

MEMORANDUM

TO: Craig Twinem, Design Division Engineer
Hennepin County Department of Public Works

FROM: Kady Dadlez
Planner

DATE: July 30, 2008

SUBJECT: COUNTY STATE AID HIGHWAY 81 EA/EAW: TECHNICAL MEMORANDUM OF BUS
RAPID TRANSIT (BRT) KEY FINDINGS AND STUDIES

This memorandum is intended to gather in one place the information and analysis conducted to identify potential environmental impacts from the BRT component of the Bottineau Boulevard Project from Hubbard Marketplace in Robbinsdale to CSAH 30 in the City of Maple Grove. As part of the overall Bottineau Boulevard Project, a BRT was originally considered and studied as part of the early environmental, social and economic evaluation. As Hennepin County initiated a separate Transit Alternatives Analysis for transit within the corridor, it was determined that the Environmental Documentation for the roadway reconstruction of CSAH 81 would not include any transit elements, including the BRT. Therefore, in an effort to preserve the evaluations done to date regarding the BRT, we have prepared this memorandum documenting the potential impacts and key findings to date:

I. SUMMARY OF POTENTIAL IMPACTS AND KEY FINDINGS

EA/EAW ITEM

7. **Project Magnitude:** Total project acreage with BRT would increase by 30.7 acres to 289.7 acres (disturbed area).
8. **Permit and Approvals:** No change in permits and approvals with BRT.
9. **Land Use:** Four additional sites of high environmental risk identified in the Phase I Environmental Site Assessment (ESA) report are likely to be disturbed by construction activities associated with BRT. These sites are identified in the table below.

**Potential Sites of Concern Likely to be Impacted by Construction Activities–
 41st Avenue to CSAH 30 (Detailed in Phase I, March 2007)**

Site #	Location/Address	Reason for Ranking
CS-64	Hubbard Marketplace, 4139-4145 Hubbard Ave. N.	Brownfield, VIC, and Institutional Controls Site Former auto repair facility
CS-68B**	41st Ave. N. Railroad Property, 4125 Railroad Ave. N./Hubbard Ave. N.	LUST
CS-78	Louisiana Villa Apartments, 6281 Louisiana Ave. N.	LUST
CS-80	Joyner’s Property, 48 Xylon Ave. N. (7801 Xylon Ave. N.)	Brownfield and VIC ⁽²⁾ , silver and electroplating facility

Source: Phase I Environmental Assessment (March 2007), DPRA Environmental Consulting

* “CS” was added to the site numbers to correspond with their identification as “contaminated sites” on Figures 8A through 8D in Appendix A.

** CS-68 was identified as a high potential site in the second Phase I ESA. The CS-68 identified in the third Phase I ESA is different and so it is labeled as CS-68B. This site represents the portion of the railroad property in the project corridor that was not assessed in the earlier Phase I ESAs.

(1) LUST refers to Leaking Underground Storage Tank

(2) VIC refers to Voluntary Investigation and Cleanup Program

10. Cover Types: Below is the table of cover types with BRT.

Cover Types (with BRT)

	Before Acres	After Acres
Types 1-8 wetlands	2.5	0.7
Wooded/forest	0	0
Brush/Grassland	0	0
Cropland	0	0
Lawn/landscaping	158.4	112.0
Impervious surfaces	126.2	168.5
Other: Ditch	2.2	2.5
Ponding Locations	0.4	6.0
TOTAL	289.7	289.7

11. Fish, Wildlife, and Sensitive Areas: No change in impacts due to BRT.

12. Wetlands: Wetland impacts with BRT would be increased by 0.8 acres to 2.5 acres (Wetland W-2).

13. Water Use: No change in impacts due to BRT.

14. Water-Related Land Use Management District: The transverse floodplain encroachment impact of Shingle Creek would increase by about 300 feet to 700 feet with BRT.

15. **Water Surface Use:** No change in impacts due to BRT.
16. **Erosion and Sedimentation:** Acres to be graded increases by 30.7 with BRT to 289.7 acres. Cubic yards of soil to be moved by the project increases by 80,000 with BRT to 560,000 cubic yards.
17. **Surface Water Runoff:** Impervious surface increases with BRT by 24 acres to 169 acres (34 percent increase over the existing condition). The number of grit chambers and ponds would increase to the amounts shown in the table below.

Receiving Water Bodies and Treatment Strategies

Receiving Water Bodies	Roadway Segment	Treatment Strategies
Crystal Lake	1	1 grit chamber*
Twin Lakes	1, 2	12 ponds 1 grit chamber*
Shingle Creek	3, 4	9 ponds 5 grit chambers*

* Refers to proprietary stormwater quality treatment device.

