

# UPPER HARBOR TERMINAL - UHT CPC MEETING

June 9, 2021 // 5 p.m.

# Agenda

- Project Background
- Why are we doing an AUAR?
- What was studied in the AUAR?
- How can you comment on the AUAR?

# Meeting Purpose

- Provide information about the AUAR process and project schedule
- Opportunity for you to provide comments on the Draft AUAR and Mitigation Plan

## Introductions

- Hilary Dvorak (Minneapolis Principal City Planner)
- Alexander Kado (Minneapolis Transportation Planner)
- Kate Lamers (Minneapolis Park & Recreation Board)
- Brandon Champeau & Tom Strohm (United Properties)
- Dayna Frank (First Avenue)

# What is an AUAR?

- The AUAR process is a hybrid of the Environmental Assessment Worksheet (EAW) and Environmental Impact Statement (EIS) review processes
- The AUAR document uses a list of questions adapted from the EAW form but provides a level of analysis of typical urban area impacts comparable to an EIS

## The purpose of an AUAR is to:

- Analyze cumulative impacts of anticipated development scenarios within a given geographic area
- Inform local planning and zoning decisions based on environmental analysis

# Why are we doing an AUAR?

- The State of Minnesota requires environmental reviews on proposed developments of a certain size and scale
- The development proposed in the draft *Upper Harbor Terminal Coordinated Development Plan* meets the requirements to complete an Alternative Urban Areawide Review (AUAR), which is a planning tool to understand how different development scenarios will affect the environment of their community before the development occurs



# AUAR Study Area

The AUAR study area encompasses 9 existing parcels totaling approximately 53 acres

- United Properties, in partnership with First Avenue Productions, Minneapolis Park and Recreation Board (MPRB), and the City of Minneapolis, is proposing to redevelop the 53-acre Upper Harbor Terminal site
- A proposed 19.5-acre public park is included in Scenario 1 and Scenario 2 and includes shared use paths or separated bikeways and pedestrian circulation
- Both development scenarios will be built out in two phases



AUAR Study Area

# What did we study in the AUAR?

| Component  | No Build Scenario | Scenario 1: Draft Coordinated Development Plan | Scenario 2: Maximum Density Allowable under the Comprehensive Plan |
|--|-------------------|--|--|
| Residential units                                | 0                 | 520  | 890  |
| Commercial (square feet)                         | 0                 | 50,000   | 55,000   |
| Non-commercial: office, industrial (square feet) | 110,000           | 315,000  | 640,000  |
| Industrial storage (acres)                       | 37                | 0  | 0  |
| Music venue (peak attendance)                    | 0                 | 10,000   | 10,000   |
| Recreation (acres)                               | 0                 | 19.5   | 19.5   |



