

**Community Planning & Economic Development
Planning Division**

350 South 5th Street, Room 210
Minneapolis, MN 55415-1385
612-673-2597 Fax: 612-673-2728



The Environmental Assessment Worksheet prepared by the City of Minneapolis for the DeLaSalle High School Athletic Facility proposed for One DeLaSalle Drive on Nicollet Island in the City of Minneapolis is now available for public review

The Environmental Assessment Worksheet (EAW) provides information regarding the potential environmental effects of the DeLaSalle High School Athletic Facility Project (Project). The Project is an addition of a regulation size football field at the School campus on Nicollet Island. The use of the field will be shared by DeLaSalle and the Minneapolis Park and Recreation Board (MPRB). The new field, when not used for football, will provide one regulation size soccer field or three junior soccer fields. The use of this new football and soccer facility will be shared by DeLaSalle and by the MPRB. The athletic field will be built on two parcels of land presently divided by Grove Street, one owned by DeLaSalle, and one owned by the MPRB. The portion of the existing Grove Street right-of-way between Nicollet Street and East Island Avenue dividing the parcels would be vacated for the Project. The Project site is located within the St. Anthony Falls Historic District.

Copies of the EAW are available for review at the downtown Minneapolis Public Library located at 250 Marquette Ave., the Southeast Community Library located at 1222 SE 4th St., and in the office of the City Planning Division at 210 City Hall. It is also available for review on the City of Minneapolis web site: <http://www.ci.minneapolis.mn.us/planning/DeLaSalle EAW>. Paper copies of this EAW and a compact disk of the report can also be provided upon request to Michael Orange (refer to contact information below).

Notice will be published in the *EQB Monitor* on Monday, 10/24/05. Public comments on the EAW must be made within the **30-day comment period, which ends at 4:30 p.m. on Wednesday 11/23/05**. Planning Division staff will present the EAW and the comments on the document to the Zoning and Planning Committee of the City Council no earlier than Thursday 12/15/05 (9:30 a.m. in Room 317 City Hall). Subsequently, the City Council will act on the Committee's recommendation.

The City of Minneapolis will conduct a **Public Comment Meeting on Tuesday, 11/15/05 beginning at 7:00 p.m. at DeLaSalle High School in the Florance Room** (Main Entrance, under the Clock (entrance facing Hennepin Avenue in center of the building)). All are invited to attend and comment on the adequacy of the EAW.

For further information, contact J. Michael Orange, Principal Planner, Minneapolis Planning Division, Community Planning and Economic Development Department, City Hall Room 210, 350 S. 5th Street, Minneapolis, MN 55415-1385, by telephone at 612-673-2347, or E-mail at michael.orange@ci.minneapolis.mn.us.

Attention: If you want help translating this information, call - **Hmong** - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu 612-673-2800; **Spanish** - Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612-673-2700; **Somali** - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500

ENVIRONMENTAL ASSESSMENT WORKSHEET

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

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

1. **Project title** DeLaSalle Athletic Facility

2. **Proposer** DeLaSalle High School
Contact person Michael O'Keefe
Title Vice President for Planning
Address One DeLaSalle Drive
City, state, ZIP Minneapolis, MN 55401-1597
Phone 612 676-7679
Fax 612 676-7699
E-mail mokeefe@delasalle.com

3. **RGU** City of Minneapolis
Contact person Michael Orange
Title Principal Planner
Address 210 City Hall
350 South 5th Street
City, state, ZIP Minneapolis, MN 55415
Phone 612 673-2347
Fax 612 673-2728
E-mail Michael.Orange@ci.minneapolis.mn.us

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

The City of Minneapolis received a petition requesting the City prepare an EAW for the Project and De LaSalle High School offered to prepare a voluntary EAW on behalf of the City. On 9/2/05, the City Council adopted the following (staff report and associated documentation are available upon request of the RGU Contact person):

Z&P - Your Committee, having under consideration the environmental review process for the proposed DeLaSalle High School athletic facility project located at One DeLaSalle Dr (Nicollet Island), in response to a petition filed by John Cairns, on behalf of Phyllis Kahn, et al, with the Minnesota Environmental Quality Board, now recommends:

- a) Approval of the findings prepared by the Community Planning & Economic Development;
- b) That the City order an Environmental Assessment Worksheet (EAW) pursuant to Minnesota Rules, Part 4410.4300, Subp. 31, Historical Places;
- c) Denial of the petition for an EAW for the project pursuant to Minnesota Rules, Part 4410.1100; and
- d) Denial of the request for an EAW pursuant to Minnesota Rules, Part 4410.4500 because the petition and the request are moot since the project is within a Mandatory EAW category under Minnesota Rules, Part 4410.4300.

Adopted 9/2/05

If EAW or EIS is mandatory give EQB rule category 4410.4300 Mandatory EAW Categories subpart number 31 and subpart name Historical Places

5. Project location

County: Hennepin
City/Township: Minneapolis
Section Township Range: SW1/4 NW ¼ Section 23 Township 29 Range 24

The address of the Project site is One DeLaSalle Drive

Attach each of the following to the EAW:

County map showing the general location of the project. See Attachment A, County and U.S. Geologic Survey Maps

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

Site plan showing all significant project and natural features. See Attachments B and C

6. Project description

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

The project (Project) is an addition of a regulation size football field at the DeLaSalle High School campus on Nicollet Island (Island). The use of the field will be shared by DeLaSalle High School and the Minneapolis Park and Recreation Board (MPRB). The new field, when not used for football, will provide one regulation size soccer field or

three junior soccer fields. The use of this new football and soccer facility will be shared by DeLaSalle and by the MPRB. The athletic field will be built on two parcels of land presently divided by Grove Street, one owned by DeLaSalle, and one owned by the MPRB. The portion of the existing Grove Street right-of-way between Nicollet Street and East Island Avenue dividing the parcels would be vacated for the Project. The Project site is located within the St. Anthony Falls Historic District.

- b. Give a complete description of the proposed project and related new construction. Attach additional sheets as necessary. Emphasize construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes. Include modifications to existing equipment or industrial processes and significant demolition, removal or remodeling of existing structures. Indicate the timing and duration of construction activities.**

The project (Project) is an addition of a regulation size football field at the DeLaSalle High School campus on Nicollet Island. See Attachment C Site Plan. The field will be shared by DeLaSalle High School and the Minneapolis Park and Recreation Board (MPRB) under the terms of a Reciprocal Use Agreement (Attachment F). The new athletic facility will allow DeLaSalle to host half of its season games and any potential post season games as home football games, and practice for those games, on the DeLaSalle campus. During 2005, this would have been a total of 4 home football games. The new field will also provide one regulation size soccer field and three junior soccer fields for shared use of the new football and soccer facilities by the MPRB. The proposed Reciprocal Use Agreement will also provide the MPRB with access to DeLaSalle's indoor athletic facilities for their youth sports and recreation programs.

The athletic field will be built on two adjacent parcels of land and a portion of the existing Grove Street right-of-way between Nicollet Street and East Island Avenue, which will have to be vacated for the Project (refer to Attachment B Site Context). In addition to a portion of the existing Grove Street right-of-way between Nicollet Street and East Island Avenue, which will have to be vacated for the Project, the parcels are as follows:

- Parcel A: The present DeLaSalle practice field and adjacent warm-up areas.
- Parcel B: The parcel between Grove Street and the Railroad, Nicollet Street and E Island Ave. This parcel is owned by the MPRB and includes three tennis courts and a sloped grassy area.
- Parcel C: The present parking lot area proposed to be improved by DeLaSalle between East Island Avenue and the Mississippi River channel. The parking lot is and will remain owned and controlled exclusively by the MPRB.

DeLaSalle will develop the athletic facility at its expense in cooperation with the MPRB. New construction will consist primarily of site work for the sand-based football/soccer field with minimum dimensions of 200 ft. wide and 390 ft. long. The field is proposed to be natural grass, but pervious artificial turf may be considered for

durability. Site work will include grading and installing the new athletic field, walking paths, landscaping and low-level path lighting, and installing decorative masonry or stone retaining walls. On the north, east, and south edges of the site, a four-foot-tall decorative fence will be installed along top of the retaining walls for safety and to contain errant balls. Goal posts and four 70-ft.-tall poles for lights and poles for loudspeakers adjacent to the press box will be placed on the site (refer to Attachment C, Site Plan). The sole building construction will be the structure for the 750-seat bleachers, an enclosed press box, and storage facilities located under the seating (refer to Attachment D Project Elevations). Exterior materials for the bleacher structure have not been determined but will be chosen for compatibility with the character of the Island and will be subject to approval by the Minneapolis Heritage Preservation Committee.

Off-street parking for spectators will be provided in the present school parking lots, providing 166 spaces. An additional 65 spaces of public off-street parking may be available for use in the parking area between East Island Avenue and the River (Parcel C). This existing parking lot is generally open to the public and provides over-flow capacity for public and private events at the Nicollet Island Inn, the Amphitheater and Pavilion on the Island, and at DeLaSalle High School. The improvements proposed by DeLaSalle to this lot consist of replacing the impervious gravel surface with porous pavers and allowing more efficient use of the parking area by organizing and delineating the parking spaces on the site. The more efficient use of the site will increase its capacity to 87 cars. It is expected the MPRB will continue to keep the parking area open to the public.

Depending on the process of public review and approvals, grading of the site and seeding of the field could begin next summer. The bleachers and other improvements could be installed in the late summer or fall of 2006, or the spring or summer of 2007, with the Project ready for use in the fall of 2007. The performance grass used for the football field requires a complete growing season before it is ready for use.

The following contributed to the preparation of the EAW:

- City of Minneapolis and its consultant, Michael Cronin and Associates: Overall preparation
- DeLaSalle High School and their consultants including:
 - Leonard Street and Deinard: Overall preparation
 - Traffic Data Inc.: Travel Demand Management Plan
 - David Braslau and Associates: Air quality, lighting, and noise
 - Two Pines Resources Group, LLC.: Archeological analysis
 - Landscape Research, LLC: Historic resources

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

The Project will serve the MPRB recreation program by providing at no cost to the MPRB a lighted field for football or soccer (or three fields for juvenile soccer) and access to DeLaSalle’s indoor athletic facilities for its programs. In addition, DeLaSalle will improve an existing MPRB parking lot on the Island. The new facility will allow DeLaSalle to host home football games and practice for those games on its site for the first time in the school’s 106 year history.

- d. **Are future stages of this development including development on any outlots planned or likely to happen? No**

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

- e. **Is this project a subsequent stage of an earlier project? No**

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

7. Project magnitude data

Total project acreage: The total area, including the potential repaving of the parking lot is 4.42 acres as follows:

- The DeLaSalle Parcel A is 2.02 acres
- The MPRB Parcel B is 1.25 acres
- The MPRB Parcel C, the area of the gravel surfaced parking lot, is approximately 0.71 acres.
- The right of way proposed to be vacated is 0.44 acres

Number of residential units: unattached attached maximum units per building. None

Commercial, industrial or institutional building area (gross floor space) and total square feet. None

Indicate areas of specific uses (in square feet):

Office	0	Manufacturing	0
Retail	0	Other industrial	0
Warehouse	0	Institutional	0
Light industrial	0	Agricultural	0
Other commercial	0	Building height	25 ft

The structure for bleacher seating will have a footprint of 2,494 sq. ft. and be 25 ft tall at the roof of the press box.

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

8. Permits and approvals required

List all known local, state and federal permits, approvals and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing, and infrastructure.

Minnesota Pollution Control Agency:

SDS Sanitary Sewer Extension Permit	To be applied for
NPDES Construction Storm Water Permit	To be applied for
Storm Water Pollution Prevention Plan	To be applied for

Department of Natural Resources:

Notification and Comment of Critical Area Staff	To be provided
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Metropolitan Council:

Release or amendment of restrictive covenant	To be applied for
MCES Sanitary Sewer Connection Construction	To be applied for
MCES approval of dewatering discharge	To be applied for

City of Minneapolis:

Minneapolis Park and Recreation Board approval of Reciprocal Use Agreement with DeLaSalle	Draft prepared
Heritage Preservation Commission Demolition Approval	To be applied for
Heritage Preservation Commission Certificate of Appropriateness	To be applied for
Travel Demand Management Plan	Draft prepared
Conditional Use Permits and Variances	To be applied for
Street Vacation	To be applied for
Grading/Erosion Control Plan	To be applied for
Storm Water Management Plan	To be applied for
Building Permits	To be applied for

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

9. Land use

Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

Pursuant to a 1983 Agreement and related transactions among the former Minneapolis Community Development Agency (MCDA, now the Department of Community Planning and Economic Development), MPRB, and the Metropolitan Council, all the land on Nicollet Island except the DeLaSalle property, a multi-family residential structure known as Grove Street Flats, and the existing rights-of-way, was acquired to create the Nicollet Island Park (Park), a regional park under the jurisdiction of the MPRB.

