



Operations and Maintenance Facility (OMF) Site Selection TI #23

Revision 0

November 11, 2013

Southwest LRT Project Technical Report

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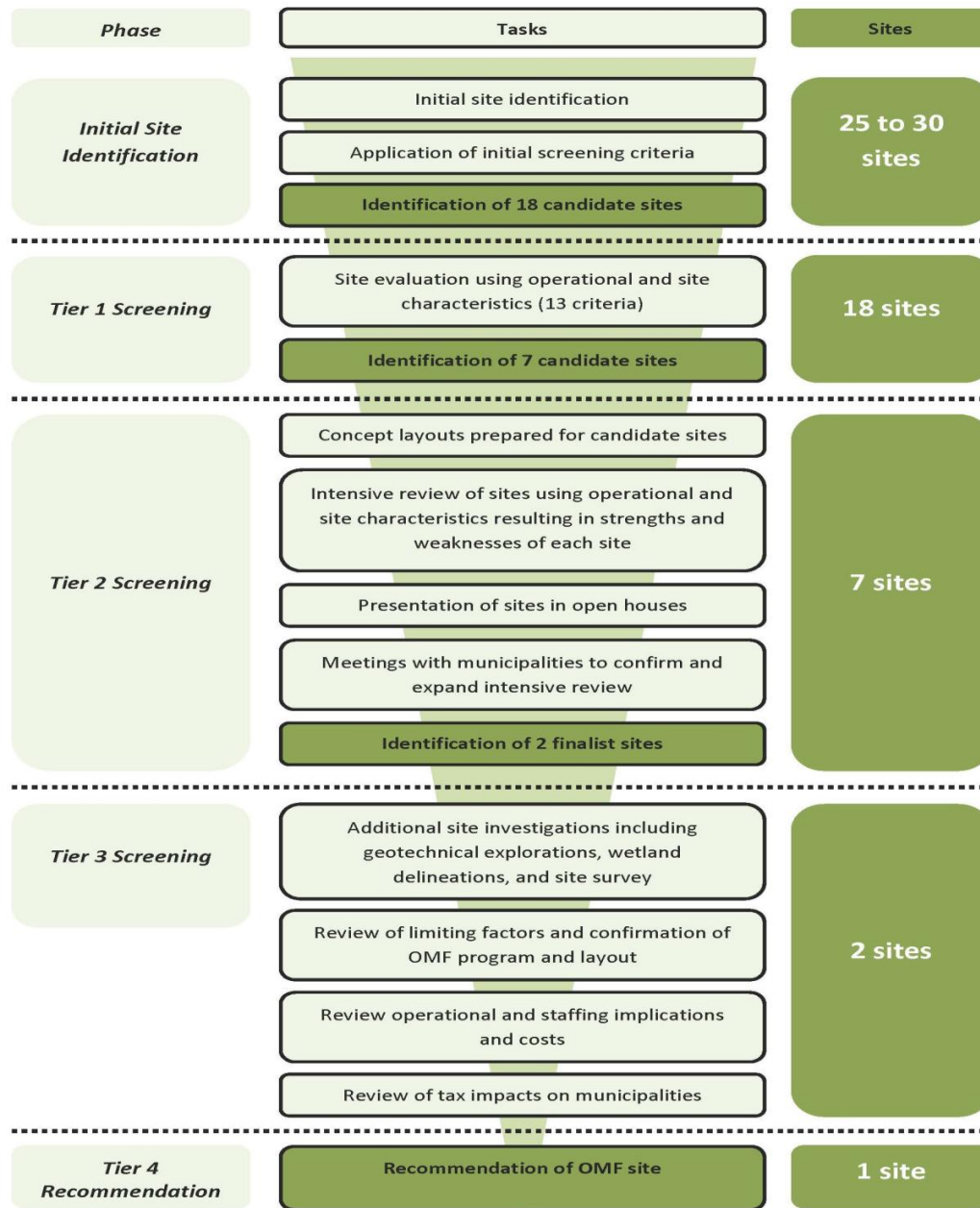
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Executive Summary

This Technical Report documents the site selection process and recommended finalist sites for the Operations and Maintenance Facility (OMF) supporting the Southwest Light Rail Transit segment of the Metropolitan Council's Green Line. Investigation of candidate sites and the formulation of recommendations complement an independent *Basis of Design Report* (July 2013) that addresses OMF site and building program needs.

OMF Site Selection Process



The selection process included an initial identification of sites, carrying forward several sites identified in the Draft Environmental Impact Statement, and applying increasingly refined criteria as a means of gauging suitability of each site to accommodate the OMF. Initially, more than 25 sites were identified, and using a coarse screening focused on site size and shape, configuration, and proximity to the SWLRT line, 18 sites were identified for further review.

The SPO developed 13 operational and site characteristics as a screening tool for the 18 sites. Importantly, any site that failed to meet minimum thresholds for operations or that was associated with a known significant limiting feature was eliminated from consideration. Through this process, referred to as the Tier 1 Screening, the list of candidate sites was narrowed to seven sites—all of which were characterized as “excellent” or “very good.”

Through the Tier 1 Screening, it was determined that adjacent sites in two locations should be combined into single sites, and staff from one city offered two additional sites for consideration.

With the combination of sites and the addition of two sites, seven sites were identified for further evaluation:

- Site 3/4 (City Garage East and West) *located in Eden Prairie at the northeast quadrant of Wallace Road and Technology Drive*
- Site 6 (Mitchell East) *located in Eden Prairie at the southeast quadrant of Mitchell Road and Technology Drive*
- Site 8 (Shady Oak/Flying Cloud) *located in Eden Prairie and the northeast quadrant of Shady Oak Road and Flying Cloud Drive*
- Site 9 (K-Tel) *located in Minnetonka at the southeast quadrant of Shady Oak Road and Minnesota River Bluff Trail*
- Site 9A (K-Tel East) *located in Hopkins between 5th Street South and Canadian Pacific Railway and east of 15th Avenue South*
- Site 11A (11th Avenue West) *located in Hopkins at the northwest quadrant of 11th Avenue South and 5th Street South*
- Site 12/13 (Excelsior) *located in Hopkins and St. Louis Park north of Excelsior Boulevard and west of Powell Road*

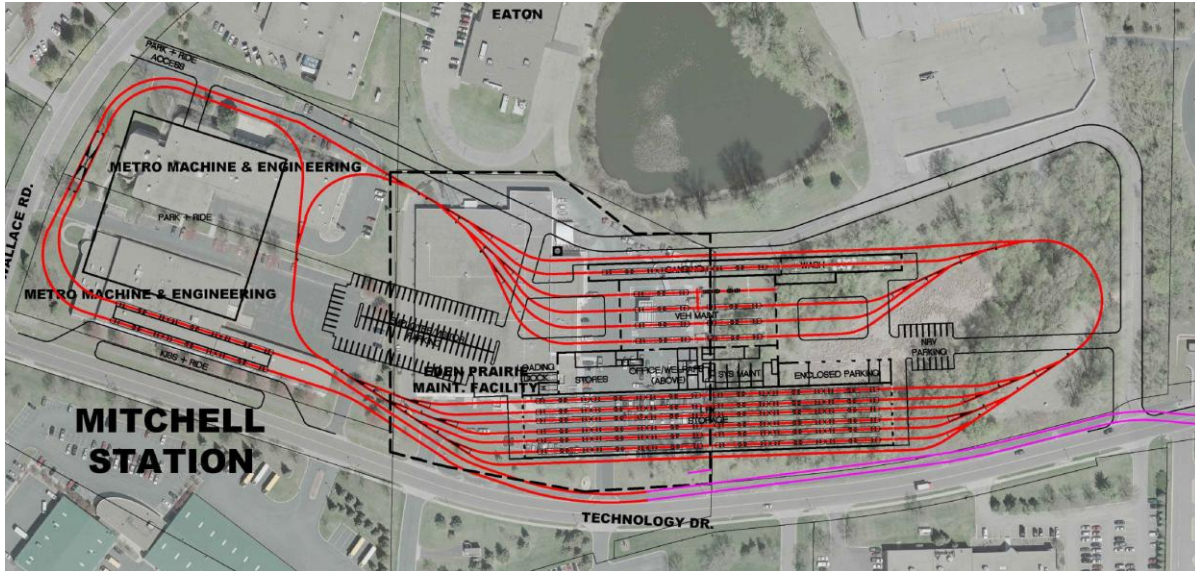
Prior to further screening and narrowing of sites, these sites were presented to the public during open houses in each host community. Several sites garnered significant comments regarding adjacencies of the candidate sites to residential areas. Staffs from cities with candidate sites were asked to comment on the operational and site characteristics and to offer information related to current and proposed land use at or near the candidate sites.

Input from the public open houses and information gained from cities’ staff was central to a Tier 2 Screening, a process that offered a more robust assessment of each site based on:

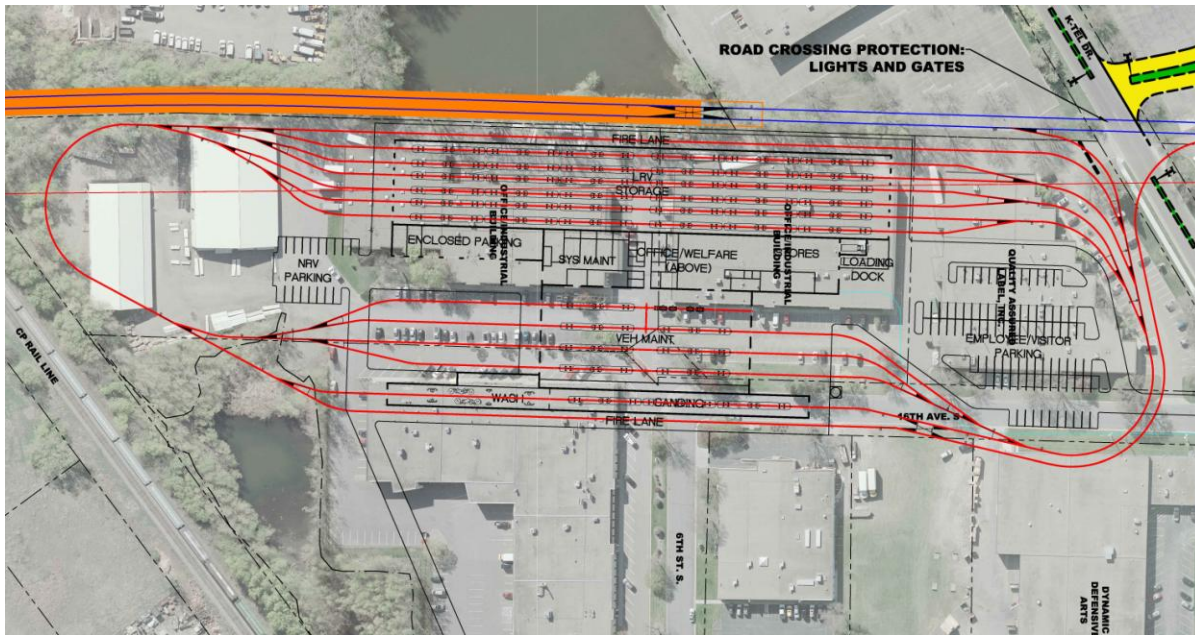
- Preliminary layouts for OMF tracks and building;
- Compliance with current land use planning and zoning;

- Preliminary costs of development; and
- Initial assessments of environmental implications.

The combination of the more refined Tier 2 Screening, input from the public, and the more detailed review of site characteristics resulted in the narrowing of the seven candidate sites to two finalists.



OMF Finalist Site 3/4 (City Garage East and West, Eden Prairie)



OMF Finalist Site 9A (K-Tel East, Hopkins)

Further evaluation of the two finalist sites, referred to as the Tier 3 Screening, focused on more detailed investigation of each site, including:

- Geotechnical explorations, wetland delineations, and site surveys;
- Operational and staffing implications;
- Refinements to development costs;
- Local tax base impacts; and
- Confirmation of the OMF program and layouts.

Importantly, this screening sought to identify limiting features of the finalist sites. Because both sites were assessed and determined to be fully capable of supporting the OMF program, it was important to understand if any conditions of the site or its surroundings would limit implementation of the OMF. A summary of the final sites follows:

- Site 3/4 (City Garage East and West) *located in Eden Prairie at the northeast quadrant of Wallace Road and Technology Drive*

The site has sufficient land area to accommodate the OMF and is located on parcels guided for similar types and intensity of use. Nearby development would not be negatively impacted by the introduction of OMF activities. The end of the line location and the lack of definition in the alignment are limiting factors. The local municipality does not object to this site, provided a replacement site can be identified for the city's public works garage.

- Site 9A (K-Tel East) *located in Hopkins between 5th Street South and Canadian Pacific Railway and east of 15th Avenue South*

The site is sufficiently large enough to accommodate the OMF program and is located on parcels guided for similar types and intensity of use. While proximity to the Shady Oak Station may be a consideration, the site would be considered in the second tier of parcels surrounding the station and would not likely be targeted for TOD-type uses. Development of the OMF will likely result in excess land area along the site's east side that might accommodate new industrial development.

Determination of a final site to accommodate the OMF for the SWLRT was left to policy makers who would use the information gained through the OMF site selection process to guide their decision.

1.0 Background and Purpose

This Technical Report documents the site selection process and recommended site selection for the Operations and Maintenance Facility (OMF) supporting the Southwest Light Rail Transit (SWLRT) segment of the Metropolitan Council's Green Line. Investigation of candidate sites and the formulation of recommendations were conducted by the Southwest Project Office (SPO) in concert with the East and West Segment consultant teams. The OMF siting process is complementary to an independent *Basis of Design Report* (July 2013) that addressed OMF site and building program needs.

The process documented by this Report follows a technical study related to OMF siting that preceded the Draft Environmental Impact Statement (DEIS) and work that was completed during the DEIS process. The SPO is committed to selecting the best possible site for the OMF based on function, spatial needs, and relationship to its surroundings. As a result, it was determined that the corridor should be reviewed to identify other potential sites. Additional sites would be evaluated to complement the preceding studies. Sites identified in the DEIS are included as candidate sites evaluated by this work.

2.0 Initial Site Selection Process

A multi-step site selection process was employed jointly and collaboratively by the East and West Segment consulting teams. A summary follows.

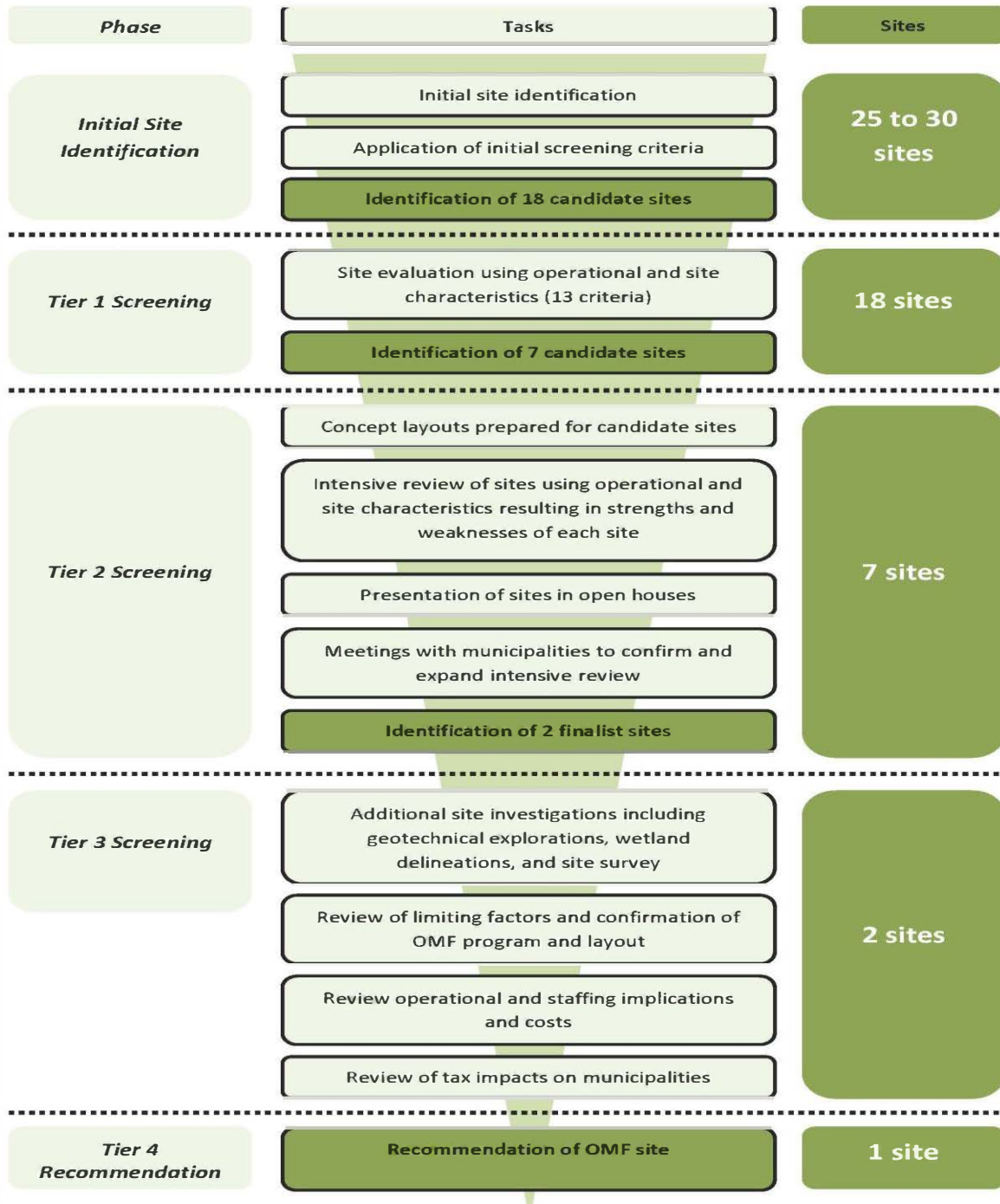


Figure 1: Site Selection Process

Existing documents related to the OMF were reviewed to understand prior work and its implications for the SPO’s siting process. Representative information that was reviewed included the DEIS for the Southwest LRT Corridor, a previous technical study that examined candidate OMF locations, municipal comprehensive plans and zoning ordinances for each of the five communities related to the corridor, and previous station area plans.

A general site identification process was undertaken to arrive upon sites with potential for use as an OMF. Alternative alignments under consideration for the LRT, current at that time, were reviewed to comprehend their context relative to the host communities and adjacent parcels. Aerial photographs and parcel mapping were reviewed to assess land use patterns, parcels sizes and configurations, physical contexts, and prospective environmental concerns. The respective teams undertook windshield surveys to examine candidate locations based upon parcel proximity to the proposed LRT alignment. Through this effort, 25 to 30 tentative locations were identified for more detailed review and evaluation.

Coarse criteria were used to establish an initial screening and identify a formal list of candidate sites. The criteria employed included:

- Efficient LRT vehicle movement from the corridor and within the candidate site
- Compatibility with adjacent land use
- Parcel size of 10 to 15 acres (based upon the independent space planning study)
- Regular geometric parcel shape with flat land
- Good roadway access to site

When applied to the study corridor, 18 sites were identified as meeting or surpassing the minimum thresholds for site suitability, thereby establishing the initial candidate pool. These candidate sites included:

Table 1: Tier 1 Site Location Description – 18 Sites

OMF Site #	Description	City	Location
1*	TH 212 Right of Way	Eden Prairie	Southwest quadrant of TH 212 and TH 5
2*	Wallace Road	Eden Prairie	Southeast quadrant of TH 212 and TH 5
3*	City Garage West	Eden Prairie	Northeast quadrant of Wallace Road and Technology Drive
4*	City Garage East	Eden Prairie	Northeast quadrant of Wallace Road and Technology Drive

Table 1 continued.

OMF Site #	Description	City	Location
5*	Mitchell West	Eden Prairie	Southwest quadrant of Mitchell Road and TH 212/5
6	Mitchell East	Eden Prairie	Southeast quadrant of Mitchell Road and Technology Drive
7	Flying Cloud/West 70 th Street	Eden Prairie	South of Shady Oak Road, east of Flying Cloud Road
8	Shady Oak/Flying Cloud	Eden Prairie	Northeast quadrant of Flying Cloud Drive and Shady Oak Road
9	K-Tel	Minnetonka	Southeast quadrant of Shady Oak Road and Minnesota River Bluff Trail
10	Seventh Street (landfill site)	Hopkins	South of Canadian Pacific Railway, east of Hopkins City limit
11	Eleventh Avenue	Hopkins	Southeast quadrant of 11 th Avenue South and Minnesota River Bluff Trail
12	Excelsior West	Hopkins	East of Blake Road, north of Excelsior Boulevard
13	Excelsior East	Hopkins/St. Louis Park	West of Powell Road and north of Excelsior Boulevard
14	Louisiana West	St. Louis Park	Southwest quadrant of Louisiana Avenue South and Cedar Lake Trail
15	Louisiana East	St. Louis Park	Southeast quadrant of Louisiana Avenue South and Cedar Lake Trail
16	Beltline	St. Louis Park	Southwest quadrant of Beltline Boulevard and Cedar Lake Trail
17	Penn	Minneapolis	Northeast of Cedar Lake
18*	Fifth Street North	Minneapolis	Southeast quadrant of 10 th Avenue North and 5 th Street North

*Site was included in the DEIS

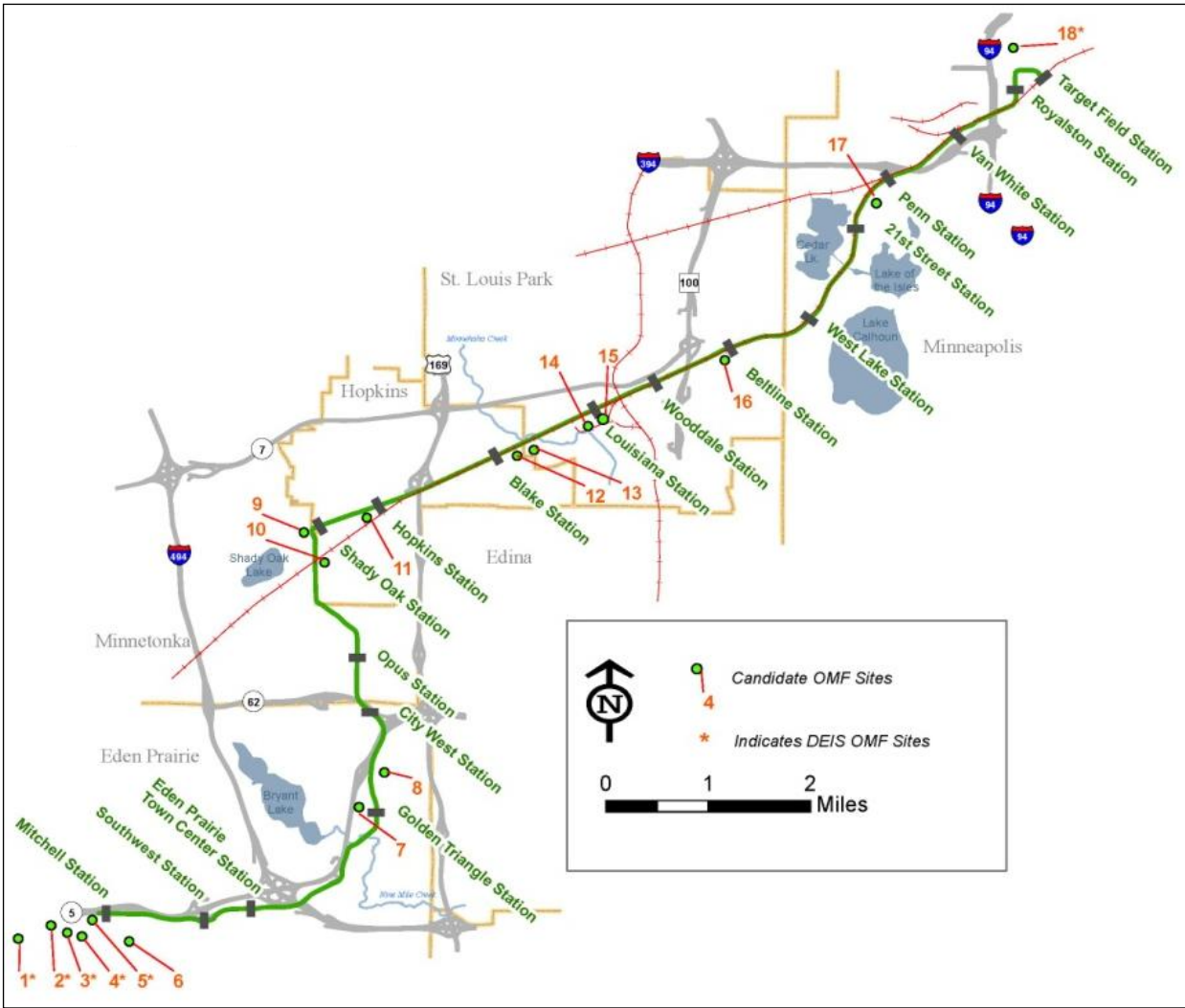


Figure 2: Tier 1 Site Location Map – 18 Sites

3.0 Tier 1 Site Evaluation

The Tier 1 Site Evaluation examined the 18 sites using thirteen operational and site criteria defined specific to the SWLRT OMF. In the evaluation, a rating was assigned to each criteria for each site using a system commonly used by the Metropolitan Council. The system uses qualitative terms (excellent, very good, good, marginal, or unacceptable) to indicate performance. Documentation summarizing each site's evaluation and characteristics based upon information available is included in Appendix A.

The operational and site characteristics considered in the Tier 1 evaluations included:

3.1 Operational Characteristics

- Site Configuration (operational effectiveness)
- Alignment Proximity/Connectivity (distance/connection to mainline)
- Alignment Location (geometric position on mainline)
- Site Access (roads)

3.2 Site Characteristics

- Neighborhood Compatibility (edge conditions)
- Transit Oriented (TOD)/Mixed Use Impact /Economic Development
- Zoning/Land Use
- Site and Facilities Cost – Preliminary (facilities, grading, utilities, soils)
- Real Estate Acquisition (cost, complexity, legalities)
- Relocation Cost (displaced occupants and uses)
- Environmental Impact (wetlands, hazardous materials)
- Cultural Resources (archaeological, architectural, historical)
- Stormwater Management (drainage, treatment)

The Tier 1 process and the intended evaluation criteria were shared with the Technical Project Advisory Committee (TPAC) for its review and comment. The same information along with the initial 18 candidate locations was presented to Metro Transit Operations and Maintenance staff for their review and comment.

Subsequently, the Tier 1 process, the 18 candidate site locations and the evaluation criteria with metrics were presented to the TPAC, Citizens Advisory Committee (CAC), Business Advisory Committee (BAC), and Corridor Management Committee (CMC) for their review and comment.

The ratings of the 18 sites are summarized in Table 2, with indications of site size and ownership for each site. The table highlights those candidate sites that were rated excellent (green highlight) and very good (yellow highlight).

A diagram of each site showing a context and site boundary is included in Appendix A.

Application of the criteria to the Tier 1 sites identified seven sites with excellent or very good ratings. The sites included:

Table 3: Tier 1 Top Rated Candidate Sites

OMF Site #	Description	City	Location
3	City Garage West	Eden Prairie	Northeast quadrant of Wallace Road and Technology Drive
4	City Garage East	Eden Prairie	Northeast quadrant of Wallace Road and Technology Drive
6	Mitchell East	Eden Prairie	Southeast quadrant of Mitchell Road Technology Drive
8	Shady Oak/Flying Cloud	Eden Prairie	Northeast quadrant of Flying Cloud Drive and Shady Oak Road
9	K-Tel	Minnetonka	Southeast quadrant of Shady Oak Road and Minnesota River Bluff Trail
12	Excelsior West	Hopkins	East of Blake Road, north of Excelsior Boulevard.
13	Excelsior East	Hopkins/St. Louis Park	Directly east of Site 12

During the Tier 1 assessment process, six sites received good or marginal assessments (Site 5-Mitchell West, Site 7-Flying Cloud/West 70th Street, Site 10- 7th Street/landfill site, Site 11-11th Avenue, Site 14-Louisiana West, and Site 15-Louisiana East). While these sites were not eliminated from consideration, the focus for further evaluation was directed to the seven sites with an assessment of very good or excellent.

Five sites were eliminated from consideration as being unacceptable or as having fatal flaws. These sites, and the primary reasons for elimination, included:

Table 4: Tier 1 Eliminated Sites

OMF Site #	Description	City	Reason
1	TH 212 ROW	Eden Prairie	requires non-revenue bridge crossing TH 212
2	Wallace Road	Eden Prairie	conflict with municipal zoning
16	Beltline	St. Louis Park	site's limited size does not meet space needs
17	Penn	Minneapolis	environmental considerations
18	Fifth Street North	Minneapolis	limited site size does not meet space needs; the adjacent Interchange project makes it almost impossible for LRT vehicle to access the site

Individual meetings were held with each of the corridor communities in which one or more of the seven sites were located. These meetings provided an opportunity to discuss the Tier 1 evaluation process, to comment on and update baseline information, and to provide opinions regarding the potential site’s performance. Inconsistencies or errors identified were documented and revisions were made to the evaluation sheets.

Tier 1 findings were then presented to the TPAC, CAC, BAC, and CMC for their review and comment.

Following the conclusion of the Tier 1 screening, two additional sites were recommended for consideration. The sites were evaluated using the same criteria and were found to have a rating of excellent or very good. As a result, these sites were added to the list of OMF candidate sites:

Table 5: Additional Sites added to Tier 1

OMF Site #	Description	City	Location
9A	K-Tel East	Hopkins	Between 5 th Street South and Canadian Pacific Railway and east of 15 th Avenue South
11A	Eleventh Avenue West	Hopkins	Northwest quadrant of 11 th Avenue South and 5 th Street South

At this point in the process, sites 3 and 4 and sites 12 and 13 were combined and the individual sites were eliminated from consideration. The combined sites satisfied spatial requirements while providing increased space for edge buffering. With the combination of these sites and the addition of the sites requested by one city, seven sites were carried forward for further consideration.

Initial demonstrations of building footprint and track layout for the seven sites were presented to Metro Transit Operations and Maintenance staff for review and comment. These layouts are included in Appendix B.

Several affected municipalities requested that a re-evaluation occur to provide more detail and to consider additional baseline information provided by the city staff. The re-evaluation was conducted which resulted in no changes to the overall site ratings.

Three open houses were held to present the seven candidate sites to the respective communities and to seek input from the public. Comments were recorded and are attached in Appendix D; formal comments from communities were also received and are included in Appendix E.

4.0 Tier 2 Site Evaluation

Evaluations were completed for each of the seven Tier 2 sites. This process analyzed in greater detail the operational performance of each site based upon initial track and building layouts, compliance with current land use planning and zoning, preliminary costing, and an initial assessment of environmental implications. This evaluation concluded with the following factors common to each of the seven sites:

- Site size and geometry space program needs are satisfied;
- Private parcel acquisition is needed;
- OMF use is not represented in local comprehensive plans or zoning ordinances; and
- Tax base impacts could occur.

Preliminary layout plans were produced for each of the seven sites based upon the space planning requirements previously defined. In some cases, more than one layout was generated to best understand the capacity of a site to accommodate the functions of the OMF. The preliminary layouts took into consideration:

- Building placement on each of the sites;
- Lead track connections to the mainline track;
- Internal site track layout;
- Access to adjacent streets; and
- Site space allocation.

A detailed review of operations was considered as a part of the Tier 2 evaluation, with quantitative of operations made using preliminary layouts. The results of this assessment suggest that each of the seven sites reasonably accommodates the OMF function.

Table 6: Tier 2 Site Operational Assessment – 7 Sites

Assessment Criteria	3-4*	6	8	9	9A	11A	12-13
	Eden Prairie	Eden Prairie	Eden Prairie	Minnetonka	Hopkins	Hopkins	Hopkins / St. Louis Park
	City Garage	Mitchell East	Shady Oak/West 70th Street	K-Tel	K-Tel East	11th Avenue West	Excelsior Combined

Operational Characteristics		* indicates DEIS identified site						
1	Site Configuration (operational effectiveness)							
a	All program requirements accommodated	Yes	Yes	Yes	Yes	Yes	Yes	Yes
b	Direct moves from Main Line to servicing	Yes	Yes	Yes	Yes	Yes	Yes	Yes
c	Direct moves from Main Line to storage	Yes	Yes	Yes	Yes	Yes	Yes	Yes
d	Direct moves between storage and servicing	Yes	Yes	Yes	Yes	Yes	Yes	Yes
e	Direct moves between storage and maintenance	Yes	Yes	Yes	Yes	Yes	Yes	Yes
f	Direct access to each maintenance position	Yes	Yes	Yes	Yes	Yes	Yes	Yes
g	Direct access to each storage position	Yes	Yes	Yes	Yes	Yes	Yes	Yes
h	Uni-directional yard flow	Yes	Yes	Yes	Yes	No	Yes	Yes
i	By-pass tracks	Yes	Yes	Yes	Yes	Yes	Yes	Yes
j	Track work meets all criteria and standards of practice	Yes	Yes	Yes	Yes	Yes	Yes	Yes
k	Efficient internal roadway flow	Yes	Yes	Yes	Yes	Yes	Yes	Yes
l	Can increase train storage capacity	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	Alignment Proximity/Connectivity (distance/connection to mainline)							
a	Length of lead tracks	500'	0'	500'	500'	0'	0'	0'
b	Lead tracks at grade	Yes	Yes	Bridge Req	Yes	Yes	Yes	Yes
c	Lead track redundancy (2 entrances)	Possible	Yes	No	Possible	Possible	Possible	Yes
3	Alignment Location (geometric position on mainline)							
a	Distance from center of mainline	7.5 miles	6.5 miles	3.5 miles	1 mile	1 mile	0.5 mile	1.5 miles
b	Distance from downtown	15 miles	14 miles	11 miles	8.5 miles	8.5 miles	8 miles	7 miles
4	Site Access (roads, pedestrian)							
a	Roadway access	Local	Local	State	Local	Local	Local	Local
b	Walking distance to station	1/4 mile	1/3 mile	1/2 mile	1/4 mile	1/4 mile	1/4 mile	1/3 mile

A cost estimate was completed for the seven Tier 2 sites to compare differences between costs of development for each site and the costs identified in the Locally Preferred Alternative (LPA) OMF study.