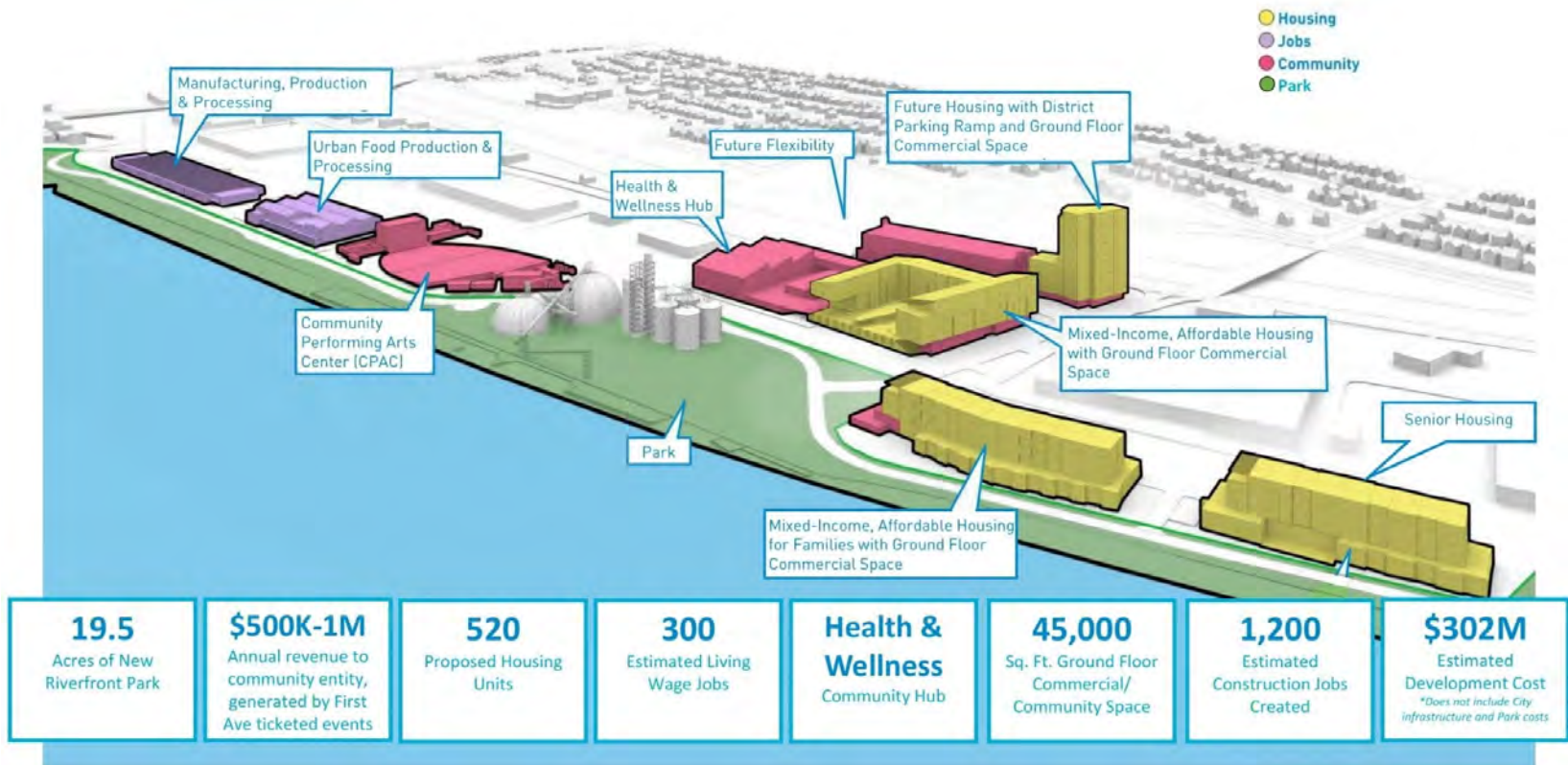
# AUAR Scenarios

## *No Build Scenario*





# AUAR Scenarios



Scenario 1: Draft Coordinated Development Plan

# AUAR Scenarios

*Scenario 2: Maximum Density Allowable  
under the Comprehensive Plan*



## The topics studied in the AUAR:

- Land use
- Geology and soils
- Water resources
- Contamination/hazardous waste
- Fish, wildlife, plant communities
- Historic properties
- Visual
- Air
- Noise
- Transportation
- Cumulative potential effects

**What is a Mitigation Plan?** The draft and final AUAR documents must include an explicit mitigation plan. The mitigation plan is based on the findings of potential impacts in the resources studied in the AUAR and is a commitment by the RGU to prevent potentially significant impacts from occurring.

# Potential Environmental Impacts and Mitigation

## LAND USE

### Potential Impacts

- Scenarios 1 and 2 propose land uses that are inconsistent with current zoning
- Proposed outdoor amphitheater, as part of the Community Performing Arts Center on Parcel 3, is not currently a recognized use in the Minneapolis Zoning Code
- Scenarios 1 and 2 propose building heights over what is allowed under the Mississippi River Corridor Critical Area (MRCCA) and Shoreland Overlay District

### Mitigation Strategies

- All parcels would require a zoning change
- Zoning code text amendment to allow the outdoor amphitheater
- Comprehensive plan amendment to align the proposed parcels with the future land use plan and to allow additional building height
- Conditional use permit and height premiums to allow additional building height



# Potential Environmental Impacts and Mitigation

## GEOLOGY/SOILS

### Potential Impacts

- Grading activities are anticipated to begin in late 2022 or early 2023

### Mitigation Strategies

- Acquire a National Pollutant Discharge Elimination System (NPDES) General Stormwater Permit for construction activity from the Minnesota Pollution Control Agency (MPCA) prior to initiating earthwork
- Temporary erosion and sediment control measures will be implemented during construction



