the proposed layout of the site and access locations. Access is proposed at two locations, at Dupont Avenue South for the east and central parcels, and along Emerson Avenue South for the west parcel.

The purpose of this study is to evaluate the impact of traffic generated by the proposed development on the operations and safety of the adjacent roadway network. The study will detail the existing and future traffic volumes and operations at studied intersections. Recommendations regarding geometric and/or traffic control improvements to accommodate the additional traffic and improve safety are included. This study is intended to provide support to a comprehensive Travel Demand Management Plan that will address related traffic issues, such as pedestrian and transit compatibility.

This report considers two alternatives for the site. These two alternatives are:

1. **The No-Build alternative.** This alternative assumes the site will maintain its current land uses while the surrounding area continues to develop.
2. **The Build alternative.** The East Parcel is projected to be completed in 2012. At this point, it is unknown when market conditions will warrant completion of the Central and West Parcels. Typically, the year after full build-out is used for design purposes to allow traffic patterns to readjust after construction. Nevertheless, for analysis purposes, 2015 is assumed as the design year for this study.

In order to assess the traffic impacts associated with the proposed redevelopment, a two-step approach is presented in this report. After providing an inventory of the existing conditions of the roadway network in Sections II, Section III presents analysis of the predicted No-Build conditions. After establishing the No-Build scenario as a means for comparison, Build scenarios analysis is covered in Section IV. Conclusions are presented in Section VI.

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BENNETT LUMBER SITE
VICINITY MAP

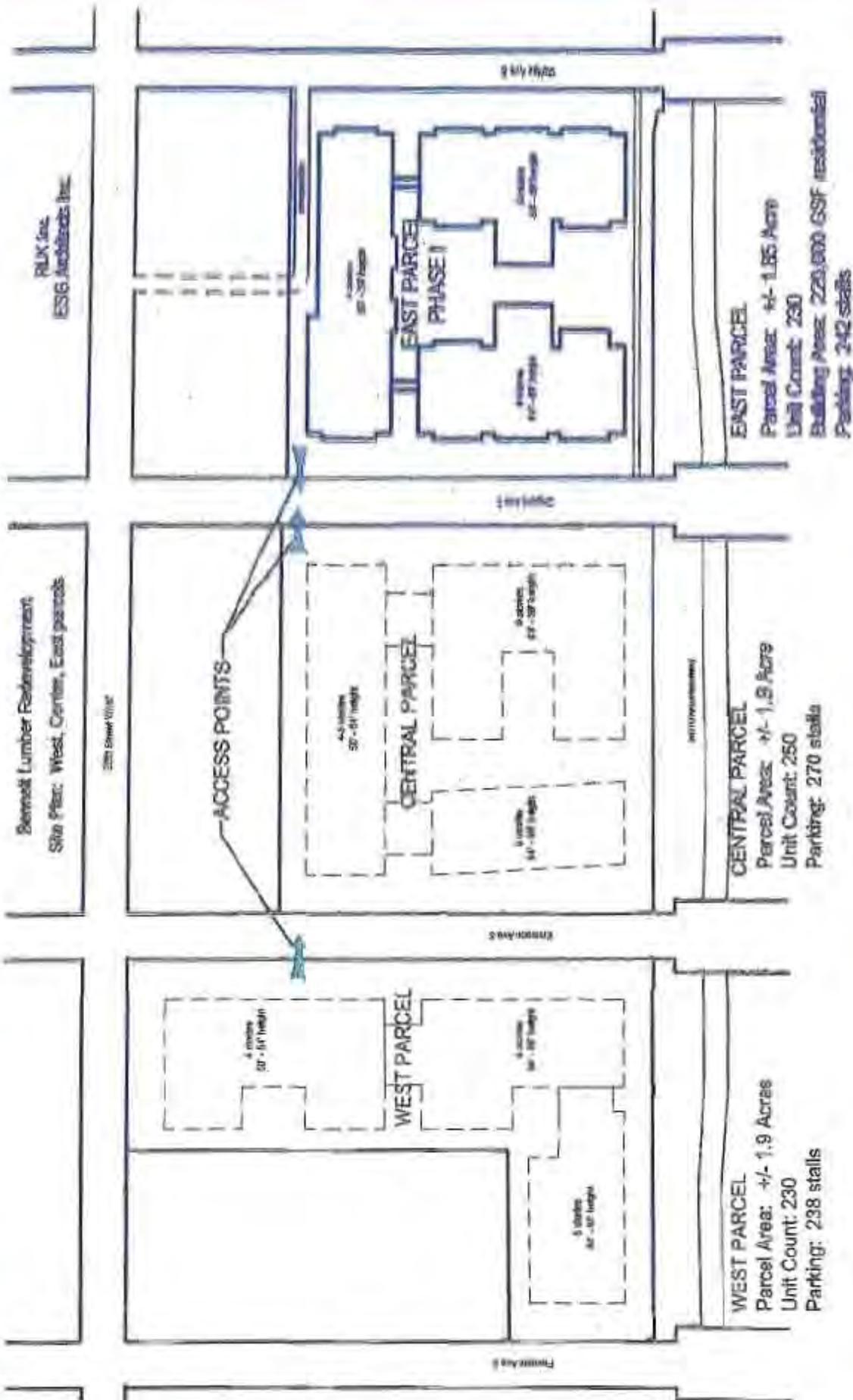
PROJECT LOCATION:
HENNEPIN COUNTY
CITY OF MINNEAPOLIS

SCALE 1" = 1500 FEET

Figure #
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DALE
1100
715 1151
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RJK Inc.
ESG Architects Inc.

Bennett Lumber Redevelopment
Site Plan: West, Center, East parcels

20th Street

21st Street

ACCESS POINTS

WEST PARCEL

CENTRAL PARCEL

EAST PARCEL
PHASE I

WEST PARCEL
Parcel Area: +/- 1.9 Acres
Unit Count: 230
Parking: 238 stalls

CENTRAL PARCEL
Parcel Area: +/- 1.9 Acre
Unit Count: 250
Parking: 270 stalls

EAST PARCEL
Parcel Area: +/- 1.85 Acre
Unit Count: 230
Building Area: 220,000 CSF residential
Parking: 242 stalls

WEST AND CENTRAL PARCELS ILLUSTRATE BUILDING MASSING FOR EAW ONLY.



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Lance Hill
Michael Hill
Caldwell, NJ
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Bennett Lumber Housing Redevelopment

Concept Site Plan

Figures
2

Date
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II. EXISTING TRAFFIC CONDITIONS

A. Data Collection

The existing conditions of the nearby roadway system were documented by a field inventory conducted by RLK Incorporated on February 12, 2008. The purpose of the inventory was to identify features that affect roadway capacity, including intersection traffic control, lane designations, turn lane storage bay lengths, speed limits, etc. The following study area intersections from the previously approved Bennett Lumber Site TDMP, prepared in August 2006 for Sherman Associates, by Allent Engineering, Inc, were considered for this analysis:

- West Lake Street/Lagoon Avenue and Dupont Avenue South
- Lagoon Avenue and Emerson Avenue South
- West Lake Street and Emerson Avenue South
- West 28th Street and Emerson Avenue South
- West 28th Street and Dupont Avenue South
- Lagoon Avenue and Hennepin Avenue South

It is noted that the existing (2010) signal timings for the signalized study area intersections were obtained from the City of Minneapolis.

B. Existing Traffic Volumes

Over the past five years, there have been several TDMPs and traffic analyses done in the Lowry Hill East/Uptown area. These analyses used 2010 as the No-Build versus Build year for their traffic impact studies. These analyses also included the impacts of various background developments in their traffic projections.

In late summer 2010, RLK Incorporated conducted peak hour turning movement counts at selected intersections in the area. The results of these turning movement counts show that the 2010 No-Build traffic volumes projected in the previous studies at these nearby intersections were slightly greater than the 2010 actual turning movement volumes recorded at selected intersections. Therefore, rather than recount the intersections in the study area, RLK requested that City Traffic staff at the City of Minneapolis allow the 2010 No-Build traffic projections be utilized in the current studies as a "worst case" for 2010 Existing Condition Traffic Volumes. The City of Minneapolis staff concurred.

Thus, the 2010 AM and PM peak hour traffic volumes, existing geometrics, and traffic controls for the study area intersections are illustrated on Figure 3.

C. Functional Classifications of Existing Study Area Roadways

According to the Met Council Functional Classification Map (March 2009), the study area roadways of Lake Street, Lagoon Avenue and Hennepin Avenue are A-Minor Arterial Roadways. 28th Street is classified as a B-Minor Arterial. Emerson and Dupont Avenues in this area are classified as Major Collectors. Fremont and Colfax Avenues are classified as Local Streets. Signalized intersections include 28th & Emerson, 28th & Dupont, Emerson & Lagoon, Emerson & Lake, Dupont & Lake, and Lagoon & Hennepin. The access drives from the developments are proposed to have side-street stop control.