Table 7: Preliminary Cost Comparison with Locally Preferred Alternative OMF study

Site number	Name	City	Delta to LPA (M)*
3/4	City Garage	Eden Prairie	\$30 to \$25
6	Mitchell East	Eden Prairie	\$25 to \$30
8	Shady Oak/Flying Cloud Drive	Eden Prairie	\$45 to \$50
9	K-Tel	Minnetonka	\$50 to \$55
9A	K-Tel East	Hopkins	\$35 to \$40
11A	11th Avenue West	Hopkins	\$40 to \$45
12/13	Excelsior	Hopkins and St. Louis Park	\$45 to \$50
<i>* Year of expenditure (YOE) dollars</i>			

The preliminary layout plans also examined the relationship to adjacent edges, setbacks, response to environmentally sensitive areas, and remnant space available for redevelopment. This assessment proved significant in differentiating the sites, particularly with respect to land use compatibility. The results of this assessment are characterized in Table 8, which summarizes the strengths and weaknesses of the respective sites.

Table 8: Strengths and Weaknesses of Seven Tier 2 Candidate Sites

Site Number	Location	Strengths	Weaknesses
Site 3/4	City Garage (Eden Prairie)	<ul style="list-style-type: none"> • Consistent with land use guiding and zoning • City presented no objection with conditions • Opportunity to include station and park-and-ride facilities on the site 	<ul style="list-style-type: none"> • Site is dependent on Eden Prairie LRT mainline alignment • Wetland impacts • Noise and vibration impact concern to the Eaton property • End-of-line location poses operational limitations • Requires coordination with station and park-and-ride facilities
Site 6	Mitchell East (Eden Prairie)	<ul style="list-style-type: none"> • Undeveloped property 	<ul style="list-style-type: none"> • Site is dependent upon Eden Prairie LRT mainline alignment • Operator relief access due to distance to station • Wetland impacts • Not consistent with City and property owner development plans (AUAR, PUD) • Residential use to the south
Site 8	Shady Oak Road/ Flying Cloud Drive (Eden Prairie)	<ul style="list-style-type: none"> • Consistent with land use guiding and zoning 	<ul style="list-style-type: none"> • Not consistent with City reuse/redevelopment plans • Operator relief access due to distance from station • Requires significant lead track involving structure
Site 9	K-Tel (Minnetonka)	<ul style="list-style-type: none"> • Consistent with land use guiding and zoning 	<ul style="list-style-type: none"> • Requires sewer interceptor relocation • Residential use occurs across Shady Oak Road to the west • Sensitive medical assembly facility to the south
Site 9A	K-Tel East (Hopkins)	<ul style="list-style-type: none"> • Consistent with land use guiding and zoning • Operator relief access given proximity to station • Freight rail and proposed LRT alignment buffer along south and west property borders • Redevelopment potential of remnant areas 	<ul style="list-style-type: none"> • Wetland impacts • Flood-prone conditions • Geotechnical considerations in southern portion of site • City has presented concerns regarding tax base and job impacts
Site 11A	11th Avenue West (Hopkins)	<ul style="list-style-type: none"> • Consistent with land use guiding and zoning • Operator relief access due to station proximity 	<ul style="list-style-type: none"> • Nine Mile Creek crosses the site • Known site contamination • Potential development impact to Shady Oak Station area

Site 12/13	Excelsior (Hopkins and St. Louis Park)	<ul style="list-style-type: none"> • Redevelopment potential of remnant areas • Operator relief access due to station proximity 	<ul style="list-style-type: none"> • Environmental Justice concerns • Neighborhood opposition • Multi-family use to the west • Multi-family residential use to the south • Not consistent with land use guidance and city's redevelopment goals
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Meetings were then held with each of the affected municipalities to solicit input and verify information or assumptions.

Tier 3 Site Evaluation

A reduction to two finalist candidate sites occurred based upon the evaluation and analysis completed in earlier screenings, input from the community open houses, comments from the municipalities, and feedback from the TPAC. These layouts are included in Appendix C. The narrowing of candidate sites considered the limiting factors of each site, allowing for those sites best suited to the OMF program to remain as viable sites.

4.1 Site 3/4 – City Garage (Eden Prairie)

The site has sufficient land area to accommodate the OMF and is guided for similar types and intensity of use. Nearby development would not be negatively impacted by OMF activities. The end of the line location and the lack of alignment definition are limiting factors. This use of site is supported by the municipality, providing a replacement for the city’s public works site can be identified.

Specific strengths and weaknesses include:

Strengths:

- Use is consistent with municipal adopted land use guiding and zoning
- City presented no objection to OMF with the exception of public works building relocation
- Opportunity exists to include LRT station and park-and-ride facilities on or near the site

Weaknesses:

- Site is dependent on Eden Prairie LRT mainline alignment extending to the site
- Wetland impacts will likely require permitting and mitigation
- Noise and vibration impact pose concerns for the Eaton industrial property
- End-of-line location poses operational limitations
- Requires coordination with station and park-and-ride facilities

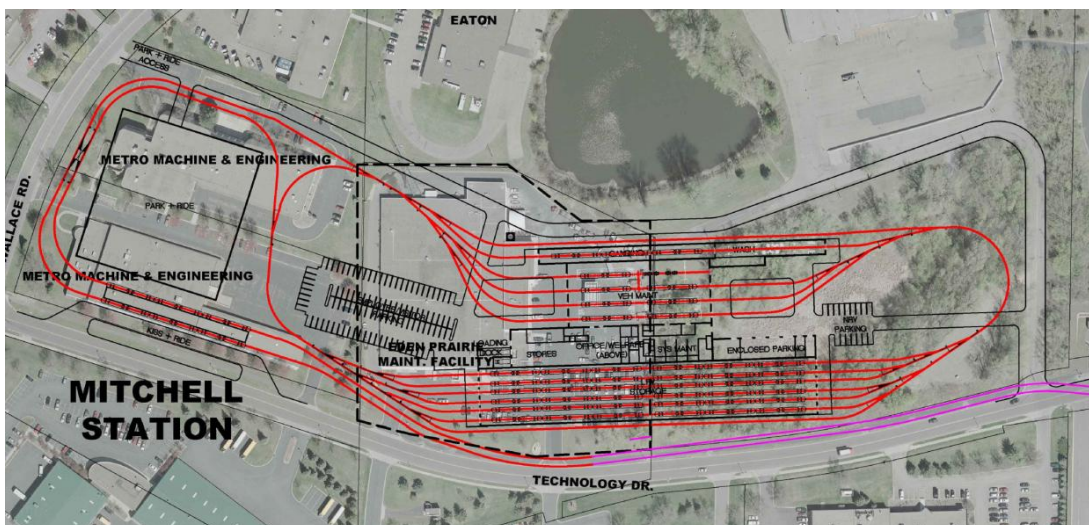


Figure 3: Tier 3 Site 3/4 – City Garage (Eden Prairie)

4.2 Site 9A – K-Tel East (Hopkins)

The site is sufficiently large enough to accommodate the OMF program and is located on parcels guided for similar types and intensity of use. While proximity to the Shady Oak Station may be a consideration, the site would be considered in the second tier of parcels surrounding the station and would not likely be targeted for TOD-type uses. Development of the OMF will likely result in excess land area along the site’s east side that could accommodate new industrial development. Evolution of the conceptual layout plan has reduced property impacts.

Specific strengths and weaknesses include:

Strengths:

- Consistent with adopted municipal land use guiding and zoning
- Operator relief is available given close proximity to LRT station (Shady Oak)
- Freight rail and proposed LRT alignment buffer south and west property borders
- Redevelopment of potential remnant areas is possible

Weaknesses:

- Wetland impacts will likely require permitting and mitigation
- Flood-prone conditions need to be addressed in the southern portion of the site
- Geotechnical considerations may be limiting in southern portion of site
- City has presented concerns regarding tax base and jobs impacts

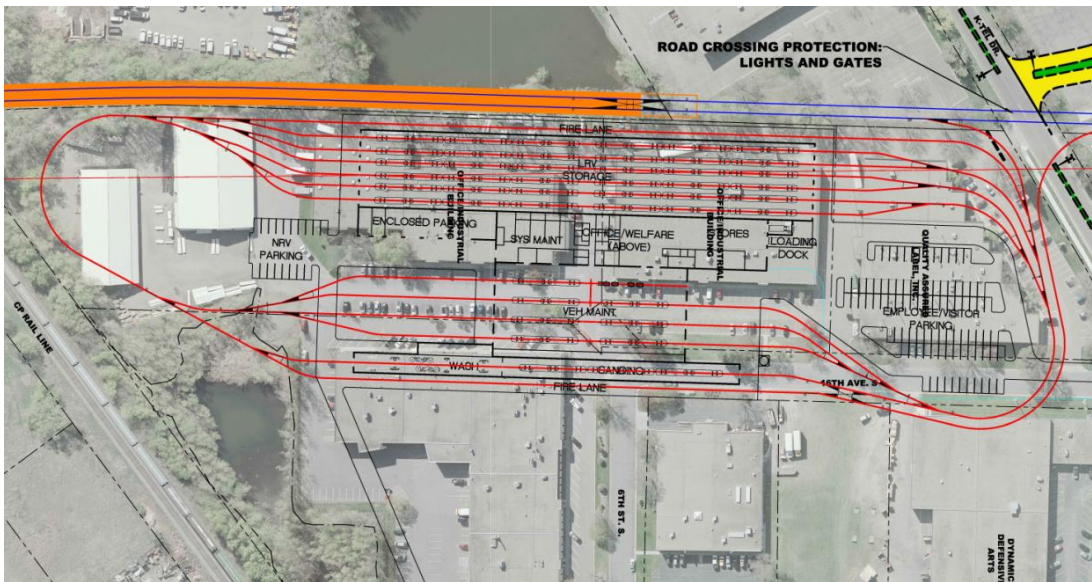


Figure 4: Tier 3 Site 9A – K-Tel East (Hopkins)

5.0 Recommendation/Conclusions

The two finalist candidate sites resulting from the Tier 3 Evaluation, Sites 3/4 and 9A, will be presented to the advisory committees for the Southwest Light Rail Project. The Metropolitan Council will make the final site determination based on feedback from these committees and the stakeholders.

Appendix A

Draft Operations and Maintenance Facility Initial Site Assessment Summary



SWLRT PRELIMINARY ENGINEERING CONSULTING SERVICES

DRAFT Operations and Maintenance Facility Initial Site Assessment Summary

April 18, 2013

Revision 00.00

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SWLRT Operations and Maintenance Facilities Candidate Sites (PE)	Error! Bookmark not defined.

OMF Site Identification and Evaluation Process

The Southwest Light Rail Transit (SWLRT) Project, as part of the Preliminary Engineering process, needs to identify the site for the SWLRT Operations & Maintenance Facility (OMF). The Southwest Project Office (SPO) directed the Preliminary Engineering Consultant (PEC) teams for the West and East segments to jointly address this issue.

The OMF Design Leads for each PEC team worked with the SPO and the Metro Transit Rail Operations staff to develop an initial Space Needs Program for the OMF. This program served as the foundation for the OMF Site Selection Leads to develop the initial Site Selection Criteria. The initial criteria were as follows:

- Site size of 10 to 15 acres
- Flat/rectangular shape
- Efficient LRT train movement to/from the site
- Good roadway access to the site
- Compatible with adjacent land use

These criteria led the PEC West and East teams to conduct an aerial photography and visual survey of the corridor to apply the above criteria to identify candidate sites. A total of 18 candidate sites were identified along the project corridor for further screening. The original four sites recommended for further study in the Draft Environmental Impact Statement were included in the 18 candidate sites.

To further evaluate the 18 candidate sites, the PEC West and East teams developed an OMF Evaluation Criteria matrix that addressed both operation and site characteristics. A total of 13 criteria were determined to further evaluate the potential OMF sites:

- 1) Site Configuration
- 2) Alignment Proximity/Connectivity
- 3) Alignment Location
- 4) Site Access
- 5) Neighborhood Compatibility
- 6) TOD/Mixed Use Impact/Economic Development
- 7) Zoning/Land Use
- 8) Site & Facilities Cost
- 9) Real Estate Acquisition
- 10) Relocation Cost
- 11) Environmental Impact
- 12) Cultural Resources
- 13) Stormwater Management

Each candidate site was then researched by the PEC West and East teams by conducting field visits, collecting GIS mapping, reviewing local community comprehensive plans and zoning codes, reviewing Hennepin County property records, gathering input from geotechnical engineers, and reviewing site and parcel documentation.

Based on this research, the 13 OMF Evaluation Criteria were applied using a qualitative rating system of Excellent (E), Very Good (VG), Good (G), Marginal (M), and Unacceptable (U). Each team conducted an initial application of these criteria and ratings on the sites in their respective segments. The West and East teams then cross-checked and evaluated the initial ratings, reconciling any differences in application to maintain objectivity and balance between the sites throughout the entire corridor. The completed evaluation matrix is shown on the following page.

Explanation summaries of the ratings for each criteria are provided in the following pages for each of the 18 candidate sites. Those sites with Excellent (E) or Very Good (VG) overall ratings were recommended for a short list of OMF candidate sites to be further tested and evaluated.

All candidate sites are subject to revision if a substantial change in the LRT alignment were to occur.

An overall project site plan is provided showing the approximate locations of each of the 18 candidate sites. Aerial maps of each of the 18 candidate sites are also included.

OMF Evaluation Matrix

Assessment Criteria		1*	2*	3*	4*	5*	6	7	8	9	10	11	12	13	14	15	16	17	18*	
		Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Minnetonka	Hopkins	Hopkins	Hopkins	Hopkins / St. Louis Park	St. Louis Park	St. Louis Park	St. Louis Park	Minneapolis	Minneapolis
		212 ROW	Wallace Road	City Garage West	City Garage East	Mitchell West	Mitchell East	Flying Cloud/West 70th Street	Shady Oak/West 70th Street	K-Tel	7th Street (Landfill)	11th Avenue	Excelsior West	Excelsior East	Louisiana West	Louisiana East	Beltline	Penn	5th Street North	
Operational Characteristics		Rating: VE = Excellent, G =Very Good, G = Good, M = Marginal, U = Unacceptable																		
1	Site Configuration (operational effectiveness)	G	G	E	E	M	E	E	E	E	E	G	E	E	VG	VG	U	E	U	
2	Alignment Proximity/Connectivity (distance/connection to mainline)	U	VG	E	E	VG	E	E	E	E	VG	E	E	VG	VG	G	U	G	U	
3	Alignment Location (geometric position on mainline)	M	M	G	G	G	G	G	VG	E	E	E	VG	VG	VG	VG	G	M	M	
4	Site Access (Roads)	G	VG	E	E	M	E	E	E	E	VG	E	E	E	E	E	E	U	E	
Site Characteristics																				
5	Neighborhood Compatibility (edge conditions)	E	M	VG	VG	G	G	VG	E	E	VG	VG	VG	E	E	E	E	M	VG	
6	TOD/Mixed Use Impact	VG	G	VG	VG	VG	M	VG	VG	G	E	M	VG	E	M	M	U	M	U	
7	Zoning/Land Use/Economic Development	G	U	E	E	E	VG	G	VG	VG	M	G	VG	VG	VG	VG	VG	M	M	
8	Site & Facilities Cost (facilities, grading, utilities, soils)	U	G	VG	VG	M	VG	G	VG	VG	M	G	VG	VG	VG	VG	VG	VG	VG	
9	Real Estate Acquisition (cost, complexity, legalities)	VG	M	G	VG	G	G	M	G	VG	M	G	VG	VG	G	G	VG	E	VG	
10	Relocation Cost (displaced occupants and uses)	E	U	G	VG	VG	E	M	VG	G	E	G	G	G	G	G	G	E	VG	
11	Environmental Impact (wetlands, hazardous materials)	G	E	E	M	M	G	M	VG	VG	M	VG	VG	VG	G	VG	E	U	M	
12	Cultural Resources (cultural, historical)	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	M	M	
13	Stormwater Management (drainage, treatment)	M	E	VG	G	M	E	VG	E	E	E	E	E	E	VG	VG	VG	E	G	
Assessment		U	U	VG	VG	G	VG	G	E	E	G	G	E	E	G	G	U	U	U	

* indicates DEIS identified site

OMF Evaluation Matrix (Continued)

	1*	2*	3*	4*	5*	6	7	8	9	10	11	12	13	14	15	16	17	18*	
Assessment Criteria	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Eden Prairie	Minnetonka	Hopkins	Hopkins	Hopkins	Hopkins / St. Louis Park	St. Louis Park	St. Louis Park	St. Louis Park	Minneapolis	Minneapolis	
	212 ROW	Wallace Road	City Garage West	City Garage East	Mitchell West	Mitchell East	Flying Cloud/West 70th Street	Shady Oak/West 70th Street	K-Tel	7th Street (Landfill)	11th Avenue	Excelsior West	Excelsior East	Louisiana West	Louisiana East	Beltline	Penn	5th Street North	
Area (acreage)	25.21	16.17	13.95	14.28	7.52	35.8	19.43	20.7	18.15	29.08	15.68	16.56	14.64	17.84	15.34	8.52	60.08	11.87	
Number of parcel(s)	1	3	3	2	1	1	2	4	6	1	2	1	6	10	13	2	2	29	
Owner(s)	MNDOT	ISD 272	Midness Family Ltd Ptnshp (2)	City of Eden Prairie	Eaton	UHS Inc	Liberty Prop. LP (partial)	Mark Richard Dvorak	Encore Park Assoc (2)	City of Hopkins	Duke Realty Ltd Ptnshp	Continental Decatur LLC	Ugorets Prop LLC (4)	Methodist Hospital	Construction Mat Inc (4)	Kk-Five Corp	Burlington Northern (north)	616 Fifth LLC (6)	
			City of Eden Prairie	Eaton (partial)				M R Dvorak & K E Trst	Intaglio Prop Grp (2)		The Luther Co Ltd Ptnshp		Powell LLC	Oxford Ind Ltd Ptnshp	Methodist Hospital		HCRRA (south)	Northern Auto Parts Co (4)	
								Packaging Inc	Mcmenoman Prop LLC				Creekwest LLC	Others (8)	Others (8)				Gr N Ry Co (4)
								Lone Ridge Indust Portfolio	St. Paul Prop Inc										Nor Scrap Iron & Met Co (3)
																			Others (13)

* indicates DEIS identified site

SITE 1: 212 ROW
SWLRT OMF SITE ASSESSMENT

April 18, 2013

ASSESSMENT CRITERIA:

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	G	The parcel's elongated geometric shape will limit operational effectiveness of the OMF.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	U	Non-revenue track and bridging of TH 212 would be needed to connect this site with the LRT mainline. Lead track connection to this parcel presents geometric and profile issues.
3. Alignment Location (geometric position on mainline)	M	Site lies beyond end of line, which is not as desirable for operations.
4. Site Access (roads)	G	Local and regional access is immediate to TH 212 via its interchange with CSAH 4 Eden Prairie Road. However, the site's distance for service and maintenance vehicles from field operations is a challenge.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	E	Freeway and roadway uses occur on two of three sides. The north side is adjacent commercial/industrial uses.
6. TOD / Mixed Use Impact/Economic Development Considerations	VG	This site will not limit TOD or mixed use development.
7. Zoning / Land Use	G	The parcel is guided and zoned as ROW.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	U	The site has uneven topography including designated wetlands and roadway storm water treatment basins. Geotechnical issues exist. Cost to construct structures would be high.
9. Real Estate Acquisition (cost, complexity, legalities)	VG	Parcel is owned by MnDOT. It is assumed that its transfer could occur if its storm water functions could be retained and if the ROW development would not conflict with freeway functions and operations.
10. Relocation Cost (displaced occupants and uses)	E	The site is vacant.
11. Environmental Impact (wetlands, hazardous materials)	G	Designated wetlands exist within the parcel will require mitigation.
12. Cultural Resources (cultural, historical)	E	The site has not been surveyed for archaeology, architecture or historical value.
13. Stormwater Management (drainage, treatment)	M	Storm water treatment would be challenging given the need to retain the existing functions in addition to those needs presented by the OMF. Site constraints, space and topography, are noted.
Assessment	U	This site is unacceptable due to the non-revenue track and bridge requirements and the site's physical challenges.

SITE 2: Wallace Road
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	G	The parcel shape is irregular and will limit the operational effectiveness of the OMF.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	VG	LRT mainline has not been confirmed. Alternatives under consideration could connect to the site. Lead track access to the site is limited and could present both geometric and profile issues.
3. Alignment Location (geometric position on mainline)	M	Site lies beyond end of line, which is not as desirable for operations.
4. Site Access (roads)	VG	Wallace Road and Mitchell Road would provide regional access from TH 212. Site location from field operations would present challenges.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	M	The site is bordered by a public middle school, TH 212 ROW, and commercial/industrial uses. Adequate buffering could not occur to the Middle School due to the site size and its geometry.
6. TOD / Mixed Use Impact	G	This site will not limit TOD or mixed use development.
7. Zoning / Land Use/Economic Development Considerations	U	Parcel guiding and zoning is Public. The OMF would require a change to both.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	G	Current site use is for middle school athletic fields. Site development challenges would result from its irregular geometry, topography and need for buffering.
9. Real Estate Acquisition (cost, complexity, legalities)	M	Significant difficulties would likely occur in acquiring the site from the Eden Prairie School District.
10. Relocation Cost (displaced occupants and uses)	U	Relocation of the Middle School would incur significant costs.
11. Environmental Impact (wetlands, hazardous materials)	E	The site does not present known environmental issues.
12. Cultural Resources (cultural, historical)	E	An inventory of archaeology, architecture and historical features has not been completed.
13. Stormwater Management (drainage, treatment)	E	Storm water treatment could occur on site.
Assessment	U	Relocation of the Middle School and its athletic fields would be required for this alternative.

SITE 3: City Garage West
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Parcel shape is ideal for OMF functions and layout.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	LRT mainline has not been confirmed. Route location and terminus could alter this rating.
3. Alignment Location (geometric position on mainline)	G	Site lies at end of line which is not as desirable for operations.
4. Site Access (roads)	E	Wallace Road and Mitchell Road will provide regional access from TH 212.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	VG	The majority of this site is surrounded by street (Wallace Road and Technology Drive), open space or commercial/industrial uses. The Middle School athletic fields occur west of the site, across from Wallace Road.
6. TOD / Mixed Use Impact	VG	The parcels will unlikely prevent TOD/mixed use development.
7. Zoning / Land Use/Economic Development Considerations	E	The three involved parcels are guided for industrial use and zoned Industrial Park (2 acre). An OMF would likely be a permitted or conditional use.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	No unusual site development costs are anticipated, as all parcels are fully developed.
9. Real Estate Acquisition (cost, complexity, legalities)	G	Midness owns the westerly two parcels. The City of Eden Prairie owns the public works garage.
10. Relocation Cost (displaced occupants and uses)	G	Metro Machine relocation could be expensive given the business function. The automobile service business is a rental space. Discussions to date with the City have indicated that the public works facility could be relocated if an alternate site can be determined.
11. Environmental Impact (wetlands, hazardous materials)	E	The site is fully developed. Hazardous material investigation will be needed to verify any contamination given current uses.
12. Cultural Resources (cultural, historical)	E	A survey of archaeology, architecture and history value has not occurred.
13. Stormwater Management (drainage, treatment)	VG	Storm water could be contained and treated on site.
Assessment	VG	

SITE 4: City Garage East
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Parcel shape would allow for OMF functions and layout.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	LRT mainline has not been confirmed. Route location and terminus could alter this rating.
3. Alignment Location (geometric position on mainline)	G	Site lies at end of line which is not as desirable for operations.
4. Site Access (roads)	E	Wallace Road and Mitchell Road will provide regional access from TH 212.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	VG	The site is surrounded by commercial/industrial uses, open space and Technology Drive. Adequate buffering can be provided.
6. TOD / Mixed Use Impact	VG	The parcels will unlikely prevent TOD/mixed use development.
7. Zoning / Land Use/Economic Development Considerations	E	The parcels are guided Industrial and zoned Industrial (2 acre and 5 acre). The OMF would likely be a permitted or conditional use.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	The parcel currently used for the Public Works facility is fully developed. The Eaton property defined by the alternative is open space and largely consumed by a designated wetland. Wetland impact would require a permit and mitigation.
9. Real Estate Acquisition (cost, complexity, legalities)	VG	The Eaton parcel is not developed but contiguous to the remainder of the industrial campus. The City of Eden Prairie owns the public works garage.
10. Relocation Cost (displaced occupants and uses)	VG	Discussions to date with the City have indicated that the public works facility could be relocated if an alternate site can be determined.
11. Environmental Impact (wetlands, hazardous materials)	M	Hazardous material investigation will be needed to verify any contamination given current uses. Wetland impacts would require permitting and mitigation.
12. Cultural Resources (cultural, historical)	E	A survey of archaeology resources has not occurred. A partial survey of architecture and history found negative results.
13. Stormwater Management (drainage, treatment)	G	Storm water could be contained and treated on site.
Assessment	VG	

SITE 5: Mitchell West
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	M	Small site size makes this alternative marginal for OMF operational effectiveness.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	VG	LRT alignment has not been selected. Route location and terminus could alter this rating.
3. Alignment Location (geometric position on mainline)	G	Site lies at end of line which is not as desirable for operations.
4. Site Access (roads)	M	Regional access would be provided by TH 212 and Mitchell Road. However, local access would require street revision.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	G	The site edge is Eaton campus (industrial), retail/commercial on the east and TH 212 on the north. Buffering would be required on the south and east edges.
6. TOD / Mixed Use Impact/Economic Development Considerations	VG	This location will unlikely be used for TOD/mixed use development.
7. Zoning / Land Use	E	The property is guided Industrial and zoned Industrial (5 acre). The OMF would likely be a permitted or conditional use.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	M	Currently, the site is wooded with designated wetlands and soils with geotechnical issues. Extensive re-grading would be required.
9. Real Estate Acquisition (cost, complexity, legalities)	G	The parcel is undeveloped and part of the Eaton industrial campus.
10. Relocation Cost (displaced occupants and uses)	VG	Relocation would not be required if development is limited to this specific area.
11. Environmental Impact (wetlands, hazardous materials)	M	Wetland permitting and mitigation would be required.
12. Cultural Resources (cultural, historical)	E	The site has been surveyed and found negative for archaeology, architecture and historic resources.
13. Stormwater Management (drainage, treatment)	M	Storm water treatment and containment will be difficult given the site size, its current wetlands and topography.
Assessment	G	

SITE 6: Mitchell East
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	This is a large, regular shaped undeveloped site with few constraints to layout configuration.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	LRT alignment on Technology Drive would provide good lead track connections. Route location and terminus could alter this rating.
3. Alignment Location (geometric position on mainline)	G	Site lies at end of line which is not as desirable for operations.
4. Site Access (roads)	E	Regional access would occur on Mitchell Road from TH 212.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	G	Mitchell Road and Technology Drive are on the west and north sides respectively. Class A Office is to the east, and residential to the south. Site size would allow for ample buffering.
6. TOD / Mixed Use Impact	M	Use of this site would displace potential TOD/mixed use land development.
7. Zoning / Land Use/Economic Development Considerations	VG	The parcel is guided Industrial and zoned Industrial (5 acre). Sketch plans have been submitted to the City for corporate office uses. Although the land use guiding and zoning would likely allow permitted or conditional OMF use, office use is consistent with the current PUD.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	The site does include wetland pockets and would require geotechnical corrections. Other site conditions are favorable for development.
9. Real Estate Acquisition (cost, complexity, legalities)	G	United Health Group owns the parcel with intention of office development as an expansion of its corporate campus.
10. Relocation Cost (displaced occupants and uses)	E	The parcel is currently vacant.
11. Environmental Impact (wetlands, hazardous materials)	G	Wetland impact would require permitting and mitigation.
12. Cultural Resources (cultural, historical)	E	The site has not been surveyed for archaeological, architectural or historic resources.
13. Stormwater Management (drainage, treatment)	E	Storm water could be treated on site.
Assessment	VG	

SITE 7: Flying Cloud/West 70th Street
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Site size and geometry would allow for multiple layout configurations.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	The site is immediately adjacent the proposed LRT alignment.
3. Alignment Location (geometric position on mainline)	VG	Site lies west of midpoint of alignment.
4. Site Access (roads)	E	Regional site access would occur at the Shady Oak Road/TH 212 interchange.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	VG	West 70 th Street/TH 212 define the site's west edge. Other parcel sides abut open space or commercial/industrial uses.
6. TOD / Mixed Use Impact	VG	The site is adjacent the Golden Triangle Station and could be used for TOD/mixed use development. The current rating could be reduced contingent upon future station are planning.
7. Zoning / Land Use/Economic Development Considerations	G	The site alternative is comprised of two parcels. The northern site is vacant and guided/zoned for office. The southern parcel is currently used for parking related to the office/industrial use. It is guided Industrial and zoned Industrial (2 acre).
8. Site & Facilities Cost (facilities, grading, utilities, soils)	G	Shallow ground water and geotechnical issues occur within the site area. No other limitations are not apparent.
9. Real Estate Acquisition (cost, complexity, legalities)	M	Acquisition of the southern parcel, currently used for parking, may require a total take of the office/industrial use.
10. Relocation Cost (displaced occupants and uses)	M	Acquisition of the southern parcel, may pose a total relocation of the office/industrial use, currently occupied by Super Valu.
11. Environmental Impact (wetlands, hazardous materials)	M	Site development would require difficult wetland permitting and related mitigation.
12. Cultural Resources (cultural, historical)	E	The parcels have not been surveyed for archaeological resources. The parcels have been surveyed for architectural and historical resources with a negative finding.
13. Stormwater Management (drainage, treatment)	VG	Storm water treatment could occur on site.
Assessment	G	

SITE 8: Shady Oak/West 70th Street
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Site size and geometry allow for multiple site configurations.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	The site is in close proximity to the proposed mainline. Additional study will examine lead track configuration in conjunction to LRT crossing of Shady Oak Road (over versus under).
3. Alignment Location (geometric position on mainline)	VG	Site lies west of midpoint of alignment.
4. Site Access (roads)	E	Regional access would occur at the Shady Oak Road/TH 212 interchange.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	E	The site's south edge is Shady Oak Road. Industrial uses occur on the remaining sides. Ample buffering could occur on the public and private edges.
6. TOD / Mixed Use Impact/Economic Development Considerations	VG	Mixed use development could occur in the future. It is not likely that the parcels would be used for near to mid-term TOD.
7. Zoning / Land Use	VG	This site alternative is comprised of four parcels. The west two parcels are currently used for single family residential. The east two parcels are used for distribution and office/distribution. Each of the four parcels is guided for Office and zoned Industrial (2 and 5 acre).
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Although some gradient exists on the Shady Oak frontage, the majority of the site is graded flat. Other site development limitations do not exist.
9. Real Estate Acquisition (cost, complexity, legalities)	G	Acquisition will require interaction with four different property owners.
10. Relocation Cost (displaced occupants and uses)	VG	Relocation would be required for the two residential properties. One of the two industrial properties is a single use. The eastern most property is comprised of multiple tenants.
11. Environmental Impact (wetlands, hazardous materials)	VG	Environmental impact is limited. Existing buildings should be examined for hazardous materials.
12. Cultural Resources (cultural, historical)	E	The parcels have not been surveyed for archaeological, architectural or historic resources.
13. Stormwater Management (drainage, treatment)	E	Storm water treatment could occur on site.
Assessment	E	

SITE 9: K-Tel
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	This site alternative is comprised of multiple parcels whose collective size allow for multiple site configuration options.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	The site is immediately adjacent the designated LRT alignment. Options for lead tracks will be examined further.
3. Alignment Location (geometric position on mainline)	E	Site is near midpoint of LRT alignment.
4. Site Access (roads)	E	Regional site access would occur via Shady Oak Road connecting with TH 7, TH 62 or TH 169 via Excelsior Boulevard.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	E	Industrial uses surround the site. Shady Oak Road is on the west edge which includes a retaining structure that separates the K-Tel parcels from land use west of Shady Oak. The regional trail is located on the north edge. Ample opportunity exists for buffering edge parcels.
6. TOD / Mixed Use Impact/Economic Development Considerations	G	The parcels are located within relative proximity of the Shady Oak Station. TOD/mixed used could occur within the study area in the mid to long term.
7. Zoning / Land Use	VG	The parcels are guided and zoned Industrial.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Building demolition is required for site development. Other site conditions are not limiting.
9. Real Estate Acquisition (cost, complexity, legalities)	VG	Multiple properties and owners are required for acquisition.
10. Relocation Cost (displaced occupants and uses)	G	One or more of the properties are currently vacant. Vacancies exist in multitenant buildings. Several of the buildings are comprised of multiple tenants.
11. Environmental Impact (wetlands, hazardous materials)	VG	Buildings should be examined for hazard materials.
12. Cultural Resources (cultural, historical)	E	The study parcels have been partially surveyed for archaeological, architectural and historic uses and found to be negative.
13. Stormwater Management (drainage, treatment)	E	Storm water can be treated on site.
Assessment	E	

SITE 10: 7th Street (landfill)
SWLRT OMF SITE ASSESSMENT

April 18, 2013

ASSESSMENT CRITERIA:

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Regular, geometric shape easily accommodates layout configuration of OMF, allowing for alternative layout schemes
2. Alignment Proximity / Connectivity (distance/connection to mainline)	VG	Sites is adjacent proposed LRT alignment, however, the track profile in this location will present lead track challenges. Structured lead tracks will be required.
3. Alignment Location (geometric position on mainline)	E	Site is near midpoint of LRT alignment.
4. Site Access (roads)	VG	Vehicle access would use 7 th Street, 11 th Avenue and Excelsior Boulevard. Regional access would occur via TH 169.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	VG	Multifamily edges occur at the south and east sides. Industrial on the northeast and east. Open space on the west. The site size would allow for adequate buffering of the multifamily edges.
6. TOD / Mixed Use Impact/Economic Development Considerations	E	This location will not limit TOD/mixed use development.
7. Zoning / Land Use	M	Parcel is guided for Open Space, zoned for industrial. Re-guiding would be required.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	M	The site is currently undergoing a capping process of the prior land fill operations. Steep topography presents grading issues. Geotechnical concerns result from subsurface instability and issues regarding future differential settlement causing structural failure. Site and building construction would be complicated and costly.
9. Real Estate Acquisition (cost, complexity, legalities)	M	Prior land fill operations and resulting contamination present significant legal concerns. Legal consultation is needed to verify the extent to which liability issues would result from purchase and reuse.
10. Relocation Cost (displaced occupants and uses)	E	No relocation costs would be incurred.
11. Environmental Impact (wetlands, hazardous materials)	M	Land use contamination is a significant issue. Required remediation and its implications for site development require extensive investigation.
12. Cultural Resources (cultural, historical)	E	This site does not have known cultural resource limitations.
13. Stormwater Management (drainage, treatment)	E	Storm water could be treated and contained on site.
Assessment	G	Although several criteria rate this a good site, the environmental issues resulting from sub-surface contamination will likely make it unacceptable.

