

SOUTHWEST

Green Line LRT Extension



SWLRT Business Advisory Committee Meeting

May 29, 2013





Today's Topics

- Approve April meeting minutes and charter
- Hennepin County Community Works Update
- Technical Issues Discussions:
 - Eden Prairie (20 min.)
 - Eden Prairie Alignment Adjustments
 - 9-Mile Creek Crossing
 - Golden Triangle Station
 - Shady Oak Road Crossing
 - City West and TH 212 and TH 62 Flyover Bridges
 - Hopkins (15 min.)
 - Excelsior Boulevard Crossing
 - Blake Station
 - Minneapolis (25 min.)
 - Penn Station
 - Van White Station
 - Royalston Station/The Interchange Connection
- Member and Committee Reports/Public Forum
- Next Meeting



Hennepin County Community Works Update



SWLRT PD Technical Issues

Eden Prairie

Eden Prairie Alignment Adjustments
9-Mile Creek Crossing
Golden Triangle Station
Shady Oak Road Crossing
City West and TH 212 and TH 62 Flyover Bridges

Hopkins

Excelsior Boulevard Crossing
Blake Station

Minneapolis

Penn Station
Van White Station
Royalston Station/The Interchange Connection





SWLRT PD Technical Issues

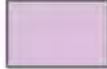


Revision 04: 28 May 2013

Technical Issues:

1. Eden Prairie Alignment
2. Nine Mile Creek Crossing
3. Golden Triangle Station
4. Shady Oak Road & TH 212 Crossing
5. City West Station & TH 62 Crossing
6. Opus Station
7. Opus Hill/Minnetonka-Hopkins Bridge
8. Shady Oak Station

9. PEC West/PEC East Interface Point

10. Downtown Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Beltline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Coordination

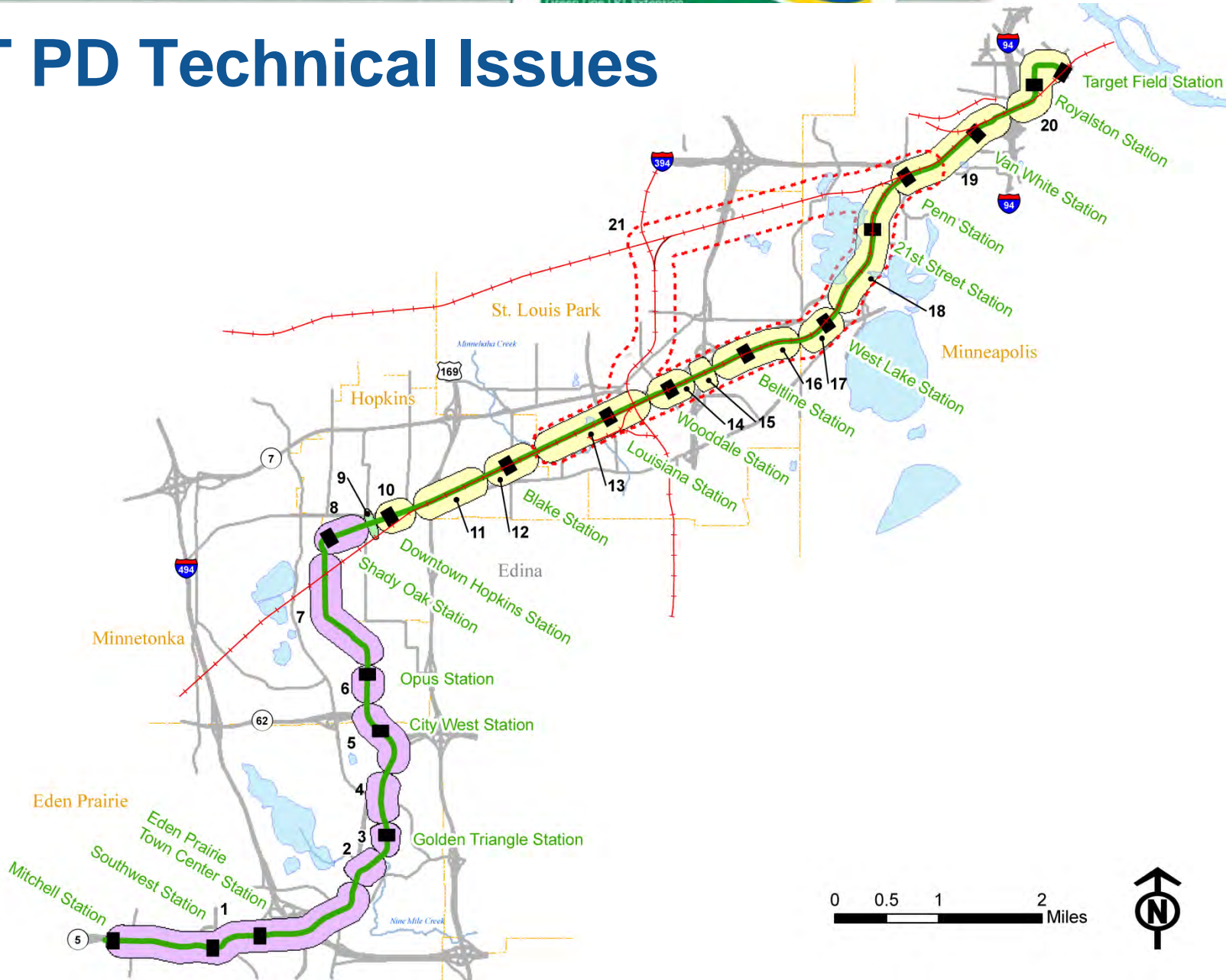
-  PEC West
-  PEC East
-  Joint PEC West/PEC East

System-wide Technical Issues (not shown):

22. Traction Power Substation and Signal Bungalow Locations
23. Operation & Maintenance Facility (OMF) Location
24. Park & Ride, Kiss & Ride and Bus Layover Locations
25. Trails and LRT Interface Coordination



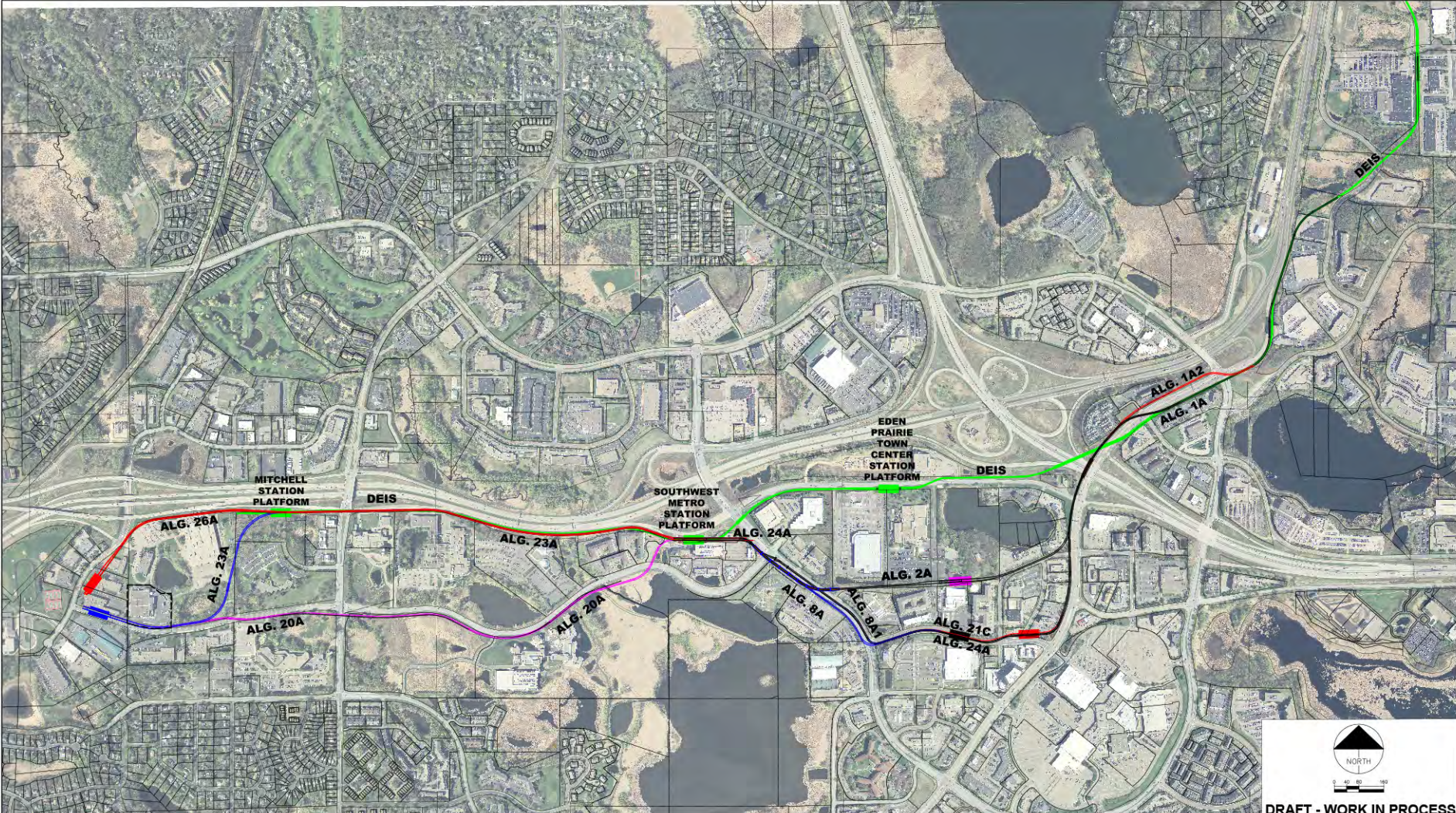
SWLRT PD Technical Issues





Feedback from You

- Please think about:
 - The location of the station
 - Future connections and access to the station
 - Future development around the station area
 - Parking at the station
 - Other ideas



DRAFT - WORK IN PROCESS



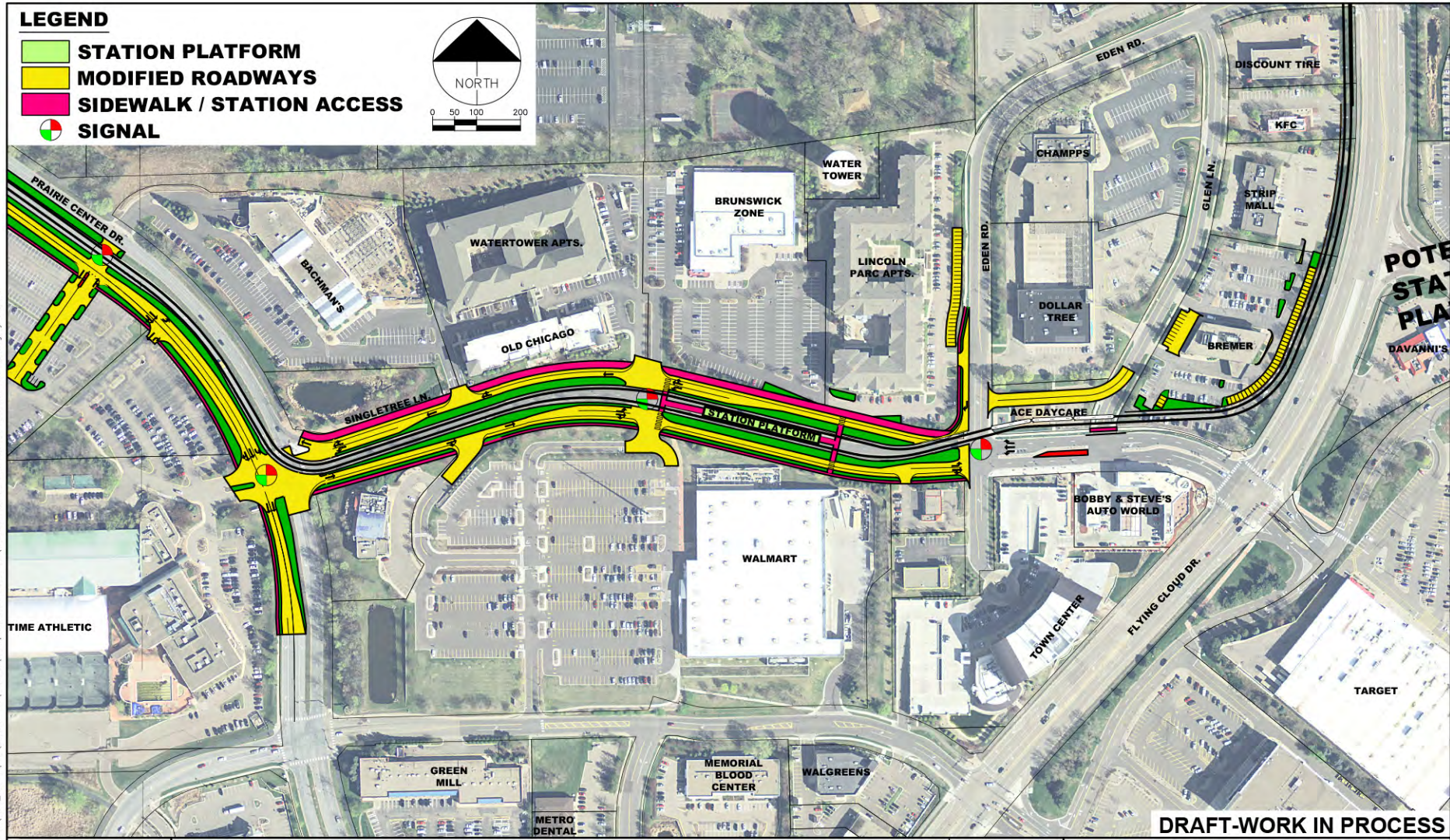
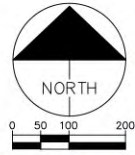
**SOUTHWEST LRT
 TI-1 : EDEN PRAIRIE - ALIGNMENT
 TIER 2 ANALYSIS**