LEGEND

- EXISTING SIGNAL CONTROL
- AM PEAK HOUR VOLUMES XXX
- PM PEAK HOUR VOLUMES XXX



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BENNETT LUMBER SITE
2010 TRAFFIC VOLUMES

Figure #
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III. 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 base with which to compare Build scenarios.

A. Background Growth

To remain consistent with previous studies completed for the Uptown area, an annual background growth rate of one percent (1%) was used for this study.

In addition to the annual background growth rate, site-generated traffic from several nearby redevelopment projects expected to be completed by 2010 were included in the 2010 No-Build conditions as directed by the City. The site-generated traffic, assuming the respective distribution throughout the study area as detailed in each of the associated Travel Demand Management Plans (TDMPs), was incorporated in the 2010 No-Build conditions. Figure 4 illustrates the location of these nearby redevelopment projects with respect to the proposed site.

As part of the assumed 2010 Existing Traffic Volumes are trips from the following redevelopments that are now in place:

- Midtown Lofts
- Urban Village (Tract 29, Aldrich to Bryant)
- Lumen on Lagoon
- LynLake Aldrich (Blue) Apartments
- The Murals (2833 Lyndale)

Some additional redevelopment projects which were assumed to have been completed by 2010 remain undone. Nevertheless, it is assumed that the following projects will be completed by the time the Bennett Lumber Redevelopment project is complete. Therefore, trip generation from the following parcels is preserved in the analysis:

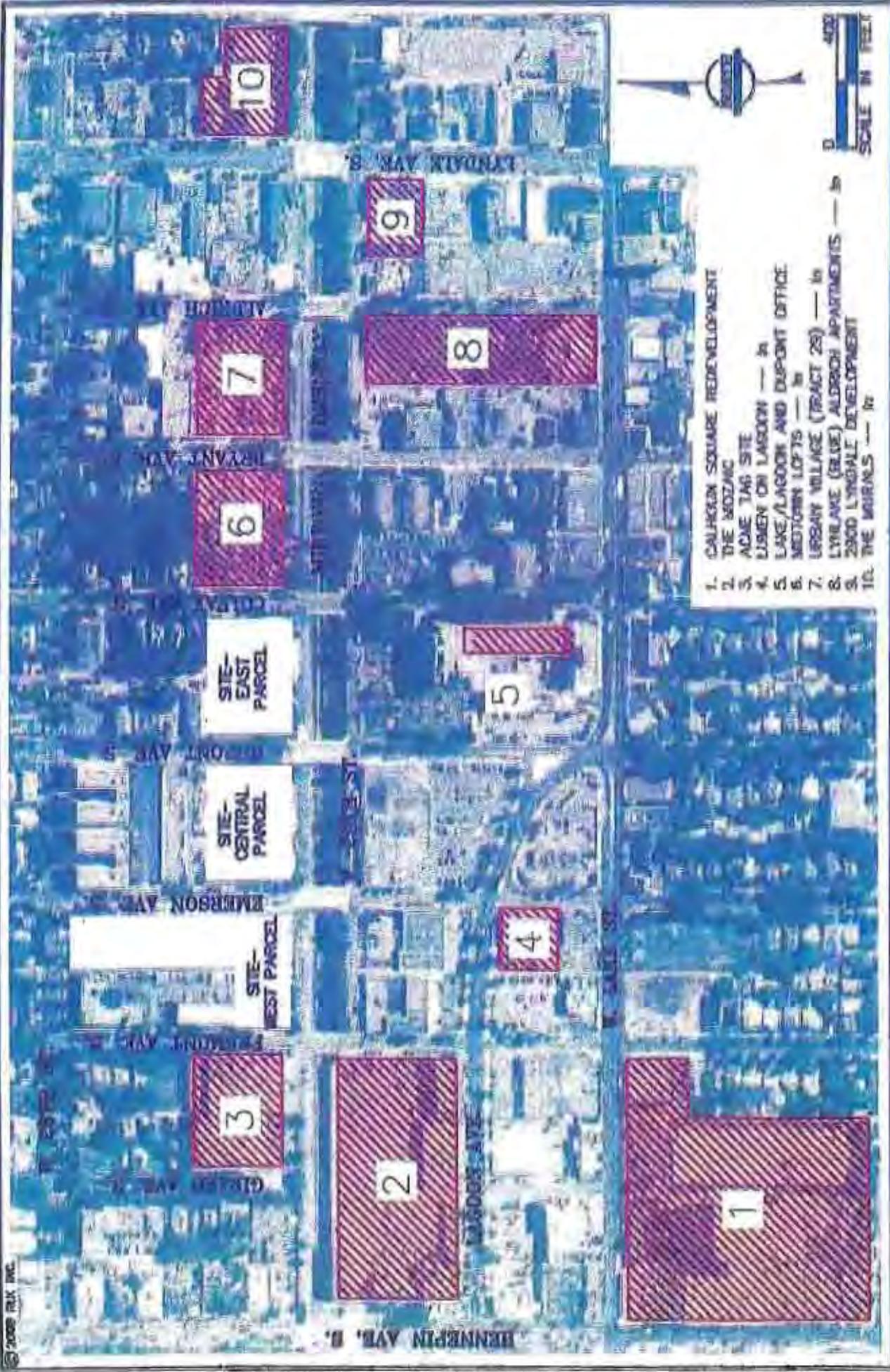
- Calhoun Square Redevelopment
- Lake/Lagoon and Dupont Office
- 2900 Lyndale Mixed Use Development
- The Moziac Development – on the Ackerberg property
- Actae Tag Site

The 1% annual rate of growth assumed for background traffic as well as the site-generated traffic from the above detailed projects was applied to 2010 traffic volumes to arrive at the estimate of the 2015 No-Build peak hour traffic volumes, shown on Figure 5.

B. Anticipated Improvements for No-Build Conditions

Previous TDMPs had suggested that signal timings be updated along the Lake Street/Lagoon Avenue Corridor. These timings have now been updated by the City of Minneapolis, and these new timings are in place today.

As a standard practice, it is recommended that the City monitor traffic signal timings as developments change along the corridor. As new developments are completed, and new traffic patterns evolve, traffic volumes and signal operations should be assessed for any fine-tuning of signal timings in the area.



- CALLIGON SQUARE REDEVELOPMENT**
1. THE MOZANG
 2. THE MOZANG
 3. ACME TAG SITE
 4. LUMEN ON LAGOON — in
 5. LAKE/LAGOON AND DUPONT OFFICE
 6. MEDTOWN LOFTS — in
 7. URBAN VILLAGE (TRACT 28) — in
 8. LYVILAKE (BLAKE) ALDRICH APARTMENTS — in
 9. 2900 LYNGHALL DEVELOPMENT
 10. THE MURALS — in

