



# Appendix G

## Response to Draft EIS Comments

### 7 Comments Received on Draft EIS – Businesses



*This page intentionally left blank*

Bottineau Transitway  
Draft Environmental Impact Statement  
Comments from Businesses

**From:** [eric@crystalwineandspirits.com](mailto:eric@crystalwineandspirits.com)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Cc:** [jim.adams@crystalmn.gov](mailto:jim.adams@crystalmn.gov); [john.m.budziszewski@gmail.com](mailto:john.m.budziszewski@gmail.com); [uuijad@aol.com](mailto:uuijad@aol.com)  
**Subject:** Bottineau LRT- OPPOSE  
**Date:** Thursday, May 15, 2014 2:12:06 PM

---

Good Afternoon,

I very strongly oppose the railroad project. My wife and I own Crystal Wine and Spirits and the business is going to be either demolished or negatively affected by the track crossing on Broadway. The best case scenario is us allowed to keep our store but with multiple trains crossing across West Broadway means less traffic and customers. That's not even mentioning how our customers would get in and out of our parking lot. As a taxpayer I am perplexed at the fascination with trains. Back in the early to mid 1900's the trains were removed because of their inefficiency... and now we are trying to bring them back? Trains are a fixed mode of transportation, you can't make a left or right turn with them. Communities grow and decline over the years making trains very costly and ineffective. What is a highly populated area now does not mean it will be heavily populated in five or ten years. What do we do then? Move the tracks? More subsidies? More trains? Close it down? This is the biggest government waste I've seen in my 46 years in Minnesota. I understand this is a majority of federally funded project but the last time I checked I pay federal taxes and this is still a waste of tax money. If there is a greater need for public transportation then use the money to by more energy efficient and environmentally friendly buses. Bus routes can be rerouted as needed according to needs unlike trains.

In closing the Bottineau project is a waste of money. There are much better ways to spend the money and trains should not be in consideration.

Sincerely,  
Eric Charlson

**From:** [Kathy Forberg](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Bottineau DEIS  
**Date:** Wednesday, May 21, 2014 4:08:22 PM

---

Dear Sirs,

My name is Kathy Forberg, I own/operate Marr-Don Apartments on 4825 Vera Cruz in Crystal. I am very concerned about the impact of this project on my multi family property. I understand the trains will be 17-25 feet from my property. I am concerned about the noise, vibration, dust, and among other detriments the lack of privacy for my tenants. I am also concerned about the frequency of said trains, it's my understanding there will be a train every 7.5 minutes along with the wind, dust, pollution, and noise they will provide. I also understand there is a proposed crossing on Broadway, next to our building. This is not only very dangerous , as there are visibility issues there, but also more noise etc. This is way to close to a multifamily dwelling. I am looking forward to a discussion of these intensely important issues related to this project. I request you keep me updated via email , in reference to my property, when these issues can be discussed.

Thank you,

Kathy Forberg  
4825 Vera Cruz  
Crystal, MN  
(612) 388-8166

**From:** [Pence, Alison K](#)  
**To:** [Bottineau Transitway/Hennepin](#)  
**Subject:** Comment on DEIS  
**Date:** Thursday, May 29, 2014 11:54:15 AM  
**Attachments:** [DEIS response.docx](#)

---

Please see the attached comment from Allina Health/Courage Kenny Rehabilitation Institute in support of the Locally Preferred Alternative as identified in the DEIS.

Thank you,  
Alison

**Alison Pence, MPH**

Director of Community Engagement • West Metro • Allina Health  
Phone: 612-262-1451 • Cell: 612-644-6953 • [Alison.Pence@allina.com](mailto:Alison.Pence@allina.com)  
Mail Route 10111 • 2925 Chicago Ave S • Minneapolis, MN 55407



This message contains information that is confidential and may be privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply e-mail and delete the message.