IRT: #1
 REV: 1
 DATE: 05/07/2013



AECOM

- LEGEND**
- STATION PLATFORM**
 - MODIFIED ROADWAYS**
 - SIDEWALK / STATION ACCESS**
 - SIGNAL**



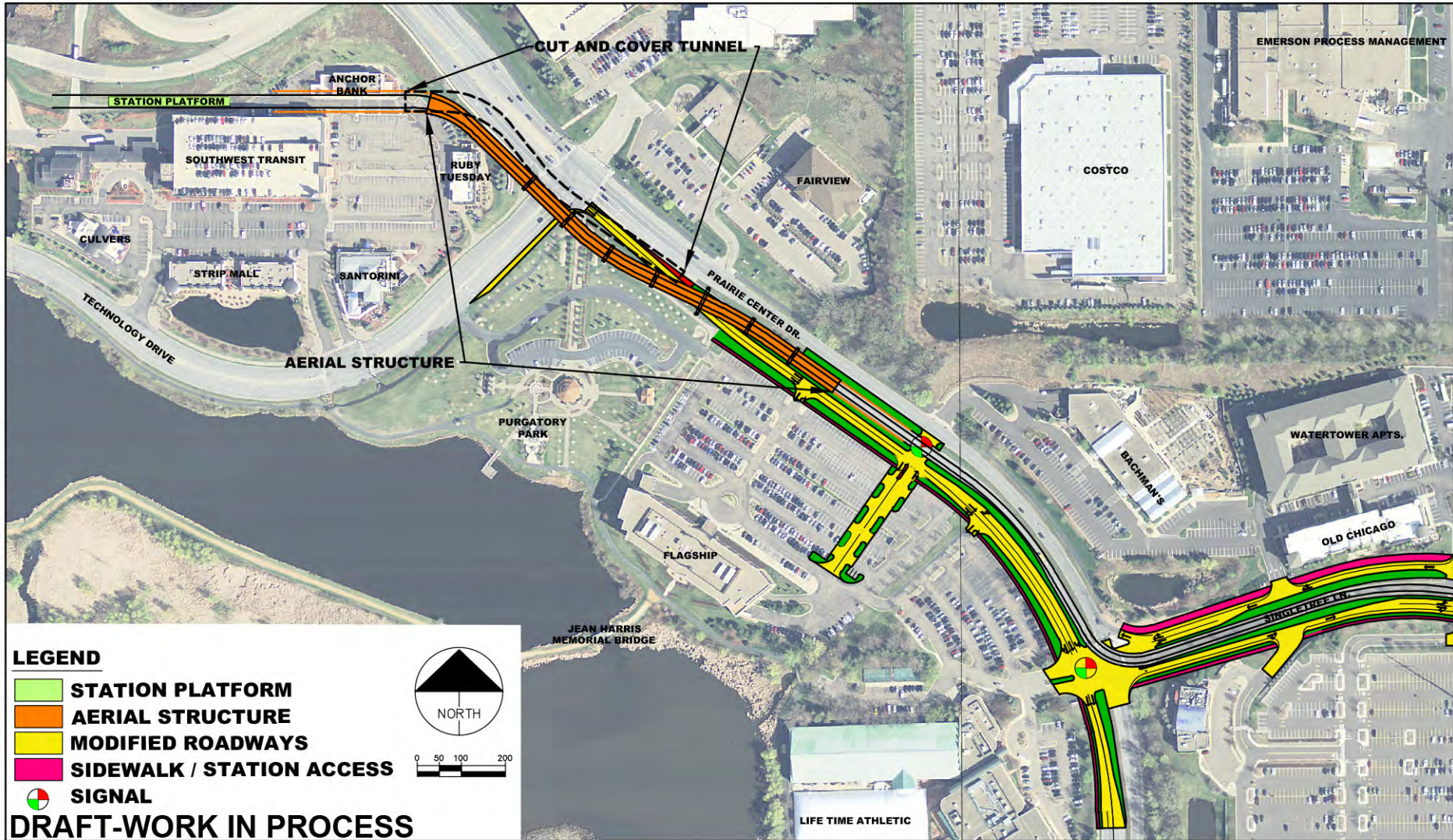
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SOUTHWEST LRT
 TI-1: EDEN PRAIRIE ALIGNMENT
 SINGLETREE LANE - WEST PLATFORM ADJUSTMENT

IRT: #1
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 DATE: 05/07/2013

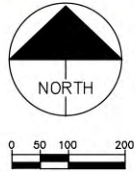


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LEGEND

- STATION PLATFORM**
- AERIAL STRUCTURE**
- MODIFIED ROADWAYS**
- SIDEWALK / STATION ACCESS**
- S
 SIGNAL



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SOUTHWEST LRT
 TI-1: EDEN PRAIRIE ALIGNMENT
 PRAIRIE CENTER DRIVE

IRT: #1
 REV: 1
 DATE: 05/07/2013



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SOUTHWEST LRT
TI-1: EDEN PRAIRIE ALIGNMENT
 PRAIRIE CENTER DRIVE/ TECHNOLOGY DRIVE-VIEW SOUTH

IRT: 1
 REV: 0
 DATE :05.07.2013



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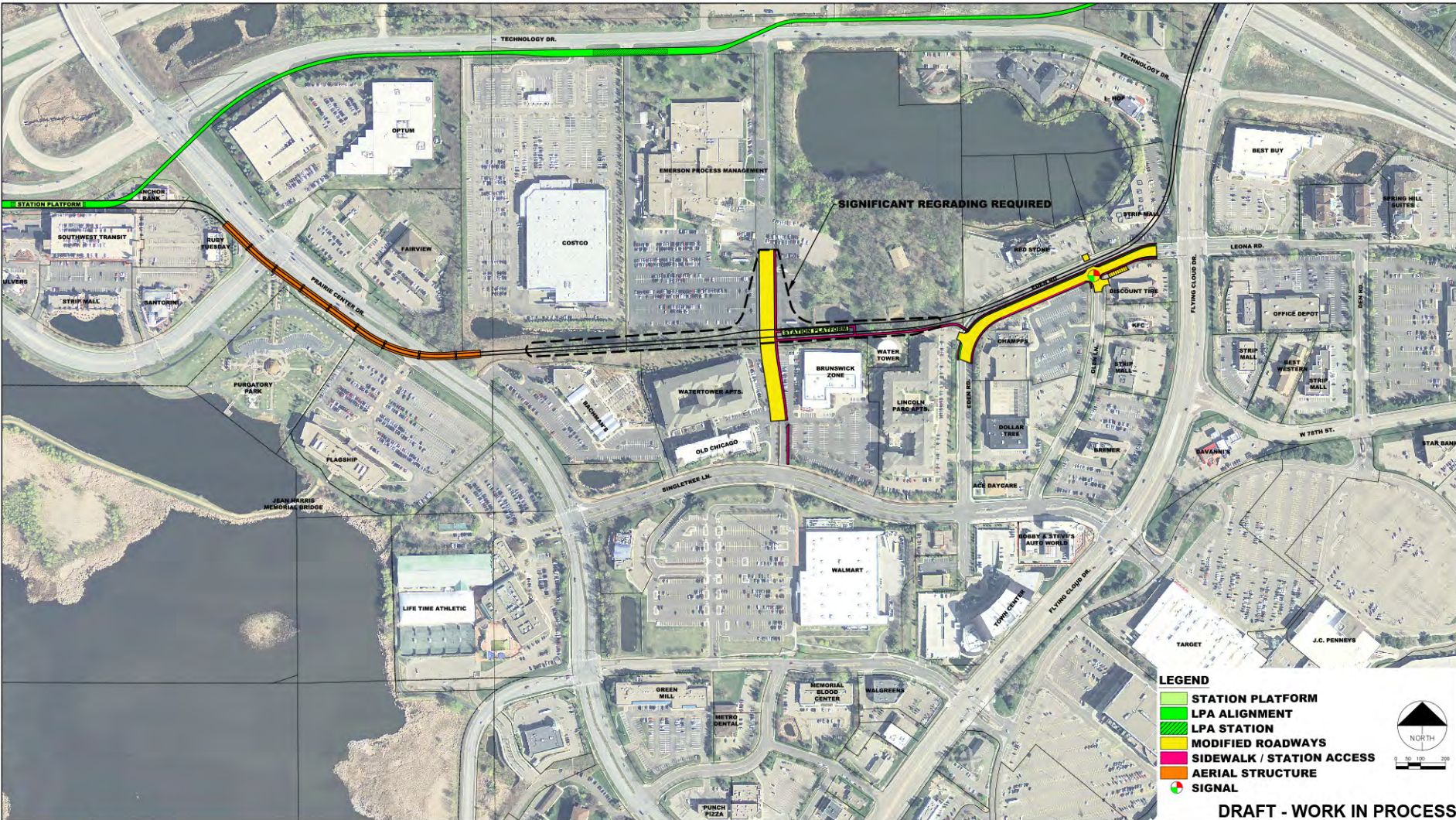


SOUTHWEST LRT
TI-1: EDEN PRAIRIE ALIGNMENT
 PRAIRIE CENTER DRIVE/ TECHNOLOGY DRIVE-VIEW NORTHWEST

IRT: 1
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 DATE :05.07.2013



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- LEGEND**
- STATION PLATFORM
 - LPA ALIGNMENT
 - LPA STATION
 - MODIFIED ROADWAYS
 - SIDEWALK / STATION ACCESS
 - AERIAL STRUCTURE
 - SIGNAL



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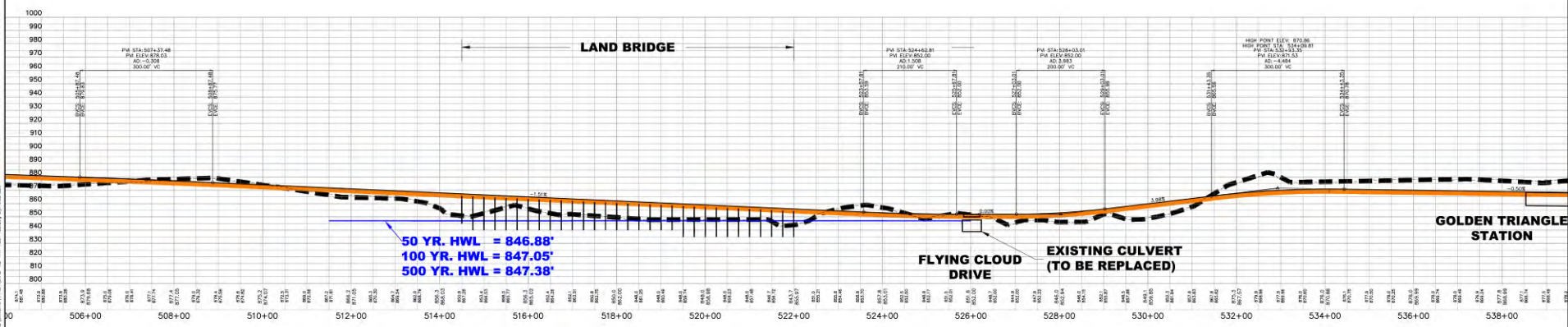
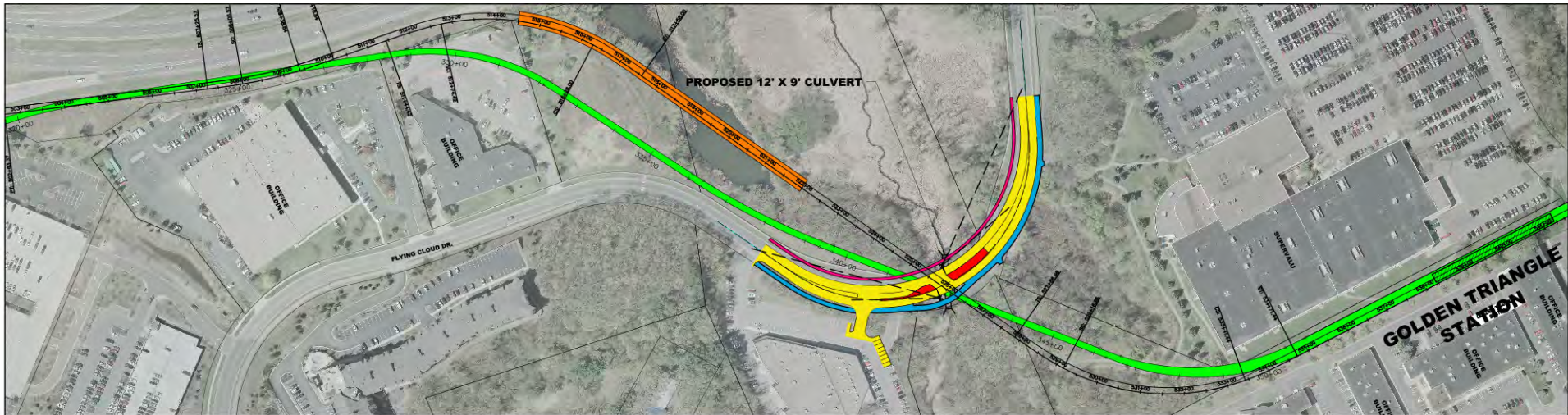
SOUTHWEST LRT
 TH-1 EDEN PRAIRIE ALIGNMENT
 COMPREHENSIVE PLAN ADJUSTMENT

