

UPPER HARBOR TERMINAL

SCOPING DOCUMENT

FEBRUARY 2021

PREPARED FOR:



PREPARED BY:



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Scoping Document

This EAW form is being used to delineate the issues and analyses to be reviewed in an Alternative Urban Areawide Review (AUAR). Where the AUAR guidance provided by the Minnesota Environmental Quality Board (EQB) indicates that an AUAR response should differ notably from what is required for an EAW, the guidance is noted in *italics*.

Note to reviewers: Comments must be submitted to the Responsible Governmental Unit (RGU) during the 30-day comment period following notice of the Scoping Document in the *EQB Monitor*.

1. PROJECT TITLE

Upper Harbor Terminal

2. PROPOSER

Proposer: United Properties

Contact Person: Brandon Champeau

Title: Senior Vice President

Address: 651 Nicollet Mall, Suite 450

City, State, ZIP: Minneapolis, MN 55402

Phone: 952-837-8653

Email: brandon.champeau@uproperties.com

3. RGU

RGU: City of Minneapolis

Contact Person: Hilary Dvorak

Title: Principal City Planner

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Phone: 612-673-2639

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4. REASON FOR PREPARATION

Check one:

Required:

EIS

Mandatory EAW

Discretionary:

Citizen petition

RGU discretion

Proposer initiated

If EAW or EIS is mandatory, give EQB rule category subpart number(s) and name(s): Pursuant to Minnesota Rules, part 4410.3610, subpart 5a(C), the RGU is submitting this discretionary Scoping Document for an AUAR to solicit public comments on additional development scenarios and relevant issues to be analyzed in the review.

5. PROJECT LOCATION

County: Hennepin

City/Township: Minneapolis

PLS Location (¼, ¼, Section, Township, Range): SW ¼ of Section 3, Township 29N, Range 24W and NE ¼ of Section 10, Township 29N, Range 24W

Watershed (81 major watershed scale): Mississippi River – Twin Cities

Tax Parcel Number: 0302924340008; 0302924340026; 1002924210002; 1002924210048; 1002924240065; 0302924340007; 0302924340028; 0302924340029; 0302924340031

At a minimum, attach each of the following to the AUAR:

- **US Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries** (see Figure 1)
- **Map depicting the boundaries of the AUAR and any subdistricts used in the AUAR analysis** (see Figure 2 and Figure 3)
- **Cover type map as required for Item 7** (will be included in the AUAR)
- **Land use and planning and zoning maps as required in conjunction with Item 9** (see Figure 3)

