

## 7.0 CONCLUSION

This EA has been prepared to identify potential environmental effects associated with project construction and operation and to provide agencies and the public the opportunity to review and comment on the potential effects of the reuse and rehabilitation of the Union Depot as a multi-modal transit hub. As demonstrated through this document, with proper mitigation the project's potential for significant adverse social, transportation, and environmental impacts can be minimized, allowing the many positive impacts of the project to provide an overall benefit to the region. The analysis and documentation contained in this EA are based on conceptual design of the proposed improvements to the Union Depot. More detailed preliminary and final design and engineering will commence following completion of this environmental review process.

### 7.1 SUMMARY OF IMPACTS

Table 7-1-1 presents a summary of the 30 topics that were examined as potentially being impacted by the reuse and rehabilitation of the Union Depot as a multi-modal transit hub. Examining Table 7-1-1, it becomes apparent that there are a number of impacts as a result of this project:

- The project would support local land use plans and neighborhood goals of preserving the Union Depot and enhancing the bicycle and pedestrian friendly environment.
- The project will improve both the volume and quality of storm water runoff from the site through implementation of storm water management BMPs.
- The project will introduce minor visual changes to the Union Depot
- The project will improve safety through increased security patrols in the area and “eyes on the street.”
- The project has the potential to adversely impact historic and archaeological resources. These impacts will be mitigated according to a Programmatic Agreement (to be developed).
- The project will impact the mix of vehicle types access the facility but traffic forecasting indicates that congestion will not increase.
- The project would increase the number of destinations that can be reached without the use of a personal vehicle.
- The project will introduce more options for non-motorized transportation in the vicinity of the Union Depot.



**TABLE 7.1-1 SUMMARY OF IMPACTS OF THE PROPOSED ACTION**

<b>RESOURCE</b>	<b>PROPOSED ACTION</b>	<b>NO BUILD</b>
<b>SOCIAL IMPACTS</b>		
Land Use	Establishment of a multi-modal transit hub at the Union Depot is consistent with and supports the land use and development plans for the area.	The No Build Alternative would not contribute to or support the attainment of goals associated with land use plans for the area.
Acquisitions and Displacements	RCRRA would acquire property from the USPS and Saint Paul Housing and Redevelopment Authority. Displacement of Post Office would have a significant beneficial impact on USPS operations and productivity.	Same as the Proposed Action.
Neighborhoods	The proposed project would contribute to neighborhood goals by preserving the historic Union Depot structures, improving transit access as well as bicycle and pedestrian facilities.	The No Build Alternative would not contribute to neighborhood goals.
Environmental Justice	Positive mobility impacts result from convenience of multi-modal transit hub. Relocation of intercity bus terminal from existing University Avenue location to Union Depot would result in reduction in number of minority persons and number of persons living in poverty within ½-mile of the bus depot. Relocation of Amtrak Station would serve a higher number of both minority people and persons living in poverty. Implementation of the proposed project would introduce limited visual changes. Any hazardous materials found on site will be addressed under the supervision of Minnesota’s Pollution Control Agency’s Voluntary Investigation and Cleanup program.	No impact.

**TABLE 7.1-1 SUMMARY OF IMPACTS OF THE PROPOSED ACTION (CON'T)**

<b>RESOURCE</b>	<b>PROPOSED ACTION</b>	<b>NO BUILD</b>
<b>SOCIAL IMPACTS</b>		
Community Facilities	The proposed action would limit the access of residents living near the Midway Amtrak and Greyhound Bus Stations to the services currently provided at these locations. Through the continuation of high-frequency transit service in the corridor and a connection Minnesota's Union Depot the loss of access will be minimized. Residents living near the project site would gain access to these facilities.	No impact.
Infrastructure and Public Services	Some minor relocation or reconstruction of storm water drainage facilities may be necessary.	No impact.
Coastal Zone Management	The proposed project is not located within a coastal zone management area. No impact.	No impact.
Safety and Security	Safety and security provisions would be incorporated into design of Union Depot. Facility will be patrolled, increase "eyes on the street", and be well lit.	Potential security concern if building is unused.
Farmland	No impact.	No impact.
Wild and Scenic Rivers	Implementation of the proposed project would introduce limited visual changes but is not anticipated to cause negative impacts on aquatic species (wildlife) in the Mississippi River. Likewise, the scenic, recreational, historical, and geologic values of the NRI-listed segment would not be affected by the proposed project.	If Union Depot is unused, potential for deterioration could introduce element of blight for a scenic and historic resource adjacent to the river.