IRT: #1
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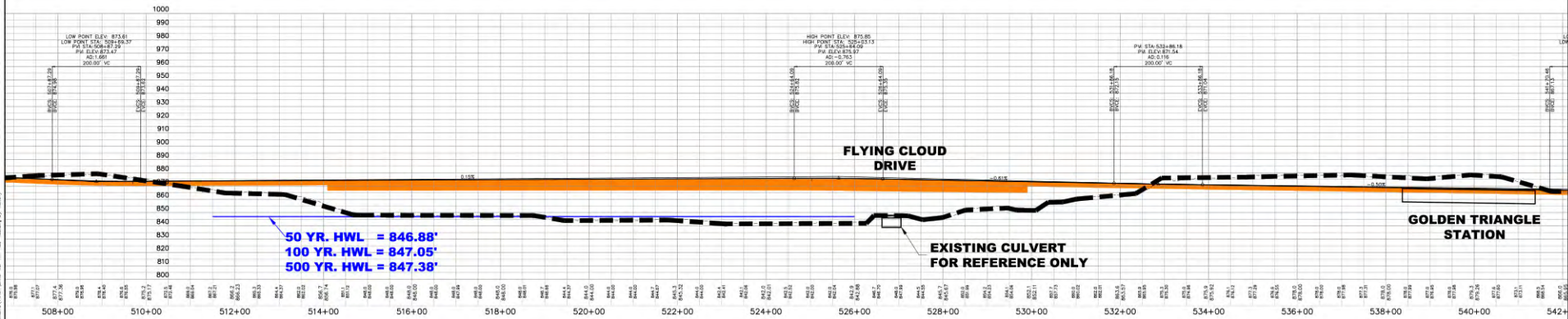
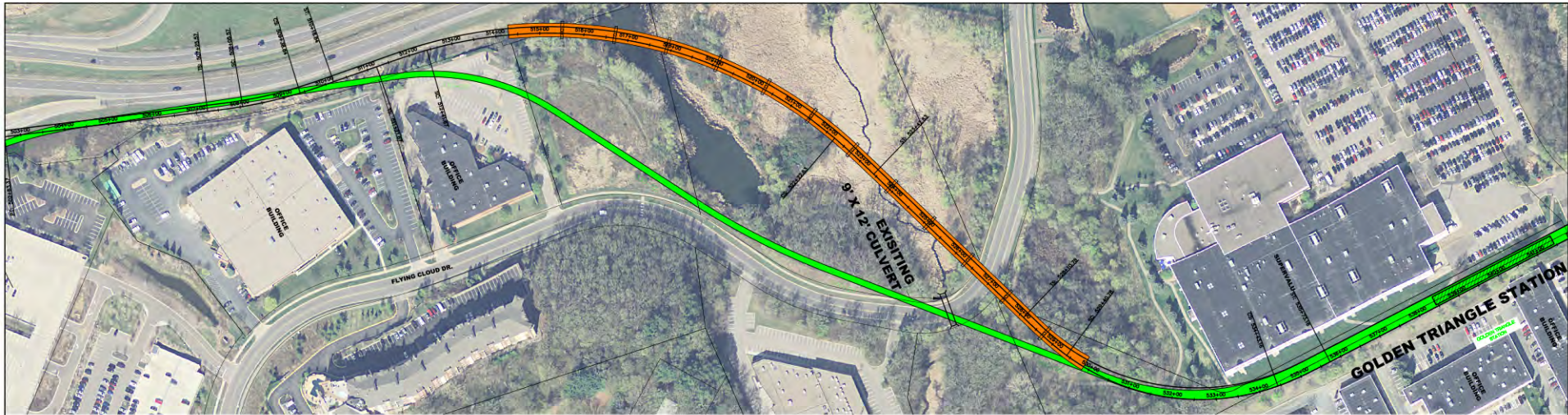


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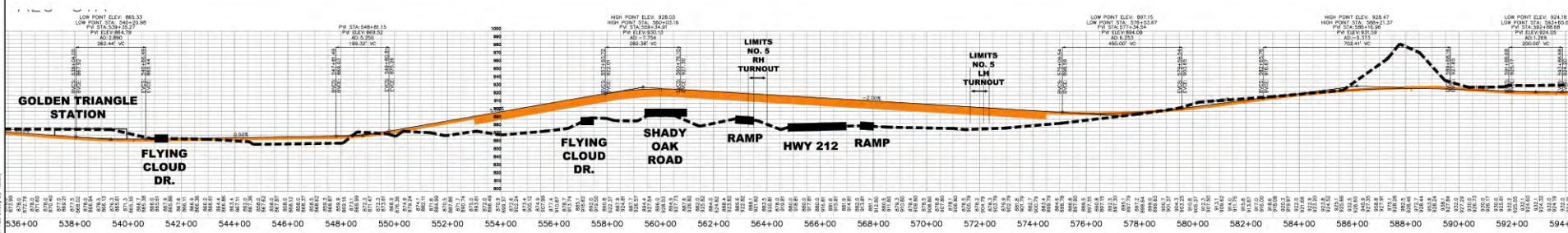
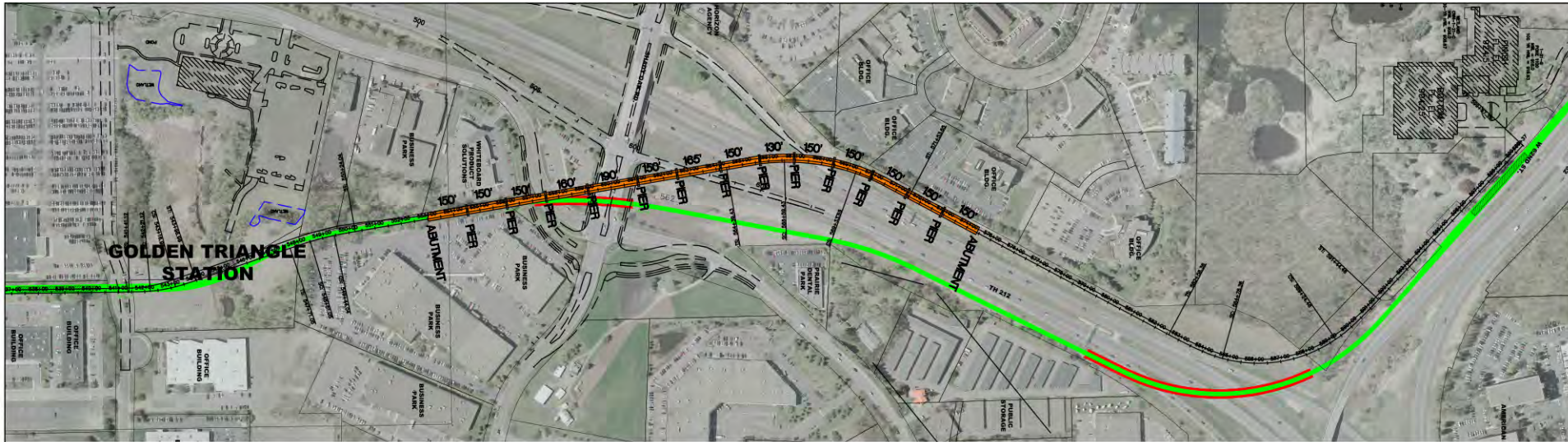




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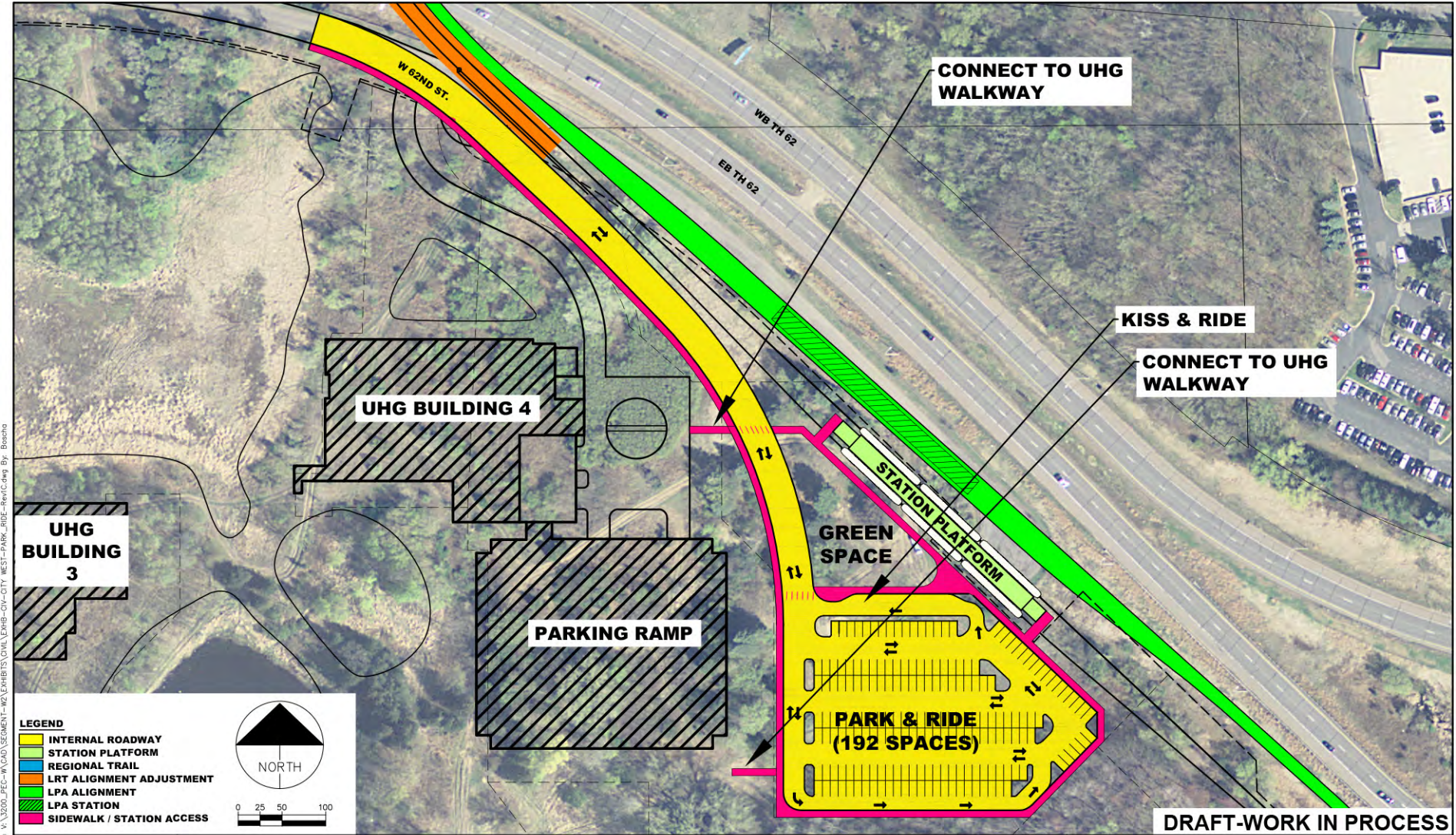
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SOUTHWEST LIGHT RAIL
SHADY OAK CROSSING

IRT: 5
REV: 0
DATE: 5/14/2013





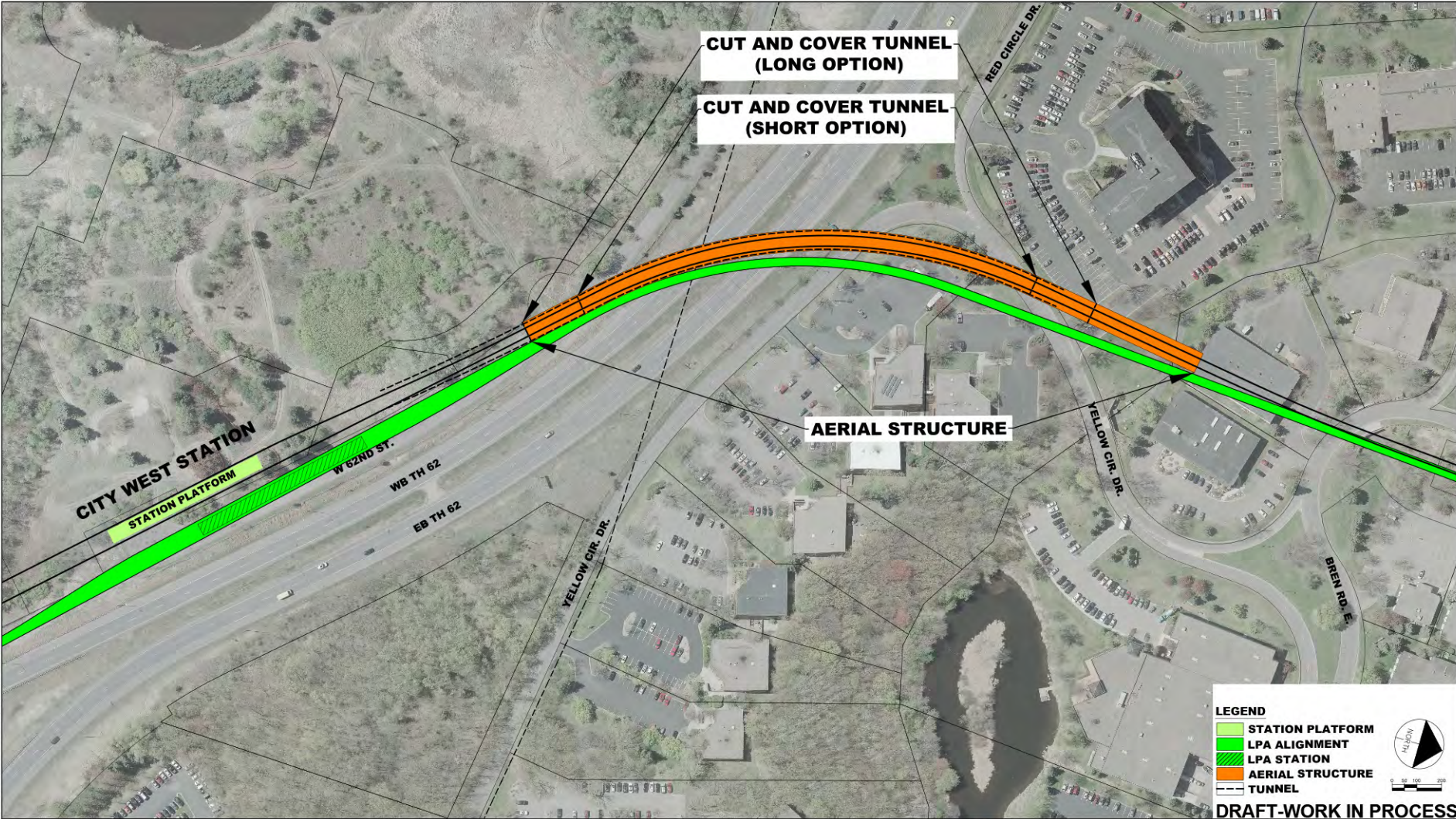
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SOUTHWEST LRT
TI-5: CITY WEST STATION

IRT: 5
REV: 1C
DATE :05/07/2013

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**CUT AND COVER TUNNEL
(LONG OPTION)**

**CUT AND COVER TUNNEL
(SHORT OPTION)**

AERIAL STRUCTURE

CITY WEST STATION
STATION PLATFORM

W 62ND ST.
WB TH 62
EB TH 62

YELLOW CIR. DR.