Figure 1: USGS Map

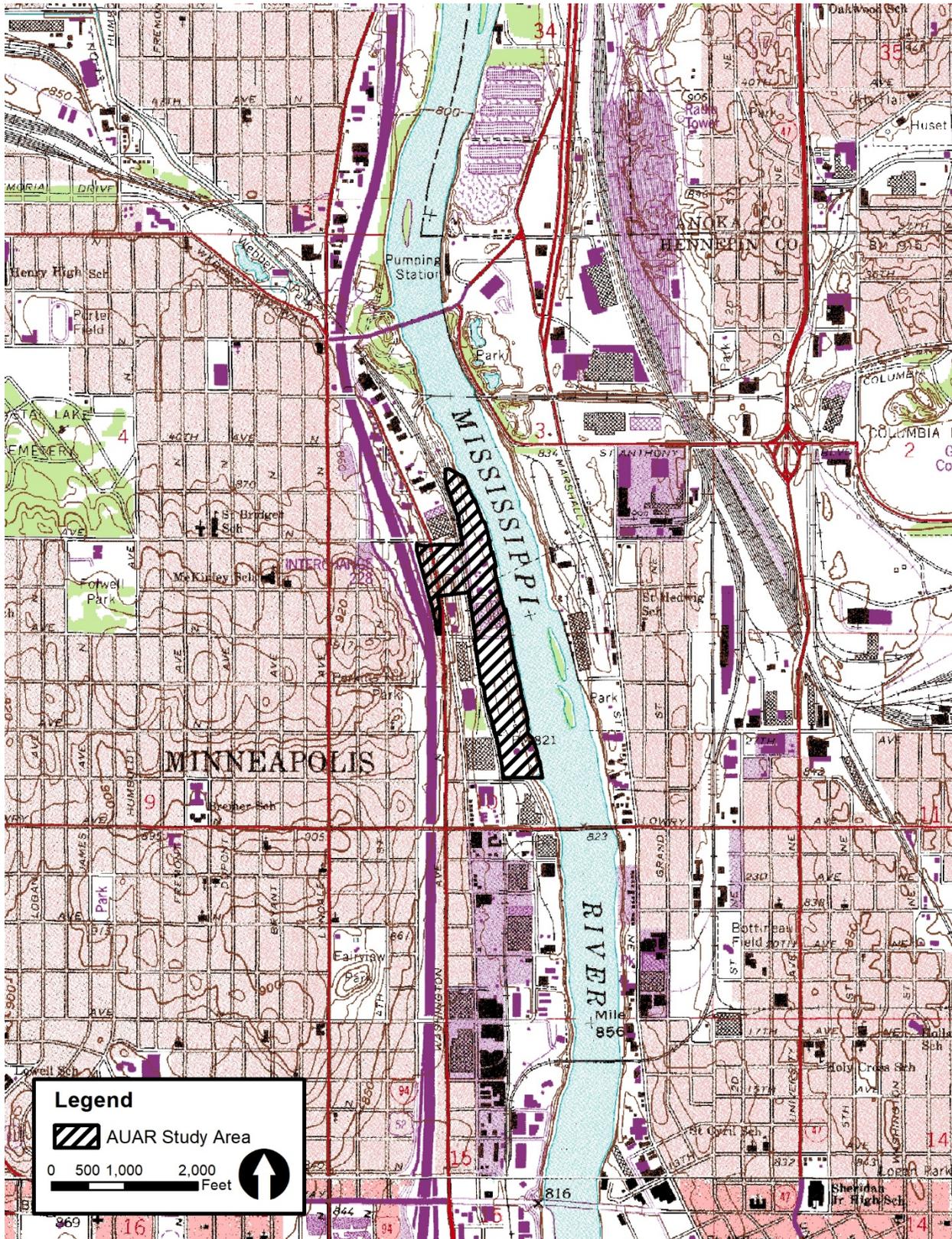


Figure 2: AUAR Study Area



Figure 3: City of Minneapolis Future 2040 Land Use Map

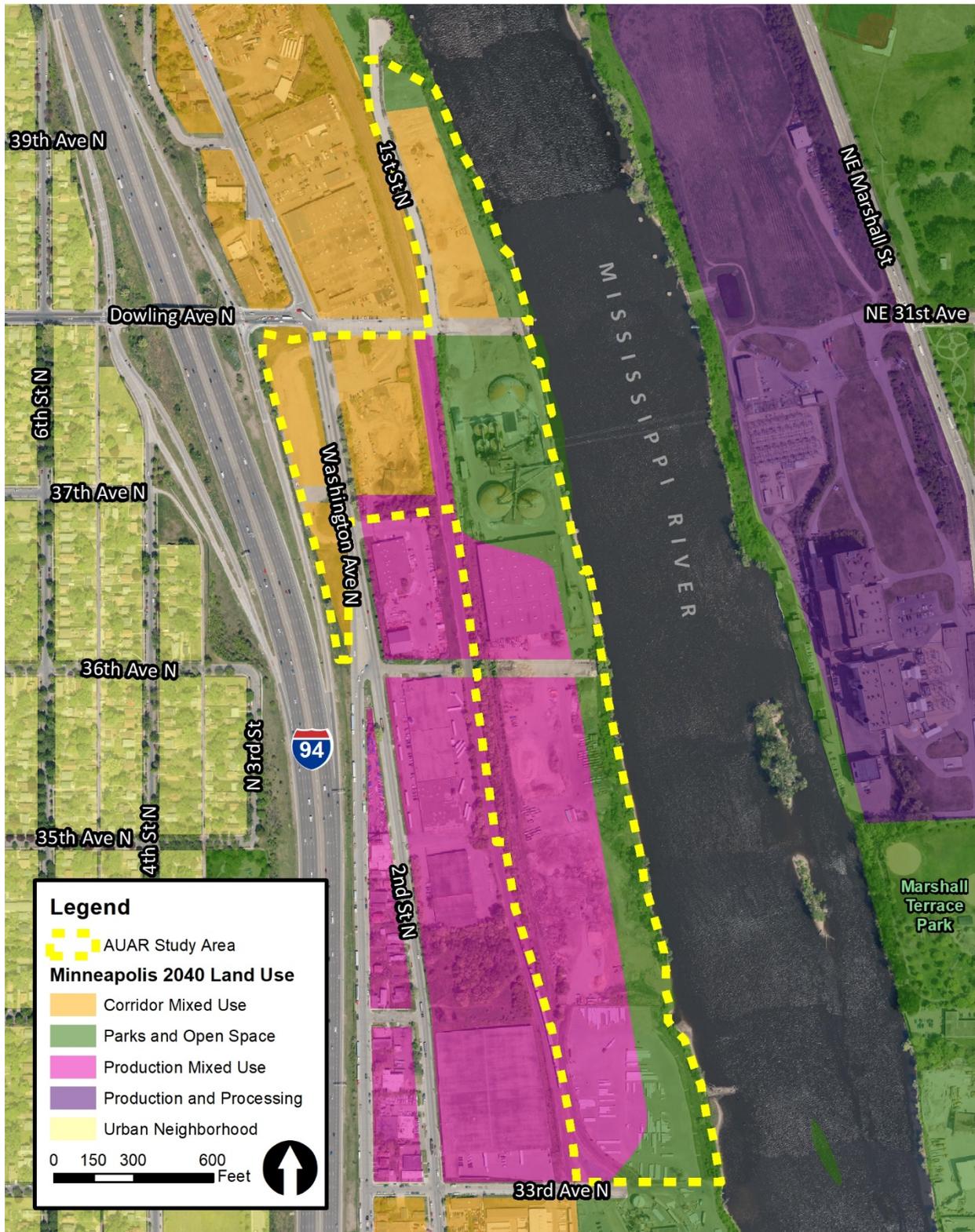


Figure 4: City of Minneapolis Future 2040 Built Form Map

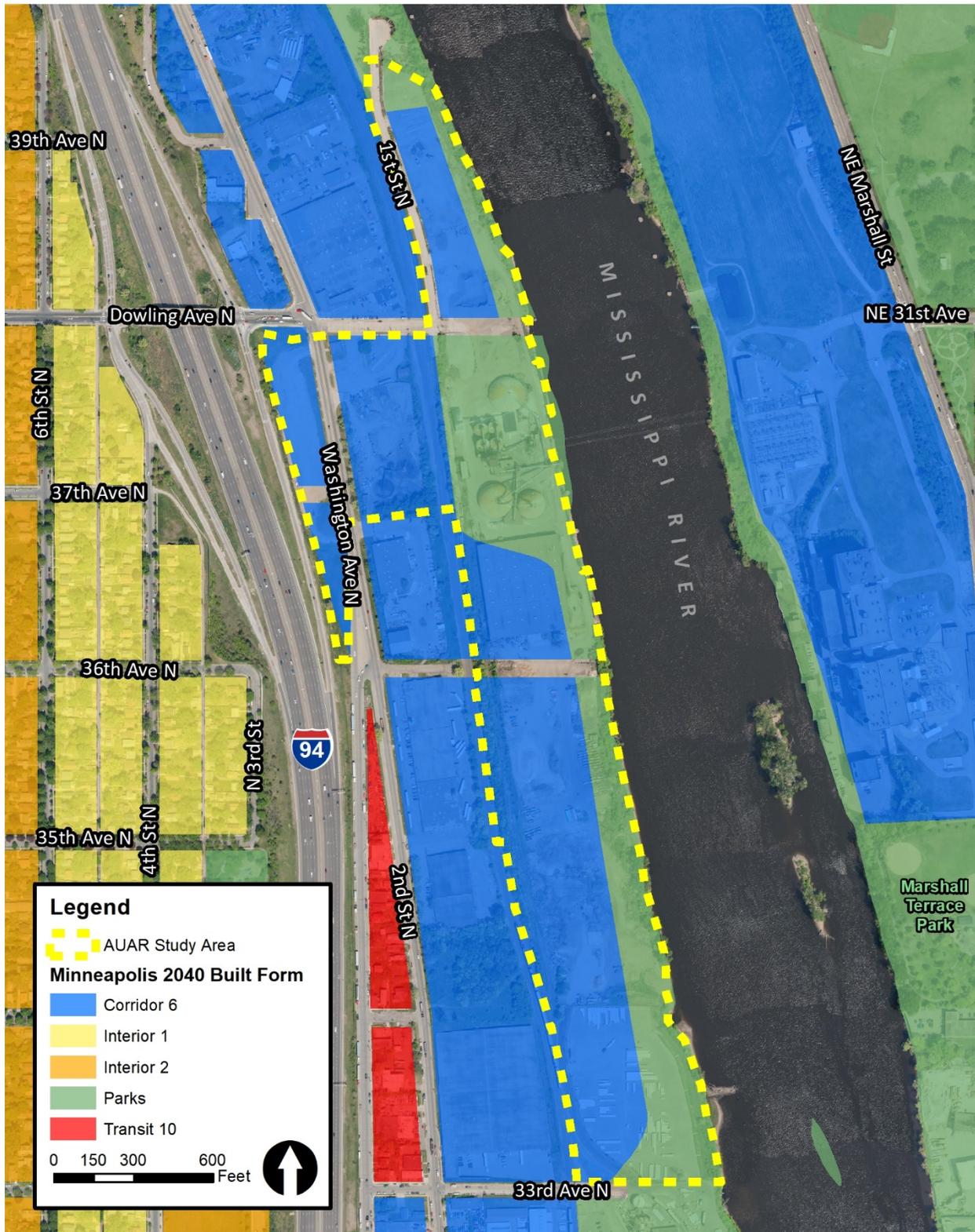
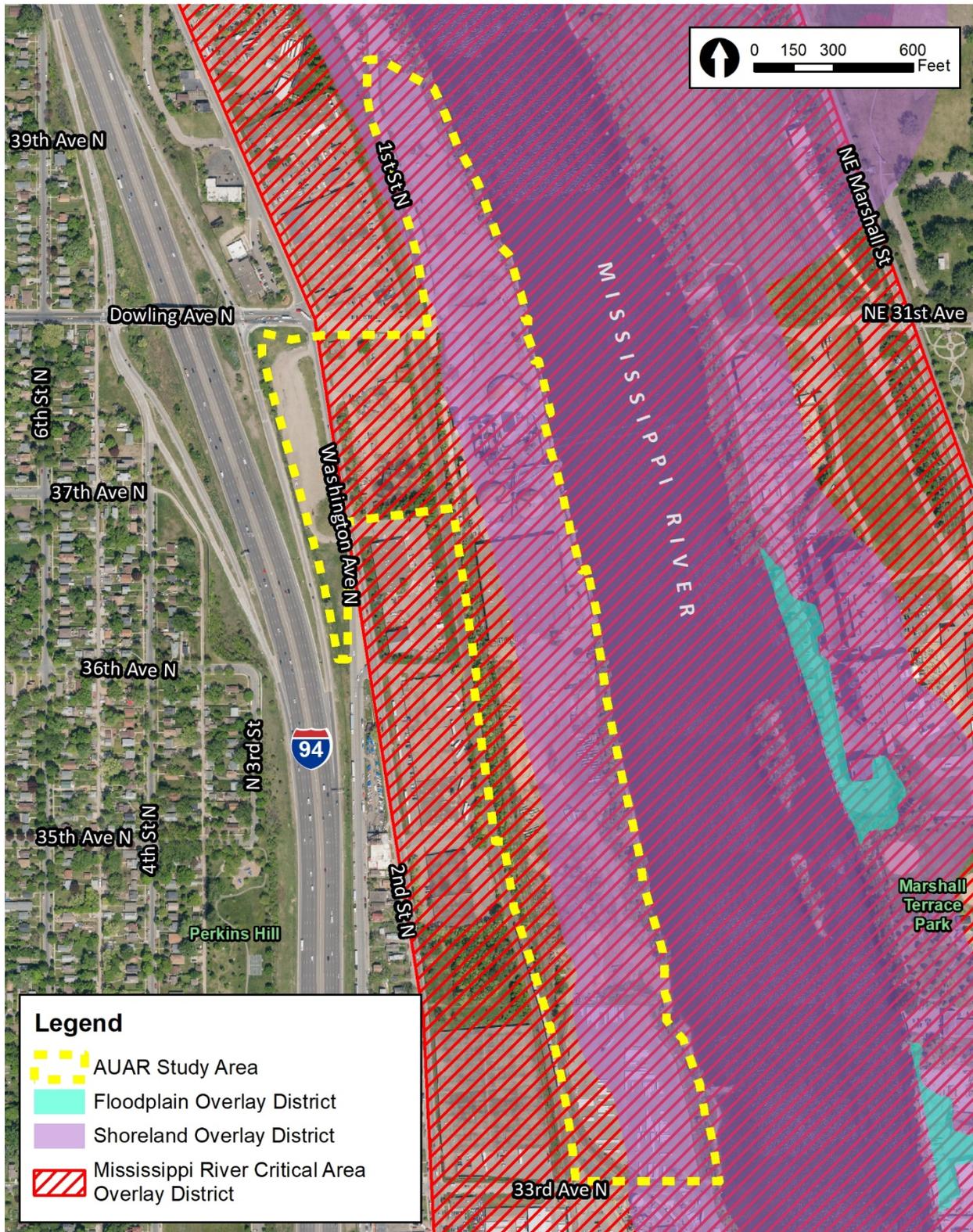


Figure 5: Minneapolis Primary Zoning Map



Figure 6: Minneapolis Overlay District Map



6. PROJECT DESCRIPTION

AUAR Guidance: Instead of the information called for on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

- *Anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area.*
- *Infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.). Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More “arterial” types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary.*
- *Information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