9. Land use

Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazards due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

The land uses surrounding the Project site on the Island reflect the implementation of the 1983 Nicollet Island Agreement and related transactions among the Minneapolis Community Development Agency (MCDA), MPRB and the Metropolitan Council. Under the 1983 Agreement, all the land on Nicollet Island except the DeLaSalle property, three multi-family residential structures, and the existing rights-of-way, was acquired to create a regional park under the jurisdiction of the MPRB. Certain parcels acquired for the Park were reserved for private use of these public lands. They include the residential properties north of the railroad tracks, which were reserved for private residential use, and the Nicollet Island Inn and the Nicollet Island Pavilion, which were reserved for private commercial use.

The parcels that are not owned by the MPRB are all between Hennepin Avenue and the railroad right-of-way at the center of Nicollet Island. They consist of the DeLaSalle High School property and three multi-family residential properties on land that is bounded by the Nicollet Street Bridge, Grove Street, West Island Avenue, and the railroad right-of-way. The privately owned parcels are identified on Attachment B and by address as follows:

- DeLaSalle High School, 25 West Island Avenue, also known as One DeLaSalle Drive
- Grove Street Flats, 2 through 18 Grove Street, a residential condominium located in the historical Eastman townhouse
- 20 Grove Street, an affordable housing cooperative located in a building constructed in 1960 and originally used as a truck storage garage by The Hertz Corporation.
- 31 through 53 West Island Avenue, a modern wood-framed multi-family condominium building

In addition, the following parcels are owned by the MPRB but are occupied exclusively for private uses pursuant to leases with the MPRB:

- Nicollet Island Inn, 95 Merriam St
- The Pavilion, 16 Power Street
- All the residential properties north of the railroad tracks

The existing DeLaSalle High School campus has been on Nicollet Island since 1898. In 1959, DeLaSalle acquired the portion of the campus on which it proposes to construct the Project. In 1984, DeLaSalle graded the site for use as field for its athletic and recreational programs, including a practice field for football, and continues to use it for that purpose.

The MPRB land is the former site of industrial uses, most recently Twin City Tile and Marble. The MCDA and MPRB conducted environmental investigation and, to the extent required, remediation, of the land they acquired in 1983, including the MPRB land that is part of the Project site. About one half of the site is currently occupied by a set of three asphalt tennis courts, surrounded by chain link fencing. The remaining one half of the site is open space, recently planted with 1 in. caliper ash and maple trees.

Grove Street was platted as a public street in 1866 and has been used for that purpose since. Grove Street runs east and west across Nicollet Island and connects East Island Avenue and West Island Avenue. In 1996, the City of Minneapolis repaved Grove Street with brick pavers (Attachment G). Grove Street provides access to two multi-family residential properties, the administrative offices of DeLaSalle High School, and the Nicollet Street Bridge. The Nicollet Street Bridge crosses over the railroad tracks and provides a connection between the north and south parts of the Island when East Island Avenue and West Island Avenue are blocked by a train. East Island Avenue and West Island Avenue each cross those railroad tracks at grade level. The land immediately north of the Project site is railroad right-of-way. There are about two-acres of MPRB open space north of the railroad right-of-way, and single-family residences on MPRB land beyond the open space.

The Proposer does not believe there are any environmental hazards on the Project site.

Off the Island and across the River on the downtown side is the parkland of the West River Parkway/Great River Road and the Federal Reserve Bank complex. The Post Office is downriver from the Federal Reserve and Hennepin Avenue. North of the railroad crossing are row house and townhouse residential developments. Off the Island to the east bank are the new, 6-to-8 floor apartment developments upriver from 1st Avenue, Riverplace downriver, and townhouses and Boom Island Park upriver from the railroad crossing.

Athletic fields and high schools in Minneapolis are located near residential uses and are allowed as conditional uses in the residential zoning districts. The new facility will introduce a new activity to the Island with seating for 750 spectators, lights, and loudspeakers, all of which do not currently exist. This new activity has the potential for conflict with residential uses. The City's Conditional Use Permit process, which this Project will be reviewed under, provides the City and the neighbors the opportunity to encourage and enforce siting and design that could minimize those impacts. According to the draft Travel Demand Management (TDM) Plan, the proposed parking capacity for the Project will be sufficient for the new facility (refer to the TDM Plan and the response to Question 21). The site is separated from the single-family residences to the north by the railroad tracks and open space. The Nicollet Street bridge abutment provides some separation from the site from the housing cooperative and the condominiums beyond.

10. Cover types.

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

	Before	After
Types 1-8 wetlands	0	0
Wooded/forest	0	0
Brush/Grassland/Meadow	0.84 acre	0
Cropland	0	0
Lawn/landscaping	2.16 acre including Athletic Field 1.97 ac Grove St 0.19 ac	3.27 acre, including Field and Landscaping
Impervious Surfaces	.71 acre including Tennis Courts 0.46 Grove St. & sidewalk 0.25	0.44 acre including Bleachers 0.06 ac Trails and Walks 0.38 ac
Other		
Total	3.71 acre	3.71 acre

These calculations do not include the public parking area. The present 0.7 acre parking area, now surfaced by gravel, if improved would have 0.6 acres in porous pavers designed to have a runoff coefficient approaching landscaping and 0.1 ac of landscaping.

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

11. Fish, wildlife and ecologically sensitive resources

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

The area of the site was the area of earliest urban development in Minneapolis. It has been developed and redeveloped for urban uses for over 150 years. No ecologically sensitive areas or natural areas remain on or near the site.

- b. Are any state-listed (endangered, threatened, or special concern) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial waterbird nesting colonies or regionally rare plant communities on or near the site? No.**

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

If the DNR Natural Heritage and Non-game Research program has been contacted give the correspondence reference number: Recent contact with the Minnesota Department of Natural Resources Natural Heritage and Non-game

Research program (NHNRP Contact # ERDB 20040543) identified no threatened or endangered species at the site or potentially affected by the Project.

Describe measures to minimize or avoid adverse impacts. N/A

12. Physical impacts on water resources

Will the project involve the physical or hydrologic alteration — dredging, filling, stream diversion, outfall structure, diking, and impoundment — of any surface waters such as a lake, pond, wetland, stream or drainage ditch? No

If yes, identify water resource affected and give the DNR Protected Waters Inventory number(s) if the water resources affected are on the PWI: Describe alternatives considered and proposed mitigation measures to minimize impacts.

13. Water use

Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)?

The Project will not involve installation or abandonment of any water wells, or appropriation of any ground or surface water (including dewatering). The Project will increase consumption of water and be connected to the City of Minneapolis public water supply system. The City of Minneapolis obtains water from the Mississippi River for potable consumption under the Minnesota Department of Natural Resource's appropriation number permit number 786216-1. Sufficient capacity exists in the system to serve the Project.

If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on site, explain methodology used to determine.

Two restrooms, a maintenance room with a service sink, and a drinking fountain will be provided beneath the bleachers. The men's restroom will have 4 water closets; the women's will have 8 water closets. An irrigation system will be installed for the field and surrounding areas. The irrigation system now serving the MPRB parcel will be extended to serve the entire Project.

At the option of the City, service will be through the existing service at DeLaSalle School or connected directly to facilities adjacent to the Project site.

14. Water-related land use management district

Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? Yes

If yes, identify the district and discuss project compatibility with district land use restrictions.

Approximately half of the site is within the Shoreland Area of the Mississippi River. The Project will comply with the provisions of the Shoreland Overlay District of the Minneapolis Zoning Code, specifically the provisions of Chapters 551.470 Location of Development, 551.480 Height of Structures, 551.500 Development on Slopes Between Twelve (12) and Eighteen (18) Percent, 551.510 Grading and Filing, 551.520 Removal of Vegetation, and 551.530 Stormwater Management. The project will also comply with the special conditions in section 551.490 dealing with conditional uses.

The site located within the Mississippi River Corridor Critical Area. Nicollet Island is within the part of the Corridor in Minneapolis designated as Urban Diversified. This designation, which accommodates the widest variety of activities permitted in the Corridor, extends from the Franklin Avenue Bridge upriver to the City limits. Many of the policies of the City's 2003 Draft Mississippi River Critical Area Plan (Critical Area Plan) address performance standards for activities in the Corridor rather than specific recommendations for the appropriate location of these activities, beyond consistency with the land use plan and zoning code. These performance standards are reinforced by the requirements of the Shoreland and Critical Area Overlay Districts of the Corridor and the site plan requirements that apply citywide.

Nicollet Island is discussed on page 65 of the City's Critical Area Plan in the context of recreation. The Critical Area Plan would encourage development of a variety of recreational facilities and opportunities that are river-oriented and that enhance the environment. Most specific to the Island, the Critical Area Plan encourages that, "Nicollet Island should be maintained in a manner which will promote public use and enjoyment for all segments of the population, but with primary emphasis on family-oriented facilities and program opportunities."

15. Water surface use

Will the project change the number or type of watercraft on any water body? No

If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.

16. Erosion and sedimentation

Give the acreage to be graded or excavated and the cubic yards of soil to be moved: acres and cubic yards. Describe any steep slopes or highly erodible soils and identify

them on the site map. Describe any erosion and sedimentation control measures to be used during and after project construction.

Cut and fill will be balanced on this generally level site by setting the new field elevation approximately 2 feet below the practice field elevation and reusing sand-based topsoil on the site. The upper 2-to-3 feet of the site will be disturbed by grading. There are no naturally occurring steep slopes on this site. Existing treated wood retaining wall along East Island Avenue and along the railroad right-of-way will be replaced.

Because the site exceeds the MPCA one-acre threshold (and it is located in close proximity to the Mississippi River), a comprehensive Storm Water Pollution Prevention Plan (SWPPP) will be completed as part of the required MPCA Storm Water permitting procedure. The SWPPP will clearly outline and delineate locations of erosion and sediment control measures to avoid and minimize construction-related erosion. Control measures will include silt fence, sediment filter at storm sewer inlets, rock construction entrance, temporary sediment basins, temporary seeding and other features identified by the MPCA or by the City Engineer as a Best Management Practice (BMP) device. In the specific case of the proposed parking area, porous pavers with subsurface infiltration will be constructed to improve the existing runoff character.

The Project will also have to obtain approval of a Storm Water Management Plan as required by Chapter 52 of the City Ordinance, Erosion and Sediment Control for Land Disturbance Activities. The City will also conduct on-site inspections during construction. Standard construction methodology will include protection of street-level storm water inlets, perimeter silt fence, crushed rock construction entrances, and periodic street sweeping.

17. Water quality: Surface water runoff

- a. Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.**

Converting hard-surface tennis courts and street to playing field and landscaped perimeter will reduce the impervious surface area by approximately one-quarter acre. The playing field will be constructed on a 12" sand base underlain by an extensive drain tile system to collect and convey the storm water to a connection with the City's existing storm water system that presently captures runoff from the site. Permanent storm water management measures, required under Title 3, Chapter 54 of the City Code are not yet designed for the Project, but will be designed and incorporated, as relevant, according to City requirements and through discussions with the City.

- b. Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.**

Storm water sheet runoff from the surface of the leveled and landscaped site and from the drain tiles installed under the athletic field will be carried by the City's storm water stormwater system located in East Island Road to the Mississippi River.

18. Water quality: Wastewaters

- a. Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.**

Two restrooms, a maintenance room with a service sink, and a drinking fountain will be provided beneath the bleachers. The men's restroom will have 4 water closets; the women's will have 8 water closets.

At the option of the City, service will be through the existing service at DeLaSalle School, or connected directly to facilities adjacent to the Project site.