RED CIRCLE DR.

YELLOW CIR. DR.

BREA RD. E

- LEGEND**
- STATION PLATFORM
 - LPA ALIGNMENT
 - LPA STATION
 - AERIAL STRUCTURE
 - TUNNEL



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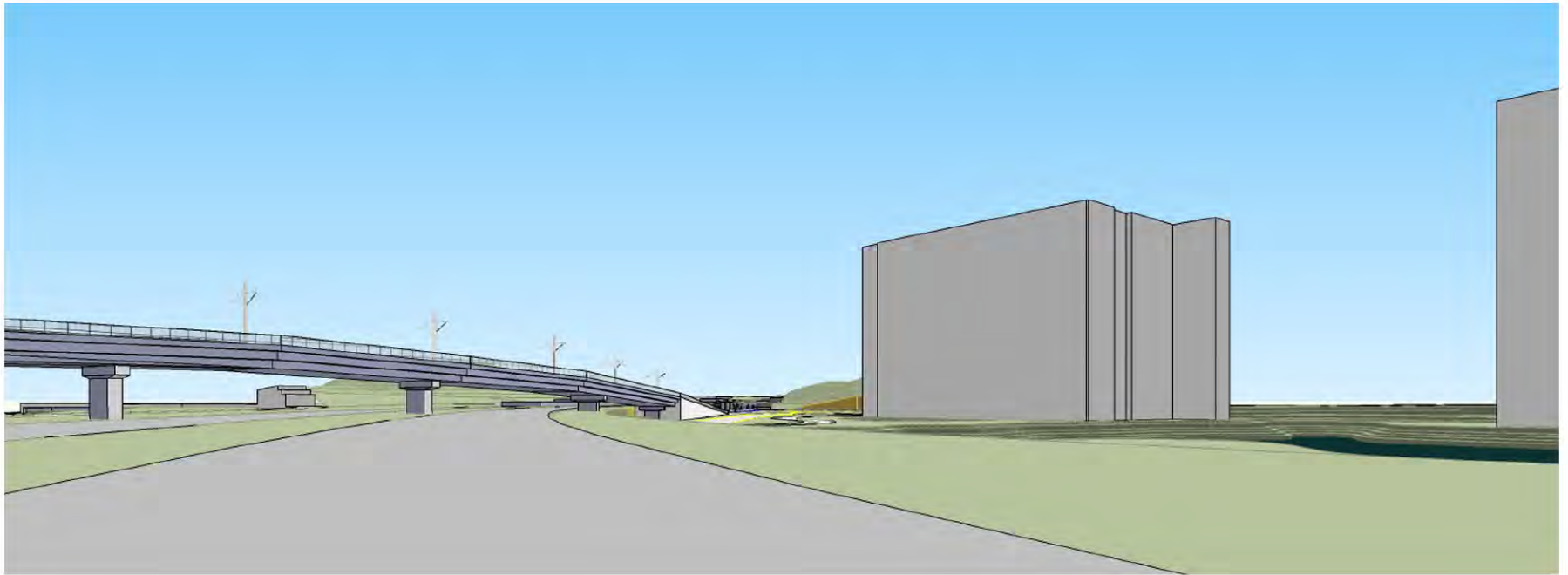


SOUTHWEST LRT
TH 62 CROSSING

IRT: #5
REV: 0
DATE: 05/07/2013



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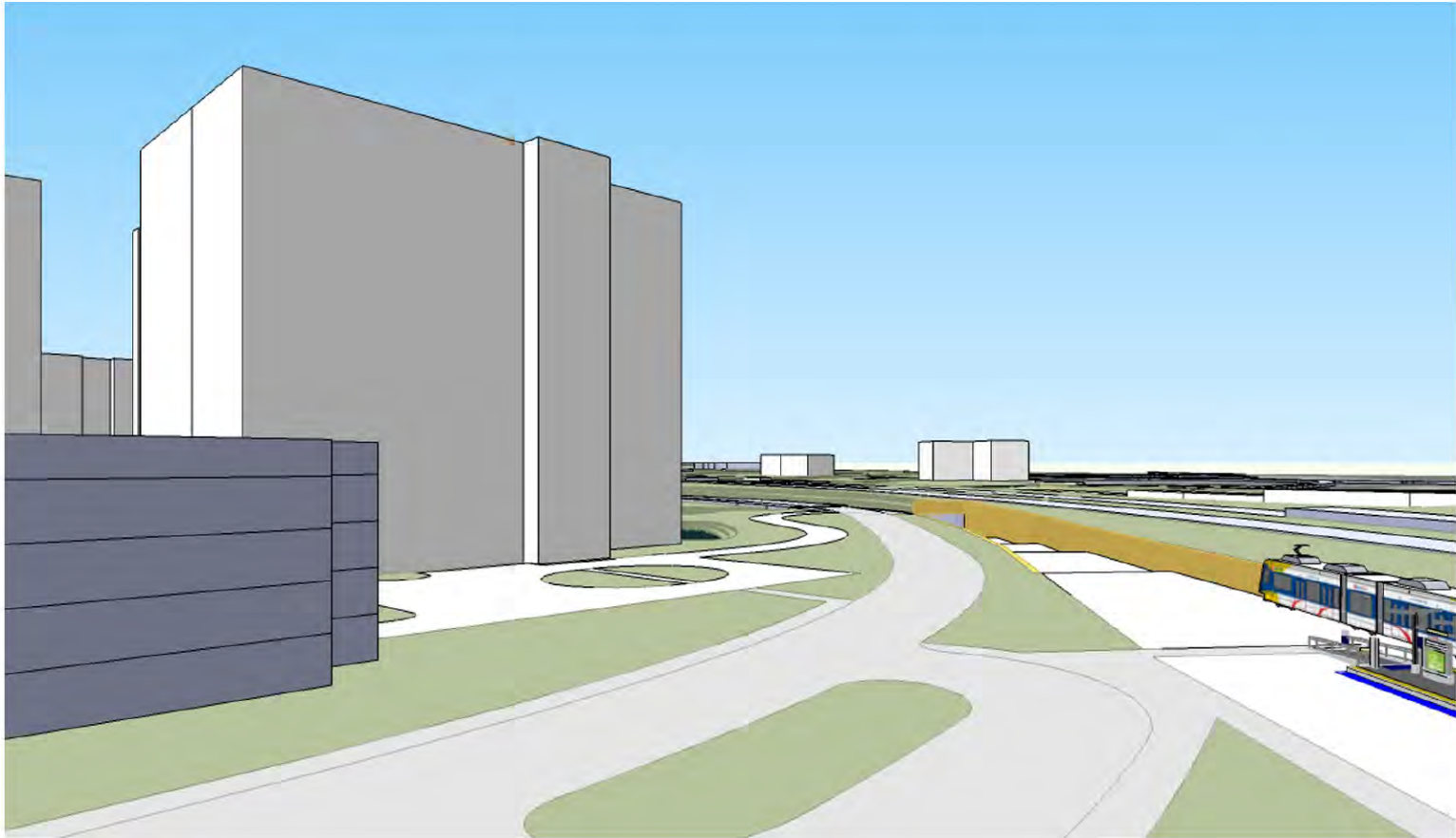


SOUTHWEST LRT
TI-5: T.H. 62 CROSSING
 VIEW LOOKING EAST

IRT: 5
 REV: 0
 DATE :05.07.2013



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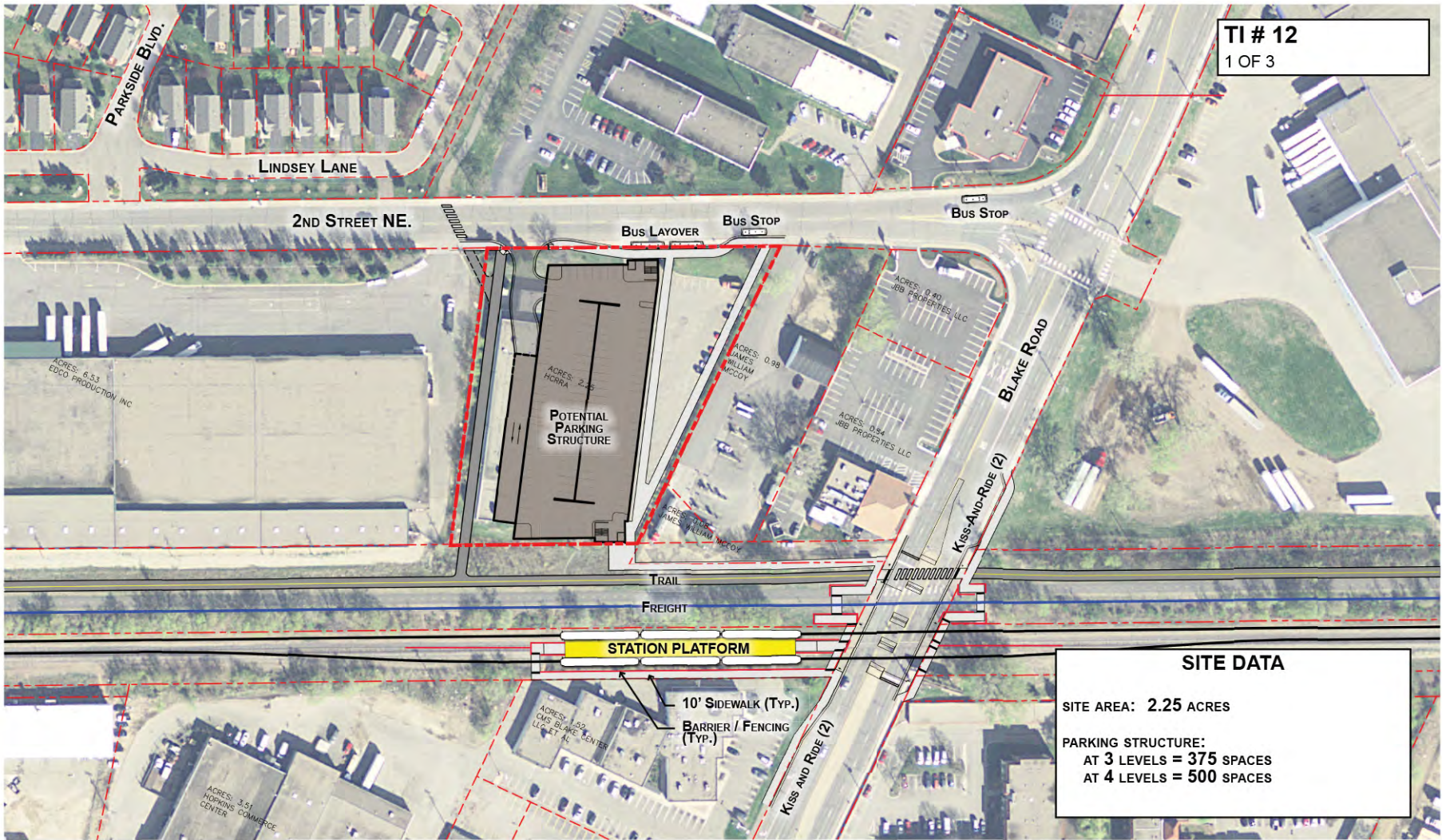
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SOUTHWEST LRT
TI-5: T.H. 62 TUNNEL CROSSING
VIEW LOOKING NORTHWEST

IRT: 5
REV: 0
DATE :05.17.2013



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TI # 12
1 OF 3

SITE DATA

SITE AREA: 2.25 ACRES

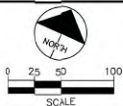
PARKING STRUCTURE:
AT 3 LEVELS = 375 SPACES
AT 4 LEVELS = 500 SPACES