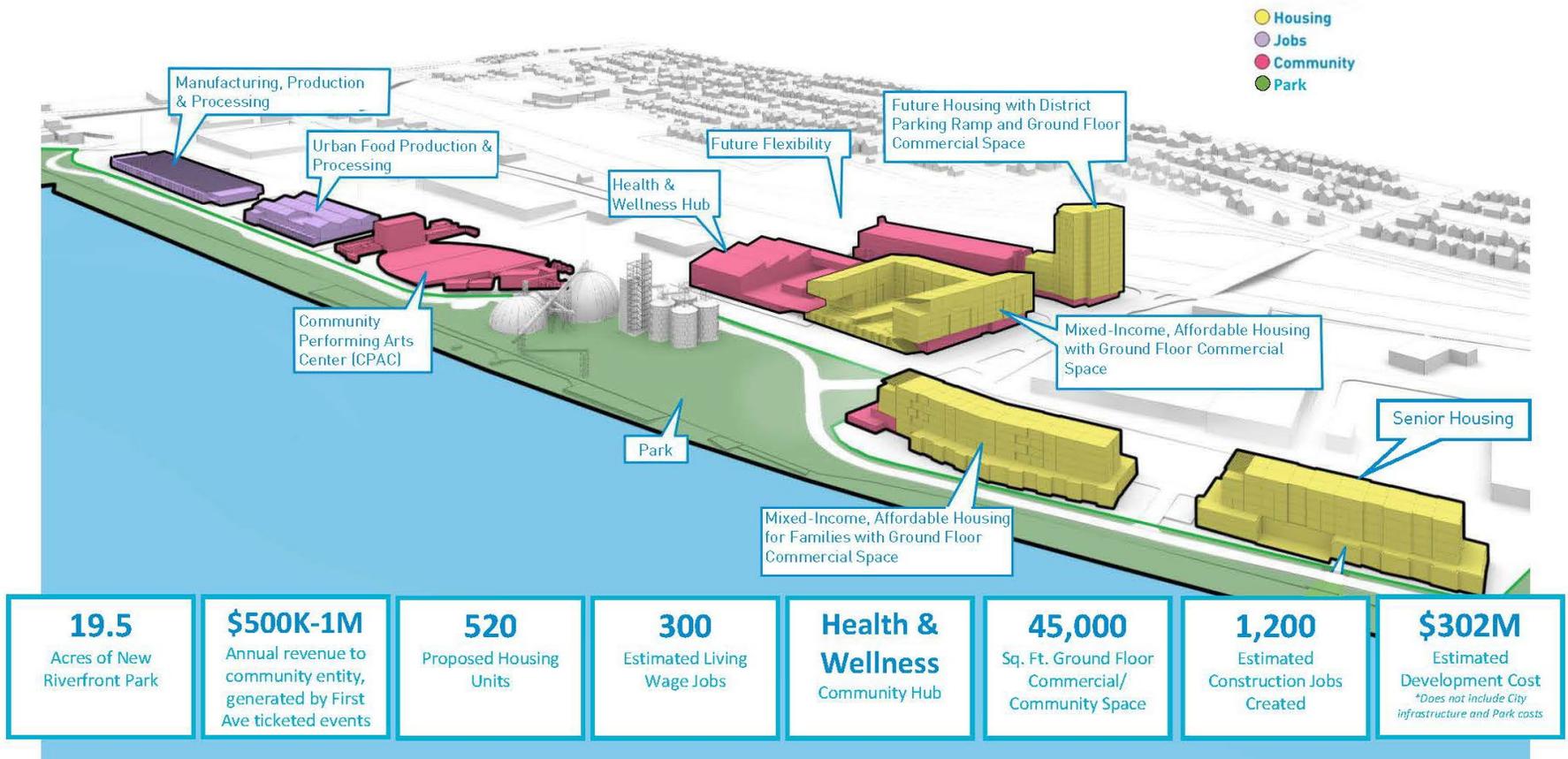
The AUAR study area encompasses an area totaling approximately 53 acres (shown on Figure 2). United Properties, in partnership with First Avenue Productions, the City of Minneapolis, and the Minneapolis Park and Recreation Board (MPRB), is proposing to redevelop the 53-acre Upper Harbor Terminal site, which was formerly used as a barge shipping terminal and is currently made up of city-owned land and quasi-public entities, including utilities and Canadian Pacific (CP) rail lines. The proposed development would include residential, hospitality, retail/service, office/employment, light industrial, an outdoor amphitheater, and recreational land uses.

Two scenarios are proposed for evaluation in the AUAR as outlined in Table 1. Scenario 1 represents the density of the development proposed in the *Upper Harbor Coordinated Development Plan* (December 2020 Draft for Public Comment) (illustrated in Figure 7). Scenario 2 represents the maximum density allowed under the *Minneapolis 2040 Comprehensive Plan*.

Table 1: Development Scenarios

Component	Scenario 1 (Draft Coordinated Development Plan)	Scenario 2 (Allowable under 2040 Comprehensive Plan)
Residential units	500	890
Commercial (square feet)	50,000	55,000
Non-commercial: office, industrial (square feet)	315,000	640,000
Music venue (peak attendance)	10,000	10,000
Recreation (acres)	19.5	19.5

Figure 7: Development Overview from the Coordinated Development Plan



The intent of the AUAR is to identify the worst-case potential impacts and the mitigation required to compensate for those impacts. One of the primary factors influencing site density is the site-generated traffic volumes, which are driven by the mix of land uses. If changes in the market require adjustments to the proposed land use, adjustments could be made as long as the total traffic generated under Scenario 2 is not exceeded and the proposed development is still compatible with the *Minneapolis 2040 Comprehensive Plan*.

Redevelopment of the site would include new infrastructure, including water service, sewer, stormwater, streets, trails, and utilities, and most of the new services would be extensions to existing infrastructure or upgrading existing systems to support the new land uses. A more detailed discussion of infrastructure needs will be included in the AUAR.

The proposed development within the AUAR study area is anticipated to start in 2022 and will be ongoing for the next four years, depending on the market.

7. COVER TYPES

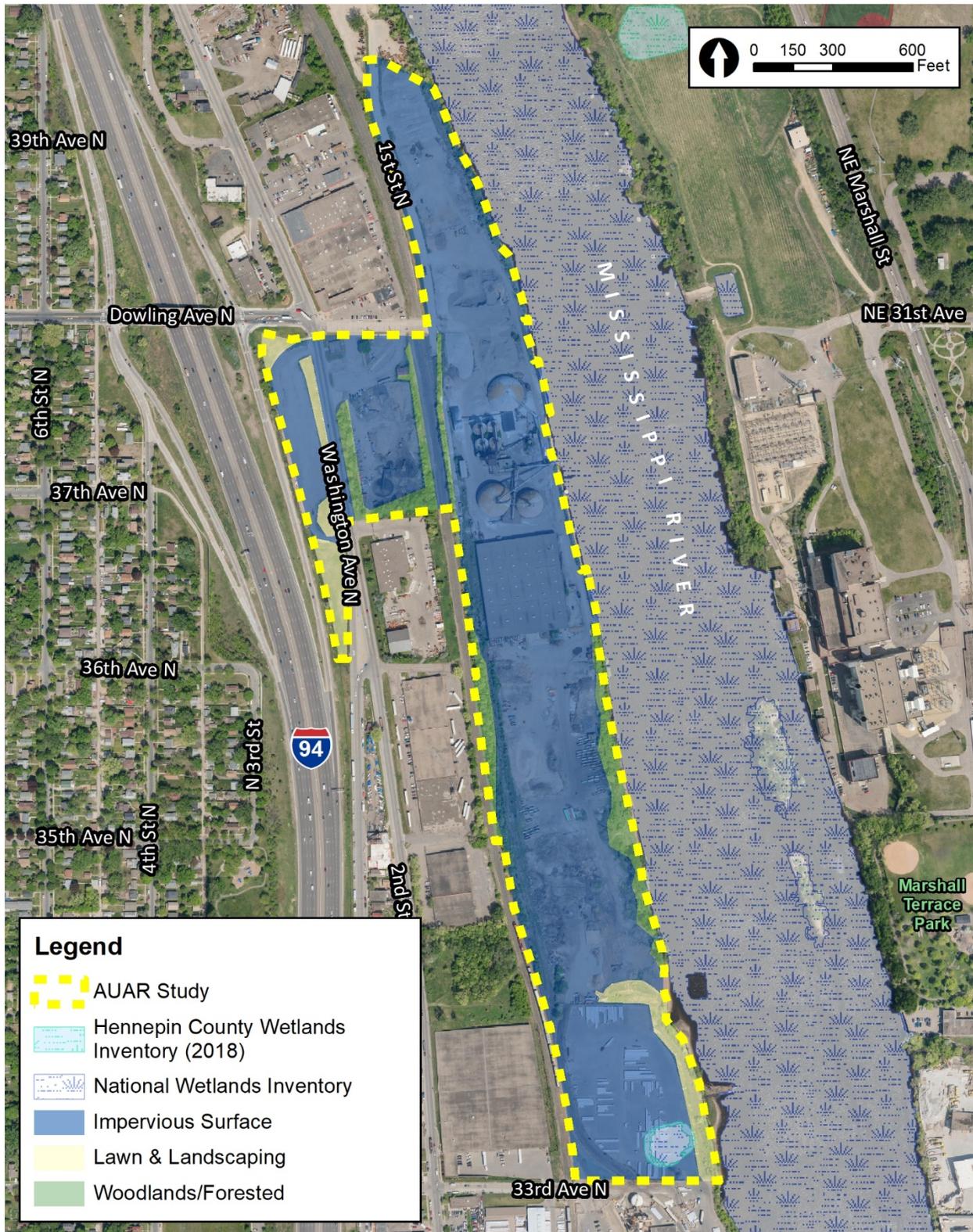
AUAR Guidance: The following information should be provided:

- *A cover type map, at least at the scale of a USGS topographic map, depicting:*
 - *Wetlands (identified by Circular 39 type)*
 - *Watercourses (rivers, streams, creeks, ditches)*
 - *Lakes (identify public waters status and shoreland management classification)*
 - *Woodlands (break down by classes where possible)*
 - *Grassland (identify native and old field)*
 - *Cropland*
 - *Current development*

- *An overlay map showing anticipated development in relation to the cover types. This map should also depict any “protection areas,” existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should be generally provided.*

The AUAR study area is approximately 53 acres of urban land. This area is currently being used for industrial purposes including stockpiling, construction staging, and storage. Several structures on site, such as the grain silos, elevator tower, some of the steel conveyors, and some of the domes, will be preserved and potentially re-purposed. Existing cover types within the study area are shown on Figure 8 and were determined by reviewing aerial photography, survey information, land cover classification maps, and onsite assessments. The Mississippi River lies just west of the site and is the only existing sensitive cover type adjacent to the AUAR study area.

