

SOUTHWEST

Green Line LRT Extension



Metropolitan Council

May 16, 2018



Supplemental Environmental Assessment (SEA)

- The SEA is a federal National Environmental Policy Act (NEPA) review, which evaluates the significance and the potential impacts of proposed project changes made after the 2016 Record of Decision
- Preparation of an SEA includes a public input process
- Under the Minnesota Environmental Policy Act (MEPA), the SEA will serve as the state environmental document to evaluate the proposed changes to the project since 2016

SEA/Amended Draft Section 4(f) Evaluation

- Evaluated ten proposed changes to Project design since the 2016 Final Environmental Impact Statement/Record of Decision
- Analyzed whether there have been significant changes to the proposed action, affected environment, and anticipated impacts or the proposed mitigation measures required
- The SEA will be used by the Met Council to reach an informed and appropriate decision whether to issue a Negative Declaration for the proposed project revisions (pursuant to Minnesota Rules, part 4410.1700) or that a Supplemental EIS is warranted

Key Dates

- Feb 23: Published SEA/Amended Draft Section 4(f) Evaluation
- March 22: Held Community Town Hall held
- April 9, 2018: Public comment period closed
 - Received 32 comments



SEA Topics

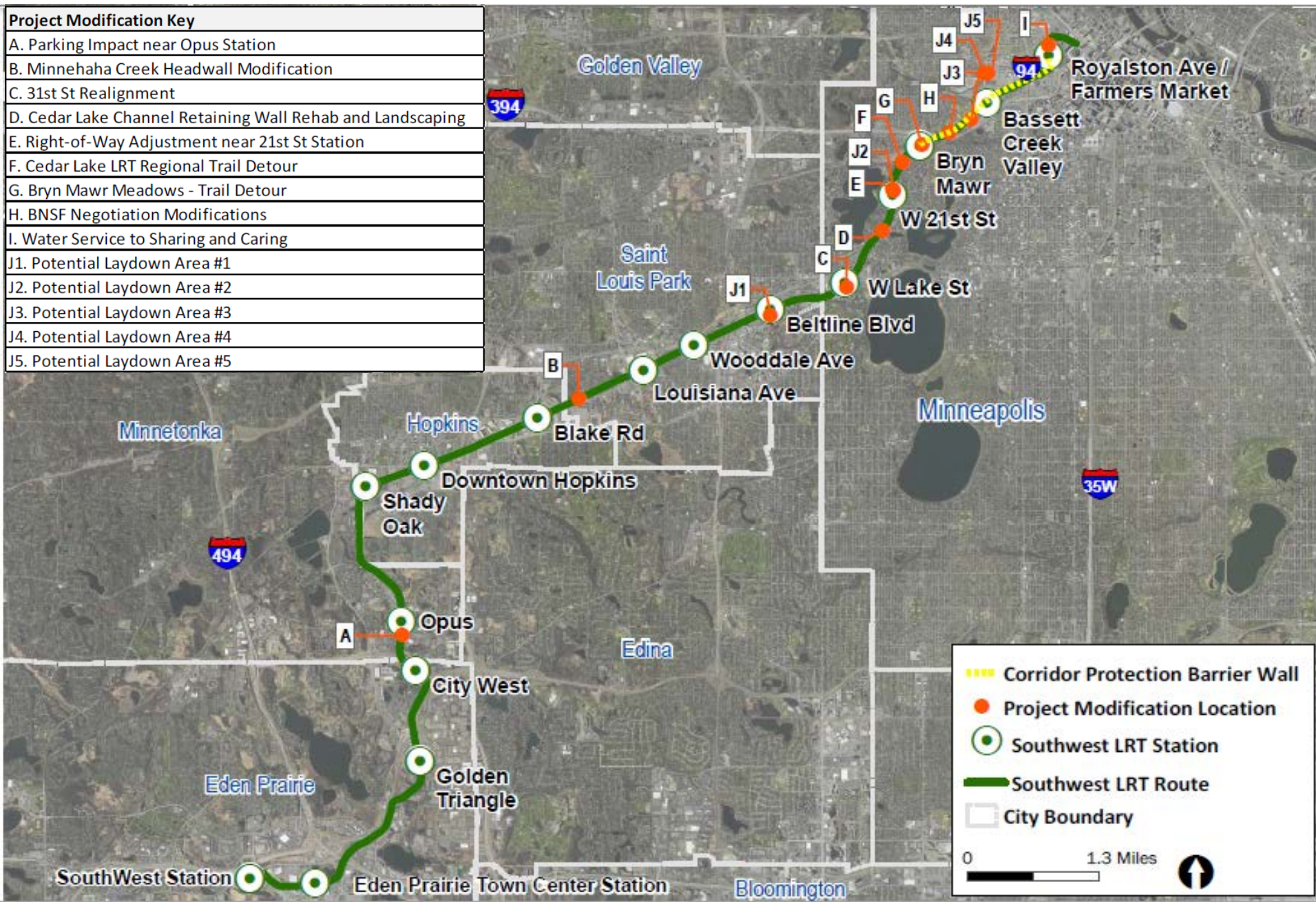
- Parcel 322A parking impact near Opus Station
- Minnehaha Creek headwall
- Cedar Lake LRT Regional Trail Detour
- 31st Street realignment
- Grand Rounds Historic District: Kenilworth Lagoon Works Progress Administration (WPA) rustic style retaining walls rehabilitation and landscaping
- Right-of-way adjustment near West 21st Street Station