**TABLE 7.1-1 SUMMARY OF IMPACTS OF THE PROPOSED ACTION (CON'T)**

RESOURCE	PROPOSED ACTION	NO BUILD
<b>SOCIAL IMPACTS</b>		
Mississippi National River and Recreation Area (MNRRA)	Implementation of the proposed project would introduce limited visual changes but is not anticipated to cause negative impacts on aquatic species (wildlife) in the Mississippi River. Likewise, the scenic, recreational, historical, and geologic values of the NRI-listed segment would not be affected by the proposed project. RCRRA has initiated coordination with National Park Service.	If Union Depot is unused, potential for deterioration could introduce element of blight for a scenic and historic resource adjacent to the river.
Mississippi River Critical Area	Reuse of the Union Depot is consistent with <i>Saint Paul Mississippi River Corridor Plan</i> . City site plan review and permit required prior to construction.	If Union Depot is unused, it would not be consistent with critical area plan.
Visual and Aesthetic	Train sheds and exterior vestibules would be visually introduced to the project area. Along with modifications to the train deck and the removal of the 1978 Annex. Programmatic Agreement between FHWA, MnDOT, RCRRA, and MN/SHPO to be developed to guide design and appearance of these visual elements and avoid adverse impacts on historic properties, adjacent properties, and viewsheds associated with other locations.	If Union Depot is unused, potential for deterioration could introduce element of blight.
Historic and Archaeological Properties	Proposed project has the potential to adversely impact historic and archaeological properties. Mitigation of adverse effects would be negotiated through the process stipulated in the Programmatic Agreement signed by the FHWA, Mn/DOT, Mn/SHPO and RCRRA.	If Union Depot is unused, potential for deterioration of the historic property.

**TABLE 7.1-1 SUMMARY OF IMPACTS OF THE PROPOSED ACTION (CON'T)**

<b>RESOURCE</b>	<b>PROPOSED ACTION</b>	<b>NO BUILD</b>
<b>TRANSPORTATION IMPACTS</b>		
Public Parklands	No impact.	No impact.
Traffic	The multi-modal transit hub is expected to generate approximately 1,620 vehicle trips per day including approximately 670 daily bus trips. Overall, there would be a net reduction in daily vehicle trips generated by the site, a slight decrease in trips during the PM peak hour, and an increase of approximately 130 vehicle trips generated during the AM peak hour. With continuing growth in background traffic volumes, the intersections of Shepard Road/Jackson Street and Kellogg Boulevard/Jackson Street are forecast to operate at Level of Service (LOS) F by the year 2030.	Relocation of Post Office functions will eliminate approximately 550 daily truck trips and 1,960 daily automobile trips from the vicinity of the project site. The intersections of Shepard Road/Jackson Street and Kellogg Boulevard/Jackson Street are forecast to operate at LOS F by the year 2030.
Parking and Access	Development of the multi-modal transit hub would eliminate approximately 665 existing parking spaces from the Union Depot site leaving a future parking supply of approximately 1,730 spaces. Future parking demand is estimated to be 1,050 spaces so there would continue to be a significant surplus of parking available at the site.	The demand for parking on the Union Depot site would be significantly reduced. There would be no change in the number of parking spaces or access to the parking.
Transit	Rerouting of buses to include the Union Depot, this would increase the potential transfer opportunities. Increasing the number of destinations that can be reached without the use of a personal vehicle.	No impact.
Pedestrians	Improved pedestrian environment would be provided by creating a pedestrian way along the south side of Kellogg Boulevard and providing improved lighting and pedestrian access to the elevated rail yard.	Lack of pedestrian activity could reduce pedestrian safety.



