



Appendix I

Section 404 Coordination

The following documents pertain to Section 404 coordination and include the Clean Water Act Section 404 Wetland Permit Application, a US Army Corps of Engineers (USACE) coordination letter, and notes from USACE and Technical Evaluation Panel (TEP) coordination meetings.

I.1 Section 404 Wetland Permit Application

1. Metropolitan Council, BLRT Extension Project Wetland Permit Application, May 2016. Available at <http://metro council.org/blrt/feis>

I.2 Coordination with US Army Corps of Engineers

1. Letter from USACE to the Federal Transit Administration concurring on Point 4 (Design Phase Impact Minimization), June 16, 2016

I.3 USACE and TEP Coordination Meeting Notes

1. USACE coordination meeting notes, March 26, 2015
2. TEP coordination meeting notes, May 19, 2015
3. TEP coordination meeting notes, December 8, 2015

Agency coordination letters prior to 2015 can be found in the Bottineau Transitway Draft EIS at this website link:

metro council.org/Transportation/Projects/Current-Projects/METRO-Blue-Line-Extension/Publications-And-Resources/Environmental/DEIS/BLLRT_DEIS_App-D_AgencyCoordination.aspx



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Appendix I

Section 404 Coordination

I.1 Section 404 Wetland Permit Application

1. Metropolitan Council, BLRT Extension Project Wetland Permit Application, May 2016



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METRO Blue Line Extension Project

Wetland Permit Application

May 2016

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PART ONE: Applicant Information

If applicant is an entity (company, government entity, partnership, etc.), an authorized contact person must be identified. If the applicant is using an agent (consultant, lawyer, or other third party) and has authorized them to act on their behalf, the agent's contact information must also be provided.

Applicant/Landowner Name: Peter DeMuth, P.E., Civil/ Utilities Engineering Lead,
Metropolitan Council

Mailing Address: Blue Line Extension LRT Project Office, 5514 W. Broadway Ave, Suite 200, Crystal, MN 55428

Phone: 612 373 5308

E-mail Address: Peter.demuth@metrotransit.org

Authorized Contact (do not complete if same as above): Jeffrey W. Olson, SEH, Inc.

Mailing Address: 3535 Vadnais Center Drive, St. Paul, MN 55110 - 5196

Phone: 612 598 4254

E-mail Address: jolson@sehinc.com

Agent Name: Jeffrey W. Olson

Mailing Address: 3535 Vadnais Center Drive, St. Paul, MN 55110 - 5196

Phone: 612 598 4254

E-mail Address: jolson@sehinc.com

PART TWO: Site Location Information

County: Hennepin

City/Township: Brooklyn Park, Robbinsdale, Crystal,
Golden Valley, Minneapolis

Parcel ID and/or Address: Linear project (various)

Legal Description (Section, Township, Range):

T120N R21W (Sections 31 and 32)

T119 N R21W (Sections 5, 17,8,20,29,30,32)

T118N R21W (Sections 5,4,9)

T29N R24W (Sections 6,7,18,17)

T118N R24W (Sections 17,20,21,22)

Lat/Long (decimal degrees): 45.020545, -93.332826

Attach a map showing the location of the site in relation to local streets, roads, highways. See attached location map.

Approximate size of site (acres) or if a linear project, length (feet): ~13 miles in length

If you know that your proposal will require an individual Permit from the U.S. Army Corps of Engineers, you must provide the names and addresses of all property owners adjacent to the project site. This information may be provided by attaching a list to your application or by using block 25 of the Application for Department of the Army permit which can be obtained at:

http://www.mvp.usace.army.mil/Portals/57/docs/regulatory/RegulatoryDocs/engform_4345_2012oct.pdf

PART THREE: General Project/Site Information

If this application is related to a delineation approval, exemption determination, jurisdictional determination, or other correspondence submitted *prior to* this application then describe that here and provide the Corps of Engineers project number.

Describe the project that is being proposed, the project purpose and need, and schedule for implementation and completion. The project description must fully describe the nature and scope of the proposed activity including a description of all project elements that effect aquatic resources (wetland, lake, tributary, etc.) and must also include plans and cross section or profile drawings showing the location, character, and dimensions of all proposed activities and aquatic resource impacts.

See narrative attached to this permit application form.

Attachment A

Request for Delineation Review, Wetland Type Determination, or Jurisdictional Determination

By submission of the enclosed wetland delineation report, I am requesting that the U.S. Army Corps of Engineers, St. Paul District (Corps) and/or the Wetland Conservation Act Local Government Unit (LGU) provide me with the following (check all that apply):

Wetland Type Confirmation

Delineation Concurrence. Concurrence with a delineation is a written notification from the Corps and a decision from the LGU concurring, not concurring, or commenting on the boundaries of the aquatic resources delineated on the property. Delineation concurrences are generally valid for five years unless site conditions change. Under this request alone, the Corps will not address the jurisdictional status of the aquatic resources on the property, only the boundaries of the resources within the review area (including wetlands, tributaries, lakes, etc.).

Preliminary Jurisdictional Determination. A preliminary jurisdictional determination (PJD) is a non-binding written indication from the Corps that waters, including wetlands, identified on a parcel may be waters of the United States. For purposes of computation of impacts and compensatory mitigation requirements, a permit decision made on the basis of a PJD will treat all waters and wetlands in the review area as if they are jurisdictional waters of the U.S. PJDs are advisory in nature and may not be appealed.

Approved Jurisdictional Determination. An approved jurisdictional determination (AJD) is an official Corps determination that jurisdictional waters of the United States are either present or absent on the property. AJDs can generally be relied upon by the affected party for five years. An AJD may be appealed through the Corps administrative appeal process.

In order for the Corps and LGU to process your request, the wetland delineation must be prepared in accordance with the 1987 Corps of Engineers Wetland Delineation Manual, any approved Regional Supplements to the 1987 Manual, and the *Guidelines for Submitting Wetland Delineations in Minnesota* (2013).

<http://www.mvp.usace.army.mil/Missions/Regulatory/DelineationJDGuidance.aspx>

Attachment B

Supporting Information for Applications Involving Exemptions, No Loss Determinations, and Activities Not Requiring Mitigation

Complete this part *if* you maintain that the identified aquatic resource impacts in Part Four do not require wetland replacement/compensatory mitigation OR *if* you are seeking verification that the proposed water resource impacts are either exempt from replacement or are not under CWA/WCA jurisdiction.

Identify the specific exemption or no-loss provision for which you believe your project or site qualifies:

The Council asserts that several delineated basins within the proposed BLRT Extension project area are outside of the scope of the Wetland Conservation Act (WCA) and would therefore not be regulated per WCA. Some of these basins were constructed in uplands for the sole purpose of the storage or conveyance of stormwater. Other basins are part of the permitted (if after 1991 WCA enactment) stormwater management infrastructure. Relevant WCA LGUs within the project area have reviewed and commented on the ***“Technical Memorandum: Jurisdictional Issues Associated with Delineated Basins; Blue Line Extension LRT”*** which summarizes jurisdictional assertions. Data in the narrative attached to this permit application form incorporate the WCA LGU findings. Additionally, the USACE has reviewed this **Technical Memorandum** and concluded which basins within the project area are Likely Jurisdictional Waters and Streams, Non-Waters of the US (non-WOUS), and Isolated Basins. Data in the attached narrative incorporates the USACE findings concerning jurisdiction.

Per WCA, some excavation (cut) impacts within Type 1 or Type 2 basins within the project would not require mitigation; specifically those that are not USACE jurisdictional.

Provide a detailed explanation of how your project or site qualifies for the above. Be specific and provide and refer to attachments and exhibits that support your contention. Applicants should refer to rules (e.g. WCA rules), guidance documents (e.g. BWSR guidance, Corps guidance letters/public notices), and permit conditions (e.g. Corps General Permit conditions) to determine the necessary information to support the application. Applicants are strongly encouraged to contact the WCA LGU and Corps Project Manager prior to submitting an application if they are unsure of what type of information to provide:

The ***“Technical Memorandum: Jurisdictional Issues Associated with Delineated Basins; Blue Line Extension LRT”*** summarizes assertions concerning jurisdiction of basins within the proposed BLRT Extension project area. The narrative (See Table 6 in narrative) that accompanies this permit application form incorporates the findings of the relevant WCA LGUs and the USACE concerning jurisdiction.

Attachment C

Avoidance and Minimization

Project Purpose, Need, and Requirements. Clearly state the purpose of your project and need for your project. Also include a description of any specific requirements of the project as they relate to project location, project footprint, water management, and any other applicable requirements. Attach an overhead plan sheet showing all relevant features of the project (buildings, roads, etc.), aquatic resource features (impact areas noted) and construction details (grading plans, storm water management plans, etc.), referencing these as necessary:

See attached narrative.

Avoidance. Both the CWA and the WCA require that impacts to aquatic resources be avoided if practicable alternatives exist. Clearly describe all on-site measures considered to avoid impacts to aquatic resources and discuss at least two project alternatives that avoid all impacts to aquatic resources on the site. These alternatives may include alternative site plans, alternate sites, and/or not doing the project. Alternatives should be feasible and prudent (see MN Rules 8420.0520 Subp. 2 C). Applicants are encouraged to attach drawings and plans to support their analysis:

See attached narrative.

Minimization. Both the CWA and the WCA require that all unavoidable impacts to aquatic resources be minimized to the greatest extent practicable. Discuss all features of the proposed project that have been modified to minimize the impacts to water resources (see MN Rules 8420.0520 Subp. 4):

See attached narrative.

Off-Site Alternatives. An off-site alternatives analysis is not required for all permit applications. If you know that your proposal will require an individual permit (standard permit or letter of permission) from the U.S. Army Corps of Engineers, you may be required to provide an off-site alternatives analysis. The alternatives analysis is not required for a complete application but must be provided during the review process in order for the Corps to complete the evaluation of your application and reach a final decision. Applicants with questions about when an off-site alternatives analysis is required should contact their Corps Project Manager.

The attached narrative discusses the suite of alternatives that were studied during the Draft EIS phase of the proposed BLRT Extension project, as well as the Preferred Alternative (the proposed BLRT Extension project) and the No-Build Alternatives for the Final EIS phase.

Attachment D Replacement/Compensatory Mitigation

Complete this part *if* your application involves wetland replacement/compensatory mitigation not associated with the local road wetland replacement program. Applicants should consult Corps mitigation guidelines and WCA rules for requirements.

Replacement/Compensatory Mitigation via Wetland Banking. Complete this section if you are proposing to use credits from an existing wetland bank (with an account number in the State wetland banking system) for all or part of your replacement/compensatory mitigation requirements.

Wetland Bank Account #	County	Major Watershed #	Bank Service Area #	Credit Type (if applicable)	Number of Credits
See attached narrative.					

Applicants should attach documentation indicating that they have contacted the wetland bank account owner and reached at least a tentative agreement to utilize the identified credits for the project. This documentation could be a signed purchase agreement, signed application for withdrawal of credits or some other correspondence indicating an agreement between the applicant and the bank owner. *However, applicants are advised not to enter into a binding agreement to purchase credits until the mitigation plan is approved by the Corps and LGU.*

Project-Specific Replacement/Permittee Responsible Mitigation. Complete this section if you are proposing to pursue actions (restoration, creation, preservation, etc.) to generate wetland replacement/compensatory mitigation credits for this proposed project.

WCA Action Eligible for Credit ¹	Corps Mitigation Compensation Technique ²	Acres	Credit % Requested	Credits Anticipated ³	County	Major Watershed #	Bank Service Area #
See attached narrative.							

¹Refer to the name and subpart number in MN Rule 8420.0526.

²Refer to the technique listed in *St. Paul District Policy for Wetland Compensatory Mitigation in Minnesota*.

³If WCA and Corps crediting differs, then enter both numbers and distinguish which is Corps and which is WCA.

Explain how each proposed action or technique will be completed (e.g. wetland hydrology will be restored by breaking the tile.....) and how the proposal meets the crediting criteria associated with it. Applicants should refer to the Corps mitigation policy language, WCA rule language, and all associated Corps and WCA guidance related to the action or technique:

See attached narrative.

Attach a site location map, soils map, recent aerial photograph, and any other maps to show the location and other relevant features of each wetland replacement/mitigation site. Discuss in detail existing vegetation, existing landscape features, land use (on and surrounding the site), existing soils, drainage systems (if present), and water sources and movement. Include a topographic map showing key features related to hydrology and water flow (inlets, outlets, ditches, pumps, etc.):

See attached narrative; specifically Appendix B (planset) for depictions of proposed expansions of the boundaries of W39 and W28, Appendix D (conceptual figure depicting potential on-site wetland mitigation area at Theodore Wirth Regional Park), and Figure 2 (page 7) for imagery of potential on-site wetland mitigation opportunities at W22 and near W23.

Attach a map of the existing aquatic resources, associated delineation report, and any documentation of regulatory review or approval. Discuss as necessary:

See attached narrative; specifically Appendix A (Agency Correspondence).

For actions involving construction activities, attach construction plans and specifications with all relevant details. Discuss and provide documentation of a hydrologic and hydraulic analysis of the site to define existing conditions, predict project outcomes, identify specific project performance standards and avoid adverse offsite impacts. Plans and specifications should be prepared by a licensed engineer following standard engineering practices. Discuss anticipated construction sequence and timing:

See attached narrative; specifically Appendix B (planset with planview and cross-sectional drawings).

For projects involving vegetation restoration, provide a vegetation establishment plan that includes information on site preparation, seed mixes and plant materials, seeding/planting plan (attach seeding/planting zone map), planting/seeding methods, vegetation maintenance, and an anticipated schedule of activities:

This will be provided as supplemental information during the permit/ approval processing period.

For projects involving construction or vegetation restoration, identify and discuss goals and specific outcomes that can be determined for credit allocation. Provide a proposed credit allocation table tied to outcomes:

This will be provided as supplemental information during the permit/ approval processing period.

Provide a five-year monitoring plan to address project outcomes and credit allocation:

This will be provided as supplemental information during the permit/ approval processing period.

Discuss and provide evidence of ownership or rights to conduct wetland replacement/mitigation on each site:

This will be provided as supplemental information during the permit/ approval processing period.

Quantify all proposed wetland credits and compare to wetland impacts to identify a proposed wetland replacement ratio. Discuss how this replacement ratio is consistent with Corps and WCA requirements:

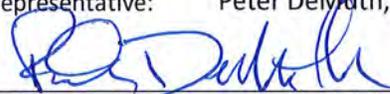
See attached narrative.

By signature below, the applicant attests to the following (only required if application involves project-specific/permittee responsible replacement):

- All proposed replacement wetlands were not:
 - Previously restored or created under a prior approved replacement plan or permit
 - Drained or filled under an exemption during the previous 10 years
 - Restored with financial assistance from public conservation programs
 - Restored using private funds, other than landowner funds, unless the funds are paid back with interest to the individual or organization that funded the restoration and the individual or organization notifies the local government unit in writing that the restored wetland may be considered for replacement.
- The wetland will be replaced before or concurrent with the actual draining or filling of a wetland.
- An irrevocable bank letter of credit, performance bond, or other acceptable security will be provided to guarantee successful completion of the wetland replacement.
- Within 30 days of either receiving approval of this application or beginning work on the project, I will record the Declaration of Restrictions and Covenants on the deed for the property on which the replacement wetland(s) will be located and submit proof of such recording to the LGU and the Corps.

Applicant or Representative: Peter DeMuth, P.E.

Civil/ Utilities Engineering Lead,
Title: Metropolitan Council

Signature: 

Date: 5/16/16

Attachment E

Local Road Replacement Program Qualification

Complete this part **if** you are a local road authority (county highway department, city transportation department, etc.) seeking verification that your project (or a portion of your project) qualifies for the MN Local Government Road Wetland Replacement Program (LGRWRP). If portions of your project are not eligible for the LGRWRP, then Attachment D should be completed and attached to your application.

Discuss how your project is a repair, rehabilitation, reconstruction, or replacement of a currently serviceable road to meet state/federal design or safety standards/requirements. Applicants should identify the specific road deficiencies and how the project will rectify them. Attach supporting documents and information as applicable:

Not applicable – transit project.

Provide a map, plan, and/or aerial photograph accurately depicting wetland boundaries within the project area. Attach associated delineation/determination report or otherwise explain the method(s) used to identify and delineate wetlands. Also attach and discuss any type of review or approval of wetland boundaries or other aspects of the project by a member or members of the local Technical Evaluation Panel (TEP) or Corps of Engineers:

Not applicable – transit project.

In the table below, identify only the wetland impacts from Part 4 that the road authority has determined should qualify for the LGRWRP.

Wetland Impact ID (as noted on overhead view)	Type of Impact (fill, excavate, drain)	Size of Impact (square feet or acres to 0.01)	Existing Plant Community Type(s) in Impact Area ¹	County, Major Watershed #, and Bank Service Area # of Impact ²
Not applicable				

¹Use *Wetland Plants and Plant Community Types of Minnesota and Wisconsin* 3rd Ed. as modified in MN Rules 8420.0405 Subp. 2.

²Refer to Major Watershed and Bank Service Area maps in MN Rules 8420.0522 Subp. 7.

Discuss the feasibility of providing onsite compensatory mitigation/replacement for important site-specific wetland functions:

The BWSR Road Replacement is not applicable to the proposed BLRT Extension project.

Please note that under the MN Wetland Conservation Act, projects with less than 10,000 square feet of wetland impact are allowed to commence prior to submission of this notification so long as the notification is submitted within 30 days of the impact. The Clean Water Act has no such provision and requires that permits be obtained prior to any regulated discharges into water of the United States. To avoid potential unauthorized activities, road authorities must, at a minimum, provide a complete application to the Corps and receive a permit prior to commencing work.

By signature below, the road authority attests that they have followed the process in MN Rules 8420.0544 and have determined that the wetland impacts identified in Part 4 are eligible for the MN Local Government Road Wetland Replacement Program.

Road Authority Representative: Not applicable

Title:

Signature: _____

Date:

Technical Evaluation Panel Concurrence:

Project Name and/or Number: 131203

TEP member:

Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? Yes No

Signature: _____

Date:

TEP member:

Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? Yes No

Signature: _____

Date:

TEP member:

Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? Yes No

Signature: _____

Date:

TEP member:

Representing:

Concur with road authority's determination of qualification for the local road wetland replacement program? Yes No

Signature: _____

Date:

Upon approval and signature by the TEP, application must be sent to: **Wetland Bank Administration**
Minnesota Board of Water & Soil Resources
520 Lafayette Road North
Saint Paul, MN 55155

Wetland Permit Application

METRO Blue Line Extension Project

Metropolitan Council
Hennepin County, Minnesota

SEH No. HDRMN 131203

May 2016



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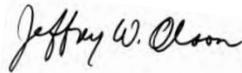
Wetland Permit Application
METRO Blue Line Extension Project
Metropolitan Council
Hennepin County, Minnesota

SEH No. HDRMN 131203

May 2016

The procedures and field methods described in this Wetland Permit Application constitute an official wetland delineation in accordance with the 1987 U.S. Army Corps of Engineers *Wetlands Delineation Manual* and *Regional Supplement*. This Wetland Permit Application follows the procedures and guidance for submitting Clean Water Act Section 404 permit requests as defined in the *Minnesota Local Road Authority Reference Guide to U.S. Army Corps of Engineers (Corps) Clean Water Act Section 404 & Rivers and Harbors Act Section 10 Permits, Version 1.a* (U.S. Army Corps of Engineers and Minnesota Department of Transportation, 2014).

I hereby certify that this Wetland Permit Application was prepared by me or under my direct supervision.



May 16, 2016

Name: Jeffrey W. Olson, Sr. Scientist
Minnesota Certified Wetland Delineator, No. 1089

Date

Short Elliott Hendrickson Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110 - 5196

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Appendices

Appendix A	Agency Correspondence
Appendix B	Proposed BLRT Extension Project Planset (Planview and Cross-Sections) Depicting Impacts to Wetlands and Aquatic Resources
Appendix C	List and Mapbook of Adjacent Landowners
Appendix D	Concept Drawings of Selected Potential On-site Wetland Mitigation Opportunities

Wetland Permit Application

METRO Blue Line Extension

Prepared for the Metropolitan Council

1.0 Introduction

This wetland permit application has been prepared to describe impacts to wetlands and aquatic resources associated with the proposed METRO Blue Line Extension (proposed BLRT Extension project) in Hennepin County. The proposed BLRT Extension project is a 13 mile light rail transit line that would extend westward along Trunk Highway (TH) 55 from Target Field Station to the BNSF Monticello Subdivision at the eastern edge of Theodore Wirth Regional Park. It then would follow the BNSF corridor from TH 55 to just south of 73rd Avenue in Brooklyn Park. From that point it would cross eastward to West Broadway Avenue and extend north to a point just north of TH 610. **Figure 1** shows a general location map of the proposed BLRT Extension project. **Figure 2** shows a mapbook of delineated basins, aerial imagery, public waters, and other water resource features in the project area. **Figure 3** shows a mapbook of hydric soils, delineated basins and 2 foot LiDAR contours.

The segment of West Broadway Avenue in the city of Brooklyn Park from approximately Candlewood Drive north to just north of 93rd Avenue North is part of the West Broadway Avenue (CSAH 103) Reconstruction project. Impacts to wetland and aquatic resources within this segment are described in a separate WCA/ Corps Joint Permit Application.

The demonstration of wetland impact avoidance and minimization in this application follows the sequencing process of the Minnesota Wetland Conservation Act (WCA) of 1991 and the federal Clean Water Act. These procedures require that projects that may result in the draining or filling of wetland habitat should demonstrate avoidance and minimization of such impacts. Wetland impacts that cannot be feasibly avoided or minimized must be replaced by compensatory mitigation.

The proposed BLRT Extension project would result in permanent impacts to wetland habitat. This permit application is requesting an Individual Permit approval under Section 404 of the Clean Water Act, Water Quality Certification under Section 401 of the Clean Water Act, and a WCA Approval of Replacement Plan for permanent impacts to aquatic resources, including wetlands. The BLRT Extension project would also result in temporary impacts to wetland and aquatic habitat. A Public Waters Work Permit for work within state-designated Public Waters would be submitted electronically via the Minnesota Department of Natural Resources Permitting and Reporting System (MPARS).

1.1 Relationship of NEPA and Clean Water Act Section 404 Permitting Processes

At the suggestion of the U.S. Army Corps of Engineers (USACE), the Metropolitan Council (Council) is submitting the wetland permit application for this project as close to “concurrent”

as possible with the public review/comment period for the Final Environmental Impact Statement (Final EIS) document, which is planned to be published in mid-July 2016. Submittal of this permit application at this time should allow for the USACE to issue a Public Notice of the wetland permit application at or near the time of the Final EIS publication so that comments received under both reviews can be considered together.

Also, during the National Environmental Policy Act (NEPA) process for this project, the Council, the Federal Transit Administration (FTA), U.S. Environmental Protection Agency (USEPA), and the USACE have agreed to follow an informal process that merges decision-making under NEPA and Section 404 of the Clean Water Act. The NEPA/Section 404 Merger process recognizes that both NEPA and Section 404 review processes involve the evaluation of project purpose and need, the development of alternatives, the assessment of environmental and social impacts, and the balancing/mitigation of impacts in a Preferred Alternative.

This coordination process is structured around 4 concurrence points to establish progress on the above-noted steps. The 4 concurrence points are: 1) Purpose and Need, 2) Range of Alternatives Considered, 3) Preferred Alternative, and 4) Avoidance and Minimization of impacts to wetlands and aquatic resources. Written concurrence was received on June 19, 2013 from USACE and USEPA on the first two concurrence points (purpose and need and range of alternatives). Concurrence on the preferred alternative (the proposed BLRT Extension project) was received from the USACE and USEPA on October 1, 2013. This WCA/ Corps Joint Permit Application contains a discussion of Avoidance and Minimization of impacts to wetlands and aquatic resources as well as a preliminary mitigation strategy. This discussion is anticipated to be sufficient for the USACE to issue a letter of agreement concerning Concurrence Point #4. It is anticipated that the USACE would be able to issue this letter by mid-June 2016. Following completion of the NEPA process and further refinement of the proposed BLRT Extension project in advanced design, the mitigation plan would be refined and finalized.

Given the comprehensive environmental review process that has been conducted for the proposed BLRT Extension project and the USACE's role as a cooperating agency for the NEPA process, the approach for this permit application submittal is to refer to pertinent sections of the Final EIS for additional information, rather than reproducing those data here. An electronic copy of the Final EIS will be available upon request.

1.1.1 Concurrence Point 1: Purpose and Need

Written concurrence was received from the USACE and USEPA on June 19, 2013 concerning Concurrence Point 1. Refer to **Appendix A** for written concurrence.

1.1.2 Concurrence Point 2: Range of Alternatives Considered

Written concurrence was received from the USACE and USEPA on June 19, 2013 concerning Concurrence Point 2. Refer to **Appendix A** for written concurrence.

1.1.3 Concurrence Point 3: Preferred Alternative

Written concurrence was received from the USACE and USEPA on October 13, 2013 concerning Concurrence Point 3. Refer to **Appendix A** for written concurrence.

1.1.4 Concurrence Point 4 (Pending): Avoidance and Minimization of Impacts to Wetlands and Aquatic Resources

Proposed measures to avoid and minimize impacts to wetlands and aquatic resources associated with the proposed BLRT Extension project are described in this wetland permit

application. See Section 5.5.1. Additionally, a preliminary mitigation strategy is described herein. See Section 5.6. The Council proposes to use a combination of private wetland banking credits and on-site wetland mitigation opportunities to compensate for proposed impacts to wetlands and aquatic resources. Available wetland credits within Hennepin County would be prioritized and credits elsewhere in Bank Service Area 7, such as Carver County would be used secondarily. Supplemental information on final design elements of the proposed BLRT Extension project would be submitted to the USACE and WCA LGUs during advanced design stages in support of the replacement plan approval and issuance of the Section 404 USACE permit. The Council anticipates that this WCA/Corps Joint Permit Application provides the necessary information for the USACE to provide Concurrence Point 4 approval. The Section 404 permit and final WCA approvals would be issued after the Record of Decision for the proposed BLRT Extension project is published. Specific wetland bank credits would be identified and proposed for compensatory mitigation after the publication of the ROD as well. A summary of wetland and aquatic resource impacts, measures to avoid and minimize impact to wetlands and aquatic resources and a proposed preliminary mitigation strategy is described herein.

2.0 Project Description

2.1 Project Location

The proposed BLRT Extension project is a 13 mile light rail transit line that would extend westward along Trunk Highway (TH) 55 from Target Field Station in downtown Minneapolis to the BNSF Monticello Subdivision at the eastern edge of Theodore Wirth Regional Park. It then would follow the BNSF corridor from TH 55 to just south of 73rd Avenue in Brooklyn Park. From that point it would cross eastward to West Broadway Avenue and extend north to a point just north of TH 610. **Figure 1** shows a general location map of the proposed BLRT Extension project. The proposed BLRT Extension project area is depicted in detail in **Figures 2 and 3** and in **Appendix B** (planset of planview and cross-sectional drawings).

2.2 Existing Conditions

The character of the area surrounding the proposed BLRT Extension project transitions from a moderately dense urban setting in north Minneapolis to a less dense suburban setting starting in Golden Valley, Robbinsdale, and Crystal, and extending through Brooklyn Park at the north end of the corridor. The proposed BLRT Extension project area includes a variety of land use patterns that have been influenced by the transportation-oriented history of the corridor. Low-density, auto-oriented land uses have heavily influenced existing development patterns in the corridor, which primarily reflect highway-oriented regulations and traditional suburban development forms. Additionally, the presence of the existing railway lines influenced the development patterns and settings in the proposed BLRT Extension project corridor (e.g., development set back from the railroad right-of-way). Portions of the proposed BLRT Extension project area near Highway 610 to the northern terminus are to some extent still agricultural, though rapidly developing with commercial uses.

2.3 Purpose and Need

The purpose of the proposed BLRT Extension project is to provide transit service which would satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

The proposed BLRT Extension project is needed to effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel-time competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.

The proposed BLRT Extension project Purpose and Need is Concurrence Point #1, which was agreed to during the informal arrangement to combine where possible the NEPA and Clean Water Act Section 404 processes. Concurrence of the Purpose and Need was obtained in June 19, 2013 (see **Appendix A**).

3.0 Project Alternatives

The Range of Alternatives Considered is NEPA/Section 404 Merger Concurrence Point #2, as noted in Section 1.1 above. Concurrence was obtained on the Range of Alternatives Considered on June 19, 2013. The Final EIS summarizes the decision-making process (discussed in detail in the Draft EIS) involved in selecting the Locally Preferred Alternative (LPA) and the Least Environmentally Damaging Practicable Alternative (LEDPA). The Final EIS discusses in detail the No-Build Alternative and the Preferred Alternative (the Preferred Alternative is the proposed BLRT Extension project).

Table 1 summarizes wetland impacts associated with the Draft EIS alternatives including the Draft EIS Preferred Alternative. It should be noted that wetland impacts in the Draft EIS were based on a 1% level of engineering effort; whereas, wetland impacts associated with the proposed BLRT Extension project as discussed in the Final EIS are based on a considerably higher level of engineering effort. Also, wetland boundaries in the Draft EIS were based on a cursory “windshield” level of effort augmented with off-site data such as the National Wetland Inventory and hydric soil mapping data. Wetland impacts in the Final EIS are based on approved boundaries of delineated wetlands within the proposed BLRT Extension project area and agency concurrence on jurisdiction of delineated wetlands and actual limits of disturbance. Thus, wetland impacts as discussed in the Draft EIS are not directly comparable to those discussed in the Final EIS and in this WCA/ Corps Joint Permit Application.

The selection of the Draft EIS Preferred Alternative was a best balance of social impacts and environmental impacts in compliance with 404 (b)(1) Guidelines. The Draft EIS No-Build assumed no wetland impacts; whereas, the Final EIS No-Build assumes a considerable amount of road infrastructure improvement that would proceed in the absence of the proposed BLRT Extension project (See Section 3.2). The large road infrastructure projects that are assumed with the Final EIS No-Build are likely associated with considerable though undefined wetland impacts.

Alternative	Alignment/ Station Impact (ac)	Park and Ride Impact (ac)	OMF Impact (ac)	Total Impacts (ac)
No-Build	0	0	0	0
Enhanced Bus/ TSM	0	0	0	0
A – C - D1	3.2	0	0	3.2
B – C – D1 (The Draft EIS Preferred Alternative)	9.3	0.1	93 rd Ave option: 0.0	9.4
			101 st Ave option: 0.8	10.2
B - C – D2	3.9	0.1	93 rd Ave option: 0.0	4.0
			101 st Ave option: 0.8	4.8

3.1 The Final EIS Preferred Alternative (the Proposed BLRT Extension Project)

The Preferred Alternative (hereinafter referred to as the proposed BLRT Extension project) begins at Target Field Station in downtown Minneapolis and follows Olson Memorial Highway west to the BNSF corridor just west of Thomas Avenue where it enters the BNSF right-of-way. Adjacent to the freight rail tracks, it continues in the rail corridor through the cities of Golden Valley, Robbinsdale, Crystal, and into Brooklyn Park. It then crosses Bottineau Boulevard at 73rd Avenue to West Broadway Avenue continuing north to the northern terminus just north of TH 610 near the Target North Campus. See **Figures 2 and 3**.

The proposed BLRT Extension project includes seven new LRT bridges: a 350-foot-long crossing of the Hennepin Energy Recovery Center (HERC) driveway, a 700-foot-long crossing of the ponds immediately north of Golden Valley Road (Wetlands 38 and 39), a 1,200-foot-long crossing of Grimes Pond (Wetland 33) in Robbinsdale, a 375-foot-long bridge over TH 100, a 1,200-foot-long bridge over the CP rail tracks, a 925-foot-long bridge over the 73rd Avenue/Bottineau Boulevard intersection, and a 250-foot-long bridge over TH 610.

In addition, five reconstructed roadway bridges are part of the proposed BLRT Extension project: a 375-foot-long Olson Memorial Highway bridge over BNSF, a 375-foot-long Plymouth Avenue bridge, a 120-foot-long Theodore Wirth Parkway bridge, a 215-foot-long Golden Valley Road bridge, and a 110-foot-long 36th Street bridge. The Olson Memorial Highway Bridge over I-94 in Minneapolis and the I-94/I-694 Bridge over BNSF in Brooklyn Park would require modifications to accommodate the proposed BLRT Extension project. Two pedestrian bridges are also being considered over Bottineau Boulevard (CR 81) at Bass Lake Road and at 63rd Avenue.

The general elements of the proposed BLRT Extension project are passenger stations, the Operations and Maintenance facility (OMF), Traction Power Sub-Stations (TPSSs), fare collection, trackway, vehicles, and train control. See **Figures 2 and 3** and **Appendix B** (planview and cross-sectional drawings planset) for additional information. These features of the proposed BLRT Extension project are briefly described below.

- **Stations and Park and Ride Facilities** – See **Table 2** for a list and description of the stations. Both Golden Valley Road and Plymouth Avenue Stations are included in the proposed BLRT Extension project. Both stations would have vertical circulation (elevator and stairs) to allow passengers to access the station platforms. The 63rd Avenue station would have a pedestrian overpass of the BNSF freight tracks to provide better rider access between the parking ramp and the proposed BLRT Extension project platform.
- **Operations and Maintenance Facility (OMF)** – The OMF site would be located at the north end of the proposed BLRT Extension project in the city of Brooklyn Park. The proposed OMF site is depicted in **Figures 2 and 3**. The proposed OMF site was selected based on its proximity to the end of the line, adequate space for the special trackwork required between the mainline track and the facility, and adequate property for the facility (about 10.4 acres). The OMF site would be occupied by a storage and maintenance building that is about 140,000 square-feet, surface parking for employees and visitors, trackwork, and open space. The facility would include areas to store, service, and maintain up to 30 light rail vehicles (LRVs), vehicle washing and cleaning equipment, and office space to accommodate staff who would report for work at this facility. The facility would be equipped to perform daily cleaning and repair activities on the LRVs as they enter and leave revenue service. Scheduled service and maintenance inspections also would be performed in this facility.

- **Traction Power Substations** – A total of 17 potential TPSS locations have been identified along the proposed BLRT Extension project. TPSS sites each have a footprint of approximately 4,000 square feet (SF) and are able to accommodate a single-story building about 40 feet by 20 feet. The Council anticipates that most TPSS sites would be located within existing transportation rights-of-way.
- **Fare-Collection System** – A self-service, proof-of-payment fare-collection system was assumed for the proposed BLRT Extension project, consistent with that used on the other regional transitways today. A proof-of-payment fare-collection system minimizes the right-of-way needed for each station.
- **Trackway** – LRVs would operate on standard-gauge rail. The proposed BLRT Extension project would be double-tracked throughout to provide separate tracks for northbound and southbound trains. Crossovers to allow trains to cross from the northbound to the southbound tracks would be provided at regular intervals for special operations or emergencies. Typically, the trackway in the BNSF rail corridor segment of the proposed BLRT Extension project would be ballasted track separate from the freight rail track. Alignments in streets would be either ballasted or embedded depending on the location and the context of the street.
- **Vehicles** – The conceptual engineering to support the Final EIS assumes the following LRV characteristics:
 - Articulated train cars could operate in either directional and could be operated as a single-unit or multi-unit train.
 - Cars would be designed for use with an overhead catenary system.
 - Each car would have 66 seats and capacity for 160 passengers (sitting and standing).
 - Two- to three-car trains would operate at speeds up to 55 mph.
 - Cars would be fully compatible with Americans with Disabilities Act (ADA) standards.
- **Train Control** – An operator would occupy each train and would have control over acceleration and braking as well as operating the passenger doors. Automated systems would inform the operator of various train and transitway operating conditions and would manage traffic signal priority, activation of crossing gates, and track switch operations.

Operating Frequencies – The Final EIS assumes that trains would operate at 10-minute frequencies for weekday operations.

Station	Platform Configuration	Passenger Drop-off	Park and Ride Facility
Target Field Station ¹	Not applicable	Not applicable	Not applicable
Van White Boulevard	Center	No	No
Penn Avenue	Center	No	No
Plymouth Avenue/Theodore Wirth Regional Park	Center	Yes	No
Golden Valley Road	Center	Yes	100 spaces (surface lot)
Robbinsdale	Center	Yes	550 spaces (parking ramp)

Table 2 Stations Along the Proposed BLRT Extension Project			
Station	Platform Configuration	Passenger Drop-off	Park and Ride Facility
Bass Lake Road	Center	Yes	170 spaces (surface lot)
63rd Avenue	Center	Yes	565 spaces (existing ramp spaces)
Brooklyn Boulevard	Center	Yes	No
85th Avenue	Center	Yes	No
93rd Avenue	Center	Yes	No
Oak Grove Parkway	Center	Yes	850 spaces (parking ramp)

¹ Built separately from the proposed BLRT Extension project and included under the No-Build Alternative definition.

3.2 The Final EIS No-Build Alternative

The Final EIS No-Build Alternative reflects existing and committed improvements to the regional transit network for the horizon year of 2040. The Final EIS No-Build Alternative does not include the proposed BLRT Extension project. Based on the Council's *Thrive MSP 2040 Transportation Policy Plan (2040 TPP)*, major transportation improvements assumed under the No-Build Alternative include:

- I-494 expansion to six lanes from TH 55 to I-94/I-694
- TH 610 extension to I-94 in Maple Grove
- Expansion of West Broadway Avenue (CSAH 103) to four lanes between 85th Avenue North and 93rd Avenue North
- CSAH 81 reconstruction/expansion from north of 63rd Avenue North to TH 169 in Brooklyn Park
- I-94 Auxiliary Lane Construction in St. Michael to Rogers

The adopted regional *2040 TPP* includes several improvements in its fully funded transit scenario. Near the proposed BLRT Extension project this includes the Penn Avenue Bus Rapid Transit (C Line) and Chicago-Fremont Avenue Arterial Bus Rapid Transit line. The plan assumes modest changes to transit service in the corridor, as reflected in the No-Build, particularly to reflect the arterial BRT lines (C Line and Emerson-Fremont) or feeder service to the METRO Green Line Extension.

4.0 General Public Interest Factors

The following summary describes the effects and potential consequences due to the proposed BLRT Extension project on several general factors considered to be in the public interest, which may be helpful in preparing the wetland permit decision(s) and evaluation of potential effects for the local, state, and federal wetland permits needed for the proposed BLRT Extension project. The summary that follows is derived from the Final EIS and the Public Involvement process.

1. **Transportation:** The proposed BLRT Extension project would fill a growing need for mass transit in the western and northwestern suburbs and is anticipated to result in 27,000 daily boardings in 2040. The growing population in the vicinity of the proposed

BLRT Extension project would have a choice to use the proposed BLRT Extension project and use the increasingly large network of mass transit connectivity. The proposed BLRT Extension project would be designed to have a neutral impact on existing freight rail. Concerning vehicular traffic, the No-Build would have seven intersections operating at a Level of Service¹ (LOS) F in 2040; whereas, the proposed BLRT Extension project would have only one intersection operating at LOS F in 2040.

2. **Navigation:** The proposed BLRT Extension project would have no effect on navigation.
3. **Existing/Potential Land Use:** The proposed BLRT Extension project is compatible with the local land use planning policies of the cities of Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park.
4. **Public Facilities and Services:** The construction of the proposed BLRT Extension project is expected to cause disruptions to traffic operations, including lane closures, short-term intersection and roadway closures, and detours that would cause local, short-term increases in congestion. Mitigation for these effects would include development and implementation of the Construction Mitigation Plan, which includes a Construction Communication Plan and a construction staging plan. Contractors would need to comply with the requirements of MnDOT, Hennepin County, and all municipalities affected by construction activities related to the closing of roads. Contractors would be required to comply with all guidelines in the Minnesota Manual on Uniform Traffic Control Devices and would develop appropriate traffic control plans.
5. **Business/Home Relocations:** The proposed BLRT Extension project would require full acquisition of 14 parcels and partial acquisitions at 277 parcels. Ten businesses would be displaced by the proposed BLRT Extension project; no residential displacements are anticipated. Property owners subject to acquisition would receive payment of fair market compensation and provision of relocation assistance in accordance with the Uniform Relocation and Real Property Acquisitions Policies Act of 1970 and Minnesota Statute 117.
6. **Historical/Archaeological:** The proposed BLRT Extension project has been evaluated in accordance with Section 106 of the National Historic Preservation Act. The following findings have been made regarding the effects the proposed BLRT Extension project would have on historic resources; the Minnesota Historic Preservation Office has concurred with these findings:
 - Adverse effect on the Wayman A.M.E Church, Floyd B. Olson Memorial Statue, Osseo Branch Historic District, Homewood Historic District, Theodore Wirth Segment of the Grand Rounds Historic District, and the West Broadway Avenue Residential Historic District
 - No adverse effect (with implementation of mitigation measures) on Sumner Branch Library, Labor Lyceum, Sacred Heart Catholic Church, Robbinsdale Waterworks, and Hennepin County Library – Robbinsdale Branch.

A Section 106 Memorandum of Agreement has been developed that outlines the required mitigation measures to address adverse effects on historic properties.

¹ The effectiveness of roadway intersections in handling traffic is commonly measured in Level of Service (LOS) letter grades ranging from A to F. Generally, the LOS D-E boundary is considered the threshold for ineffective traffic operations.

7. **Tribal Trust Resources:** The proposed BLRT Extension project would have no effect on Tribal Trust resources.
8. **Aesthetic values:** There would be a minor adverse effect on the visual values and aesthetics in several settings throughout the proposed BLRT Extension project area including Olson Memorial Boulevard, Theodore Wirth Regional Park area, Sochacki Park area, residential settings adjacent to the proposed BLRT Extension project in portions of Robbinsdale and Crystal, segments along Bottineau Boulevard including intersections at 63rd Street, 73rd Street and Bass Lake Road, and the Rush Creek Regional Trail area. Noise barriers, where implemented, may impact visual aesthetic values. In some cases the impact could be positive by screening adjacent residences from the proposed BLRT Extension project corridor; in other cases the impact could be perceived as negative because the noise barriers could block views of park areas. Visual and aesthetic impacts can be mitigated with some visual screening and thoughtful management of operational lighting.
9. **Business Activity:** The proposed BLRT Extension project would displace 10 businesses. Other businesses near the proposed BLRT Extension project may expand in order to capitalize on customer and employee accessibility. Some businesses may choose to relocate near the proposed BLRT Extension project for the same reasons.
10. **Employment:** The proposed BLRT Extension project itself would create jobs in the short-term related to the construction activities. Long-term, operation of the proposed BLRT Extension project would create jobs associated with increased transit operations and maintenance expenditures.
11. **Property Values:** Property values are affected by a variety of market conditions. Impacts of an LRT project on property values are difficult to assess conclusively. Continuing population growth and a strengthening of the local economy within the proposed BLRT Extension project corridor may contribute to redevelopment and increased property values. Studies have shown that LRT transit around the country has been an impetus for increased property values near station locations.
12. **Tax Revenues:** The property acquisitions required for the proposed BLRT Extension project would remove property from the local tax base. The lost tax revenues associated with the reduction in the tax base from the proposed BLRT Extension project would be a recurring loss on an annual basis. Partially offsetting these losses, however, would be an increase in other tax revenues. For example, the creation of new jobs and earnings associated with the recurring operations and maintenance spending would foster greater retail spending. The additional revenues from this spending would be recurring gains. The construction of the proposed BLRT Extension project is also expected by the Council to have positive effects on the value of residential and commercial properties within walking distance of a station. The increase in value translates into greater tax revenues and is expected to accrue to the local economy.
13. **Safety:** The proposed BLRT Extension project would be developed in accordance with transitway design guidelines; and the oversight of security personnel would result in no adverse impacts related to safety and security during the operation of the proposed BLRT Extension project. Roadway intersections, as well as pedestrian and bicycle facilities would be improved to meet current safety standards.
14. **Water Supply:** The proposed BLRT Extension project would have no effect on water supply.

- 15. Wetlands:** Wetlands within the proposed BLRT Extension project area are disturbed from diminishing ground water, infestations of invasive species, dumping of construction rubble, and encroachment of infrastructure. With proposed mitigation, anticipated to be at a 2:1 ratio, it is anticipated that, overall, the proposed BLRT Extension project would provide an increase in wetland functions and could have a slight beneficial effect.
- 16. Flooding:** Floodplain impacts (estimated at 17,000 cubic yards) would be mitigated at a 1:1 ratio with respect to volume (cubic yards). The proposed BLRT Extension project is designed per stringent specifications required in Executive Order 13690 which takes into account weather patterns associated with climate change and anticipated increased intensity of storm events, and as such, the proposed BLRT Extension project would have no effect on flooding intensity or duration.
- 17. Soils:** The proposed BLRT Extension project would require extensive soil correction in areas of poor soils; primarily between Olson Memorial Highway and 36th Avenue. Construction stormwater BMPs implemented in accordance with the required NPDES permit discussed in item #23 above would minimize erosion of soil resources.
- 18. Mineral Needs:** There would be no effect on mineral resources throughout the proposed BLRT Extension project area. There are no known sand, gravel or metallic ore resources that would be rendered inaccessible as a result of the proposed BLRT Extension project.
- 19. Farmland/Food Supply:** The proposed BLRT Extension project would have no effect on Farmland and Food Supply.
- 20. Groundwater:** The proposed BLRT Extension project would require some temporary dewatering for construction in and near aquatic resources. Construction staging areas would be designed to contain potential spills in accordance with a contractor-prepared Spill Prevention, Control, and Countermeasures (SPCC) plan.
- 21. Noise levels:** The proposed BLRT Extension project would have 366 moderate and 618 severe noise impacts (as defined by FTA noise criteria) without mitigation. With the implementation of Federal Railroad Administration Quiet Zones, impacts would be reduced to 176 moderate and 120 severe. With further mitigation measures (these include wayside warning devices that can be sounded instead of the bell on the LRT vehicle, noise barriers, and interior testing and potential sound insulation), five moderate and two severe noise impacts would remain.
- 22. Terrestrial Habitat:** Terrestrial habitat in the proposed BLRT Extension project area is generally forest; including some larger forest complexes and some smaller remnants. All forested habitat in the proposed BLRT Extension project area is disturbed as a result of infrastructure encroachment, fragmentation, dumping, selective tree cutting, and infestations of invasive species. However, these terrestrial habits do provide important habitat for migrating and foraging wildlife. The proposed BLRT Extension project would impact 18 acres of larger forest complexes and 11 acres of smaller forest remnants. Forested habitat loss would be mitigated through tree planting and other landscape restoration.
- 23. Aquatic Habitat:** The proposed BLRT Extension project is anticipated to impact approximately 10 acres of wetland, 3 acres of storm pond, and would involve the relocation of approximately 450 feet of Bassett Creek. Impacts to wetlands and aquatic resources would be avoided and minimized to the extent practicable. Unavoidable impacts to wetlands would be mitigated, typically at a 2: 1 mitigation ratio, with a

combination on on-site mitigation and purchase of private wetland mitigation credits. Impacts to the channel of Bassett Creek would be minimized with appropriate restoration practices. It is anticipated that the proposed BLRT Extension project would have a minor adverse effect on aquatic habitat.

- 24. Habitat Diversity and Interspersion:** The proposed BLRT Extension project mostly stays on or adjacent to an existing freight rail corridor and roadways. The habitat impacts that would result from the proposed BLRT Extension project occur in highly fragmented and disturbed urbanized habitat. With appropriate mitigation such as wetland replacement and tree planting, the proposed BLRT Extension project would have no effect on habitat diversity and interspersion.
- 25. Endangered Species:** There would be no effect on state-listed species potentially present in the proposed BLRT Extension project area such as Blanding's turtle and the pugnose shiner if appropriate Minnesota DNR guidelines are adhered to during the construction and post-construction phase. The proposed BLRT Extension project would have No Effect on federally-listed aquatic species known to exist in Hennepin County, i.e. the Higgins eye pearl mussel and the Snuffbox mussel. Per coordination with the USFWS, the conclusion of "May Affect, Incidental Take Not Prohibited", concerning the northern long-eared bat (federally threatened), is appropriate with respect to the proposed BLRT Extension project.
- 26. Wild and Scenic Rivers:** The proposed BLRT Extension project would have no effect on Wild and Scenic rivers.
- 27. Shoreline Processes:** To accommodate the proposed BLRT Extension project, a ~450-foot section of Bassett Creek would need to be moved approximately 20 feet to the west. With BMPs in place and appropriate re-vegetation, the proposed BLRT Extension project would have no effect on shoreline processes.
- 28. Water Quality:** The proposed BLRT Extension project would cause an 83 percent increase in the impervious area within the limits of disturbance. Long-term mitigation measures would include designing and constructing permanent BMPs, such as detention and infiltration facilities, which would control and treat stormwater runoff caused by an increase in impervious surfaces as a result of the proposed BLRT Extension project. A National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit from MPCA would be required. A Stormwater Pollution Prevention Plan (SWPPP), which must be submitted at the time of the permit application, would be developed and implemented during construction. Construction-phase mitigation measures would include developing erosion- and sediment-control plans to control runoff and reduce erosion and sedimentation during construction, and limiting the amount of sediment carried into lakes, streams, wetlands, and rivers by stormwater runoff.
- 29. State-listed Impaired Section 303(d) Waters:** Bassett Creek is listed on the 303(d) List of Impaired Waters. Approximately a 400-foot reach of Bassett Creek would be re-located 20 feet to the west in order to accommodate the proposed BLRT Extension project and associated infrastructure. BMPs would be in place to maintain water quality in Bassett Creek. Other impaired waters that would receive runoff from the proposed BLRT Extension project include the Mississippi River (would receive proposed BLRT Extension project runoff via Bassett Creek); Crystal Lake; Upper, Middle, and Lower Twin Lakes; and Shingle Creek. The Total Maximum Daily Load (TMDL) requirements for these receiving waters have been incorporated into stormwater management designs for the proposed BLRT Extension project.

30. Air Quality: The vehicle miles traveled associated with the No-Build and the proposed BLRT Extension project are estimated to be approximately equal. Air quality impacts would be minimized during construction through management of fugitive dust and emissions from idling construction equipment. The electric motors used for the proposed BLRT Extension project are cleaner than those used in diesel-burning mass transit. Impacts to air quality would be minimized by appropriate management of fugitive dust and equipment idling emissions during construction.

31. Energy: The proposed BLRT Extension project and associated infrastructure would be designed to be energy efficient. Considering a complete life cycle analysis and anticipated (year 2040) vehicle miles traveled comparing the proposed BLRT Extension project and the No-Build, a transportation landscape using proposed BLRT Extension project would use slightly less energy as a transportation landscape without proposed BLRT Extension project.

32. Secondary and cumulative effects:

- The proposed BLRT Extension project in combination with the reasonably foreseeable future actions, including the West Broadway Avenue Reconstruction project, would increase overall transportation demand.
- The combination of the roadway improvements and the proposed BLRT Extension project would draw additional vehicle traffic associated with passengers accessing the proposed BLRT Extension project stations
- Reasonably foreseeable future actions would likely increase the density and intensity of development in the proposed BLRT Extension project corridor
- The proposed BLRT Extension project in combination with the reasonably foreseeable future actions could change the character of neighborhoods by increasing mixed use development in the cumulative effects study area
- Additional transportation investments in the proposed BLRT Extension corridor to service induced development, in combination with the reasonably foreseeable future actions, could lead to the acquisition of right-of-way and the relocation of residents and businesses
- Induced development associated with the proposed BLRT Extension project in combination with the reasonably foreseeable future actions could cumulatively diminish the integrity of a historic property's or district's location, feeling, or association cultural resources
- Induced development associated with the proposed BLRT Extension project and additional transportation facilities in combination with the reasonably foreseeable future actions would change the views in neighborhoods
- Induced development associated with the proposed BLRT Extension project in combination with the reasonably foreseeable future actions and natural population growth would likely place a greater demand on parks and open spaces and result in a cumulative effect
- Induced development associated with the proposed BLRT Extension project in combination with the reasonably foreseeable future actions would likely increase the number of customers in the proposed BLRT Extension project corridor

- Increased development associated with the proposed BLRT Extension project in combination with the reasonably foreseeable future actions could require more service personnel and could cumulatively strain local providers' capacity to deliver services.

33. Recreation: The proposed BLRT Extension project would provide several long-term improvements to pedestrian and bicycle accessibility and safety including bicycle parking, connectivity, trail head improvements, and pedestrian bridges. The construction phase of the proposed BLRT Extension project would temporarily disrupt the use of existing bicycle and pedestrian facilities; detours would be provided as appropriate, and communicated to the public.

5.0 Wetlands and Aquatic Resources

5.1 Wetland Delineation

Wetlands throughout the proposed BLRT Extension project area were delineated during the spring and summer of 2015. Field reviews of wetland delineations by the Technical Evaluation Panel (TEP) and the USACE were completed during the summer and fall of 2015. Notices of Decision (NODs) concerning concurrence on wetland boundaries and types were obtained during the winter of 2015/ 2016 from all relevant WCA LGUs throughout the proposed BLRT Extension project area. See **Appendix A**.

A “**Technical Memorandum: Jurisdictional Issues Associated with Delineated Basins; Proposed BLRT Extension project**” was prepared for the TEP and the USACE describing issues pertaining to jurisdiction (per the WCA, the USACE and the DNR) of each delineated basin within the proposed BLRT Extension project area. The intent of this Technical Memorandum was to serve as an intermediate step before submittal of this WCA/ Corps Joint Permit Application. During the winter and spring of 2016, NODs, specifically pertaining to “No Loss” per the WCA were obtained from each WCA LGU. The “No Loss” NODs establish that either a particular basin is outside of the scope of the WCA or that a specific impact to a basin is not regulated per the WCA (for example, excavation impacts to a Type 1 or 2 wetland). Concurrence from the USACE pertaining to Section 404 jurisdiction of each delineated basin was obtained in correspondence responding to the request for a “hybrid” Preliminary/ Approved Jurisdictional Determination (JD).

Figure 1 provides a general location map of the proposed BLRT Extension project area. **Figure 2** provides a mapbook with aerial imagery, delineated boundaries of basins, National Wetland Inventory (NWI), Public Waters Inventory (PWI), and other water resources features. **Figure 3** provides a mapbook with aerial imagery, delineated boundaries of basins, hydric soils mapping, and 2 foot LiDAR contours.

The approved wetland delineation lines and agency jurisdiction concurrence were used to guide the proposed BLRT Extension project avoidance and minimization process and ultimately determine the wetland impacts necessary for construction.

5.2 Results

A total of 44 palustrine wetlands and one riverine aquatic resource were delineated in the proposed BLRT Extension project area. **Table 3** summarizes characteristics and relevant municipality and WCA LGU for each wetland and aquatic resource in the proposed BLRT Extension project area. **Figures 2 and 3** depict the location of delineated wetlands and aquatic resources in the proposed BLRT Extension project area. **Appendix B** depicts planview and cross-sectional drawings of the proposed BLRT Extension project and associated impacts to wetlands and aquatic resources.

Table 3 summarizes characteristics of basins delineated within the proposed BLRT Extension project.

Table 3 Summary of Basin Characteristics Delineated Within the Proposed BLRT Extension Project							
Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	Total Basin Size (ac)		Municipality (WCA LGU)
					natural basin	storm pond	
W1	Yes	PEM1A	Seas. flooded basin	Type 1	1.59		Brooklyn Park (Shingle Creek WMC)
W2	Yes	PEM1A	Seas. flooded basin	Type 1	1.37		Brooklyn Park (Shingle Creek WMC)
W3	Yes	PEM1A	Seas. flooded basin	Type 1	1.23		Brooklyn Park (Shingle Creek WMC)
W4	Yes	PEM1A	Seas. flooded basin	Type 1	0.14		Brooklyn Park (Shingle Creek WMC)
W5	Yes	PFO1A	Floodplain forest	Type 1	0.07		Brooklyn Park (Shingle Creek WMC)
W6	Yes	PFO1A	Floodplain forest	Type 1	0.14		Brooklyn Park (Shingle Creek WMC)
W7	Yes	PEM1A	Seas. flooded basin	Type 1	0.55		Brooklyn Park (Shingle Creek WMC)
W8	Yes	PFO1A	Floodplain forest	Type 1	0.14		Brooklyn Park (Shingle Creek WMC)
W9	Yes	PEM1A	Seas. flooded basin	Type 1	0.18		Brooklyn Park (Shingle Creek WMC)
W10	Yes	PEM1A	Seas. flooded basin	Type 1		0.06	Brooklyn Park (Shingle Creek WMC)
W11	Partially	PEM1A	Seas. flooded basin	Type 1	1.06		Brooklyn Park (Shingle Creek WMC)
W12	Yes	PEM1A	Seas. flooded basin	Type 1	0.06		Brooklyn Park (Shingle Creek WMC)
W13	Partially	PEM1A	Seas. flooded basin	Type 1	2.41		Brooklyn Park (Shingle Creek WMC)

**Table 3
Summary of Basin Characteristics Delineated Within the Proposed BLRT Extension Project**

Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	Total Basin Size (ac)		Municipality (WCA LGU)
					natural basin	storm pond	
W14	Yes	PUBGx	Deep Marsh	Type 4		0.61	Brooklyn Park (Shingle Creek WMC)
W15	Yes	PSS1A	Shrub Carr	Type 6		0.79	Brooklyn Park (Shingle Creek WMC)
W16	No	PUBGx	Deep Marsh	Type 4		0.82	Brooklyn Park (Shingle Creek WMC)
W17	No	PSS1A	Shrub Carr	Type 6		0.05	Brooklyn Park (Shingle Creek WMC)
W26	No	PEM1A	Seas. flooded basin	Type 1		0.01	Brooklyn Park (Shingle Creek WMC)
W27	No	PEM1A	Seas. flooded basin	Type 1		0.62	Brooklyn Park (Shingle Creek WMC)
W28	Yes	PFO1A	Floodplain forest	Type 1	2.57		Brooklyn Park (Shingle Creek WMC)
W29	Yes	PEM1C	Shallow Marsh	Type 3		1.02	Crystal (Crystal)
W30	No	PUBGx	Open Water	Type 5		1.2	Robbinsdale (Shingle Creek WMC)
W31	No	PSS1A	Shrub Carr	Type 6	(part of W32)		Robbinsdale (Bassett Creek WMC)
W32	No	PFO1A/ PEMC/ PSS1C	Floodplain forest/ Shallow Marsh/ Shrub Carr	Type 1/ Type 3/ Type 6	7.71		Robbinsdale (Bassett Creek WMC)
W33	No	PUBGx	Open Water	Type 5	7.41		Robbinsdale (Bassett Creek WMC)
W34	Yes	PEM1F	Deep Marsh	Type 4	17.01		Golden Valley (Golden Valley) and Robbinsdale (Bassett Creek WMC)

Table 3
Summary of Basin Characteristics Delineated Within the Proposed BLRT Extension Project

Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	Total Basin Size (ac)		Municipality (WCA LGU)
					natural basin	storm pond	
W35	No	PFO1A	Floodplain forest	Type 1	0.85		Robbinsdale (Bassett Creek WMC)
W36	No	PSS1A	Shrub Carr	Type 6	1.39		Robbinsdale (Bassett Creek WMC)
W37	No	PEM1A	Seas. flooded basin	Type 1		0.08	Golden Valley (Golden Valley)
W38	No	PUBGx/PEMA	Open Water/ wet (fresh) meadow	Type 5/ Type 2	3.08		Golden Valley (Golden Valley)
W39	No	PUBGx	Open Water	Type 5	2		Golden Valley (Golden Valley)
W40	No	PEM1A	Seas. flooded basin	Type 1	0.31		Golden Valley (Golden Valley)
W41	No	PEM1A	Seas. flooded basin	Type 1		0.19	Golden Valley (Golden Valley)
W42	No	PSS1A	Shrub Carr	Type 6		0.29	Golden Valley (Golden Valley) and Minneapolis (Minneapolis)
W44	No	PUBGx	Open Water	Type 5	0.87		Robbinsdale (Bassett Creek WMC)
W45	No	PFO1A	Floodplain forest	Type 1	2.05		Robbinsdale (Bassett Creek WMC)
W46	Yes	riverine	riverine	riverine	Not Applicable (linear)		
W46	No	PFO1A	Floodplain forest	Type 1	11.14		Golden Valley (Golden Valley)

Table 3 Summary of Basin Characteristics Delineated Within the Proposed BLRT Extension Project							
Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	Total Basin Size (ac)		Municipality (WCA LGU)
					natural basin	storm pond	
W47	No	PFO1A	Floodplain forest	Type 1	part of W46		Golden Valley (Golden Valley)
W48	No	R2UBGx	Riverine	Type 4	0.5		Minneapolis (Minneapolis)
W49	No	PFO1A	Floodplain forest	Type 1		0.08	Golden Valley (Golden Valley) /Minneapolis (Minneapolis)
W50	No	PEM1A	Seas. flooded basin	Type 1	0.12		Golden Valley (Golden Valley)
W51	Yes	PEMA	Seas. flooded basin	Type 1	4.59		Brooklyn Park (Shingle Creek WMC)
W52	Yes	PEMA	Seas. flooded basin	Type 1	0.05		Brooklyn Park (Shingle Creek WMC)
pond east of W30	No	PUBG	Open Water	Type 4		0.91	Robbinsdale (Shingle Creek WMC)

5.3 Regulatory Jurisdiction

Wetlands in the proposed BLRT Extension project area are regulated by several agencies at the local, state, and federal levels including the USACE and the EPA at the federal level, and the Minnesota Board of Water and Soil Resources (BWSR) and the Minnesota Pollution Control Agency (MPCA) at the state level. The proposed BLRT Extension project crosses several Wetland Conservation Act (WCA) LGUs. **Table 4** identifies the relevant WCA LGU for each delineated basin in the proposed BLRT Extension project area. **Table 4** also summarizes the jurisdiction of each delineated basin or aquatic resource in the proposed BLRT Extension project area per the WCA, the USACE, and the DNR. Any proposed work below the Ordinary High Water (OHW) elevation or in Public Waters, Public Waters Wetlands, or unnumbered Public Watercourses mapped by the Public Waters Inventory is regulated by the Minnesota Department of Natural Resources. In some cases, the DNR may decide to waive jurisdiction to the WCA LGU. This would be determined during the review of the DNR Public Waters Work Permit application which would be submitted electronically via the MPARS on-line interface.

The “**Technical Memorandum: Jurisdictional Issues Associated with Delineated Basins; Proposed BLRT Extension project**” discusses regulatory jurisdictional issues for each delineated basin in the proposed BLRT Extension project area. Typically, basins that were excavated from uplands for the conveyance or storage of stormwater are considered outside the scope of the WCA and are not regulated by WCA. Further, certain types of impacts to WCA jurisdictional basins are not regulated by the WCA, e.g. excavation impacts to Type 1 or 2 wetlands. Delineated basins may be USACE jurisdictional based on hydrologic connection with Waters of the US, a request for and approval of a Preliminary Jurisdictional Determination (JD), or affirmative findings in an Approved JD. **Table 4** summarizes impacts to wetlands and aquatic resources in the proposed BLRT Extension project area that are jurisdictional per the WCA, the USACE, and the DNR. Data in **Table 4** are based on concurrence with relevant WCA LGUs and the USACE.

Table 4 summarizes agency jurisdiction within the proposed BLRT Extension project area.