- b. Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems. Refer to the following response.**

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

Sanitary wastewater will be directed to the City of Minneapolis sanitary sewer system, Flows from the City of Minneapolis wastewater system are piped to and treated at the Metropolitan Council Environmental Services Metropolitan Plant in St. Paul, which discharges treated wastewater to the Mississippi River at that location. There is adequate capacity in existing facilities to accommodate the demands created by the Project.

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

19. Geologic hazards and soil conditions

- a. Approximate depth (in feet) to ground water:** Not determined at this time

Approximate depth (in feet) to bedrock: minimum, average. Not determined at this time

Describe any of the following geologic site hazards to ground water and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measures to avoid or minimize environmental problems due to any of these hazards. Not determined at this time.

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

The site is made-up of primarily silty-sands over weathered limestone or limestone bedrock.

20. Solid wastes, hazardous wastes, storage tanks

- a. **Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location of disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.**

Treated lumber from the retaining walls will be inventoried prior to demolition and properly disposed of according to state and federal requirements. No hazardous wastes are anticipated to be generated during operation.

Events at the facility will generate solid wastes associated with concessions: food wrappers, paper cups, napkins, and plastic and aluminum soft drink containers. DeLaSalle will maintain trash receptacles around the Project site and collect, sort, and dispose of trash from the facility with other solid wastes DeLaSalle generates at the High School. Mixed municipal solid waste that is not recycled will be incinerated for energy recovery at the County's garbage incinerator.

- b. **Identify any toxic or hazardous materials to be used or present at the site and identify measures to be used to prevent them from contaminating groundwater. If the use of toxic or hazardous materials will lead to a regulated waste, discharge or emission, discuss any alternatives considered to minimize or eliminate the waste, discharge or emission.**

No toxic substances are anticipated to stored and used in any significant quantity during construction or after construction. Hazardous materials such as fuels and certain construction materials will be on site during construction and will be stored and handled in conformance with regulatory requirements.

- c. **Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans. None**

21. Traffic

Parking spaces added: 22 (refer to the following chart):

Parking Totals			
	<u>DeLaSalle Site</u>	<u>Parcel C</u>	<u>Total</u>
Existing:	166	65	231
Proposed:	166	87	254
Change:	0	22	22

Estimated total average daily traffic generated: Maximum daily traffic generated at full build-out will be 500 trips (two trips for each of the estimated 250 vehicles attending a sold-out event at the proposed facility).

Estimated maximum peak hour traffic generated: Maximum traffic generation will occur during the PM peak hours 6:30 to 7:30 pm and 9:00 to 10:00 pm when 250 trips will be generated during each peak hour.

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

Traffic Data Inc. has prepared a Draft Travel Demand Management (TDM) Plan for DeLaSalle (incorporated by reference and available for review in the office of the City Planning Division in room 210 City Hall or by request to the RGU Contact Person). This TDM Plan has not been approved by the City. The following is a summary of the findings and analysis contained in this draft plan:

Executive Summary of the TDM Plan: The following is the executive summary of the TDM Plan:

The athletic field will be used for several types of events, with Friday night varsity football games generating the heaviest traffic. DeLaSalle has historically had a very successful varsity basketball program and currently has a 1,150 seat gymnasium. The athletic field will have seating for 750 people, 400 less than the capacity of a basketball game. Events at the athletic field are anticipated to generate significantly less traffic than is generated by basketball games. The following conclusions are drawn based on the analysis contained in this report:

- The intersections along Hennepin Avenue that have the potential to be significantly impacted by athletic field events will continue to operate acceptably at Level of Service B or better with football games.

City of Minneapolis: Environmental Assessment Worksheet for the DeLaSalle Athletic Facility

- The closure of Grove Street will result in traffic levels rising on the streets near the neighborhood on the north side of Nicollet Island from 300 vehicles per day to 400 vehicles per day. This is still significantly below the 1,000 vehicles per day the Metropolitan Council suggests as the capacity of a two lane residential street.
- 250 parking stalls will be needed to provide parking for 750 people attending a capacity event.
- Based on data collected at comparable football games, it is anticipated that 140 to 190 vehicles will be able to leave within 15 minutes after the game.

The following improvements are recommended:

- Provide a well lit pedestrian/bicycle trail around the athletic field that will continually be open. This will replace the east-west pedestrian and bicycle connection that will be lost when part of Grove Street is closed.
- Surface and stripe the Park Board owned gravel lot at Grove Street east of East Island Avenue. This will provide 253 off-street parking stalls next to the athletic field. This added parking will have a secondary benefit by reducing on-street parking for other events the school holds year round.

Trip Generation: The Institute of Transportation Engineers’ informational report “Traffic Operations Planning for Stadia and Arenas” states that “average vehicle occupancy may be approximately 3.0 to 3.5 persons” for home football games. Based on past experience, the Director of the City of Minneapolis Transportation & Parking Services Division requested that a vehicle occupancy rate of 3.0 be used in this analysis. This results in 250 vehicles arriving and then leaving a capacity football game.

Vehicles were counted on Friday, September 9, 2005 entering and exiting the following varsity football games to determine the peaking nature of the spectators arriving and departing a typical varsity football game:

- Breck vs. Blake
- Benilde-St. Margaret’s vs. St. Francis
- DeLaSalle vs. St. Agnes (at Brooklyn Center High School’s field)

Figures 4-2 and 4-3 of the TDM Plan provide the specific data by event. Generally, the experience at those games was:

Vehicle Arrivals			Vehicle Departures		
6:45 to 7 pm	7 to 7:15 pm	7:15 to 7:30 pm	9:15 to 9:30 pm	9:30 to 9:45 pm	9:45 to 10:00 pm
25 to 30%	20 to 25%	10 to 15%	10 to 20%	30 to 50%	10 to 20%

Trip Distribution: The directional trip distributions for football games are based on the home zip codes of the DeLaSalle student body. Trips were distributed as follows:

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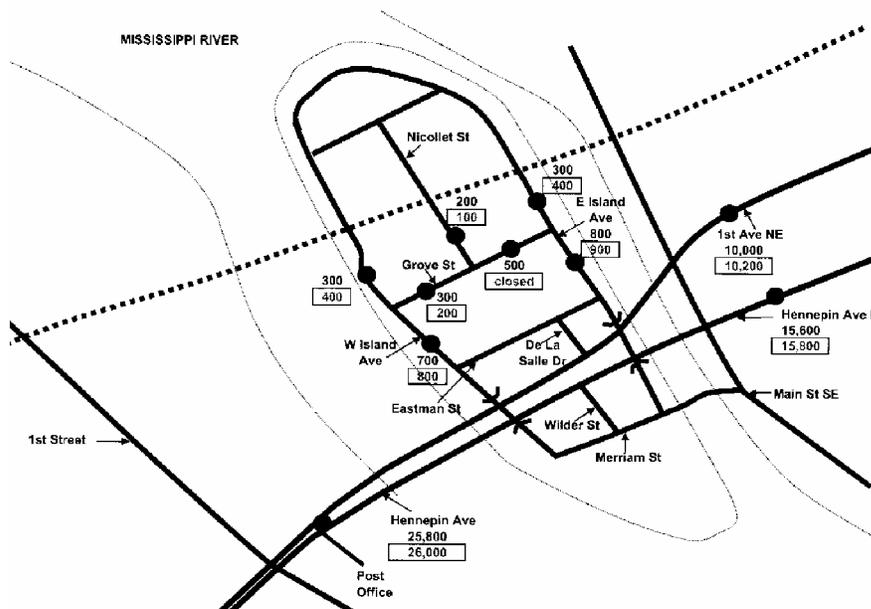
- 51% On East Hennepin and 1st Avenue NE
- 38% On Hennepin Avenue from and to downtown
- 10% On Main Street south of East Hennepin Ave.
- 1% On Main Street north of 1st Avenue NE

Intersection Capacity Analysis: Access to Nicollet Island is provided via bridges on Hennepin Avenue and Merriam Street. A right-in/right-out intersection is provided for eastbound traffic on Hennepin Avenue at Wilder Street. A right-in/right-out intersection is provided for westbound traffic on Hennepin Avenue at DeLaSalle Drive. A minor access to the east side of the Island is provided at Merriam Street south of Hennepin Avenue.

Most of the traffic generated by the proposed athletic field will access Nicollet Island via Hennepin Avenue. Hennepin Avenue is a six-lane, divided roadway over Nicollet Island and the Mississippi River. All of the other roadways on Nicollet Island are two-lane roads.

There is regular Metro Transit bus service to Nicollet Island that may be used by spectators. Spectators could also arrive on bicycles or by foot. To be conservative, it was assumed that all the 750 spectators for a capacity football game would all arrive in passenger vehicles.

The athletic field is assumed to be fully operational by the 2006 football season. Based on past traffic growth along Hennepin Avenue and on Nicollet Island, it is assumed traffic will grow by 1% between 2005 and 2006. The 2006 No-Build and Build traffic forecasts are shown below. The “Build” forecast volumes are found in the boxes.



An intersection capacity analysis was conducted for the existing intersections per the

Highway Capacity Manual. Intersections are assigned a “Level of Service” letter grade for the peak hour of traffic based on the traffic lanes, traffic volumes, pedestrian volumes, and traffic control. Level of Service A (LOS A) represents light traffic flow (free flow conditions) while Level of Service F (LOS F) represents heavy traffic flow (over capacity conditions and grid lock). LOS D is considered acceptable in urban conditions.

The existing Friday night, 6:00-to-7:00 p.m., peak-hour Level of Service results are as follows:

<u>Existing Level of Service</u>	
Hennepin Avenue & 1st Street N:	B
Hennepin Avenue & Wilder Street:	A
Hennepin Avenue & DeLaSalle Drive:	A
Hennepin Avenue & Main Street:	B
Main Street & 1st Avenue NE:	B

All of the intersections currently operate acceptably at LOS B or better.

The 2006 Friday night peak hour build and no-build LOS results are shown below:

	<u>No Build</u>	<u>Build 6:30 to 7:30 pm</u>	<u>Build 9:00 to 10:00 pm</u>
Hennepin Avenue & 1st Street N	B	B	B
Hennepin Avenue & Wilder Street	A	A	A
Hennepin Avenue & DeLaSalle Drive	A	A	A
Hennepin Avenue & Main Street	B	B	B
Main Street & 1st Avenue NE	B	B	B

All of the intersections will operate acceptably at LOS B or better on game nights.

It is anticipated that the peak 15-minute period for vehicles arriving at the game will be from 6:45 to 7:00 p.m. Approximately one fourth of the vehicles coming to the game (approximately 65 vehicles) will arrive during that 15-minute period. No significant stacking is anticipated outside of the parking lots with those traffic volumes.

There will be a more significant peak in traffic at the end of the game. It is anticipated that approximately 47% of the vehicles (approximately 120 vehicles) will leave between 9:15 and 9:30 p.m. Of the three football games observed on September 9, 2005, Benilde-St. Margaret’s parking lots are the most similar to DeLaSalle’s proposal. Benilde-St. Margaret’s has two driveways out of their main lot and an additional auxiliary lot. 117 vehicles left the Benilde-St. Margaret’s parking lots between 9:40 and 9:45 p.m. Breck’s parking lot is the most restrictive. There is only one road out of the Breck facility. 58 vehicles exited this restricted site from 9:45 to 9:50 p.m.

The parking lots near the proposed athletic field will be crowded from 9:30 p.m. to 10:00 p.m., but the majority of traffic will depart in 10 to 15 minutes. The Level of Service analysis

contained in this report shows that there is ample capacity to disburse the traffic once it leaves the parking lots. In fact, traffic will not be as busy for varsity football games as it is for varsity basketball games when DeLaSalle occasionally fills up its 1,150-seat gymnasium.

Parking: Three surface lots are available for vehicles arriving for events at the athletic field. The primary lot is DeLaSalle's main parking lot, which has 156 stalls directly south of the school. The lot can be accessed from two driveways on Eastman Street and one driveway on DeLaSalle Drive. There is also a small lot on the north side of the high school that has 10 parking stalls that could be used for athletic field events. The Minneapolis Park Board owns a gravel lot east of East Island Avenue at Grove Street identified as "C" on Attachment B. It is estimated that approximately 65 vehicles can currently park in the gravel lot. Spectators may be able to use the lot for events at the athletic field. If the lot is surfaced and paved, it will provide approximately 87 parking stalls.

