

10 Joint Development

This chapter describes potential long-term direct and indirect and short-term (construction) direct and indirect effects that would result from the Southwest Light Rail Transit (LRT) Project (the Project) with the proposed Beltline Station joint development project, compared to the effects that would result from the Project without the proposed Beltline Station joint development project. This section includes an overview of the regulatory context and methodology used for the analysis; a description of the proposed joint development project; a description of the anticipated environmental consequences related to the proposed joint development project; and a description of mitigation measures to implement with the joint development project. The discussion of impacts in this section assumes the construction of the Project as described in Section 2.2.1 of this Final Environmental Impact Statement (EIS).

This chapter includes the following sections:

- 10.1 Regulatory Context and Methodology
- 10.2 Joint Development Project Description
- 10.3 Affected Environment
- 10.4 Environmental Consequences
- 10.5 Mitigation Measures

10.1 Regulatory Context and Methodology

This section provides a description of the regulations that affect the evaluation and implementation of a joint development project that would use federal funds when it is associated with a larger overall project that would also use federal funds. This section also provides a brief description of how impacts of the proposed joint development project are assessed within this chapter.

Technical Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents, provides guidance that an agency developing a project that uses federal money should identify and discuss those joint development project measures that will preserve or enhance an affected community's social, economic, environmental, and visual values. In line with this guidance, this section discusses proposed projects that might be developed jointly with the proposed Southwest LRT Project. Joint development is a term which, in the context of a federally assisted transportation project, encompasses opportunities and expected impacts that are also addressed elsewhere in this Final EIS.

The Federal Transit Administration (FTA) Circular *Federal Transit Administration Guidance on Joint Development* (FTA C 7050.1) provides guidance to recipients of FTA financial assistance on how to use FTA funds or FTA-funded real property for joint development projects. Although it is not within the purview of National Environmental Policy Act to address, it is worth noting here the Circular contains four eligibility criteria that must be met by Project sponsors of an FTA-assisted joint development project in order for that joint development project to be eligible for capital funding. The four criteria are economic benefit, transit benefit, revenue, and tenant contribution.

The analysis of the proposed joint development project within this chapter is based on the assessment of impacts of the Project with the proposed joint development project, compared to the impacts of the Project without the proposed joint development project. The methodologies for the environmental categories addressed within this chapter are described in the corresponding regulatory context and methodology sections of the environmental categories included in Chapters 3 and 4.

Any future joint development project associated with the Project would need to successfully complete appropriate state environmental permitting processes. The environmental assessment included within this chapter only relates to the parcels of property that would contain the proposed structured parking lot.

10.2 Joint Development Project Description

Table 10.2-1 provides a summary of the Southwest LRT Project without and with the Beltline joint development project and it notes which elements of the joint development project would be funded through a mix of federal and local funds and which would be funded through a mix of local public and private funds.

TABLE 10.2-1
Project Elements without and with the Beltline Station Joint Development Project

| Project Element | Without Beltline Joint Development Project | With Beltline Joint Development Project ^a | Joint Development Element Funding Source |
|----------------------------------|--|--|--|
| Site Area | 1.59 acres | 6.85 acres | Federal/Local |
| Transit Use | LRT Station/Park-and-Ride Lot | LRT Station/Park-and-Ride Lot | Federal/Local |
| Retail Use | None | 12,200 square feet | Local (public/private) |
| Office Use | None | 312,000 square feet | Local (public/private) |
| Residential Use | None | 260 units | Local (public/private) |
| Park-and-Ride Parking | Surface – 268 spaces | Structured – 540 spaces | Federal/Local |
| Retail Parking ^c | 0 | Structured – 49 spaces | Federal/Local ^d |
| Office Parking ^c | 0 | Structured – 1,040 spaces | Federal/Local ^d |
| Residential Parking ^c | 0 spaces | Structured – 416 spaces | Federal/Local ^d |

^a All quantities are approximate and may change as the design advances for the proposed Beltline Station joint development project.

^b Funding that is designated as Federal/Local would be included within the Project’s Full Funding Grant Agreement between the Council and FTA.

^c District parking is parking spaces that would be available for the commercial, office, and residential uses of the site.

^d Federal funding will be applied to 200 of the district parking spaces.