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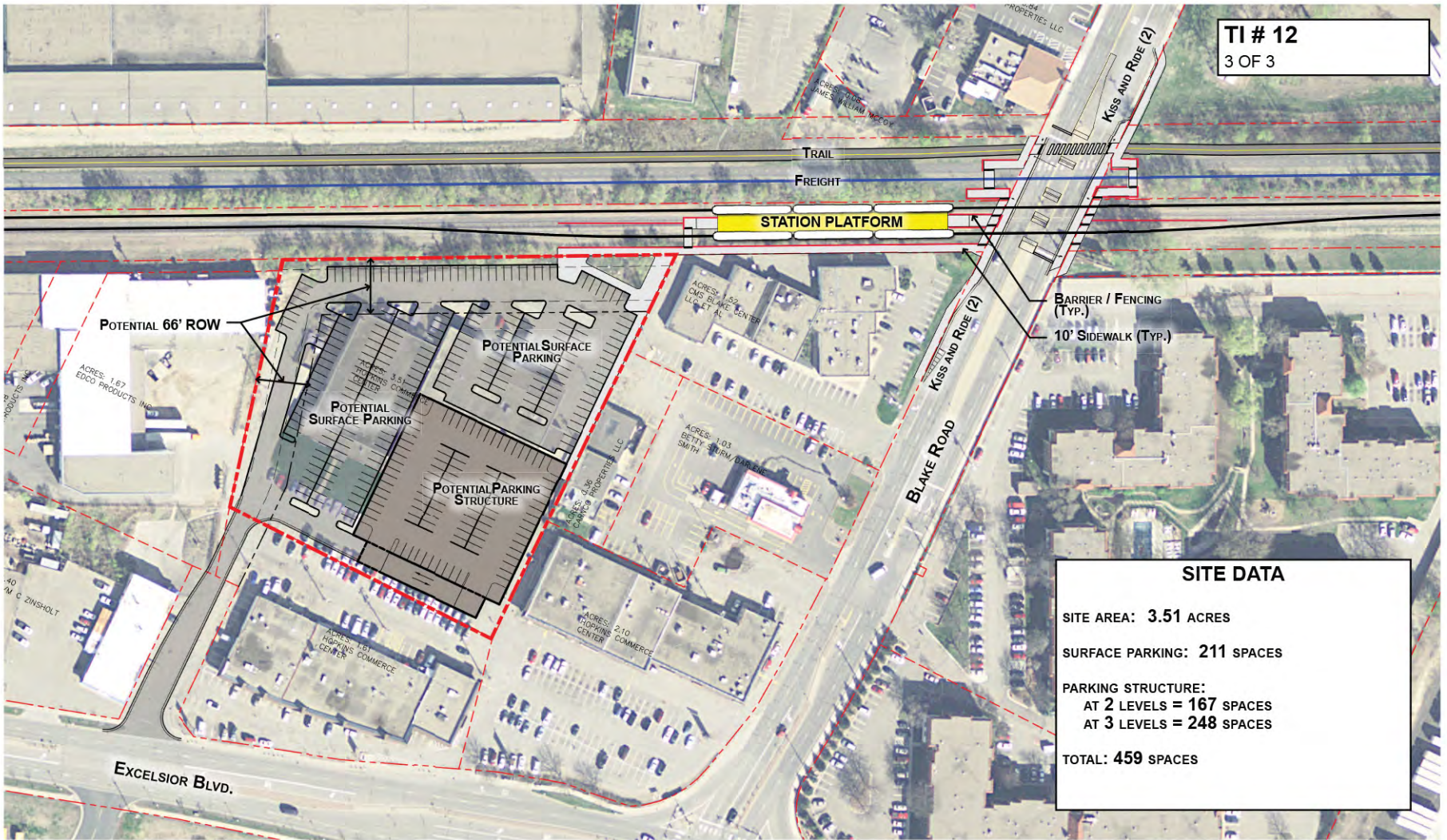


SOUTHWEST LIGHT RAIL
HOPKINS - BLAKE STATION
SITE PLAN - HCRRRA 3

IRT #12
Rev 2
05/09/2013



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TI # 12
3 OF 3

SITE DATA

SITE AREA: 3.51 ACRES

SURFACE PARKING: 211 SPACES

PARKING STRUCTURE:
 AT 2 LEVELS = 167 SPACES
 AT 3 LEVELS = 248 SPACES

TOTAL: 459 SPACES

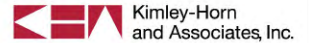
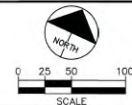
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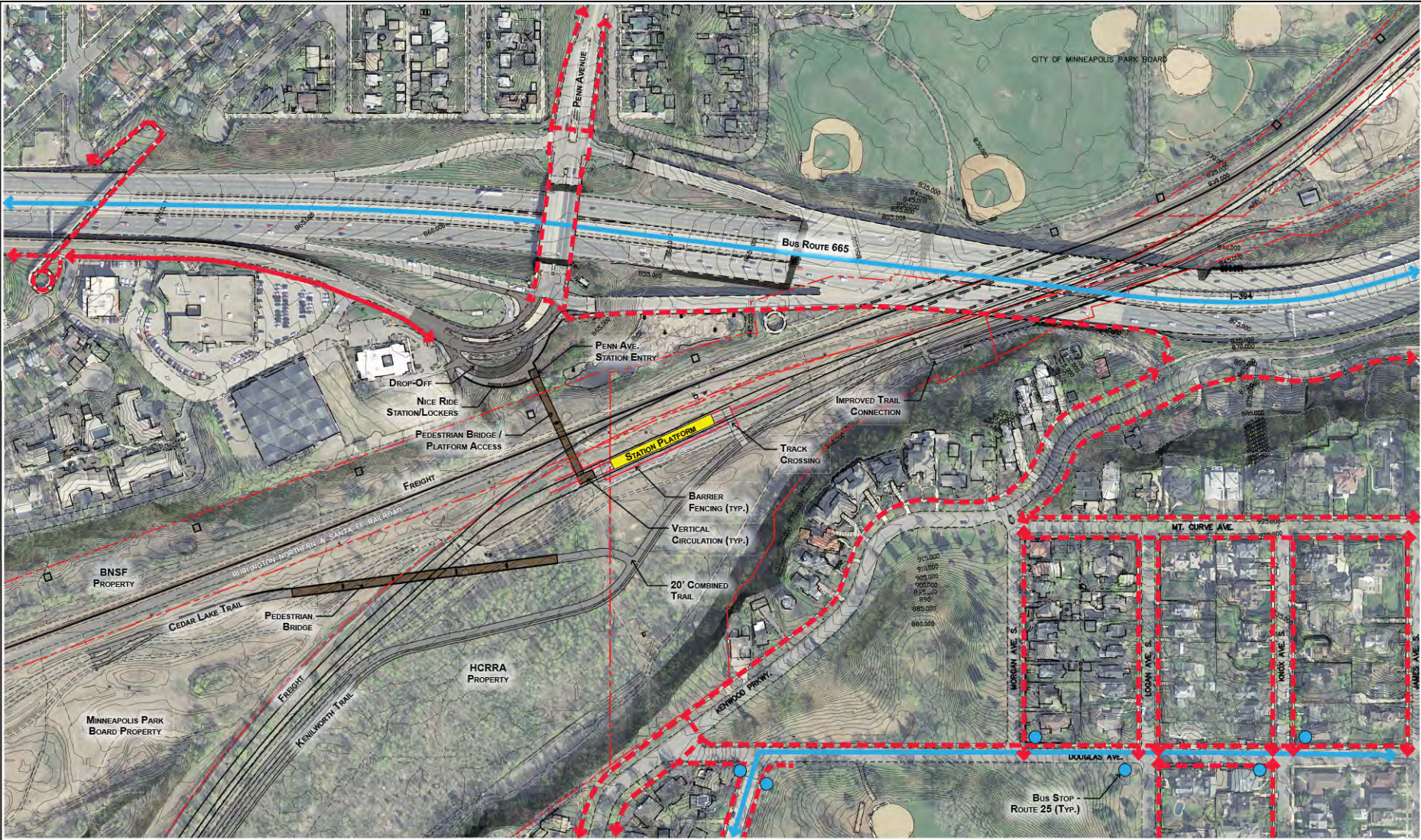
SOUTHWEST LIGHT RAIL

HOPKINS - BLAKE STATION
SITE PLAN - 2C.1

IRT #12
Rev 1
05/09/2013



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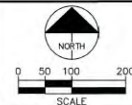


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SOUTHWEST LIGHT RAIL
 MINNEAPOLIS - PENN AVENUE STATION
 CO-LOCATION

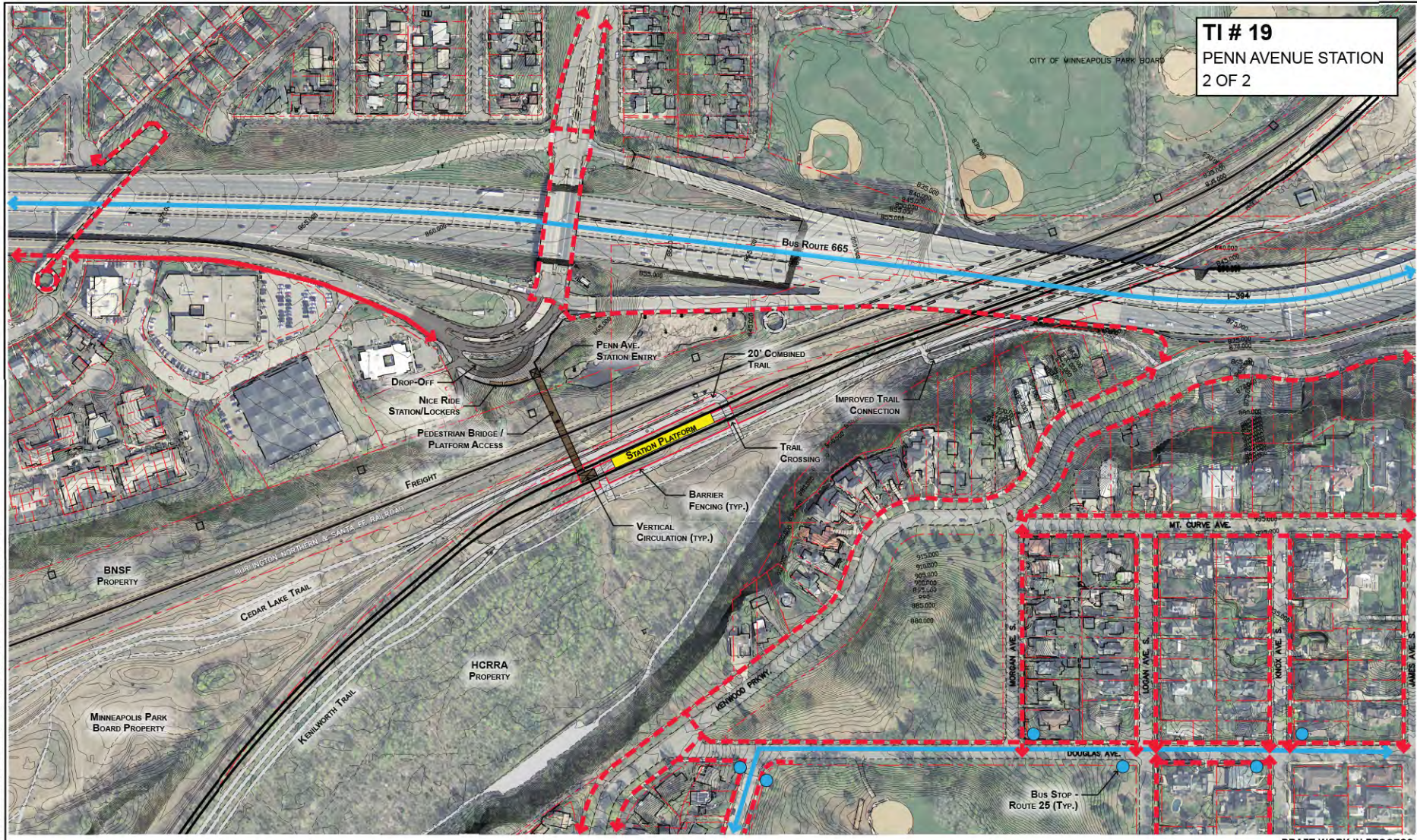
IRT #19
 Rev 1
 05/07/2013



**Kimley-Horn
 and Associates, Inc.**

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TI # 19
PENN AVENUE STATION
2 OF 2