Vacation of Grove St.: A significant portion of the traffic using the section of Grove Street that is proposed to be closed (Nicollet Street to East Island Avenue) are school buses and students that move in a clock-wise pattern around the high school. If Grove Street is closed, they will either circulate through the high school's parking lot or along West Island Avenue to the southern portion of the Island. Both of those movements will be more convenient than going north into the neighborhood on Nicollet Island.

The closure of Grove Street will remove an east/west connection used by pedestrians and bicyclists on Nicollet Island. DeLaSalle is planning to provide a trail connection through the site to replace this connection. It is anticipated the trail will always be open to the public. The trail connection will be well lit and will meet ADA requirements for wheelchairs.

The Minneapolis Fire Department has indicated that West Island Avenue to Nicollet Street is mapped as their route to get to the north side of Nicollet Island. The closure of Grove Street from Nicollet Street to East Island Avenue will not change the emergency vehicle service to the residents on the north side of the Island. The City of Minneapolis Police and Fire Departments will have an opportunity to comment on the impacts of the Grove Street closure.

22. Vehicle-related air emissions

Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. Note: If the project involves 500 or more parking spaces, consult EAW Guidelines about whether a detailed air quality analysis is needed.

A recent air quality impact study in the immediate study area (Pillsbury A Mill EAW and Environmental Impact Statement, 2005) found projected Carbon Monoxide concentrations associated with intersection approach volumes of 3,000 vehicles per hour were well below the state and federal 1-hour and 8-hour standards for Carbon Monoxide.

The additional athletic field trips will occur later in evening and will be an insignificant portion of the PM Peak Hour traffic, or trips will occur after the PM Peak Hour. Given the

low and off-peak traffic volume generated by the facility, the level of service at the affected intersections, and the results of recent air quality studies in the area, it is predicted the additional 250 vehicles accessing the athletic field will have a minimum impact on air quality, and Carbon Monoxide concentrations will remain well below ambient standards.

23. Stationary source air emissions

Describe the type, sources, quantities and compositions of any emissions from stationary sources of air emissions such as boilers, exhaust stacks or fugitive dust sources. Include any hazardous air pollutants (consult *EAW Guidelines* for a listing) and any greenhouse gases (such as carbon dioxide, methane, nitrous oxide) and ozone-depleting chemicals (chloro-fluorocarbons, hydrofluorocarbons, perfluorocarbons or sulfur hexafluoride). Also describe any proposed pollution prevention techniques and proposed air pollution control devices. Describe the impacts on air quality.

No new stationary sources or demand on an existing stationary source will be associated with the proposed athletic facility.

24. Odors, noise and dust

Will the project generate odors, noise or dust during construction or during operation?
Yes

If yes, describe sources, characteristics, duration, quantities or intensity and any proposed measures to mitigate adverse impacts. Also identify locations of nearby sensitive receptors and estimate impacts on them. Discuss potential impacts on human health or quality of life.

Odors: The construction and events at the Project is not expected to generate objectionable odors.

Noise: The following is a summary of the information developed for the Project by Braslau and Associates. (A copy of the full report is incorporated by reference and available for review at the City Planning Division office, Room 210 City Hall or upon request to the City RGU Contact Person.)

Chapter 389 of the Minneapolis Code of Ordinances and the Minnesota Pollution Control Agency (MPCA) Rules will regulate noise associated with events at the Project site.

- **Construction noise:** Construction noise of the Project will be mitigated by the enforcement of the Minneapolis Code of Ordinances, Chapter 389, Section 389.70. This section of the Code specifies strict limits for both the hours of operation of construction equipment and the allowable noise levels of that equipment, and it specifies fines for noncompliance. The City noise limit for construction and demolition equipment during the allowable hours of operation is 90 decibels measured at 50 feet or more away from the source. The City Inspectors from the City's

Environmental Management Division of the Regulatory Services Department are responsible for enforcing the regulations and they will be responsible for ensuring that construction noise from the Project does not exceed applicable state and local noise regulations.

- Traffic noise:** Traffic noise may increase on some Island roadways in the evening of an event at the athletic field. However, the ambient L50 level, which was measured at 48 to 50 dBA (in the absence of trains or aircraft), will remain essentially unchanged since at a distance of 50 feet from a roadway carrying 250 vehicles traveling at 25 mph, the L50 level is estimated to be 47 dBA. Based on an analysis of future traffic conditions described in the response to Question 21, the added traffic associated with the Project will not cause the Level of Service classifications at the impacted intersections to go below the C level, which is a “not congested” level, even during the peak periods. It is not expected that any increase in traffic-generated noise levels associated with the Project will result in an increase that exceeds the 5-dB-limit of perceptibility. (The human ear is only sensitive to an increase in sound levels that are greater than 5 decibels.)
- Crowd and band noise:** Construction and other field related noise must comply with the Minnesota noise standards (Minnesota Rule 7030.0040) as presented in Table 24.1. The L10 category is the level exceeded for 10% or six minutes of an hour. L50 is the level exceeded for 50% or 30 minutes of an hour.

Minnesota Noise Standards

Land Use	Daytime (7 am to 10 pm)		Nighttime (10 pm to 7 am)	
	L10 (dBA)	L50 (dBA)	L10 (dBA)	L50 (dBA)
NAC-1 (residential)	65	60	55	50
NAC-2 (commercial)	70	65	70	65
NAC-3 (industrial)	80	75	80	75

Sound level measurements were taken at the 800-seat Blake Stadium in Golden Valley on September 19, 2005, during the Blake vs. Breck football game. These measurements indicated a general ambient sound level in the area during the game of 55 dBA. A level of 70 to 73 dBA was measured during the game at a distance of approximately 800 feet from the bleachers This would be which would be equivalent to 77 to 80 dBA at 300 feet in front of the DeLaSalle seating area.

Maximum crowd noise levels can be approximated using published voice level data and assuming that virtually all of the home spectators in the bleachers shout simultaneously. Based upon a peak attendance of 750 persons and a crowd split evenly between males and females, maximum estimated crowd noise levels are presented in Table 24.2.

Estimated Maximum Crowd Noise Levels

Location	Distance from Seating (ft)	Estimated Maximum dBA	Factors involved
Grove Street Flats	100	67	Behind crowd and shielded by solid seating structure
Closest residence north	150	73	To side of crowd and some shielding by crowd and structure
Condos across river	300	76	No shielding of voices

The crowd noise issue has been reviewed in the past for similar projects with staff of the MPCA. It has been noted that no violation of the noise standards were ever attributed to crowd noise at outdoor events. The most recent MPCA position on crowd noise from sporting events is that it is unregulated. Therefore, crowd noise is not likely to exceed any currently established limits on sound level.

Currently, DeLaSalle does not have a marching band. However, should a band play on the proposed new field, sound levels will generally be below those of the sound system or crowd noise.

- Loudspeaker Sound:** A number of sound system options have been evaluated that would involve tradeoffs between providing the best coverage of the seating area while at the same time minimizing off-site sound. Typically, athletic field sound systems are conveniently placed on existing lighting poles which are not optimally located for spectator coverage and off-site sound, resulting in higher than necessary power levels and hence greater sound in the adjacent neighborhood.

An effective system consists of two clusters (of two loudspeakers each) mounted on poles that can double as flagpoles on either side of the press box. To estimate sound levels over the seating area and in the surrounding neighborhood, two clusters were assumed to be located 25 feet above the highest seat, or approximately 50 feet above ground level, directed down towards the seating area on each side of the press box.

Sound levels are based upon the assumption that the maximum level in the seating area is 94 dBA. This level can be electronically controlled so that it cannot be increased by the announcer or by tampering by unauthorized personnel. The resulting sound levels (in dBA) superimposed on an aerial photograph of Nicollet Island are shown in Attachment E Estimated Maximum Sound Level. From the Attachment, it can be seen that the maximum sound level is expected to be 60 dBA both at the nearest home to the north and at the Grove Street Flats behind the seating area. With an expected ambient level of sound during an event of approximately 55 dBA, sound from the loudspeaker will be 5 dBA louder, although some speech will be understandable. Further reduction of sound by 3 to 4 dBA could be achieved with a four-pole system.

The sound system will be used more continuously during football games than during soccer games and other events. The sound system will be designed and built as a speech-only system, and will not be intended for music, although some limited short-term recorded music may be broadcast. Therefore, this system will not represent a concert sound system that can achieve sound levels as much as 15 or more dBA higher than the proposed system.

While sound from the loudspeaker system will be audible, it will not exceed the MPCA L10 noise standard of 65 dBA which cannot be exceeded for more than 10% or six minutes of an hour.

- **Summary:** Based on the above, no significant adverse noise impacts are anticipated from the proposed athletic facility.

Demolition and construction dust: Best management practice will be used to minimize dust during construction. There will be no demolition dust of any significance. The City's Air Quality Management Authority has the responsibility to regulate air pollutant releases for construction projects.

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

25. Nearby resources

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

Archaeological, historical or architectural resources? Yes

Prime or unique farmlands or land within an agricultural preserve? No

Designated parks, recreation areas or trails? Yes

Scenic views and vistas? Yes

Other unique resources? No

If yes, describe the resource and identify any project-related impacts on the resource. Describe any measures to minimize or avoid adverse impacts.

Archeological resources: In September of 2005, Michelle Terrell of Two Pines Resource Group, LLC completed a literature search to determine whether the Project area contains, or has the potential to contain, any archaeological resources that may be potentially eligible for listing on the National Register of Historic Places. This assessment included background research at the State Historic Preservation Office and the Minnesota Historical Society, review of soil boring logs, and a visual reconnaissance of the Project area. Included herein is a summary of the complete technical report which includes project methodology and the results and recommendations of the archaeological literature search. (A copy of the full report is incorporated by reference and available for review at the City Planning Division office, Room 210 City Hall, or upon request to the City RGU Contact Person.)

No archaeological sites have been previously identified within the Project area, but there is a high potential for the area to contain intact pre-contact and historical archaeological resources that may be eligible for listing on the National Register of Historic Places. These potential historically significant archaeological resources include Native American occupation sites, as well as features associated with the homes of Nicollet Island residents. Three of the potential historical archaeological sites (Bassett/Nimocks, Calladine, and DeLaittre homes), and the area of highest pre-contact archaeological potential (Lot 2 of Auditor's Subdivision No. 92), are located on Minneapolis Park and Recreation Board parcels, while the remaining two historical archaeological sites (W. W. Eastman and Rea/Seacombe homes) are located on the property of DeLaSalle High School.

The Project area has the potential to contain intact pre-contact and historical archaeological resources that may be eligible for listing on the National Register of Historic Places (NRHP). These potential historically significant archaeological resources include Native American sites, as well as features associated with the homes of Nicollet Island residents (Bassett, DeLaittre, Calladine, Nimocks, Rea, Seacombe and Eastman families). These potential archaeological resources will be impacted by proposed grading and demolition activities on the property.

DeLaSalle will consult with the Minneapolis Heritage Preservation Commission, the State Historic Preservation Office, and the Minnesota Historical Society to define the appropriate program to provide an archaeological investigation of the site, and will have that program in place before any land disturbance is initiated.

Historic resources: In September 2005, Carole Zellie of Landscape Research LLC conducted an assessment of other historical and architectural resources. (A copy of the full report is incorporated by reference and available for review at the City Planning Division office, Room 210 City Hall, or upon request to the City RGU Contact Person.) These resources include Grove Street within the Project area, as well as Grove Street Flats, the Nicollet Island Residential Area, and the St. Paul and Pacific Railroad alignment. The purpose of the investigation was to assess the properties already determined to be contributing to the St. Anthony Falls Historic District and to develop an historic context for previously undocumented Grove Street. DeLaSalle campus buildings (1922-1959) were not evaluated. An Area of Proposed Effect (APE) for the proposed project has not yet been determined by the SHPO and Minneapolis Heritage Preservation Commission (HPC).

The following contributing resources are identified and discussed in the assessment:

- **Grove Street:** As noted above, Grove Street (1865) extends between E. and W. Island avenues and is one of the original residential streets of Nicollet Island. Approximately one-half of its length is within the project area and vacation and demolition is proposed for athletic field construction. There are no remaining buildings on the street within the project area. Grove Street Flats, at the west end, are the only building remaining from the period of historic significance. Grove Street thus retains only its historic alignment; all historic paving and other features were removed during 1990s street improvements.