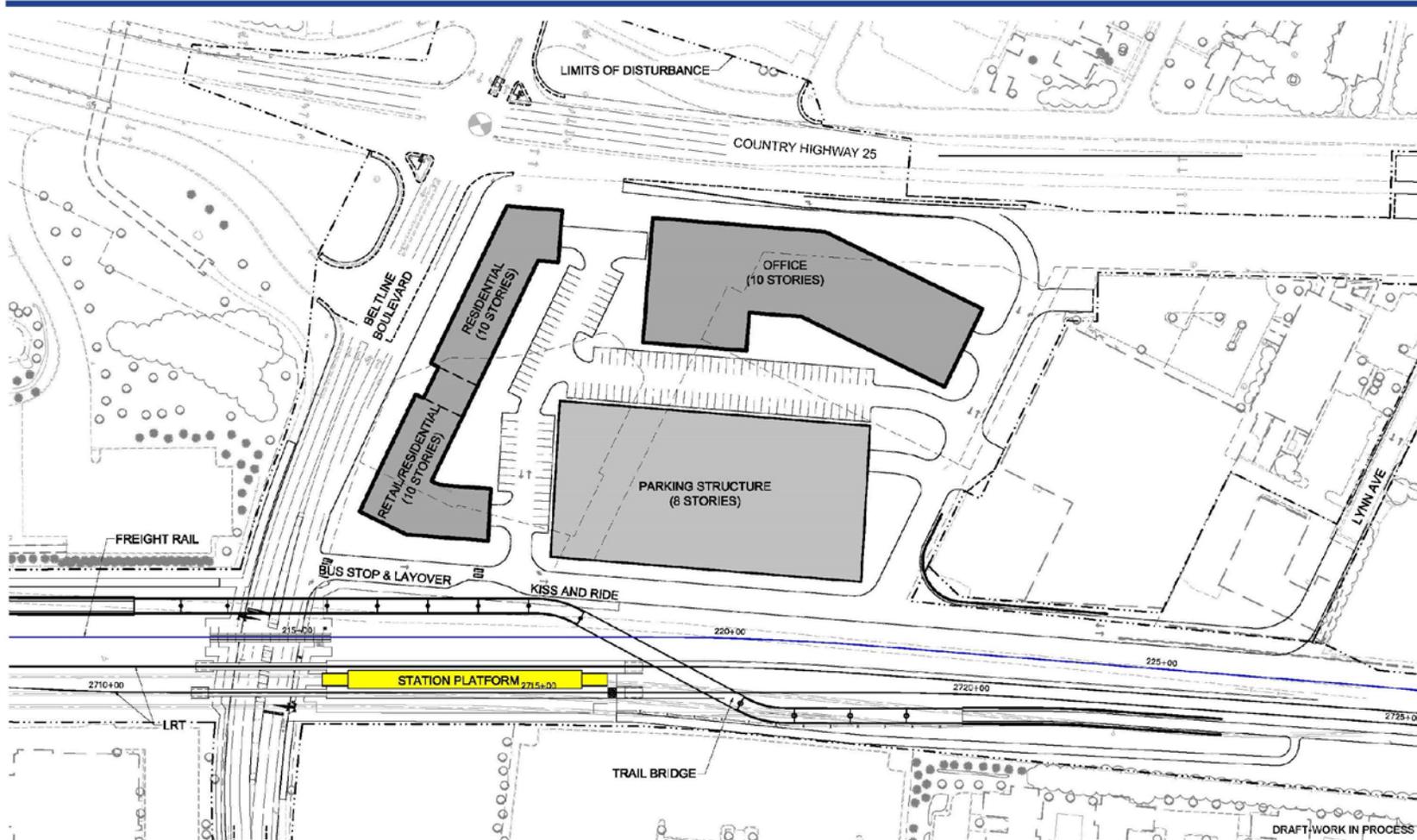
Source: Council, 2015.

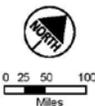
This Final EIS assesses the joint development project opportunity at the proposed Beltline Station, described as follows:

- Project Without the Beltline Joint Development Project.** Under the proposed Southwest LRT Project without the Beltline Station joint development project, the Beltline Station in St. Louis Park will include a 268-space surface park-and-ride facility, a bus stop/layover and a passenger drop-off area to be constructed on the east side of Beltline Boulevard in the area between the Beltline Station platform on the south and County Road 25 on the north. See Sheet 19 in Appendix E for illustration of the Beltline Station area under the Southwest LRT Project if the joint development project were not constructed.
- Project with the Beltline Joint Development Project.** See Exhibit 10.2-1 for an illustration of the Beltline Station area under the Southwest LRT Project with the Beltline Station joint development project. Under the proposed Southwest LRT Project with the Beltline Station joint development project, the Project would include a 540-space park-and-ride in a structured parking lot (10 stories). Other parking spaces in the structured parking lot would be available to commercial, office, and retail users of the proposed joint development site (and there would other on-site lots available to those users, which together would total 1,505 spaces). The Beltline Station would continue to have a bus stop, bus layover bay, and a passenger drop-off area on the east side of Beltline Boulevard in the area between the Beltline Station platform on the south and Highway 25 on the north. A mix of federal and local funds would be used to fund acquisition of the additional property needed for the joint development project and to construct the shared use parking.

Under the proposed joint development plan, the site would also include multi-story retail, office, and residential buildings (which would include some of the additional parking for users of the joint development site). Should the final mix of retail, office, and residential uses that would occupy the site warrant it, the Beltline Station joint development project would also include the addition of a west-bound left-turn lane on Park Glen Road at Beltline Boulevard. A mix of local public and private funds would be used to construct the mix of retail, office, and residential improvements that would occupy the site, as well as the potential additional lane on Park Glen Road.

EXHIBIT 10.2-1
Beltline Station Joint Development Project



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|---|---|---|---|
|  | <p>Southwest LRT FINAL EIS St. Louis Park - Beltline Station Area Joint Development Project</p> |  |  |
|---|---|---|---|

The Beltline Station joint development project would generate revenue for Metro Transit through legal agreements with private parties for their use of land owned by Metro Transit through a long-term ground lease, air rights over the public improvements, or lease payments for parking spaces in the structured parking facility. The parking lease payments would be generated through district parking¹ or a shared parking arrangement. As previously mentioned, the proposed Beltline Station joint development project capital finance plan has two general components: (1) a mix of federal and local funds to fund a portion of the sites improvements; and (2) a mix of local public and private funds that contemplates a private developer as a partner to construct the commercial, office, and residential elements of the joint development project. The description and illustration of the Beltline Station joint development included in this analysis project was developed in conjunction with the City of Saint Louis Park using the density allowed under the City's Mixed-Use Zoning District and previous planning work for the Beltline Station. The specific development program will be determined when the private developer is identified and the joint development project is implemented.

The Council and the City of St. Louis Park are pursuing the Beltline Station joint development project as a means to achieve economic growth and other local land use economic development goals, such as increasing the area's tax base, retain and create new jobs, establish a mix of uses around the proposed light rail station area, and capitalize on the site's proximity to existing and proposed transit, bicycle and pedestrian, and roadway facilities. In addition, they seek to increase density of use around the proposed light rail station, thereby increasing transit ridership.

Several factors will affect the schedule for implementing the proposed Beltline Station joint development project. First, initiation of implementation of the joint development project will occur only after FTA issues the Project's Record of Decision, which will include the proposed joint development project. Second, final approval of the Beltline Station joint development project and its inclusion in the Project will occur with FTA's approval of a Full Funding Grant Agreement for the Project and FTA approval of the Formal Joint Development Application. Lastly, acquisition of the property to be used for the joint development project will be required to comply with Minnesota regulations that affect government acquisition of property and must also be acquired, managed, and used in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), 42 U.S.C. Chapter 61; implementing regulations at 49 CFR Part 24. Construction of the joint development project would occur concurrently with construction of the Project.

10.3 Affected Environment

The City of Saint Louis Park's City comprehensive plan land use designation for all of the parcels anticipated to be used for joint development is Mixed Use.² The mixed use land use designation, which will take effect upon FTA's issuance of the Project's Record of Decision, will allow the properties to eventually be rezoned to the City's mixed use zoning district. The land is currently zoned industrial, pending the implementation of the comprehensive plan Mixed Use designation and subsequent anticipated re-zoning. The site currently contains three structures. It is located between Beltline Boulevard on the west, Highway 25 on the north and the freight rail corridor and proposed light rail alignment on the south. To the west and east of the proposed joint development project site are light industrial and commercial businesses. Highway 25 separates the proposed joint development project site from the predominantly residential Triangle Neighborhood located to the north of the highway.

10.4 Environmental Consequences

This section identifies the anticipated long-term and short-term (construction) direct and indirect impacts of the Project with the proposed Beltline Station joint development project, compared to the Project without the Proposed Beltline Station joint development project. Direct impacts are defined as those reasonably

¹ District parking is parking spaces that would be available for the commercial, office, and residential uses of the site.