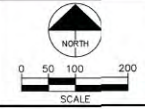


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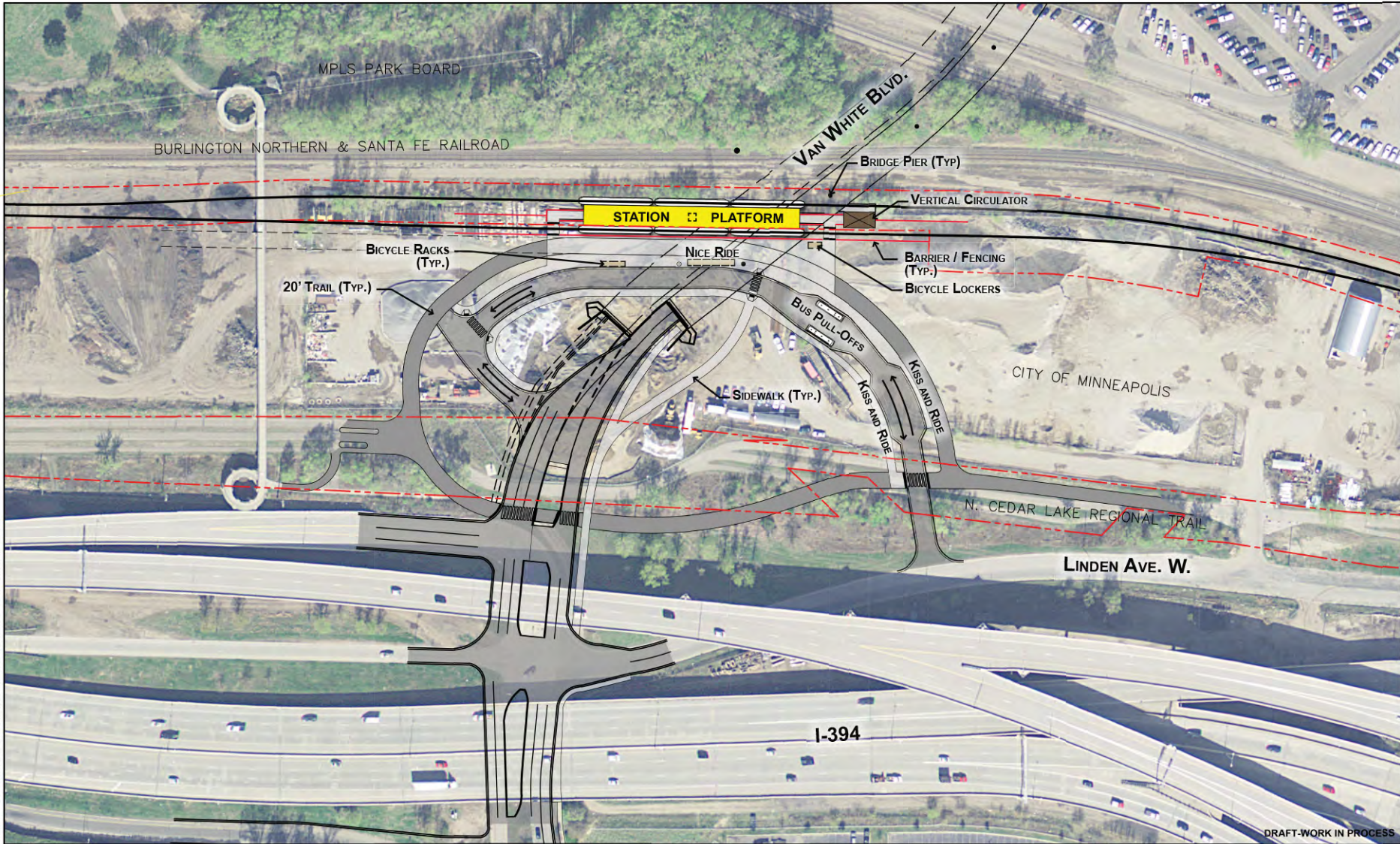


SOUTHWEST LIGHT RAIL
MINNEAPOLIS - PENN AVENUE STATION
RE-LOCATION

IRT #19
Rev 1
05/07/2013

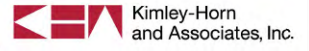
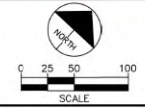


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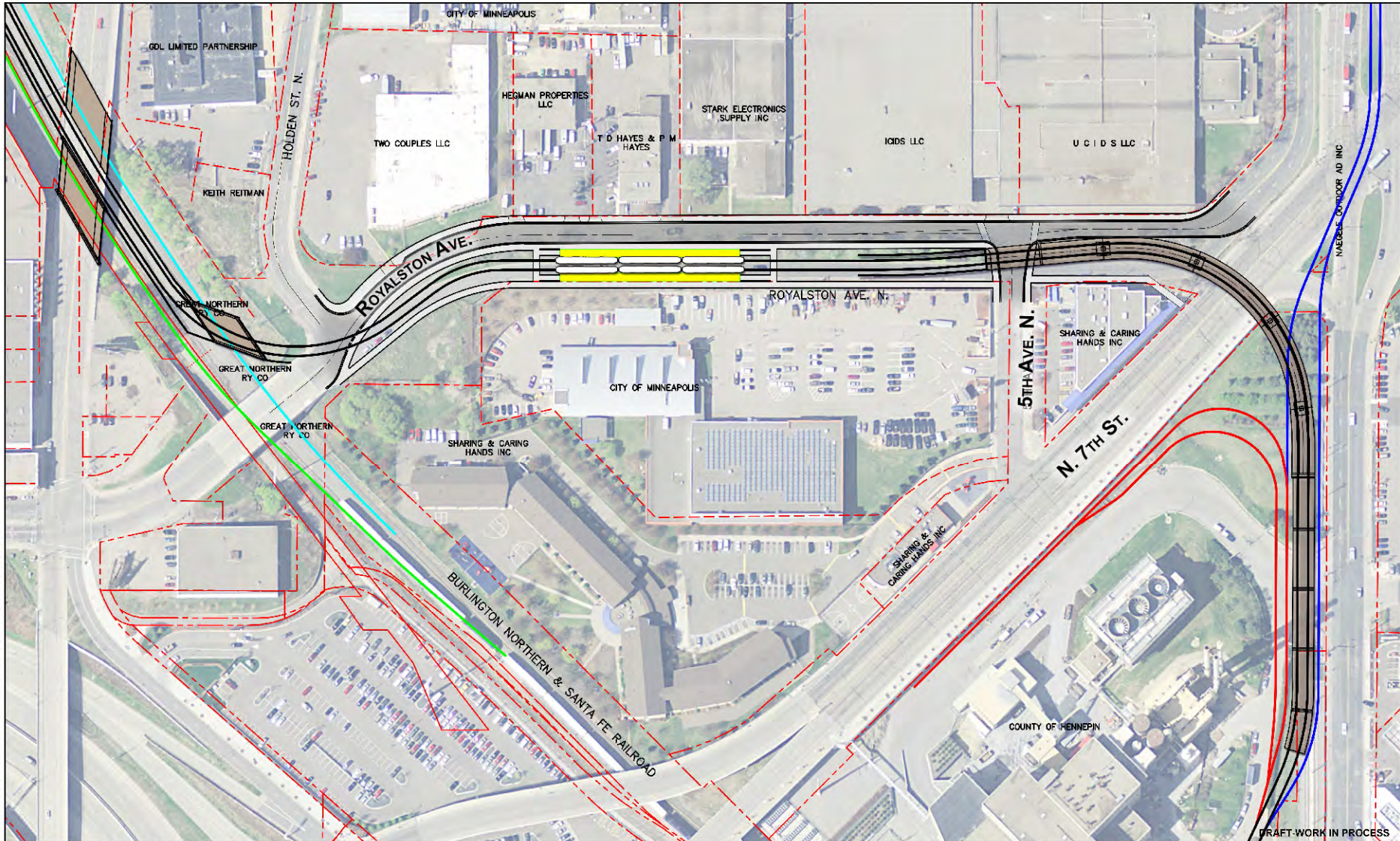


SOUTHWEST LIGHT RAIL
MINNEAPOLIS - VAN WHITE STATION - 7

IRT #19
Rev 1
05/21/2013



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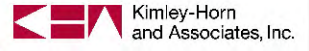
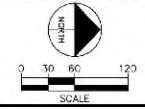


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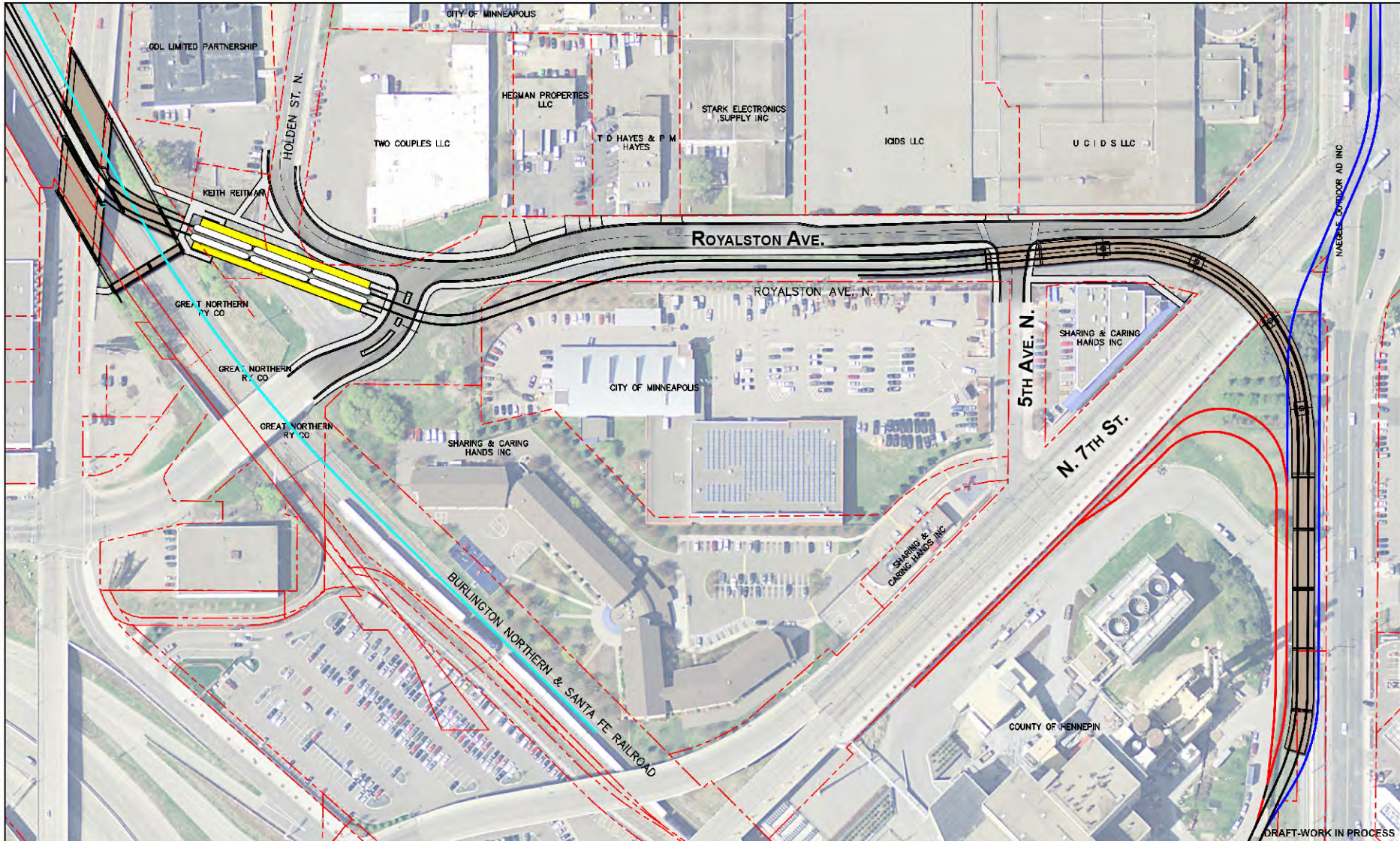


SOUTHWEST LIGHT RAIL
MINNEAPOLIS - ROYALSTON 3B SHIFT

IRT #20
Rev 1
05/07/2013



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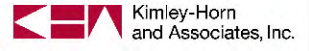
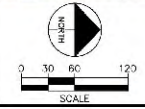
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SOUTHWEST LIGHT RAIL
MINNEAPOLIS - ROYALSTON DIAGONAL SHIFT

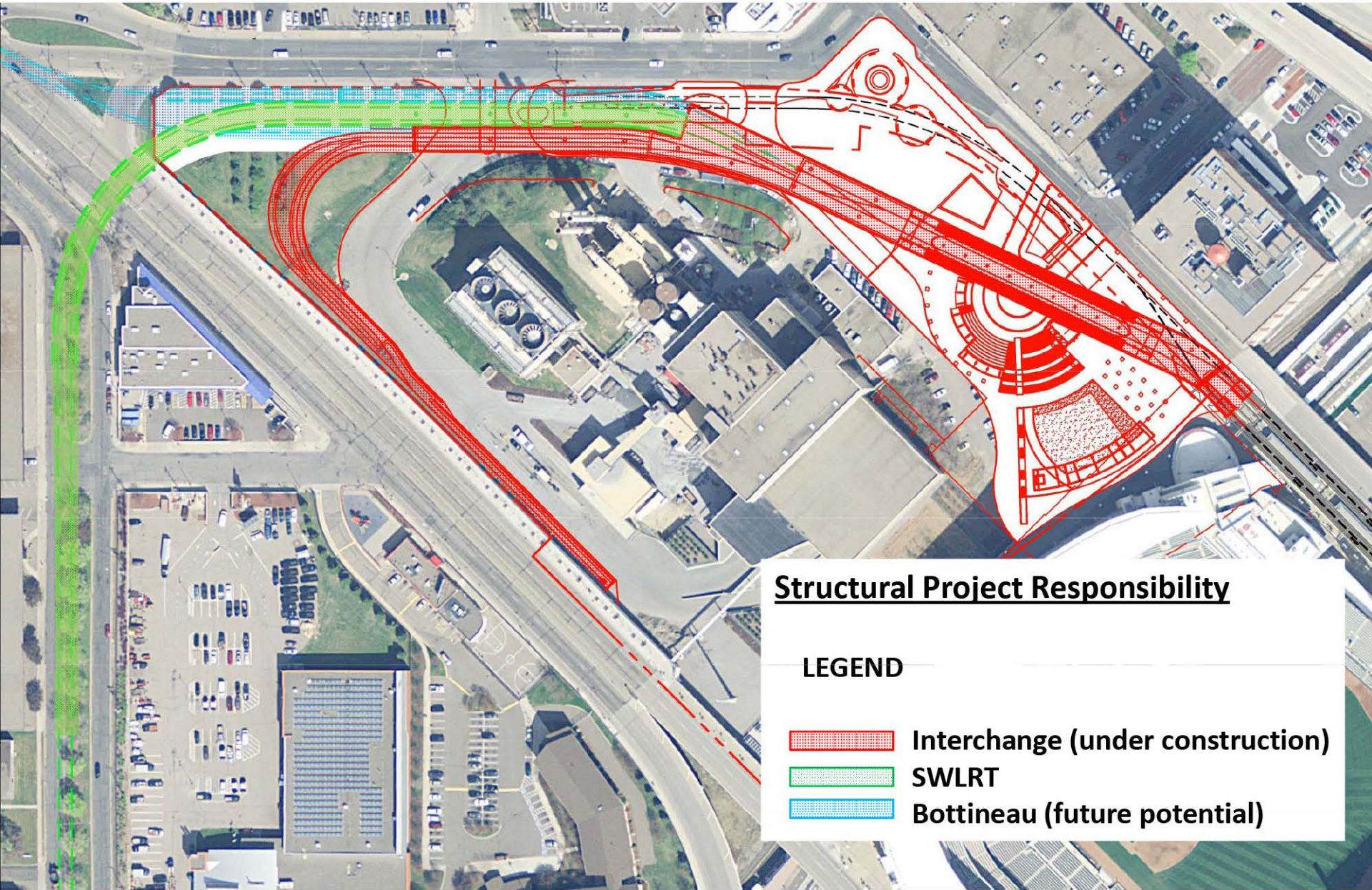
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Rev 1
05/07/2013