Table 4 Agency Jurisdiction of Basins Delineated Within the Proposed BLRT Extension Project Area										
Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	USACE Jurisdiction			WCA Jurisdiction	DNR Jurisdiction	Municipality (WCA LGU)
					Likely Juris. Waters and Streams	Non-WOUS (no mitigation required)	Isolated Basins (no mitigation required)			
W1	Yes	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W2	Yes	PEM1A	Seas. flooded basin	Type 1			yes	yes	yes	Brooklyn Park (Shingle Creek WMC)
W3	Yes	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W4	Yes	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W5	Yes	PFO1A	Floodpl. forest	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W6	Yes	PFO1A	Floodpl. forest	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W7	Yes	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W8	Yes	PFO1A	Floodpl. forest	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)

**Table 4
Agency Jurisdiction of Basins Delineated Within the Proposed BLRT Extension Project Area**

Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	USACE Jurisdiction			WCA Jurisdiction	DNR Jurisdiction	Municipality (WCA LGU)
					Likely Juris. Waters and Streams	Non-WOUS (no mitigation required)	Isolated Basins (no mitigation required)			
W9	Yes	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W10	Yes	PEM1A	Seas. flooded basin	Type 1		yes		yes	no	Brooklyn Park (Shingle Creek WMC)
W11	Partially	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W12	Yes	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W13	Partially	PEM1A	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
W14	Yes	PUBGx	Deep Marsh	Type 4		yes		no	no	Brooklyn Park (Shingle Creek WMC)
W15	Yes	PSS1A	Shrub Carr	Type 6		yes		no	no	Brooklyn Park (Shingle Creek WMC)
W16	No	PUBGx	Deep Marsh	Type 4		yes		no	no	Brooklyn Park (Shingle Creek WMC)
W17	No	PSS1A	Shrub Carr	Type 6		yes		no	no	Brooklyn Park (Shingle Creek WMC)
W26	No	PEM1A	Seas. flooded basin	Type 1		yes		no	no	Brooklyn Park (Shingle Creek WMC)
W27	No	PEM1A	Seas. flooded basin	Type 1		yes		no	no	Brooklyn Park (Shingle Creek WMC)
W28	Yes	PFO1A	Floodpl. forest	Type 1	yes			yes	yes	Brooklyn Park (Shingle Creek WMC)
W29	Yes	PEM1C	Shallow Marsh	Type 3	yes			yes	no	Crystal (Crystal)
W30	No	PUBGx	Open Water	Type 5		yes		no	no	Robbinsdale (Shingle Creek WMC)

Table 4
Agency Jurisdiction of Basins Delineated Within the Proposed BLRT Extension Project Area

Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	USACE Jurisdiction			WCA Jurisdiction	DNR Jurisdiction	Municipality (WCA LGU)
					Likely Juris. Waters and Streams	Non-WOUS (no mitigation required)	Isolated Basins (no mitigation required)			
W31	No	PSS1A	Shrub Carr	Type 6	yes			yes	yes	Robbinsdale (Bassett Creek WMC)
W32	No	PFO1A/PEMC/PSS1C	Floodpl. forest/ Shallow Marsh/ Shrub Carr	Type 1/ Type 3/ Type 6	yes			yes	yes	Robbinsdale (Bassett Creek WMC)
W33	No	PUBGx	Open Water	Type 5	yes			yes	yes	Robbinsdale (Bassett Creek WMC)
W34	Yes	PEM1F	Deep Marsh	Type 4	yes			yes	yes	Golden Valley (Golden Valley) and Robbinsdale (Bassett Creek WMC)
W35	No	PFO1A	Floodpl. forest	Type 1	yes			yes	no	Robbinsdale (Bassett Creek WMC)
W36	No	PSS1A	Shrub Carr	Type 6	yes			yes	no	Robbinsdale (Bassett Creek WMC)
W37	No	PEM1A	Seas. flooded basin	Type 1		yes		no	no	Golden Valley (Golden Valley)
W38	No	PUBGx/PEMA	Open Water/ wet (fresh) meadow	Type 5/ Type 2			yes	yes	no	Golden Valley (Golden Valley)
W39	No	PUBGx	Open Water	Type 5			yes	yes	no	Golden Valley (Golden Valley)
W40	No	PEM1A	Seas. flooded basin	Type 1	yes			yes	no	Golden Valley (Golden Valley)
W41	No	PEM1A	Seas. flooded basin	Type 1		yes		no	no	Golden Valley (Golden Valley)

Table 4
Agency Jurisdiction of Basins Delineated Within the Proposed BLRT Extension Project Area

Basin ID	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	USACE Jurisdiction			WCA Jurisdiction	DNR Jurisdiction	Municipality (WCA LGU)
					Likely Juris. Waters and Streams	Non-WOUS (no mitigation required)	Isolated Basins (no mitigation required)			
W42	No	PSS1A	Shrub Carr	Type 6		yes		no	no	Golden Valley (Golden Valley) and Mpls (Mpls)
W44	No	PUBGx	Open Water	Type 5			yes	yes	no	Robbinsdale (Bassett Creek WMC)
W45	No	PFO1A	Floodpl. forest	Type 1			yes	yes	no	Robbinsdale (Bassett Creek WMC)
W46	Yes	riverine	riverine	riverine	yes			no	yes	
W46	No	PFO1A	Floodpl. forest	Type 1	yes			yes	no	Golden Valley (Golden Valley)
W47	No	PFO1A	Floodpl. forest	Type 1	yes			yes	yes	Golden Valley (Golden Valley)
W48	No	R2UBGx	Riverine	Type 4	yes			yes	no	Mpls (Mpls)
W49	No	PFO1A	Floodpl. forest	Type 1		yes		no	no	Golden Valley (Golden Valley) /Mpls (Mpls)
W50	No	PEM1A	Seas. flooded basin	Type 1	yes			yes	no	Golden Valley (Golden Valley)
W51	Yes	PEMA	Seas. flooded basin	Type 1	yes			yes	no	Brooklyn Park (Shingle Creek WMC)
W52	Yes	PEMA	Seas. flooded basin	Type 1			yes	yes	no	Brooklyn Park (Shingle Creek WMC)
pond east of W30	No	PUBG	Open Water	Type 4	yes			no	no	Robbinsdale (Shingle Creek WMC)

5.4 Aquatic Resources

A reach of Bassett Creek, in the vicinity of the Plymouth Avenue Bridge, would be re-located in order to accommodate the re-aligned freight rail, the proposed BLRT Extension project and the Minneapolis Park and Recreation Board multi-use recreational trail. See **Appendix B; sheet 5** (planview drawing) and **sheet 18** (cross-sectional drawing). This reach is approximately 450 feet long and would be moved 20 feet to the west. Appropriate BMPs, such as silt fences and silt curtains would be in-place during construction and post-construction phases in order to minimize potential siltation and sedimentation into receiving waters. This reach of Bassett Creek would be restored with appropriate techniques. Creek banks of the restored reach would be rapidly re-vegetated post-construction with appropriate seed mixes, plugs, and whips. Anchored jute mats (or equivalent stabilization materials) and rapid re-vegetation would be used on Bassett Creek banks to minimize erosion and siltation.

Bassett Creek, specifically reach ID 07010206 – 538 (Medicine Lake to the Mississippi River) is listed on the MPCA 2014 303(d) List of Impaired Waters. The impairments are Aquatic Life and Aquatic Recreation and the stressors are chloride and fecal coliform. The MPCA requires that water quality in a 303(d)-listed water cannot be made worse as a result of a proposed action.

5.5 Sequencing

5.5.1 Avoidance and Minimization

The proposed BLRT Extension project has been designed to avoid and minimize impacts to wetlands wherever possible. Wetland impacts cannot be completely avoided while still satisfying the primary needs of the proposed BLRT Extension project due to the number and location of wetland basins lying immediately adjacent to the proposed BLRT Extension project. Further, the location of the proposed BLRT Extension project trackage and the re-alignment of the BNSF freight rail is constrained by required track geometry and design guidelines.

The Final EIS No-Build assumes that the proposed BLRT Extension project would not be built; however, it also assumes that 5 major highway expansions and several local road projects would occur (See **Section 3.2**). Therefore, it is anticipated that there would be wetland and aquatic resource impacts in the absence of the proposed BLRT Extension project, though these potential impacts have not been quantified. The exact extent of impacts to wetlands and aquatic resources associated with these 5 major highway expansions and several local road projects are not known at this time.

The proposed BLRT Extension project does not have the least impacts to wetlands and aquatic resources among all build alternatives that were studied previously in the Draft EIS. However, per 404(b)(1) Guidelines, the current proposed BLRT Extension project was selected based on a best balance of social, economic and environmental issues.

In areas where impacts cannot be avoided, measures have been taken to minimize the wetland impacts. Design measures such as changes to the proposed BLRT Extension project profile, steeper side slopes and proposed elevated platforms on structure rather than fill have been designed in several areas to minimize impacts.

Best management practices such as erosion control and rapid re-vegetation during post-construction would help to minimize impacts to wetlands throughout the proposed BLRT Extension project area. Specific measures to avoid and minimize wetland impacts to individual wetlands within the proposed BLRT Extension project area are summarized below:

W1. All impacts to W1 have been avoided as a result of judicious location of the Operations and Maintenance Facility (OMF). One north-south oriented OMF alternative studied impacted a portion of W1. W1 is not depicted on the planset.

W2. W2 would not be impacted by the proposed BLRT Extension project and associated infrastructure. No alternatives were proposed that would have impacted W2. See **Appendix B**; sheet 14 of 30.

W3. All impacts to W3 have been avoided as a result of judicious location of the Operations and Maintenance Facility (OMF). One east-west oriented OMF alternative studied would have impacted a small portion of W3. W3 is not depicted on the planset.

W4. The entirety of W4 would be impacted as a result of the re-alignment of West Broadway Avenue North. See planset sheet 14 of 30 (**Appendix B**). Southbound West Broadway Avenue and northbound West Broadway Avenue separate in the vicinity of Oak Grove Parkway to form a wide boulevard which would accommodate several needed stormwater management features. Side slopes near W4 are 1v : 4h. The number of lanes, lane width and other road configuration characteristics of West Broadway Avenue are as required by the Highway Capacity Manual and the County State Aid Highway Design Manual. Impacts to W4 could not be avoided. See **Appendix B**; sheet 14 of 30.

W5. Impacts to W5 would be completely avoided. Wetland 5 is not depicted on the planset.

W6. Impacts to W6 would be completely avoided. See **Appendix B**; sheet 14 of 30.

W7. W7 would be impacted from reconstruction of Oak Grove Parkway and associated sidewalk and trail. See **Appendix B**; sheet 14 of 30. Proposed side slopes are 1v : 4h.

W8. A portion of W8 would be impacted as a result of the re-alignment of Oak Grove Parkway. The proposed trail / sidewalk associated with the re-alignment would impact the northernmost portion of W8. See **Appendix B**; sheet 15 of 30. Sideslopes near W8 are proposed at 1v : 4h.

W9. The northernmost portion (0.0012 ac) of W9 would be impacted as a result of the re-alignment of Oak Grove Parkway. Sideslopes near W9 are 1v : 4v. See **Appendix B**; sheet 15 of 30.

W10. W10, a roadside ditch, is adjacent to the existing alignment of West Broadway Avenue. This section of old West Broadway Avenue would be removed. Currently, W10 is not considered to be an impact. See **Appendix B**; sheet 15 of 30.

W11. Impacts to W11 would be completely avoided. See **Appendix B**; sheet 15 of 30.

W12. W12 would be impacted in entirety as a result of road fill impact associated with the northbound lanes of West Broadway Avenue North and cut impacts associated with stormwater management in the boulevard of West Broadway Avenue North. Side slopes near W12 were steepened to the extent practicable and are 1v : 3h; steeper side slopes would require guard rail. See **Appendix B**; sheet 14 of 30.

W13. The easternmost extent of W13 is impacted as a result of the re-alignment of 99th Avenue North and Oak Grove Parkway Station parking ramp. Impacts are associated with road fill and trail/ sidewalk fill. Sideslopes near W13 are 1v : 4h. See **Appendix B**; sheet 13 of 30.

W14. W14 is impacted as a result of the re-alignment of 99th Avenue North and Oak Grove Parkway and the construction of stormwater basins in the median of Oak Grove Parkway. Impacts include portions of road fill and trail/ sidewalk fill. Sideslopes near W14 are 1v : 4h. W14 is currently a stormpond. See **Appendix B**; sheet 13 of 30.

W15. Impacts to W15 would be completely avoided and were never part of any proposed BLRT Extension project alternative. Wetland 15 is not depicted on the planset.

W16. W16 would be impacted as a result of the proposed BLRT Extension project trackage that follows the west side of West Broadway Avenue from 94th Avenue northward. Impacts include track fill in the western portion and trail/ sidewalk fill in the eastern portion. W16 is a stormpond that would be replaced by a proposed stormpond immediately to the west. See **Appendix B**; sheet 12 of 30.

W17. W17, a stormpond, would not be impacted as a result of the proposed BLRT Extension project. See **Appendix B**; sheet 12 of 30.

W 18-25. W18 through W25 are part of the West Broadway Avenue (CSAH 103) Reconstruction project. Impacts to these wetlands would be discussed in the WCA/ Corps Joint permit application for that project. Wetlands 18-25 are not depicted on the planset.

W26. W26 would be impacted as a result of the reconstruction of West Broadway Avenue and a multi-use recreational trail. Wetland 26 is not depicted on the planset.

W27. W27 would not be impacted as a result of the proposed BLRT Extension project. No proposed alternatives would have impacted W27. Wetland 27 is not depicted on the planset.

W28. W28 would be impacted as a result fill associated with freight trackage and freight rail maintenance road, and cut impacts associated with compensatory floodplain volumes and stormwater capacity. Side slopes of the freight rail fill were steepened to the extent practicable (1v : 2h) to minimize fill footprint. See **Appendix B**; sheet 11 of 30.

W29. Impacts to W29 would be completely avoided as a result of the proposed BLRT Extension project. Wetland 29 is not depicted on the planset.

W30. Impacts to W30 would be completely avoided as a result of the proposed BLRT Extension project. Wetland 30 is not depicted on the planset.

W31. W31 is part of W32. See description of W32. See **Appendix B**; sheet 9 of 30.

W32. W32 would be temporarily impacted as a result of construction staging areas that would be required for construction of the light rail trackage and re-alignment of the freight rail. The temporary wetland impacts would be restored to pre-construction conditions and re-planted with appropriate native vegetation. Fuel for construction machinery would be secured to prevent spillage and potential water quality impacts. Infestations of invasive plant species in the staging area would be monitored and controlled as necessary. This size of the temporary impact area has been minimized to the extent practicable. See **Appendix B**; sheet 9 of 30.

W33. W33 (Grimes Pond) would be impacted as a result of the construction of the proposed BLRT Extension project trackage on a bridge over the west edge of Grimes Pond, temporary impacts required for the construction of the elevated platform, and cut impacts associated with maintaining stormwater capacity. The permanent impact has been conservatively calculated based on the area of the bridge platform. However, actual permanent fill impacts

would be the cumulative total cross-sectional footprint of the support piers for the platform, which is anticipated to be significantly less area. The overall impact to W33 has been significantly reduced from the Draft EIS phase of the proposed BLRT Extension project. In the Draft EIS Preferred Alternative, the freight rail and LRT would have been reconstructed on a new embankment that would have increased the amount of fill required in W33. See **Appendix B**; sheet 9 of 30.

W34. W34 would not be impacted as a result of the proposed BLRT Extension project. See **Appendix B**; sheet 8 of 30.

W35. W35 would be impacted partially by track fill associated with the freight rail re-alignment and track cut associated with storm volume compensation. Side slopes of the freight rail track fill would be 1v : 2h. A corridor protection wall separates the freight rail alignment from the proposed BLRT Extension project trackage. The corridor protection wall is needed in any section of trackage where the distance between the freight rail centerline is less than 35 feet from the centerline of the southbound proposed BLRT Extension project trackage. Thus, the corridor protection wall serves to minimize the overall footprint of the shared freight/ proposed BLRT Extension project trackage and minimizes wetland impacts while providing safe operation of the freight rail and the proposed BLRT Extension project. See **Appendix B**; sheet 8 of 30.

W36. W36 would be impacted by the proposed BLRT Extension project trackage fill. Side slopes would be 1v : 2h. The corridor protection wall between the freight rail and the proposed BLRT Extension project tracks would serve to minimize the overall footprint of the freight/ proposed BLRT Extension project alignment and minimize wetland impacts to W36. See **Appendix B**; sheet 8 of 30.

W37. W37 would be completely impacted as a result of unavoidable track fill. W37 is a low quality ditch that lies between Kewanee Way and the proposed BLRT Extension project corridor. See **Appendix B**; sheet 7 of 30.

W38. W38 would not be impacted as a result of the proposed BLRT Extension project. Previous design iterations had a small trail-related impact to W38; however, this impact has been eliminated by moving the trail westward. In the Draft EIS phase of the proposed BLRT Extension project, the freight rail embankment would have been reconstructed west of its current location, requiring placement of fill in W38. See **Appendix B**; sheet 6 of 30.

W39. W39 would be impacted as a result of proposed BLRT Extension project trackage fill associated with a bridge platform along the west edge of the wetland. W39 would also have temporary impacts associated with construction of the bridge platform. W39 would also be impacted as a result of cut impacts associated with storm volume compensation. The permanent impact has been conservatively calculated based on the area of the bridge platform. However, actual permanent fill impacts would be the cumulative total cross-sectional footprint of the support piers for the platform, which is anticipated to be significantly less area. The overall impact to W39 has been significantly reduced from the Draft EIS phase of the proposed BLRT Extension project. In the Draft EIS Preferred Alternative, the freight rail and LRT would have been reconstructed on a new embankment that would have increased the amount of fill required in W39. See **Appendix B**; sheet 6 of 30.

W40/ W50. W40/W50 would be impacted as a result of proposed BLRT Extension project trackage fill and excavation impacts associated with compensatory stormwater volumes. Side slopes near W40/W50 would be 1v : 2h. The footprint of the overall freight/ proposed BLRT Extension project alignment has been minimized in the southern portion of W40 and

along all of W50 with a corridor protection wall; however, the entire W40/W50 would be unavoidably impacted. See **Appendix B**; sheet 5 of 30.

W41. W41 would be completely impacted by the Plymouth Avenue Station and track fill. A corridor protection wall serves to minimize the shared freight/ proposed BLRT Extension project alignment; however, all of W41 would be unavoidable impacted. See **Appendix B**; sheet 5 of 30.

W42. W42 would be completely impacted by proposed BLRT Extension project trackage fill. Side slopes near W42 are at 1v : 2h; however, impacts to W42 are unavoidable. See **Appendix B**; sheet 4 of 30.

W43. W43 is part of the West Broadway Avenue (CSAH 103) Reconstruction and would be discussed in the WCA/ Corps Joint Permit Application for that project. Wetland 43 is not depicted in the planset.

W44. W44 would be completely impacted as a result of track fill associated with the proposed BLRT Extension project. Side slopes near W44 are 1v : 2h. A corridor protection wall minimizes the footprint of the overall freight/ proposed BLRT Extension project alignment near the southern end of W44. Despite these characteristics that minimize footprint; impacts to W44 are unavoidable. See **Appendix B**; sheet 10 of 30.

W45. W45 would be impacted as a result of freight rail track fill and freight rail track cut. Side slopes near W45 are 1v : 2h. A corridor protection wall and a retaining wall separate freight rail from the proposed BLRT Extension project alignment in the southern portion of W45 thus serving to minimize the overall footprint of the shared rail alignment. Wetland impacts to W45 have been minimized to the extent practicable. See **Appendix B**; sheet 10 of 30.

W46. A portion W46 is the channel of Bassett Creek (riverine) and another portion is the palustrine wetland fringe along Bassett Creek. A ~450 foot reach of Bassett Creek near the Plymouth Avenue Bridge would be relocated approximately 20 feet to the west. Best management practices would be used to maintain acceptable water quality in Bassett Creek during the construction and post-construction period. The palustrine portion of W46 would be impacted by freight rail track fill and trail-related fill. The side slopes near W46 are 1v : 3h. Retaining walls and corridor protection walls have been used to minimize the footprint of the shared freight/ proposed BLRT Extension project alignment to the extent practicable. The impacts to W46 have been calculated conservatively; a portion of impacts to W46 are beneath the existing (and proposed) Plymouth Avenue Bridge and may not have the complete fill footprint as depicted in the planset. See **Appendix B**; sheet 5 of 30.

W47. W47 is the southern extension of W46. Impacts to W47 are included in the impact description for W46. See **Appendix B**; sheet 5 of 30.

W48. W48 would be impacted with fill associated with reconstruction of the BNSF freight rail, associated freight rail maintenance road, proposed BLRT Extension project trackage and a pedestrian sidewalk along Olson Memorial Highway. Additionally, portions of W48 would be temporarily impacted during the construction period. Side slopes near W48 are 1v : 2h. Retaining walls are proposed along the east and west sides of the shared freight/ proposed BLRT Extension project alignment and a corridor protection wall is proposed separating the freight rail from the proposed BLRT Extension project. The retaining walls and corridor protection walls serve to minimize the footprint of the shared rail alignment and thus minimizes impacts to wetlands to the extent practicable. See **Appendix B**; sheet 3 of 30.

W49. W49 would be partially impacted as a result of freight rail track fill. Side slopes near W49 are 1v : 2h. Impacts to W49 were minimized to the extent practicable. W49 is a disturbed ditch that lies between the existing BNSF and CP freight rail tracks. See **Appendix B**; sheet 4 of 30.

W50. See impact description for W40/ W50. See **Appendix B**; sheet 5 of 30.

W51. W51 is part of a wetland mitigation site constructed by the Target Corporation in the early 2000s as compensation for wetlands impacted from construction of the corporate campus. W51 would be impacted as a result of road fill and trail/ sidewalk fill. Side slopes near W51 are 1v : 4h. Impacts to W51 were minimized to the extent practicable. See **Appendix B**; sheet 14 of 30.

W52. W52, located on the south side of 101st Avenue North, would be impacted as a result of road fill and stormwater pond cut as a result of the Operations and Maintenance Facility (OMF). W52 would be completely impacted unavoidably. See **Appendix B**; sheet 16 of 30.

5.5.2 Wetland Impacts

Considering all basins that were delineated within the proposed BLRT Extension project area, total fill impacts are 8.4832 ac, total cut impacts are 1.4762 ac, total temporary impacts are 3.2284 ac. Combined fill, cut and temporary impacts are 13.1878 ac. Some of these impacts would not require mitigation as a result of agency jurisdiction or if they would be temporary impacts.

Table 5 is a summary of wetland impacts by wetland type for the proposed BLRT Extension project. **Table 6** shows a more detailed description of wetland impacts; including cut impacts, fill impacts, and temporary impacts, and mitigation requirements for wetlands within the proposed BLRT Extension project area.

Wetland Type	Total Impacts (ac)	Impacts Requiring Mitigation for WCA (ac)	Impacts Requiring Mitigation for USACE (ac)
1	6.5824	4.2731	2.5166
2	0.0000	0.0000	0.0000
3	0.0000	0.0000	0.0000
4	2.4892	0.0138	1.0138
5	3.6152	1.6922	0.4950
6	0.5010	0.2124	0.2124
Riverine (linear feet)	450 linear feet (Bassett Creek)	450 linear feet (Bassett Creek)	450 linear feet (Bassett Creek)
Total Acres (Wetland)	13.1878	6.2815	4.1623
Total Linear feet (Riverine)	450 linear feet (Bassett Creek)	450 linear feet (Bassett Creek)	450 linear feet (Bassett Creek)

Table 6 Summary of Wetland Impacts, Jurisdictions and Mitigation Requirements

Basin ID	Updated NWI ¹	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	Total Basin Size (ac)		USACE Jurisdiction			WCA Juris.	MnDNR Juris.	Impact Type					Mitigation Ratio (2:1)	WCA Mitigation Requirements (ac)	Corps Mitigation requirements (ac)	Municip. (WCA LGU)	
						natural basin	storm pond	Likely Juris. Waters and Streams	Non-WOUS (no mitigation required)	Isolated Basins (no mitigation required)			Fill impact (ac)	Cut impact (ac)	Temp. Impact (ac)	Total Impact (ac)	Total WCA Mitigatable Impacts (ac)					Total Corps Mitigatable Impacts (ac)
W1	PEM1A	Yes	PEM1A	Seas. flooded basin	Type 1	1.59				yes	yes	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W2	PEM1C	Yes	PEM1A	Seas. flooded basin	Type 1	1.37				yes	yes	yes	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W3	PEM1A	Yes	PEM1A	Seas. flooded basin	Type 1	1.23				yes	yes	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W4	Not mapped	Yes	PEM1A	Seas. flooded basin	Type 1	0.14				yes	yes	no	0.1357	0	0	0.1357	0.1357	0	2 to 1	0.2714	0	Brooklyn Park (Shingle Creek WMC)
W5	PFO1A	Yes	PFO1A	Floodplain forest	Type 1	0.07				yes	yes	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W6	PFO1A	Yes	PFO1A	Floodplain forest	Type 1	0.14				yes	yes	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W7	PEM1A	Yes	PEM1A	Seas. flooded basin	Type 1	0.55				yes	yes	no	0.2869	0	0	0.2869	0.2869	0	2 to 1	0.5738	0	Brooklyn Park (Shingle Creek WMC)
W8	PFO1A	Yes	PFO1A	Floodplain forest	Type 1	0.14				yes	yes	no	0.0254	0	0	0.0254	0.0254	0	2 to 1	0.0508	0	Brooklyn Pk (Shingle Creek WMC)
W9	Not mapped	Yes	PEM1A	Seas. flooded basin	Type 1	0.18				yes	yes	no	0.0012	0	0	0.0012	0.0012	0	2 to 1	0.0024	0	Brooklyn Park (Shingle Creek WMC)
W10	Not mapped	Yes	PEM1A	Seas. flooded basin	Type 1		0.06		yes		yes	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W11	PEM1A	Partially	PEM1A	Seas. flooded basin	Type 1	1.06				yes	yes	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W12	Not mapped	Yes	PEM1A	Seas. flooded basin	Type 1	0.06				yes	yes	no	0.0233	0.0332	0	0.0565	0.0233	0	2 to 1	0.0466	0	Brooklyn Park (Shingle Creek WMC)
W13	PEM1A	Partially	PEM1A	Seas. flooded basin	Type 1	2.41				yes	yes	no	0.5333	0	0	0.5333	0.5333	0	2 to 1	1.0666	0	Brooklyn Park (Shingle Creek WMC)

Table 6 Summary of Wetland Impacts, Jurisdictions and Mitigation Requirements

Basin ID	Updated NWI ¹	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	Total Basin Size (ac)		USACE Jurisdiction			WCA Juris.	MnDNR Juris.	Impact Type					Mitigation Ratio (2:1)	WCA Mitigation Requirements (ac)	Corps Mitigation requirements (ac)	Municip. (WCA LGU)	
						natural basin	storm pond	Likely Juris. Waters and Streams	Non-WOUS (no mitigation required)	Isolated Basins (no mitigation required)			Fill impact (ac)	Cut impact (ac)	Temp. Impact (ac)	Total Impact (ac)	Total WCA Mitigatable Impacts (ac)					Total Corps Mitigatable Impacts (ac)
W14	PEM1A	Yes	PUBGx	Deep Marsh	Type 4		0.61		yes		no	no	0.6058	0	0	0.6058	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W15	Not mapped	Yes	PSS1A	Shrub Carr	Type 6		0.79		yes		no	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W16	PUBGx/PEM1C	No	PUBGx	Deep Marsh	Type 4		0.82		yes		no	no	0.8194	0	0	0.8194	0	0	2 to 1	0	0	Brooklyn Pk (Shingle Creek WMC)
W17	Not mapped	No	PSS1A	Shrub Carr	Type 6		0.05		yes		no	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W26	Not mapped	No	PEM1A	Seas. flooded basin	Type 1		0.01		yes		no	no	0.01	0	0	0.01	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W27	PEM1C	No	PEM1A	Seas. flooded basin	Type 1		0.62		yes		no	no	0	0	0	0	0	0	2 to 1	0	0	Brooklyn Park (Shingle Creek WMC)
W28	PABGx/PEM1C	Yes	PFO1A	Floodplain forest	Type 1	2.57		yes			yes	yes	0.2821	0.1482	0	0.4303		0.4303	2 to 1	0	0.8606	Brooklyn Park (Shingle Creek WMC)
W29	PEM1C	Yes	PEM1C	Shallow Marsh	Type 3		1.02	yes			yes	no	0	0	0	0	0	0	2 to 1	0	0	Crystal (Crystal)
W30	PUBG/PEM1A	No	PUBGx	Open Water	Type 5		1.2		yes		no	no	0	0	0	0	0	0	2 to 1	0	0	Robbinsdale (Shingle Creek WMC)
W31	PSS1A	No	PSS1A	Shrub Carr	Type 6	Part of W32		yes			yes	yes	0	0	0	0	0	0	2 to 1	0	0	Robbinsdale (Bassett Creek WMC)
W32	PFO1A	No	PFO1A/PEMC/PSS1C	Floodplain forest/ Shallow Marsh/ Shrub Carr	Type 1/ Type 3/ Type 6	7.71		yes			yes	yes	0	0	1.2544	1.2544	0	0	2 to 1	0	0	Robbinsdale (Bassett Creek WMC)
W33	PABG	No	PUBGx	Open Water	Type 5	7.41		yes			yes	yes	0.3464	0.0731	1.2725	1.692	0.4195	0.4195	2 to 1	0.839	0.839	Robbinsdale (Bassett Crk WMC)
W34	PEM1F/PABG	Yes	PEM1F	Deep Marsh	Type 4	17.01		yes			yes	yes	0	0	0	0	0	0	2 to 1	0	0	Golden Valley (Golden)

Table 6 Summary of Wetland Impacts, Jurisdictions and Mitigation Requirements

Basin ID	Updated NWI ¹	Hydric Soil Map?	Field-Verified Cowardin	Eggers & Reed	Circ. 39 Class. ²	Total Basin Size (ac)		USACE Jurisdiction			WCA Juris.	MnDNR Juris.	Impact Type					Mitigation Ratio (2:1)	WCA Mitigation Requirements (ac)	Corps Mitigation requirements (ac)	Municip. (WCA LGU)	
						natural basin	storm pond	Likely Juris. Waters and Streams	Non-WOUS (no mitigation required)	Isolated Basins (no mitigation required)			Fill impact (ac)	Cut impact (ac)	Temp. Impact (ac)	Total Impact (ac)	Total WCA Mitigatable Impacts (ac)					Total Corps Mitigatable Impacts (ac)
W47	PEM1C	No	PFO1A	Floodplain forest	Type 1	Part of W46		yes			yes	yes	0	0	0	0	0	0	2 to 1	0	0	Golden Valley (Golden Valley)
W48	R2UBG	No	R2UBGx	Riverine	Type 4	0.5		yes			yes	no	0.1038	0	0.0502	0.154	0.1038	0.1038	2 to 1	0.2076	0.2076	Mpls (Mpls)
W49	PFO1A	No	PFO1A	Floodplain forest	Type 1		0.08		yes		no	no	0.1018	0	0	0.1018	0	0	2 to 1	0	0	Golden Valley (Golden Valley) /Mpls (Mpls)
W50	PFO1A	No	PEM1A	Seas. flooded basin	Type 1	0.12		yes			yes	no	0.1176	0	0	0.1176	0.1176	0.1176	2 to 1	0.2352	0.2352	Golden Valley (Golden Valley)
W51	PEMA	Yes	PEMA	Seas. flooded basin	Type 1	4.59		yes			yes	no	0.2095	0	0	0.2095	0.2095	0.2095	2 to 1	0.419	0.419	Brooklyn Park (Shingle Creek WMC)
W52	not mapped	Yes	PEMA	Seas. flooded basin	Type 1	0.01				yes	yes	no	0	0.0461	0	0.0461	0.0461	0	2 to 1	0.0922	0	Brooklyn Park (Shingle Creek WMC)
pond east of W30	PUBG	No	PUBG	Open Water	Type 4		0.91	yes			no	no	0	0.91	0	0.91	0	0.91	2 to 1	0	1.82	Robbinsdale (Shingle Creek WMC)
Total						70.55	6.73						8.4832	1.4762	3.2284	13.1878	6.2815	4.1623	2 to 1	12.563	8.3246	

5.5.3 Other Aquatic Resource Impacts

The DNR is responsible for all public waters and public waters wetlands in the proposed BLRT Extension project area. Public Waters are depicted on **Figures 2 and 3**. A Public Waters Work Permit application would be submitted to the DNR via the MPARS on-line tool. The DNR may choose to waive jurisdiction of Public Waters to WCA during the permit review period. A summary of public waters and proposed impacts in the proposed BLRT Extension project area is as follows:

- **Unnumbered Public Watercourse.** Culverted outlet from W28. See **Figure 2**. Impacts to W28 are discussed in **Section 5.5.1** and in **Table 6**.
- **Public Water Wetland 644W.** Grimes Pond (Wetland # 33) and North Rice Pond (Wetland #32). See **Figure 2**. Impacts to W33 and 32 are discussed in **Section 5.5.1** and in **Table 6**.
- **Public Water 651P.** Backwater of Bassett Creek associated with Wetland #46, just north of the Plymouth Avenue bridge. See **Figure 2**. Impacts to W46 are discussed in **Section 5.5.1** and in **Table 6**.
- **Unnumbered Public Water Watercourse.** Bassett Creek near the Plymouth Avenue bridge (associated with Wetland #46) and associated with Wetland #48 near the intersection of the BNSF freight rail and Olson Memorial Highway. See **Figure 2**. Impacts to W46 and W48 are discussed in **Section 5.5.1** and in **Table 6**.

5.6 Proposed Mitigation

5.6.1 Objective

Impacts to wetlands and aquatic resources would occur in Bank Service Area (BSA) 7 and Major Watershed 20 (Mississippi River – Twin Cities). All impacts are in Hennepin County, within the 7-County Metro area and within the “<50%” zone”. The objective of the mitigation strategy is to find a combination of suitable credits from bank accounts within BSA 7 and within the “<50%” zone and on-site wetland mitigation opportunities. For wetland impacts that are non USACE jurisdictional, the Council proposes to purchase credits for suitable wetland banks that are not USACE-approved and to some extent with credits deriving from on-site mitigation opportunities. For those wetland impacts that are USACE jurisdictional, the Council proposes a combination of the purchase of USACE-approved credits and augmented with some on-site mitigation opportunities.

A 2:1 mitigation ratio is currently assumed given that proposed mitigation (purchased credits or on-site opportunities) can likely meet 2 of the 3 USACE requirements that incrementally reduce mitigation from a base of 2.5:1. Credits purchases would begin within Hennepin County and, as needed, expand to other counties within BSA 7 and within the “<50% Zone”. **Table 6** provides a summary of wetland impact, wetland type, impact type, and mitigation requirements.

Mitigation opportunities are summarized below:

- **Private Mitigation Bank Credits.** Suitable wetland banks that are within BSA 7 and within the “<50%” zone are located in Hennepin County, a portion of Carver County and a portion of Washington County. Credits that are USACE-approved would be purchased for impacts to wetlands that are determined to be USACE jurisdictional. Conversely, credits that are non USACE-approved would be used to mitigate for impacts to wetlands that are determined to be not USACE jurisdictional. The proposed wetland mitigation follows the approach in the *St. Paul District Policy for Wetland Compensatory Mitigation in Minnesota* (USACE 2009) and the Minnesota WCA Rule as amended in August 2009. A summary of suitable and currently available banked credits is as follows:
 - **USACE-Approved Credits.** Currently, there are approximately 23 acres of USACE-approved wetland credits (including various wetland types and upland credits) available in either Hennepin County or in the BSA 7 portion of Carver County (all within the “<50%” zone).
 - **Non USACE-Approved Credits.** Currently, there are approximately 18 acres of Non USACE-approved wetland credits (including various wetland types and upland credits) available in either Hennepin County or in the BSA 7 portion of Carver County (all within the “<50%” zone).
- **On-site Wetland Mitigation Opportunities.** Several areas within or adjacent to the proposed BLRT Extension project area have been identified that would provide on-site wetland mitigation. These areas are Theodore Wirth Regional Park, the former Joyner’s Golf Course (W22), and the North Hennepin Community College and several small expansions of existing wetland boundaries (W28 and W39). See **Appendix D** for a conceptual drawing of the Theodore Wirth Regional Park site. See **Figure 2 (page 7)** for the W22 site and North Hennepin Community College site. See **Appendix B** (planset) for details on expansions to W28 and W39.

- ◆ **Theodore Wirth Regional Park.** This on-site mitigation area is located in the northwest quadrant of the intersection of the BNSF freight rail corridor and Olson Memorial Highway. See **Figure 2**. This site is adjacent to Bassett Creek and is currently overlain in part by fill composed of concrete rubble. With fill removal, grading and native vegetation establishment, this site would provide required floodplain mitigation as well as wetland mitigation. Portions of this area would be excavated to intercept the water table and form a mosaic of wetland types 1, 2, 3 and 6. Plantings within proposed wetland would be appropriate seed mixes, plugs and whips. Upland prairie buffer would be established above the established wetland boundary. It is estimated that this area could yield approximately 1.50 acres of on-site wetland credits.

- ◆ **Former Joyner's Golf Course (W22).** The former Joyner's Golf Course was planned to be converted to a wetland mitigation bank in the early 2000s. See **Figure 2** for location. Details of the agency coordination for this process would be discussed in detail in the WCA/ Corps Joint Permit Application for the West Broadway Avenue (CSAH 103) Reconstruction project (Hennepin County). The state and federal agency process for establishing a wetland bank here was abandoned in 2007 as a result of the economic downturn that adversely impacted building construction. The intent was to re-meander Shingle Creek through the former golf course; however, the straightened reach of Shingle Creek was never connected via ditches or culverts to the re-meander. Some work was completed at the site before it was abandoned; however, it was never vegetated according to the planting plan and monitoring was never initiated. The Council proposes to establish direct (permittee responsible) wetland replacement credits on the site for use as mitigation for proposed BLRT Extension project. The Council would coordinate with Hennepin County should it be determined that a portion of the replacement wetland credits would be used as mitigation for the West Broadway Avenue (CSAH 103) Reconstruction project wetland impacts. If the presence of the former golf course establishes a previous upland condition, then it is assumed that the area could yield wetland creation; at 75% credit, or approximately 5-7 acres of credit. If the wetlands present on-site prior to the construction of the golf course are considered to be the baseline, then the area would yield wetland restoration; at 100% credit, or approximately 8-10 acres of credit. Currently the re-meander through the former golf course is not connected to the straightened reach of Shingle Creek. It would be a matter of discussion with the USACE as to whether proposed mitigation activities at the former golf course could become Corps-approved credits or not.

- ◆ **Various Proposed Expansions of Existing wetland in the Proposed BLRT Extension Project Area.** A small expansion of the boundaries of W39 (See **Appendix B, Sheet 6**) would increase the size of the wetland by approximately 0.092 acres. The expansion area associated with W28 is 0.5871 acres. A percentage of the expansion areas associated with W39 and W28 may be creditable as wetland creation or upland buffer.

It is anticipated that 4.1623 acres of wetland impact would require replacement to meet the USACE requirements set forth in the 2008 Federal Mitigation Rule and *St. Paul District Policy for Wetland Compensatory Mitigation in Minnesota* (USACE 2009). The USACE base compensation ratios for wetland replacement are typically at a 2.5: 1 ratio. Depending on factors of whether replacement can be achieved in-kind, in-place, and/or in-advance, the compensation ratio can be decreased at incremental steps of 0.25:1 to achieve a smaller compensation ratio. The Council anticipates that a mitigation ratio of 2:1 can be achieved based on the likelihood that at least 2 of the factors above can be met.

Total wetland impacts are 13.1878 ac. The portion of the total wetland impacts that are WCA jurisdictional is 6.2815 ac. The portion of the total wetland impacts that are USACE jurisdictional is 4.1623 ac. Assuming a 2:1 mitigation ratio for WCA would require 12.563 ac of wetland mitigation. Assuming a 2:1 mitigation ratio for USACE would require 8.3246 ac of wetland mitigation. It is estimated that on-site wetland mitigation opportunities within the proposed BLRT Extension project area could yield ~5 acres of wetland credit (including upland buffers). The remainder (7.563 ac for WCA and 3.3246 ac for the USACE) of mitigation needs could be purchased from suitable private wetland mitigation banks. Characteristics of on-site mitigation opportunities are summarized in **Table 7**. Available credits in existing wetland banks, some Corps -approved and some non Corps-approved, are summarized in **Table 8**.

5.6.2 Site Selection

On-site mitigation opportunities within and near the proposed BLRT Extension project area are somewhat constrained. The northern third of the proposed BLRT Extension project area, roughly coincident with the city of Brooklyn Park, is on the southern fringe of the Anoka Sand Plain. Here, water tables have dropped dramatically in the past half century requiring excessive soil removal to intercept the perched water table and make mitigation feasible. Even with deep excavation, the anticipated wetland hydrology is at risk of failure in the long term. The southern two-thirds of the proposed BLRT Extension project are largely constrained by existing development. However, given these constraints, several on-site mitigation opportunities have been located and are summarized in **Table 7**.

On-Site Mitigation Opportunity	Location	Reference to Figure or Drawing	Relation to Impacts
Theodore Wirth Regional Park	West of the proposed BLRT Extension project and just north of Olson Memorial Highway	See Appendix D ; see concept drawing	Within same Major Watershed and BSA of impacts within the proposed BLRT Extension project.
Bassett Creek relocation (Water of the US)	450 feet of Bassett Creek near the Plymouth Avenue Bridge	See Appendix B ; Sheets 4 of 26 (planview) and 14 of 26 (cross-section)	New channel 20 feet to the west of old channel.
Expansion of southeast corner of	East side of proposed	See Appendix B ; Sheet 5 of 26	Adjacent to Wetland 39

On-Site Mitigation Opportunity	Location	Reference to Figure or Drawing	Relation to Impacts
Wetland 39	BLRT Extension project and just north of Golden Valley Road		
Expansion of southern and western edge of Wetland 28	West side of proposed BLRT Extension project and just north of 62 nd Ave North	See Appendix B ; sheet 9 of 26	Adjacent to Wetland 28.
Former Joyners Golf Course	West side of West Broadway Ave (city of Brooklyn Park) and just north of Shingle Creek	See Figure 2 and 3 (page 7)	Delineated as Wetland 22 (within the West Broadway Avenue (CSAH 103) Reconstruction project. Previous planning was nearly completed for a wetland mitigation bank at this site. Subject of agency coordination to seek concurrence that this site, under appropriate conditions, could provide direct replacement credits for the proposed BLRT Extension project.

Private wetland bank credits that would be suitable as mitigation for impacts within the proposed BLRT Extension project are summarized in **Table 8**. All suitable credits are in BSA 7 and in the “<50%” portion of the State. Available credits change over time. A draft Purchase Agreement for selected bank credits would be submitted to the TEP and the USACE as the permitting process matures.

County	Bank Acct.	BSA, Zone, Major Watershed)	USACE Approved?	Wetland Types (ac) Available
Hennepin	#1171	BSA 7, <50%, 20	Yes	3 (1.27)
Hennepin	#1310	BSA 7, <50%, 19	No	2 (0.4), 3 (0.557), 6 (1.883)
Hennepin	#1361	BSA 7, <50%, 18	No	2 (0.3273), 3 (2.5341), U (0.846)
Hennepin	#1414	BSA 7, <50%, 19	Yes	3 (0.2238) 4 (0.3927) U (0.2679)
Hennepin	#1518	BSA 7, <50%, 20	Yes	1 (0.9216) 2 (0.904)

Table 8 Summary of Private Wetland Mitigation Bank Credit Opportunities				
County	Bank Acct.	BSA, Zone, Major Watershed)	USACE Approved?	Wetland Types (ac) Available
				4 (0.344)
Hennepin	#1518	BSA 7, <50%, 20	No	2 (3.974)
Hennepin	#1546	BSA 7, <50%, 18	No	2 (1.02) 3 (0.35)
Hennepin	#1560	BSA 7, <50%, 20	No	2 (2.42) 3 (0.26) U (0.24)
Carver	#1375	BSA 7, <50%, 19	Yes	2 (2.67) 3 (1.13) 4 (5.97) U (10.98)
Carver	#1444	BSA 7, <50%, 19	Yes	1 (4.76) 3 (4.62)
Carver	#1444	BSA 7, <50%, 19	No	U (4.02)
Total Non-Corps Approved Credits Currently Available:				23.390
Total Corps Approved Credits Currently Available:				18.83

5.6.3 Site Protection

All potential on-site mitigation areas within the proposed BLRT Extension project area would be protected by deed restrictions. All potential credits purchased from wetland banks would already be protected by perpetual conservation easements.

5.6.4 Baseline Information

The following summarizes site characteristics for potential on-site wetland mitigation opportunities within the proposed BLRT Extension project area:

- **Theodore Wirth Regional Park.** This area is adjacent to Bassett Creek and is partially underlain by fill material composed of construction rubble. Existing plant communities are non-native upland forb-land with some disturbed floodplain forest in the southernmost extent. Fill would be removed and this area would be re-contoured to intercept and retain the flow of Bassett Creek to provide floodplain volume mitigation and wetland mitigation. The lat/ long of this site is: 44.985419/ -93.318095
- **Bassett Creek relocation.** This ~450 foot reach of Bassett Creek would be moved approximately 20 feet to the west in the vicinity of the Plymouth Avenue Bridge. The lat/ long of this site is: 44.991548/ -93.319394
- **Expansion of southeast corner of Wetland 39.** The elevation of the wetland boundary in the southeasternmost extent of Wetland 39 would be moved to the southeast. Soil would be removed and this area would be re-contoured to provide floodplain volume mitigation and wetland mitigation. The lat/ long of this site is: 45.000825/ -93.323692
- **Expansion of southern and western edge of Wetland 28.** The elevation of the wetland boundary in the southern and western extent of Wetland 28 would be moved to the south and west. Soil would be removed and this area would be re-contoured

to provide floodplain volume mitigation and wetland mitigation. The lat/ long of this site is: 45.066318/ -93.367018

- **Former Joyners Golf Course.** This area, once a golf course and prior to that a natural meander of Shingle Creek, was intended to become a wetland mitigation bank in the early 2000s. After most agency permits and approvals had been obtained, the owners, as a result of the economic downturn in the late 2000s, abandoned the project as a result of bankruptcy. Some earthmoving occurred prior to abandonment of the site with the intent of re-meandering Shingle Creek through it – though the site was never actually re-connected to the Creek. No planting of wetland communities or upland buffer occurred. The lat/ long of this site is: 45.100948/ -93.377625

5.6.5 Determination of Credits

Credits, per WCA, would be determined by 8420.0105. Credits, per the USACE, would be determined based on USACE mitigation guidelines.

Potential credits deriving from on-site mitigation opportunities are currently based on assumptions that would require agency concurrence as the permitting process matures. However, the following provides an estimate of the amount of mitigation credit that each on-site mitigation opportunity might yield. The Council estimates that, cumulatively, on-site mitigation opportunities would yield approximately 4-6 acres of wetland credit.

- **Theodore Wirth Regional Park.** Based on the close proximity of Bassett Creek and the presence on construction rubble fill, it is assumed that this site was a wetland in the past. Therefore, wetland credits would be considered restoration for which would yield 100% credit. Upland buffers, planted in native upland prairie would yield 25% credit. The proposed complex of Type 2, 3 and 6 wetlands and upland buffer may yield approximately 1.5 acres of wetland credit.
- **Bassett Creek relocation.** This ~450 foot reach of Bassett Creek would be moved approximately 20 feet to the west in the vicinity of the Plymouth Avenue Bridge. The lat/ long of this site is: 44.991548/ -93.319394. This is the relocation of a linear reach of stream and would involve appropriate BMPs and stream restoration practices.
- **Expansion of southeast corner of Wetland 39.** This expansion of a portion of Wetland 39 currently lies above the delineated boundary of the wetland. Therefore, the excavation would be considered wetland creation, yielding 75% of the footprint of the excavation. The footprint is 0.0916 acres and the credit yield would be a percentage of that, likely 75% if it would be creditable as wetland creation.
- **Expansion of southern and western edge of Wetland 28.** This expansion of a portion of Wetland 28 currently lies above the delineated boundary of the wetland. Therefore, the excavation would be considered wetland creation, yielding 75% of the footprint of the excavation. The footprint of the expansion is 0.5871 acres and the credit yield would be a percentage of that depending on whether it would be wetland creation or upland buffer.
- **Former Joyners Golf Course.** This area was, in the early 2000s, intended to be converted to a wetland mitigation bank and was slated to yield approximately 10-12 acres of credit. Depending on whether the golf course (upland) is considered the baseline or the pre-golf course wet condition is considered the baseline the proposed

wetland work could be considered creation or restoration. It is assumed that the site could yield between 5 and 10 acres of credit.

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Potential credits deriving from wetland bank purchases are straightforward. There are currently ample credits available in suitable private banks to make up for shortfalls in on-site mitigation opportunities. It is assumed that the mitigation component derived from private wetland bank purchases would be greater than the component deriving from on-site mitigation opportunities.

5.6.6 Mitigation Work Plan

Earthmoving within proposed on-site mitigation areas is scheduled to begin in 2017 or 2018. Side slopes (upland buffers) would be contoured to be as flat as is practicable. Areas where earthmoving would occur would be rapidly re-vegetated. BMPs would be implemented to minimize erosion. Suitable seed mixes, plugs and whips (where appropriate) for wetland and upland prairie communities would be planted.

5.6.7 Maintenance Plan

On-site mitigation areas would be monitored for approximately 5 years based on intended hydrology and plant communities. Invasive species infestations would be mapped and eradicated with herbicide using broadcast or spot spraying methods as needed. Deficiencies in wetland hydrology would be amended as needed. If conditions within the on-site mitigation area are progressing favorably, the monitoring period, with agency concurrence, may be shortened. Final credits derived from the mitigation area would be based on a final wetland delineation that would be submitted to the TEP and the USACE for approval.

5.6.8 Performance Standards

Hydrology monitoring would be based on the suite of hydrology indicators typically used for wetland delineations, including assessment of primary and secondary indicators. If an on-site mitigation area meets the criteria for wetland hydrology per the USACE Wetland Delineation Manual and appropriate Regional Supplements, then it would also meet the performance standards set forth in the monitoring plan.

If an area (wetland credit or native upland buffer credit) has less than 20% of the area occupied by invasive species, it would be considered to meet vegetation performance standards set forth in the monitoring plan.

It is assumed that private mitigation credits would have already achieved performance standards before the credits are released for sale.

5.6.9 Monitoring Requirements

Following construction, permanent sampling/observation points would be established in transects running perpendicular to as-built contours for each on-site wetland mitigation area. Percent cover of each species would be recorded in a radius from the sampling point consistent with the USACE Wetland Delineation Manual and appropriate Regional Supplements. Hydrology indicators would be recorded at each sampling point. A total plant species list would be recorded in a random meander throughout each on-site mitigation area. An annual monitoring report would be submitted to the TEP and the USACE. Corrective actions, where needed, would be undertaken.

It is assumed that relevant private mitigation banks to be used for the proposed BLRT Extension project have already completed a monitoring process before credits are released for sale.

5.6.10 Long-Term Management Plan

After the monitoring period has ended, on-site mitigation areas would be assessed occasionally for potential recurring invasive species issues. Corrective actions would be implemented.

5.6.11 Adaptive Management Plan

If hydrology is deficient, the Council would potentially propose corrective action such as earthwork or adjustment of inverts, or the Council would re-calculate credit yield and make up the difference through purchase of additional private wetland mitigation credits.

Infestations of invasive species throughout the monitoring period and post-monitoring period would be assessed and a strategy to control the issue would be developed. If the issue were of such a magnitude that it would jeopardize credit yield, and it becomes evident that the problem cannot be brought under reasonable control, then credit yield would be re-calculated and additional credits would be purchased from a suitable private wetland mitigation bank.

5.6.12 Financial Assurances

Proposed on-site mitigation success would be the subject of TEP and USACE concurrence based on monitoring. If portions of the on-site mitigation areas and corrective actions are deemed unsuccessful, then the credit deficit would be made up by purchasing additional private wetland mitigation bank credits.

Wetland Regulatory Authority	Quantity of Wetland Impacts Requiring Mitigation by Regulatory Authority	Proposed Mitigation Ratio	Required Mitigation	Total Credits to be Debited from Banks (Proposed)	Total On-site Mitigation Credits
USACE Jurisdiction	4.1623	2:1	8.3246	~3.3246	~5
WCA Jurisdiction	6.2815	2:1	12.5630	~7.5632	~5
DNR Jurisdiction	All assumed to be waived to WCA	--	--	--	--

5.6.13 Agency Requirements

5.6.13.1 U.S. Army Corps of Engineers

The USACE rules require a base replacement ratio of 2.5:1 in for this “<50%” area of Minnesota for direct wetland impacts, with incentives to reduce that ratio to 2:1. Incentives are offered if the wetland mitigation is provided “in kind,” with wetland replacement being the same type as that impacted; “in place,” purchase of credits in the same wetland bank service

area (BSA) or creation of wetland onsite; and, “in advance,” or prior to the impacts from the proposed action. In some circumstances, impacts to USACE jurisdictional basins or ditches may be considered “self-mitigating” if it can be demonstrated that the basin or ditch would function similarly comparing pre and post-construction conditions.

5.6.13.2 Wetland Conservation Act (Various WCA LGUs)

The WCA would require a 2 :1 mitigation ratio, given that the impacts would occur in the “<50%” area of Minnesota, BSA 7, Major Watershed 20 and the 7-county Metro area of the Twin Cities and assuming that mitigation would occur BSA 7 and the “<50%” zone. It is assumed that some mitigation would be on-site to the extent practicable and the remainder of required mitigation would derive from private banks in Hennepin County and suitable portions of Carver County.

5.6.13.3 Minnesota Department of Natural Resources

A Public Waters Work Permit, issued by the DNR, would be required for any work that is proposed within Public Watercourses, Public Waters and Public Waters Wetlands. A Public Waters Work Permit application would be submitted electronically through the MPARS. The DNR may choose to waive jurisdiction to WCA LGUs as part of the permit review process.

5.7 Permitting

Permits for impacting wetlands would be required by the USACE and approvals for the replacement plan would be required by the various WCA LGUs. Work within Public Watercourses, Public Waters, or Public Waters Wetlands would require a Public Waters Work Permit issued by the DNR.

5.7.1 U.S. Army Corps of Engineers

The proposed BLRT Extension project is eligible for an Individual Permit. A copy of the Joint Application Form for Activities Affecting Water Resources in Minnesota is provided at the beginning of this document. A copy of this application has also been submitted to the MPCA for their review and approval, and subsequent issuance of Clean Water Act Section 401 Certification.

5.7.2 Wetland Conservation Act – Various WCA LGUs

The WCA LGUs listed below are responsible for administering the WCA in the proposed BLRT Extension project area. Compensatory mitigation for wetland impacts is proposed through withdrawal of credits from a suitable wetland bank and on-site wetland mitigation. A copy of the Joint Application Form for Activities Affecting Water Resources in Minnesota is provided at the beginning of this document. **Tables 3 and 4** show the relevant WCA LGU for each delineated basin in the proposed BLRT Extension project area. Relevant WCA LGUs within the proposed BLRT Extension project area include:

- Shingle Creek Watershed Management Commission
- City of Crystal
- Bassett Creek Watershed Management Commission
- City of Golden Valley
- City of Minneapolis

5.7.3 Minnesota Department of Natural Resources

The DNR is responsible for all public waters and public waters wetlands in the proposed BLRT Extension project area. A DNR Public Waters Work Permit Application would be submitted via the MPARS on-line tool. The DNR may choose to waive jurisdiction to WCA during the permit review process. Public Waters are depicted on **Figures 2 and 3**. A summary of public waters in the proposed BLRT Extension project area is as follows:

- **Unnumbered Public Watercourse.** Culverted outlet from Wetland #28. See **Figure 2**.
- **Public Water Wetland 644W.** Grimes Pond (Wetland # 33) and North Rice Pond (Wetland #32). See **Figure 2**.
- **Public Water 651P.** Backwater of Bassett Creek associated with Wetland #46, just north of the Plymouth Avenue bridge. See **Figure 2**.
- **Unnumbered Public Water Watercourse.** Bassett Creek near the Plymouth Avenue bridge (associated with Wetland #46) and associated with Wetland #48 near the intersection of the BNSF freight rail and Olson Memorial Highway. See **Figure 2**.

5.8 Supplemental Design Data to be Submitted

Data provided in this permit application is anticipated to be adequate for public noticing of the proposed BLRT Extension project under the Wetland Conservation Act (WCA) and the USACE Section 404 permitting requirements. Comments related to wetland impacts, mitigation, and permitting issues received after the publication of the proposed BLRT Extension project Final EIS and before the Record of Decision would be provided to the USACE, MPCA (for CWA 401 Water Quality Certification), DNR, and the appropriate WCA LGU in a supplemental submittal. **Table 10** summarizes supplemental data that would be forthcoming to inform the permit decision.

Data	Anticipated Date
Hydraulics Reports (various aquatic resources)	Q1 2017
SWPPP	Q2 2017
Additional Final Design Details	Q2 2017
Detailed Grading and Planting Plans for Proposed On-Site Mitigation	Q2 2017
Draft Purchase Agreements for wetland credit purchases	Q3 2017
Fully executed credit withdrawal transaction forms for purchases on wetland mitigation credits.	Q3 2017

List of Figures

Figure 1 – Proposed BLRT Extension Project Overview Map

Figure 2 – Mapbook with Aerial Imagery, Delineated Basins, NWI, PWI and Other Water Resources

Figure 3 – Mapbook with Aerial Imagery, Hydric Soil Mapping and 2-Foot LiDAR Contours.