# Potential Environmental Impacts and Mitigation

## WATER RESOURCES

### Potential Impacts

- **Surface water:**
  - Upland shoreline grading along the Mississippi River is proposed within the park area for restoration
- **Stormwater:**
  - Stormwater management would be required for new development
- **Wastewater/Water Supply:**
  - Existing footings, foundation, and utilities may encounter some groundwater and would require dewatering during construction
  - Water related infrastructure will need to be extended and/or reconstructed to accommodate development

### Mitigation Strategies

- **Surface water:**
  - Regrading the shoreline would require permitting with Minnesota Department of Natural Resources (DNR) and US Army Corps of Engineers
- **Stormwater:**
  - Stormwater infrastructure would comply with City of Minneapolis Code of Ordinances Chapter 54
  - Individual and district system stormwater management approaches are being considered
- **Wastewater/Water Supply:**
  - A permit will be required from the Metropolitan Council for a sanitary sewer extension and permit to connect
  - A permit will be required from the Minnesota Department of Health for watermain installation.
  - A Temporary Water Appropriations General Permit for construction dewatering will be required from the DNR

# Potential Environmental Impacts and Mitigation

## CONTAMINATION/HAZARDOUS WASTE

### Potential Impacts

- Demolition debris and earth materials will be generated during demolition of existing structures within the AUAR study area
- Construction of either development scenario would generate construction-related waste materials such as wood, packaging, excess materials, and other wastes
- Scenarios 1 and 2 would generate new demands on solid waste management and sanitation services provided in the project area

### Mitigation Strategies

- Ensure compliance with applicable laws, rules, and ordinances related to the management of solid and hazardous waste as required by Minnesota Statute
- Coordinate with the MPCA regarding the required plans, material handling, and disposal
- Notice of Intent of Demolition for removal of buildings
- A Construction Contingency Plan and Response Action Plan for MPCA approval will be needed to document plans for handling unknown materials during construction

# Potential Environmental Impacts and Mitigation

## FISH, WILDLIFE, PLANT COMMUNITIES

### Potential Impacts

- AUAR study area provides limited and low-quality native vegetation habitat
- Wildlife that can be found within the study area include birds and small mammals that have adapted to the highly disturbed urban environment
- There are no records of state-listed threatened, endangered, and special concern species within the AUAR study area
  - Black sandshell mussel, rusty patched bumble bee, peregrine falcon, and a great blue heron nesting site are found within one mile of the AUAR study area

### Mitigation Strategies

- DNR concurred that negative impacts to known occurrences of rare features are not anticipated
- Audubon Minnesota Bird-Safe Building Guidelines will be used to develop strategies to avoid and minimize impacts to migrating birds to the extent practical
- Wildlife friendly erosion control methods will be used within the study area to minimize impacts to land and aquatic wildlife using the site during construction
- Native plantings and vegetation restoration will be used to promote pollinator habitat and wildlife habitat
- Shoreline restoration on the site may improve ecological functions and remove invasive species

# Potential Environmental Impacts and Mitigation

## HISTORIC PROPERTIES

### Potential Impacts

- State Historic Preservation Office concurred that the Upper Harbor Terminal site is not considered individually eligible for National Register of Historic Places but is considered contributing to a larger potential historic district
- The Upper Harbor Terminal site has been identified as potentially eligible as a local City of Minneapolis historic district

### Mitigation Strategies

- Consult with the State Historic Preservation Office under Section 106 of the Historic Preservation Act of 1966 when acquiring federal funds, permits, or authorizations in a federal undertaking
- Evaluate options for adaptive reuse, preservation, removal, redevelopment, interim stabilization measures (10- to 20-year timeframe) for existing buildings or structures
- Explore interpretive planning that allows for phased implementation and balances the significance of the site through time and across cultures
- Combination of soil cores, ground penetrating radar, and shovel testing is needed to identify whether historical structures remain beneath the surface

# Potential Environmental Impacts and Mitigation

## VISUAL

### Potential Impacts

- Scenarios 1 and 2 would include restoration of natural vegetation, structural tiering, and preservation of public views
- The proposed Community Performing Arts center will include outdoor lighting to be used during shows

### Mitigation Strategies

- All lighting will be subject to the MRCCA Plan requirements
- The use of outdoor lighting for the Community Performing Arts Center is subject to a conditional use permit
- Lighting and visual impacts are regulated through the City of Minneapolis's development review, site plan, and permitting process