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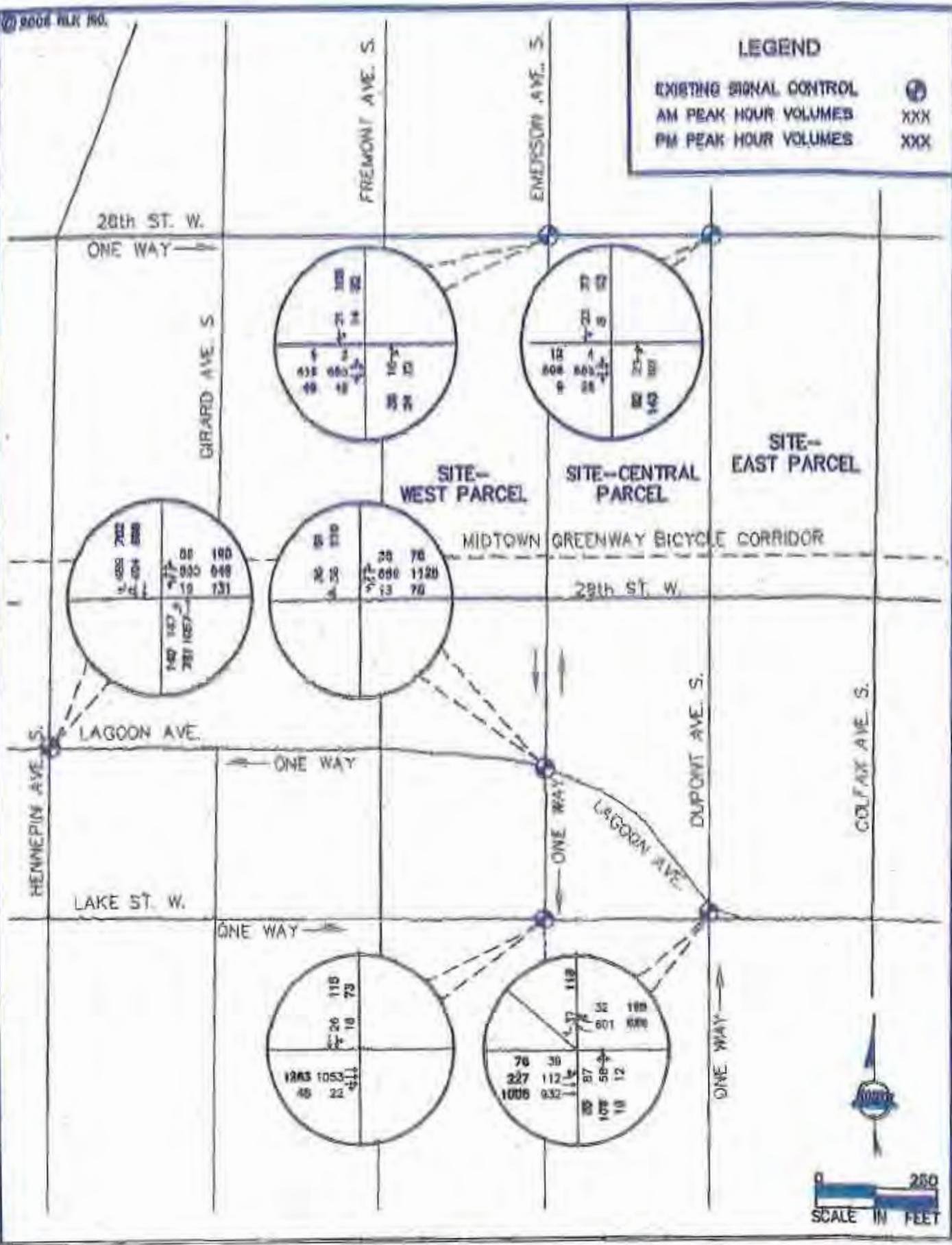
6110 Blue Circle Drive • Suite 100 • Minneapolis, MN 55343

BENNETT LUMBER SITE PLANNED DEVELOPMENTS

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LEGEND

- EXISTING SIGNAL CONTROL
- AM PEAK HOUR VOLUMES XXX
- PM PEAK HOUR VOLUMES XXX



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BENNETT LUMBER SITE
2015 NO-BUILD TRAFFIC VOLUMES

Figure #
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C. Operational Analysis Methodology

Traffic operations for peak hour conditions within the study area were analyzed using the industry-standard SYNCHRO/SimTraffic software package, which uses the data and methodology contained in the 2000 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 2000 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 side-street stop-controlled intersections, a key measure of operational effectiveness is the side-street LOS. 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. Again, depending on priority and traffic volume, acceptable side-street LOS can range from "D" to "F."

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.

D. Results of Analysis – No-Build Scenario

In general, the existing roadway infrastructure, in terms of roadway cross sections and intersection control, has the capacity to support the area through the 2015 design year.

Tables 1a and 1b, which summarize the results of the 2015 No-Build operational analysis, include the LOS for each study area intersection. Note that the signal timings and coordination have been updated along the Lake Street/Lagoon Avenue corridor since the 2008 analysis. Signal timings utilized in this analysis reflect these new timings, as provided by the City of Minneapolis. The complete operational analysis output is available upon request.

Table 1a
Results of Year 2015 No-Build Analysis – AM Peak Hour

Intersection	Level of Service ¹	Notes/95 th Percentile Queues ²
W. 28 th St. & Emerson Ave.	C	Queues ranging from 15' to 226'
W. 28 th St. & Dupont Ave.	A	Adequate queue lengths.
Lagoon Ave. & Emerson Ave.	B	Queues ranging from 56' to 210'
W. Lake St. & Emerson Ave.	A	Adequate queue lengths.
Lagoon Ave./W. Lake St. & Dupont Ave.	C	Queues ranging from 29' to 301'
Lagoon Ave. & Hennepin Ave.	B	Queues ranging from 78' to 284'

1. Overall LOS reported from Synchro.
2. 95th percentile queues are a result from an average of 5 SimTraffic simulations.

Table 1b
Results of Year 2015 No-Build Analysis – PM Peak Hour

Intersection	Level of Service	Notes/95 th Percentile Queues
W. 28 th St. & Emerson Ave.	B	Adequate queue lengths.
W. 28 th St. & Dupont Ave.	A	Adequate queue lengths.
Lagoon Ave. & Emerson Ave.	C	Queues ranging from 100 to 351'
W. Lake St. & Emerson Ave.	A	Queues ranging from 70 to 392'
Lagoon Ave./W. Lake St. & Dupont Ave.	D	Queues ranging from 65 to 487'
Lagoon Ave. & Hennepin Ave.	C	Queues ranging from 108 to 315'

Results of the analysis contained in Tables 1a and 1b indicate that all study area intersections are projected to operate at acceptable overall LOS with adequate 95th percentile lengths for 2015 No-Build conditions.

IV. BUILD ALTERNATIVE

A: Site-Generated Traffic

The volume of vehicle trips generated by the proposed redevelopment was estimated for the weekday AM and PM peak hours using the data and methodologies contained in the 8th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE). The estimated volume of site-generated trips is summarized in Table 2. Mid-rise apartments are defined by ITE as having between three and ten floors. This development is projected to have between four and six floors.

Table 2
Trip Generation Estimates¹ – Proposed Land Use

Land Use	ITE Land Use Code	Size	Trips Generated:						Weekday ADT ²
			AM Peak			PM Peak			
			Rate	Enter	Exit	Rate	Enter	Exit	
Mid-Rise Apartments	223	710 Units	0.30	66	147	0.39	161	116	2,876
Totals				66	147		161	116	2,876
				213			277		

1. For the data and methodologies in *Trip Generation, 8th Edition*, published by ITE.

2. Weekday ADT based on rates averaged between ITE Land Use Code 220 and 221 for AM and PM Peak Hours and the interpolated for daily trips.

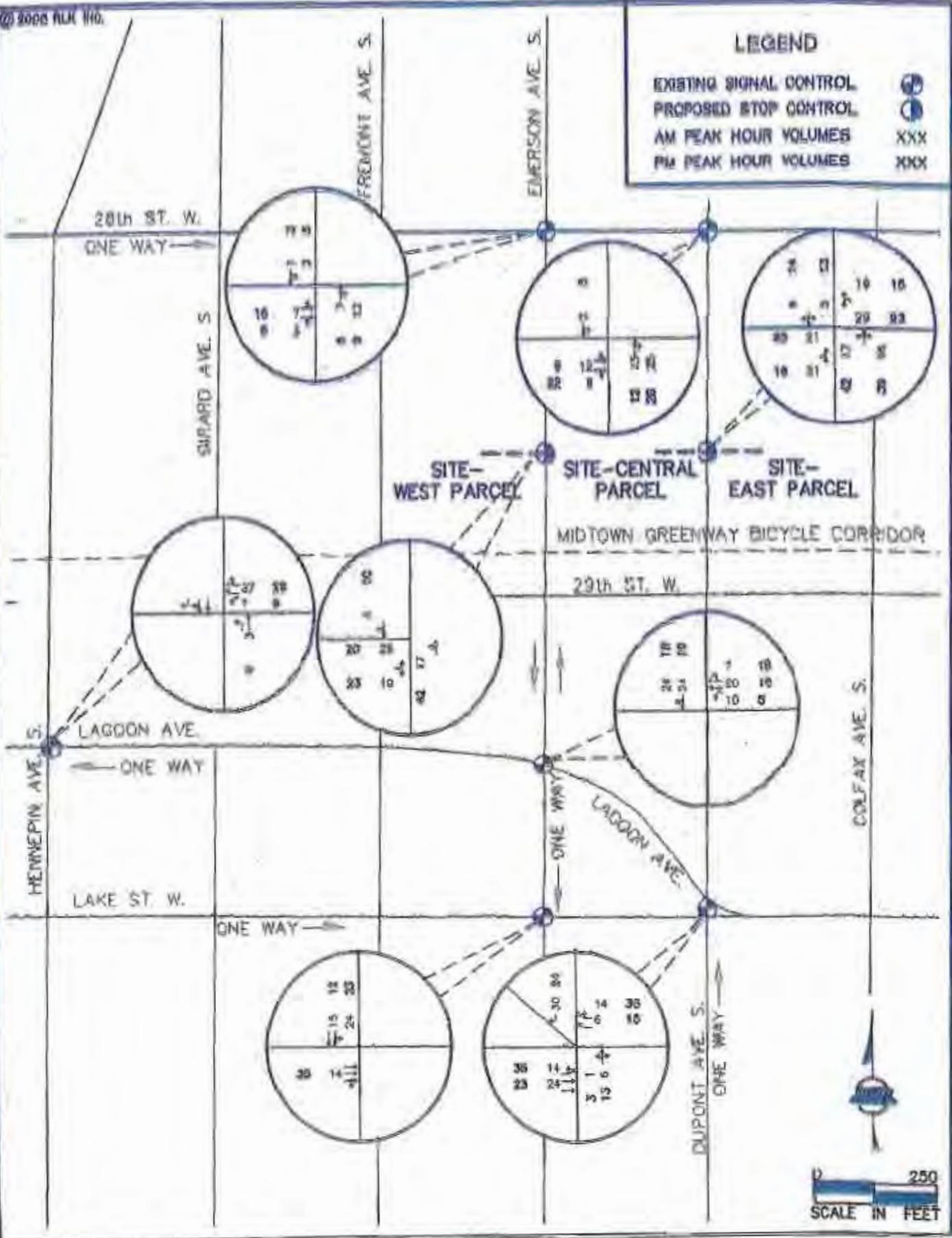
Because the access points for this Bennett Lumber Redevelopment remain along Emerson and along Dupont, the distribution of site-generated traffic to and from the adjacent street system is consistent with previous TDM Plans completed in the vicinity of the proposed site, and is as follows:

- 10% to/from the North/Northwest via Hennepin Avenue
- 20% to/from the North/Northeast via Lyndale Avenue
- 5% to/from the East via West 26th Street and West 28th Street
- 20% to/from the East via West Lake Street
- 10% to/from the South/Southeast via Lyndale Avenue
- 5% to/from the South/Southwest via Emerson Avenue and Hennepin Avenue
- 30% to/from the West via West Lake Street and Lagoon Avenue

This distribution pattern is illustrated on Figure 6. The estimated changes in traffic volumes at study area intersections expected as a result of the proposed development are shown on Figure 7, Trip Assignment. The 2010 Build scenario volumes result when the trip assignment volumes are combined with the No-Build traffic volumes, detailed in Figure 8.

LEGEND

- EXISTING SIGNAL CONTROL 
- PROPOSED STOP CONTROL 
- AM PEAK HOUR VOLUMES XXX
- PM PEAK HOUR VOLUMES XXX



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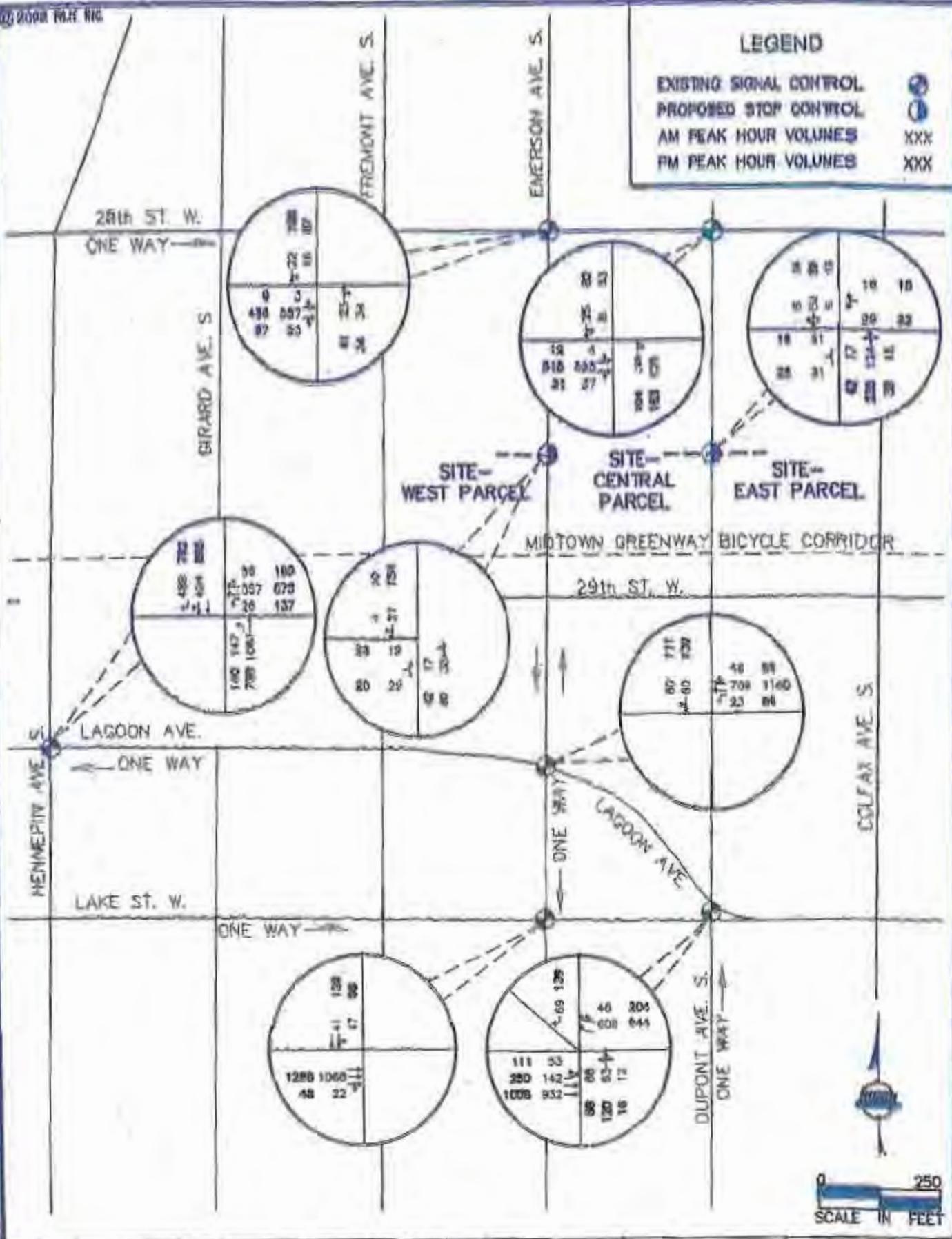
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**BENNETT LUMBER SITE
TRIP ASSIGNMENT**

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LEGEND

- EXISTING SIGNAL CONTROL 
- PROPOSED STOP CONTROL 
- AM PEAK HOUR VOLUMES XXX
- PM PEAK HOUR VOLUMES XXX



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**BENNETT LUMBER SITE:
2015 BUILD TRAFFIC VOLUMES**

Figure #
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B. Results of Analysis – Build Scenario

This section contains the results of the intersection operational analyses and provides recommendations for mitigating project-related traffic impacts, as necessary.

A summary of the results for 2015 Build conditions is provided in Tables 3a and 3b, below. These intersections were tested using the 2010 current signal timings before any additional optimization. Results shown in the following tables reflect optimized signal timings.

It should be noted that the East Parcel is the only parcel with a time frame for development, which is scheduled to start in 2011. For analysis purposes, this traffic study is assuming the entire project, 710 units on all three parcels, will be completed by 2015.

Table 3a
Results of Year 2015 Build Analysis – AM Peak Hour

Intersection	Level of Service ¹	Notes/95 th Percentile Queues ²
W. 28 th St. & Emerson Ave.	B	Queues ranging from 47' to 139'
W. 28 th St. & Dupont Ave.	A	Adequate queue lengths.
Emerson Ave. & West Access	a/a	Queues ranging from 0' to 10'
Dupont Ave. & East Access	a/a	Queues ranging from 0' to 10'
Lagoon Ave. & Emerson Ave.	B	Queues ranging from 27' to 314'
W. Lake St. & Emerson Ave.	B	Queues ranging from 15' to 203'
Lagoon Ave./W. Lake St. & Dupont Ave.	C	Queues ranging from 36' to 268'
Lagoon Ave. & Hennepin Ave.	B	Queues ranging from 35' to 233'

1. LOS reported from Synchro. Lowercase LOS denotes unsignalized intersections with worst movement LOS following overall LOS.

2. 95th percentile queues are a result from an average of 5 Sim Traffic simulations.

Table 3b
Results of Year 2015 Build Analysis – PM Peak Hour

Intersection	Level of Service	Notes/95 th Percentile Queues
W. 28 th St. & Emerson Ave.	B	Queues ranging from 70 to 105'
W. 28 th St. & Dupont Ave.	A	Queues ranging from 61 to 141'
Emerson Ave. & West Access	a/b	Queues ranging from 0' to 46'
Dupont Ave. & East Access	a/b	Queues ranging from 0' to 45'
Lagoon Ave. & Emerson Ave.	B	Queues ranging from 130 to 458'
W. Lake St. & Emerson Ave.	B	Queues ranging from 34 to 233'
Lagoon Ave./W. Lake St. & Dupont Ave.	D	Queues ranging from 100' to 673'
Lagoon Ave. & Hennepin Ave.	C	Queues ranging from 71 to 570'

Review of the AM and PM peak hour Build conditions indicate that nearly all study area intersections and proposed site accesses are projected to operate at acceptable levels of service with adequate 95th percentile queue lengths with the addition of site-generated traffic.