² As per City of St. Louis Park Resolution No. 15-125 – A Resolution Approving an Amendment to the 2030 Comprehensive Plan for the City of St. Louis Park under Minnesota Statutes 462.351 to 462.364. See Appendix D for instruction on how to access the resolution.

foreseeable impacts that occur at the same time and place as the proposed action, while indirect impacts are defined as those that occur later in time or further removed in distance from the proposed action, but that are still reasonably foreseeable (40 Code of Federal Regulations 1508.8). Long-term impacts are those that will continue to occur after construction is complete, while short-term impacts are those that will be temporary and that will be associated with the Project's construction activities (see Section 2.1.1.2 for a description of construction activities).

Table 10.4-1 below summarizes the anticipated impacts of the Project with the proposed Beltline Station joint development project, compared to the anticipated impacts of the Project without the proposed Beltline Station joint development project. That is, the table identifies additional impacts that would occur under the Project if the Project were to include the Beltline Station joint development project. The table is organized by the environmental categories that are addressed in Chapters 3, 4, 5, and 6 of this Final EIS, where impacts resulting from the Project without the Beltline Station joint development project are described. Those resources where additional impacts would occur as a result of adding the Beltline Station joint development project to the Project are discussed in further detail below.

10.4.1 Source: Council, 2015. Long-term Direct Impacts

10.4.1.1 Land Use

The direct impact to land use would be the construction of a parking structure and a joint development with a private developer that would result in approximately 324,000 square feet of commercial uses and 260 residential units on several parcels. However, the parking structure and planned future development is compatible with planned land uses for this site: although the existing zoning is General Industrial and the City of St. Louis Park Comprehensive Plan currently guides this site for Business Park. The City anticipates redevelopment of the site to happen under the Mixed Use zoning district.

Based on this assessment, no adverse impacts with respect to land use are anticipated as result of the proposed Beltline Station joint development project.

10.4.1.2 Economic Activity

The Beltline Station joint development project has the potential to create a small number of direct short term jobs and additional earnings associated with the construction of the parking structure and associated development. The conceptual development plan includes office space which would generate long-term jobs and earnings. The additional trips to the area as a result of the increased parking and increased density and transit access may provide economic stimulus to local retail shops as potential customers frequent the area.

No long-term adverse impacts to property tax collections for the City of St. Louis are expected as a result of property acquisitions. The two additional properties acquired for the joint development project are currently tax-exempt parcels.

The Beltline Station joint development project would result in the addition of approximately 12,200 square feet of retail use, 312,000 square feet of office use, and 260 residential units (which would be within a multi-unit residential building that would either be owner occupied or rented). These additional uses at the proposed joint development site would tend to increase economic activity and the redevelopment will increase the property value and consequently the tax collections.

Based on this assessment, no adverse impacts with respect to economic activity are anticipated as result of the joint development project

TABLE 10.4-1
Summary of Impacts from Beltline Station Joint Development Project

| Environmental Category ^a | Summary of Impacts ^b |
|--|--|
| Land Use | 3.15 acres of land to be acquired |
| Economic Activity | Long-term increase in commercial, office, and multi-family residential uses, which would increase economic activity Short-term increase in jobs related to the additional construction activities associated with implementation of the joint development project |
| Neighborhood and Community | Change in neighborhood's visual character Addition of mixed use development |
| Acquisitions and Displacements | Acquisition of 2 additional parcels (3.15 acres in size) |
| Cultural Resources | None |
| Parklands, Recreation Areas, and Open Spaces | None |
| Visual Quality and Aesthetics | Addition of multi-story buildings that would affect the visual environment at the Beltline Station, but the degree of visual change would not be high |
| Geology and Groundwater Resources | None |
| Surface Water Resources | 0.28-acres of wetland permanently filled Additional 0.5 acres of impervious surface |
| Ecosystems | None |
| Air Quality and Greenhouse Gases | None |
| Noise | None |
| Vibration | None |
| Hazardous and Contaminated Materials | None |
| Electromagnetic Interference and Utilities | No adverse electromagnetic interference impacts anticipated Additional changes to utilities anticipated within and connecting to the joint development site |
| Energy | None |
| Transit | Approximately 540 additional average weekday transit boardings in 2040 due to additional park-and-ride spaces Additional increase in transit boardings due to the commercial, office, and residential use |
| Roadways and Traffic | An increase in vehicle trips to/from the site due to increased park-and-ride transit trips and to commercial, office, and retail use, but no change in the intersection level-of-service and queuing ^c |
| Parking | Additional 272 park-and-ride spaces at the Beltline Station would meet anticipated park-and-ride demand for the Beltline Station in 2040, reducing the risk of spillover parking in the vicinity of the propose station Additional 1,505 parking spaces provided to serve the proposed commercial, office, and residential uses |
| Freight | None |
| Pedestrian and Bicycle | None |
| Safety and Security | None |
| Environmental Justice Compliance | No change in the Project-wide environmental justice finding that the Project will not result in disproportionately high and adverse impacts to Environmental Justice populations. |
| Section 4(f)/Section 6(f) | No permanent use or temporary occupancy of protected Section 4(f)/6(f) properties. |