May 28, 2014

Hennepin County  
Housing, Community Works & Transit Dept  
701 Fourth Avenue South  
Minneapolis, MN 55415

To Whom It May Concern,

Thank you for providing the opportunity to comment on the DEIS for the Bottineau Transitway project. On behalf of Allina Health and the Courage Kenny Rehabilitation Institute (formerly known as Courage Center), we would like to express our support and endorsement for the creation of the Bottineau Transitway and for the inclusion of a transit station at Golden Valley Road.

At Allina Health, we understand the importance of having a robust transportation infrastructure in place to enhance the health of our communities and we appreciate the role that reliable transportation options play in reducing health inequities and improving the health of the overall population.

Limited access to safe, reliable transportation has been shown to result in decreased opportunities for employment, education and recreation for certain populations and communities. This is especially true for persons with disabilities. The Courage Kenny site located on Golden Valley Road, currently provides services for about 6,000 patients per year, most of whom arrive for therapy and treatment via Metro Mobility, Metro Transit bus or private/for-hire transportation. For patients arriving by Metro Mobility or private/for-hire transportation, service is spotty at best. Our patients are frequently late or miss their appointments all together due to their reliance on these limited transportation options. Overtime, this delay in treatment and therapy frequently results in slower progress and poorer outcomes. These delays are also costly to the healthcare system and frustrating for the care providers waiting to see if the patients will arrive that day.

Building the Bottineau Light Rail Line with a stop at Golden Valley Road, as identified in the DEIS as the Locally Preferred Alternative, would be highly beneficial to both our patients and our staff. At the Golden Valley Courage Kenny location, we currently have about 500 employees. Employee parking at our facility is extremely limited, with no on-street options for overflow parking nearby. Having access to a reliable transportation option, such as a nearby light rail station, would definitely encourage public transportation usage by our employees, most of whom are not currently served by the busline.

As you are planning the Bottineau Transitway project and the Golden Valley Road station in particular, we would ask that you pay special attention to ensuring that the rail cars and the stations are handicap accessible and friendly to those with complex disabilities. The administration at the Courage Kenny Golden Valley site would like to invite your station and transitway planners to visit our facility to understand the level of disabilities that our patients, your future riders, face and the accommodations that can be made to make this form of transit accessible to all. This awareness will be important not just to Courage Kenny patients, but also to the general ridership as the residents of Minneapolis and the northwest suburbs age and become reliant on LRT as their only source of transportation.

In closing, thank you for providing this opportunity for Allina Health and the Courage Kenny Rehabilitation Institute to express our support for the Bottineau Transitway project and for the inclusion of a station at Golden Valley Road. We welcome this type of transit in this part of town and our patients and staff look forward to having increased access to safe, reliable transportation available to them.

Sincerely,

Alison Pence  
Director of Community Engagement, West Metro Region  
Allina Health


**From:** [Shawn.Carriere](#) on behalf of [David.Marquis](#)  
**To:** [Bottineau.Transitway/Hennepin](#)  
**Subject:** Bottineau Letter of Support  
**Date:** Thursday, May 29, 2014 10:43:39 AM  
**Attachments:** [image2014-05-29-104133.pdf](#)

---

Hello-

Please see attached for David Marquis' letter of support. Please let us know if a hard copy also needs to be mailed.

Thank you!

Shawn Carriere | Assistant to David Marquis, Sr. Director, Corporate Real Estate | **BE YOU. BE**  | 1000 Nicollet Mall TPN-1201  
| Minneapolis, MN 55403 | (612) 761-6683 (ph) | [My Site](#)





May 28, 2014

Hennepin County Housing, Community Work and Transit  
Attn.: Bottineau Transitway  
701 Fourth Avenue South, Suite 400  
Minneapolis, MN 55415

**RE: BOTTINEAU TRANSITWAY  
MINNEAPOLIS TO BROOKLYN PARK, MN**

Your consideration is requested to approve the completion of the LRT Blue Line from the central business district of Minneapolis to Brooklyn Park (Bottineau Transitway). The Bottineau Transitway is the fourth phase of a comprehensive LRT strategy. This phase, an approximately 12 mile corridor, needs to be completed for the overall LRT strategy to realize its full potential of enabling growth in a flexible, connected and efficient manner. It will help, slow the growth of traffic congestion and serve the region's economic needs including encouraging expanded choices in housing locations and types, and improved access to jobs and opportunities through transit-oriented development.