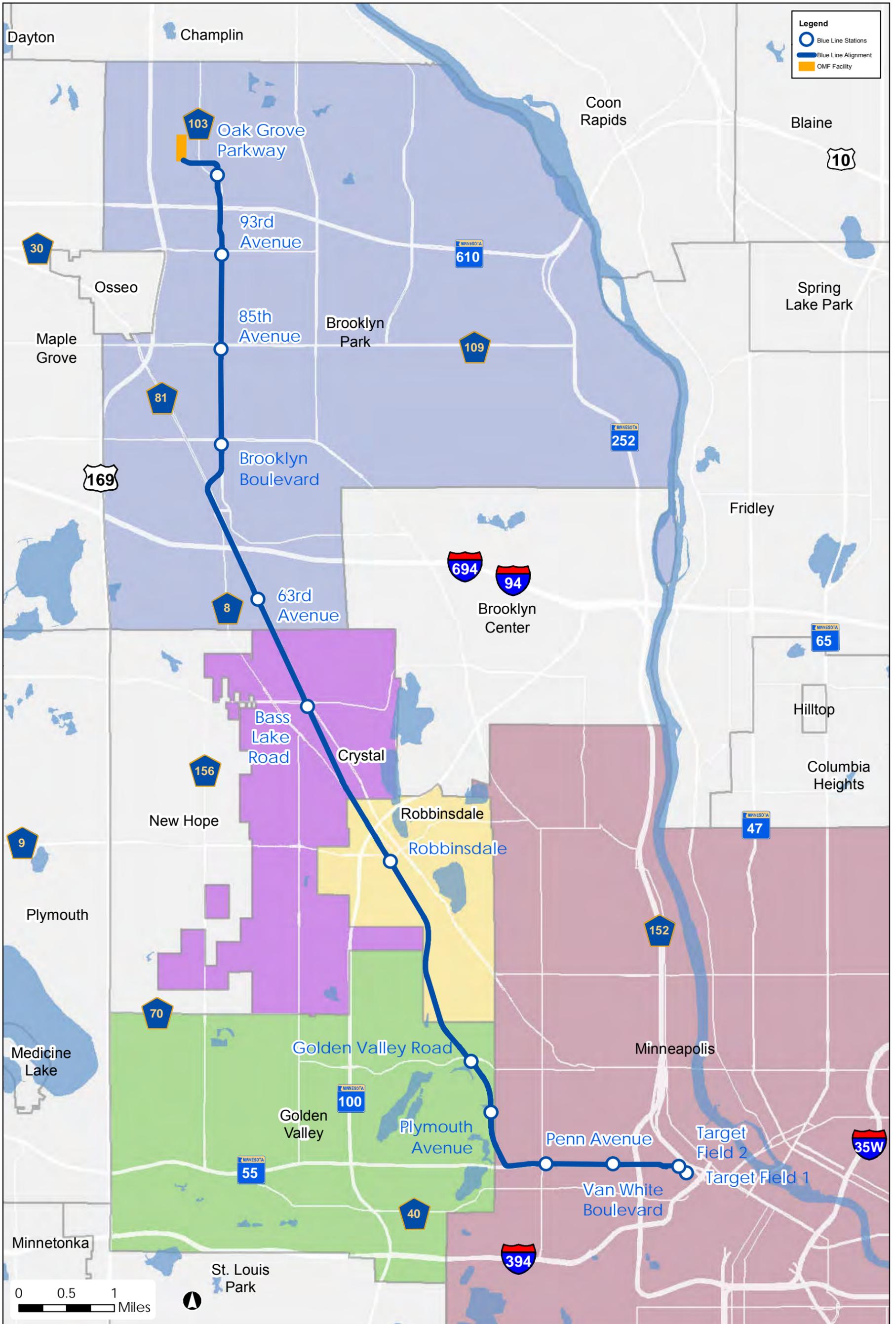


Figure 1 - Project Location

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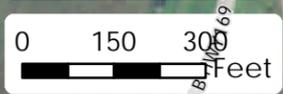
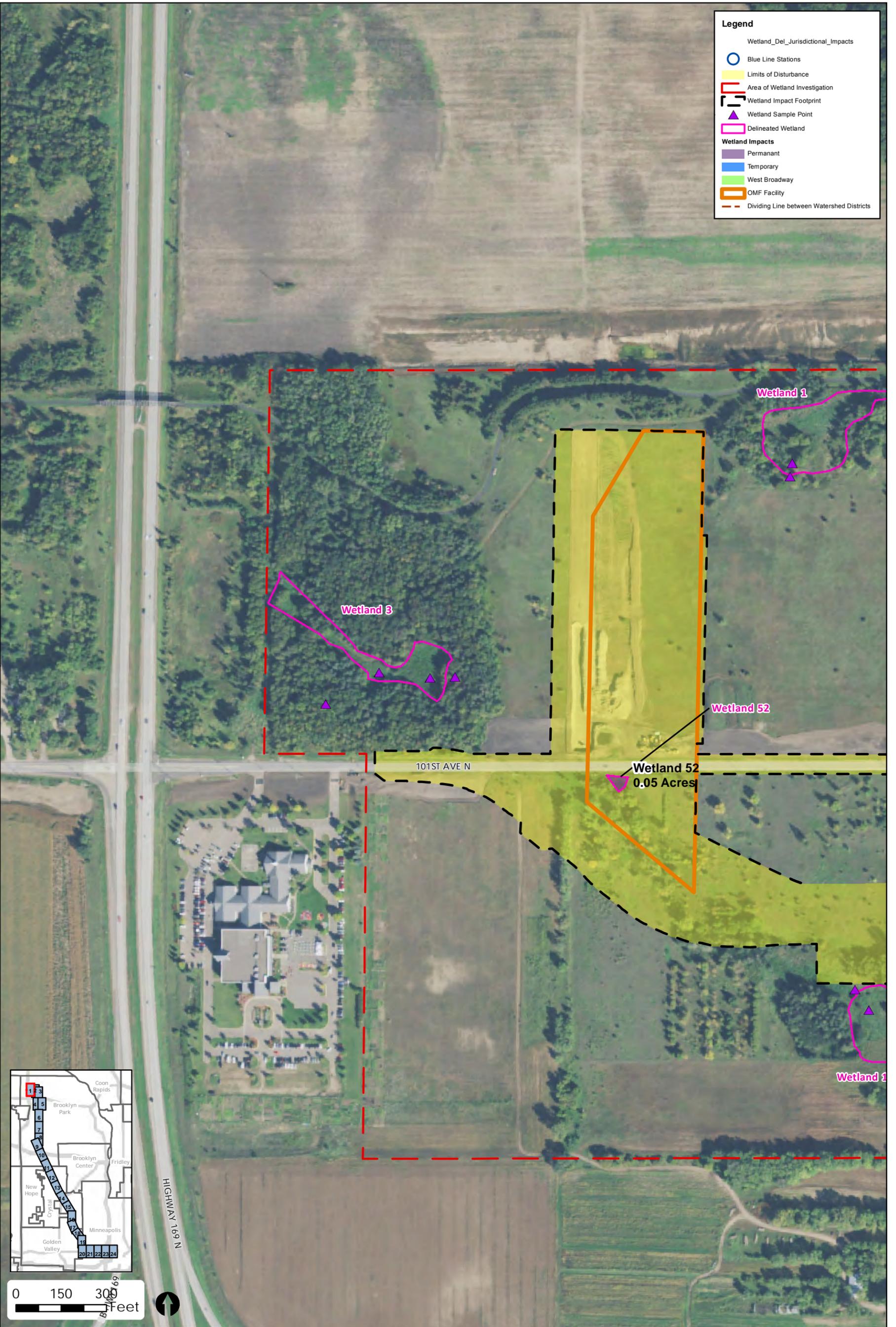


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- Wetland_Dej_Jurisdictional_Impacts
- Blue Line Stations
- Limits of Disturbance
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Sample Point
- Delineated Wetland

Wetland Impacts

- Permanant
- Temporary
- West Broadway
- OMF Facility
- Dividing Line between Watershed Districts



Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit,
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Figure 2 - Wetlands
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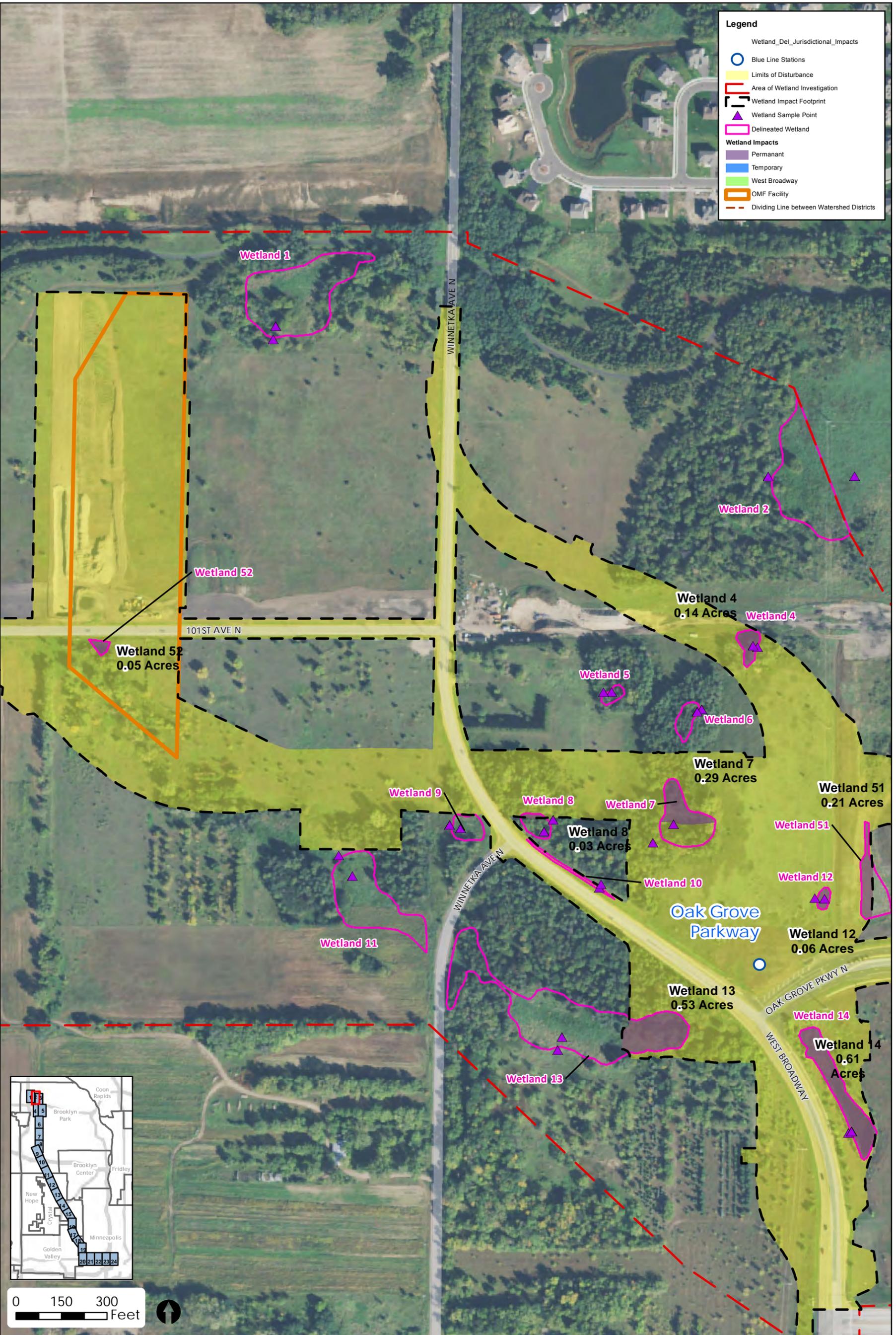
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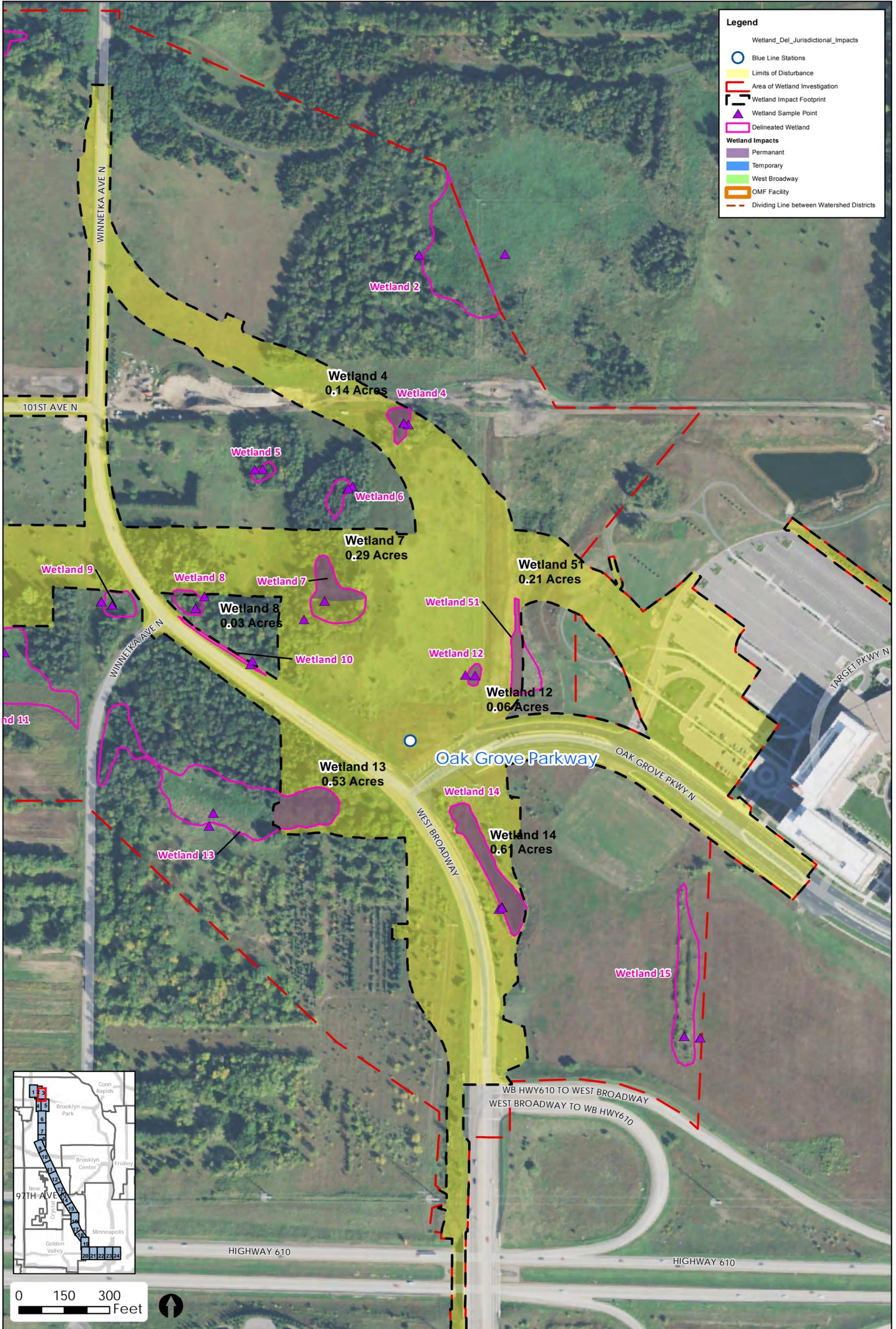
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METRO Blue Line Extension

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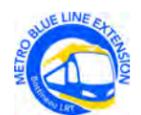


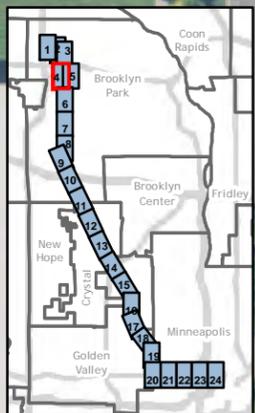
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Figure 2 - Wetlands
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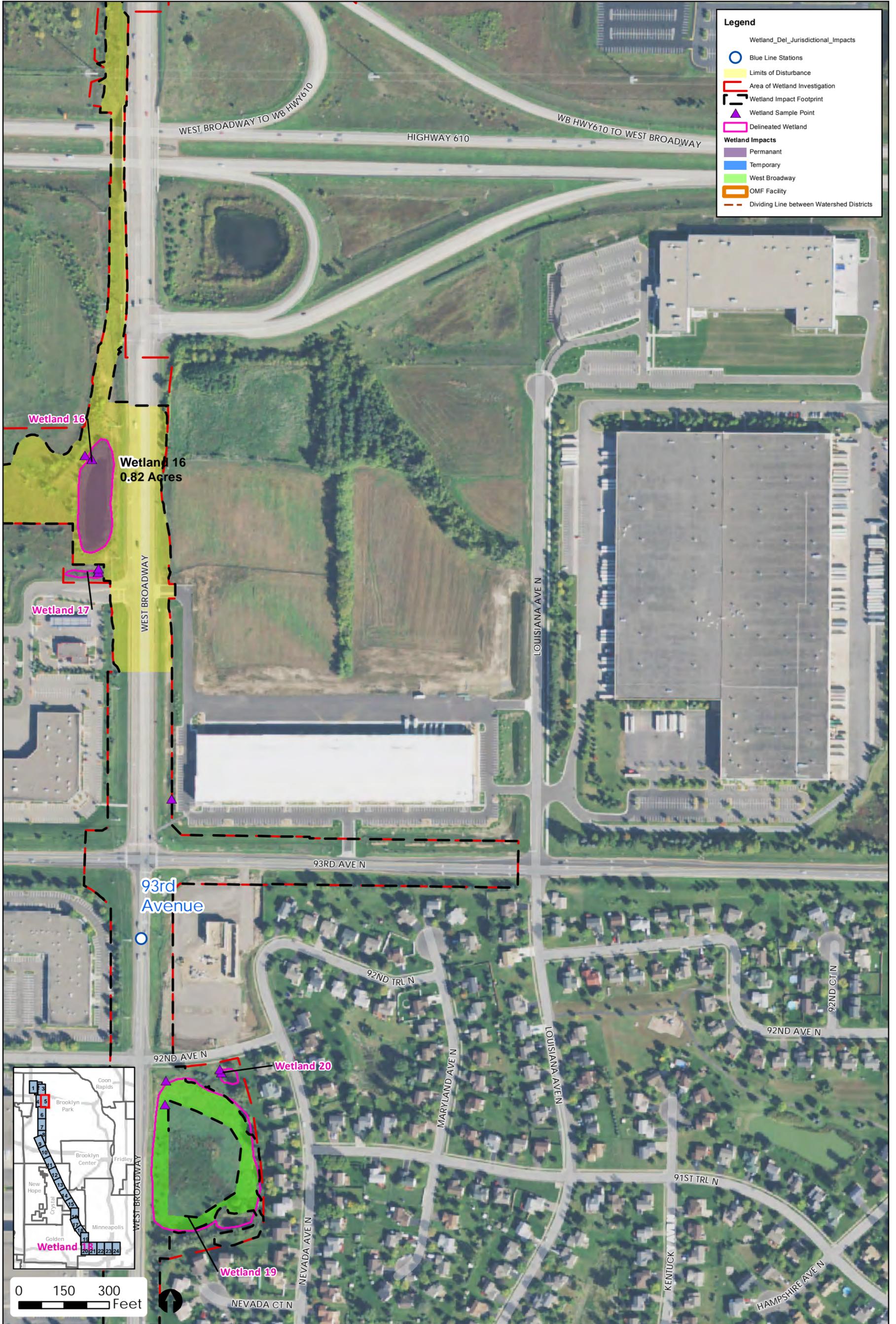
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Figure 2 - Wetlands
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Wetland 16
0.82 Acres

93rd Avenue

Wetland 20

Wetland 19

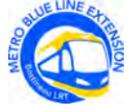


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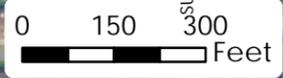
Figure 2 - Wetlands
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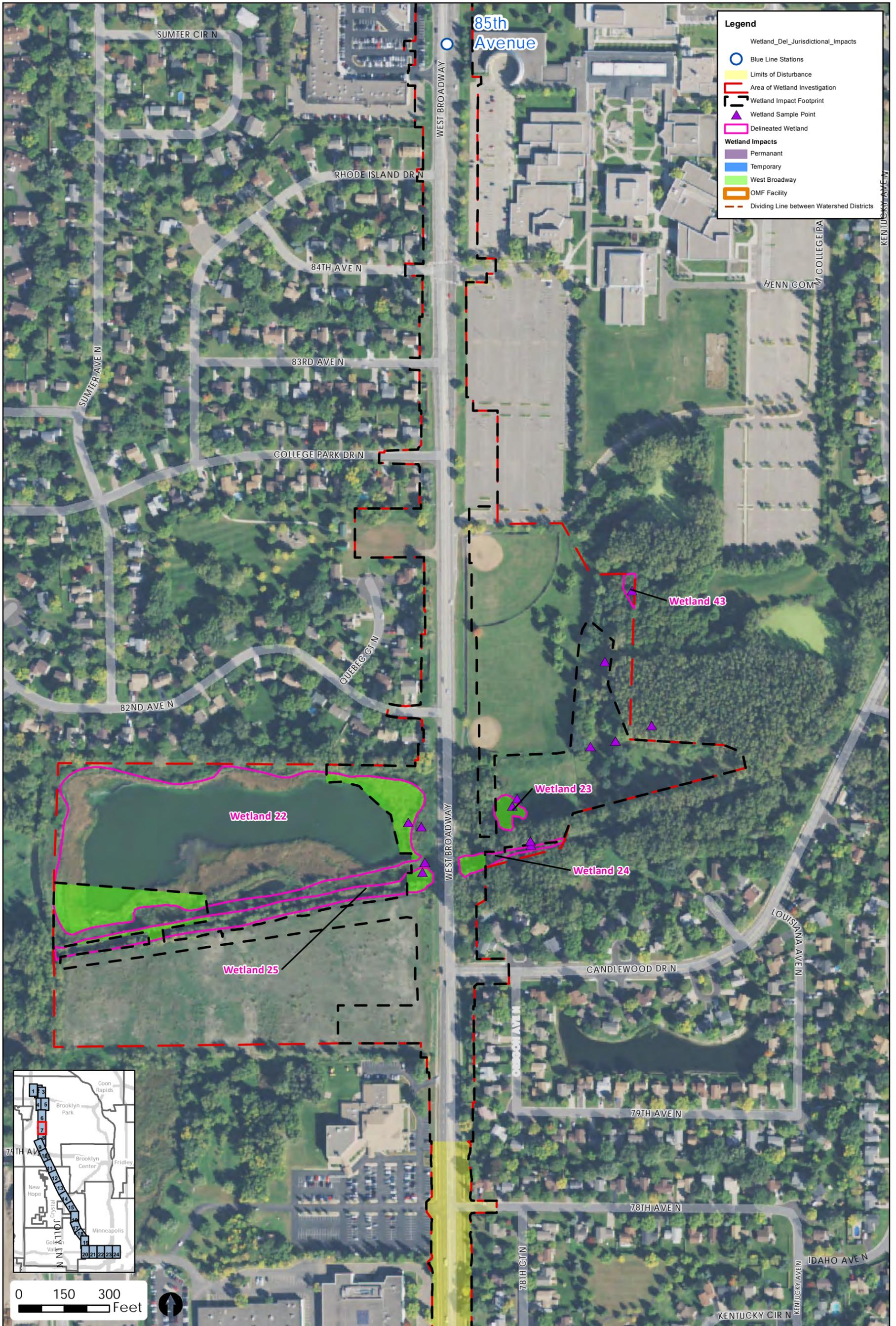
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Figure 2 - Wetlands
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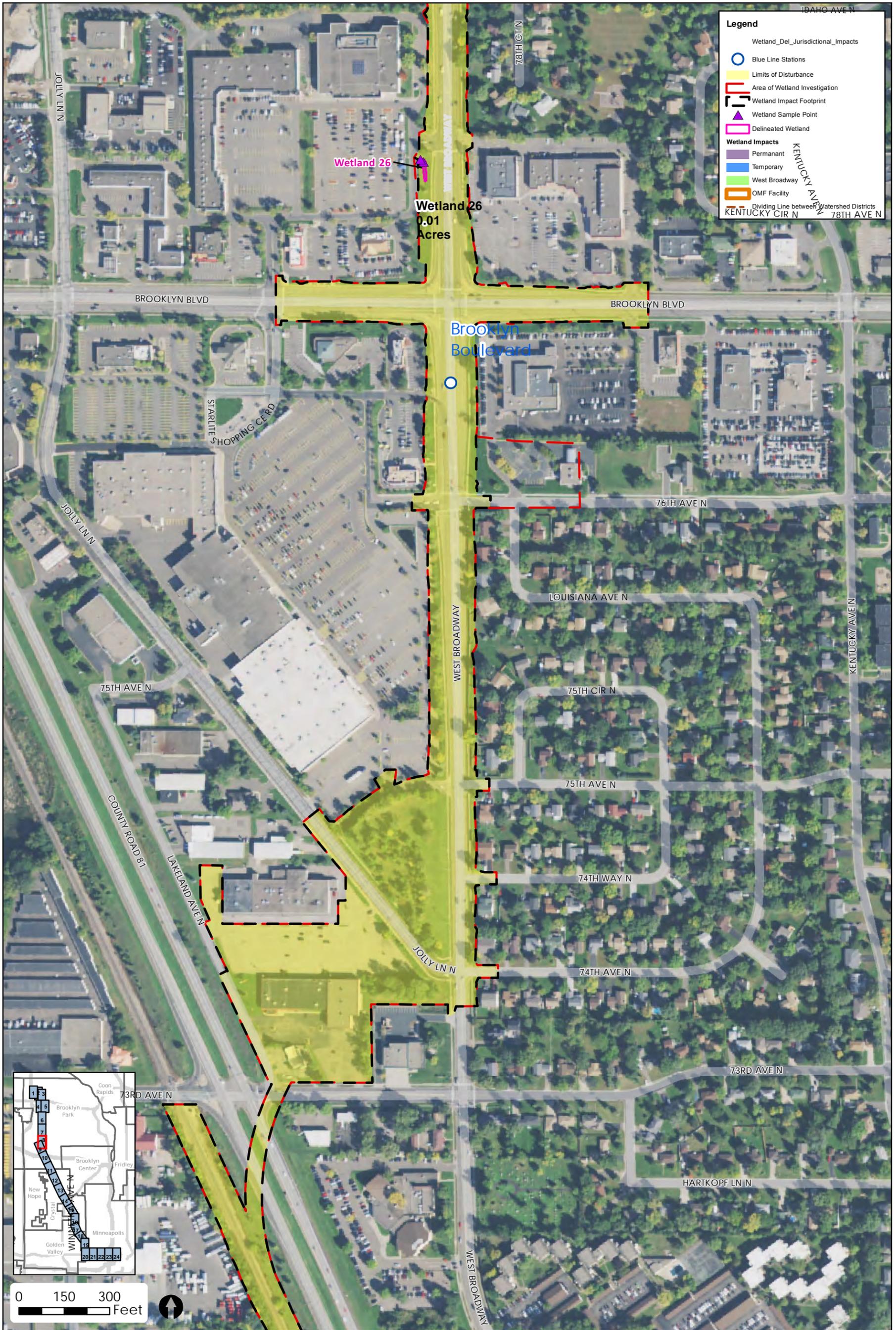
Figure 2 - Wetlands
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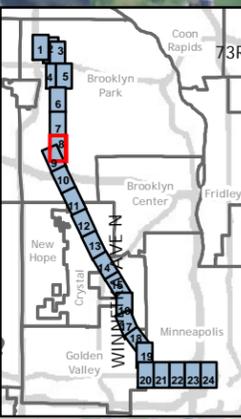


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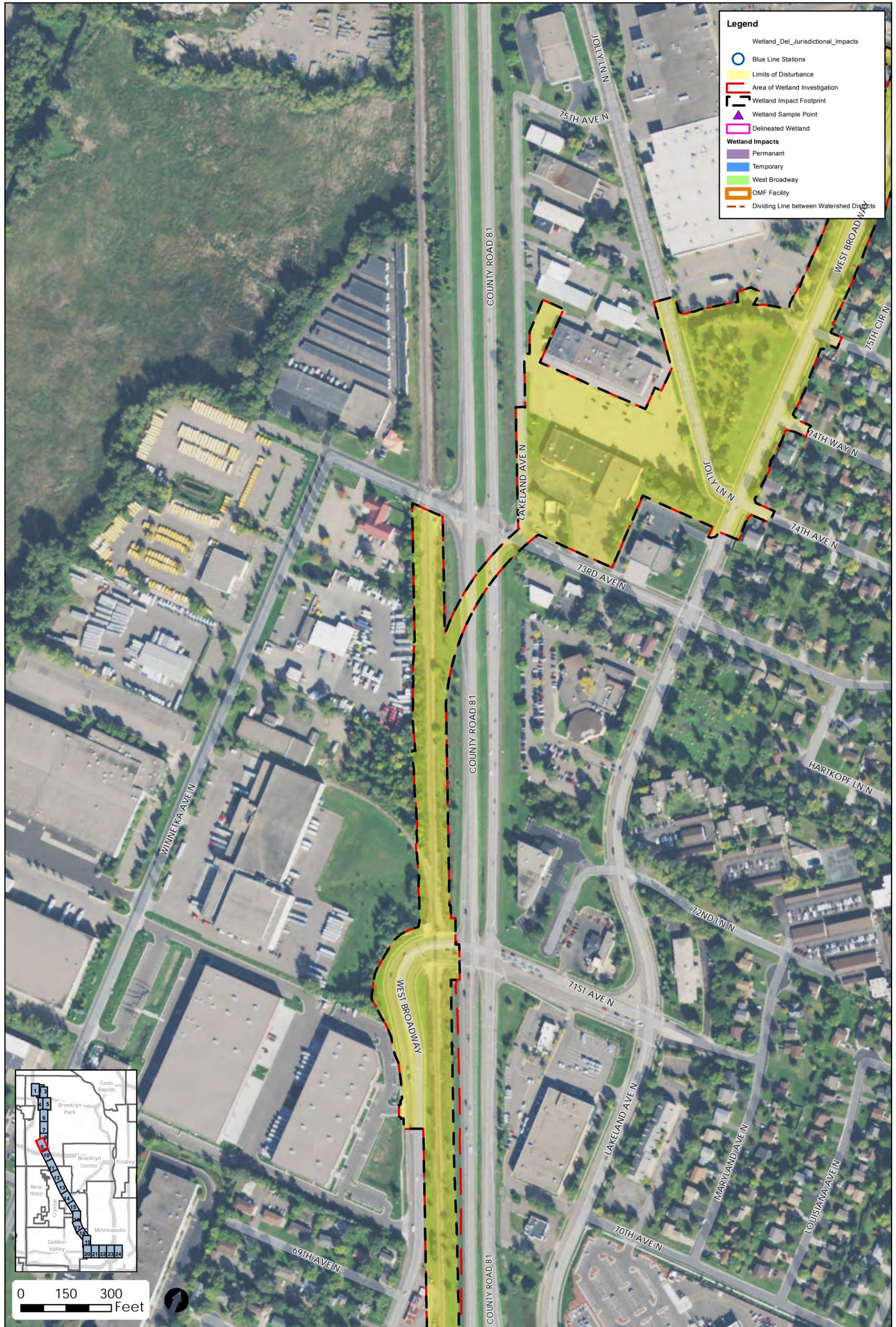
Figure 2 - Wetlands
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0 150 300 Feet

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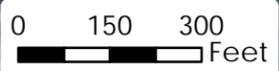
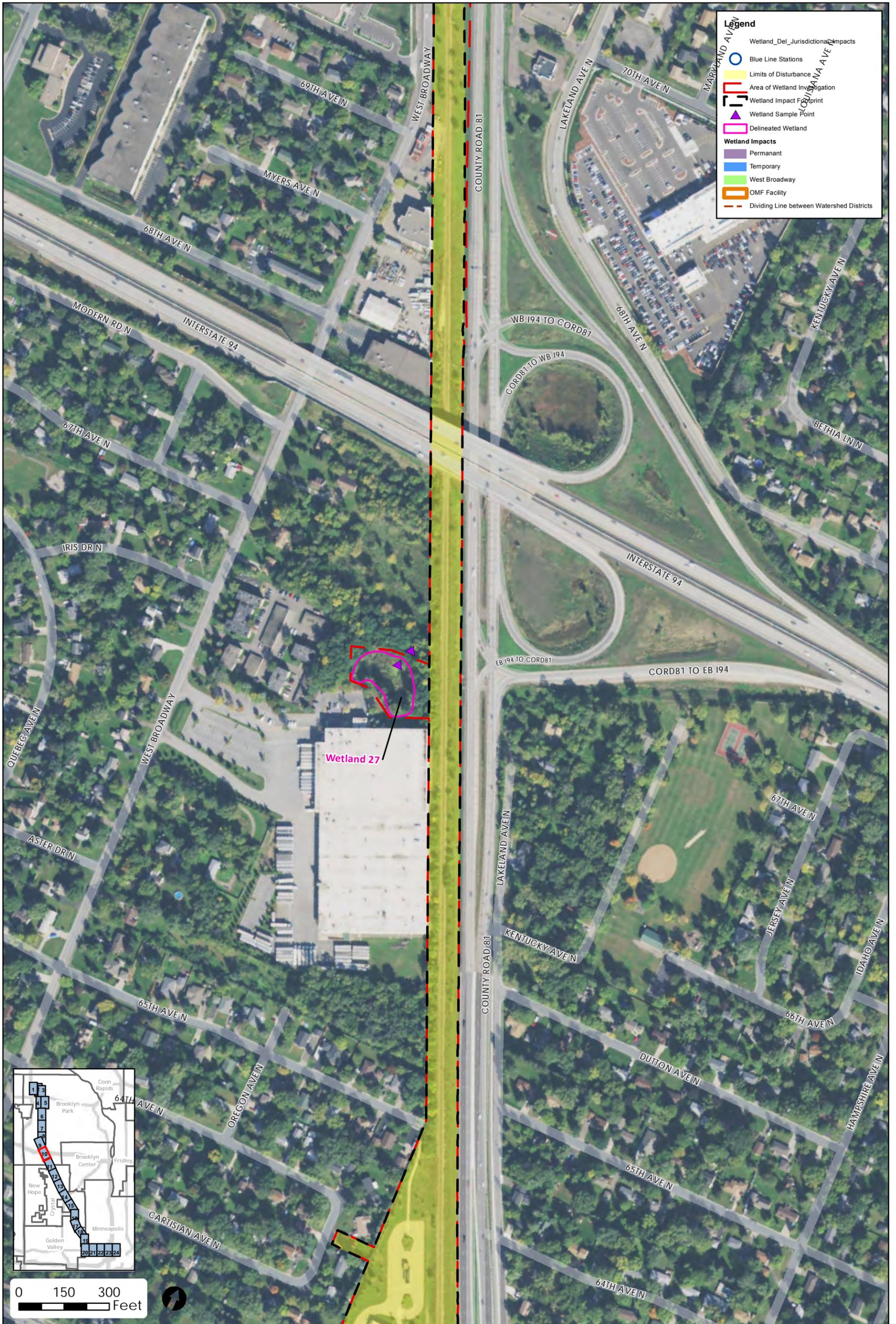
Figure 2 - Wetlands
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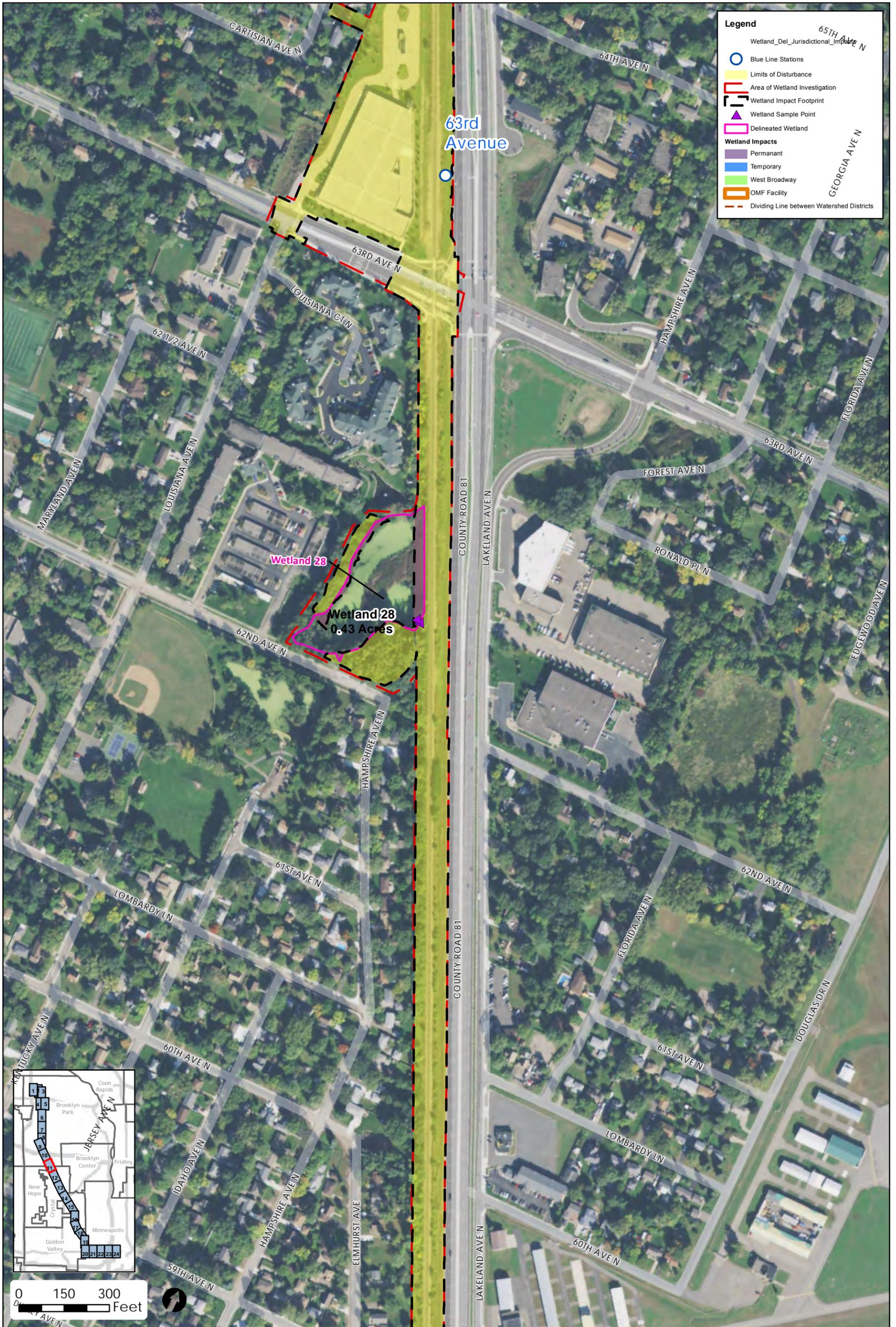
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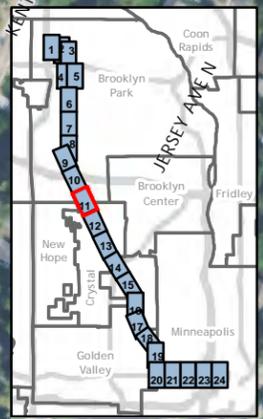
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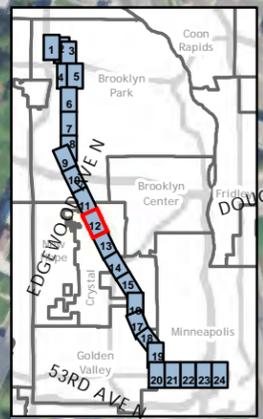
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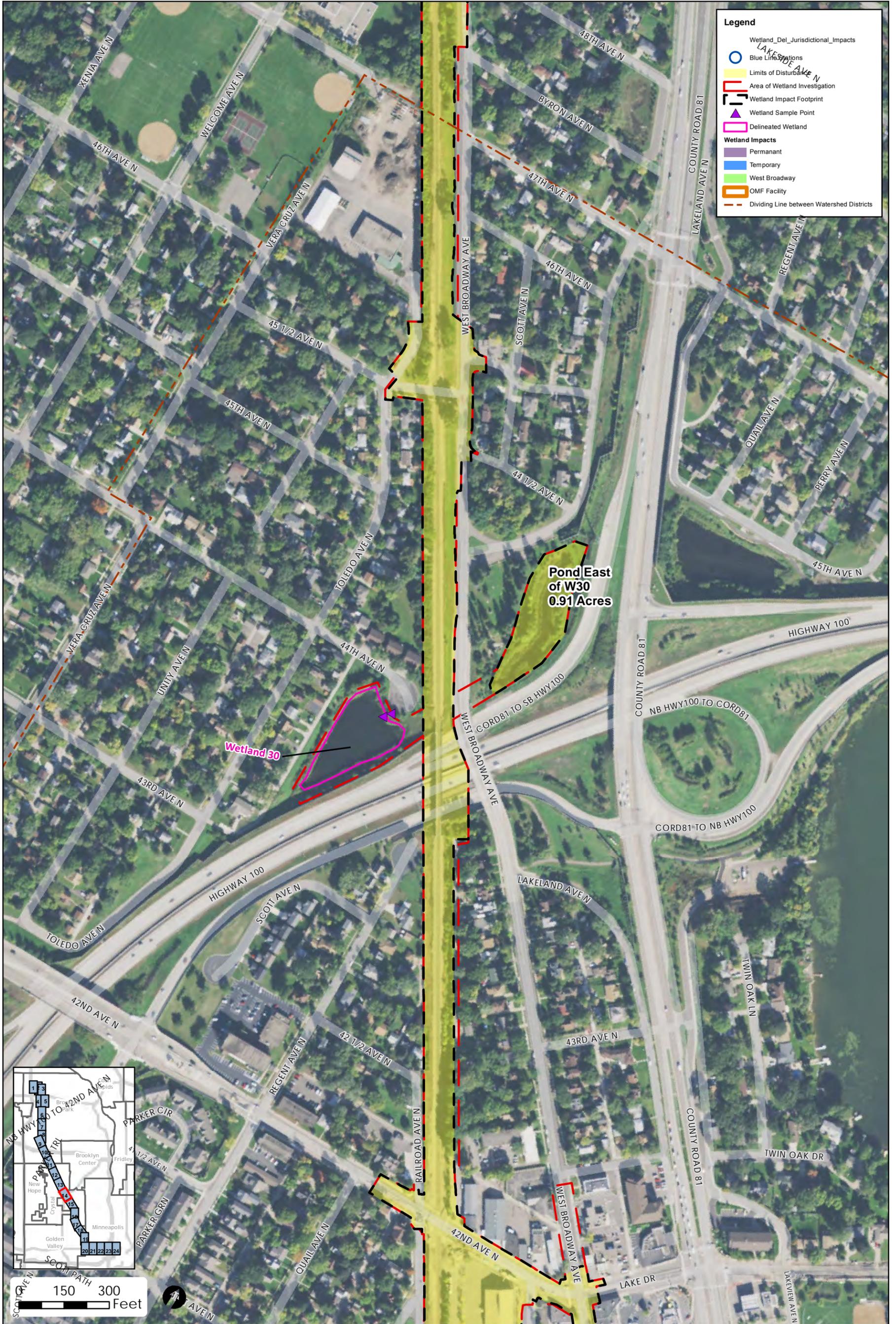
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Figure 2 - Wetlands
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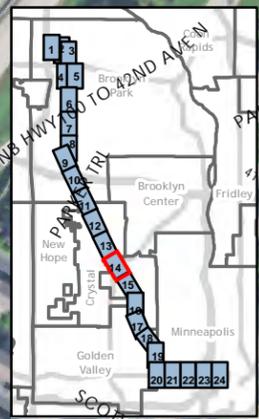




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Pond East of W30
0.91 Acres

Wetland 30

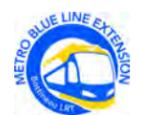


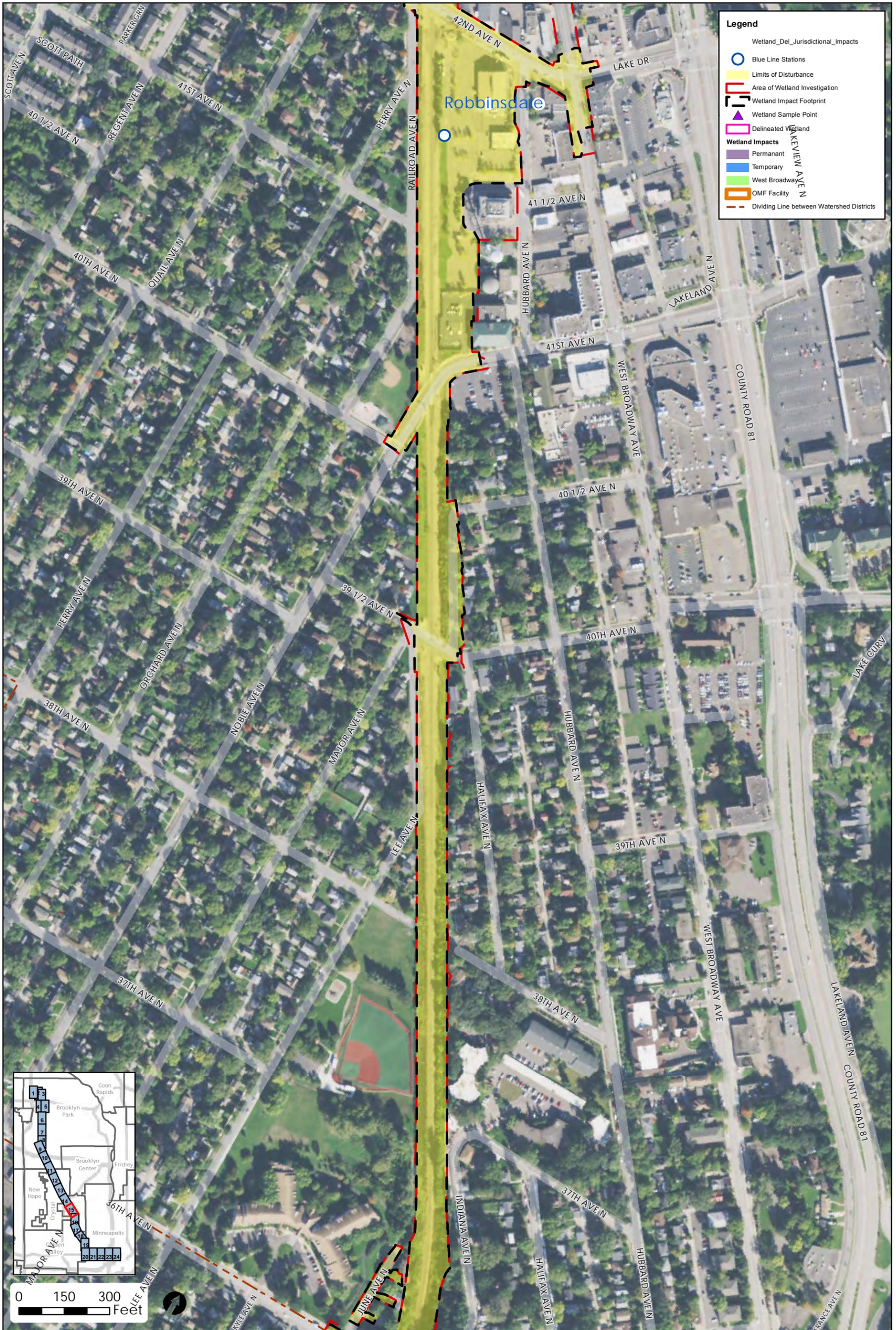
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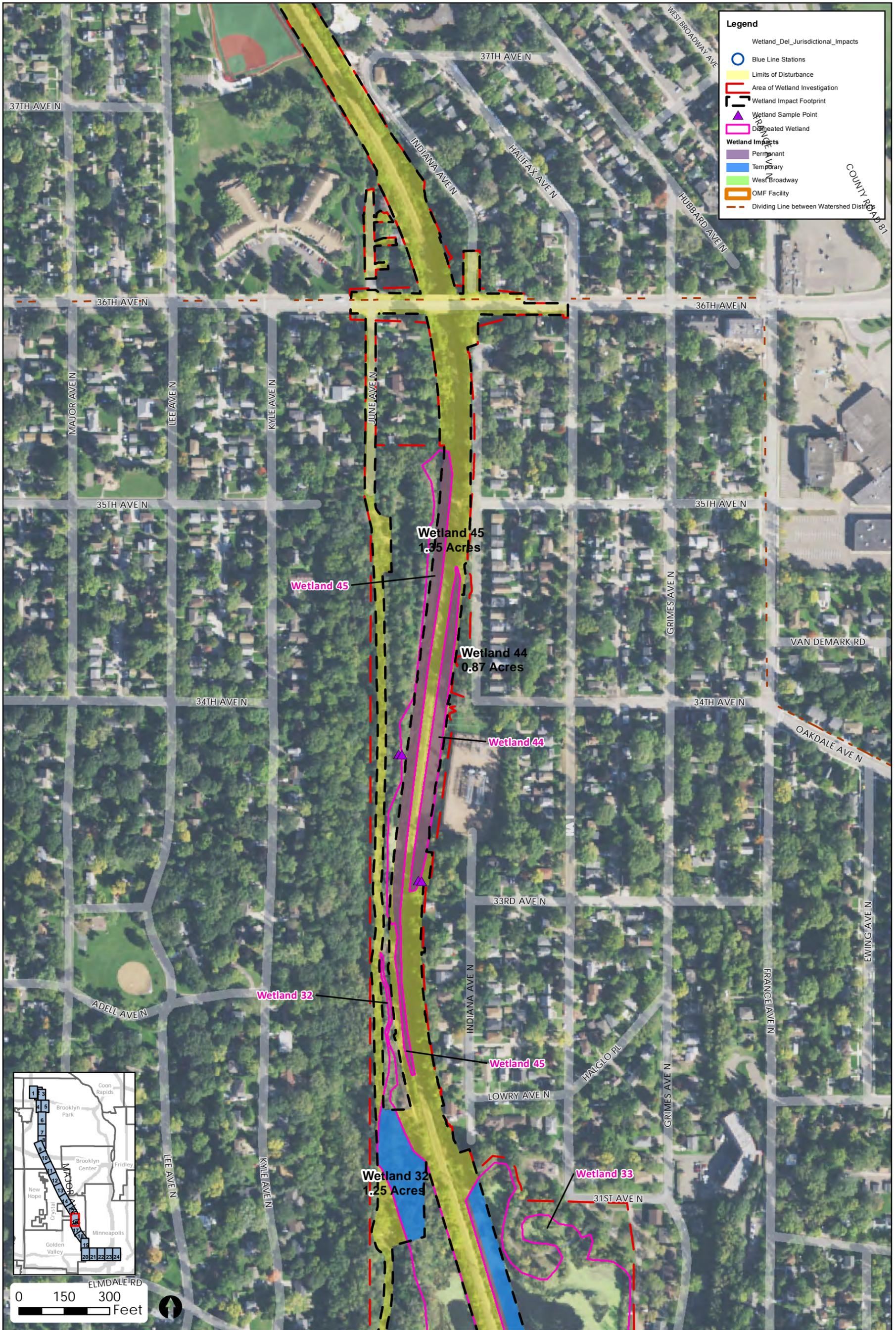
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Figure 2 - Wetlands
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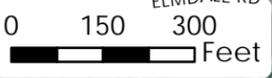
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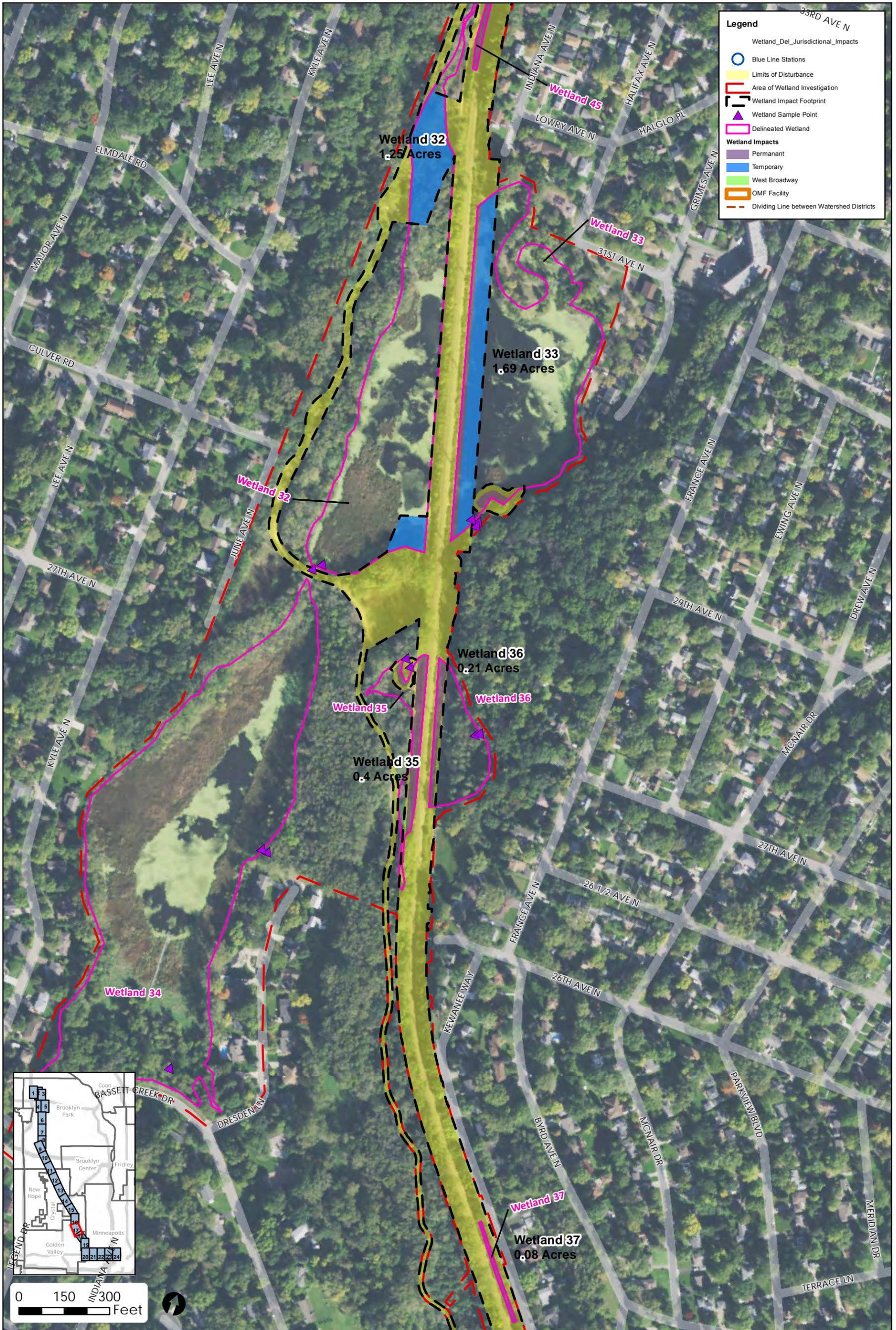
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Figure 2 - Wetlands
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METRO Blue Line Extension

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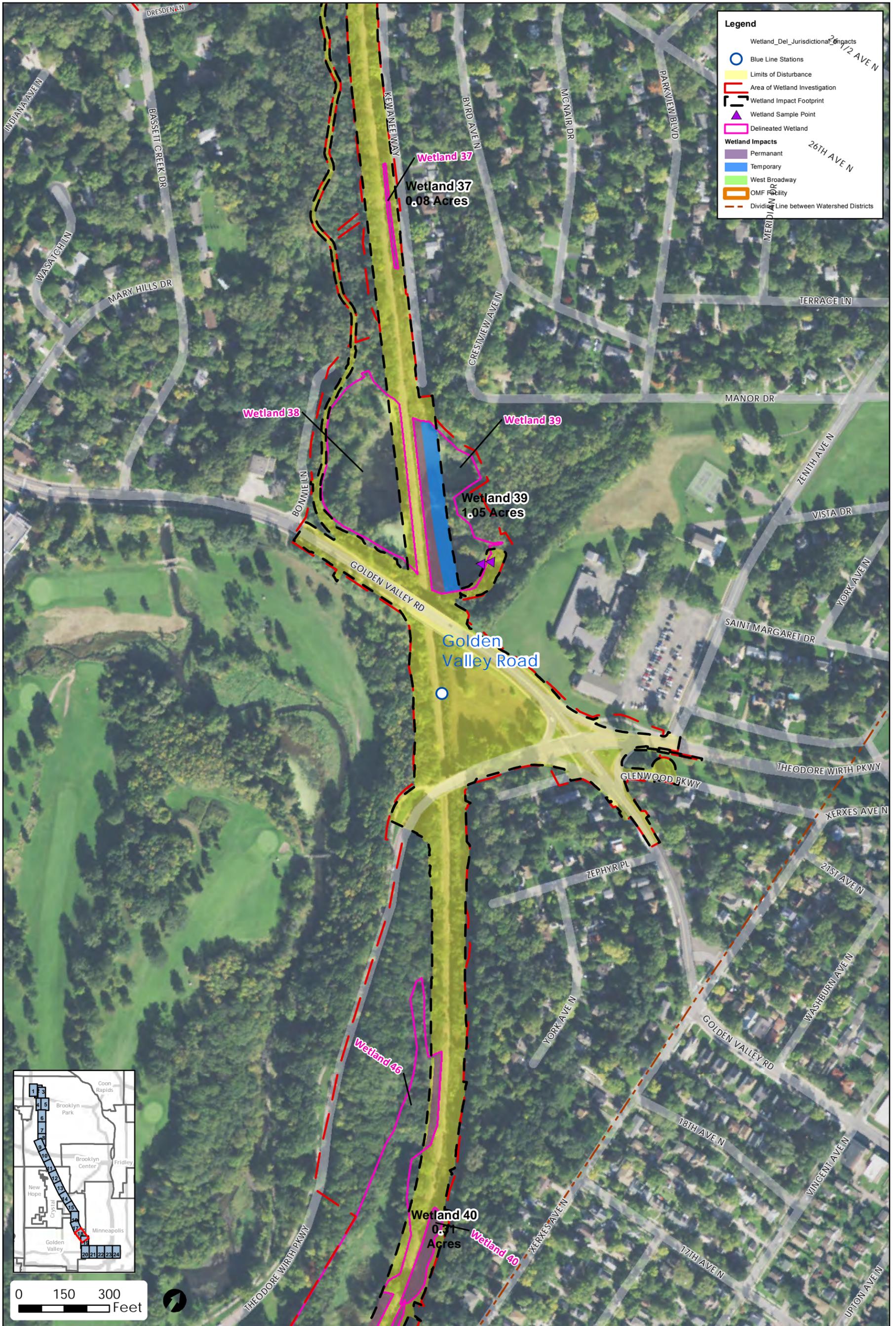
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Figure 2 - Wetlands
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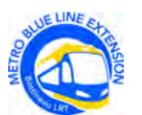


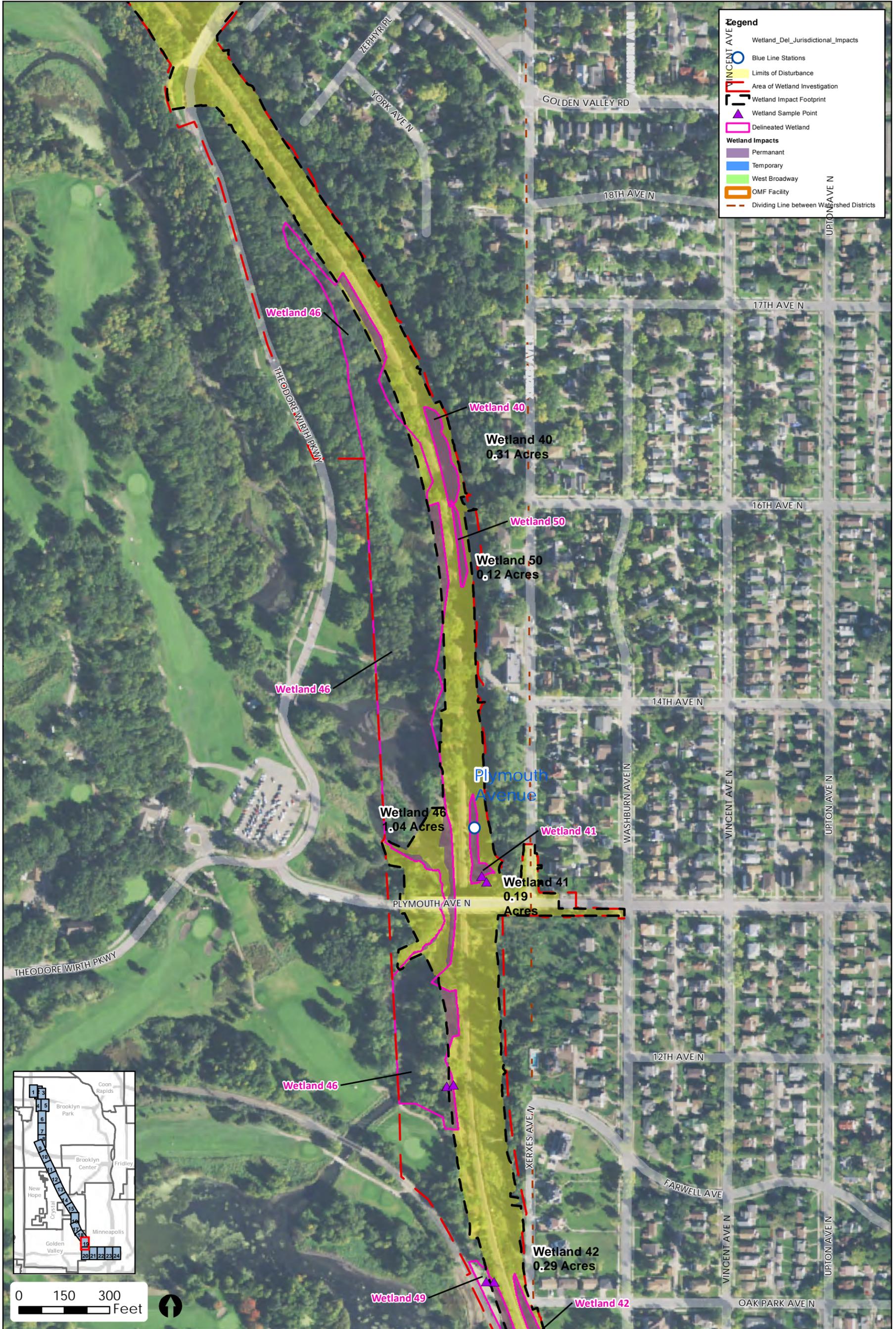
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Figure 2 - Wetlands
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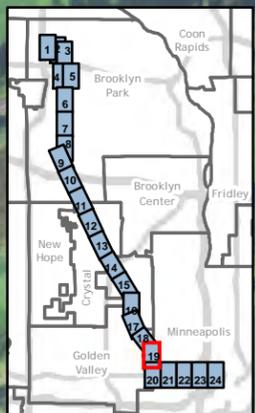
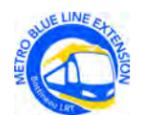


Figure 2 - Wetlands
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- Dividing Line between Watershed Districts



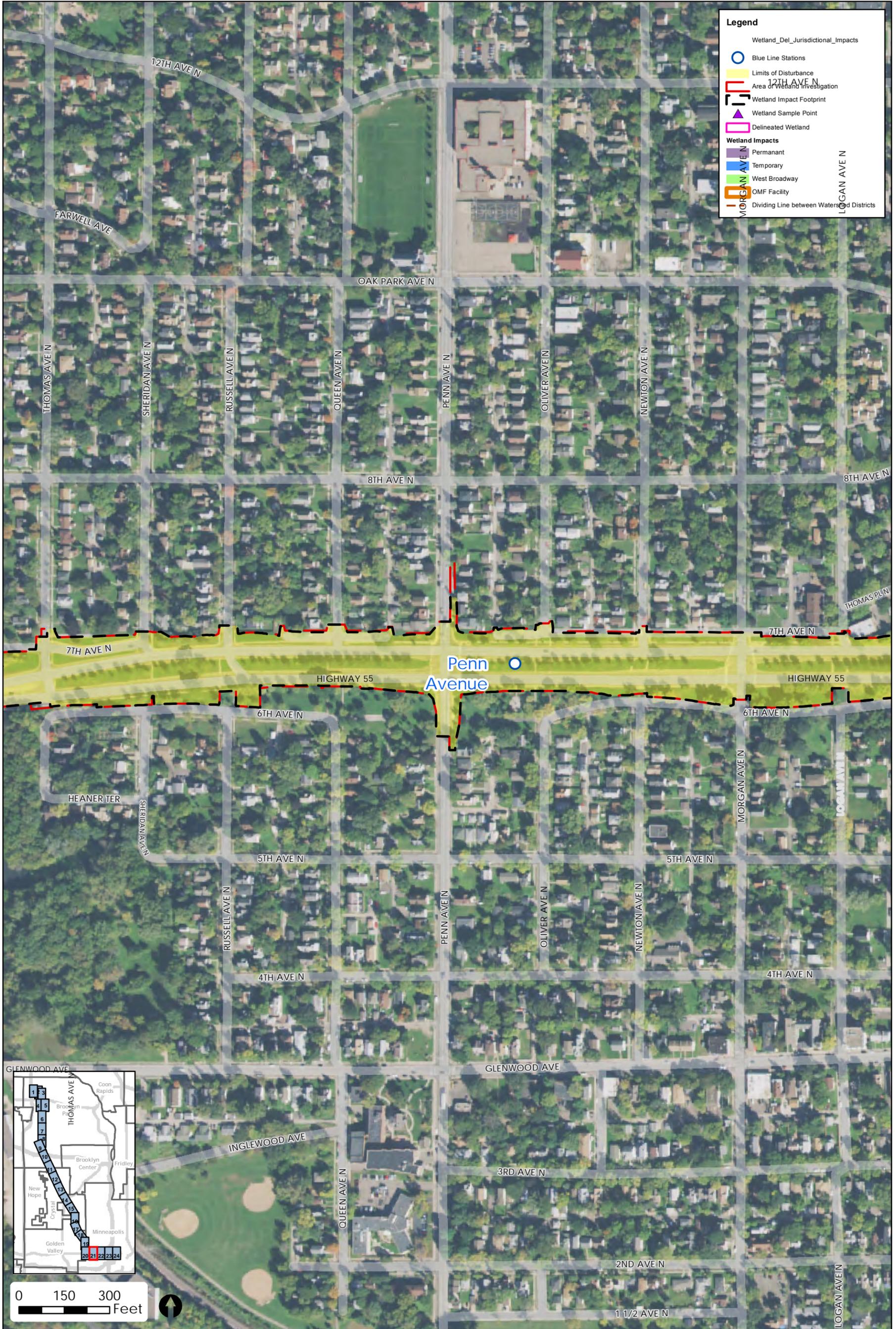
Projection: Hennepin County NAD83
Source: Hennepin County, Metro Transit, MNDOT, MnDNR, HDR Engineering Inc., and SEH Inc.