SITE 11: 11th Avenue
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	G	Site's geometric shape meets operational criteria.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	Site lies immediately adjacent proposed mainline.
3. Alignment Location (geometric position on mainline)	E	Site is near midpoint of LRT alignment.
4. Site Access (roads)	E	Site is adjacent 11 th Avenue, in close proximity to Excelsior Boulevard (County Road) with good regional access to TH 169.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	VG	Edges are industrial or commercial, proximity to downtown is noted.
6. TOD / Mixed Use Impact	M	Close proximity to station and downtown suggests parcel could be used for TOD rather than industrial use.
7. Zoning / Land Use/Economic Development Considerations	G	OMF could be considered a conditional use with the Business Park guiding and zoning.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	G	Preliminary examination notes good geotechnical, utility access, and acceptable grading conditions.
9. Real Estate Acquisition (cost, complexity, legalities)	G	Two parcel owners; Duke owns two distribution warehouses, Hopkins Honda surface lot is used for vehicle storage.
10. Relocation Cost (displaced occupants and uses)	G	Distribution warehouse relocation can occur given area vacancies. Implications to Hopkins Honda will require more analysis.
11. Environmental Impact (wetlands, hazardous materials)	VG	No wetlands on site. Building demolition could encounter hazardous materials.
12. Cultural Resources (cultural, historical)	E	The site has not been surveyed for archaeology. It has been partially surveyed for architecture/history and found negative.
13. Stormwater Management (drainage, treatment)	E	Storm water can be accommodated and treated on site.
Assessment	G	

SITE 12: Excelsior West
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Size and shape meet operational criteria; size of site suggests potential exists for expansion.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	E	Site is adjacent to corridor with approximately 700 feet of frontage.
3. Alignment Location (geometric position on mainline)	VG	Site is east of midpoint of alignment.
4. Site Access (roads)	E	Excelsior Boulevard provides connectivity to TH 169 and TH 100; Blake Road approximately 1/8 mile to west provides connectivity to TH 7.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	VG	Westside Village Apartments to west; rail corridor immediately north; former cold storage, creek, and multifamily to north of railroad (mf north of creek); industrial and industrial/office to east; Excelsior Boulevard immediately south with single family residential on south side of Excelsior Boulevard. Site size (as a comparison to minimum site size) suggests that mitigation through a buffer or buffering use against residential is possible.
6. TOD / Mixed Use Impact	VG	Site within ¼ mile planning area of Blake station, but separated by apartments; most TOD development shown in planning documents directed to areas nearer to Blake Road.
7. Zoning / Land Use	VG	Site is zoned I-2 (General Industrial) and guided Business Park. Redevelopment requires a comprehensive plan amendment (to maintain an industrial use).
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Favorable soils for construction. Grading required for mainline connections but no extraordinary earthwork costs anticipated. Utility and roadway infrastructure present. Structure (330ksf) dating to 1947 (likely multiple additions) requires demolition; building hazmat unknown.
9. Real Estate Acquisition (cost, complexity, legalities)	VG	Records indicate the site is controlled by a single land owner.
10. Relocation Cost (displaced occupants and uses)	G	The building contains a limited number of tenants (Express Metals, food distributor, Jacobs Trading).
11. Environmental Impact (wetlands, hazardous materials)	VG	No immediately apparent wetlands; no known contamination.
12. Cultural Resources (cultural, historical)	E	No immediately apparent cultural resources; site development first occurred in 1947.
13. Stormwater Management (drainage, treatment)	E	No apparent stormwater management present and the site is predominantly hard cover; cursory geotechnical review suggests good potential for infiltration.
Assessment	E	

SITE 13: Excelsior East
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Size and shape meet operational criteria. Size of site may limit potential for expansion.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	VG	Site is adjacent to corridor with approximately 700 feet of frontage.
3. Alignment Location (geometric position on mainline)	VG	Site is east of midpoint of alignment.
4. Site Access (roads)	E	Excelsior Boulevard provides connectivity to TH 169 and TH 100; Blake Road to west and Louisiana Avenue to east provide connectivity to TH 7.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	E	Surrounding existing uses include industrial to west; rail corridor immediately north and creek, residential and city-owned parcels north of rail corridor; industrial and industrial/office and creek to east (Japs-Olson); and Excelsior Boulevard immediately south with single family residential on south side of Excelsior Boulevard. Uses in Hopkins is guided Business Park on site to west. Site size (as a comparison to minimum site size) suggests that limited area would be available for mitigation.
6. TOD / Mixed Use Impact	E	Site is beyond the ¼ mile planning area of Blake station and just beyond that distance for the Louisiana station, and is separated from both station areas by industrial in St. Louis Park and industrial and apartments in Hopkins; TOD development as shown in planning documents is nearer to Blake Road in Hopkins and nearer to Louisiana Avenue in St. Louis Park.
7. Zoning / Land Use	VG	Site lies in two municipalities. Site is zoned Business Park in Hopkins and IG (General Industrial) in St. Louis Park. Site is guided Business Park in Hopkins and Industrial in St. Louis Park. Redevelopment would require a comprehensive plan amendment in Hopkins (to maintain an industrial use).
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Favorable soils for construction. Grading required for mainline connections due to elevations differences, but no extraordinary costs anticipated. Utility and roadway infrastructure are present. Structures (varying sizes) dating to 1950 require demolition; building hazmat unknown.
9. Real Estate Acquisition (cost, complexity, legalities)	VG	Parcels are owned by four owners, with one owner for three southern sites.
10. Relocation Cost (displaced occupants and uses)	G	The buildings contain a variety of uses without known sizes or business types. Some uses (Kunz Oil) have relocated from other sites in the past.
11. Environmental Impact (wetlands, hazardous materials)	VG	No immediately apparent wetlands; no known contamination (older structures suggest hazmat possibility--lead paint or asbestos).
12. Cultural Resources (cultural, historical)	E	No apparent cultural resources; site development first occurred in 1950 (south parcel) with subsequent development occurring in the 1960s/1970s.
13. Stormwater Management (drainage, treatment)	E	No apparent stormwater management present and the site is predominantly hard cover; cursory geotechnical review suggests potential for infiltration.
Assessment	E	

SITE 14: Louisiana West
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	VG	Size and shape meet operational criteria. Oxford Street closure required to maximize effectiveness of site.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	VG	Site is adjacent to corridor with approximately 1700 feet of frontage. Grade may be limiting, but an alignment off mainline may resolve grade differences.
3. Alignment Location (geometric position on mainline)	VG	Site is east of midpoint of alignment.
4. Site Access (roads)	E	Louisiana Avenue provides connectivity to TH 7. Excelsior Boulevard provides connectivity to TH 169 and TH 100.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	E	Multifamily residential and creek to south (across creek and 180 feet from site). Industrial (including city public works facility) to west. Rail corridor to north with residential and park to north of rail corridor. Louisiana Avenue to east with industrial and parking lots to north. No significant issues with most edges in current condition; multifamily to south (across creek) must be considered. Site size suggests mitigation is possible even with expansion.
6. TOD / Mixed Use Impact	M	Site lies within Louisiana LRT station area; development of OMF would consume sites available for TOD uses.
7. Zoning / Land Use	VG	Site is zoned IG (General Industrial); site is guided Industrial and Business Park (for parcels abutting Louisiana Avenue) in the city's comprehensive plan. Comprehensive Plan amendment would be required to accommodate OMF in Business Park land use classification.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Roads and utility infrastructure present. Grading may be significant in order to establish mainline connection. Seven structures to be razed (largest approximately 100,000 square feet; most are smaller and +/- 20,000 square feet). Soils may be limiting due to organics and fill deposits in wet depressions to accommodate earlier development.
9. Real Estate Acquisition (cost, complexity, legalities)	G	Ten property owners, including Methodist Hospital. The number of unique owners suggests greater complexity in the acquisition of sites.
10. Relocation Cost (displaced occupants and uses)	G	Multiple properties suggest greater complexity in relocation; some parcels have multiple occupants. Most uses appear to occupy smaller footprints, many with outdoor storage.
11. Environmental Impact (wetlands, hazardous materials)	G	No apparent wetlands; several sites have evidence of past contamination (chemical spills, storage tank leaks).
12. Cultural Resources (cultural, historical)	E	No known limitations.
13. Stormwater Management (drainage, treatment)	VG	Sites are predominantly hardcover; no apparent stormwater management; infiltration may be difficult due to ten year well protection area; need to address stormwater at higher levels due to proximity of creek.
Assessment	G	

SITE 15: Louisiana East
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	VG	Size and shape meet operational criteria. Oxford Street closure required to maximize effectiveness of site.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	G	Site is adjacent to corridor with approximately 1600 feet of frontage. Grade may be limiting, but an alignment off mainline may resolve grade differences
3. Alignment Location (geometric position on mainline)	VG	Site is east of midpoint of alignment.
4. Site Access (roads)	E	Louisiana Avenue provides connectivity to TH 7. Excelsior Boulevard provides connectivity to TH 169 and TH 100.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	E	Commercial and industrial uses located north of site (north of rail corridor); industrial uses located west (across Louisiana Avenue); Methodist Hospital located south of the site; residential uses (single family) located east of the site (east of rail corridor).
6. TOD / Mixed Use Impact	M	Site lies within Louisiana LRT station area; development of OMF would consume sites available for TOD uses.
7. Zoning / Land Use	VG	Site is zoned IG (General Industrial) in St. Louis Park; site is guided for Mixed Use, Industrial and Business Park in the city's comprehensive plan. Comprehensive Plan amendment required to accommodate OMF.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Roads and utility infrastructure present. Grading may be significant in order to establish mainline connection. Nine structures to be razed (all under approximately 20,000 square feet). Soils may be limiting due to organics and fill deposited in wet depressions to accommodate earlier development.
9. Real Estate Acquisition (cost, complexity, legalities)	G	Ten property owners (Methodist Hospital; Construction Materials controls four parcels). The number of unique owners suggests acquisition complexity.
10. Relocation Cost (displaced occupants and uses)	G	Multiple properties, some with multiple occupants, suggest complexity in relocation. Most uses occupy smaller footprints, some with outdoor storage.
11. Environmental Impact (wetlands, hazardous materials)	VG	No apparent wetlands; no other known limitations.
12. Cultural Resources (cultural, historical)	E	No known limitations.
13. Stormwater Management (drainage, treatment)	VG	Sites are predominantly hardcover; no apparent stormwater management; infiltration may be difficult due to ten year well protection area.
Assessment	G	

SITE 16: Beltline

SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	U	Site is narrow and undersized for OMF use.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	U	Site is adjacent to corridor with approximately 1400 feet of frontage; grade differential makes connectivity difficult.
3. Alignment Location (geometric position on mainline)	G	Site lies further east of midpoint of the corridor.
4. Site Access (roads)	E	Beltline Boulevard provides connection to CR 25 and then to TH 100.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	E	Rail corridor to north and industrial to north of rail; Park Glen Boulevard to the south with industrial to the south of road; city impound lot and water tower to west; Beltline Boulevard to east with vacant HCCRA parcel on the east side of Beltline; multifamily residential to southwest of Beltline/Park Glen.
6. TOD / Mixed Use Impact	U	Site lies within the Beltline Station area.
7. Zoning / Land Use	VG	The site is zoned IP (Industrial Park) and guided Business Park.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Grading required for mainline connection; streets and infrastructure present, soils variable (fill over wet depressions); demolition required for two buildings (about 45ksf and 75ksf).
9. Real Estate Acquisition (cost, complexity, legalities)	VG	Two parcels with one owner.
10. Relocation Cost (displaced occupants and uses)	G	Multiple occupants in each building.
11. Environmental Impact (wetlands, hazardous materials)	E	No known environmental issues.
12. Cultural Resources (cultural, historical)	E	No known cultural resources.
13. Stormwater Management (drainage, treatment)	VG	Sites are predominantly hardcover; no apparent stormwater management; infiltration may be difficult due to ten year well protection area.
Assessment	U	

SITE 17: Penn
SWLRT OMF SITE ASSESSMENT

ASSESSMENT CRITERIA:

April 18, 2013

Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	E	Large, flat, undeveloped site is favorable for proposed OMF.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	G	Long lead track required.
3. Alignment Location (geometric position on mainline)	M	Site lies east of and very far from midpoint of the corridor.
4. Site Access (roads)	U	Access to the site would be via neighborhood streets (Upton Avenue or Thomas Avenue).
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	M	Single family residential to southeast and northwest. Cedar Lake Park to west.
6. TOD / Mixed Use Impact	M	Site lies within the Penn Station area.
7. Zoning / Land Use	M	Site is zoned R1 (Residential Single Family) and guided for Parks/Open Space (west parcel) and Transportation (east parcel). Rezoning would be required and depending on extent of the site a land use amendment may be required.
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Vacant flat site. Utility extensions and road construction necessary to access site. Soils include fills over depression and are likely highly variable.
9. Real Estate Acquisition (cost, complexity, legalities)	E	Site is owned by HCRRRA; adjacent site controlled by railroad and Minneapolis Park and Recreation Board.
10. Relocation Cost (displaced occupants and uses)	E	Vacant site.
11. Environmental Impact (wetlands, hazardous materials)	U	Significant impact on park resources.
12. Cultural Resources (cultural, historical)	M	Potential remnants of former rails yards may require mitigation.
13. Stormwater Management (drainage, treatment)	E	Site is sufficiently large enough to accommodate traditional stormwater management.
Assessment	U	

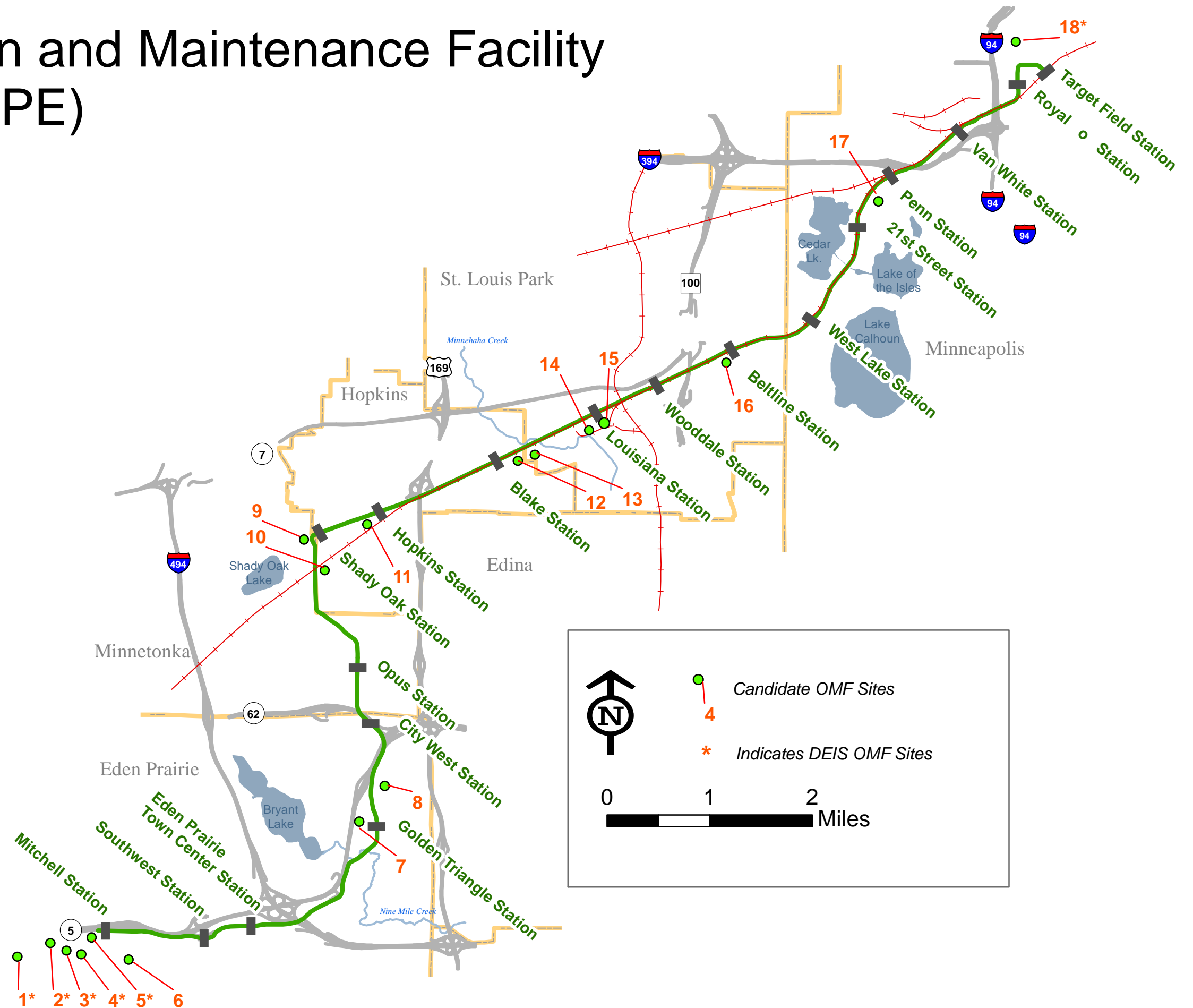
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SWLRT OMF SITE ASSESSMENT

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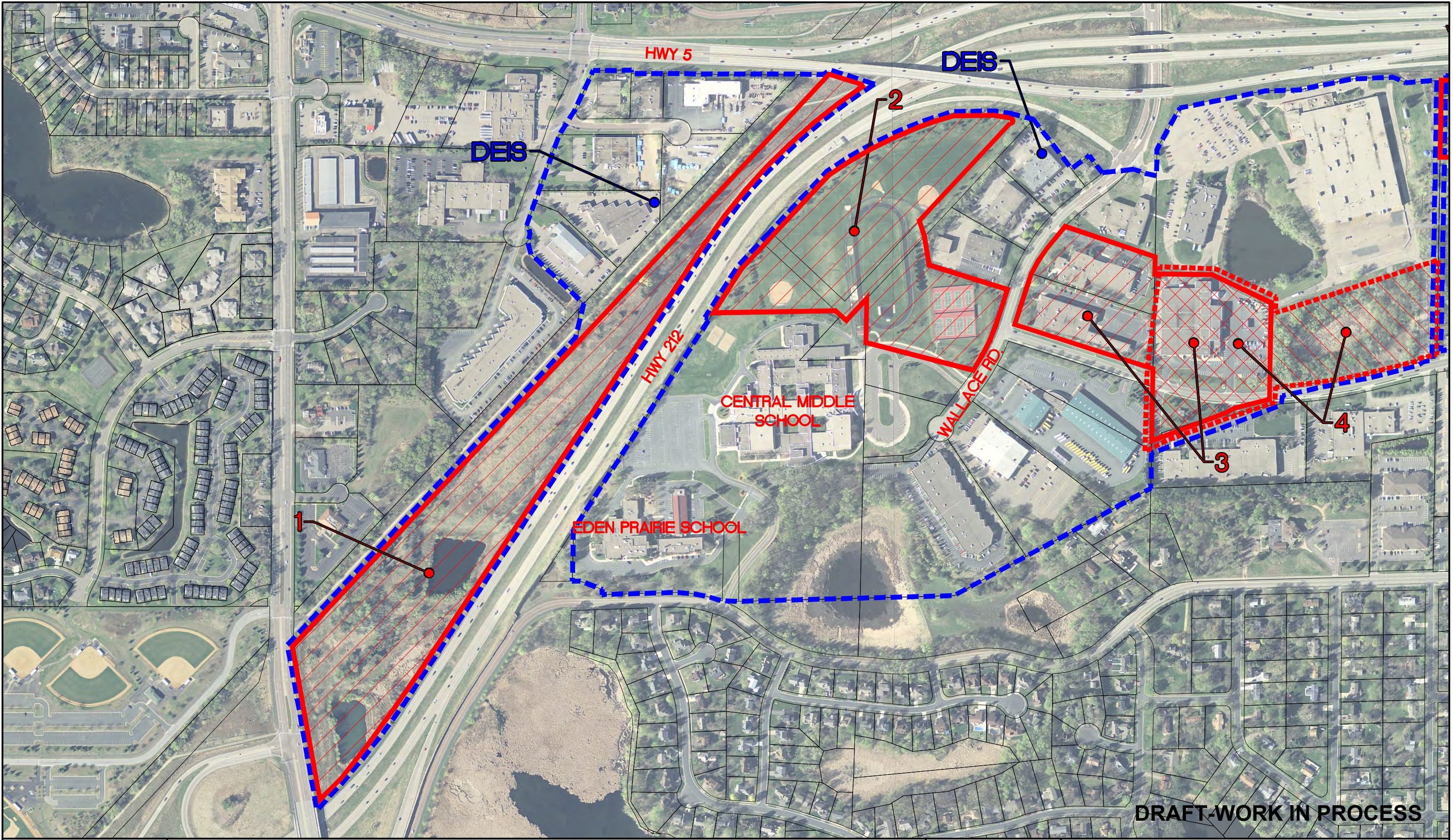
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Operational Characteristics	RATING E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable	COMMENTS
1. Site Configuration (operational effectiveness)	U	Narrow site and Fifth Street North render OMF impractical.
2. Alignment Proximity / Connectivity (distance/connection to mainline)	U	Mainline is elevated making connection to site difficult.
3. Alignment Location (geometric position on mainline)	M	Site lies at end of line which is not as desirable for operations.
4. Site Access (roads)	E	Access to major arterials very near the site.
Site Characteristics		
5. Neighborhood Compatibility (edge conditions)	VG	Industrial to the west. Largely industrial to north (one multifamily residential use on north side of Tenth Avenue North). I-94 (elevated) and parking (under freeway) to east. The Interchange to the south.
6. TOD / Mixed Use Impact	U	Site lies within The Interchange station area.
7. Zoning / Land Use	M	Site is zoned B-4S1 (a downtown business district) and is guided for Mixed Use (office-commercial and residential).
8. Site & Facilities Cost (facilities, grading, utilities, soils)	VG	Earthwork would likely be limited by the flat nature of the site. Utilities and roads are present. Demolition of existing structures would be required.
9. Real Estate Acquisition (cost, complexity, legalities)	VG	As many as 15 unique property owners. Site is transitional.
10. Relocation Cost (displaced occupants and uses)	VG	Some uses may be difficult to relocate (scrap yard), but most are smaller scale industrial uses.
11. Environmental Impact (wetlands, hazardous materials)	M	Likely presence of contamination from past and current activities on the site.
12. Cultural Resources (cultural, historical)	M	Potential artifacts from former uses present in the site.
13. Stormwater Management (drainage, treatment)	G	Site is largely hardcover, but limited site area makes stormwater management difficult.
Assessment	U	

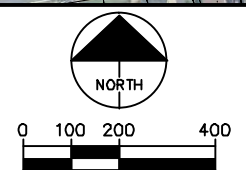
SWLRT Operation and Maintenance Facility Candidate Sites (PE)