# Potential Environmental Impacts and Mitigation

## NOISE

### Potential Impacts

- Scenarios 1 and 2 include residential buildings and planned green space that are considered sensitive noise receptors
- Scenarios 1 and 2 include a Community Performing Arts Center on Parcel 3, which will result in elevated noise levels during major events

### Mitigation Strategies

- Construction activities will be conducted to minimize noise levels and nighttime construction activities. Permits related to construction noise will be obtained from the City, if needed
- An outdoor noise permit will be required before operating the Community Performing Arts Center for events
- Installation of appropriate noise attenuation features in residential buildings and the Community Performing Arts Center

# Potential Environmental Impacts and Mitigation

## TRANSPORTATION

### Potential Impacts

- The area's transportation network is expected to support redevelopment within the AUAR study area with mitigation

### Mitigation Strategies by Scenario:

- Development intensity generates less than 6,000 trips per day and forecast daily vehicle volumes on Dowling Avenue North at Washington Avenue North (with development traffic) are less than 15,000 vehicles per day. This applies to:
  - Scenario 1 - Phase 1 and Phase 2 development
  - Scenario 2 - Phase 1 development
- Development intensity generates 6,000 trips per day or more and forecast daily vehicle volumes on Dowling Avenue North at Washington Avenue North (with development traffic) are 15,000 vehicles per day or more. This applies to:
  - Scenario 2 - Phase 2 Development

# Potential Environmental Impacts and Mitigation

## TRANSPORTATION *(continued)*

### Mitigation Strategies – Scenario 1 (Phase 1 and 2 of development) and Scenario 2 (Phase 1 of development)

- Develop robust travel demand management plans (TDMP) with each phase or sub-phase of the development
- Develop a comprehensive event transportation management plan (TMP) for the music venue and the park
- Construct a westbound right-turn lane at the Dowling Avenue North and west I-94 ramps intersection.
- Extend the eastbound left-turn lane and construct a northbound left-turn lane at the Dowling Avenue North and Washington Avenue North intersection
- Install protected/permissive left-turn signal phasing for:
  - All left-turn movements at the Dowling Avenue North and Washington Avenue North intersection
  - Eastbound left-turn movement at the Lowry Avenue North and Washington Avenue North intersection
  - Eastbound left-turn movement at the Lowry Avenue North and North 2nd Street intersection