Figure 2 - Wetlands
Page 20

METRO Blue Line Extension

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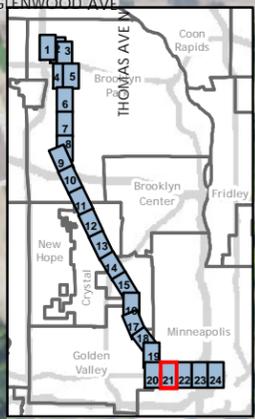


Legend

- Wetland_Deel_Jurisdictional_Impacts
- Blue Line Stations
- Limits of Disturbance
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Sample Point
- Delineated Wetland

Wetland Impacts

- Permanent
- Temporary
- West Broadway
- OMF Facility
- Dividing Line between Watershed Districts

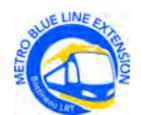


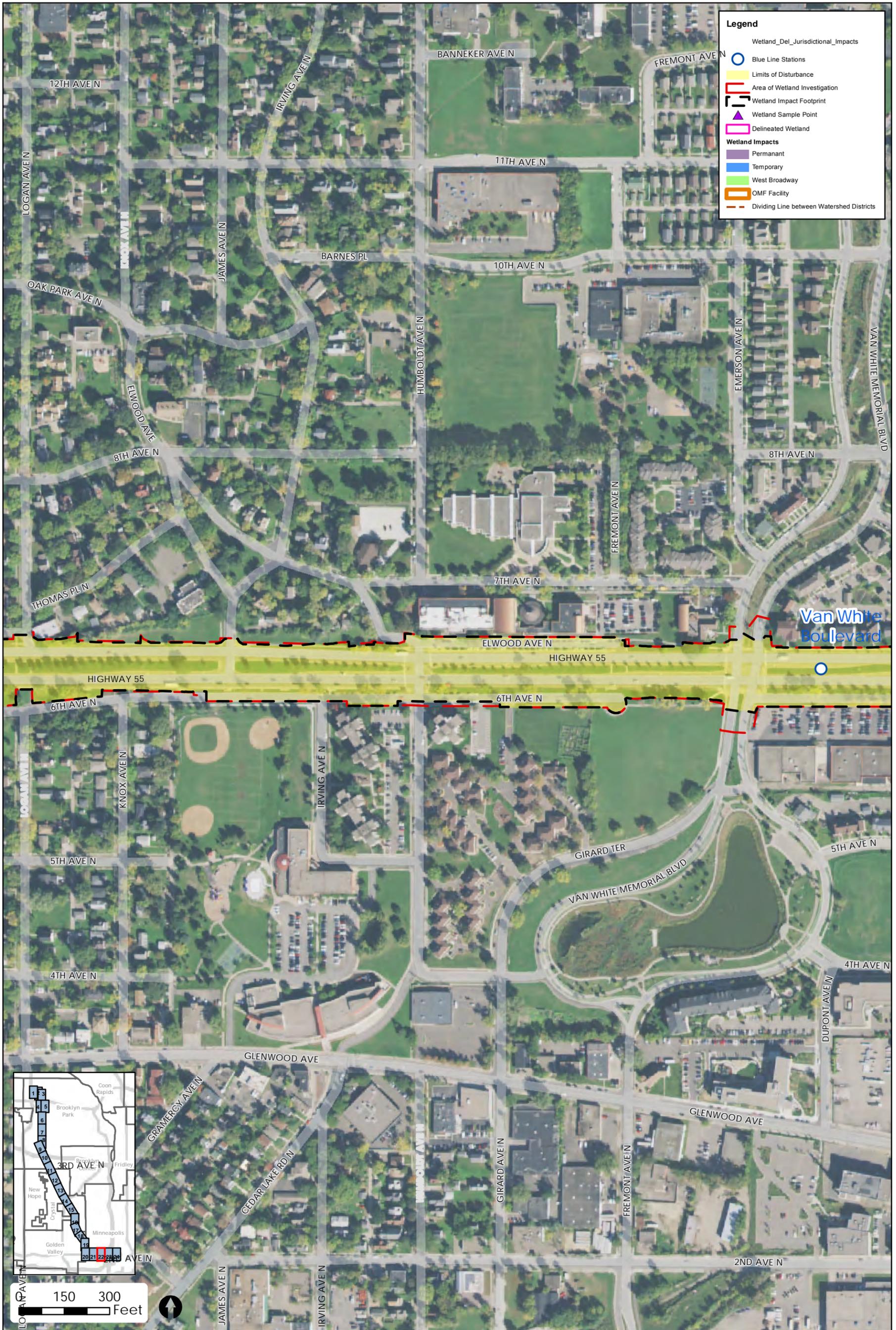
Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit,
 MNDOT, MnDNR, HDR Engineering Inc.,
 and SEH Inc.

Figure 2 - Wetlands
 Page 21

METRO Blue Line Extension

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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Limits of Disturbance
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Sample Point
- Delineated Wetland
- Wetland Impacts**
 - Permanent
 - Temporary
 - West Broadway
 - OMF Facility
 - Dividing Line between Watershed Districts



Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit,
 MNDOT, MnDNR, HDR Engineering Inc.,
 and SEH Inc.

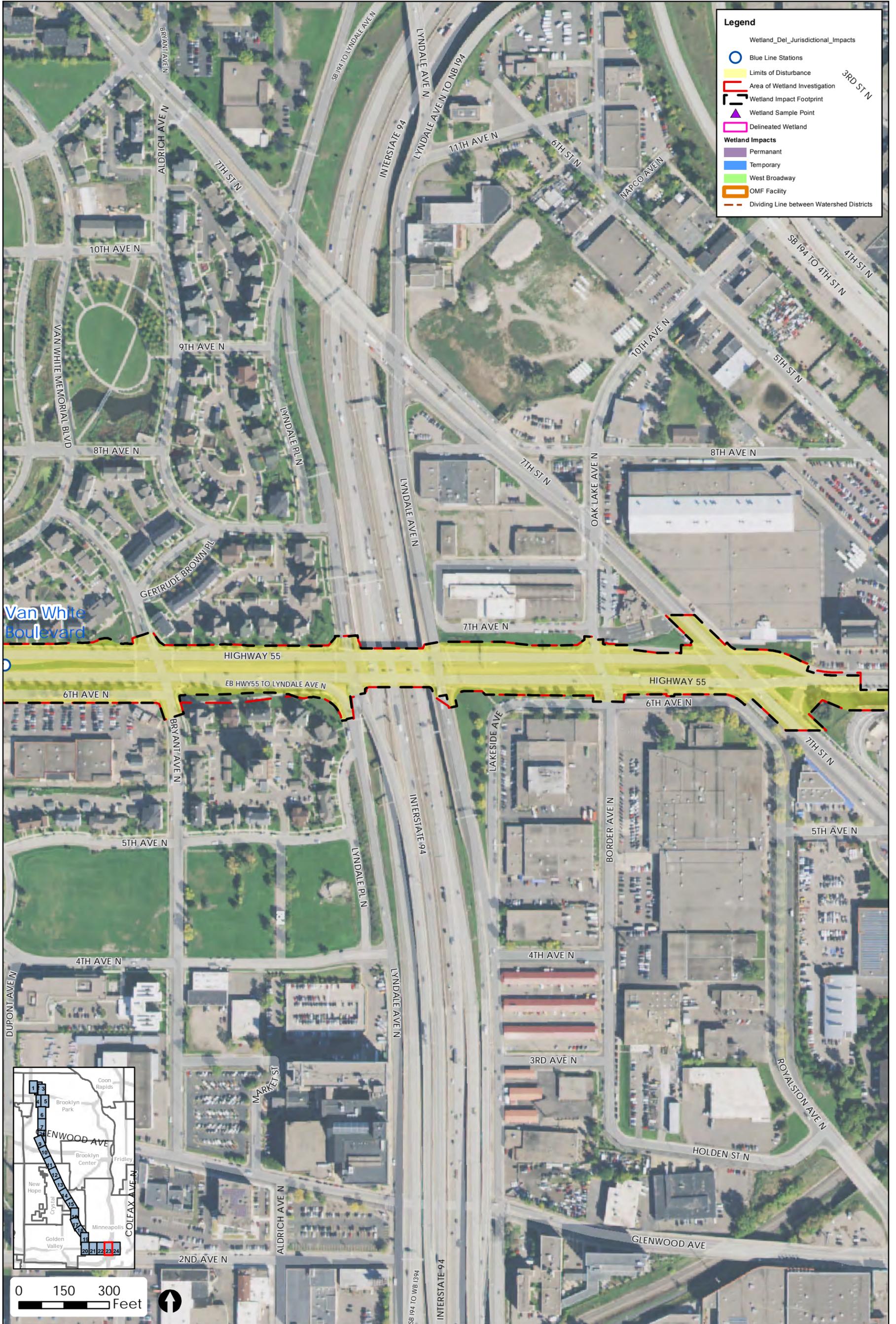
Figure 2 - Wetlands
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 METRO Blue Line Extension

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Date: 5/16/2016



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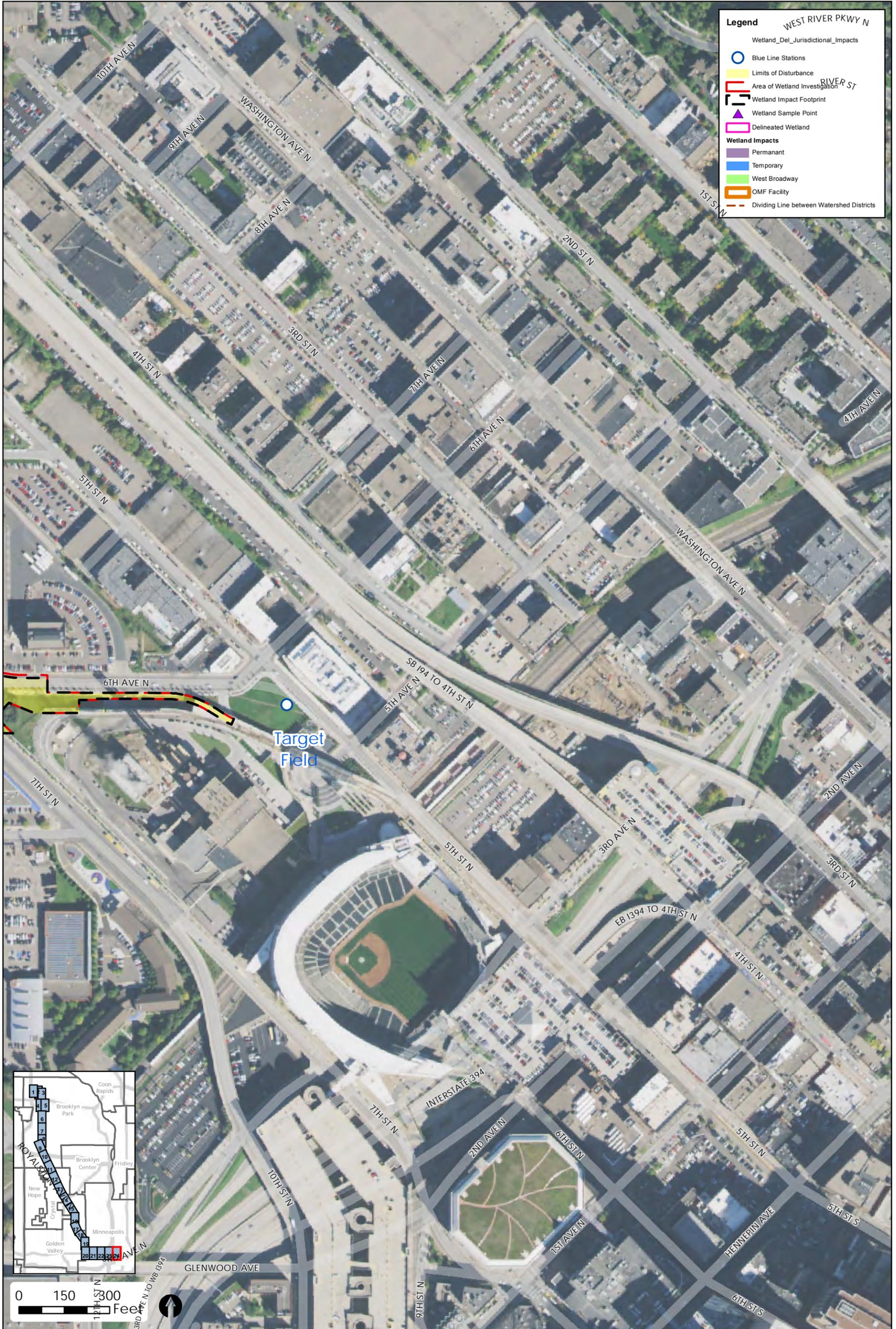
Projection: Hennepin County NAD83
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 MnDOT, MnDNR, HDR Engineering Inc.,
 and SEH Inc.

Figure 2 - Wetlands
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METRO Blue Line Extension

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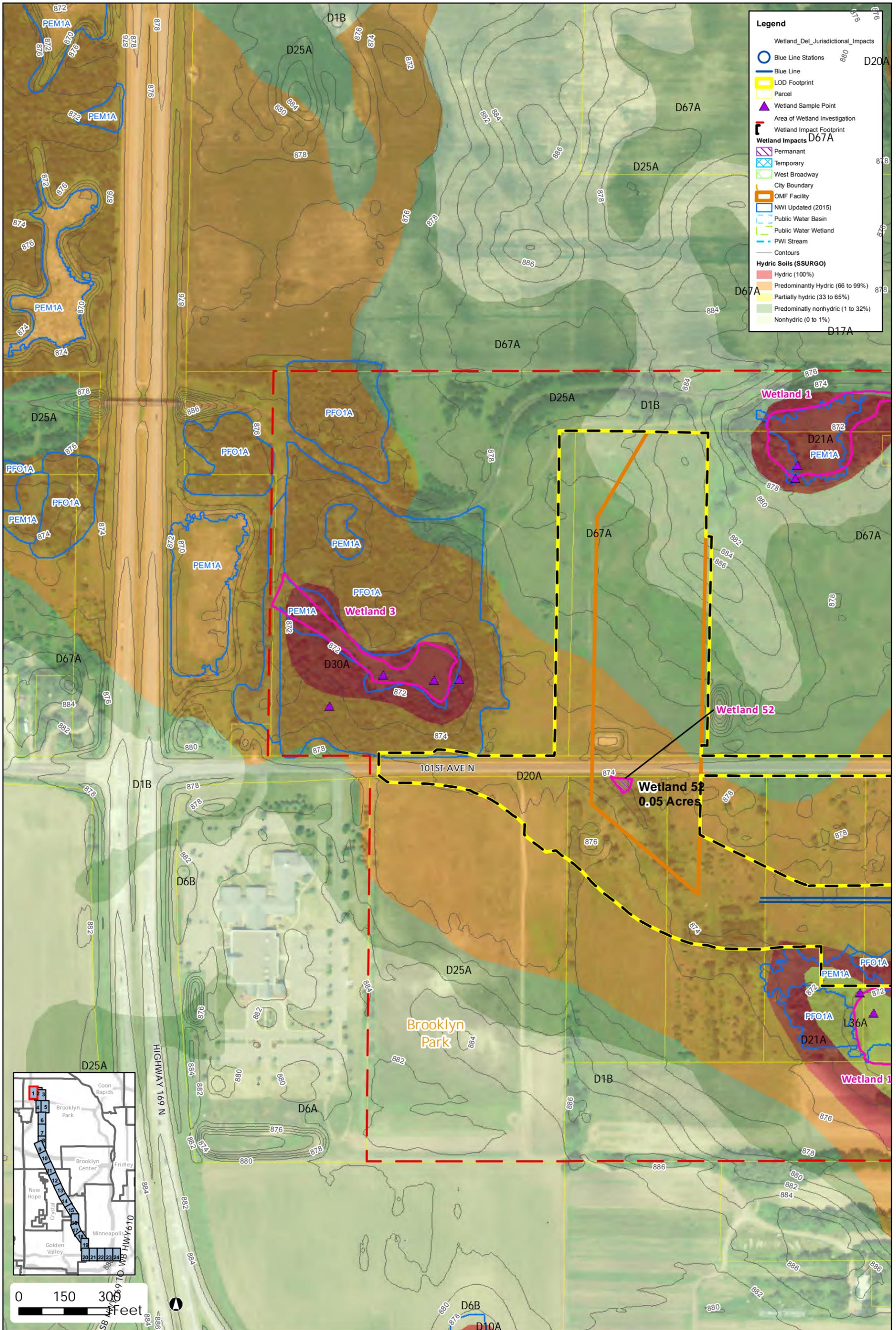
Projection: Hennepin County NAD83
Source: Hennepin County, Metro Transit, MNDOT, MnDNR, HDR Engineering Inc., and SEH Inc.

Figure 2 - Wetlands
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METRO Blue Line Extension

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Date: 5/16/2016



Legend	
Wetland_Del_Jurisdictional_Impacts	
Blue Line Stations	Blue Line
LOD Footprint	Parcel
Wetland Sample Point	Area of Wetland Investigation
Wetland Impact Footprint	Wetland Impact Footprint
Wetland Impacts D67A	
Permanent	Temporary
West Broadway	City Boundary
OMF Facility	NWI Updated (2015)
Public Water Basin	Public Water Wetland
PWI Stream	Contours
Hydric Soils (SSURGO)	
Hydric (100%)	Predominantly Hydric (66 to 99%)
Partially hydric (33 to 65%)	Predominantly nonhydric (1 to 32%)
Nonhydric (0 to 1%)	

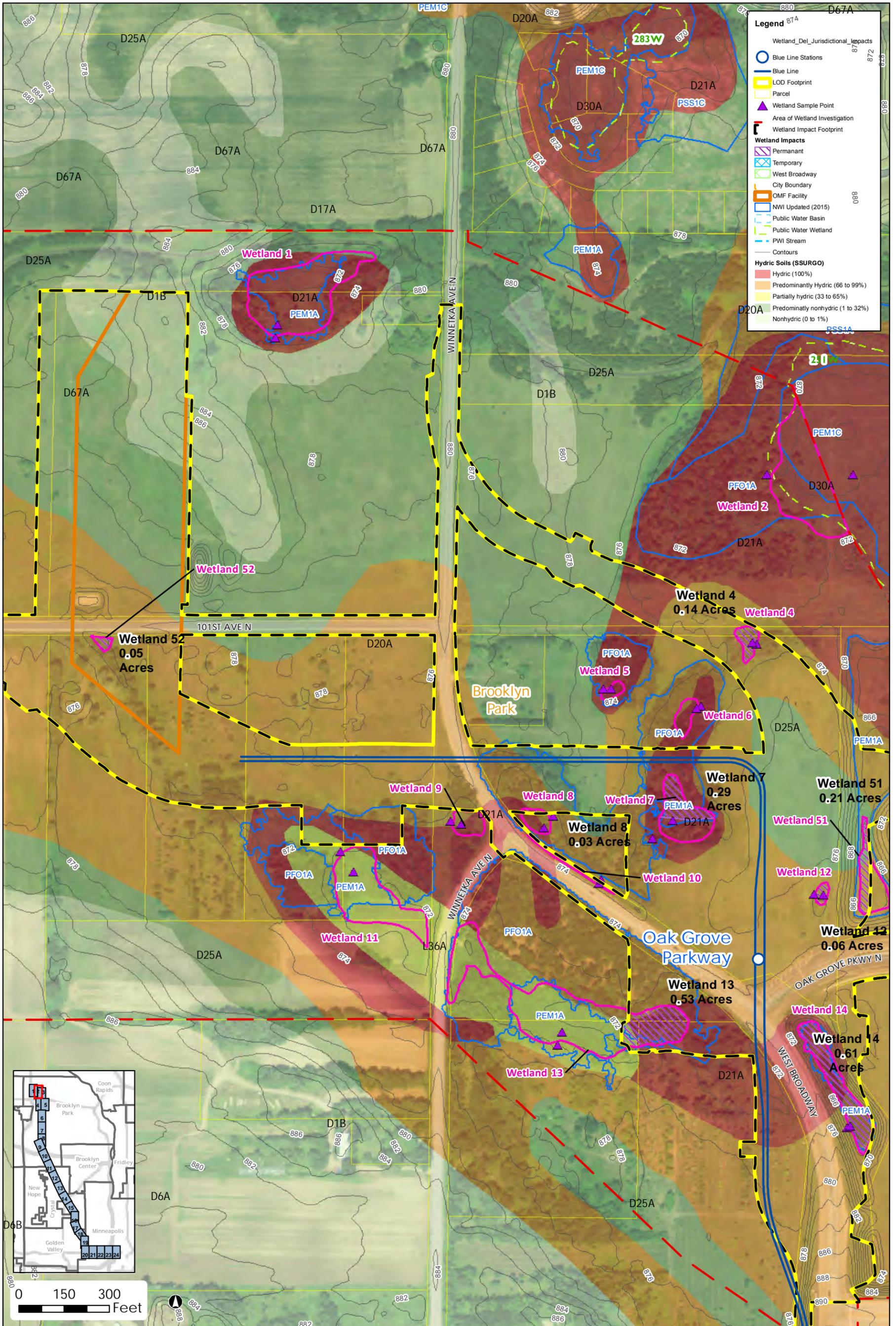


Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
 Page 1
 METRO Blue Line Extension

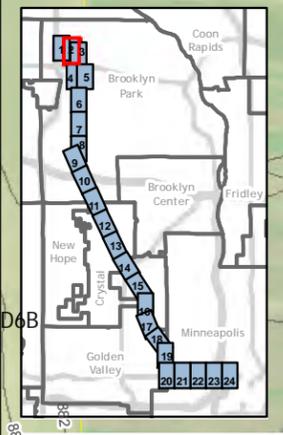
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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
 - Permanent
 - Temporary
 - West Broadway
 - City Boundary
 - OMF Facility
 - NWI Updated (2015)
 - Public Water Basin
 - Public Water Wetland
 - PWI Stream
 - Contours
- Hydric Soils (SSURGO)**
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)



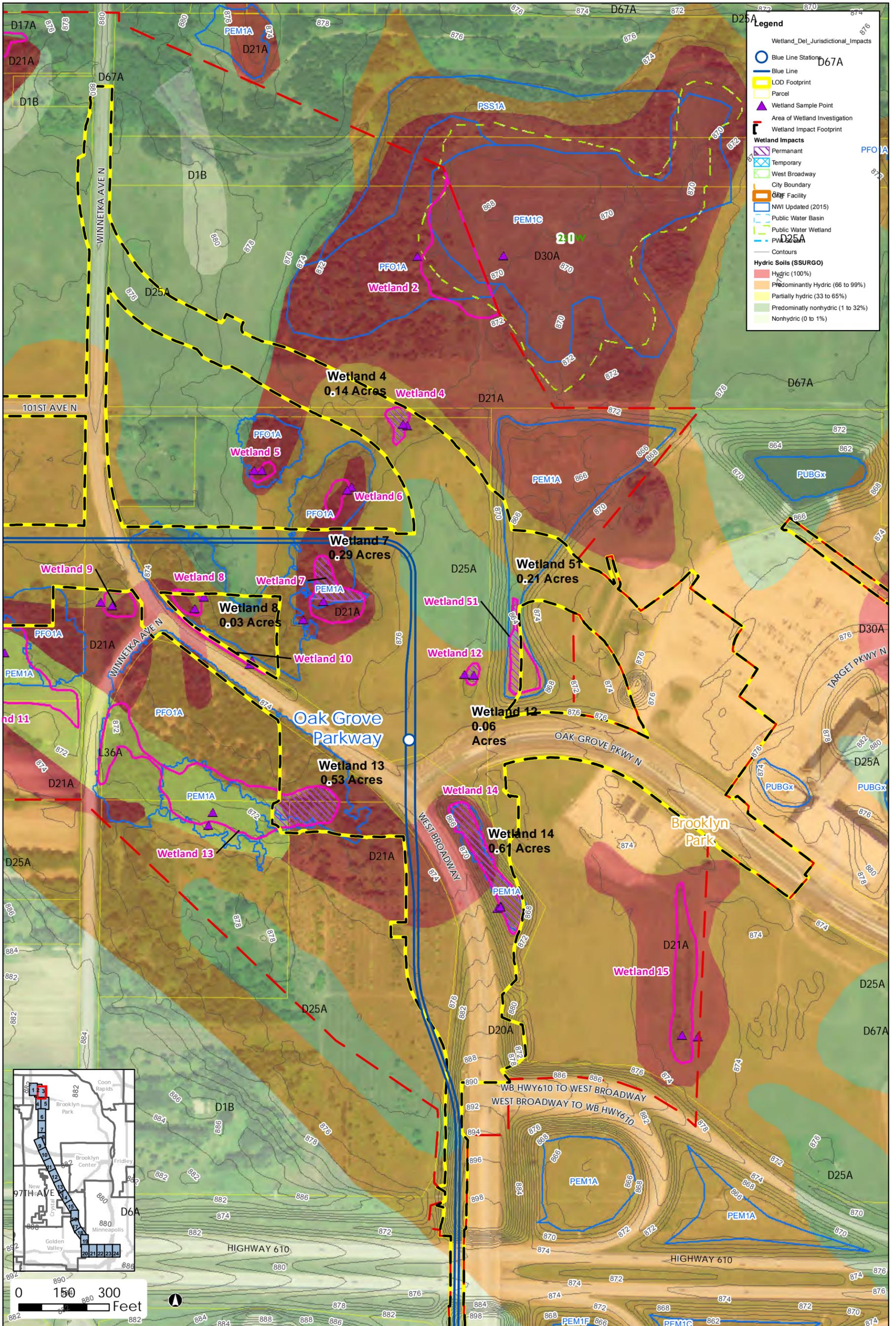
Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
 Page 2
 METRO Blue Line Extension

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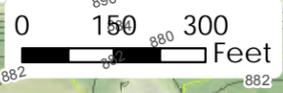
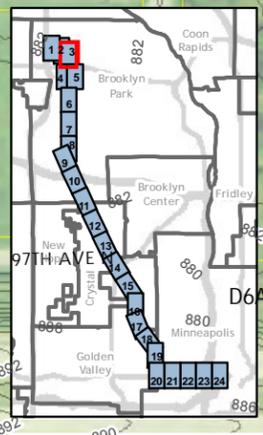


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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
 - Permanent
 - Temporary
 - West Broadway
 - City Boundary
 - OMF Facility
 - NWI Updated (2015)
 - Public Water Basin
 - Public Water Wetland
 - PW
 - Contours
- Hydric Soils (SSURGO)**
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)



Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
 Page 3

METRO Blue Line Extension

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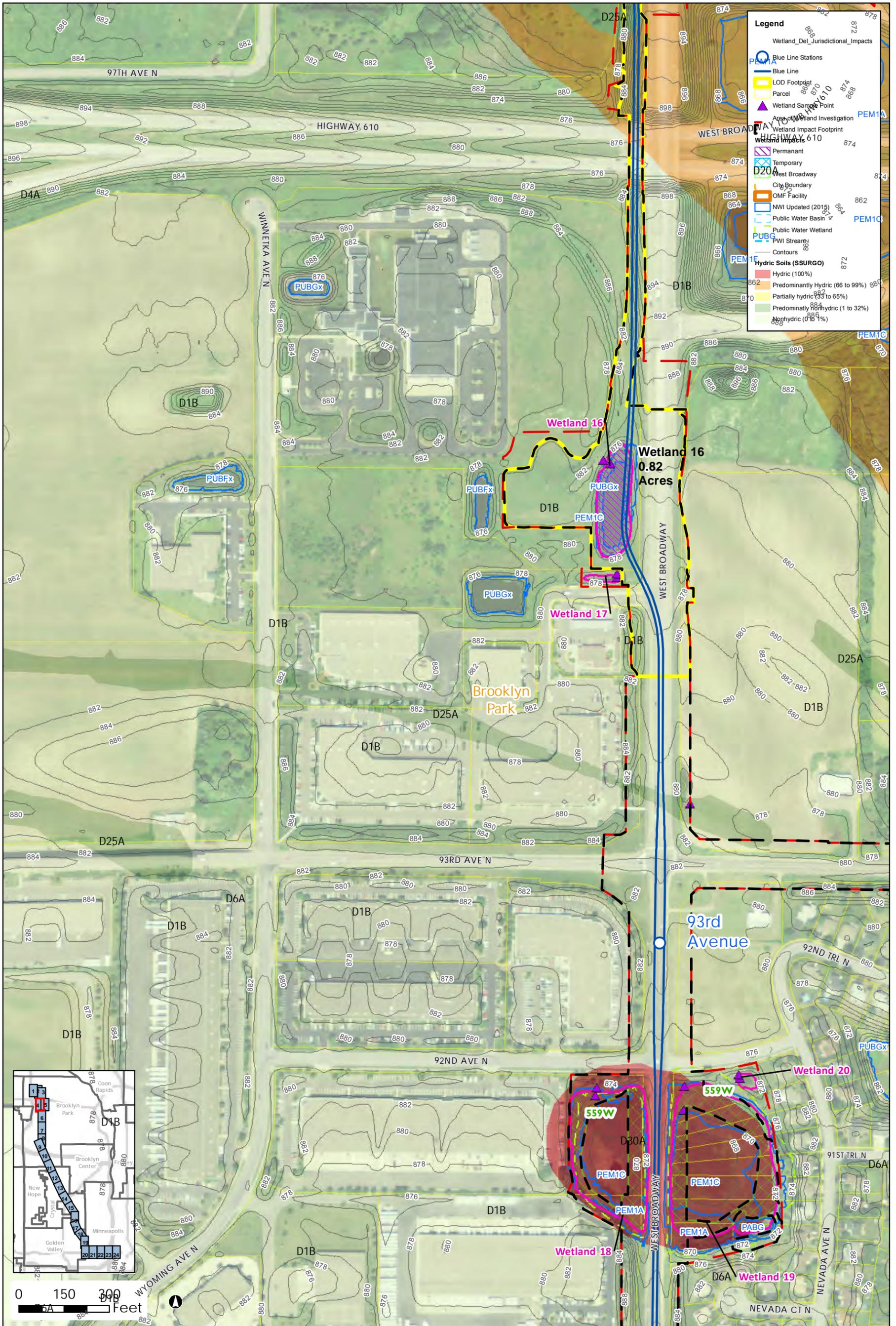
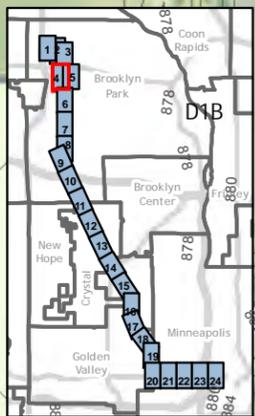
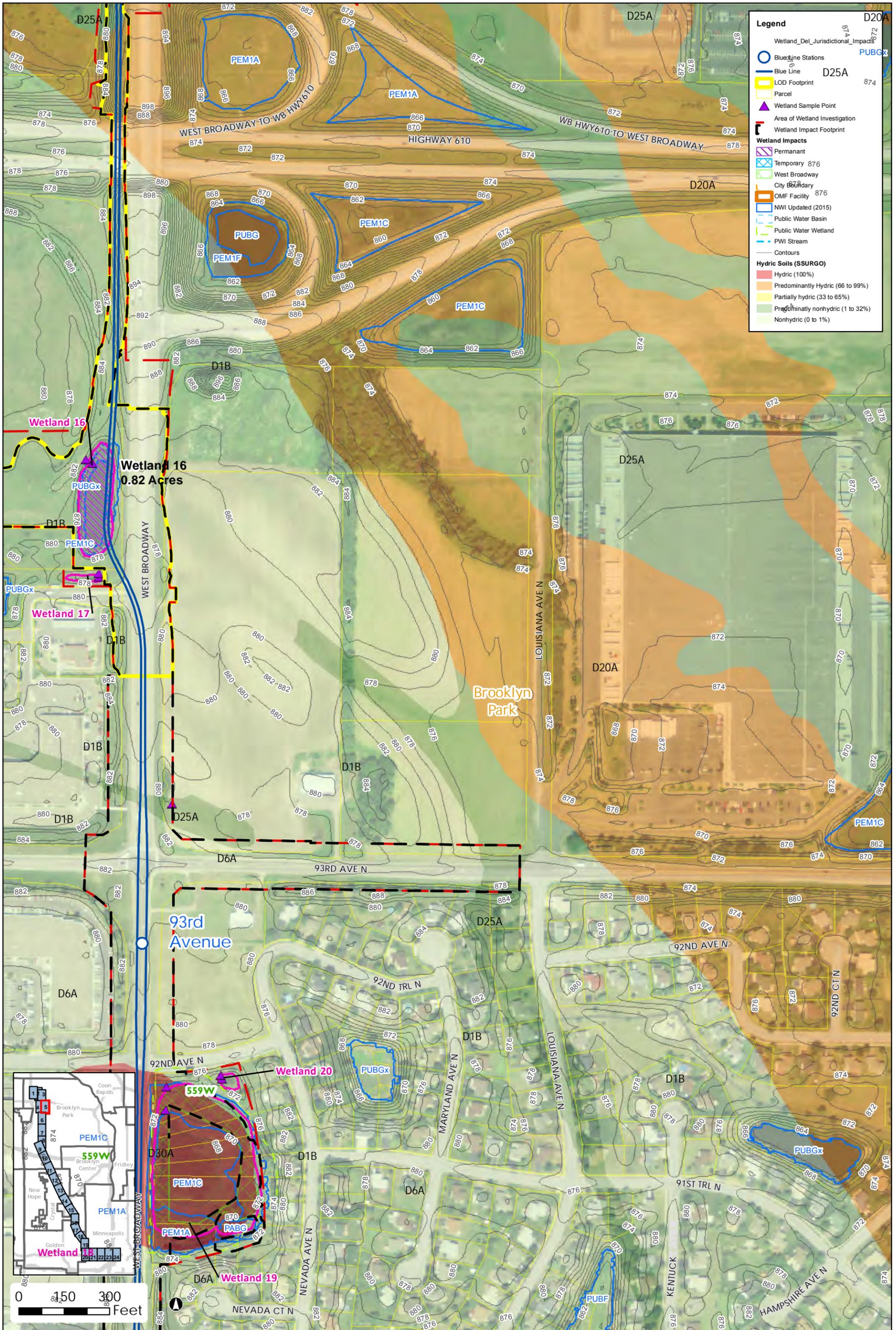


Figure 3 - Hydric Soils
Page 4

METRO Blue Line Extension

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Legend	
Blue Line Station	Blue Line
LOD Footprint	Parcel
Wetland Sample Point	Area of Wetland Investigation
Wetland Impact Footprint	Wetland Impact Footprint
Wetland Impacts	
Permanent	Temporary
West Broadway	City Boundary
OMF Facility	NWI Updated (2015)
Public Water Basin	Public Water Wetland
PWI Stream	Contours
Hydric Soils (SSURGO)	
Hydric (100%)	Predominantly Hydric (66 to 99%)
Partially hydric (33 to 65%)	Predominantly nonhydric (1 to 32%)
Nonhydric (0 to 1%)	

Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

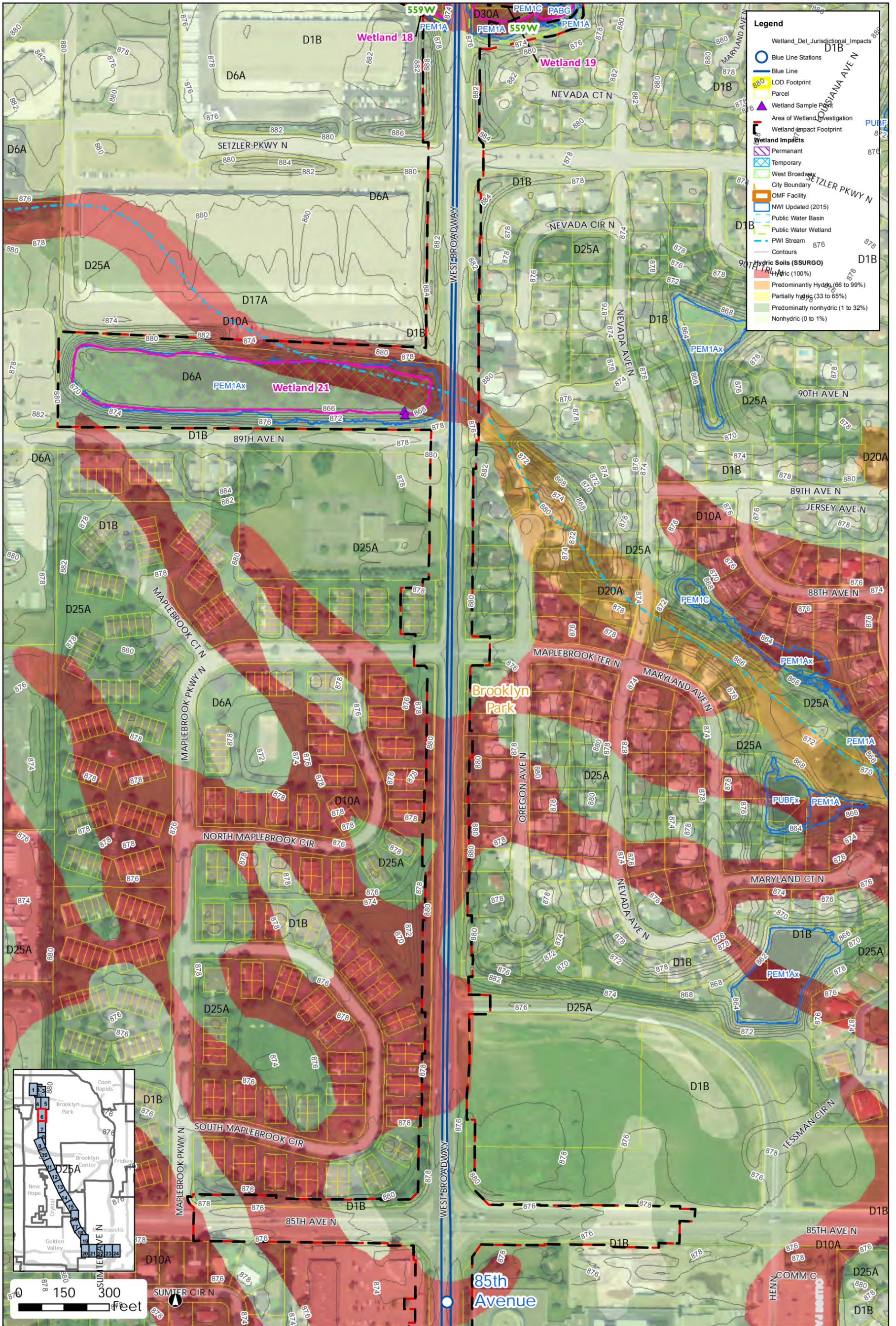
Figure 3 - Hydric Soils
 Page 5
 METRO Blue Line Extension

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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts
 - Permanent
 - Temporary
- West Broadway
- City Boundary
- OMF Facility
- NWI Updated (2015)
- Public Water Basin
- Public Water Wetland
- PWI Stream
- Contours
- Hydric Soils (SSURGO)
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially Hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)

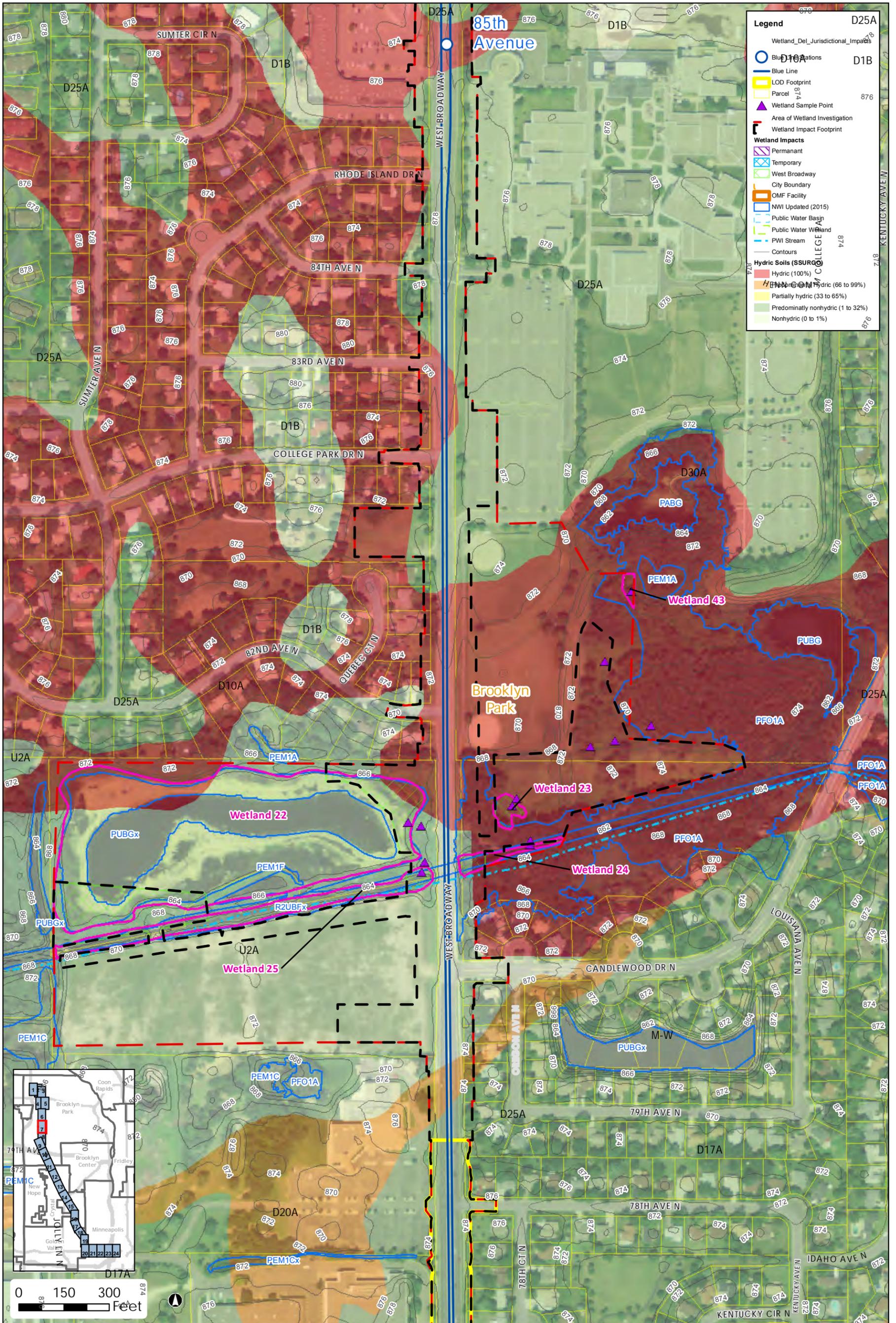


Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

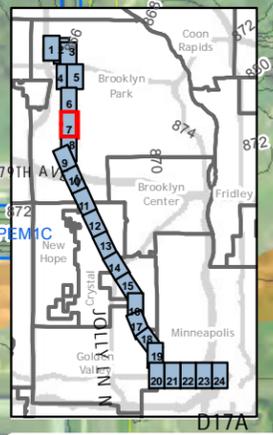
Figure 3 - Hydric Soils
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 METRO Blue Line Extension

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Legend	
Blue Line	Blue Line
Yellow outline	LOD Footprint
Black outline	Parcel
Purple triangle	Wetland Sample Point
Red dashed line	Area of Wetland Investigation
Black dashed line	Wetland Impact Footprint
Wetland Impacts	
Blue hatched	Permanent
Green hatched	Temporary
Red dashed line	West Broadway
Blue dashed line	City Boundary
Orange outline	OMF Facility
Blue outline	NWI Updated (2015)
Blue outline	Public Water Basin
Blue outline	Public Water Wetland
Blue dashed line	PWI Stream
Black dashed line	Contours
Hydric Soils (SSURGO)	
Dark red	Hydric (100%)
Light red	Partially hydric (66 to 99%)
Yellow	Partially hydric (33 to 65%)
Light green	Predominantly nonhydryc (1 to 32%)
Dark green	Nonhydryc (0 to 1%)

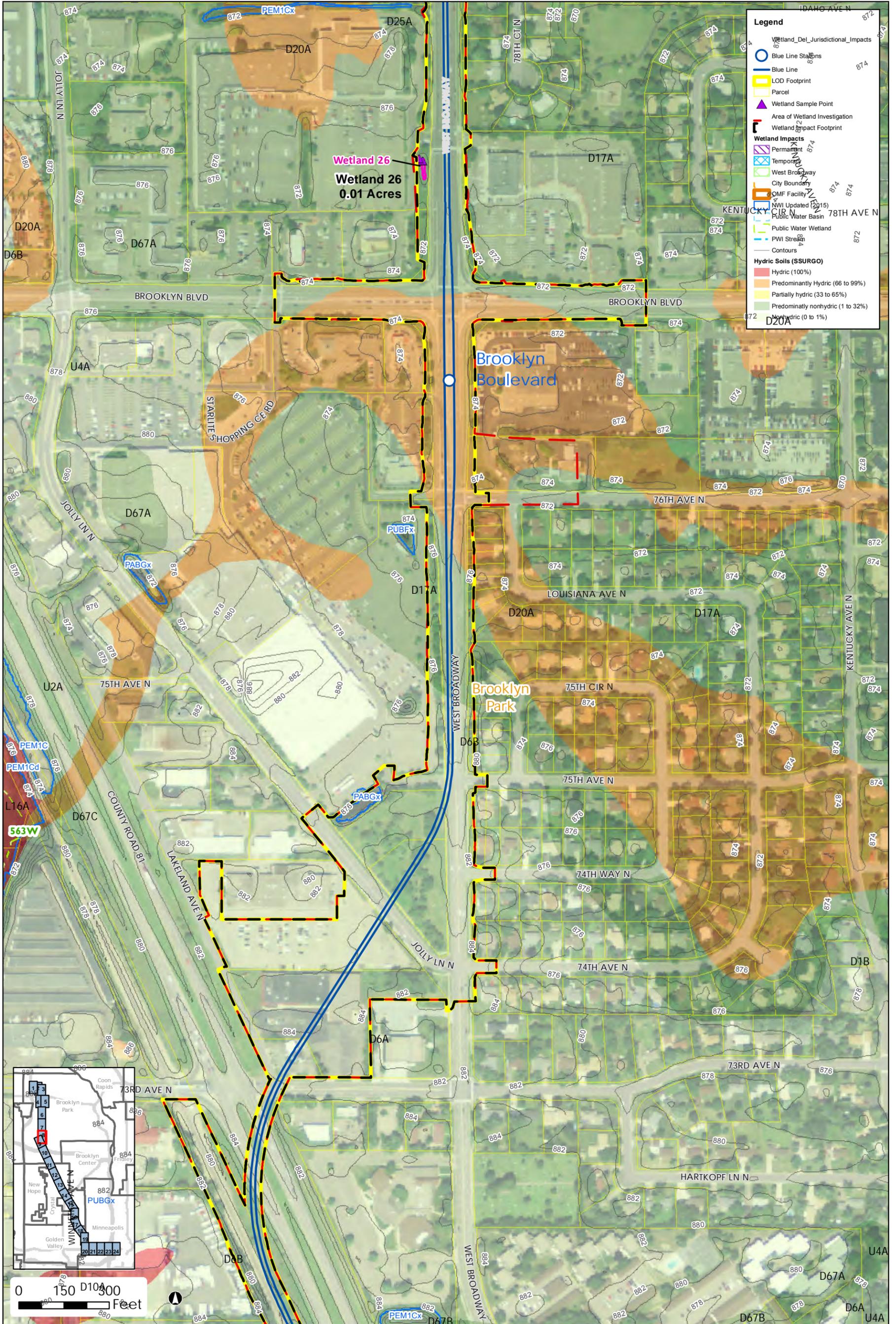


Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
 Page 7
 METRO Blue Line Extension

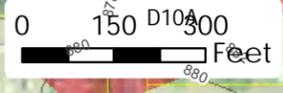
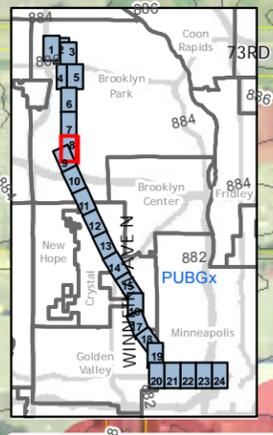
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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
 - Permanent
 - Temporary
 - West Broadway
 - City Boundary
 - OMF Facility
 - NWI Updated (2015)
 - Public Water Basin
 - Public Water Wetland
 - PWI Stream
 - Contours
- Hydric Soils (SSURGO)**
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)



Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
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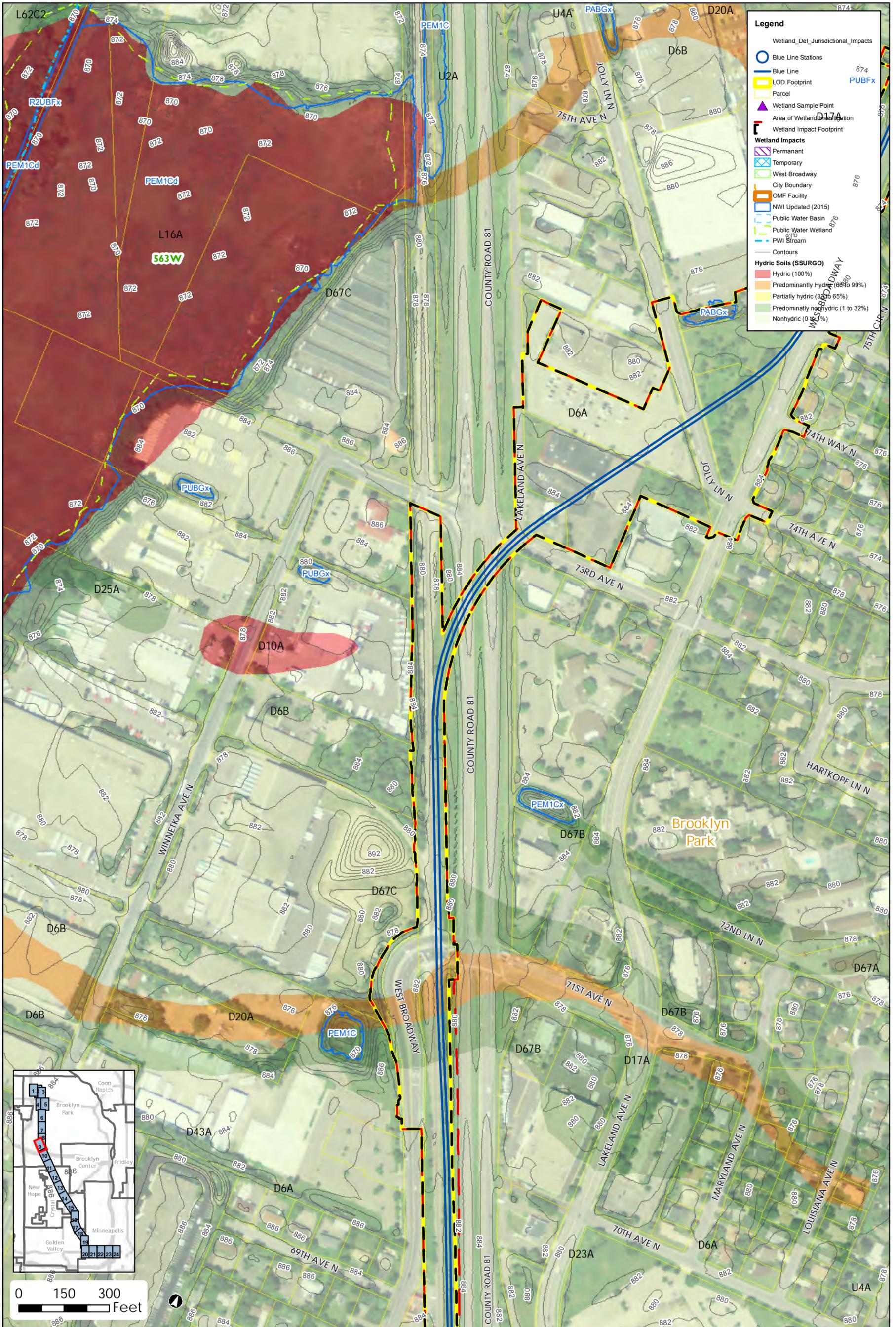


Figure 3 - Hydric Soils
Page 9

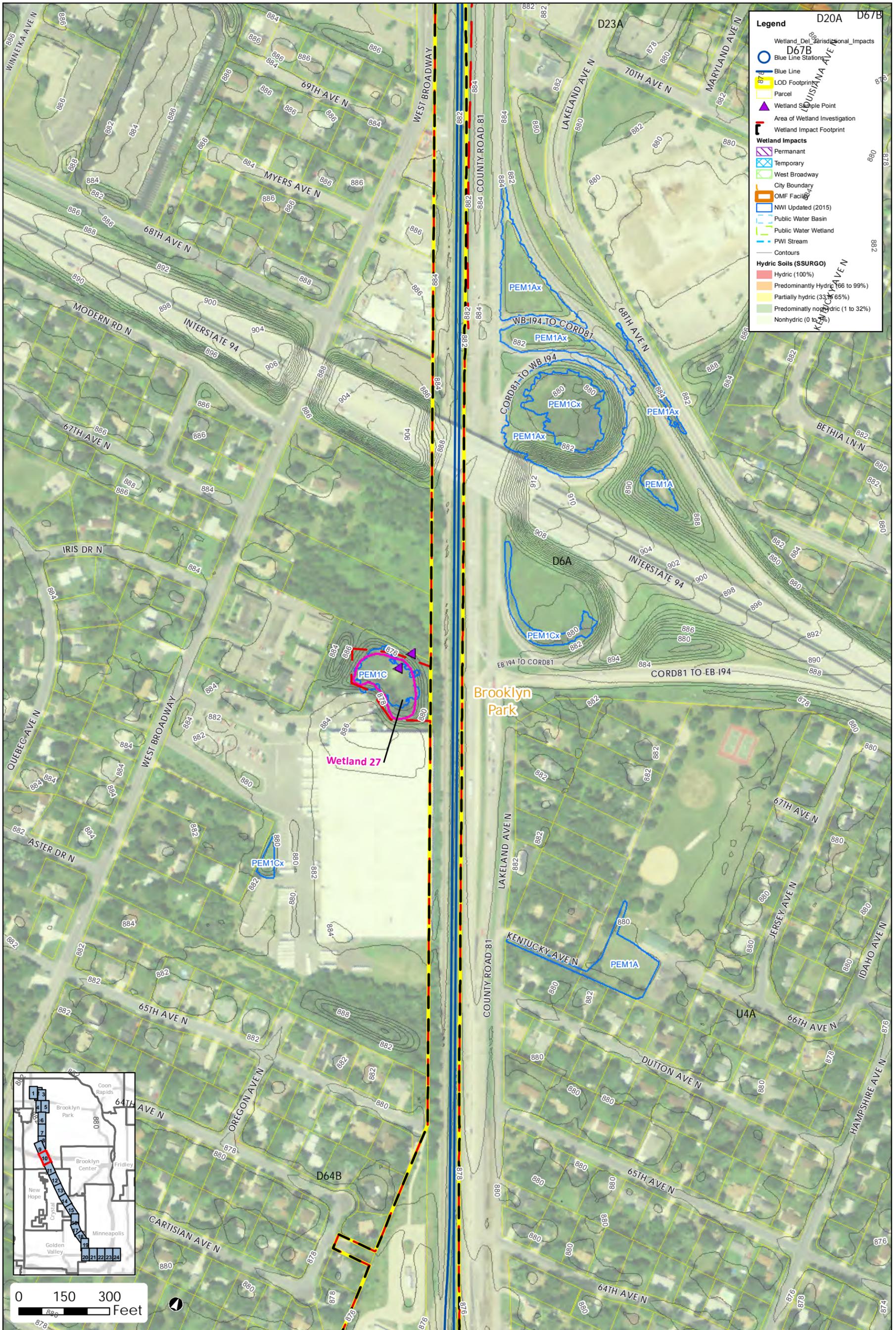
METRO Blue Line Extension

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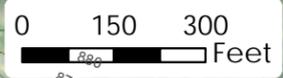
Projection: Hennepin County NAD83
Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.





Legend

- Wetland_Delimitation_Impacts
- D67B Blue Line Station
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
 - Permanent
 - Temporary
 - West Broadway
 - City Boundary
 - OMF Facility
 - NWI Updated (2015)
 - Public Water Basin
 - Public Water Wetland
 - PWI Stream
 - Contours
- Hydric Soils (SSURGO)**
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly non-hydric (1 to 32%)
 - Nonhydric (0 to 3%)



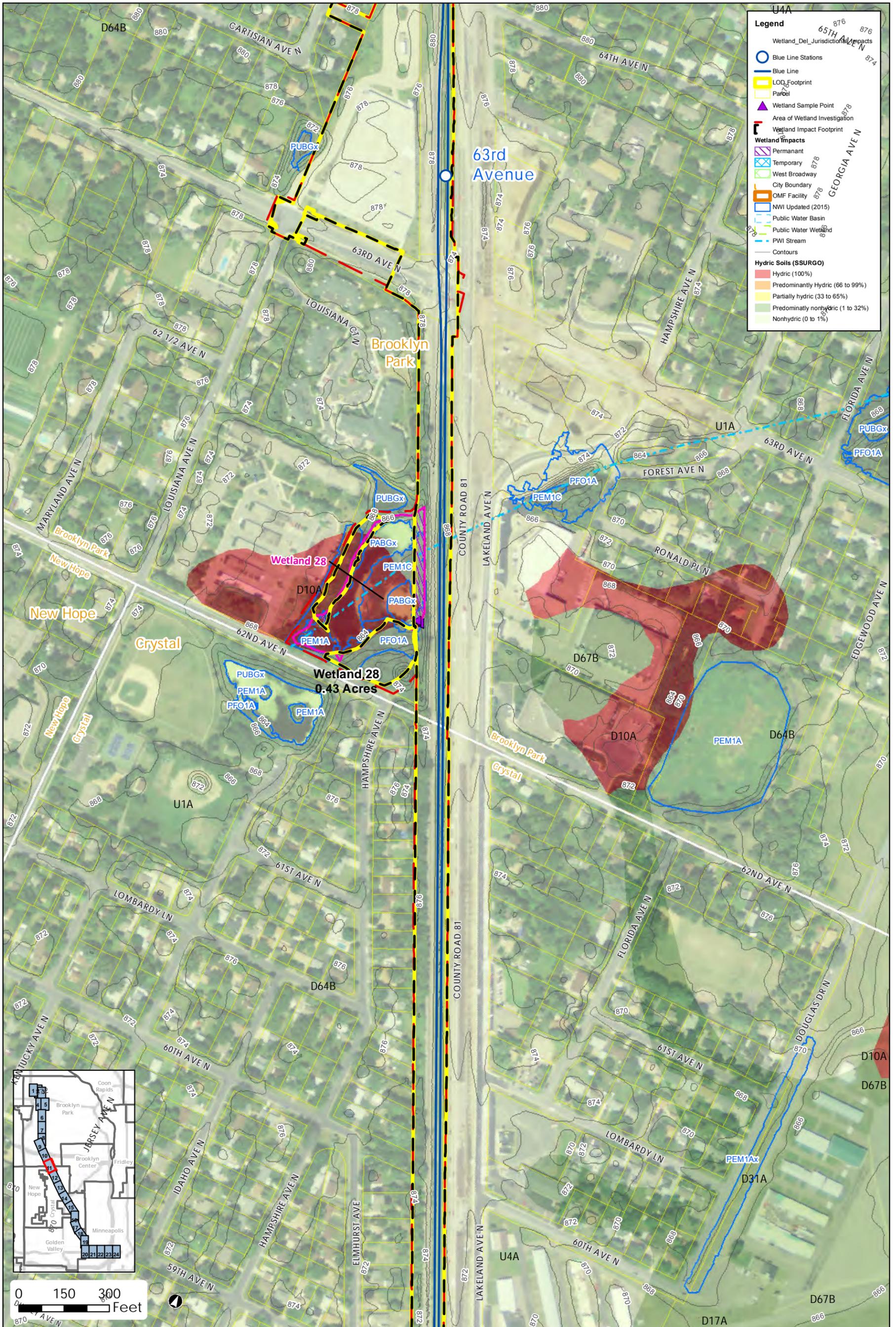
Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts
 - Permanent
 - Temporary
 - West Broadway
- City Boundary
- OMF Facility
- NWI Updated (2015)
- Public Water Basin
- Public Water Wetland
- PWI Stream
- Contours
- Hydric Soils (SSURGO)
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)

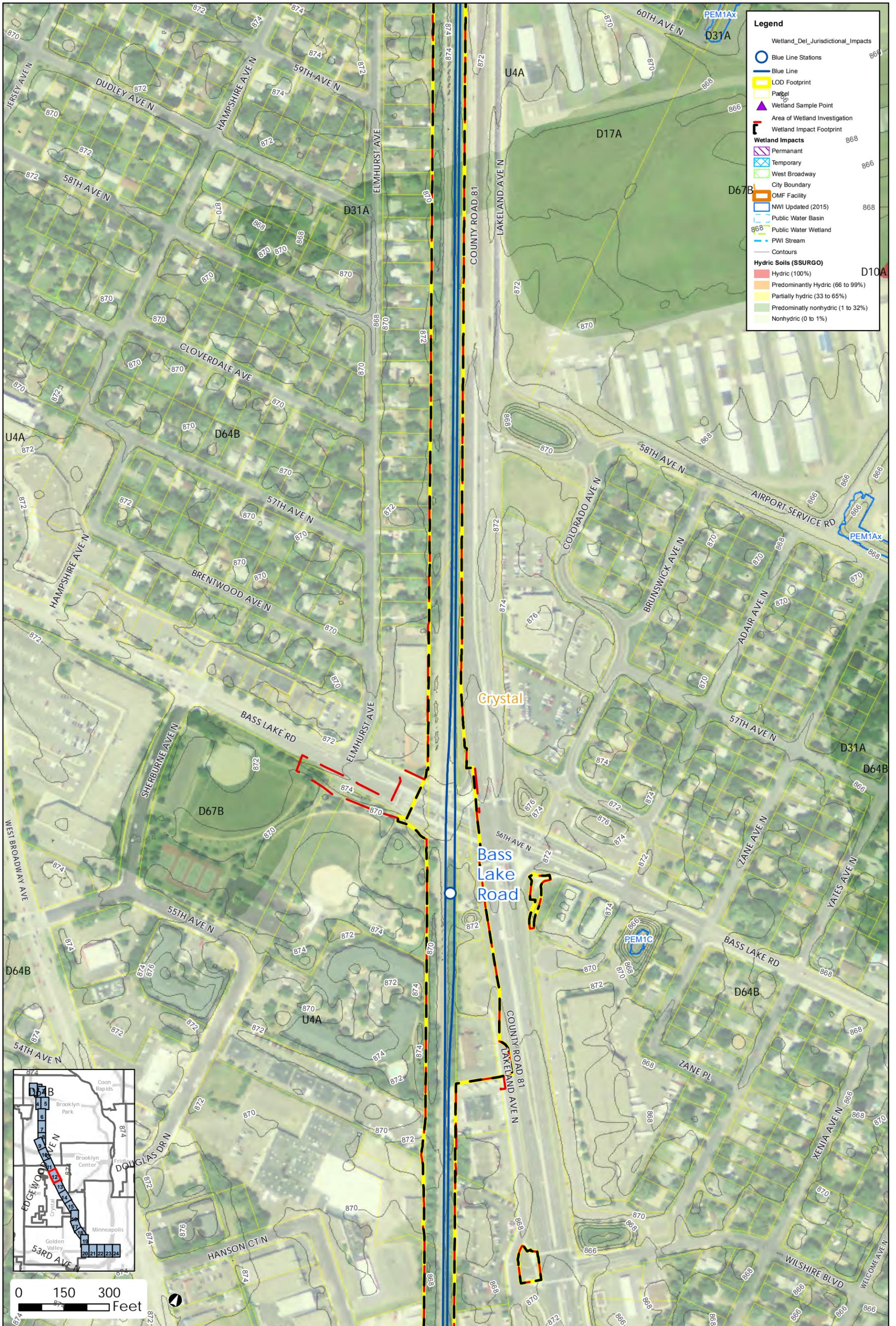


Projection: Hennepin County NAD83
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Figure 3 - Hydric Soils
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 METRO Blue Line Extension

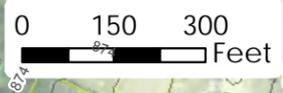
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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
 - Permanent
 - Temporary
 - West Broadway
 - City Boundary
 - OMF Facility
 - NWI Updated (2015)
 - Public Water Basin
 - Public Water Wetland
 - PWI Stream
 - Contours
- Hydric Soils (SSURGO)**
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)



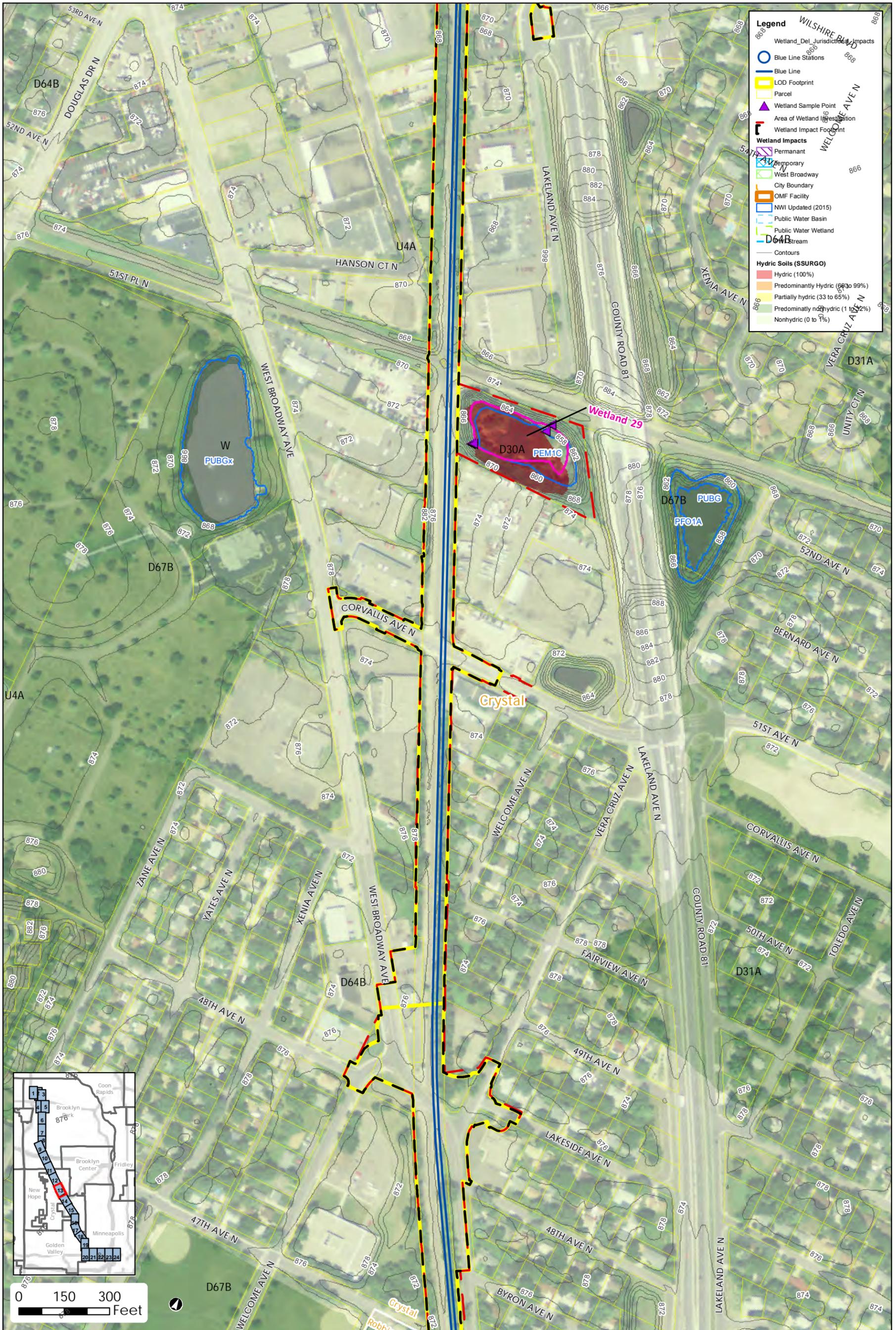
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Figure 3 - Hydric Soils
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Legend

- Wetland_Del_Jurisdiction_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
 - Permanent
 - Temporary
- West Broadwayway
- City Boundary
- OMF Facility
- NWI Updated (2015)
- Public Water Basin
- Public Water Wetland
- D64B stream
- Contours
- Hydric Soils (SSURGO)**
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly non-hydric (1 to 22%)
 - Nonhydric (0 to 1%)

Figure 3 - Hydric Soils
Page 13

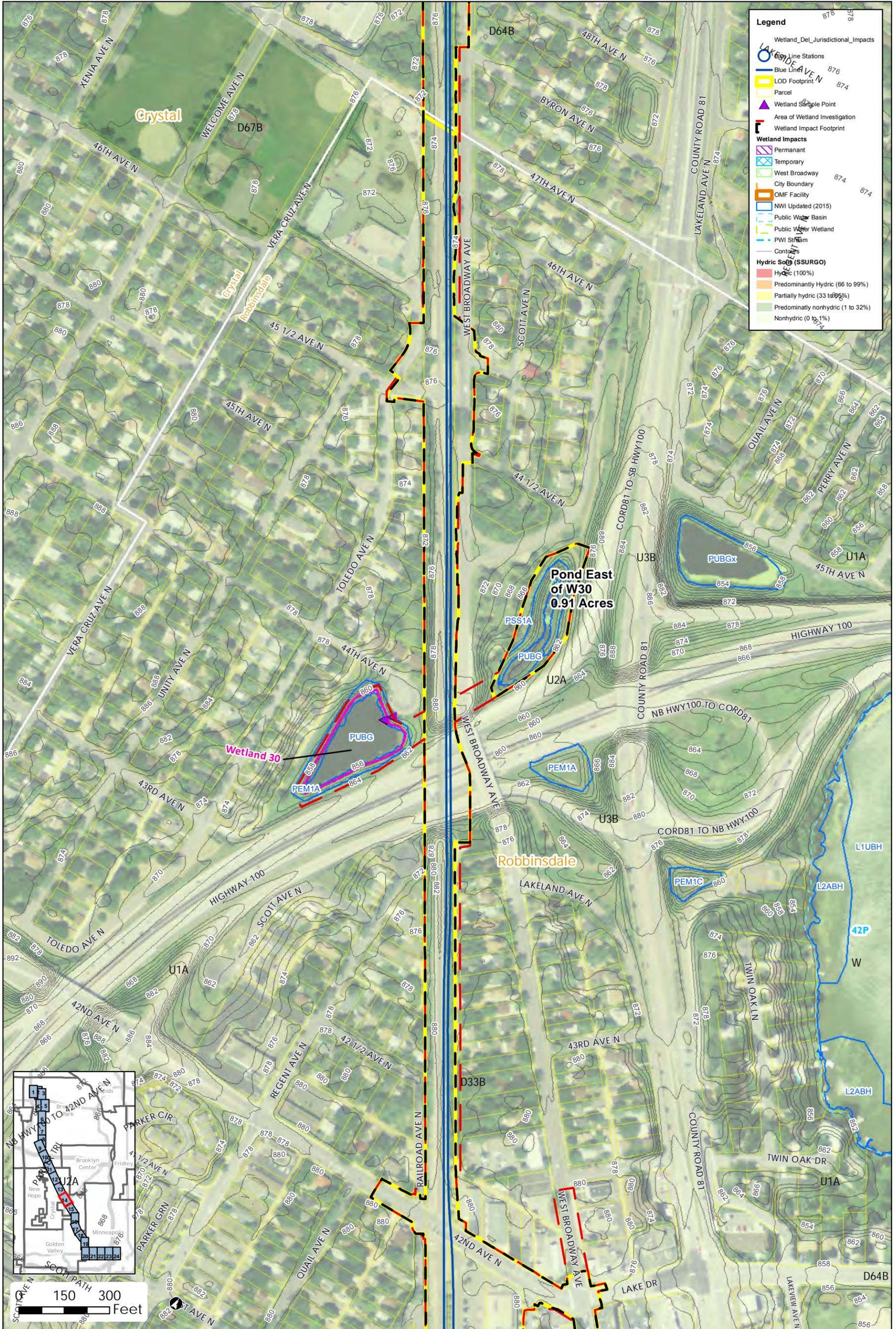
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Projection: Hennepin County NAD83
Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.