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 1 OF 10



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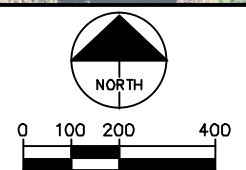
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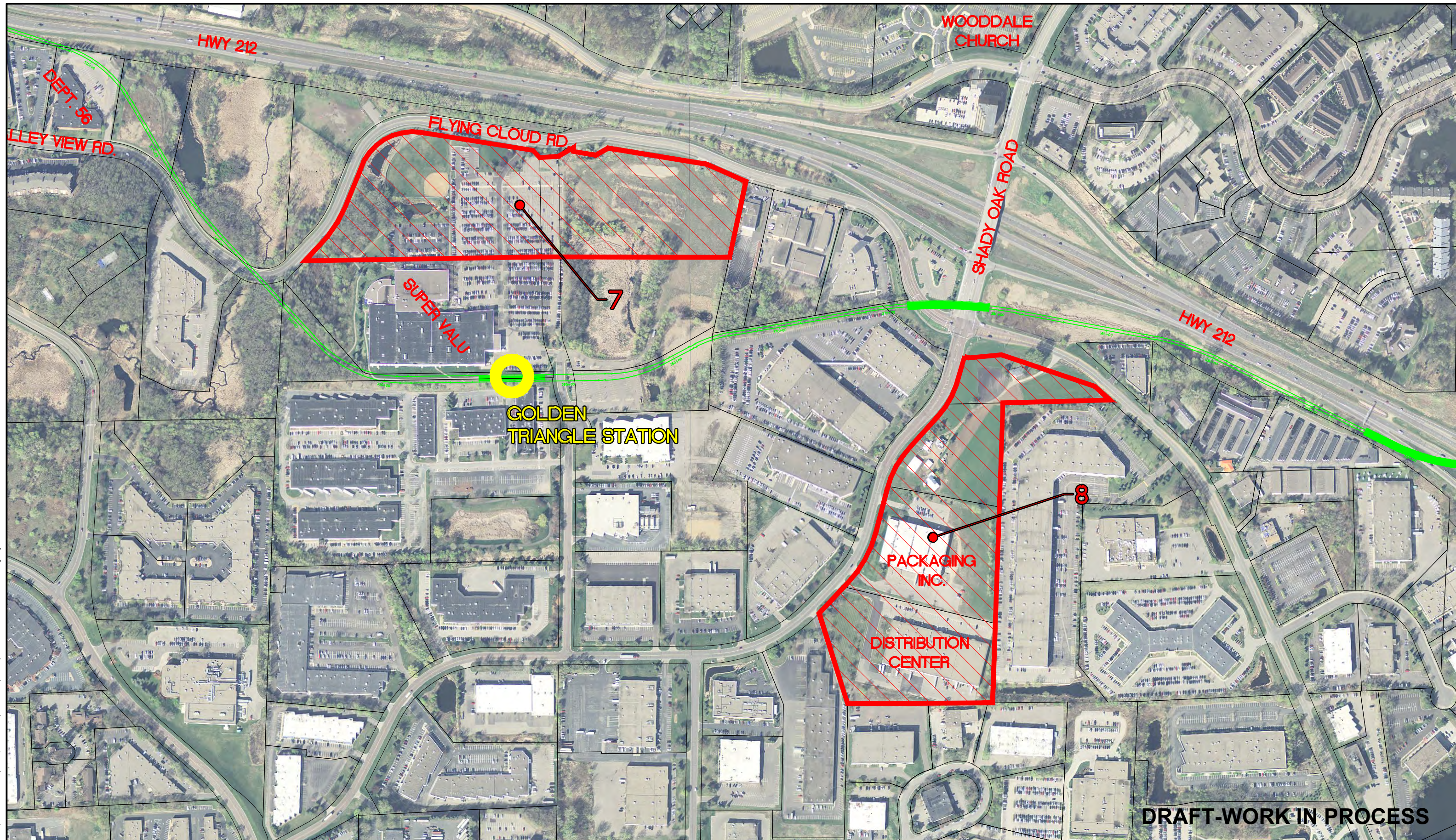
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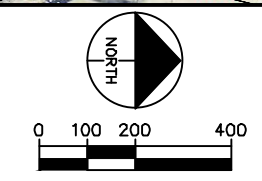
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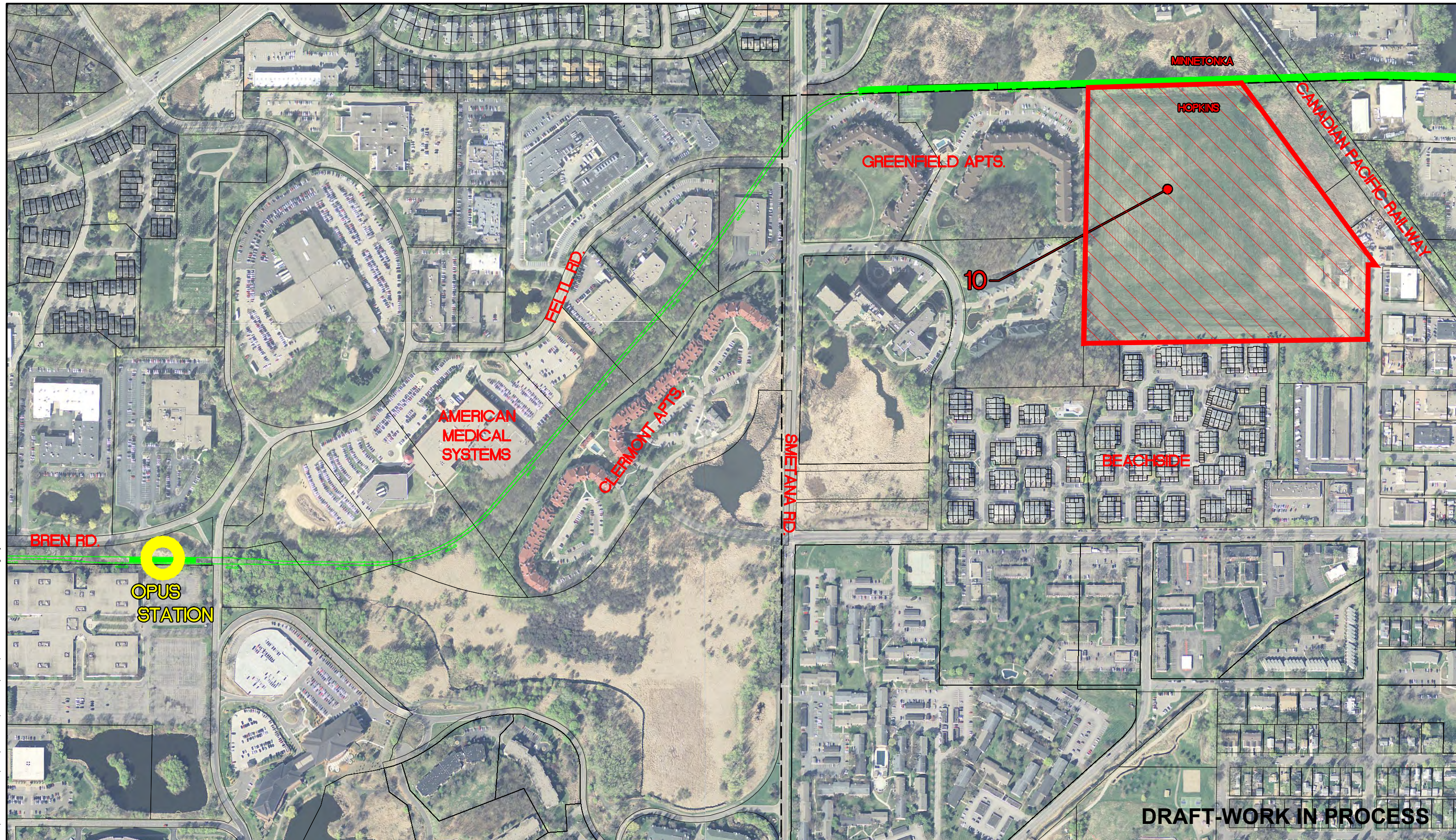
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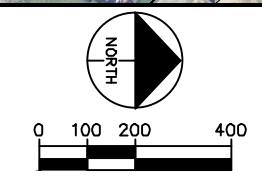
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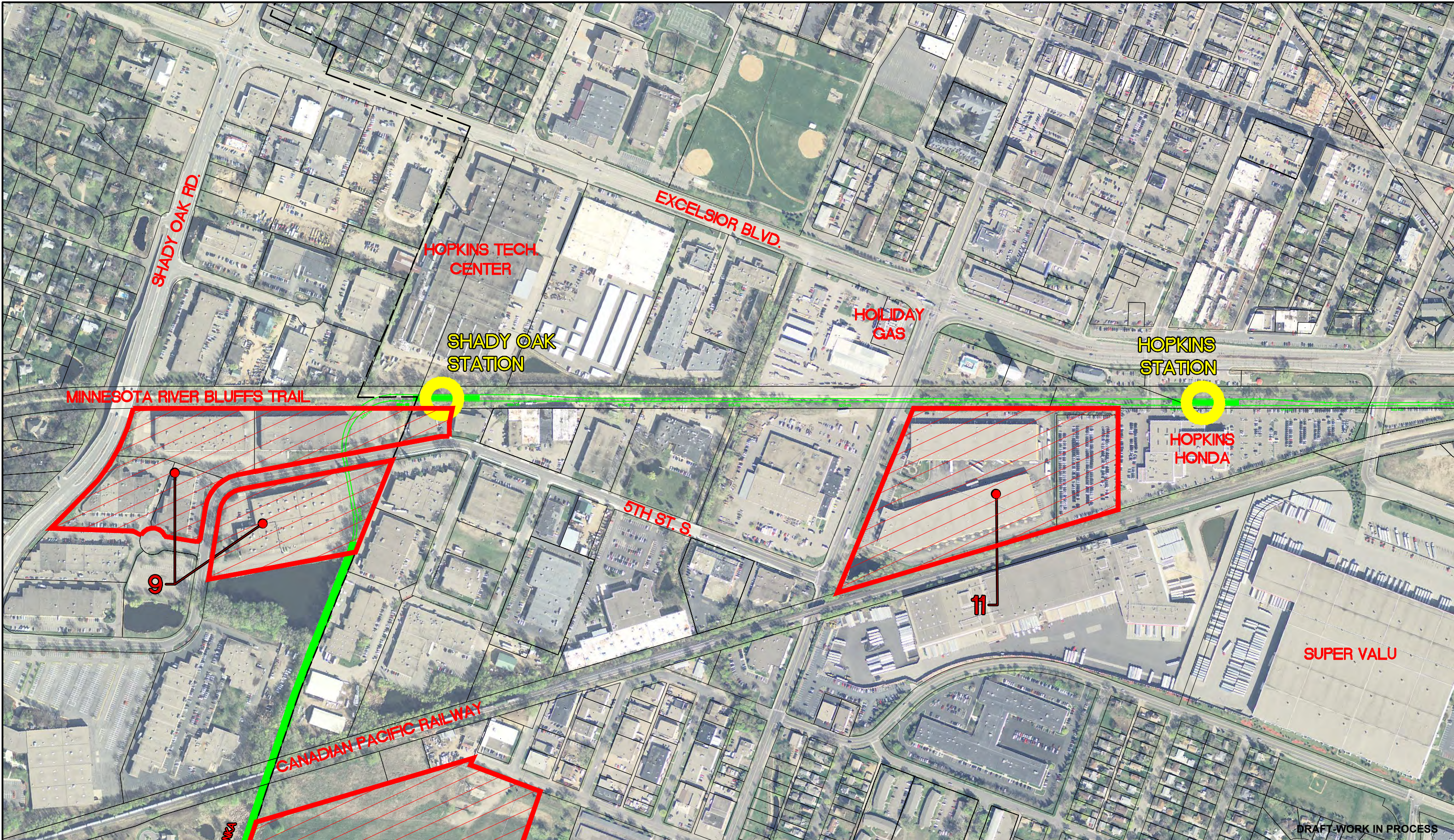
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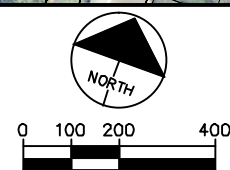
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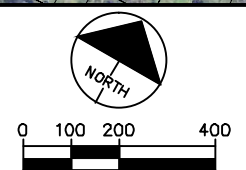
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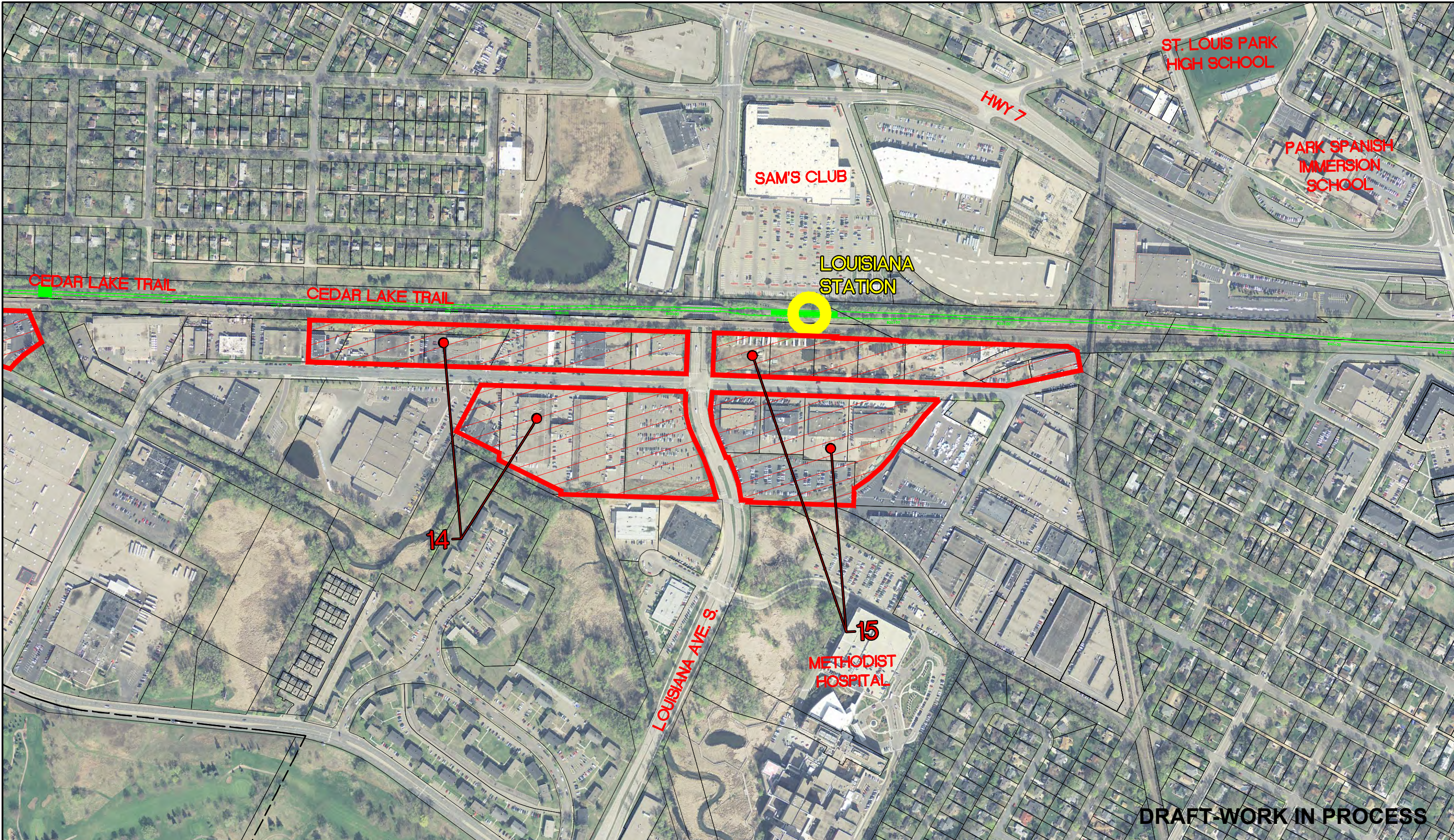
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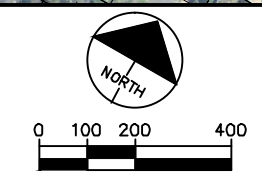
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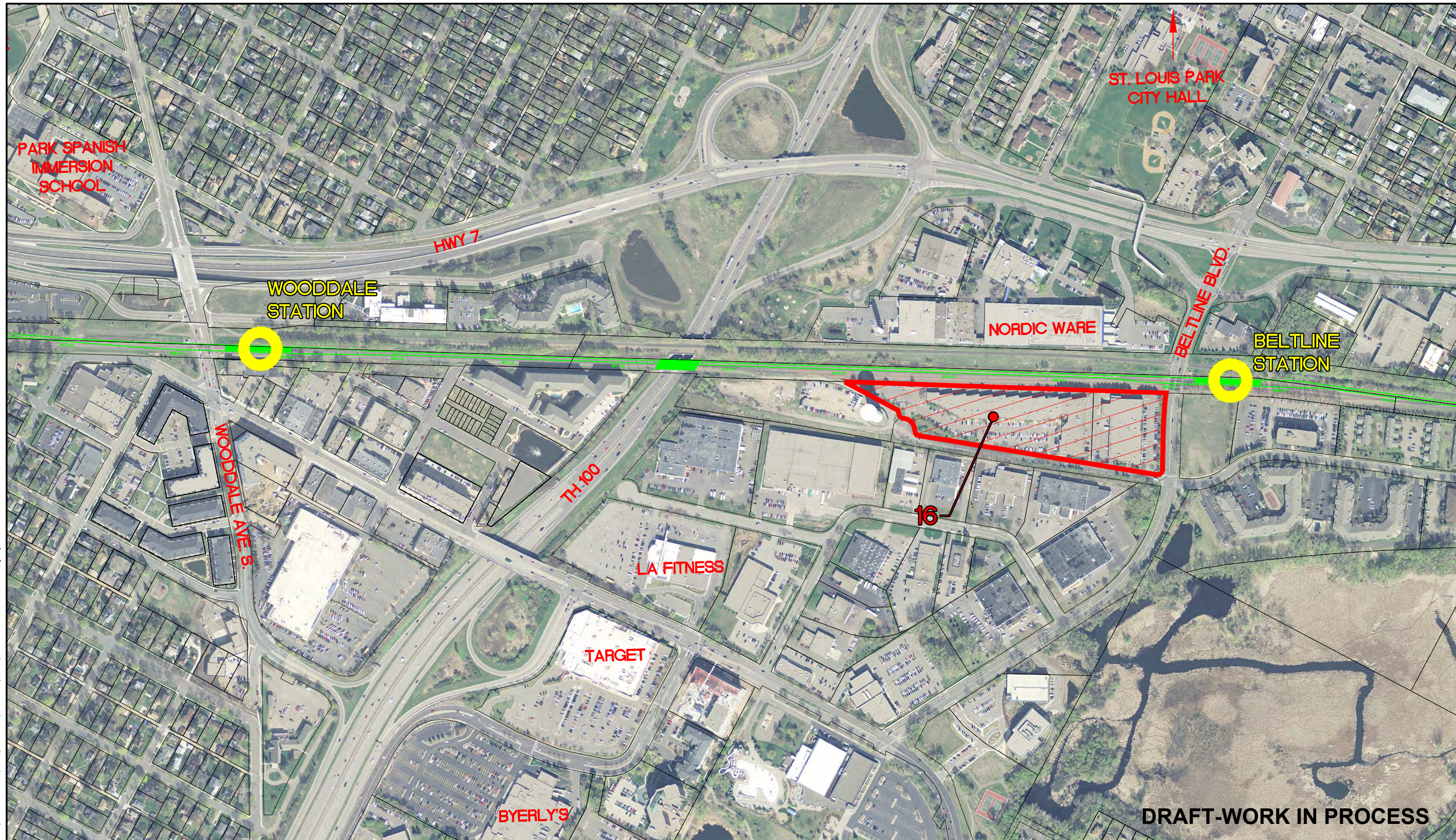
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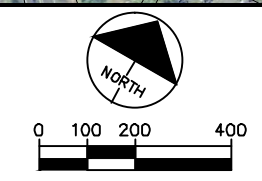
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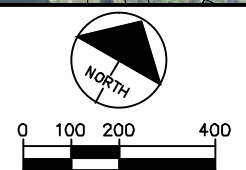
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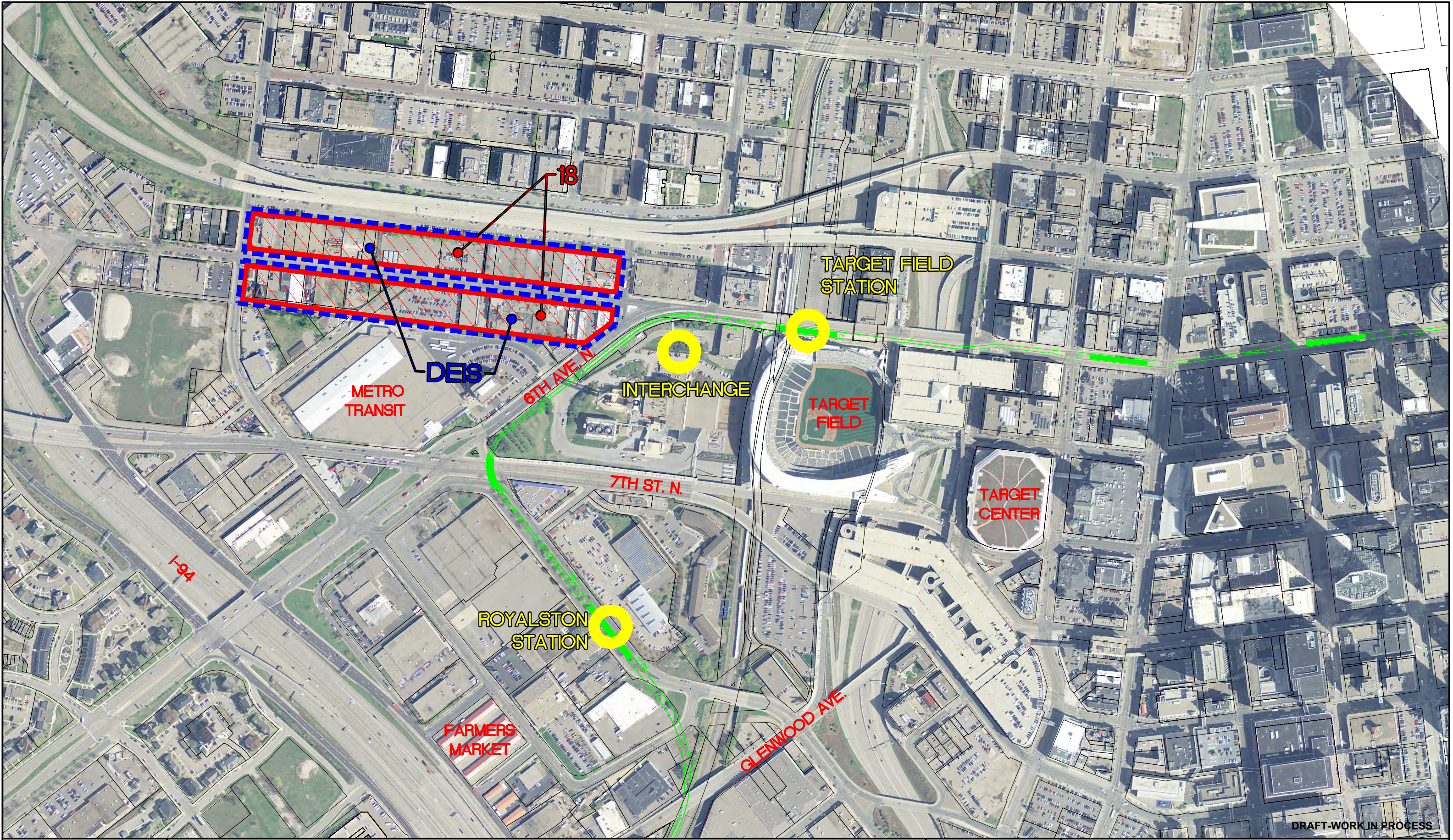
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 OPERATIONS AND MAINTENANCE FACILITY SITE ALTERNATIVES (3/29/13)
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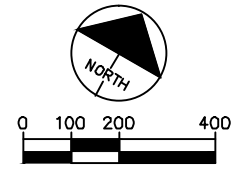
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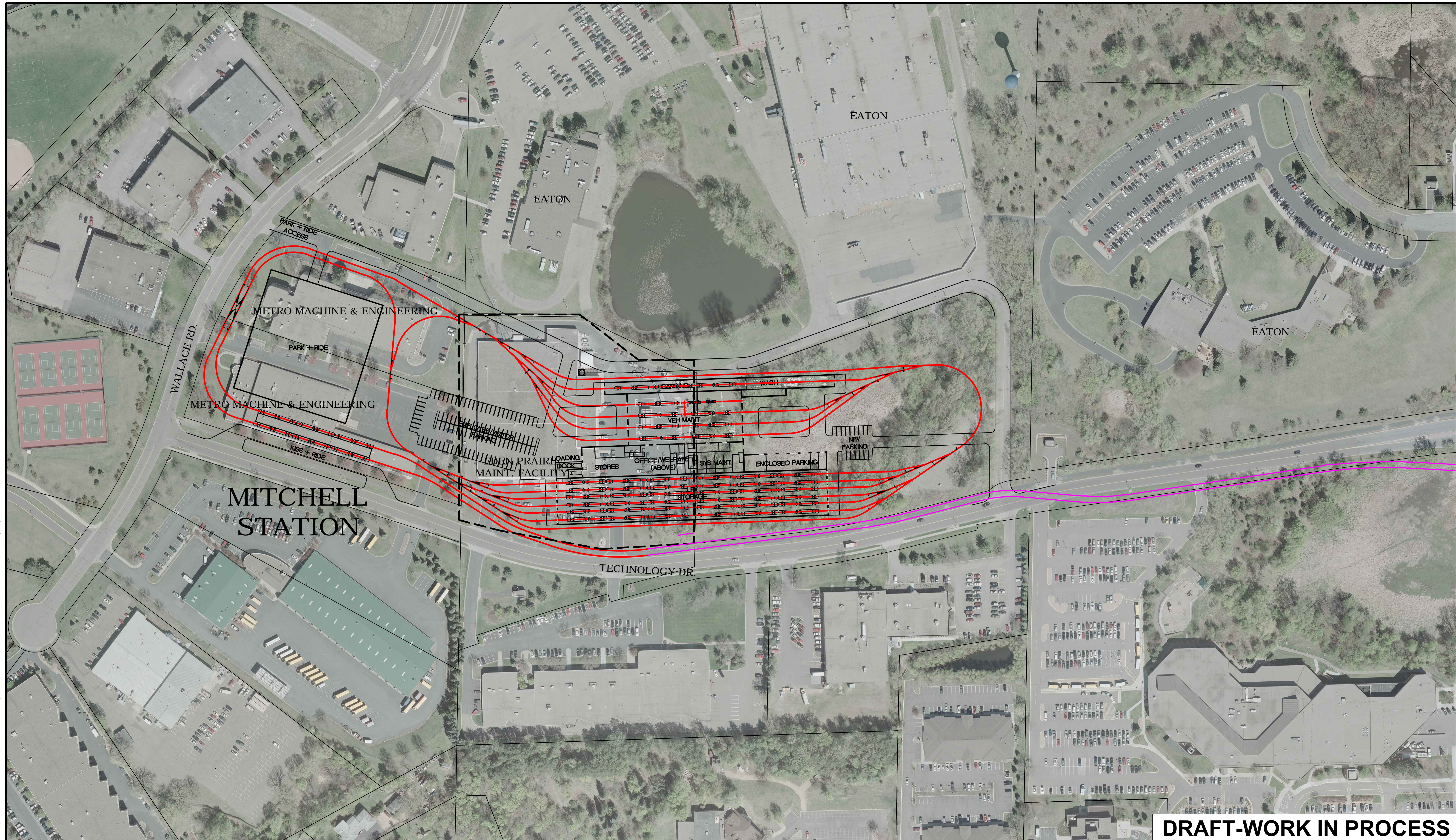
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OPERATIONS AND MAINTENANCE FACILITY SITE ALTERNATIVES (3/29/13)
10 OF 10



Appendix B

Preliminary OMF Site Layouts for Seven Tier 2 Sites

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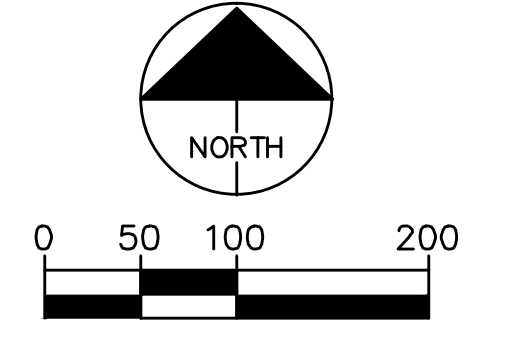


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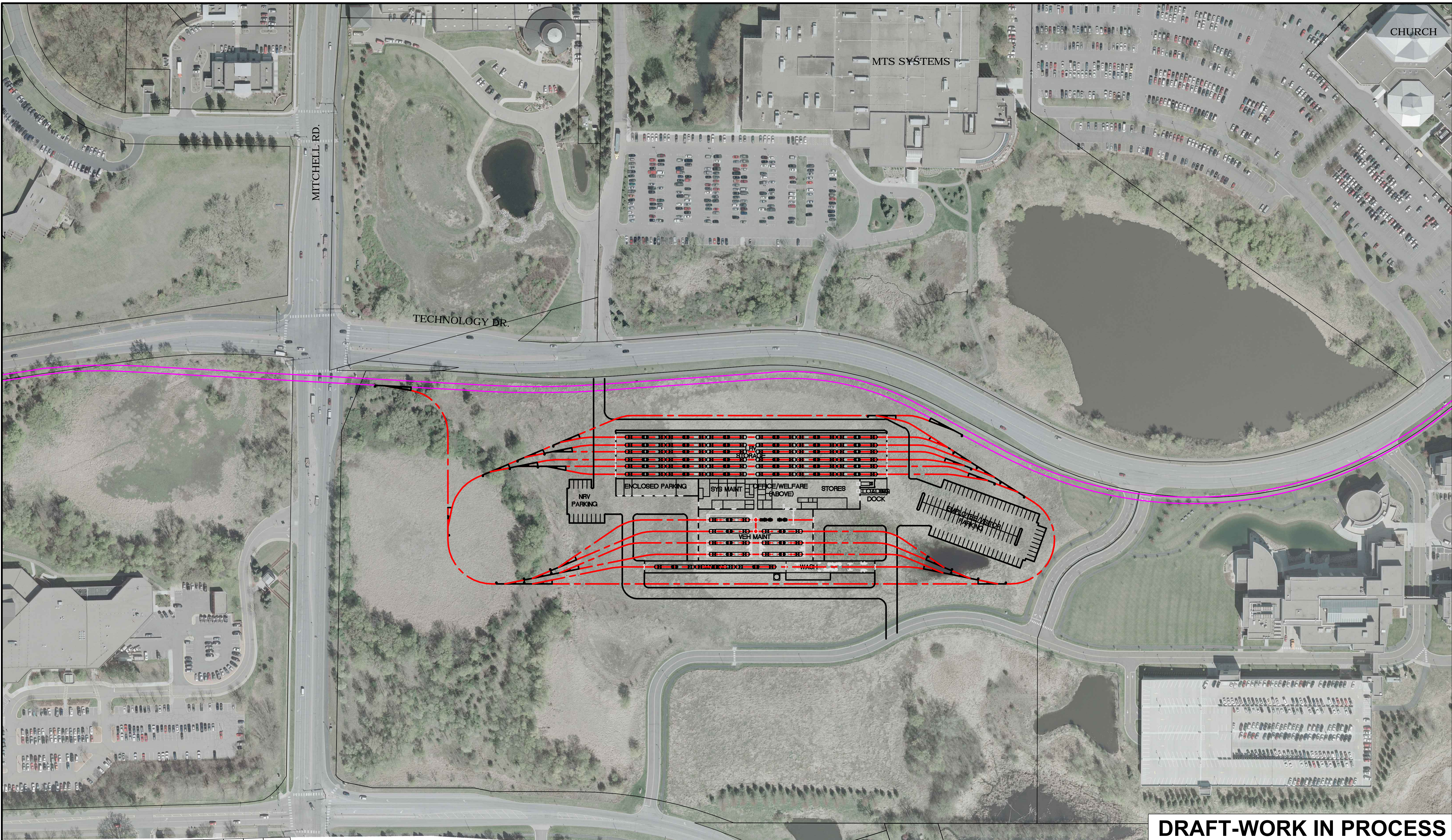


SOUTHWEST LRT
OMF OPTION 003 (003_4)
TRACK ADJUSTMENT 20D

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DATE : 06/06/2013



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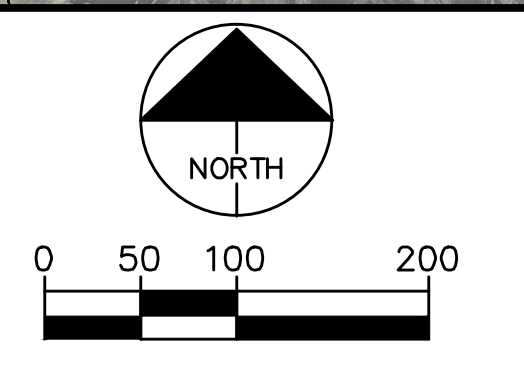


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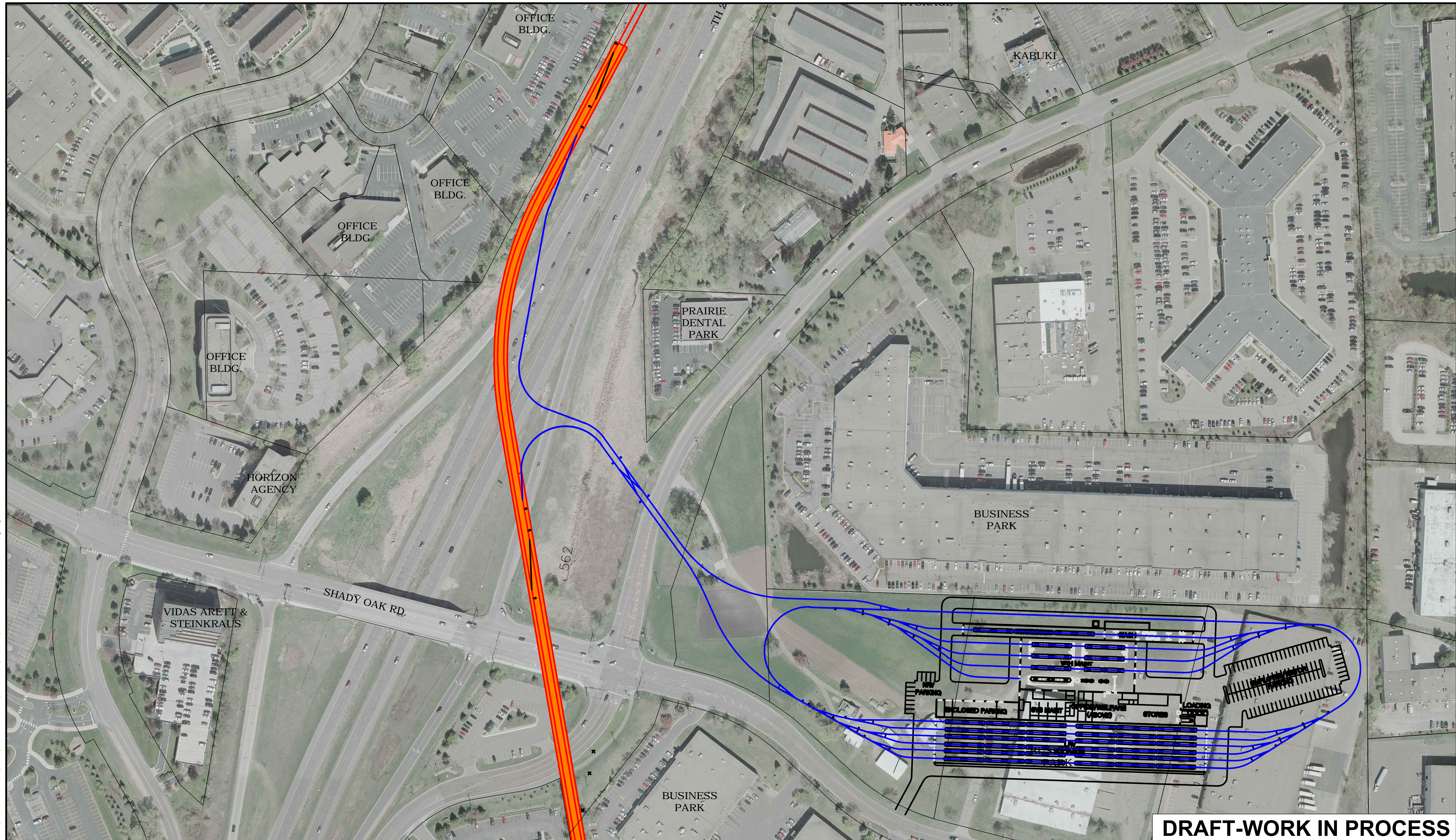


SOUTHWEST LRT
 OMF OPTION 006
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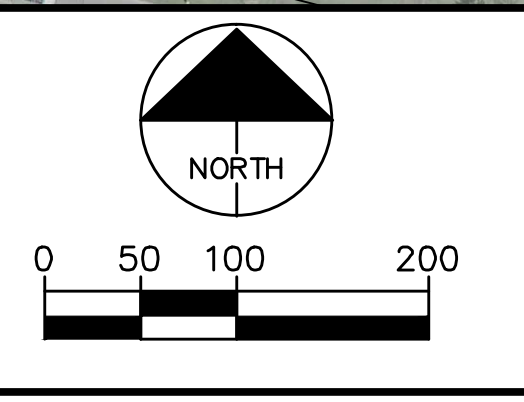


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SOUTHWEST LRT
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 TRACK ADJUSTMENT 51A

IRT: #23
 REV: 0
 DATE : 05/22/2013

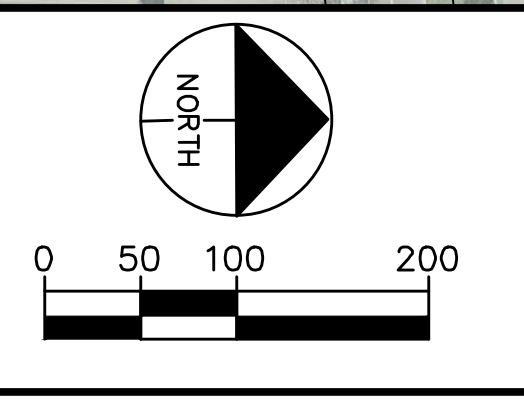


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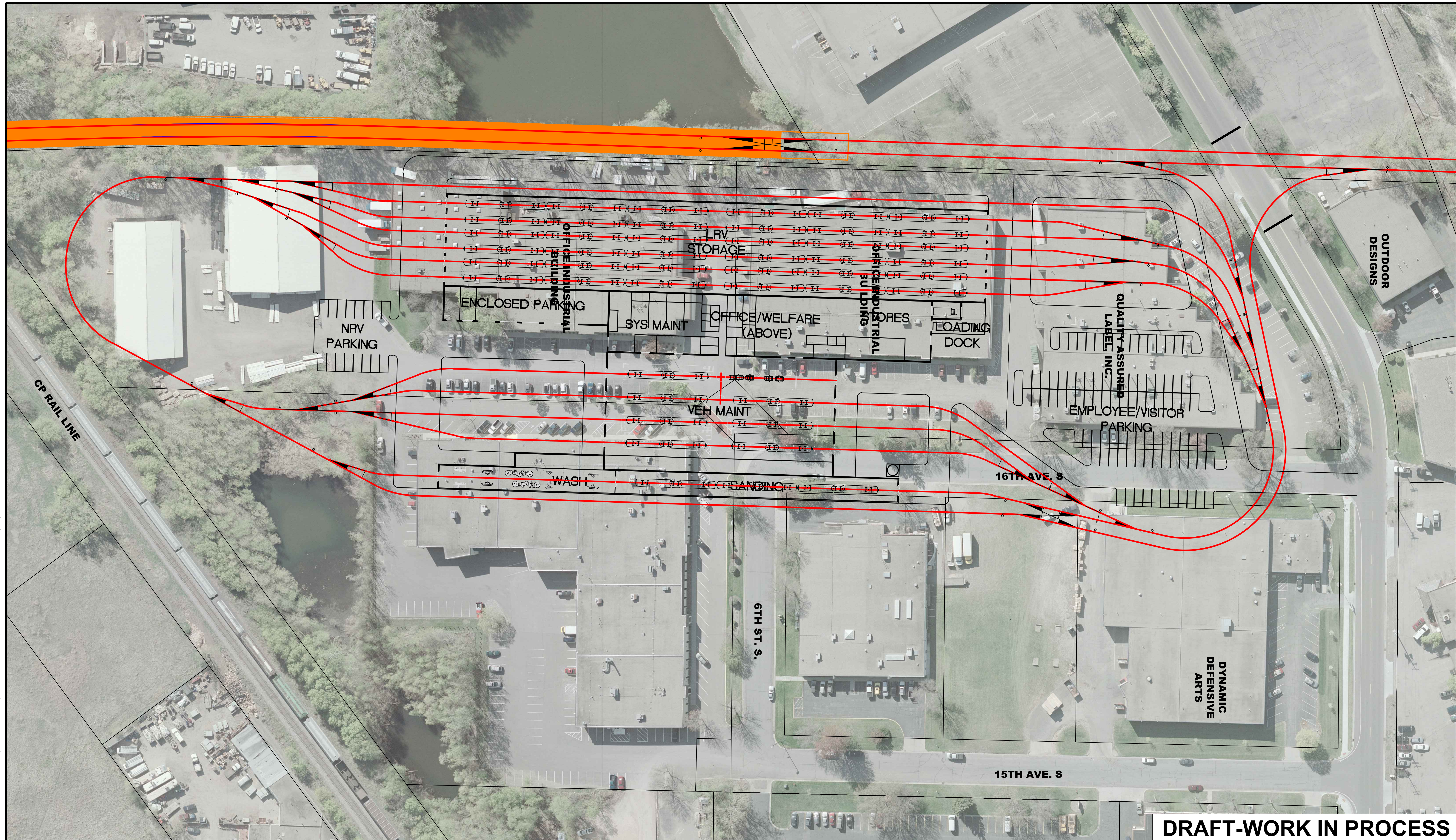