# Potential Environmental Impacts and Mitigation

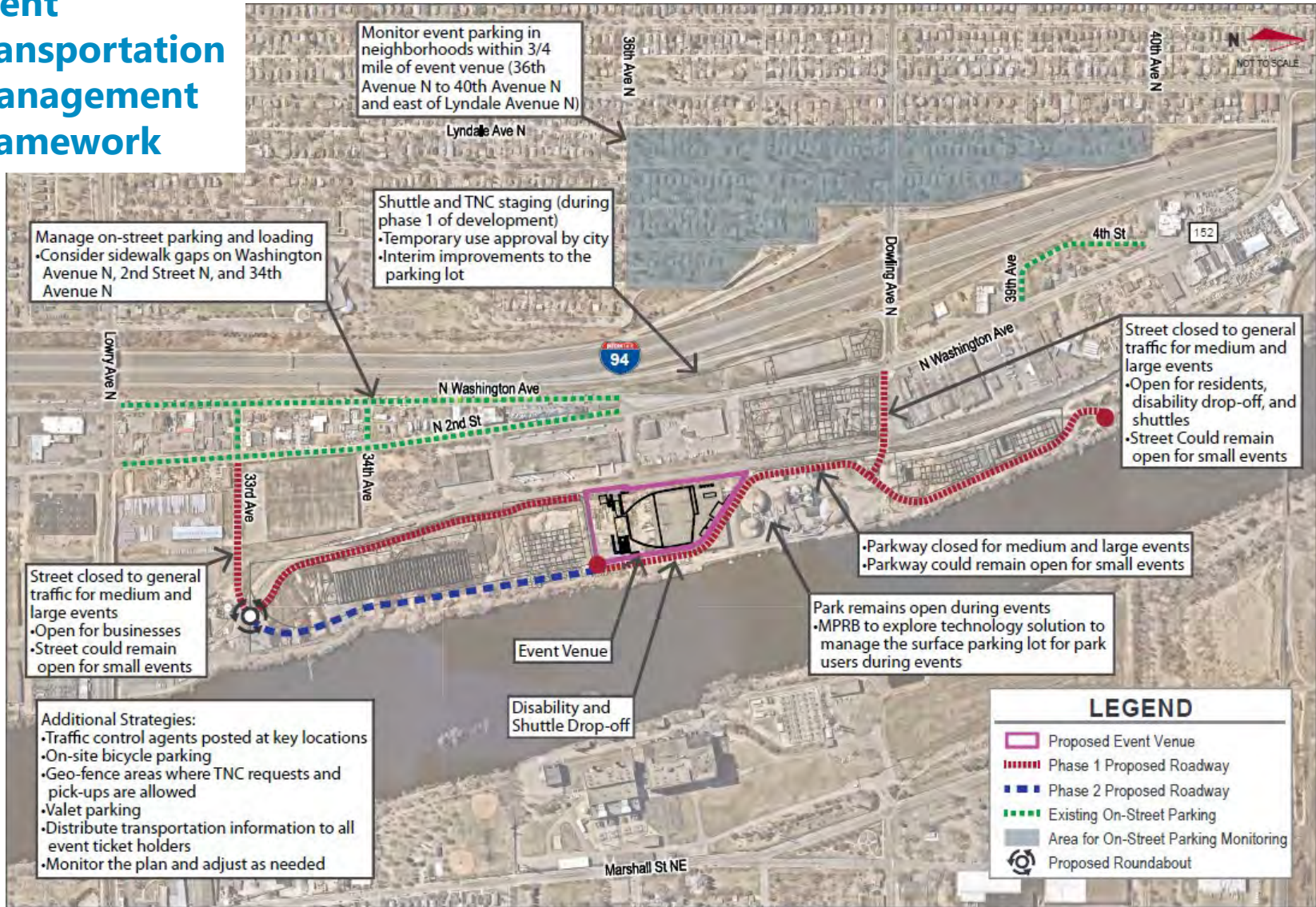
## TRANSPORTATION *(continued)*

### Mitigation Strategies – Scenario 2 (Phase 2 of development)

- ***All mitigation listed on the previous slide and:***
- Extend the eastbound left-turn lane at the Dowling Avenue North and west I-94 ramps intersection
- Extend the westbound left-turn lane at the Dowling Avenue North and east I-94 ramps intersection
- Construct eastbound right-turn lane at the Dowling Avenue North and Washington Avenue North



# Event Transportation Management Framework





**NEXT STEPS**



# Next Steps/Schedule

## February

**2021:** The City of Minneapolis publishes the Draft AUAR Order and the Scoping EAW

## February 16 - March 18, 2021:

Public comment period on the Draft AUAR Order and Scoping EAW

## February - May 2021:

The City of Minneapolis prepares the Draft AUAR

## May 2021:

The City of Minneapolis publishes the Draft AUAR

We are here.

## May 25 - June 24, 2021:

AUAR public comment period and online open house June 10

## July 2021:

The City of Minneapolis publishes the Final AUAR

## September 2021:

City Council approval of Final AUAR

## 2022/2023:

Construction anticipated to start

# How can you comment on the AUAR?

You can send comments by **June 24, 2021** to:

## **Hilary Dvorak**

*Principal City Planner- Land Use, Design and Preservation*

City of Minneapolis – Community Planning and Economic Development

505 4<sup>th</sup> Avenue South, #320

Minneapolis, MN 55415

[hilary.dvorak@minneapolismn.gov](mailto:hilary.dvorak@minneapolismn.gov)

More info: <http://upperharbormpls.com/>

City's environmental review page:

<https://www2.minneapolismn.gov/business-services/planning-zoning/environmental-assessments-worksheets/eaw-upper-harbor-terminal/>

# AUAR Comments

- The City is required to evaluate and respond to **substantive comments** on the AUAR. Substantive comments address the content or issues raised in the AUAR, such as:
  - The accuracy and completeness of the information
  - Potential impacts that warrant further analysis
  - Further information that may be required in order to secure permits for specific projects in the future
  - Mitigation measures or procedures necessary to prevent significant environmental impacts within the area when actual development occurs
- For more information, see [A Citizen's Guide: Commenting on Environmental Review Projects](#) from the Minnesota Environmental Quality Board

## Contact information:

- Hilary Dvorak, Principal City Planner
- 612-673-2639
- [hilary.dvorak@minneapolismn.gov](mailto:hilary.dvorak@minneapolismn.gov)