The island's original street plan (1865) is an important component of its historic spatial character, and the streets contribute to the overall feeling and character of the district. While there are no remaining historic buildings on Grove Street between Nicollet Street and E. Island Avenue, this is also true of portions other nearby island streets where there are now-vacant lots. According to NRHP Bulletin 15, a district "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development . . . a district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources" (NRHP Bulletin 15 1995).

Street layout, alignment, width, and paving and elements such as lights and sidewalks contribute to qualities of feeling and association within an historic district. Bulletin #15 also notes that "a component of a district cannot contribute to significance if it has been substantially altered since the period of the district's significance or if it does not share the historic associations of the district." Street paving and features such as curbs and gutters, however, are typically repaired and replaced over time. Grove Street's historic alignment and relationship to the 1865 Nicollet Island plan remain its distinctive components. Closure of this portion of Grove Street will constitute an adverse impact on the historic district.

- **Grove Street Flats:** The Grove Street Flats (1877; a.k.a. Eastman Townhouses) are approximately 250 feet south of the proposed project. The Grove Street Flats are nationally significant under NRHP Criteria A and C in the area of architecture and Minneapolis residential development. The period of significance is 1876 to 1885, "marking the date this fashionable neighborhood was at its height" (Roberts NRHP 1991:8.3). An Area of Potential Effect (APE) has not been determined, but the proposed new construction does not appear to have an impact on the Grove Street Flats.
- **Nicollet Island Residential Area:** The Nicollet Island Residential Area is located at the northern tip of the island more than 250 feet north of the proposed project area and the St. Paul and Pacific Railroad. The area contains 20 contributing buildings, 9 non-contributing buildings, and 2 contributing structures and is significant under Criterion A as representative of broad patterns of history, and Criterion C for its distinctive types of a period of architecture. The NRHP nomination notes that the area is significant "as the most physically and visually coherent example of early riverfront residential development remaining in the City of Minneapolis" (NRHP 1991:8.1). The period of significance is 1866 to 1898 and is represented by the island's collection of residential housing styles. An APE has not been determined, but the proposed new construction does not appear to have an impact on the Nicollet Island Residential Area.
- **The St. Paul and Northern Pacific Railroad:** The St. Paul and Northern Pacific Railroad (1867) crosses the island near the northern boundary of the proposed project area. Although not individually documented in the district nomination, the railroad

alignment is among the earliest in the St. Anthony Falls Historic District and is shown on the original plat of Nicollet Island. The line is in active use, and retains a high degree of feeling and association. The bridge connecting to the west bank was Minneapolis' first railroad bridge constructed across the Mississippi. The Nicollet Street Bridge was replaced in 1996. An APE has not been determined, but the proposed new construction does not appear to have an impact on the St. Paul and Pacific Railroad.

A complete copy of the report prepared by Landscape Research LLC for DeLaSalle is incorporated by reference and available for review at the City Planning Division office, room 210 City Hall

Designated parks, recreation areas or trails: During the course of its transformation through cycles of industrial, commercial, and residential land use, Nicollet Island has been the focus of many studies and proposals, beginning in 1866 when it was proposed as a public park. This idea was briefly revisited in 1917, when the Minneapolis Plan proposed an "aeroport" and public stadium. After World War II, the island's deteriorated housing and flagging industries were part of the Gateway Urban Renewal Area. Planners proposed options as disparate as office towers, an I-35W route, a museum, and a park. The designation of the island as part of the St. Anthony Falls National Register Historic District (1971) and supplemental study (1991) assisted in planning for the remaining historic buildings on the island. The Minneapolis Park and Recreation Board acquired ownership of most of the island by the mid-1980s. The Board commissioned the Nicollet Island Master Plan (1996) and subsequently repaved the island's original streets and landscaped certain areas previously occupied by houses and industrial buildings. The Nicollet Street railroad bridge was replaced in 1996. Three tennis courts were constructed on Block 4, and trees were planted on the parcel formerly occupied by Twin City Tile and Marble and the Grove Street residences of John DeLaittre, Joel and William Bassett, and others.

The Project's location in the Regional Park adjacent to DeLaSalle was contemplated in a 1983 agreement to redevelop Nicollet Island as a Regional Park. As part of the MPRB's Central Mississippi Regional Park Project and the Minneapolis Community Development Agency East Bank and Nicollet Island Urban Renewal Project, and memorialized in the Contract for Acquisition and Transfer of Lands for Redevelopment by Public Bodies, dated May 19, 1983, by and between the City of Minneapolis through its Park and Recreation Board and the Minneapolis Community Development Agency. This 1983 Agreement provided the following:

"The Board (MPRB) shall, at any time and with funds from any source deemed suitable by the Board, use its best efforts to construct upon property adjacent to the DeLaSalle Property an outdoor neighborhood recreational and athletic facility (the "Athletic Facility"), which at a minimum shall consist of a full (regulation) size football field and no less than two full (regulation) size tennis courts, provided, however, that the Board shall have no obligation to construct the Athletic Facility until a reciprocal agreement between the Board and

owners of the DeLaSalle Property has been agreed to for the use of the Athletic Facilities and negotiated existing facilities of DeLaSalle.”

A five page draft providing a Reciprocal Use Agreement between the City of Minneapolis and DeLaSalle High School addressing the provisions in the 1983 Agreement was only recently prepared and has not been adopted by either the City, the MPRB, or DeLaSalle (Attachment F).

In 1996 the “Nicollet Island Master Plan” was prepared for the MPRB. This Plan reviewed the history of the Island and proposed future improvements and policies to implement the 7 objectives of the Plan. Those objectives were:

1. Identify and understand the authentic components of the island’s character: natural, environmental, historical, and cultural;
2. Provide visitors of all ages, backgrounds and physical abilities with a variety of recreational and educational opportunities;
3. Reinforce the residential character of the upper island with improvements sensitive to the historic character as well as the daily lives of the residents;
4. Reinforce the image, legibility, and accessibility of the island as a key feature of the River and urban landscape;
5. Preserve and enhance the island’s natural landscape character;
6. Recognize and interpret Nicollet Island’s important role in the prehistory, settlement, and redevelopment of Minneapolis and the region;
7. Provide for conservation and appropriate rehabilitation of significant historic sites, structures, and buildings.

The 1996 Plan recognized De LaSalle School and proposed tennis courts (now in place) and park use for the MPRB parcel on Grove St. (Parcel B).

Scenic views and vistas: There are scenic views of the downtown Minneapolis skyline from viewpoints located throughout the Island. Attachment D provides an illustration of the potential impact of the Project on the view from East Island Avenue.

26. Visual impacts

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

If yes, explain.

The field lighting will be mounted on four 70 ft. poles. When this lighting is in use, the glare from the lights will be visible off site and an intrusion on the view of the downtown skyline in the vicinity of the Project. The location and relative height the light standards and lights from East Island Avenue are illustrated on Attachment D. The proposer has committed to using the

best available technology to focus light onto the field and minimize light spill to attain a standard of no more than 1 foot-candle outside Project limits.

27. Compatibility with plans and land use regulations

Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency? Yes

If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

Critical Area Corridor/ Draft Mississippi River Critical Area Plan: See the discussion in the response to Question 14

Comprehensive Management Plan for the Mississippi National River and Recreation Area: The Comprehensive Management Plan for the Mississippi National River and Recreation Area (MNRRA Plan) describes the six purposes of the Recreation Area:

1. Preserve, enhance and interpret archeological, ethnographic and historic resources
2. Enhance opportunities for public outdoor recreation, education and scenic enjoyment.
3. Preserve, enhance and interpret natural resources
4. Provide for continued economic activity and development
5. Improve the public's understanding of the river and promote public stewardship of its resources
6. Recognize and strengthen people's relationships with the river as a dynamic part of our heritage, our quality of life and our legacy for the future.

The MNRRA Plan also provides Land Use and Protection Policies to accomplish its purposes. These policies address riverfront location, corridor wide location, and site development. The compliance of the Project with the standards of the Shoreland and Critical Area Overlay districts assures its compliance with the quantitative policies of the MNRRA Plan. The reviewer can determine whether the Project is on balance in compliance with the intentional policies of the MNRRA Plan by reviewing those policies in the Plan document.

Minneapolis Comprehensive Plan: Within the overall citywide comprehensive framework of the City's adopted Comprehensive Plan, the *Minneapolis Plan* (Plan), no specific policies address the location of this Project. Plan Policies do address both the purpose of the Project, and how it must be incorporated into its surroundings. Plan policies and possible implementation steps are provided in the following Plan policies:

Policy 6.3: Minneapolis will offer a diverse range of programming and recreational facilities for resident use.

Implementation Steps (selected):

- Diversify the recreational facilities offered by the city to respond to the wide range of resident interests.
- Collaborate and coordinate space sharing maintenance agreements and programming among public agencies.
- Encourage the maintenance and rehabilitation of historic park buildings.
- Provide sports facilities that are comparable to suburban complexes for the use of teenage sports programming and activities.

Policy 6.4: Minneapolis will make parks secure, attractive places and ensure that these facilities are accessible, enjoyable and safe.

Implementation Steps (selected):

- Use design features that promote safety and security when constructing or renovating park spaces.
- Ensure that adjacent land uses contribute to the safety and ambiance of the park.
- Provide safe pedestrian crossings at streets adjacent to parks and reduce the speed of traffic and street width where possible.
- Maintain public roads and circulation systems to link parks with neighborhood surroundings and provide visual links to passing traffic.
- Locate lighting grids in city parks based on standards for safety, aesthetic improvements, capital costs and energy efficiency.
- Bring all public buildings into compliance with fire and ADA codes.
- Remove environmental concerns and update general building infrastructure needs (roofs, windows, electric systems, telephones).

Policy 9.8: Minneapolis will maintain and strengthen the character of the city's various residential areas.

Implementation Steps (selected):

- Infill development standards must reflect the setbacks, orientation, pattern, materials, height and scale of surrounding one and two family dwellings.

Policy 9.15: Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions between different land uses.

Implementation Steps (selected):

- Provide appropriate physical transition and separation using green space, setbacks or orientation between residential and nonresidential uses.
- Encourage site planning for new developments that orients the "back" of proposed buildings to the "back" of existing development.
- Require screening and buffering for new developments next to residential areas,
- Minimize automobile and truck impact on residential streets and alleys by enforcing penalties for travel on routes where trucks are prohibited.
- Promote quality design and building orientation of commercial and industrial

development that is appropriate with the surrounding neighborhoods.

- Use the site plan review process to ensure that lighting and signage associated with non-residential uses do not create negative impacts for residentially zoned property.
- Mitigate, through screening and buffering, limiting the size and scale of a building, and a business' hours of operation, the effects of commercial properties on residential areas.

Policy 9.21: Minneapolis will preserve and enhance the quality of living in residential neighborhoods, regulate structures and uses which may affect the character or desirability of residential areas, encourage a variety of dwelling types and locations and a range of population densities, and ensure amenities, including light, air, privacy and open space.

Implementation Steps (selected):

- Apply the form and density approach within the context of a neighborhood or a site and within the framework of The Minneapolis Plan and NRP Plans when evaluating the appropriateness of development proposals for specific sites.
- Limit non residential land uses allowed in low density residential areas to religious institutions, specific public facilities such as schools, libraries and parks and other non residential land uses that can be integrated with low density residential uses through proper location, site planning and facilities design.

Consistency and compliance with the provisions of the Plan will be determined by the City Planning Commission and the City Council if it reviews the Commission's findings and recommendation on the Conditional Use Permit required for the Project.

“Nicollet Island Master Plan:” Refer to the discussion in the response to Question 25 under the subheading, “Designated parks, recreation areas or trails.”

Minneapolis Heritage Preservation Commission: The Minneapolis Heritage Preservation Commission (HPC) has adopted regulations for permit review to provide architectural control and maintenance of the St. Anthony Falls Historic District by promulgating regulations governing construction and rehabilitation for the preservation, protection, and perpetuation of the St. Anthony Falls Historic District designated by the State of Minnesota. The regulations apply to any and all new construction and rehabilitation of existing buildings and structures within the St. Anthony Falls Historic District.

They are intended to:

- preserve the memory of past events;
- encourage sympathetic new development;
- encourage and enable access to the river; and
- foster along the riverfront and adjacent areas a viable community geared to the pedestrian.