18. **Wastewaters:** No change in impacts due to BRT.
19. **Geologic Hazards and Soil Conditions:** No change in impacts due to BRT.
20. **Solid Wastes, Hazardous Wastes, Storage Tanks:** No change in impacts due to BRT.
21. **Traffic:** BRT would help alleviate increasing traffic volumes and congestion by removing commuter vehicles from the roadway and separating busses from regular traffic, thereby improving traffic flow. A separate BRT facility would allow busses to stop as necessary without interrupting traffic flow, thereby eliminating conflicts with motorized vehicles. A separate BRT may also provide pedestrian loading platforms that are separated from vehicular traffic, thereby reducing conflicts between pedestrians and motorized vehicles.
22. **Vehicle-Related Air Emissions:** No change in impacts due to BRT.
23. **Stationary Source Air Emissions:** No change in impacts due to BRT.
24. **Odors, Noise and Dust:** BRT is predicted to result in a minor increase in noise levels at locations adjacent to CSAH 81 except where BRT is located west of CSAH 81 and construction of the BRT would result in a new noise source in relative close proximity to adjacent residential and commercial receivers. Where BRT is located west of CSAH 81, noise level increases are generally projected to be higher. One modeled wall location along the BRT route was initially identified to be cost-effective. Additional evaluation and coordination regarding this barrier would be necessary if BRT is funded and proposed for construction.

25. Archaeological, Historical or Architectural Resources: Historic properties identified within the APE for BRT include the Hennepin County Library, the Robbinsdale Historic District (36 properties), a dental office, and barn. All of these properties are in the City of Robbinsdale.

Parks: A connection between the BRT route and TH 100 in the vicinity of Graeser Park would potentially follow a relocated 44½ Avenue to the TH 100 on-ramp and sever Lakeland Avenue. Park access from West Broadway Avenue via Lakeland Avenue will remain unchanged, with this segment of Lakeland Avenue becoming a dead end street. This change would eliminate non-park traffic and be a benefit to park users. No other park impacts are expected since the BRT connection is north of the park and does not require the taking of any parkland for right of way purposes.

26. Visual Impacts: BRT would require a new bridge over the Soo Line Railroad tracks, introducing a new visual element in the area.

27. Compatibility with Plans: No change due to BRT.

28. Impact on Infrastructure and Public Services: No change due to BRT.

29. Cumulative Impacts: No change due to BRT.

30. Other Potential Environmental Impacts: No change due to BRT.

31. Summary of Issues: No change due to BRT.

ADDITIONAL FEDERAL ISSUES IN THE EA

Social Impacts: No change due to BRT.

Environmental Justice: Details of noise and right of way impacts will change but the environmental justice finding will remain the same.

Economics: A used automobile business would need to be acquired for BRT.

Right of Way: BRT would increase the right of way impacts as follows: 2 total acquisitions; 4 partial acquisitions; and 10 temporary easements.

Noise: See EA/EAW Item #24.

Indirect Effects: No change due to BRT.

Pedestrians and Bicyclists: No change due to BRT.

II. PUBLISHED STUDIES AND REPORTS

Hennepin County has a copy of the following reports:

Phase I Environmental Site Assessment Report Addendum, CSAH 81 Hennepin County Selected Parcels 41st Avenue North to Hemlock Lane North Robbinsdale to Maple Grove, Minnesota, March 23, 2007.

Phase I Environmental Site Assessment Report Addendum Appendix E – MPCA File Review Data, CSAH 81 Hennepin County Selected Parcels 41st Avenue North to Hemlock Lane North Robbinsdale to Maple Grove, Minnesota, March 30, 2007.

Wetland Delineation Report for Greenhaven Park, January 2007.

Draft *Water Resources Preliminary Design Report*, Bottineau Boulevard, Bus Rapid Transit and CSAH 81 (from 41st/42nd Avenue to 93rd Avenue), December, 2006.

Bottineau Boulevard 2030 Highway and Bus Rapid Transit Ridership Forecast Update, March 7, 2006.

County State Aid Highway 81 Roadway Reconstruction Project Traffic Noise Analysis Future Build Conditions: Busway Versus No Busway, January 31, 2008.

Phase I and II Architectural History Survey for the County State Aid Highway 81 (Bottineau Road) Reconstruction Project, Brooklyn Park, Crystal, Maple Grove, Osseo, and Robbinsdale, Hennepin County, Minnesota, March 2007.

KD/smf