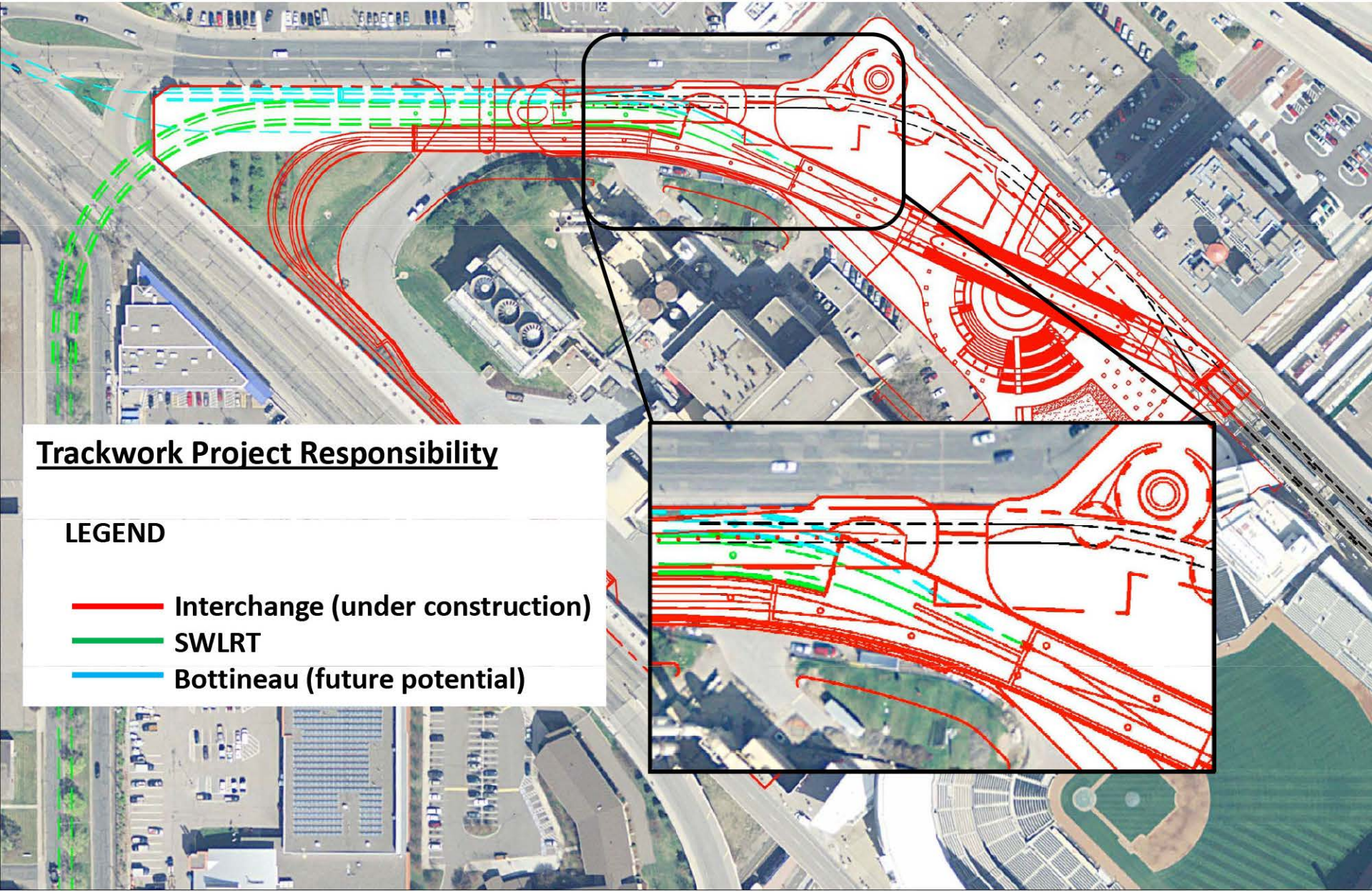




Structural Project Responsibility

LEGEND

-  Interchange (under construction)
-  SWLRT
-  Bottineau (future potential)



Trackwork Project Responsibility

LEGEND

-  Interchange (under construction)
-  SWLRT
-  Bottineau (future potential)



Reports

- Member and Committee Reports
- Public Forum
- Meetings:
 - Joint Special BAC/CAC: June 6
 - 5:00 – 6:00 PM: Layout Preview
 - 6:00 – 8:30 PM: Joint Meeting
 - Location: Benilde-St. Margaret's School
 - BAC: June 26, 8:00 – 9:30 AM
 - CAC: June 27, 6:00 – 8:30 PM



More Information

Online:

www.SWLRT.org

Email:

SWLRT@metrotransit.org

Twitter:

www.twitter.com/southwestlrt



SWC LRT Business Advisory Committee

Success Criteria for near term
impact and long term results

DRAFT

April 7, 2013

SWC LRT BAC Success Criteria

BAC Scope

The Southwest Light Rail (SWLRT) Business Advisory Committee (BAC) is established to promote business community involvement for the SWLRT project. BAC Input in the SWLRT process is beneficial to adjacent businesses, properties, and communities and the SWLRT Project Office.

SWC LRT BAC Success Criteria

BAC Purpose

The SWLRT BAC will serve as the voice for the business community and address concerns during the engineering and construction phases of the light rail line. It shall be composed of business leaders representing businesses and property owners impacted by the light rail route. The BAC will report to the SWLRT Management Committee on light rail design and construction issues and will report to the SWLRT Community Works Steering Committee on issues related to land use and transit oriented development. The purpose of establishing a BAC for the SWLRT is to:

1. Identify business related concerns/issues related to construction and operation of the light rail line
2. Identify strategies to avoid, minimize and mitigate the impacts of LRT construction on residences and businesses
3. Provide input on station location, design, and construction to reflect the needs of the business community (e.g., employees, customers, deliveries, etc.)
4. Provide input on station area (1/2 mile radius of stations) vision and character for development from a business perspective with a specific focus on business retention and expansion
5. Advise on communications and outreach strategies focused on the business community
6. Review and comment on major initiatives and actions of the Southwest Community Works initiative
7. Serves as an information resource and liaison to the corridor business community.

SWC LRT BAC Success Criteria

BAC Member Expectations

- **Attending a majority of the meetings**
- **Identifying and respond to issues affecting businesses impacted by the project**
- **Assisting in the development of recommendations to minimize the impact of affected businesses during the engineering and construction phases of the project**
- **Elevating awareness of business mitigation issues to the community during public forums/hearings**
- **Actively participate in discussion by sharing ideas and expertise**

SWC BAC Work Plan – Long Term Goals

Understand SWC Impact to the Region

- **Advance economic growth opportunities and business retention**
Priorities: Support regional economic growth opportunities and.....
- **Inform constituents and community regarding these opportunities**
Priorities:
 - Support \$1.25 B capital project
 - Support regions existing 210,000 jobs with additional 62,000 new jobs by 2030
 - Support estimated 30,000 weekday riders by 2030.

SWC BAC Work Plan – Long Term Goals

Advocate for and support increased ridership

- **Work with communities to support and increase ridership**

Priority: advocate with member constituents and broader region regarding benefits of SWLRT

- **Connect new job opportunities with broader region (job fairs, for example)**

Priority: Identify opportunities to maximize the connection between potential employers and employees in the corridor

- Others????

SWC BAC Work Plan – Long Term Goals

Improve Regional Economic Development and Retention Opportunities

- **Support municipalities and development companies**

Priority: Provide access to construction and development RFP's

- **Approach development opportunities holistically**

Priorities: Leverage local input

SWC BAC Work Plan – Long Term Goals

Develop legacy viewpoints to support an integrated transit throughout the metro region

- **Focus on SWLRT opportunities and advocate regionally for integrated transit**

Priorities:

- Leverage current Chamber of Commerce advocacy efforts
- Leverage Citizen Advisory Committee opportunities
- Utilize BAC approach that can be replicated for future LRT initiative
- Communicate and advocate for funding mechanisms

SWC BAC Work Plan – Short Term Goals

Be informed on current and relevant information so members can effectively communicate to constituents and broader advocacy opportunities

• **Provide relevant, meaningful and timely information/presentations to members**

Priorities:

- Provide accurate meeting minutes
- Proactively provide agenda information prior to meetings
- Provide such information that can be easily and readily disseminated to respective constituents
- Inform members of relevant, real-time information as appropriate

SWC BAC Work Plan – Short Term Goals

Provide opportunities for meaningful, active input throughout process

- **Develop timely agenda topics that support active BAC input and discussions**

Priorities:

- Develop meaningful agenda topics with SWLRT Project Office based on SWLRT initiatives and activities
- Solicit input of BAC members on timely discussion topics

SWC BAC Work Plan – Short Term Goals

Raise consciousness of broader metro transit services and linkages to SWLRT

- **Support broader awareness opportunities within the community**

Priorities:

- Develop agenda topics to understand the connection between SWLRT and the rest of the transit system
- Be open to communicate with the broader business community about the interconnections between different modes of transit
- Provide consistent BAC reports to SWLRT Management Committee as well as SWLRT Community Works Steering Committee
- **Others.....?**

Charter of the Southwest Light Rail Transit Business Advisory Committee

DRAFT

SCOPE

The Southwest Light Rail Transit (SWLRT) Business Advisory Committee (BAC) is established to promote business community involvement for the Southwest Light Rail Transit Project. BAC input in the SWLRT process is beneficial to adjacent businesses, properties, and communities and the SWLRT Project Office.

PURPOSE

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4. Provide input on station area (1/2 mile radius of stations) vision and character for development from a business perspective with a specific focus on business retention and expansion.
5. Advise on communications and outreach strategies focused on the business community.
6. Review and comment on major initiatives and actions of the Southwest Community Works initiative.
7. Serves as an information resource and liaison to the corridor business community.

REPORTING REQUIREMENTS

A Southwest LRT BAC member will provide reports on BAC activities to both the Southwest LRT Management Committee and the Southwest LRT Community Works Steering Committee.

RESPONSIBILITIES

The BAC monthly meeting will provide an important vehicle for involving business community groups in the design process, addressing project area concerns, facilitating public awareness and identifying opportunities to mitigate construction impacts. The purpose of the BAC is to advise the SWLRT Management Committee on the following:

1. Preliminary Engineering: Generate recommendations reflecting the needs of business as well as the community and transit riders.
2. Construction Mitigation: Provide input to the SWLRT Project Office on construction related concerns such as: signage, temporary parking, delivery routes, etc.
3. Community Works: Generate recommendations reflecting the needs of businesses as well as the community to expand business opportunities.

Each member of SWLRT Business Advisory Committee is responsible for:

1. Attending a majority of BAC meetings.
2. Identifying and respond to issues affecting businesses impacted by the project.
3. Assisting in the development of recommendations to minimize the impact of affected businesses during the engineering and construction phases of the project.
4. Elevating awareness of business mitigation issues to the community during public forums/hearings.
5. Actively participate in discussion by sharing ideas and expertise.

MEMBERSHIP

BAC members will be appointed through a nomination process with the Cities of Minneapolis, St. Louis Park, Hopkins, Edina, Minnetonka and Eden Prairie and respective Chambers of Commerce along the corridor. BAC members will include people who own or manage a business that will be directly impacted by the design and construction of the proposed light rail line; or who own or manage property that leases to a business that will be impacted by the design and construction of the proposed light rail.

BAC members will serve a one year term and reconfiguration of membership will be requested on an annual basis through at least Preliminary Engineering and Final Design. If an appointed member is no longer able to participate actively in the BAC, the company or property owner in conjunction with the nominating city will be allowed to submit a replacement nomination.

Existing Language:

A Chair and a Vice Chair Co-Chair will be appointed by the Chair of the Metropolitan Council to serve a one year term. The Chair and Vice Chair Co-Chair may serve unlimited consecutive terms.

Change to:

Two Co-Chairs will be appointed by the Chair of the Metropolitan Council to serve a one year term. BAC Co-Chairs may serve unlimited consecutive terms.

Membership is intended to represent the diverse interests and stakeholders along the Southwest LRT line and will therefore include representatives from chambers of commerce, corporations and small businesses.

MEETINGS

The BAC will meet the **second last** Wednesday of every month from 8:00 AM - 9:30 AM **or unless otherwise noted**. Agendas will be distributed to all members at least five business days before the meeting. Meeting minutes will be taken at each meeting. Meeting minutes are not final until approved at the next BAC meeting. Minutes, agendas and presentations will be distributed as PDF files.