SOUTHWEST LRT
 OMF OPTION 009 (009_1)
 TRACK ADJUSTMENT 3A

IRT: #23
 REV: 0
 DATE : 05/29/2013



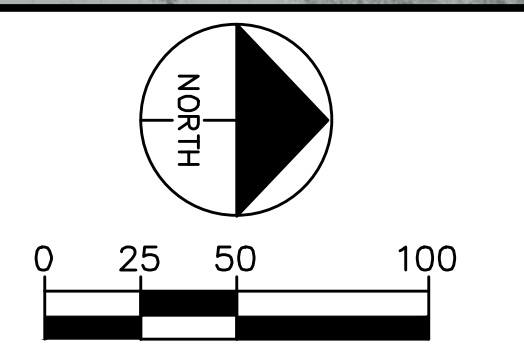
Jun, 12 2013 03:05 pm V:\3200_PEC-W\CAD_SEGMENT-W3\EXHIBITS\TRACK\EXHIB-TRK-OMF-009A_1.dwg By: Maurisem



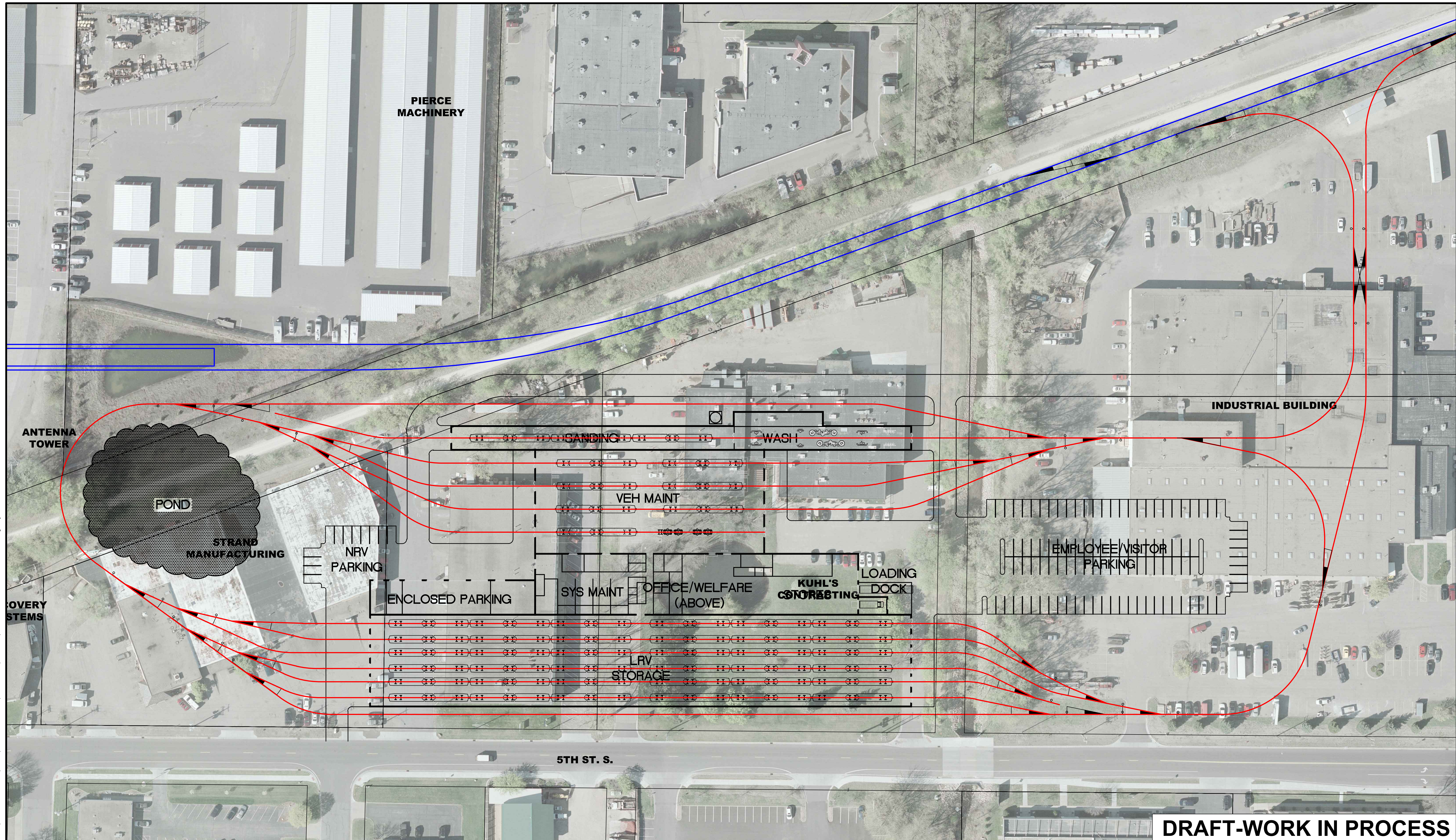
DRAFT-WORK IN PROCESS

SOUTHWEST LRT
 OMF OPTION 009A (009A_1)
 TRACK ADJUSTMENT 3A

IRT: #23
 REV: 0
 DATE : 06/12/2013



May 23 2013 01:12 pm V:\3200_PEC-W\CAD\SEGMENT-W3\EXHIBITS\TRACK\EXHIB-TRK-OMF-011_A2.dwg By: MaurisBM

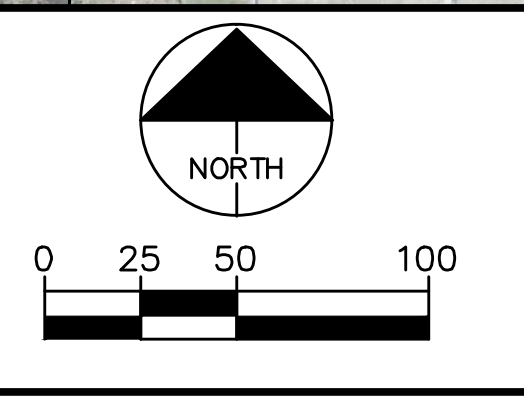


DRAFT-WORK IN PROCESS

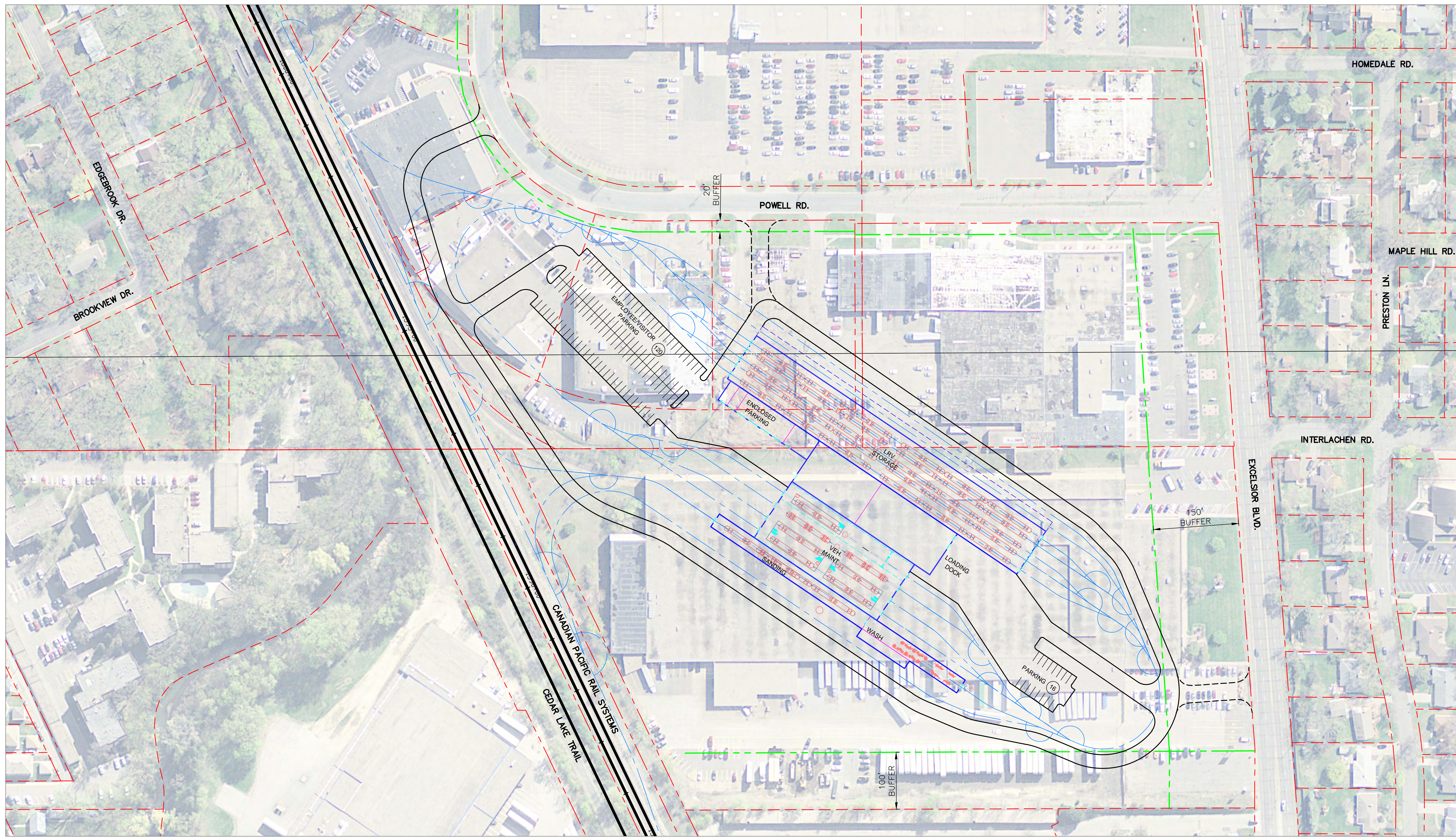


SOUTHWEST LRT
 OMF OPTION 011 (011A_2)
 TRACK ADJUSTMENT 3A

IRT: #23
 REV: 0
 DATE : 05/23/2013



Apr. 23 2013 11:24 am v:\3300_PEC-E\CAD\SEGMENT E1\EXHIBITS\SYSTEMS\E1-OMF COMBINED 1.dwg By: Gillisti



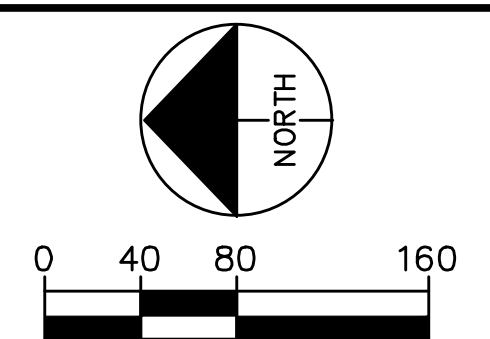
DRAFT-WORK IN PROCESS



HOPKINS & ST. LOUIS PARK

OMF SITE 12 & 13 - COMBINED 1
APRIL 23, 2013

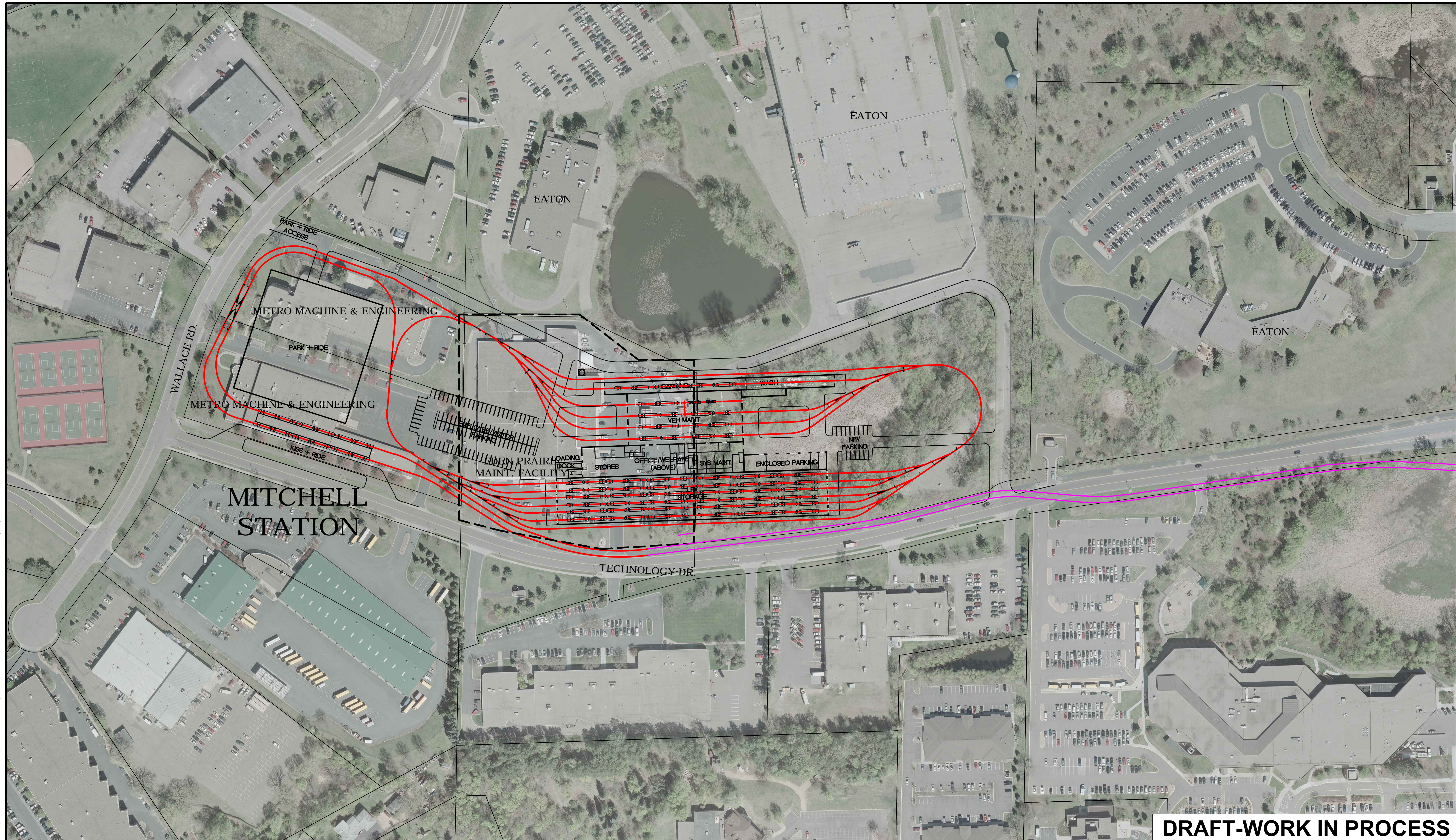
IRT #23
Rev 1
04/23/2013



Appendix C

OMF Layout for Finalist Sites

Jun, 06 2013 02:40 pm V:\3200_PEC-W\CAD\SEGMENT-W\EXHIBITS\TRACK\EXHIB-TRK-OMF-003_4.dwg By: MaurisBM

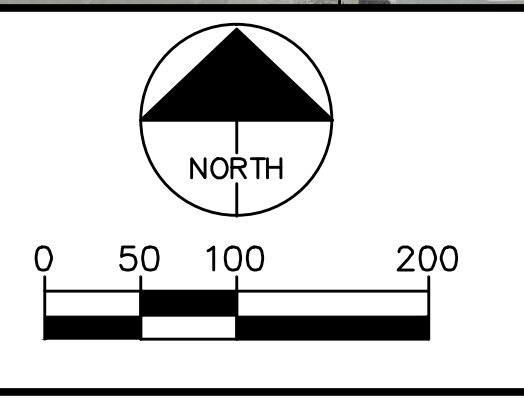


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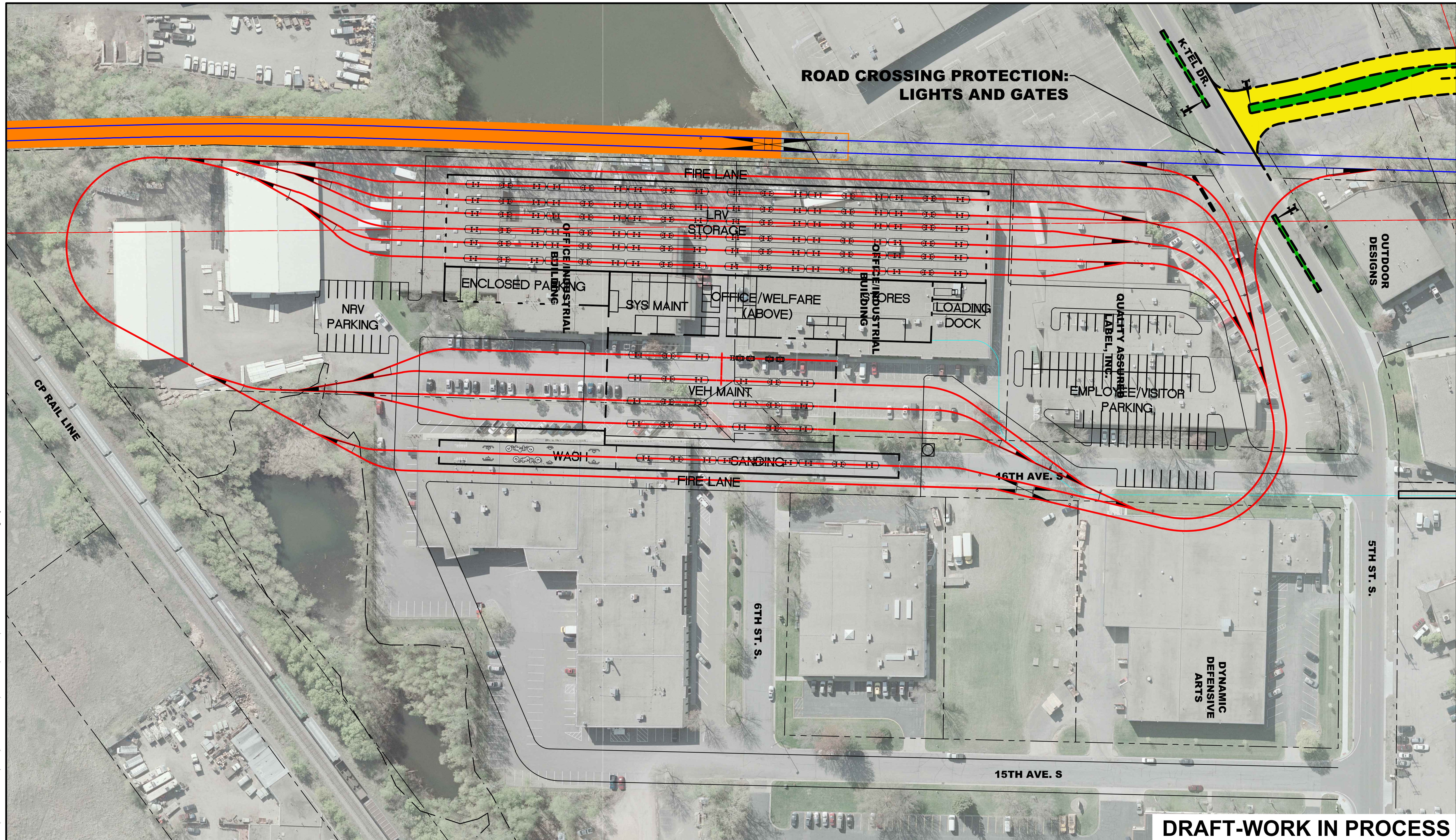


SOUTHWEST LRT
 OMF OPTION 003 (003_4)
 TRACK ADJUSTMENT 20D

IRT: #23
 REV: 0
 DATE : 06/06/2013



Aug. 13 2013 02:43 pm v:\3200_PEC-W\CAD\SEGMENT-W3\EXHIBITS\TRACK\EXHIB-TRK-OMF-009A_1b.dwg By: MauritsBM

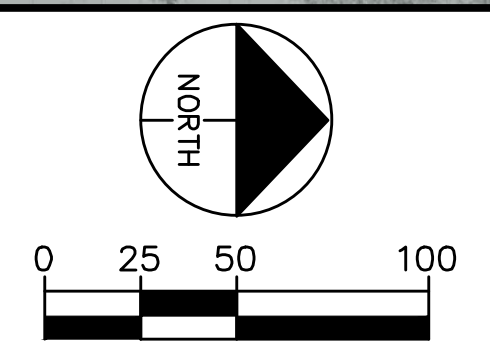


DRAFT-WORK IN PROCESS



SOUTHWEST LRT
OMF OPTION 009A (009A_1b)

IRT: #23
REV: 0
DATE : 08/13/2013



Appendix D

Open House Comments Summary

SWLRT CAC Comments

Technical Issue No. 23: Operations and Maintenance Facility Open House

Eden Prairie City Center

8080 Mitchell Rd

Eden Prairie, MN 55344

May 13, 2013

5 – 7pm

Site 3/4

- Traffic, ability to get to businesses on Wallace Rd
- Concerns on impact w/ Eaton campus.
 - Vibration w/ sensitive noise measuring equipment (major investment)
 - Safety, traffic inside Eaton campus (pedestrian, golf cart, track, car)
 - IP concerns
 - Large investment in test infrastructure in 3 buildings; 14900 Technology, 7945 Wallace, 7955 Wallace.
 - Truck (semi-truck) traffic through Technology Drive driveway.
 - Test vehicle area (dirt pit along Technology Drive).
- Like this the best of the EP sites especially if connected with a station. Near bike trail, school in industrial area.
- We 100% support this option. It is a higher and better use for the site with minimal disruption to businesses in the area.

Site 8

- Farm 250 years old

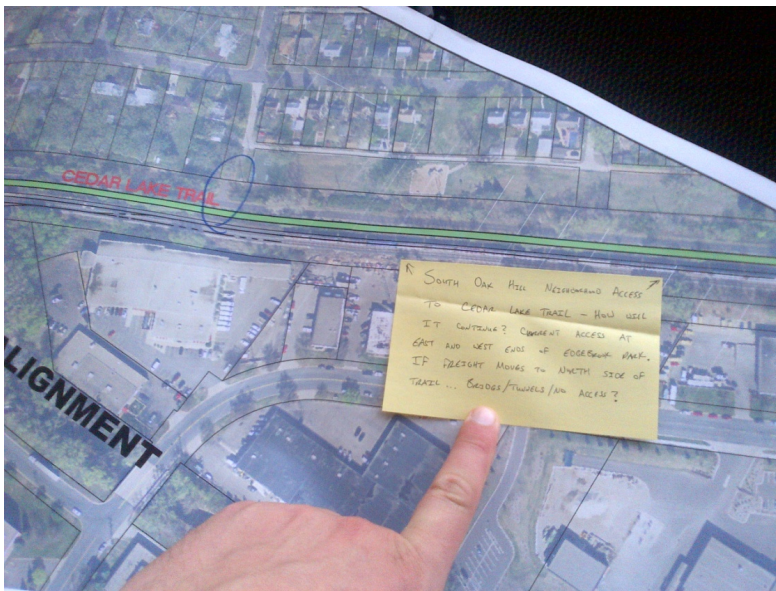
Site 9

- Parking lot on site 9 (11550 K-Tel Dr) is parking for warehouse at 11311 K-Tel Dr



Site 12/13

- South Oak Hill neighborhood access to Cedar Lake Trail- how will it continue? Current access at east and west ends of Edgebrook Park. If freight moves to north side of trail... Bridges/tunnels/no access?



General

- For ¼ or less cost a “super bus” could do everything the LRT does with less disruption to the environment.
- (Attached email received 5-14-2013)

From: [O'Connell, Sam](#)
To: [Pfeiffer, Daniel](#); [Ginis, Sophia](#)
Subject: FW: Light Rail in Eden Prairie
Date: Wednesday, May 15, 2013 10:38:52 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Please print a hard copy and include this e-mail as part of comments received at the OMF Open House....thanks!



Sam O'Connell, AICP

Manager | Public Involvement
sam.oconnell@metrotransit.org
P. 612.373.3815 | F. 612.373.3899
Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500 | St. Louis Park, MN | 55426 | swlrt.org

CONNECT WITH US



From: dazarian1@comcast.net [mailto:dazarian1@comcast.net]
Sent: Tuesday, May 14, 2013 5:46 PM
To: Nyquist, Daren
Cc: Munt, Jennifer; allcouncil@edenprairie.org; Norann Dillon; Councilman Brad Aho; O'Connell, Sam
Subject: Light Rail in Eden Prairie

Dear Daren,

Yesterday, I attended the Eden Prairie Open House for the LRT at Eden Prairie City Hall. The e-mail that I received gave me the impression that citizens from Eden Prairie were invited to give their opinions about the LRT. I went to the Open House with the intention to speak with someone as to why I oppose the LRT.

At the meeting, I felt that the LRT is pretty much a done deal and that there is nothing that citizens, like me, who oppose the building of the LRT, can do to stop it from happening. Metro Transit Manager Sam O'Connell was very gracious and helpful and willing to talk with me and a few others who are opposed to LRT being built in our city. Sam did indicate that the open house was a discussion -- for where to put the train stations. There were no other discussions being heard. I was told several times to fill out a "comment card" with my concerns (which I doubt will be read by anyone). I find it infuriating and frustrating that the Met Council, a group of UNElected officials, has decided that the LRT is a go and that I have no choice but to have this forced upon me, and I will be subsidizing this boondoggle as long as I live here.

There are many reasons why I do not want LRT in my community. Here are just a few of them.

First of all, we do not have the population density to support this light rail system. Cities with much greater population densities like Portland, OR; San Jose and Dallas have light rail systems that are riddled with budget problems, low ridership and high operating costs.

According to yesterday's Metro Transit presentation, the cost to ride the trains will be a "very affordable" \$1.75-\$2.25, but we all know that the cost to ride is much higher, in some reports I saw as high as \$8 a ride, so taxpayers will be on the hook to pay for this difference between what you will charge and what the "real" cost to ride the train will be.

We already have the SouthWest Metro bus service, which currently services 4,000 daily riders and has a 99.3% on-time rate. 75% of Eden Prairie residents have a commute time of 20 minutes or less, which means that many of these residents do not work very far from their homes. We can not afford to spend \$1.5 BILLION (with a B) on an "if you build it, they will come" mentality.

Trains bring crime. I know this first hand. I was born and raised in the New York Metropolitan area. I moved out of the New York Metropolitan area to Eden Prairie because I was tired of dealing with crime and neighborhoods that were going downhill accompanied by lower real estate values. Eden Prairie is known for its safety, quality of life and beautiful housing. If building the LRT with the intention of increasing Eden Prairie's population density is the plan, it will challenge the city's ability to keep it's nationally known qualities.

In addition to crime, there is the consideration of safety. Several people over the past few years have been killed by the LRT in Minneapolis. Some of your routes through Eden Prairie make me question if safety was taken into consideration, or if you are looking to intentionally "thin the herd" of our community.

Ironically, in April, when we had the ice/snow storm just a few short weeks ago, the LRT in Minneapolis had to suspend service due to bad weather, and buses had to run in place of the trains. This proves that buses are a more reliable mode of transportation in bad weather. Considering we live in Minnesota, I highly doubt that the storm just a few weeks ago would be the last of its kind in this state.

Light rail has huge costs, is inflexible and will be a huge tax burden on my family and generations of families to come.

I would like to speak further with someone who will listen to my concerns about the impact that LRT will have on my city, my home and my family.

I look forward to hearing from you at your earliest convenience.

Sincerely,

Donna Azarian
9068 Waverly Court
Eden Prairie, MN 55347
952-975-9308 (office)
612-867-4709 (mobile)
952-975-0231 (fax)
dazarian1@comcast.net

Operations and Maintenance Facility (OMF) Comment Card

SOUTHWEST
Green Line LRT Extension



Site # OMF 3/4

Comment: Concerns on impact of Eaton Campus.

- vibration of sensitive noise measuring equipment (major investment)
- safety, traffic inside Eaton campus [pedestrian, golfcart, truck, car,]
- IP concerns
- Large investment in Test infrastructure in 3 Buildings 14908 Technol
7945 Wallace
7955 Wallace
- Truck (semi-truck) traffic through Technology Drive driveway.
- Test vehicle area (dirt pit along Technology Drive)

Operations and Maintenance Facility (OMF) Comment Card



Site # 314

Comment: LIKE THIS THE BEST OF THE EP
SITES ESPECIALLY IF CONNECTED WITH A
STATION — ~~AND~~ NEAR BIKE
TRAIL, SCHOOL IN INDUSTRIAL AREA.