- Legend**
- Wetland_Del_Jurisdictional_Impacts
 - Blue Line Stations
 - Blue Line
 - LOD Footprint
 - Parcel
 - Wetland Sample Point
 - Area of Wetland Investigation
 - Wetland Impact Footprint
 - Wetland Impacts**
 - Permanent
 - Temporary
 - West Broadway
 - City Boundary
 - OMF Facility
 - NWI Updated (2015)
 - Public Water Basin
 - Public Water Wetland
 - PWI Stream
 - Contours
 - Hydric Soils (SSURGO)**
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)

Figure 3 - Hydric Soils
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Projection: Hennepin County NAD83
Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.



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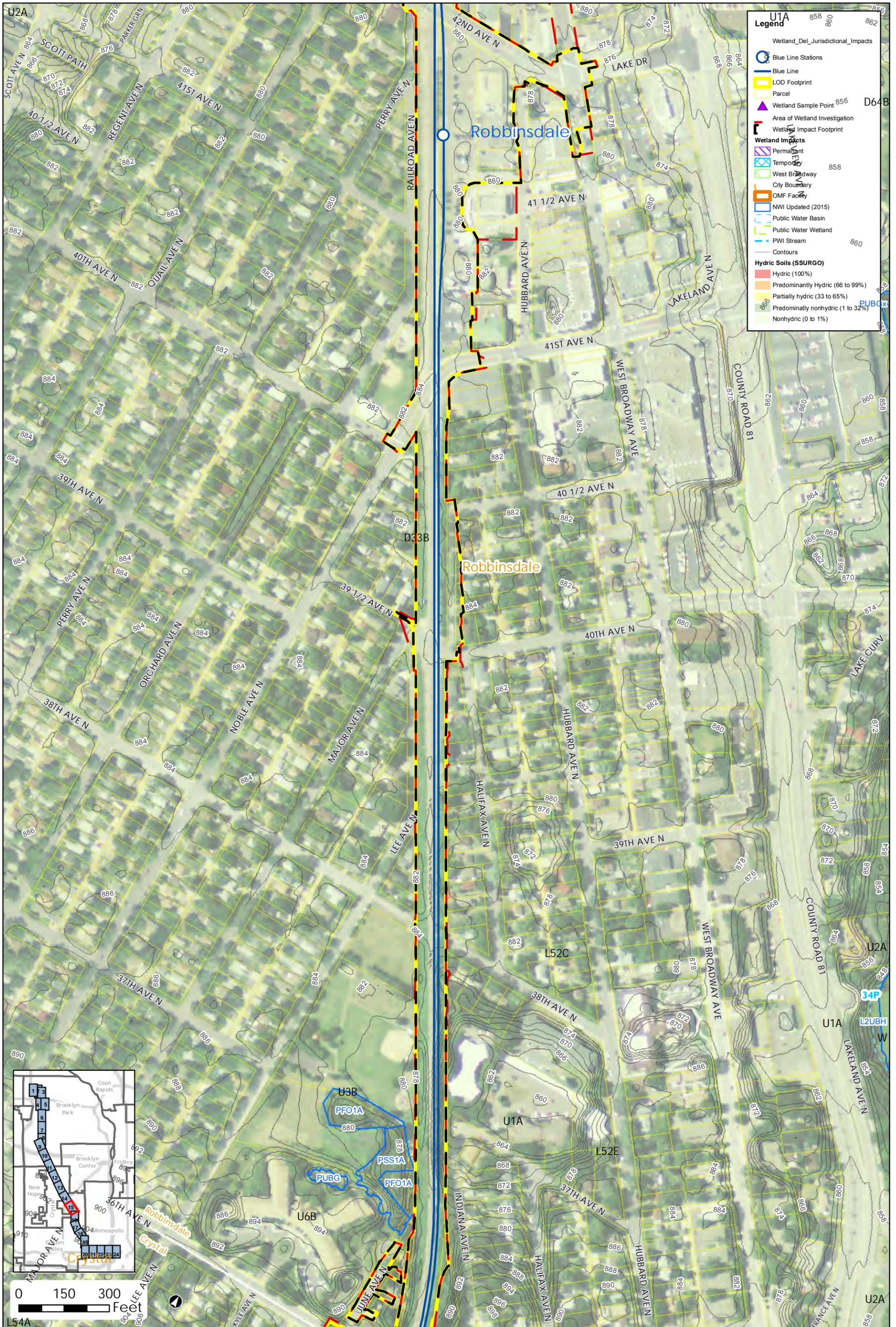


Figure 3 - Hydric Soils
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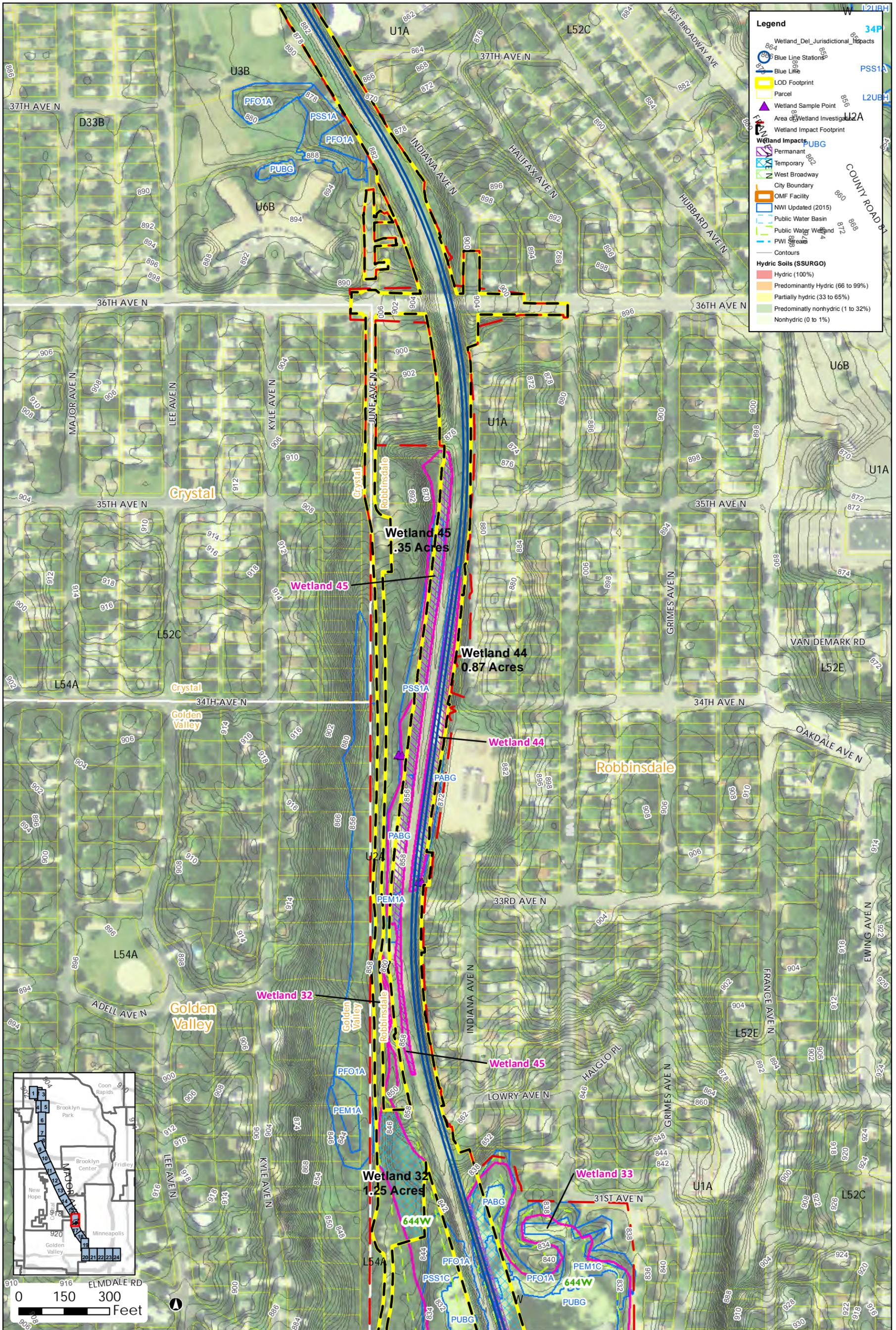
METRO Blue Line Extension

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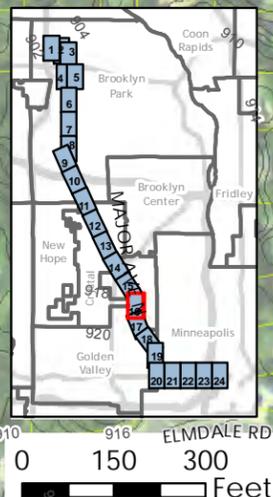

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 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impact
 - Permanent
 - Temporary
- West Broadway
- City Boundary
- OMF Facility
- NWI Updated (2015)
- Public Water Basin
- Public Water Wetland
- PWI Stream
- Contours
- Hydric Soils (SSURGO)
 - Hydric (100%)
 - Predominantly Hydric (66 to 99%)
 - Partially hydric (33 to 65%)
 - Predominantly nonhydric (1 to 32%)
 - Nonhydric (0 to 1%)



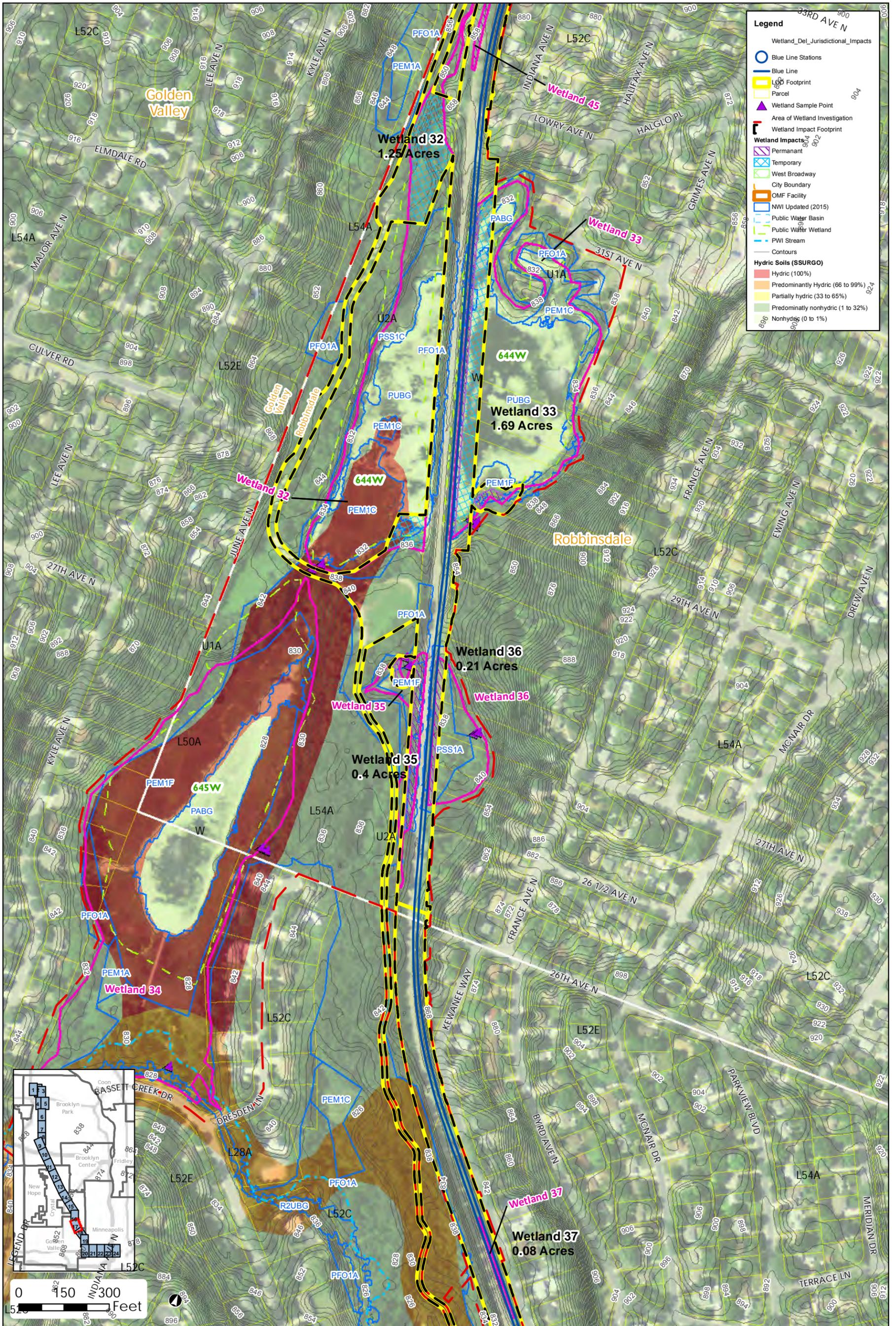
Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
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METRO Blue Line Extension

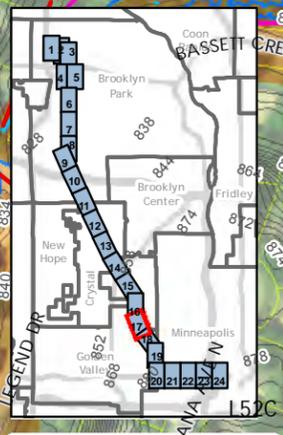
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Legend

- Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOB Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
- Permanent
- Temporary
- West Broadway
- City Boundary
- OMF Facility
- NWI Updated (2015)
- Public Water Basin
- Public Water Wetland
- PWI Stream
- Contours
- Hydric Soils (SSURGO)**
- Hydric (100%)
- Predominantly Hydric (66 to 99%)
- Partially hydric (33 to 65%)
- Predominantly nonhydric (1 to 32%)
- Nonhydric (0 to 1%)



Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
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 METRO Blue Line Extension

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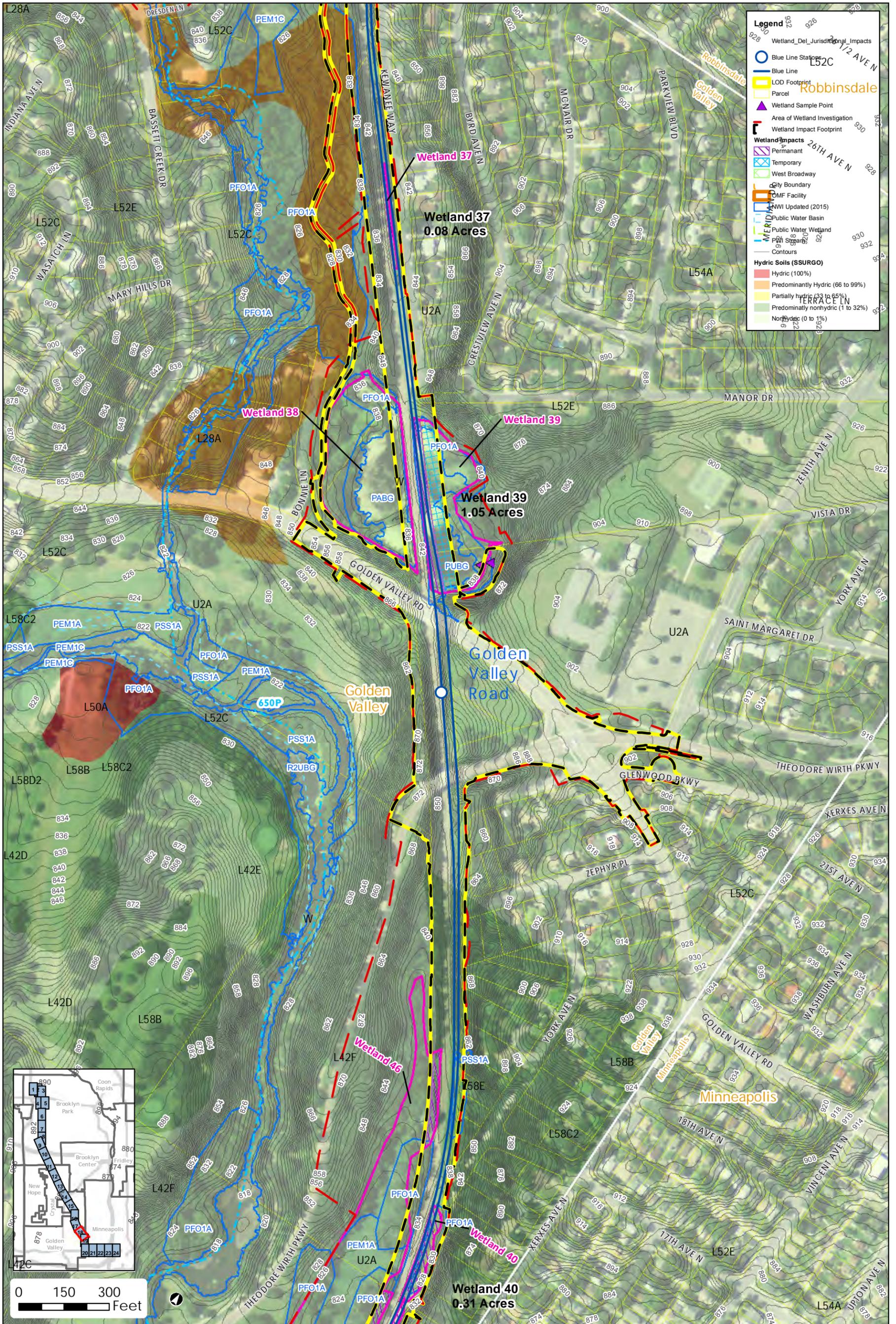


Figure 3 - Hydric Soils
Page 18

METRO Blue Line Extension

DRAFT



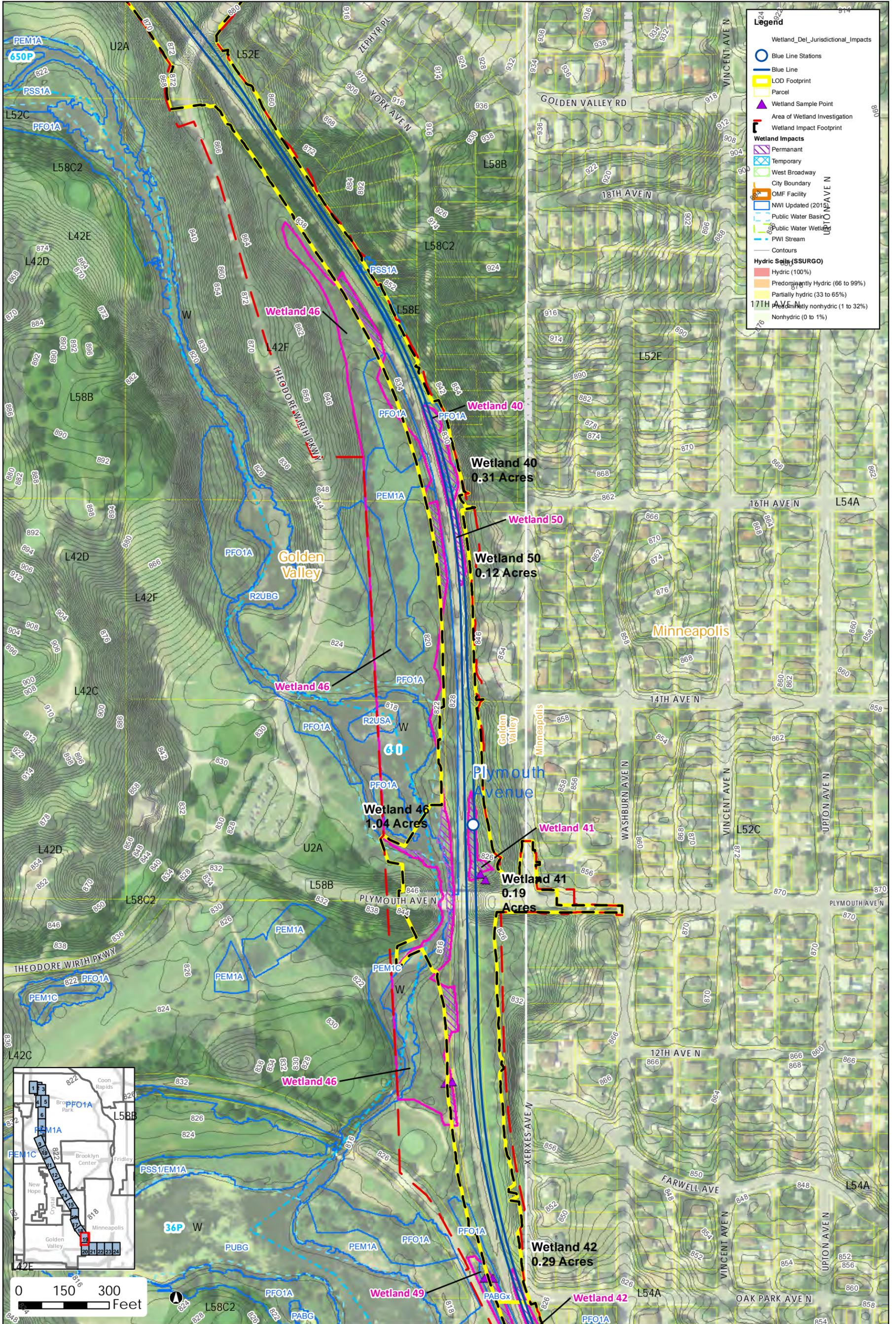


Figure 3 - Hydric Soils
Page 19

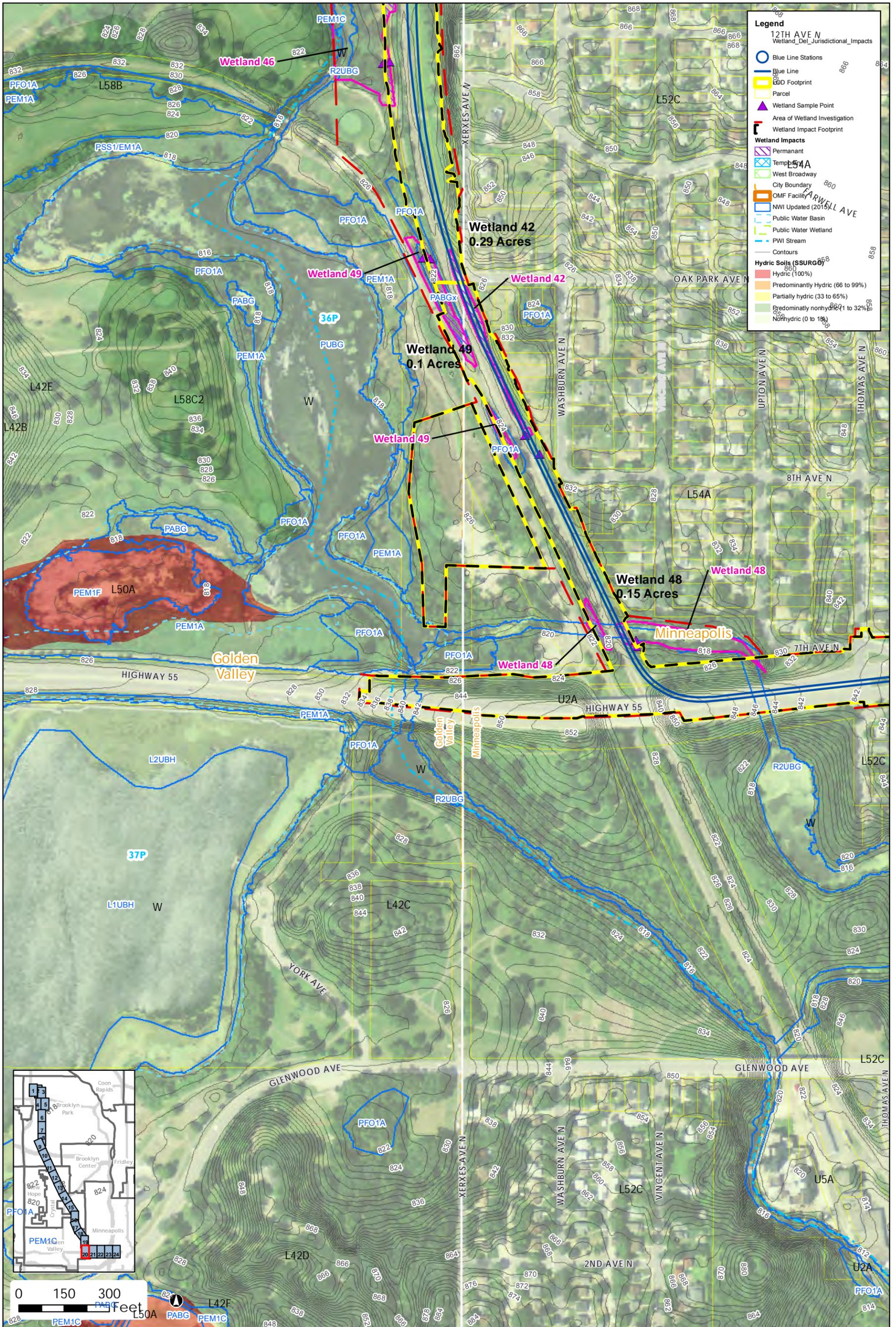
METRO Blue Line Extension

DRAFT



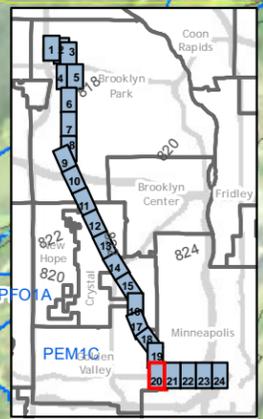
Projection: Hennepin County NAD83
Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.





Legend

- 12TH AVE N Wetland_Del_Jurisdictional_Impacts
- Blue Line Stations
- Blue Line
- LOD Footprint
- Parcel
- Wetland Sample Point
- Area of Wetland Investigation
- Wetland Impact Footprint
- Wetland Impacts**
- Permanent
- Temporary
- West Broadway
- City Boundary
- OMF Facility
- NWI Updated (2015)
- Public Water Basin
- Public Water Wetland
- PWI Stream
- Contours
- Hydric Soils (SSURGO)**
- Hydric (100%)
- Predominantly Hydric (66 to 99%)
- Partially hydric (33 to 65%)
- Predominantly nonhydric (1 to 32%)
- Nonhydric (0 to 1%)



Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
 Page 20

METRO Blue Line Extension

DRAFT



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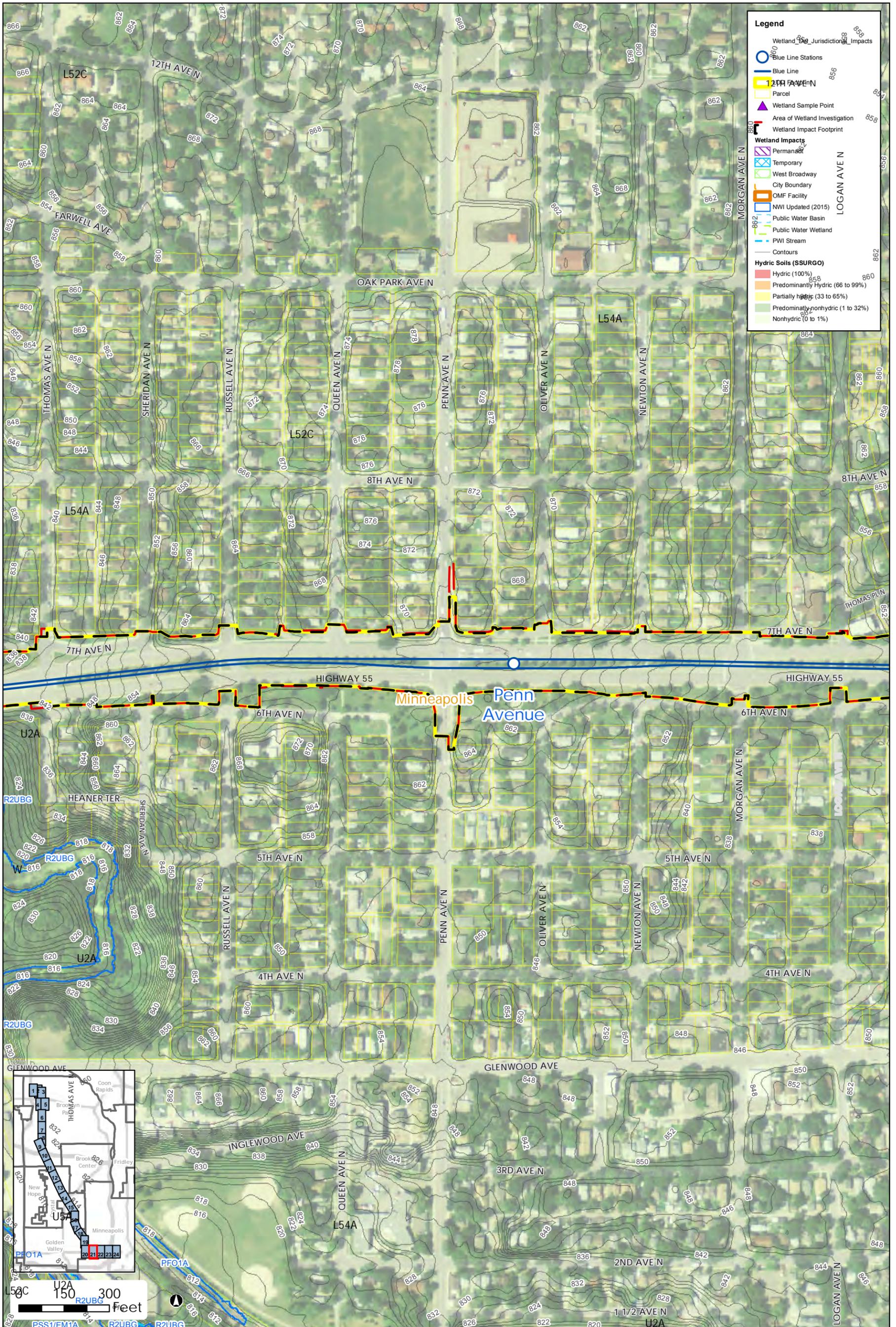
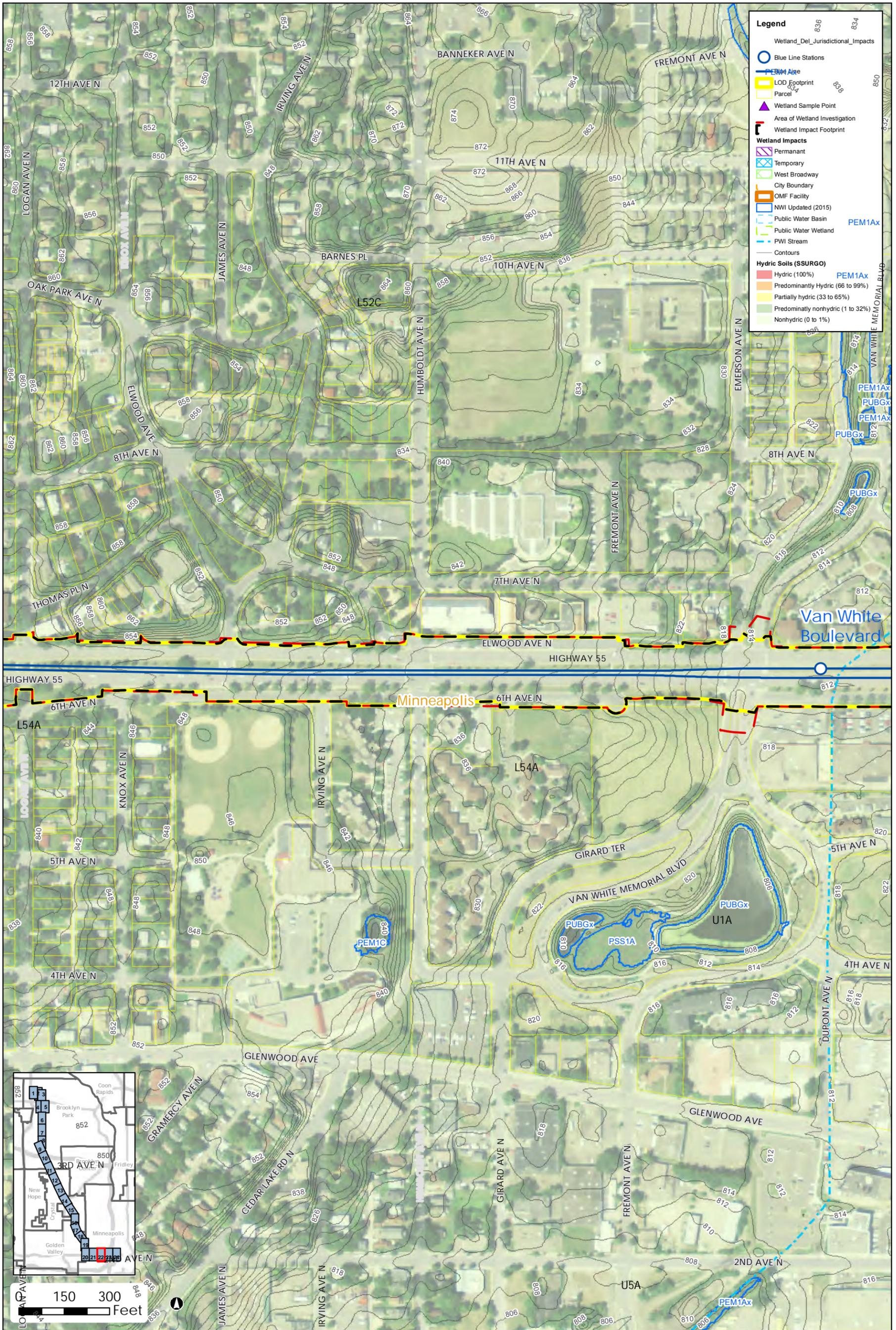


Figure 3 - Hydric Soils
Page 21

METRO Blue Line Extension

DRAFT





Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit,
 MnDOT, MnDNR, HDR Engineering Inc.,
 SEH Inc., and USDA.

Figure 3 - Hydric Soils
 Page 22

DRAFT



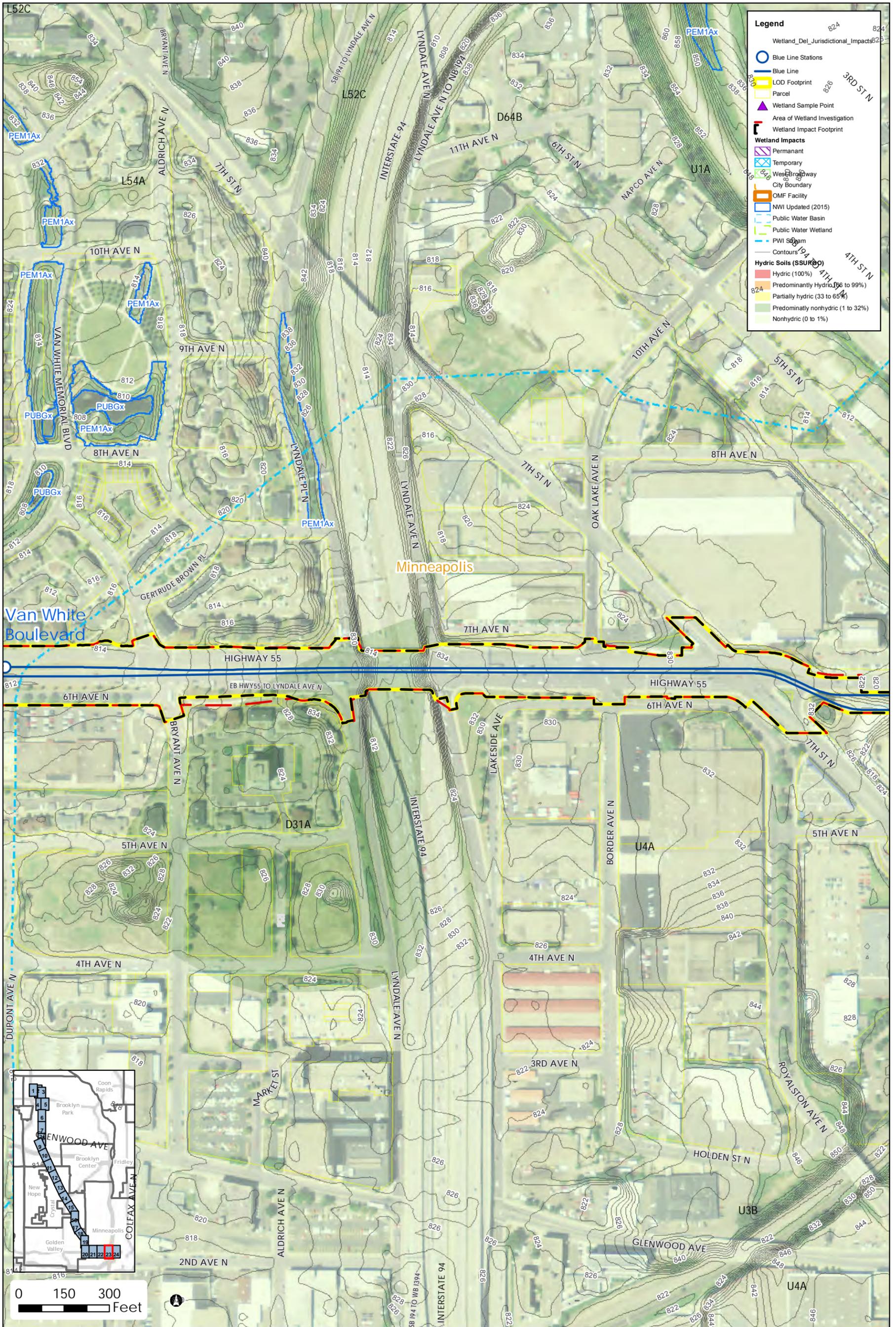


Figure 3 - Hydric Soils
Page 23

METRO Blue Line Extension

DRAFT



Projection: Hennepin County NAD83
Source: Hennepin County, Metro Transit, MNDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.





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Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 3 - Hydric Soils
 Page 24

METRO Blue Line Extension

DRAFT



Appendix A

Agency Correspondence

Minnesota Wetland Conservation Act

Notice of Decision

Local Government Unit (LGU) Bassett Creek Watershed Management Commission (BCWMC)	Address 7800 Golden Valley Road Golden Valley, MN 55427
---	--

1. PROJECT INFORMATION

Applicant Name Metropolitan Council	Project Name Blue Line Light Rail Extension (LRT)	Date of Application 12/11/15	Application Number
<input checked="" type="checkbox"/> Attach site locator map.			

Type of Decision:

<input checked="" type="checkbox"/> Wetland Boundary or Type	<input type="checkbox"/> No-Loss	<input type="checkbox"/> Exemption	<input type="checkbox"/> Sequencing
<input type="checkbox"/> Replacement Plan	<input type="checkbox"/> Banking Plan		

2. LOCAL GOVERNMENT UNIT DECISION

Date of Decision: 1/21/16		
<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Approved with conditions (include below)	<input type="checkbox"/> Denied

LGU Findings and Conclusions (attach additional sheets as necessary):

On behalf of the Metropolitan Council, SEH Inc. submitted a wetland delineation report for the Blue Line Light Rail Extension project located within Hennepin County in Brooklyn Park, Robbinsdale, Crystal, Golden Valley, and Minneapolis. The BCWMC is the WCA LGU for the portion of the project within the City of Robbinsdale and within the Bassett Creek Watershed, which is the area south of 36th Ave N. Wetlands associated with this project within the BCWMC jurisdiction are: W31, W32, W33, W34, W35, W36, W44, and W45. Note that W34 straddles both Robbinsdale and Golden Valley. For wetland delineation purposes, the BCWMC has reviewed W34.

The preliminary wetland maps and wetland data forms were submitted on 6/22/15 in preparation for a site review of the wetland boundaries which took place on 6/29/15. Present at the site review were Ben Meyer with BWSR, Stacey Lijewski with Hennepin County, Melissa Jenny with the USACE, Adam Arvidson with the Minneapolis Park and Rec Board, Jeff Olson with SEH for the applicant, and Karen Wold with Barr for the City of Minneapolis, Bassett Creek WMC portion of Robbinsdale, and Golden Valley. Wetland edits were completed based on initial comments and a complete wetland delineation report was submitted on 12/11/15.

During a TEP meeting on 12/8/15, each LGU clarified that they would each retain jurisdiction for their portions of this project.

During the comment period, Karen Wold requested some minor wetland type revisions and wetland size designations. Based on these comments, SEH submitted a revised wetland summary table on 1/4/16, which was provided to the TEP on 1/5/16 and is also attached in this document. No other comments were received during the comment period.

The updated wetland summary table includes the following wetland types and sizes for wetlands within BCWMC jurisdiction:

Wetland ID	Field Verified Cowardin	Eggers & Reed Class.	Circ. 39 Class.	Basin Size (ac)
W31	PSS1A	Shrub Carr	Type 6	Part of W32
W32	PFO1A/PEMC/PSS1C	Floodplain forest/shallow marsh/shrub-carr	Type 1/Type 3/Type 6	7.71
W33	PUBGx	Open Water	Type 5	7.41
W34	PEMIF	Deep Marsh	Type 4	17.01
W35	PFO1A	Floodplain forest	Type 1	0.85
W36	PSS1A	Shrub Carr	Type 6	1.39
W44	PUBGx	Open Water	Type 5	0.87
W45	PFO1A	Floodplain forest	Type 1	11.14

Note: Wetland Types per Circular 39 indicate the majority of wetland types within a delineated basin. Several other minor wetland types may also be present within the basin.

The wetland boundaries and updated wetland types were found to be accurate, based on the requirements of the 1987 USACE Wetland Delineation Manual, the 2010 Midwest Regional Supplement, and the 2015 Guidance for Submittal of Delineation Reports to the USACE and WCA LGU in Minnesota, Version 2.0. The BCWMC approves the wetland boundaries and types.

For Replacement Plans using credits from the State Wetland Bank:

Bank Account #	Bank Service Area	County	Credits Approved for Withdrawal (sq. ft. or nearest .01 acre)

Replacement Plan Approval Conditions. In addition to any conditions specified by the LGU, the approval of a Wetland Replacement Plan is conditional upon the following:

- Financial Assurance:** For project-specific replacement that is not in-advance, a financial assurance specified by the LGU must be submitted to the LGU in accordance with MN Rule 8420.0522, Subp. 9 (List amount and type in LGU Findings).
- Deed Recording:** For project-specific replacement, evidence must be provided to the LGU that the BWSR "Declaration of Restrictions and Covenants" and "Consent to Replacement Wetland" forms have been filed with the county recorder's office in which the replacement wetland is located.
- Credit Withdrawal:** For replacement consisting of wetland bank credits, confirmation that BWSR has withdrawn the credits from the state wetland bank as specified in the approved replacement plan.

Wetlands may not be impacted until all applicable conditions have been met!

LGU Authorized Signature:

Signing and mailing of this completed form to the appropriate recipients in accordance with 8420.0255, Subp. 5 provides notice that a decision was made by the LGU under the Wetland Conservation Act as specified above. If additional details on the decision exist, they have been provided to the landowner and are available from the LGU upon request.		
Name <i>Jim de Lambert</i>	Title <i>BCWMC Chair</i>	
Signature <i>[Signature]</i>	Date <i>1/21/2010</i>	Phone Number and E-mail <i>612-750-6680</i>

THIS DECISION ONLY APPLIES TO THE MINNESOTA WETLAND CONSERVATION ACT. Additional approvals or permits from local, state, and federal agencies may be required. Check with all appropriate authorities before commencing work in or near wetlands.

Applicants proceed at their own risk if work authorized by this decision is started before the time period for appeal (30 days) has expired. If this decision is reversed or revised under appeal, the applicant may be responsible for restoring or replacing all wetland impacts.

This decision is valid for five years from the date of decision unless a longer period is advised by the TEP and specified in this notice of decision.

3. APPEAL OF THIS DECISION

Pursuant to MN Rule 8420.0905, any appeal of this decision can only be commenced by mailing a petition for appeal, including applicable fee, within thirty (30) calendar days of the date of the mailing of this Notice to the following as indicated:

Check one:

<input type="checkbox"/> Appeal of an LGU staff decision. Send petition and \$_____ fee (if applicable) to:	<input checked="" type="checkbox"/> Appeal of LGU governing body decision. Send petition and \$500 filing fee to: Executive Director Minnesota Board of Water and Soil Resources 520 Lafayette Road North St. Paul, MN 55155
---	--

4. LIST OF ADDRESSEES

<input checked="" type="checkbox"/> SWCD TEP member: Stacey Lijewski <input checked="" type="checkbox"/> BWSR TEP member: Ben Meyer <input checked="" type="checkbox"/> DNR TEP member: Leslie Parris, Kate Drewry <input checked="" type="checkbox"/> WD or WMO (if applicable): Laura Jester (BCWMC), Jim Herbert (Barr) <input checked="" type="checkbox"/> Applicant and Landowner (if different) agent Jeff Olson (SEH) <input checked="" type="checkbox"/> City of Robbinsdale: Richard McCoy <input checked="" type="checkbox"/> Corps of Engineers Project Manager Melissa Jenny

5. MAILING INFORMATION

- For a list of BWSR TEP representatives: www.bwsr.state.mn.us/aboutbwsr/workareas/WCA_areas.pdf
- For a list of DNR TEP representatives: www.bwsr.state.mn.us/wetlands/wca/DNR_TEP_contacts.pdf
- Department of Natural Resources Regional Offices:

NW Region:	NE Region:	Central Region:	Southern Region:
Reg. Env. Assess. Ecol. Div. Ecol. Resources 2115 Birchmont Beach Rd. NE Bemidji, MN 56601	Reg. Env. Assess. Ecol. Div. Ecol. Resources 1201 E. Hwy. 2 Grand Rapids, MN 55744	Reg. Env. Assess. Ecol. Div. Ecol. Resources 1200 Warner Road St. Paul, MN 55106	Reg. Env. Assess. Ecol. Div. Ecol. Resources 261 Hwy. 15 South New Ulm, MN 56073

- For a map of DNR Administrative Regions, see: http://files.dnr.state.mn.us/aboutdnr/dnr_regions.pdf
- For a list of Corps of Project Managers: www.mvp.usace.army.mil/regulatory/default.asp?pageid=687 or send to:

US Army Corps of Engineers
 St. Paul District, ATTN: OP-R
 180 Fifth St. East, Suite 700
 St. Paul, MN 55101-1678

- For Wetland Bank Plan applications, also send a copy of the application to:
 Minnesota Board of Water and Soil Resources
 Wetland Bank Coordinator
 520 Lafayette Road North
 St. Paul, MN 55155

6. ATTACHMENTS

In addition to the site locator map, list any other attachments: <input checked="" type="checkbox"/> Updated wetland summary table <input checked="" type="checkbox"/> Wetland delineation maps

Minnesota Wetland Conservation Act

Notice of Decision

Local Government Unit (LGU) City of Golden Valley	Address 7800 Golden Valley Road Golden Valley, MN 55427
---	--

1. PROJECT INFORMATION

Applicant Name Metropolitan Council	Project Name Blue Line Light Rail Extension (LRT)	Date of Application 12/11/15	Application Number
---	---	--	--------------------

Attach site locator map.

Type of Decision:

<input checked="" type="checkbox"/> Wetland Boundary or Type	<input type="checkbox"/> No-Loss	<input type="checkbox"/> Exemption	<input type="checkbox"/> Sequencing
<input type="checkbox"/> Replacement Plan	<input type="checkbox"/> Banking Plan		

2. LOCAL GOVERNMENT UNIT DECISION

Date of Decision: **1/21/16**

Approved
 Approved with conditions (include below)
 Denied

LGU Findings and Conclusions (attach additional sheets as necessary):

On behalf of the Metropolitan Council, SEH Inc. submitted a wetland delineation for the Blue Line Light Rail Extension project located within Hennepin County in Brooklyn Park, Robbinsdale, Crystal, Golden Valley, and Minneapolis. The City of Golden Valley is the WCA LGU for the portion of the project within Golden Valley. Wetlands associated with this project within the City of Golden Valley are: W34, W37, W38, W39, W40, W41, W42, W46, W47, W49, W50. Note that W34 straddles both Robbinsdale and Golden Valley. For wetland delineation purposes, the Bassett Creek WMC has reviewed W34. In addition, W42 and W49 straddle both Golden Valley and Minneapolis. The City of Minneapolis has reviewed W42 and W49.

The preliminary wetland maps and wetland data forms were submitted on 6/22/15 in preparation for a site review of the wetland boundaries which took place on 6/29/15. Present at the site review were Ben Meyer with BWSR, Stacey Lijewski with Hennepin County, Melissa Jenny with the USACE, Adam Arvidson with the Minneapolis Park and Rec Board, Jeff Olson with SEH for the applicant, and Karen Wold with Barr for the City of Minneapolis, Bassett Creek WMC portion of Robbinsdale, and Golden Valley. Wetland edits were completed based on initial comments and a complete wetland delineation report was submitted on 12/11/15.

During a TEP meeting on 12/8/15, each LGU clarified that they would each retain jurisdiction for their portions of this project.

During the comment period, Karen Wold requested some minor wetland type revisions and wetland size designations. Based on these comments, SEH submitted a revised wetland summary table on 1/4/16, which was provided to the TEP on 1/5/16 and is also attached in this document. No other comments were received during the comment period.

The updated wetland summary table includes the following wetland types and sizes for wetlands within the City of Golden Valley jurisdiction:

Wetland ID	Field Verified Cowardin	Eggers & Reed Class.	Circ. 39 Class.	Basin Size (ac)
W37	PEM1A	Seas. flooded basin	Type 1	0.08
W38	PUBGx/PEMA	Open Water/wet (fresh) meadow	Type 5/2	3.08
W39	PUBGx	Open Water	Type 5	2.00
W40	PEM1A	Seas. flooded basin	Type 1	0.31
W41	PEM1A	Seas. flooded basin	Type 1	0.19
W46	PFO1A	Floodplain forest	Type 1	11.14
W47	PFO1A	Floodplain forest	Type 1	Part of W46
W50	PEM1A	Seas. flooded basin	Type 1	0.12

Note: Wetland Types per Circular 39 indicate the majority of wetland types within a delineated basin. Several other minor wetland types may also be present within the basin.

The wetland boundaries and updated wetland types were found to be accurate, based on the requirements of the 1987 USACE Wetland Delineation Manual, the 2010 Midwest Regional Supplement, and the 2015 Guidance for Submittal of Delineation Reports to the USACE and WCA LGU in Minnesota, Version 2.0. The City of Golden Valley approves the wetland boundaries and types.

For Replacement Plans using credits from the State Wetland Bank:

Bank Account #	Bank Service Area	County	Credits Approved for Withdrawal (sq. ft. or nearest .01 acre)

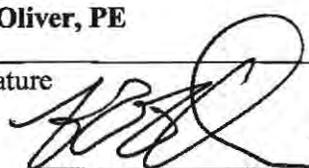
Replacement Plan Approval Conditions. In addition to any conditions specified by the LGU, the approval of a Wetland Replacement Plan is conditional upon the following:

- Financial Assurance:** For project-specific replacement that is not in-advance, a financial assurance specified by the LGU must be submitted to the LGU in accordance with MN Rule 8420.0522, Subp. 9 (List amount and type in LGU Findings).
- Deed Recording:** For project-specific replacement, evidence must be provided to the LGU that the BWSR "Declaration of Restrictions and Covenants" and "Consent to Replacement Wetland" forms have been filed with the county recorder's office in which the replacement wetland is located.
- Credit Withdrawal:** For replacement consisting of wetland bank credits, confirmation that BWSR has withdrawn the credits from the state wetland bank as specified in the approved replacement plan.

Wetlands may not be impacted until all applicable conditions have been met!

LGU Authorized Signature:

Signing and mailing of this completed form to the appropriate recipients in accordance with 8420.0255, Subp. 5 provides notice that a decision was made by the LGU under the Wetland Conservation Act as specified above. If additional details on the decision exist, they have been provided to the landowner and are available from the LGU upon request.

Name Jeff Oliver, PE	Title City Engineer	
Signature 	Date January 21, 2016	Phone Number and E-mail 763-593-8034 joliver@goldenvalleymn.gov

THIS DECISION ONLY APPLIES TO THE MINNESOTA WETLAND CONSERVATION ACT.

Additional approvals or permits from local, state, and federal agencies may be required. Check with all appropriate authorities before commencing work in or near wetlands.

Applicants proceed at their own risk if work authorized by this decision is started before the time period for appeal (30 days) has expired. If this decision is reversed or revised under appeal, the applicant may be responsible for restoring or replacing all wetland impacts.

This decision is valid for five years from the date of decision unless a longer period is advised by the TEP and specified in this notice of decision.

3. APPEAL OF THIS DECISION

Pursuant to MN Rule 8420.0905, any appeal of this decision can only be commenced by mailing a petition for appeal, including applicable fee, within thirty (30) calendar days of the date of the mailing of this Notice to the following as indicated:

Check one:

<input checked="" type="checkbox"/> Appeal of an LGU staff decision. Send petition and \$ <u>500</u> fee (if applicable) to:	<input type="checkbox"/> Appeal of LGU governing body decision. Send petition and \$500 filing fee to: Executive Director Minnesota Board of Water and Soil Resources 520 Lafayette Road North St. Paul, MN 55155
--	---

4. LIST OF ADDRESSEES

<input checked="" type="checkbox"/> SWCD TEP member: Stacey Lijewski
<input checked="" type="checkbox"/> BWSR TEP member: Ben Meyer
<input checked="" type="checkbox"/> LGU TEP member (if different than LGU Contact): Karen Wold (Barr)
<input checked="" type="checkbox"/> DNR TEP member: Leslie Parris, Kate Drewry
<input type="checkbox"/> DNR Regional Office (if different than DNR TEP member)
<input checked="" type="checkbox"/> City of Golden Valley: Eric Eckman and Jeff Oliver
<input checked="" type="checkbox"/> WD or WMO (if applicable): Laura Jester (BCWMC)
<input checked="" type="checkbox"/> Applicant and Landowner (if different) agent Jeff Olson (SEH)
<input type="checkbox"/> Members of the public who requested notice:
<input checked="" type="checkbox"/> Corps of Engineers Project Manager Melissa Jenny
<input type="checkbox"/> BWSR Wetland Bank Coordinator (wetland bank plan decisions only)

5. MAILING INFORMATION

➤ For a list of BWSR TEP representatives: www.bwsr.state.mn.us/aboutbwsr/workareas/WCA_areas.pdf

➤ For a list of DNR TEP representatives: www.bwsr.state.mn.us/wetlands/wca/DNR_TEP_contacts.pdf

➤ Department of Natural Resources Regional Offices:

NW Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 2115 Birchmont Beach Rd. NE Bemidji, MN 56601	NE Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 1201 E. Hwy. 2 Grand Rapids, MN 55744	Central Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 1200 Warner Road St. Paul, MN 55106	Southern Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 261 Hwy. 15 South New Ulm, MN 56073
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For a map of DNR Administrative Regions, see: http://files.dnr.state.mn.us/aboutdnr/dnr_regions.pdf

➤ For a list of Corps of Project Managers: www.mvp.usace.army.mil/regulatory/default.asp?pageid=687

or send to:

US Army Corps of Engineers
St. Paul District, ATTN: OP-R
180 Fifth St. East, Suite 700
St. Paul, MN 55101-1678

➤ For Wetland Bank Plan applications, also send a copy of the application to:

Minnesota Board of Water and Soil Resources
Wetland Bank Coordinator
520 Lafayette Road North
St. Paul, MN 55155

6. ATTACHMENTS

In addition to the site locator map, list any other attachments:

Updated wetland summary table

Wetland delineation maps

Minnesota Wetland Conservation Act

Notice of Decision

Local Government Unit (LGU) City of Minneapolis	Address 309 S Second Ave Room 300 Minneapolis, MN 55401
---	--

1. PROJECT INFORMATION

Applicant Name Metropolitan Council	Project Name Blue Line Light Rail Extension (LRT)	Date of Application 12/11/15	Application Number
---	--	---	-----------------------

Attach site locator map.