Generally, infill construction shall be visually compatible with historic structures within the sub-area with regard to siting, height, proportions of facade, walls of continuity, rhythm of

projections, directional emphasis, materials, nature of openings, texture, roof shapes, details, and color. Variances to these regulations will be granted only in cases where an applicant clearly demonstrates that an alternative design is a superior and compatible solution.

The Project site is located in Sub Area F, Nicollet Island (Masonry). This area extends from Grove Street to the south end of Nicollet Island and north of Grove Street to approximately 150 ft. north of the railroad tracks. The regulations specific to this sub area are as follows:

1. Siting: New buildings shall be constructed with principal elevations facing the street. Buildings moved onto Grove Street shall be in line with the Grove Street Flats.
2. Height: New buildings shall be one-to-two stories high, so that significant views are preserved. Overall building height not including chimneys shall be between 20 and 40 feet.
3. Rhythm of Projections: Projections, if provided, shall be limited to the lower 1-1/2 stories and the central portion or major subdivisions of the building.
4. Directional Emphasis: The existing buildings have no strong directional emphasis. Therefore, new buildings also shall have no strong emphasis.
5. Materials: New buildings shall be constructed of brick or limestone.
6. Nature of Openings: Openings should appear in a constant and repeated pattern across the principal facades. Window openings should be approximately 2 times as high as they are wide. Windows and doors should be set toward the front of the openings.
7. Roof Shapes: New roofs should be flat or nearly flat. Mansard roofs similar to the Grove Street Flats should be considered on a case-by-case basis.
8. Details: There are no special requirements.
9. Color: Primary surfaces of new buildings should be buff or grey. Trim should be subdued earth tones or flat black.

The HPC will use these regulations and comments provided during its public review process to determine if the design of the Project is appropriate at this site in the District.

Land use regulations: The Project site is zoned for residential use and is split between two districts with Grove St. serving as the division line. The DeLaSalle site, downriver from Grove St. is designated R1A, Single-Family District. The MPRB site, upriver from Grove St. is designated R3, Multi-Family District. Schools, like DeLaSalle, are allowed as conditional uses in these districts. Chapter 536.20 provides specific development standards for schools:

1. The use shall include a regular course of study accredited by the State of Minnesota.
2. To the extent practical, all new construction or additions to existing buildings shall be compatible with the scale and character of the surroundings, and exterior building materials shall be harmonious with other buildings in the neighborhood.
3. An appropriate transition area between the facility and adjacent property shall be provided by landscaping, screening and other site improvements consistent with the character of the neighborhood.

Chapter 537.110 provides specific development standards for athletic fields:

1. The athletic field shall be at least fifty (50) feet from the nearest property line of a residential use located in a residence or office residence district or any permitted or conditional residential use.
2. The athletic field shall be situated in such a way as to minimize the effects of lighting and noise on surrounding property.
3. The premises, all adjacent streets, sidewalks and alleys, and all sidewalks and alleys within one hundred (100) feet shall be inspected after an event for purposes of removing any litter found thereon.

The required parking for the Project is provided in Chapter 541.180, Parking requirements for certain recreational uses:

12. Stadium or grandstand: parking equal to thirty (30) percent of the capacity of persons. With the proposed 750 seats, the requirement is 225 stalls. This is close to the 250-stall parking demand estimated in the TDM Plan.

Chapter 525.340 provides the findings the City Planning Commission shall make before granting a conditional use permit:

1. The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare.
2. The conditional use will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.
3. Adequate utilities, access roads, drainage, necessary facilities or other measures, have been or will be provided.
4. Adequate measures have been or will be taken to minimize traffic congestion in the public streets.
5. The conditional use is consistent with the applicable policies of the comprehensive plan.
6. The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.

After a public hearing and recommendation by the City Planning Commission consistent with the City's Ordinances, Chapter 433 Vacating, the City Council must find the area of the proposed vacation is not needed for any public purpose. The Council must consider the effect of the vacation upon the access by abutting and adjacent property owners to their property, and they must determine that the proposed vacation is not part of a public transportation corridor and that any easements requested are granted by the petitioner.

28. Impact on infrastructure and public services

Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? No

If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see *EAW Guidelines* for details.)

29. Cumulative impacts

Minnesota Rule part 4410.1700, subpart 7, item B requires that the RGU consider the “cumulative potential effects of related or anticipated future projects” when determining the need for an environmental impact statement. Identify any past, present or reasonably foreseeable future projects that may interact with the project described in this EAW in such a way as to cause cumulative impacts. Describe the nature of the cumulative impacts and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to cumulative impacts (*or discuss each cumulative impact under appropriate item(s) elsewhere on this form*). There are no additional cumulative impacts known at this time.

30. Other potential environmental impacts

If the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation. There are no other potential environmental impacts known at this time.

31. Summary of issues

Do not complete this section if the EAW is being done for EIS scoping; instead, address relevant issues in the draft Scoping Decision document, which must accompany the EAW. List any impacts and issues identified above that may require further investigation before the project is begun. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

The primary potential environmental impacts of the Project are as follows:

1. Physical impacts: The design and operation of the Project, especially the impacts of noise and lighting, has the potential to adversely affect the nearby residential uses. However, the noise analysis concluded that no significant adverse noise impacts are anticipated from the proposed athletic facility, including traffic noise. The glare from the proposed field lighting will be visible off site and an intrusion on the view of the downtown skyline in the vicinity of the Project site. To mitigate this potential impact, the proposer has committed to using the best available technology to focus light onto the field and minimize light spill to attain a standard of no more than 1 foot-candle outside Project limits.

City of Minneapolis: Environmental Assessment Worksheet for the DeLaSalle Athletic Facility

2. Historic impacts: The Project will have an effect on the historic resources in the St. Anthony Falls Historic District. The analysis prepared for this EAW concluded the following:
 - The proposed new construction does not appear to have an impact on the following historic resources in the area: Grove Street Flats, the Nicollet Island Residential Area, and the St. Paul and Northern Pacific Railroad.
 - The proposed vacation and demolition of a portion of Grove Street will constitute an adverse impact on the historic district.

3. Conformance with plans: Several adopted plans apply to the Project with policies that might be interpreted as being supportive of the Project and others that might be interpreted as indicating inconsistency. It will be up to the City's various decision-making bodies during the project review process to determine Project consistency with these plans and policies and with the other applicable City ordinances and processes. For example, the Minneapolis Planning Commission will review the Project for consistency with the City's Comprehensive Plan and the Zoning Code, Minneapolis Heritage Preservation Commission will review the Project and the proposed street demolition and vacation per the guidelines of the historic district, and the City Council will have final approval authority over the vacation of Grove St. Further, these issues will be addressed by the actions of Minneapolis Park and Recreation Board and the Metropolitan Council.

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

I hereby certify that:

1. The information contained in this document is accurate and complete to the best of my knowledge.

2. The EAW describes the complete Project; there are no other projects, stages or components other than those described in this document, which are related to the Project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9b and 60, respectively.

3. Copies of this EAW are being sent to the entire EQB distribution list.

Signature _____
Printed Name J. Michael Orange
Title Principal Planner
Date _____

The Environmental Assessment Worksheet form was prepared by the staff of the Environmental Quality Board at Minnesota Planning. For additional information, worksheets or for *EAW Guidelines*,

City of Minneapolis: Environmental Assessment Worksheet for the DeLaSalle Athletic Facility

contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-296-8253, or
www.mnplan.state.mn.us Revised 2/99.

Attachments:

- A. Project location
- B. Site Context
- C. Site Plan
- D. Perspective drawings
- E. Sound Levels
- F. Draft Reciprocal Use Agreement
- G. Photos
- H. Zoning maps

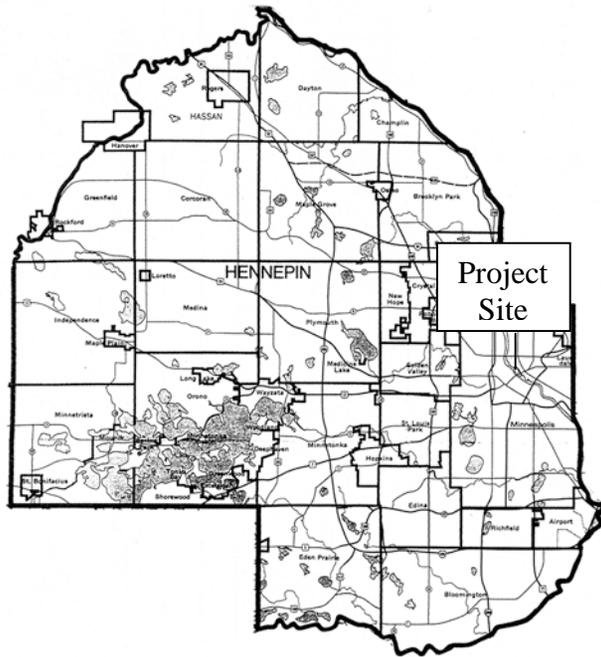
Documents incorporated by reference and available for review in the office of the City Planning Division in room 210 City Hall or by request to the RGU Contact Person:

1. "Request for City Council Committee Action from the Department of Community Planning and Economic Development," dated 8/17/05
2. "Draft Travel Demand Management Plan for DeLaSalle Athletic Field, Minneapolis, MN," prepared for DeLaSalle High School by Traffic Data Inc., October 2005
3. "Noise, Light and Air Impacts Report," David Braslau and Associates
4. "Literature Search for Archeological Potential, DeLaSalle High School Athletic Field, Nicollet Island, Hennepin County, Minnesota," Michelle Terrell, Two Pines Resource Group LLC.
5. "Historic Resources Survey," Carol Zellie, Landscape Research LLC

Attachment A Location in Hennepin County & on Minneapolis South Quadrangle DeLaSalle Athletic Facility EAW