Target owns 340 acres along a portion of Bottineau Transitway in Brooklyn Park at the 97<sup>th</sup> Avenue station and is in the process of expanding its presence with new buildings that will be occupied by the end of 2014, providing a workplace environment for more than 5,000 employees. Interest in additional development adjacent to Target's campus in the form of service retail, restaurants, hotels and housing is emerging. A master plan has been developed that incorporates the Transitway to provide quick and convenient access to the site from a large regional trade area extending along the rail corridor. The completion of TH-610 to I-94 teamed with the Bottineau Transitway will promote the creation of a transit hub for the northern and far northern suburbs and stimulate development in the quadrants of TH-610 and Highway 169, largely undeveloped land.

Significant investment has been made in the LRT network. The completion of the fourth phase to link Brooklyn Park with the central business district of Minneapolis and points beyond will encourage private investment that is likely to exceed the funding needed to complete the project.

Thank you for your consideration of this request.

Sincerely  
TARGET CORPORATION

David A. Marquis  
Senior Director, Corporate Real Estate  
1000 Nicollet Mall  
Minneapolis, MN 55403  
612-761-1553  
david.marquis@target.com



MARR-DON APARTMENTS  
4825 VERA CRUZ  
CRYSTAL, MN 55429

May 21,2014

Dear Sirs, I emailed my concerns about the proposed Bottineau Transitway project to you, and am following up with a hard copy. I own/operate Marr-Don Apartments located at 4825 Vera Cruz in Crystal. I am very concerned about the impact of this project on my multi family property. I understand the trains will be 17-25 feet from my property. This is a huge problem, I am concerned about the noise, vibration, dust, and among other detriments, the lack of privacy and comfort of my tenants. I am also very concerned about the frequency of said trains, its my understanding there will be a train every 7.5 minutes along with the wind, dust, pollution, and noise they will provide. I also understand there is a proposed crossing on Broadway along side of our property. This is not only very dangerous, as there are visibility issues there, but also more various noises from the horns and trains themselves. This is way too close to a multi family dwelling. I am also concerned about the negative impact on our multi family business, and the negative effect on the property value of my investment. I am looking forward to a discussion of these intensely important issues. I request you email me as to when these important issues can be addressed.

Thank you  
Kathy Forberg  
4825 Vera Cruz  
Crystal, MN 55429  
(612) 388-8166



## Bottineau Transitway Draft Environmental Impact Statement

### Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: John Rothbauer Organization: Sawhorse, Inc.  
 Address: 4740 42nd Ave. N. and 4750 42nd Ave. N., Robbinsdale, MN.  
 Email: Johnrothbauer@sawhorseusa.com

On page 4-79 of the Impact statement under table 4.6-3, stating the number of on-street parking spaces lost <sup>at</sup> zero is NOT correct. The 17 parking spaces are NOT on-street and ~~are~~ on Sawhorse, Inc. property. Sawhorse, Inc. purchased the property that has the 17 parking spaces over 15 years ago. Sawhorse, Inc. would like the Transitway Authority to purchase the Entire property(s), Land and building from Sawhorse, Inc. Sawhorse believes this is reasonable, because, Sawhorse will be left with only 2 parallel parking spots on the western side of our building, no handicap parking, and will only have access to 6 spots on the eastern side of the office building. So, with only up to 8 parking spots available for a business with over 18 employees, plus needed customer parking, Sawhorse Inc. feels this is the justified and correct approach.

Sincerely, John Rothbauer  
 President, Sawhorse, Inc.

