

ENVIRONMENTAL ASSESSMENT WORKSHEET

Note to preparers: An electronic version of this form is available at www.mnplan.state.mn.us. *EAW Guidelines* will be available in spring 1999. The Environmental Assessment Worksheet provides information about a project that may have the potential for significant environmental effects. The EAW is prepared by the Responsible Governmental Unit or its agents to determine whether an Environmental Impact Statement should be prepared. The project proposer must supply any reasonably accessible data for — but should not complete — the final worksheet. If a complete answer does not fit in the space allotted, attach additional sheets as necessary. The complete question as well as the answer must be included if the EAW is prepared electronically.

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

1. **Project title** The Eclipse Condominium Development

2. **Proposer**

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4. **Reason for EAW preparation (check one):**
 EIS scoping Mandatory EAW Citizen petition
 RGU discretion Proposer volunteered

If EAW or EIS is mandatory give EQB rule category 4410.4300 Mandatory EAW Categories subpart number and subpart name Subpart 19. Residential Development, D.

5. **Project location**
County Hennepin
City/Township Minneapolis
Section 22 Township 29N Range 24W

The address of the project site is 240 and 258 Hennepin Avenue

Attach each of the following to the EAW:
County map showing the general location of the project. See Figures 1 Location in heennepin County

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

See Figure 2 Location in Minneapolis South Quadrangle

Site plan showing all significant project and natural features.

See Figure 3 Site Context and Figure 4 Site Plan

6. Description

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

The proposed The Eclipse Condominium Development will redevelop a presently commercially developed parcel fronting on the northwesterly side of Hennepin Avenue between Washington Avenue N and 3rd Street N in downtown Minneapolis for residential use. Two residential towers are proposed, one of 24 stories and one of 32 stories, to be developed in phases of 180 and 323 units. When completed, the development will provide a total of 503 residential units and 16,810 square feet of commercial space served by 908 below and above grade parking spaces.

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 project site is located in downtown Minneapolis, and will occupy the eastern half of the block bounded by Hennepin Avenue, Washington Avenue North, 1st Avenue North and 3rd Street North. The site is presently held as five parcels. They are:

- 240 Hennepin, the site is the former Food and Drug Administration Building at the corner of Hennepin Ave and Washington Ave, now demolished
- 258 Hennepin, the present office and surface parking of Dolphin Staffing
- 18 Third St N, a surface parking lot that is across the alley from, but is part of, the Dolphin Staffing sit
- A portion of the surface parking lot serving the MillerMeister Building at 17 Washington Ave N
- An approximately 1700 sf parcel that extends the surface parking lot at 18 Third Street N behind the "McKesson Building" at 24 3rd St N / 251 First Ave. N

The proposed development is new construction of two multi-family owner-occupied residential buildings with commercial space on the first floor. There will be approximately 16,810 square feet of commercial space, 503 residential units and 908 enclosed parking spaces at completion. A landscaped plaza will be provided at the corner of Hennepin and Washington Avenues, and a green roof will occupy a large portion of the 5th floor. Above the sixth floor, the two residential towers will be separated laterally by approximately 40 feet. The project will be built in two phases: Phase One is planned to begin construction this year and is anticipated to take 2 years to complete. Construction of Phase Two will follow the completion of Phase One.

Phase One is designed as a 458,733 sf 24-story building occupying 42,197 sf of the 69,481 sf site. Phase One will contain 180 residential units and approximately 6,610 square feet of commercial space on the first floor. This phase will be served by 483 parking spaces occupying 253,294 sf. above and below grade. 166 of the parking spaces will be located below grade, 317 spaces will be in an enclosed above grade on the first 5 floors of the building. The first floor will contain only commercial space and parking. There will be a combination of residential units and parking on the second through fifth floors, and floors 6 to 24 will contain only residential units. The 6th floor includes the majority of the building amenities such as the pool, community room, exercise room, putting green and meeting room.

Upon completion of Phase 1, the Dolphin Staffing building will be demolished and construction of Phase 2 will begin. Phase Two is designed as a 788,790 sf 32-story building occupying the remaining 27,384 sf of the site. Phase Two will contain 323 residential units and approximately 10,200 square feet of commercial space. The first floor will contain the commercial space and parking. Phase Two will be served by 425 parking spaces occupying 188,510 sf above and below grade. 250 spaces will be located below grade, and 341 spaces will be the sole use in floors 2 through 4. Floors 5 to 32 will contain only residential units.

The exterior of both towers will consist mostly of curtain wall with tinted vision and spandrel glass, which will be uniform for both tower; both towers will also have consistent exterior stone accents with Phase 2 tower having more exterior stone accent than Phase 1. The exposed two story columns at the street level portions of the north walls at the base and accent bands on phase II will be limestone veneer. There will be semi-recessed and protruding balconies with glass railings to match the curtain wall. The roofs will all be 'flat' with mostly EPDM roofing with the green roof at the 5th floor. See Figures 5, 6, 7 & 8

The main pedestrian entry for both residential towers will be on Hennepin Avenue and will be a curtain wall exterior with a two-story atrium. The commercial spaces will have their own entries at street level. Vehicle entry points will be off of Washington Avenue, 3rd Street, and through an alley off of 1st Avenue, and all truck loading and unloading activities will take place in the parking areas.