^a The environmental categories are those assessed in Chapter 3, 4, 5, and 6 of this Final EIS.

^b Impacts are of the Project with the proposed Beltline Station joint development project, compared to the Project without the proposed Beltline Station joint development project.

^c Should the final mix of retail, office, and residential uses that would occupy the site warrant it, the Beltline Station joint development project would include the addition of a west-bound left-turn lane on Park Glen Road at Beltline Boulevard.

10.4.1.3 Neighborhood and Community

Based on a review of potential changes to access to community facilities access, changes to community character, and changes to community cohesion, the proposed Beltline Station joint development project would not result in adverse impacts to neighborhoods and communities, when compared to the Southwest LRT Project. The following is a summary of the evaluation criteria used to analyze potential impacts to neighborhoods and community:

- **Access to community facilities.** There are no community facilities within or adjacent to the limits of disturbance for the joint development project site. Therefore, the joint development project would not change access to community facilities.
- **Community character.** When compared to the Southwest LRT Project, the joint development project would not result in additional noise or vibration impacts. If warranted, the Beltline Station joint development project would include the addition of a west-bound left-turn lane on Park Glen Road at Beltline Boulevard and it would not result in a deterioration of levels of service in surrounding roadway intersections. As noted in Section 10.4.1.1.E, the additional multi-story buildings that would be associated with the proposed joint development project would change the visual setting in the vicinity of the propose Beltline Station, but that change would not be substantial.
- **Community cohesion.** The joint development project site will not add physical barriers to neighborhood connectivity or result in adverse impacts to parking. The proposed joint development project will provide a mix of uses at the site, which would be consistent with the mix of uses within the vicinity of the proposed Beltline Station. In addition, the redevelopment of the site would allow for the addition of local roadways and pedestrian and bicycle infrastructure improvements that will help to increase connectivity in the neighborhood and increase access to the station.

Based on this assessment, no adverse impacts to neighborhood and community are anticipated as result of the joint development project.

10.4.1.4 Acquisitions and Displacements

Two additional parcels (3.15 acres in size) would need to be acquired to accommodate the joint development project. The parcels to be acquired are currently owned by the City of St. Louis Economic Development Authority. Because there are no active businesses on the two parcels, there would be no business displacements associated with the joint development project.

Based on this assessment, no adverse impacts with respect to acquisitions and displacements are anticipated as result of the joint development project.

10.4.1.5 Visual Quality and Aesthetics

The addition of the Beltline Station joint development project into the Project would result in the removal of the proposed surface park-and-ride lot at the Beltline Station from the design of the Project, which would be replaced with the design of three multi-story buildings (see Exhibit 10.2-1). A visual simulation of the site without and with the proposed Beltline joint development project is provided in Exhibits 10.4-1 and 10.4-2. With the addition of the multi-story buildings, the Beltline Station joint development project would add multi-story structures to the landscape around the Beltline Station and existing vegetation on the additional parcels to be acquired would be removed. However, the proposed joint development project site is within a built urban environment, with existing multi-story buildings in the immediate vicinity (e.g., north across Highway 25) and existing and planned trail bridges to the northwest and south of the site, respectively. As a result, the joint development project would not result in a high degree of change to the visual environment at this location, and the changes that would occur would be compatible with the existing urban visual setting.

10.4.1.6 Surface Water Resources

Following is a description of potential impacts to wetlands and stormwater that would result from including the Beltline Station joint development project into the Project. No additional impacts to floodplains would occur as a result of including the Beltline Station joint development project into the Project.

