

## SUMMARY OF IMPACTS/POTENTIAL MITIGATION MEASURES AND BETTERMENTS

Issue Area	Type of Impact	Mitigation/Permits	Potential Betterments
<b>NATURAL RESOURCES/ENVIRONMENTAL</b>			
Fish/Wildlife	Potential to impact Blanding's Turtles	Implement mitigation measures during construction period	
Water Resources – Wetlands	Approximately 1.75 acres of wetland impact	Wetland Mitigation at 2:1 ratio Wetland Permits	
Water Resources – Floodplains	Approximately 5.1 acres of floodplain impact	On-site creation of floodplain storage Retaining walls to minimize impacts	
Erosion and Sedimentation	Movement of soil in study area	Stormwater permit required (MPCA) Best Management Practices	
Water Quality – Stormwater Runoff	Design would result in increase in impervious area	Minnehaha Creek Watershed Permit Potential for stormwater detention pond requirement	
Solid/Hazardous Wastes	Potential to encounter hazardous materials during construction	Develop Response Action Plan Asbestos Abatement (if buildings are demolished)	
<b>NOISE AND VIBRATION</b>			
Noise	Predominant impacts associated with train horn	Implementation of Quiet Zones Which Meet or Exceed FRA Standards	



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		Continuously Welded Rail	
Vibration	Potential impact at one location	<p>Site specific assessment could refine findings</p> <p>Develop mitigation through subsequent design stage(s)</p>	
<b>COMMUNITY</b>			
Traffic	<p>Vehicle queues at grade crossings</p> <p>(see attachments)</p>	<p>Implementation of Warning Sign on Hwy 7 indicating train movement on MN&amp;S (recommending travelers choose alternative route).</p> <p>See Safety mitigations noted below.</p>	<p>At-grade pedestrian crossing warning devices (street crossings). Locations to be determined.</p>
Safety	<p>Increased number of trains may increase the safety risk for pedestrians, vehicles, bicyclists in study area.</p>	<p>Operation Lifesaver Educational Program</p> <p>Track signalization at grade crossings (baseline design)</p> <p>Quiet Zone Design/Implementation at Grade Crossings Which Meet or Exceed FRA Standards</p> <p>Pedestrian gates at grade crossings</p> <p>Proposed closure of Brunswick pedestrian crossing.</p>	<p>Fencing in defined areas</p> <p>Potential for grade separated pedestrian crossing near high school</p> <p>Potential for at-grade pedestrian crossing warning devices (street crossing). Locations to be determined.</p>
Community Accessibility Impacts	<p>Increased train frequency in high pedestrian activity area by high school.</p>	<p>See safety mitigation noted above.</p>	<p>Grade separated crossing to connect St. Louis Park High School facilities.</p>



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			At-grade pedestrian crossing warning devices (street crossing). Locations to be determined.
Parklands/Trails	<p>Temporary impact to Cedar Lake Trail</p> <p>No direct impact to Roxbury and Keystone Parks. Trail activity in both parks, proximate to railroad ROW.</p>	<p>Cedar Lake trail detour provided during construction.</p> <p>Grade separated trail crossing to be constructed (Cedar Lake Trail) near the confluence of MN&amp;S and BNSF track</p>	Proposed grade separated trail connection between the two parks.
Right of Way Required to Accommodate Proposed Design (direct impact)	Potential need to acquire business properties to accommodate proposed design (direct impact either through full or partial acquisition of a parcel)	<p>Minimize impacts through design.</p> <p>Comply with acquisition and relocation requirements.</p> <p>Potential for additional acquisition of “unique” residential property outside existing right-of-way.</p>	
Visual	Connection from the CP-Bass Lake Spur to MN&S spur would be approximately 25-feet above existing top of rail. Views of businesses north and south of existing	Design of retaining walls that reflect the context/character of surrounding land use, to the extent practicable.	Landscaping at select locations



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	tracks would be altered.		
<b>OTHER</b>			
Infrastructure/Public Services	Closure of 29 <sup>th</sup> Street  Rail crossing of Hwy 7 South Frontage Road must accommodate future expansion of Met Council force main.  Potential fiber optic utility impact; electrical transmission tower impact and municipal utility impacts.	Coordination with City on Street closure           Appropriate coordination with public or private utility.	
Spill Prevention	Potential for freight cars to transport chemicals or other hazardous materials	Continue to follow Hazardous Material Response Plan	
Historical/ Architectural	No impact defined	If federal money received, Section 106 process must be completed.	