Project Location on USGS 7.5 Minute Minneapolis South Quadrangle

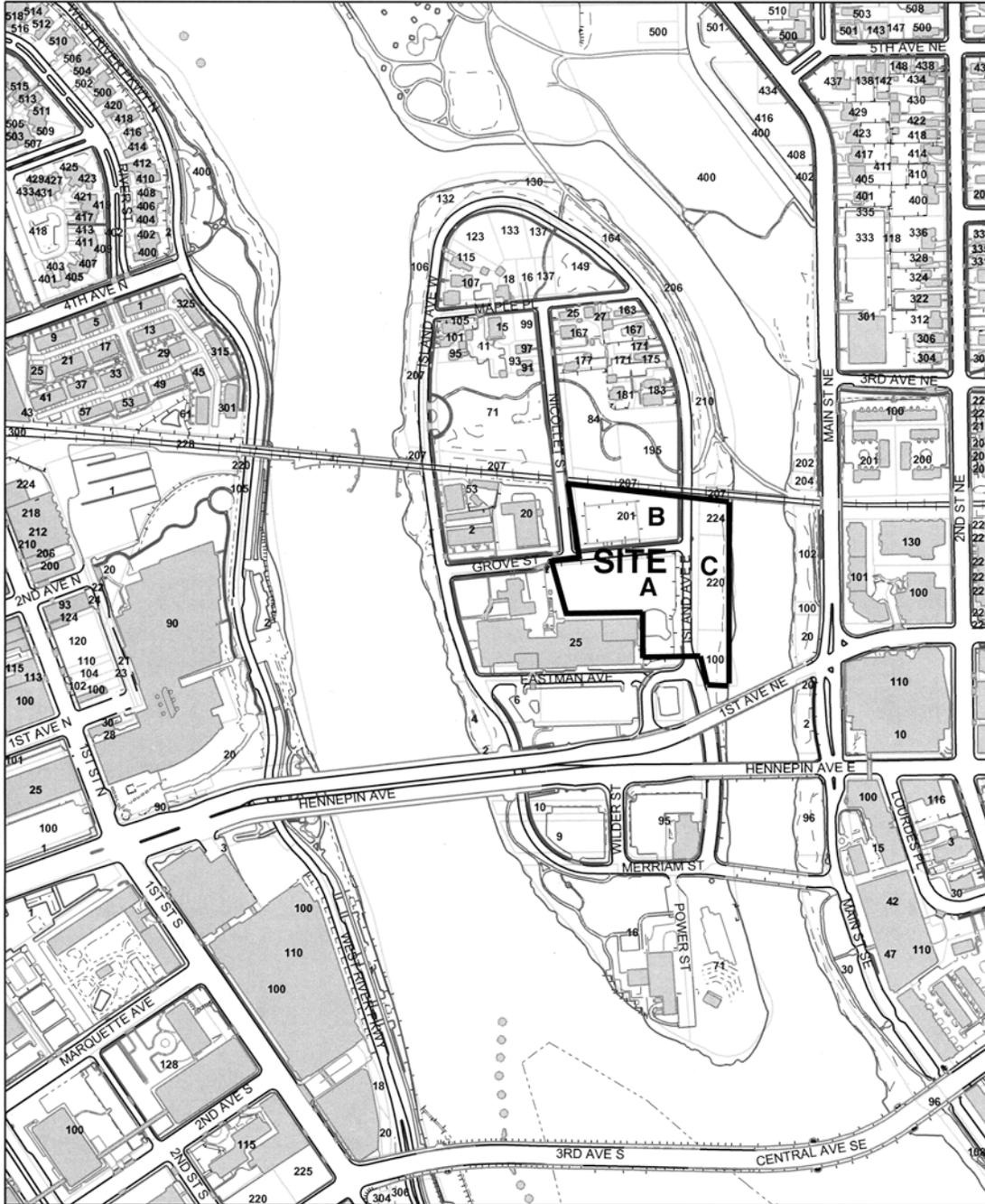
Project Location in Hennepin County



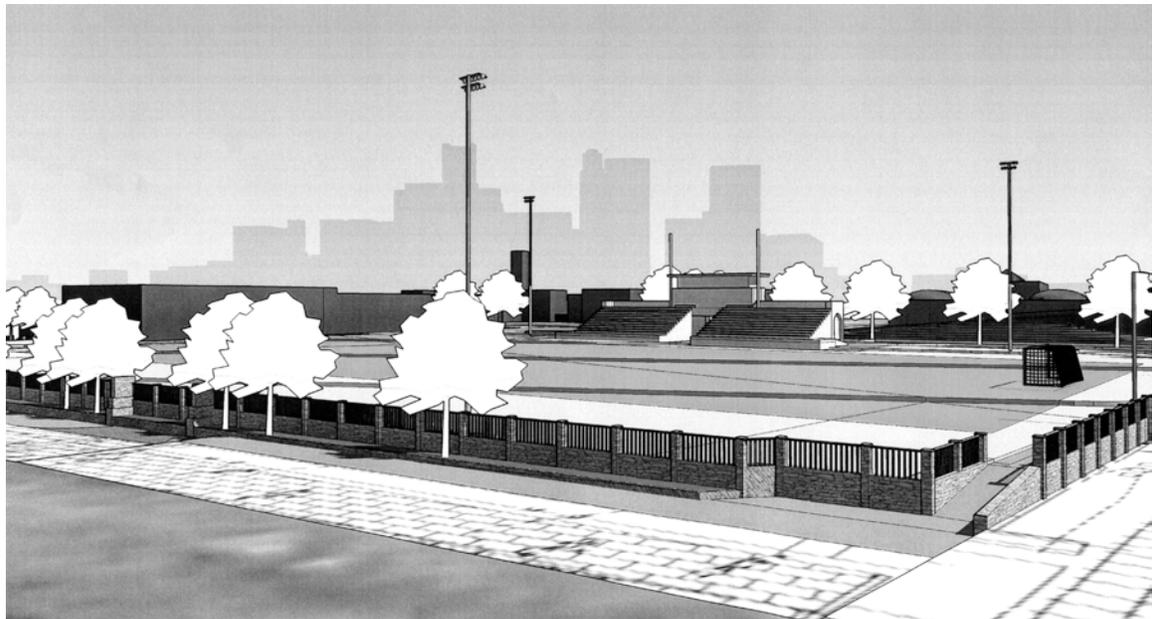
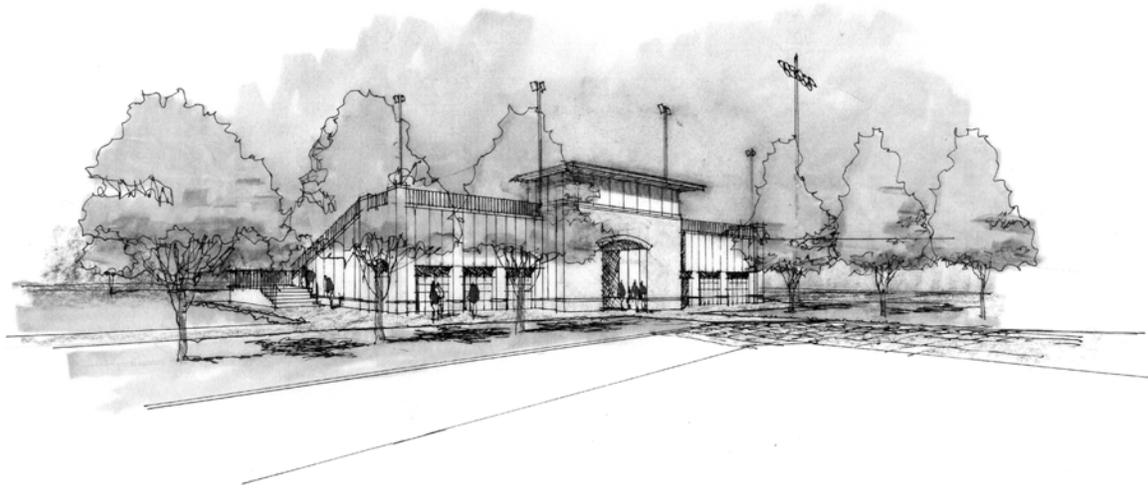
MINNEAPOLIS SOUTH QUADRANGLE
MINNESOTA-HENNEPIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



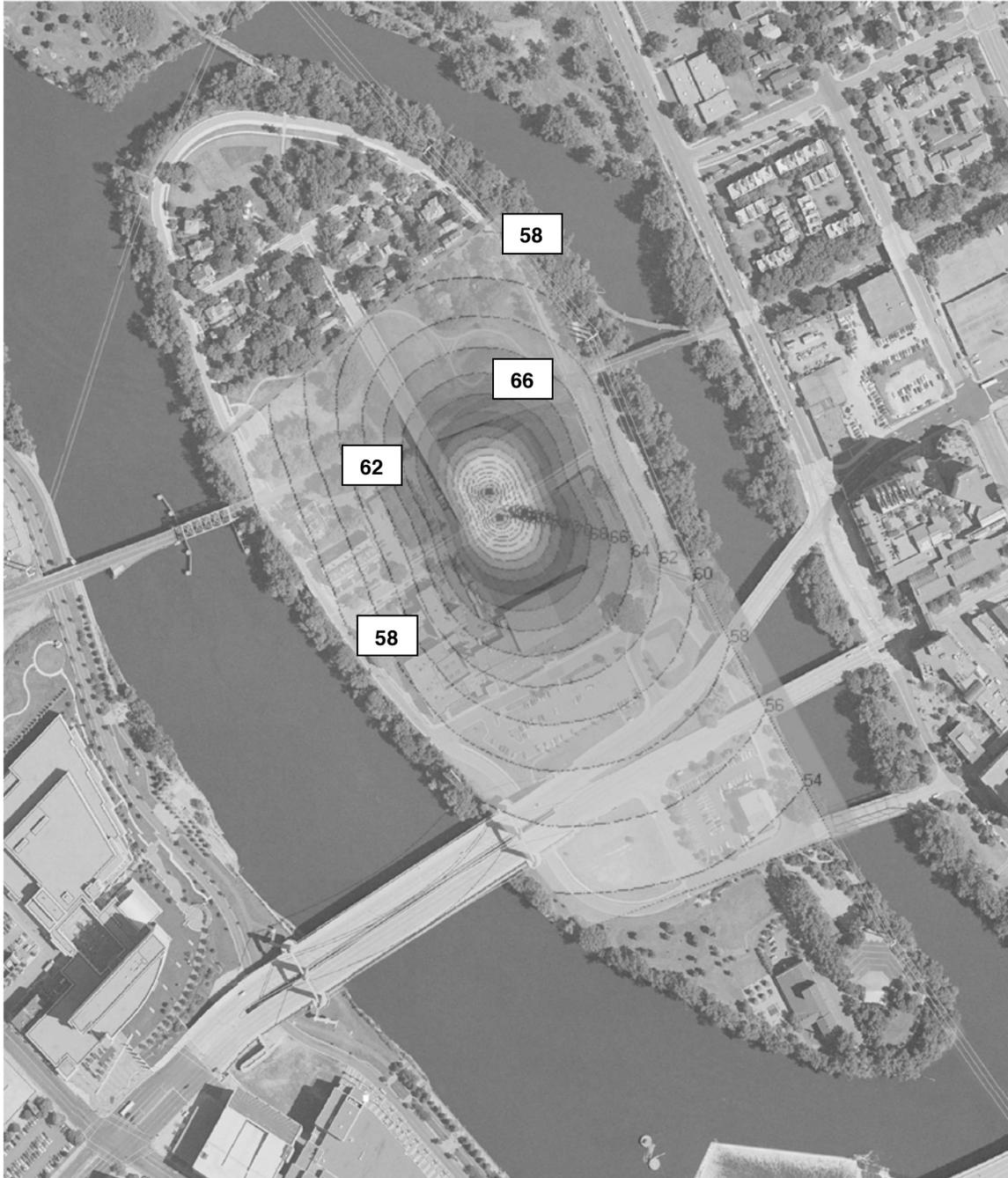
Attachment B Site Context DeLaSalle Athletic Facility EAW



**Attachment D Project Elevations
DeLaSalle Athletic Facility EAW**



**Attachment E Estimated Maximum Sound Level Contours dBA
DeLaSalle Athletic Facility EAW**



ATTACHMENT F

Reciprocal Use Agreement
City of Minneapolis and DeLaSalle High School
Nicollet Island

This Reciprocal Use Agreement (“Agreement”) is entered into this ___ day of _____, 2005, by and between the City of Minneapolis, acting by and through its Park and Recreation Board, a body corporate and politic under the laws of Minnesota, 2117 West River Road, Minneapolis, Minnesota 55411 (“MPRB”) and DeLaSalle High School, One DeLaSalle Drive, Minneapolis, Minnesota 55401 (the entity is referred to as “DeLaSalle” and the property at One DeLaSalle Drive is referred to as the “DeLaSalle Property”).

WHEREAS, on May 19, 1983 the MPRB entered into an agreement with the Minneapolis Community Development Agency (“MCDA”) for the acquisition and transfer of lands for the redevelopment of Nicollet Island and surrounding areas also known as the “Nicollet Island Agreement”; and

WHEREAS, the Nicollet Island Agreement, section 1.2, specifically addressed the DeLaSalle property and required the MPRB to use its best efforts to construct upon property adjacent to DeLaSalle an Athletic Facility after a reciprocal agreement between the MPRB and the owners of the DeLaSalle property had been agreed to; and

WHEREAS, MPRB owns the property bounded by Grove Street, East Island Avenue, Nicollet Street and the Burlington Northern Railroad tracks (“MPRB Property”) adjacent the physical education fields on the DeLaSalle Property and wishes to enter into a reciprocal use agreement with DeLaSalle on land it owns; and

WHEREAS, the MPRB believes that the construction of an athletic field adjacent to DeLaSalle, if all the conditions precedent to this agreement are met, is in the best interests of the Minneapolis park system and the residents of Minneapolis; and

WHEREAS, DeLaSalle desires to enter into a reciprocal use agreement with MPRB; and

WHEREAS, the MPRB is not willing to sell the MPRB Property to DeLaSalle and DeLaSalle is offering to share use of these facilities with the MPRB as part of the consideration for the MPRB’s cooperation.

NOW, THEREFORE, in consideration of the premises, and the agreements contained herein, the MPRB and DeLaSalle agree as follows:

ATTACHMENT F

1.0 Conditions Precedent.

DeLaSalle agrees that failure to comply with the following conditions precedent renders this Agreement void and that if any of the following conditions are not met the MPRB is relieved of any obligation in this or any other agreement.