Figure 8: Cover Types



8. PERMITS AND APPROVALS REQUIRED

AUAR Guidance: A listing of major approvals (including any comprehensive plan amendments and zoning amendments) and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given for each major development scenario. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

Table 2: Anticipated Permits and Approvals

Unit of Government	Type of Application	Status
State		
Minnesota Department of Natural Resources	Temporary Water Appropriation Permit for Construction Dewatering	To be applied for
	Public Waters Permit	To be applied for, if needed
Minnesota Pollution Control Agency	National Pollutant Discharge Elimination System Stormwater Permit for Construction Activities	To be applied for
	Sanitary Sewer Extension Permit	To be applied for
	Response Action Plan approval	To be applied for, if needed
Minnesota Department of Health	Water Main Installation Permit	To be applied for
Regional		
Metropolitan Council	Sewer Extension Permit	To be applied for
	Sewer Permit to Connect	To be applied for
Hennepin County	Right-of-Way Permits	To be applied for
	Road Access Permits	To be applied for
Local		
City of Minneapolis	Plumbing Permits	To be applied for
	Water Main Installation	To be applied for
	Alternative Urban Areawide Review	In process
	Development Agreements	To be applied for
	Land Use Applications, including but not limited to, rezonings, conditional use permits, variances, site plan review, planned unit development, etc.	To be applied for
	Wetland Conservation Act Approval	To be applied for, if needed
	Permit for Stormwater Management, Erosion and Sediment Control, Wetland Management	To be applied for
	Preliminary and Final Plat	To be applied for

Unit of Government	Type of Application	Status
	Zoning code text amendment to allow outdoor amphitheaters	To be applied for
	Comprehensive Plan Amendment	To be applied for, if needed
	Right-of-Way Vacations	To be applied for
	Sign Permit	To be applied for
	Building Permit	To be applied for
	Excavation and Grading Permit	To be applied for
	Certificate of Occupancy	To be applied for
	Emergency Generator Fuel Storage Permit	To be applied for
	Erosion and Sedimentation Control Plan Approval and Grading Permit	To be applied for
	Demolition Permit	To be applied for
	Approval of Easement Vacation (existing utility easement)	To be applied for, if needed
	Temporary Water Discharge Permit	To be applied for, if needed
	After Hours Work Permit	To be applied for, if needed
	Lane Obstruction Permit	To be applied for, if needed
	Utility Repair Permit	To be applied for, if needed
	Sidewalk Construction Permit	To be applied for, if needed
	Testing and Inspection Permit	To be applied for, if needed
	Floodplain – No Rise Certificate	To be applied for, if needed
	Water Discharge for Dewatering or Storm Water Ponds	To be applied for, if needed
	Well Permit	To be applied for, if needed
	Tank Permit	To be applied for, if needed
	Temporary On-Site Storage of Impacted Soil Approval	To be applied for, if needed
	Approval of Impacted Soil Reuse	To be applied for, if needed
	Coordinated Development Plan Approval	In process

9. LAND USE

a. Describe:

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

The AUAR study area consists of nine existing tax parcels and public and private infrastructure. The 53-acre industrial site is located north of downtown Minneapolis along the west bank of the Mississippi River between the shoreline and Interstate 94 (I-94). The Upper Harbor Terminal has operated since the 1960s as an inter-modal barge shipping terminal and was used for storage and transfer of commodities such as scrap metal, aggregate, fertilizer, coal, and grain. The barge terminal remained in operation until the end of 2014 when barging ceased due to the planned closure of the Upper St. Anthony Falls Lock in spring of 2015, but portions of the site continue to operate as a storage facility via temporary lease agreements. The majority of the study area is disturbed land with a strip of grass and trees around the edge and limited vegetation.

The site is generally bounded by 40th Avenue North on the north, the Mississippi River on the east, 33rd Avenue North on the south, and the CP Rail/2nd Avenue North/I-94/1st Street North on the west. Industrial land uses surround the property to the north, south, and west. There are also pockets of low-density residential homes and low-density commercial uses to the west.

The majority of the AUAR study area is located within the Mississippi River Corridor Critical Area (MRCCA) (see Figure 9), which is a joint state, regional, and local program that provides coordinated planning and management for the 72-mile stretch of the Mississippi River through the seven-county metropolitan area. The purpose of the MRCCA is to preserve, enhance, and protect the river corridor while providing a tool for coordinated planning and management. The MRCCA shares a boundary with the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park Service. Minnesota Statute 116G.15 establishes Minnesota policy and authority for the MRCCA rules (6106.0010 – 6106.0180) requiring the development of local government plans and ordinances. Within the AUAR study area, the boundary of the MRCCA is the same as the City of Minneapolis's MR Mississippi River Critical Area Overlay District, which is an overlay district that implements the MRCCA rules within the city (see Figure 6).

There are no existing parks within the study area; however, on-street bike lanes exist on 2nd Street North/Washington Avenue North and Dowling Avenue North. Dowling Avenue North also provides sidewalks on both sides of the road. There is no farmland within or adjacent to the study area.

- ii. **Planned land use as identified in comprehensive plans (if available) and any other applicable plan for land use, water, or resource management by a local, regional, state, or federal agency.**

The *Minneapolis 2040 Comprehensive Plan* defines a range of density and land uses for the development of the site. Scenario 1 is generally within the range as defined in the 2040 Comprehensive Plan, and Scenario 2 represents the maximum development allowable under the 2040 Comprehensive Plan. The study area contains three future land uses, as summarized in Table 3 and shown in Figure 3.

Table 3: Land Use Summary from the Minneapolis 2040 Comprehensive Plan

Zoning District Name	Description	Land Uses	Percent Residential	Density Allowed	Location by Parcel
Corridor Mixed Use	Commercial zoning is appropriate, mixed use multi story development is encouraged and contiguous expansion of commercial zoning is allowed	Commercial, retail, mixed use, residential	85%	50 -300 DU/Acre	1, 6a, 6b, 7a, 7b
Production Mixed Use	Residential uses are allowed as part of mixed-use buildings that provide production space; adaptive re-use of older industrial property is encouraged	Production and Non-production uses, employment uses (includes industrial, retail, commercial), residential	50%	50 -300 DU/Acre	3, 4, 5
Parks and Open Space	Applies to land or water areas generally free from development. Primarily used for park and recreation, natural resource conservation, transportation, historic, or scenic purposes.	Amphitheaters, food service, parkways, and equipment rental	0%	Not applicable	2

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

AUAR Guidance: Water-related land use management districts should be delineated on appropriate maps, and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

Zoning

The AUAR study area is zoned as I2 - Medium Industrial and I3 - General Industrial. These zoning districts limit development to 56 feet in height (see Figure 5).

In January 2021, the Built Form Overlay District was added to the City's zoning code as part of implementing the *Minneapolis 2040 Comprehensive Plan*, and the site is within the Corridor 6 and Parks districts (see Table 4). This zoning policy was created to ensure the City's zoning code conformed with the changes described in the comprehensive plan until all zoning studies have been completed.

In January 2021, the updated Mississippi River Corridor Critical Area Overlay District was added to the City's zoning code. The majority of the study area falls within the City of Minneapolis's MR Mississippi River Critical Area Overlay CA-UM District. This overlay district limits development to 65 feet in height; however, height increases may be allowed through a conditional use permit (CUP). The City's Shoreland and Floodplain Overlay Districts also cover the site 300 feet from the shoreline of the Mississippi River within the study area and limits development to 35 feet in height; however, height increases may be allowed through a CUP. The proposed development will be reviewed for compatibility with these plans and zoning requirements.

Parks and Trails

Approximately 19.5 acres of the site are planned to be a public park as part of both Scenarios 1 and 2 (see Figure 2). The park will be owned and operated by the MPRB and will function as a linear connection (eventually to trails and a parkway that will extend further up and down the river) that will include public gathering and amenity areas, restored river corridor vegetation, bicycle and pedestrian circulation, stormwater treatment areas, and a parkway.