**TABLE 7.1-1 SUMMARY OF IMPACTS OF THE PROPOSED ACTION (CON'T)**

<b>RESOURCE</b>	<b>PROPOSED ACTION</b>	<b>NO BUILD</b>
<b>TRANSPORTATION IMPACTS</b>		
Bicycles	Project includes a bicycle station with enclosed parking for 200 bicycles, shower, and locker facilities. A striped bicycle way will be developed along the south side of Kellogg Boulevard between Sibley Street and Broadway Street to improve bicycle access to the site and connectivity to other bicycle paths.	No impact.
Aeronautics	The project site is located in the Influence Area of the Downtown Saint Paul Airport. As a result, the RCRRA will coordinate with the FAA and Mn/DOT Office of Aeronautics to ensure there are no adverse impacts on airport operations.	No impact.
<b>ENVIRONMENTAL IMPACTS</b>		
Air Quality	No impact.	No impact.
Energy	No impact.	No impact.
Noise and Vibration	No impact.	No impact.
Wetlands and Ecologically Sensitive Areas	No impact.	No impact.
Floodplains and Drainage	No impact.	No impact.
Storm Water Drainage	Project would include storm water volume best management practices to meet requirements of the Capital Region Watershed District (CRWD).	No impact.
Water Quality	CRWD requirements would be met through use of infiltration/filtration systems and inline storm water treatment units.	No impact.
Endangered Species	No impact.	No impact.

**TABLE 7.1-1 SUMMARY OF IMPACTS OF THE PROPOSED ACTION (CON'T)**

RESOURCE	PROPOSED ACTION	NO BUILD
<b>ENVIRONMENTAL IMPACTS</b>		
Hazardous Materials	Reuse of the property may involve removal or disturbance of hazardous substances and/or petroleum products. A Response Action Plan and/or a Developmental Response Plan would be prepared prior to construction to address management of contaminated media during construction. A Construction Contingency Plan would also be prepared to provide a mechanism to address any unexpected environmental issues encountered during redevelopment.	No impact.
Geotechnical	No impacts are anticipated. Additional testing would be required during future design phases to verify adequacy of the existing structural design.	No impact.



## 7.2 GOALS ACCOMPLISHED

Through the creation of a multi-modal passenger transportation facility which will provide a safe and convenient connection between various modes and restoring passenger transportation functions the historic Union Depot the goals identified in Section 2 Purpose and Need will be accomplished.

- Goal #1:** Create connection between regional and local transportations systems
- Goal #2:** Provide connectivity in the transportation system to facilitate transfers between travel modes
- Goal #3:** Increase efficiency in Metro Transit
- Goal #4:** Accommodate future rapid transit
- Goal #5:** Encourage bicycle commuting
- Goal #6:** Enhance the pedestrian environment
- Goal #7:** Decrease dependence on the personal automobile
- Goal #8:** Preserve Minnesota's transportation heritage
- Goal #9:** Support economic development

Providing residents and visitors to the Twin Cities region with a diverse supply of interlinking forms of transportation Minnesota's Union Depot will decrease the dependence on personal vehicles. Minnesota's Union Depot will provide residents with increased choices in how they travel throughout the region, improving their quality of life. Utilizing a single facility for all modes of transportation will increase the number of destinations that people can travel to without the use of a personal automobile. It also allows residents and visitors to use different modes of transportation for different trips or different portions of the same trip. The improved accessibility of downtown Saint Paul through the reuse of the Union Depot as a multi-modal transit hub will act as a catalyst for economic growth in the area, in particularly in the Lowertown neighborhood.

Not only will the historic Union Depot be preserved, it will be preserved in a manner that will allow residents and visitors to see how it was originally designed to function. It will serve as a testament not only to the railroad era of the past but also to the multi-modal era of the future. The preservation and reuse of the Union Depot will benefit the environment through providing an example of how facilities designed for a specific use can be transformed and reused.