To facilitate communication and a sharing of ideas and information, the BAC will meet jointly at least twice each year with the Community Advisory Committee (CAC). This meeting will replace a regularly scheduled BAC meeting. Special meetings, open houses, subcommittees and focus groups will be scheduled at regular intervals and/or as needed.

Southwest LRT (Green Line Extension)
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

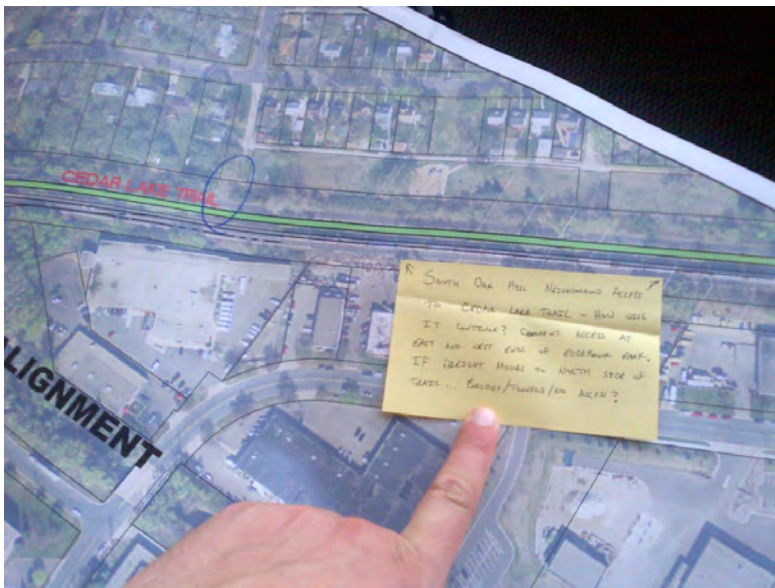
Site 9

- 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: [REDACTED]
Sent: Tuesday, May 14, 2013 5:46 PM
To: Nyquist, Daren
Cc: Munt, Jennifer; allcouncil@edenprairie.org; [REDACTED]; 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,

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes.

Southwest LRT (Green Line Extension)
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

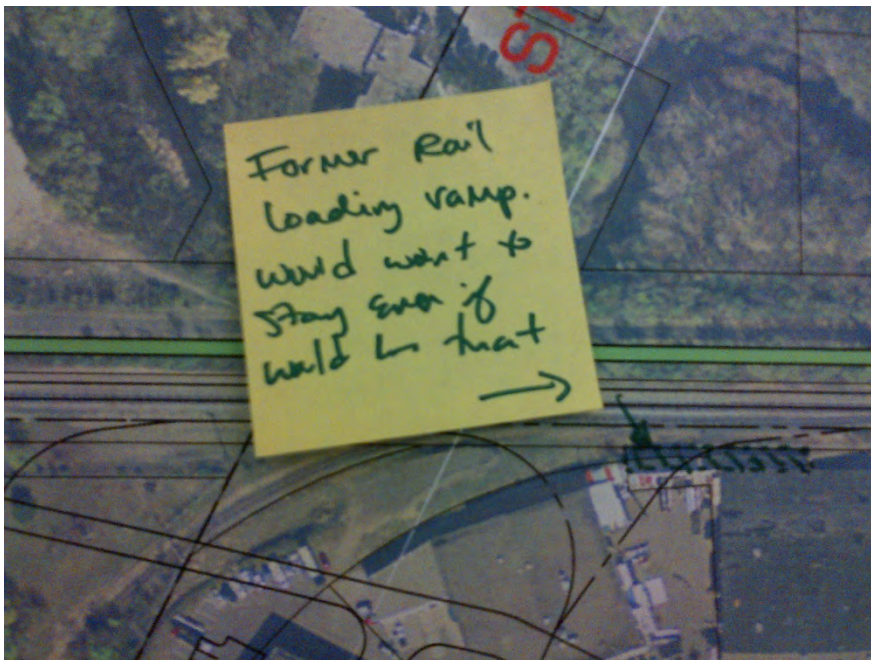
Site 3/4

Site 8

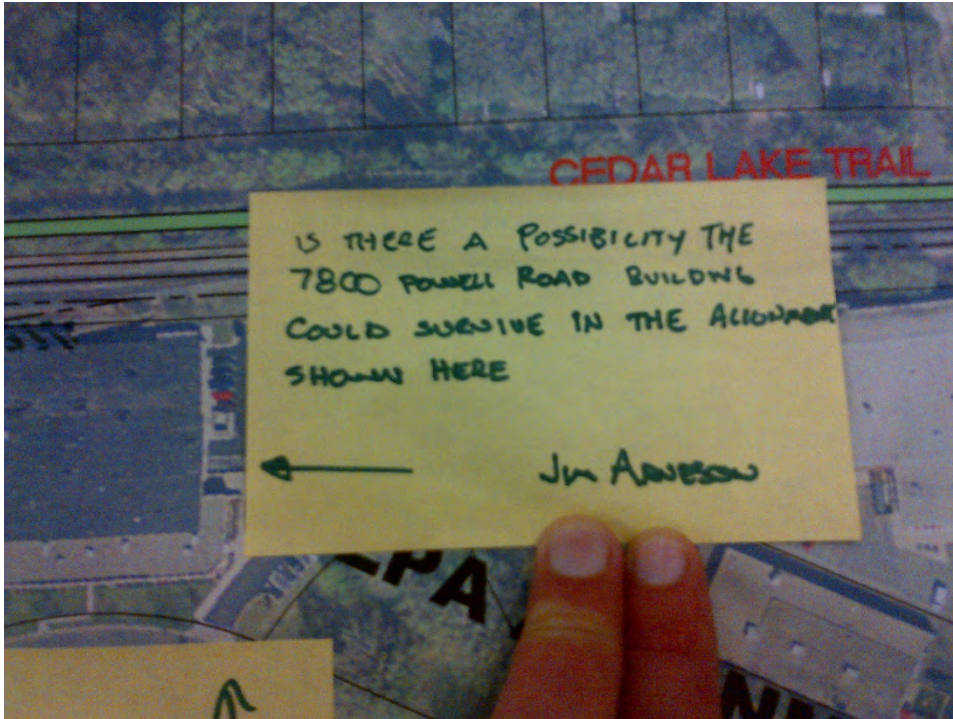
Site 9

Site 12/13

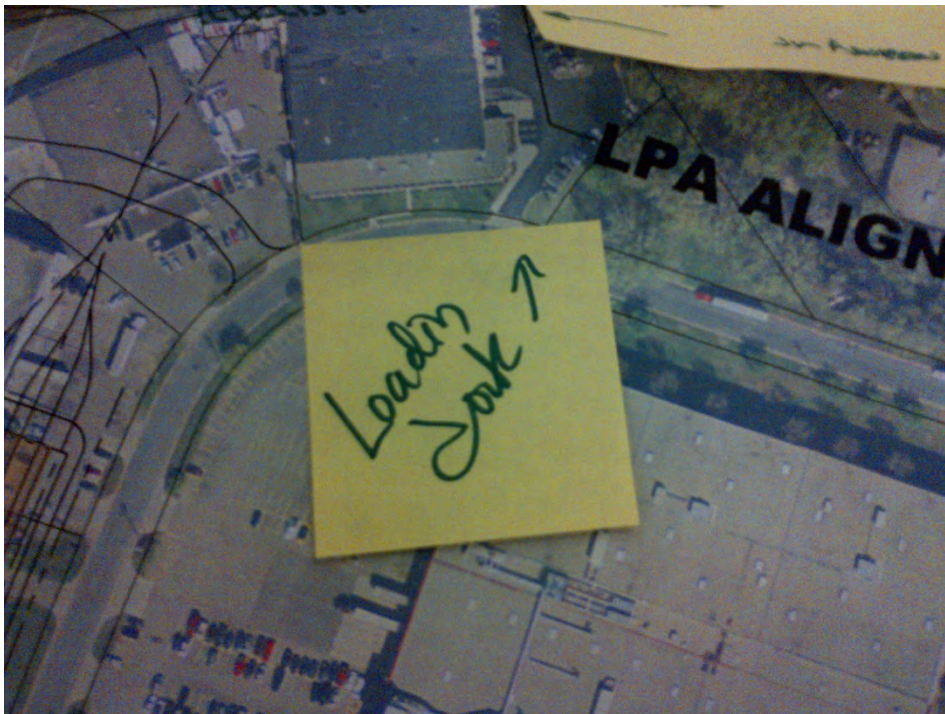
- Former rail loading ramp, would want to stay even if would ___ that.



- 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



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 hsared 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 sights 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.

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.

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.

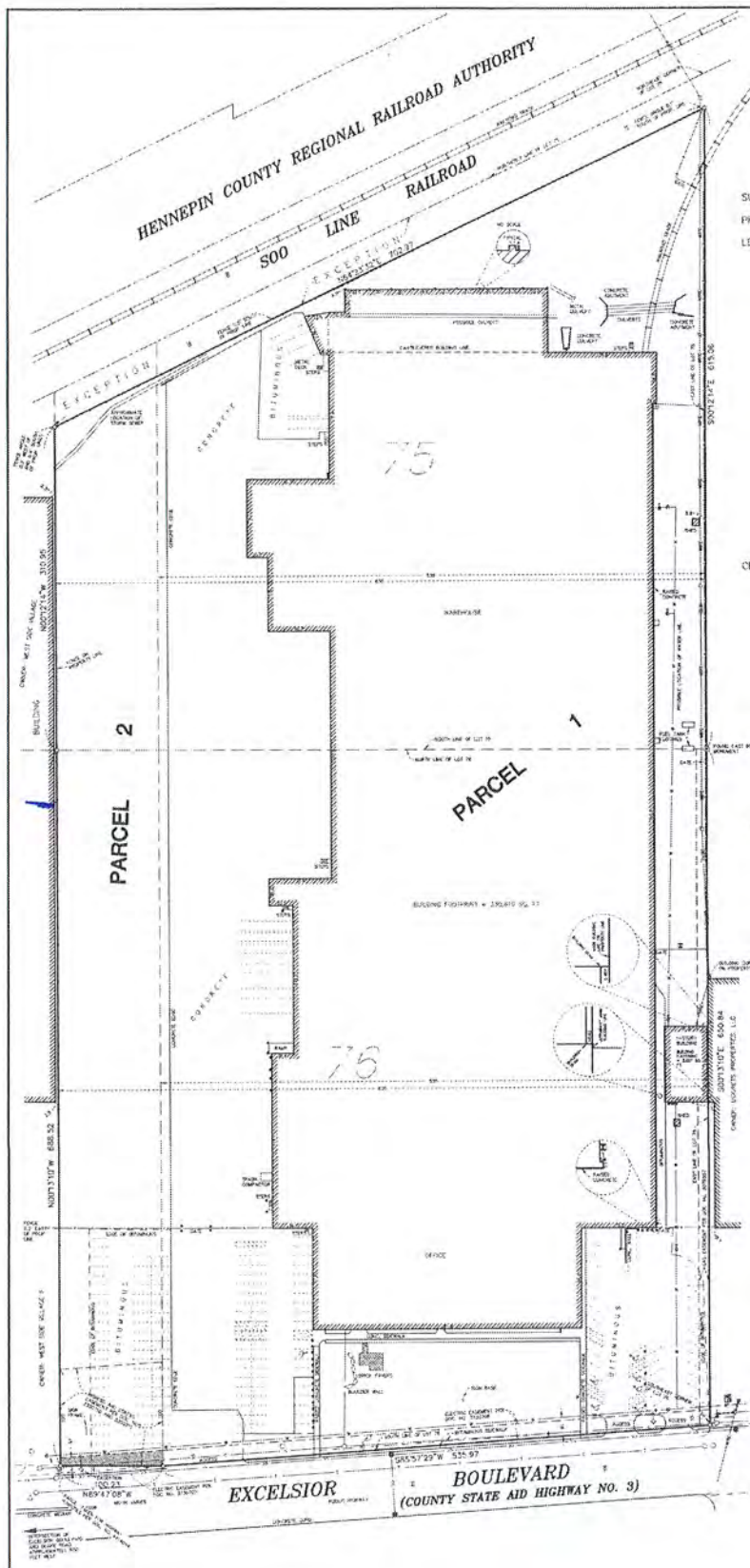
The Property meets these goals and we look forward to working with you to complete further location analysis.

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 1001.95 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 Southeast corner of said Lot 76; thence North 1300.42 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 at 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. 444244, 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 as 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 Bolke
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. ORE723101 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 panel map No. 2705300342E, dated September 2, 2004.

Item 4: The area of the property described herein is 721,251 square feet or 15.5576 acres.

Item 6: According to the City of Hopkins Planning and Zoning Department, the subject property is zoned IZ 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	▲ AUTODRAINER	— FENCE
□ ELECTRIC OUTLET POST	● POWER POLE	— OVERHEAD WIRES
● CATCH BASIN	○ WELL	— UNDERGROUND TELEPHONE
□ BOARD POST	▲ LIGHT POLE	— SANITARY SEWER
— HYDRANT	▲ TELEPHONE BOX	— STORM SEWER
● SIGN	× ELECTRIC BOX	— GAS MAIN
● GATE VALVE	● MONITOR WELL	— WATER MAIN
▲ FOST INDICATOR VALVE	▲ VALVE	
● GAS METER	■ ELECTRIC METER	
○ IRON PIPE MARKED WITH L.S. CAP NO. 20281		



Anderson Engineering of Minnesota, LLC
CIVIL ENGINEERING AND LAND SURVEYING

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