Operations and Maintenance Facility (OMF) Comment Card



Site # OMF 3/4

Comment: WE 100% SUPPORT THIS OPTION. IT IS
A HIGHER AND BETTER USE FOR THE SITE,
WITH MINIMAL DISRUPTION TO BUSINESSES
IN THE AREA

JOE SCHWARZ CEO -
BRAAS
COMPANY

Operations and Maintenance Facility (OMF) Comment Card



Site # _____

Comment: FOR 1/4 OR LESS COST A "SUPER BUS" COULD
DO EVERYTHING THE LRT DOES WITH LESS
DISRUPTION TO THE ENVIRONMENT

JEFF SIMON

jasimon9@comcast.net

SWLRT CAC Comments

Technical Issue No. 23: Operations and Maintenance Facility Open House

Southwest Project Office

6465 Wayzata Blvd, Suite 500

St. Louis Park, MN 55426

May 15, 2013

4:30 – 7:30 pm

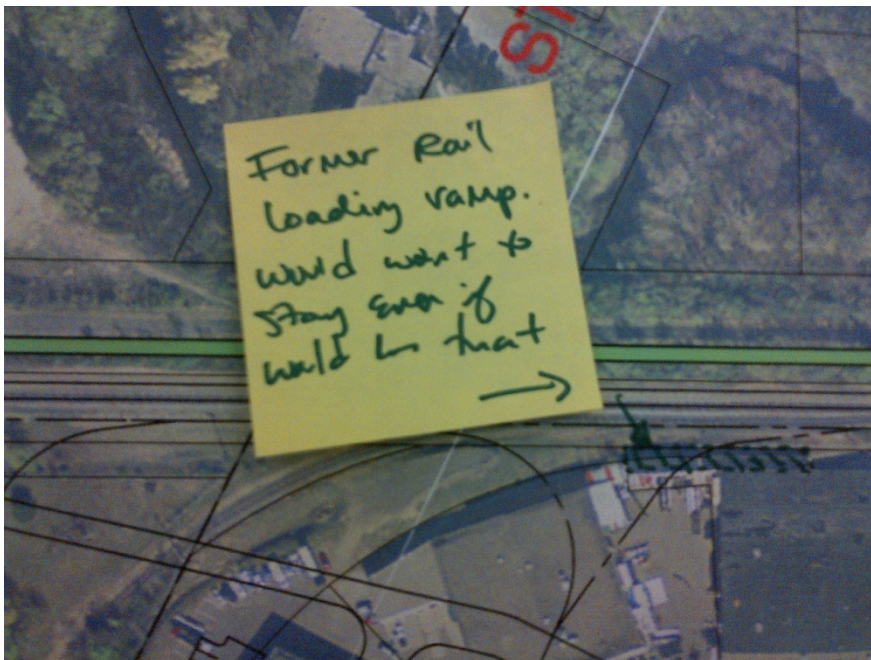
Site 3/4

Site 8

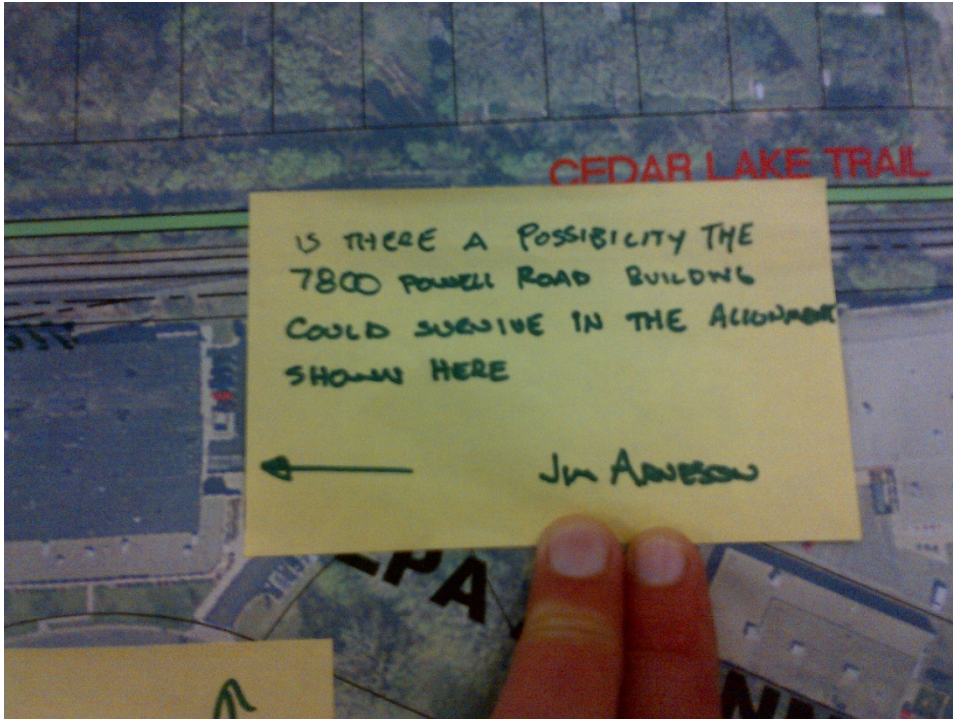
Site 9

Site 12/13

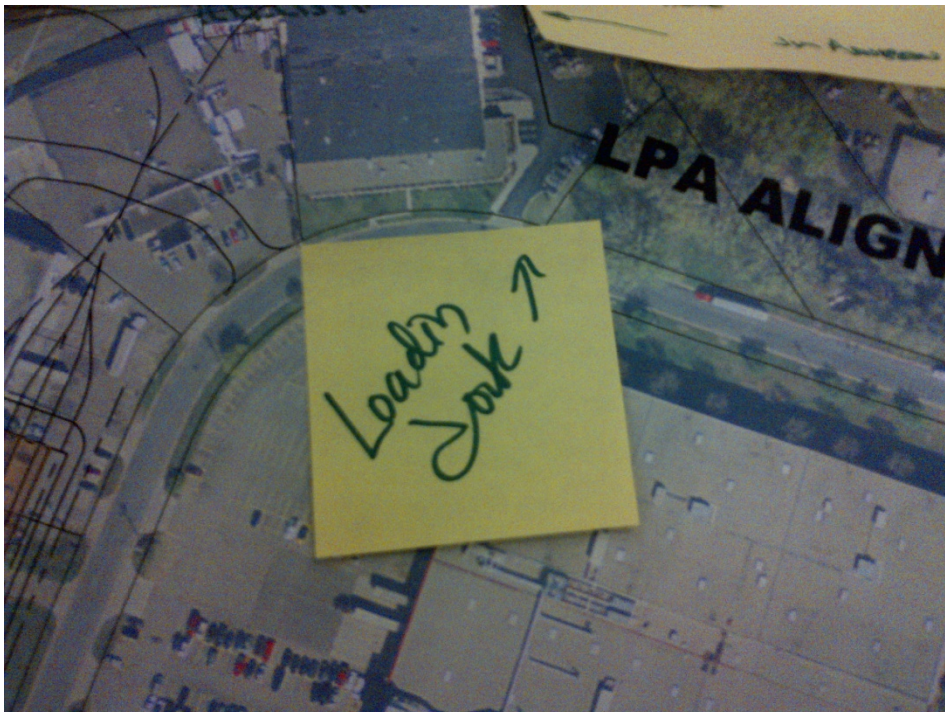
- Former rail loading ramp, would want to stay even if would ___ that.



- Is there a possibility the 7800 Powell Road building could survive in the alignment shown here (Site 12/13 Option B)



- Loading dock



- Letter submitted by Professional Instruments Company (attached)



7800 Powell Road
St. Louis Park, MN 55343 USA
Phone: (952) 933-1222
Fax: (952) 933-3315

May 15, 2013

Professional Instruments is one of the many quiet success stories in Twin Cities manufacturing. It started by making optometric training devices invented by our grandfather. Our father ran the business. He learned precision manufacturing techniques in the 1950's and refined them into our current products. We specialize in making a type of bearing that rides on compressed air. Our airbearings provide the most accurate rotary motion available in the world. These bearings are used in a wide variety of precision machines, quality control equipment, and laboratory instruments. In addition we use our precision bearing manufacturing skills to make a wide array of specialty parts for other types of devices. We put the finishing touches on the spindle assemblies for the Curiosity Mars Rover. We provided the gauging that makes it possible to replace scientific instruments in the Hubble Space Telescope. We recently completed machining parts for a consortium of European Laboratories that are seeking to refine the calibration of the international Kilogram mass standard. Our bearings are a part of critical manufacturing equipment at a number of American and international companies. Most of these customers are uncomfortable with us discussing the sole source and proprietary processes we support and are very concerned about our continuing operation. We currently employ 60 people in manufacturing and engineering jobs. A large percentage of our sales are to the export market.

In 2006 with the advance of planning for the Southwest Light Rail Transit, Professional Instruments Company made the choice to begin leaving our long time headquarters at 4601 Highway #7. This property, located nearly adjacent to the planned Beltline Boulevard station, looked like a good candidate for redevelopment. The 25,000 square foot expansion of that facility we had long anticipated no longer seemed like the highest and best use of the property. We chose instead to add onto our machine shop located at 7800 Powell Road transforming it into our headquarters. This building located on the opposite side of the rail corridor, and well between proposed station locations seemed like a much better location for our future investments, without interfering in possible LRT related urban developments.

We are not anti-LRT. We have closely followed the building of both the Hiawatha and Central Corridor LRT lines, and watched the SWLRT internet sites for news on this new line. In particular we have followed the recent news stories on co-location problems with the freight railroads. Yet, our first notice of a North-to-South change in SWLRT corridor came in a miss-addressed envelope that took a week to arrive. The inclusion of our building in a potential site for the Operational Maintenance Facility is a very serious situation for our company.

We have invested heavily in the addition and remodeling at this facility. Our operations involve around 100 machines, many plumbed to a specially designed compressed air system. The time and effort by our people to move and equip all this machinery over the last 5 years is not something we can afford to repeat. Another move at this time would be very damaging and maybe even destructive to our business. If our site is selected, we will be forced to fight for the survival of our business, using every legal and political means available.

Sincerely,

PROFESSIONAL INSTRUMENTS COMPANY
CREEKWEST LLC

Paul, Jim, & Dave Arneson



Southwest LRT (Green Line Extension)
Technical Issue No. 23: Operations and Maintenance Facility Open House
Hopkins Center for the Arts
1111 Mainstreet
Hopkins, MN 55343
May 22, 2013
4:30 – 7:30 pm

Site 3/4

- (HC#18) Seems like locating the maintenance facility near the LRT “terminus” would make logistical sense. These sites are also in “industrial” locations, whereas some of the other sites might be better for more of a commercial & residential purpose, which the size & nature of the maintenance facility would/could interfere with.
- (HC#46) I also oppose 3/4 too close to also residential.

Site 6

- (HC#18) Seems like locating the maintenance facility near the LRT “terminus” would make logistical sense. These sites are also in “industrial” locations, whereas some of the other sites might be better for more of a commercial & residential purpose, which the size & nature of the maintenance facility would/could interfere with.
-

Site 8

- (HC#9) In industrial. Has great highway access for employees and emergency vehicle and delivery vehicles.
- (HC#30) Think site 8 & 9A are best
- (HC#46) I think that 9A, 8 are better options

Combined 3/4 & 8

- (HC#55) These 3 sites are the best choices because they are located in industrial areas. Not close to homes & neighborhoods. These locations would be the least disruptive to area residents.

Site 9

- (HC#10) Absolutely the worst. Traffic plus major eye sore along lake area. Extends tracks close to residential area west of trail overpass.
- (HC#19) ICA Foodshelf would like to locate here – this is very concerning!
- (HC#21) Too much residential for noise and current traffic for facilities in MTKA & Hopkins in this area. – Especially with opening of United Health. Would prefer these sites not be considered. Planting a site over the creek is irresponsible.

- (HC#22) Too close to Shady Oak Lake. Will completely negate the beauty of that area. The widening of Shady Oak and increased height of the road when widened took more than enough beauty away from the area. Cement & more cement – do not need more cement in the form of a maintenance station there – across from the last pretty lake nearby.
- (HC#27) The K-Tel & site #9 as proposed by Hopkins are far more favorable to the OMF than 12/13.
- (HC#52) I am an ICA Food Shelf supporter and have heard they are considering opening a location at the corner of Shady Oak and K-Tel Dr. Therefore this would not be a good location for the OMF.
- (HC#63) Not a good location due to the residential areas, the trail system going west, and the Shady Oak Lake. Along with the traffic on Shady Oak Rd.

Site 9A

- (HC#6) 9A would be an ideal sight with less residential impact and disruptions.
- (HC#9) Makes great sense. In industrial and near railroad tracks. Similar noise and activity so people who don't like that would have already left.
- (HC#14) I like these because they are not as impactful on any existing residential areas, and are in Hopkins.
- (HC#20) In favor of this site.
- (HC#23) Good location let's get this done
- (HC#30) Think site 8 & 9A are best
- (HC#45) Better than 9 – ICA Food Shelf is locating a site there.
- (HC#46) I think that 9A, 8 are better options
- (HC#60) Is much better than #9. Site 9 has better redevelopment & less impact to existing business (impress) expansion

Site 11A

- (HC#14) I like these because they are not as impactful on any existing residential areas, and are in Hopkins.
- (HC#21) Too much residential for noise and current traffic for facilities in MTKA & Hopkins in this area. – Especially with opening of United Health. Would prefer these sites not be considered. Planting a site over the creek is irresponsible.

-

Combined 9, 9A & 11A

- (HC#54) These 3 sites are a poor choice because the residents and neighborhoods there already get a lot of noise at all hours day & night from the switchyard located to the south side of Shady Oak Lake and Beachside. These areas do not need any more noise to contend with. We already

have more than our fair share. Please consider sites 3,4,6,8 for your final choice as these are located in industrial areas which would least bother residents.

- (HC#56) These are too close to Shady Oak Lake and should not be considered because of an environmental impact to that natural resource. Shady Oak Lake and the beach are a very valuable natural resource and you will ruin or destroy the environment of the beach (etc) by locating maintenance facilities so close to it. The family environment experienced by beach users would be negatively impacted.

Site 12/13

- (HC#1) I believe this area is already over congested & the placement of this maintenance facility dramatically effects 2 housing sites which none of the other options do. We do not want this station at this site.
- (HC#2) 12/13 is a bad idea. In middle of commercial/industrial key development area. I am not a NIMBY, maybe another location in Hopkins (Landfill?)
- (HC#3) Very concerned about increased traffic – major noise. I live close to a major trucking station (meadowbrook and Excelsior Blvd. the trains (whistle – crossing of Blake Rd & Excelsior (slightly west of Blake) is troublesome but tolerable my concern is the noise it will produce. We already put up with trucking 24/7 very noisy. We are already surrounded by trucks from the industrial areas. Not fair. Please do not put the station at Blake/Excelsior. Please
- (HC#4) I'm a big supporter of the light rail line - & I realize any maintenance facility will have some opposition. However, I'm opposed to site 12/13 for several reasons – 1) tax base/tax impact for Hopkins & therefore me personally 2) as a resident of Interlachen Park neighborhood – just not compatible w/ such a heavily residential area – single family & higher density 3) not compatible with Blake station & expected redevelopment near it
- (HC#5) I wish not to have it in our neighborhood area. This does pit neighbor against neighbor as to where it goes. I also would like to know if or when this project will be revenue neutral at best. Is this a boondoggle or a viable transportation alternative. How did our Representative & Senator vote on this
- (HC#6) It would have been helpful to have LRT – MET Council members to be identifiable from beginning (reception)
- (HC#7) I am a Hopkins resident and am vehemently opposed to having an OMF located at either of these sites. (1) noise pollution 24/7 (2) bring down value of my home (3) significantly reduce quality of our life. I live on Homedale & Boyce – 1 block from a proposed site. I did not move into an industrialized area and do not want to be forced into one. (4) we are a small community & will suffer the tax loss
- (HC#8) Too close to residential neighborhoods – especially Interlachen Park. – Concerned about Noise, traffic
- (HC#11) General: Blake Rd will be developing quite a bit by the time this construction starts. I think siting this around a predominately single family neighbor has less of an impact as the view from the future highrise apts probably right across from the RR tracks.

- (HC#12) I live in the interlachen Park neighborhood in Hopkins, which is directly adjacent to Site #12 and close to Site #13. I and all of the neighbors I have spoken to STRONGLY oppose use of site 12 or 13 as the OMF location. Site 12 & 13 are inappropriate sites, as they are adjacent to large residential areas, the #12 would need to be rezoned, and both sites could be redeveloped for much higher uses. The Hopkins plan calls for residential and commercial redevelopment of site 12 once the LRT arrives. Not only are there other sites within Hopkins that are more compatible with an industrial use, there are more appropriate sites outside of Hopkins. As a property owner, if the OMF would be located near my home, I would be virtually assured that it would negatively affect my enjoyment of my property due to increased traffic, noise and air pollution. In addition, my property value would surely decrease. I urge you find a more appropriate location than sites 12 or 13!
- (HC#13) I strongly object to the placement of the OMF so near to residential areas in general. The additional noise is a huge concern. Hopkins is a small town and it has many attributes which add to its charm including its diverse residents, parks, large & small businesses, a distinct downtown, a theatre, library, houses of worship. We've enjoyed being able to walk on the trails and on the sidewalks. I'm concerned that the OMF will have an enormous negative effect on the ambience of our community, on the financial health of our town, as well as the visual impact of such a large industrial complex. I'm concerned for our lower income neighbors who will have to live right on top of this operation. Life is tough enough! Hopkins has plans for improving these sites which would be very beneficial to our town, more beneficial than what the OMF can offer. We also have plans for enhancing our wetlands along the creek.
- (HC#15) *Our neighborhood already receives significant noise from the nearby train tracks (cars coupling/uncoupling), truck traffic going to Supervalu, ambulances going to Methodist Hospital, the bus routes on Excelsior Blvd! How much more noise and commotion do we need to have foisted on us?? I am a homeowner since 1990 in Interlachen Park. I am adamantly opposed to building the station across the street from my neighborhood. This station will have a huge negative impact on my neighborhood, both from an environmental impact (noise, commotion, vibrations, etc) and from a tax base. Hopkins CAN NOT afford to lose more taxes if the 2 businesses on Excelsior Blvd are torn down to make way for the station. My neighborhood pays some of the highest property taxes in Hopkins. Our home values will be significantly impacted if this station goes in. Who wants to live across the street from a switching station!? If our home values drop (and they will), Hopkins receives less taxes from us, yet another tax loss! The 2 businesses on Excelsior Blvd slated to be razed were recently remodeled and are finally looking good, much better than a train yard. This station should be placed in an industrial area as far from residential neighborhoods as possible. I'm sure West Side Village Apts will not appreciate a switch station next door, either. I pay a fortune to live in Interlachen Park but if this station goes in, we may find a cheaper, quieter, more attractive place to live.
- (HC#16) I am totally opposed to using either of these sites for freight train maintenance, etc. I live (there 46+ years) in Inter. Park. Finally, the north side of Excelsior is beginning to be attractive. Finally, improvement is happening along Blake Rd. And not the Met Council decides that a transit facility is desirable here & can be shoe-horned in. How fair is that to home

owners who have waited to improve homes have planned for & paid high taxes on their property? How fair considering (unknown word) the physical intrusion, but the noise intrusion & the loss of a lot of taxes. And so – my taxes go up, but my property value ultimately will drop. And, psychologically, what family really wants to live next to an industrial site. Its certainly not like living next to a park would be. And I don't care how much landscaping, etc would be assessed around this facility. There are other, farther out sites that will serve just as well. Sites that are not close to as much residential as these two are. Inter. Park has been waiting for years for Excel. Blvd improvements (widening & fencing, etc). We are waiting for "beautification" along Blake, especially the creek. We are waiting for these improvements to help reduce the crime level. And now, instead of more "help", we are signaled out with the "reward" of this transit facility. I am furious! Who listens – really to me, the person who lives in this area & who pays the taxes. Or is this open house just more token listening.

- (HC#17) The #1 consideration for site selection should be residential proximity. This takes precedence over financial, technical and logistical matters, which are variables. Residential is a constant - - it is not open to change. Site 12/13 is bordered on two sides by residential areas Westside Apartments and Interlachen Park. This fact of itself makes 12/13 an undesirable location. Add to this that the east side of Hopkins already bears significant truck traffic to and from SuperValu, Royal Foods, Hopkins Cold Storage and Xpress Metals. This area already handles its share of industrialization, including absorbing the new Blake Rd LRT station, which will add traffic to an already – congested Blake Rd N. Hopkins has been trying to cleanup and improve the Blake Rd corridor (a high crime area), including the to-be-completed Cottage Park playground next to Minnehaha Creek. The new Powell Business Center and newly redone Jacobs Trading Co are now completed - - and would have to be torn down. There are better site candidates than 12/13!
- (HC#24) Too close to residential, too much traffic already – We live directly across from Powell-devalue house, taxes of 12. As a mother of a small child this would cause significant sound 22 hours a day. Angry – don't put it here!! Wants nothing to do with this !!
- (HC#25) Do not want it here. It is literally across the street from a residential area. It will increase traffic around the clock, increase noise in the area, and negatively affect our home values. It will be in my back yard, as opposed to the current 9-5 tenants that have been working to make that area a great place for businesses. I 100% do not want this located here !!!!!
- (HC#26) Too close to Interlachen Park. Will create noise and will lower property values. The neighborhood north of Blake Road need improving, not more blight!
- (HC#27) The 12/13 site in Hopkins is not optimal I have the following concerns (1) the proximity of residential neighborhoods to the south, west and north of the site that most likely will be adversely affected. (2) the displacement of businesses and workers that are [illegible word] at site 12/13. (3) the loss of property tax base from a relatively small inner city suburb that has [illegible] potential to make up revenue. (4) the potential effect to the Minnehaha Creek Watershed. (5) the affect of traffic in and out of Excelsior Blvd on residential neighborhood. (6) noise & light pollution (7) potential adverse affect on future development on Blake/Excelsior. The K-Tel & site #9 as proposed by Hopkins are far more favorable to the OMF than 12/13.

- (HC#28) Obvious concerns about residential impact, environmental justice, TOD and tax base impact. All these mistakes [illegible] these sites, and as a resident I am opposed b/c better alternatives.
- (HC#29) These sites are too close to a residential area which will negatively affect property values & create noise in a family area. There are 2 schools in the immediate area – train traffic will be noisy. None of [illegible] other facilities are in residential areas. Commercial areas are better suited for this facility. – Hopkins does not have much room to grow and if you remove 2-3 businesses you are decreasing our tax base as well as our property value.
- (HC#30) We drove by Hiawatha Maint Facility last night and noted no impacts to residential neighborhoods. Also drove K-Tel & Eden Prairie sites- these appear to be better options. We are very concerned about impact to our neighborhood. You need to minimize loss of small businesses in picking a site also. Think site 8 & 9A are best. Sites 12 & 13 are real problem backs up to too much residential neighborhood impacts. Too many neighbors negatively Hopkins has too little business tax base already. Don't take more of our tax base from businesses. I live less than 2 blocks from site 12/13. We have lived in Interlachen Park neighborhood since 1993. We are very concerned about the impact to our neighborhood from noise, traffic, loss of business tax base (probably forcing our property taxes up) And a real negative on redevelopment along the Excelsior Blvd corridor near Blake Rd. Also greatly impacts apartments on Blake/Excelsior.
- (HC#31) Strong opposition to these sites; neighborhood proximity, noise 20 hr operation, lighting, tax implications
- (HC#32) I live in Interlachen Park near Excelsior Blvd & Blake Rd. I am opposed to sites 12 & 13 which is right across the street from where I live and also next door to Westside Village which houses immigrant Somali/Hispanic population. At night, there is significant noise from the train switching tracks and cars and during the day as well. Having the OMF 12 & 13 across from our neighborhood may create added noise from the whistle of trains going in and out of the OMF. I and my neighbors are concerned that putting up any of these facilities would affect our property taxes in the negative [illegible] and we would lose future taxable properties in more designated in Hopkins for business/residential was in the future. Hopkins is a tiny city (4 sq. miles) as compared to Eden Prairie, MTKA, & St. Louis Park. It seems that these facts need to be take into consideration before choosing OMF sites in the small community of Hopkins. Also, the traffic on Excelsior Blvd has increased dramatically since it has been renovated/expanded a few years ago. The Cargill Bldgs have added to the traffic on city streets, Excelsior Blvd and Highway 7 as well as 169 which ends up being a “parking lot” at different times a day. Methodist Hospital is nearby & generates a lot of ambulance noise as well as public [illegible]. In addition, there is much concern for job loss once commercial & business bldgs would be demolished. So much of our city would be impacted in a negative way.
- (HC#33) When considering environmental/residential impact – sound/noise level data needs to be provided. Similar to neighborhoods impacted by airplane noise, this info is shared and openly discussed.
- (HC#34) Concerns: adjacency to residential communities- Interlachen Park & Westside apts. Increased traffic on already busy Excelsior Blvd. Minnehaha creek impact. Impact on

neighborhood access – ingress/egress. Consequent impact on property values. Incompatible with adjacent residential neighborhoods. Impact on tax base for city of Hopkins which is a small city. Increased noise. Safety- kids in apartment complex. Noise pollution.

- (HC#35) As a resident of Interlachen Park and a property owner adjacent to the proposed site, I am concerned with the noise issue 20 hrs a day, property values decreasing and the probability of taxes increasing.
- (HC#36) Any analysis of drop in property values of adjacent housing communities? How far is the noise audible from the proposed site?
- (HC#37) Shared benefits, shared tax burden. Disproportionate impact to Hopkins. This issue should be solved.
- (HC#38) Neighborhood impact is a primary concern. The tax implications are not well defined, but also a definite negative. The city of Hopkins has done a great job over the years trying to improve the area N of Excelsior & both E & W of Blake. This would essentially destroy that progress.
- (HC#39) As a resident who lives close to sites 12/13 I am adamantly opposed to locating the OMF within this space. Residential property borders the majority of this site and any potential re-development should be focused on enhancing the residential value & experience, not detract from it like the OMF would certainly do. Instead, the OMF should be located in an industrial area where the residential impact is void. I trust that if a weighted list were to be derived, this simple fact would be prominent finding. Please put the impact of community & residential value first. Thank you!
- (HC#40) [Option B] No to this location. I live in Interlachen Park neighborhood and this location is too close. Too many other areas considered that do not affect a neighborhood. This location should not be considered period. Hopkins is too small for this location. Do not need an industrial site- noise & beauty issues!
- (HC#41) First, I would like to express my appreciation to have an opportunity to communicate my concerns re: the OMF be built in site 12/13. I am a resident of the Parkside Homeowners Association (the association has 57 homes) & concerns that the location will impact my community and the development of the Cold Storage into a residential community where people will want to live, having the OMF across the tracks is negative impact. I believe site 12/13 would have a negative impact on the development of the Cold Storage into a residential area. Also taking commercial property to an OMF would have a negative impact on peoples view of investing in property in this area.
- (HC#42) Too close to residential. Negative impact on Hopkins tax base. Need more information on criteria and how you rated all of the sites. We want to see the weighting of each criteria.
- (HC#43) **To: Molly Cummings, Councilmember, City of Hopkins From: _____, Hopkins resident Re: proposed sites for Light Rail Transit Maintenance facility within Hopkins Date: 5-19-13** I am writing to express my concern about the possibility that a Light Rail Transit Maintenance facility might be sited in Hopkins.
My roots in Hopkins run pretty deep. My family moved here in 1951 , into the old Elmo Park Apartments, now Brentwood. In 1953 we bought our present home right in the middle of town.

I moved away as a young adult, but my parents stayed in the home until they died, and I then inherited it and moved back in 206i My brothers and sisters and I were all educated in Hopkins schools. My late mother was a very active civic volunteer, and was the first woman elected to the Hopkins City Council. I currently serve on the Board of Directors of the Friends of the Hopkins Center for the Arts (though I cite this only as an affiliation; I am not speaking for the Board or for the Center). I make a point of shopping in downtown Hopkins, and have cordial connections with a number of local merchants. I am a member of the Avenues Neighborhood Association. Hopkins is a very small municipality. It is also richly diverse, with more foreign – born residents than just about any place in Minnesota outside the central-city areas of St. Paul and Minneapolis. Many of us, particularly our newer residents, are not wealthy. It is a town of mostly very modest homes, and the property values are not exactly in the Edina range. Some first-ring suburbs with similar demographic and economic circumstances have seen a marked deterioration of the quality of life and civic cohesiveness. Hopkins has done a remarkable job of avoiding this, through thoughtful approaches to inclusiveness, community policing, the fostering of cultural institutions like the library and the Center for the Arts, the promotion of a healthy Mainstreet business community , and the small, daily actions of so many citizens who value Hopkins' small-town feel. We have a fighting chance to do a healthy and harmonious job of making the civic transition from the Hopkins of my childhood, where everybody was of European descent, people worked at Minneapolis Moline, and local stores sold the produce, dairy and eggs from the Czech farms that ringed the town, to the Hopkins of the future, where most people work somewhere else, and local businesses reflect our growing diversity as well as our new lifestyles- antique shops next to ethnic restaurants, anchored by neighborhood grocery, drug store, bank, hardware store, and all the other basics. Hopkins also does an excellent job of providing city maintenance services. This may not seem like a big deal, but it matters greatly that Hopkins streets are plowed quickly and well that garbage and recycling are handled well, and that street repairs don't rest entirely on the backs of the residents whose property abuts repaired streets. But this sort of thoughtful community-building work requires a solvent city. Anything that diminishes the financial health of the City of Hopkins jeopardizes all of this. Siting the Light Rail Transit Maintenance facility within the city limits of Hopkins would take valuable land off the tax rolls, and prevent the development of that land into tax-paying uses that would serve the needs of Hopkins itself. Hopkins runs on a shoestring now, and that loss of revenue could topple us into a negative financial situation, making it impossible to provide the services that keep Hopkins healthy. Siting the facility at the proposed site near Blake Road or the one near 169 & Excelsior would be particularly damaging, since those areas are well on their way to a renaissance that could be blighted by plopping a maintenance facility there. There are other suburbs along the proposed light rail line which have a much richer tax base, a wealthier and much less diverse population, and more undeveloped space. The Light Rail Transit Maintenance facility could be sited outside of Hopkins With far less negative impact on the municipality which houses it. Thank you for your attention to my comments.

- (HC#44) I want to understand how the Hopkins site off Excelsior Blvd could have been chosen when it is located next to a very large apt. complex with over 250+ youth and next to a neighborhood with over 250+ youth – does not make sense...
- (HC#46) I am strongly opposed to these sites. There is much too big of an impact on residential. Also there are too many small businesses that would be greatly affected. I am very concerned about the noise so close to residential. A site needs to be chosen that has a bigger commercial/industrial/roadway buffer. I also oppose 3/4 too close to also residential. I think that 9A, 8 are better options. I am very very angry about the procedures in the 12/13 site.
- (HC#47) Object because (1) it would deprive Hopkins of taxes & add taxes to our home as a taxpayer. (2) Also do not want high-rise bldgs which would be result of station on Excelsior. (3) It would lower our home value. (4) Increase traffic.
- (HC#48) Hopkins should not bear an unequal burden of the freight rail. We are unable to make up the lost tax basis and would be hugely impacted by the loss of those \$\$\$. Site 12/13 is far too residential to be considered a viable site!
- (HC#49) We are oppose to your degrading our residential neighborhood.
- (HC#50) My wife & I, nearly 18 year residents of Hopkins in the Interlachen Park neighborhood, are very opposed to this site for the principle reason that it will make “permanent” an industrial use of a site that the City of Hopkins, and its residents, wish to make less intense than its current business park use. The impact on the nearby residential area is greater than other sites (such as #9 & 11) and will also negatively affect a relatively smaller tax base. We are also concerned about the failure to include this site (13 & 12) in the environmental impact assessment and the opportunity for comment.
- (HC#51) Definitely not an appropriate location – it is a very residential area with lots of families and children. Putting an OMF site at this location would cement the area as industrial long into the future and takes away opportunities for economic development and to develop the site as a neighborhood – serving amenity.
- (HC#53) Not an appropriate location, but if elected, option B would be preferable and with this option, the community should be provided with opportunities to develop a small strip of land along Excelsior Boulevard to both disguise the industrial nature of the OMF and to provide economic development opportunities (e.g. small business development) for the community. Futhermore, Met Council/ Metro Transit should agree to partner with community groups to promote and support local hiring so that neighborhood residents are able to benefit in some way from the selection of this site.
- (HC#57) This makes absolutely no sense at all with residential proximity of Interlachen Park and Apartments on corner of Blake and Excelsior. Compared to almost any of the other sites that overlay current industrial areas and surrounded by other industrial sites that will stay that way. If it has to be in Hopkins to be more central that 9A, 8 and 11 would fit the model with the least impact to the population of Hopkins. As a resident of Interlachen Park for 23 years I can assure you that ALL residents of that neighborhood object to 12/13 even being on a final list considering the impact on our lives and investment in homes. This neighborhood is known and prides itself as a people place, proud of our residences and very aware of the value and tax base

we represent. To a person there would be a strong consideration of selling anticipating the impact of negative perception that this represents. So there would be a tax impact if that were to happen and a decision of 12/13 when both 9A and 11 are viable industrial options will have that impact. The other thing to consider is the positive impact of the SWLRT to Hopkins residential particularly with the Blake and Hopkins stations putting the OMF on 12/13 would eliminate that advantage altogether.

- (HC#61) Definitely opposed to this location due to tax base & aesthetics. This is to be a residential area
- (HC#62) Do not put the OMF @ 12/13. (1) it's directly north of Interlachen Park (2) it's east of apartments (3) Hopkins is trying to upgrade the Blake Rd Corridor (4) Federal rules & funding discourage siting that would negatively affect disadvantaged people (5) Hopkins has plans to encourage businesses on that site that would employ more people than the OMF would employ (6) Because Hopkins is small, sites 12/13 would have a greater impact on our tax base than the sites in other towns (7) the environmental impact (smells, noise, dirt) do not belong in a residential area (8) it would take away businesses of the people who are already there.
- (HC#64) I live in Interlachen Park and am vehemently opposed to the use of site 12/13 for the maintenance facility. It will most certainly lower our property value (we are on Preston Lane very close to the facility but the whole neighborhood would be affected) and I would sell my home if this happened. There are 3 neighborhoods directly affected by this location (apartments on Excelsior and Blake, Interlachen Park and St. Louis Park neighborhood.
- (HC#66) I attended the meeting in Hopkins on May 22, 2013 where Jim Alexander presented information about the Southwest LRT Operations and Maintenance Facility proposals. I appreciate the opportunity to voice my concerns about the proposed OMF sites 12 & 13 in Hopkins. I acknowledge voicing the opinions that I express below without the benefit of all the information that you have at your disposal. There is nothing that I can do about that—other than express my hope that you will soon release the detail accompanying the various factors that you apparently considered for each site. The more transparency you bring to this process, the more legitimacy you will gain for the outcome. Right now, the public lacks the kind of information that is needed to engage in the most meaningful exchange possible about an important decision that will have a major impact in our community. The little information we do have, however, makes me very concerned about why sites 12 & 13 remain as options. It is apparent, even to a lay person, that adoption of either or both of these sites raises unavoidable and unconscionable economic justice issues. As was so well noted at the May 22nd public hearing, selection of these sites would disproportionately impact what has to be one of the most racially and economically diverse communities west of Minneapolis. This is an area that houses one of the most fragile populations in the metro area—a population with whom the city of Hopkins (particularly the school system) has been working very hard to integrate more fully into the community. It is hard to fathom why anyone would further complicate and disrupt the present positive dynamic—and jeopardize the future proposed development—of this area by sticking this station right next door. None of the other proposed sites would impose such a disparate impact on such a diverse community. Similarly, none of the other sites are surrounded

almost entirely by residential neighborhoods. Why sites 12 & 13 are even being considered in this regard, when there are so many alternative options available that would not so significantly impact neighboring residential communities, is difficult to comprehend. The city of Hopkins has informed you already that among the proposed Hopkins sites, sites 12 & 13 are unacceptable options to the city because of the impact to the neighborhoods, the previously mentioned economic justice issues and the disastrous impact selection of sites 12 & 13 would have to the city's future economic plans. Hopkins is willing to discuss the alternative options on the table—it is just asking that you take these two sites off. Hopkins willingness to explore development of the other proposed sites is a significant, and final, point from me. Frankly, I am not sure why the city is open to this dialogue. Hopkins is far and away least able to absorb the negative economic impact associated with this project among the remaining cities where you intend to put the station. We all heard at the May 22 hearing that the tax loss accompanying selection of sites 12 & 13—or any of the Hopkins sites, I believe—will result in a reduction in a tax base that is more significant to Hopkins than any of the other sites. Hopkins can least afford this loss. And we all know that there is no possible way for you to compensate fully for this loss. Even if the estimated 180 jobs (I think it was) all went to Hopkins residents (and of course they will not) it impossible to offset the ongoing loss that will follow these properties and future development opportunities for that land that will evaporate. Minnetonka, Wayzata, and Eden Prairie can all absorb this far better. Consider in particular that their public schools are far more economically secure than Hopkins' schools. And Hopkins' public schools serve a far more diverse (in the broadest sense of the word) student population with less money than any of those other cities. Despite all this, Hopkins is still willing to sit at the table. I am not sure why. My two cents. As I mentioned above, I hope that you will reveal the details about your thinking on the various sites so that there can be more meaningful dialogue on these issues between you and the affected communities. In the meantime, you have some initial reactions from one concerned resident.