Type of Decision:

<input checked="" type="checkbox"/> Wetland Boundary or Type	<input type="checkbox"/> No-Loss	<input type="checkbox"/> Exemption	<input type="checkbox"/> Sequencing
<input type="checkbox"/> Replacement Plan	<input type="checkbox"/> Banking Plan		

2. LOCAL GOVERNMENT UNIT DECISION

Date of Decision: **1/22/16**

Approved
 Approved with conditions (include below)
 Denied

LGU Findings and Conclusions (attach additional sheets as necessary):

On behalf of the Metropolitan Council, SEH Inc. submitted a wetland delineation for the Blue Line Light Rail Extension project located within Hennepin County in Brooklyn Park, Robbinsdale, Crystal, Golden Valley, and Minneapolis. The City of Minneapolis is the WCA LGU for the portion of the project within Minneapolis. Wetlands associated with this project within the City of Minneapolis are: W42, W48, and W49. Note that W42 and W49 straddle both Golden Valley and Minneapolis. The City of Minneapolis has reviewed W42 and W49.

The preliminary wetland maps and wetland data forms were submitted on 6/22/15 in preparation for a site review of the wetland boundaries which took place on 6/29/15. Present at the site review were Ben Meyer with BWSR, Stacey Lijewski with Hennepin County, Melissa Jenny with the USACE, Adam Arvidson with the Minneapolis Park and Rec Board, Jeff Olson with SEH for the applicant, and Karen Wold with Barr for the City of Minneapolis, Bassett Creek WMC portion of Robbinsdale, and Golden Valley. Wetland edits were completed based on initial comments and a complete wetland delineation report was submitted on 12/11/15.

During a TEP meeting on 12/8/15, each LGU clarified that they would each retain jurisdiction for their portions of this project.

During the comment period, Karen Wold requested some minor wetland type revisions and wetland size designations. Based on these comments, SEH submitted a revised wetland summary table on 1/4/16, which was provided to the TEP on 1/5/16 and is also attached in this document. No other comments were received during the comment period.

The updated wetland summary table includes the following wetland types and sizes for wetlands within the City of Minneapolis jurisdiction:

Wetland ID	Field Verified Cowardin	Eggers & Reed Class.	Circ. 39 Class.	Basin Size (ac.)
W42	PSS1A	Shrub Carr	Type 6	0.29
W48	R2UBGx	Riverine	Type 4	0.50
W49	PFO1A	Floodplain forest	Type 1	0.08

Note: Wetland Types per Circular 39 indicate the majority of wetland types within a delineated basin. Several other minor wetland types may also be present within the basin.

The wetland boundaries and updated wetland types were found to be accurate, based on the requirements of the 1987 USACE Wetland Delineation Manual, the 2010 Midwest Regional Supplement, and the 2015 Guidance for Submittal of Delineation Reports to the USACE and WCA LGU in Minnesota, Version 2.0. The City of Minneapolis approves the wetland boundaries and types.

For Replacement Plans using credits from the State Wetland Bank:

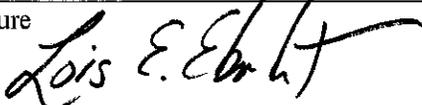
Bank Account #	Bank Service Area	County	Credits Approved for Withdrawal (sq. ft. or nearest .01 acre)

Replacement Plan Approval Conditions. In addition to any conditions specified by the LGU, the approval of a Wetland Replacement Plan is conditional upon the following:

- Financial Assurance:** For project-specific replacement that is not in-advance, a financial assurance specified by the LGU must be submitted to the LGU in accordance with MN Rule 8420.0522, Subp. 9 (List amount and type in LGU Findings).
- Deed Recording:** For project-specific replacement, evidence must be provided to the LGU that the BWSR "Declaration of Restrictions and Covenants" and "Consent to Replacement Wetland" forms have been filed with the county recorder's office in which the replacement wetland is located.
- Credit Withdrawal:** For replacement consisting of wetland bank credits, confirmation that BWSR has withdrawn the credits from the state wetland bank as specified in the approved replacement plan.

Wetlands may not be impacted until all applicable conditions have been met!

LGU Authorized Signature:

Signing and mailing of this completed form to the appropriate recipients in accordance with 8420.0255, Subp. 5 provides notice that a decision was made by the LGU under the Wetland Conservation Act as specified above. If additional details on the decision exist, they have been provided to the landowner and are available from the LGU upon request.		
Name Lois Eberhart	Title City of Minneapolis Water Resources Regulatory Administrator	
Signature 	Date January 22, 2016	Phone Number and E-mail 612-673-3260 lois.eberhart@minneapolismn.gov

THIS DECISION ONLY APPLIES TO THE MINNESOTA WETLAND CONSERVATION ACT. Additional approvals or permits from local, state, and federal agencies may be required. Check with all appropriate authorities before commencing work in or near wetlands.

Applicants proceed at their own risk if work authorized by this decision is started before the time period for appeal (30 days) has expired. If this decision is reversed or revised under appeal, the applicant may be responsible for restoring or replacing all wetland impacts.

This decision is valid for three years from the date of decision unless a longer period is advised by the TEP and specified in this notice of decision.

3. APPEAL OF THIS DECISION

Pursuant to MN Rule 8420.0905, any appeal of this decision can only be commenced by mailing a petition for appeal, including applicable fee, within thirty (30) calendar days of the date of the mailing of this Notice to the following as indicated:

Check one:

<input checked="" type="checkbox"/> Appeal of an LGU staff decision. Send petition and \$0.00 fee to: Lois Eberhart, City of Minneapolis Water Resources Regulatory Administrator Public Works – Surface Water & Sewers Div. City of Lakes Building Room 300 309 S. Second Avenue Minneapolis MN 55401	<input type="checkbox"/> Appeal of LGU governing body decision. Send petition and \$500 filing fee to: Executive Director Minnesota Board of Water and Soil Resources 520 Lafayette Road North St. Paul, MN 55155
--	---

4. LIST OF ADDRESSEES

<input checked="" type="checkbox"/> SWCD TEP member: Stacey Lijewski <input checked="" type="checkbox"/> BWSR TEP member: Ben Meyer <input checked="" type="checkbox"/> LGU TEP member (if different than LGU Contact): Karen Wold (Barr) <input checked="" type="checkbox"/> DNR TEP member: Leslie Parris, Kate Drewry <input type="checkbox"/> DNR Regional Office (if different than DNR TEP member) <input checked="" type="checkbox"/> City of Minneapolis: Lois Eberhart and Elizabeth Stout <input checked="" type="checkbox"/> WD or WMO (if applicable): Laura Jester (BCWMC) <input checked="" type="checkbox"/> Applicant and Landowner (if different) agent Jeff Olson (SEH) <input type="checkbox"/> Members of the public who requested notice: <input checked="" type="checkbox"/> Corps of Engineers Project Manager Melissa Jenny <input type="checkbox"/> BWSR Wetland Bank Coordinator (wetland bank plan decisions only)

5. MAILING INFORMATION

➤ For a list of BWSR TEP representatives: www.bwsr.state.mn.us/aboutbwsr/workareas/WCA_areas.pdf

➤ For a list of DNR TEP representatives: www.bwsr.state.mn.us/wetlands/wca/DNR_TEP_contacts.pdf

➤ Department of Natural Resources Regional Offices:

NW Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 2115 Birchmont Beach Rd. NE Bemidji, MN 56601	NE Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 1201 E. Hwy. 2 Grand Rapids, MN 55744	Central Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 1200 Warner Road St. Paul, MN 55106	Southern Region: Reg. Env. Assess. Ecol. Div. Ecol. Resources 261 Hwy. 15 South New Ulm, MN 56073
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For a map of DNR Administrative Regions, see: http://files.dnr.state.mn.us/aboutdnr/dnr_regions.pdf

➤ For a list of Corps of Project Managers: www.mvp.usace.army.mil/regulatory/default.asp?pageid=687 or send to:

US Army Corps of Engineers

St. Paul District, ATTN: OP-R
180 Fifth St. East, Suite 700
St. Paul, MN 55101-1678

- For Wetland Bank Plan applications, also send a copy of the application to:
Minnesota Board of Water and Soil Resources
Wetland Bank Coordinator
520 Lafayette Road North
St. Paul, MN 55155

6. ATTACHMENTS

In addition to the site locator map, list any other attachments:

- Updated wetland summary table**
- Wetland delineation maps**
-
-
-

Minnesota Wetland Conservation Act

Notice of Decision

Local Government Unit (LGU) Shingle Creek/West Mississippi WMC	Address 3235 Fernbrook Lane Plymouth, MN 55447
--	---

1. PROJECT INFORMATION

Applicant Name Metropolitan Council	Project Name Blue Line LRT	Date of Application 10/28/2015 (Decision period extended 12/22/2015)	Application Number
<input checked="" type="checkbox"/> Attach site locator map.			

Type of Decision:

<input checked="" type="checkbox"/> Wetland Boundary or Type	<input type="checkbox"/> No-Loss	<input type="checkbox"/> Exemption	<input type="checkbox"/> Sequencing
<input type="checkbox"/> Replacement Plan	<input type="checkbox"/> Banking Plan		

Technical Evaluation Panel Findings and Recommendation (if any):

<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Approve with conditions	<input type="checkbox"/> Deny
Summary (or attach):		

2. LOCAL GOVERNMENT UNIT DECISION

Date of Decision: 2/10/2016		
<input type="checkbox"/> Approved	<input checked="" type="checkbox"/> Approved with conditions (include below)	<input type="checkbox"/> Denied

LGU Findings and Conclusions (attach additional sheets as necessary):

SEH submitted a wetland delineation report on behalf of the Metropolitan Council for the Blue Line LRT transportation project, located within the cities of Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis. This Notice of Decision specifically addresses the portion of the project within Shingle Creek and West Mississippi Watersheds north of 36th Ave N in the Cities of Robbinsdale, Crystal, and Brooklyn Park. The Applicant is proposing to construct the Blue Line Light Rail Extension from the existing Target Field station to an end station in Brooklyn Park. The total project area consists of approximately 13 linear miles, of which this review addresses approximately 9 linear miles.

A wetland delineation report was completed by Jeff Olson of Short Elliot Hendrickson (SEH), Inc. on September 30, 2015. 39 wetlands (Wetlands 1-17, 26-30, 33-36, 44, 45, and 51) are located north of 36th Ave N and were identified within watershed boundaries and are included in this review. Wenck staff conducted a field review of wetland boundaries with BWSR and Army Corps staff on July 10, 2015 and the TEP was in agreement with the delineated boundaries and wetland types.

An additional TEP meeting was conducted December 8, 2015 to discuss the wetland delineation report findings. The TEP also discussed impacts to the Target North Campus mitigation wetland (Wetland 51), which was constructed in 2003 and is in permanent conservation easement. Note that the boundary of Wetland 51 was not delineated in the field and is not included in this decision.

The TEP requested that SEH revise the forested PFO wetland Eggers and Reed types from seasonally flooded basins to floodplain forest. SEH submitted a revised table summarizing the identified wetland types which is attached to this document (See “Revised Wetland Summary Table”).

Shingle Creek and West Mississippi WMCs approve the boundaries as documented in the attached Revised Wetland Delineation Figures and the wetland types as summarized in the attached Revised Wetland Summary Table with the exception of Wetland 51 on the Target North Campus.

This decision is valid for five years.

For Replacement Plans using credits from the State Wetland Bank:

Bank Account #	Bank Service Area	County	Credits Approved for Withdrawal (sq. ft. or nearest .01 acre)

Replacement Plan Approval Conditions. In addition to any conditions specified by the LGU, the approval of a Wetland Replacement Plan is conditional upon the following:

- Financial Assurance:** For project-specific replacement that is not in-advance, a financial assurance specified by the LGU must be submitted to the LGU in accordance with MN Rule 8420.0522, Subp. 9 (List amount and type in LGU Findings).
- Deed Recording:** For project-specific replacement, evidence must be provided to the LGU that the BWSR “Declaration of Restrictions and Covenants” and “Consent to Replacement Wetland” forms have been filed with the county recorder’s office in which the replacement wetland is located.
- Credit Withdrawal:** For replacement consisting of wetland bank credits, confirmation that BWSR has withdrawn the credits from the state wetland bank as specified in the approved replacement plan.

Wetlands may not be impacted until all applicable conditions have been met!

LGU Authorized Signature:

Signing and mailing of this completed form to the appropriate recipients in accordance with 8420.0255, Subp. 5 provides notice that a decision was made by the LGU under the Wetland Conservation Act as specified above. If additional details on the decision exist, they have been provided to the landowner and are available from the LGU upon request.

Name Wes Boll, Wenck Associates, Inc.	Title WM WMC WCA Agent	
Signature 	Date 2/10/2016	Phone Number and E-mail (763)479-4283 wboll@wenck.com

THIS DECISION ONLY APPLIES TO THE MINNESOTA WETLAND CONSERVATION ACT. Additional approvals or permits from local, state, and federal agencies may be required. Check with all appropriate authorities before commencing work in or near wetlands.

Applicants proceed at their own risk if work authorized by this decision is started before the time period for appeal (30 days) has expired. If this decision is reversed or revised under appeal, the applicant may be responsible for restoring or replacing all wetland impacts.

This decision is valid for three years from the date of decision unless a longer period is advised by the TEP and specified in this notice of decision.

3. APPEAL OF THIS DECISION

Pursuant to MN Rule 8420.0905, any appeal of this decision can only be commenced by mailing a petition for appeal, including applicable fee, within thirty (30) calendar days of the date of the mailing of this Notice to the following as indicated:

Check one:

<input checked="" type="checkbox"/> Appeal of an LGU staff decision. Send petition and \$_____ fee (if applicable) to: Wes Boll Wenck Associates 1800 Pioneer Creek Center Maple Plain, MN 55359	<input type="checkbox"/> Appeal of LGU governing body decision. Send petition and \$500 filing fee to: Executive Director Minnesota Board of Water and Soil Resources 520 Lafayette Road North St. Paul, MN 55155
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4. LIST OF ADDRESSEES

<input checked="" type="checkbox"/> SWCD TEP member: Stacey Lijewski – stacey.lijewski@co.hennepin.mn.us <input checked="" type="checkbox"/> BWSR TEP member: Ben Meyer- ben.meyer@state.mn.us <input checked="" type="checkbox"/> LGU TEP member (if different than LGU Contact): City of Brooklyn Park – Jesse Struve – jesse.struve@brooklynpark.org <input type="checkbox"/> DNR TEP member: <input checked="" type="checkbox"/> DNR Regional Office (if different than DNR TEP member): Leslie Parris - leslie.parris@state.mn.us <input type="checkbox"/> WD or WMO (if applicable): <input checked="" type="checkbox"/> Applicant (notice only) and Landowner (if different): Applicant: Met Council – bluelineext@metrotransit.org <input checked="" type="checkbox"/> Members of the public who requested notice (notice only): Consultant: SEH, Inc. (Jeff Olson)-jolson@sehinc.com <input checked="" type="checkbox"/> Corps of Engineers Project Manager (notice only): Melissa Jenny – Melissa.m.jenny@usace.army.mil <input type="checkbox"/> BWSR Wetland Bank Coordinator (wetland bank plan applications only)
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5. MAILING INFORMATION

➤ For a list of BWSR TEP representatives: www.bwsr.state.mn.us/aboutbwsr/workareas/WCA_areas.pdf

➤ For a list of DNR TEP representatives: www.bwsr.state.mn.us/wetlands/wca/DNR_TEP_contacts.pdf

➤ Department of Natural Resources Regional Offices:

<u>NW Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 2115 Birchmont Beach Rd. NE Bemidji, MN 56601	<u>NE Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 1201 E. Hwy. 2 Grand Rapids, MN 55744	<u>Central Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 1200 Warner Road St. Paul, MN 55106	<u>Southern Region:</u> Reg. Env. Assess. Ecol. Div. Ecol. Resources 261 Hwy. 15 South New Ulm, MN 56073
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➤ For a list of Corps of Project Managers: www.mvp.usace.army.mil/regulatory/default.asp?pageid=687
 or send to:

US Army Corps of Engineers
 St. Paul District, ATTN: OP-R

180 Fifth St. East, Suite 700
St. Paul, MN 55101-1678

- For Wetland Bank Plan applications, also send a copy of the application to:
Minnesota Board of Water and Soil Resources
Wetland Bank Coordinator
520 Lafayette Road North
St. Paul, MN 55155

6. ATTACHMENTS

In addition to the site locator map, list any other attachments:

- Revised Wetland Delineation Figures**
- Revised Wetland Summary Table**
-
-
-



REPLY TO
ATTENTION

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

JUN 19 2013

Operations
Regulatory (2012-01051-MMJ)

Mr. Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843

Dear Mr. Rusco:

We have reviewed the documents you recently provided regarding the Bottineau Transitway Project. As a cooperating agency in the preparation of the Environmental Impact Statement (EIS) for this project, this letter contains comments on Chapters 1 and 2 (1.16.13 version) of the Bottineau Transitway Preliminary Draft EIS (PDEIS). This letter is also intended to provide Corps concurrence with Points 1 (Purpose and Need) and 2 (Alternatives Carried Forward) for the Bottineau Transitway Project, as outlined in the National Environmental Policy Act (NEPA) / Section 404 Clean Water Act (404) merger process.

Chapter 1 of the PDEIS discusses the purpose and need for the Bottineau Transitway Project, and states: "The purpose of the Bottineau Transitway is to provide transit service which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public." The project need is described as: "the Bottineau Transitway project is needed to effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel-time competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.

The Corps concurs with the abovementioned purpose and need statements for use in Bottineau Transitway Project NEPA documentation. Chapter 1 has also provided us with sufficient information to determine the overall project purpose for the Bottineau Transitway Project. As described in the 404(b)(1) Guidelines (Guidelines) of the Clean Water Act, the overall project purpose is what the Corps uses to direct the range of reasonable alternatives to be considered in our 404 permit application review process. We suggest the following overall project purpose, which also includes a more defined geographic boundary: "to provide high-capacity, competitive transit service within the Bottineau Transitway study area."

Our suggested overall project purpose coincides with the transit alternatives that were considered and advanced for further study in the Bottineau Transitway Alternatives Analysis Study Final Report (AA Study), as described in Chapter 2 of the PDEIS. Therefore, the Corps concurs with the array of

alternatives considered for this project, as well as the alternatives that were carried forward for further review, as described below.

The AA Study considered a wide range of transit modes and alignments within the Bottineau Transitway study area. The study progressively narrowed the transitway build alternatives to a set of 21 alternatives (9 light rail transit (LRT) and 12 bus rapid transit (BRT) alignments) to be studied in more detail. Those alternatives were then evaluated against a set of defined goals and evaluating criteria, and 4 LRT alternatives (A-C-D1, B-C-D1, A-C-D2, & B-C-D2), and 1 BRT alternative (B-C-D1) were carried forward for consideration as the Locally Preferred Alternative (LPA). After additional evaluation of the remaining alternatives, the Draft EIS for the Bottineau Transitway Project will be recommending LRT alternative B-C-D1 as the LPA.

To comply with the Guidelines, the alternatives analysis must consider ways to avoid and minimize impacts to waters of the U.S. (WOUS) so that the least environmentally-damaging practicable alternative (LEDPA) can be identified. The Guidelines specifically require that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (40 CFR § 230.10(a)). Per the Guidelines, a practicable alternative is defined as available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose. Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps decision regarding whether a less damaging practicable alternative is available.

We have reviewed the draft Water Resources Technical Report prepared for the Bottineau Transitway Project, as well as the technical memorandums, dated May 7, 2012, specifically comparing Alignments A versus B, and Alignments D1 versus D2. Following is a summary of estimated impacts to WOUS that would result from the alignments currently being considered for this project: Alignment A - 1.8 acres of wetland impact, Alignment B - 5.9 acres of wetland impact, Alignment C - 0.7 acre of wetland impact, Alignment D1 - 6.1 acres of wetland impact, and Alignment D2 - 0.7 acre of wetland impact. Alignment C is a common segment to all alternatives. As described, Alternative A-C-D2 would result in the least amount of impacts to WOUS.

You have provided sufficient information describing the limiting factors associated with Alignment D2, and we agree with the selection of Alignment D1 as a portion of the LPA. However, we currently do not have enough information to make a determination regarding Alignments A versus B, mainly because the location of the Operations and Maintenance Facility (OMF) at the northern end of Alternative B has yet to be determined, and the aquatic impacts associated with the alternate locations vary considerably.

Without knowing the final location or the potential impacts to WOUS associated with the OMF, we cannot determine if the entire LPA (B-C-D1) would qualify as the LEDPA, as defined in the Guidelines. Therefore, we are currently unable to comment on concurrence point 3 of the NEPA/404 merger process.

The burden of proof to demonstrate compliance with the Guidelines rests with the applicant; where insufficient information is provided to determine compliance, the Guidelines require that no

permit be issued. If you plan to move forward with Alternative B-C-D1 as the LPA, please submit additional information to support your decision to eliminate Alignment A from consideration.

Thank you for the opportunity to comment on Chapters 1 and 2 of the Bottineau Transitway Preliminary Draft EIS. We are committed to continuing coordination with you and the local Bottineau Transitway project team on concurrence point 3 of the NEPA/404 merger process, through technical review of the DEIS chapters, and through evaluation of impact avoidance measures. For further information, please contact Melissa Jenny, the Corps project manager for Hennepin County, at 651-290-5363 or Melissa.m.jenny@usace.army.mil.

Sincerely,



ts Tamara E. Cameron
Chief, Regulatory Branch

Copy furnished:
Maya Sarna, Federal Transit Authority
Kathryn O'Brien, Metro Transit
Joseph Gladke, Hennepin County Regional Rail Authority
Jeanne Witzig, Kimley-Horne
Beth Kunkle, Kimley-Horne



REPLY TO
ATTENTION

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

OCT 01 2013

Operations
Regulatory (2012-01051-MMJ)

Mr. Brent Rusco
Senior Professional Engineer
Hennepin County
Housing, Community Works & Transit
Engineering and Transit Planning
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415-1843

Dear Mr. Rusco:

We have reviewed the documents you provided in response to our request for additional information regarding the Bottineau Transitway Project. After reviewing this additional information we can now concur with Point 3 (Identification of the Selected Alternative) for the Bottineau Transitway Project, as outlined in the National Environmental Policy Act (NEPA) / Section 404 Clean Water Act (404) merger process.

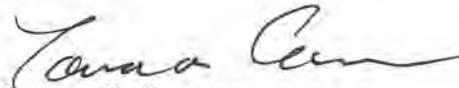
As stated in our earlier letter, to comply with our 404(b)(1) Guidelines (Guidelines), the alternatives analysis for the Bottineau Transitway must consider ways to avoid and minimize impacts to waters of the U.S. (WOUS) so that the least environmentally damaging practicable alternative (LEDPA) can be identified. Per the Guidelines, a practicable alternative is defined as available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose.

Numerous alignment configurations or alternatives were considered for this project. After reviewing the preliminary wetland impact calculations completed for each alignment, we determined that project alternative A-C-D2 would result in the least amount of impact to WOUS. However, the Locally Preferred Alternative (LPA) for the Bottineau Transitway Project is alternative B-C-D1. At the time of our last letter, you had provided enough information for us to determine that alignment D2 is not a practicable alternative for this project, and we agreed that alignment D1 would be acceptable as part of the LEDPA. You have now provided sufficient information to demonstrate that alignment A is also not a practicable alternative. Therefore, we have made a preliminary determination that the selected alternative B-C-D1 is the LEDPA.

As is typical of a NEPA/404 merger process, if substantial new information regarding alternative B-C-D1 is brought forward later in the project development process, we may revisit this decision and our concurrence that the selected alternative is the LEDPA. In addition, we anticipate further opportunity for avoidance and minimization of impacts to WOUS as the LPA is further refined during the design phase.

We look forward to reviewing the Draft EIS for this project. For further information, please contact Melissa Jenny, the Corps project manager for Hennepin County, at 651-290-5363 or Melissa.m.jenny@usace.army.mil.

Sincerely,



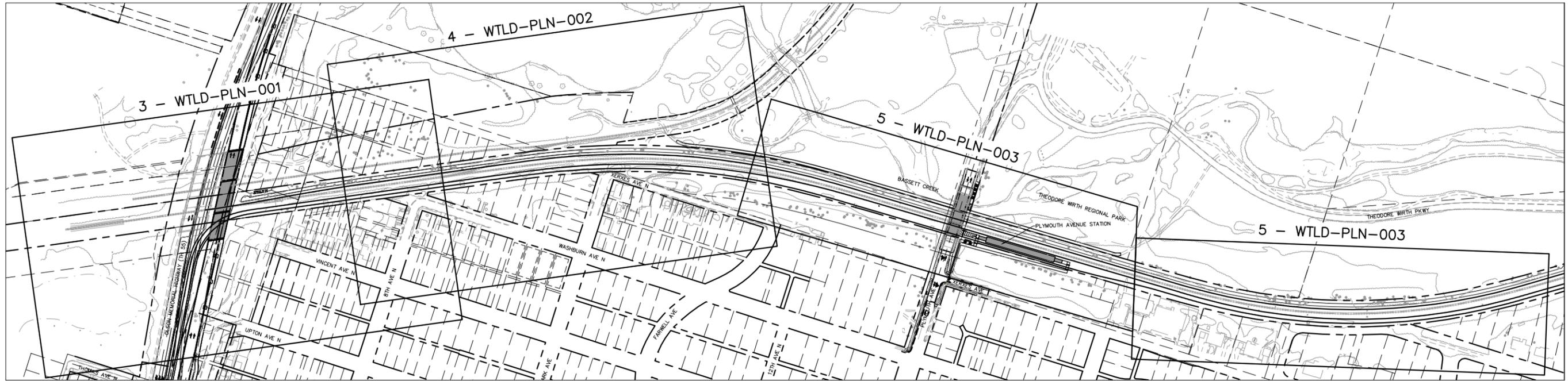
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Beth Kunkle, Kimley-Horne

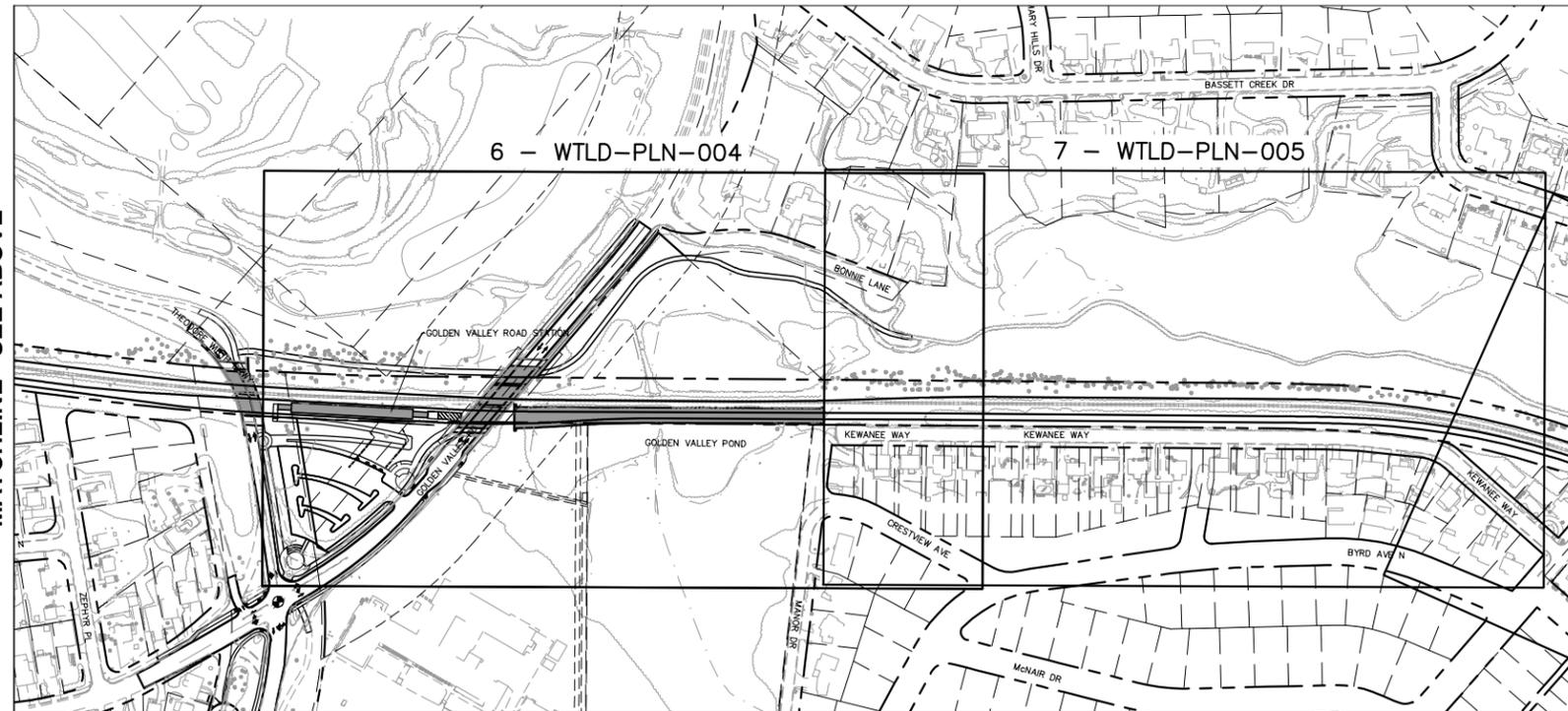
Appendix B

Proposed BLRT Extension Project Planset (Planview and Cross-Sections)
Depicting Impacts to Wetlands and Aquatic Resources

May, 10 2016 05:09 pm H:\BPO\550_Design_Consultant\CAD\000-OVERALL\PE\EXHIBITS\CIVIL\404WetlandPlans\0-WetlandIndex.dwg By: V-HuynhMC



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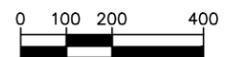
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Kimley»Horn

BLUE LINE LRT EXTENSION

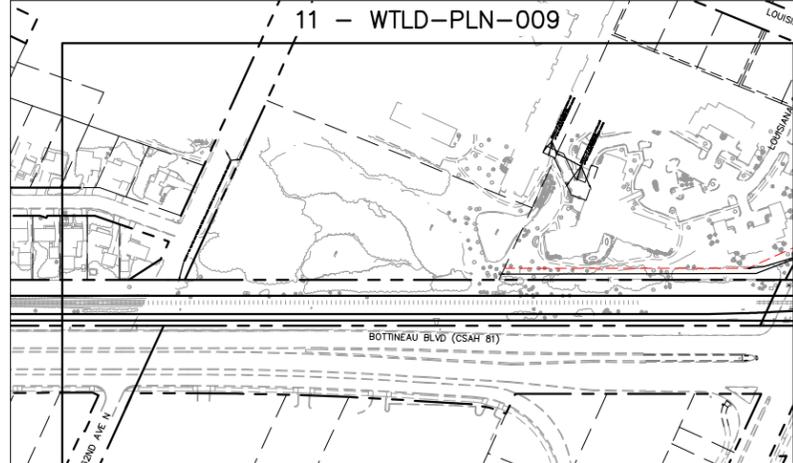
SECTION 404
WETLAND IMPACTS - INDEX



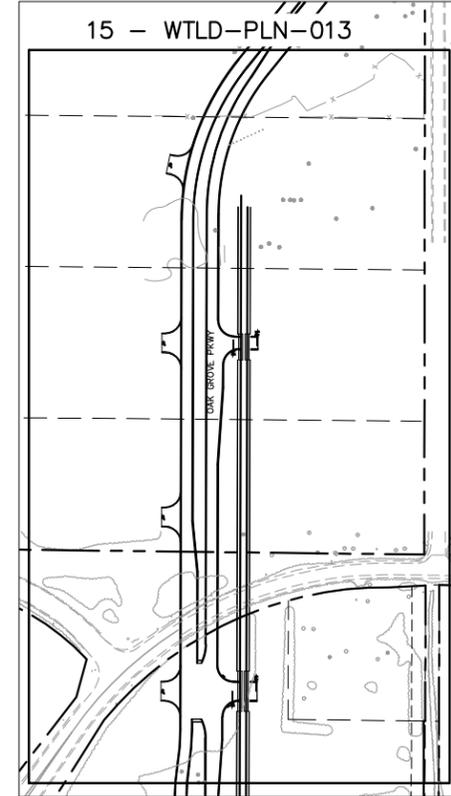
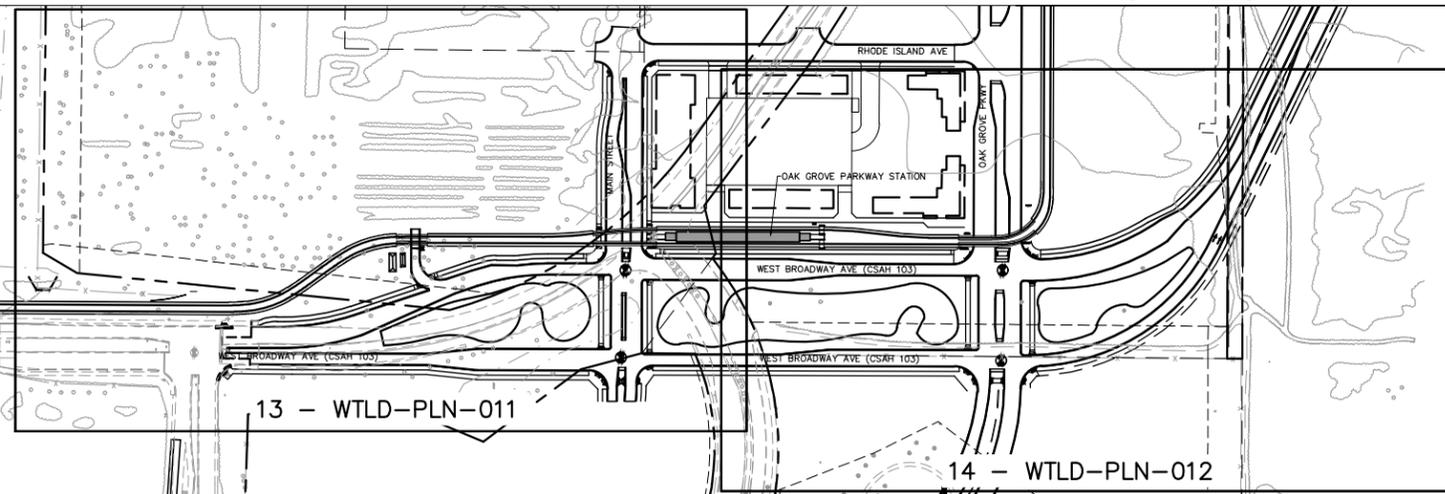
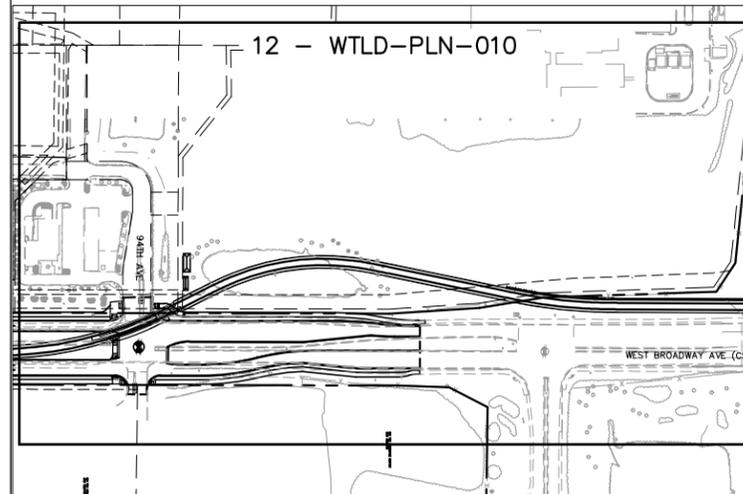
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DRAFT-WORK IN PROCESS



Kimley»Horn

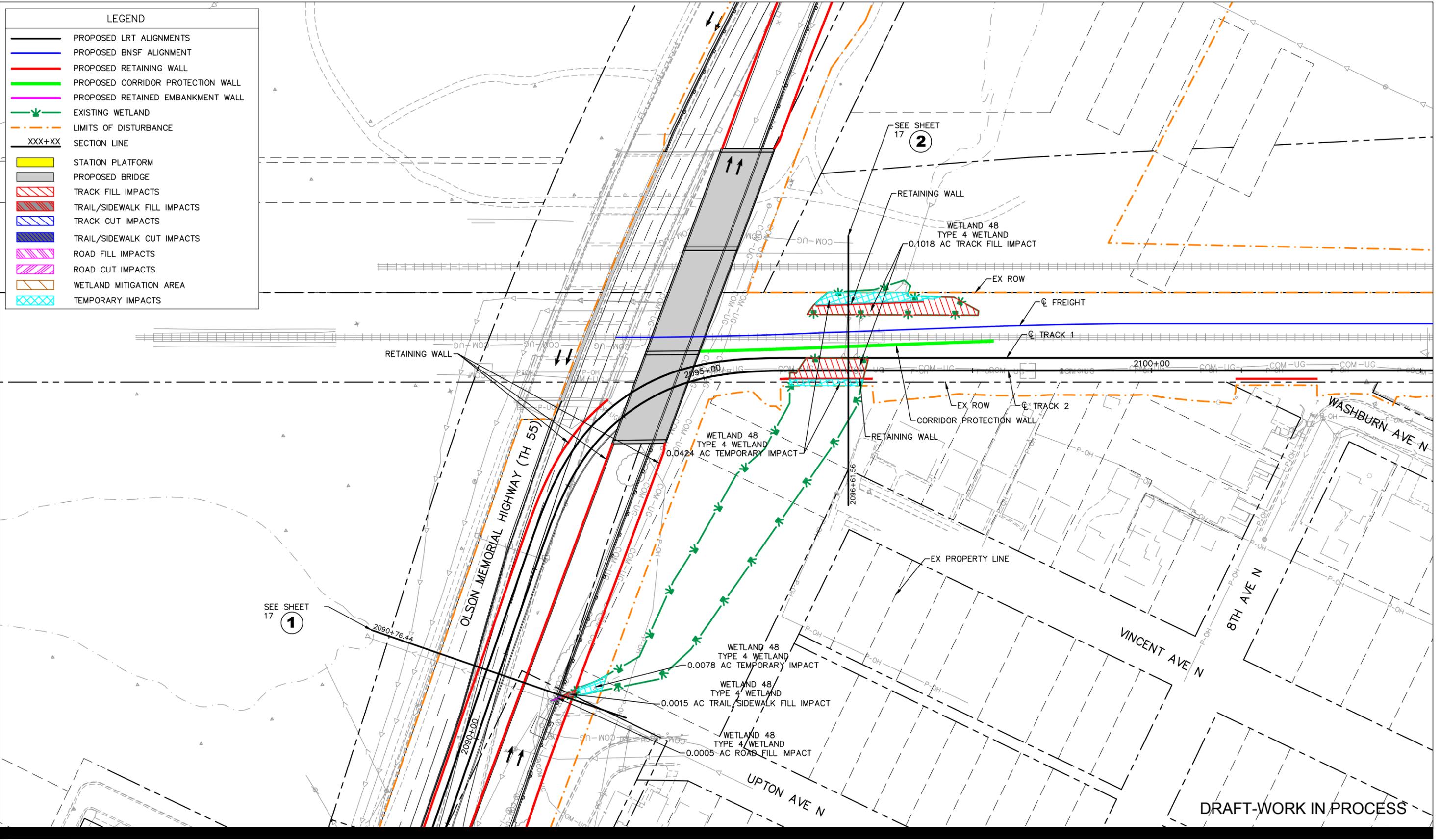
BLUE LINE LRT EXTENSION

SECTION 404
WETLAND IMPACTS - INDEX



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5/6/2016

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Kimley»Horn

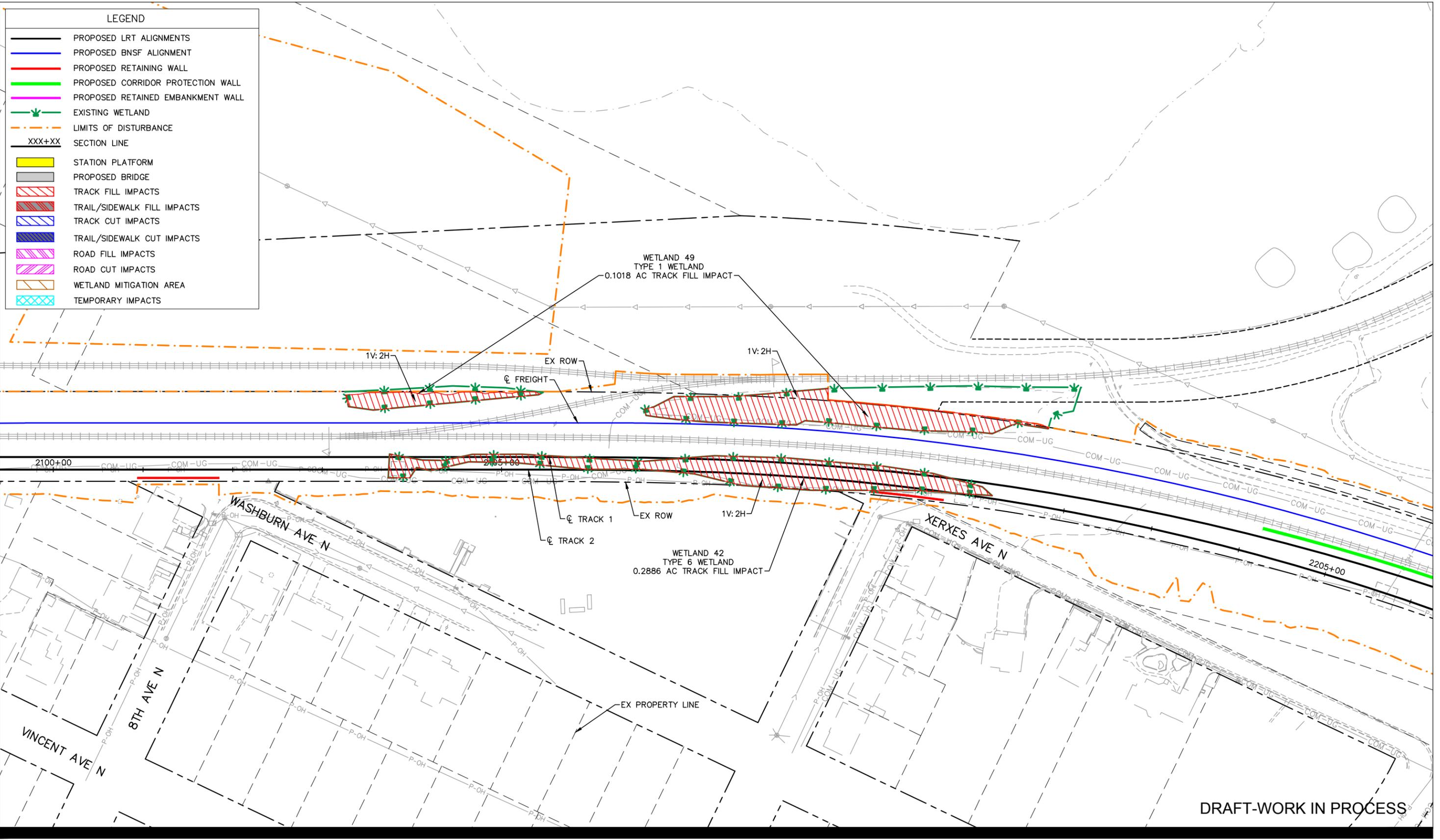
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SECTION 404
WETLAND IMPACTS - PLAN VIEW



DATE:
5/10/2016

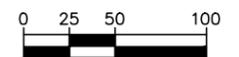
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Kimley»Horn

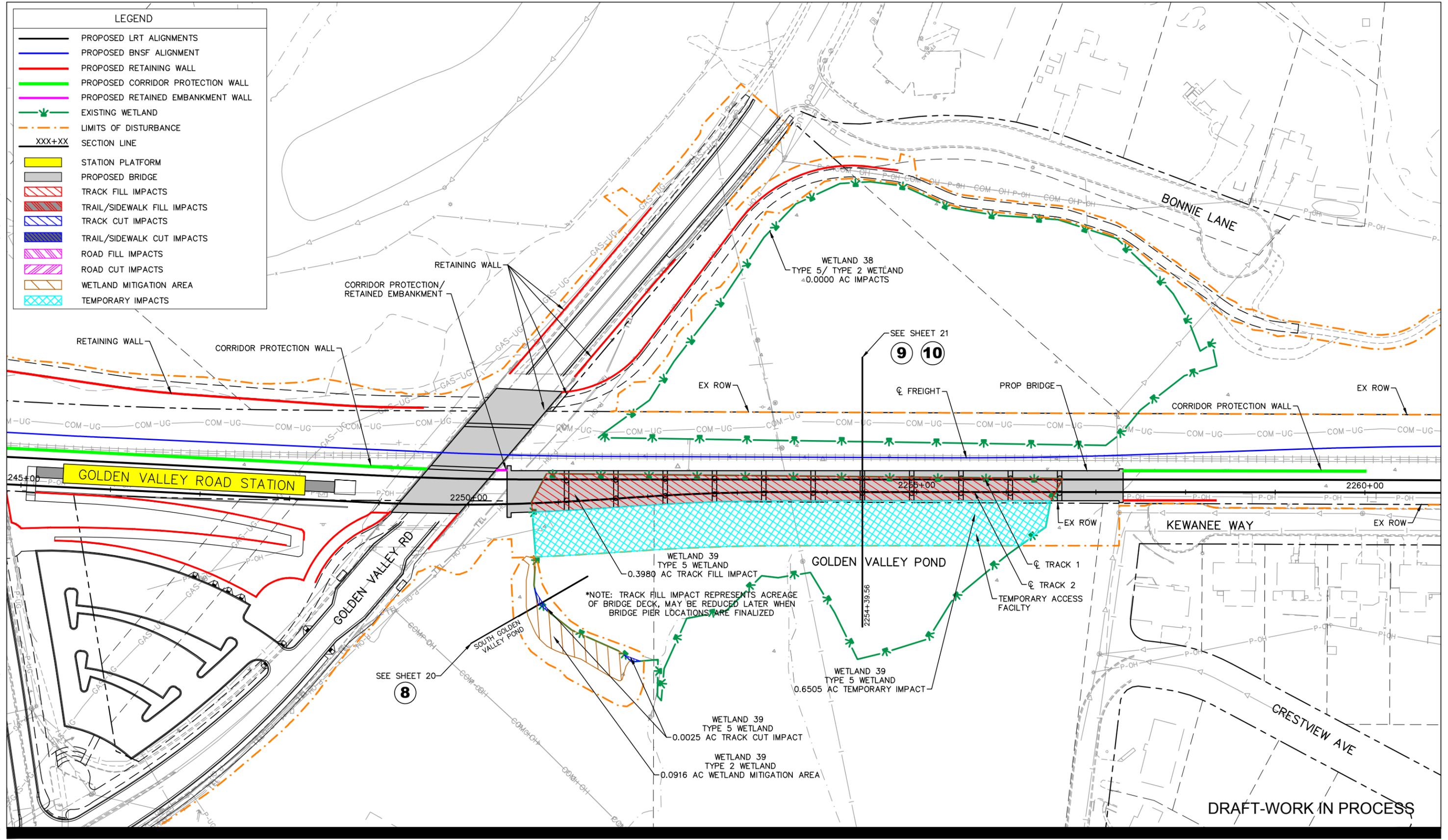
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5/10/2016

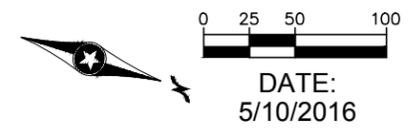
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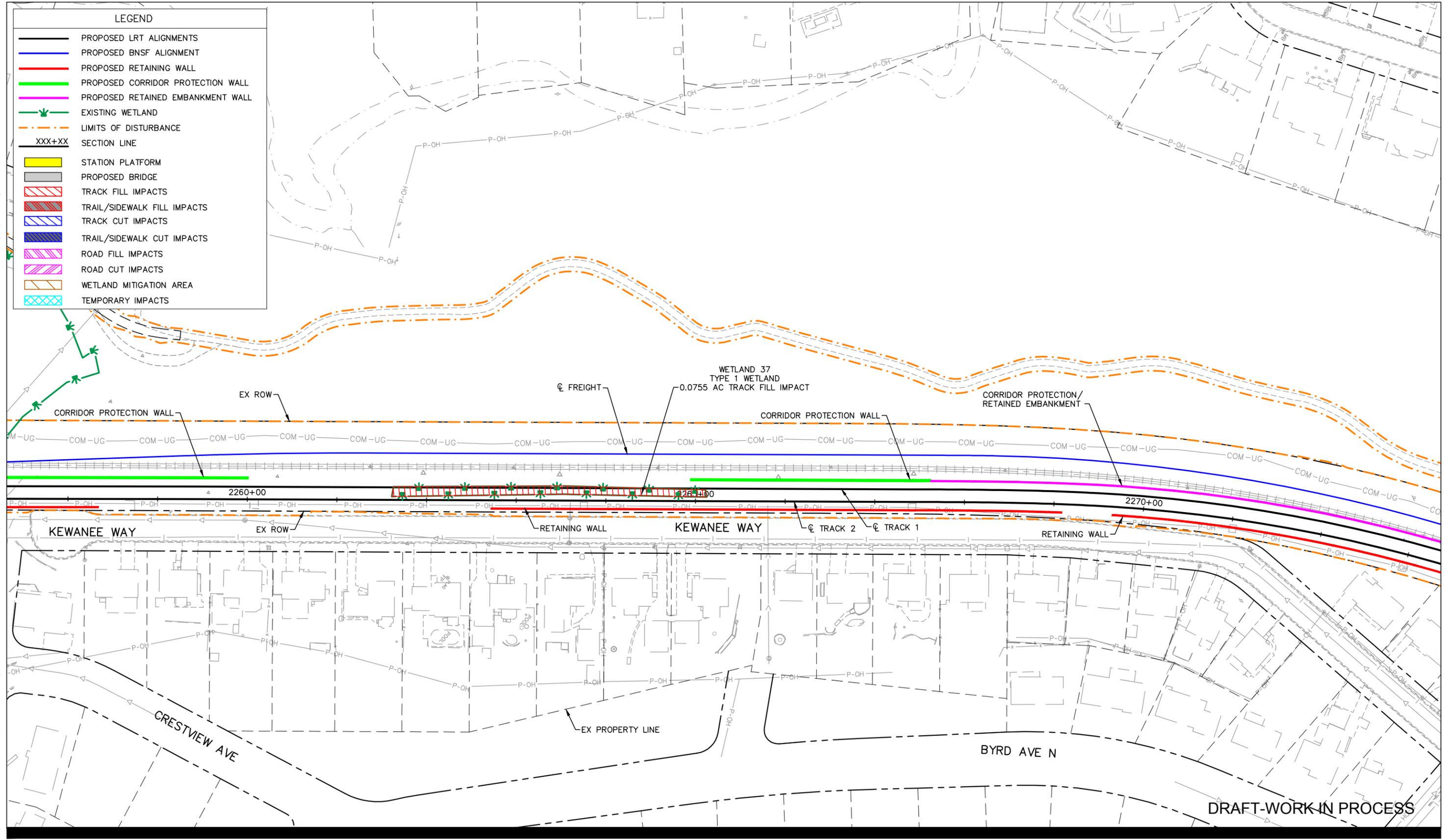
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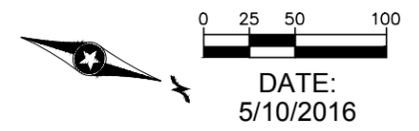
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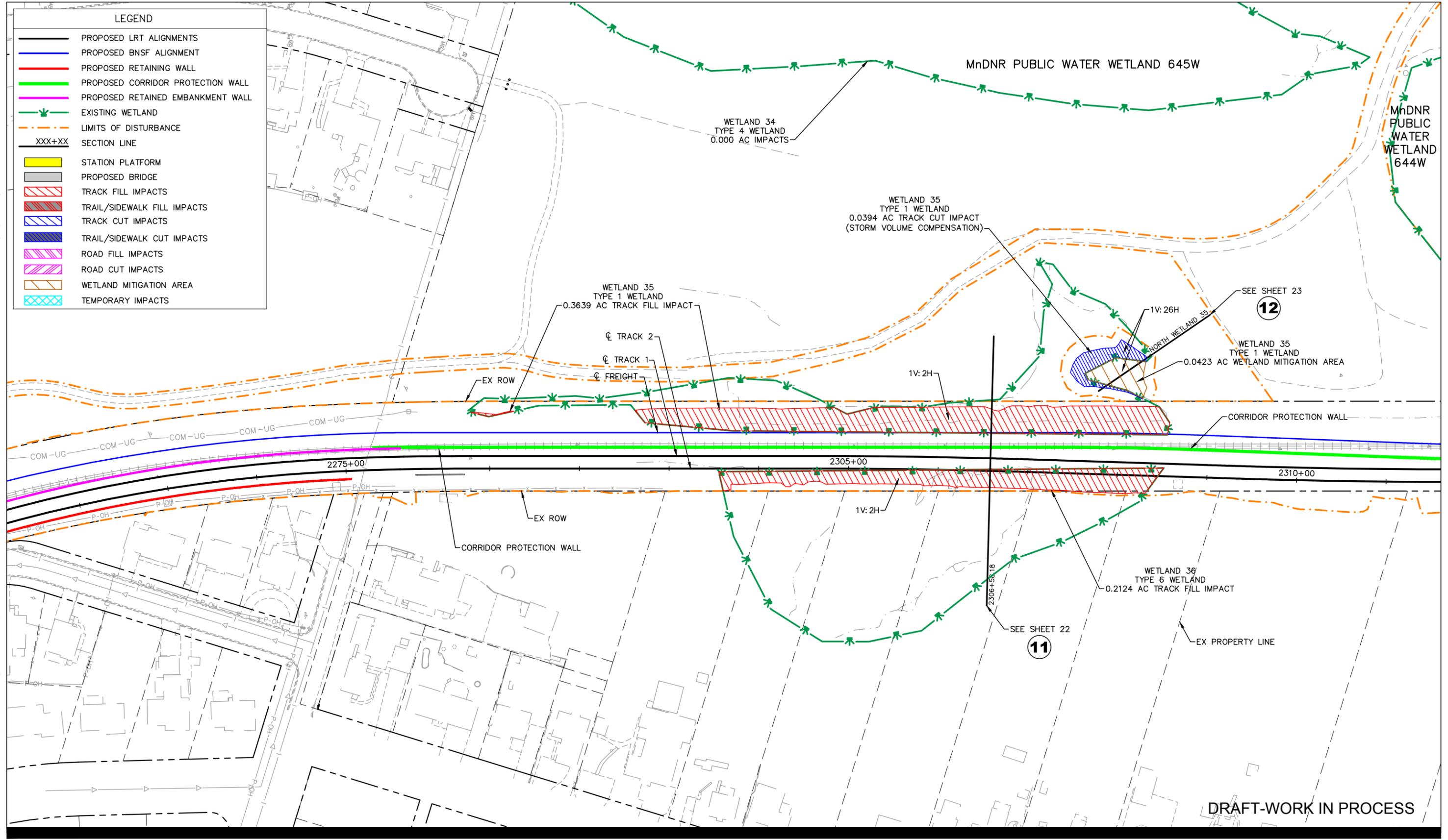
Kimley»Horn

BLUE LINE LRT EXTENSION

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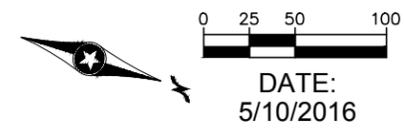
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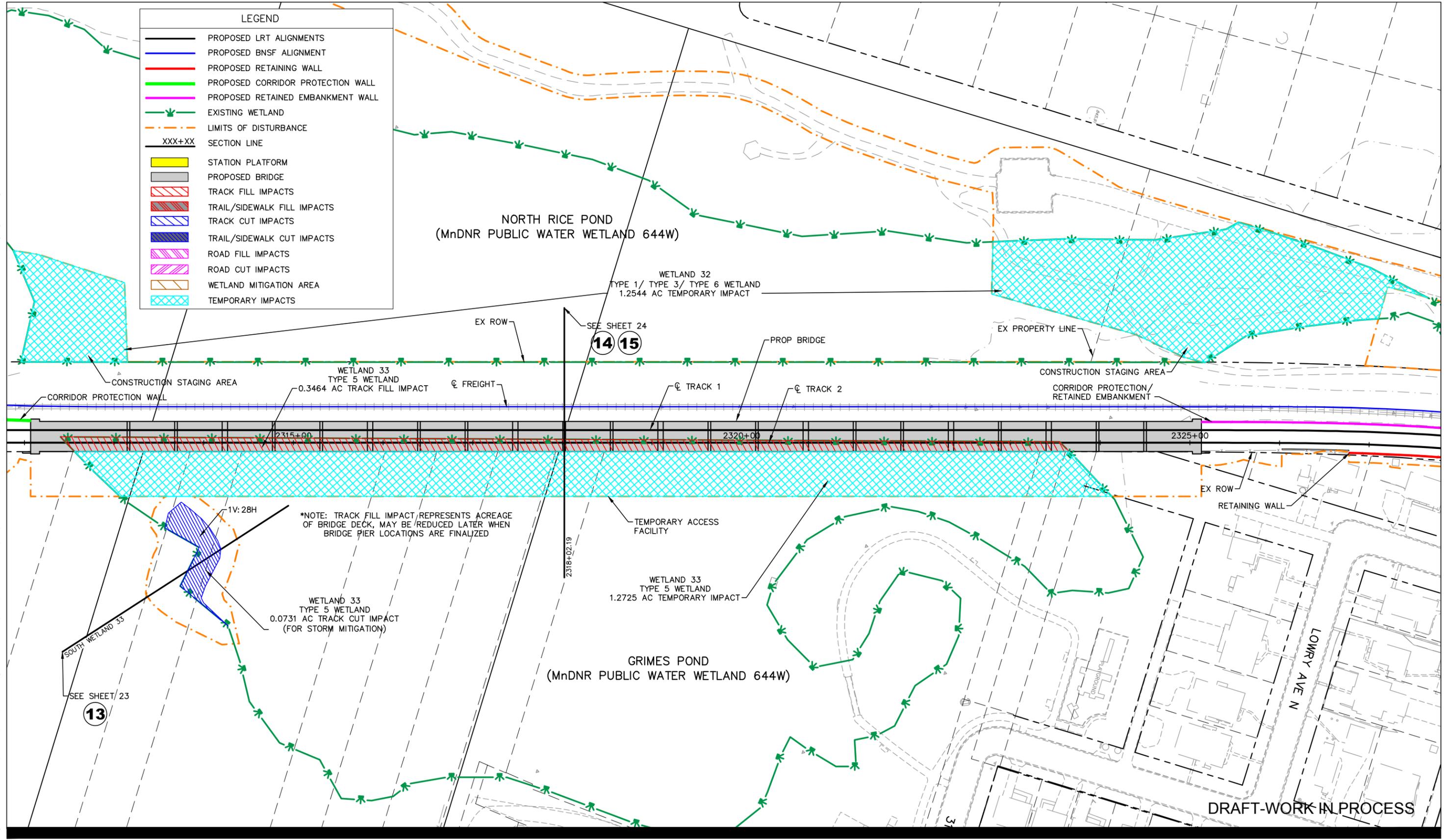
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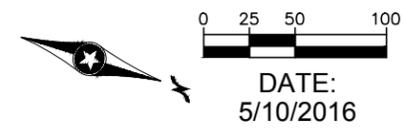
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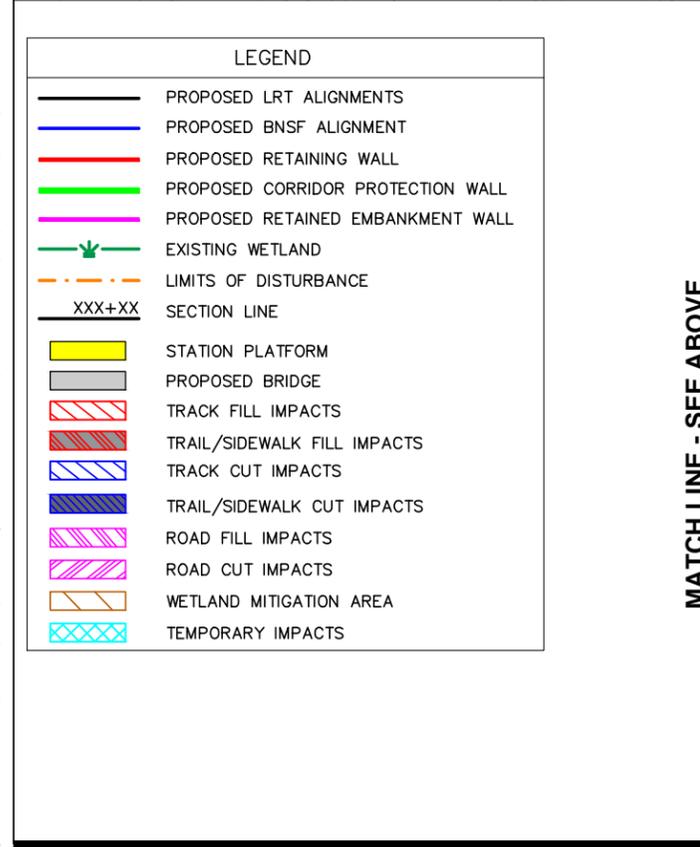
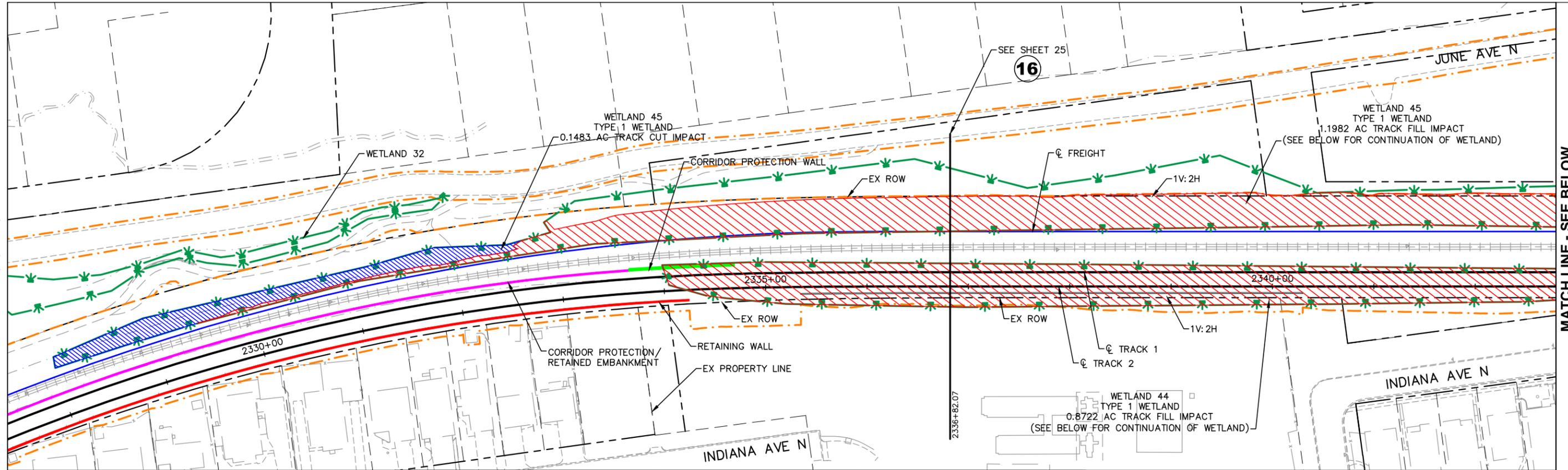
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WETLAND IMPACTS - PLAN VIEW