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

The project increase the opportunity and diversity for living in downtown Minneapolis

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

No

Shamrock Development has acquired the adjacent MillerMeister building, but no redevelopment of that property is proposed or planned. The MillerMeister site will contribute a portion of its site area, now used for surface parking, to the Eclipse project, and in return replacement parking for spaces lost to the MillerMeister building will be provided in the Eclipse project. No transfer of density or other rights between the properties are proposed. The inclusion of the MillerMeister building in the proposed Eclipse Planned Unit Development will meet the minimum 2 acre site area requirement for a PUD which provides a bonus increasing the intensity of the Eclipse development and allowing the subdivision severing the parking area from the MillerMeister parcel.

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

e. Is this project a subsequent stage of an earlier project?

No

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

7. Project magnitude data

Total project acreage: 87,364 sf / 2.1 acres including the entire MillerMeister parcel. The area of the site proposed for new construction is 69,481 sf

Number of residential units: unattached 0 attached 503 maximum units per building, 180 and 323

The total residential floor area is 1,068,875 sf

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

The total above and below grade new construction is 1,257,135 sf. The total residential and commercial floor area, not including the structure for the parking spaces, is 1,068,875 sf.

Indicate areas of specific uses (in square feet):

Office	0	Manufacturing	0
Retail	16,810	Other industrial	0
Warehouse	0	Institutional	0
Light industrial	0	Agricultural	0
Other commercial	0	Building height	24 & 32 floors

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

Figures 6, 7 and 8 illustrate the height of the adjacent buildings. Typical building heights in the designated Warehouse Historic District along First Avenue N range from two stories up to six stories. This pattern generally holds outside the District along Hennepin Avenue. The tallest nearest building the 16 floor 314 Hennepin, an apartment building across Third St. from the site. The 11 story above a raised plaza former Federal Reserve Bank building located at Nicollet Mall and Washington (250 Marquette Ave.) is the nearest, tallest, commercial building.

Taller residential buildings are located on Second Street S. and east of Second Ave. S. The proposed 24 and 32 story heights are consistent with other residential buildings proposed and under construction in downtown.

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.

State:	Status
DNR Water Appropriation Permit (if necessary)	To be applied for
MPCA Sanitary Sewer Extension Permit	To be applied for
MPCA Construction Storm Water Permit	Received (permit number MN-R100001-C00014750)
MPCA approval of DRAP or CCP (if required)	To be applied for
Metropolitan Council MCES approval of dewatering discharge (if necessary)	To be applied for
Local:	
City of Minneapolis	
Travel Demand Management Plan Approval	To be applied for
City Storm Water Management Plan	To be applied for
Conditional Use Permits and Variances	To be applied for
Site Plan Review	To be applied for
Subdivision	To be applied for
Alley Vacation	To be applied for
Grading/Erosion Control Plan	To be applied for
Demolition Permit	To be applied for
Building Permits	To be applied for

It is not the objective of the EAW preparation to develop all the detailed information required for construction permits. The Proposer will assemble the required information and apply for these permits when appropriate.

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.

This site has been developed since at least 1885 and has been used for a variety of commercial purposes, including cleaning and dyeing, laundry services, a “Temple Court” building, a billiard hall, a staffing service, and a federal Food and Drug Administration laboratory.

A Phase 1 Environmental Site Assessment was performed at the former FDA facility in May, 2003, and a follow-up Phase 2 investigation was performed in 2003 to assess possible subsurface hazardous conditions. The results of the investigation indicated the presence of minor diesel fuel contamination in shallow soils in a relatively small area.

10. Cover types.

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

	Before	After		Before	After
Types 1-8 wetlands	0	0	Lawn/landscaping	0	0.08
Wooded/forest	0	0	Impervious surfaces	2.1	1.93
Brush/Grassland	0	0	Other (describe)	<u>0.0</u>	<u>0.0</u>
Cropland	0	0	TOTAL	2.01	2.01

If before and after totals are not equal, explain why.

11. Fish, wildlife and ecologically sensitive resources

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

The project site, at the corner of Hennepin and Washington Avenues in downtown Minneapolis, is characterized as a fully developed commercial/industrial area that has been developed for approximately 150 years. The project site consists of commercial buildings (multistory commercial buildings), city streets, parking areas, and a small, undeveloped area where a building was demolished; there are no undeveloped green spaces within the project area. Vegetation is limited to isolated small boulevard trees.

This historic concentration of commercial and residential development in the general vicinity of the site (where landscapes are dominated by buildings, streets and parking areas) has resulted in a minimization of habitat (outside of the Mississippi River valley) that supports any significant wildlife resources. Consequently, there are no anticipated significant impacts from the proposed project to wildlife habitats within or near the project site.

b. Are any state-listed (endangered, threatened, or special concern) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial waterbird nesting colonies or regionally rare plant communities on or near the site?

No

If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources has been conducted and describe the results.