- (HC#67) I am against this site of the maintenance facility. It would be in my back yard. You can buy my house from me now at \$395,000. You are ruining my home value & my quiet neighborhood.
- (HC#68) My name is Nancy and I am a Hopkins resident. I am writing to express great concern over the potential location of the maintenance facility in the Powell Rd area. I have 2 major concerns. First is the fact that our city is trying very hard to make that area more livable for the low income residents that call that area home. We are making great strides, but locating a maintenance facility in that area will reverse all of the good we have been able to do, and penalize those folks even further. We want to to improve the area not industrialize it further. My second concern is the loss of tax base for the City of Hopkins. We are the smallest city of the 3 potential locations and we would be hardest hit by forcing businesses to move out in order to accommodate a maintenance facility. Please help us to keep our business base and to create a more livable area for so many our residents. I can be reached at or email if you would like to discuss this further. If there are any other folks I should contact to hear my concerns, I would very much appreciate their contact information. Thank you for your time and attention. Best regards, Nancy

- (HC#69) I didn't agree to make in this area for the operation and maintenance.
- (HC#70) I don't want to make an operation and maintenance facility in this area because it is closed to the residential.
- (HC#71) I will say no to this area.
- (HC#72) I think that the OMF should not be installed at Express Metals, because people live nearby and its already loud enough with the other train by Pizza Luce.
- (HC#73) It shouldn't be put there because it's already loud enough the other train being by Pizza Luce. If you do put it there you could not change it in the future. Therefore don't put the train there.
- (HC#74) I think that the OMF shouldn't be at 12-13 because there is a train that already passes by their and it's too loud.
- (HC#75) 9A Preferred. I am strongly opposed to 12/13 (Hopkins) A or B – We just moved into the neighborhood and this plan for the facility (potentially being near our Interlachen Park) is upsetting to us. It will be disruptive and not feel safe for our 8-yr-old to be in/near the area.
- (HC#76) Criteria Re: adjacent land use can't possibly be considered for this site. Of the sites proposed tonite this has to be the worst one.
- (HC#77) With the basic intent of putting a station at Blake Road, a node for people will cause activity, arrivals, departures, need for improvements. That node will raise land values which will cause housing interest. Housing is the higher use, an improvement for the city. Do not use 15 acres, prime close-by land, for long term "industrial" maintenance facility. Locate the OMF in a spot between stations mid station, in an area where industrial will remain the long-term land use.

Hopkins General

- (HC#59) If a Hopkins site was selected, could a financial arrangement be made with also Minnetonka and Eden Prairie to contribute an equal share for revenues, as was explained by the Hopkins representative, that Hopkins has much led tax base, population base, etc. And that disparity could all be coordinated & collaborated as necessary
- (HC#65) 1) Any OMF site, along with the proposed sizeable Shady Oak Station property acquisition, will have a disproportionate economic impact on Hopkins and its residents. The combination of the the two sites could remove up to 0.75% of of Market Valuation, a huge hit for our small city. Everyone benefits from LRT, so why is such a small city asked to assume a disproportionate burden? This economic impact issue must be addressed and ideas explored to more fairly share the costs with other larger cities on the SWLRT and those that will benefit from it. 2) While there may be an OMF site that works in Hopkins, sites 12 and 13 should be removed from consideration. These two sites would have an extremely significant negative impact on surrounding residential areas, especially nearby highly diverse/low income residents. Moreover, it's quite possible the proposed use of sites 12/13 may violate Environmental Justice principles in FTA guidelines.

Other

- (HC#58) Penn & 394 Old Rail Yard- It makes only sense that you look at this old rail yard.

Appendix E

Formal Comments from Municipalities and Others

April 3, 2013

Mr. Jim Alexander
Metro Transit – Southwest Light Rail Transit Project
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

RE: Site Selection for the SWLRT Operation and Maintenance Facility (OMF)

Dear Mr. Alexander,

It was a surprise for our City to learn that the Southwest Project Office (SPO) has expanded their search for an Operation and Maintenance Facility (OMF) from the six sites identified in the Draft Environmental Impact Statement (DEIS) to 18 sites, increasing the sites in St. Louis Park from zero to four.

Since the four sites shown on the attached OMF Candidate List were not identified in the DEIS the City was unable to make comment to their appropriateness during the open DEIS comment period.

We are taking this opportunity to comment on the incompatibility of the four sites within St. Louis Park and the site in Hopkins directly on our western border. The five sites identified; #12 – Excelsior West, #13 – Excelsior East, #14 – Louisiana West, #15 – Louisiana East, #16 – Beltline, are all currently fully developed, viable commercial properties. The four sites in St. Louis Park contribute to the job and tax base for our community. An OMF is inconsistent with the City's long range land use plans, station area plans and zoning for all of these sites. Each site is anticipated to appreciate in value over time and in many cases are prime redevelopment opportunities that could see dramatic increases in value and new households and jobs. These new jobs and households present a dramatic increase in potential SWLRT riders.

Constructing an OMF at any of these sites would be in direct conflict with many of the selection criteria that SPO has outlined and present many practical problems for accommodating an OMF. The following outlines the concerns and problems we have with the use of any of these sites for an OMF.

#12 – Excelsior West (City of Hopkins)

- While the site is large enough and wide enough to house an OMF it has surrounding land uses that are incompatible with OMF operations.
 - The site fronts Excelsior Boulevard with single family residential homes directly across the street to the south.
 - The immediately adjacent use to the west is an apartment complex. According to the SPO evaluation criteria residential land use is incompatible with OMF operations.
- To the north of this site is Minnehaha Creek a natural area being planned for trails and improvements that create amenities that would be of no value to the OMF and would be diminished by the presence of an OMF.

- To the north/northwest is the former Atlas storage site that has been acquired and planned for redevelopment and possibly housing development that would be supported and enhanced by the adjacent high quality natural amenities of the Minnehaha Creek and the improvements to the creek corridor. These amenities would be diminished by the presence of an OMF and effect the desirability of the Atlas site for high quality redevelopment. The substantial public investment acquisition and redevelopment of the Atlas site represents, was made with the understanding that the site now being considered for the OMF would in the future be redeveloped as a corporate office building. Placement of the OMF on this site would undermine the public investment already made in the former Atlas site.

#13 – Excelsior East (straddling the City of Hopkins and St. Louis Park)

- This site requires acquisition of multiple parcels at significant cost in time and money.
- Significant business relocation would also be required adding to the complexity and costs.
- Because St. Louis Park is essentially fully developed and has limited opportunities for business expansions and relocations, acquisition of these parcels for an OMF will likely result in business and jobs being relocated out of St. Louis Park because there is inadequate vacant land or buildings for them to relocate within the City.
- The site is narrow (approximately 330 ft.)and orientated along Powell Road which means excessive street frontage and inefficient site usage. Front yard setbacks along Powell Road would reduce the usability of this already narrow site.

#14 – Louisiana West (West side of Louisiana Avenue near Oxford Street)

- On the north side of Oxford Street, this site is a collection of extremely narrow parcels (less than 200 ft wide) with excessive frontage and front yards on Oxford Street. Front yard setback requirements would reduce the useable width of this already narrow site.
- On the south side of Oxford, this site would eliminate a Methodist Hospital parking facility that only could be replaced by constructing new structured parking greatly increasing the cost of using this site for an OMF. It also would place the OMF directly adjacent to Minnehaha Creek and across the creek from Meadowbrook apartments. Neither of which are compatible land uses for an OMF.
- At least eight parcels on the North side of Oxford would need to be acquired to assemble a site large enough to approach the minimum site size desired of 10 acres. The site would be over 2500 ft long and less than 200 ft wide.
- Multiple parcel acquisition and excessive business relocation would be needed that will be costly and time consuming.
- These sites, both on the north and south sides of Oxford, are prime sites for private TOD redevelopment. The sites are well within a half mile walking radius of any of the Louisiana Station platform sites being considered and extremely close to the City of St. Louis Park's largest employer, Methodist Hospital. Use of the site for an OMF would be an underutilization of these sites and waste a prime opportunity to create TOD development at the Louisiana Station.

#15 – Louisiana East (East side of Louisiana Avenue near Oxford Street)

- Similar to site #14, this site consists of a site on both the north side and the south side of Oxford Street. The site on the north side of Oxford is extremely narrow (parcels less than 200 ft wide) with excessive frontage and front yards on Oxford Street. Front yard setbacks on Oxford Street will further diminish the effective wide of this site and reduce its usability. The grade difference between the SWLRT corridor and the site is substantial also and present practical problems for the efficient use of the site.
- On the south side of Oxford only a site of less than 10 acres could be assembled and it would entail removal of a Methodist Hospital parking lot that could only be removed by building a parking ramp at great expense to replace it.

- An OMF on the south side of Oxford would place it immediately adjacent to the Louisiana Station and potentially in between the station and Methodist Hospital. This is inappropriate use of prime station area land and a potential obstacle to use of the Louisiana Station by Methodist Hospital employees and visitors.
- Multiple parcel acquisition and excessive business relocation needed at significant cost in time and money. Five parcels would need to be acquired if the north side of Oxford was used, and yet only a 5+ acre site could be assembled. This is well below the minimum size desired for an OMF.
- If freight rail re-route occurs and/or the Louisiana station is located at Oxford there would not be enough residual land left north of Oxford for an OMF site.
- If the site north of Oxford is not needed for the Louisiana Station or for re-routing freight rail, it is a prime site for private TOD redevelopment. Its close proximity to the Louisiana Station, a site well within a half mile radius of station platform locations being considered, makes this a very important future TOD development site.

#16 – Beltline (Northwest corner of Beltline Boulevard and Park Glen Road)

- This site is literally across Beltline Blvd from the Beltline Station and a prime location for TOD development whether the existing building were re-used or redeveloped. An OMF at this site would be a gross underutilization of this parcel.
- The site is irregularly shaped and undersized, only 8.5 acres in size, the western most .7 acres of the site is marginally usable because the site narrows to a single point at the west end of the site. While the site is over 350 feet wide at Beltline Blvd, it narrows to 220 feet in width as you move to the west. Expansion of the site further to the west is limited by the adjacent City water tower.

It is our understanding that the SPO will be narrowing the possible locations down to five or six sites at the next TPAC meeting scheduled for April 11, 2013. We strongly believe that an Operation and Maintenance Facility would not be workable on any of the sites identified in the City of St. Louis Park for the reasons stated above. In addition an OMF on any of the sites under consideration is in conflict with the vision of our community and the selection criteria from SPO.

If any of the sites in St. Louis Park are selected as part of short listing process we require more in-depth discussion and analysis by SPO regarding the potential impacts to our community and the mitigation measures the City will require.

Sincerely,


Tom Harmening
City Manager

cc: St. Louis Park City Council
Kevin Locke, Director of Community Development
Mike Rardin, Engineering Director
Meg McMonigal, Planning/Zoning Supervisor
Scott Brink, City Engineer
Jack Sullivan, Engineering Project Manager

Attachments: OMF Candidate List
SWLRT Operation and Maintenance Facility Map
SWLRT OMF Evaluation Criteria



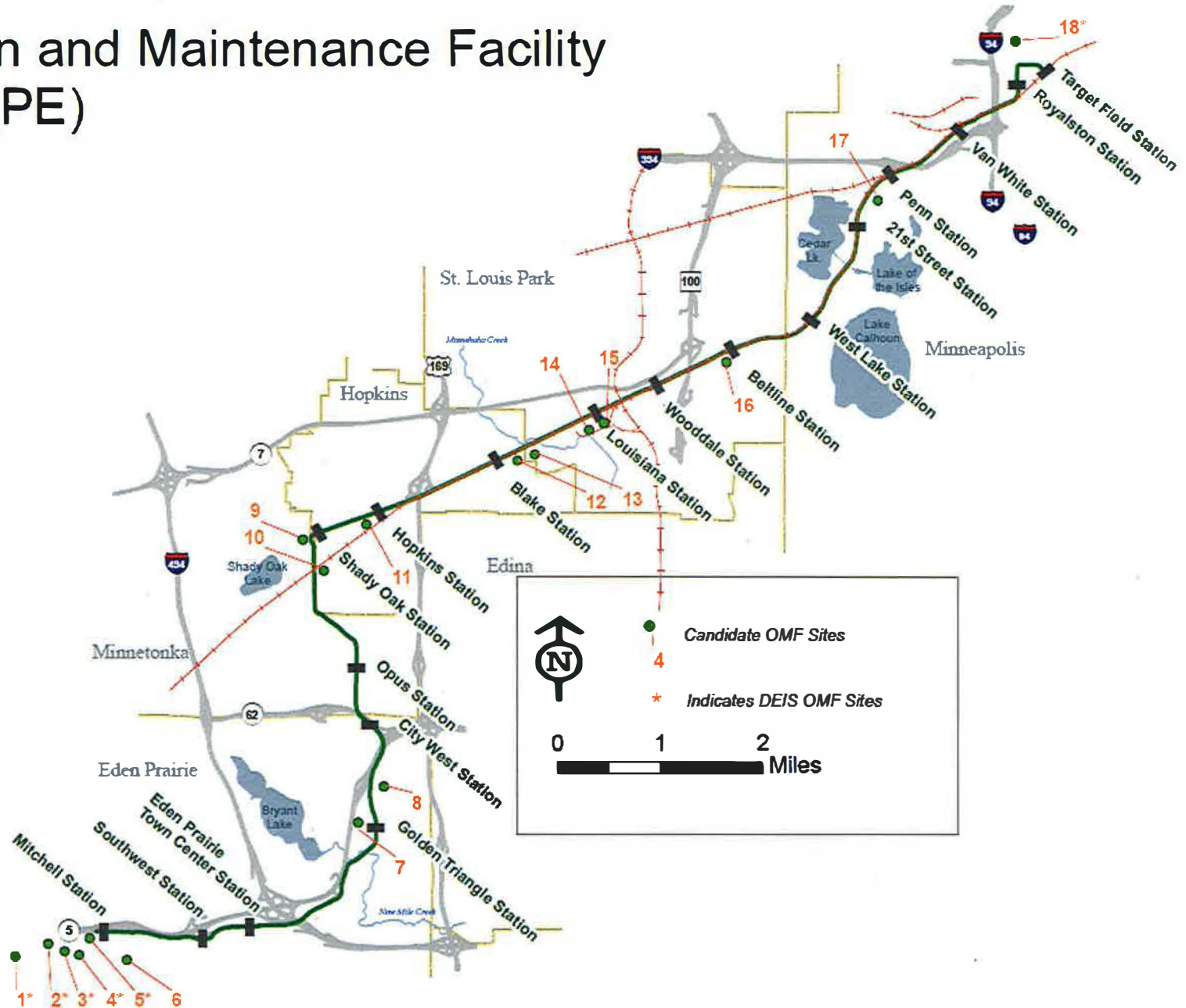
OMF Candidate Sites

OMF Site #	Description	City
1*	212 ROW	Eden Prairie
2*	Wallace Road	Eden Prairie
3*	City Garage West	Eden Prairie
4*	City Garage East	Eden Prairie
5*	Mitchell West	Eden Prairie
6	Mitchell East	Eden Prairie
7	Flying Cloud/W. 70 th Street	Eden Prairie
8	Shady Oak/W. 70 th Street	Eden Prairie
9	K-Tel	Minnetonka
10	7 th Street (Landfill)	Hopkins
11	11 th Avenue	Hopkins
12	Excelsior West	Hopkins
13	Excelsior East	Hopkins/St. Louis Park
14	Louisiana West	St. Louis Park
15	Louisiana East	St. Louis Park
16	Beltline	St. Louis Park
17	Penn	Minneapolis
18*	5 th Street North	Minneapolis

* From DEIS



SWLRT Operation and Maintenance Facility Candidate Sites (PE)





SWLRT OMF Evaluation Criteria

Operational Characteristics	
1	Site Configuration: operational effectiveness
2	Alignment Proximity/Connectivity: distance/connection to mainline
3	Alignment Location: geometric position on mainline
4	Site Access: access for operations staff
Site Characteristics	
5	Adjacent Land Use Compatibility
6	TOD/Mixed Use/Economic Development Considerations
7	Zoning
8	Site & Facilities Cost: facilities, grading, utilities, soils
9	Real Estate Acquisition: cost, complexity, legalities
10	Relocation Cost: displaced occupants and uses
11	Environmental Impact: wetlands, hazardous materials
12	Cultural Resources: cultural, historical
13	Stormwater Management: drainage, treatment



City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834
Web address: www.hopkinsmn.com

April 22, 2013

Mr. Jim Alexander
Metro Transit – Southwest Light Rail Transit Project
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426



RE: Site Select for the SWLRT Operation and Maintenance Facility (OMF)

Dear Mr. Alexander;

We were surprised to learn that the Southwest Project Office (SPO) has expanded their search for the OMF from the six sites identified in the Draft Environmental Impact Statement (DEIS) to 18 sites as shown on the attached. The number of candidate sites in Hopkins increased from zero to four.

The list of sites has been narrowed to seven, with four (sites 8, 9, 12, & 13) of those being given a higher ranking than the other three (site 3, 4, & 6). Two of the four high ranking sites are within Hopkins. Since these sites were not included in the DEIS, the City did not have an opportunity to comment on the appropriateness of their selection during the DEIS comment period. We question whether a supplemental DEIS needs to be completed in order to properly vet the new locations.

We understand that the OMF needs to be located somewhere along the line. To that end, we have even indicated that the SPO identified site 10 (Hopkins Landfill) is one that we would be willing to consider. We understand that the technical challenges of this site may be insurmountable, but the City is willing to consider a proposal that sites the facility within our community. However, sites 12 and 13 have too much of an impact on the surrounding residential uses to be acceptable.

The most prominent impact is on the highly diverse, low income residents located just west of sites 12 and 13. We have worked with Hennepin County improving the Blake Road corridor and fear that the introduction of a permanent industrial use violates the Environmental Justice principles outlined in Federal Transit Authority (FTA) guidelines. The attached briefing paper outlines many of our other concerns about these two sites.

Some may argue that the current site 12 is an industrial use and is zoned for Industrial. We would point out; however, that our comprehensive plan has guided this area for Business Park to both improve the environmental conditions for these residents, as well as create a higher and better use for the property in the future. Site 13, is already zoned Business Park and it is not our intention to rezone it.

Another concern that we have is the proportional impact to our residents through the higher property taxes required to offset tax base lost to the project. The proposed Shady Oak Station property acquisition will remove approximately 0.32% of our Market Valuation from the books. An OMF located in Hopkins would remove another 0.43% of Market Valuation. The larger communities along the corridor are much better able to absorb the loss of tax base than is our small city.

One final point we would like to make is that during the development of the Locally Preferred Alternative and DEIS scoping effort; we discussed many of the issues highlighted above and in the Briefing Paper. Our belief is that these are reasons that the sites in Hopkins were not included in those documents.

Again, we understand that the OMF needs to be located somewhere, and we are willing to discuss more appropriate locations within Hopkins if mitigation of the extraordinary tax base burden on the City can be addressed as well as appropriate site mitigations. Hopkins is very interested in making this project a success, but fairness to our residents, property owners, and disadvantaged populations must be part of the discussion.

Sincerely,

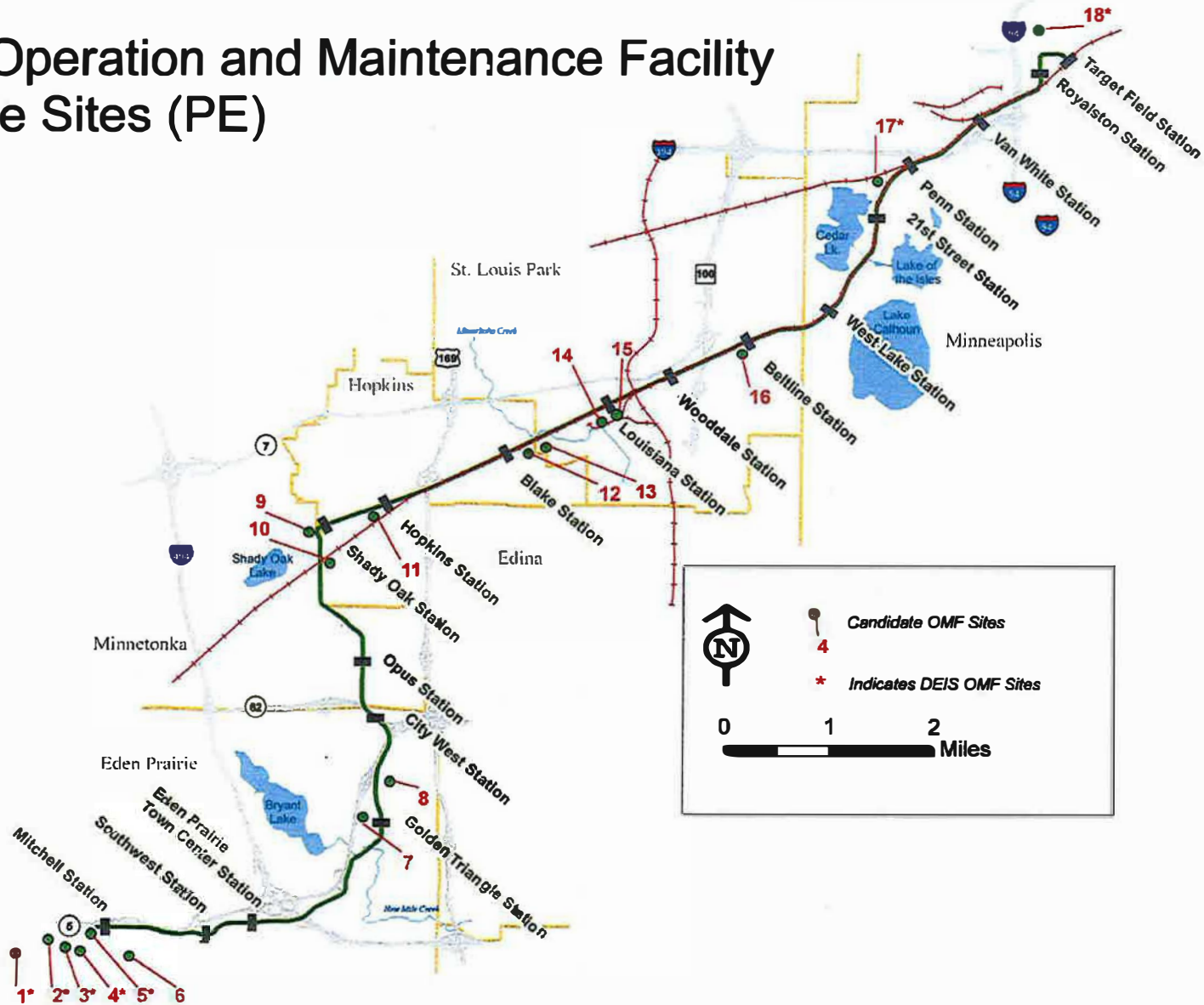
Eugene J. Maxwell

Mayor



cc: Council Member Jennifer Munt, Met Council
Council Member James Brimeyer, Met Council
Council Member Adam Duinick, Met Council
Mr. Patrick Born, Met Council
Commissioner Jan Callison, Hennepin County
Senator Ron Latz
Representative Steve Simon

SWLRT Operation and Maintenance Facility Candidate Sites (PE)



Briefing Paper – April 2013

Southwest LRT Operations and Maintenance Facility Siting

The Southwest Light Rail Project Office (SPO) has identified 18 possible sites for the Operations and Maintenance Facility (OMF) along the rail corridor. Last week, the SPO narrowed the list to seven sites for consideration and further prioritized four of these seven. Two of these four sites are in Hopkins.

The City of Hopkins strongly opposes the construction of the OMF facility on either of these sites for the following reasons:

- The disproportionate impact on low income and minority populations;
- The loss of property tax revenue based upon the current value of the property as well as the potential greater loss if the sites redevelop as guided by the City of Hopkins comprehensive plan;
- The reduction in jobs based upon the existing businesses. This loss would only be increased when compared to the number of jobs that future redevelopment could bring.

Location

The proposed OMF sites in Hopkins are located on Excelsior Boulevard just east of Blake Road as shown on the attached drawing. The sites are numbered 12 and 13. Site 13 is located in both Hopkins and St. Louis Park. Both of these sites have residential and proposed residential uses adjacent to them on the north, west and south sides.

We appreciate that the OMF needs to be located somewhere, and that none of the cities in the corridor want it in their community. Hopkins has indicated a willingness to discuss OMF use of the Hopkins Landfill site (no. 10), however, the two sites identified in Hopkins, do not take into consideration the disproportionate impact upon the residents of Hopkins in terms of per capita tax base, land and job loss as well as the environmental justice impact upon residents in the Blake Road Corridor.

Environmental Justice

The US Department of Transportation (DOT) issued an order in May, 2012 to address Environmental Justice (EJ) in minority and low income populations. The guiding principles for DOT and FTA include:

“To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.”

According to information found in the DEIS, census data shows that sites 12 and 13 are within a neighborhood with a concentration of low income and minority populations. Site 12 is adjacent to Westside Village, home to the highest concentration of Somali immigrants in the area. Additionally, the Draft Environmental Impact Statement (DEIS) noted the negative impact the light rail line already will have on these residents.

Disparity

The City of Hopkins is a community that is approximately 4 square miles, has a population of 17,500 and a tax base of \$1.57 Billion. This is very small when compared the other communities in the corridor.

City	Area (miles)	Population	Market Valuation (2011)
Hopkins	4.11	17,500	\$1.57 Billion
St. Louis Park	10.86	45,000	\$5.30 Billion
Minnetonka	28.22	49,700	\$7.69 Billion
Eden Prairie	35.19	60,800	\$8.90 Billion

The comparative impact of the OMF on Hopkins and its residents is unfairly burdensome.

Tax Base

Based on the Hennepin County land valuations, acquisition of site 12 would remove 0.45% of Hopkins' Market Valuation from the tax rolls. The future value of this site could easily double when redeveloped as a Business Park as our Comprehensive Plan indicates.

Acquisition of site 13 represents a loss of nearly 0.18% of Hopkins' Market Valuation and 0.12% of St. Louis Park's Market Valuation.

These losses are on top of the 0.32% of our Market Valuation we are losing because of the large acquisition for the Shady Oak Station area. Some may argue that this land will redevelop, but discussions with SPO indicate that there is a fair chance that redevelopment may not be allowed depending on the how the property is acquired.

Except for one site, the relative impact of the other sites on the Market Valuation of the hosting cities is below 0.10%.

Land Loss

The relative land loss is also exceptionally burdensome on Hopkins. Site 12 is 4 acres per square mile of city and site 13 is 1.4 acres per square mile in Hopkins. None of the other five sites are higher than this and most are in the range of 0.4 to 0.6 acres per square mile.

Job Loss

Our understanding is that the OMF will generate about 150 to 180 jobs. Currently sites 12 and 13 are all actively used and generate a comparable number of jobs as the OMF. However, future redevelopment, as guided by our comprehensive plan could mean 500 or more jobs on site 12 and somewhat less on the Hopkins portion of site 13. Again, the total job base in Hopkins is about 4 times smaller than the other suburban communities along the line.

Zoning

Site 12 is guided as Business Park in the City of Hopkins' Comprehensive Plan. Site 13 is both guided and zoned as Business Park. An Operation and Maintenance Facility is not an allowed use in a Business Park zoning classification.

Transit Oriented Development Opportunities

Site 12 is directly across the alignment from a 17-acre site, owned by the Minnehaha Watershed District, and planned for a transit-oriented development by the time the SW LRT line is operational. Discussions of the development opportunities for this site have indicated a strong preference for housing. The siting of the OMF on site 12 will greatly impact the ability to redevelop this property and is not compatible with the significant trail and wetland restoration project currently underway by the Minnehaha Creek Watershed District.

Locally Preferred Alternative (LPA)

We believe that the forgoing discussion is, in large measure, why these sites were omitted from the LPA and DEIS. Their inclusion at this time distracts from the analysis of the other sites along the line.



April 24, 2013

Dan Pfeiffer
Community Outreach Coordinator
Southwest LRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

Via Email Only –
daniel.pfeiffer@metrotransit.org

Re: Proposed Locations for SWLRT Operations and Maintenance Facility (“OMF”)

Dear Mr. Pfeiffer:

This firm represents Continental Property Group, Inc. and the related entity Continental Decatur, LLC (collectively “Continental”) as the owner of 8098 Excelsior Boulevard, Hopkins, Minnesota (“Property”). We are aware that the Property has been identified as a potential location for the OMF. I am writing to advise you that Continental is amenable to selling the Property for this use. In addition, Continental would like to provide you with preliminary information about the Property.

The physical characteristics of the Property make it well suited as a location for the OMF. The Property is approximately 16.5 acres in size and owned by a single owner.¹ It is regularly shaped, does not contain any wetlands, and does not have any topographical issues. Further, the Soo Line Railroad runs along the north edge of the Property and the Property is well oriented towards that existing rail line. In short, the full OMF can be easily and efficiently constructed on the Property without the need to acquire other parcels or mitigate impacts to existing infrastructure. Just as importantly, the Property is zoned I-2 General Industrial and lies in an area that has been industrial in nature for decades. As such, environmental impacts from the construction of the OMF on the Property would be minimal to non-existent.

In addition, the location of the Property makes it a favorable location for the OMF. The Property abuts Excelsior Boulevard along its south edge of the Property and lies between, and a short distance from, Highway 169 and Highway 100. This creates excellent access for employees and equipment if the OMF were located on the Property. Further, the existing rail line along the north edge of the Property is included in all of the proposed SWLRT route configurations and the Property is a workable OMF location for all SWLRT designs. Situated near the center point of the SWLRT line, the Property also provides an excellent compromise location that will allow efficient service from either end of the line.

I would also note the present circumstances of the Property make it particularly ripe for acquisition. While the Property is improved with a warehouse, the improvement was first constructed in 1947. As such, the improvement adds little if anything to the value of the

¹ For your convenience, I have attached the ATLA/ACSM Land Title Survey for the Property.



Property. In addition, the existing leases for the majority of the building are set to expire in the spring of 2014. This, of course, is a significant driver for Continental's willingness to sell. To maximize its use, the Property must be redeveloped. But the current market will not support such redevelopment. So while Continental has done its best to make the 60-plus year old building attractive, it is still an aged industrial building with users that generate significant semi-truck traffic.

Of course, choosing among the multiple potential OMF locations involves a complex balancing of a number of factors to find the location with greatest benefits and the minimum number of impacts and issues. Such an analysis requires a cross-section of alternatives that will allow all factors to be compared and contrasted. Thus, in choosing the 5-6 locations to select for a more in-depth analysis, the sites should provide a strong variety of options. That goal is best accomplished by selecting two locations from the beginning of the line, two locations in the middle of the line and two locations at the end of the line. Further, the politics of eminent domain strongly suggests that the Met Council focus its efforts on willing property owners, whether public or private.

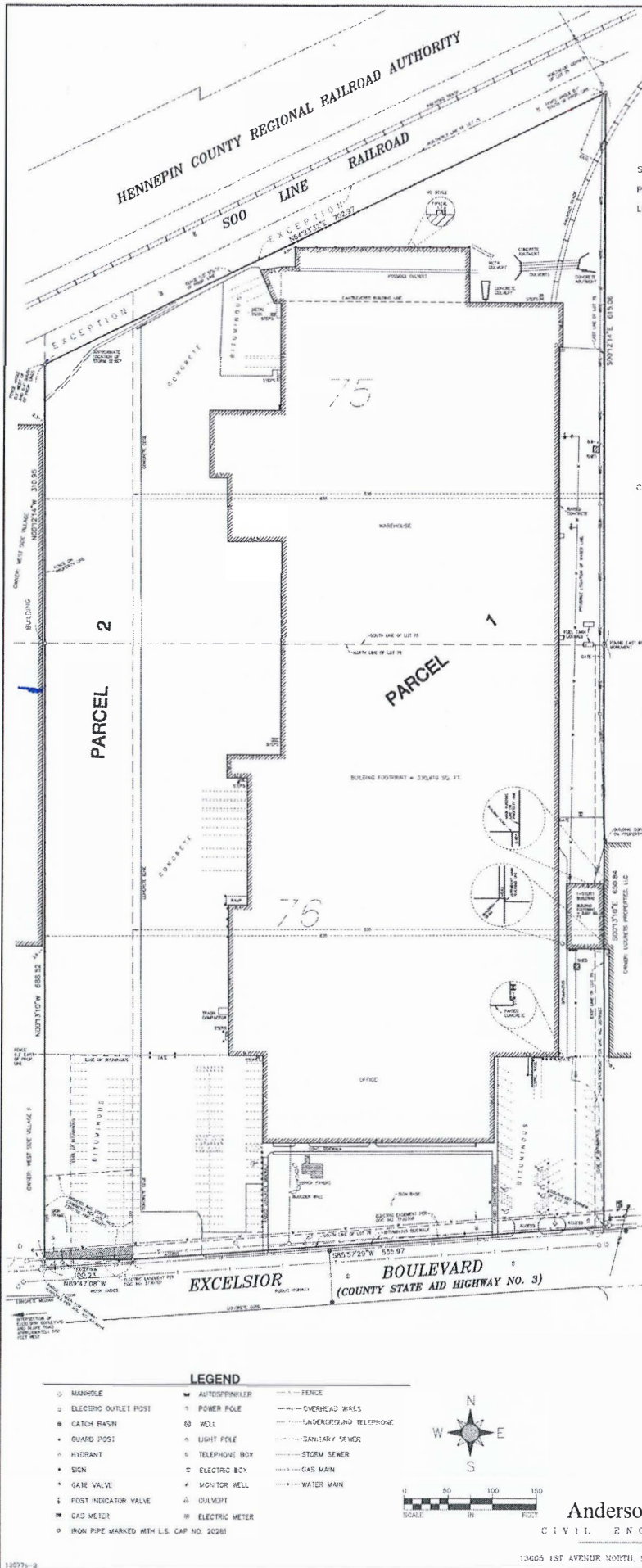
The Property meets these goals and we look forward to working with you to complete further location analysis.