EXHIBIT 10.4-1

Visual Simulation of the Beltline Station Joint Development Project Site – Without the Joint Development Project (south of Highway 25, looking southeast)



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|  | <p>Southwest LRT FINAL EIS Visual Simulation of the Beltline Station Joint Development Project Site – Without the Joint Development Project South of Highway 25, Looking Southeast</p> |  |
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EXHIBIT 10.4-2

Visual Simulation of the Beltline Station Joint Development Project Site – With the Joint Development Project (south of Highway 25, looking southeast)



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|---|---|---|
|  | <p>Southwest LRT FINAL EIS Visual Simulation of the Beltline Station Joint Development Project Site – With the Joint Development Project South of Highway 25, Looking Southeast</p> |  |
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Wetlands

Approximately 12,146 square feet (0.28 acre) of wetland (MC-SLP-08) would be permanently filled as a result of the proposed joint development project—this would be a direct adverse impact to a wetland area (see Exhibit 10.4-3). The placement of the proposed park-and-ride in this location was determined to be the most suitable of various alternatives considered because: (1) it is the only property in the area that has adequate space to accommodate the forecasted parking requirements of the anticipated commuters that would not require the displacement of any additional existing business;³ and (2) it provides the opportunity to leverage the City-owned property for the joint development project. The size of the proposed on-site parking (a combination of structured and surface spaces) is the minimum necessary to accommodate the anticipated park-and-ride demand and parking to support the proposed commercial, office, and residential uses. It would not be feasible to sustain any portion of MC-SLP-08 given the size of the parking area needed, and the relatively small size of the wetland.

MC-SLP-08 is an isolated Type 7, hardwood swamp that is currently used for stormwater treatment. Wetland vegetation is dominated by common buckthorn (*Rhamnus cathartica*), reed canary grass (*Phalaris arundinacea*), and green ash (*Fraxinus pennsylvanica*). MC-SLP-08 is an isolated wetland exempt from regulation by Section 404 of the federal Clean Water Act. The wetland is regulated by the Minnehaha Creek Watershed District under the Minnesota Wetland Conservation Act and Minnehaha Creek Watershed District Wetland Protection Rule. The entire wetland will be filled by the proposed Southwest LRT Project with the proposed Beltline Station joint development project (none of the wetland would be filled or spanned as a result of the Project without the proposed Beltline Station joint development project).

Stormwater

The joint development project would increase impervious surfaces by approximately 0.5 acres, due to the development of structures on the additional parcel to be acquired. All stormwater resulting from the additional increase in impervious surfaces will be treated in accordance with applicable state and local requirements using best management practices described in Section 3.9 of this Final EIS.

10.4.1.7 Transit

As the Beltline Station is the last inbound station on the line with a park-and-ride lot, and demand has been shown to be 540 spaces, the additional 272 spaces associated with the joint development project would produce approximately 540 additional daily boardings/ridership compared to the Southwest LRT Project without the joint development project. There also would be an additional increase in transit boardings due to the commercial, office, and residential uses that would result from the proposed joint development project (e.g., based on an approximately 10 percent mode split associated with trips associated with the proposed commercial, office, and residential uses, the joint development project would result in approximately 375 additional average weekday transit trips). Based on this assessment, no adverse impacts with respect to transit are anticipated as result of the joint development project.

10.4.1.8 Parking

An additional 272 parking spaces inside a parking structure would be added as part of the joint development project for a total of 540 parking spaces; however, no adverse impacts to overall area parking conditions are anticipated as a result of the additional parking structure parking spaces. The additional 272 park-and-ride spaces at the Beltline Station under the proposed Beltline Station joint development project would meet anticipated park-and-ride demand for the Beltline Station, thereby reducing the risk of spillover parking in the vicinity of the proposed station.