If the DNR Natural Heritage and Nongame Research program has been contacted give the correspondence reference number: ERDB 20050761

Describe measures to minimize or avoid adverse impacts. Not Applicable

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 Protected Waters Inventory number(s) if the water resources affected are on the PWI: Describe alternatives considered and proposed mitigation measures to minimize impacts.

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

The proposed redevelopment project will obtain potable water from the City of Minneapolis trunk system. Water demand, based upon 260 gallons per day per residential unit, is estimated at 47.7 million gallons per year (130,780 gallons per day for 365 days) for residential users and 2.7 million gallons per year (8,790 gallons per day for 312 days) for commercial users for the total redevelopment at buildout and full occupancy. The City of Minneapolis obtains its water for potable supply from the Mississippi River under appropriation permit number 786216-1. Discussions with the City of Minneapolis indicate that adequate potable supplies are adequate to meet the needs of the proposed redevelopment without modifications to their existing system.

It is currently unknown whether construction dewatering will be necessary during excavation of the sub-grade parking structure. Should this be deemed necessary, and groundwater volumes removed are anticipated to exceed 10,000 gallons per day, a ground water appropriation permit will be obtained from the Minnesota Department of Natural Resources. Any ground water withdrawals at the site will be limited to those necessary for construction, and will terminate upon completion of construction.

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.

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.

16. Erosion and sedimentation

Give the acreage to be graded or excavated and the cubic yards of soil to be moved: acres 2.01; cubic yards 90,000 (approximately 40,000 cubic yards of soil and 50,000 cubic yards of bedrock)

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.

There are no naturally steep slopes on the site; the subsurface soils are generally fairly coarse sands and gravels that would readily erode in the presence of precipitation. However, exposed soils will be confined to the limits of the subsurface excavation, and will therefore have no natural pathway for eroded soils to escape the site due to the presence of the surrounding developed and elevated areas. Erosion and sediment controls used during construction will be enforced by City's erosion control ordinance and will be standard construction methodology, and include protection of street-level storm water inlets, perimeter silt fence, crushed rock construction entrances, and periodic street sweeping. No post-construction erosion and sediment controls are planned due to the largely impervious nature of the completed development.

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 quality of storm water runoff from the site after construction of the proposed development is anticipated to be improved from previous uses due to the design of the proposed project. Previous (and current) uses include roofs and surface parking, runoff from which was discharged to the City's storm sewer system. Upon completion of the project, the only storm water runoff to the storm sewer system will be from rooftop runoff, as all parking will be enclosed. The total volume of storm water runoff from the site is not expected to be significantly different than that from previous uses.

Shamrock Development has applied for and received notification of coverage under the MPCA Construction Storm Water permit for the project, and has completed and implemented a Storm Water Pollution Prevention Plan required under MPCA rules. The SWPPP plan contains standard erosion and sediment control measures such as crushed rock aprons at entrances and exits, perimeter silt fence, and storm water inlet protection.

Permanent storm water management measures, required under Title 3, Chapter 54 of the City Code are not yet designed for the project, but will be designed and incorporated, as relevant, according to City requirements and through discussions with the City.

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.

The receiving waters for storm water runoff from the site is the Mississippi River, through the City's subgrade storm water system. Since the water quantity is anticipated to be equal to that of the previous uses, there are no expected negative impacts to the receiving waters from increased volumes. As discussed above, water quality is anticipated to be improved compared to previous uses, and so no water quality impacts to receiving waters are anticipated.

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 on the site from residential and commercial uses is anticipated to be 139,570 gallons per day, based upon estimated water consumption. Upon completion, the development is expected to produce only sanitary wastewater, which does not require any special treatment.

Should construction dewatering be deemed necessary, water produced from this process is expected to be routed to local City storm water system for discharge into the Mississippi River. Testing of ground water quality will be performed prior to discharge to verify that removed ground water does not contain contaminants of concern. Should the ground water to be removed exhibit such contaminants, the ground water removed will be treated on-

site prior to release to either the City sanitary or storm sewer or removed for off-site disposal, as appropriate. Removal and/or disposal of contaminated ground water will be governed by the Minnesota Pollution Control Agency, the Metropolitan Council Environmental Services, and/or the City of Minneapolis. Because of the potential for producing contaminated ground water from construction dewatering, either a Development Response Action Plan (DRAP) or a Construction Contingency Plan (CCP) will be prepared and submitted to the Minnesota Pollution Control Agency for their review and approval prior to the initiation of dewatering activities. Details of monitoring, testing and disposal of contaminated ground water, if encountered, will be contained in these plans and implemented during dewatering activities..

b. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, 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 wastewater will be directed to the City of Minneapolis sanitary sewer system, which already serves the site. Flows from the City of Minneapolis wastewater system are piped to and treated at the Metropolitan Council Environmental Services Metropolitan Plant in St. Paul, which discharges treated wastewater to the Mississippi River at that location.

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

Discussions were held with MCES staff regarding capacity to handle proposed flows to the Metropolitan Plant (as well as interceptor 1MN310, which conveys sanitary flows from downtown Minneapolis to the Metropolitan Plant). MCES staff indicated that the additional flows would not require any modifications of existing MCES sanitary infrastructure.

d. If the project requires disposal of liquid animal manure, describe disposal technique and location and discuss capacity to handle the volume and composition of manure. Identify any improvements necessary. Describe any required setbacks for land disposal systems.