- 1.1 DeLaSalle shall be solely responsible for and shall bear all costs, including attorney fees, for securing the release of any claim or restriction on land use that the State of Minnesota or any of its political subdivisions may have to any portion of the MPRB Property.
- 1.2 DeLaSalle shall secure a vacation of a portion of Grove Street from the City of Minneapolis. In connection with the vacation of a portion of Grove Street it is understood that an Environmental Assessment Worksheet (“EAW”) will be performed. DeLaSalle agrees to pay for the costs associated with the environmental review of the project and will avoid or mitigate any adverse effects of the project.
- 1.3 The Park Board will initiate a Citizens Advisory Committee to review any construction or redevelopment plans affecting the use of the MPRB Property. The MPRB reserves and retains all its rights under its citizen advisory committee ordinance and other ordinances to grant or deny approval of any proposed project or redevelopment on the MPRB Property
- 1.4 DeLaSalle agrees to follow and adhere to all environmental laws, rules and regulations that may apply to the MPRB Property.
- 1.5 DeLaSalle shall provide the MPRB with a financing plan for the construction of the athletic fields and detailed commitments to complete the project prior to the commencement of construction of the project.
- 1.6 DeLaSalle shall commence construction of the project within twelve (12) months of the date upon which the final approval of a project has been granted.
- 1.7 Nothing in this Agreement shall be construed to give DeLaSalle approval to proceed with a project which is definite or site specific; nothing in this Agreement can be construed to allow a project to be started or begun
- 1.8 Until all the conditions precedent to this Agreement have been met to the sole satisfaction of the MPRB, no legal right, interest, claim or title will have accrued, inured be transferred under this Agreement.
- 1.9 DeLaSalle understands that the Park Board or any other governmental agency is not prejudiced by this Agreement to seek changes to,

ATTACHMENT F

modification of or rejection of any plan that DeLaSalle may make with respect to the MPRB Property.

2.0 **General Conditions.**

2.1 **Facility Components.** The proposed Facility will consist of athletic fields and related improvements to support the athletic fields and existing activities at the site, including the following components:

- An open field with one regulation sized football field/practice field; and one regulation soccer field imposed over the football field.
- Temporary or permanent goal posts and soccer goals, backstops and safety features common to physical education or athletic field development.
- Practice areas for other activities as may be accommodated by the fields.
- Permanent seating areas for up to 750 spectators in open bleacher seating, including facilities to accommodate persons with disabilities.
- Storage, refreshment, and sanitary considerations for public assembly.
- Landscape features to enhance the boundaries and additional features to enhance the image of the site consistent with the history of Nicollet Island.

2.2 **Term of the Agreement.** The term of the Agreement shall be thirty (30) years with options to renew for two additional terms of twenty (20) years each if the facilities have been operated for athletic and recreational purposes in accordance with this Agreement for the previous term.

2.3 **DeLaSalle Contribution.** DeLaSalle shall at its own expense construct and maintain all Facility components described in Section 2.1 of this Agreement and the following:

- Construct field areas for physical education and athletic use, such work shall be performed in accordance with city regulations and with union labor.
- Construct and maintain utilities to serve the program needs of the school on the site, including potable water for drinking and water

ATTACHMENT F

for irrigation services, electrical supply for lighting and maintenance.

- Construct circulation facilities and pathway as needed to provide access to and through fields and other activity areas for students and visitors and for MPRB programs.
- Construct a permeable surface for the “auxiliary parking lot” located adjacent to East Island Avenue and between the First Avenue Bridge and the Burlington Northern Railroad tracks.
- Landscape the area adjacent to the “auxiliary parking lot.”
- Lighting and fencing for the fields and facilities as necessary for use and protection subject to the MPRB’s approval for design.
- Restore and landscape the premises and areas disturbed by construction.
- Relocate and construct at least three (3) tennis court facilities on property selected and owned by MPRB.
- Provide design services for all of the above, subject to review and approval by MPRB.

2.4 Program Opportunities. DeLaSalle agrees to provide to the MPRB constituents educational and training programs. In addition, DeLaSalle agrees to provide the MPRB with access to other sports facilities that DeLaSalle owns with a minimum of 150 hours in the DeLaSalle Gym and 350 hours on the athletic field. Programming activities will be reviewed annually by both parties to determine if changes and enhancements would be beneficial. DeLaSalle shall consult with MPRB to determine what activities are of interest to MPRB’s constituents.

2.5 Design Requirements. The Facility design will conform to applicable codes, permit requirements, and design guidelines.

2.6 Liability and Insurance.

2.6.1 DeLaSalle will indemnify and hold the MPRB harmless from any claims arising from activities in the Facility and on the MPRB Property, or programs run or sponsored by DeLaSalle.

2.6.2 To the extent allowed by law, the MPRB will indemnify and hold the DeLaSalle harmless from any liability claims related to

ATTACHMENT F

activities in the Facility and on the MPRB Property, for programs run or sponsored by MPRB.

2.6.3 DeLaSalle shall maintain casualty insurance in the full value of the improvements on the MPRB Property and shall maintain commercial general liability policies insuring against claims for bodily injury, death, or property damage occurring in or upon the DeLaSalle or MPRB Property arising from DeLaSalle's activities. DeLaSalle shall name the MPRB as additional named insured on its insurance policies.

2.7 Abandonment of Project. If, for any reason, DeLaSalle decides not to construct this Facility or to abandon the project after partial or complete construction:

2.7.1 DeLaSalle shall remove all of its equipment from the Property, and any equipment or other property of DeLaSalle that is not removed shall be deemed abandoned and become the property of the MPRB.

2.7.2 DeLaSalle shall restore the Property to a condition suitable for immediate use by the MPRB.

2.7.3 DeLaSalle agrees that if it decides at any time during this Agreement to abandon or no longer use the Property for the purpose set forth in this Agreement, it will turn that portion of the Facility identified by this Agreement back to the MPRB by terminating this Agreement for its use.

2.7.4 DeLaSalle shall reimburse the MPRB for any and all costs incurred by MPRB in connection with this Agreement or the abandonment of the project by DeLaSalle including, but not limited to, attorney fees and costs.

3.0 DeLaSalle Program Requirements. DeLaSalle agrees to the following with respect to contributions to MPRB programs and MPRB use of the DeLaSalle Property:

3.1 DeLaSalle shall, at no cost to MPRB, provide MPRB with access to DeLaSalle parking and athletic facilities, including its fields and gymnasium at reasonable times that do not interfere with DeLaSalle's use of such facilities for the purpose of conducting educational and recreational activities under MPRB supervision.

ATTACHMENT F

3.2 DeLaSalle shall cooperate with MPRB in developing and, through DeLaSalle staff, faculty and students, participating in volunteer service projects through the Minneapolis Park system.

4.0 Miscellaneous.

4.1 MPRB and DeLaSalle each agree to proceed diligently as in good faith to perform its obligations under this Agreement, time being of the essence.

4.2 This Agreement shall be governed and interpreted in accordance with Minnesota laws.

4.3 This Agreement shall be binding on and inure to the benefit of the successors and assigns of the parties.

4.4 Should any term, covenant, condition, provision, or part thereof, of the Agreement be held in valid or unenforceable, by a court of competent jurisdiction, the remaining terms and provisions shall, nevertheless, remain in full force and effect.

4.5 No provision of this Agreement shall be construed to create a partnership, joint venture or other relationship between DeLaSalle and MPRB other than or specifically set forth in this Agreement.

4.6 This Agreement constitutes the final and entire Agreement between the Parties and they shall not be bound by any terms, covenants, conditions, representations or warranties not expressly contained herein. This Agreement may not be amended except by written instrument executed by both Parties.

IN WITNESS WHEREOF, the parties execute this Agreement as of this ____ day of _____, 2005.

DELASALLE HIGH SCHOOL
One DeLaSalle Drive
Minneapolis, Minnesota

THE CITY OF MINNEAPOLIS,
Acting by and through its
PARK & RECREATION BOARD

By: _____
Brother Michael Collins, FSC
Its: President

By: _____
Its: _____

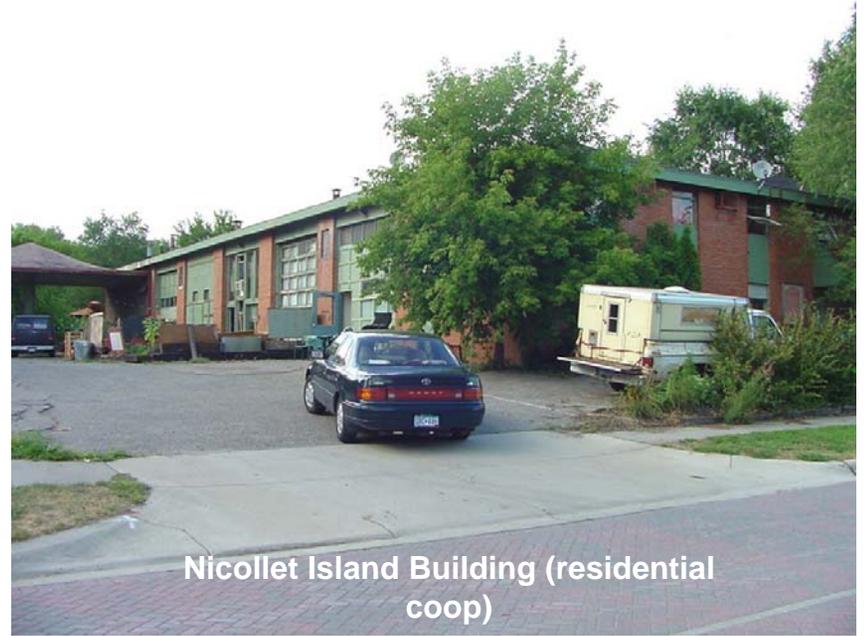
By: _____
Its: _____

ATTACHMENT G: PHOTOS





Grove Street Flats (residential)



Nicollet Island Building (residential coop)



25 Grove St. (formerly DeLaSalle High School, now residential)



Current DeLaSalle athletic field



Grove St. views



Tennis courts north of Grove St.



PRIMARY ZONING DISTRICTS



- | | | |
|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <p>JUDENCE DISTRICTS</p> <p>LOW DENSITY</p> <p>R1A</p> <p>R2B</p> <p>R3</p> <p>R4</p> <p>R5</p> <p>R6</p> | <p>OFFICE RESIDENCE DISTRICTS</p> <p>OR1</p> <p>OR2</p> <p>OR3</p> | <p>DOWNTOWN DISTRICTS</p> <p>B4</p> <p>B4C</p> <p>B4S</p> |
| <p>MEDIUM DENSITY DISTRICTS</p> <p>C1</p> <p>C2</p> <p>C3</p> <p>C3A</p> <p>C3B</p> <p>C4</p> | <p>COMMERCIAL DISTRICTS</p> <p>C1</p> <p>C2</p> <p>C3</p> <p>C3A</p> <p>C3B</p> <p>C4</p> | <p>INDUSTRIAL DISTRICTS</p> <p>I1</p> <p>I2</p> <p>I3</p> |

— Zoning District Boundary ⑫ Zoning Plate Number

- - - Plate Boundaries



Last Amended : June 17, 2005

OVERLAY ZONING DISTRICTS



10

21



- OVERLAY DISTRICTS**
- PO PEDESTRIAN ORIENTED OVERLAY DISTRICT
 - LH LINDEN HILLS OVERLAY DISTRICT
 - IL INDUSTRIAL LIVING OVERLAY DISTRICT
 - TP TRANSITIONAL PARKING OVERLAY DISTRICT
 - SH SHORELAND OVERLAY DISTRICT
 - FP FLOODPLAIN OVERLAY DISTRICT
 - NP NORTH PHILLIPS OVERLAY DISTRICT
 - DP DOWNTOWN PARKING OVERLAY DISTRICT
 - B4H DOWNTOWN HOUSING OVERLAY DISTRICT
 - DH DOWNTOWN HEIGHT OVERLAY DISTRICT
 - NM NICOLLET MALL OVERLAY DISTRICT
 - HA HARMON AREA OVERLAY DISTRICT
 - MR MISSISSIPPI RIVER CRITICAL AREA OVERLAY DISTRICT



Wetland

--- PLATE BOUNDARIES

12 ADJOINING PLATE NUMBER



Last Amended : June 17, 2005

MINNEAPOLIS ZONING PLATE 14