C. Traffic Analysis of R-6 Densities

Although the developer is proposing a density of 710 mid-rise apartment units, an assessment was done to determine the traffic impacts of maximized R-6 apartment unit densities in this study area. Table 4 illustrates the trip generation potential of this higher density.

Table 4
Trip Generation Estimates¹ - R-6 Maximized Land Use

Land Use	FTE Land Use Code	Size	Trips Generated:						
			AM Peak			PM Peak			Weekday ADT ²
			Rate	Enter	Exit	Rate	Enter	Exit	
Mid-Rise Apartments	221	972 Units	0.30	91	202	0.39	221	160	3,948
Totals				91	202		221	160	3,948
				293			380		

3. For the data and methodologies in Trip Generation, 3rd Edition, published by ITB.

4. Weekday ADT based on rates averaged between ITB Land Use Code 220 and 223 for AM and PM Peak Hours and the interpolated for daily trips.

Tables 5a and 5b reflect the traffic operations for the study area intersections based on trips generated by these maximized R-6 mid-rise apartment densities.

Table 5a
Results of Year 2015 MAXIMIZED R-6 Build Analysis - AM Peak Hour

Intersection	Level of Service ¹	Notes/95 th Percentile Queues ²
W. 28 th St. & Emerson Ave.	B	Queues ranging from 56' to 144'.
W. 28 th St. & Dupont Ave.	C	Queues ranging from 34' to 277'.
Emerson Ave. & West Access	a/n	Queues ranging from 0' to 52'.
Dupont Ave. & East Access	a/b	Queues ranging from 0' to 36'.
Lagoon Ave. & Emerson Ave.	B	Queues ranging from 93' to 225'.
W. Lake St. & Emerson Ave.	B	Queues ranging from 17' to 189'.
Lagoon Ave./W. Lake St. & Dupont Ave.	C	Queues ranging from 39' to 248'.
Lagoon Ave. & Hennepin Ave.	B	Queues ranging from 33' to 287'.

1. LOS reported from Synchro. Low-worst LOS denotes signalized intersections with worst movement LOS following overall LOS.

2. 95th percentile queues are a result from an average of 5 SimTraffic simulations.

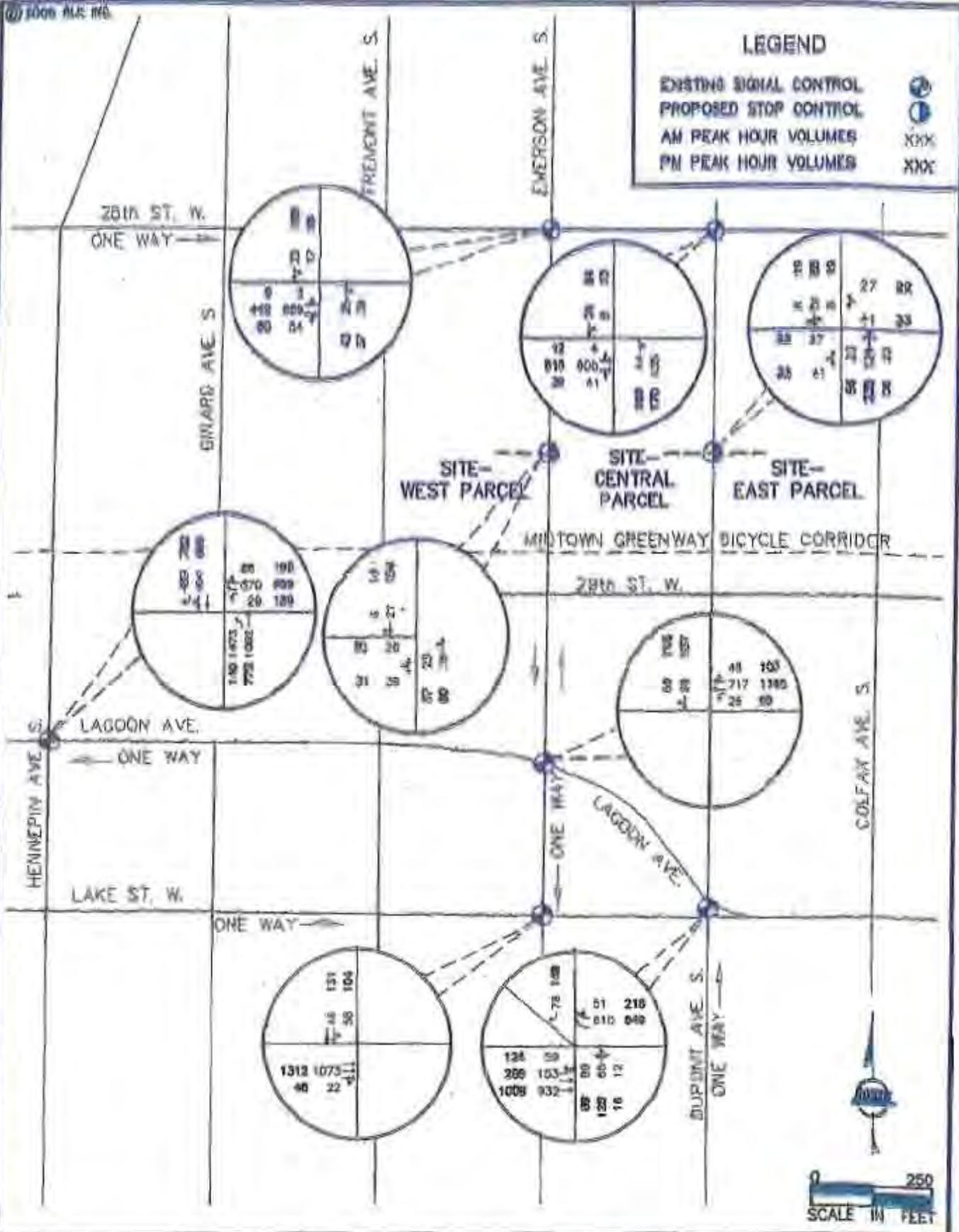
Table 5b
Results of Year 2015 MAXIMIZED R-6 Build Analysis - PM Peak Hour

Intersection	Level of Service	Notes/95 th Percentile Queues
W. 28 th St. & Emerson Ave.	B	Queues ranging from 52' to 137'.
W. 28 th St. & Dupont Ave.	A	Queues ranging from 64' to 142'.
Emerson Ave. & West Access	a/b	Queues ranging from 0' to 52'.
Dupont Ave. & East Access	a/b	Queues ranging from 0' to 49'.
Lagoon Ave. & Emerson Ave.	B	Queues ranging from 31 to 174'.
W. Lake St. & Emerson Ave.	B	Queues ranging from 6' to 153'.
Lagoon Ave./W. Lake St. & Dupont Ave.	D	Queues ranging from 113' to 613'.
Lagoon Ave. & Hennepin Ave.	C	Queues ranging from 103 to 354'.

Results of this analysis shows no changes in levels of service and only nominal changes in 95th Percentile queues. The addition of these higher density trips on the adjacent street system will not create adverse traffic impacts above the levels anticipated for the proposed 710 unit development scenario.

LEGEND

- EXISTING SIGNAL CONTROL 
- PROPOSED STOP CONTROL 
- AM PEAK HOUR VOLUMES XXX
- PM PEAK HOUR VOLUMES XXX



Eric
Vicki
Merrill
Phone: 612 921 0920
Fax: 612 921 1121
www.rlk.com

BENNETT LUMBER SITE
2015 MAX R-6 BUILD VOLUMES

Figure #
9
Project #
2010209M

Map 13, 2011 & 4/11am E. DUFF-DFF and Associates-Lalynn-2010-2010-MN_Fullblock Data/Chulokoff/gmact010209-020_Volume9.mxd

D. Safety

The sight lines of the proposed accesses on Emerson Avenue and Dupont Avenue were reviewed in the field. Similar to many other access locations on local neighborhood streets in the Uptown area, on-street parking could possibly obstruct the sight lines for exiting vehicles making it difficult to see through traffic. Due to the low traffic volumes and speeds on Emerson Avenue and Dupont Avenue and driver familiarity of this type of traffic situation in the Uptown area, no on-street parking restrictions near the site accesses are recommended. However, if safety and operational issues arise for vehicles exiting the site, it is suggested this concept be monitored in the future to determine if there is a need to restricted on-street parking on Emerson Avenue and Dupont Avenue surrounding the site accesses.

V. CONCLUSIONS

The preceding analysis has evaluated the potential traffic impacts of the proposed Bennett Lumber Redevelopment on the operations of the study area intersections surrounding the site in Uptown, Minneapolis.