N/A.

19. Geologic hazards and soil conditions

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

Approximate depth (in feet) to bedrock: 50 ft minimum, 60 ft average.

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.

The ground elevation of the site is approximately 841 feet above mean sea level. Based on site-specific drilling, the site is underlain by approximately 20 feet of medium- to fine-grained sand containing varying amounts of gravel. The sand represents sediment deposited in as terrace deposits associated with the Mississippi River. No ground water was observed within the sand deposits down to the top of bedrock.

The uppermost bedrock formation is the Platteville Formation, which is comprised of thinly-bedded limestone with shale seams near the top and bottom of the formation. The full thickness of the Platteville Formation is approximately 30 feet; as it is the uppermost bedrock unit encountered at the site, it is likely partially eroded at not at full thickness. The Platteville Formation is underlain by the Glenwood Formation, which is generally a thin (5 feet) green shale, which is in turn underlain by the St. Peter Sandstone.

Locally, the Platteville Formation is known to carry minor amounts of groundwater, but is not considered an

aquifer. Saturated ground water conditions are expected approximately 50 feet below grade in the St. Peter Sandstone.

Due to the depth of excavation (45-50 feet below grade) for the underground parking portion of the proposed development, it is anticipated that the excavation may extend through the Platteville and Glenwood Formations and into the top of the St. Peter Sandstone. Consequently, it is possible that construction dewatering may need to occur during this excavation to dewater the Platteville Formation and/or the St. Peter Sandstone.

Karst conditions are known to exist locally in the Platteville Formation in the Twin Cities area, but such conditions, should they be discovered at the site, will likely be discovered during excavation and are not believed to pose any particular environmental problem.

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

The Soil Survey of Hennepin County (USDA, April, 1974) was reviewed for project site soils mapping. In the project area, soils are unmapped by USDA, likely due to the extensive development and related fill placement that was present at the time of the mapping.

Shallow soil borings were performed at the phase 1 portion of the site in April, 2003 and the logs of the seven soil borings show a general soil profile of approximately 20 feet of sand with some gravel overlying the Platteville Formation.

Given the variability of the type and compaction of the fill and the presence of granular soils, the project site is somewhat susceptible to vertical movement of liquid contaminants or contaminants entrained in liquids. However, the proposed project, being comprised of commercial and residential redevelopment, is not anticipated to involve any significant commercial storage of potential contaminants (in either liquid or solid form).

Also, the completed project will have relatively small areas of pervious surfaces for percolation of contaminants. These pervious areas will be limited to minor lawn and landscaped areas, which will not also be used for potential contaminant storage. Therefore, specific mitigation measures for control of potential contaminants are not currently proposed.

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.

Demolition waste from the Dolphin building will be generated prior to redevelopment of Phase 2, which will consist of concrete, steel bituminous, and various building materials. Asbestos-containing materials will be inventoried and will be removed prior to demolition and disposed of appropriately in a licensed landfill. Lead-based paint and other hazardous building materials (e.g. fluorescent lamps, light ballasts, mercury switches, appliances, fuel, paint, cleaning supplies, etc.) will also inventoried and will be removed prior to demolition and disposed of according to state and federal rules. Nonhazardous demolition waste will be disposed of in a demolition landfill.

Minor soil contamination was measured during the April, 2003 soil investigation, where low levels of diesel fuel contamination of soil was found in one boring. Excavation, removal, and disposal of any contaminated soils will be done in accordance with prior MPCA review and approval.

Solid waste generation for the completed project will consist almost exclusively of mixed municipal waste generated by residential housing. Volumes of municipal waste are estimated at 15 tons per week (based on a generation rate of 6 pounds per day per resident). Recycling facilities will be located at appropriate sites

throughout the development. Pickup of recycled material is expected to occur on a daily basis. Garbage compactors will also be located throughout the development. Mixed municipal solid waste that is not recycled will either be incinerated at the Hennepin County Energy Recovery Center or hauled to a sanitary landfill by waste haulers licensed by the City of Minneapolis. Source separation of municipal waste is required in the City of Minneapolis, which will be required to be implemented through development of a source separation plan.

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 materials are anticipated to be present at the site in any significant quantities during or after construction. Hazardous materials, in the form of fuel, vehicle-related materials, and certain construction materials will be on-site during construction, but will be present in relatively small quantities and will be stored 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.

There are no plans for storage or use of any liquid or solid fuels related to the completed project; these fuels, and associated tanks, will exist on-site during construction activities only.

21. TRAFFIC

Parking spaces added: 877 **Existing spaces** 47 **Total Spaces** 908 **Estimated total average daily traffic generated:** Maximum daily traffic generated will be 2668 daily trips at full build-out. **Estimated maximum peak hour traffic generated:** Maximum traffic generation will occur during the PM peak hour where 411 trips will be generated. During the AM peak hour 238 trips will be generated

Provide an estimate of the impact on traffic congestion on affected roads and describe any traffic improvements necessary. If the project is in the Twin Cities, discuss its impact on the regional transportation system.