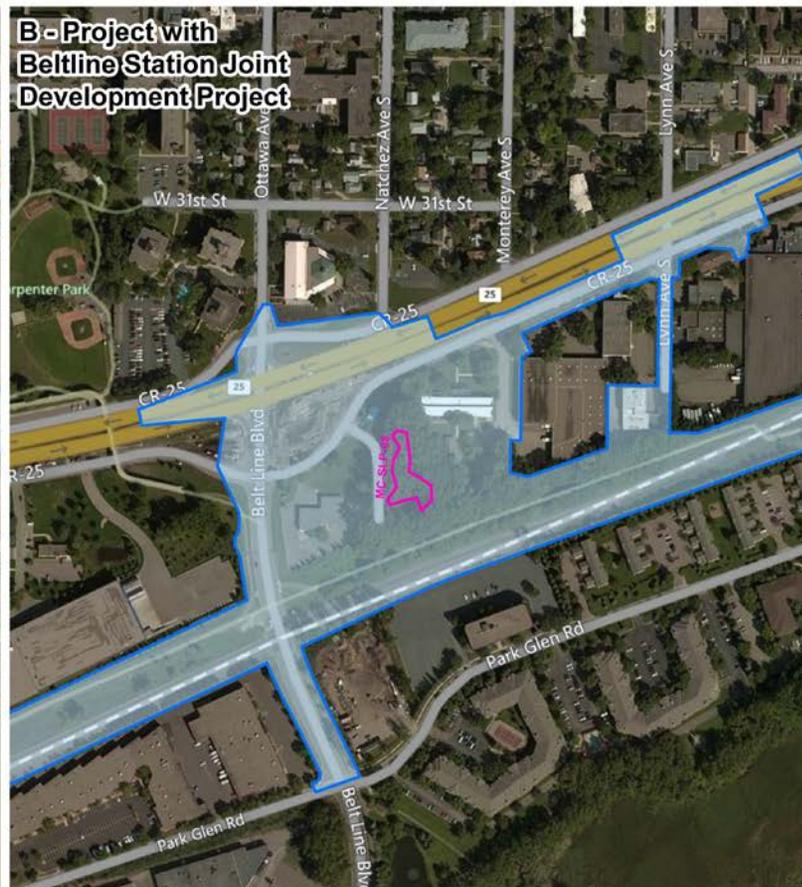
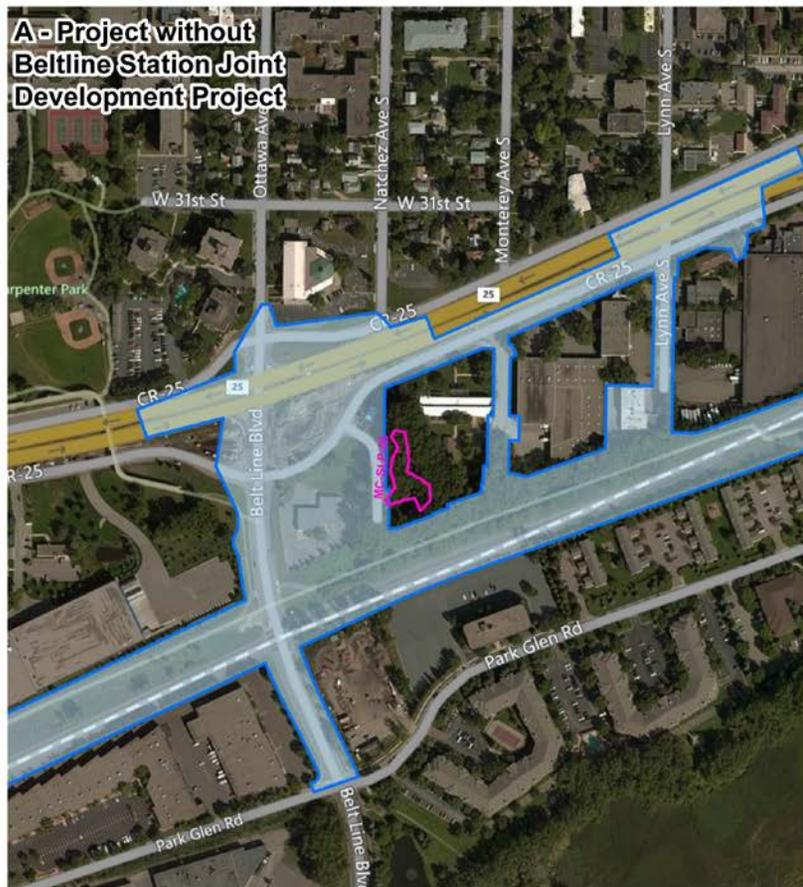
In addition to the 540 park-and-ride spaces at the site, the Beltline Station joint development project would result in 1,505 new parking spaces provided to serve the proposed commercial, office, and residential uses.

³ One business would be displaced from the joint development site due to the surface park-and-ride lot that would occur under the Project without the Beltline Station joint development project.

