

IMPACTS

Of the proposed Southwest Transitway route through Whittier

- ❖ **Business / Economic Impacts**
- ❖ Timing of Icehouse hotel construction (will it mean years of construction at 26th and Nicollet?)
- ❖ Disruption of utilities (water, gas, electric)
- ❖ Loss of street access during construction
- ❖ Loss of parking (hide 'n' ride)—*a parking study is needed to anticipate the impact to the business and residential street parking*
- ❖ Increase in regional customer base
- ❖ Construction or operating noise
 - Particularly on existing noise-sensitive businesses
- ❖ Impacts on employee commutes
- ❖ Increase in foot traffic
- ❖ *What is the anticipated loss or attrition of businesses during construction*
- ❖ *What is the loss of local employment by local businesses*
- ❖ Potential to redo streetscape
 - Impact on outdoor dining
- ❖ Impact on property values
 - Property taxes paid by local business

- ❖ **Visual and Aesthetic Resources**
- ❖ Streetscape for stations would need to be reconstructed
- ❖ Compatibility with pedestrian overlay
- ❖ Placements of vents and electrical stations
- ❖ *What will be the impact on Vera's garden and the Soo Line garden*

- ❖ **Noise and Vibrations**
- ❖ How would construction affect buildings?
- ❖ How would operation affect businesses?
 - Businesses that need quiet for operation
- ❖ Compare levels of noise and vibration during operation of proposed route with noise and vibration from existing transportation
- ❖ *What are the on-going levels noise from train squeal, horn, crossing bells and underground vibration*
- ❖ *How will the continual vibration affect the infrastructure of the older and historical homes and businesses along the route*

- ❖ **Hazardous / Regulated Materials**
- ❖ Potential for spread of contaminants from GFI site
- ❖ Potential for contaminated soil along Greenway rail corridor

- ❖ **Ecosystems, Geology and Hydrology**
- ❖ Air quality and noise impacts
- ❖ Drainage for tunnel
- ❖ Changes to Greenway water runoff

- ❖ **Air Quality**

- ❖ Effects on vehicular traffic in Nicollet Corridor?
- ❖ **Transportation**
- ❖ Compatibility with existing city plans
 - Particularly Comprehensive Plan and Nicollet Pedestrian Overlay District
- ❖ Park and Hide
 - Detriment or benefit for neighborhood
- ❖ Impact on other potential rail routes in Midtown Corridor
- ❖ Accidents in Greenway due to increased pedestrian traffic at LRT stations
- ❖ Necessary transit police for stations and route
 - Costs? Safety impacts?
- ❖ Travel time for transit users
- ❖ Existing bus service
 - necessary changes to route and frequency
- ❖ **Land Use**
- ❖ Eminent domain
 - Where will it be used?
 - How much will it cost?
- ❖ Land values
 - How will changing land values necessitate a change in land use?
- ❖ Density along transit route
- ❖ Traffic patterns around stations
- ❖ *How will the proposed LRT cross the Greenway bike and pedestrian lane as it turns north on to Nicollet*
- ❖ **Cultural Resources / Parklands**
- ❖ Changes to experience of using the Greenway
- ❖ Loss of green space along south side of Greenway
- ❖ Greenway safety
- ❖ Connection to MIA
- ❖ Impact on historic buildings
- ❖ **Suggestions**
- ❖ 26th Street Station
- ❖ Define EIS boundaries early
- ❖ Alternate route along freeway / 3rd Ave
- ❖ Streetcar route along Nicollet
- ❖ Route continuing along Greenway to Hiawatha instead of Downtown
- ❖ Greenway Streetcar or Trolley
- ❖ Nicollet Ave Streetcar