PROPOSED DEVELOPMENT TRANSPORTATION/TRAFFIC ANALYSIS

Parsons Corporation has analyzed the traffic impacts from the proposed development in its Travel Demand Management Plan for the Eclipse Site Development. Projected weekday A.M. and P.M. peak-hour traffic was used as the background traffic to analyze the impacts of the proposed site. Traffic volumes from 2004 were collected to provide a baseline traffic year. These volumes were analyzed and adjusted to forecast traffic for the analysis baseline years of 2007, 2009, and 2019. The growth rate per year was estimated at 0.82%, which was calculated on the reference to 5% growth over 6 years between 1993 and 1999, available from the 2000 Downtown Minneapolis Transportation Study. Traffic in year 2019 is analyzed to determine how the site will work with traffic ten years from the year after the completion date. The recent traffic counts account for recent traffic diversions due to the Hiawatha Light Rail Transit (LRT) impacts on Fifth Street and due to the Avenue of the Arts on Third Avenue South.

Trip Generation:

Trip generation for the site was determined using the Trip Generation Manual, 7th edition, Institute of Transportation Engineers, 2002. The trip generation rates that were used were taken directly from the manual, except for the A.M. peak hour for Specialty Retail Center. This is a conservative approach, in that most trip generation data for the manual was taken in suburban areas where transit service was either nonexistent or negligible at the majority of the sites surveyed. This is in direct contrast to a downtown area such as this site where many transit routes and light rail transit is all within walking distance. The close proximity of some trip destinations in the downtown will also make walking trips more common than in suburban areas.

Trip generation rates were evaluated for all of the site uses, using data for General Office Building (710), Drive-in Bank (912), Specialty Retail Center (814), and High-Rise Residential Condominiums (232). The Trip General Manual does not include specialty Retail center, A.M. peak hour of adjacent street traffic generation rates. Review of related retail land uses shows that the A.M. trip generation rate is about a third of the P.M. rate, for adjacent street traffic. In addition, about two-thirds of the trip ends were entering and one-third exiting. Parsons projected the A.M. trips on this basis.

These rates were applied to the existing occupied office space and the proposed site redevelopment stages. The proposed trip generation was added to the 2007 traffic projections and to the 2009 traffic projections minus the existing trip generation. The existing trip generation was subtracted from the 2009 traffic projections because those trips are already counted towards the site in the traffic projections and the Dolphin Staffing building is removed as part of Phase 2. Ignoring them would result in some trips being double counted.

Trip Distribution

The distribution of the trip ends generated by The Eclipse was based on the driveway locations for the development and on trip distribution of the 2004 traffic volumes at the adjacent intersections. Trip originations and destinations are proportional to the street traffic arriving and departing on the external links of the four intersections bracketing the block including the site. The trips are routed to and from the site by the shortest travel time route providing access to their respective driveways.

Most of Phase 1 site traffic will enter and exit the parking structure from 53 Washington Avenue, with 20 at grade spaces being maintained and accessed from Third Street. Phase 2 site traffic will enter and exit the parking structure from 58 Washington Avenue, with drive-in bank traffic and 20 at-grade entering and exiting from Third Street.

Intersection Capacity Analysis:

Under both the Baseline and Build conditions, using optimized signal timings, all time of day analyses operate at an adequate LOS of A to C in 2004, 2007, 2009, and 2019 at all the intersections analyzed. Optimizing the signal timings does provide for very good operations. A look at the field observations and a look at the existing signal timings indicate that the intersections analyzed will run at good levels of service if existing signal timings are kept, up until 2009. With the changing traffic patterns and larger volumes of traffic by 2019, the intersections will have to be optimized to provide better operations than would be experienced using existing signal timings.

Traffic Control Devices

The only traffic concern that was experienced through current traffic observations with the existing signal timings is that the queue length on eastbound Washington Avenue at Hennepin Avenue is a concern that may tend to impede traffic from exiting the site efficiently onto Washington Avenue if the signal timings are not optimized to minimize queuing at Hennepin. Traffic modeling of the intersection indicates that through better timing and coordination, this queue can be decreased, allowing for better operations out of the site onto Washington Avenue.

A second eastbound left-turn lane on Washington Avenue can be provided by using pavement markings and signs to consolidate the eastbound through movement to two lanes. At First Avenue North, an exclusive right-turn lane could be provided, with two eastbound through lanes. The through lands can transition to the right by Hennepin and provide two eastbound left-turn lanes. This would further rectify the queue length problem at the intersection of Hennepin Avenue and Washington Avenue. This would result in no loss of parking spaces, since there is currently no parking along Washington Avenue at this location.

Parking

The total number of parking stalls is 362 stalls in excess of the minimum prescribed by the City code. Of those, 252 stalls will be assigned to residential condominium owners as the zoning code allows up to 1.5 stalls per residential unit, which is believed to be the number needed to meet market demand. Also, 47 stalls will be allocated to adjoining properties to replace that number of surface parking stalls that will be displaced as a result of construction of the proposed project. The remaining 63 stalls will be allocated for visitor parking.