EXHIBIT 10.4-3
Wetland Impact at Beltline Station Joint Development Project

LEGEND

-  Project Limits of Disturbance
-  Field Delineated Wetland



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|  | <p>Southwest LRT FINAL EIS Anticipated Project Wetland Impacts at the Proposed Beltline Station – without and with Beltline Station Joint Development</p> |  |
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10.4.1.9 Roadways and Traffic

While there would be an increase in vehicle trips to/from the site under the proposed Beltline Station joint development project (due to increased park-and-ride transit trips and due to the commercial, office, and retail use within the site), there would be no change in the intersection level-of-service and queuing. As previously noted, should the final mix of retail, office, and residential uses that would occupy the site warrant it, the Beltline Station joint development project would also include the addition of a west-bound left-turn lane on Park Glen Road at Beltline Boulevard.

10.4.2 Long-term Indirect Impacts

10.4.2.1 Land Use

Similar to the City of St. Louis Park's comprehensive plan Mixed Use land use designation and anticipated rezoning for the parcels anticipated to be used for the proposed Beltline Station joint development, additional properties within other station areas could eventually have revised comprehensive plan designations and/or be rezoned to facilitate additional joint development projects.

10.4.3 Short-term Impacts

10.4.3.1 Economic Activity

Construction of the Beltline Station joint development project will represent additional capital investment in the regional economy in the form of additional parking structures and parking lots and those additional construction activities will temporarily increase employment, earnings, and economic output during the construction period.

10.4.3.2 Roadways and Traffic

Construction of the Beltline Station joint development site would affect adjacent roadways and traffic on those roadways associated with an increase in construction activities at the site, compared to construction activities under the Project without the Beltline Station joint development project (e.g., increased truck traffic to and from the site, temporary lane closures).

10.5 Mitigation Measures

This section describes the measures the Council will implement to mitigate the Beltline Station joint development project's long-term and short-term impacts. These mitigation measures would only be implemented if the Beltline Station is ultimately included within the Project and constructed, which may occur concurrently with or subsequent to implementation of the Project.

10.5.1 Long-term Mitigation Measures

Impact. Permanent fill in wetland associated with joint development project.

Mitigation. Mitigation for the direct impacts to wetlands associated with joint development project would be provided to meet state and local wetland compensatory mitigation requirements through joint development project-specific compensatory wetland mitigation, purchase of approved mitigation banking credits, or a combination of both. These wetland mitigation measures would only be implemented if the Beltline Station is ultimately included within the Project and constructed; and the mitigation measures would be implemented concurrently with the Beltline Station joint development project (which may occur concurrently with or subsequent to implementation of the Project).

10.5.2 Short-term Mitigation Measures

Impact. Short-term impacts to residents and businesses associated with construction of joint development project.

Mitigation. Specific mitigation measures for short-term impacts to businesses are identified in the Construction Communication Plan and a construction staging plan, which will be implemented by the Council prior to and during construction. As described in the Communications and Public Involvement Plan, the purpose of the Construction Communication Plan is to: prepare businesses and

commuters in the project vicinity for construction; listen to their concerns; and develop plans to minimize harmful or disruptive effects. Specific mitigation measures included in the Construction Communication Plan are location specific and may include:

- Issue and post to the Southwest LRT Project website regular construction updates
- Provide advance written notice of roadway closures, driveway closures, and utility shutoffs
- Conduct public construction meetings
- Establish a 24-hour construction hotline
- Prepare a brochure with applicable construction information
- Post special open for business and way-finding signage
- Address property access issues
- Assign staff to serve as liaisons between the public and contractors during construction

In addition, the Council will develop and implement a construction staging plan, which will be reviewed with the appropriate jurisdictions and railroads, and the contractor will be required to secure the necessary permits and follow a construction staging plan, unless otherwise approved. Components of a construction staging plan include traffic management plans and a detailed construction timeline.

Traffic management plans will be reviewed by the appropriate jurisdictions before starting construction activities. In some cases, intersections may need to be modified to minimize vehicle delay. Measures may include the addition of turn lanes, the construction of temporary traffic signals, the revision of existing signal timing plans, or the addition of warning signs.

A detailed construction timeline will be developed before the initiation of construction activities that would inform roadway users and adjacent property owners about when the activities would begin, the type of work being performed, an estimate of when the work will be completed, and recommendations on how individuals and entities can minimize disruption to their activities.

These mitigation measures for short-term impacts would only be implemented if the Beltline Station joint development project is ultimately included within the Project and constructed; and the mitigation measures would be implemented concurrently with the Beltline Station joint development project, which may occur concurrently with or subsequent to construction of the Project.

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