If there is anything further we can provide you to assist in the analysis of the Property please let me know.

Sincerely,

Michael J. Mergens,
for EntrePartner Law Firm, PLLC

Enclosure



ALTA / ACSM LAND TITLE SURVEY

SURVEY FOR: **CONTINENTAL DECATUR, LLC**

PROPERTY ADDRESS: 8098 Excelsior Boulevard, Hopkins, Minnesota.

LEGAL DESCRIPTION:

Parcel 1:

That part of Lots 75 and 76, Auditor's Subdivision Number 239, Hennepin County, Minnesota, described as follows, to-wit: Commencing at the Northeast corner of said Lot 75; thence Southwesterly along the Northern line of said Lot 75 a distance of 592.17 feet to a point 535.0 feet West of, measured at right angles to, the East line of said Lot 75; thence South 1081.95 feet parallel with the East line of said Lots 75 and 76 to the South line of said Lot 76; thence Easterly along the South line of said Lot 76 a distance of 536.18 feet to the Southwest corner of said Lot 76; thence North 1305.42 feet along the East line of Lots 75 and 76 to the point of beginning except the Northwesterly 30 feet thereof.

Parcel 2:

That part of Lots 75 and 76 in Auditor's Subdivision Number 239, Hennepin County, Minnesota lying between two lines which are parallel with and distant respectively 535 feet and 635 feet West, measured of right angles, from the East line of said Lots 75 and 76, except the Northwesterly 30 feet of Lot 75 and except that part heretofore taken for highway purposes, as shown in Document No. 4414344, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

CERTIFICATION:

To Continental Property Group, Inc., Associated Bank, National Association, and Old Republic National Title Insurance Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and NSPS in 2005, and includes items 1, 2, 3, 4, 5, 7a, 7b, 8, 9, 10, 11a, 13, 14, 15 and 16 of Table A thereof. Pursuant to the accuracy standards adopted by ALTA and NSPS and in effect on the date of this certification, undersigned further certifies that in my professional opinion, as a land surveyor registered in the State of Minnesota, the Relative Positional Accuracy of this survey does not exceed that which is specified therein.

Dated: November 12, 2009
Revised: November 24, 2009

Anderson Engineering of Minnesota, LLC

By: *[Signature]*
Jack Bakke
Minnesota License No. 20281

NOTES:

- The bearing system is based on the Hennepin County Coordinate Coordinate System (NAD 83).
- The location and extent of underground utilities, if shown, are based upon existing drawings provided by the utility companies and by above ground evidence. There is no guarantee as to the accuracy or the completeness of this information. The size and location should be considered approximate. Additional underground utilities may be present. Verification of the existence and location of all utilities should be obtained from the utility owners prior to any planning or design, in accordance with Minnesota Statute. The location of utilities shall be confirmed prior to any demolition or construction.
- The legal description and easement information were provided by Old Republic National Title Insurance Company and shown in the Commitment for Title Insurance No. OR12723101 dated October 26, 2008.
- The property is subject to terms contained in the ingress and egress easement recorded as Document Number 3350711.
- The property is subject to terms contained in the electric easement recorded as Document Number 3730707 and 3730708.

Table A Items:

Item 3 According to Federal Emergency Management Agency (FEMA) maps of Hennepin County, the property described herein lies in Flood Zone X per community parcel map No. 27053053425, dated September 2, 2004.

Item 4 The area of the property described herein is 721,251 square feet or 16.5576 acres.

Item 5 According to the City of Hopkins Planning and Zoning Department, the subject property is zoned I2 Industrial and has the building setback requirements listed below. It is recommended that the property owner obtain a zoning letter from the City to verify all conditions that affect the property through the city zoning ordinance. This survey does not purport to describe all conditions contained in said ordinance.

Front 50 feet
Rear 20 feet
Side 20 feet

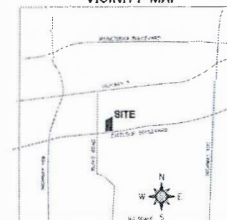
Item 7 The total building footprint area is 333,620 square feet. The total gross square floor area is 334,983 square feet.

Item 9 The property described herein has 165 marked regular parking spaces and 3 marked handicapped parking spaces.

Item 15 This survey was made on the ground using conventional surveying techniques. Photogrammetric mapping, orthophotography and scanning techniques were not used during this survey.

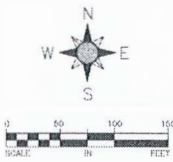
Item 16 There was no observable evidence of on-going earth moving work, building construction or building additions.

VICINITY MAP



LEGEND

○ MANHOLE	▲ AUTOSPRINKLER	--- FENCE
● ELECTRIC OUTLET POST	⊕ POWER POLE	--- OVERHEAD WIRE
● CATCH BASIN	⊙ WELL	--- UNDERGROUND TELEPHONE
● GUARD POST	⊕ LIGHT POLE	--- SANITARY SEWER
● HYDRANT	⊕ TELEPHONE BOX	--- STORM SEWER
● SIGN	⊕ ELECTRIC BOX	--- GAS MAIN
● GATE VALVE	⊕ MONITOR WELL	--- WATER MAIN
● POST INDICATOR VALVE	▲ DUCTILE	
● GAS METER	⊕ ELECTRIC METER	
● IRON PIPE MARKED WITH L.S. CAP NO. 20281		



Anderson Engineering of Minnesota, LLC

CIVIL ENGINEERING AND LAND SURVEYING

13605 1ST AVENUE NORTH, SUITE 100, PLYMOUTH, MN 55441 TEL (763) 412-4000 FAX (763) 412-4090



14600 Minnetonka Boulevard Minnetonka, MN 55345 952-939-8200 Fax 952-939-8244

Mayor Terry Schneider
City of Minnetonka
tschneider@eminnetonka.com

April 26, 2013

Mark Fuhrmann
SWLRT Project Office
6465 Wayzata Boulevard
St. Louis Park, MN 55426

Re: OMF location in the city of Minnetonka

Dear Mark,

I first want to thank you for all of your efforts to make light rail a reality in the southwest metro region. It's an important project and we believe it presents a positive change for our community. As a leader in the Regional Council of Mayors group, I'm often looking for solutions to regional issues. So it is with that mindset that I offer comments about a part of the light rail design process that is most concerning.

It has come to my attention that there has been a site identified near K-tel Drive and Shady Oak Road for an operations and maintenance facility. You can imagine my surprise in learning this since my understanding, after years of reviewing the DEIS document and other technical reports about the corridor, was this site was never contemplated or analyzed. In just the last few weeks, I was informed that this particular site has been rated as an "excellent" site. In fact, it has risen to the top four sites in a group of 18, despite only six of those sites having been studied in the DEIS (and this was not one of them). My specific concerns relate to the evaluation method and the findings regarding site selection.

Evaluation criteria for the sites include 13 items that were reviewed by a consultant and given a rating from unacceptable to excellent. No weights were applied to any of the criteria, nor were there full explanations of the criteria provided. The most disturbing finding is that economic development, on its own, was not a major consideration. While the characteristics included consideration of TOD/mixed use, it is clear that rating of the sites indicate the facility at this location would not have a significant impact. As a leader in making sure this line is successful, there has been an inordinate amount of attention provided to economic development and jobs this line has to offer and will offer. The fact that this was not a weighted consideration is of major concern.

Near the K-tel site, throughout the last number of years the city has supported redevelopment scenarios in this area that include affordable housing, commercial and retail development. The city also envisions this area as a biking connection from light rail to our vast natural resources in the community, including Shady Oak Lake. Other concerns with the evaluation include:

- Very good rating on zoning, despite the fact that a large majority of the area is in the shoreland district of the lake;
- excellent rating on neighborhood compatibility, despite the proximity of the single family homes to the west and Beachside residential area to the south;
- very good rating on site and facility cost, without any notation of a large regional sewer interceptor in the middle of the site that would need to be relocated at major expense; and
- very good rating on TOD/mixed use, regardless of the fact that there is a station and redevelopment envisioned directly to the north.

To summarize, the city of Minnetonka has and continues to support light rail. Yet with that in mind, we want to ensure these very long-term decisions are not conducted in a rushed manner, but rather in a systematic, collaborative and open way. I would suggest the following:

- Reconsider the criteria being used to evaluate the sites.
- Include economic development as a major criterion.
- Provide better, more detailed descriptions of the site criteria.
- Weight the criteria to recognize not all considerations are equal.
- Clearly articulate the methodology.
- Better understand the newly presented sites and their evaluation.

I understand from city staff that the project office wants to schedule a public meeting in the next few weeks. While transparency and public input are critical to this project, the city will not coordinate the public meeting until the items in this letter are clarified and remedied. I am sure you can understand that if we, as a city, have questions about the process and the findings, the public will surely feel similarly.

If you would like to discuss this in detail, please feel free to call me at 612.720.7667.

Sincerely,



Mayor Terry Schneider
City of Minnetonka

Cc: Jennifer Munt, Metropolitan Council Member
Jan Callison, Hennepin County Commissioner
Geraldyn Barone, Minnetonka City Manager

SUMMARY OF COMMENTS FROM 5/22/13 OMF OPEN HOUSE

Comment Number	Site	In Favor	Opposed	Adjacent Land Use - Commercial/Industrial	Adjacent Land Use - Residential	Access	Noise	Traffic	Tax-Base	Safety	Negative environmental effects	Environmental Justice	Negative impact on property values	Negative impact on quality of life	Future Development Potential	Other
HC#1	12/13		X		X			X								
HC#2	12/13		X	X												
HC#3	12/13		X				X	X								Existing noise levels high
HC#4	12/13		X		X				X						X	
HC#5	12/13		X													Comment on LRT revenue neutral & State representation support
HC#6	12/13															Comment on open house process
HC#6	9A	X		X												
HC#7	12/13		X				X		X				X	X		
HC#8	12/13		X		X		X	X								
HC#9	8	X		X		X										
HC#9	9A	X		X			X									
HC#10	9		X		X			X						X		
HC#11	12/13		X		X										X	
HC#12	12/13		X		X		X	X					X		X	
HC#13	12/13		X		X				X					X	X	
HC#14	9A & 11A	X		X												
HC#15	12/13		X				X		X				X			Existing noise levels
HC#16	12/13						X		X				X		X	
HC#17	12/13		X		X			X								
HC#18	3/4	X		X												
HC#18	6	X		X												
HC#19	9		X													ICA Foodshelf to locate here
HC#20	9A	X														
HC#21	9 & 11A		X		X		X	X			X					Current traffic levels too high
HC#22	9		X								X					
HC#23	9A	X														
HC#24	12/13		X		X			X	X				X			Existing traffic too high
HC#25	12/13		X		X			X								
HC#26	12/13		X		X		X						X			
HC#27	12/13		X		X			X	X		X				X	Business displacement
HC#27	9	X														More favorable than 12/13
HC#28	12/13		X		X				X			X			X	
HC#29	12/13		X		X		X		X				X			
HC#30	12/13		X				X	X	X						X	
HC#30	8 & 9A	X														
HC#31	12/13		X		X		X		X							
HC#32	12/13		X				X	X					X	X		Existing noise levels, traffic levels Excelsior Blvd
HC#33	12/13		X				X									Sound level data needs to be shared
HC#34	12/13		X		X		X		X	X	X		X			
HC#35	12/13		X		X		X		X				X			
HC#36	12/13		X				X						X			
HC#37	12/13								X							Shared benefit shared burden
HC#38	12/13		X		X				X						X	
HC#39	12/13		X		X										X	Put impact on community & residential value first
HC#40	12/13		X		X		X									
HC#41	12/13		X												X	
HC#42	12/13		X		X				X							Want to see weighting of criteria
HC#43	12/13		X						X						X	Opposed siting in Hopkins
HC#44	12/13		X		X											
HC#45	12/13		X		X		X									
HC#45	9A	X														Better than 9, ICA Foodshelf locating there
HC#46	9A & 8	X														
HC#46	3/4		X		X											
HC#47	12/13		X					X	X				X		X	Does not want high rise buildings
HC#48	12/13		X		X				X							
HC#49	12/13		X		X									X		
HC#50	12/13		X		X				X						X	Concern that 12/13 wasn't included in DEIS
HC#51	12/13		X		X										X	
HC#52	9		X													ICA Foodshelf to locate here

SUMMARY OF COMMENTS FROM 5/22/13 OMF OPEN HOUSE

Comment Number	Site	In Favor	Opposed	Adjacent Land Use - Commercial/Industrial	Adjacent Land Use - Residential	Access	Noise	Traffic	Tax-Base	Safety	Negative environmental effects	Environmental Justice	Negative impact on property values	Negative impact on quality of life	Future Development Potential	Other
HC#53	12/13		X												X	Opposed, but if it needs to be located, prefer option B with opportunity for development along Excelsior and local hiring practices
HC#54	9,9A & 11A		X		X											Existing noise levels
HC#54	3,4,6,8	X		X												
HC#55	3/4 & 8	X		X												
HC#56																
HC#57	12/13		X		X				X				X		X	
HC#57	9A, 8, 11			X					X							Least impact to Hopkins
HC#58	Penn Railyard	X														Makes sense to look at
HC#59	9A, 11A, 12/13								X							Shared tax implications
HC#60	9A	X		X											X	Better than site 9
HC#61	12/13		X		X				X							
HC#62	12/13		X		X		X		X		X	X			X	
HC#63	9		X		X								X			
HC#64	12/13		X		X											
HC#65	9A & 11A		X						X							
HC#65	12/13		X		X							X				
HC#66	12/13		X		X				X			X				More transparency in decision making process



May 30, 2013

Dan Pfeiffer
Community Outreach Coordinator
Southwest LRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

Via Email Only –
daniel.pfeiffer@metrotransit.org

Re: Proposed Locations for SWLRT Operations and Maintenance Facility (“SW OMF”)

Dear Mr. Pfeiffer:

I am writing on behalf Continental Property Group and the related entity Continental Decatur, LLC (collectively “Continental”) to follow up on the May 22, 2013 open house. The well-settled law in Minnesota is that governmental decisions must not be based vague and unsupported neighborhood opposition. *See Yang v. County of Carver*, 660 N.W.2d 828 (Minn. App. 2003). Rather, decisions such as the location of the SW OMF need to be based on objective and concrete evidence. *Id.* That very analysis resulted in only four locations receiving a grade of “excellent.” Two of those sites were Site 12 and Site 13. Needless to say, many in attendance opposed the now combined Site 12/13 based on vague claims of noise or environmental justice concerns. But that opposition was based on what people believed they knew. There was no signs that the opposition understood what the SW OMF would look like, how it would be used, or even what levels of noise might come the SW OMF. Rather than the vague accusations, hyperbole, speculation and animosity, Continental submits this letter to ensure that the analysis of potential sites is based on actual demonstrable evidence.

Continental would first like to respond to the City of Hopkins’ (“Hopkins”) opposition to placing the SW LRT at what is now the combined Site 12/13. The undeniable reality is that SW OMF must be placed somewhere along the SW LRT line, and there are a limited number of potential options to do so. From Eden Prairie to Minneapolis, every community along the SW LRT line is generally opposed to locating the SW OMF within its borders. Of course, this is not simply a municipal decision, but one of statewide significance and one that must ultimately be the best option for the overall project after objectively analyzing a variety of factors. This is a reality the Southwest LRT Project Office recognized when it developed a 13-factor matrix that provided a means for objective evaluation of the 18 potential sites. One must ask why Hopkins does not offer concrete evidence that would assist in this objective analysis rather than rhetoric. The reality is that Hopkins and my client have a far deeper history than could appropriately be addressed in this letter. Suffice it to say that this history makes it all the more important that this matter be decided on concrete evidence rather than supposition. With that, Continental would like to provide concrete facts.

Alleged Residential Impact

Without any actual knowledge of the specifics, there were many at the open house that questioned the compatibility of the now combined Site 12/13 with the surrounding parcels. In contrast to these unsubstantiated fears, the facts, as set out below, demonstrate that the SW LRT will benefit the residents surrounding Site 12.

Any analysis must begin with the reality that many of the residential uses are separated from Site 12 by Excelsior Boulevard (aka County Road 3), which is a four-lane Arterial Minor Reliever roadway. According to the website www.thinkhopkins.com, which is a marketing initiative sponsored by Hopkins, the current traffic count on Excelsior Boulevard is 26,100 vehicles per day. With the heavy volume of industrial uses in the area, the traffic on Excelsior Boulevard is not simply car traffic, but semi-trailer traffic. This type of traffic generally produces approximately 90 decibels of sound, or equivalent to a typical train bell.

Not only is there considerable existing impact from the high volume of traffic on Excelsior Boulevard, but from Site 12 as well. It is currently home to a metal recycling company, a food distribution company, and a trading company. The recycling company generates significant vehicle traffic into and out of the site and is an intensely industrial use. The trading company relies heavily on semi-truck shipments, requiring large volumes of semi-trailer parking on site and semi truck traffic entering and leaving the site from 5 am until 10 pm each weekday. These, or even more intensive industrial uses, have operated from Site 12 for decades and pre-date the surrounding residential properties. While Continental has worked hard to ensure Site 12 is well maintained, it is nevertheless an industrial property that looks, sounds and operates consistent with those uses.

With these industrial uses comes a high volume of noise. The truck traffic and occasional scrap metal transfer produces sound levels nearing 90 decibels. This is also consistent with the noise level expected from heavy traffic, which one would expect from the four lane Excelsior Boulevard. In contrast, the SW OMF is going to be a “light maintenance” facility and the Southwest LRT Project Office has made clear that the SW OMF would be used for cleaning, painting and car storage. None of these activities are sound intensive.

In fact, it appears that many of the objections to placing the SW OMF at Site 12 are premised on concerns of warning bells. Yet there is presently no evidence of what sound levels would emanate from a train bell, the likely volume of bell use, the potential hours of such use, how that sound would carry to surrounding properties, and whether dampening options were available. Before a site that is rated on a technical basis as “excellent” should be disregarded based on perceived impacts, there needs to be at least some evidence that such impacts might occur.

Not only will the SW OMF operation have little noise impact on the surrounding land, the SW OMF will create a much more aesthetically appealing property than the current operations at Site 12. Specifically, we understand that the SW OMF will be akin to the facility in downtown Saint Paul. That building is visually appealing and blends into the surrounding uses. In contrast, the current uses are clearly industrial and much less compatible with residential uses. To understand

the likely visual improvement, we are providing photographs of the site as it looks today from the adjacent apartment complex. A new SW OMF facility similar to the facility in downtown Saint Paul is far more visually appealing to the surrounding community than the perpetual continuation of the existing industrial uses as shown in the accompanying photographs.

In addition, placing the SW OMF on Site 12 will eliminate, or at least substantially reduce, the amount of semi-truck traffic making turns into and out of Site 12 onto Excelsior Boulevard. Not only will this eliminate the noise derived from semi trucks braking or accelerating; it will also lower the interaction of semi truck traffic and residents of the surrounding communities.

What these facts demonstrate is that a new SW LRT, which will be used for light maintenance, is a superior option for the surrounding community compared to the current industrial uses at the property. Under Site 12's current (and historical) zoning, these uses are legally permissible uses. It is well-recognized in Minnesota law that a use that is legally permitted today has an absolute right to continue in perpetuity, regardless of future zoning changes, and a right to rebuild if destroyed. *See, e.g. Hooper v. City of Saint Paul*, 353 N.W.2d 138, 140 (Minn. 1984) (holding "uses lawfully existing at the time of an adverse zoning change may continue to exist until they are removed or otherwise discontinued"); *County of Freeborn v. Claussen*, 203 N.W.2d 323, 325 (Minn. 1972) (holding "[a] residential zoning ordinance may constitutionally prohibit the creation of uses which are nonconforming, but existing nonconforming uses must either be permitted to remain or be eliminated by use of eminent domain"). Of course, the power of eminent domain no longer extends to grant any government authority to ability to take a legal nonconforming use simply out of desire to redevelop the property into a higher use. *See* Minn. Law 2006 c. 214 § 2 (defining "public use" and amending state statutes to provide "[t]he public benefits of economic development, including an increase in tax base, tax revenues, employment, or general economic health, do not by themselves constitute a public use or public purpose").

In other words, as long as Continental determines that the present industrial uses at Site 12 continue to be the most economically viable use, those uses will continue no matter how strongly Hopkins dreams of redevelopment into a business park. Just as importantly, Continental, like any educated property developer, is constantly examining the market to determine how to get the maximum value out of its property. In doing so, it must ensure that any redevelopment or use change is financially feasible based on hard evidence. Continental continues to analyze whether the market could justify the redevelopment of Site 12 into anything other than industrial property. The short answer is that the market demonstrates a redevelopment of Site 12 into office space would be an absolute financial disaster.

It is important to note that Continental's opinion is not the speculation of an uneducated property owner or municipality's dream of what it hopes will be developed (ironically by a company like Continental). Continental and its owner have a 40-plus year history of successfully developing commercial, industrial and residential real estate, having developed more than fifteen million square feet of real estate. During that span, Continental has been particularly adept at acquiring under-performing properties and converting them into productive locations because it devotes substantial resources to understanding all aspects of the market. Continental (or its affiliates)

currently owns and manages approximately 700,000 sq. ft. of office/professional buildings, 1,900,000 sq. ft. warehouse buildings, 73 acres of development property, and a newly-completed, 119-unit residential high rise. When Continental says Site 12 is not a candidate for redevelopment into a business park, it has a proven track record to demonstrate the accuracy of its opinion.

Indeed, if a market analysis (or any factually supported analysis) would show any likelihood for future redevelopment of Site 12 into a more valuable business park, Continental would be fighting to retain ownership of Site 12. Instead, it is a willing seller of Site 12 because it makes sense from multiple perspectives: it is from a technical standpoint an ideal candidate for the SW OMF, there are few, if any, viable redevelopment options for the property into the foreseeable future, and the alternative continued use has a far bigger negative impact on the surrounding community than placement of the SW OMF.

Environmental Justice Claims

At the May 22, 2013 open house, residents expressed “environmental justice” concerns. If there is going to be discussion and analysis of environmental justice, then it is imperative to understand what the concept means and does not mean.

The concept of environmental justice is not new. *Jersey Heights Neighborhood Ass’n v. Glendening*, 174 F.3d 180 (C.A.4 (Md.), 1999) (citing Michele L. Knorr, Environmental Injustice, 6 U. Balt. J. Envtl. L. 71, 73-76 (1997)). Its application to transportation and construction projects has been battled for more than forty years. As Justice Douglas stated in 1971, “[a]s often happens with interstate highways, the route selected was through the poor area of town, not through the area where the politically powerful people live.” *Triangle Improvement Council v. Ritchie*, 402 U.S. 497, 502, 91 S.Ct. 1650, 29 L.Ed.2d 61 (1971) (per curiam) (Douglas, J., dissenting).

The modern concept of environmental justice is closely tied to the 1994 Executive Order 12898, signed by then-President Clinton titled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Sec. 1-102, 6-604 (Feb. 11, 1994). It specifically address situations where minority or low-income communities and directs federal agencies to take steps to prevent “disproportionately high and adverse human health or environmental effects ... on minority populations and low-income populations.” *Id.*, Sec. 1-101. Since the EPA has authority with respect to NEPA, their definition of environmental justice is also particularly relevant:

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of

federal, state, local, and tribal programs and policies.

Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analysis, (April 1998, p. 2) (emphasis added). As federal agencies have stated, environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental and human health consequences. Although the notion of environmental justice may not be tightly defined, there is no question that the focus is not on preventing all impacts to minorities and people of low income but on preventing disproportionate impacts to those groups. *Id.*; see also *St. Paul Branch of the National Association for the Advancement of Colored People v. U.S. Dept. of Transportation*, 764 F.Supp.2d 1092, 1117 (D. Minn. 2011). As such, not every impact to a minority or low-income population is an environmental justice consideration.

As recognized in the DEIS for the SW LRT, things like noise associated with the LRT, “would be experienced by all populations living in the study area regardless of race, ethnicity, or socioeconomic characteristic during and after construction.” Further, the area around Site 12 is a mix of minority and non-minority populations and a mix of above-average population and below-average population, which calls into question any argument that Environmental Justice is a major consideration in the evaluation of Site 12. In fact, if the argument is based on the population in the apartment complex immediately to the west of Site 12, then, as demonstrated above, placing the SW OMF on Site 12 is a benefit.

Any “impact” to the residents immediately to the west of Site 12 is a long-existing condition that arises from the fact that the development was constructed immediately adjacent to a high-intensity industrial property. It must also be noted, as recognized in the DEIS, the SW LRT provides considerable Environmental Justice benefits such as: increased transit and accessibility, decreased vehicle traffic and an improved multimodal environment including pedestrian access and safety. As noted above, placement of the SW OMF on Site 12 provides some of these same benefits. In short, the SW OMF will alleviate, not increase, the existing impacts of Site 12 on the surrounding residential communities.

In addition, the environmental justice “impact” that is noted in the DEIS is a potential for increased rents from the potential development and redevelopment in proposed station areas. Thus, if the greatest Environment Justice concern relating the residents immediately west of the Site 12, that concern would be the very redevelopment that Hopkins is championing. Further, choosing a location that carries a high cost creates inefficiencies in the operation of the SW LRT and is a technically inferior site, which will cause increased costs of operation that must eventually be passed along to ridership.

Alleged Loss of Jobs

Hopkins’ claim that Site 12 will be redeveloped into a business park with 500 or more employees has no basis in reality. The commercial real estate market is still struggling to recover from near

economic collapse. Vacancy rates continue to hover in the high teens, and rent rates remain stagnant. Additionally, while banks are lending, the financing requirements remain demanding. With this level of vacancy and rent rates, a developer would not be able to sell a property at its cost, let alone with a project profit. In short, the present or foreseeable economics would create conditions where redevelopment of Site 12 would be economically viable is quite simply a pipe dream.

So, much like claims of impacts on residential communities, the reality is that locating the SW OMF on Site 12 will be a job-creating benefit for Hopkins. First, the SW OMF is project to create 180+ jobs. These jobs will likely involve a mix of highly skilled technical positions and labor positions. Of course, all positions will be subject to prevailing wage standards and will provide a viable source of well-paying jobs for the neighboring communities. In contrast, the current uses at Site 12 will continue indefinitely if the site is not chosen for the SW OMF. The total number of employees by all tenants at the property is less than 150 people, including part-time and contract employees. The bulk of these jobs are warehouse jobs.

Minnehaha Watershed Redevelopment

Hopkins has also claimed that placing the SW OMF on Site 12 will “greatly impact the ability to redevelop [Minnehaha Watershed District’s neighboring 17-acre site] and is not compatible with the significant trail and wetland restoration project currently underway . . .” Again this assertion has no factual basis and appears to assume that the SW OMF would be a more intensive industrial use than what is currently on Site 12. First, the Minnehaha Watershed Property is separated from Site 12 by existing railroad tracks. The same is true for the existing Cedar Lake Trail, which runs along the northern side of the tracks. As for creek restoration, the primary impact for any stream is stormwater runoff. As the Southwest LRT Project Office has recognized, Site 12 has an “excellent” rating for stormwater management.

Alleged Disparate Impact

Hopkins also raises a variety of claims that are different variations that it is unfair to burden Hopkins with the SW OMF. The problem is that subjective claims of fairness and burden inextricably leads to a biased decision that will place the needs of a select few above the needs of the general public. Just as problematic, the same numbers cited by Hopkins could also be cited by Eden Prairie, Minnetonka or St. Louis Park to argue that Hopkins is receiving a disproportionate amount of benefits from the SW LRT and should, therefore, carry a bigger share of the associated costs. This is not to say that the Southwest LRT Project Office should not explore options to ameliorate potential impacts, but this is simply not a factor that can objectively or appropriately be used to select the preferred location for the SW OMF. It is certainly not a basis to override a multi-factor analysis that objectively ranks the site best suited to be the SW OMF.

Final Remarks

It is axiomatic that every one of the 18 sites under consideration each has differing negative and positive aspects on various levels. Some sites may contain wetlands or poor soils; others may require cost-prohibitive rail construction or cleanup costs. As such, each site has its opponents,



and opponents who propose another area that they believe is better able to bear the “burden” of the SW OMF. But the decision on the appropriate location cannot be based on unsupported assertions, rhetoric or the desires of selected constituents within one community. *See, e.g. Citizens Advocating Responsible Dev. v. Kandiyohi County Bd.*, 713 N.W.2d 817, 832 (Minn. 2006) (stating that a decision is arbitrary and capricious if an agency “offered an explanation that runs counter to the evidence”). The SW OMF is an integral part of project of statewide significance and value that is paid with state and federal money. Under such conditions, it becomes all the more imperative that all decisions are based on an objective analysis of a broad array of factors that will result in appropriate expenditures of state and federal dollars and a project that is best for the State of Minnesota in general and the SW LRT community in particular. Under this objective analysis, Site 12 is one of only four locations considered “excellent” options for the SW OMF.

As with any governmental decision, it is important that the choice of the SW OMF location be an open process, based on fact and not allegations, hyperbole, or desires. As such, the analysis of a suitable location should continue based on further factual analysis of the 13 identified factors, rather than play favorites or make a decision that favors a select few to the detriment of the entire community. This is exactly the type of objective, open and multifaceted analysis that must be used to select the appropriate SW OMF site. This analysis is not only the fairest and most objective means for identifying a site. It is also the only process that properly focuses on what is best for a statewide project and the taxpayers that must eventually fund it. Continental is glad to see the Southwest LRT Project Office has used this approach to date and hope that such analysis continues through to the final location selection.

Sincerely,



Michael J. Mergens,
for EntrePartner Law Firm, PLLC

Enclosure

cc: Traci Tomas



photo-1.JPG



photo-2.JPG



photo-3.JPG



photo-4.JPG

July 15, 2013

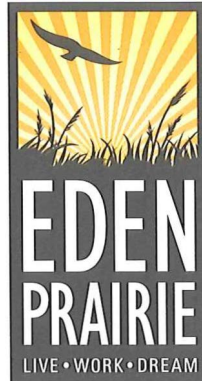
Jim Alexander
Southwest Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

RE: Operations and Maintenance Facility

Mr. Alexander,

The City of Eden Prairie understands that Sites 3 and 4 have been selected as a potential Operations and Maintenance Facility (OMF) location. Of the many sites evaluated in Eden Prairie as part of this process, this site comes with the least objections. However, there are a few unknowns that the city would like to have a better understanding of as the final evaluation narrows to one candidate site.

- Relocation of city maintenance facility – Essential city services are provided out of sites 3 and 4. The SWLRT project has a rather compact schedule between Record of Decision and project letting. If sites 3 and 4 are selected as the final OMF site, the city would need to locate a new site, acquire the property, design, bid, let and construct a facility prior to vacating our existing site. This process has a host of due process steps that may not work in tandem with the SWLRT project schedule. Because essential city services cannot be interrupted, the City would need to understand the proposed acquisition schedule and what assistance could be provided as part of relocating.
- Additional costs of non-revenue track – Estimated OMF costs should take into account any additional non-revenue track that would be necessary to connect the final station to the facility.
- Wetland impacts – While many of the potential OMF sites appear to have some degree of wetland impacts, the type and size of those wetlands have not discussed and should be further evaluated to give a more relevant comparison.
- Long term operation and maintenance costs of OMF sites – There should be an evaluation of annual operation and maintenance costs associated with the candidate sites. As these costs would run in perpetuity and could eclipse any short term capital construction cost differences.
- Delta in jobs before and after OMF – There has been some discussion as to the number and quality of jobs impacted by an OMF site. Knowing the difference in a before and after scenario would provide a better comparison.



OFC 952 949 8300
FAX 952 949 8390
TDD 952 949 8399

8080 Mitchell Rd
Eden Prairie, MN
55344-4485

edenprairie.org

Having a more thorough understanding of these issues may assist all parties in identifying the most sound location for a successful OMF. Thank you for allowing us the opportunity to give input, and please feel free to contact me should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'R.B. Ellis', with a long horizontal flourish extending to the right.

Robert B. Ellis, PE, PTOE
Public Works Director