Trip Generation used in the analysis for this report is taken from Trip Generation, 7th edition, by the Institute of Transportation Engineers. Most of the studies contributing data to the trip generation manual are of sites outside central business districts, where parking restrictions are not likely to be a significant factor effecting the number of trips using private vehicles. As discussed earlier in this report, Parsons feel that this is a conservative approach and that actual vehicle trips will be less than the numbers used in Parsons' analysis.

To more directly address the relationship of parking supply to trip generation, Parsons conducted studies of other similar developments in downtown Minneapolis. Figures 10, 11, and 12 show the results of trip generation studies for Loring Green, Rock Island Lofts, and Grant Park residential complexes.

The data for Loring Green, which has 327 dwelling and 338 parking spaces, results in a total peak-hour trip generation rate is 0.28 trip/unit during the A.M. and 0.30 trips/unit during the P.M. This is very comparable to the ITE Trip Generation rates of 0.34 during the A.M. and 0.38 during the P.M. Rock Island Lofts, with 63 dwelling units, and 126 parking spaces generates 0.37 trips/unit during the A.M. peak hour and 0.28 during the P.M. peak hour.

Data is only available for Grant Park for the entering traffic during the P.M. peak hour. It is included because of the total 314 dwelling units, only 219 units are occupied at this time. With 532 parking spaces, Grant Park currently has 2.4 parking spaces per occupied unit. However, its trip generation rate for entering vehicles during the P.M. peak hour is 0.21 trip/occupied unit. This compares very closely with P.M. peak hour entering trips at Loring Green, 0.20 trips/unit, and Rock Island Lofts at 0.21 trips/unit. This is also very comparable to the ITE average of 0.24 trips/unit entering during the P.M. peak hour.

Parsons' study of three developments in downtown Minneapolis indicates that trip generation correlates well with dwelling units and there is not an evident correlation with available parking supply. This conclusion is consistent with the information available from the ITE Trip Generation Manual, which has data based on 4 (A.M.) or 5 (P.M.) studies.

Construction

The City will allow construction to the property line. Thus, a lane of traffic will likely be disrupted on Washington Avenue, Third Street, and Hennepin Avenue during some stage of the project. This will require that at least one lane of traffic be closed during the excavation part of the construction period and possibly during much of the two-year construction period if the space continues to be needed for storage and workspace. Specific street and intersection impacts are as follows:

Phase 1, Construction East of the Miller Building and North of Dolphin Staffing

Washington Avenue: Washington Avenue is a two-way, six-lane road with a median. Construction will reduce the eastbound traffic lanes from three to two by the closure of the eastbound right-turn lane along the construction frontage. It should be noted that this turn movement is very light, as the movement is restricted to buses and other authorized vehicles.

The Miller Building, at the west end of the block, is owned by the developer of The Eclipse and is currently vacant. New tenants will be advised of the future construction and that pedestrian access will temporarily be restricted to the intersection of Washington Avenue and First Street North.

Hennepin Avenue: Hennepin has three northbound lanes, a two-way bicycle lane and a reverse-flow southbound transit lane. Construction will require closure of the existing transit lane for the length of the construction frontage. The transit vehicles will be accommodated by displacing the bicycle lanes for the duration of the construction activities.

Transit traffic will be transitioned back to the existing transit lane immediately south of the construction zone and bus passengers will be able to board from the curb as at present. The existing bus shelter will be relocated out of the construction area to be available to passengers waiting to board the buses.

Pedestrian traffic to and from the Dolphin Staffing Building and the bus stop will be provided access from the intersection of Third Street and Hennepin Avenue.

Phase 2, Construction in the Existing Dolphin Staffing Site

Third Street: During off-peak periods, Third Street has three westbound lanes and a parking lane on the side opposite. During construction, activity on the Eclipse site will occupy the curb lane between Hennepin Avenue and the mid-block alley to the west. This does not reduce the westbound general traffic lanes and does not block use of the westbound right-turn lane to turn from Third Street to Hennepin Avenue. Construction will not affect the parking supply.

Hennepin Avenue: The transit lane in front of The Eclipse, Phase 1 will be reopened and the bus shelter will be relocated to be available to passengers waiting to board from the curb in this area. The transit lane in front of the Phase 2 construction (the existing Dolphin Staffing building) will be closed and the transit vehicles will be accommodated by displacing the bicycle lanes for the duration of the construction activities. Pedestrians will access the bus stop from the intersection of Washington and Hennepin Avenues.

Critical Intersections: The three critical intersections that would be affected by the project currently operate at Level of Service (LOS) C or better, which means they do not experience congestion even during the peak periods and peak hours. During Phase 1 the only impacted intersection is Washington Avenue and Hennepin Avenue, and it should not experience a measurable change in LOS. During Phase 2 the Third Street intersections with Hennepin Avenue and with First Avenue North will be the impacted intersections. However, because the curb lane is not a general purpose traffic lane, the impacts on traffic will be minimal. In both phases it is anticipated that the critical intersections will continue to have LOS C or better operations.