Two scenarios, a No-Build and a Build scenario, were analyzed and compared to assess the development's impact of vehicular traffic to the roadway system. A design year of 2015 was chosen, corresponding to the year after build-out of the site. Current plans for the approximately 5.6-acre site call for the completion of 710 apartments.

The redevelopment is expected to result in approximately 2,876 new trips on the study area roadway per average weekday. Peak hour trips were estimated at 213 during the AM peak hour and 277 during the PM peak hour. Growth in background traffic at an annual rate of 1.0% was accounted for along with additional traffic from redevelopment projects in the area which were analyzed assuming a 2015 completion date.

Results of the operational analyses indicate that study area roadways and intersections will continue to operate acceptably without improvements for the Build scenario. As is the City's maintenance and operation standard, the City is recommended to update and implement optimized signal timings within the study area as conditions warrant.

These findings represent a mid-rise apartment trip generation for the study area. Background traffic was based on a 1.0% annual growth rate, despite the economic slowdown which has limited development growth. Many recent studies have utilized 0.5% annual growth rate to better replicate less aggressive traffic growth. With the adjacent Midtown Greenway and Uptown Transit Station, there are multiple transportation options available to the future residents of the Bennett Lumber redevelopment. Combined with proposed traffic demand management schemes, 2015 traffic will be mitigated.

Minnesota Department of Natural Resources

Division of Ecological and Water Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5107 Fax: (651) 296-1811 E-mail: heidi.cyr@state.mn.us



November 12, 2010

Correspondence # ERDB 20110172

Mr. Daniel Sabatka
RLK Incorporated
6110 Blue Circle Drive, Suite 100
Minnetonka, MN 55343

RE: Natural Heritage information in the vicinity of the proposed Bennett Lumber Site Redevelopment, T29N R24W Section 33, Hennepin County

Dear Mr. Sabatka,

As requested, the Minnesota Natural Heritage Information System has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, several rare features have been documented within the search area (for details, please see the enclosed database report). However, given the project details that were provided with the data request form, I do not believe the proposed project will negatively 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 Department of Natural Resources, Division of Ecological and Water 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.

The results are enclosed as an Index Report of records in the Rare Features Database, the main database of the NHIS. To control the release of specific location information, which might result in the destruction of a rare feature, the report is copyrighted. The Index Report provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an environmental review document (e.g., EAW or EIS), municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the index report for any other purpose, please contact me to request written permission.

This letter 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, Melissa Doperalski at (651-259-5738). 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,

A handwritten signature in black ink, appearing to read "Heidi Cyr".

Heidi Cyr
Natural Heritage Review Specialist

enc. Rare Features Database: Index Report
Rare Features Database Reports: An Explanation of Fields

Rare Features Database:

Element Name and Occurrence Number

Vertebrate Animal

Etheostoma microperca (Least Darter) #192

T29N R24W S33, Hennepin County

Moxostoma valenciennesi (Pogonose Shiner) #46

T29N R24W S30, T29N R24W S32, T29N R24W S31, T29N R24W S29, Hennepin County

Vascular Plant

Valeriana edulis var. *ciliata* (Valerian) #25

T28N R24W S5, T29N R24W S28, T29N R24W S32, T29N R24W S31, T29N R24W S30, Hennepin County

Records Printed = 5

Minnesota's endangered species law (Minnesota Statutes, section 84.0895) and associated rules (Minnesota Rules, part 6212.1800 to 6212.2300 and 6134) prohibit the taking of threatened or endangered species without a permit. For plants, taking includes digging or destroying. For animals, taking includes possessing, capturing, or killing.

Element Name and Occurrence Number	Federal Status	MIN State	State Rank	Global Rank	Last Observed Date	EO ID #
<i>Etheostoma microperca</i> (Least Darter) #192 T29N R24W S33, Hennepin County		SFC	S5	G5	2006-08-21	34710
<i>Moxostoma valenciennesi</i> (Pogonose Shiner) #46 T29N R24W S30, T29N R24W S32, T29N R24W S31, T29N R24W S29, Hennepin County		SFC	S3	G3	1943-06-05	6499
<i>Valeriana edulis</i> var. <i>ciliata</i> (Valerian) #25 T28N R24W S5, T29N R24W S28, T29N R24W S32, T29N R24W S31, T29N R24W S30, Hennepin County		THR	S2	G5T3	1891-05	5859

The Division of Ecological Resources recently adopted a new database system called Biotics. As a result of this change, the layout and contents of the database reports have been revised. Many of the fields included in the new reports are the same or similar to the previous report fields, however there are several new fields and some of the field definitions have been slightly modified. We recommend that you familiarize yourself with the latest field explanations.

Rare Features Database Reports: An Explanation of Fields

The Rare Features Database (Biotics) is part of the Natural Heritage Information System, and is maintained by the Division of Ecological Resources, Minnesota Department of Natural Resources (DNR).

Please note that the print-outs are copyrighted and may not be reproduced without permission

Field Name: [Full (non-abbreviated) field name, if different]. Further explanation of field.

-E-

Element Name and Occ #: [Element Name and Occurrence Number]. The Element is the name of the rare feature. For plant and animal species records, this field holds the scientific name followed by the common name in parentheses; for all other elements (such as native plant communities, which have no scientific name) it is solely the element name. Native plant community names correspond to Minnesota's Native Plant Community Classification (Version 2.0). The Occurrence Number, in combination with the Element Name, uniquely identifies each record.

EO Data: [Element Occurrence Data]. For species elements, this field contains data collected on the biology of the Element Occurrence* (EO), including the number of individuals, vigor, habitat, soils, associated species, peculiar characteristics, etc. For native plant community elements, this field is a summary text description of the vegetation of the EO, including structure (strata) and composition (dominant/characteristic species), heterogeneity, successional stage/dynamics, any unique aspects of the community or additional noteworthy species (including animals). Note that this is a new field and it has not been filled out for many of the records that were collected prior to conversion to the new database system. Some of the information meeting the field definition may be found in the General Description field.

EO ID#: [Element Occurrence Identification Number]. Unique identifier for each Element Occurrence record.

EO Rank: [Element Occurrence Rank]. An evaluation of the quality and condition of an Element Occurrence (EO) from A (highest) to D (lowest). Represents a comparative evaluation of: 1) quality as determined by representativeness of the occurrence especially as compared to EO specifications and including maturity, size, numbers, etc. 2) condition (how much has the site and the EO itself been damaged or altered from its optimal condition and character). 3) viability (the long-term prospects for continued existence of this occurrence - used in ranking species only). EO Ranks are assigned based on recent fieldwork by knowledgeable individuals.

Extent Known?: A value that indicates whether the full extent of the Element is known (i.e., it has been determined through field survey) at that location. If null, the value has not been determined.

-F-

Federal Status: Status of species under the U.S. Endangered Species Act: LE = endangered; LT = threatened; LE,LT = listed endangered in part of its range, listed threatened in another part of its range; LT,PDL = listed threatened, proposed for delisting; C = candidate for listing. If null or "No Status" the species has no federal status.

First Observed Date: Date that the Element Occurrence was first reported at the site in format YYYY-MM-DD. A year followed by "Pre" indicates that the observed date was sometime prior to the date listed, but the exact date is unknown.

-G-

General Description: General description or word picture of the area where the Element Occurrence (EO) is located (i.e., the physical setting/context surrounding the EO), including a list of adjacent communities. When available, information on surrounding land use may be included. Note that the information tracked in this field is now more narrowly defined than it was in the old database system, and some of the information still in this field more accurately meets the definition of the new EO Data field. We are working to clean up the records so that the information in the two fields corresponds to the current field explanations described herein. Also note that the use of uppercase in sentences in this field is not significant but rather an artifact of transferring data from the old database system to the new system.

Global Rank: The global (i.e., range-wide) assessment of the relative rarity or imperilment of the species or community. Ranges from G1 (critically imperiled due to extreme rarity on a world-wide basis) to G5 (demonstrably secure, though perhaps rare in parts of its range). Global ranks are determined by NatureServe, an international network of natural heritage programs and conservation data centers.

-L-

Last Observed Date: Date that the Element Occurrence was last observed to be extant at the site in format YYYY-MM-DD.

Last Survey Date: Date of the most recent field survey for the Element Occurrence, regardless of whether it was found during the visit. If the field is blank, assume the date is the same as the Last Observed Date.

Location Description: County or Counties in which the Element Occurrence was documented followed by Township, Range, and Section information (not listed in any particular order). Each unique Township, Range, and Section combination is separated by a comma. In some cases, there are too many Township, Range, and Section combinations to list in the field, in which case, the information will be replaced with, "Legal description is too lengthy to fit in allotted space".