SEA Topics

- BNSF negotiation modifications
- Bryn Mawr Meadows trail mitigation
- Water service to Sharing and Caring Hands
- New potential construction laydown areas

SEA Scope

Project Modification Key	
A.	Parking Impact near Opus Station
B.	Minnehaha Creek Headwall Modification
C.	31st St Realignment
D.	Cedar Lake Channel Retaining Wall Rehab and Landscaping
E.	Right-of-Way Adjustment near 21st St Station
F.	Cedar Lake LRT Regional Trail Detour
G.	Bryn Mawr Meadows - Trail Detour
H.	BNSF Negotiation Modifications
I.	Water Service to Sharing and Caring
J1.	Potential Laydown Area #1
J2.	Potential Laydown Area #2
J3.	Potential Laydown Area #3
J4.	Potential Laydown Area #4
J5.	Potential Laydown Area #5



	Corridor Protection Barrier Wall
	Project Modification Location
	Southwest LRT Station
	Southwest LRT Route
	City Boundary

0 1.3 Miles

Corridor Protection Wall Visualization



Note: Planned trees not shown

Cedar Lake Channel Visualization



Amended Draft Section 4(f) Evaluation

- To mitigate the Project's impacts on the St. Paul, Minneapolis & Manitoba / Great Northern Railway Historic District, several measures have been identified:
 - Designing the Project modifications to meet the Secretary of the Interior's Standards to the extent feasible
 - Preparing a Minnesota Historic Property Record for portions of the district
 - Incorporating interpretive elements into the Project

Decision Background:

- Four factors considered and documented in the Findings of Facts and Conclusions document:
 - Type, extent, and reversibility of environmental effects
 - Cumulative potential effects
 - Mitigation measures
 - Extent to which environmental effects can be anticipated and controlled

Rationale:

- The Council finds that an EIS is not necessary for the proposed Project modifications based on the following factors:
 - All requirements for environmental review of the proposed project have been met
 - Information is adequate to determine whether the Project has the potential for significant environmental effects
 - Potential environmental effects identified have been addressed by mitigation measures
 - Based on the criteria in Minnesota Rules, part 4410.1700, the project does not have the potential for significant environmental effects

Recommendation:

- That the Metropolitan Council determines the Project changes reviewed in the Supplemental Environmental Assessment do not have the potential for significant environmental effects; and
- Authorizes its Chair to sign the Findings of Fact and Conclusions on behalf of the Council in support of the decision that a Supplemental Environmental Impact Statement is not required

More Information

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