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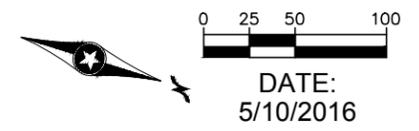
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	PROPOSED BNSF ALIGNMENT
	PROPOSED RETAINING WALL
	PROPOSED CORRIDOR PROTECTION WALL
	PROPOSED RETAINED EMBANKMENT WALL
	EXISTING WETLAND
	LIMITS OF DISTURBANCE
	SECTION LINE
	STATION PLATFORM
	PROPOSED BRIDGE
	TRACK FILL IMPACTS
	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

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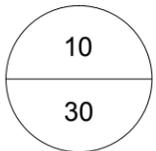


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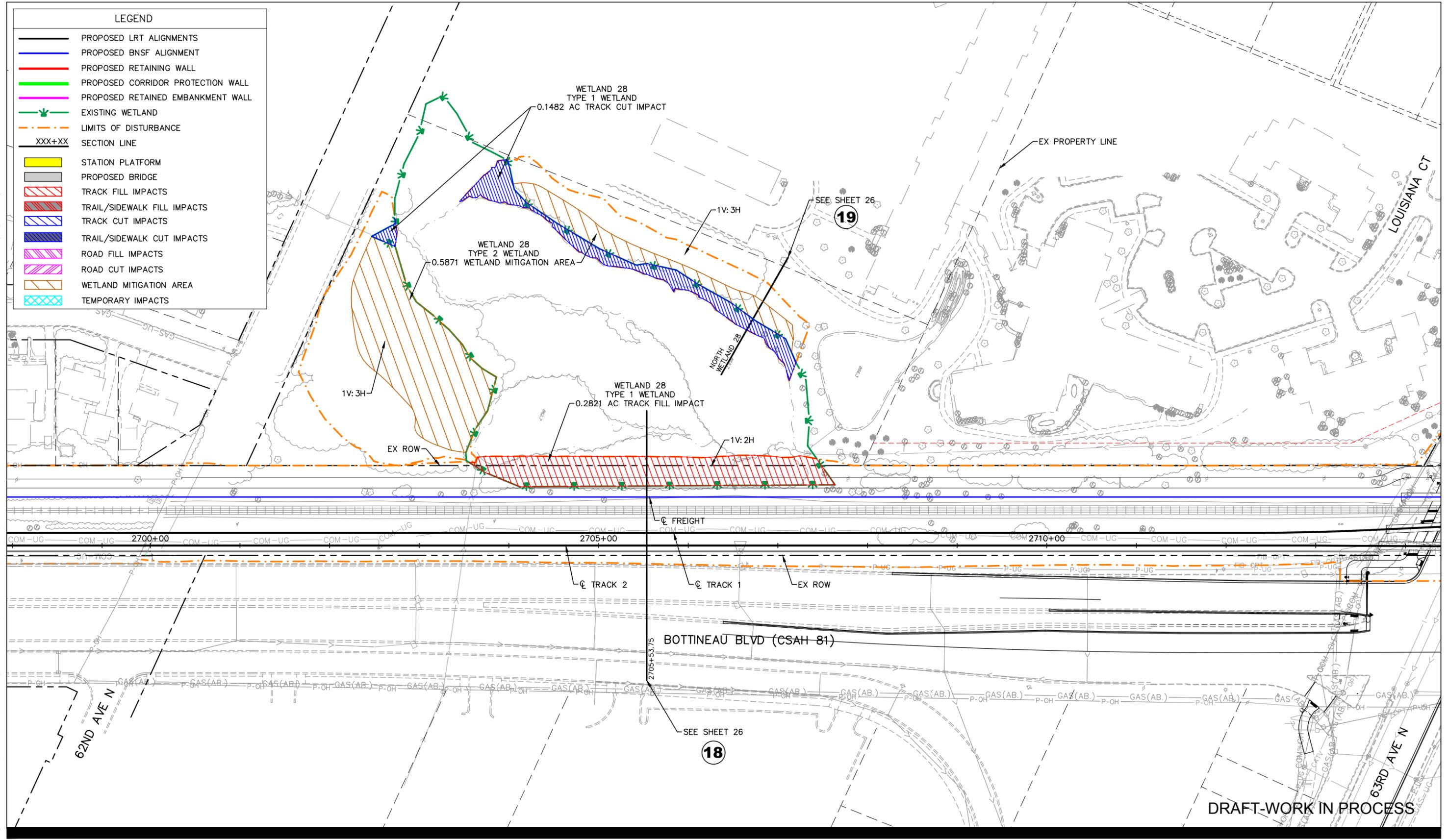
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WETLAND IMPACTS - PLAN VIEW



DATE:
5/10/2016



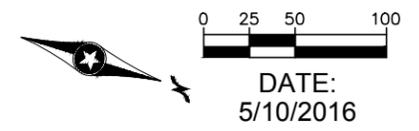
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Kimley»Horn

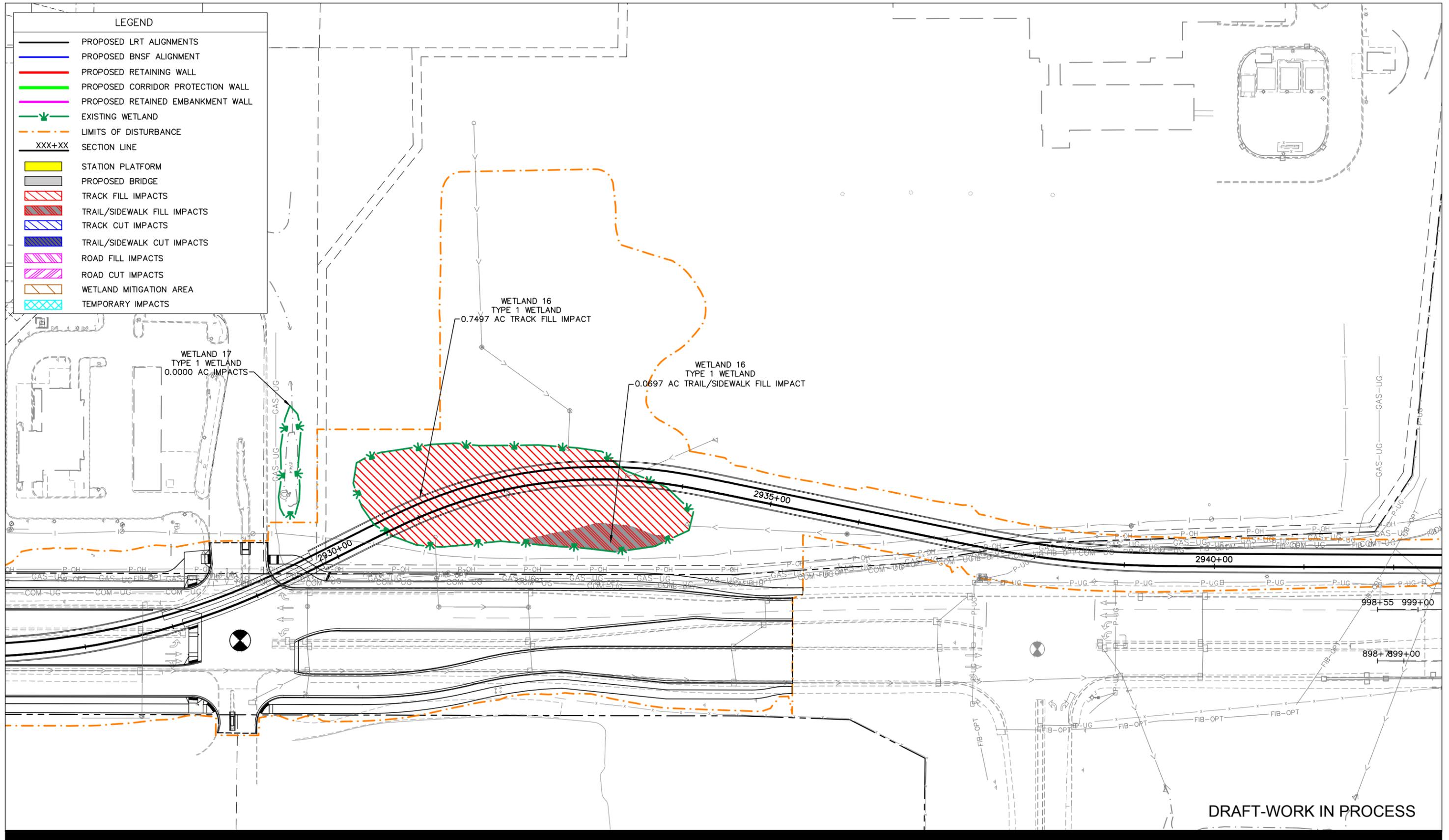
BLUE LINE LRT EXTENSION

SECTION 404
WETLAND IMPACTS - PLAN VIEW



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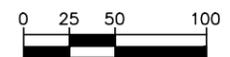
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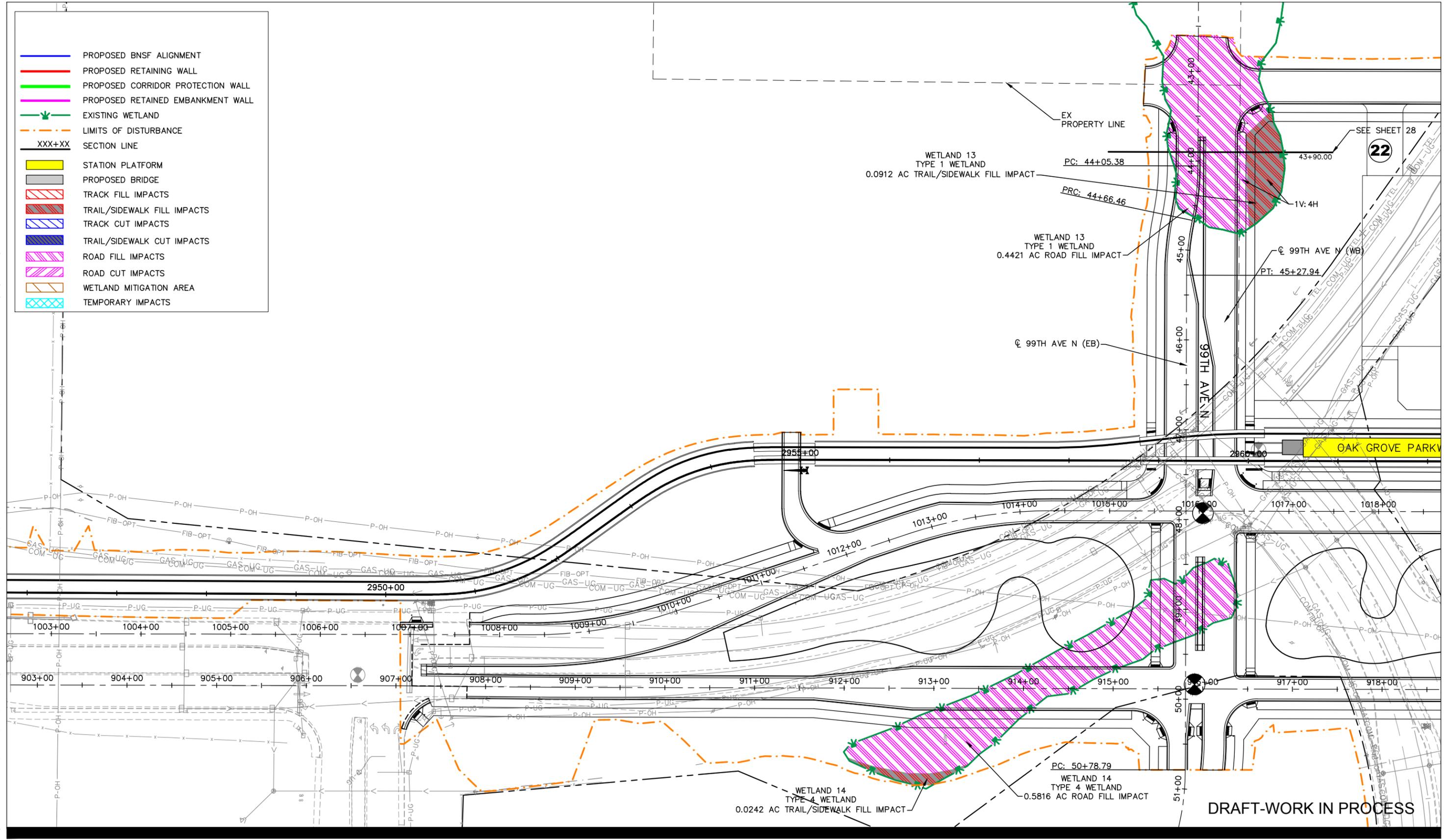
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-  PROPOSED BNSF ALIGNMENT
-  PROPOSED RETAINING WALL
-  PROPOSED CORRIDOR PROTECTION WALL
-  PROPOSED RETAINED EMBANKMENT WALL
-  EXISTING WETLAND
-  LIMITS OF DISTURBANCE
-  SECTION LINE
-  STATION PLATFORM
-  PROPOSED BRIDGE
-  TRACK FILL IMPACTS
-  TRAIL/SIDEWALK FILL IMPACTS
-  TRACK CUT IMPACTS
-  TRAIL/SIDEWALK CUT IMPACTS
-  ROAD FILL IMPACTS
-  ROAD CUT IMPACTS
-  WETLAND MITIGATION AREA
-  TEMPORARY IMPACTS



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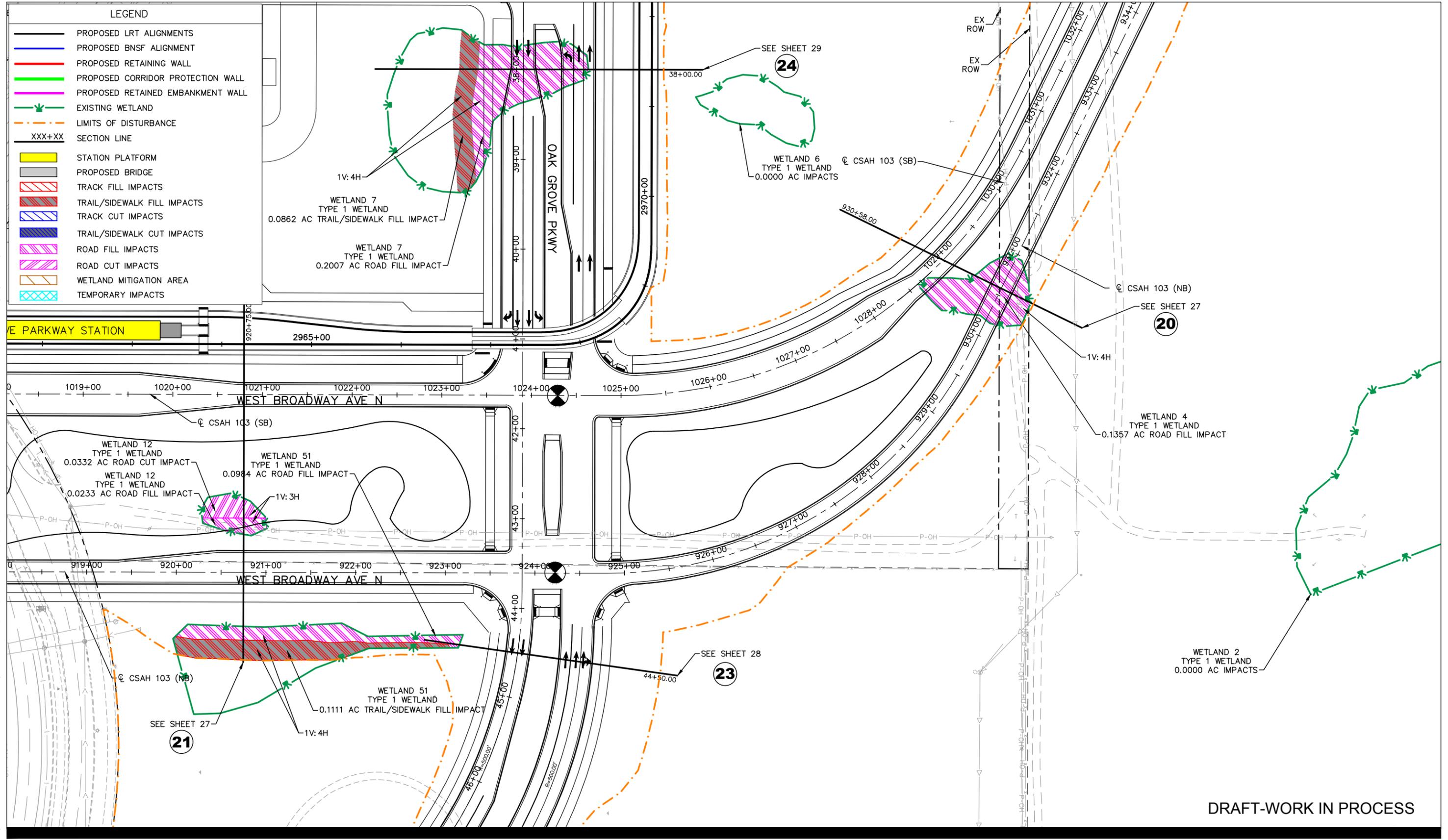
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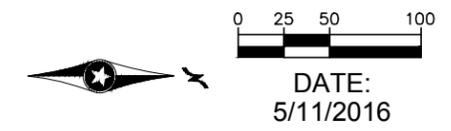
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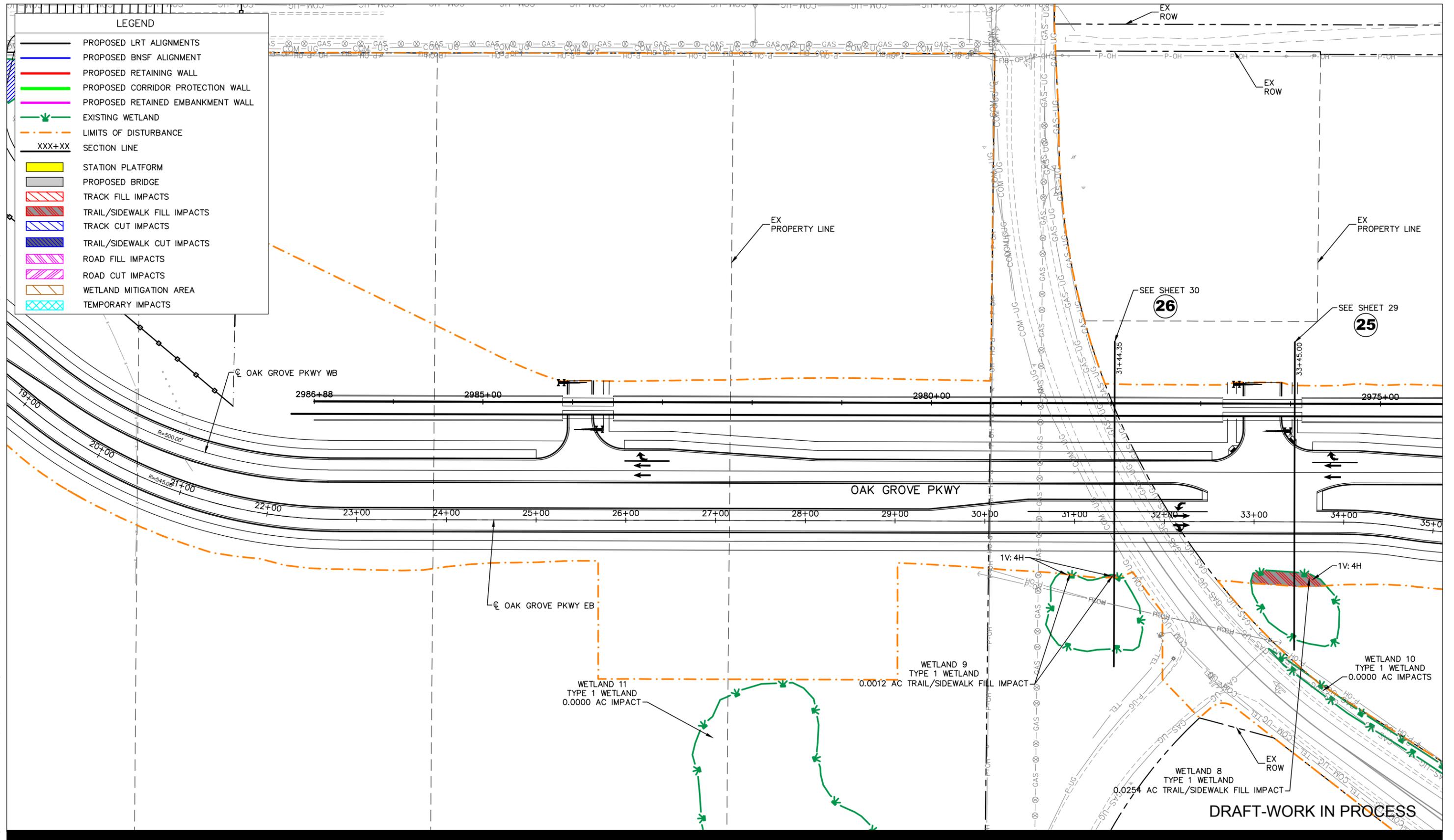
Kimley Horn

BLUE LINE LRT EXTENSION

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WETLAND IMPACTS - PLAN VIEW



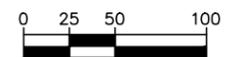
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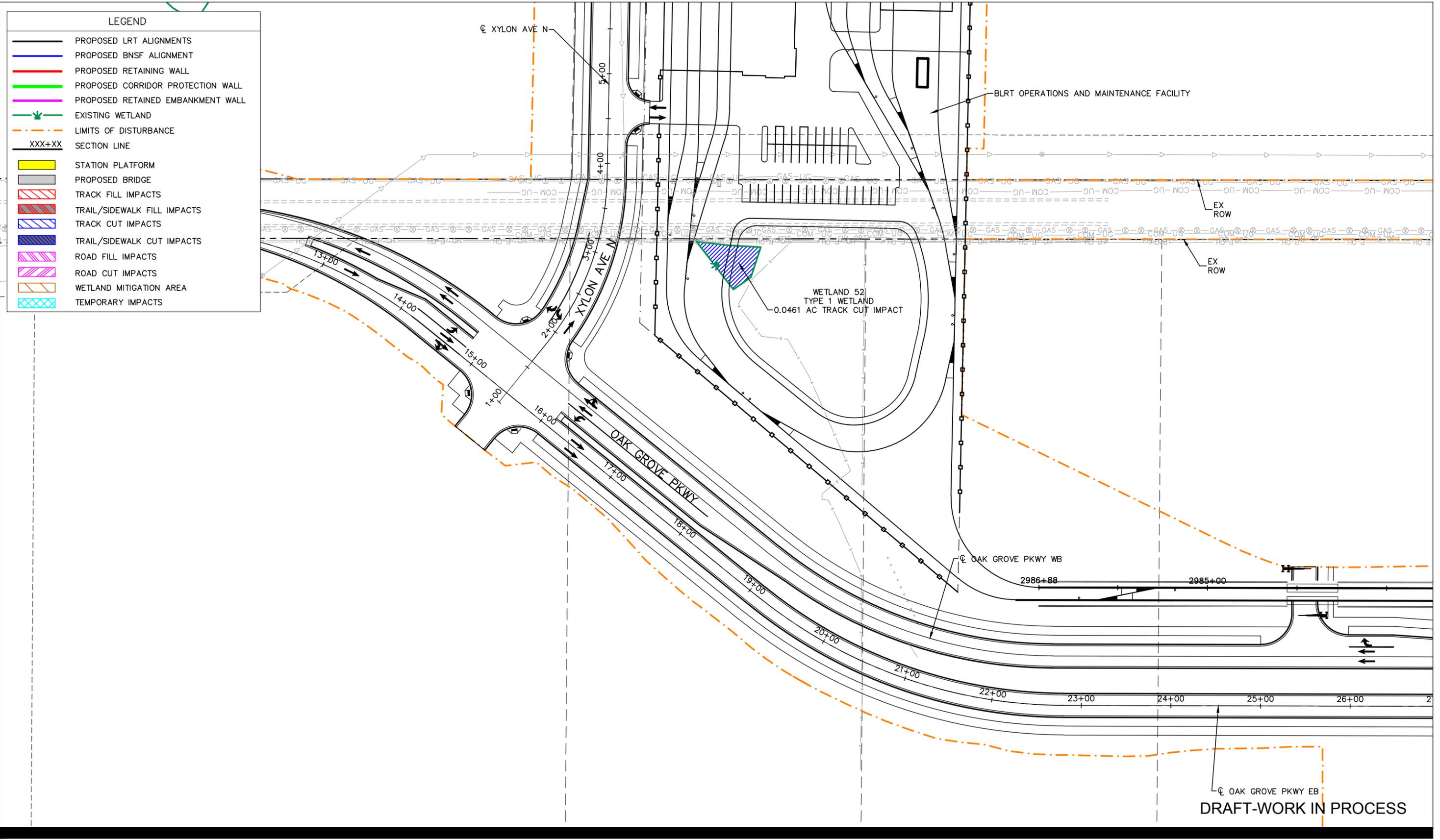
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	PROPOSED BNSF ALIGNMENT
	PROPOSED RETAINING WALL
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	PROPOSED RETAINED EMBANKMENT WALL
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	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS

DRAFT-WORK IN PROCESS



BLUE LINE LRT EXTENSION

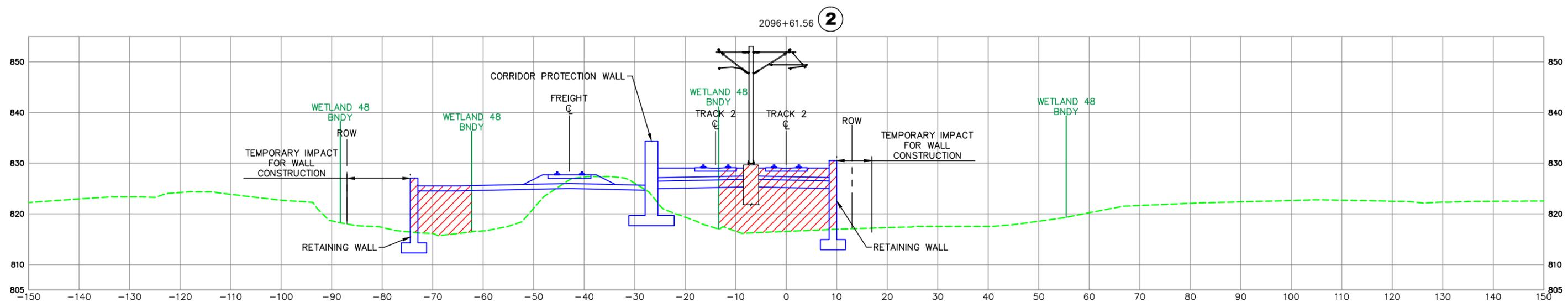
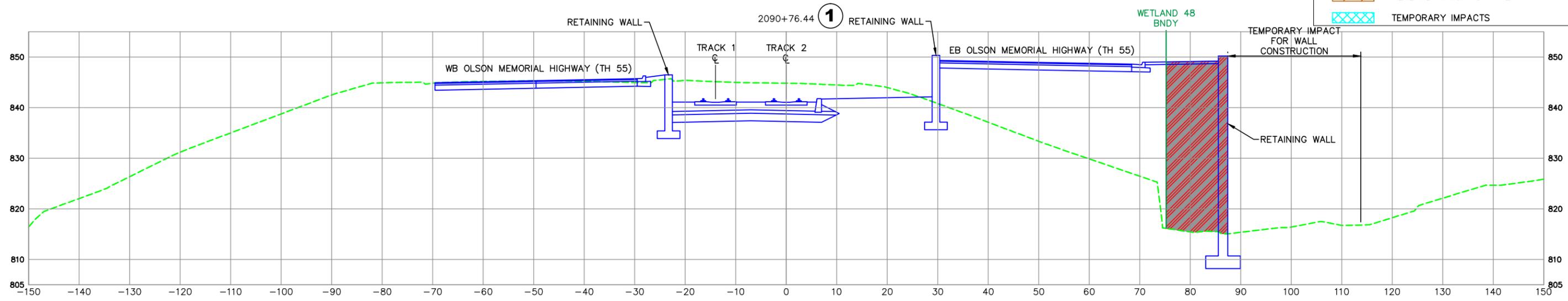
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LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
	PROPOSED FINISH GRADE
	TRACK FILL IMPACTS
	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



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BLUE LINE LRT EXTENSION

SECTION 404

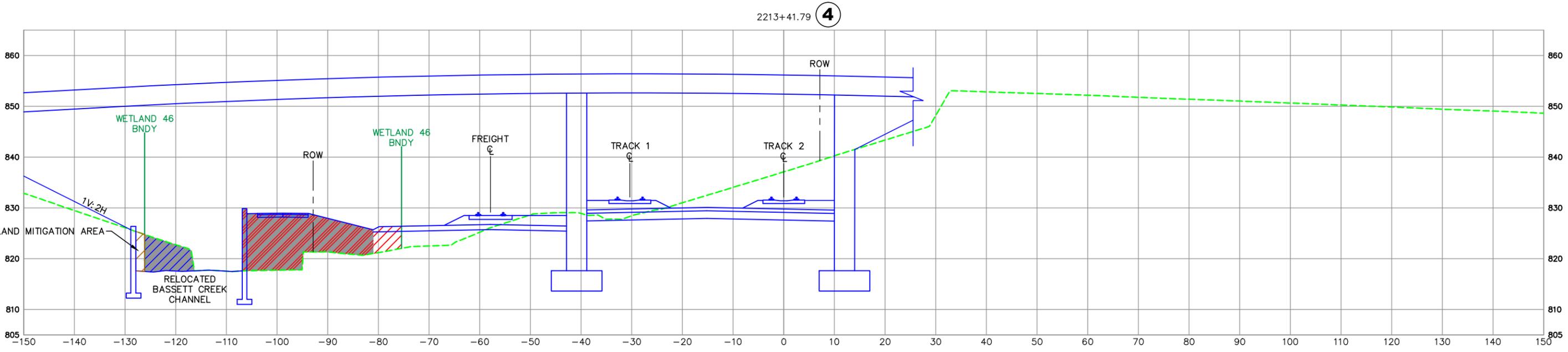
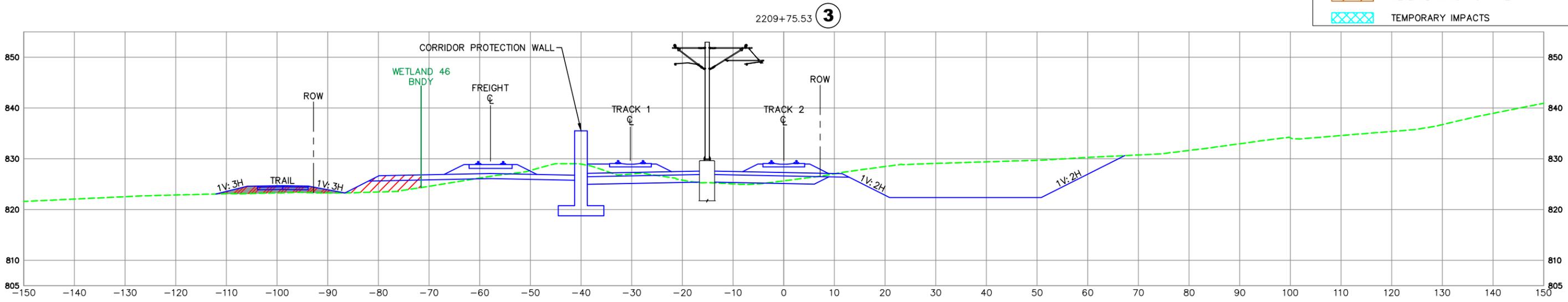
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LEGEND	
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	EXISTING SURFACE
	PROPOSED FINISH GRADE
	TRACK FILL IMPACTS
	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



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BLUE LINE LRT EXTENSION

SECTION 404

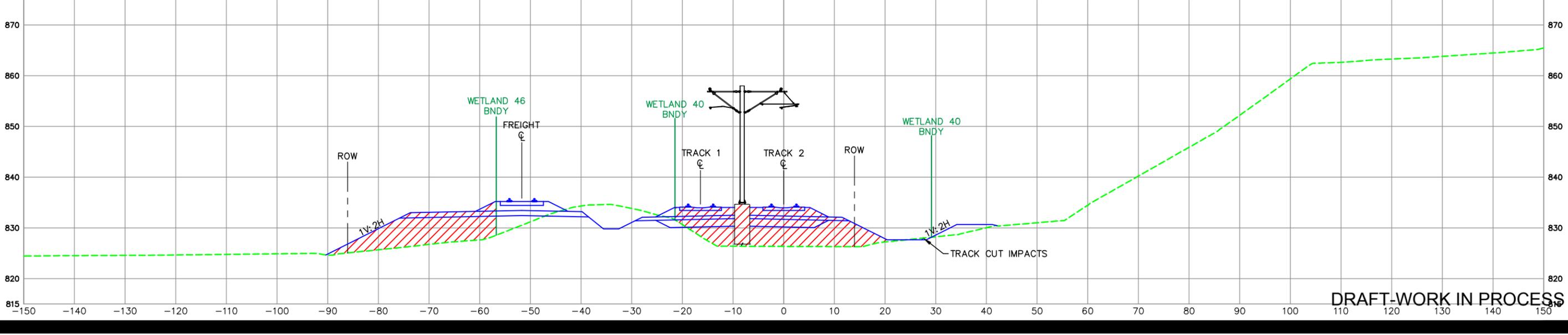
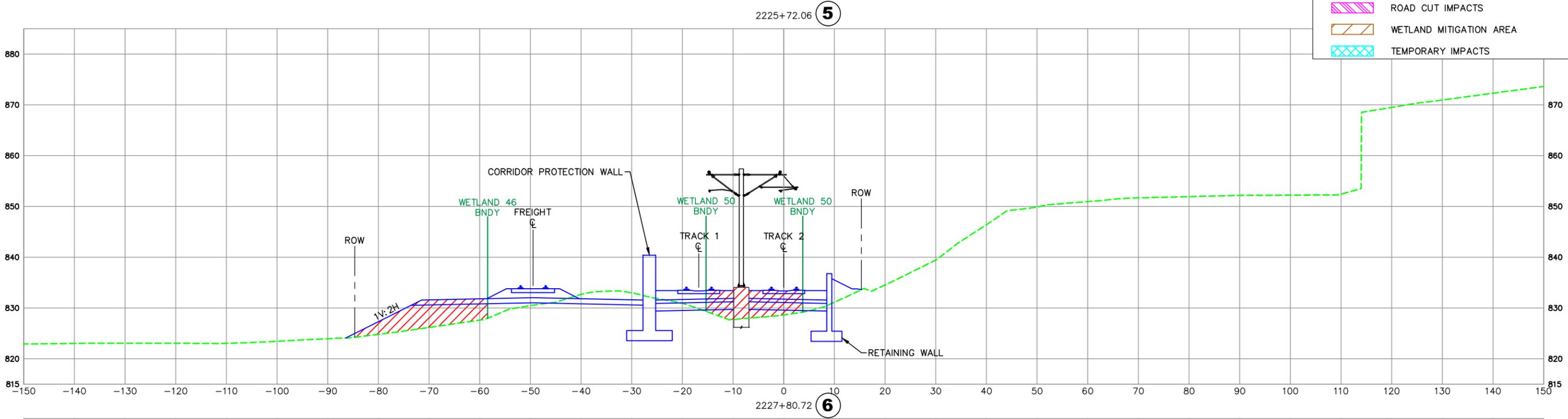
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	EXISTING SURFACE
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	TRAIL/SIDEWALK CUT IMPACTS
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



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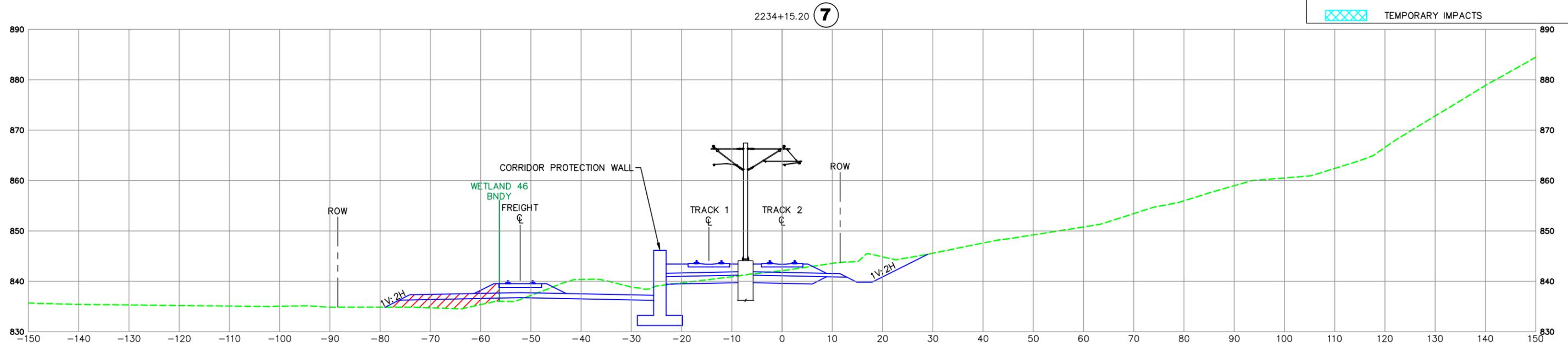
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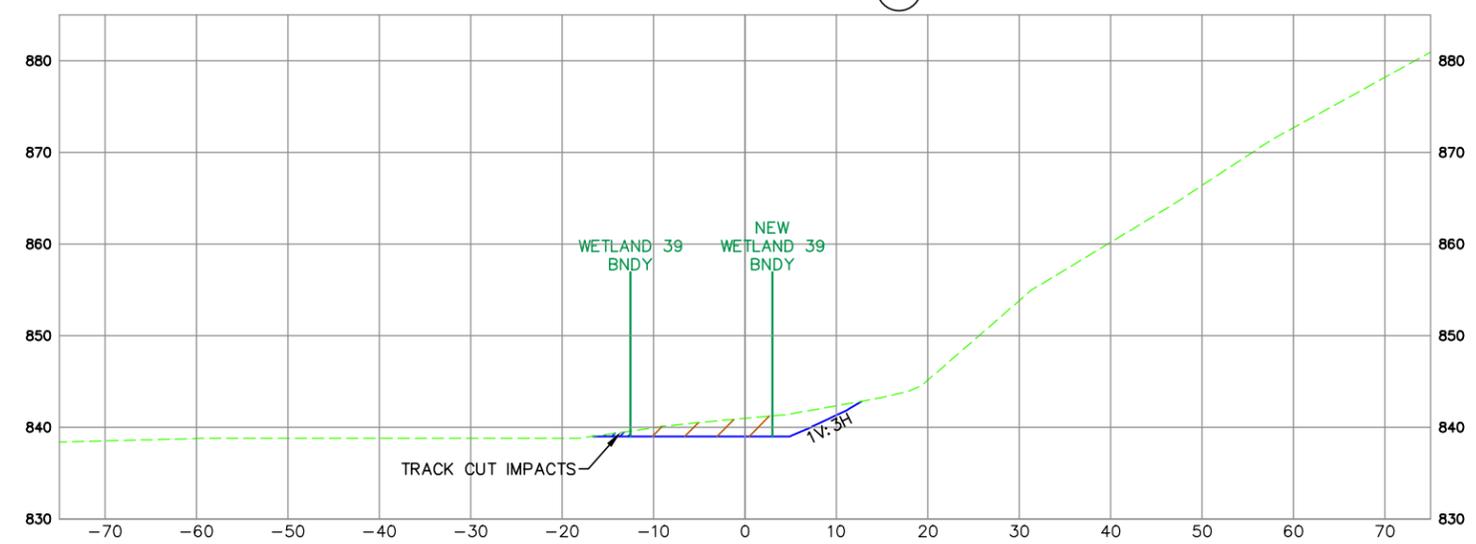
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LEGEND	
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	EXISTING SURFACE
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	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



SOUTH GOLDEN VALLEY POND **8**



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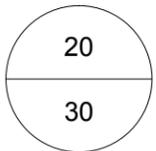


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SECTION 404 WETLAND IMPACTS - CROSS SECTIONS

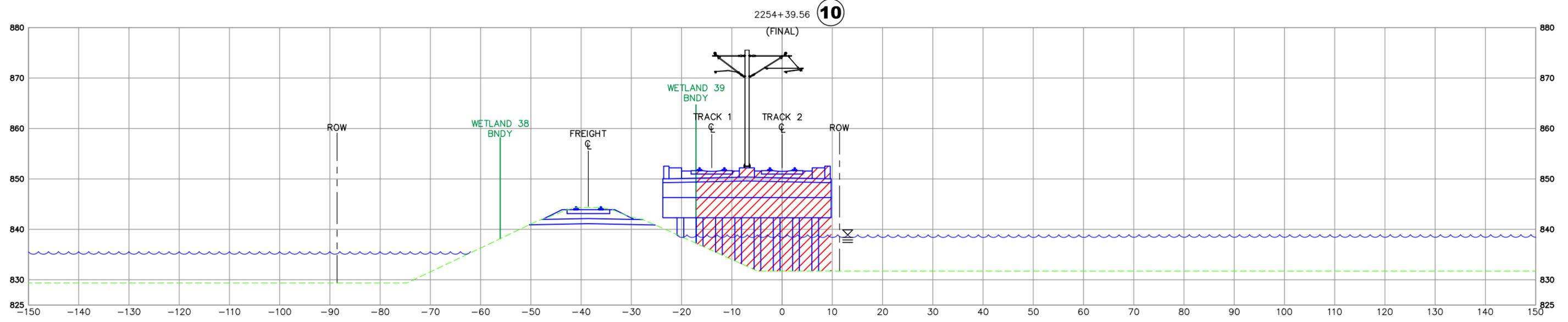
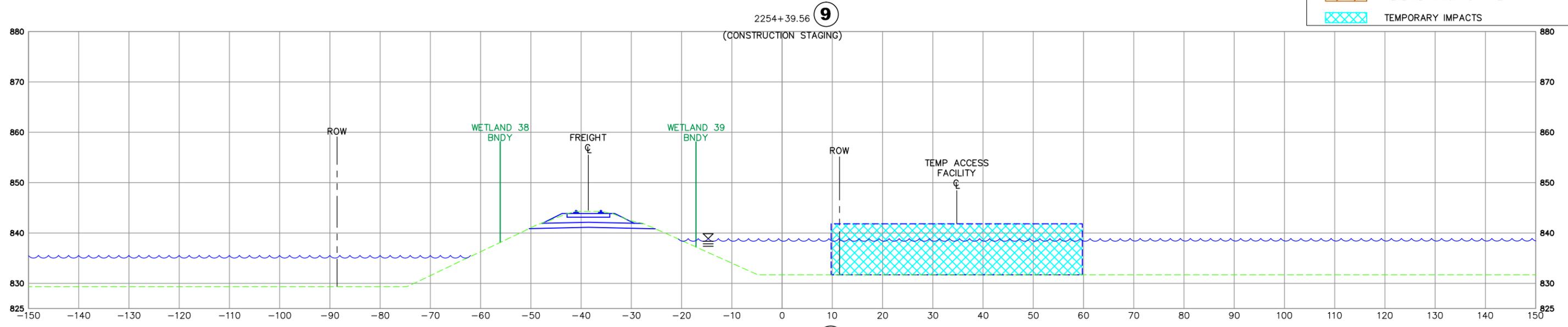


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LEGEND	
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	EXISTING SURFACE
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	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
	TRAIL/SIDEWALK CUT IMPACTS
	ROAD FILL IMPACTS
	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



*NOTE: TRACK FILL IMPACT REPRESENTS ACREAGE OF BRIDGE DECK, MAY BE REDUCED LATER WHEN BRIDGE PIER LOCATIONS ARE FINALIZED

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BLUE LINE LRT EXTENSION

SECTION 404

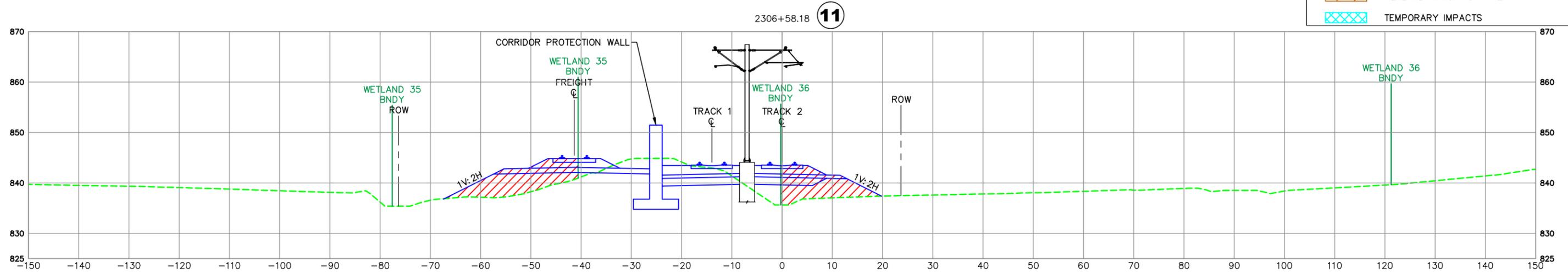
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LEGEND	
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	EXISTING SURFACE
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	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
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	TEMPORARY IMPACTS

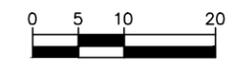


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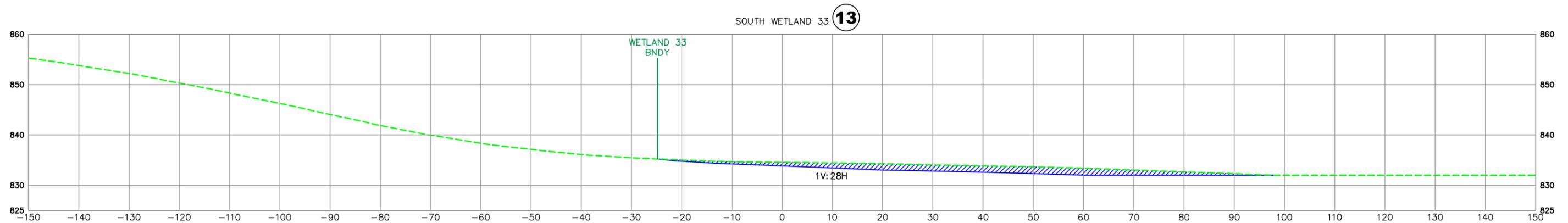
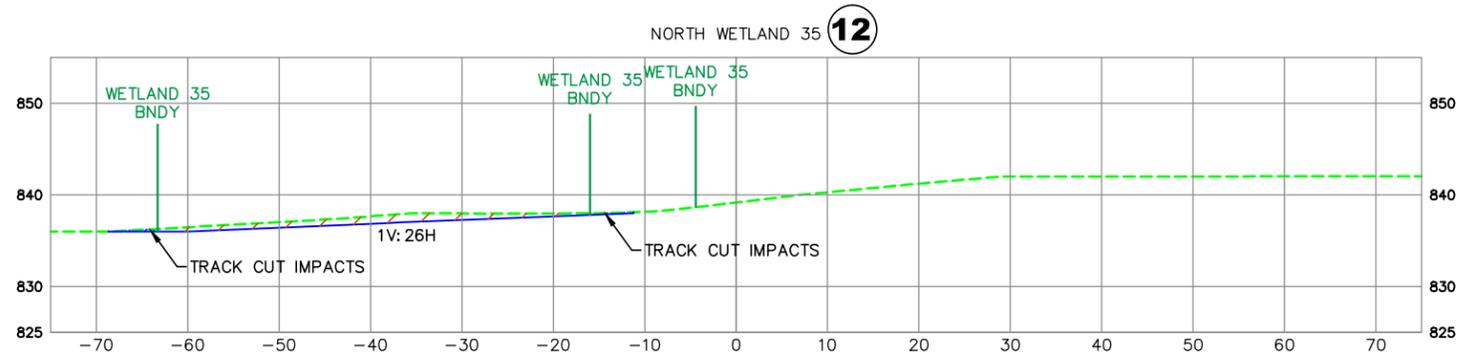
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BLUE LINE LRT EXTENSION
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 WETLAND IMPACTS - CROSS SECTIONS



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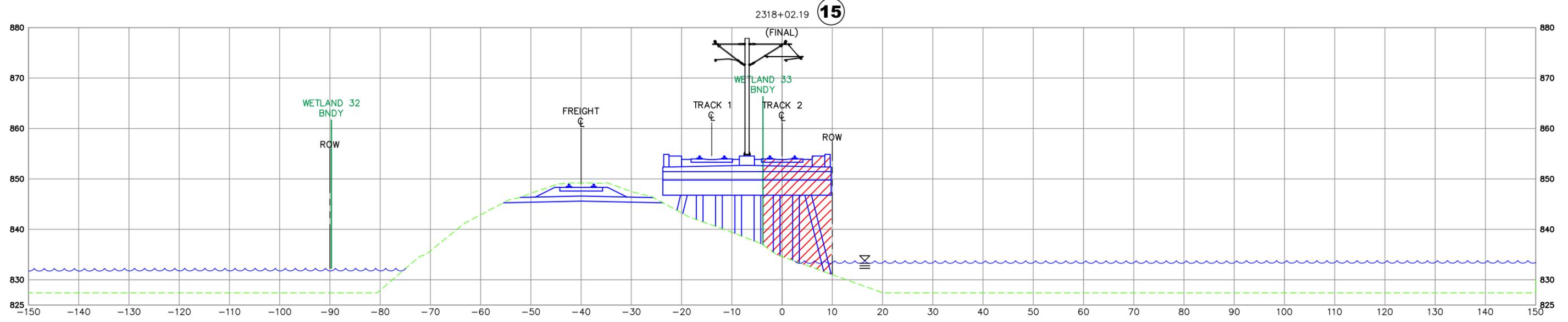
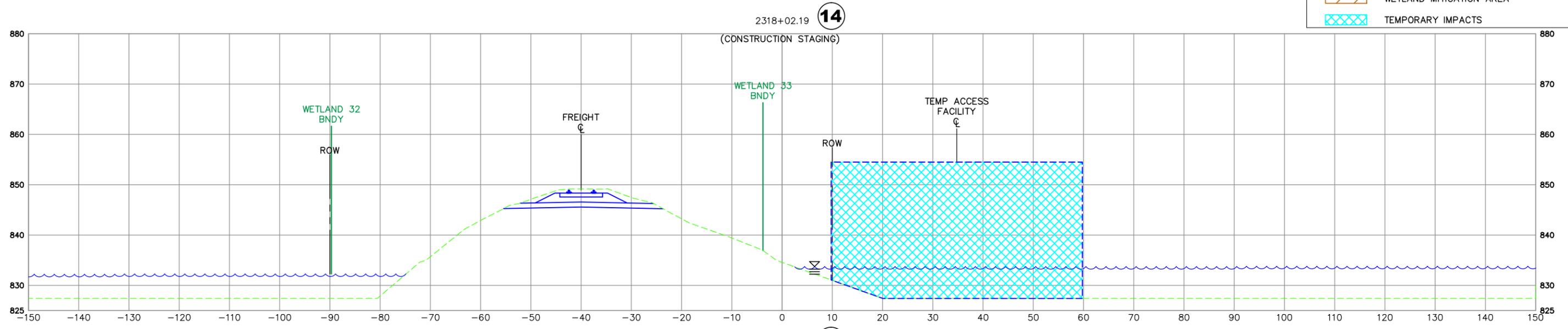
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LEGEND	
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	EXISTING SURFACE
	PROPOSED FINISH GRADE
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	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
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	ROAD CUT IMPACTS
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	TEMPORARY IMPACTS



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DRAFT-WORK IN PROCESS



BLUE LINE LRT EXTENSION

SECTION 404

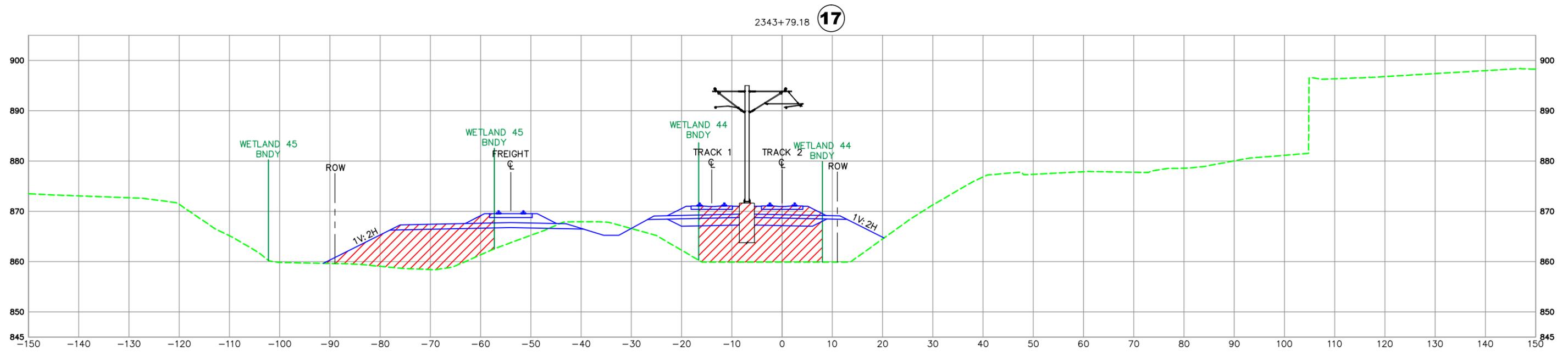
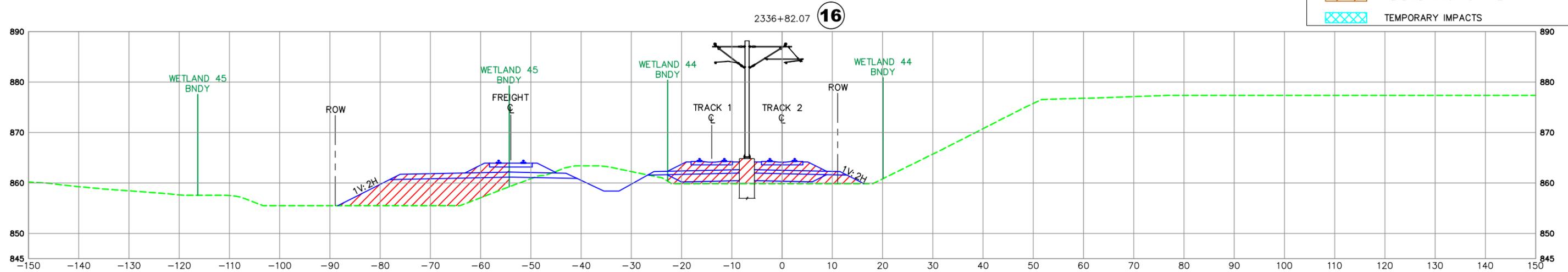
WETLAND IMPACTS - CROSS SECTIONS



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LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
	PROPOSED FINISH GRADE
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	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



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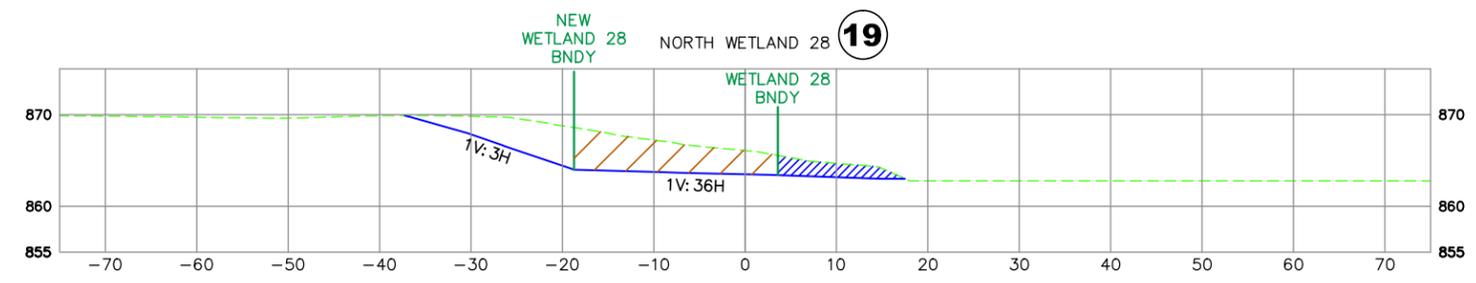
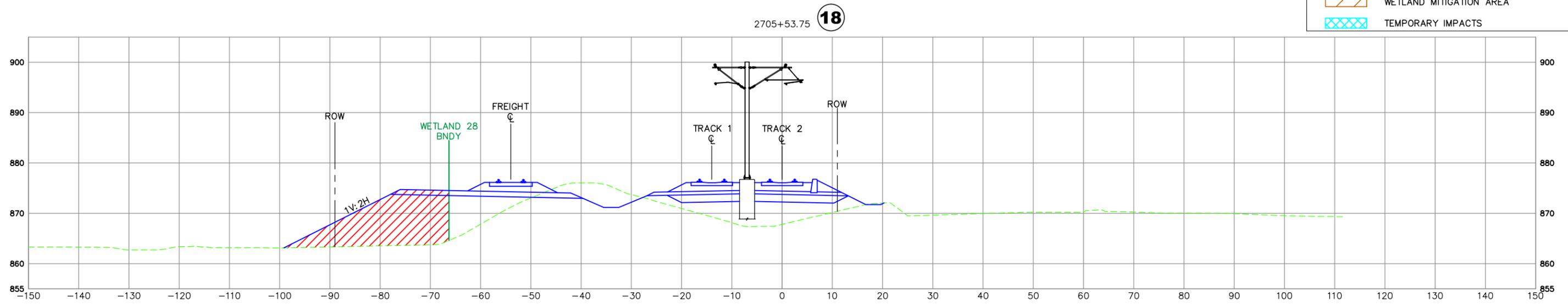
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LEGEND	
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	EXISTING SURFACE
	PROPOSED FINISH GRADE
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	TRACK CUT IMPACTS
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	ROAD CUT IMPACTS
	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



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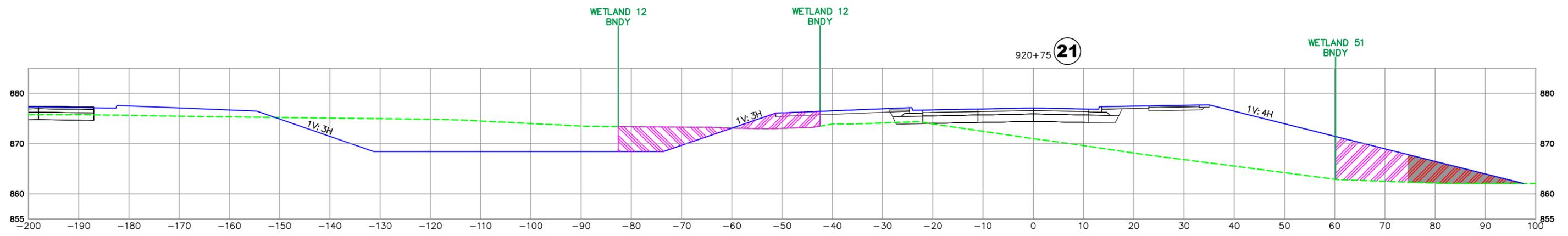
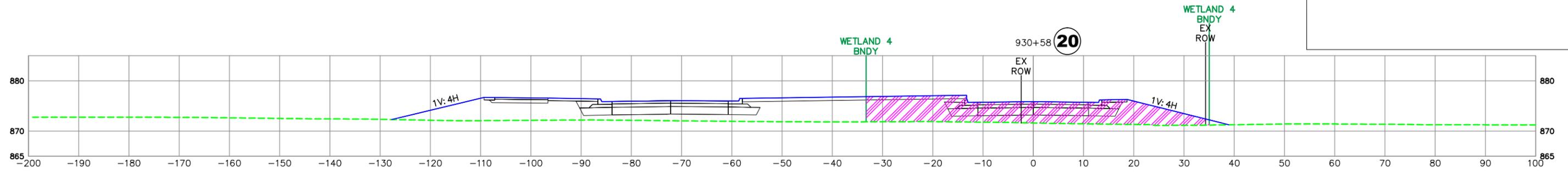


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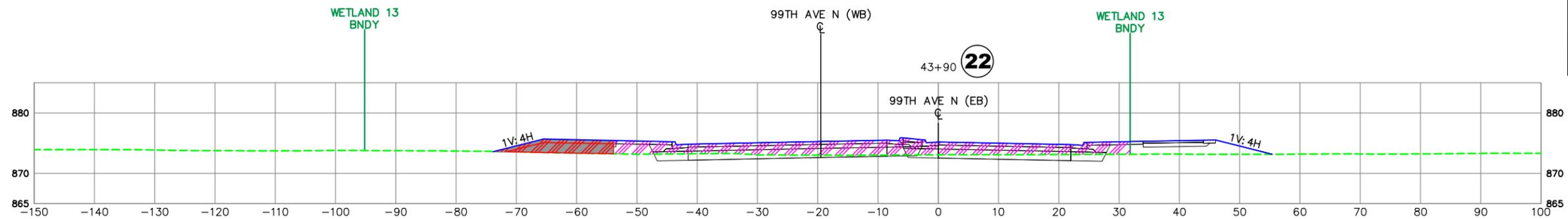
Kimley»Horn

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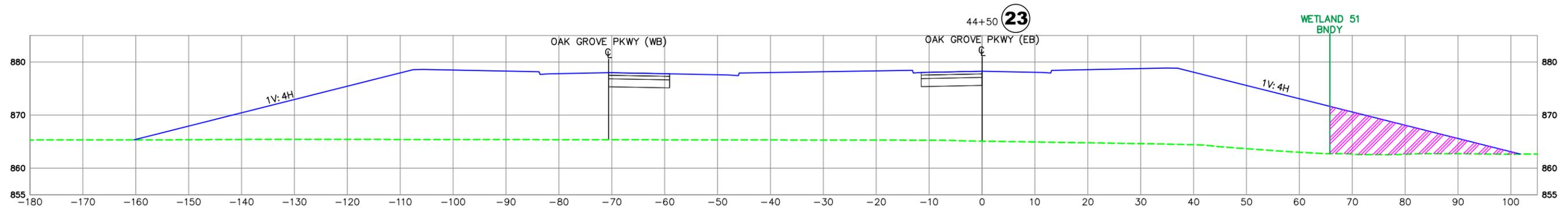


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LEGEND	
	EXISTING WETLAND BOUNDARY
	EXISTING SURFACE
	PROPOSED FINISH GRADE
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	TRACK CUT IMPACTS
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	WETLAND MITIGATION AREA
	TEMPORARY IMPACTS