Table 4: Built Form Overlay District¹

Zoning District Name	Floor-Area Ratio Requirements (Min. – Max.)	Height Requirements	Lot Dimension Requirements (Min. – Max.)	Maximum Lot Coverage	Maximum Impervious Surface Coverage	Location by Parcel
Corridor 6	Residence or Office Residence Districts: 1 - 3.0 Commercial, Industrial, or Downtown Districts: 1 - 3.4	New buildings must be between 2 stories (20 ft) and 6 stories (84 ft). <i>With Permit:</i> 10 stories (140 ft) is the maximum height. ²	Residential Uses: 5,000 sq ft - 43,560 sq ft Commercial Uses and Parking Facilities: no minimum - 43,560 sq ft	Residence or Office Residence Districts: 70% Commercial, Industrial, or Downtown Districts: 100%	Residence or Office Residence Districts: 85% Commercial, Industrial, or Downtown Districts: 100%	1a, 1b, 3, 4, 5, 6a, 6b, 7a, 7b
Parks	N/A	The maximum building height for new buildings is 2.5 stories (35 feet). <i>With Permit:</i> 6 stories (84 ft) is the maximum height. ²	5,000 sq ft – no maximum Commercial Uses and Parking Facilities: no minimum – no maximum	45%	60%	2

¹ Source: City of Minneapolis. <http://www2.minneapolismn.gov/cped/planning/WCMSP-222487>

Figure 9: MRCCA Boundary



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

AUAR Guidance: The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

If development of the AUAR will interfere or change the use of any existing designated parks, recreation areas, or trails, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas, or trails to be developed in conjunction with development of the AUAR area.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out at Minnesota Rules, part 4410.3610, subpart 1. The AUAR document should discuss the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 11, 18, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of any other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studied, with emphasis on any incompatible elements.

The AUAR will discuss the project’s compatibility with nearby land uses, zoning, and other relevant plans. The development scenarios are generally consistent with the *Minneapolis 2040 Comprehensive Plan*. The AUAR will include discussion of any impacts of new parks and trails and compatibility with nearby land uses, zoning, and relevant plans. The AUAR will also include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out at Minnesota Rules, part 4410.3610, subpart 1.

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

The proposed development scenarios are anticipated to be compatible with planned land use in the project vicinity. The AUAR will identify measures to mitigate any potential incompatibilities. Amendments to elements of the *Minneapolis 2040 Comprehensive Plan*, if needed for either development scenario, will be discussed in the AUAR.

10. GEOLOGY, SOILS, AND TOPOGRAPHY/LAND FORMS

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

AUAR Guidance: A map should be included to show any groundwater hazards identified.

The AUAR study area is underlain by alluvial deposits, glacial till, glacial outwash, shale, and sandstone. The upper layer of sediment within the AUAR study area is fill material as a result of previous construction activities within the area. The fill materials range in depth from 4 to 7 feet below ground surface (bgs) and consist of poorly graded sand with silt (SP-SM) and silty sand (SM) with varying amounts of organics.

Bedrock is encountered at varying depths across the AUAR study area, ranging in depth from approximately less than 50 feet bgs to 150 feet bgs. Bedrock is comprised of limestone, sandstone, and shale. In descending order, the upper four formations are the Decorah Shale, the Platteville Limestone, the Glenwood Shale, and the St. Peter Sandstone.

Groundwater is present at approximately 10 to 35 feet below the surface.

There are no known sinkholes, unconfined/shallow aquifers, or karst conditions located within the AUAR study area.

No further analysis for geology and soils will be included in the AUAR.²

- b. Soils and Topography – Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability, or other soil limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections, or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.**

AUAR Guidance: The number of acres to be graded and number of cubic yards of soil to be moved need not be given; instead, a general discussion of the likely earthmoving needs for development of the area should be given, with an emphasis on unusual or problem areas. In discussing mitigation measures, both the standard requirements of the local ordinances and any special measures that would be added for AUAR purposes should be included. A standard soils map for the area should be included.

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey and geotechnical information from the 2016 report provided by Braun Intertec, the area is comprised of four different soil types and water. The erosion hazard rating included in Table 5 indicates the hazard of soil loss from off-road areas after disturbance activities that expose the soil surface. Within the project site, all of the soils are not rated, meaning that erosion is unlikely under ordinary climatic conditions. The soils information is included in Table 5 and Figure 10.

² The following sources were consulted for this section: developer geotechnical report, Hennepin County Geologic Atlas (geologic atlas), Minnesota Well Index, and the Hennepin County Soil Survey.

Table 5: Soil Types

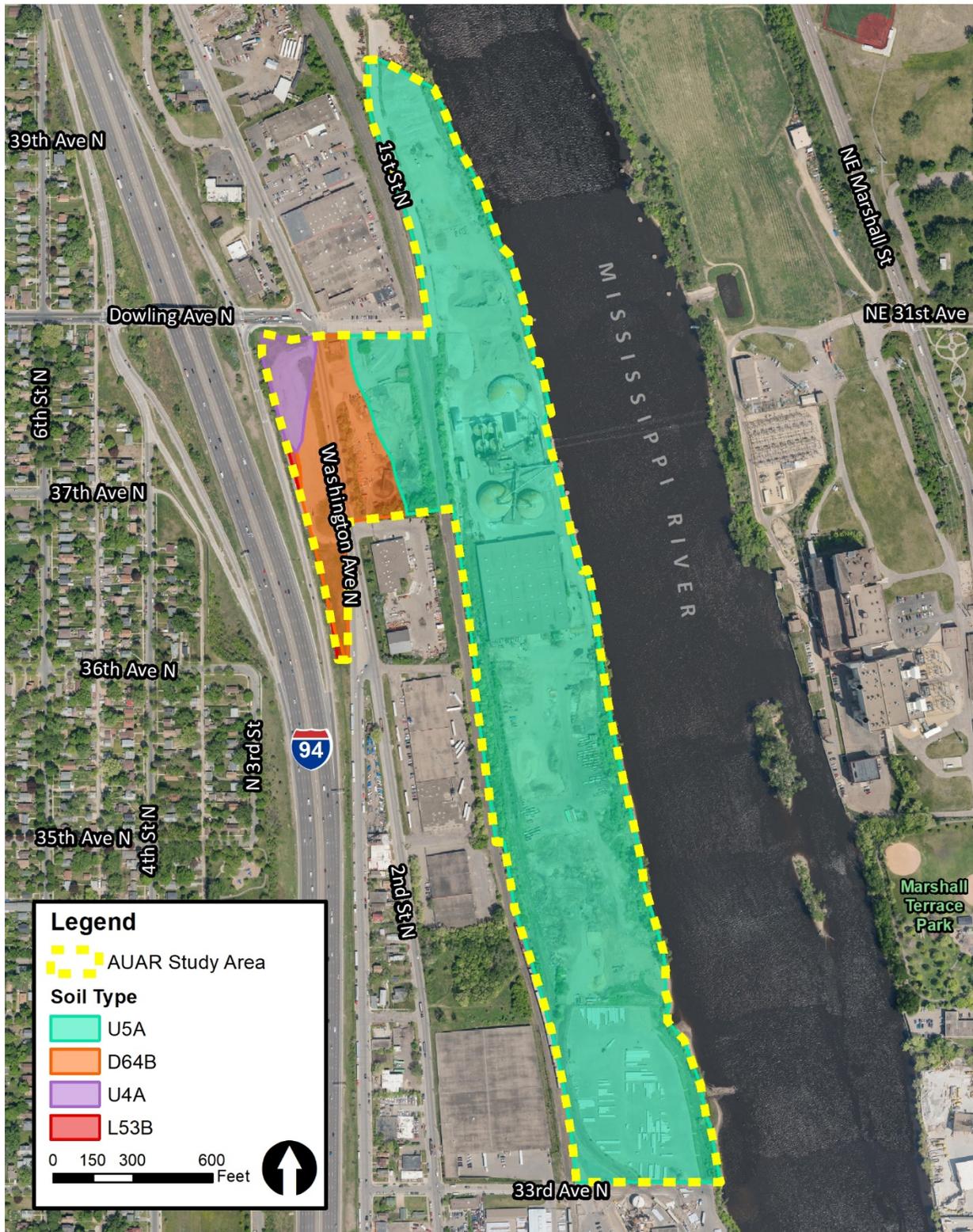
Map Unit Symbol	Soil Type	Acres within Study Area	Percent of Site Erosion Hazard	Erosion Hazard
Urban land-Hubbard complex, Mississippi River Valley, 0 to 8 percent slopes	D64B	5.2	9.9%	Not rated
Urban land-Moon complex, 2 to 8 percent slopes	L53B	0.1	0.3%	Not rated
Urban land-Udipsammets (cut and fill land) complex, 0 to 2 percent slopes	U4A	1.3	2.5%	Not rated
Urban land-Udorthents, wet substratum, complex, 0 to 2 percent slopes, rarely flooded	U5A	46.0	87.4%	Not rated
Total		52.7	100%	Not rated

Geotechnical borings have been completed within the AUAR study area and found that the upper layer of soil consists of fill material generally comprised of graded sand with silt, sandy soils, and clay layers.

Much of the riverbank is steeper than a three to one slope with areas of riprap and mixed vegetation near the water line. The AUAR will identify measures to minimize erosion and sedimentation in the river when working with the steep grade along the riverbank. It will also identify short- and long-term establishment and erosion control plans that account for seasonal changes and comply with permit conditions.

The AUAR will include a general discussion of the likely earthmoving needs for the development and identify measures to protect soils from erosion during excavation and construction of the site. Any additional information provided by the developer will be utilized to supplement the information provided above.

Figure 10: Soil Types



11. WATER RESOURCES

AUAR Guidance: The information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through a “worst case scenario” or else prevent impacts through the provisions of the mitigation plan.

a. Describe surface water and groundwater features on or near the site below.