-M-

Managed Area(s): Name of the federally, state, locally, or privately managed park, forest, refuge, preserve, etc., containing the occurrence, if any. If this field is blank, the element probably occurs on private land. If "(Statutory Boundary)" occurs after the name of a managed area, the location may be a private inholding within the statutory boundary of a state forest or park.

MN Status: [Minnesota Status]. Legal status of plant and animal species under the Minnesota Endangered Species Law: END = endangered; THR = threatened; SPC = special concern; NON = tracked, but no legal status. Native plant communities, geological features, and colonial waterbird nesting sites do not have any legal status under the Endangered Species Law and are represented by a N/A.

-N-

NPC Classification (v1.5): Native plant community name in Minnesota's Native Vegetation: A Key to Natural Communities (Version 1.5). This earlier classification has been replaced by Minnesota's Native Plant Community Classification (Version 2.0).

-O-

Observed Area: The total area of the Element Occurrence, in acres, which is measured or estimated during fieldwork. If null, the value has not been determined.

Ownership Type: Indicates whether the land on which the Element Occurrence was located was publicly or privately owned; for publicly owned land, the agency with management responsibility is listed, if known.

-S-

Site Name: The name of the site(s) where the Element Occurrence is located. Sites are natural areas of land with boundaries determined and mapped according to biological and ecological considerations.

Survey Site #/Name: The name of the survey site, if applicable, where the Element Occurrence is located. Survey sites are sites that provide a geographic framework for recording and storing data, but their boundaries are not based on biological and ecological considerations. Minnesota County Biological Survey site numbers, if applicable, are also listed in this field.

Survey Type: Information on the type of survey used to collect information on the Element Occurrence.

Surveyor(s): Name(s) of the person(s) that collected survey information on the Element Occurrence.

State Rank: Rank that best characterizes the relative rarity or endangerment of the taxon or plant community in Minnesota. The ranks do not represent a legal status. They are used by the Minnesota Department of Natural Resources to set priorities for research, inventory and conservation planning. The state ranks are updated as inventory information becomes available. S1 = Critically imperiled in Minnesota because of extreme rarity or because of some factor(s) making it especially vulnerable to extirpation from the state. S2 = Imperiled in Minnesota because of rarity or because of some factor(s) making it very vulnerable to extirpation from the state. S3 = Vulnerable in Minnesota either because rare or uncommon, or found in a restricted range, or because of other factors making it vulnerable to extirpation. S4 = Apparently secure in Minnesota, usually widespread. S5 = Demonstrably secure in Minnesota, essentially ineradicable under present conditions. SH = Of historical occurrence in the state, perhaps having not been verified in the past 20 years, but suspected to be still extant. An element would become SH without the 20-year delay if the only known occurrences in the state were destroyed or if it had been extensively and unsuccessfully looked for. SNR = Rank not yet assessed. SU = Unable to rank. SX = Presumed extinct in Minnesota. SNA = Rank not applicable. S#S# = Range Rank: a numeric range rank (e.g., S2S3) is used to indicate the range of uncertainty about the exact status of the element. S#B, S#N = Used only for migratory animals, whereby B refers to the breeding population of the element in Minnesota and N refers to the non-breeding population of the element in Minnesota.

-V-

Vegetation Plot: Code(s) for any vegetation plot data that have been collected within this Element Occurrence (i.e., either Releve Number or the word "RELEVE" indicates that a releve has been collected).

* Element Occurrence – an area of land and/or water in which an Element (i.e., a rare species or community) is, or was, present, and which has practical conservation value for the Element as evidenced by potential continued (or historical) presence and/or regular recurrence at a given location. Specifications for each species determine whether multiple observations should be considered 1 Element Occurrence or 2, based on minimum separation distance and barriers to movement.

Data Security

Locations of some rare features must be treated as sensitive information because widespread knowledge of these locations could result in harm to the rare features. For example, wildflowers such as orchids and economically valuable plants such as ginseng are vulnerable to exploitation by collectors; other species, such as bald eagles, are sensitive to disturbance by observers. For this reason, we prefer that publications not identify the precise locations of vulnerable species. We suggest describing the location only to the nearest section. If this is not acceptable for your purposes, please call and discuss this issue with the Endangered Species Environmental Review Coordinator at (651) 259-5109.

City of Minneapolis[CPED Home](#) > [Heritage Preservation Commission Minutes](#) > 2010 Minutes**Minneapolis Heritage Preservation Commission****Actions****Regular Meeting**

4:30 p.m., Tuesday, July 27, 2010

Room 317, City Hall

350 South Fifth Street

Minneapolis, MN 55415-1385

Commission Members: Mr. Chad Larson, Ms. Denise Lemmon, Mr. Kevin Kelley, Ms. Meghan Elliott, Mr. Alex Haecker, Ms. Christina Harrison, Ms. Susan Hunter Weil, Ms. Ginny Lockovic, Ms. Linda Meck, and Ms. Deborah Monte-Kahn

Planning Manager: Jack Byers, 612.673.2634

Committee Clerk: Diana Armstrong, 612.673.2615

Commissioner Motse Kohn was absent and excused from tonight's meeting.

The meeting was called to order at 4:31 p.m.

Minutes were approved for the meeting held on July 13, 2010

Public Hearings**For Presentation****I. 110 North 5th Street – Ward 7**

Staff: Chris Vrchota, 612.673.5467

Continued from the June 22, 2010, HPC meeting. Certificate of Appropriateness for the installation of two doorways on the second floor of a non-primary elevation for access to a rooftop deck.

Action: Adopt staff findings and approve the Certificate of Appropriateness for the installation two doorways on the second floor of a non-primary elevation for access to a rooftop deck with the following conditions:

- o CPED-Planning reviews and approves final site plan, floor plans, and elevations.
- o Approval of the two doors is contingent upon the completion and approval of a Certificate of Appropriateness for the additional work on the rooftop of the addition.
- o Mortar used for the brick replacement shall match the existing mortar in strength, thickness and composition.
- o All workmanship must be completed in conformance with the Secretary of Interior Standards, see: <http://www.nps.gov/history/hps/tps/standguide/>
- o The Applicant shall obtain all other necessary City approvals prior to the commencement of work.
- o No future work on this site shall take place prior to receiving the necessary City approvals, including those related to the property's local designation status.

2. 2837 Dupont Avenue South, Twin City Separator Company Building – Ward 10

Staff: Aaron Hanauer, 612.673.2494

Demolition of Historic Resource application for the Twin City Separator Company Building

Action: Adopt staff findings and approve the demolition application for the Twin City Separator Company Building at 2837 Dupont Avenue with the following conditions:

- o The southern basement wall of the Twin City Separator Company Building shall be retained and secured to a height equal to the retaining wall directly to the east. The retention of the wall shall be reinforced by design standards of an engineer for a retaining wall and approved by the City of Minneapolis through an engineer plan.
- o CPED-Planning Preservation Staff shall review and approve the final plans and elevations prior to building permit issuance.
- o As mitigation for the demolition of the Twin City Separator Company Building, the building shall be documented including a photographic recordation (prior to demolition) in accordance with the Minnesota Historical Property Record Guidelines. The completed report shall be prepared, submitted, and accepted as complete by the State Historic Preservation Office and the Minneapolis Community Planning and Economic Development Department. Additional copies shall be submitted to the Hennepin County Library-Minneapolis Central Branch and to the Hennepin History Museum. The report shall be completed within six months of final approval.
- o A historic interpretive sign panel shall be completed that provides the history of the Twin City Separator Company Building and surrounding area. The panel shall be consistent with the 2003-2004 interpretive panels, and be approved by the Hennepin County Regional Railroad Authority, Midtown Greenway Coalition, and City of Minneapolis. The panel shall be completed within six months of final approval and installed in the Greenway adjacent to the Twin City Separator Company Building site by June 2011. All permissions and installation costs shall be the responsibility of the property owner.

Information Items**3. First Quarter 2010 Demolition Report**

Staff: John Smoley, 612.673.2830

4. Updates to Certificate of Appropriateness Application Forms

Staff: John Smoley/612.673.2830 and Chris Vrchota/612.673.5467

New Business

Resignation of Deborah Morse Kahn accepted, effective immediately (Larsen)

Request Early Warning System update at the September 7 HPC Business Meeting (Kelley)

Benefit concert for Pioneers & Soldiers to be held October 30 (Hunter Weir)

Adjournment

Meeting was adjourned at 6:50 p.m.

The Next Heritage Preservation Commission Meeting: Due to the August 10 Primary Elections, the Heritage Preservation Commission meeting originally scheduled for that date has been cancelled. The next

Heritage Preservation Commission meeting will be held August 24, 2010, in Room 317, Council Chambers, Minneapolis City Hall.

Heritage Preservation Commission decisions are final unless appealed.

Attention: The meeting site is wheelchair accessible; if you need other disability related accommodations, such as a sign language interpreter or materials in alternative format, please contact 612.673.3220 (673.2157) TDDY/VOICE at least five days prior to the meeting.