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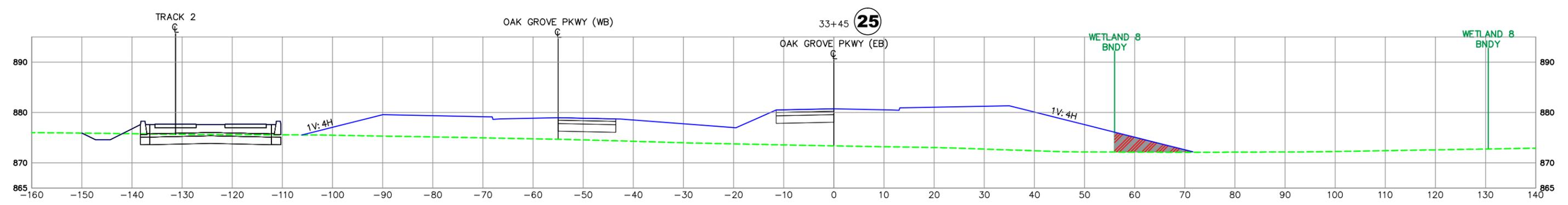
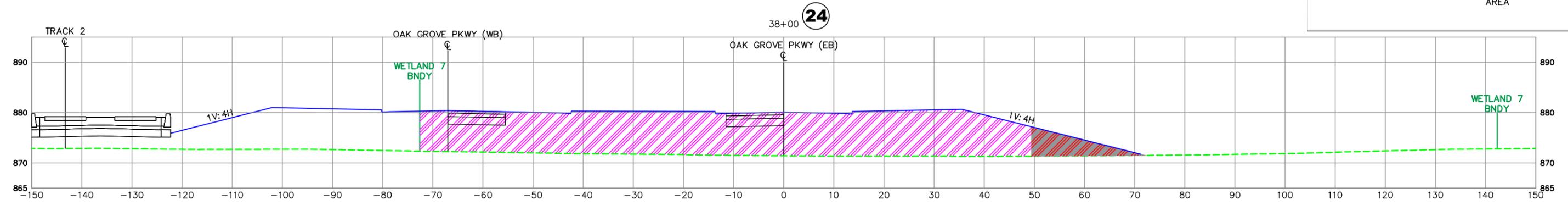
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WETLAND IMPACTS - CROSS SECTIONS

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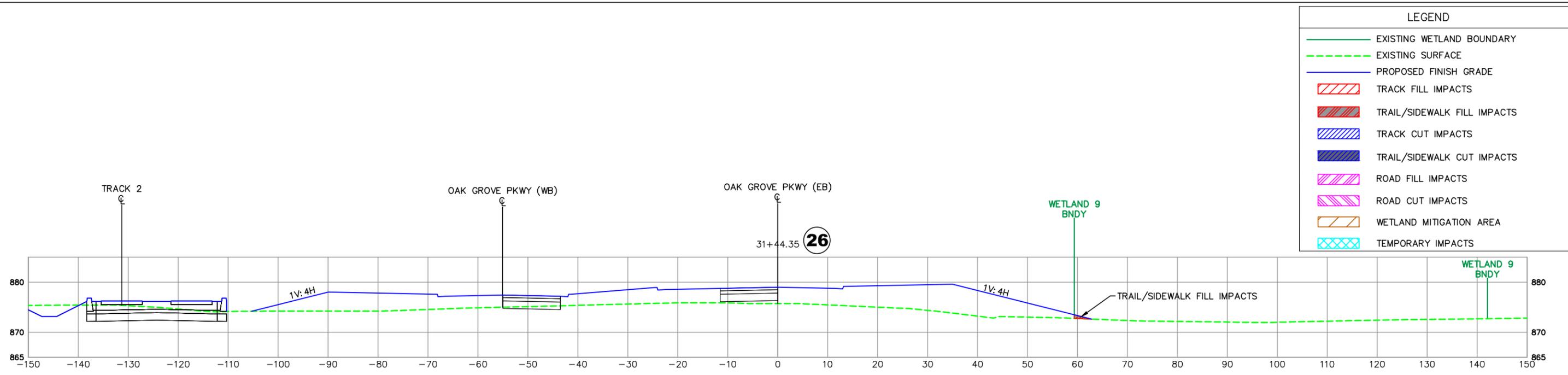
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SECTION 404
WETLAND IMPACTS - CROSS SECTIONS



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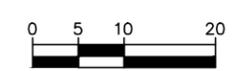


LEGEND	
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	EXISTING SURFACE
	PROPOSED FINISH GRADE
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	TRAIL/SIDEWALK FILL IMPACTS
	TRACK CUT IMPACTS
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	TEMPORARY IMPACTS

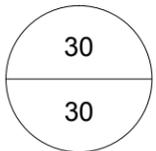
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BLUE LINE LRT EXTENSION
 SECTION 404
 WETLAND IMPACTS - CROSS SECTIONS



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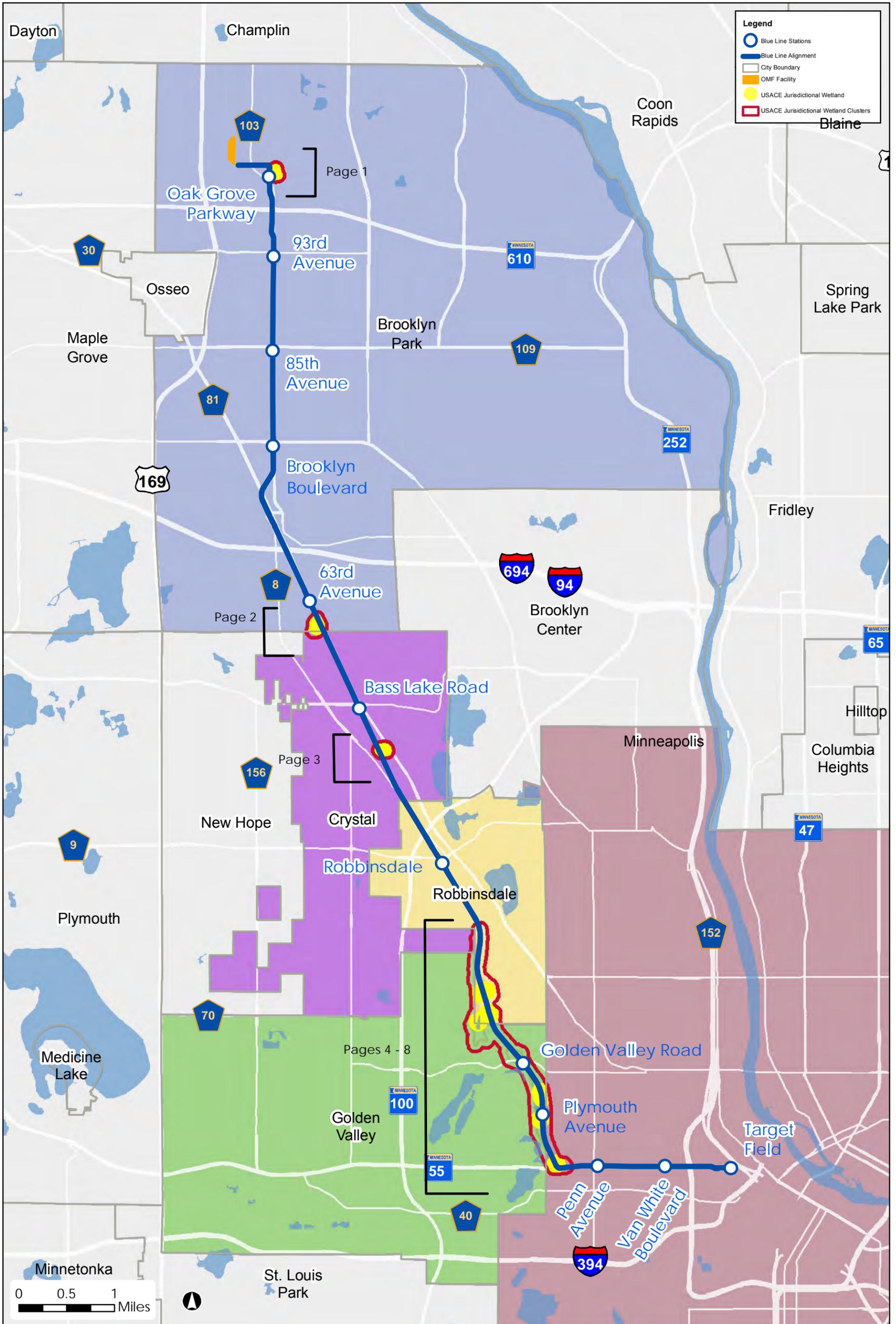


Appendix C

List and Mapbook of Adjacent Landowners

PID	OWNER	TAXPAYER	Address_1	Address_2	Address_3	City	State	Zip	NOTE
0702924110174	BURLINGTON NORTHERN RY	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
0702924410029	JAMES P MILLER	JAMES P MILLER	2933 FRANCE AVE N		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924410030	H A DERESSE & S E ADEDA	H A DERESSE & S E ADEDA	2931 FRANCE AVE N		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924410031	C D DICKERSON & A DICKERSON	CAROLE DICKERSON	2923 FRANCE AVE N		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924410035	P BORRESON & HANNAH BORRESON	PHILLIP BORRESON	HANNAH BORRESON	2905 FRANCE AVE N	ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924410036	SAHIR GHANI	SAHIR GHANI	2901 FRANCE AVE N		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924410060	T J & S T BELDEN	T J BELDEN & S T	2909 FRANCE AVE		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924410063	CITY OF ROBBINSDALE	CITY OF ROBBINSDALE	4100 LAKEVIEW AVE		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924410064	CITY OF ROBBINSDALE	CITY OF ROBBINSDALE	4100 LAKEVIEW AVE		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924440004	JULIE K ANDERSON	JULIE K ANDERSON	2735 FRANCE AVE N		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924440005	C T PETERS & J L PETERS	CHRISTOPHER T/JUDY L PETERS	2701 FRANCE AVE N		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0702924440027	KATHLEEN A RUSHING	KATHLEEN A RUSHING	2747 FRANCE AVE N		ROBBINSDALE MN 55422	ROBBINSDALE	MN	55422	
0811921210005	TARGET CORPORATION	TARGET CORPORATION	PROPERTY TAX DEPT T-0591A	PO BOX 9456	MINNEAPOLIS MN 55440-9456	MINNEAPOLIS	MN	55440-9456	
0911821210003	VILLAGE OF CRYSTAL	CITY OF CRYSTAL	4141 DOUGLAS DR N		CRYSTAL MN 55422	CRYSTAL	MN	55422	
1702924340006	CITY OF MPLS PK BD	CITY OF MPLS PARK BOARD	2117 WEST RIVER RD		MINNEAPOLIS MN 55411	MINNEAPOLIS	MN	55411	
1702924340008	CITY OF MPLS PK BD	CITY OF MPLS PARK BOARD	2117 WEST RIVER RD		MINNEAPOLIS MN 55411	MINNEAPOLIS	MN	55411	
1702924340009	G N RY CO	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
1702924340010	BURLINGTON NORTHERN INC	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
1702924349000									Same area as 1702924340010, 1702924340009
2002924130002	GR NORTH RY CO	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
2002924130045	SOO LINE RAILROAD CO	SOO LINE RAILROAD	REAL ESTATE DEPT SUITE 1525	501 MARQUETTE AVES	MINNEAPOLIS MN 55402	MINNEAPOLIS	MN	55402	
2002924210003	G N RY CO	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
2002924210004	BURLINGTON NORTHERN INC	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
2002924219000									Same area as 2002924210003, 2002924210004
2002924230002	CITY OF MPLS PARK BOARD	CITY OF MPLS PARK BOARD	2117 WEST RIVER RD		MINNEAPOLIS MN 55411	MINNEAPOLIS	MN	55411	
3211921210001	GT NORTHERN RY CO	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
3211921219000									Same area as 3211921420049, 3211921240020, 3211921210001

3211921240020	BURLINGTON NORTHERN INC	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
3211921420049	BURLINGTON NORTHERN INC	B N & SANTA FE RR CO	PROPERTY TAX DEPT	PO BOX 961089	FORT WORTH TX 76161	FORT WORTH	TX	76161	
3211921430014	HENNEPIN FORFEITED LAND	CITY OF BROOKLYN PARK	ATTN ACCOUNTS PAYABLE	5200 85TH AVE N	BROOKLYN PARK MN 55443	BROOKLYN PARK	MN	55443	



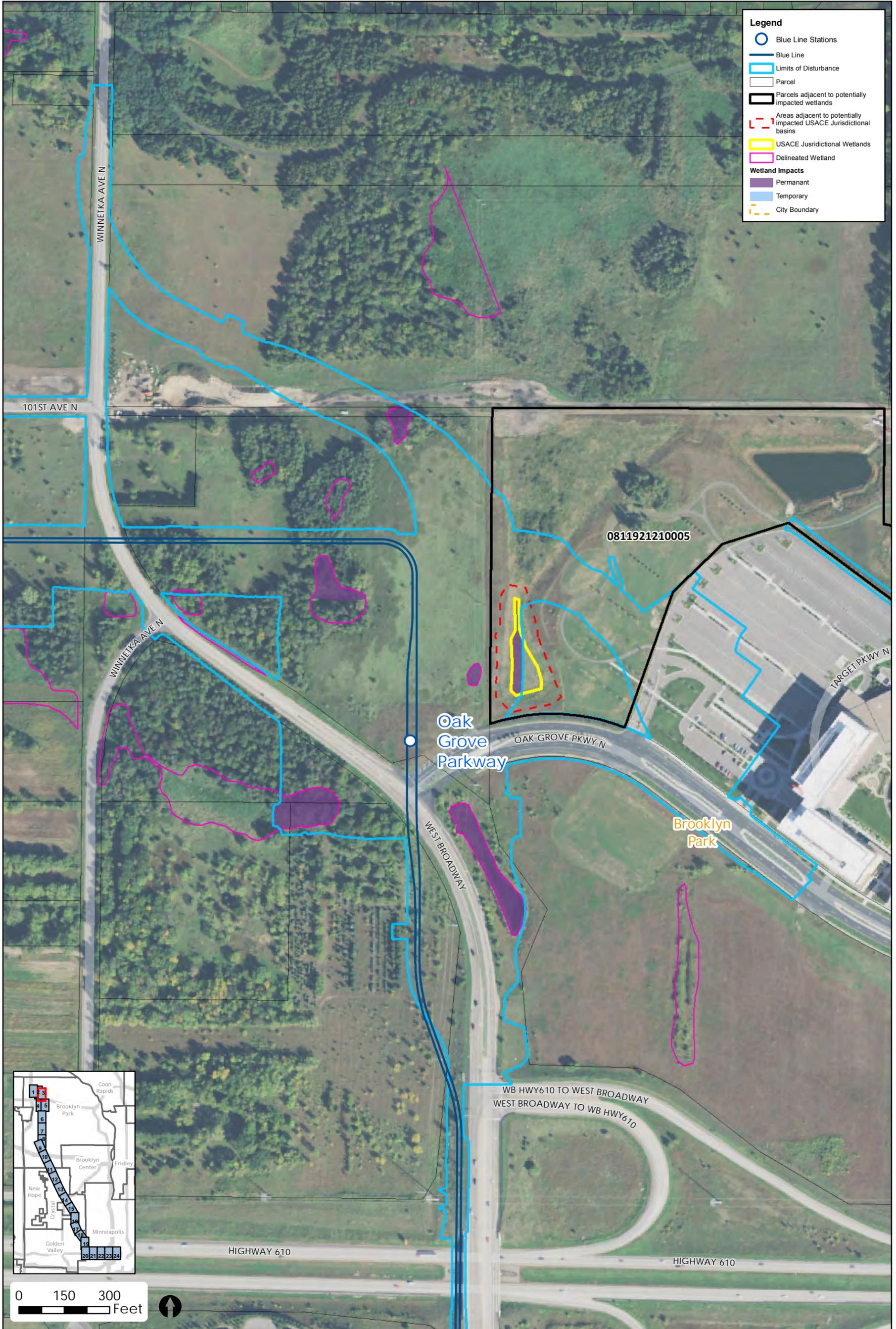
Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., SEH Inc., and USDA.

Figure 1 - Jurisdictional Wetlands

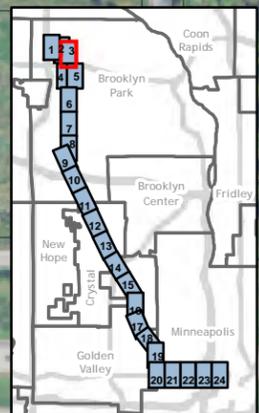
METRO Blue Line Extension

DRAFT





- Legend**
- Blue Line Stations
 - Blue Line
 - Limits of Disturbance
 - Parcel
 - Parcels adjacent to potentially impacted wetlands
 - Areas adjacent to potentially impacted USACE Jurisdictional basins
 - USACE Jurisdictional Wetlands
 - Delineated Wetland
 - Wetland Impacts**
 - Permanent
 - Temporary
 - City Boundary



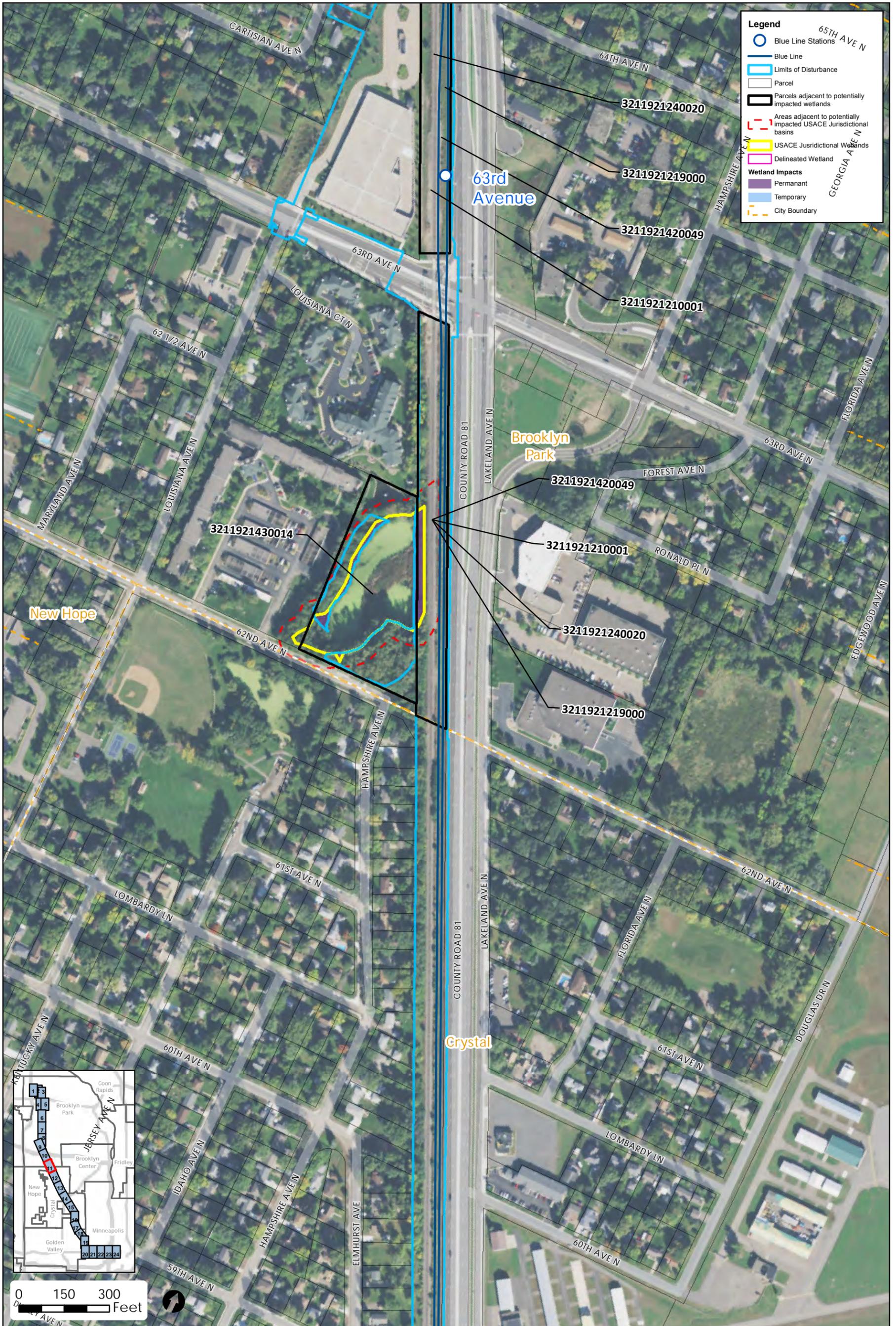
Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MNDOT, MnDNR, HDR Engineering Inc., and SEH Inc.

Figure 1 - Jurisdictional Wetlands

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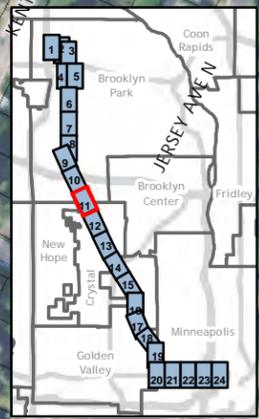


Figure 1 - Jurisdictional Wetlands

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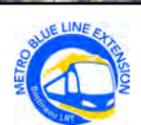


Robbinsdale

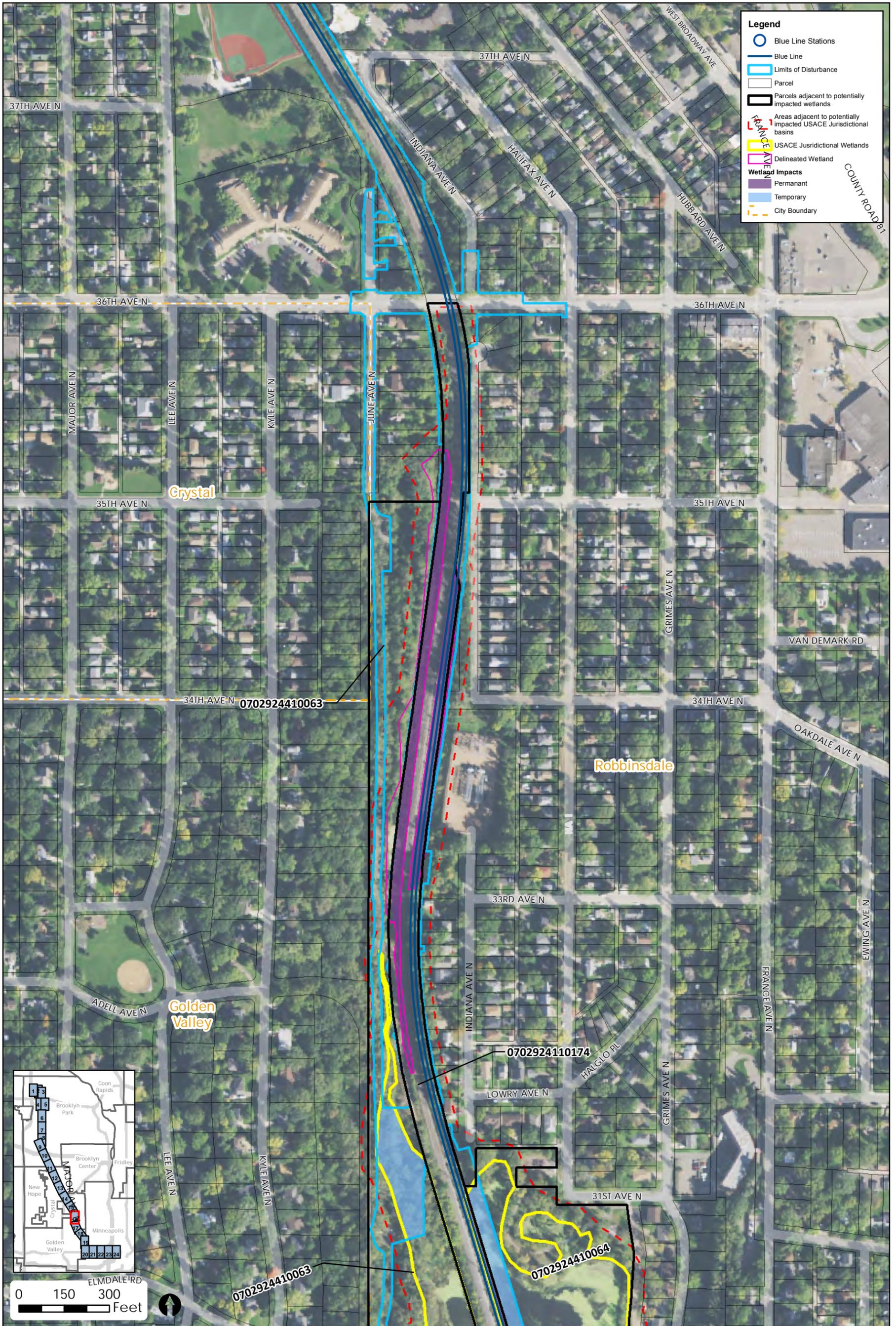
Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit,
 MnDOT, MnDNR, HDR Engineering Inc.,
 and SEH Inc.

Figure 1 - Jurisdictional Wetlands

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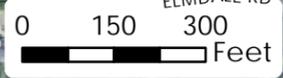


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Legend

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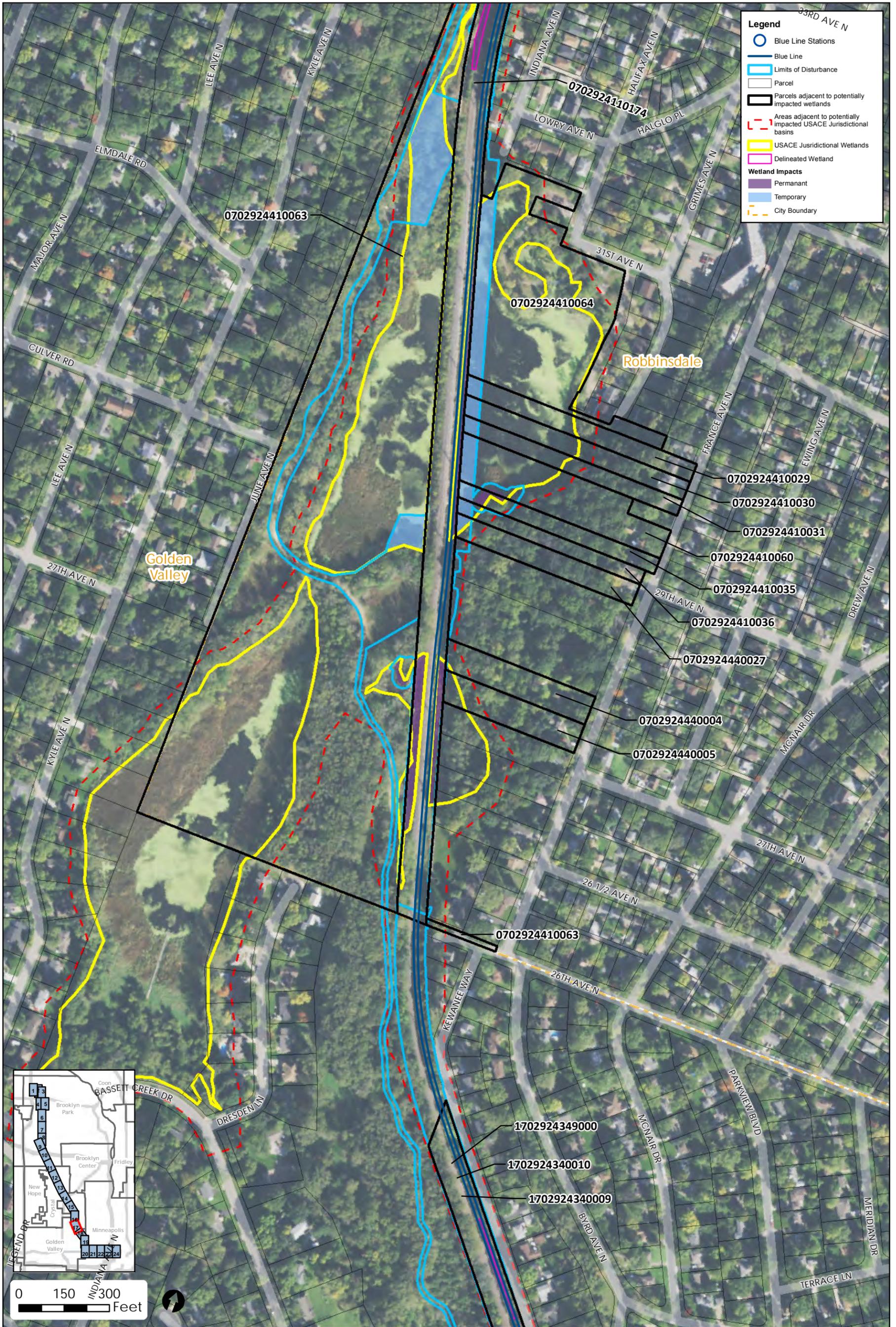
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 Source: Hennepin County, Metro Transit, MNDOT, MnDNR, HDR Engineering Inc., and SEH Inc.

Figure 1 - Jurisdictional Wetlands

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Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., and SEH Inc.

Figure 1 - Jurisdictional Wetlands

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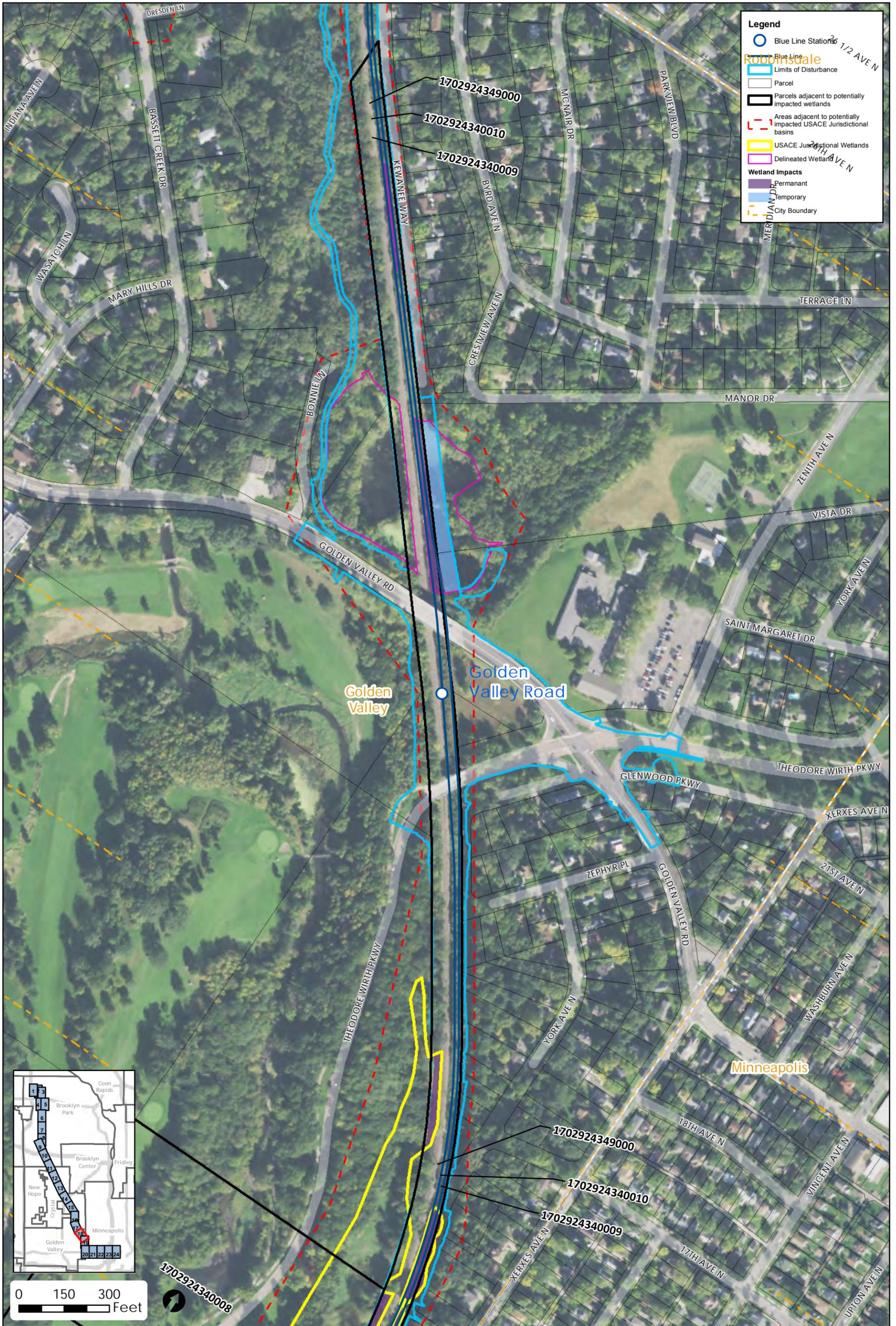
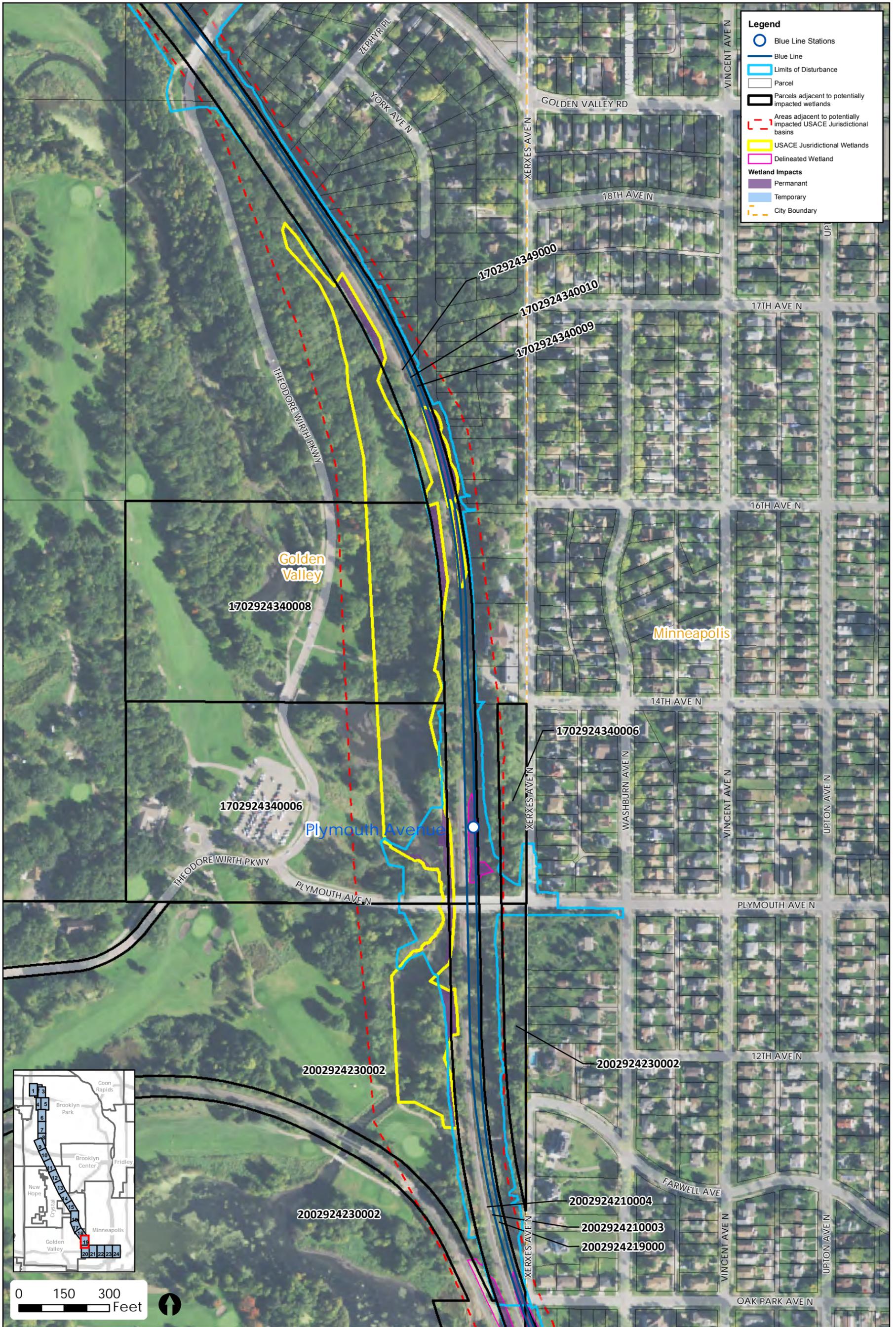


Figure 1 - Jurisdictional Wetlands

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Projection: Hennepin County NAD83
 Source: Hennepin County, Metro Transit,
 MnDOT, MnDNR, HDR Engineering Inc.,
 and SEH Inc.

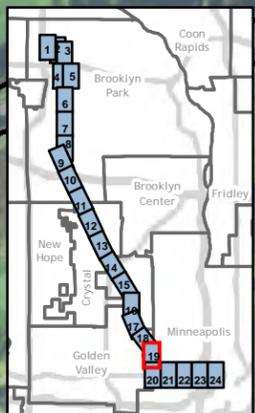


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- USACE Jurisdictional Wetlands
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Wetland Impacts

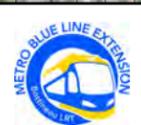
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- Temporary
- City Boundary



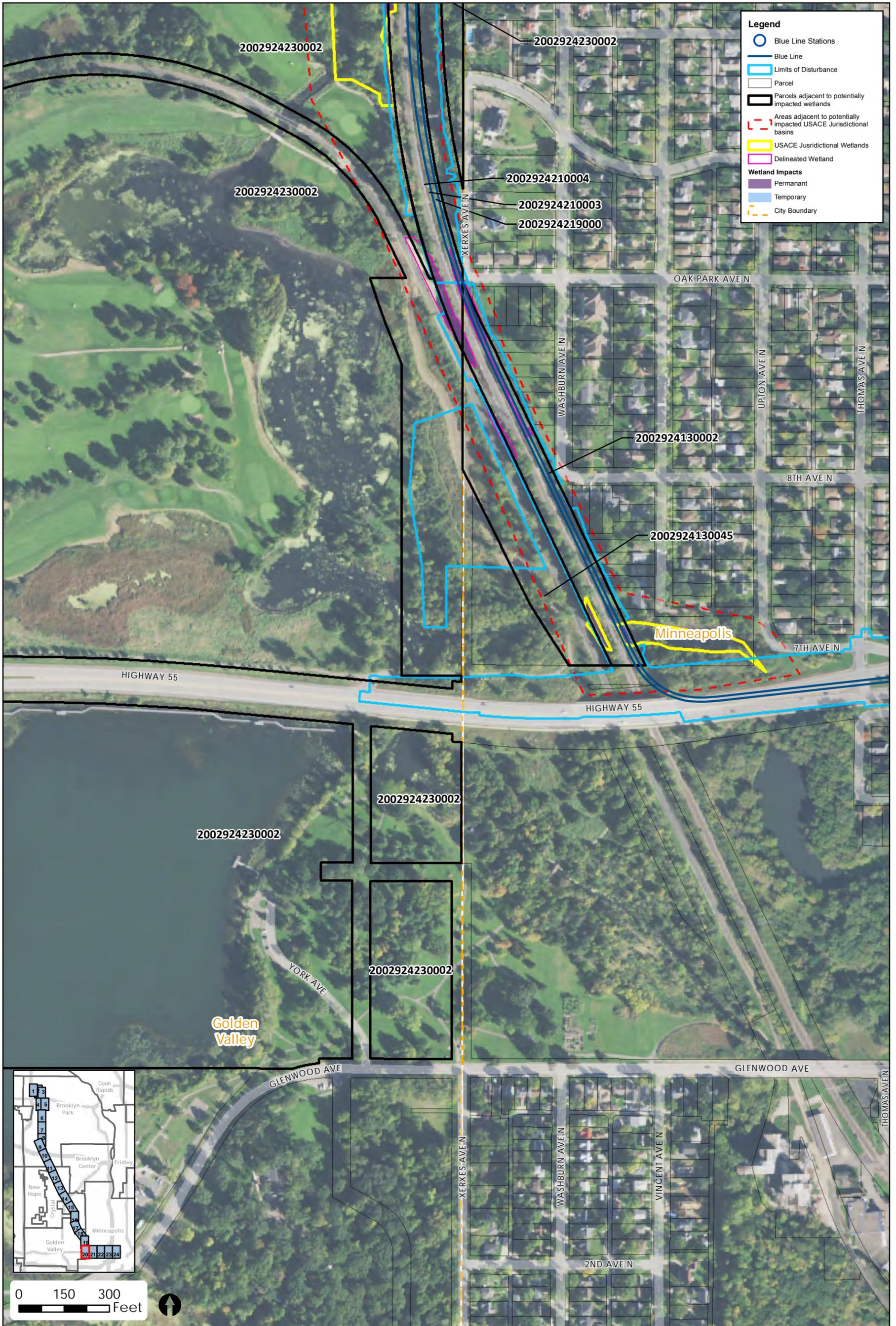
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 Source: Hennepin County, Metro Transit, MnDOT, MnDNR, HDR Engineering Inc., and SEH Inc.

Figure 1 - Jurisdictional Wetlands

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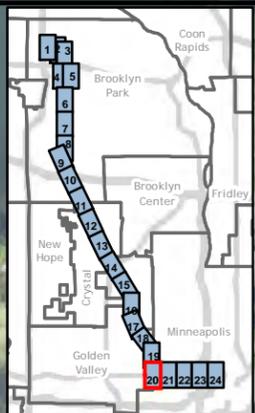


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Figure 1 - Jurisdictional Wetlands

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Appendix D

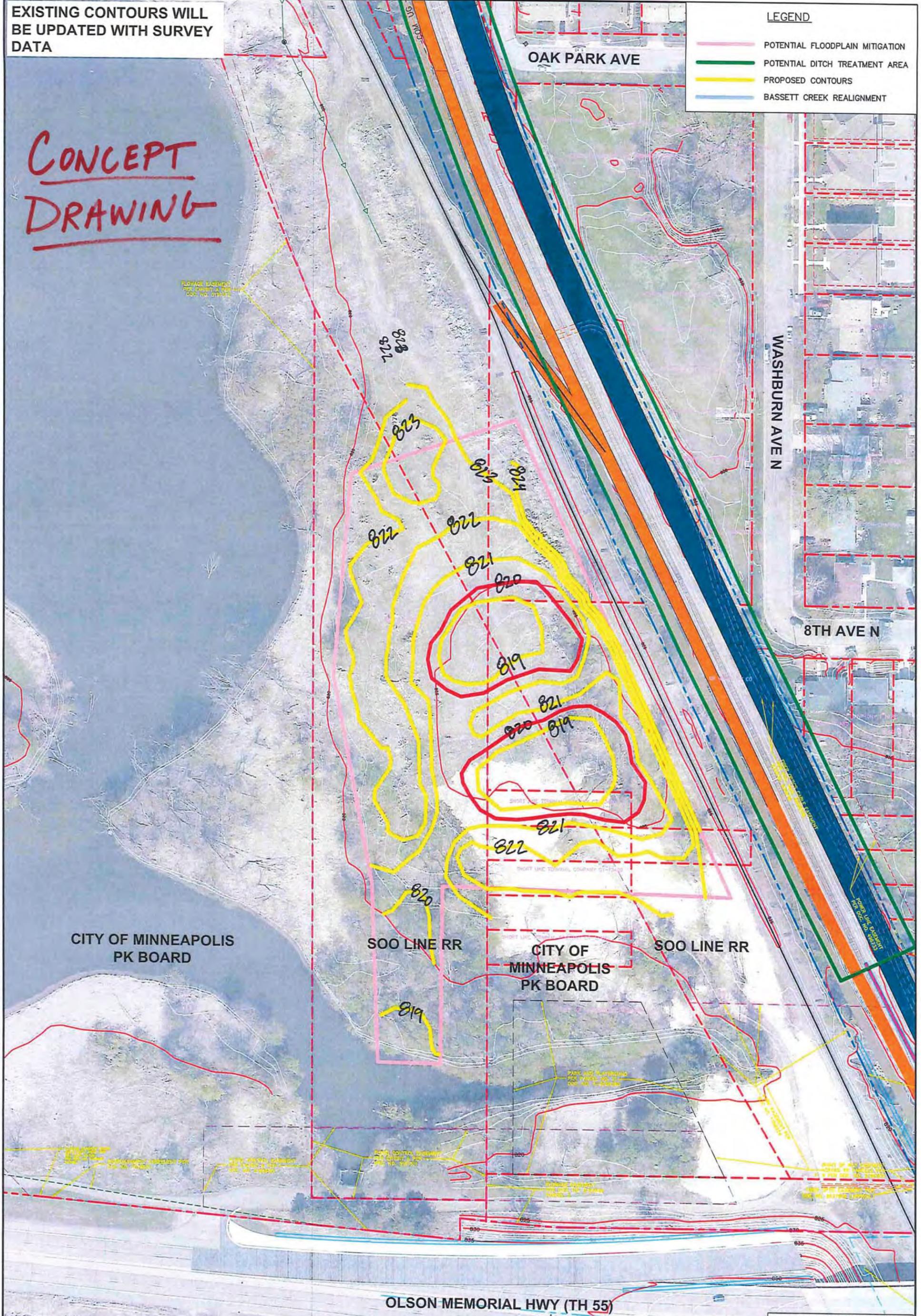
Concept Drawings of Selected Potential On-site Wetland Mitigation Opportunities

EXISTING CONTOURS WILL BE UPDATED WITH SURVEY DATA

LEGEND

- POTENTIAL FLOODPLAIN MITIGATION
- POTENTIAL DITCH TREATMENT AREA
- PROPOSED CONTOURS
- BASSETT CREEK REALIGNMENT

CONCEPT DRAWING



Feb. 12. 2016 01:14 pm H: (BPO_550_Design_Consultant\CAD\005-SEGMENT-CV\PE\EXHIBITS\CIVIL\GV-WR-MPRB-Impacts2.dwg By: rstenglein



BLUE LINE LRT EXTENSION
 Theodore Wirth Regional Park
 Floodplain Mitigation
ALT 2

01/22/2016



Kimley»Horn
SRE
 Consulting Group, Inc.



Appendix I

Section 404 Coordination

I.2 Coordination with US Army Corps of Engineers

1. Letter from the US Army Corps of Engineers to the Federal Transit Administration concurring on Point 4 (Design Phase Impact Minimization), June 16, 2016



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DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL, MN 55101-1678

JUN 16 2016

REPLY TO ATTENTION OF
REGULATORY BRANCH

Operations
Regulatory (2012-01051-MMJ)

Ms. Marisol Simon
U.S. Department of Transportation
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5253

Dear Ms. Simon:

We have started our review of the Metro Blue Line Extension Light Rail (BLRT) Project Section 404 Clean Water Act permit application, dated May 2016. After reviewing the wetland avoidance and minimization discussion and figures provided in this document we can now concur with Point 4 (Design Phase Impact Minimization) for the BLRT Project, as outlined in the National Environmental Policy Act (NEPA) / Section 404 Clean Water Act merger process.

Your application includes a detailed discussion regarding the avoidance and minimization efforts that have been incorporated into the BLRT project design in order to reduce overall impacts to aquatic resources throughout the project corridor. After reviewing this information we have made a preliminary determination that these avoidance and minimization efforts as proposed are sufficient to satisfy Clean Water Act requirements, including the minimization requirements described in the 404(b)(1) Guidelines.

We have also reviewed the preliminary compensatory mitigation plan for the BLRT project, as described in your application. As proposed, we have made a preliminary determination that this mitigation plan will likely comply with the Federal Mitigation Rule (33 CFR § 332), and the current St. Paul District Mitigation Policy. The mitigation ratios that you have proposed to compensate for various impacts to aquatic resources throughout the BLRT project corridor seem reasonable, and the hybrid approach described in your compensatory mitigation plan, including construction of permittee-responsible mitigation sites along the corridor and purchase of wetland bank credits from within Bank Service Area (BSA) 7, should be adequate to offset unavoidable adverse impacts to waters of the U.S. throughout the project corridor. We look forward to working with you as you finalize the compensatory mitigation plan for this project.

We reserve the right to revisit the preliminary determinations described above if there are any changes associated with this project that would alter the proposed impacts to aquatic resources within the BLRT corridor or the proposed compensatory mitigation as described in your permit application. We also expect that further avoidance and minimization opportunities will be pursued as design details are developed.

We will continue our review of your permit application, with the intent of publishing a Section 404 Clean Water Act Public Notice for this project concurrent with the Public Notice

Regulatory Branch (File No. 2012-01051-MMJ)

period for the BLRT Final Environmental Impact Statement. For further information, please contact Melissa Jenny at 651-290-5363 or Melissa.m.jenny@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chad Konickson', written in a cursive style.

Chad Konickson
Chief, Regulatory Branch

Copies furnished:

Virginia Laszewski, EPA
Kathryn O'Brien, Metropolitan Council
Dan Soler, Metropolitan Council
Mary Sue Abel, Metropolitan Council
Ben Meyer, BWSR
Stacey Lijewski, Hennepin County
Jeff Olson, SEH



Appendix I

Section 404 Coordination

I.3 US Army Corps of Engineers (USACE) and Technical Evaluation Panel (TEP) Coordination Meeting Notes

1. USACE coordination meeting notes, March 26, 2015
2. TEP coordination meeting notes, May 19, 2015
3. TEP coordination meeting notes, December 8, 2015



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METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Meeting Title: USACE Coordination Meeting

Date: 3/26/15 **Time:** 1:30 PM **Duration:** 1.0 hour

Location: USACE Offices – 180 5th Street East, St. Paul, MN

Meeting called by: Kathryn O'Brien – BPO; Melissa Jenny - USACE

Attendees: Melissa Jenny, Tim Smith – USACE
Kathryn O'Brien – BPO
Brent Rusco, Chad Ellos – Hennepin County/BPO
Janet Kennison, Scott Reed – HDR/BPO
Jeff Olson – SEH

Purpose of Meeting: Continuing coordination on Blue Line LRT Extension

Meeting Summary (prepared 4-2-15)

Summary information provided in *italics*.

- 1) Introduction
- 2) Review of Agency Roles
 - a) Metro Transit – RGU for MEPA and project sponsor
 - b) FTA – Federal lead and lead for NEPA
 - c) USACE – Cooperating agency under NEPA, Section 404 permitting agency
- 3) Review of Draft EIS and NEPA/404 Merger process
 - a) Concurrence Points 1-3 (Purpose and Need, Alternatives, LEDPA) complete
 - b) Concurrent Point 4 – pending (confirm requirements)
- 4) Next Steps
 - a) Review of Issues Map
 - b) Wetland Delineation activities
 - c) Overall schedule review
- 5) Next Coordination Meeting
 - *Kathryn O'Brien provided an overview of the project and introduced the issue resolution process to the USACE staff.*
 - *Environmental review for the project is being conducted as NEPA/404 merger process, with the USACE as a cooperating agency.*
 - *Through the completion of the Draft EIS, the project has achieved concurrence points 1 through 3 (purpose and need, alternatives, and least environmentally damaging practicable alternative – LEDPA). Concurrence point 4 (permitting) will occur during the Final EIS/ROD process, which is the focus of this meeting.*
 - *Jeff Olson discussed the schedule for the wetlands/404 component of the project.*



METRO Blue Line LRT Extension (BLRT)

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- *Delineation is planned for late April/May 2015*
- *Obtaining Technical Evaluation Panel (TEP) concurrence on wetland boundaries is planned for June 2015. Given that there are multiple jurisdictions for the state Wetland Conservation Act (WCA), the idea of a “super-TEP” with representation from all WCA Local Governmental Units (LGUs) was discussed.*
- *The first “pre-permitting” meeting is planned for September 2015 – the purpose of this meeting would be to discuss impacts, and mitigation strategies.*
- *The timing of the permit application was discussed – as the USACE is using the FTA’s EIS process for its 404 permitting NEPA requirements, the public notice of the application is generally published at the same time as the FEIS.*
- *The new MAP-21 (Moving Ahead for Progress in the 21st Century Act – the current federal law funding surface transportation programs) requirements were discussed. These include the publication of joint Final EIS/ROD documents; the 30 day comment period between Final EIS publication and the issuance of the ROD is eliminated. Therefore the notice of the 404 permit application would need to be published in advance of the ROD. It was noted that two other documents – the Section 4(f) and the Section 106 findings – need to be circulated in advance of the Final EIS/ROD as well, it may make sense to notice the 404 permit application at the same time. The Final EIS team will adjust the project schedule to reflect this.*
- *Jurisdictional determinations (JDs) were discussed. Initially, the Final EIS team assumed preliminary JDs for the project (i.e. the USACE would have jurisdiction over all wetlands on the project. However, another project – the West Broadway Avenue reconstruction – obtained a final JD in 2009 for an isolated wetland along the project corridor. The Final EIS team will review the corridor for possible other isolated basins, and will discuss the potential for final JDs on such basins as appropriate. The USACE mentioned the possibility of a “hybrid” JD where some basins may receive a preliminary JD whereas others would receive a final JD.*
- *The Final EIS team will be scheduling a coordination meeting with the various TEP members and the USACE in the next few weeks.*



Meeting Title: WCA TEP/USACE Coordination Meeting

Date: 5/19/15 **Time:** 1:30 PM **Duration:** 1.5 hour
Location: BPO – Conference Room 2
Meeting called by: Kathryn O’Brien – BPO; Jeff Olson – SEH; Scott Reed – BPO/HDR
Attendees: See sign-in sheet - attached
Purpose of Meeting: Coordination on Blue Line LRT Extension

Discussion Topics

Summary information presented in *italics*.

- 1) Introductions
- 2) Project Overview
 - Estimated water resource impacts (wetlands, stream crossings, floodplains) in DEIS
 - Trackage, Stations, Park and Rides, Operations and Maintenance Facilities, other
- 3) Project Schedule
 - Landowner notification, BNSF right-of entry permit
 - Wetland delineation (field effort), report
 - TEP and Corps concurrence on wetland boundaries and types
 - Field TEP/ Corps meetings
 - Pre-WCA/ Corps Joint Permit Application meetings
 - NEPA Milestones (note joint FEIS/ROD publication)
 - WCA/ Corps Joint Permit Application Submittal
 - Issuance of WCA replacement plan approval and Corps Permit
- 4) Discussion of potential WCA Exemptions and per Corps, the Preliminary JD/ Final (Approved JD)
- 5) Conceptual discussion of sequencing; impact avoidance, minimization, and mitigation
- 6) Brief discussion of other related environmental issues and status (Section 106, USFWS)
- 7) Adjourn

The Water Resource Agency Kick-off Meeting for Blue Line LRT began at 1:30PM, and adjourned at 3:00PM.

- *The meeting began with introductions.*
- *A helicopter flyover of the corridor was shown to the group to better orient participants regarding the project alignment, stations, and the Operations and Maintenance Facility. Impacts to water resources (wetlands, streams, floodplains) as known in the DEIS were discussed during the flyover review.*
- *A framework for calculating impacts to water resources in the FEIS was discussed; this will consist of field wetland delineations (with agency boundary concurrence) and refinements in the project footprint. Clarification was provided that footprint means trackage, operations and maintenance facilities,*



METRO Blue Line LRT Extension (BLRT)

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stations, park and rides, and other associated infrastructure. The project team emphasized that delineations are being conducted in all of these areas.

- A draft map of WCA LGU boundaries and relevant watershed district boundaries was shown to the group – some revisions are needed. Also, a few WCA LGU staff have changed – those changes will be incorporated into a final map.
- An update on wetland delineation progress was given – the field effort underway since early May and will be finished in early June. Information is not yet in a form that can be distributed to the TEP and Corps. In general, field delineations north of Hwy 610 appear to be considerably smaller in area than what was mapped by the NWI as used in the DEIS for impact estimation. Other areas in the southern portion of the project corridor appear to be generally similar to the boundaries presented in the DEIS.
- Preliminary wetland boundary information will be distributed to the group in order to determine which LGU has the majority of wetland impacts. The Blue Line Project Office (BPO) will arrange a teleconference call among WCA LGUs and Corps to discuss how WCA Notices of Decision will be processed for this linear project which traverses many LGUs. It was discussed how this was handled for the Southwest LRT – each LGU along the corridor chose to process its own approval. There appeared to be some interest in consolidating the WCA approval process under one LGU, but the LGUs will require the preliminary impact information prior to determining how it will be handled for the Blue Line LRT.
- TEP meetings will be convened during the month of June in order to gain TEP and Corps concurrence on wetland boundaries. It was recommended that TEP field meetings be scheduled at a pre-determined time each week; core TEP members (and Corps) would typically attend all field meetings and appropriate WCA LGUs would join per the boundaries of their jurisdiction.
- The group discussed that the water resources agency kick-off meeting would be the first of likely 3 similar “Super TEP” meetings (the next ones would present more detailed information on wetland boundaries and design refinements and ultimately a Pre-Application TEP (Corps) meeting).
- The group discussed previous delineation efforts, agency coordination, areas previously determined to be outside of the scope of WCA, and final (approved) jurisdictional determinations that were previously obtained from the Corps. It was also discussed that these findings would need to be updated as they have now expired.
- The group discussed that the WCA/ Corps Joint Permit Application would be submitted around May 2016. Based on estimated permit processing times for an Individual Permit (given the amount of wetland impact on the Blue Line LRT project an Individual Permit is assumed) – it is estimated that a permit would be issued in approximately September 2016 (after the publication of the BLRT Final EIS and Record of Decision).
- Details on sequencing, including wetland impact avoidance, wetland impact minimization, and mitigation for unavoidable wetland impacts will be forthcoming as design is refined. Sequencing efforts will be described in detail in the WCA/ Corps Joint Permit Application.
- Related environmental issues such as Section 106 and USFWS issues were briefly discussed.



METRO Blue Line LRT Extension (BLRT)

5514 West Broadway Avenue, Suite 200, Crystal, MN 55428 www.bluelineext.org

Meeting Title: WCA TEP/USACE Coordination Meeting

Date: 12/8/15 **Time:** 10:00 AM **Duration:** 1.5-2 hours
Location: HDR – 701 Xenia Avenue South, Suite 600, Golden Valley, MN 55416
Meeting called by: Kathryn O'Brien – BPO; Jeff Olson – SEH; Scott Reed – BPO/HDR
Attendees: Per meeting invite
Purpose of Meeting: Continued coordination on Blue Line LRT Extension

Discussion Topics

- 1) Introductions
- 2) Project Review
- 3) Project Schedule Update
 - February-May 2016 – FTA and cooperating agency review of Final EIS
 - June 2016 – publish Final EIS; notice of 404/DNR/WCA permit application
 - August 2016 – Record of Decision and 404/DNR Permit/WCA approval
- 4) Summary of Impacts
- 5) Jurisdictional Issues
 - WCA
 - USACE
 - DNR
- 6) Target Corporation Mitigation Site and Brooklyn Park Mitigation Site Discussion
- 7) Open Discussion
- 8) Adjourn

Summary information presented in *italics*.

The meeting began at 10:00AM with introductions and an overview of the project. Attendees are appended in the sign in sheet.

The total extent of delineated wetlands and delineated storm ponds was discussed. Emphasized that the distinction between natural wetlands and storm ponds are at this point just an assertion and will require concurrence from Wetland Conservation Act (WCA) Local Governmental Units (LGUs) and the Corps.





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The total impacts, broken out by wetland type, to wetlands (7.36 ac) and storm ponds (8.53 ac) were presented. Total impact broken out by wetland/storm pond and by municipality were presented. The largest areas of impact are in Brooklyn Park and Robbinsdale. It was suggested that impacts also be presented broken out by WCA LGU. Agreed that the Blue Line Project Office (BPO) will do that.

Jurisdictional considerations were discussed with respect to WCA, Corps, and the Minnesota Department of Natural Resources (DNR). Several delineated basins were discussed, specifically those that appear to have either been excavated in uplands (WCA jurisdiction related) or those that may not have hydrologic connections to Waters of the US (Corps jurisdiction-related). It was agreed that, as an intermediate step toward the WCA/ Corps Joint Permit Application, BPO would submit additional detail about several delineated basins where jurisdiction is uncertain. BPO would then gain concurrence on jurisdiction of these basins from WCA LGUs in the form of a "No Loss" determination where applicable. BPO would also gain concurrence on Corps jurisdiction for this suite of basins.

The team noted that approximately 400 linear feet of Bassett Creek would be shifted to the west under the Plymouth Avenue bridge to accommodate the LRT tracks and the shifted BNSF track.

Melissa Jenny (Corps) summarized a process that is a hybrid between an "Approved Jurisdictional Determination (JD)" and a "Preliminary JD". Those basins that are WCA jurisdictional would automatically be part of the "Preliminary JD" - therefore Corps jurisdictional. Other basins outside of the "Preliminary JD" group would be scrutinized based on basin-specific data presented to the Corps for analysis.

Wetland #28 (City of Brooklyn Park) is a mitigation site in the NW quadrant of 62nd Ave N and the Blue Line. Additional data will be collected concerning areas that were designated as New Wetland Credit (NWC) and Public Value Credit (PVC). Ed Mattheisen (representing Shingle Creek/West Mississippi WMCs) may have some information on this. Some fill impacts will occur as a result of moving the BNSF several feet westward. Other impacts may occur as a result of excavation in places to increase storm storage/treatment volume.

A wetland mitigation strategy was discussed, including a component of on-site mitigation and purchase of private wetland mitigation credits. On-site opportunities potentially include

- a ~5.5 acre polygon that lies partially within Theodore Wirth Regional Park, just north of Highway 55 and west of the BNSF freight tracks, and*
- an area on the north side of Shingle Creek (actually within the CSAH 103 project area, but potentially suitable for concurrent mitigation).*



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Both on-site areas also are intended for compensatory floodplain volumes. It is unknown at this time how much wetland mitigation these areas may yield.

Ben Meyer (BWSR) mentioned that a considerable amount of private wetland mitigation banked credits would be coming on-line fairly soon (within 2016). These credits would be suitable for the Blue Line needs.

The Target Corporation Mitigation Site was discussed. A perpetual conservation easement was recorded on this site in 2004. It was never banked, rather it was used for direct replacement of 2.18 acres of wetland impact that occurred when the Target headquarters was constructed. At a 2:1 ratio, 4.46 acres of NWC was created. 8.55 acres of WCA credit was created (100% NWC, 100% PVC upland buffer, 75% PVC storm pond). Wes Boll presented a figure that showed that the credited storm ponds lie to the east of the northern edge of the easement. It was discussed that, while the Site was monitored for 5 years (hydrology and extent of invasive species), it was not certified at the end of the monitoring period. Water tables have been dropping rapidly in Brooklyn Park and other areas of the Anoka Sandplain. It was determined that a wetland delineation on the site in the spring (2016) would be appropriate. If wetland is no longer present in the site in what is currently the footprint of needed local road connections - then no mitigation would be required. The loss of hydrology would be determined to be a "force majeure" that occurred prior to Blue Line-related footprint. If the Blue Line would impact existing wetland (or PVC upland buffer) then the appropriate wetland mitigation ratio would be 2:1. Ben Meyer (BWSR) stated that on-site mitigation in Brooklyn Park would likely fail hydrologically and therefore that might not be the best strategy for mitigation. If needed, purchase of suitable private mitigation credits might be the most efficient strategy.

The WCA/ Corps Joint Permit Application will be submitted to the WCA LGUs and Corps in May 2016 in anticipation of Public Noticing of the Permit Application in June 2016. A Technical Memorandum will be submitted to the WCA LGUs and Corps summarizing BPO's assertions on jurisdictional considerations.

The Blue Line meeting adjourned at 12:30 PM.