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

The AUAR study area is a highly disturbed area; however, based on Hennepin County Wetland Inventory (2018) data, approximately 0.57 acres of wetland area may be located within the study area (see Figure 11).

There are no DNR Public Waters within the AUAR study area. The Mississippi River is adjacent to the study area.

Two impaired waters on the Minnesota Pollution Control Agency’s (MPCA’s) Part 303d Impaired Waters List are within one mile of the study area (see Table 6).

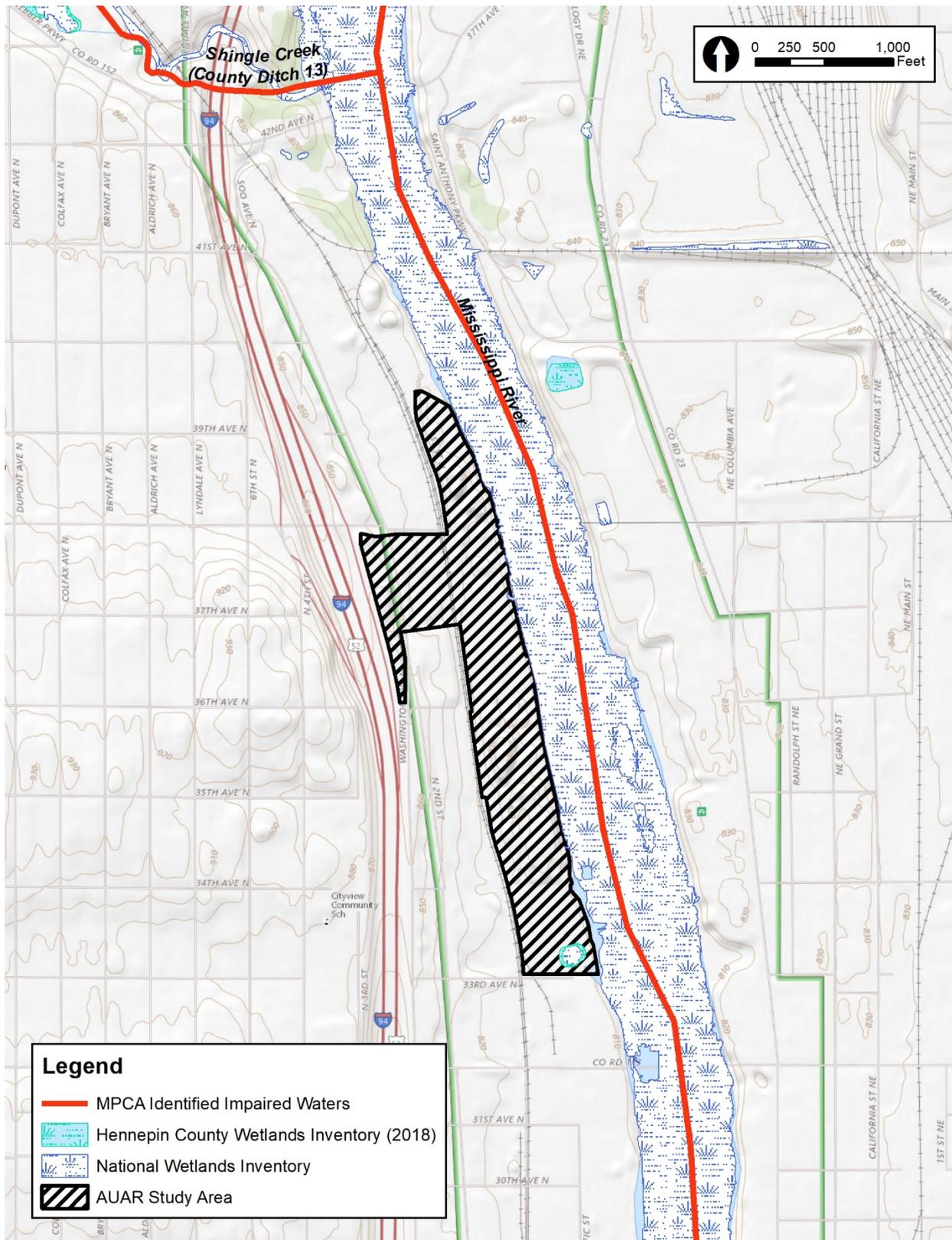
Table 6: Impaired Waters

Impaired Waters	ID Number	Impairments
Mississippi River	07010206-805	Mercury, PCB, Fecal Coliform, Nutrients
Shingle Creek	07010206-506	Aquatic macroinvertebrate bioassessments, Chloride, Dissolved oxygen, Escherichia coli

Drainage from the project area flows south toward the Mississippi River.

Mitigation strategies for the proposed stormwater impacts will be identified in the AUAR.

Figure 11: Water Resources



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

The depth to groundwater within the AUAR study area is 10 to 35 feet below the surface beneath the St. Peter Sandstone formation (Prairie Du Chien-Jordan aquifer).

Based on the Minnesota Department of Health’s Minnesota Well Index, there are no wells located within the AUAR study area.

The AUAR study area is not located within a wellhead protection area or drinking water supply management area.

- b. **Describe effects from project activities on water resources and measures to minimize or mitigate the effects below.**

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

AUAR Guidance: Observe the following points of guidance in an AUAR:

- *Only domestic wastewater should be considered in an AUAR—industrial wastewater would be coming from industrial uses that are excluded from review through an AUAR process*
- *Wastewater flows should be estimated by land use subareas of the AUAR area; the basis of flow estimates should be explained*
- *The major sewer system features should be shown on a map and the expected flows should be identified*
- *If not explained under Item 6, the expected staging of the sewer system construction should be described*
- *The relationship of the sewer system extension to the RGU’s comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed. For non-metro area AUARs, the AUAR must discuss the capacity of the RGU’s wastewater treatment system compared to the flows from the AUAR area; any necessary improvements should be described.*
- *If on-site systems will serve part of the AUAR, the guidance in the February 2000 edition of the EAW Guidelines on page 16 regarding item 18b under Residential development should be followed.*

- 1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water**

and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.

It is assumed that sanitary sewer service for the AUAR study area will be provided by the existing Metropolitan Council interceptor pipe that traverses the site and other existing City sanitary sewer connections in the area. No land uses that would generate wastewater requiring pretreatment are anticipated in the AUAR study area.

The AUAR will evaluate the estimated wastewater flows for the proposed development scenarios, and the existing sanitary sewer system will be evaluated to determine if there is adequate capacity to convey wastewater. Appropriate mitigation measures will be identified, if needed.

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

Not applicable.

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

Not applicable.

ii. Stormwater – Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control, or stabilization measures to address soil limitations during and after project construction.

AUAR Guidance: For an AUAR the following additional guidance should be followed in addition to that in EAW Guidelines:

- *It is expected that an AUAR will have a detailed analysis of stormwater issues*
- *A map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided*
- *The description of the stormwater systems would identify on-site and “regional” detention ponding and also indicate whether the various ponds will be new water bodies or converted existing ponds or wetlands. Where on-site ponds will*

be used but have not yet been designed, the discussion should indicate the design standards that will be followed.

- *If present in or adjoining the AUAR area, the following types of water bodies must be given special analyses:*
 - *Lakes: Within the Twin Cities metro area, a nutrient budget analysis must be prepared for any “priority lake” identified by the Metropolitan Council. Outside of the metro area, lakes needing a nutrient budget analysis must be determined by consultation with the MPCA and DNR staffs.*
 - *Trout streams: If stormwater discharges will enter or affect a trout stream, an evaluation of the impacts on the chemical composition and temperature regime of the stream and the consequent impacts on the trout population (and other species of concern) must be included.*

A network of below grade pipes remain today that convey and discharge stormwater runoff to the Mississippi River. The AUAR study area currently has no treatment for stormwater runoff into the existing system. The pre- and post-construction impervious surface areas will be estimated in the AUAR. The AUAR will address stormwater rates and volumes for the AUAR study area and any temporary and permanent stormwater runoff controls will be identified. Both development scenarios will treat the stormwater on site and will comply with applicable rules and requirements for water quality, volume and rate control, and erosion control.

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

AUAR Guidance: If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Construction dewatering may be required for the development of the AUAR study area.

Water mains to service the AUAR study area are provided within adjacent roadway right-of-way, and a preliminary review indicates that the existing infrastructure is sufficient for the anticipated development scenarios.

Handling of any construction dewatering discharge required will be addressed in the AUAR. The AUAR will also address the water demands for the site and the existing city water system capacity. Mitigation strategies, if applicable, will be identified in the AUAR.

iv. Surface Waters

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

Based on Hennepin County Wetland Inventory (2018), approximately 0.57 acres of wetland is located within the AUAR study area.

The AUAR will address potential wetland impacts based on the proposed scenarios, and mitigation strategies will be identified.

- 2) Other surface waters – Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal, and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.**

AUAR Guidance: Water surface use need only be addressed if the AUAR area would include or adjoin recreational water bodies.

No additional surface water features have been identified within the AUAR study area.

The project area includes an existing river wall that will stay in place for the current phase of work. Upland shoreline restoration will be discussed in the AUAR.