Pedestrian Impacts: During the pedestrian restrictions noted above, pedestrian movements will be maintained on the other side of the roadways at all times. No property will be denied access during the construction. Transit riders transferring between bus lines along Hennepin and Third will have a slightly longer walk during Phase 2, but they will be adequately served and there are not a great number of people involved.

The City has worked with numerous developments to not only address the construction needs but effectively manage the public streets and sidewalks. In 2001, the City created a lane and sidewalk use ordinance with a focus on improving pedestrian, bicycle and vehicular movements near and around new construction developments. The fees schedule was set at a sufficiently high level to create an incentive for developers to minimize their use of public rights-of-way and, as a result, these fees have significantly reduced the construction impacts to the public. In addition to the ordinance fees, the City further coordinates with construction projects (delivery routes, off-peak hour work, weekend work, events, etc) to minimize adverse impacts to the public right-of-way.

The Travel Demand Management Plan contains the details of the information summarized here, and a draft of the Plan is contained in this EAW.

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. Note: If the

project involves 500 or more parking spaces, consult EAW Guidelines about whether a detailed air quality analysis is needed.

The total number of parking places is planned to be 908 spaces, which is below the 2000 spaces threshold for the MPCA requirement for an Indirect Source Permit for air quality. Also, based on the predicted LOS B and C traffic signal operations, Parsons does not anticipate that the trips from the project will cause an exceedance of air quality standards

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 only regular sources of stationary air emissions will be from domestic heat sources for the residences and commercial areas of the buildings. Heating of the buildings will be done through use of natural-gas-fired hot water heat; a 6MM BTU boiler will provide heat the parking garage area, and twin 6 MM BTU boilers will provide heat for each residential tower. Energy-efficient boilers are approximately 5% more efficient but cost approximately 230% more than a standard atmospheric boiler. Therefore, high-efficiency boilers were not selected based on cost-effectiveness evaluation. On-site back-up power generators will also be fueled by natural gas, but their use, and therefore their emissions, will be very limited.

Other energy-efficient design ideas were considered during the architectural and mechanical design phases of the project. The most significant design element adopted was the use of high-efficiency curtain wall glass (1" insulated, tinted argon-filled glass), which will enclose virtually the entire building. Other energy-efficient design elements include all bedroom area windows installed in recessed areas, use of variable speed pumps for the heating and cooling systems, and use of high-efficiency motors to drive the pumps.

The project will not be connected to the downtown District Energy program, as a cost analysis showed that ongoing District Energy costs would be significantly higher than that of other commercial suppliers.

24. Odors, noise and dust

Will the project generate odors, noise or dust during construction or during operation? n Yes o No If yes, describe sources, characteristics, duration, quantities or intensity and any proposed measures to mitigate adverse impacts. Also identify locations of nearby sensitive receptors and estimate impacts on them. Discuss potential impacts on human health or quality of life. (Note: fugitive dust generated by operations may be discussed at item 23 instead of here.)

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

Construction noise: 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 and debris with hoses as necessary.

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

Minor amounts of fugitive dust are expected to be generated during construction of the project, and BMPs will

be followed as they are stated with the City Grading Permit. Construction of Phase 1 of the proposed development is anticipated to begin during the 2005 construction season and completed in 2007. Construction of Phase 2 of the proposed development is anticipated to begin in 2007, after completion of Phase 1 construction, and completed in 2010. Once both phases of the project are completed, it is anticipated that the project will not generate significant dust beyond current site conditions since the site will be completely landscaped.

Regarding noise, the downtown area has a broad range of uses somewhat sensitive to construction noise (e.g. schools, the Central Library that is under construction, parks, outdoor plazas, the Nicollet Transit Mall, hospitals, and residences). The residences that are in the vicinity of the site at the time of construction include the following:

- Within one block: The 16-story residential tower at 314 Hennepin is across 3rd Street to the west of the site.
- Within two blocks: None currently existing.

There are no schools or hospitals in the vicinity of the site.

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

The City noise limit for construction and demolition equipment during the allowable hours of operation is 90 decibels measured at 50 feet or more away from the source. The federal limit for "acceptable" noise levels is based on a day-night sound level averaged over a 24-hour period measured 2 meters from "noise sensitive activities," which include residential uses. The closest residential use to the site will be the 314 Hennepin residential tower across 3rd Street. Other residential uses listed above in this section are more than 400 feet distant and they are screened from the site and from future construction-related noise by intervening buildings.

The City Inspectors from the City's Environmental Management Division of the Regulatory Services Department will be responsible for ensuring that construction and operational noise from the Project does not exceed applicable federal noise regulations.

25. Nearby resources

Are any of the following resources on or in proximity to the site? Yes

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? Yes

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:

The building site abuts, but is outside of, the boundary of the Warehouse District as designated by the Minneapolis Heritage Preservation Commission and the National Register Minneapolis Warehouse Historic District. Both Districts focus on some of the oldest standing buildings in the City. The locally designated district focuses on the corridor along First Avenue between 6th St and Washington Avenue and then along Washington

to 4th Avenue N. The larger (30 blocks) National Register District covers the area immediately west of downtown and south of the Mississippi River. The Districts are historically significant as the area of early commercial growth during the development of the City that established Minneapolis as the trade center for the upper midwest.