Attention: If you want help translating this information, call: Hmong – Ceeb toom. Yog koj xav tau kev pib txuab cov xov no rau koj dawb, hu 612.673.2800.
Spanish – Asociación. Si desea recibir asistencia gratuita para traducir esta información, llame 612.673.2700. Somali – Ogow. Haddii aad u baahno in laga kaxayso tarjumaada macluumaadka oo kaag la' aan wac 612.673.3500.

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MINNESOTA HISTORY/ARCHITECTURE SURVEY FORM

Midtown Greenway

Minneapolis, Hennepin County, Minnesota

Non-contributing

Identification
Historic Name Norris Creameries, Inc.
Current Name True Value Hardware/Bennett Lumber
Survey # MG-84
Address 2828 Emerson Avenue South
City/Twp Minneapolis
County Hennepin
Legal Desc. Sec 33 Twp 29N Range 24W <i>NW-SE-SW</i>
USGS Quad Minneapolis South, Minn. 1967 (revised 1993)
UTM Zone 15 Easting 476747 Northing 4977529
Property ID (PIN)

SHPO Inventory Number HB-MPC-3528
 Review and Compliance Number 2002-0756
 Black and White Photo Number 4-12
 Form (New or Updated) New

Description
Resource Type Creamery
Architect/Engineer Unknown
Style N/A
Construction Date 1946
Original Use Norris Creameries, Inc.
Current Use True Value Hardware/Bennett Lumber

Integrity

The integrity of location is excellent; of design, materials, and workmanship is fair; and of setting, feeling, and association is good.

Related Outbuildings

N/A

Description

This property is a one-story commercial building, built for Norris Creameries, Inc. The foundation is poured concrete and the walls are constructed of concrete block. Brick facing is located on the front (east) façade. The wall is flat with a parapet wall capped with cast stone and terra cotta coping. The windows are filled with glass block covered by metal screens. A large garage bay has been inserted into the east wall. Loading bays on the lower level adjacent to the railroad have been closed. A modern addition has been added to the north end.

EVALUATION AND ANALYSIS

Historical Context

Urban Centers, 1870-1940

Historical Narrative

According to the 1952 Sanborn map, Property 84 was a multifunctional building that served Norris Creameries. Norris Creameries began operations at the location sometime between 1941, when the company is absent from the directory of Minnesota manufacturers, and 1949, when it is listed at 2824 Emerson Avenue (Minnesota Resources Commission 1941; Minnesota Department of Business Research and Development 1949). The building consisted of a private garage that could hold up to 30 trucks, a repair shop, two offices, a bottle washing room, a cooler room, a pasteurizing room, and a receiving room. A building is not depicted in the location of Property 84 on a 1914 atlas of Minneapolis (MREB 1914).

Minneapolis building permit indicate that numerous buildings were constructed for a variety creamery operations between 1909 and 1946 on this site. In 1946, a 168 x 137 ft. garage addition was constructed (Permit No. A-26981). This addition is believed to be the northern building now situated adjacent to the railroad.

MINNESOTA HISTORY/ARCHITECTURE SURVEY FORM

Midtown Greenway

Minneapolis, Hennepin County, Minnesota

Identification	
Historic Name	Norris Creameries, Inc.
Current Name	True Value Hardware/Bennett Lumber
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Address	2828 Emerson Avenue South
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Legal Desc.	Sec 33 Twp 29N Range 24W N 1/2 S 3 E S 4 W
USGS Quad	Minneapolis South, Minn. 1967 (revised 1993)
UTM Zone	15 Easting 476747 Northing 4977529
Property ID (PIN)	

SHPO Inventory Number	HE-MPC-3528
Review and Compliance Number	2002-0756
Black and White Photo Number	4-12
Form (New or Updated)	New

Description	
Resource Type	Cremery
Architect/Engineer	Unknown
Style	N/A
Construction Date	1946
Original Use	Norris Creameries, Inc.
Current Use	True Value Hardware/Bennett Lumber

Integrity

The integrity of location is excellent; of design, materials, and workmanship is fair; and of setting, feeling, and association is good.

Related Outbuildings

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Description

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Minneapolis building permit indicate that numerous buildings were constructed for a variety creamery operations between 1909 and 1946 on this site. In 1946, a 168 x 137 ft. garage addition was constructed (Permit No. A-26981). This addition is believed to be the northern building now situated adjacent to the railroad.

MINNESOTA HISTORY/ARCHITECTURE SURVEY FORM

Midtown Greenway

Minneapolis, Hennepin County, Minnesota

Significance and Recommendations

2828 Emerson Avenue South is recommended as not eligible for listing on the NRHP, but is within the historic district as a non-contributing building. The historical integrity of the building has been compromised by the construction of a large addition on the north end, obscuring the distinctive rounded corner. Additionally, the building does not appear to be associated with, or a significant property type associated with events that have made a significant contribution to the broad patterns of our history; therefore making it not eligible under Criterion A. The property does not appear to be associated with individuals significant to our past, therefore making it not eligible under Criterion B. The property does not appear to embody the distinctive or significant characteristics of a type, period, or method of construction, or to represent the work of a master, or to possess high artistic values, therefore making it not eligible under Criterion C.

The property is associated with the CM&StP Grade Separation Historic District in that it helps to define the vertical plane of the trench. However, because the building does not fall within the period of significance for the district and has compromised historical integrity as a result of the lower openings being enclosed, it is considered to be a non-contributing property to this historic district.

Sources

Minneapolis Real Estate Board

1914 Atlas of Minneapolis, Hennepin County, Minnesota, including Part of St. Louis Park and Golden Valley Township in Hennepin County. Minneapolis Real Estate Board, Minneapolis.

Minnesota Department of Business Research and Development

1949 Directory of Minnesota Manufacturers and Guide Book to Minnesota Industry. Minnesota Department of Business Research and Development, St. Paul.

Minnesota Resources Commission

1941 Directory of Minnesota Manufacturers Classified by Industry and by County. Minnesota Resources Commission, St. Paul.

Sanborn Map Company

1952 Sanborn Fire Insurance Maps of Minneapolis. Microfilm on file at the Minnesota Historical Society, St. Paul.

National Register Eligibility Recommendation

Not Eligible - Individual / Within District - Non-Contributing

National Register Status

Not previously evaluated

Prepared By

Date

Will Stark

3/1/2002

MINNESOTA HISTORY/ARCHITECTURE SURVEY FORM

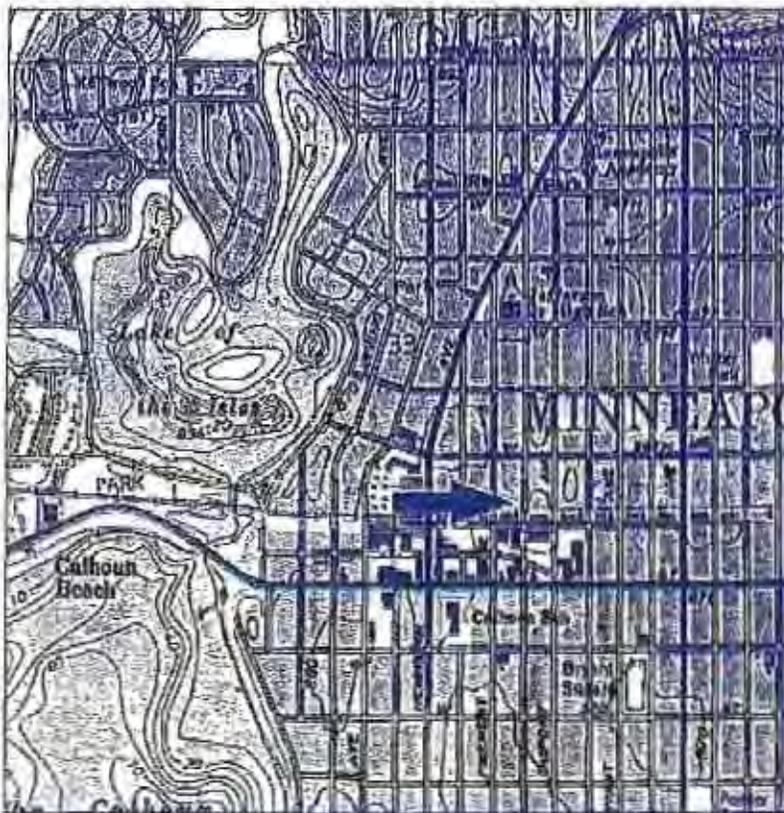
Midtown Greenway
Minneapolis, Hennepin County, Minnesota

PROPERTY PHOTOGRAPH



Facing NW

PROPERTY LOCATION MAP



Minneapolis South, Minn. 1967 (revised 1993)