12. CONTAMINATION/HAZARDOUS MATERIALS/WASTES

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

Braun Intertec conducted a Phase I and Phase II Environmental Site Assessment (ESA) for the Upper Harbor Terminal site in August 2015. The reports identified several existing contaminants and potential environmental hazards at the site that include potentially contaminated fill, petroleum contaminated soil and groundwater, former aboveground storage tanks (AST), Diesel Range Organics (DRO) contaminated soil and groundwater, arsenic and dissolved lead in surface water, an elevated concentration of 1,2-dichloroethane, and 1,3-Butadiene in soil vapor. No remediation activities were noted to have occurred to date. Additional Phase II assessments may be required to assess the extent of existing contaminants. Any redevelopment of the property will require coordination with the MPCA to determine the appropriate remediation measures and handling of known and unknown contaminants encountered. No further analysis will be included in the AUAR.

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

AUAR Guidance: Generally, only the estimated total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included.

The AUAR will provide information on the estimated quantity of municipal solid waste to be generated by the development scenarios and will discuss recycling and source separation programs to be implemented.

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

AUAR Guidance: Not required for an AUAR. Potential locations of storage tanks associated with commercial uses in the AUAR should be identified (e.g., gasoline tanks at service stations).

The AUAR will identify any potential future storage tank locations anticipated as part of the proposed development.

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

AUAR Guidance: Not required for an AUAR.

The project will not generate or store hazardous wastes; therefore, it will not be evaluated in the AUAR.

13. FISH, WILDLIFE, PLANT COMMUNITIES, AND SENSITIVE ECOLOGICAL RESOURCES (RARE FEATURES)

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

AUAR Guidance: The description of fish and wildlife resources should be related to the habitat types depicted on the cover types map. Any differences in impacts between development scenarios should be highlighted in the discussion.

The existing site provides limited and low-quality habitat and provides no fish habitat as there are no above ground streams, rivers, lakes, or ponds located within the study area. The Mississippi River is adjacent to the study area; however, there are no plans to encroach within the river. Minimal wildlife habitat is located within the AUAR study area due to the prior extent of continued ground disturbance and minimal natural vegetation. Wildlife that can be found within the study area include birds and small mammals that have adapted to the highly disturbed urban environment. No native plant communities or sites of biodiversity significance have been identified within the AUAR study area.

The AUAR will address the cover types for the existing conditions and the post-construction scenarios.

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

AUAR Guidance: For an AUAR, prior consultation with the DNR Division of Ecological Resources for information about reports of rare plant and animal species in the vicinity is required. Include the reference numbers called for on the EAW form in the AUAR and include the DNR's response letter. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

Based on a review of the state-listed threatened, endangered, and special concern species (per license agreement LA-965), there are four species within one mile of the AUAR study area: black sandshell mussel, rusty patched bumble bee, peregrine falcon, and a colonial waterbird nesting site.

The results of the Natural Heritage Information System database search have been provided to the DNR and a correspondence letter has been requested. This information will be provided in the AUAR.

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

The AUAR will further investigate the potential for impacts to state-listed and federally-listed species that may be present within the AUAR study area.

Invasive species will be controlled on site during construction, and turf grass and other ornamental landscape plants will be used on the site and may provide some additional habitat for songbirds, small mammals, and insects.

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

The AUAR will address any potential mitigation measures identified by the DNR to minimize and avoid adverse impacts to any state-listed species. Measures to minimize impacts to federally-listed species that may be present on the site will also be included in the AUAR as appropriate.

14. HISTORIC PROPERTIES

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

AUAR Guidance: For an AUAR, contact with the State Historic Preservation Office and State Archeologist is required to determine whether there are areas of potential impacts to these

resources. If any exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified.

There are no locally or nationally designated historic structures, archeological sites, or traditional cultural properties within the project boundary.

The AUAR will investigate the eligibility of the Upper Harbor Terminal site and individual structures within the project boundary for the National Register of Historic Places (NRHP) and designation as a City of Minneapolis local landmark through the review of the recent Phase I-A Archeological Survey and Phase II History-Architecture Survey submitted to the Minnesota State Historic Preservation Office (SHPO), as well as all related SHPO correspondence. In a letter dated February 5, 2021, the SHPO indicated that the Upper Harbor Terminal site is a contributing resource to the NRHP-eligible Upper Harbor Historic District. The Upper Harbor Terminal site is not considered individually eligible for the NRHP.

Given that the Upper Harbor Terminal site is considered a contributing resource to a potential historic district, the AUAR will address mitigation measures to avoid and minimize adverse effects to historic properties.

15. VISUAL

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

AUAR Guidance: Any impacts on scenic views and vistas present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity. EAW Guidelines contains a list of possible scenic resources.

If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

The *Minneapolis 2040 Comprehensive Plan and MRCCA Plan* identify significant public views in the city. There are three public river corridor views that the Upper Harbor Terminal site is visible from:

- St. Anthony Parkway – The Grand Rounds Trail along St. Anthony Parkway provides a scenic view of the river’s west bank. Upstream is a view of an historic railroad bridge, while downstream is a unique scene that contains the downtown skyline, Lowry Bridge, and visually interesting structures at Upper Harbor Terminal. In warmer seasons these views may be hindered by the shoreline vegetation.
- Marshall Terrace Park – Views from Marshall Terrace Park are identified due to its high banks and good observation points. The western border of the park offers expansive views, to the south is the downtown skyline and Lowry Bridge, and to the north are views of the upstream islands and southern portion of the Upper Harbor Terminal site. The islands are

home to blue herons, sandpipers, and peregrine falcons, adding an ecological element to the views.

- Mississippi Watershed Management Organization (MWMO) Headquarters – This location gives the public an up-close view of the Lowry Bridge and southern portion of the Upper Harbor Terminal site.

Additionally, the MRCCA Plan identifies Street Corridors, which are streets perpendicular to the river that provide views from the neighborhood to the river. The AUAR will discuss visual impacts of the proposed development scenarios on the surrounding area and the public river corridor views and will summarize the lighting plan and any applicable mitigation strategies.

16. AIR

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

AUAR Guidance: This item is not applicable to an AUAR. Any stationary air emissions source large enough to merit environmental review requires individual review.

No further analysis will be included in the AUAR as stationary sources such as boilers or exhaust stacks are not proposed for either scenario.

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

AUAR Guidance: Although the MPCA no longer issues Indirect Source Permits, traffic-related air quality may still be an issue if the analysis in Item 18 indicates that development would cause or worsen traffic congestion. The general guidance from the EAW form should still be followed. Questions about the details of air quality analysis should be directed to MPCA staff.

The Minnesota Department of Transportation (MnDOT) has developed a screening method designed to identify intersections that will not cause a carbon monoxide (CO) impact above state standards. MnDOT has demonstrated that even the 10 highest traffic volume intersections in the Twin Cities do not experience CO impacts. Therefore, intersections with traffic volumes lower than these 10 highest intersections will not cause a CO impact above state standards. MnDOT’s screening method demonstrates that intersections with total daily approaching traffic volumes below 82,300 vehicles per day will not have the potential for causing CO air pollution

problems. None of the intersections in the study area exceed the criteria that would lead to a violation of the air quality standards.

No further air quality analysis is anticipated for the AUAR.

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

AUAR Guidance: Dust and odors need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control ordinances in effect.

The AUAR will include discussion of dust control ordinances, including best management practices that would be applicable during demolition and construction within the AUAR study area. The GAF facility located south of the AUAR study area is in compliance with the Minneapolis odor ordinance and permitted by the MPCA and will not be evaluated as part of the AUAR.

17. NOISE

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

AUAR Guidance: Construction noise need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any construction noise ordinances in effect.

If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur, and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of Item 18.

As stated in the AUAR guidelines, construction noise need not be addressed unless there is some unusual reason to do so. No unusual circumstances have been identified that would necessitate a detailed construction noise analysis. To the extent possible, construction activities will be conducted to minimize noise levels and nighttime construction activities. Normal construction hours are 7:00 a.m. to 6:00 p.m., Monday through Friday. Any activity with construction equipment outside these hours would require an afterhours permit from the City.

Traffic Generated Noise

A sound increase of 3 dBA is barely noticeable by the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. For example, if the sound energy is doubled (i.e., the amount of traffic doubles), there is a 3 dBA increase in noise, which is just barely noticeable to most people. On the other hand, if traffic increases by a factor of 10, the resulting sound level will increase by about 10 dBA and be heard as twice as loud.

Traffic volumes in the project area are either on roadways that do not have receivers that are sensitive to noise, or the traffic levels attributable to the project are well below the amount that would generate a sound increase that could be noticeable.

The change in traffic noise levels is not anticipated to be readily perceptible.

Project Related Noise

A draft noise assessment was completed in November 2020 to evaluate the potential noise impacts from the proposed outdoor amphitheater at the Upper Harbor Terminal site (on parcel 3). Based on the preliminary conceptual designs and specifications provided by First Avenue Productions, the AUAR will map sound pressure levels from the proposed outdoor amphitheater to the closest residential area. The community noise measurements performed for the initial scoping phase of this project in October 2017 will be used to evaluate the impact potential. The final noise assessment and results of the analysis will be summarized in the AUAR. Appropriate mitigation measures will be identified, if needed.

18. TRANSPORTATION

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

The information listed above will be provided in the traffic and transportation analysis that will be included in the AUAR. Trip generation will be calculated based on the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. A mode split, as agreed upon by the City, will be applied to the trip generation forecast to account for non-automobile trips. Potential transit routes through the development will be coordinated with the City and Metro Transit.