Because the Eclipse is outside the locally designated district and no financial assistance from a federal program has been requested, no direct review of the compatibility of the proposal with the District will be initiated. The compatibility of the proposal with the Historic District can be assessed during the City's review of the Conditional Use Permit for the development. Figures 7 and 8 provide the comparison of the proposed height of the Eclipse and the abutting buildings in the Historic District.

Designated parks, recreation areas or trails:

The project is approximately 3 blocks south of the trails and facilities of Nicollet Island Park and the Mississippi River Corridor Park facilities. While some of the project residents are anticipated to use the trails and facilities, they are not anticipated to have any significant impacts on these regional facilities.

Scenic views and vistas:

The construction of this project will present a new feature to the view from and to the River, and to downtown. The City's City Planning Commission and City Council will assess the significance of the visual quality or integrity of these resources based on the intensity, bulk, height, and design of this project as described in Question 27 of this EAW.

Archeological resources:

The Minnesota State Historic Preservation Office was contacted to query their database of known archaeological sites in the project area. Their records show that there are no recorded sites within the area to be disturbed for the project. Given the long history of disturbance and development at the project site, it is unlikely that any site(s) of archaeological significance or eligible for inclusion on the National Register exist at the site.

26. Visual impacts

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

If yes, explain.

The height of the proposed towers (397 and 492 feet, respectively) will be higher than any buildings within a radius of several blocks and will therefore change the skyline in this part of the downtown area.

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.

Comprehensive Plan

The Plan for Minneapolis, the City's comprehensive plan, and the Minneapolis 2010 Downtown Plan both call for the addition of up to 5000 new housing units in downtown. The 2010 Plan locates this site in an area at the boundary of the "Secondary Office" district and the "Entertainment District" that is the First Avenue historic District. The site is not in one of the three "Downtown Neighborhoods" where new housing is encouraged and

can best be accommodated and served. Residential development at this site is consistent with the overall objective of the plan to expand residential opportunities downtown.

A more recent and specific downtown plan is the *Downtown East / North Loop Master Plan*, adopted in October, 2003. The Eclipse site is in the "West Hennepin" development precinct of that Plan. This Plan encourages medium density residential development at this site, enhancing the historical character of the district and not exceeding 13 stories in height.

Zoning

The site is presently designated B4S-2, the more residentially intensive of the Downtown Service Districts. This district extends from Washington to 9th Street between Hennepin and First Avenue. The purpose of the district is providing a wide range of retail and office activities and encouraging residential uses and hotels.

This district has no direct controls on residential density or height. The Eclipse project, as proposed, appears consistent with the quantitative standards of the B4S-2 district.

Qualitative conflicts, compatibilities or enhancements with the Plans for area will be resolved through the land use approval process of the City.

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.)

29. Cumulative impacts

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

Development Impacts: Impacts will be resolved with public input through the land use approval process of the City

Traffic analysis: There are likely to be minor impacts to traffic as a result of the project. At some intersections in the immediate vicinity of the project, the traffic LOS will drop from B to C during peak PM traffic, but these impacts may be largely mitigated by adding turn lanes through restriping and signage, and by optimizing signals in the area. The City must approve the Travel Demand Management Plan for the project. A copy of that Plan is available for review at the Planning Division office in 210 City Hall.

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. N/A.

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.

A summary of the predicted environmental issues is listed below:

1. Traffic: There will be temporary impacts to vehicle traffic due to construction-related lane closures during excavation, construction materials delivery and storage, and tie-ins to existing subgrade utilities. These predicted vehicle traffic impacts will last for the much of the construction life of the project, and will be geographically associated with the sequential phasing of construction of the two towers. Also, there will be pedestrian-related impacts during construction due to sidewalk closures during the same span of time.
Minor post-construction impacts are anticipated after the project is constructed, and are detailed in the Travel Management Demand study. These impacts are anticipated to involve slight decreases in Level Of Services (LOS) in the vicinity of Washington and Hennepin Avenues. Plans for mitigation of these impacts include adding turn lanes through lane restriping and optimization of signal timing.
2. Dust and Noise: Dust and noise are predicted impacts from construction activities. The direct impacts will generally be limited to an area within a few blocks of the site, and will consists of wind-blown dust and vehicle and equipment noise from construction activities. Generation of dust will be mitigated due to the bulk of the excavation activities occurring below current grades, as well as sediment and erosion control measures required by City code. Generated noise will be governed by City code rules, which specify hours of operation and decibel levels allowed.
3. Visual impacts: The proposed project will change the shape of the City's skyline in this part of downtown Minneapolis

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

I hereby certify that:

1. The information contained in this document is accurate and complete to the best of my knowledge.
2. 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.
3. Copies of this EAW are being sent to the entire EQB distribution list.

Signature _____

Printed Name Jason Wittenberg

Title Supervisor of Development Services

Date _____

Environmental Assessment Worksheet was prepared by the staff of the Environmental Quality Board at Minnesota Planning. For additional information, worksheets or for *EAW Guidelines*, contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-296-8253, or www.mnplan.state.mn.us Revised 2/99