A parking study will be completed to document the number of existing parking spaces by block on Washington Avenue North and 2nd Street North between Lowry Avenue North and 41st Avenue North. The parking supply and parking demand for each parcel of the development will also be calculated. The results of the parking analysis will be summarized in the AUAR.

- b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional**

transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation’s Access Management Manual, Chapter 5 (*available at: <http://www.dot.state.mn.us/accessmanagement/resources.html>*) or a similar local guidance.

AUAR Guidance: For AUAR reviews, a detailed traffic analysis will be needed, conforming to the MnDOT guidance as listed on the EAW form. The results of the traffic analysis must be used in the response to Items 16 and 17.

A traffic impact study was completed in December 2020 for the AUAR as the trip generation is anticipated to exceed the 250 trip peak hour vehicle threshold. The traffic impact study will be summarized in the AUAR, including information on estimated traffic generation, traffic impacts, and potential improvements and mitigation measures. The AUAR will include intersection capacity analyses for intersections immediately adjacent to the AUAR study area along Dowling Avenue North, Washington Avenue North, 2nd Street North, and Lowry Avenue North and will include the review of intersection operations at site access points.

Figure 12 depicts the intersections included for the intersection capacity analysis in the traffic impact study.

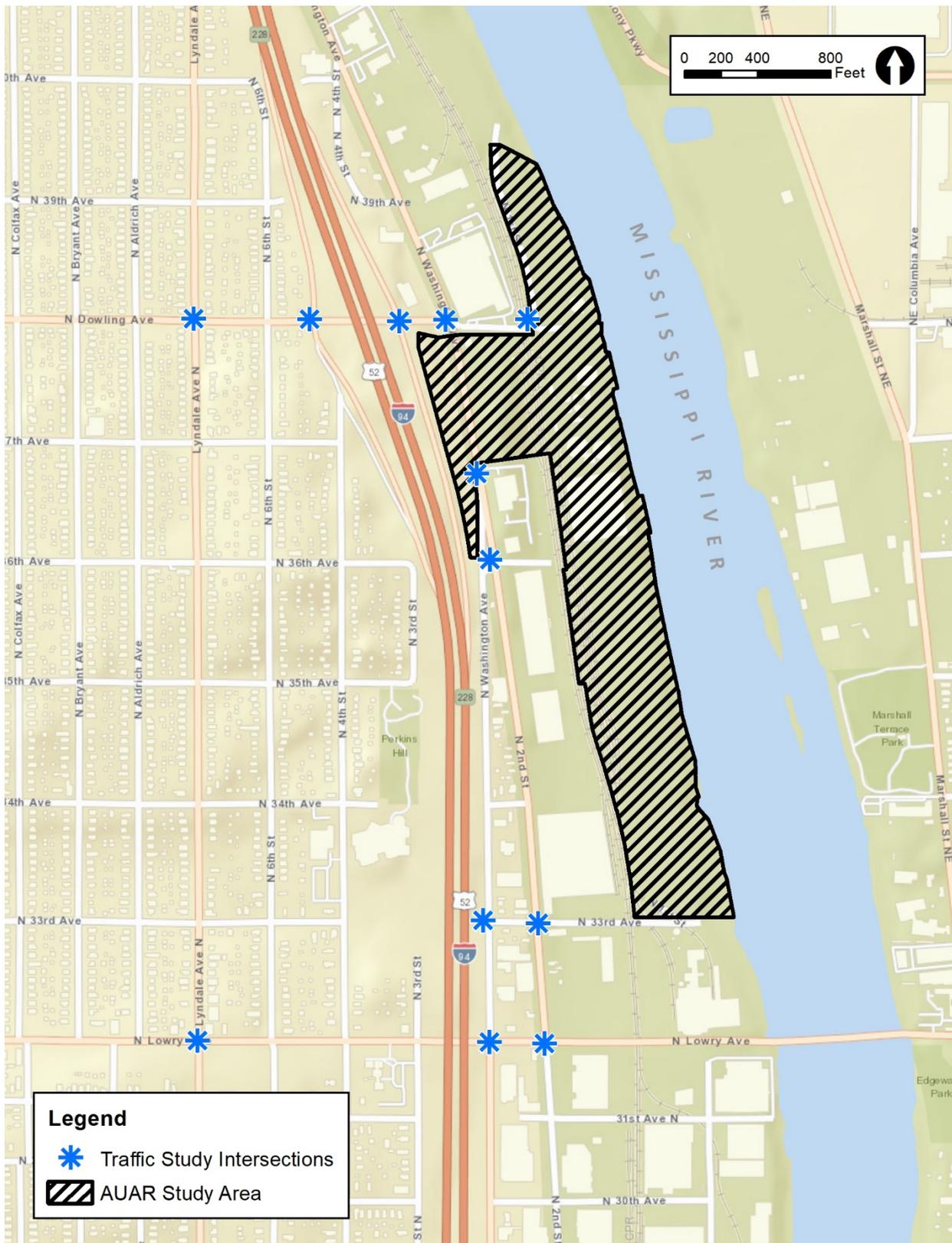
There are several plans to improve bicycle, pedestrian, and transit access to the site:

- A design concept for 33rd Avenue North includes the construction of walking, biking, and rolling infrastructure along 33rd Avenue North from 2nd Street North to the Upper Harbor Terminal site.
- The proposed park will include pedestrian and bike trails connecting to existing city sidewalks and trails.
- The City will continue to work with Metro Transit to coordinate improvements that support existing and future transit service upgrades.

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

The AUAR will address any mitigation measures identified through the traffic analysis.

Figure 12: Study Intersections



19. CUMULATIVE POTENTIAL EFFECTS

AUAR Guidance: Because the AUAR process by its nature is intended to deal with cumulative potential effects from all future developments within the AUAR area, it is presumed that the responses to all items on the EAW form automatically encompass the impacts from all anticipated developments within the AUAR area.

However, the total impact on the environment with respect to any of the items on the EAW form may also be influenced by past, present, and reasonably foreseeable future projects outside of the AUAR area. The cumulative potential effect descriptions may be provided as part of the responses to other appropriate EAW items, or in response to this item.

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

Cumulative effects are defined as the “effect on the environment that results from the incremental effects of a project in addition to other projects in the environmentally relevant area that might reasonably be expected to affect the same environmental resources, including future projects actually planned or for which a basis of expectation has been laid, regardless of what person undertakes the other projects or what jurisdictions have authority over the projects.”³ The geographic areas considered for cumulative effects are those areas adjacent to the AUAR study area, and the timeframe considered includes projects that would be constructed in the reasonably foreseeable future.

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

There are three reasonably foreseeable projects that may interact with environmental effects of the proposed project:

- Upper Dowling – This project includes corridor improvements on Dowling Avenue North between Lyndale Avenue North and the Upper Harbor Terminal site to improve safety conditions for pedestrian, bicycle, and vehicular traffic. The City of Minneapolis is completing a separate environmental review for this roadway project. Construction is anticipated to begin in 2022.
- 33rd Avenue North Reconstruction – This project includes the construction of walking, biking, and rolling infrastructure along 33rd Avenue North from 2nd Street North to the Upper Harbor Terminal site. This project improves access to the Upper Harbor Terminal site near Lowry Avenue North and facilitates coordination with CP to make improvements to the two CP railroad crossings.

³ Minnesota Rules, part 4410.0200, subpart 11a

- Xcel Power – There are currently 115 kv double unit overhead electrical transmission lines and structures that are located on the Upper Harbor Terminal site between the CP rail line and the river and that cross to the east bank of the Mississippi River. The transmission lines and poles are planned to be relocated to the rail corridor to facilitate site redevelopment. Xcel is in the process of completing an environmental review and will obtain any necessary permits or approvals for the transmission line relocation.

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

The cumulative potential effects of the projects identified above will be addressed in the AUAR.

20. OTHER POTENTIAL ENVIRONMENTAL EFFECTS

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

The items described below are potential environmental effects specific to this project that are not covered under the other items in the AUAR.

Railroad Coordination

A CP rail line runs north-south through the AUAR study area and continues to provide rail shipping service to properties south of the Upper Harbor Terminal site. Railroad coordination and applicable approvals will be discussed in the AUAR.

Emergency Services

The City's Emergency Response Plan (fire/police/EMS) for the redevelopment of the Upper Harbor Terminal site will be coordinated through the City's Public Works Department and Fire Department to identify any potential access issues for the site. This plan will be prepared as part of the Preliminary Development Review (PDR) process and will be reviewed by the City's Public Works Department and Fire Department. An Event Management Plan will also be developed for the amphitheater as part of the PDR process and will include access for fire/police/EMS services. No further analysis will be included in the AUAR.

Sustainability

One of the goals of Scenario 1 (the Coordinated Development Plan) is to "significantly advance community-wide efforts to repair environmental injustices, particularly to Northside residents, and more specifically to the Northside's Black community" through sustainable development. The Coordinated Development Plan outlines specific objectives, outcomes, and strategies in accomplishing this (see Figure 13).

Environmental Justice

The AUAR will include a demographic analysis of the Census Block Groups within and adjacent to the AUAR study area. It will also include a summary of the public engagement that has been conducted for the Coordinated Development Plan and will list development solutions identified in the Coordinated Development Plan intended to benefit Black, Indigenous, and People of Color (BIPOC) residents.

Figure 13: Sustainability Measures from the Coordinated Development Plan

